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AECOM

Ampport Parish

Design Guidance and Codes

Final report
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Quality information

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Revision History

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			Jasper den Boeft	Associate Director

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Introduction

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Amport Park

1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Amport Parish Council in support of the Amport Parish Neighbourhood Plan. The support is intended to provide design guidance and codes based on the character and local qualities of the parish to help ensure future development, particularly housing, complements the parish's existing character.

1.1 Purpose of this document

This document sets out design guidance and codes based on the existing features of Amport Parish. The document is intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the Parish and as a guide for the Amport Neighbourhood Plan Steering Group (the Group) and Test Valley Borough Council when considering planning applications.

1.1.1 What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Design codes are requirements that provide specific, detailed parameters for development. Proposals for development within the Neighbourhood Area should demonstrate how the guidance has informed the design and how the design codes have been complied with. Where a proposal cannot comply with a code (or several) a justification should be provided.

1.2 Process

Figure 01: Steps undertaken to produce this document.

1.3 How to use this document

This document is to be read in conjunction with the Amport Parish Neighbourhood Plan Character Appraisal. The guidelines will be used by different actors in the following ways:

Potential users	How they will use the design guidance and codes
Applicants, developers, & landowners	As a guide to the community's and the Local Planning Authority's expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local planning authority	As a reference point, embedded in policy, against which to assess planning applications. The guidance and codes should be discussed with applicants during any pre application discussions.
Amport Parish Council	As a guide when commenting on planning applications, ensuring that the guidance and codes are complied with.
Local community organisations	As a tool to promote community-backed development and to inform comments on planning applications.

1.4 Amport Parish Neighbourhood Plan Character Appraisal

A parish-wide character appraisal is being prepared by Bluestone Planning LLP in support of Amport parish's emerging Neighbourhood Plan. The study identifies the existing character and important development issues across the different settlements of Amport and outlying areas, intended to inform future development in the parish. The document describes distinctive features that sets apart each of the settlements of Amport Parish, these should be respected by any new development.

The character appraisal is divided into two sections, covering Landscape Character Areas and Settlement Character Areas. The Character Appraisal also identifies important views to be protected.

The design guidance and codes in this report have been informed by the Character Appraisal and by community engagement undertaken by the Parish Council. It is expected that planning applications will also be informed by it.

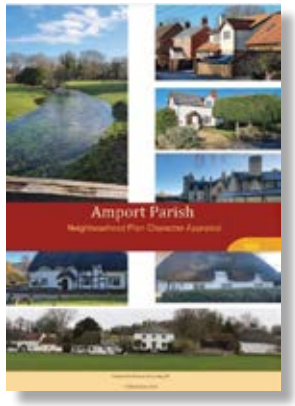


Figure 02: Amport Parish Neighbourhood Plan Character Appraisal, prepared by Bluestone Planning LLP.

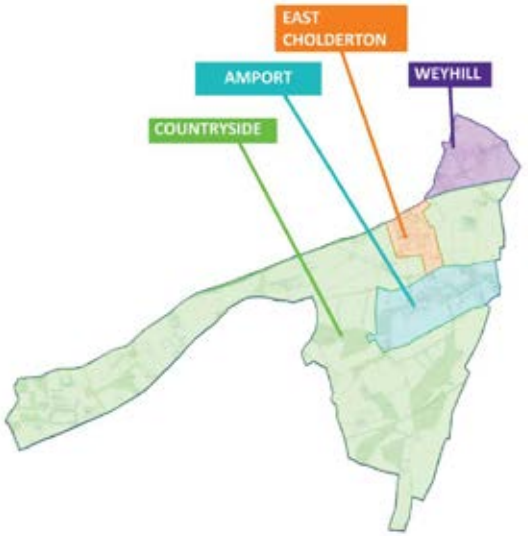


Figure 03: Map of the 4 settlement character areas - Weyhill. East Cholderton, Amport and Countryside, from the Amport Parish Neighbourhood Plan Character Appraisal, p.15 (Source: Bluestone Planning LLP).

1.5 Community engagement

The most recent consultation exercise conducted as part of the process for preparing the Amport Neighbourhood Plan was in September 2023. The purpose of the consultation was to ensure that any future development is based on reliable and comprehensive views, wants and needs of the residents.

A total of 285 responses were received during the consultation period from residents of Amport, East Cholderton, Weyhill and outlying areas within the parish. Some of the positive characteristics of the parish as reflected from the consultation include the area's surrounding landscape setting, ease of access to the countryside and the look and style of settlements. Areas for improvement and to be addressed by neighbourhood plan policies and design codes include the protection of environmental sites, parking and provision for more local facilities and public transport links.

A separate community engagement event took place in February 2024, consulting on design codes and guidance in support of the Amport Neighbourhood Plan (Figure 4). The consultation aimed to obtain the views of local residents across the parish on their level of support for each proposed design code in relation to the context and challenges posed to Amport.

Overall, all proposed design codes were supported by local residents and the Amport NP Steering Group- in particular design guidance and codes in relation to development close to heritage assets, housing extensions and infill, and implementation of eco-design principles. These comments will be taken forward in Chapter 3 where parish-wide design codes and guidance are outlined.

The consultation event also focused on gauging types of development that would be supported in the Weyhill area, which is subjected to development pressures due to site allocations. In general, less dense developments offering good design variety are favoured.

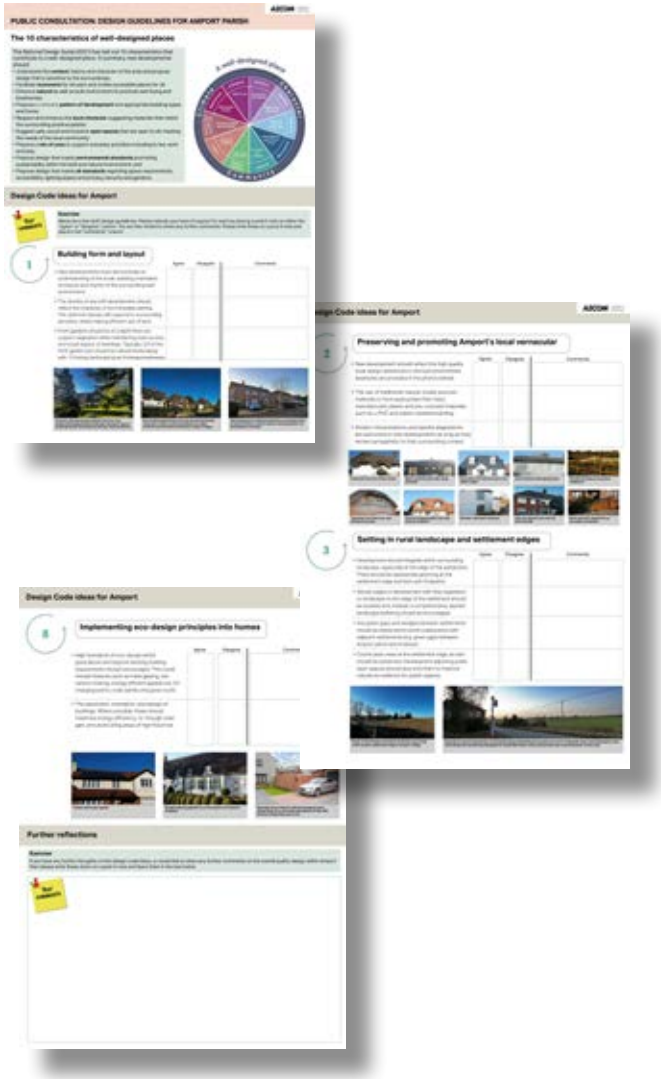


Figure 04: Excerpts of consultation material on design codes and guidance for future development in the parish.

Amport Parish Design Guidance and Codes

02

Pill Hill Brook

2. Amport Parish Design Guidance and Codes

This section sets out the design principles that will influence the design of potential new development in Amport Parish and inform the retrofit of existing properties in the parish. Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.

2.1 Introduction

The design guidance and codes within this report are divided under three different principles that are relevant to Amport Parish's design requirements. They have been generated based on discussions with the Neighbourhood Plan Steering Group, the site visit and on good practice relevant to the physical context of the parish. Some of these are more general and could be used as design guidance within the Neighbourhood Plan. Other elements that are more prescriptive or set out parameters form design codes.

New housing development and modifications should not be viewed in isolation; rather, considerations of design and layout must be informed by the wider context. It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is around as inspiration and influence. Sensibility to the context should by no means restrict architectural innovation; in fact, the solution could be a contemporary design that is in harmony with the surroundings. Proposals should also take into account the individual characteristics of each settlement in the parish and seek to enhance and reflect its distinctive features.

The main themes which design guidance and codes are grouped under are:

Layout of Buildings (LB)

Green and Blue Infrastructure (GBI)

Sustainable Development (SD)

2.2 Amport Parish Design Guidance and Codes Overview

This section introduces a set of design codes specific to Amport Parish. These are based on:

- Baseline analysis of the Parish as provided in the Amport Parish Neighbourhood Plan Character Appraisal;
- Parish-wide community engagement results;
- Discussion and site visit with the Neighbourhood Plan Steering Group; and
- Understanding national design documents such as National Design Guide and Building for Healthy Life, as well as any borough and local policies as outlined in the Appendix.

The individual design guidance and codes detailed in the following chapter are listed as follows:

Theme	Code	Title
Layout and Buildings	LB.01	Settlement pattern
	LB.02	Settlement edges and gateway
	LB.03	Topography and views
	LB.04	Building height and roofline
	LB.05	Building scale and massing
	LB.06	Extension, conversion, infill and backland development
	LB.07	Parking
	LB.08	Preserving and promoting local vernacular
	LB.09	Heritage and landmarks
	LB.10	Industrial estates principles
Green and Blue Infrastructure	GBI.01	Biodiversity and local wildlife
	GBI.02	Dark skies and lighting
	GBI.03	Water management and Sustainable Drainage Systems (SuDS)
Sustainable Development	SD.01	Safe and pedestrian friendly neighbourhoods
	SD.02	Eco-design and net zero principles

2.2.1 Layout of buildings (LB)

Over the years, Amport Parish has undergone various phases of expansion and the parish continues to experience development pressures from smaller scale infill development and larger scale new development schemes on settlement edges. These should all be developed in a manner that is sensitive to the physical context they are set in. Key aspects of considerations include consistency in building lines, creating active frontages, adequate use of boundary treatments and extensions and conversions that are sensitively designed to remain in-keeping with the existing streetscape.

