Chiseldon

Design Codes and Guidance

Final report
June 2023

Delivering a better world

Quality information

Prepared by	Checked by	Approved by
Jimmy Lu	Ben Castell	Clair Wilkinson
Senior Urban Designer	Director	Chiseldon Parish Council
Holly MacMahon		
Graduate Urban Designer		
Nicholas Tobias		
Graduate Urban Designer		

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Issue no.	Issue date	Details	Issued by	Position
3	13/06/2023	Final report	Jimmy Lu	Senior Urban Designer
			Holly MacMahon	Graduate Urban Designer
2	06/06/2023	Revisions to draft report	Jimmy Lu	Senior Urban Designer
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			Holly MacMahon	Graduate Urban Designer
			Nicholas Tobias	Graduate Urban Designer

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AECOM

Introduction

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1. Introduction

This section provides context and general information to introduce the project and its location

1.1 Background

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Chiseldon Parish Council.

The Chiseldon Neighbourhood Area was designated in 2022 and the Neighbourhood Plan Steering Group is making good progress in the production of the Chiseldon Neighbourhood Plan. Chiseldon Parish Council has requested to access professional advice on design guidance and codes to influence the design of any potential new development in the Neighbourhood Area, which covers all of Chiseldon Parish.

The recommendations made in this report are based on observations on the entire Neighbourhood Area. The elements that are more general are referred to as design guidelines. Other elements that are more prescriptive or set out parameters are the design codes.

1.2 Objectives

This report's main objective is to develop design guidelines and codes for the Neighbourhood Plan to inform the design of future planning applications and developments in Chiseldon Parish. The main objective is to ensure that they remain sympathetic to the character of the Parish. In particular, it elaborates on key design elements that were agreed with the Neighbourhood Plan Steering Group, namely:

- Ensuring that new development and modifications respect the distinct historic character of Chiseldon;

- Providing guidance for the harmonious integration of infill housing;

- Preserving green and open spaces and enhancing green infrastructure; and

- Supporting walking and pedestrian accessibility.

1.3 Process

Following an inception meeting and a site visit with members of the Neighbourhood Plan Steering Group, AECOM carried out a high-level assessment of the Neighbourhood Area. The following steps were agreed with the group to produce this report:

STEP 2
Site visit

STEP 4
Draft report with design guidelines and codes

STEP 6
Final report

STEP
02

STEP
04

STEP
06

STEP
01

STEP
03

STEP
05

STEP 1
Initial online meeting

STEP 3
Preparation of design principles and guidelines

STEP 5
Review by steering group and amendments made
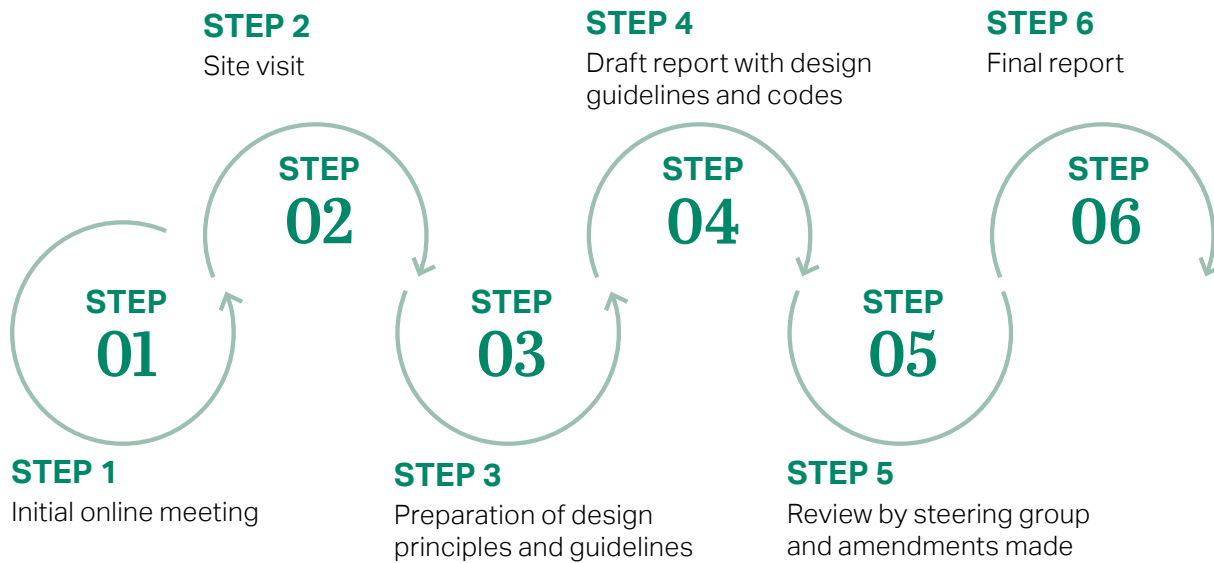
F.1

Figure 01: Former toll-house circa 18th century with a thatched roof on the corner of Turnball and Hodson Road

F.2

F.4

F.3

F.5

Figure 02: Long-distance view towards Liddington Castle (Scheduled Monument) from Marlborough Road

Figure 03: The Old Chapel, a 19th-century building that hosts Chiseldon Museum and Chiseldon Parish Council

Figure 04: View of Station Road with the bus stop and a thatched cottage on the left side of the photo and white-rendered 'Landmark Hotel' on the right side

Figure 05: Thatched and stone rubble cottage, Hodson
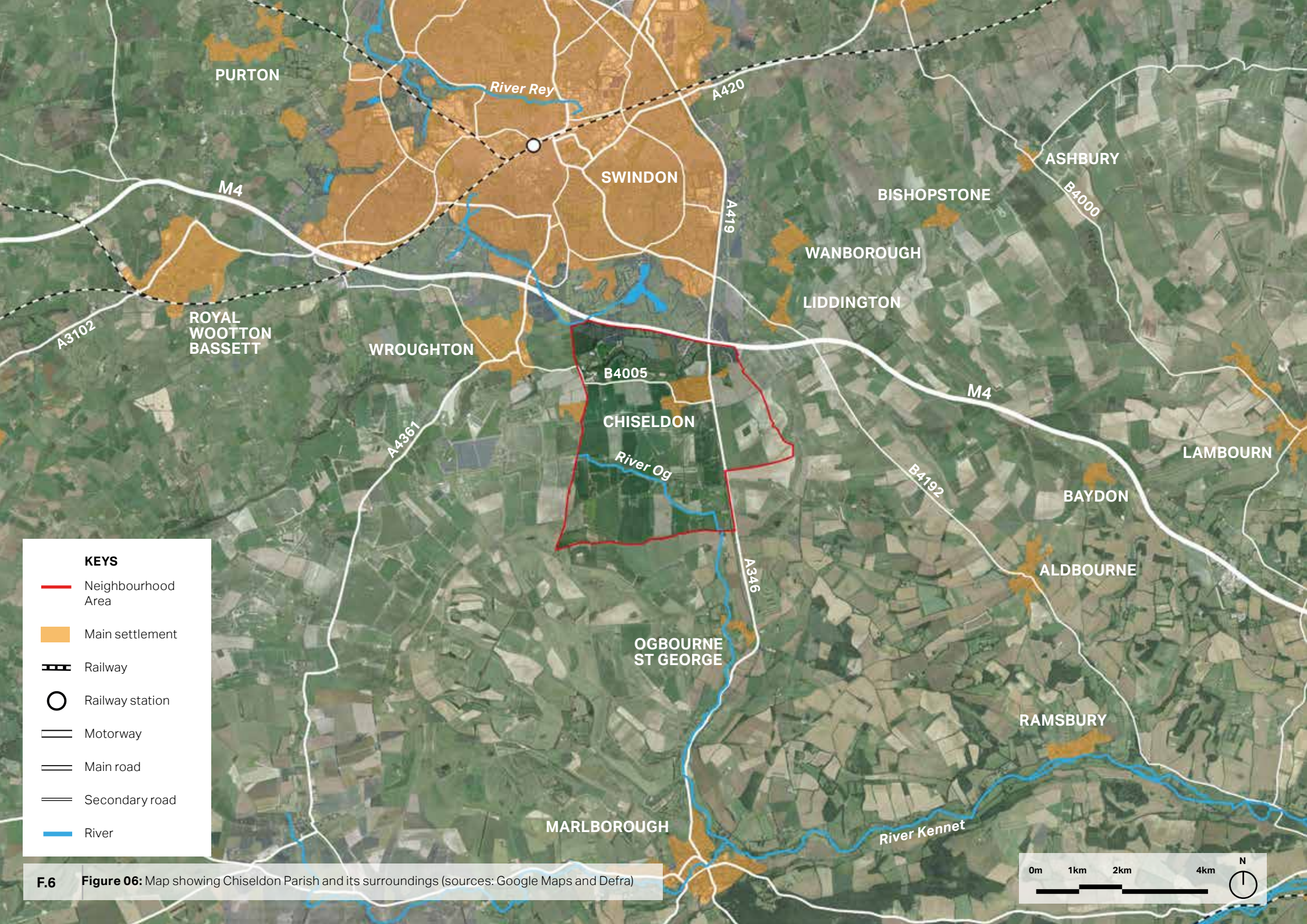
KEYS

— Neighbourhood Area

▨ Main settlement

▦ Railway

◯ Railway station

═ Motorway

═ Main road

═ Secondary road

— River

F.6   **Figure 06:** Map showing Chiseldon Parish and its surroundings (sources: Google Maps and Defra)

0m   1km   2km   4km   N

1.4 Area of study

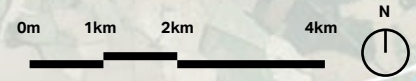The Neighbourhood Area is the Parish of Chiseldon, located in the unitary of Swindon. Chiseldon is located 6 kilometres south-east of the centre of Swindon, 10 kilometres north of Marlborough, 27 kilometres east of Chippenham, and 30 kilometres west of Newbury. As of 2011 the population was 2,667 for the entire Parish.

The village of Chiseldon constitutes the main settlement of Chiseldon Parish and is located on the northern edge of the North Wessex Downs, a range of hills also known as the Marlborough Downs. The Parish also contains the distinct settlements of Hodson, Badbury, and Draycot Foliat. These are located west, east, and south of the main village respectively. There are also smaller hamlets/ residential areas which include Ridgeway View, Burderop Park and Burderop Barns and Dairy Road.

Chiseldon Parish is bordered by the community parishes of Central Swindon South to the north, Liddington and Aldbourne to the east, Ogbourne St. George to the south, and Wroughton to the west. The River Og, a tributary of the River Kennet, flows through the south of the parish.

The village of Chiseldon was settled in the Saxon period and remained modest in size even after the expansion that accompanied the construction of the Midland and South Western Junction Railway line, with a station in Chiseldon that closed in 1961. The historic cores of Chiseldon, Hodson, and Badbury are protected by distinct Conservation Areas, all three designated in 1990. The Parish contains a total of 64 Listed Buildings and three Scheduled Monuments. The near-totality of its area is in the North Wessex Downs Area of Outstanding Natural Beauty (AONB).

