Hampshire Alliance for
Rural Affordable Housing
HARAH
Rural Homes
for Rural People

Rural
Design Guide

**Combining Policy and
Quality Places Principles**
May 2013

Basingstoke
and Deane

COMMUNITY ACTION HAMPSHIRE

EAST HAMPSHIRE
EH
DC
Partners

Hampshire
County Council

Hart
DISTRICT COUNCIL

Homes &
Communities
Agency

The Hyde Group
Making a lasting difference

New Forest
DISTRICT COUNCIL

NEW FOREST
NATIONAL PARK

South Downs
National Park Authority

TEST VALLEY
BOROUGH COUNCIL

Winchester
City Council

Rural
Design Guide

Contents

'The Homes and Communities Agency recognises this guide as demonstrating what can be achieved in delivering much needed quality affordable housing in our rural communities. Design is a key part of the development process and of getting rural communities to support new housing in their area. This guide provides examples and techniques that can be replicated across the country and we welcome its publication.'

Matthew Dodd
Rural and Communities Manager
Homes and Communities Agency

Foreword

Ask an architect, a planner and a resident to define good design and there will be three different answers. However, we should respect a comment made last year by a family who had waited for over 10 years to be able to move into a new home in a Hampshire village where their family had lived for more than a generation, they said "it looks so lovely".

The Hampshire Alliance for Rural Affordable Housing (HARAH) was formed in 2005, with the aim of increasing the supply of small scale affordable housing developments in the villages of Hampshire, to ensure local people are able to afford to live in the places where they were brought up, work, or have family connections, and in doing so help strengthen rural communities, which in many areas were in decline.

HARAH selected the Hyde Group as its development partner, and working with their Hampshire based partner contractor, Drew Smith, it has proved to be a very successful delivery partnership, continually refining both the design and development process.

Providing rural affordable housing is complicated. The romantic view of village housing as "thatched cottages with roses round the door" has long been overtaken by sustainability considerations and the complex requirements placed on the many different departments and bodies involved.

We want to ensure that the homes we build are high quality and sensitive to the local area. We aim to meet the needs of local people, create safe and attractive neighbourhoods, whilst limiting environmental impact, and make sure design and materials are appropriate to the rural setting, avoiding inappropriate and sometimes more urban based designs.

HARAH's record in designing village homes is reflected in the positive feedback received from both residents and Parish Councils, but there is always room for improvement. Through the early involvement of our Rural Housing Enabler partners in the development process and through, most importantly, the support and engagement of local people and Parish Councils, HARAH will continue to provide homes that reflect the local character, are well designed and look attractive, maybe even with roses round the doors!

We would encourage all those involved in the design and development of rural affordable housing to use this guide, which has been produced through close collaboration between planners, highways officers, environment and landscape officers, urban designers, development officers and rural housing enablers within the HARAH partnership.

I believe the HARAH design and development principles relate well to the earliest surviving work on Architecture, written in the 1st century by Roman architect Vitruvius, freely translated as:

- Durability – should stand up robustly and remain in good condition
- Utility – should be useful and function well for those using it
- Beauty – should delight people and raise their spirits.

These principles reflect the vision of the 'Building for Life 12' which is that new housing developments should be attractive, functional and sustainable places.

Councillor Sandra Hawke
Chairman,
HARAH Members Group

Rural Design Guide

Purpose of the Rural Design Guide

The Guide is intended to:

- Give guidance on the development of rural schemes that are good places to live and contribute to the attractiveness and local distinctiveness of their village locations.

- Provide a consistent approach to pre-planning design guidance across the HARAH area.

- Ensure rural schemes are well designed and respond appropriately to their local context and create quality places.

- Ensure rural settlements and their communities are preserved and enhanced whilst enabling the development of affordable housing to support their social sustainability into the future.

The Guide is provided for the use of developers and their architects, local authority planning, highways and development officers, parish councils and other stakeholders.