Amport Parish is also home to a wealth of built heritage. Village settlements such as Amport and East Cholderton still retain a traditional medieval linear settlement pattern. A number of listed buildings can be found in the core of the settlements that fall within conservation areas. It is important that future development respect and preserve the historic qualities within the parish.

Figure 05: Local example of a traditional cob cottage with thatched roof, Amport village.

LB.01 Settlement Pattern

Variety of character across Amport Parish is achieved through a combination of different street layouts, building heights, housing typologies and parking arrangements. It is important that any new development is sensitively sited and designed so that they do not detract from the character and streetscape of their setting. Some design guidelines are:

- New developments must demonstrate an understanding of the scale, building orientation, enclosure and rhythm of the surrounding built environment, addressing the distinctive characteristics of the individual settlement in which development will take place;
- Buildings should front onto the streets to maintain active frontages and avoid having blank (windowless) façades that hinder activity and movement;
- Building setbacks in new or infill developments should be of an appropriate ratio between the width of the street and the building height, to achieve an appropriate sense of enclosure for its setting. Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and weather protection;
- The building line of new development should be in conformity with the existing. Very often, with terraced or dense groupings, the building line will be exactly the same. In other, cases it might be acceptable that it closely aligns with the existing arrangement of buildings where there is an irregular, meandering building line (see Figure 8-11 for typical settlement patterns across Amport Parish that infill or new developments should reference);
- The density of any infill development must reflect the character of the immediate area and location within the village. The optimum density will respond to surrounding densities, whilst making efficient use of land (refer to the Amport Parish Character Appraisal for optimum densities in each character area) ;
- The form and layout of new streets should align with existing ones where possible. Cul-de-sacs must be kept relatively short and provide overlooked pedestrian and cycle links.

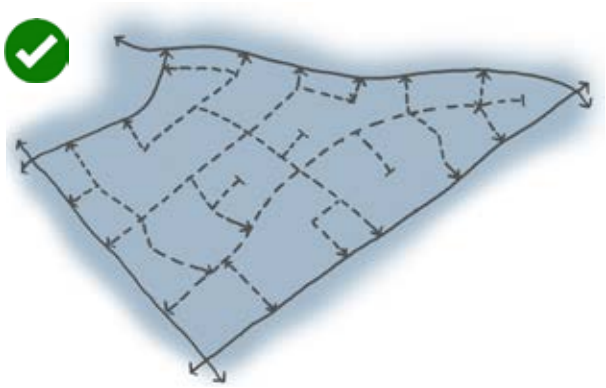


Figure 06:
A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood

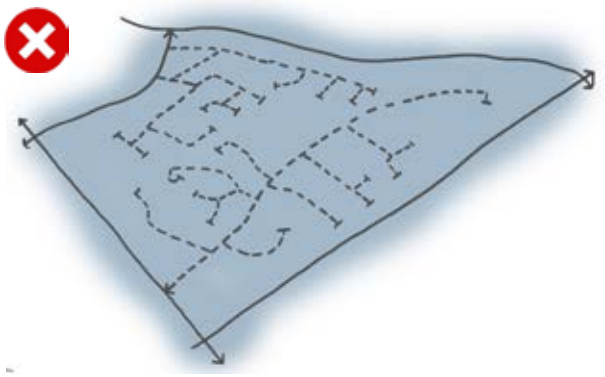


Figure 07:
A layout dominated by cul-de-sacs encourages reliance on the car for even local journeys

Typical settlement patterns

Amport (Organic linear)

(Source: Ordnance Survey via ArcGIS)

Figure 08: The historic core of Amport village features thatched cottages that are set close to the road on long narrow plots, with building lines following the linear Sarson Lane. The historic development pattern is reflected by the subtle variation in setback and building orientation. Adapting to steeper topography to the north, a row of terraced and semi-detached houses are set at the top of the ridgeline and are accessed via footpaths connected to street level.

Amport (Cul-de-sac)

Figure 09: Cul-de-sacs on Sarson Close create a more formal back-to-back layouts, where properties are set on smaller plots along regular building lines. Properties sometimes address the street with their end gables. Due to the rolling topography, views towards the surrounding countryside can be seen through gaps of houses.

East Cholderton (Organic linear)

Figure 10: Typical of a rural settlement, properties in East Cholderton are arranged in an informal manner where development follow the linear spinal route of Wiremead Lane, but setback and orientation remain varied. Properties tend to be larger in scale and plots sizes are generous - offering large front and back gardens.

Weyhill (Linear with setback)

Figure 11: Development along Amesbury Road in Weyhill are arranged along a setback street with landscape screening, providing buffer from the busy main road. Building lines are regular, and plot sizes are varied. On-plot parking is provided in front of properties to avoid a cluttered streetscape as a result of inappropriate parking.

LB.02 Settlement edge and gateways

There should generally be a gradual transition from edges of developments with an interface with the surrounding countryside. Where properties are fronting onto main thoroughfares with busy traffic, such as Amesbury Road, these can benefit from greater setback to minimise disturbance from noise and to maximise the safety of residents.

Some design guidance for any new developments are:

- Edge of settlement development should gradually transition to the surrounding landscape context, with a soft, low-density edge. Building elevations along the existing settlement edge should connect into it and should provide an attractive and positive frontage;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, a comprehensive, layered landscape buffering should be encouraged;
- Any green gaps and wedges between settlements should be preserved to avoid coalescence with adjacent settlements (e.g. green gaps between Amport and East Cholderton);
- Green buffers and mature landscaping should be maintained where developments are abutting important green assets, such as the Amport Park, the Green at Amport village and St Mary's Church churchyard;
- Where building elevations along the existing edge of the settlement are visible from the surrounding countryside, these should provide an attractive and positive frontage through the use of fenestration placement, materiality, boundary treatments; and
- A gateway site (Figure 12) is situated at the edge of a settlement, near to a main route into the settlement. It marks the transition from one space to another, and is a point of arrival into (and departure from) a settlement. Any development should preserve and enhance existing landscape gateways by implementing landscaping guidance outlined in Figure 13.

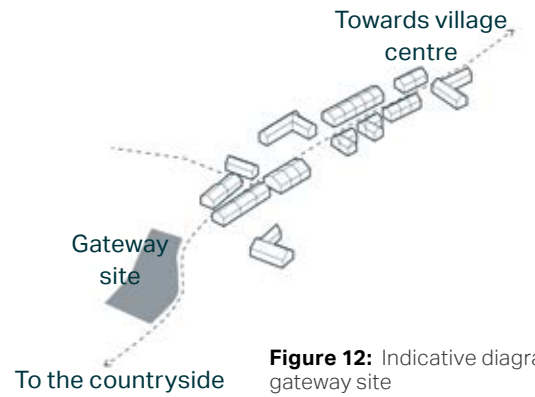


Figure 12: Indicative diagram of a gateway site

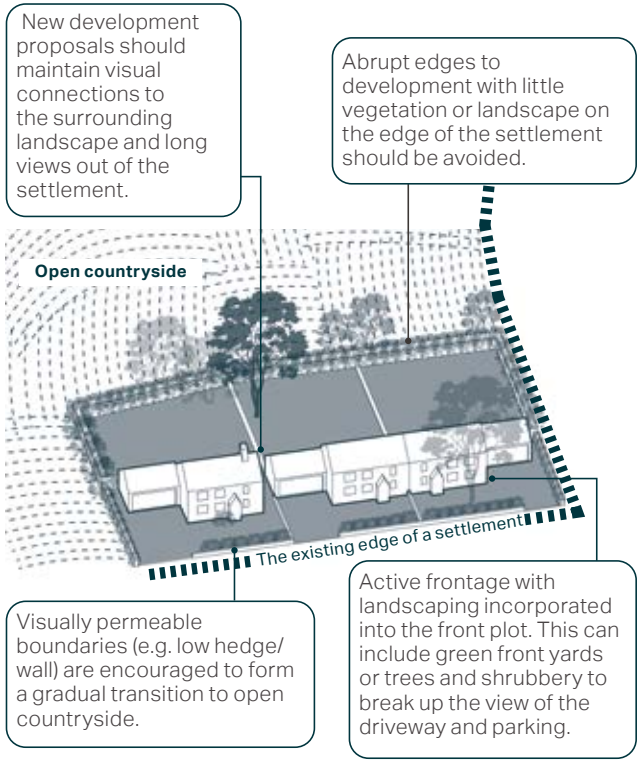


Figure 13: Edge softening landscape techniques.

LB.03 Topography and views

The topography changes within Amport Parish are a key defining feature of parish's rural character. These provide unique key views around the parish but also require specific design guidance to ensure that development reacts appropriately to the location. This will involve landscaping guidance to avoid gaps from cleared trees, building design guidance so that key views are not disrupted such as roof heights and also how to integrate the mass of the building to the elevation changes.

- Building footprints should follow the topography contours and the heights stepdown following changes in the topography;
- Properties should be scattered and fragmented in frontage or rear elevations to avoid the impression of continuous development overlooking from higher points of the landscape;
- Any new developments should incorporate landscape and built features to create and strengthen views and vistas and potentially help with legibility. For example, mature trees and other landscape features at entrances to the landscape gateways;
- Rooflines should be set below tree ridgelines where properties are located on higher grounds;
- Maintain existing visual connections to the surrounding landscape and long views out of the settlement. Infill development should be placed so as to retain gaps between buildings and any new development of multiple dwellings should create adequate gaps between buildings; and
- Any important views and vistas as outlined in the Neighbourhood Plan should be respected and celebrated by new developments.