Due to the Parish's small population, retail options are sparse and dispersed. It however contains, a primary school, a surgery, five pubs, two hotels, and a museum. It also contains an aerodrome, Draycot Aerodrome, located in Draycot Foliat.

The main road in the Parish is the A346, known locally as Marlborough Road, which links with the M4 at Junction 15. Another important road is the B4005, known locally as Brimble Hill and Hodson Road. The Parish contains several bus stops served by lines 81, 82, 157, R23, R26, and X5, with services to Swindon, Marlborough, Salisbury, Sharcott, and Thorney Park. The nearest train station is located in Swindon.

1.5 Planning policy and guidance

This section summarises the relevant design policy and guidance produced at national and local levels which have informed this design guidance and codes document. It specifies how the relevant policies and guidelines have been incorporated in the production of the design codes included in this document. Any application for new development should be familiar with those documents.

1.5.1 National Planning Policy and guidance

The following section summarises key relevant policy and guidance documents at the national level.

2021 National Model Design Code

DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.
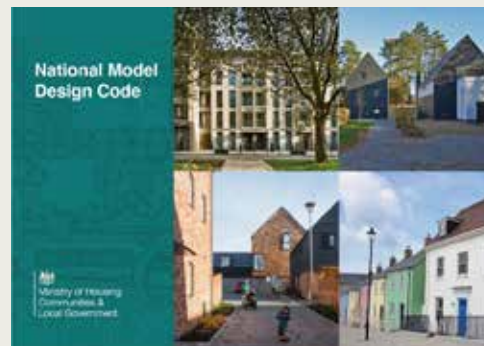
2020 - Building for a Healthy Life

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.

2021 - 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 as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2019 - National Design Guide

DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

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.

1.5.2 Local planning policy context

The following section summarises key relevant policy and guidance documents at the local level.

2015 - Swindon Borough Local Plan 2026

Swindon Borough Council

Chiseldon is considered to be a Primary Rural Settlement. Policy HA2: Affordable Housing sets a target of 30% of affordable homes to be provided on-site for developments of 15 homes or more or larger than 0.5 hectares. Policy EN3: Open Spaces requires residential development of 25+ dwellings to provide open space on-site. Policy DE1: High Quality Housing sets design standards for developments according to context, layout, amenity, and public realm quality.

2016 - Residential Design Guide SPD

Swindon Borough Council

This supplementary planning document aims to ensure high quality development in Swindon Borough by providing a set of principles and guidelines to achieve sustainable development, to amplify Local Plan Policy DE1: High Quality Design, and to provide design advice.
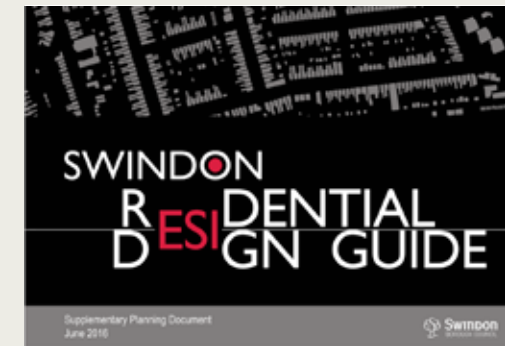
2009 - Chiseldon, Badbury, and Hodson Conservation Area Appraisal and Management Plans

Swindon Borough Council

The Conservation Areas of Chiseldon, Badbury, and Hodson are subject to distinct conservation area appraisal and management plans. These documents define and record the special architectural or historic interests that warrant designation of the Conservation Areas and identify elements that contribute to their special character and appearance.

2019 - North Wessex Downs Area of Outstanding Natural Beauty Management Plan 2019-2024

North Wessex Downs AONB

The document coordinates the action of relevant partners, identifies key issues facing the AONB, and sets out the vision, strategic objectives, and actions for the 2019-2024 period.
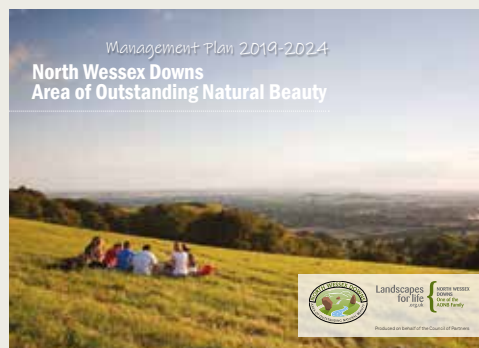
Chiseldon

Conservation Area Appraisal and Management Plan

- Conservation area designated on 30th April 1990
- Appraisal and management plan adopted 10th February 2009

Management Plan 2019-2024
**North Wessex Downs
Area of Outstanding Natural Beauty**

Neighbourhood area
context analysis

02

2. Neighbourhood area context analysis

This section outlines the broad physical, historic and contextual characteristics of the Neighbourhood Area

2.1 Landscape and ecology

2.1.1 Landscape character

The near totality of the Neighbourhood Area is within the North Wessex Downs Area of Outstanding Natural Beauty (AONB). It straddles two local character areas defined in the North Wessex Downs AONB Integrated Landscape Character Assessment.

The northern fringe of the Neighbourhood Area is located in Character Area 5E – Clyffe Pypard-Badbury Wooded Scarp of the North Wessex Downs AONB. This area has steep scarp slopes that create "short, deeply incised, often wooded, valleys along the lower slopes" that contain "continuous belts of woodland" with hedgerow-bound small fields that combine with the woodland cover to create an "enclosed intimate landscape."

The majority of the Parish has a gentler topography corresponding to Character Area 5B – Chiseldon-Wanborough Plain of the North Wessex Downs AONB Integrated Landscape Character Assessment. The skyline is dominated by the highland backdrop of the Marlborough Down, which creates a looser sense of enclosure. The larger size of the fields and smaller number of boundaries create a higher opportunity for long-distance views.

Most of this area is contained in National Character Area 116 - Berkshire and Marlborough Downs. This region is composed of large arable fields managed in very large holdings that stretch across a sparsely settled landscape in which rolling chalk hills provide extensive views. The area has a high density of monuments in the form of prominent upland landmarks - local examples include Liddington Castle and Barbury Castle, both visible from the Parish.

KEYS

— Neighbourhood Area
— Motorway
— Main roads
— Secondary roads
— SSSI
— Local nature reserve
— Woodland
— Ancient woodland
— AONB
— Designated open spaces
— Other open spaces
— Flood risk zone 2
— Flood risk zone 3

M4
M4
B4192
HODSON
B4005
BADBURY
CHISELDON
New Rd
Draycot Rd
A346
The Ridgeway
The Ridgeway
Draycot Cl
River Og

0m 250m 500m 1km

N

F.7   **Figure 07:** Map showing the main landscape and ecology features in Chiseldon (sources: Google Maps and Defra)

2.1.2 Topography and flood risks

Chiseldon occupies the northern edge of the North Wessex Downs and is overlooked by Liddington Hill and Burderop Down to the east and south respectively. The northern edge of the Parish contains a series of steep slopes, whereas the terrain is gently undulating in the south. In this area, the topography has created a number of attractive views framed by mature trees, landscaping, and the locally distinct stone retaining walls. The south of the Parish contains attractive long-distance views towards the rolling hills located to the south of the Parish boundaries.

Flood risks from rivers are limited to the vicinities of the bodies of water and only affect a small number of properties in Draycot Foliat that border the River Og. A great number of properties are however at risk from surface water flooding along bodies of water: Stroud's Hill, Station Road, Turnball, Slipper Lane, and Mary's Lane.

2.1.3 Open spaces

Large open fields, often delineated by hedgerows and ditches, occupy the majority of the Neighbourhood Area. Small areas of woodland are concentrated in areas with steeper terrain where they form a near-continuous belt along the north of the Parish.

The north-west of the Parish contains one Site of Special Scientific Interest (SSSI) at Burderop Wood. The south-west of the Parish also borders one Local Nature Reserve at Barbury Castle.

A small number of areas are designated as open space in the Swindon Borough Local Plan (Policy EN3): Burderop Park Playing Field, Chiseldon Recreation Ground, the amenity area along Hodson Road, the site of the old train station on Stroud's Hill, and play areas at Castle View Road. The list also includes the allotments and the strip of amenity woodland along the A346. Other areas of green and open space include Chiseldon Cemetery, the church yard of Holy Cross, and Washpool. The latter forms

a string of continuous green spaces that connect the centre of Chiseldon with the belt of woodland and open spaces on the north of the Parish.

Despite not containing any formally designated areas of open space, the hamlets of Hodson and Badbury have direct connections with open spaces in the forms of fields that are interspersed with developed areas.
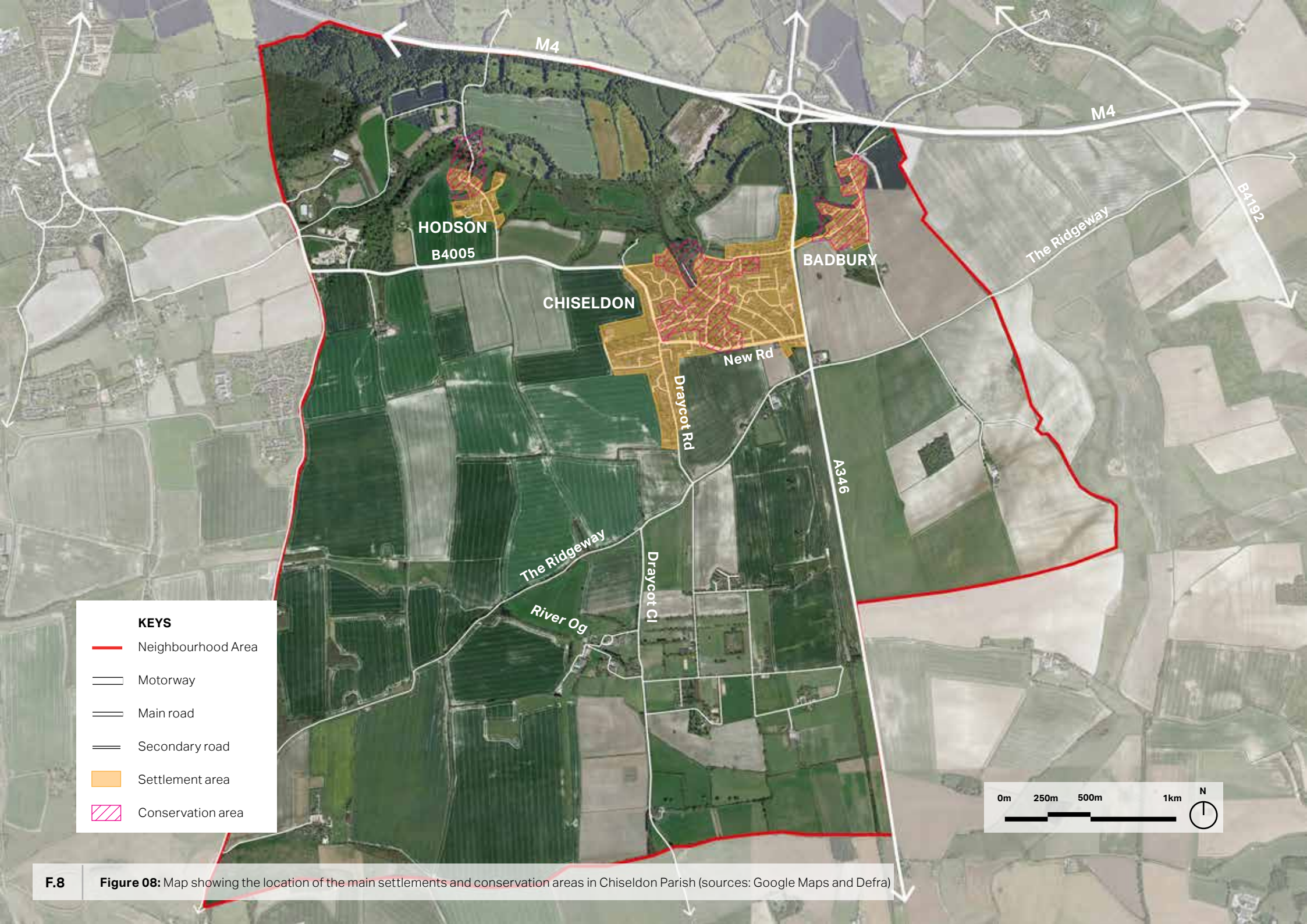
KEYS

