DESIGN GUIDANCE AND CODE

Dordon

FINAL REPORT | MARCH 2022

AECOM

locality
the power of community

Quality information

Revision	Project role	Name	Position	Action summary	Signature	Date
14	Director / QA	Mark Hughes	Technical Director	Final Review	Mark Hughes	24.03.2022
13	Researcher	Hoorieh Morshedi	Urban Designer	Research, drawings	Hoorieh Morshedi	24.03.2022
12	Director / QA	Mark Hughes	Technical Director	Final Review	Mark Hughes	07.10.2021
11	Director / QA	Mark Hughes	Technical Director	Review	Mark Hughes	04.10.2021
10	Director / QA	Ben Castell	Technical Director	Review	Ben Castell	20.09.2021
9	Researcher	Hoorieh Morshedi	Urban Designer	Research, drawings	Hoorieh Morshedi	20.09.2021
8	Qualifying body	Dordon Parish Council	Dordon Parish Council	Review	Davina Ridley	10.09.2021
7	Director / QA	Ben Castell	Technical Director	Review	Ben Castell	01.09.2021
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4	Researcher	Hoorieh Morshedi	Urban Designer	Research, drawings	Hoorieh Morshedi	28.07.2021
3	Qualifying body	Dordon Parish Council	Dordon Parish Council	Review	Davina Ridley	16.06.2021
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Contents

01 Introduction

1. Introduction

01

The Dordon Neighbourhood Plan Working Group (DNPWG) is making good progress in the production of its Neighbourhood Plan and has requested access to professional advice to assist in the preparation of a design code to guide future development within the parish and also a concept masterplan for land to the East of Polesworth and Dordon which is presented in a separate report. This document is the design code document, supports Neighbourhood Plan policies that guide the assessment of future development proposals, encouraging high quality design that is sympathetic to the local character of Dordon. The design code aims to provide guidance to developers and others with an interest in the built environment, the aim being to create distinctive places that integrate with, and complement, the existing village.

1.1 Objectives

The objective of this design code document, agreed with DNPWG at the outset of the project, is to provide bespoke design guidance and codes that future developments within the neighbourhood plan area must follow, in order to respond to Dordon's special character.

1.2 Process

The process for preparing the Dordon Neighbourhood Masterplan Framework is shown in the table, adjacent:

1	Initial meeting to discuss brief between AECOM and Dordon Neighbourhood planning Group and followed by a site visit and meeting with the group;
2	Urban design and local character analysis;
3	Preparation of the design principles, guidelines and codes to be used to inform the design of the Parish and future developments;
4	Draft report with design guidelines; and
5	Submission of a final report.

1.3 Area of study

Dordon is a village in North Warwickshire. It is located close to the point where the borders of Warwickshire, Staffordshire, Leicestershire and Derbyshire all meet.

The village is situated north of the A5 (Watling Street) and east of the M42. Dordon is adjacent to the large village of Polesworth, located immediately to the north, and the market town of Tamworth to the west, on the other side of the M42. Other places of note nearby include Grendon, Baddesley Ensor, Atherstone and Wood End Village.

Dordon was originally a small hamlet to the east of the present village near Dordon Hall Lane.

With the expansion of the mining industry in the 19th Century, new houses were built to the west of the old settlement along Church Road and what is now Long Street. St Leonard's Church was opened in 1868 to serve the growing community.

The opening of Birch Coppice Colliery in 19th century resulted in the growth of the village, but it was the expansion of coal mining activities in the 1960s (following previous periods of expansion in the 1920s) which resulted in the largest increase in the urban area of the village. The colliery closed in the late 1980s, with some of the former coal sites being developed for other commercial uses, while other sites were remediated and restored, in part, to open landscape (including some of the land that is now allocated as H4).

The closest railway station is Polesworth, to the north, which has one service per day to Tamworth. The larger station at Tamworth has more connections to the network. In 2019, Warwickshire County Council's Draft Strategy for 2019-2034 proposed that a new station called Polesworth Parkway in Dordon. If approved, the new station may be delivered between 2027 and 2033. HS2 is scheduled to pass to the west of Dordon. Road transport is focused on the M42, to the west of Dordon and the A5, to the south.

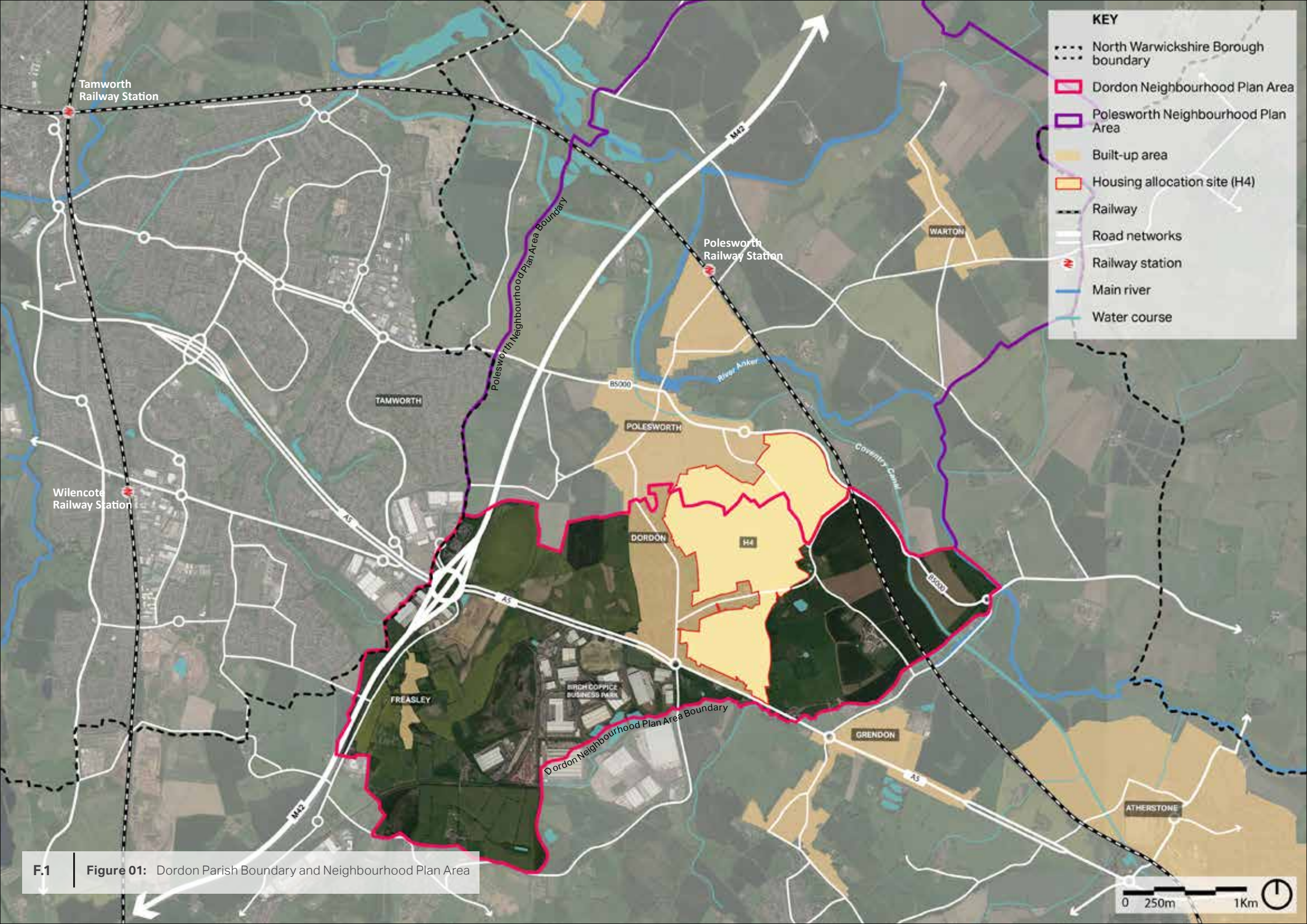
A key element of current local plan policy is the delivery of upgrades and new junctions to the A5 which will, in part, depend upon and also enable, new development, not only at H4 but at other strategic employment and housing sites within the local area.

At the 2011 census, the population of Dordon was 3,215.

1.4 About this report

The design studies are high level and illustrative, prepared to demonstrate how the design principles that the Parish Council wishes to promote could be applied on the sites. We have not undertaken technical studies on topics such as ground conditions, traffic and drainage (although AECOM specialists have inputted into design development). It is expected that full co-design exercises are undertaken by applicants on the sites. This report is just a step in that direction, enabling stakeholders to progress from an informed position.

Whilst the site in question includes land in Polesworth as well as Dordon, the Neighbourhood Plan only applies to Dordon.



F.1 | **Figure 01:** Dordon Parish Boundary and Neighbourhood Plan Area

02 Policy and evidence base review

2. Policy and evidence base review

This section summarises the relevant design policy, guidance and evidence base produced at national, district and parish level which have informed this design code. It specifies how the relevant policies and guidelines have been incorporated in the production of the design codes included in this document. Any new development application should be familiar with those documents. **The Appendix** also provides a detailed review of the key planning policies.

National Design Guidance

2019

National Design Guide - Ministry of Housing, Communities and Local Government

The National Design Guide sets out the government's ten priorities for well-designed places and how it can be achieved in practice. The ten characteristics identified include: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government's planning practice guidance.

2020

Building for a Healthy Life - Homes England

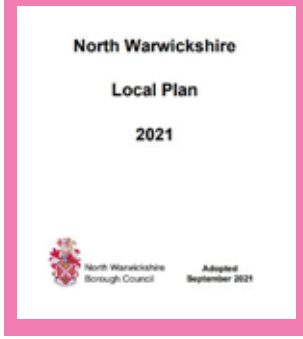
Building for a Healthy Life updates Homes England's key measure of design quality as the national housing body charged with delivering housing at an accelerated rate, but with quality as a core objective. The document sets out 12 considerations for creating integrated neighbourhoods, distinctive places and streets for all. While it is not part of national policy, it is recognised as best practice guidance and a useful tool for assessing the design quality of development.

2021

National Model Design Code - Ministry of Housing, Communities and Local Government

The National Model Design Code provides guidance on the production of design codes, guides and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends a methodology for capturing and reflecting views of the local community. It forms part of the government's planning practice guidance.

2021



North Warwickshire Local Plan - North Warwickshire Borough Council

The North Warwickshire Local Plan, adopted in September 2021, seeks to guide the development and use of land at a strategic level as well as provide detailed policies for individual sites and allocations, for the plan period from 2011 up to 2033.

A major housing allocation and 2 employment allocations are located in the designated Dordon Neighbourhood Plan Area, either partly or wholly.

Various

Various Adopted Supplementary Planning Guidance - North Warwickshire Borough Council

The Local Plan for North Warwickshire includes various adopted supplementary planning guidance and supplementary planning documents that expands upon policies contained within the Local Plan. The content of SPDs and SPGs are a material consideration in determining planning applications. The relevant SPGs to this design guidance are:

- A Guide for the Design of Householder Developments (2003)
- A Guide for Shopfront Design (2003)
- A Guide for the Design of Lighting Schemes (2003)

Ongoing

Warwickshire Design Guide - Warwickshire County Council

Warwickshire County Council is currently preparing a Design Guide which seeks to provide direction and guidance to developers when designing and delivering highways infrastructure improvements to Warwickshire County Council's highway network. The design guide focuses on general highway design, street design, traffic calming and road safety design principles, drainage and flood risk, highway green infrastructure ,structures, street lighting , traffic associated impacts on the historic environment, as well as construction and delivery.

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03 Local character analysis

3. Local character analysis

This section outlines the broad physical, historical, and contextual characteristics of the Parish. It analyses the settlement pattern and its evolution, landscape character, road network, public realm and other key features of the area.

3.1 Historic evolutions and settlement pattern

Figures 2 and 3 illustrate the historic evolution of Dordon (and Polesworth). In 1800, the built up areas in the Parish were disconnected, as shown in Figure 2. There was some low density settlement to the southern end of Long Street and scattered properties to the east. Dordon Hall is located to the east of the settlement. As time goes by, the scattered development on Long Street and Church Road coalesced to form a linear settlement arranged either side of the main routes.

Polesworth, situated to the north of Dordon, is a more nucleated settlement where development expanded out from a core area, albeit with some extension along Grendon and Tamworth Roads.

The presence of landscape assets and woodland can be seen in both plans, although there is some degradation in the later plan. The extent of Dordon Common shown in Figure 3, shows that some of this land has been developed since 1800 - to the north of Church Road and east of Long Street.

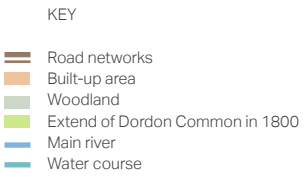


Figure 02:
Map showing the area of study in 1800

Figure 03:
Map showing the area of study in 2020

3.2 Dordon Village character

The area is mainly residential with a variety of typologies ranging from detached to semi-detached houses as well as bungalows, apartments and terraced houses. Development occurred at different points in time over the last two hundred years, although there is a preponderance of mid- to late-20th century development relating to the expansion of mining activities during that period.

Built development within the village is mainly to either side of Long Street and Church Road, including the large areas of c.1960s development (the 'Coal Board Estate') located to the west of Long Street. Development is mostly organised in perimeter blocks, with frontages facing onto streets. Cul-de-sacs are also a relatively common feature, reflecting the period of development in some parts of the village.

The roofline is relatively consistent and the average building height is two storeys. The materials used for the buildings (both main structure and roofs) are consistent across the village, although there is some variation in architectural style, depending on the age of the building. Key materials used are red brick, white and yellow render, yellow brick and timber or a combination of all the above. Roofing materials, tend to be a mix of clay tiles (in reds and greys) on older properties and pantiles on new or as replacement on older properties.

Community facilities are spread across the village such as the Village Hall, the health facility is located to the south on Long Street and primary schools along Roman Way and Birchwood Avenue. There is some limited retail on Browns Lane and at the junction of Roman Way and Long Street.

The countryside to the east and west of the village provides residents with great access to nature, via a mix of formal and informal footpaths. In addition, there are a number of open spaces within the village Including Kitwood Avenue and Long Street Recreation Grounds.

Polesworth Conservation Area is located to the north of the B5000, where the majority of Polesworth listed buildings are located. However, outside of Poleswoth Conservation Area, and within H4 (the strategic development site to the east of Dordon), there are one listed building/ structure. The Obelisk, originally marking the site of St Leonard's Chapel (LEN: 1319944), dates back to the 19th century. The Obelisk was moved to the current location in 19th century, presumably when the railway was widened. It is approximately 6 metres high and is a notable landmark. There are extensive views from the top of Hoo Hill and the Obelisk is visible from many directions.

The other listed building adjacent to H4 is Dordon Hall (LEN: 1034713) which is Grade II, built around 16th/17th century with the front range rebuilt or added in the early 18th century. It is a farmhouse constructed with timber-frame and whitewashed brick infill. There are some scattered listed buildings in surrounding areas of Dordon and 4 listed buildings in Freasley which all are Grade II.

Figure 04:
Retail on Browns Lane with flats above

Figure 05:
Long Street looking towards junction with Church Road

Figure 06:
Long Street Recreation Park

Figure 07:
Saint Leonard's Parish Church

Figure 08:
A view to Dordon Hall Lane from Dordon Hall Lane

03

3.3 Coal mining

To the east and south side of Dordon, as shown on the plan opposite, there are large areas designated as having potential for mining disturbance, i.e., the underlying ground conditions have been modified, to some extent, by historic mining activity.

The underlying geology of the site is recorded by the British Geological Survey as principally Middle and Lower Pennine Coal Measures Formations running broadly north to south. The site is undulating, with a basin in the north formed by the highest ground in the north east of the site at Hoo Hill. South of this, 20th century coal extraction is likely to have changed the topography considerably and there is now a general slope downwards from Church Road to the A5.

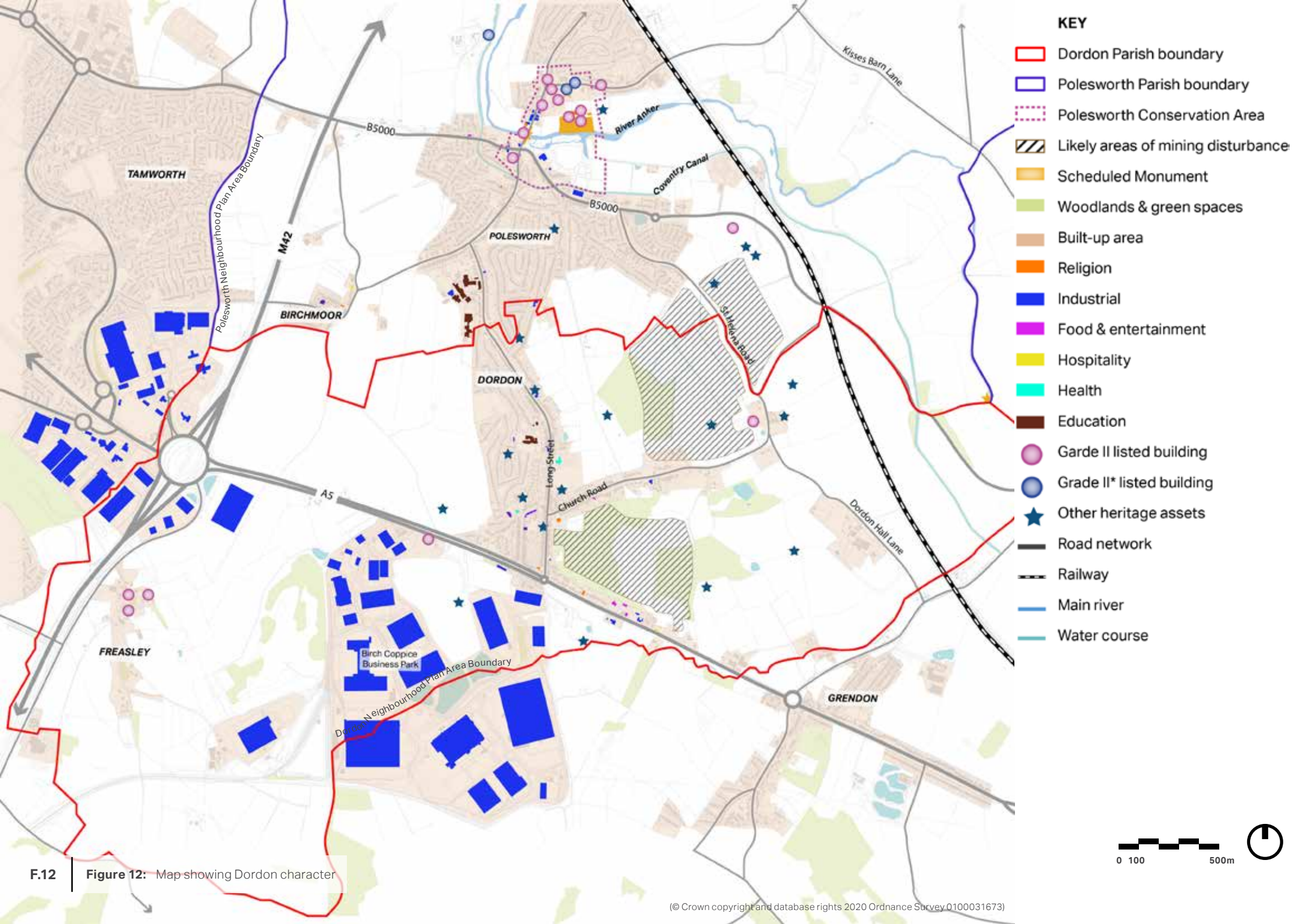
3.4 Birch Coppice Business Park

Birch Coppice Business Park is located south of the A5, with a mix of commercial, light industrial and logistics activities which has provided employment opportunities for the local community. It has approximately 20 business units with tenants that include Ocado, UPS and Euro Car Parts.