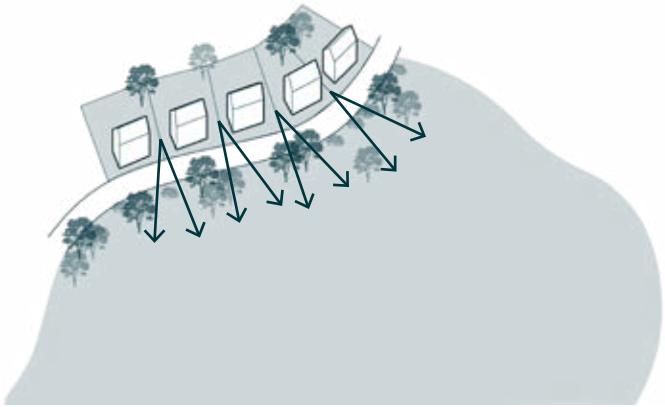


Figure 14: Lond distance views towards the countryside of Amport Parish should be celebrated and maximised by any new or infill developments, these should be appropriately positioned to retain gaps where the landscape is visible.

Figure 15: Positive local example demonstrating the appropriate scaling of roof pitches which are below the tree ridgeline against the wider landscape backdrop, Amport village.

Figure 16: More landscape buffering could be introduced at the rear boundary of these houses to offer a more gradual transition into the surrounding landscape. However, these should be of an appropriate height to allow for views out towards the landscape to be maximised, Amport village.

LB.04 Building height and roofline

Creating variety and interest in the roofscape is an important element in the design of attractive buildings and places. Building heights of one and two storeys prevail in Amport Parish. The analysis of building height and and massing across the three main settlements of the Neighboruhood Area has been highlighted in the Amport Neighbourhood Plan Character Appraisal.

Roofscapes within Amport Parish are largely consistent, with pitched roofs and brick chimneys featuring the most. Thatched roofs, in particular traditional Hampshire style thatched roof with wrapover ridges, are defining roof types for Amport village and East Cholderton. Some of the historic and listed buildings have a steeper pitched thatched roof, which could be used as a precedent in newer developments if done sensitevely using appropriate materials. Non residential buildings and structures should be designed to a maximum height that is generally consistent with the surrounding buildings. The existing rooflines are sensitively designed so that the leafy background of the neighborhood area setting is maintained.

Some design guidance to achieve well-designed roofscapes and contextually appropriate building heights are:

- Design the scale and pitch of the roof to be in proportion with the dimensions of the building, and avoid overly complex designs;
- Roof forms should be in keeping with the surrounding context to respect the local character;
- Ensure the height of development responds to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation. In general, heights of 1-2 storeys are appropriate and reflect the existing heights of development;
- Roof materials of existing village buildings include a variety of grey slate and clay tiles, any new developments should adhere to this; and
- Any dormers should be in proportion to the dimensions and roof of the building.

Figure 17: Traditional Hampshire style thatched roofs with wraprove ridges and red brick chimney stack in East Cholderton, the low-lying nature of the roofscape allows for mature vegetation to create a natural backdrop.

Figure 18: Roofscape within Amport village, subtle variations in roof types and pitch heights create variety and rhythm.

LB.05 Building scale and massing

Development proposals should provide specification on the building scale, massing and roofscape, as well as the detailed architectural design, including materials, fenestration and detailing. Proposals should also demonstrate how the setting of the local context has been considered. The following section sets out design guidance on this:

- Ensure the scale and massing of development responds to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation. Gaps between buildings opening up to long views towards the surrounding countryside are defining features for settlements such as Amport Village and Weyhill. New developments should aim to retain such plot arrangements through proposing appropriately scaled buildings;
- Buildings located at corners and crossroads could play an important role in navigation acting as landmarks too. For that reason, the massing of those buildings could be slightly larger than the surrounding ones to help them stand out;
- Infill development should complement the street scene and the rural setting into which it will be inserted. Thus, building lines, scale, massing and heights should reflect the immediate context;
- The proportions of a building's elements should be related to each other as well as the scale and proportion of the building;
- The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape;
- The front elevation of the buildings must be arranged in an orderly way to avoid creating cluttered façades; and
- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

Figure 19: Gently sloping countryside backdrop visible from the street through gaps of buildings on Furzedown Lane, contributing towards the rural character of the village's setting.

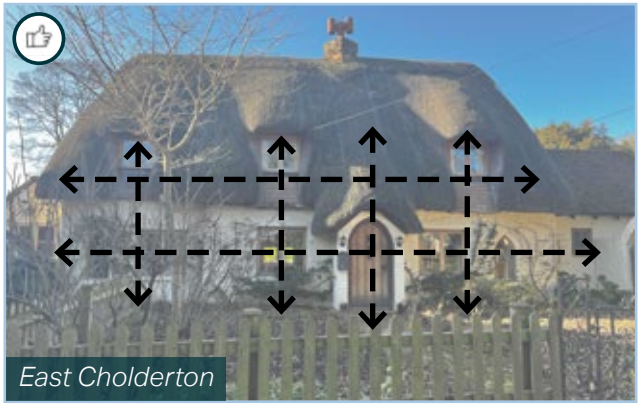


Figure 20: Positive examples of vertical and horizontal rhythms achieved on properties with well-proportioned fenestration, eyebrow dormers and doorways across Amport Parish. These proportions should form cues for future developments to follow.

LB.06 Extensions, conversion and infill

A well-designed extension and/or appropriately delivered conversion can revitalise an older building and enhance the appearance of its street, whereas an unsympathetic extension can have a harmful impact, create problems for neighbouring residents and affect the overall character of the area. It is important to note that some extensions are allowed without planning permission under Permitted Development Rights[1]. Some design guidelines are:

- Modifications to existing buildings should preserve and, if possible, enhance the existing building's architectural style;
- Extensions must be appropriate to the scale, massing and design of the main building, and should complement both the streetscape and the rural setting. The general size, height and width of the extension should normally be less than the original building, ensuring that it remains similar or subordinate to the original building in terms of scale and form;
- The original building should remain as the dominant element of the property regardless of the number of extensions;
- Consider the appropriate building methods, colours and architectural styles for the extension. These can be traditional or contemporary as long as they complement the original building and local character;
- It may be most appropriate for extensions on significant or notable buildings to be clearly different from the original building. This can allow the merits of the original building to stand out. However such a decision should always be based on an understanding of the building's character;
- Sheds, garages and other outbuildings should not compete with the original buildings they serve in terms of scale, decoration and design. They should be designed and sited to relate to, not dominate, the original building. Use of more subdued colours and simple designs will allow them to be less obtrusive.

1 https://www.planningportal.co.uk/permission/responsibilities/planning-permission/permitted-development-rights

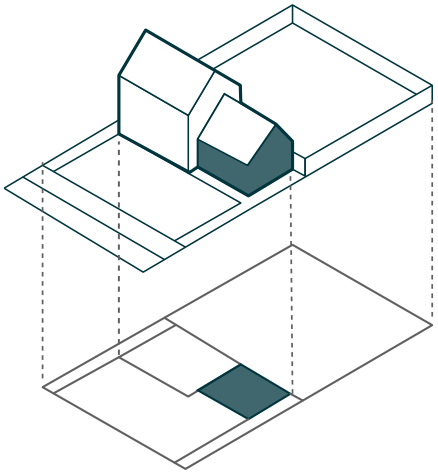


Figure 21: Drawing showing a well-proportioned side extension

Side extensions

- It may be appropriate for single-storey and double-storey side extensions to be set back from the main building line to the front of the dwelling and complement the materials and detailing of the original building, particularly along the street elevation.
- The roof of the extension should harmonise with that of the original building.
- Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

Rear extensions

- The extension should be set below any first-floor windows and designed to minimise any effects on neighbouring properties, such as blocking daylight. A flat roof is generally acceptable for a single-storey rear extension;
- Double-storey rear extensions are not common as they usually affect neighbours' access to light and privacy. Nevertheless, the size and style of the property sometimes allow for a two-storey extension. In these cases, the roof form and pitch should reflect those of the original building and sit slightly lower than the main ridge of the building.

Front extensions

- Front extensions, where appropriate, should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height;
- The extension can project maximum 2 metres beyond the front façade and will not cover more than 50% of the front elevation.

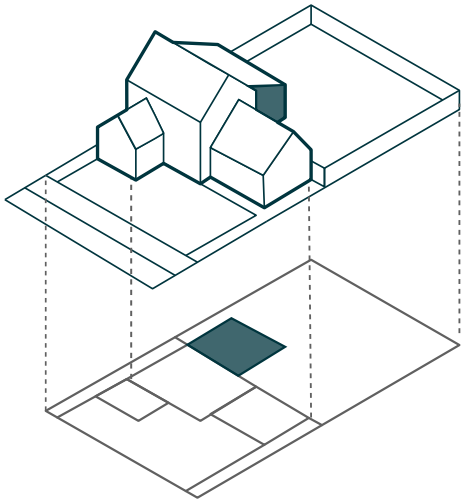


Figure 22: Drawing showing rear extension

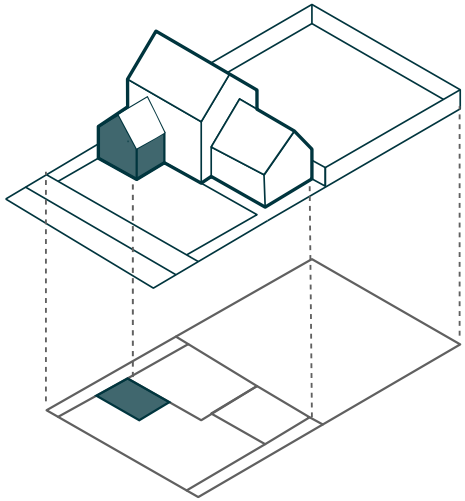


Figure 23: Drawing showing front extension

Dormers/loft conversion

- Dormers are a common occurrence throughout the parish and are encouraged in new developments. These should be of the forms currently present in the parish which includes gable wall dormers and thatched dormers which overhangs the eave of the roof. These dormers must be of an appropriate/proportional size to the original building and not increase the overall height of the dwelling, additionally these should be placed so they are symmetrical to the roof and fenestration; and
- Where a dormer is not appropriate to the scale/orientation of the roof, a rooflight may be more appropriate for light gain.