— Neighbourhood Area

— Motorway

— Main road

— Secondary road

Settlement area

Conservation area

M4

M4

B4192

HODSON

B4005

CHISELDON

BADBURY

New Rd

Draycot Rd

A346

The Ridgeway

The Ridgeway

Draycot Cl

River Og

0m   250m   500m   1km   N
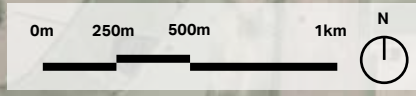
2.2 Settlement patterns

The village of Chiseldon is the largest settlement in the Parish, while Hodson, Badbury, Burderop, and Draycot Foliat form small separate hamlets. All of the settlements except Draycot Foliat are located in the north of the Parish. Settlement patterns in the Parish are sparse overall, with a predominance of detached and semi-detached houses and few adjoining or terraced buildings. Buildings typically do not exceed two storeys in height excluding dormers and lofts.

The Conservation Area of Chiseldon contains the oldest buildings in the village and retains many aspects of the oldest settlement patterns. Properties are laid out in irregular and organic patterns and are served by narrow roads with frequent bends. Properties consist of a mix of adjoining, detached, and semi-detached buildings. Building setbacks vary considerably but in places are less than two metres, especially along Church Street.

Late-19th and early 20th-century developments occupy large sections of Chiseldon, best exemplified by ribbon development along Hodson Road, Draycot Road, Station Road, and Butts Road. In contrast with previous eras, properties from this period are laid out in a more regular pattern along straight or gently curving roads. There is a predominance of two-storey semi-detached buildings with front and back gardens. Most buildings have setbacks deep enough to accommodate front garden parking. During this period, the construction of the former Midland and South Western Junction Railway line affected the layout of the properties located along Station Road and Canney Close.

Post-war 20th- and 21st-century developments are mostly detached and semi-detached properties, either in the form of two-storey houses or bungalows. Properties within the same development usually have slight variations in terms of building layout and orientation, but are typically equipped with driveways, garages, and front and back gardens. There are also many grass verges in the newer developments which helps frame the local character. This type of settlement pattern is best represented by the development located to the north-west of Chiseldon, where detached houses form small clusters served by cul-de-sac roads radiating from the loop formed by Home Close.

The smaller and more sparsely settled hamlets of Hodson and Badbury have mostly retained their original informal and irregular layout. In contrast with the Chiseldon Conservation Area, however, the hamlets have areas of development interspersed with open space, with most properties backing onto the countryside in a one-plot deep arrangement. Most of Draycot Foliat, however, is settled along a more rigid and geometric pattern due to its military origins.
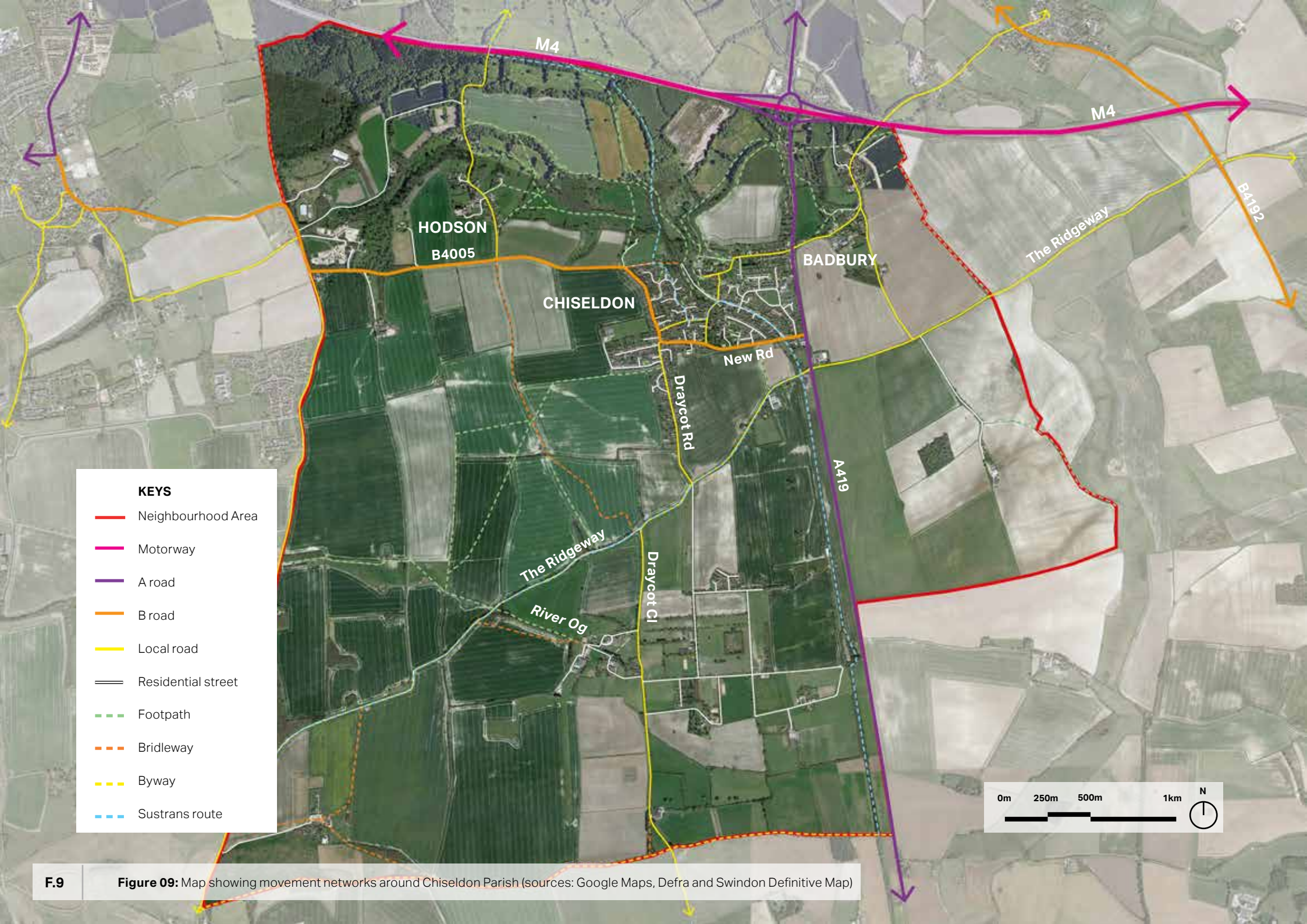
KEYS

— Neighbourhood Area
— Motorway
— A road
— B road
— Local road
— Residential street
-- Footpath
-- Bridleway
-- Byway
-- Sustrans route

M4

HODSON

B4005

CHISELDON

BADBURY

New Rd

Draycot Rd

A419

The Ridgeway

B4192

The Ridgeway

River Og

Draycot Cl

0m   250m   500m   1km   N

Figure 09: Map showing movement networks around Chiseldon Parish (sources: Google Maps, Defra and Swindon Definitive Map)

2.3 Movement pattern

2.3.1 Road network

Due to the Parish's small population and sparse settlement, the overall road network is limited. Marlborough Road is the main north-south spine in the Parish and forms part of the A346. It connects with the M4 motorway at the Badbury Roundabout (Junction 15). The B4005 connects Chiseldon with neighbouring Wroughton via New Road, Hodson Road, and Brimble Hill.

The non-strategic road network in the Parish evolved from a small network of rural lanes that are typically narrow with gentle variations in width and that form organic patterns with frequent bends. This pattern is still visible in Hodson, Badbury, as well as the oldest streets in the historic core of Chiseldon such as Turnball, High Street, and Church Street. These roads also have a more enclosed character due to the smaller size of front gardens. The clear boundary

delineations created by hedges, mature trees, and low stone walls frame views inside the settlements and are a major component in the landscape and historic character of Chiseldon.

The original network of historic roads was later completed by roads with more regular geometries and widths, including loops and cul-de-sacs. Those roads are typically equipped with pavements, and the widest incorporate grass verges. Properties are often delineated by landscaped hedges or front garden planting, but the greater prevalence of front garden parking produces a more vehicle-dominated character, especially in properties with no vegetation or walls to screen vehicle parking. The street layout still bears the marks of the former Midland and South Western Junction Railway line, whose footprint is visible in the shape of Station Road and Canney Close. Vehicle speeds inside Chiseldon, Hodson, and Badbury are limited to 30 mph, while there is a 40-mph speed limit along the A346.

Outside of the built-up area, the road network is sparse and consists mainly of narrow winding rural lanes bound by hedges, mature trees, and ditches. The major exceptions are the roads in Draycot Foliat, which are laid out in a grid pattern as the main visible traces of the military camp established in the early 20th century.

2.3.2 Pedestrian and cycle connectivity

A small pedestrian network connects the settlements both internally and with neighbouring parishes. The oldest roads in the historic cores of Chiseldon, Badbury, and Hodson were designed without separations between pedestrians and vehicles, and many are either still without pavements or only bound by grass verges. Later roads are typically equipped with pavements, however accessibility is in places hindered by the high number of cul-de-sacs without onward pedestrian

connections. Another challenge to walking is the uneven terrain on the northern side of the Parish.

A series of footpaths connect the built-up areas with neighbouring settlements through the open countryside. The Ridgeway and Gypsy Lane are two multi-use paths that provide links to the hills south of the Parish. There is also a small number of bridleways that cross the countryside. The high-speed, high-traffic A346 and M4, however, represent barriers to pedestrian mobility with few places to cross safely.