Figure 09:
The view from St Helena Road to the east

Figure 10:
Mature tree on Church Road adds interest to the place

Figure 11:
Dordon Hall, a Grade II listed building, on Dordon Hall Lane (Photo by David Kipping)



F.12 | **Figure 12:** Map showing Dordon character

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3.5 Access and movement

Dordon village is surrounded by three main roads; the motorway (M42) to the west, the A5/Watling Street to the south and the B5000 to the north. Local roads offer connections out onto the main network in a number of locations and provide a relatively balanced movement network within the village itself, albeit there are congestion issues along Long Street and at the Long Street/A5 junction. However, a realignment of the A5 is proposed to the south of the village, as well as a link road to connect the A5 to the B5000, the aim being to offer better traffic distribution within the existing and new development. The railway line is located to the east, beyond the boundary of H4, with Polesworth and Atherstone stations being the closest to the village.

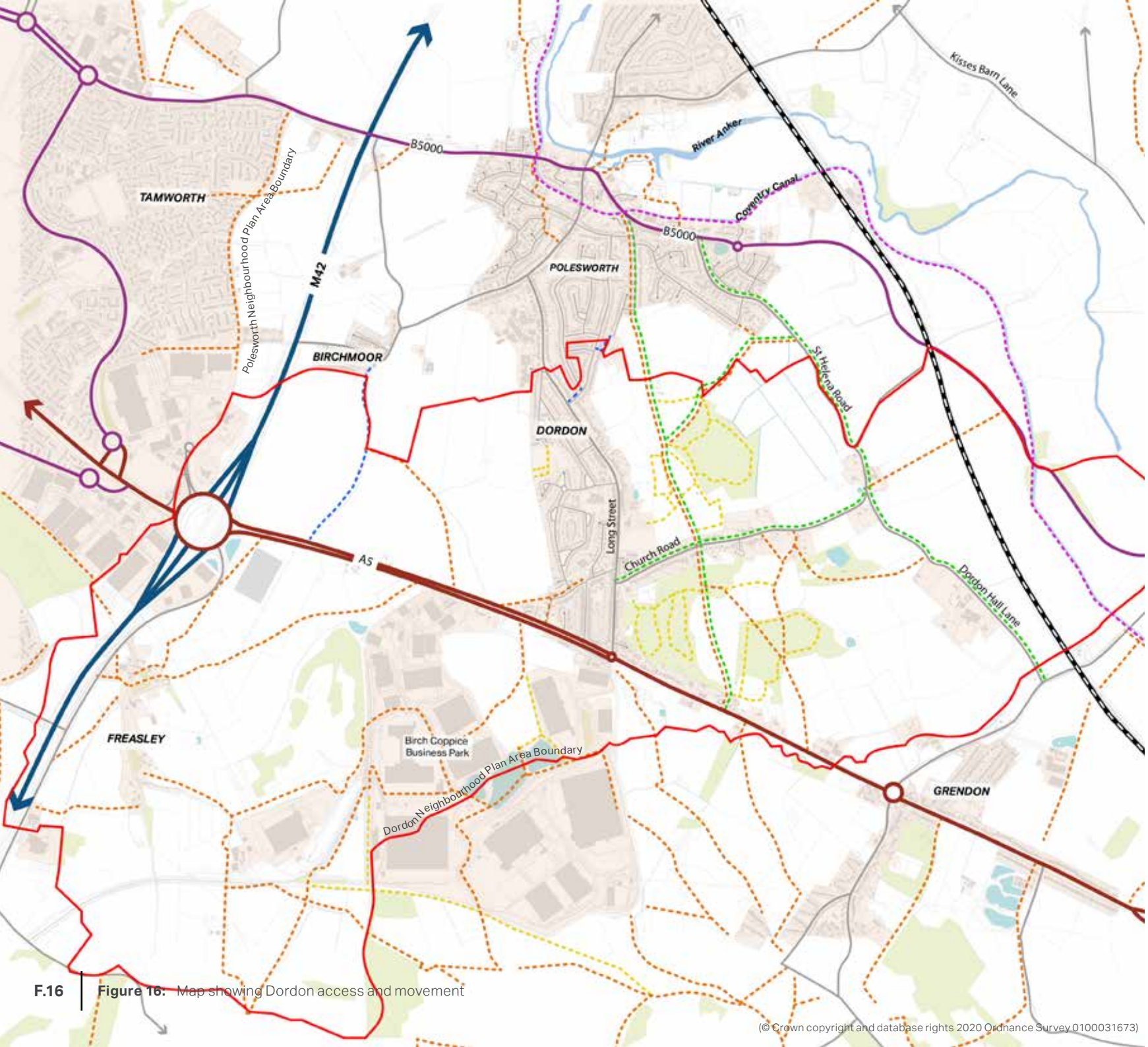
The network of footpaths (both formal and informal) is important for Dordon village as it provides residents with relatively quick and direct access into the wider landscape, as well as the network of open spaces, woodland and sites of interest for nature within and immediately adjacent to Dordon. Connecting people with nature and offering alternative modes of transportation is a priority for the DNPWG and the retention and expansion of that network of paths is a priority for any new development, especially at H4.

Maintaining and enhancing connectivity between Dordon village and surrounding settlements via roads, footpaths and cycle routes is important. In particular, those settlements are Tamworth and Freasley to the west and southwest respectively, Birch Coppice Business Park to the south, Polesworth to the north and Grendon common to the east.

Figure 13:
Long Street, the main access to Dordon

Figure 14:
Church Road as tertiary street with footpaths and green verges on either sides

Figure 15:
St Helena Lane, a rural route which is a potential cycling/walking route



KEY

- Dordon Parish boundary (& NP area)
- Built-up area
- Woodland
- Motorway
- A road
- B road
- Local road
- Railway
- Public Rights of Way
- Informally used local footpaths
- Bridleway
- Cycle way
- Proposed cycle way
- Main river
- Water course

0 100 500m

F.16 | **Figure 16:** Map showing Dordon access and movement

03

3.6 Landscape types

Dordon lies on a low ridge, running north-south, between large areas of open countryside to the east and west. The landscape tends to fall away to the south east and south west on either side. Water features are also present including the River Anker and the Coventry Canal, to the east, as well as a number of smaller water courses (often field drainage) and some small standing bodies of water.

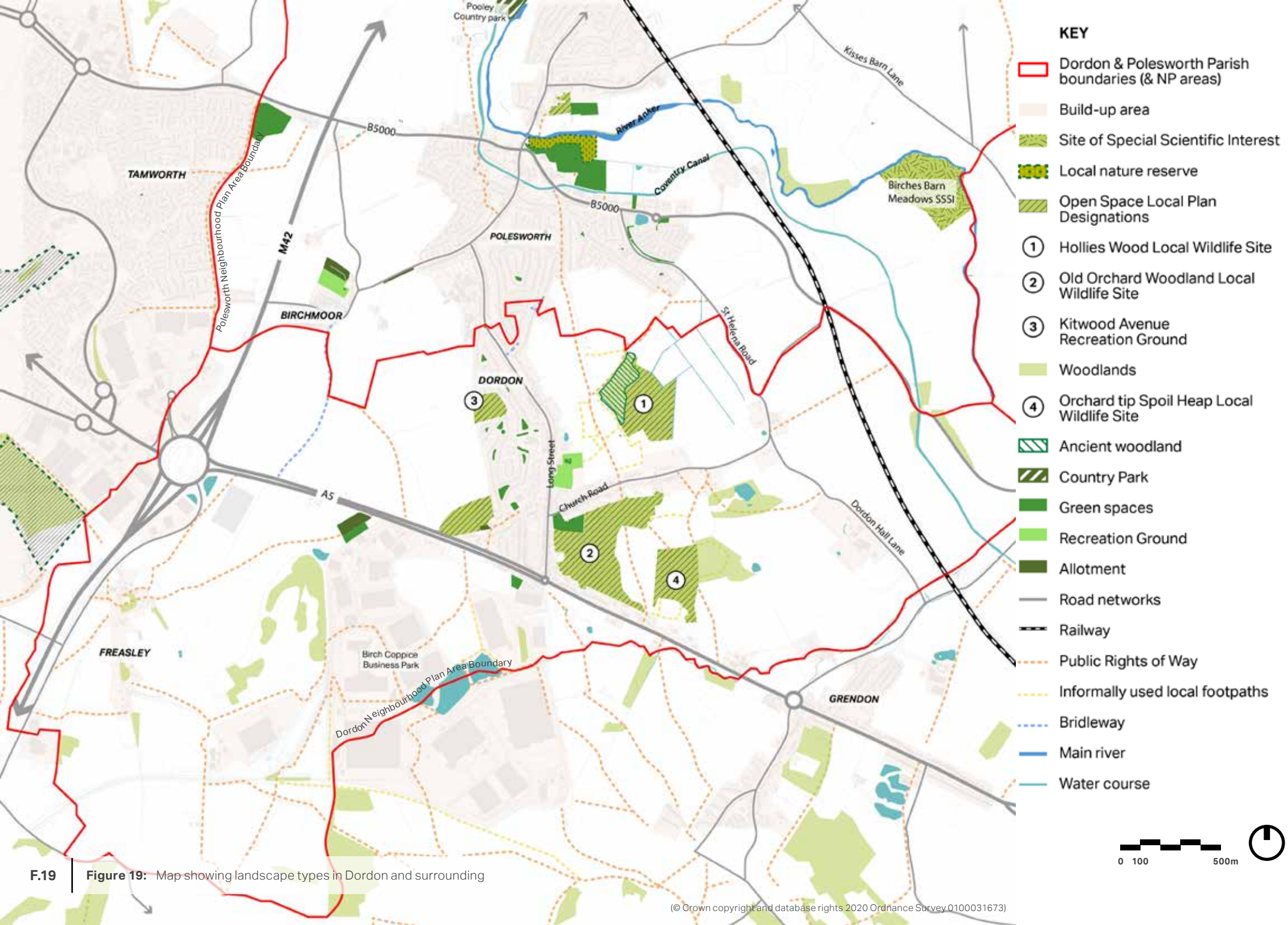
Hollies Wood, Old Orchard and Orchard Tip Spoil Heap are woodland areas located to the east and southeast of Dordon, with the northern edge of Hollies Wood classified as Ancient Woodland. These significant areas of landscape planting are accessible to residents via the local footpath network. As noted, above, there are also recreation grounds and green spaces within the settlement, although these tend to be open areas of amenity grassland. To the south-west of Long Street Recreation Ground, there is a former community allotment site which it is hoped might be developed into a community garden, although it is currently abandoned and has been left to run wild.

Close by, in Polesworth, the Queen Elizabeth II Playing Fields provide a more mixed amenity open space with larger areas of play and sports provision. Further afield, Pooley Country Park is situated to the north west of Polesworth. In between the River Anker and the Coventry Canal there are areas designated as Local Nature Reserves and green spaces which are also accessible to the public via the footpaths connecting both villages.

The preservation of all types of open spaces is important for the village, as is their ongoing accessibility. Wherever possible development should seek their enhancement of their use via improvements to footpaths and cycle networks as well as the amenity of the spaces. The vision for Dordon is for a village where residents have access to well design and/or managed open space, via direct, convenient and safe non-vehicular routes.

Figure 17:
A green space on Kitwood Avenue

Figure 18:
A view toward Dordon Recreation Ground from Long street



F.19 | **Figure 19:** Map showing landscape types in Dordon and surrounding

03

3.7 Building typology

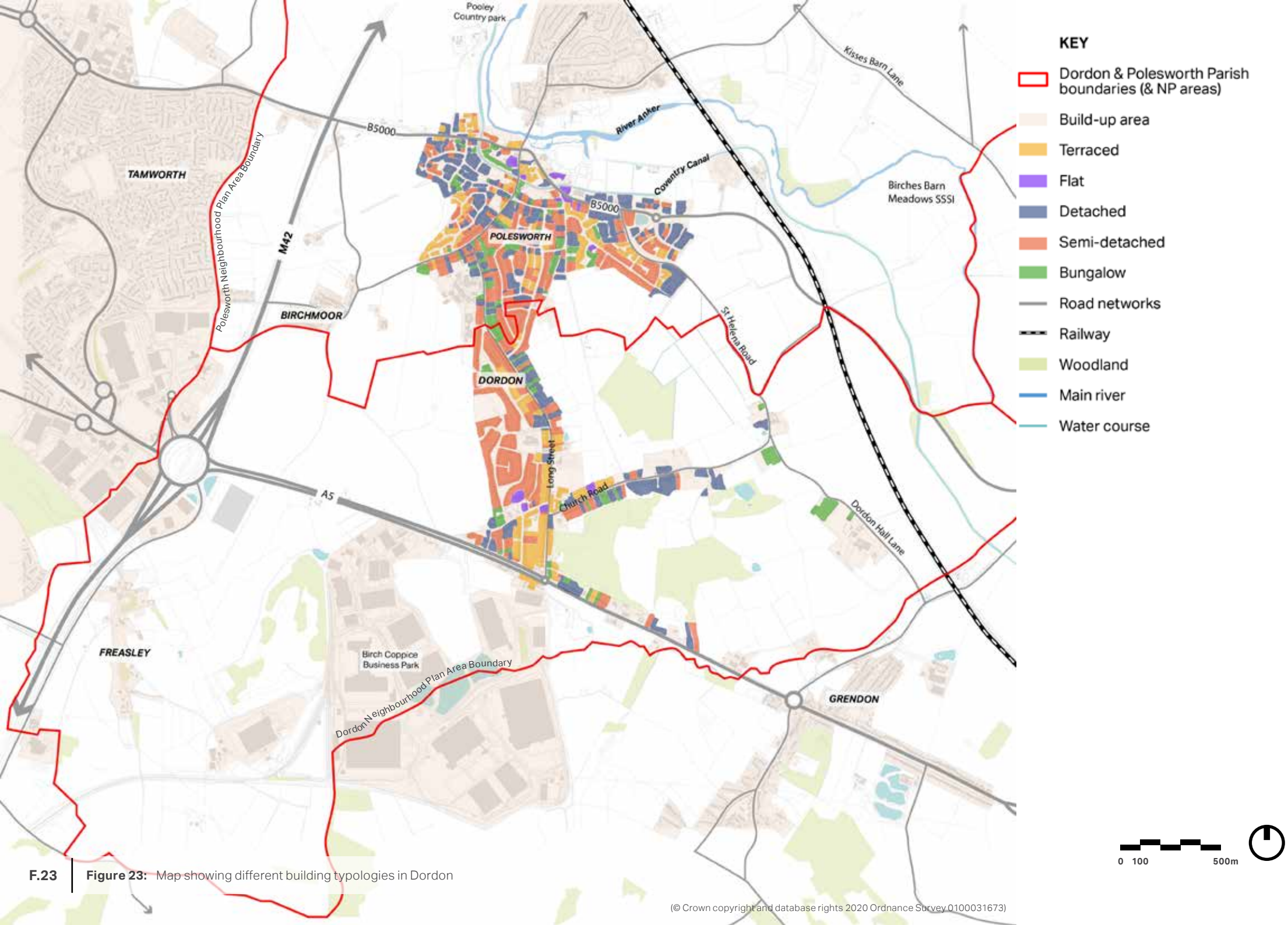
The parish has a relatively wide range of building typologies. Residential dwellings tend to be two storey, semi-detached and their design and layout within the plot reflects the period in which much of this housing was delivered (1960s). There are some short runs of terraced housing in a few locations, particularly the southern part of the village where much of the original development first occurred. Detached houses are more common along Church Road/Dunn's Lane and Whitehouse Road, although they can be found scattered across the village. The terraced houses usually have deep narrow plots, but with an overall plot size that is smaller when compared to the detached housing. The semi-detached houses tend to have their long axis running parallel to the road, giving them wide plots, which can often be quite deep, reflecting the space standards of the time. There are a number of bungalows within the village, some of which sit on large plots, e.g., along Church Road.

Most properties have front and back gardens, except some of the older properties in the historic core, and many dwellings are set back far enough from the plot boundary to provide sufficient space for parking.

Figure 20:
Two-storey semi- detached houses with gabled roof

Figure 21:
Detached house with porch and built with red brick

Figure 22:
Terraced houses along Long Street



F.23 | **Figure 23:** Map showing different building typologies in Dordon

3.8 Site H4

Policy H4 of the draft North Warwickshire Local Plan allocates 160.8 ha of land to the east of Polesworth and Dordon for the development of a minimum of 2,000 homes (with a minimum of 1,675 being provided within the Plan Period). The draft policy requires the landowners to prepare a Masterplan Framework and Design Guide for the whole site, in conjunction with and approved by the Borough Council, to ensure the comprehensive and co-ordinated delivery of a high-quality place respecting the separate identities of Polesworth and Dordon. The Masterplan Framework and Design Guide will be a material consideration when determining planning applications.

The anticipated content of the Developer's Masterplan Framework is shown in the adjacent table.

Summary of H4 Housing Allocation

1. The minimum provision of 2000 homes of mixed styles, types and tenures (market and affordable) with the potential for custom build and provision for the elderly (to include independent living for the over 55's and bungalows)

2. A new two form entry primary school to meet the needs of the development

3. A financial contribution to existing Secondary School provision, to ensure the satisfactory availability of school places in a locally accessible location

4. A focal point for retail and health facilities to meet the needs of the new development, in a location that is accessible. Uses that create vibrancy, activity and interest should be considered, including community uses and the provision of a pub and/or restaurant and other small-scale commercial uses within the site should also be explored.

5. A strong and clear network of footpaths and cycle ways that allow for and encourage sustainable movement through the site. This network should connect to the existing settlements of Polesworth and Dordon and to the wider countryside and make use of existing rights of way.