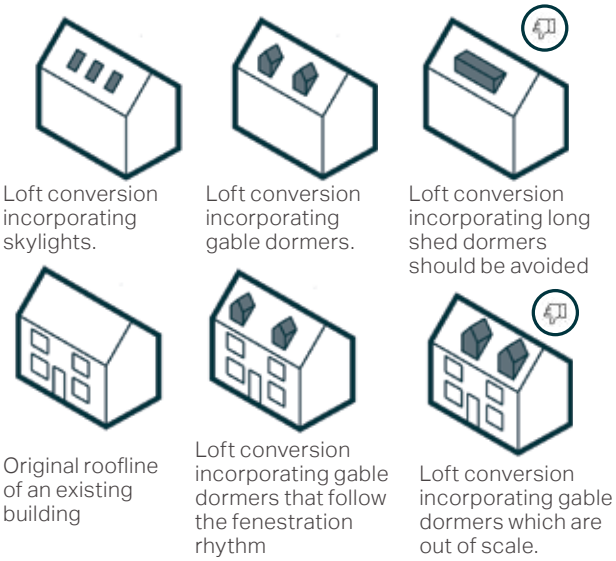


Figure 24: Examples of loft conversions

Positive local examples of extensions and infill developments

Figure 25: Side extension that is in-keeping with the original property's use of material and appropriately scaled, Monxton Road.

Figure 26: Well-proportioned side garage extension that does not detract from the main property, Monxton Road.

Figure 27: Positive use of matching render over brick in a side extension and dark tiled roof to create a seamless transition with the original cottage, Wiremead Lane.

Figure 28: Positive example of an infill development incorporating and retaining an older flint stone and red brick property, Furzedown Lane.

Figure 29: Front porch extension that is in-keeping with the use of material and roofline of the original property, Amesbury Road.

Figure 30: Positive example of a side extension that is appropriately scaled and mimics the original property's roofline, use of material and colour scheme, Monxton Road.

Backland development

Tandem backland development involves placing a new dwelling directly behind an existing one, sharing the same access for vehicles. Examples of this can be found in Amport village, along Sarson Lane (Figure 24). This type of development could be problematic due to difficulties in accessing the rear house for emergency services and deliveries, as well as causing disturbance and privacy issues for neighbours and houses located in front of the backland property. Some deisgn guidance for any future backland development include:

- New backland development should consider neighbouring properties, avoiding issues related to privacy, daylight, and parking. This can be addressed by proposing appropriate massing that respects the surrounding properties;
- To ensure good road safety, backland development should not be accessed from main roads or at points in the roads with limited visibility for example junctions;
- New backland development should consider neighbouring properties, avoiding issues related to privacy, daylight, and parking. This could be resolved by proposing appropriate massing that respects the surrounding properties;
- Green buffers are encouraged to mitigate visual impacts with surrounding properties, and any proposals must consider the effect on wildlife, biodiversity, and amenity space of neighbouring properties; and
- When dwellings with facing elevations are situated at different levels, increase the above separation distances by 2m for every 1m difference in level. In cases of level differences and increased distances, the lower dwelling should have a longer garden to account for slopes.

Figure 31: Example of a tandem backland development along Sarson Lane in Amport Village. Front of the backland development also faces onto the rear of street level property at the front, which can undermine its privacy. (Source: ESRI)

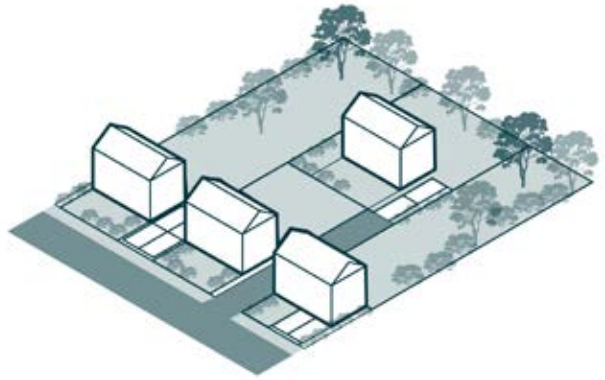


Figure 32: Illustration for a negatively sited and designed backland development, with its primary frontage facing onto the property in front with very little landscape buffering - undermining its privacy.

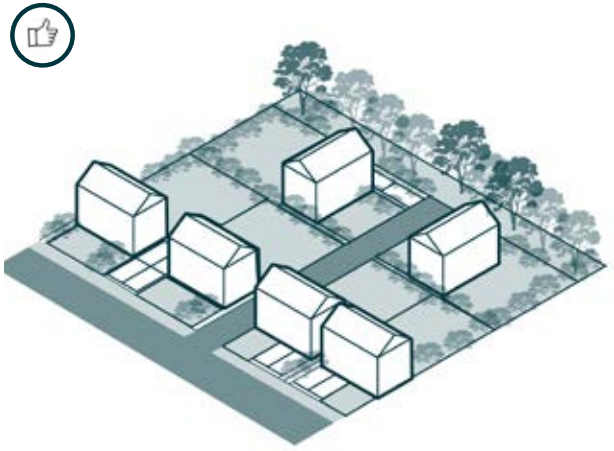


Figure 33: Illustration demonstrating backland developments which addresses properties in front with their end gables and buffered by ample of landscaping, helping to safeguard privacy of the properties.

LB.07 Parking

Parking areas are a necessity of modern development and should be delivered as an exercise of placemaking. They do not need to be unsightly or dominate views towards housing. Some guidelines for new development to consider are:

- When placing parking at the front of a property, the area should be designed to minimise its visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, complemented by on-street parking;
- Car parking design should be combined with adequate landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to minimise impervious surfaces, for example, through the use of permeable paving (see design code D2 - Resilience to the climate emergency).

Figure 34: Positive local example of on-plot parking achieved through large building setback and the use of landscaping to soften visual impact on the rural streetscene, East Cholderton.

Figure 35: Local example demonstrating the positive use of landscaping as screening and gravel as permeable paving to reduce the impact of storm runoff, Amport.

On-plot parking

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Therefore, a maximum of two dwellings in a row will be permitted to provide parking in this way. Front gardens should be a minimum depth of 6 metres to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling;
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (five metre minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of three metres should be provided; and
- Where possible, electric vehicle charging points should be incorporated into on-plot parking in new developments to promote more sustainable modes of transport.

Figure 36: Recent infill properties on Amesbury Road providing each with their own allocated on-plot parking.

Figure 37: Congested streetscape and kerb mounting by vehicles as a result of a lack of appropriately allocated parking in Weyhill. Future developments in the area must provide adequate parking arrangements either on-plot or on-street.

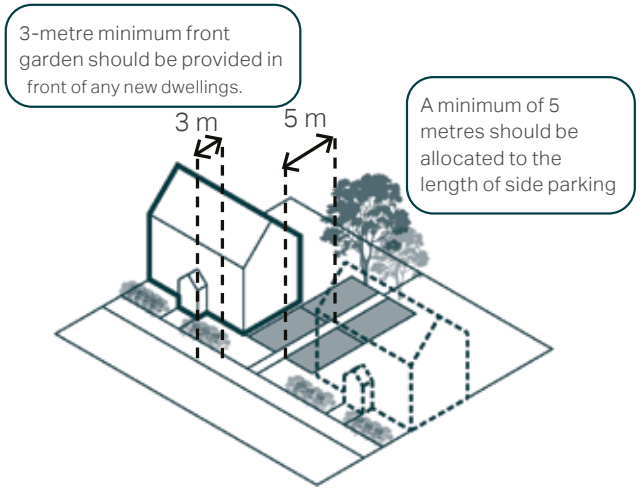


Figure 38: Illustrative diagram showing the indicative layout of and minimum dimensions of on-plot side parking, parking bays should be set slightly behind main building frontage to minimise visual impact on streetscapes.

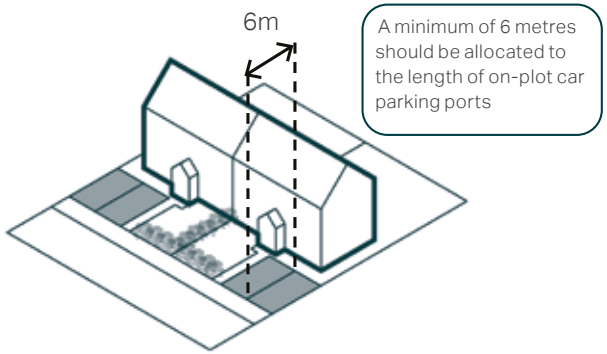


Figure 39: Illustrative diagram showing an indicative layout and minimum dimensions of on-plot front parking,

On-street parking

- On-street parking must be designed to serve as informal traffic calming but avoid impeding the flow of pedestrians, cyclists, and other vehicles;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in both the public and private realm.

Garage parking

- Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling. This is to ensure garages are in keeping with the character of the existing settlement and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage and cycle storage. The minimum internal dimensions of a garage should therefore be 7 x 4 metres.
- Where possible cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- Bicycles and bins must be wheeled out easily without having to move the vehicle.

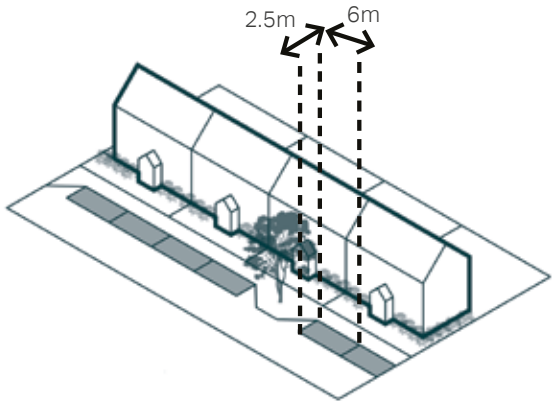


Figure 40: Illustrative diagram showing an indicative layout of on-street parking

Figure 42: Positive example of a garage that uses matching material to the main property and is appropriately setback from the street to minimise visual impact, Sarson Lane.