Sustrans Routes 45 and 482 run through the Parish via the centre of Chiseldon, connecting with Swindon to the north and Marlborough to the south respectively. The village does not have dedicated cycling infrastructure in the form of cycle lanes, but large sections of these cycle routes run on

F.10

F.12

F.11

Figure 10: View of High Street which is part of the historic road network in the centre of Chiseldon

Figure 11: Bridleway and footpath to the north of the village which connect to the Washpool and from surrounding countryside into Chiseldon's residential area

Figure 12: View of Turnball which has clear boundaries formed by hedges, trees and stone walls characteristics of roads in the historic core of Chiseldon

off-road paths on the footprint of the former Midland and South Western Junction Railway line.

2.4 Built form and built heritage

2.4.1 Designations

The historic cores of Chiseldon, Hodson, and Badbury are protected by three distinct Conservation Areas, all designated in 1990. The Neighbourhood Area has a total of 64 Listed Buildings distributed between Chiseldon and each of the four hamlets. Notable Listed Buildings include Grade-I Church of the Holy Cross in Chiseldon (NHLE 1023312) and Grade-II* Burderop Park in Burderop (NHLE 1023307). There are also three Scheduled Monuments in the south of the Neighbourhood Area.

In addition, Policy EN10 in the Swindon Local Plan identified four Scheduled Monuments in the Parish. Each of the three conservation area appraisals identify key buildings of interest, important green spaces, as well as significant trees and boundaries that are not formally listed but nevertheless contribute to the historic character of the settlements.

2.4.2 Building materials

Materials play an important role in the historic character and the local identity of Chiseldon.

Traditional materials on buildings walls include chalkstone used as rubble stone, render, and red brick used as masonry and as dressing. A limited use of half-timbering, sandstone, and pebbledash can also be observed on 19th- and early 20th-century buildings. More recent constructions have employed a greater variety of non-local bricks, and hung clay tiles. Timber weatherboarding is used traditionally on agricultural buildings and on some modern houses.

The main traditional roofing materials are thatch, slate tiles, clay plaintiles, and Cotswold stone tiles. Grey or brown concrete tiles are common on newer roofs.

Boundaries are a strong feature of the Parish and traditionally consist of low ragstone rubble retaining walls or landscape hedges. Many front garden boundaries incorporate mature trees, contributing to a wooded and enclosed character. More recent boundaries have used concrete walls, timber fences, metal railings, or stones in non-traditional cuts or bonding styles.
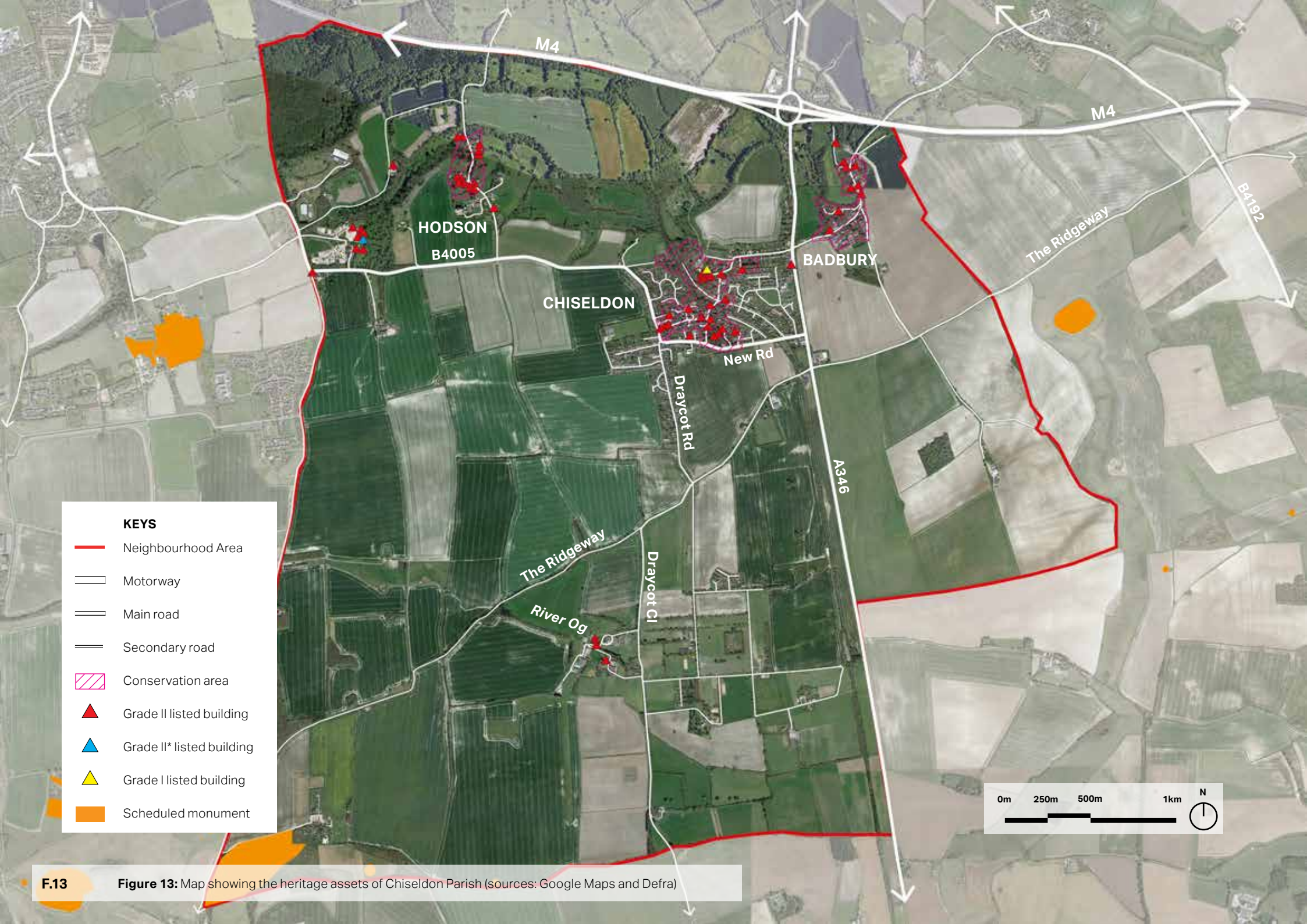
KEYS

— Neighbourhood Area

═ Motorway

═ Main road

═ Secondary road

▨ Conservation area

▲ Grade II listed building

▲ Grade II* listed building

▲ Grade I listed building

▬ Scheduled monument

F.13   **Figure 13:** Map showing the heritage assets of Chiseldon Parish (sources: Google Maps and Defra)

F.14

F.16

F.15

F.17

Figure 14: Boundaries in the form of stone retaining walls play an important role in defining Chiseldon's historic character

Figure 15: House with rubblestone and red brick dressing front façade, pebble-dash render on the sides, slate roof and timber window frame and porch, High Street, Chiseldon

Figure 16: Grade II listed Hodson House circa 17th century with slate roof, stone rubble and red brick façade and stone rubble boundary walls, Hodson

Figure 17: Grade II listed, 17-18th century thatched cottages in Badbury with eyebrow dormers and pebble-dash render

Design guidance and codes

03

3. Design guidance and codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Neighbourhood Area. 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.

3.1 Introduction

The design guidelines and codes listed hereby are organised under four principles that are particularly relevant to Chiseldon. They have been generated based on discussions with members of the Neighbourhood Plan Steering Group, the site visit, the area analysis included in Chapter 2 of this report, and from good practice relevant to the physical context of the Neighbourhood Area. 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.

3.2 General design principles for Chiseldon

This section provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Neighbourhood Area will be expected to follow.

The guidelines and codes developed in this section focus on residential developments. New housing development and modifications should not be viewed in isolation; rather, considerations of design and layout must be informed by the wider context. The local pattern of roads and spaces, building traditions, materials, and the natural environment should all help to determine the character and identity of a development. 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, shown in Chapter 2, 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 set of design principles shown on the next pages are based on the analysis of the character of Chiseldon and discussions with members of the Neighbourhood Plan Steering Group.

The main themes to be mentioned are summarised hereafter:

GB   **Green infrastructure and biodiversity**

SP   **Settlement patterns**

BF   **Built form**

SU   **Sustainability**

MO   **Mobility**

3.3 When to use the codes

The table on this page identifies when each of the codes should be used. A prefix has been created for each code to allow simple application and referencing of the design codes when writing policies for the Neighbourhood Plan.

Code	Prefix	When to use the code
Green infrastructure and biodiversity	GB.01	Code to be applied when retaining or designing open spaces
	GB.02	Code to be applied when designing or modifying a site with trees and/or hedgerows
Settlement patterns	SP.01	Code to be applied when determining the layout of future plots
	SP.02	Code to be applied when determining the building layout of future developments
Built form	BF.01	Code to be applied when determining the height, scale and massing of new building
	BF.02	Code to be applied when determining the amount of enclosure within a new development
	BF.03	Code to be applied when determining the density within a new development
	BF.04	Code to be applied when designing or modifying boundary treatments
	BF.05	Code to be applied when designing or modifying extensions
	BF.06	Code to be applied when considering infill development
	BF.07	Code to be applied when determining the style and materials used within new developments
Sustainability	SU.01	Code to be applied when designing low-carbon homes
	SU.02	Code to be applied when including solar panels in new development
	SU.03	Code to be applied when providing permeable paving within new development
	SU.04	Code to be applied when designing artificial lighting
Mobility	MO.05	Code to be applied when promoting active travel in new development
	MO.05	Code to be applied when providing car parking within new development

Table 01: List of design codes based on group priorities and where they apply

3.4 Green infrastructure and biodiversity

GB.01. Open spaces

Open space can play a vital role in creating a healthy environment and preserving the rural character of the Parish. It also delivers a multitude of ecological and health benefits. Some guidance on the creation and enhancement of Chiseldon's open spaces are:

- The location of new open spaces within new development should be decided based on the location of the existing ones. Opportunities must be sought to create links to existing habitats and wildlife corridors;

- Safe walking and cycling routes should be provided through existing and new areas of open space. These should enable better access from settlements out to surrounding countryside and open spaces;

- New open spaces should cater to the needs of different categories of users to ensure that they are well-used at all times of the day;

- Where water needs to be managed as a result of development, Sustainable urban Drainage Solutions (SuDS) must be integrated into the design and retrofit of open spaces;

- New open spaces should retain all woodland, hedgerows and trees within their layout with new planting to supplement existing vegetation;

- New green infrastructure should have a long-term management plan including replacement trees/shrubs that die within 5 years;

- Land identified as Local Green Space (amenity) in Figure 17 and Appendix 5 of the Neighbourhood Development Plan 2022-2037 - Regulation 14 Draft will retain its green and open character and will remain free of hard surfacing, except for the purposes of pedestrian access; and

- New development should support a connected green network. New designs should propose new links to the surrounding countryside to integrate the existing green spaces, improving pedestrian connectivity, and support active travel. In Hodson and Badbury, the preservation of green gaps between developed parcels should be encouraged to preserve direct connections with the countryside.