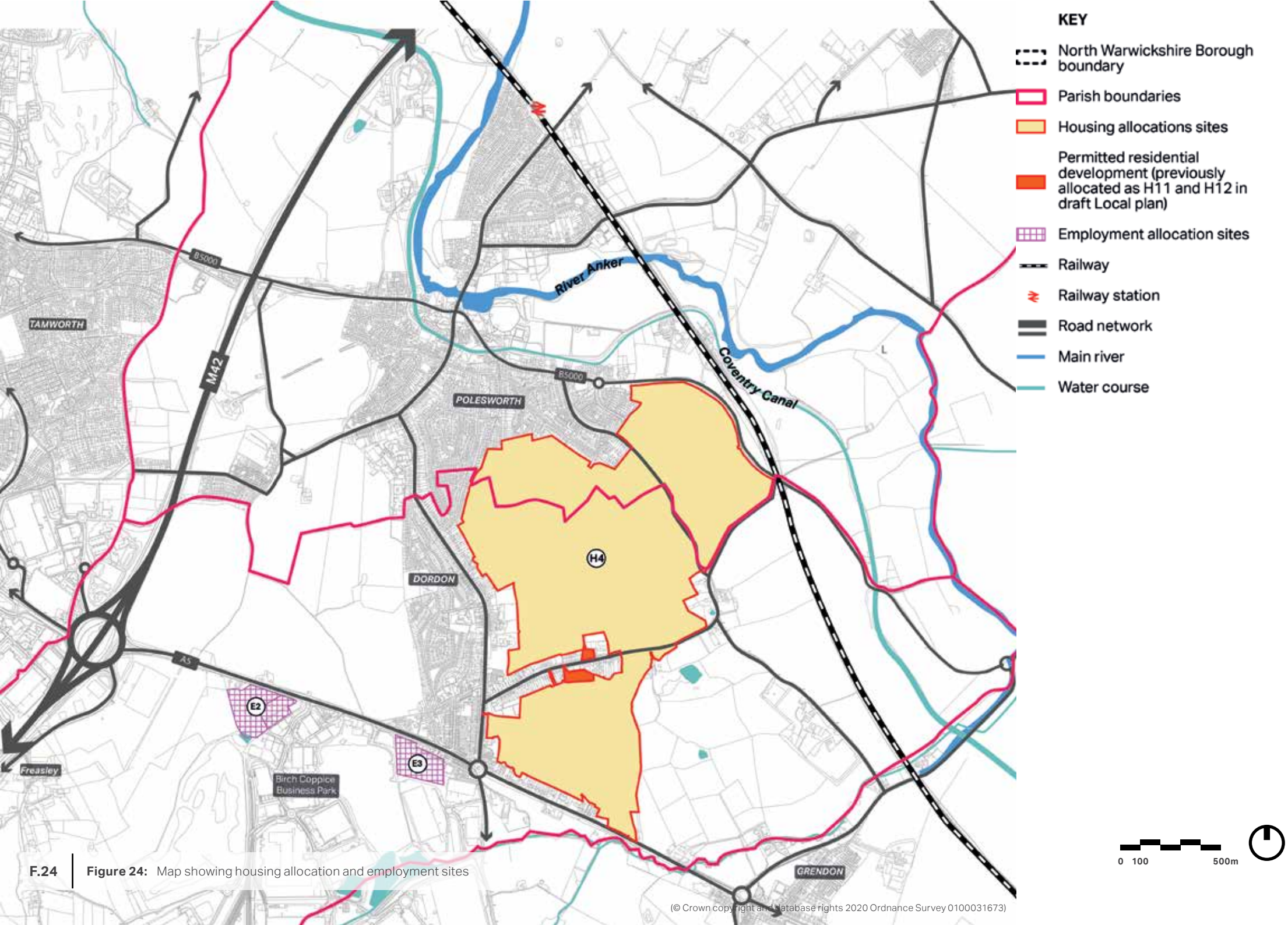
6. A comprehensive transport assessment for the development and setting out the details of:

- New vehicular access arrangements onto the A5;
- North/south highway links from the A5 to the B5000, to distributor road standard;
- A legible road and movement hierarchy for the whole development; and
- Off-site improvements to the local and strategic road network, with particular regard to
- Long Street/New Street and the canal bridges on the B5000

7. Assessment of the significance of heritage assets both designated and non-designated within the site and the contribution of setting to that significance, with particular relevance to:

- Dordon Hall and the archaeological remains of its gardens
- the listed Obelisk, and
- Hoo Hill and its visibility and legibility within the wider landscape.

This should be used to inform masterplanning and appropriate design of development on site that appropriately addresses/ conserves the fabric and setting of the assets and in the case of Dordon Hall and associated assets a full heritage assessment should be prepared. An agreed, appropriately staged programme of archaeological mitigation informed by field evaluation will be required before the development of the site.



F.24 **Figure 24:** Map showing housing allocation and employment sites

This Neighbourhood Plan Design Code is intended to provide the Developer with an understanding of local residents' requirements in respect of the form, character and quality of any development proposals.

03

Summary of H4 Housing Allocation

8. Provision of a site wide, multi-functional Green Infrastructure network that is focussed on and has regard to:

- The existing Local Wildlife Sites of The Hollies (known locally as the Blue Bell Wood), The Orchard, The Former Colliery and The Pond. Opportunities to enhance appropriate public access to these sites should be explored to create a usable asset for local residents. The Hollies in particular, provides a strong natural feature containing Ancient Woodland with local ecological value. A minimum of 15m landscaped/open buffer should be retained around the woodland in line with Government guidance and subject to an agreed Masterplan.
- Retaining and enhancing existing natural features such as hedgerows and field boundaries wherever possible;
- The proposed footpath/cycleway network as far as is practical. Options should be explored to combine these routes with any sustainable urban drainage facilities and local play areas and play facilities, to create a multifunctional network; and, a strategy for long term maintenance and management to ensure high standards of provision
- a strategy for long term maintenance and management to ensure high standards of provision
- retain and enhance Hoo Hill as a public open space
- subject to uses being compatible, ecological routes and buffers can operate for multi-functional purposes such as recreational routes and open space

9. The provision of formal playing pitches within the development and/or contributions to meet some or all of the identified needs off site, in a locally accessible location.

10. Design guidance setting out key place making features across the site; maximising the opportunity afforded by the topography; incorporating key views of the surrounding countryside; the positive incorporation of natural and historic features particularly the conservation and enhancement of the visual and historical relationships of heritage assets, identified in the bullet points above.

11. Community and key stakeholder consultation, engagement

12. Providing a clear delivery strategy for the new development, ensuring the timely implementation of site wide infrastructure and overall phasing, to ensure a comprehensive and coherent place is created. Subject to and having regard to viability assessment.

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04 Design guidance and code

4. Design guidance and code

The aim of this chapter is to ensure that future development within the village is well designed and built to last. Development proposals should draw upon the distinctive features within the village to create high quality places, thriving communities and prosperous places to live. The following pages introduce a set of design principles for Dordon, generally, and the H4 strategic development site, specifically. The intention is that these design codes will provide direction as to how development in H4 will be delivered in such a way as to reflect the existing character of Dordon, making for a more coherent and well-integrated village.

4.1 Introduction

New development, at any scale, should not be viewed in isolation, but considerations of design and layout must be informed by the wider context and respond to local character.

The general design principles that look at the pattern of streets and spaces, building traditions, materials and the natural environment all respond to the character and identity of the village, while recognising that new building technologies are capable of delivering more suitable, adaptable and flexible built form and may sometimes be more efficient in terms of their use of materials.

It is important that the new design embodies the 'sense of place' and also meets the aspirations of people already living in Dordon, maintaining a harmony between any new development and the surroundings.
The set of design principles shown on the following pages are specific to Dordon and are based on the analysis of the character areas and discussions with members of the DNPWG.

4.2 Design principles

This table sets out the design principles for Dordon. Each of the design principles has detailed design guidance and codes which are introduced in the next section. The aim of the design codes is to specify the design actions required to deliver development that meets the aspirations of the design principles.

Applicable design principles	
SL	**Settlement layout**
SL01	Pattern of development
SL 02	Layout and grain
SM	**Safe movement**
SM 01	Highways
SM 02	Pedestrian and cycle paths/connectivity
SM 03	Parking typologies
SM 04	Cycle parking
SM 05	Legibility and signage
BU	**Buildings**
BU 01	Lifetime homes
BU 02	Scale form and massing
BU 03	Building proportion
BU 04	Aspect and orientation
BU 05	Enclosure
BU 06	Boundary treatment
BU 07	Building line and setback
BU 08	Roofline
BU 09	Corner buildings
BU 10	Active frontage
BU 11	Well defined public and private space
BU 12	Extension and alteration
AV	**Attractive village centre**
AV 01	Mix of use
AV 02	Public realm
AV 03	Shop fronts
LC	**Respecting the local character**
LC 01	Landscape and green space
LC 02	Landmarks and Views
LC 03	Architectural details
LC 04	Materials and colour palette
LC 05	Street lighting/ dark skies
SU	**Sustainability**
SU 01	Energy efficient housing and production
SU 02	Biodiversity
SU 03	Sustainable drainage
SU 04	Permeable paving
SU 05	Storage and slow release
SU 06	Bio-retention systems

1 SL. Settlement layout

Settlement layout (SL)

Future developments should be sympathetic to the local character and history and establish or maintain a strong sense of place.

The relationship between different components of the built environment needs to be carefully considered and design proposals need to be coherent and respectful of existing character and form. The pattern of development, i.e., the layout and urban grain (the size and position of buildings within development parcels) is one of the most important elements and it is addressed in this section of the Design Code.

SL 01. Pattern of development

SL 02. Layout and grain

SL 01. Pattern of development

- Any future developments should reflect the local context in Dordon, ensuring that it makes a positive contribution to the existing character;
- All new development should be designed to the highest national standards relating to housing design and landscaping[1];
- New development should integrate easily with the existing linear settlement pattern so that it sustains and enhances existing local facilities as well as providing additional amenities for the increased population[2];
- To ensure a good fit between new and old, it is important that any new development seeks to conserve and enhance the character of the existing settlement in terms of urban form as well as architectural design; and
- Developments affecting the transition zones between the settlement and the wider countryside should be softened by landscape planting to better integrate development into the landscape. At the same time, good development should not be hidden behind buffer planting and can, when well conceived and executed, make a positive contribution to local character and views.

1. As per Dordon Neighbourhood working group objectives

2. IBID

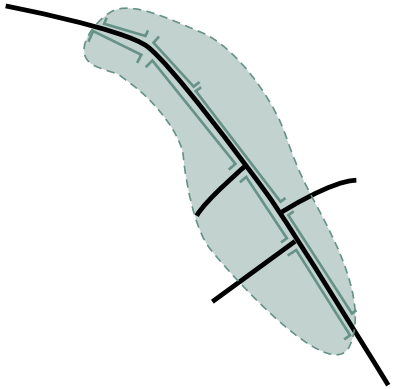

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Figure 25:
Diagram showing linear development

Figure 26:
Dordon has a linear development pattern along Long Street

SL 02. Layout & grain

Understanding and appreciating the local historic environment and the different character areas can help to ensure that the new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness.

- Development should respect the locally distinctive grain (i.e., the size and shape of plots and the shape, layout and position of buildings within the plot) with a mix of form, layout and size;
- Siting and layout of new development must be sympathetic to the specific character areas and must respect the historic heritage of the village; and
- Development with inappropriate density and layout, which does not reflect the current pattern of development in Dordon should be avoided, unless there is a good reason for adopting a different design approach. Proposals need to consider existing density and the relationship between buildings and plot sizes.

Figure 27:
Small grain along Long street and New Street

Figure 28:
Medium grain on Hill Crest Road

Figure 29:
Large grain on Dordon Road

2 SM. Safe movement

Safe movement (SM)

Safe movement principles relate to the creation of safe, attractive and convenient connections within Dordon, and to the wider landscape, using sustainable modes of transport wherever possible.

Walking and cycling should be encouraged to support growth, limit the negative impacts of traffic congestion on the roads and create direct and memorable routes.

In addition, public transport should be used to support active travel and provide improved links between places.

SM 01. Highways

SM 02. Pedestrian and cycle paths connectivity

SM 03. Parking typologies

SM 04. Cycle parking

SM 05. Legibility and signage

SM 01. Highways

- Streets must meet the technical highways requirements, but they must also be as designed as 'places' to be used by all, not just vehicles. It is essential that the design of new development should include streets and junctions that incorporate the needs of pedestrians, cyclists and, where applicable public transport. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles;
- Within the settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and less able bodied people in mind, which will require a range of traffic calming measures;
- New streets will tend to be linear with gentle meandering, providing interest and evolving views while helping with orientation. Routes must be laid out in a permeable pattern allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs must be relatively short and provide onward pedestrian links;
- The distribution of land uses must respect the general character of the area and street network and take into account the levels of accessibility, potential for conflict with other uses and relationships with open space and the natural environment. Pedestrian access to properties must be from the street, unless there is a sound design or planning rationale for an alternative approach; and
- Streets must incorporate opportunities for landscape planting, green infrastructure, and sustainable drainage.

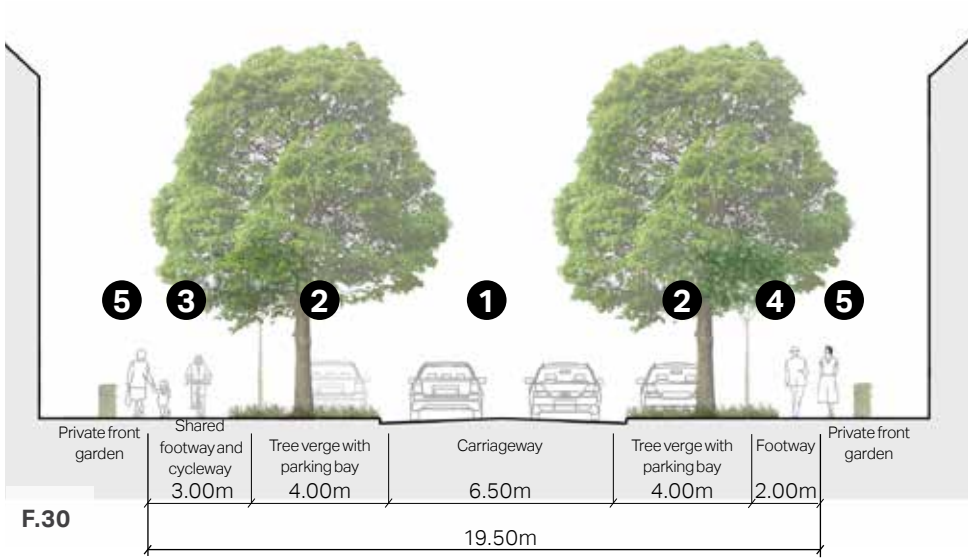
The following pages introduce guidelines and design features relating to street types in new residential areas.

Primary streets

- Primary roads are the widest neighbourhood roads and constitute the main accesses into the village extension, connecting the neighbourhoods with each other and the rest of the village. Long Street is the primary street distributing the traffic from and to Polesworth and north Dordon and also from and to A5 and M42. They are also the main routes used for utility and emergency vehicles, as well as public transport, if provided;
- The design and character of primary roads must strike a balance between their place-making role at the heart of the new community and their role as supporting through routes;
- Primary roads must be defined by strong building lines with generous set-backs. Blank frontages must be avoided. The

quality of the public realm must be of a high standard and consistent throughout with the planting of trees and/or green verges along the road;

- Given that primary roads are often designed for comparatively higher speeds and traffic volumes, they are more appropriate locations for cycle ways that are segregated from traffic, for instance, in the form of green ways shared between cyclists and pedestrians; and
- Direct access to individual residential car parking should be avoided to minimise disruptions to the relatively high levels.



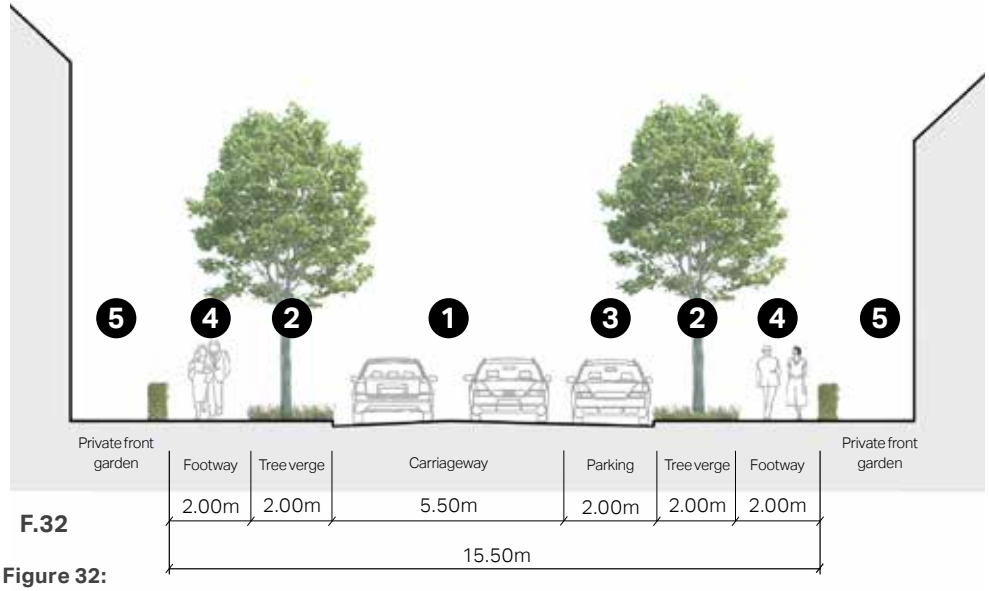
1. **Carriageway (village-wide traffic).**
2. **Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.**
3. **Shared footway and cycleway - cyclists to be segregated from vehicle traffic.**
4. **Footway.**
5. **Residential frontage with boundary hedges and front gardens.**

Figure 30:
Section showing indicative dimensions for primary roads. In some places trees may be omitted from one or both sides although they help with placemaking, contribute to local biodiversity, and create a positive micro-climate

Figure 31:
Primary road usually framed by wide tree verges shown on above section in a residential neighbourhood. It is recommended that cycle provisions are separated from moving traffic and that parking bays, where required, are inset into the verges to avoid impeding the movement of pedestrians and vehicles. Long Street is a primary road as the main arterial road run through south to north.

Secondary Roads

- Secondary roads provide access between primary roads and neighbourhoods and clusters. They should reflect the human scale and be designed for lower traffic volumes and speeds, compared to primary roads;
- Secondary roads must accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. They may also include tree verges on one or both sides. On-street parking may consist either in marked bays or spaces inset into green verges; and
- Carriageways must be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings, and additional controls to driver behaviour can also be introduced, such as narrowing the notional 'vehicle space' through the planting of trees and/or green verges along the road.



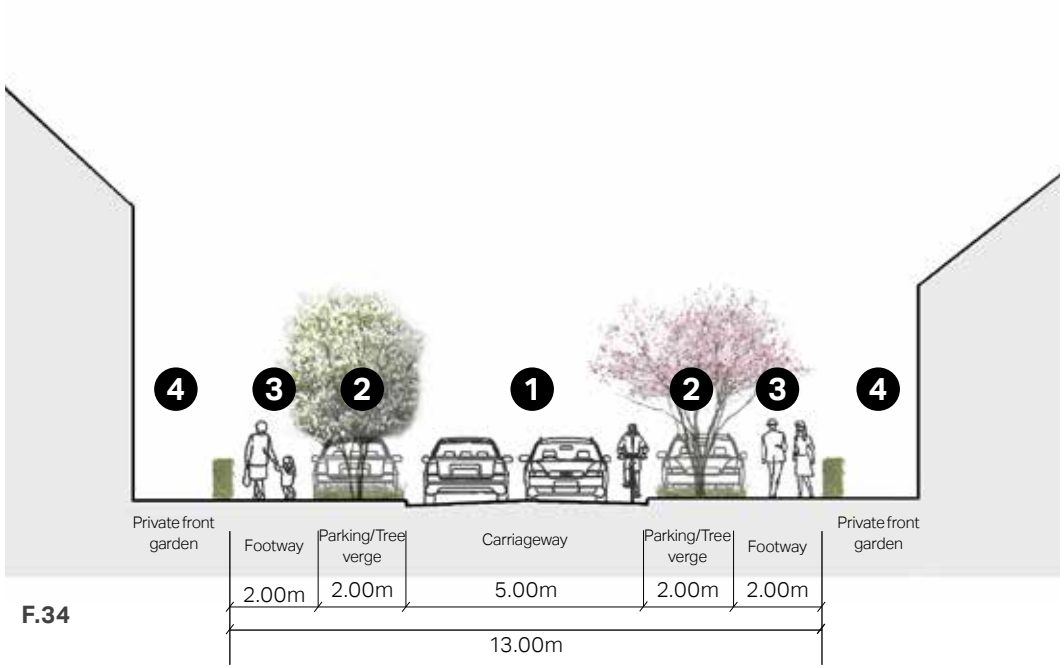
1. **Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations.**
2. **Green verge with medium trees. The latter are optional but would be positive additions.**
3. **Parking bay (may also be inset into verges).**
4. **Footway.**
5. **Residential frontage with boundary hedges and front gardens.**

Figure 32:
Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges

Figure 33:
Example of a secondary road, Brentham (note: parking bays may be inset into verges)

Tertiary Roads

- Tertiary roads have a strong residential character and provide direct access to residences from the secondary roads. They must be designed for low traffic volumes and low speed; and
- Carriageways must accommodate two-way traffic and parking bays. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays. These roads must also accommodate footways with a 2m minimum width on either side, and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.