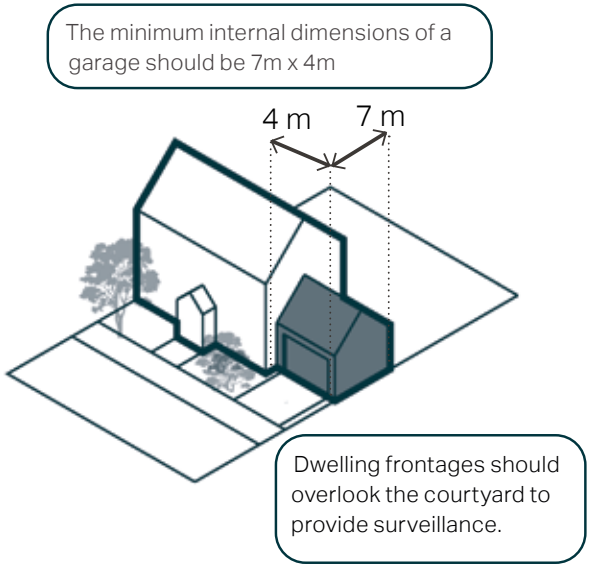


Figure 41: Illustrative diagrams showing the indicative layout of garage parking.

LB.08 Preserving and promoting the local vernacular

The historical character and material palette of the Amport, Monxton and East Cholderton Conservation Area serve as key references for new or infill development across Amport Parish. Common building materials include cob walls, red brick, flint stone and hay thatched roof. There is also a variety of roofscapes - pitched, gabled, hipped and clipped gabled, as well as brick chimney stacks. More information and detail on traditional materials and vernacular in Amport parish can be found within the Amport, Monxton and East Cholderton Conservation Area Appraisal[1], as well as the Amport Village Design Statement[2].

New developments should be respectful of architectural styles and use of materials of surrounding properties, whilst ensuring that a mix of styles are provided that is in keeping with the local character. Modern interpretations and tasteful adaptations are welcomed in new developments as long as they remain sympathetic to their surrounding contexts.

Some design guidelines for new developments are:

1 https://www.testvalley.gov.uk/assets/attach/2812/amportconservationareaFORWEB.pdf
2 https://www.testvalley.gov.uk/planning-and-building/planningpolicy/village-design-statements/amportvds

- The choice of colour and finish of materials is an important design factor in reducing the impact of the buildings on the surrounding landscape and in helping to maintain a consistent built vernacular within each Character Area as outlined in the Amport Parish Neighbourhood Plan Character Appraisal;
- The use of traditional, natural and preferably locally sourced materials is generally more appropriate than man-made synthetic, pre-coloured materials, as they lack the variation of colour and texture found in natural materials. Examples of materials found in Amport are shown on the following pages.;
- The use of materials on roofs that encourage moss growth is favoured and any chemical treatment to remove moss growth should be discouraged;
- Boundary treatments used within the Conservation Area should follow traditional styles and be adequately maintained. Traditional boundary treatments include soft landscaping - such as hedgerows, shrubs, as well as low brick or stone walls. High solid wooden gates are considered out of character for Amport and should be avoided by future developments.

Boundary treatment palette

Traditional low stone wall with hedgerow


Flint stone wall with red brick detailing


Tall hedgerow and shrubs


Low red brick wall with planting


Low stone wall paired with attractive landscaping

Figure 43: Positive examples of boundary treatments found throughout Amport Parish.

Amport Parish material and vernacular palette

Figure 44: Positive examples of material and vernacular building features found throughout Amport Parish.

Colour palette

Roofing

Thatched Roof

Traditional Hampshire style thatched roof with wrapover ridges with red brick chimney stacks

Red clay tile

Red clay tiled hipped roof over a white rendered cottage

Grey slate

Gable grey slate roof with red ridge clay tiles and traditional red brick chimney stacks

Facades

Flint stone /red brick

Traditional flint stone facade framed with decorative red brick quoins

Cob wall

Traditional cob wall cottage with off-white render

Light rendering

Traditional thatched cottage with white rendering

Fenestration

Eyebrow dormer casement window with timber frame

Dormers with matching painted window sills and door frame

Well-positioned PVC sash windows

Casement windows with timber shutters

Doors

Thatched porch open with timber door

Stepped back entrance with lightly painted timber door

Thatched open porch with white timber door that blends in with the dominant facade

Traditional low timber doorway

LB.09 Development in close proximity to heritage assets

There is a rich history in Amport Parish, with a variety of listed buildings and locally important buildings that contribute to the local architecture and character. New development proposals in close proximity to heritage assets, especially those within the Conservation Area should be sympathetic towards such assets and stimulate ways in which they could be further promoted and protected. Some design guidance for such developments include:

- Any new development proposed in close proximity to a heritage asset must respect its settings and significance and demonstrate how local distinctiveness is reinforced. For example, the new development could allow for a generous setback from the asset and be of a massing and scale that is sensitive to the neighbouring structure;
- New development should retain any existing open spaces, vegetation and trees that are a part of the setting of any heritage asset to preserve its historic character;
- New development should respect the setting of the heritage asset as well as the built form and use design and material which is complimentary to the existing character. This includes gardens, boundary treatment, surrounding street scene and vegetation; and
- New development chould propose architectural details and materials that match ones used in surrounding heritage assets and their setting, to remain in-keeping with traditional architectural qualities.

Figure 45: Sympathetically designed infill property in Amport Village, demonstrating the use of flint stone with decorative red brick quoins detailing which corresponds with adjacent historic properties in the conservation area.

Figure 46: Tasteful adaptation of a row of farmhouse style terraces with dark timber weatherboard on the edge of the conservation area which also fits in with its rural context, use of flint stone boundary wall reflects the local vernacular palette, Amport.

LB.10 Industrial estates principles

The industrial estate in Weyhill serves as a key employment hub within the parish, characterised by groupings of large industrial warehouses set against Weyhill's landscape backdrop. The estate is accessed via Fyfield Road and abuts residential areas such such as Fairways and Michaelmas Drove. It is important that future industrial warehouses in the area are sensitively designed with considerations of their surrounding context. The following guidelines aim to guide any potential development within and in close proximity to the industrial estate.

Layout and building appearance

- Any new road networks should be laid out to facilitate the circulation within the industrial estate;
- Proposals for new industrial developments should avoid the creation of access conflicts with the surrounding residential areas, or adding significant traffic pressures to the existing road capacities - this is particularly applicable for Fyfield Road in Weyhill which is also an access road for the Fairways residential estate;
- Building height and mass should not create abrupt changes in proximity to existing residential areas, but should be integrated within the surrounding context;
- The design of new buildings should be consistent in scale with nearby industrial buildings, using high quality contemporary building forms and materials; and
- Parking should be screened by vegetation and mature trees and, where possible, be located to the rear of buildings.

Views and connections with the countryside

- Landscape buffer zones should be provided between the residential and the industrial area to soften the visual impact of the new developments;
- Views towards the open countryside, particularly towards the north fo Fyfield Road, should not be obstructed by new industrial buildings; and
- Landscape screening and building orientation should be used to minimize the visual impact of new development over the surrounding settlements and countryside.

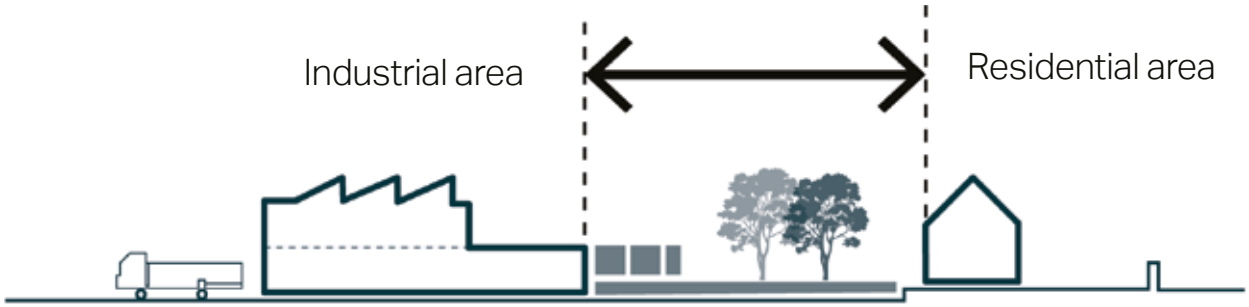


Figure 47: Ancillary uses and landscaping should be used to provide buffer and screening between residential and industrial uses.

2.2.2 Green and blue infrastructure (GBI)

Amport Parish's landscape setting within the Test Valley and its network of green and blue infrastructure contribute significantly towards the parish's character. Pill Hill brook (a designated Site of Importance for Nature Conservation) and areas of open spaces, including Amport Park and The Green are important green assets and leisure amenities within the parish. These are linked up by a network of Public Rights of Way which also provide pedestrian friendly connection to between the settlements of Amport village, East Cholderton and Weyhill, as well as to the wider countryside. These areas of open spaces together with a well-established network of ancient and deciduous woodlands contributes significantly towards the Amport Parish's local biodiversity.

It is important that these green spaces and corridors are adequately protected and maintained, and that they remain accessible to local residents.

Figure 48: View from Amport Park towards the wider countryside of Amport Parish.