The Guide has been adopted by the Hampshire Alliance for Rural Affordable Housing (HARAH) for use when developing rural housing schemes in Hampshire. It has been prepared in accordance with current planning and design policy in those authorities within the HARAH partnership.

The Commission for Architecture and the Built Environment, now part of the Design Council, are thanked for providing assistance which enabled the preparation of this document.

The Hampshire Alliance for Rural Affordable Housing was formed in 2005 to address the need for affordable housing in the villages of Hampshire. The partnership grew out of the steering group for the Rural Housing Enablers, hosted by Community Action Hampshire. It is a partnership which works to ensure local people are able to afford to live in the places where they were brought up, work or have family connections.

Why the Guide has been prepared

The Rural Design Guide has primarily been created to encourage good design for rural, affordable housing. These are typically small to medium sized developments of around 5-20 dwellings. The Guide can also be used as a tool to encourage good design in a wider range of rural housing, from single houses to larger market and affordable proposals.

Villages which have developed their own Parish Plans and Village Design Statements are quite clear about the quality of the housing that they want to see. The members of HARAH would like to support this approach and through the application of this Guide encourage the highest standard of design to come forward, which is suited to the individual setting.

Members of HARAH are:

- Basingstoke and Deane Borough Council
- The Hyde Group
- Community Action Hampshire
- New Forest District Council
- East Hampshire District Council
- New Forest National Park Authority
- Hampshire County Council
- Test Valley Borough Council
- Hart District Council
- Winchester City Council

The Hyde Group was appointed as the sole development partner for HARAH in 2005 following a comprehensive selection process. They were re-appointed in 2010 following a further competitive selection process.

HARAH has its own website at **www.harah.org.uk**

How to use the Guide

The Guide uses the 'Building for Life 12' criteria (BfL12), adapted for use in a rural environment. Building for Life is a set of principles founded on government policy. It is a national standard for well-designed homes and communities developed by the Building for Life Partnership (Cabe at the Design Council, Design for Homes and the Home Builders Federation).

The Guide presents 12 questions derived from the Building for Life criteria to be addressed by those wishing to develop rural housing. Ratings of Green, Amber or Red can be given for each question depending on how well the development addresses the issues. A sample scorecard can be found at Appendix 1. The questions are grouped into three sections:

Section 1: Integrating into the Neighbourhood.

Section 2: Creating a Place.

Section 3: Street and Home.

Following an introduction to each section, the questions are accompanied by:

- An **Explanation** of the issues addressed by the question;

- A series of **Points to Consider** giving more detail on how these issues can be successfully incorporated into rural schemes; and

- **Case Studies** illustrating how the questions can be addressed in rural schemes. All the examples are from Hampshire unless otherwise stated.

Planning applications coming forward will be considered against the planning and design policies of each local authority contained in such documents as Local Plans, Core Strategies, Supplementary Planning Documents and Village Design Statements. Proposals will also be considered against national policy, and advice such as in the National Planning Policy Framework. Appendix 2 summarises these documents which give useful further policy and advice on preparing a well designed scheme.

Unless this Rural Design Guide is specifically adopted by a local authority for planning purposes, then its status is as a toolkit to aid discussions between developers, planning authorities and local stakeholders such as Parish Councils when formulating proposals prior to the submission of a planning application.

Integrating into the Neighbourhood

Section 1 is about seeing how well the development will be served by local facilities and transport connections and how well it can reduce its environmental impact. In rural areas, housing schemes should be socially and economically sustainable as well as environmentally sustainable.

It is important for new housing to be near local services, amenities and public transport, where possible. New homes should contribute to meeting the needs of the local community to enable people to live near family and work. This helps to offset increased car usage due to lack of public transport and local amenities.

It will not always be easy for new housing in rural areas to be sustainable in terms of being close to local facilities and transport. However, it may still be appropriate for such schemes to come forward as they will help meet the housing needs of the parish and so maintain a vibrant local community.

Examining the issues raised in this section, along with how sympathetic a scheme is to the landscape character of a rural area, will often be particularly helpful when considering alternative locations for new housing sites in and next to villages.