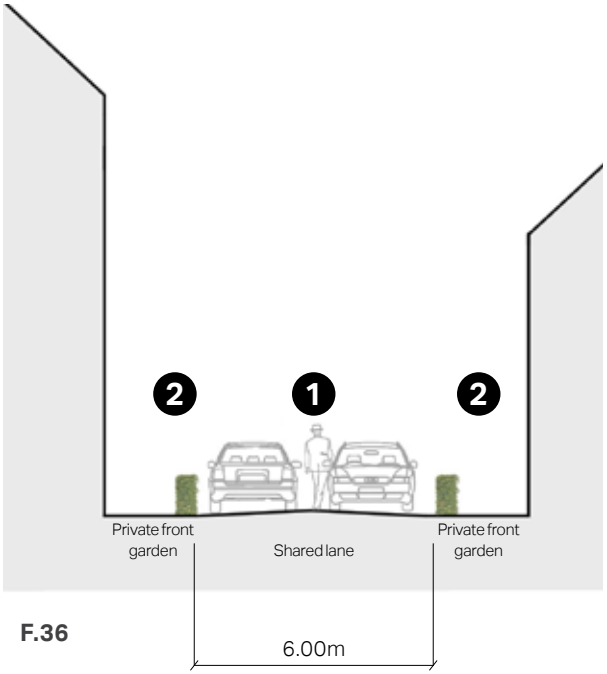
1. **Shared carriageway (local access). Traffic calming measures may be introduced at key locations.**
2. **Green verge with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.**
3. **Footway.**
4. **Residential frontage with boundary hedges and/or low walls and front gardens.**

Figure 34:
Section showing indicative dimensions for tertiary roads. In some places tree verges may be omitted from one or both sides

Figure 35:
Chetwynd Avenue is a tertiary road. It is recommended that green hedges are introduced along the carriageway and low walls to soften the streetscape and that footways are minimum 2m wide

Lanes/Private Drives

- Lanes and private drives are the access only types of streets that usually serve a small number of houses. They must be minimum 6 m wide and serve all types of transport modes including walking and cycling, and allow sufficient space for parking movements; and
- Opportunities to include green infrastructure, hedges, and/or private gardens to soften the edges must be maximised.



1. **Shared lane (local vehicle access, cyclists, and pedestrians).**
2. **Residential frontage with front hedges and gardens**

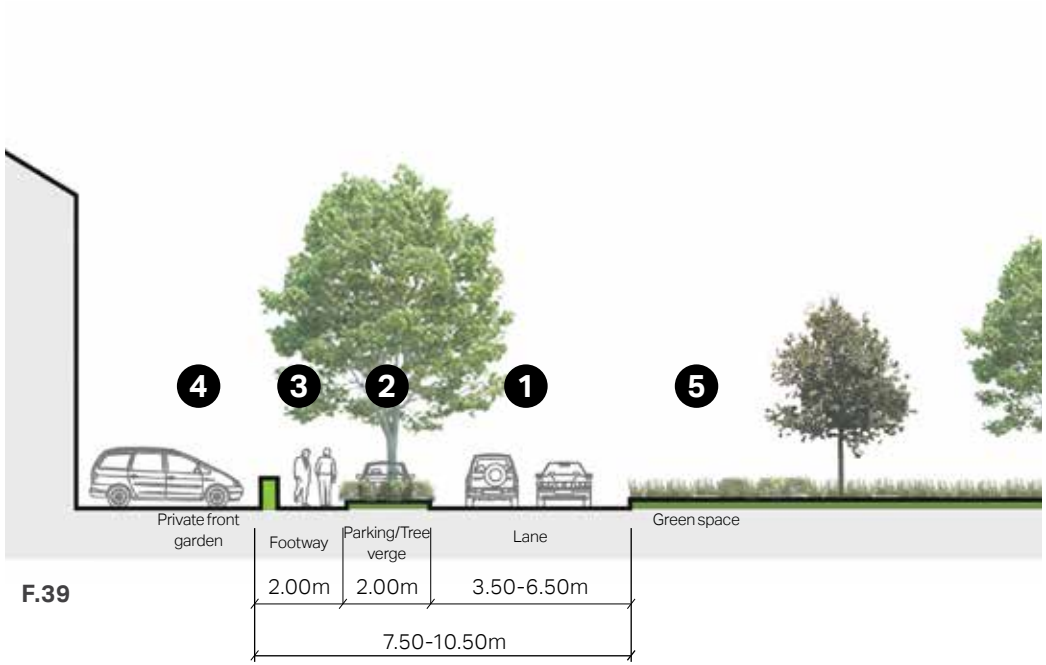
Figure 36:
Section showing indicative dimensions for lanes and private drives

Figure 37:
The shared surface on The Edge, Dunn's Lane

Figure 38:
Example of a lane/ private drive in Cambridge, with a shared surface for all road users

Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists; and
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.



1. **Shared lane (local access) - width to vary.**
2. **Green verge with trees. The latter are optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.**
3. **Footway.**
4. **Residential frontage with boundary hedges and front gardens.**
5. **Green space.**

Figure 39:
Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking

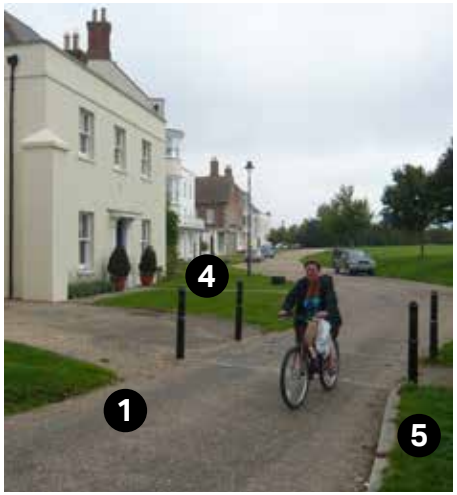


Figure 40:
Examples of edge lanes in Dorchester, with low-speed roads shared between motor vehicles and cyclists, and opportunities for on-street parking (note: some localities may prefer clearly defined footways and parking bays)

of traffic on primary roads. Access to parking which services buildings that front primary roads can instead be achieved via parallel parking provision, side streets, or from the rear.

SM 02. Pedestrian and cycle paths/ connectivity

Public footpaths permeate throughout Dordon and offer access to the wider landscape that surrounds the village. The following principles relate to the provision of pedestrian and cycle routes.

- New development should respond to pedestrian and cyclist desire lines and complement a permeable and legible connected street pattern[1];
- New streets should be considered a space to be used by all, not only vehicles. Therefore, it is essential that street design priorities the needs of pedestrians, cyclists and public transport users. The pedestrian and cycle provision must be integral to the design of streets;
- New development must integrate with the existing network of footpaths and cycle routes, enhancing these where possible and adding new routes that connect places of interest (including open space and sports provision), services and amenities and residential areas.

1. Building for a healthy life, July 2020

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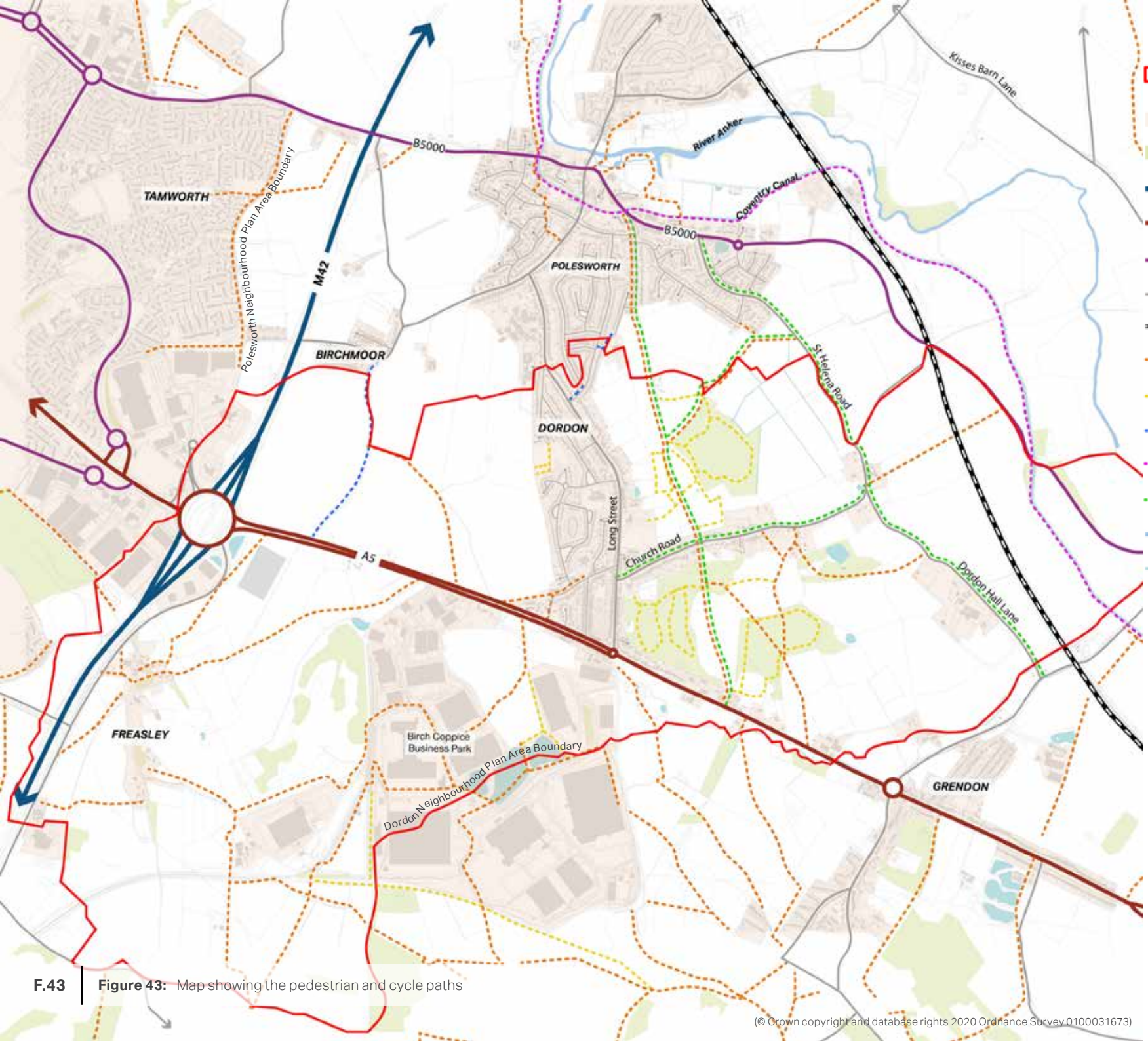
Figure 41:
Public footpath off St Helena Lane to Hollies Wood

Figure 42:
Pedestrian access only path



KEY

- Dordon Parish boundary (& NP area)
- Built-up area
- Woodland
- Motorway
- A road
- B road
- Local road
- Railway
- Public Rights of Way
- Informally used local footpaths
- Bridleway
- Cycle way
- Proposed cycle way
- Main river
- Water course

0 100 500m

F.43 | **Figure 43:** Map showing the pedestrian and cycle paths

SM 03. Parking typologies

Parking areas are a prerequisite for modern development. However, they do not need to be unsightly or dominate the streetscape of the plot. Parking provision should be seen as an exercise in placemaking, rather than just a technical space planning exercise.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to avoid the potential of a continuous area of car parking in front of 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, and complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable;
- The provision of tandem parking encourages on-street parking. Where on-plot parking space is limited, tandem parking is acceptable, but should be avoided in areas which offer general access, e.g., parking courts;
- Car parking design should be combined with landscaping to minimise the visual impact of vehicles; and
- Parking areas and driveways should be designed to complement local and wider drainage strategies, for example, by avoiding impervious paving solutions and the use of permeable paving instead.

Figure 44:
Good example of on-street parking on Long Street. In addition, Planting hedgerows and trees in front gardens would soften the appearance

Figure 45:
On-street parking should not obstruct footpath and impede the pedestrian flow

On-plot parking

- On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscape treatments;
- Boundary treatment is the key element to help avoid a car-dominated streetscape. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high quality paving materials between the private and public space; and
- Hard-standing and driveways must be constructed from porous materials to minimise surface water run-off.

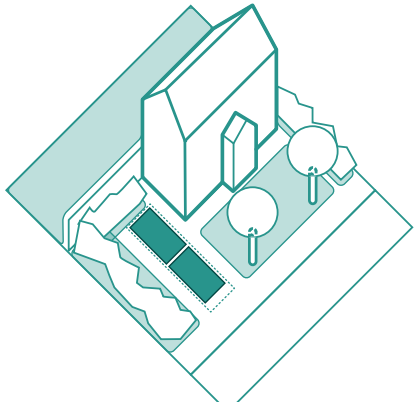


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Figure 46:
Diagram showing on-plot side parking

Figure 47:
On-plot side parking on Dunn's Lane

Figure 48:
On-plot parking on Long Street

On-plot parking with garages

- Where provided, garages must be designed either as free standing structures or as additive form to the main building. In both situations, it must complement, and harmonise with, the architectural style of the main building rather than forming a mismatched unit;
- Often, garages can be used as a design element to create a link between buildings and ensuring continuity of the building façade. However, it should be understood that garages are not prominent elements and they must be designed accordingly;
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space; and
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

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Figure 49:
Diagram showing on-plot parking with garage

Figure 50:
On-plot parking with garage in the village

On-street parking

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles, and can serve a useful informal traffic calming function;
- 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. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of road and street furniture in the public and private realm.

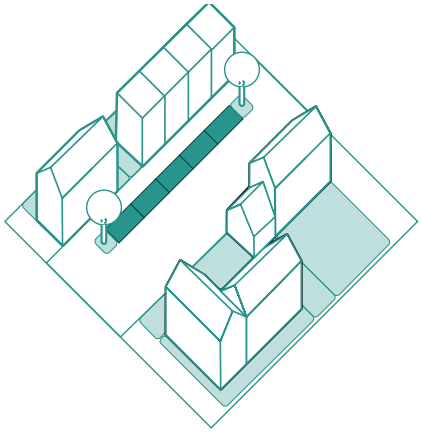

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Figure 51:
Diagram showing the on-street parking

Figure 52:
Inset on-street parking with electric vehicle charging points

Figure 53:
On-street parking along Long Street

SM 04. Cycle parking

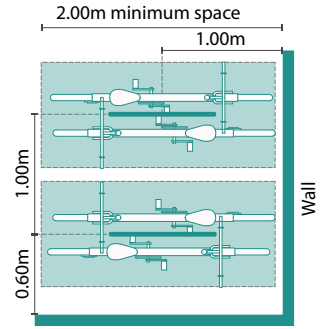
A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.

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 should be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as free standing shed, cycle parking should be accessed by means of a door at least 1300mm 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; and
- 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

- The minimum garage size should be 7m x 3m to allow space for cycle storage;



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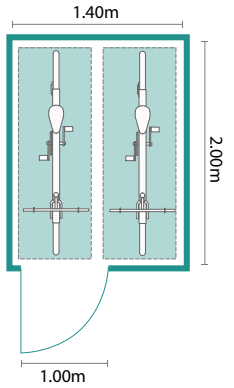

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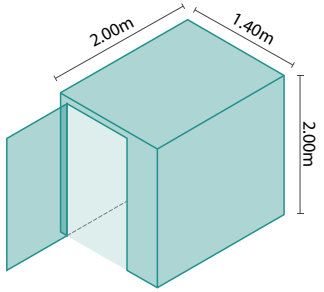

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Figure 54:
Sheffield cycle stands for visitors and cycle parking illustration

Figure 55:
Secure covered cycle store for two cycle storage illustration

Figure 56:
Secure covered cycle store for two cycle storage illustration

- 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 bike should be removed easily without having to move the vehicle; and
- In the cases of apartments, cycle parking should be allocated at the basement or ground floor.

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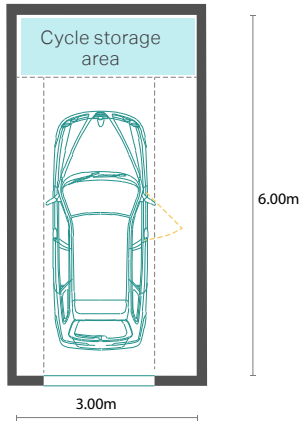

Figure 57:
Indicative layout of a garage with a cycle storage area

SM 05. Legibility and signage

A legible and well signposted place is easier for the public to understand as people can orient themselves with visual landmarks and direct routes. Being able to navigate around a place makes people feel safer as well as offering a more pleasant living environment that functions well.

Signage is an important element of the local character in Dordon.

- The village should be made more legible by the use of distinctive architectural elements around gateways and nodes;
- New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape. There are notable historic routes on H4 that should

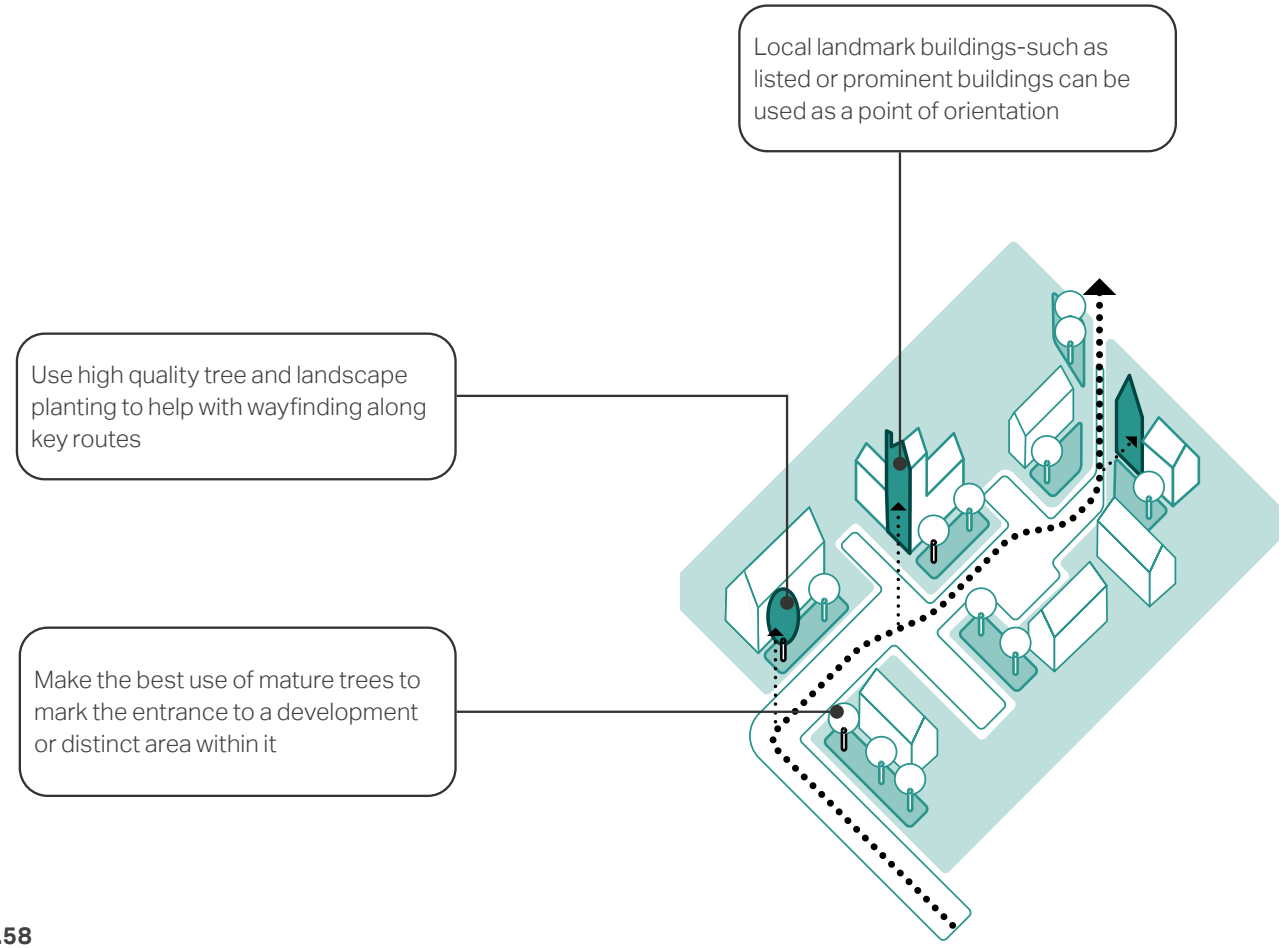

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Figure 58:
Diagram showing the wayfinding elements in public realm

be used to assist in the legibility of new development;

- Wayfinding must be clearly established throughout the village, particularly along pedestrian and cycle routes and should be designed to complement and not clutter the public realm; and
- New signage design must be easy to read. Wording, font choice, text size, colour and the use of symbols should be clear and concise, and avoid confusion.