GBI.01 - Biodiversity and local wildlife

Amport Parish's landscape setting is a key defining quality for its character. Its undulating hills and areas of woodlands contribute significantly towards local wildlife and biodiversity richness. The following guidance should be applied across the parish:

- Existing local open spaces (including the village green in Amport village and Amport Fen Nature Reserve) should be protected and new developments should be sympathetic to their present characer and seek to provide aligned connections to these open spaces to improve access;
- New developments should provide access to a wide range of multifunctional, semi-natural green open spaces (e.g. parks and allotments) for the benefit to people and wildlife. This is a particularly important requirement for any new development in Weyhill, which currently does not have sufficient green space;
- Preserve existing vegetation (i.e. mature tall trees, hedges and hedgerows) as part of the landscape design to reinforce Amport Parish's landscape character. If any trees are removed they should be replaced within new development;
- Consider how the development layout can create wildlife corridors. For example, the layout of roads, ditches, front and back gardens, and green spaces;
- Provision should be made for new open spaces and wildlife-rich streets that connect communities with nature from the doorstep to key green infrastructure.
- New development should seek to front onto any existing green and blue assets, and access should be granted for all groups of people;

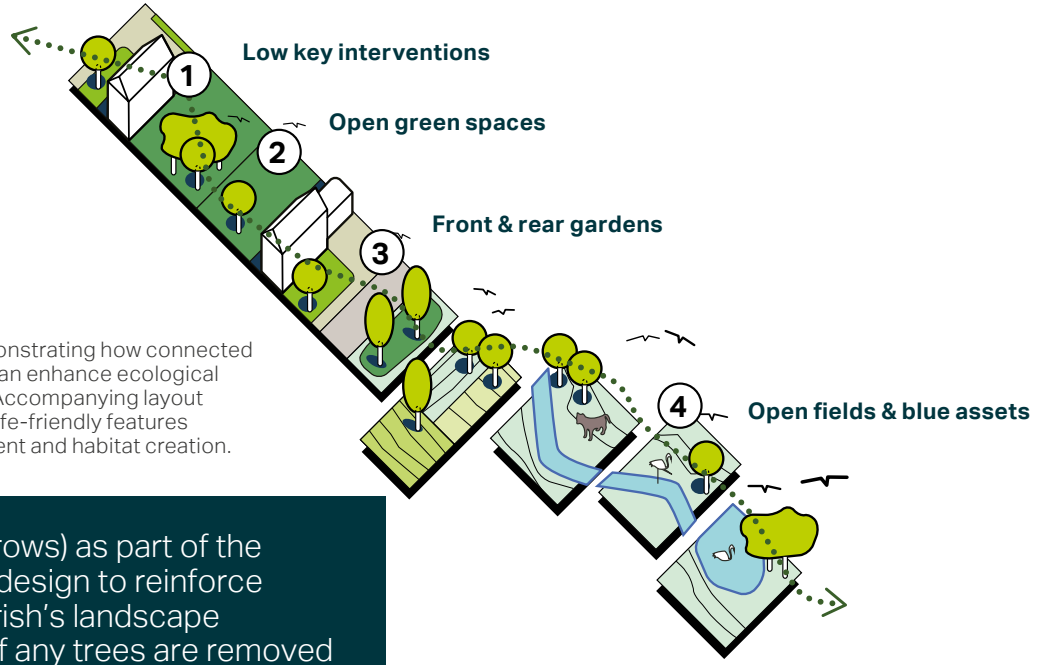


Figure 49: Diagram demonstrating how connected front and back gardens can enhance ecological connectivity for wildlife. Accompanying layout considerations with wildlife-friendly features supports wildlife movement and habitat creation.

Figure 50: Pill Hill Brook - a chalk stream designated as a SINC with rich biodiversity and contributes to the setting of Amport village.

- Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance;
- Enhance road verges within residential areas by planting large tree species and hedgerows; and
- New developments should prioritise tree planting, identify existing biodiversity corridors and contribute to their preservation and enhancement. They must also demonstrate a 10% increase in biodiversity1 on or near development sites in alignment with national legislation on Biodiversity Net Gain[2].

1 Environment Act 2021, Schedule 7A Part 1: https://www.legislation.gov.uk/ukpga/2021/30/schedule/14/enacted

2 This refers to *"the delivery of measurable improvements for biodiversity by creating or enhancing habitats in association with development"* (National Design Guide, p.28)

Figure 51: Long views of open fields on the edge of Weyhill contribute towards the openness of the area, these views should be retained where possible.

Figure 52: Village Green at Amport village, this is a historically important open space and community asset located at the heart of the village - providing access to a playing field and playground for local residents.

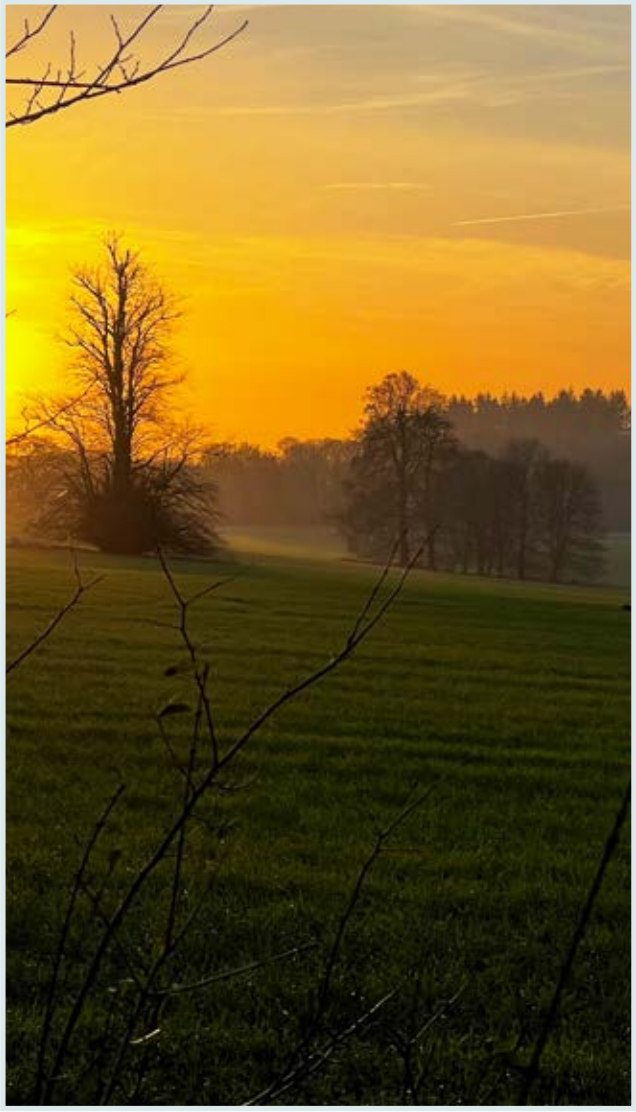


Figure 53: Rolling hills and dense woodlands of Amport Park and environs are key defining features of the parish's landscape setting.

GBI.02 - Dark skies and lighting

Dark skies and the absence of street lighting in Amport Parish's settlement areas are valued qualities by local residents. In order to minimise light pollution on the night sky, these guidelines should be followed:

- Dwellings should complete a home lighting assessment, in line with the International Dark Sky Association flow chart[1], to determine whether or not existing light fixtures are dark sky friendly and for guidance on how to address disruptive lighting such as through the positioning of the fixture, the brightness of the bulb and the colour it emits;
- The direction and brightness of lighting from external lamps should consider the affects of light pollution on dark skies and wildlife movement at night. Compliant lighting units for use within and around the rural landscape should have the light pointed downwards, with all output above 500 lumens fully shielded. Additionally, the colour temperature of the light must not exceed 3000K (a warm colour similar to a tungsten lamp);
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view;
- Foot/cycle path lighting should be introduced sensitively and in harmony with the surrounding rural landscape. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided; and
- Any new developments and house extensions designs should encourage to use natural light sources wherever possible.

1 Source: https://darksky.org/app/uploads/2020/01/Home-Lighting-Assessment-Print.pdf

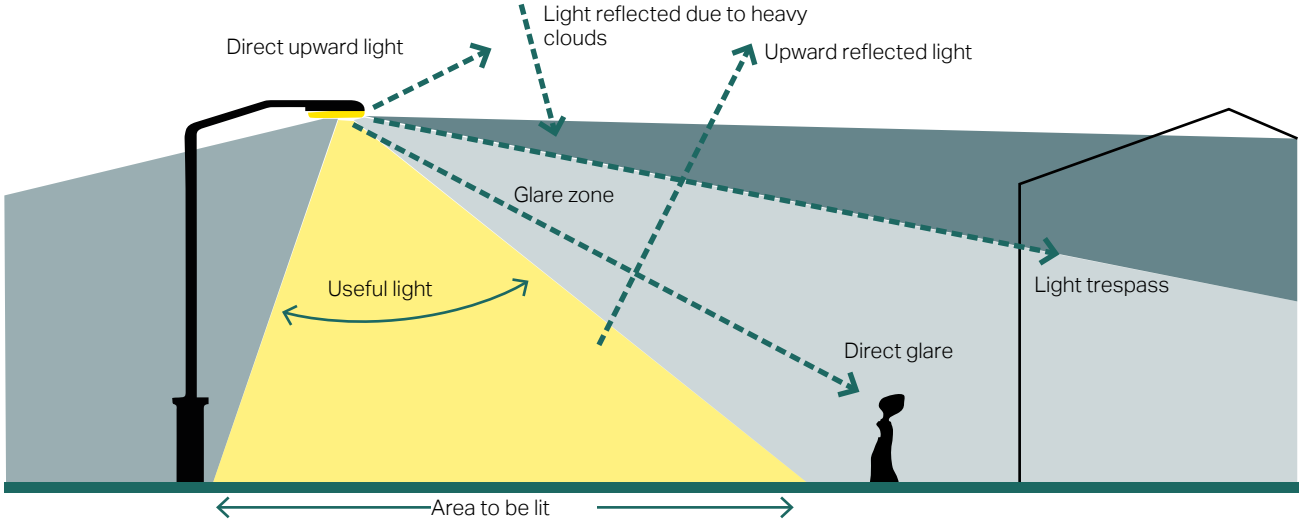


Figure 54: Diagram to illustrate the different components of light pollution and what 'good' lighting means for dark skies.

GBI.03 Water management and Sustainable Drainage System (SuDS)

With Pill Hill Brook flowing across the various settlements of the parish, areas to its immediate vicinity are subjected to flood risk. It is important that such risks are adequately managed through the application of SuDS and other methods, which are designed to manage stormwater locally by mimicking natural drainage[1]. Additionally, new properties should be appropriately sited to avoid floodplain areas or areas within flood zones.