This section should be read alongside the Neighbourhood Development Plan 2022-2037 - Regulation 14 Draft:

- Policy 3: Biodiversity and nature recovery;

- Appendix 3: Biodiversity and nature recovery mapping;

Figure 18: Photo showing a satisfactory level of enclosure achieved with hedges and mature trees

Figure 19: Photo of the Washpool, a green space sited in a steeply sided valley north of the village

Figure 20: Photo of Chiseldon Cemetery

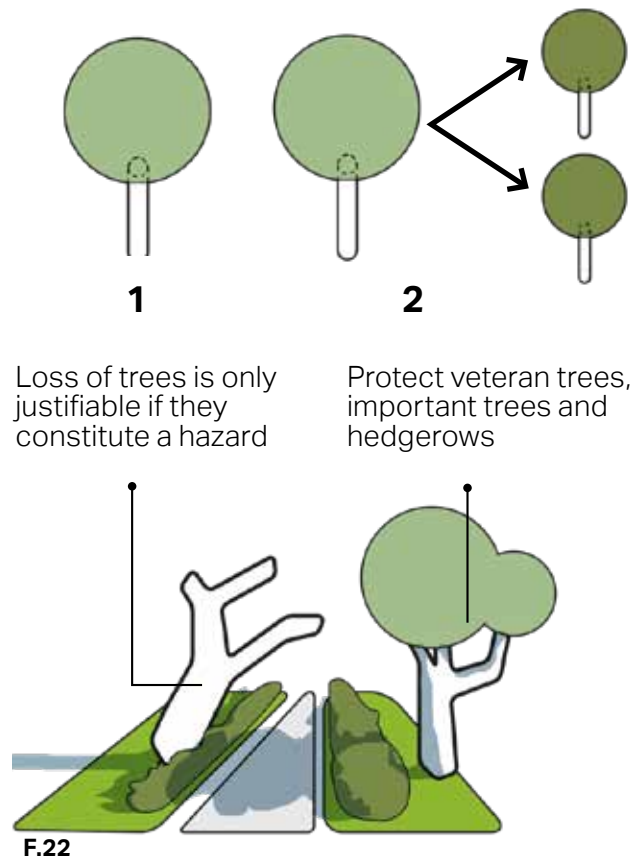**Figure 21:** Photo of the church yard of Holy Cross

GB.02. Trees

In Chiseldon, trees help define the public realm, creating an enclosed and intimate rural character that is accentuated by stone walls and the uneven terrain. Therefore, new developments and any change in the physical environment should:

- Incorporate existing native trees and shrubs into front gardens, streets, and open spaces to avoid unnecessary loss of flora and create well-defined edges to the public realm;

- Replace any tree or woodland lost to new development. Native trees and shrubs should be used to reinforce the rural character of the Parish; and

- Retained and enhanced vegetation at the edges of new developments is particularly important for their successful integration into the wider landscape, screening developments from external views.

Justify the loss of trees, and replace each affected tree on a 2:1 ratio

Retain trees on development sites, especially trees that are protected by TPOs (Tree Preservation Orders) and trees of high importance

1   **2**

Loss of trees is only justifiable if they constitute a hazard

Protect veteran trees, important trees and hedgerows

Figure 22: Diagram to highlight some guidelines related to tree preservation

Figure 23: Photo of May's lane illustrating the role of trees and roadside vegetation in creating an enclosed and intimate rural character

Figure 24: Photo showing the successful integration of trees and hedges into the front gardens of a modern development

3.5 Settlement patterns

SP.01. Development patterns

The Parish owes much of its character to the historic pattern and layout of the roads and buildings, as well as to its physical environment. Thus, it is important that any new development draws inspiration from the historic patterns and suggests design that aims to preserve the local character of the parish. Some design guidelines are:

– New development should take into account the historic variety of patterns of growth and propose design that sits sensitively within their physical environment. In particular, Chiseldon has a more compact layout with a greater proportion of adjoining buildings, whereas Hodson and Badbury have looser and more linear layouts in which more properties back onto the open countryside in a one-plot deep arrangement;

– Development densities in new schemes should reflect the character of their surroundings. For instance, Chiseldon has more dwellings per acre than the smaller settlements (more details on density can be found in BF.02);

– New development must demonstrate a good understanding of the scale, building orientations and different levels of enclosure of the surrounding built environment and adopt design that respects the existing character. For instance Chiseldon has a more enclosed character due to the narrow lanes and topography that contain internal views, whereas the smaller outlying settlements are more open (more details on enclosure can be found in BF.03);

– Buildings should form a diversified building line to allow for a variety of front garden sizes reflecting the informal character of the settlements, however the building line must still have some level of consistency;

– In areas where mature trees form the backdrop the roofline of any new development should be set lower than the treeline, avoiding hard lines of the silhouette against the sky;

– Existing hedges, hedgerows and trees should be integrated into new developments, whilst more planting and vegetation is encouraged (more details on how to create a green network can be found in GB.01 and GB.02); and

– In general, any proposal that would adversely affect the local character of the settlements, undermine the surrounding landscape or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided.

F.25

Figure 25: Diagram of the historic core of Chiseldon, showing organic and more compact development patterns with narrower gaps between buildings and a comparatively higher proportion of adjoining buildings

F.27

Figure 27: Diagram of late 19th-early 20th century extensions, showing regular development patterns with standardised plot sizes and arrangement of buildings

F.29

Figure 29: Diagram of Hodson, showing more a spacious and looser arrangement of properties in small clusters along Broome Manor Lane, and a dominance of detached buildings interspersed with wider unbuilt gaps

F.26

Figure 26: Photo showing the mix of adjoining and detached buildings on Turnball

F.28

Figure 28: Photo showing the more regular layout of Butts Road

F.30

Figure 30: Photo showing the more spacious arrangement of buildings in Hodson

3.6 Built form

BF.01. Building height, scale and massing

The Neighbourhood Area contains a variety of building heights, scale, and massing. Creating a good variety is therefore important to reflect the identity of settlements that grew organically over time. The following elements are guidelines to achieving a good variety of forms:

– Buildings should be no more than two storeys excluding dormers and lofts;

– The scale and massing of new buildings must ensure a sufficient level of privacy and access to natural light for their occupants and avoid overshadowing existing buildings;

– Gentle variations in plan forms, heights, and roof shapes should reflect the local vernacular. Another way to achieve diversity is to vary frontage widths. The repetition of an identical plan form along a street frontage should be avoided to respect the informal and rural character of the Neighbourhood Area;

– Local traditional roof shapes, materials, and detailing should be considered and implemented where possible in cases of new development (see BF.07 for materials and architectural details);

– The scale of the roof should always be in proportion with the dimensions of the building itself. The shape and orientation may be chosen to optimise lighting, energy use, solar gains, and rainwater management; and

– Dormers and chimney stacks may be used as design elements to add variety and interest to roofs.

Figure 31: Photo of Slipper Lane showing a diversity of roof shapes and building layouts on the same frontage

Figure 32: Photo of adjoining buildings forming a continuous roofline on Turnball

BF.02. Building density

Density in Chiseldon's context is mainly expressed by the number of dwellings in a given area. Because it affects the character, vitality, and viability of a place, it must be carefully determined in new developments. Residential densities vary within the Parish, with comparatively higher densities in Chiseldon and lower in the outlying hamlets. Therefore, some guidelines for new development are:

– Density should be appropriate to the location and context of any new development. For example, both the more enclosed character of Chiseldon and the more spacious patterns of the smaller hamlets must be reflected;

– Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside. The density of the smaller hamlets must be kept low; and

– Small-scale development and infills are encouraged because they usually follow the scale and pattern of existing grain and streets and therefore, retain the character of the area (see BF.06 for more guidance on infill development).

F.33

Figure 33: Photo of the centre of Chiseldon, whose relatively high density is enabled by a higher number of adjoining buildings

F.34

Figure 34: Photo of Hodson, where a lower density is achieved by the distribution of detached buildings on large plots

BF.03. Enclosure

The level of enclosure of a road or public space is determined by its relationship with the vertical elements on its edges such as buildings, walls, and trees. Developments can achieve a good sense of enclosure by creating clearly defined spaces that produce a cohesive and attractive built form, for example by determining focal points, appropriate building heights, and well-defined edges.

In Chiseldon, the topography and vegetation have created intimate layouts enclosed by a combination of retaining walls, strong stone and planted boundaries, and mature trees in front gardens. They produce an optimal level of enclosure without creating an over-built environment. The following principles must therefore be considered:

– The level of enclosure should respect the surrounding context. It is typically higher in Chiseldon, where views are often restricted, whereas the smaller hamlets are more open with frequent glimpses into the countryside because of larger plots and front gardens;

– Enclosure can be achieved through the width of new roads, the placement of buildings, the size of front gardens, and the treatment of boundaries (see BF.04 for guidance on boundary treatments). In particular, boundaries in the form of trees and hedges serve as habitats for different species and provide shading and protection from heat, wind, and rain;

– In case of building setbacks, façades should achieve an appropriate ratio between the width of the road and the building height;

– Corner plots should be designed to face all sides and frame views;

– Generally, building façades should face the road, and variation to the building line can be introduced to reinforce Chiseldon's rural and informal character; and

– In most new developments, a variety of plot widths and façade depths should be considered during the design process to create an attractive rural character and avoid a monotonous street frontage.

Figure 35: Photo of High Street showing a very high level of enclosure created by retaining walls and mature trees

Figure 37: Photo showing more open arrangement on Berricot Lane (Badbury) achieved with hedges and mature trees

Figure 36: Photo of Church Street showing a high level of enclosure created by adjoining buildings and shallow front gardens (left) and mature trees (right)

Figure 38: Photo showing gradual changes in enclosure in Hodson due to the gradual narrowing of Broome Manor Lane

BF.04. Boundary treatment

Boundary treatments are defining elements of Chiseldon's historic character. They reinforce the sense of continuity of the building line and help define the public realm. Guidance on boundary treatments include:

- Traditional boundary treatments in the form of low rubble stone walls and landscaped hedges should be retained or reinstated. The use of non-local materials and treatments such as concrete and vertical capping stones is inappropriate for the historic character of Chiseldon;

- High stone walls and hedges used along historic streets are part of the character of Chiseldon and due to their heritage should be maintained. However this scale of boundary treatment should not be reproduced in new development as high front boundary walls create inactive streetscapes which can reduce the feeling of safety for pedestrians;

- Boundary treatments should offer privacy and screen parked vehicles while offering a satisfactory level of natural surveillance;

- New development should reuse and integrate existing boundaries in the form of hedges and mature trees where possible;

- Front gardens should be provided in all but exceptional circumstances;

- Buildings should be oriented to face roads with boundary treatments at the front of the property between the road and building line. The building line should have subtle variations in the form of recesses and protrusions but should generally form a legible line. Building setbacks must strike a balance between creating a satisfactory sense of enclosure while respecting Chiseldon's spacious layout;

- Buildings should be designed to ensure that roads and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street; and

- Boundary treatments can be used to minimise the visual impact of bins and recycling containers, for example by integrating waste storage in the overall design of the property.