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Figure 59:
View to Dordon Hall and Hollies Wood from St Helena Road

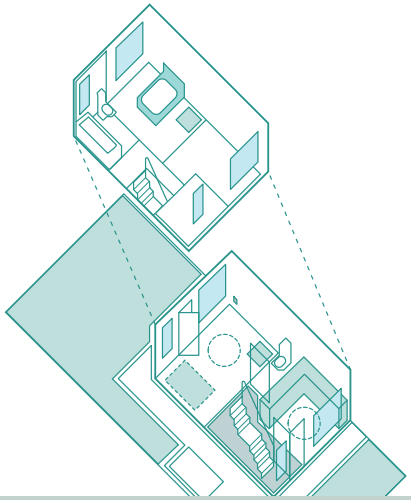
Figure 60:
An existing signage imroving legibility and wayfinding

3 BU. Buildings

Buildings (BU)

New developments should comprise a mix of different housing types t(in terms of their size, type and tenure) so that there is provision for the housing needs of families with children, older people, people with disabilities, people who rent their home and people wishing to commission or build their own home.

Development must seek innovative housing solutions and have appropriate levels of space within the dwellings.



BU 01. Lifetime homes

BU 02. Scale form and massing

BU 03. Building proportion

BU 04. Aspect & orientation

BU 05. Enclosure

BU 06. Boundary treatment

BU 07. Building line & setback

BU 08. Roofline

BU 09. Corner buildings

BU 10. Active frontage

BU 11. Well defined public & private space

BU 12. Extension & alteration

BU 01. Lifetime homes

Houses should be designed to meet the differing and changing needs of households and people's physical abilities over their entire lifetime. One way to achieve this is to incorporate Lifetime Homes Standards design criteria in the design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram on this page illustrates the main principles of inclusivity, accessibility, adaptability and sustainability.

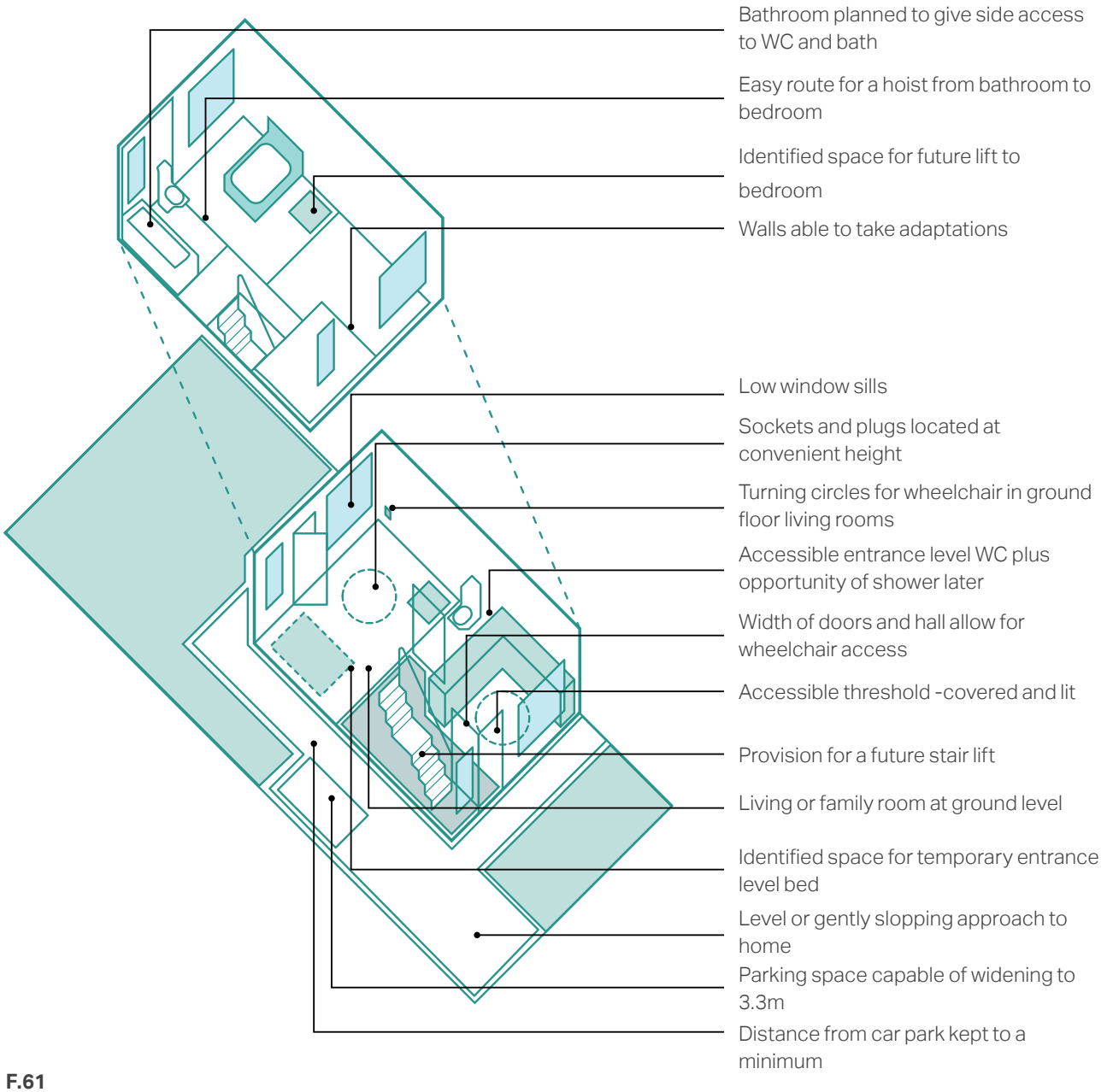


Figure 61:
Diagram showing the lifetime homes components

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BU 02. Scale, form and massing

The scale, form and massing of buildings are important to the character of a place; therefore, the existing context needs to be considered and new development needs to react sensitively to preserve and enhance the best characteristics of a place ensuring a harmonious relationship with neighbouring buildings, spaces and streets.

Building heights within Dordon are consistent, with the majority of the buildings being two-storey.

- The scale and massing of new buildings should be consistent with the form and massing of neighbouring properties;
- New developments should seek to respond to the surrounding context by using similar configurations, but allowing for modern interpretations. Buildings and developments that do not respect the existing village-scape should be avoided;
- The height of new buildings should respond to the surrounding context and should not be over-bearing or dominant in the existing street scene; and
- Development within Dordon should be of a scale and design to reinforce the locally distinctive character.

Figure 62:
Homes on Derek Avenue overlooking Long Street Recreation Park

Figure 63:
Detached houses on St Helena Road. The majority of houses are two storeys

Figure 64:
Bungalow with solar panel on Church Road

BU 03. Building proportion

The relationships between the building and its elements can provide visual interest and enhance the local character.

- 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 building must be arranged in an orderly way to avoid creating a cluttered facade; and
- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

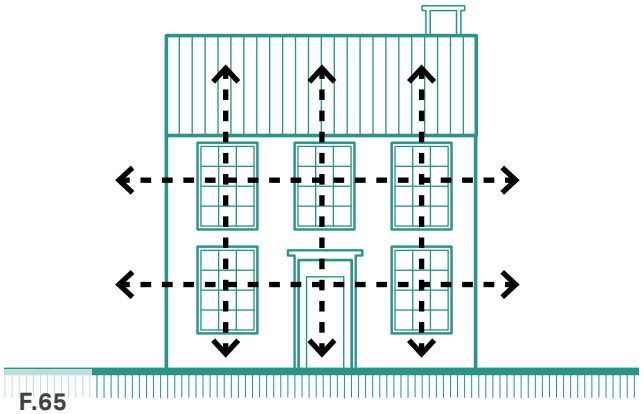


Figure 65:
Elevation showing typical building proportion in a detached house.

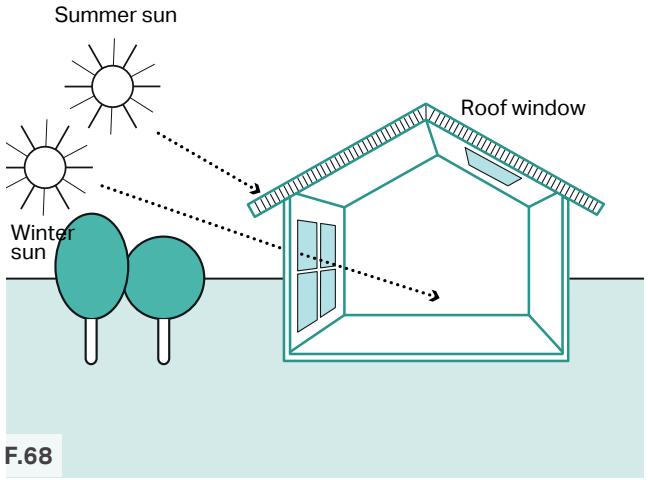
Figure 66:
Horizontal and vertical rhythm

Figure 67:
Building proportion on Coppice Drive

BU 04. Aspect and orientation

Buildings should be designed to maximise solar gain, daylight and sun penetration, while avoiding overheating. Subject to topography and the clustering of existing buildings, they should be orientated to incorporate passive solar design principles. These principles include:

- One of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing facades might have a similar proportion of window to wall area to minimise heat loss on this cooler side (See Figure 68).
- If houses are not aligned east-west, rear wings could be included so that some of the property benefits from solar passive gain (See Figure 69).
- Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies including high- and low- level openings, longer roof overhangs deep window reveals and external louvers/ shutters to provide shading in hotter summer months (See Figure 68).
- North facing single aspect units should be avoided or mitigated with the use of reflective light or roof windows.



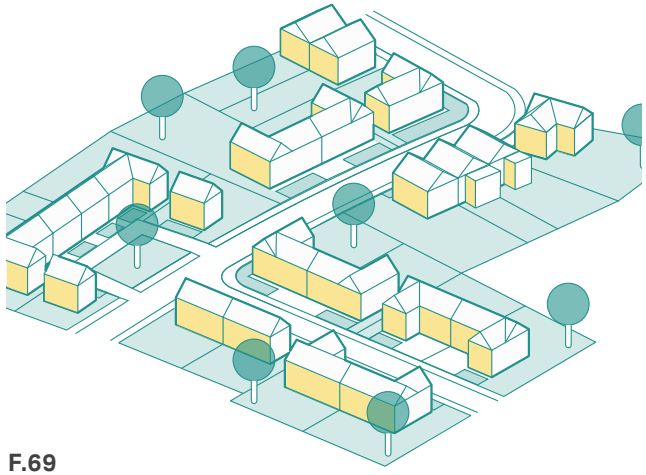


Figure 68:
The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain

Figure 69:
Elevations that would benefit from passive solar gain

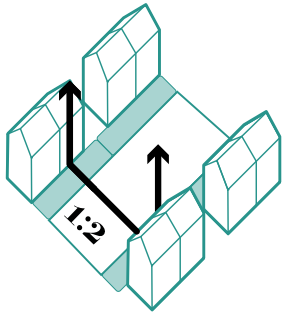
BU 05. Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive urban form is achieved where this relationship is in proportion.

The enclosure ratio is varied in the village. The properties along Whitehouse Road have an enclosure ratio of more than 1:6 due to spacious front gardens. The ratio on parts of Long Street are approximately 1:1.5/1:2, with a lack of front garden space and relatively narrow footways being very typical of the period in which these homes were built

The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

- Façades should have an appropriate ratio between the width of the street and the building height;
- Buildings should be designed to turn corners and terminate views;
- Narrow gaps between buildings must be avoided, they should be either detached/ semi-detached or properly linked;



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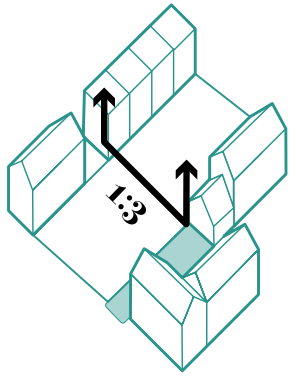

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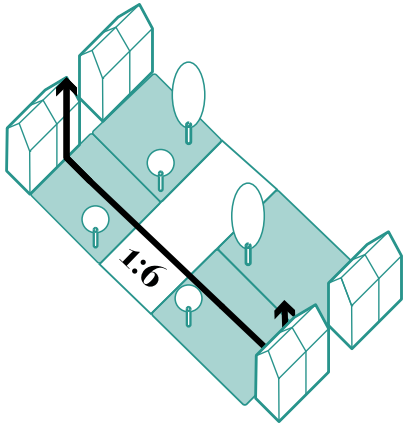

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Figure 70:
Enclosure ratio on Long Street is about 1:1.5 to 1:2

Figure 71:
Enclosure ratio on Coppice Drive is typically 1:3

Figure 72:
Enclosure ratio on Whitehouse Road is more than 1:6

- Building lines should run parallel to the back of the pavement;
- In places with lower density, the sense of enclosure is provided from the use of natural elements such as trees and hedges; and
- In the case of terraced buildings, it is recommended that a variety of plot widths, and facade alignments should be considered during the design process to create an attractive villagescape.

Figure 73:
The enclosure ratio on Long Street is 1:2

Figure 74:
The enclosure ratio on Coppice Drive is 1:3

Figure 75:
The enclosure ratio on Whitehouse Road is more than 1:6

BU 06. Boundary treatment

Boundary treatments, such as hedges, low walls and fences should be included in design proposals to clearly distinguish public and private spaces.

- High walls and fences or railings should be avoided.
- Boundary treatments should reflect locally distinctive forms and materials, consisting predominantly of red brick, railing and wooden fencing for boundary walls, or hedgerows, trees and wooden fencing;
- Development shall identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with existing context; and
- Existing boundary trees and hedgerow should be retained and should be reinforced with native species;

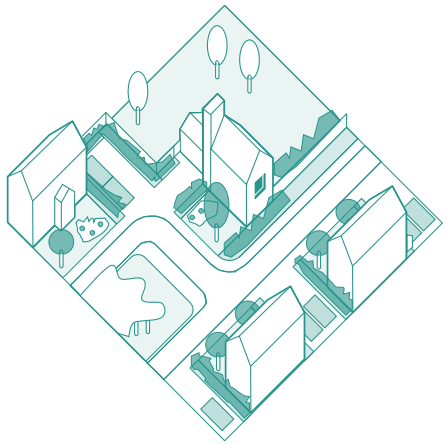

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Figure 76:
Diagram showing the boundary treatment such as low wall and hedges in front of houses

Figure 77:
Well-kept front garden, nice- cut hedges and flowers on Church Road

Figure 78:
A mix of red brick low wall and railing as boundary treatment

BU 07. Building line and setback

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the front garden spaces should be well landscaped.

- To ensure sufficient street enclosure, private front garden spaces should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires such an arrangement, or to respond to the existing character of the area. It also helps to create a softer transition between countryside, green spaces and built environment.
- Front garden spaces should not be entirely paved over, as this can have a negative impact on localised drainage, nor should front garden boundaries be entirely removed, as this makes the streetscene less coherent and the division of public and private space less clear.

Figure 79:
Medium street enclosure using trees and modest front garden on Kitwood Avenue

Figure 80:
Paved over front gardens with no boundary treatment

Figure 81:
Deeper front garden to create a softer transition between green space and built environment on Church Road

BU 08. Roofline

Traditional buildings within the village are unified by their simplicity of form, with gables and pitched roofs which, when combined with variations in the eaves height and ridge levels and the number of storeys, make an important contribution to defining the character of the area.

- Varied rooflines can help to create a more visually appealing and distinctive villagescape;
- The scale of the roof should be in proportion with the dimensions of the building, with subtle changes in the roofline to avoid monotonous elevations; and
- Roofline should respect the view corridors and do not obstruct them. Also be considered of the topography and existing landmarks when designing the new development.

Figure 82:
Detail of roofline and chimney projections on Corbin Road

Figure 83:
Subtle roofline change on Long Street

Figure 84:
Roofline changes with topography on Hillcrest Road and not obstructing the view

BU 09. Corner buildings

An important villagescape principle is for buildings to satisfactorily address the corner. Where corner sites are visually prominent, buildings should define the corner architecturally and in terms of their massing.

- Buildings should have multiple entrances if possible and two active frontages should be created by incorporating prominent entrances and windows;
- On corners which are less visually prominent, such as within the lower density residential areas, continuous built frontage should address the corner by using a series of linked dwellings where possible; and
- When a terraced, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both sides to create activity, and should overlook the street. This building can also be taller or have a distinctive architectural element to ensure a greater presence.

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Figure 85:
The diagram showing the corner building with two active frontages.

Figure 86:
Corner building with various fenestration on Cross Walk

Figure 87:
Continuous building frontage on a corner building at the junction of Browns Lane with and Long Street

BU 10. Active frontage

Active frontages bring life and vitality to streets and public spaces.

- Introducing regular doors, windows, front gardens and front parking, providing it does not dominate, can stimulate activity and social interactions;
- Narrow frontages with a vertical rhythm can create a more attractive and interesting streetscape, while articulation on façades and use of bays and porches can create interest; and
- Exposed blank façades facing the public realm must be avoided. They should normally be fully fenestrated.

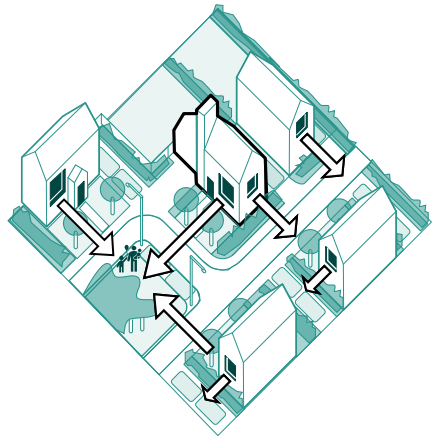

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Figure 88:
The active frontages with a well-supervised public realm.

Figure 89:
Narrow frontages on Dukes Road create interesting streetscape

Figure 90:
Articulation of facade with bay windows on Long Street

BU 11. Well defined public and private space

Setbacks from the street and front garden landscaping, together with more detailed architectural design should seek to balance privacy for front living rooms with natural surveillance of the streets, and the need for street enclosure.

The privacy distance between the backs of the properties should be a minimum of 20m. When this is not possible, the layout should be a back to-side arrangement, or use single-aspect buildings (north facing single aspect units should be avoided) to avoid creating overlooking issues.

Appropriate boundary treatments including low walls, hedges and railings must be incorporated into design proposals to clearly distinguish public and private space.