Sustainable drainage solutions (SuDS)

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination:

- Manage surface water as close to where it originates as possible;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow, so that it does not overwhelm water courses or the sewer network;
- Improve water quality by filtering pollutants to help avoid environmental contamination;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are also important in areas that are not directly in areas of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water, whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

1 https://www.local.gov.uk/topics/severe-weather/flooding/sustainable-drainage-systems

1 Rain garden
2 Swale
3 Permeable paving
4 Green roof
5 Attenuation basin

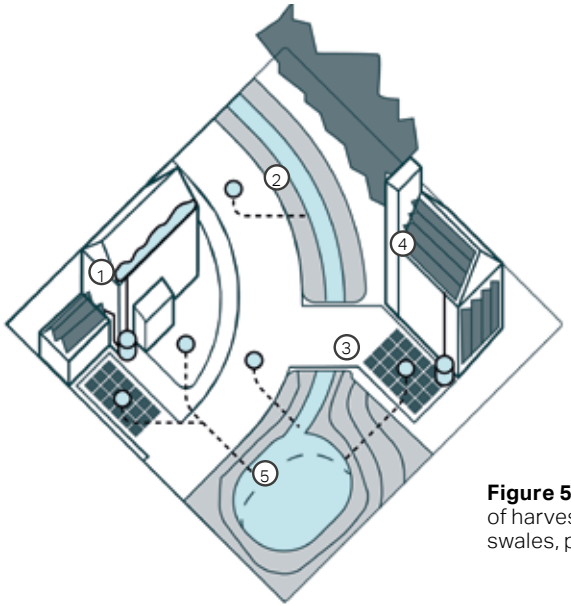


Figure 55: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

Permeable paving

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving. Therefore, some design guidelines for new development are:

- The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts; and
- Permeable paving can be used where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private areas within the individual development boundaries.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed as the followings:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems[1].
- The SuDS Manual (C753)[2].
- Guidance on the Permeable Surfacing of Front Gardens[3].

1. Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf
2. CIRIA (2015). The SuDS Manual (C753).
3. Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at:https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

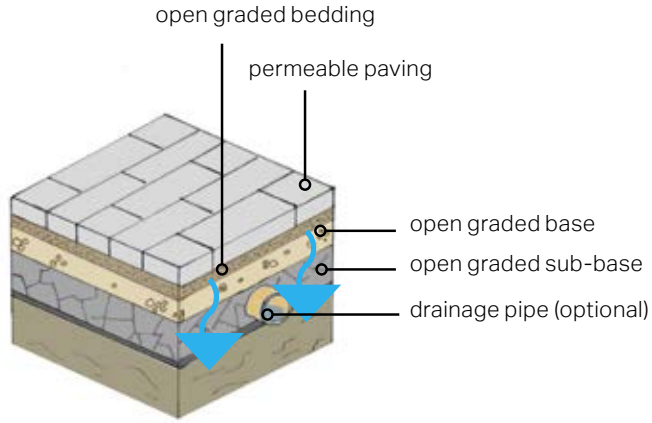


Figure 56: Diagram illustrating the function of a soak away.

Figure 57: Example of a permeable paving that could be used for driveways.

Storage and slow release

- Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.
- Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. In general, some design guidelines to well integrate water storage systems are:
- Consider any solution prior to design to appropriately integrate them into the vision;
- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes; and
- Combine landscape/planters with water capture systems.

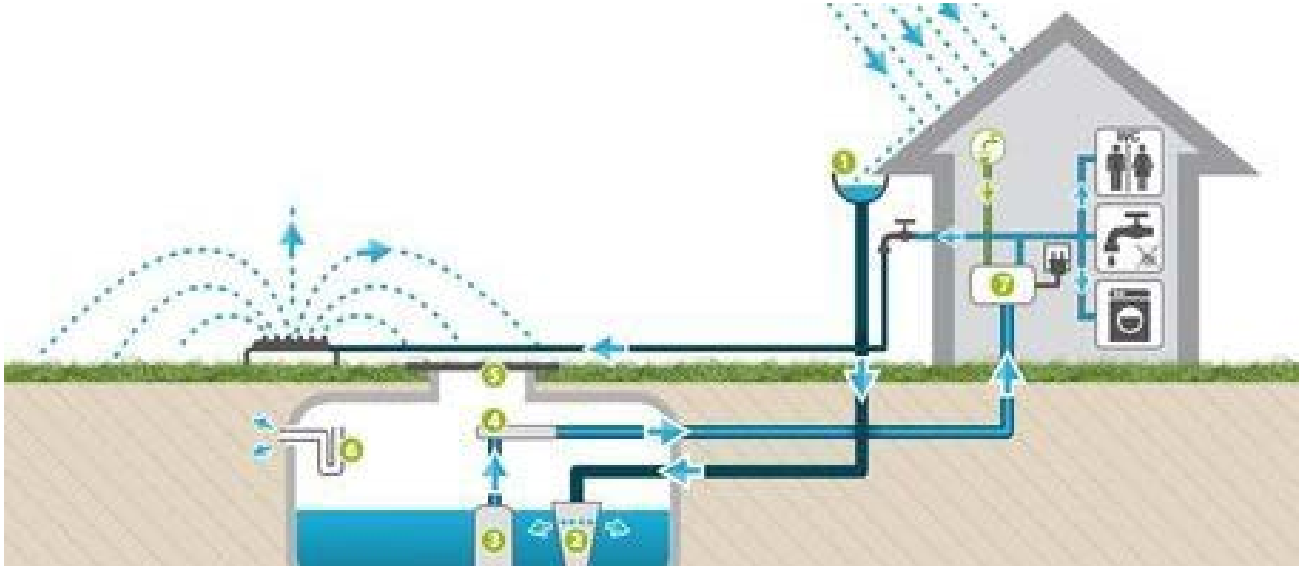


Figure 58: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

Figure 59: Example of a gravity-fed rainwater system for flushing a downstairs toilet or for irrigation.

Figure 60: Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.

Figure 61: Example of an underground water tank in relationship with the building (Source: https://handymantips.org/about-underground-water-tanks/)

2.2.3 Sustainable Development (SD)

The climate emergency has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions to transportation (electrification) and the energy use of buildings.

Sustainable design incorporates innovative practices at all scales of design to achieve less impactful development footprints, whilst future proofing homes, settlements and natural environments. Reducing the use of limited natural resources whilst increasing utilisation of local resources and sustainable natural resources can help to achieve this.

Additionally, it is important to encourage a modal shift towards active travel modes - such as walking and cycling, in order to reduce reliance on the private car and to improve general well-being of residents. It is help important to incorporate considerations for active travel provisions at the onset of the design process of any new developments.

Figure 62: Local example of the use of rooftop solar panel, Amesbury Road.

SD.01 Safe and pedestrian friendly neighbourhoods

Walking and cycling is an important part of improving health and the quality of the daily experience of the residents. Currently, walking between the three main settlements of Amport are facilitated through a network of PRoWs. However, cycling infrastructure or designated cycle lanes are lacking in the parish. Public transport availability also proves to be scarce in the area, resulting on a reliance on private car trips within the parish and towards nearby settlements (e.g. Andover and Thruxton). Much of the road network across the parish are narrow country lanes, which do not allow for pavements - meaning walkability and pedestrian safety are compromised along these routes due to fast moving traffic.

To create a more walkable, safe and pedestrian friendly neighbourhood, the following guidelines should be considered:

- Streets and footpaths should allow for multiple connections and choice of routes, and leading to existing public rights of way and cycling routes;
- New and existing PRoWs and byways should accommodate for the movement of horses and riders within the parish;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users to be catered for when designing new development;
- Walking routes within new developments along a road should provide safety from vehicles on the road. This requires a footway, grass verge or pavement that is wide enough (depending on the road types it could be between 2 and 2.6 metre) to ensure pedestrians do not conflict with vehicles; and
- New developments must provide safe walking and cycling connections that link up with the parish's existing PRoW network, green corridors and nature trails to improve access to the countryside and offering more opportunities for active travel.

Figure 63: Narrow country lanes shared by road users and pedestrians are typically found across Amport as a rural parish, safety of pedestrians is compromised at times, Monxton Road (top), and Furzedown Lane (bottom).

SD.02 - Eco-design and net zero principles

The use of daylight in residential design helps to improve overall health and performance, as well as provide energy savings. The orientation of buildings and roof pitches should incorporate passive solar design principles and allow for efficient solar energy collection. The following guidance should be considered when designing the aspect and orientation of any new development.

- One of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north- facing façades might have a similar proportion of window to wall area to minimise heat loss on this cooler side;
- Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies including openings, longer roof overhangs, deep window reveals and external louvres/ shutters to provide shading in hotter summer months;
- If houses are not aligned east-west, rear elevations could be included so that some of the property benefits from solar passive gain;
- North facing single aspect units should be avoided or mitigated with the use of reflective light or roof windows; and
- The fitting of double glazing windows should be done sensitively on any listed buildings without damaging the building's outlook, these should be considered on a case by case basis for suitability.