Lancaster Green, King's Somborne

One family moving from Andover back to King's Somborne, to a new scheme at Lancaster Green, will save time and money travelling to and from King's Somborne where their four children are at school. Lisa Cooper said "This is the best gift anyone could give me – I couldn't be any happier – we can now walk our children to school every day".

Bullington Lane, Barton Stacey

Connections

Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?

Explanation

New housing does not exist on its own. Streets and footpaths should be connected to existing routes and neighbourhoods where appropriate, creating a place that is accessible and easy to get around. This requires streets, footpaths and public spaces which link into existing routes.

New developments should be considered as organic extensions of historic settlements, not independent additions. Streets, lanes, footpaths, bridleways and public spaces should connect to existing networks, continuing locally distinctive settlement growth patterns.

Points to consider

1.1 Where should new streets be placed and could they be used to cross the development site and help create linkages across the scheme and into the existing neighbourhood?

- New housing layouts should understand key connections and the most direct routes to local amenities and facilities and connect to well-used routes.
- Use an analysis of walking times to the village centre and other amenities to establish how the proposed scheme relates to the village's existing pattern.
- Be informed by an understanding of the village's networks of movement, addressing highways, footpaths and informal pedestrian routes.

1.2 Should there be pedestrian and cycle routes into and through the development? If so, where should they go?

- Ensure that residents have safe pedestrian access to the village centre; this will need to take into account the character of the area and so long stretches of new 'urban' pavements may not always be the right approach.
- Ensure connections with the network of footpaths and bridleways.

1.3 New development should integrate with the existing character of the area:

- Where should vehicles come in and out of the development? New road openings should minimise the loss of existing hedgerows. Local features such as hedgerows and rustic green verges should be preserved and enhanced. Where loss is necessary, then reinforce or replace with suitable planting.
- Relate to the distinctive ways in which public spaces, streets, lanes and footpaths are surfaced and bounded. Hard, 'urban', generic materials and details may not always be appropriate.
- How should the new housing relate to existing development? At the edges of the development site, is landscaping required to soften any edge to the countryside?

Case Studies

Awbridge

An unconventional access arrangement to the scheme at Awbridge, with no standard radius curves minimises damage to trees

The new footpath links the scheme to the village hall

Gaston Lane, South Warnborough

The existing character of a lane in South Warnborough is respected by retaining a hedge in front of a new housing scheme.

Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?

Facilities and Services

Explanation

New housing should be near local services, community facilities and other amenities where possible. These facilities should preferably be close enough to walk and cycle to. This provides ease of access for all age and income groups to the things that are needed in our everyday lives. This will help to reduce the number of trips made by private car and the total number of miles travelled and, as a result, increase the chances of meeting neighbours on their journey.