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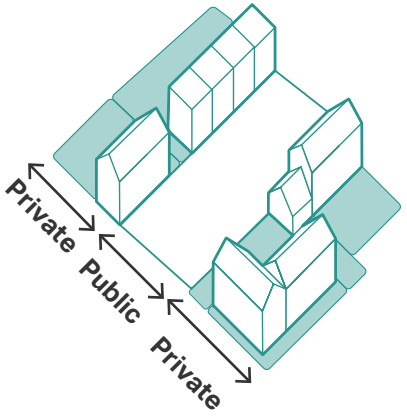

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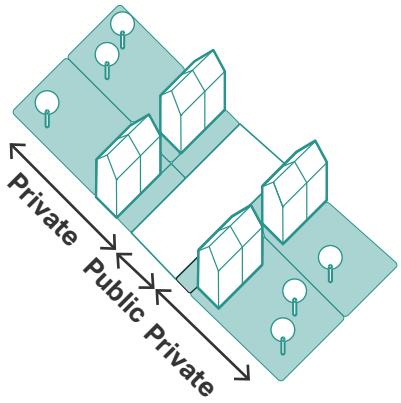

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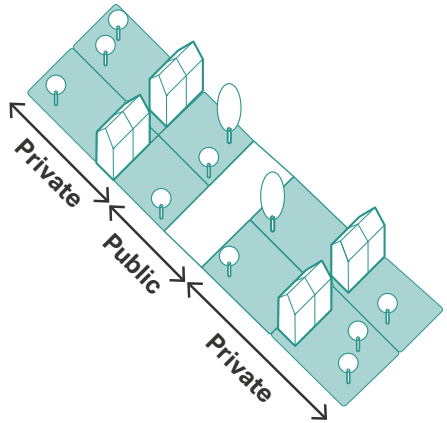

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Figure 91:
Public and private space on Long Street

Figure 92:
The buildings on Long Street well set back from the pavement

Figure 93:
Public and private spaces on Chetwynd Avenue

Figure 94:
Public and private spaces on Chetwynd Avenue

Figure 95:
Public and private spaces on Whitehuose Road

BU 12. Extension and alteration

There are multiple ways to create extra space within a building using different types of extensions. Extensions must be designed to an appropriate scale and be secondary 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. Check the latest guidance here:

https://www.planningportal.co.uk/info/200130/common_projects/17/extensions.

- 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 term of scale and form and shall not be visually dominant or taller than the existing building;
- Extensions should be recessed or in line with the existing building façade and shall use lower ridge and eaves levels to ensure that the length and width of the extension are less than the dimensions of the original 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 overall composition 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 existing and future occupiers; and
- Extensions of existing buildings should help to reduce carbon emission by complying with high energy efficiency standards and utilising low energy design.

Front extensions

These extensions are generally not acceptable. If proposed, in all cases front extensions 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 facade and will not cover more than 50% of the front elevation.

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.

Double-storey rear extensions are not common as they usually 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.

Side extensions

Side extensions are a popular way to extend a building to create extra living space. However, if poorly designed, they can negatively affect the appearance of the street scene, disrupting the rhythm of spaces between buildings. Single-storey and double-storey side extensions should 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.

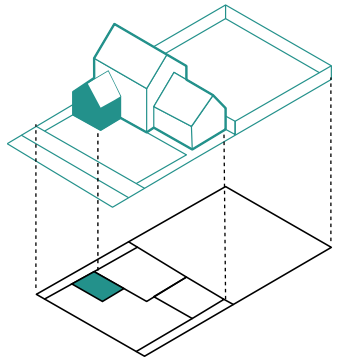

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Figure 96:
Drawing showing front extension

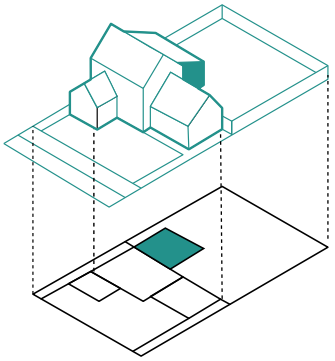

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Figure 97:
Drawing showing rear extension

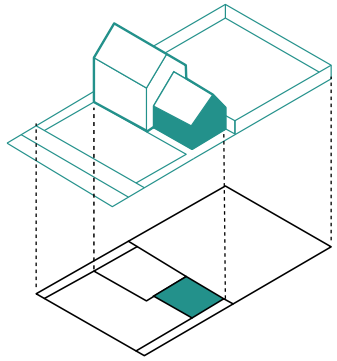

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Figure 98:
Drawing showing side extension

4 AV. Attractive village centre

Attractive village centre (AV)

Clause 4 of Policy H4 recommends that the new development should consider the inclusion of health, community and commercial uses, potentially in the form of a new local centre. Given the current lack of a central commercial area (other than Browns Lane), it is likely that any new local centre could rapidly become a village centre, particularly if it is located in such a way as to provide greater accessibility for existing residents.

There are a number of principles that should be applied to the siting and design of any new centre, with the aim being to make it more accessible and of greater value to all residents. The guidance and codes in this regard are mix of uses, public realm and shop fronts.

AV 01. Mix of use

AV 02. Public realm

AV 03. Shop fronts

AV 01. Mix of use (community facilities)

Dordon has a number of social and community facilities that contribute to the character of the village.

- New development should protect and, where possible, enhance the existing provision of community facilities. As the population grows, community facilities should be provided to meet the growing need[1];
- New commercial development and community infrastructures shall respect the general placemaking principles identified in this design code;
- Public houses represent a focal point for communities and community activities and form part of the character and charm of the village, but their location and operation requires careful consideration and ongoing monitoring;
- Similarly, places of worship are important focal points for the community. While a new place of worship is unlikely to be delivered as part of a new development, it should be designed to reflect the specific character of the village and the context of the area in which it is located;
- In terms of parking provision for the local centre, it shall not create additional congestion or negative traffic impacts and consideration should be given to sharing parking areas with existing facilities in the village, depending on the location of the local centre; and
- Signage and wayfinding must be used to highlight the options for sustainable transport modes, promoting walking and cycling. This would increase movement and activity in the streets, enhancing natural surveillance and, therefore, reducing the potential for antisocial behaviour.

1. As per Dordon Neighbourhood working group objectives

Figure 99:
St. Leonard's Parish Church on Church Road

Figure 100:
Village Hall on Kitwood Avenue

AV 02. Public realm

The public realm in the vicinity of the local centre is physically, visually and culturally accessible to all residents and should provide the setting for many aspects of village life. Poor quality public realm on the corner of Browns Lane due to lack of spill out spaces and green environmental features is a limiting factor in the commercial success of the existing local centre. The following principles can help to encourage high quality public realm;

- Well-connected, high quality public spaces are essential because they create informal meeting places and venues, as well as providing the setting for people to engage in commercial and social transactions, take their leisure and participate in community events;
- The public realm within the village centre should be co-ordinated and reflect local distinctiveness to enhance its integration with the rest of Dordon;
- Active frontage adds to the vitality and vibrancy of the streets and public realm and enhances the user experience of the village centre. Development in the village centre should seek to create an active commercial centre by promoting a vibrant street scene; and
- High level of natural surveillance should be provided to create vibrancy and vitality in the village centre. Use of larger well-proportioned windows or floor to ceiling windows on the ground floors helps achieve suitable visual access. The first floor fenestration should be well proportioned and aligned with the ground floors.

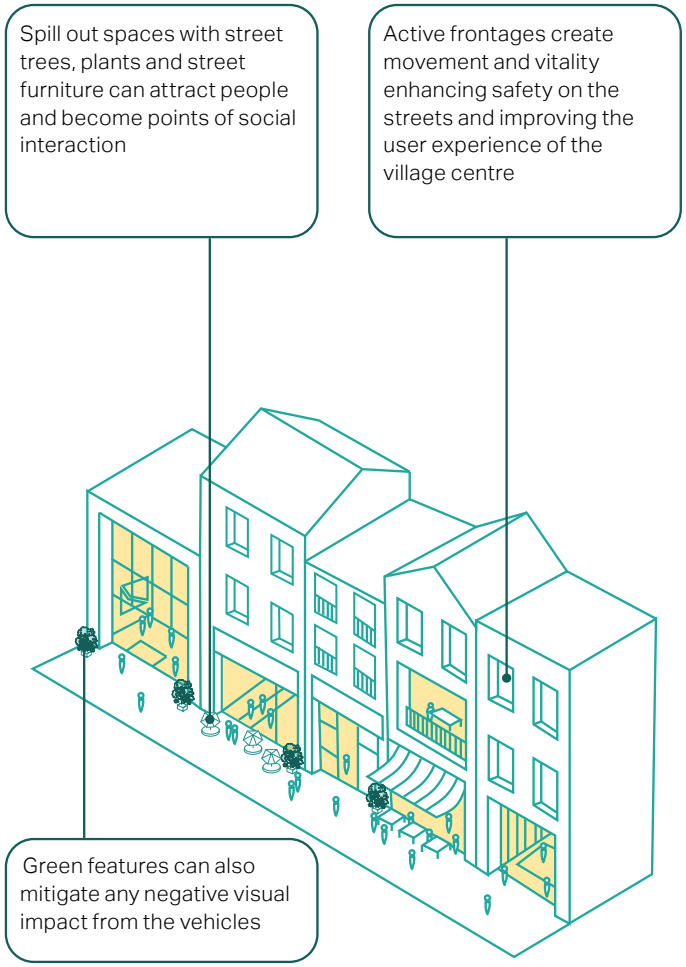

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Figure 101:
Diagram to illustrate some of the design guidance related to the village centre development.

- Pavement width of new footpaths in the future village centre should be of a comfortable width for pedestrians especially for those with disabilities, as well as wide enough to create active frontages with spaces for spill out seating and display areas for shops, cafes and restaurants. Pavements widths should be at least 2m, generally and up to 4 m or more in key locations in front of commercial or community uses.
- Street furniture should be well organised to avoid clutter and encourage pedestrian flow; and
- Easy pedestrian access should be facilitated. For that reason, new railings should be avoided to avoid any sense of segregation and create the feeling of a shared space, whilst traffic calming measures should be used to mange traffic speed and movements in such a way as to give priority to pedestrians.


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Figure 102:
About 2 metre footpath along Long Street

Figure 103:
Current situation of shops on Browns Lane

Figure 104:
Wooden bench with armset

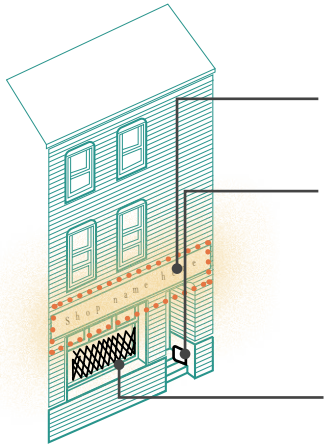
AV 03. Shop fronts

- The fascia is the most important part of a shopfront for advertising the business. Signage should be contained within the established proportions and confines of the fascia board. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height;
- Box signs should generally be avoided and signwritten fascias preferred;
- The most appropriate signage at fascia level is individual letters applied or painted directly onto the fascia board;
- Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space. Signage should use appropriate materials, shape and form, avoiding large box signs;
- Hanging signs should be held by slender, well-designed brackets using a high quality material;
- In the case of corporate brands, those should be sensitive to the existing context, size and scale and use materials and textures from the local vernacular of the area;
- Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs; and
- Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front.

Character & Design

Integrate the shop front with the surrounding streetscape. Consider adjacent buildings and typical details in the area

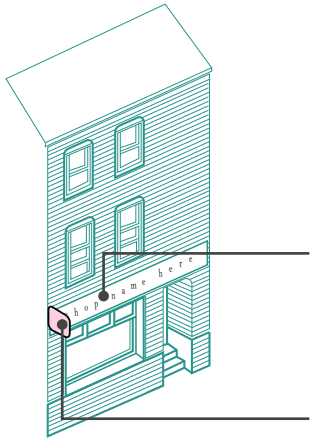
Incorporate the overall proportion, form, and scale of the building's upper floors into the design of the shop front



Lighting & Safety

Avoid using internally-illuminated box signs
Conceal alarms from the shop front facade and integrate them in the design

Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front



Signage

Avoid unnecessary visual clutter
Signage should not be placed on upper floors

Use the fascia as the predominant position for signage

Hanging signs should be in proportion to the building and street and should not dominate pavements

Good examples of shop front design

Stall riser

- A stall riser should be incorporated into the design for the full width of the shopfront, except for the door opening. The height of the stall riser should be between 0.3m and 1m.

Materials

- Window frames, doors, pilasters and fascias should be of timber construction with a painted finish and not a stained finish.

Panelling

- Any timber panelling used in doors, stall risers, pilasters or other elements of the shop front should comprise a constructional timber panel and should not comprise the application of timber beading to a flat timber surface.

Fascia

- The shop front design should include a full-width projecting fascia. The fascia should consist of a surrounding frame, creating an area for a shop-sign. Fascia with lettering of between 250mm and 300mm will read well from street level and from across the road; the size of the fascia is defined by the building typology or detailing, the font size should be proportionate to the fascia.

Lighting

- If lighting is incorporated into the design of the shop front, then it should comprise projecting light to create external illumination of the shop sign area.

Shutters

- If shutters and shutter boxes are incorporated into the design, then they should be placed internally, behind the shop front. When in an open position, shutters should not block the shop window opening.

5 LC. Respecting the local character

Respecting the local character (LC)

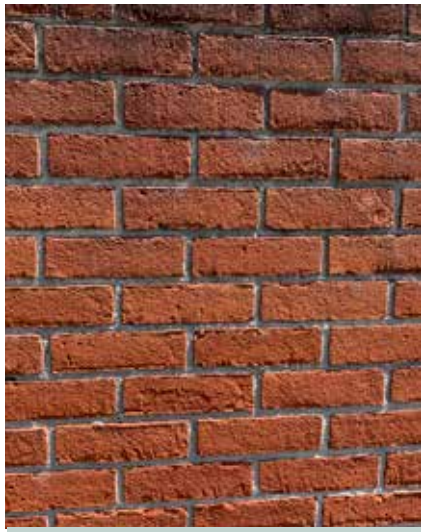
The character of Dordon is the product of many different elements which come together to create a unique sense of place. Any proposal will need to respect the existing context as well as create attractive and resilient places that contribute positively to the villagescape, public realm and landscape setting of Dordon.

These design principles describe the elements that contribute to Dordon's character and new development should pay particular attention to the layout, form, scale, materials and detailing.

LC 01. Landscape & green spaces

LC 02. Landmarks and views

LC 03. Architectural details



LC 04. Materials and colour palette

LC 05. Street lighting / night skies

04

LC 01. Landscape and green spaces

The village is adjacent to large areas of open fields and woodland. The significant woodlands such as Hollies Wood (and the adjacent Ancient Woodland), Old Orchard and Orchard Tip Spoil Heap should be retained and protected. Any new development should respect these landscape assets and future open spaces should be planned with respect to the following principles:

- Design new open space such that it incorporates existing landscape features to create open space with opportunities for natural play and informal recreation;
- Landscape planting should be used to soften the mass of built form at the interfaces with the wider landscape .
- Green buffers can be a satisfactory transition between old and new neighbourhoods. This could take the form of a 'semi-natural' woodland strip, or more formal open space such as playing fields (including those belonging to schools);
- All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced, with improved management;
- New trees, grassland and shrubs to be planted to supplement existing vegetation;
- Green spaces to have buildings presenting active frontages that encourage active and passive surveillance of the space;
- Development along the western edge of Dordon should be limited so that the sense of openness is preserved and enhanced[1];
- Provide allotments or other community garden facilities where appropriate; and
- Allow for flexible use of the space including temporary uses with a varied programme of events and use.

1. As per Dordon Neighbourhood working group objectives

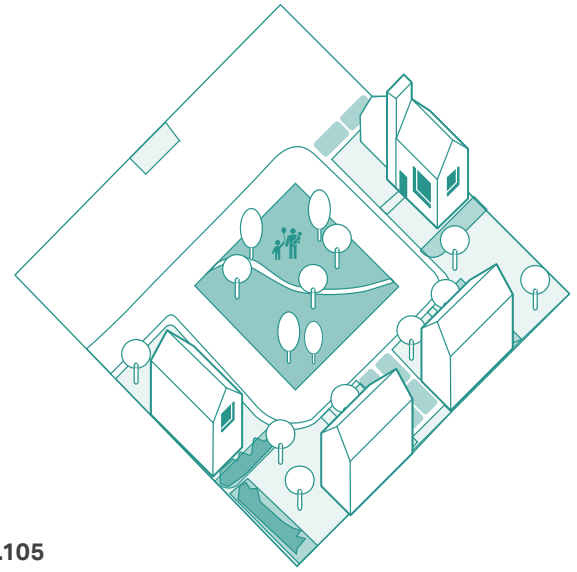


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Figure 105:
Green space at the heart of a development

LC02. Landmarks and views

One of the most important views in Dordon is the view to the Obelisk and Hoo Hill (the Obelisk is visible from many directions). Hoo Hill is not in Dordon, but it is part of H4 and there are some significant views to it from H4. Another landmark within the village is Dordon Hall which is visible from Dordon Hall Lane. The long distance views across open fields and woodlands around the settlement are also an important feature of Dordon. These landmarks and views need to be preserved in order to protect the character and setting of Dordon. Existing development in the parish is predominantly low rise, resulting in a roofscape which fits well and integrates with the surrounding countryside. The setting of the village, on the north-south ridge, and the gradient of the landscape to east and west makes for a particular character in Dordon. New development must, therefore, respect that character and have reference to the design principles set out below:

- New development must respect existing landmarks. New development should include landmark buildings to improve legibility, provide an interesting villagescape and add to the existing character of Dordon;;