F.39

Figure 39: Photo of a property with boundaries defined by low ragstone walls and hedges typical of the area

Figure 40: Photo of a dwelling with a boundary treatment in the form of hedges and vegetation

Building lines should have subtle variations in the form of recesses and protrusions to reinforce the rural character, but should generally form a unified whole

Boundary walls and landscaped hedges should reinforce the sense of continuity of the building line and help define the street

Front gardens should be bordered with low rubble walls, hedges, soft landscaping and trees to respect the historic character of Chiseldon

Figure 41: Traditional stone walls and hedges create an intimate and enclosed environment along historic streets
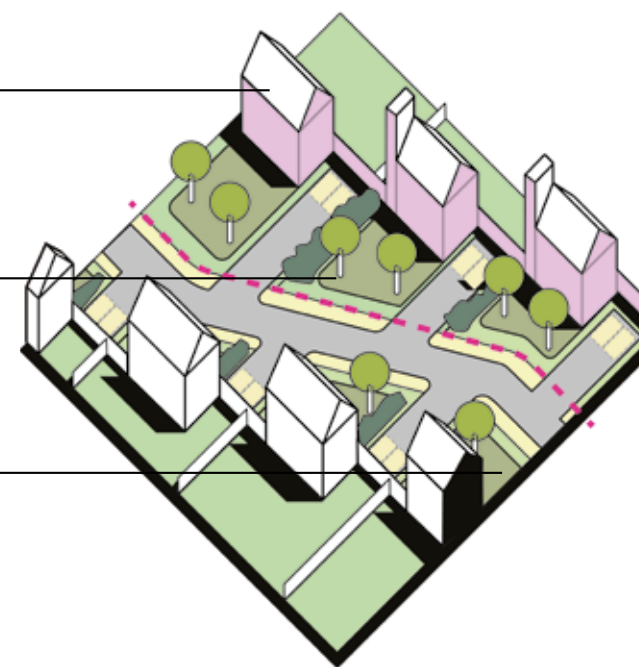
F.42

Figure 42: 3D diagram to illustrate some design principles for building lines

BF.05. Extensions

Extensions

There are multiple ways to create extra space within a building using different types of extensions. Extensions must be designed to an appropriate scale to the original building.

The pitch and form of a building's roof forms part of its character; therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features and proportions of the original building and designed to complement these existing elements.
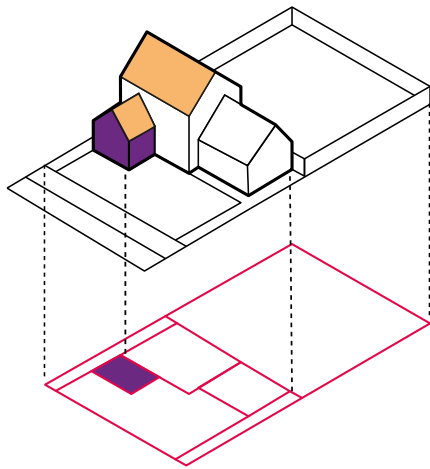
Many household extensions are covered by permitted development rights, meaning that they do not need planning permission. There are exceptions, though, that will be relevant here, such as Conservation Areas. Check the latest guidance here: https://www.planningportal.co.uk/info/200130/common_projects/17/extensions.

More information on extensions can also be found in Swindon Borough Council's Residential extensions and alterations supplementary planning document.

– The character of the existing building, along with its scale, form, materials and details should be taken into consideration when preparing proposals for alterations and/or extensions;

– External extensions should respect or enhance the visual appearance of the original buildings and the character of the wider street scene;

– Extensions should be subordinate in terms of scale and form and shall not be visually dominant or taller than the existing building;

– Extensions should be designed using materials and details to match the existing building or alternately, use contrasting materials and details with a contemporary design approach. However, in either case, extensions should create a harmonious composition overall and a strong degree of unity with the original building;

– Extensions should safeguard the privacy and daylight amenity of neighbouring properties;

– Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers; and

– Extensions of existing buildings should reduce carbon emissions by complying with high energy efficiency standards and utilising low energy design.

Front extensions

– These extensions are generally not acceptable. If proposed, they 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. Projections beyond the front façade and coverage of the front elevation should be kept to a minimum.

Side extensions

– Side extensions should not distract from the appearance of the building, its surroundings and the wider rural setting;

– Single-storey and double storey side extensions should be set back from the main building and complement its materials and detailing, whilst the roof of the extension should harmonise with that of the original building; and

– Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties. Solutions may include obscure glazing.
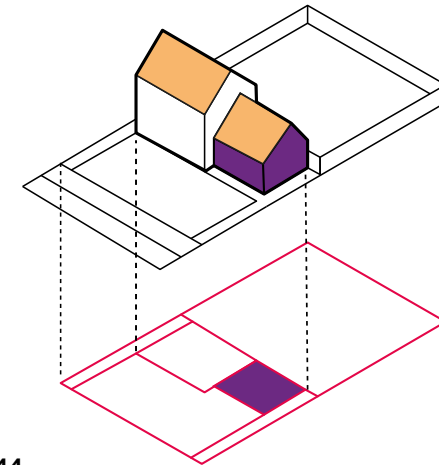
F.44

Figure 44: An example diagram of a side extension.

F.43

Figure 43: An example diagram of a front extension.

F.45

Figure 45: Photo showing a small side extension built with the same materials as the main façade

Rear extensions

– Single-storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light. A flat roof is generally acceptable for a single storey rear extension; and

– Double storey rear extensions are becoming more common, but they can affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.
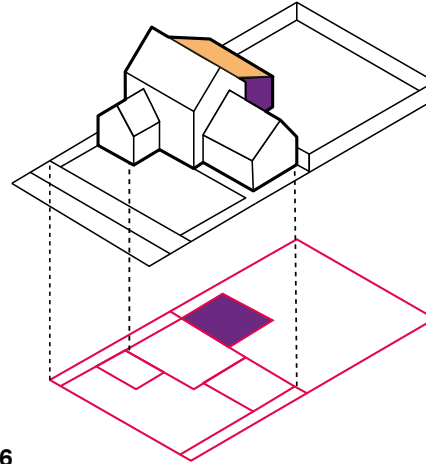
F.46

Figure 46: An example diagram of a rear extension.

Design treatment in case of loft conversion:

Loft conversion incorporating skylights.

Loft conversion incorporating gabled dormers.

Loft conversion incorporating a long shed dormer which is out of scale with the original building.

Original roofline of an existing building.

Loft conversion incorporating gabled dormers.

Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.
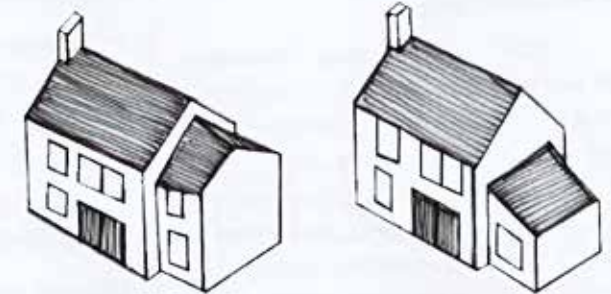
Good example for side extensions, respecting existing building scale, massing and building line.
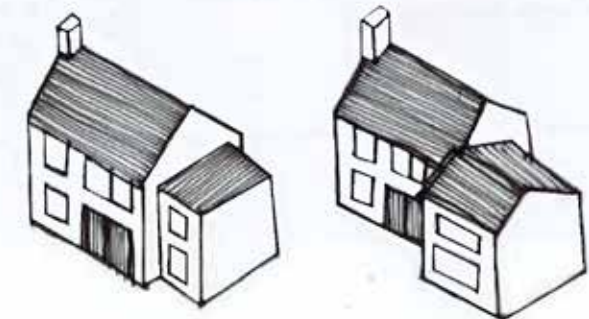
Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.

BF.06. Infill developments

The following design principles apply to infill development that may come forward in Chiseldon:

– The building scale and massing should be in keeping with the prevailing development pattern and not be overbearing on existing properties or deprive them of light, including overlooking or over-shadowing of both windows and amenity space;

– The building line should reflect the street and be set back no more than a maximum of 1.5m from adjacent buildings unless additional landscaping or tree planting is being introduced to the street scene. Where buildings are set back from the pavement, boundary features should be introduced in the form of local stone walls and/or landscaped hedges;

– The scale and position of the building on the plot should help to define and enclose the public realm to an appropriate degree based on the existing street section (building to building) and level of enclosure (ratio of street width to building height);

– Materials should reflect positive local characteristics and harmonise with adjacent buildings with matching or complementary materials, subject to the degree of variety in the area or street;

– Building fenestration and pattern should be in keeping with the predominant positive building character on the street or harmonise with adjacent buildings of good character;

– Building entrances will address the street with a main access and main fenestration. Corner buildings should address both streets with fenestration, but the main entrance could be on either subject to access requirements;

– Building façade design should respect the width of neighbouring plots and building subdivisions on the street in order to integrate and maintain visual continuity or add to the visual interest where required;

– Buildings heights should be 1-2 storeys depending on adjacent plots, excluding dormers and lofts. A variable eves line and ridgeline is allowed to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general;

– Front of plot areas and rear gardens should be of sufficient size and landscaped appropriately to fit in with prevailing planting pattern or to enhance to the green character of the area where it is lacking;

– Rear or side plot boundaries which face public spaces must be of an appropriate material to match adjacent plots and add to the quality of the streetscape;

For guidance on parking on infill sites, please refer to MO.02 as well as Swindon Borough Council's Technical Guidance on Parking Standards (2021).

Figure 47: Photo of an infill development whose scale and building materials do not match the local character

BF.07. Materials and architectural details

Chiseldon is characterised by architectural diversity rather than a uniform palette of materials and styles. New development or any change to the built environment should therefore provide a sympathetic response to the existing character and architectural details found in the Neighbourhood Area, especially when located in Conservation Areas or near buildings of historic character. They should demonstrate an intelligent understanding of the historic building details without resulting in low-quality imitations of past styles.

In new developments and renovations, locally sourced bricks or bricks that match the buildings in the surrounding area would be the most appropriate - red brick dominate in Chiseldon. Particular attention should be given to the bonding pattern, size, colour, and texture of bricks. The use of uncharacteristic yellow or grey bricks should be avoided. The same level of attention should be given to boundary treatments, which should be sympathetic to the traditional combination of rubble stone walls, landscaped hedges, and trees.

Generally, for inspiration and appropriate examples, the developers should look at the historic cores of the settlements and the surrounding area. Each development should be designed with the specific location in mind and its immediate surroundings.

New development and renovations should retain the diversity of architectural details and materials in the Neighbourhood Area. In addition, they should also be responsive to the heritage of each character area. For example, weatherboarding is more commonly found in agricultural buildings in the smaller hamlets.

This section includes examples of building material that contribute to the local vernacular of Chiseldon and that could be used to inform future development.