It is not always possible to achieve this in rural settlements but proximity to facilities should always be considered when assessing a site's potential for new housing. Having limited or no access to local facilities and public transport will not necessarily stop the provision of affordable housing where it is required to meet local need.
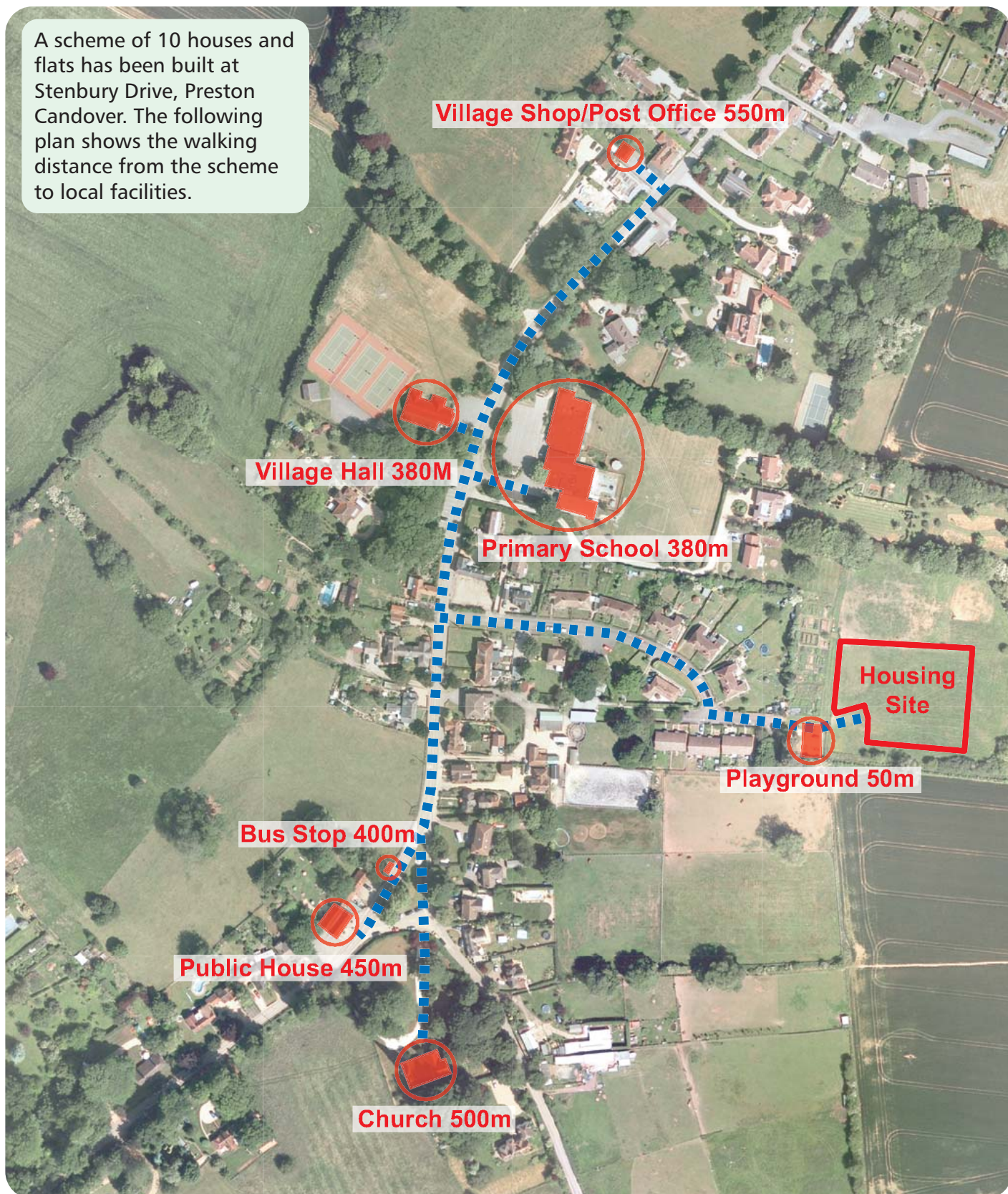
Points to consider

2.1 Consider the location of existing facilities and whether they are easy to travel to from the proposal. Consider whether existing facilities can be enhanced before proposing new ones.

2.2 If the scheme is large enough to support new facilities, then are these facilities what the area needs and are they located in the right place? Should the scheme provide new facilities such as play areas or allotments?

2.3 Where there are few or no facilities nearby, then how can the design compensate for this? Can other features be included in the scheme that offset the environmental impact of the potential for additional journeys by car?

2.4 Map and measure how near the site is to local facilities. Different authorities may have different standards as to what is a desirable distance to walk to facilities. The following Housing Quality Indicators used by the Homes and Communities Agency in assessing schemes are one approach to what is a preferred distance to walk.

Facility	Preferred walking distance
Community centre/ village hall	Within 1 km
Local retail outlet such as food store or newsagent	Within 1 km
Place of worship	Within 1 km
Primary school	Within 1 km
Play facilities for 5-12 year olds	Within 500 m
Play facilities or a leisure/sports facility for over 12s	Within 1 km

2.5 Consult with the local community to utilise local knowledge. How does the community access existing facilities?

A scheme of 10 houses and flats has been built at Stenbury Drive, Preston Candover. The following plan shows the walking distance from the scheme to local facilities.