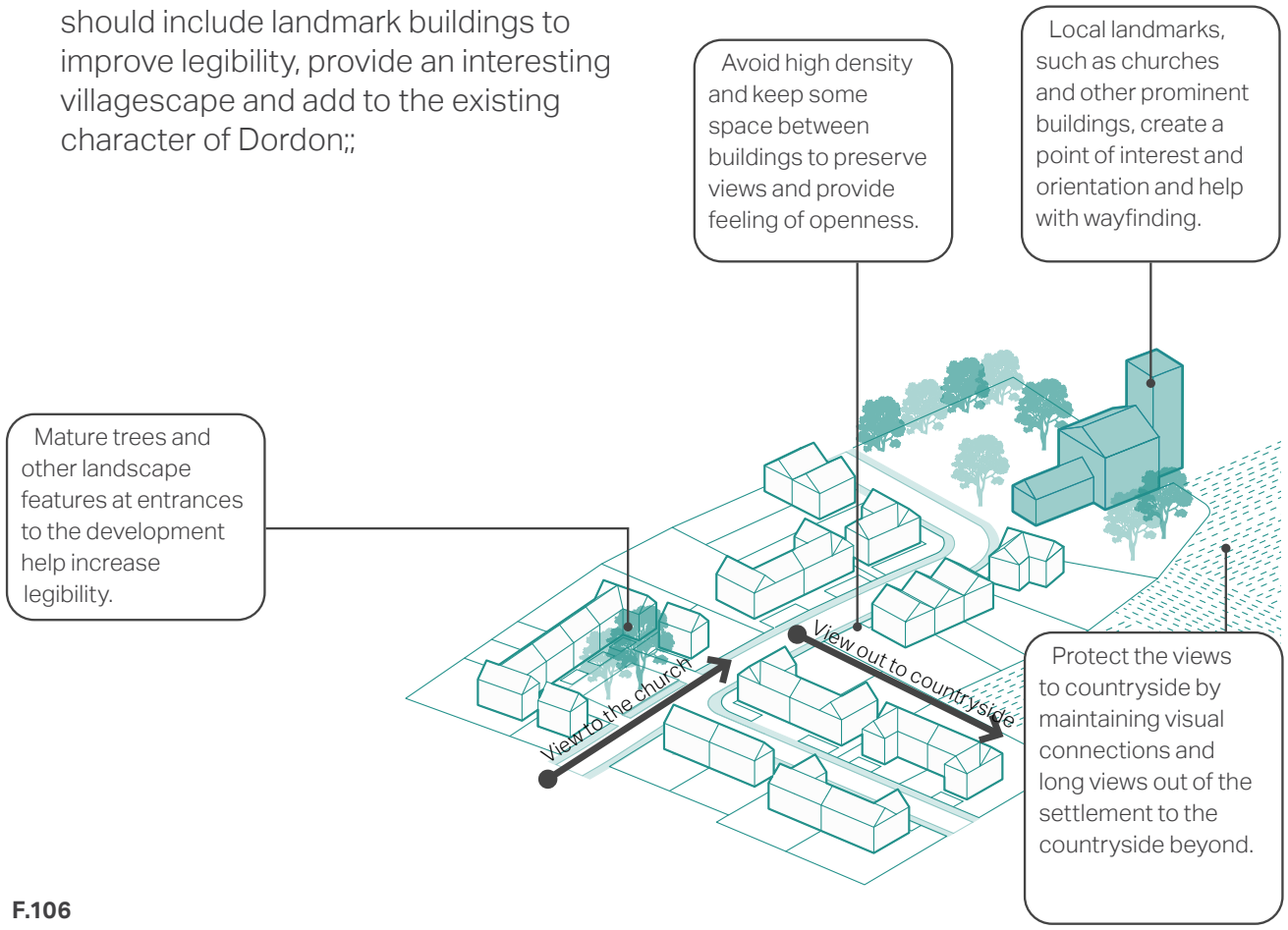

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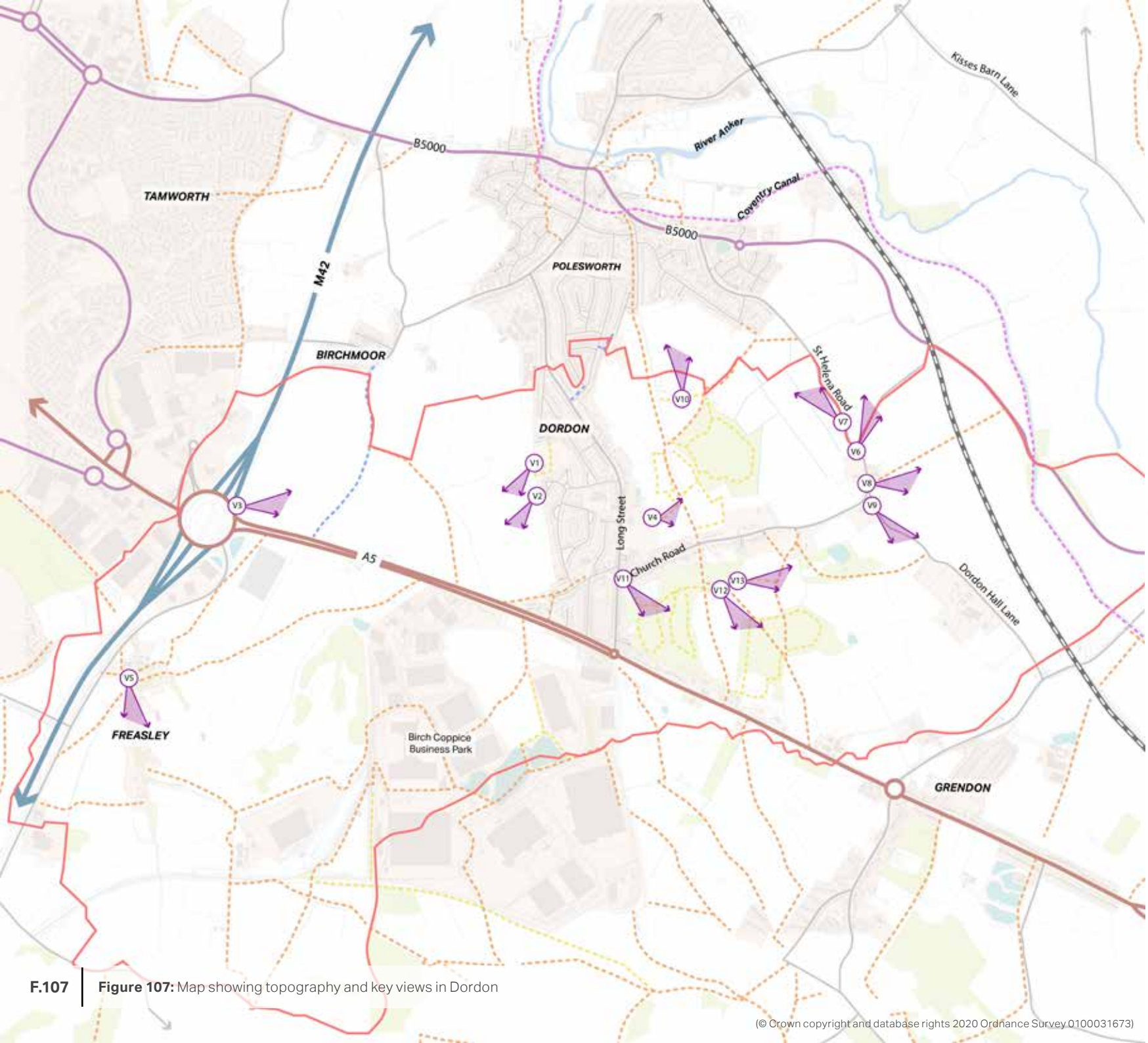
Figure 106:
Diagram showing the wayfinding elements in public realm



KEY

- Dordon Parish boundary (& NP area)
- Built-up area
- Woodland
- Motorway
- A road
- B road
- Local road
- Railway
- Public Rights of Way
- Informally used local footpaths
- Bridleway
- Cycle way
- Main river
- Water course
- Key views

0 100 500m

F.107 **Figure 107:** Map showing topography and key views in Dordon

- New buildings should be designed to provide interest with a range of architectural features, such as, projecting bays, large window openings, expressive roof forms and taller elements;
- To provide articulation and create visual interest, building façades should have occasional projections such as bays and porches;
- Development should be designed such that it provides a series of short-, middle- and long-distance views that enhance the sense of place and the experience of the villagescape. Views can be structured by the careful positioning of buildings, trees or landmarks to create memorable routes and places, and easily intelligible links between places. New development should be oriented to maximise the opportunities for memorable views and visual connectivity. There are some historic routes and memorable mature trees in Dordon which should be retained in future developments;
- Following on from the point above, existing views and vistas should be actively considered when preparing new development proposals. Where possible, new development will seek to retain existing and frame new views and vistas towards the wider countryside;
- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape; and
- Include 'soft' edges to enable development to be better integrated with the wider landscape and ease the transition between the countryside and the urban area.

Figure 108:
View V1

Figure 109:
View V2

Figure 110:
View V3

Figure 112:
View V5

Figure 114:
View V7

Figure 111:
View V4

Figure 113:
View V6

Figure 115:
View V8

Figure 116:
View V9

Figure 118:
View V11

Figure 117:
View V10

Figure 119:
View V12

Figure 120:
View V13

LC 03. Architectural details

New development or infill development within the existing urban area of Dordon must be able to demonstrate a sympathetic response to the existing character and architectural details found in the village.

This section showcases some local building details which should be considered as positive examples to inform the design approach to new development.

There are many elements that contribute to the local character of the village including fenestration, roof details, materials and massing, for example.

Figure 121:
The mix of sash and bay windows on a semi-detached house with projection of chimney stacks

Figure 122:
The mix of roughcast and red brick as detailing on a detached property

Figure 123:
Bungalow with bow windows and the mix of dark brown weatherboarding, roughcast and red brick

Figure 124:
Two storey semi- detached houses with vasistas windows

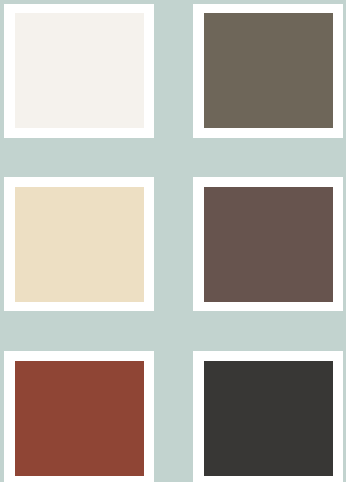
Figure 125:
Detached house with the use of red brick and vertical plain tile for cladding

LC 04. Materials and colour palette

There are a range of architectural styles within the village which is reflected in use of materials for structural elements, roofscape and fenestration. The following principles should take into account in any future development:

- Architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness;
- Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment; and
- Red brick is a very common material, sometimes complemented by the use of render and yellow brick for walls. Clay tiles, of varying colour, and pantile are the most common roofing materials. The materials and colour tones most commonly used are shown, adjacent.

Colour palette



Wall

Warm red brick

A mix of dark brown and red brick

Sash window

White render

Bay window

Vasistas window

Roof

Pitch roof

Chimney stacks

Slate roof

Glazed pantile roof

Shed dormer

Hipped roof

Details

Well-kept front garden

Low wall with red brick and railings

Gabled porch and detailing

Lintel details on top of the door

Brick detailing on wall

Well-kept green verges

LC 05. Street lighting / dark skies

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Street lighting should be avoided within public open space, in line with the existing settlement character;
- Ensure that lighting schemes will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;
- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e.. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this;

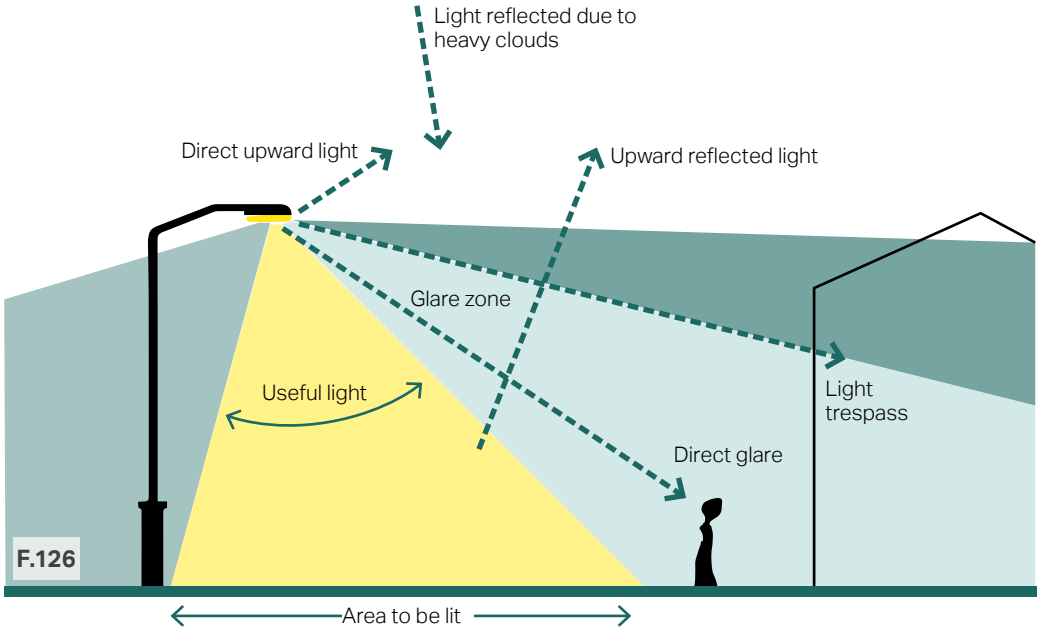


Figure 126:
Diagram to illustrate the different components of light pollution and what 'good' lighting means

- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- 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. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists);
- Foot/cycle path light should be introduced sensitively and in harmony with 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 development or extensions should seek to maximise the use of natural light sources.

6 SU. Sustainability

Sustainability (SU)

New development must explore and, where possible, adopt innovative and proactive approaches in respective of renewable energy systems and associated infrastructure, including community-led initiatives.

New developments must strive for good quality design that meets local and national targets in respect of CO_2 emissions, with sustainable, low or net zero carbon as the aspiration.

This section introduces energy efficient technologies and strategies that could be incorporated in buildings, landscapes and neighbourhoods.

SU 01. Energy efficient housing & production

SU 02. Biodiversity

SU 03. Sustainable drainage

SU 04. Permeable pavements

SU 05. Storage and slow release

SU 06. Bioretention systems

04

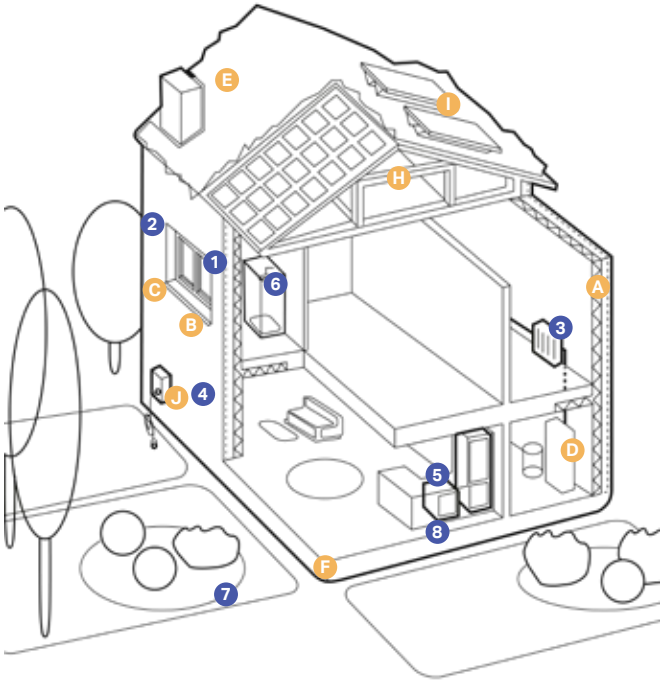
SU.01 Energy efficient housing and energy production

Energy efficient or eco homes combine all around energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

The aim of these interventions is to reduce overall energy use as cost effectively as the circumstances allow for. The final step towards a high performance building would consist of other on-site measures (such as interventions in the built fabric, the use of low-energy appliances, etc.).

It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions is also available to retrofit existing buildings, included listed properties, to improve their energy efficiency[1].

1. Historic England. https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/



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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 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** 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 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 panels**

Figure 127:
Diagram showing low-carbon homes in both existing and new build conditions

SU 02. Biodiversity

Dordon has a rich and varied landscape character. There are many natural features and assets, such as woodlands, hedgerows, verges, water courses, front and back gardens. These assets contribute to provide habitats for biodiversity to flourish and places for people to visit and enjoy, therefore, any new development or any change to the built environment should:

- Minimise the impact on the natural environment ensuring that the design and layout of development protects the water courses, ancient woodland, local wildlife sites and hedgerows that provide valuable habitats to protect local wildlife[1];
- Protect woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments;
- Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering;
- Include the creation of new habitats and wildlife corridors in the schemes. This could be by aligning back and front gardens or installing bird boxes or bricks in walls; and
- Propose wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas.

1. As per Dordon Neighbourhood working group objectives

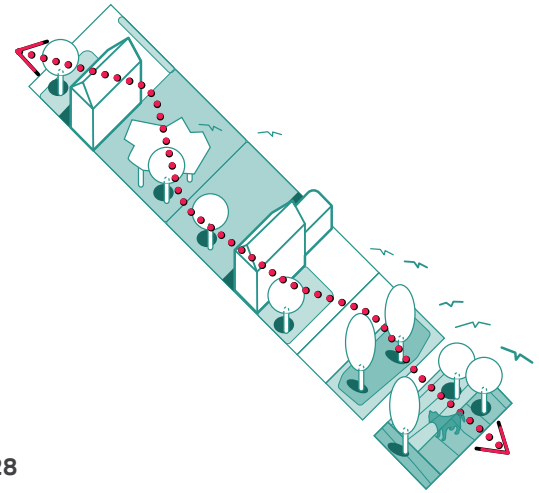

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Figure 128:
Diagram to highlight the importance of creating wildlife corridors

Figure 129:
Examples of a bughouse decorating rear gardens or public green spaces

04

SU 03. Sustainable drainage (SuDS)

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

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. A number of overarching principles can however be applied:

- Creative surface water management such as rills, brooks and ponds to enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature[1];
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area 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 must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

1. Building for a healthy life, July 2020

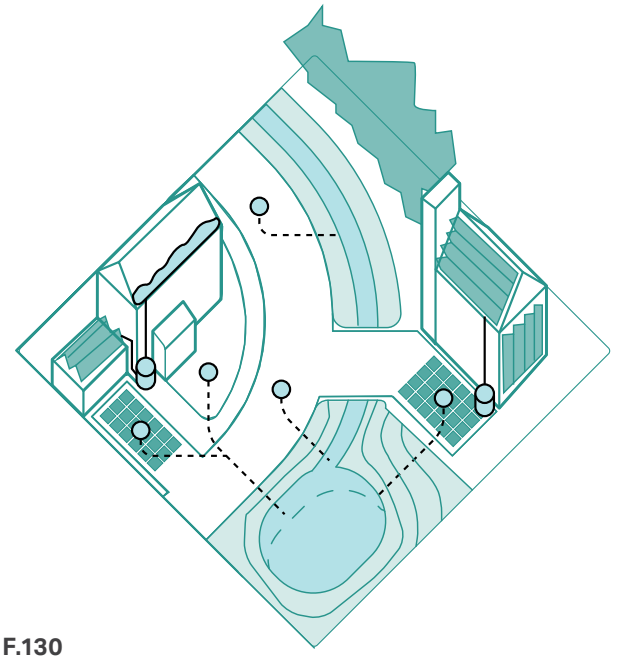

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Figure 130:
Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

Figure 131:
Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden

SU 04. Permeable paving

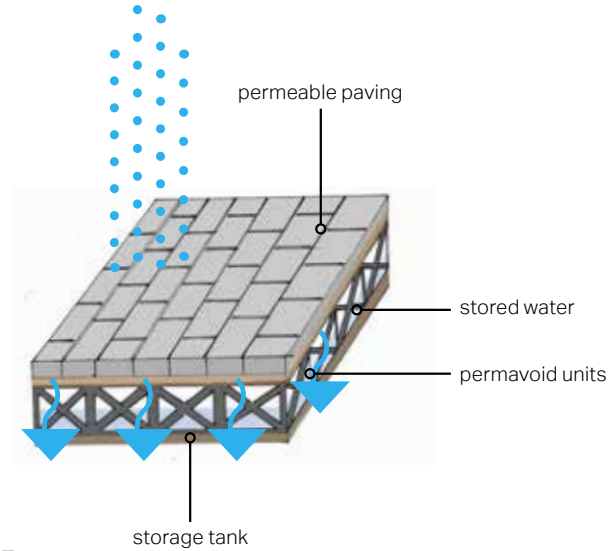
Most built-up areas have hard surfaced roads, footpaths and driveways which are impervious surfaces and reduce the capacity of the ground to absorb runoff water. This, in turn, increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of paving in public areas should also have reference to public safety, so some materials may not be appropriate and, therefore, permeable paving might be more difficult to install. In domestic properties, there may be greater scope for the use of permeable surfaces on driveways and footpaths. The choice of permeable paving units should be made with reference to the local context;

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

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;[1]
- The SuDS Manual (C753);[2]
- BS 8582:2013 Code of practice for surface water management for development sites;[3]
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;[4] and
- Guidance on the Permeable Surfacing.