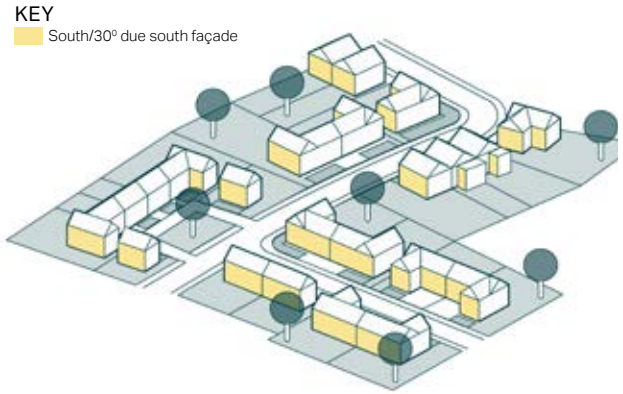


Figure 64: Elevations that would benefit from passive solar gain

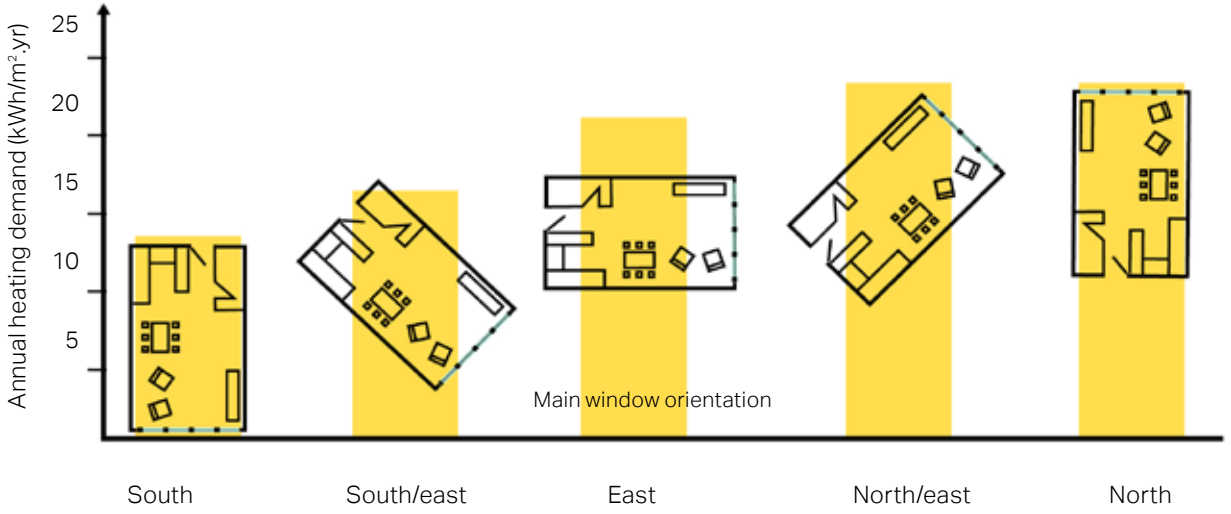


Figure 65: An illustrative graph showing solar orientation of a room against the annual heating demand.

Implementing eco-design into homes

The following guidelines and suggestions focus on improving the energy efficiently of properties through the implementation of eco-design principles.

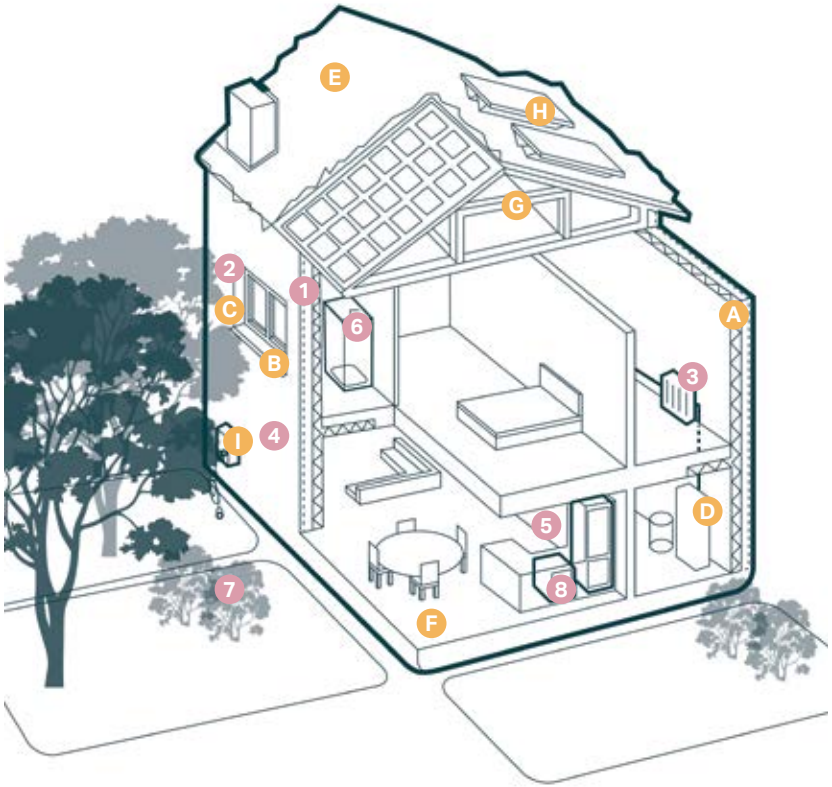


Figure 66: Sustainable design features

Existing homes

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly water-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional features for new build homes

- A **High levels of airtightness**
- B **Triple glazed windows and external shading** especially on south and west faces
- C **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
- D **More fresh air** with mechanical ventilation and heat recovery, and passive cooling
- E **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls
- F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- G **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- H **Solar panel**
- I **Electric car charging point**

Checklist

03

St Mary's Church (Grade II* listed)

3. Checklist

This chapter sets out a general list of design considerations by topic for use as a quick reference guide in design workshops and discussions.

1

General design guidelines for new development

- Integrate with existing paths, streets, circulation networks and patterns of activity.
- Reinforce or enhance the established settlement character of streets, greens, and other spaces.
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use.
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views.
- Reflect, respect, and reinforce local architecture and historic distinctiveness.
- Retain and incorporate important existing features into the development.
- Respect surrounding buildings in terms of scale, height, form and massing.
- Adopt contextually appropriate materials and details.
- Provide adequate open space for the development in terms of both quantity and quality.
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other.
- Positively integrate energy efficient technologies.
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours.
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind.
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? I.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3 (continued)

Local green spaces, views and character

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Buildings layout and grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Buildings layout and grouping

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roof-line

- What are the characteristics of the roof-line?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in-situ to reduce waste and embodied carbon?

9

Building materials & surface treatment

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9 (continued)

Building materials & surface treatment

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a bio-diverse roof in its design?

Appendix

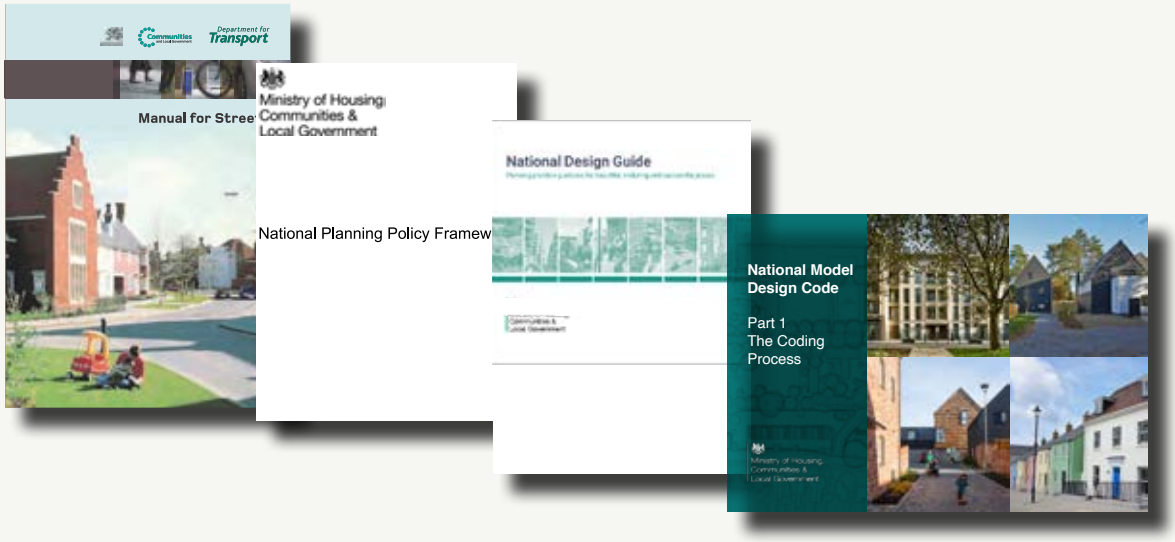
A

View of Pill Hill Brook opposite The Hawk Inn

Policy context

National and local policy documents provide valuable guidance on how to bring about good design and the benefits accompanying it. Certain documents are for the purpose of ensuring adequate planning regulations are in place to check that development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform the design codes.

Applicants should refer to these key documents when planning future development in Amport Parish.



NATIONAL LEVEL

2007 - Manual for Streets
Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

2023 - National Planning Policy Framework
DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places.

2021 - National Design Guide
DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2021 - National Model Design Code (Part 1 & Part 2)
DLUHC

The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.

NATIONAL LEVEL

2020 - Building for a Healthy Life

Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

BOROUGH LEVEL

2016 - Revised Local Plan DPD 2011 - 2029

Test Valley Borough Council

Adopted in 2016, the Revised Local Plan for Test Valley Borough sets out policy guidance for future development across the borough through to 2029. These include guidance on housing allocation, employment provisions, community and social needs, as well as environmental and sustainability policy guidance. A key aim of the Local Plan is to provide a positive framework for successful local economy through effective allocation of land for sustainable development and balanced provision of job opportunities.

Emerging Draft Local Plan 2023-2027

Test Valley Borough Council

The emerging Draft Local Plan sets out a revised vision, policy objectives and framework for development within the borough over a 4-year period from 2023-2027. Once adopted, this would supersede the current 2011-2029 Local Plan and should be referenced by all future applicants as the latest borough-wide policy framework.

2020 - Affordable Housing SPD

Test Valley Borough Council

The adopted Affordable Housing SPD highlights the importance for the provision of affordable housing in future development across the borough. Guidance for the delivery of affordable housing in different context is set out, including guidelines on the design, layout and guidelines on space standard at the design and delivery stages.

2015 - Cycling Strategy and Network SPD

Test Valley Borough Council

Adopted in 2015, a key objective of the SPD IS to ensure adequate infrastructure is provided to facilitate and encourage cycling as an active and safe transport mode. Guidance is provided for larger settlements, such as Andover and adjoining rural areas like Weyhill, as well as smaller rural settlements in Test Valley.

2018 - Test Valley Landscape Character Assessment (LCA)

Test Valley Borough Council

The LCA provide an overview of the landscape setting that Amport is set within. Majority of Amport is classified as 'Enclosed chalk and clay woodland' and 'Open chalklands', with pockets of 'River Valley Floor' near Pill Hill Brook.

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