F.48

Figure 48: Renovation of a traditional thatched roof with "eyebrow" dormers

F.49

Figure 49: Modern back garage constructed with traditional local materials - rubble stone, slate tiles, and timber

F.50

Figure 50: View of Badbury showing property boundaries delineated by rubble stone retaining walls and vegetation

F.51

Figure 51: Detail of a building with rubble infilling, red brick dressing, and a timber gabled porch

Rubble stone or chalkstone

Red brick

Off-white render

Timber weatherboarding

Slate tiles

Clay plaintiles

Thatch

Cotswold stone tiles (limited)

Rubble stone wall

Landscaped hedge

3.8 Sustainability

SU.01. Low-carbon homes/energy efficiency

Energy efficient technologies could be incorporated in buildings and at broader Parish design scale within Chiseldon.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating.

Starting from the design stage there are strategies that can be incorporated to include technologies such as passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

It should be noted that eco design can be adapted to a wide variety of architectural styles. Historic buildings can also be retrofitted in a way that respects both the environment and their historic features.
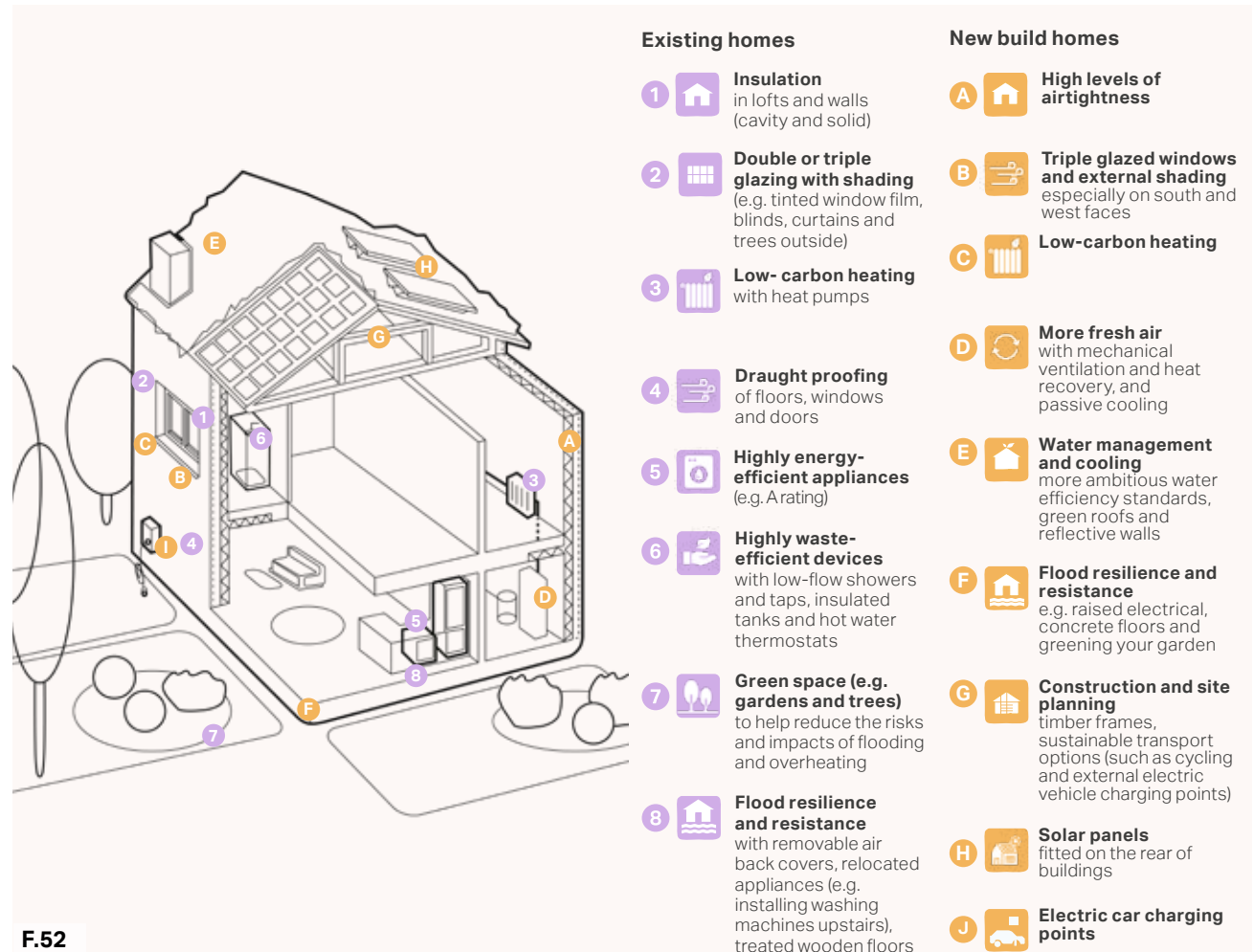

Existing homes

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

4. **Draught proofing** of floors, windows and doors

5. **Highly energy-efficient appliances** (e.g. A rating)

6. **Highly waste-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

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**

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 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 and external electric vehicle charging points)

H. **Solar panels** fitted on the rear of buildings

J. **Electric car charging points**

F.52

Figure 52: Diagram showing low-carbon homes in both existing and new build conditions.

SU.02. Solar panels

There is an opportunity for both new builds and buildings in Chiseldon to incorporate solar energy, however their design and installation should be handled sensitively.

On new builds

-   Solar gains should be considered from the onset when determining the orientation and shape of the roof.

-   Solar panel should be designed into the building from the start. Some attractive options are solar shingles and photovoltaic slates.

On retrofits

-   The proportions of the building and roof surface should be analysed to identify the best location and sizing of panels.

-   The colour and shape of solar panels should be chosen to match or complement the materials and colours of the roof. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.

-   The location of solar panels on buildings that are listed or located within Conservation Areas should be carefully considered. Historic England's publication Energy Efficiency and Historic Buildings: Solar Electric contains guidance on the installation of solar panels on such buildings.

F.53

Figure 53: Photo of a building in Lingfield, Surrey with solar shingles successfully embedded into the slate roof

F.54

Figure 54: Positive example of a new build in which solar panels were integrated into the design from the onset

SU.03. Permeable paving

Chiseldon contains many small areas of impervious surfaces that could be replaced with permeable paving to mitigate surface water flooding. These include many driveways, parking areas, front gardens, which collectively 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.

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. In addition, the installation of permeable paving must conform with:

- Flood and Water Management Act 2010, Schedule 3.

- The Building Regulations Part H – Drainage and Waste Disposal.

- Town and Country Planning (General Permitted Development) (England) Order 2015.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems.

- The SuDS Manual (C753).

- BS 8582:2013 Code of practice for surface water management for development sites.

- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers.

- Guidance on the Permeable Surfacing of Front Gardens.

Figure 55: Photo of a front garden with impervious surfacing that could be replaced with permeable paving

Figure 56: Photo of a front garden and driveway in Chiseldon with a permeable gravel surface

SU.04. Dark skies

Artificial light provides valuable benefits and makes areas feel more welcoming at night-time. However, at the edge of built-up areas, lighting needs to be sensitive, and issues of light pollution must be avoided. The following design guidelines aim to ensure there is enough consideration given at the design stage:

– External lighting should be avoided on new buildings unless it is absolutely necessary for reasons of security and safety. If lighting is required, it should be kept minimal, outside of dark habitat buffers, at low level and at low intensity, with hoods and baffles used to direct the light to where it is required to ensure that no light is emitted upward (Bat Conservation Trust 2018);

– To minimise the impact on bats, all luminaires should lack UV elements. Metal halide, fluorescent sources should be avoided, and instead LED luminaires are preferred (Bat Conservation Trust 2018). In general, lighting around any integrated bat roost features within the new development should be completely avoided;

– Lighting schemes should be part of a strategic approach where all light sources, including columns, bollards, switch off, PIR, porch lights, solar cat's eyes, up-lighting, path lighting, backlighting and downlighting, are put in a hierarchical order based on their use. This order will define the light levels and switch off times;

– Light sources should ensure appropriate levels of light spill and glare. Light shields can also be used at light sources for additional protection over glare and light spill and thus dark skies;

– Foot/cycle path light should be in harmony with surrounding rural landscape. Lighting such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced;

– Choice of lighting should be energy-efficient and sustainable. The installation of carefully directed motion sensors should be encouraged; and

– Lighting schemes should be directed downward to avoid reducing dark skies or disturb neighbours or passers-by, as shown on the following page.
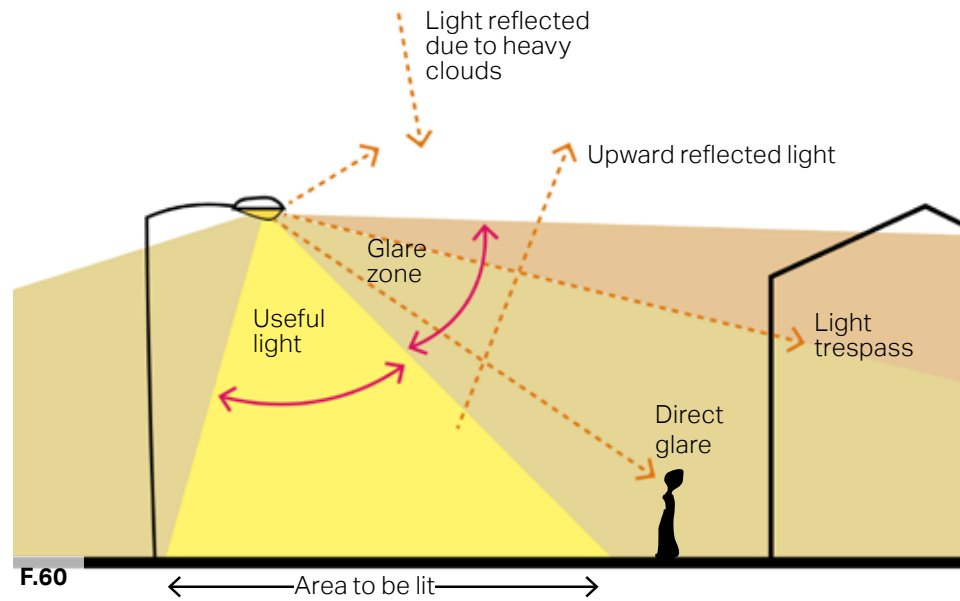
This section must be read in conjunction with Policy DE08 of the North Wessex Downs AONB Management Plan, which seeks to avoid threats to dark skies, as well as Dark Skies of the North Wessex Downs: A Guide to Good External Lighting.

F.58

Figure 57: Example of a low-level lighting solution at Lapworth churchyard. Photo by Robin Stott.

F.59

Figure 58: Example of a low-level lighting solution outside Warwick police station. Photo by Robin Stott.

Light reflected due to heavy clouds

Upward reflected light

Glare zone

Useful light

Light trespass

Direct glare

F.60

Area to be lit

Figure 59: Diagram to illustrate the different components of light pollution and what 'good' lighting means.