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 British Standards Institution (2013). BS 8582:2013 Code of practice for surface water management for development sites. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266
4 British Standards Institution (2009). BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352



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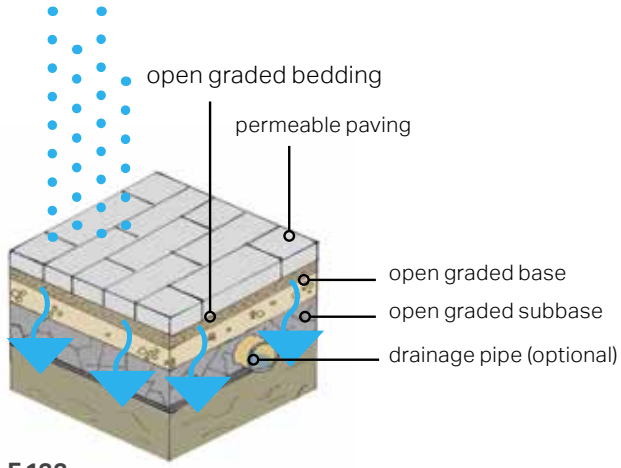

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Figure 132:
Diagram illustrating the functioning of a soak away

Figure 133:
Diagram illustrating the functioning of a soak away

SU 05. 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. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.

New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design.

Therefore, some design recommendations would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Underground tanks; and
- Utilise water bodies for storage.

Figure 134:
Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire

Figure 135:
Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire

SU 06. Bioretention systems

Bioretention systems, including soak-aways and rain gardens, can be used within each development, along verges, and in semi-natural green spaces.

- They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the Parish. Vegetation must reflect that of the surrounding environment; and
- They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bio-retention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.[1]

1 UK Rain Gardens Guide. Available at: https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf

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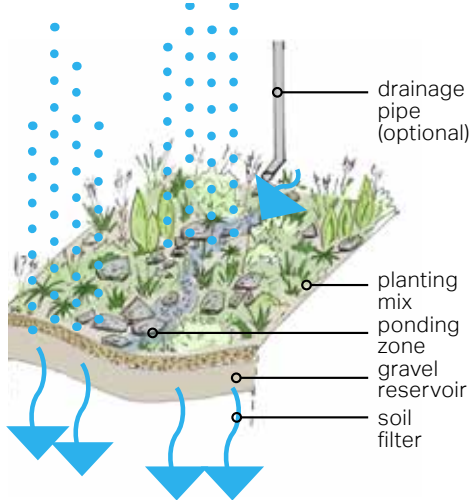

Figure 136:
Diagram illustrating the functioning of a rain garden

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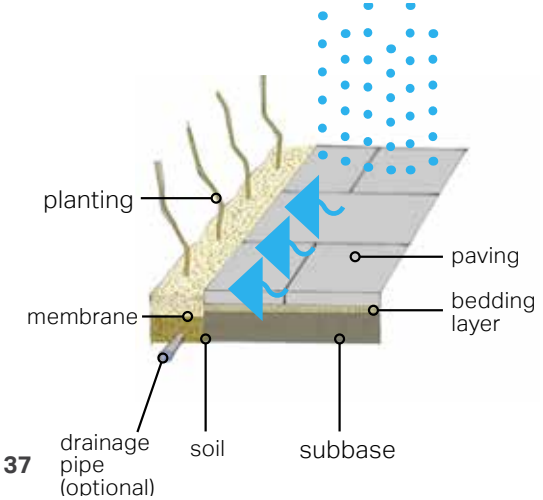


Figure 137:
Diagram illustrating the functioning of a soak away garden

04

05 General questions

5. General questions

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

5.1. General questions to ask and issues to consider when presented with a development proposal

The aim is 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 on the following pages.

1

General design guidelines for new development:

- Do the proposals integrate with existing paths, streets, circulation networks and patterns of activity?
- Does the development harmonise with and enhance the existing settlement character in terms of physical form, architecture and land use?
- Does it reflect, respect, and reinforce local architecture and historic distinctiveness?
- Does it relate well to local topography and landscape features, including prominent ridge lines and long-distance views?
- Does it retain and incorporate important existing features into the development?
- Does it respect surrounding buildings in terms of scale, height, form and massing?
- Does it adopt contextually appropriate materials and details?
- Will it provide adequate open space for the development, both in terms of quality and quantity?
- Can it incorporate the necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Are all components, e.g., buildings, landscapes, access routes, parking and open space well related to each other?
- Do the proposals 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?
- Are open spaces designed with management, maintenance and the upkeep of utilities in mind?
- Will the development positively integrate energy efficient technologies?
- Does it seek to implement passive environmental design principles by considering how the site layout can optimise solar gain and reduce energy demands (e.g., insulation), specifying the use of energy efficient building services and incorporating 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 & 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?
- 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?
- 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 water bodies be used to provide evaporative cooling?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- 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?
- 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?

8

Household extensions:

- 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?
- 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?

06 Next steps

6. Next steps

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

6.1 Delivery

The table, opposite, identifies those groups who might use the Design Guidance and Code (and the associated Masterplan Framework) and how they should use the documents.

Primarily, the Design Guidance and Code is a point of reference, for all parties, setting out the local community's expectations in terms of the delivery of new development at H4, and elsewhere in Dordon.

As a consequence, it is a key document, to which developers, in particular, must have reference. They will be expected to demonstrate how that have responded to the principles stated in this report and, in those instances where they deviate from the Design Guidance and Code principles, they will be required to demonstrate why the proposed changes represent an improved outcome in terms of the delivery of the Vision for Dordon and the Community Objectives.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and 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 Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines 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.

Appendix. Policy review

Appendix. Policy review

This section notes the existing and emerging planning policy context and highlights the key policies relevant to this document.

Policy context

The Borough Council has adopted its new Local Plan, which was found to be sound at examination. The Local Plan was voted through by the full Council on 29th September 2021, and replaces the Core Strategy 2014 and the saved policies of the North Warwickshire Local Plan 2006. The Local Plan will guide future development and the use of land in North Warwickshire to 2033.

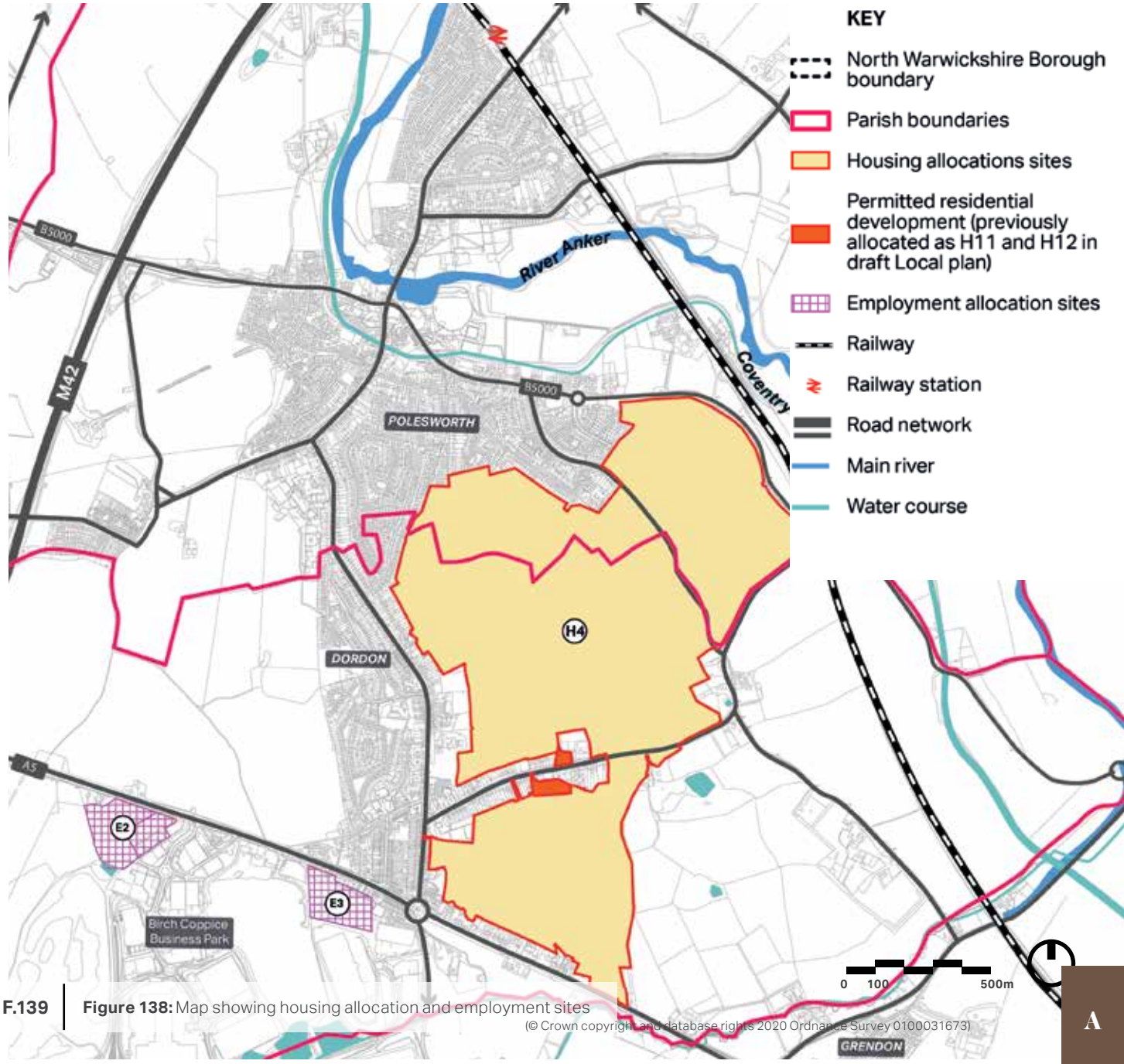
The superseded North Warwickshire Local Development Framework included the adopted Minerals Plan and saved policies (1995) and Waste Core Strategy (July 2013). The County Council is currently preparing a draft Minerals Plan which will set out the locational strategy for new mineral development. It was submitted for Independent Examination in November 2019 and will replace the saved Minerals Local Plan once adopted.

The Dordon Neighbourhood Plan needs to be in general conformity with the strategic policies of the Local Plan and have due regard to the emerging development documents. The policies of particular relevance to this document are highlighted in this Appendix.

North Warwickshire Local Plan

The North Warwickshire Local Plan seeks to guide the development and use of land at a strategic level as well as provide detailed policies for individual sites and allocations, for the plan period from 2011 up to 2033. A major housing allocation and 2 employment allocations are located in the designated Dordon Neighbourhood Plan Area (either partly or wholly) which is summarised on the following pages.

While the residential allocation for H4 was originally 2,000, this was amended by the Inspector, in 2021, reflecting the shorter delivery period to the end of the plan period and is now set at 1,675.



F.139 | **Figure 138:** Map showing housing allocation and employment sites

A

Housing Allocations				
Site Ref	**Site Address**	**Summary of the relevant allocation policy in the North Warwickshire Local Plan**	**Site Area (Ha)**	**No. of Dwellings**
H4	Land to east of Polesworth and Dordon	**Policy LP37 Housing Allocations** allocates **site H4 Land to the east of Polesworth and Dordon** for development of a minimum of 2000 homes with a minimum of 1675 being provided within the plan period. A Masterplan Framework and Design Guide for the whole site will be prepared by the landowners, in conjunction with and approved by the Borough Council, to ensure the comprehensive and co-ordinated delivery of a high-quality place respecting the separate identifies of Polesworth and Dordon. Although recognising that the allocation will result in some contextual changes, development should ensure that those assets are preserved or enhanced in line with Policy LP15, that any effects to heritage assets or their setting should be minimised as far as practicable. The Masterplan Framework and Design Guide will be a material consideration while determining planning applications for in particular but not exclusively, and in line with Policy LP1: 1. The minimum provision of 2000 homes of mixed styles, types and tenures (market and affordable) with the potential for custom build and provision for the elderly (to include independent living for the over 55's and bungalows) 2. A new two form entry primary school to meet the needs of the development 3. A financial contribution to existing Secondary School provision, to ensure the satisfactory availability of school places in a locally accessible location 4. A focal point for retail and health facilities to meet the needs of the new development, in a location that is accessible. Uses that create vibrancy, activity and interest should be considered, including community uses and the provision of a pub and/or restaurant and other small-scale commercial uses within the site should also be explored. 5. A strong and clear network of footpaths and cycle ways that allow for and encourage sustainable movement through the site. This network should connect to the existing settlements of Polesworth and Dordon and to the wider countryside and make use of existing rights of way.	160.8	Minimum of 2000 homes (including 1675 to be delivered within the Plan Period up to 2033, 31 already have planning permission and 294 to be delivered up to 2035)

Site Ref	Site Address	Summary of the relevant allocation policy in the North Warwickshire Local Plan	Site Area (Ha)	No. of Dwellings
H4	Land to east of Polesworth and Dordon	6. A comprehensive transport assessment for the development and setting out the details of: • New vehicular access arrangements onto the A5; • North/south highway links from the A5 to the B5000, to distributor road standard; • A legible road and movement hierarchy for the whole development; and • Off-site improvements to the local and strategic road network, with particular regard to • Long Street/New Street and the canal bridges on the B5000 7. Assessment of the significance of heritage assets both designated and non-designated within the site and the contribution of setting to that significance, with particular relevance to: • Dordon Hall and the archaeological remains of its gardens • the listed Obelisk, and • Hoo Hill and its visibility and legibility within the wider landscape. This should be used to inform masterplanning and appropriate design of development on site that appropriately addresses/conserves the fabric and setting of the assets and in the case of Dordon Hall and associated assets a full heritage assessment should be prepared. An agreed, appropriately staged programme of archaeological mitigation informed by field evaluation will be required before the development of the site. 8. Provision of a site wide, multi-functional Green Infrastructure network that is focussed on and has regard to: • The existing Local Wildlife Sites of The Hollies (known locally as the Blue Bell Wood), The Orchard, The Former Colliery and The Pond. Opportunities to enhance appropriate public access to these sites should be explored to create a usable asset for local residents. The Hollies in particular, provides a strong natural feature containing Ancient Woodland with local ecological value. A minimum of 15m landscaped/open buffer should be retained around the woodland in line with Government guidance and subject to an agreed Masterplan. • Retaining and enhancing existing natural features such as hedgerows and field boundaries wherever possible; • The proposed footpath/cycleway network as far as is practical. Options should be explored to combine these routes with any sustainable urban drainage facilities and local play areas and play facilities, to create a multifunctional network; and, a strategy for long term maintenance and management to ensure high standards of provision • a strategy for long term maintenance and management to ensure high standards of provision • retain and enhance Hoo Hill as a public open space • subject to uses being compatible, ecological routes and buffers can operate for multi-functional purposes such as recreational routes and open space 9. The provision of formal playing pitches within the development and/or contributions to meet some or all of the identified needs off site, in a locally accessible location.	160.8	Minimum of 2000 homes (including 1675 to be delivered within the Plan Period up to 2033, 31 already have planning permission and 294 to be delivered up to 2035)

Site Ref	Site Address	Summary of the relevant allocation policy in the North Warwickshire Local Plan	Site Area (Ha)	No. of Dwellings
H4	Land to east of Polesworth and Dordon	10. Design guidance setting out key place making features across the site; maximising the opportunity afforded by the topography; incorporating key views of the surrounding countryside; the positive incorporation of natural and historic features particularly the conservation and enhancement of the visual and historical relationships of heritage assets, identified in the bullet points above. 11. Community and key stakeholder consultation, engagement 12. Providing a clear delivery strategy for the new development, ensuring the timely implementation of site wide infrastructure and overall phasing, to ensure a comprehensive and coherent place is created. Subject to and having regard to viability assessment.	160.8	Minimum of 2000 homes (including 1675 to be delivered within the Plan Period up to 2033, 31 already have planning permission and 294 to be delivered up to 2035)

Employment Allocations				
Site Ref	**Site Address**	**Allocation Policy in Local Plan**	**Site Area (Ha)**	**No. of Dwellings**
E2	Land to the west of Birch Coppice, Dordon	**Policy E2 Land to the west of Birch Coppice, Dordon** allocates the land for employment purposes. Landscaping will be required along the A5 and to the residential properties on A5. Allotments with appropriate services and associated infrastructure must be replaced and relocated to the north of the A5 prior to the start of construction.	5.1	/
E3	Land including site of playing fields south of A5 of Dordon, adjacent to Hall End Farm	**Policy E3 Land including site of playing fields south of A5 Dordon, adjacent to Hall End Farm** allocates the site for employment uses, appropriate to the location reflecting the proximity with existing leisure and residential development and accessed off the adjoining employment site. The existing recreation use will be replaced and relocated to an alternative location north of the A5 prior to the start of construction.	3.45	/

Adopted and Emerging Minerals Plan

The County Council is currently preparing a new Warwickshire Minerals Plan, in which parts of Dordon are designated as Minerals Safeguarding Area for shallow coal, brick clay, building stone and stand and gravel. The draft Mineral Plan was submitted in November 2019 and is currently under examination. Once adopted it will replace the saved Minerals Local Plan 1995.

Policy MCS5 Safeguarding of Minerals and Minerals Infrastructure and **Policy DM10 Mineral Safeguarding of the draft Plan** seeks to safeguard minerals resources in Warwickshire against needless sterilisation by non-minerals development, unless prior extraction takes place. Non-mineral development, except for those types of development set out in Appendix 3 of the draft Plan, shall not normally be permitted if they would unnecessarily sterilise existing and future mineral sites and mineral infrastructure or prejudice or jeopardise their use by creating incompatible land uses nearby.

Among the 12 exemption criteria, applications for householder development, alterations and extensions, applications that are in accordance with the Development Plan where the assessment of Site Options took account of potential mineral sterilisation as well as application for minor development are included.

Open space requirements

The table, adjacent, sets out the adopted and emerging minimum quantity standards for open space in the North Warwickshire Borough. The current open space standards are set out in the adopted North Warwickshire Green Space Strategy 2008-2018 Part 1. The Council is currently preparing a new Green Space Strategy 2019-2033, published for consultation during Summer 2019, which will replace the current Strategy if adopted. The emerging minimum quantity standards are set out in Appendix A of the new Strategy. The draft Strategy also sets out key priorities for each sub-area. In Dordon and Polesworth it seeks to support the development of "green corridors" preserving historic hedgerows and well-established trees. The intention is to create cycle routes and footpaths joining the established settlements with the new development. This will maximise the following assets:

- Hollies Wood (Ancient Woodland)
- Orchard Site (woodland on the site of former opencast mining)
- Dordon Wood (south of the church and former Brickworks)
- Hoo Hill (Archaeological asset including potential Iron Age Hillfort)

It also seeks to support the relocation of allotments and playing fields in Dordon.

Type of Open Space	Minimum Quantity Standards (Ha/1000 population)	
	Adopted Green Space Strategy	**Draft Green Space Strategy**
Parks and Gardens (or as Parks and Public Gardens in the draft Strategy)	0.5	0.5
Natural Green Space (or as Natural and Semi-Natural Spaces in the draft Strategy)	0.5	0.5
Informal Green Space (or as Informal /Amenity Greenspace in the draft Strategy)	0.5	0.5
Equipped Children and Young People's Space (as Equipped/ Designated/Play Areas in the draft Strategy)	0.13	No minimum space specifications for Toddlers Outdoor Play Space but requires sufficient space for creative play. 1 Junior Outdoor Play Space 0.5 Youth Outdoor Play Space 0.0667 Family Outdoor Play Space
Outdoor Sports Space (as Equipped/ Designated/Play Areas in the draft Strategy)	1.6	
Allotments	0.5	0.4
Overall Open Space Standard	3.73	Not stated

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