F.57

3.9 Mobility

MO.01. Active travel

Many roads in Chiseldon are already ideal for walking and cycling due to their sinuous path and modest width preventing high traffic volumes and speed. Although new development in Chiseldon will be small in scale, there are still opportunities to make active travel more attractive. In particular, safe walking and cycling routes must be provided between the centre of Chiseldon and any new development. This should be achieved by:

 – Seeking opportunities to provide more pedestrian and cycling connections between roads to offer a choice for multiple pedestrian and bicycle connections, any cul-de-sac should be relatively short and provide legible onward walking and cycling links;

 – Creating a well-signposted and integrated pedestrian network. This network could complete the current array of footpaths and public rights of way by connecting them with one another, not only within Chiseldon but also with the countryside and neighbouring parishes;

 – Encouraging convenient pedestrian connections through developments, for example by seeking arrangements with property owners to provide new paths through their parcel; and

 – Encouraging motorists to travel at lower speed via informal and formal traffic calming measures. This can be achieved by creating a well-enclosed public realm with well-defined edges (see BF.02 and BF.04 for enclosure and boundary treatments respectively) or introducing measures such as raised junctions and kerb buildouts.

Figure 60: Photo of a signpost for Sustrans Route 45 connecting Chiseldon to Swindon

Figure 61: Photo of a pedestrian and cycle link (right) that provides onward connections from a cul-de-sac on Home Close

MO.02. Residential parking

The demand for private cars is expected to remain high in Chiseldon and properties can take measures to integrate parking areas into the fabric of the settlements. Parking standards for residential developments in Chiseldon can be found in Swindon Borough Council's Technical Guidance on Parking Standards (2021) which outlines minimum requirements for off-street parking provision.

The main considerations for residential parking are shown in more detail on the next pages.

– When parking is placed at the front of properties, the area should be designed to minimise its visual impact and to blend in 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 by means of walls, hedging, planting, and use of permeable paving materials;

– For family homes, cars should be placed at the front or side of the property;

– Parking areas and driveways should be designed to minimise impervious surfaces through the use of permeable paving and soft landscaping;

– Garage structures, where required, should be designed to be subservient to the main building, for example with a setback from the main building line and a roof lower than that of the main building; and

– Cycle parking should be integrated into all new housing.

F.63

Figure 62: Photo showing parked cars screened by landscaped hedges on Home Close

F.64

Figure 63: Photo of a front parking area with permeable gravel surfacing

On-plot front or side parking

– On-plot parking can be visually attractive when combined with high-quality and well-designed soft landscaping;

– Boundary treatments are needed to screen parking areas to avoid a car-dominated character. This can be achieved by a combination of locally distinctive elements: landscaped hedges, native trees species, and low rubble walls (see BF.04 for more information about boundary treatments);

– Areas of hard standing and driveways must be kept to a minimum to avoid a car-dominated character and reduce heat island effects. Where they are necessary, they must be constructed from porous materials to minimise surface water run-off and incorporate soft landscaping (see SU.03 for more information about permeable paving);

– Garage structures, where they are needed, should be of sufficient size to store vehicles but should neither overwhelm nor visually clash with the buildings that they serve; and

– Electric vehicles charging points, mounted charging points and associated services must be integrated into the design of new developments, if possible with each house that provides off-street parking. Cluttering elevations, especially main facades and front elevations, should be avoided.

1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.
2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
3. Boundary hedges to screen vehicles and parking spaces.
4. EV charging points between the houses which can be shared between neighbouring residents.
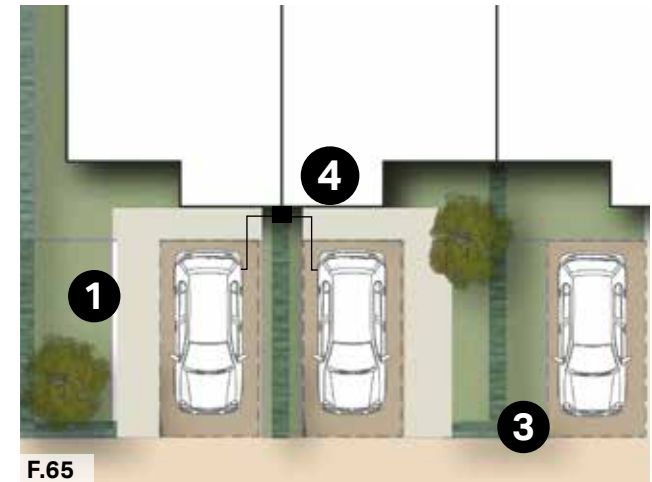
F.65

Figure 64: Illustrative diagram showing an indicative layout of on-plot front parking
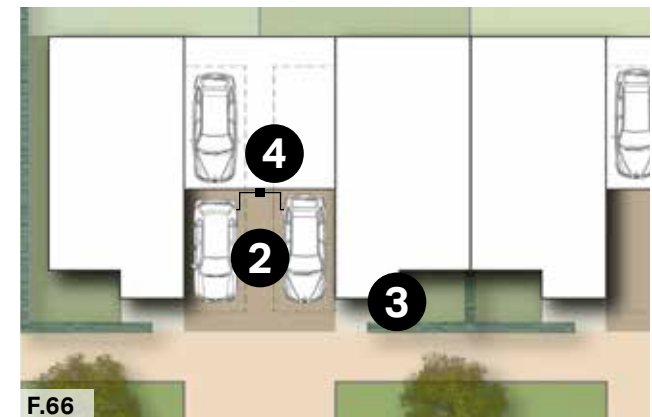
F.66

Figure 65: Illustrative diagram showing an indicative layout of on-plot side parking

Cycle parking

A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and consider new cycle parking near existing amenities.
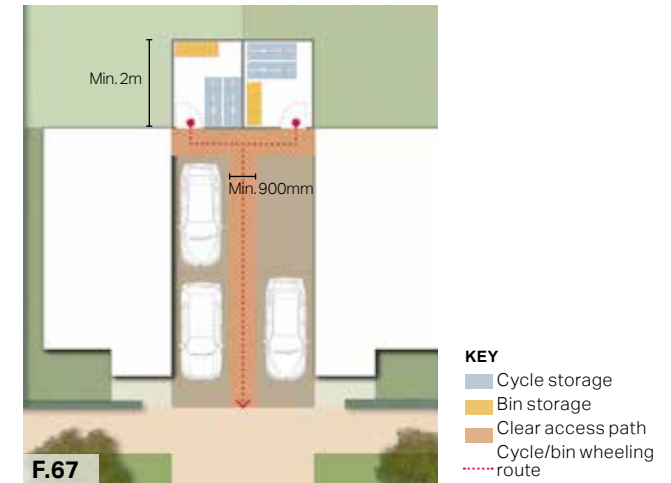
Houses without garages

– For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage.

– Cycle storage must be provided at a convenient location with an easy access.

– When provided within the footprint of the dwelling or as a free-standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep.

– Parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house.

– The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

Houses with garages

– Although the minimum internal dimensions of a garage required by Swindon Borough Council are 6 x 3 m, dimensions of 7 x 3.5m are preferred to allow space for cycle storage.

– 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.

– The bicycle must be removed easily without having to move the vehicle.

Min. 2m

Min. 900mm

KEY
- Cycle storage
- Bin storage
- Clear access path
- Cycle/bin wheeling route

F.67

Figure 66: Illustrative layout of a bicycle and bin storage area at the back of semi-detached properties

cycle storage

0.60m   1.00m

7.00m

2.00m minimum space
1.00m

Wall

F.68   3.5-4.00m
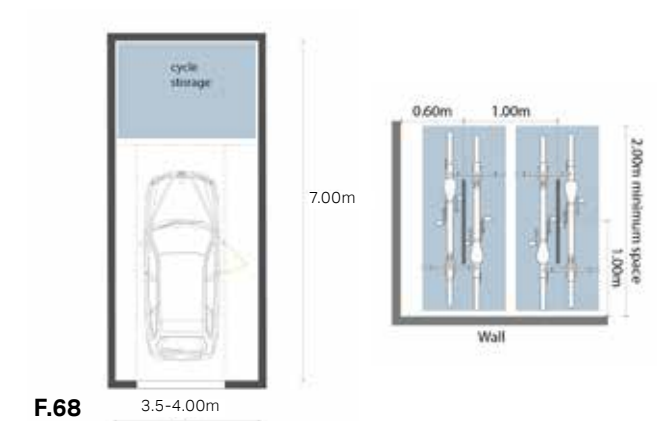
Figure 67: Illustrative layout of a garage with a cycle storage area (left), and illustrative layout for Sheffield cycle stands for visitors (right)

3.10 Checklist

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this concluding section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under "General design guidelines for new development." Following these ideas and principles, a number of questions are listed for more specific topics.
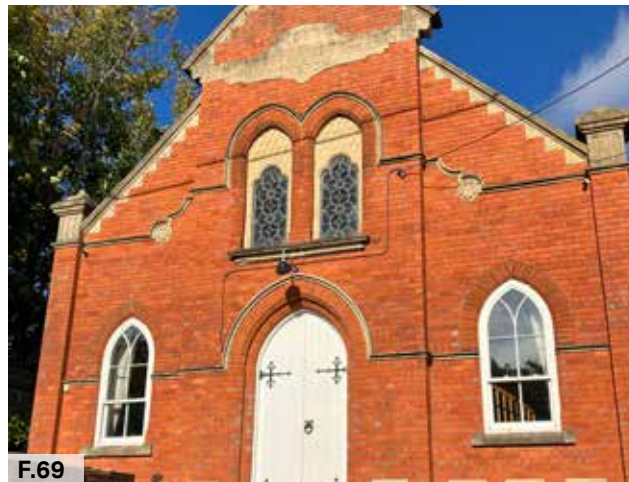
F.69

Figure 69: Photo of the old Methodist church with a red brick façade and sandstone dressing

F.70

Figure 70: Photo of a dwelling with a rubblestone façade and a thatched roof with an "eyebrow" dormer

F.71

Figure 71: Photo of the tower of the Grade-I Church of the Holy Cross

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; and

- 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 to 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 tranquility 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 and do any proposals retain the green character of amenity space, i.e. no hard surfacing with exception of pedestrian access purposes, as required by local policy?

- 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

Building 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)

Building 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 roofline:

- What are the characteristics of the roofline?

- 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 and 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 and 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 biodiverse roof in its design?

F.72

F.73

F.74

F.75

F.76

Figure 72: Refurbishment of a thatched roof on High Street, Chiseldon

Figure 73: View of the Grade-I Church of the Holy Cross from Church Street

Figure 74: Buildings in Badbury displaying a range of local materials: rubble stones, render, red brick, weatherboarding, and thatch

Figure 75: Houses in Hodson with thatched roofs and rubble stone walls

Figure 76: Gate of the Old Chapel hosting the Chiseldon Museum and Chiseldon Parish Council

Delivery

04

4. Delivery

4.1 How to use this guide

The Design Guidance and Codes will be a valuable tool in securing context driven, high-quality development in Chiseldon. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

A valuable way they can be used is as part of a process of co-design and involvement that takes account of local preferences and expectations of design quality. In this way the guidance and codes can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. A design code alone will not automatically secure optimum design outcomes.

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

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