Village Shop/Post Office 550m

Village Hall 380M

Primary School 380m

Housing Site

Playground 50m

Bus Stop 400m

Public House 450m

Church 500m

Imagery copyright: Digital Millennium Map Partnership 2006

Does the development have good access to public transport to help reduce car dependency?

Public Transport

Explanation

Proximity to good public transport can reduce the number of journeys made by car, particularly if there is a safe and convenient pedestrian link between the housing site and the nearest bus stop. Existing links may need improving. If links are not already available they may need to be provided as part of a scheme, subject to environmental impacts and land ownership issues.

In rural areas, there is often limited or no public transport. However, affordable housing can still be provided where it is required to meet local need irrespective of public transport provision. Local people in need of housing will often be accustomed to managing without public transport.

Points to consider

3.1 What can the development do to encourage more people (both existing and new residents) to use public transport more often and make more sustainable travel choices?

3.2 Establish how easy it is for people to walk, cycle or push a buggy or wheelchair to bus stops and any other public transport stops. Issues to consider include:

- The location of existing routes and desire lines to local transport facilities. (Note: desire lines are informal paths created by pedestrians that usually represent the shortest or most easily navigated route to a destination). Consider whether desire lines can be formalised. Ideally the scheme should have easy access to a bus stop or other transport stop within a 5 minute walk (400m).

- The route to the transport stop should be direct, safe and attractive.

- What is the frequency of the bus service and does it operate daily?

3.3 If easy access to public transport does not exist, then find out if it is possible to improve access through new or improved footpaths or to improve public transport services and facilities via financial contributions.

3.4 Where should any new public transport stops be located to serve the development? New stops should be in well-used, accessible and overlooked places.

3.5 Can a contribution be made to reducing traffic generation through such measures as: 'live-work' housing, 'home offices' incorporated into the design of the housing, or car clubs?

Case Study

Sunnybank, Monxton

Hyde Housing Association completed a scheme of 4 affordable homes for general needs rent in 2009.

The scheme provided easier access to an existing bus stop located approximately 150 metres from the site along the adjacent Andover Road. A new pedestrian link was provided to connect the development to an existing footpath running along the western boundary of the site, which leads down to Andover Road (see photo to right).

The scheme also paid a financial contribution towards the provision of transport measures within the locality which has been used to fund traffic calming along the Andover Road in the area of Sunnybank. These works aim to reduce traffic speeds resulting in a safer environment for pedestrians and cyclists.

Footpath from Sunnybank, Monxton

Sunnybank, Monxton

Streetway Road, Grateley

Footpath to the bus stop, Streetway Road, Grateley

Case Study

Streetway Road, Grateley

Hyde Housing Association completed 6 affordable homes for general needs rent in 2009.

The scheme provided a pedestrian link to connect the development to an existing bus stop located on Streetway Road approximately 60 metres away. A train station is located within 500 metres of the site which is accessed via existing footpaths.

The scheme also paid a financial contribution towards the improvement of sustainable transport infrastructure within the locality. It is likely that the Highway Authority will use the contribution to improve the pedestrian environment on the main road with links to the train station and bus stops.

Does the development have a mix of housing types and tenures that suit local requirements?

Meeting Local Housing Requirements

Explanation

The mix of housing types refers to the sizes and types of dwellings with different numbers of bedrooms and living spaces that appeal to particular sections of the community. This includes making provision for particular groups such as single people, couples and families.

Even comparatively small developments can have a wide mix of property types and sizes and flexible designs in order to meet the specific needs of that community. A mix of housing types can create more attractive residential environments with greater diversity of households.

Better and more sustainable neighbourhoods can be created by having a mix of housing tenures. This includes providing affordable rented housing and shared ownership/equity properties. It is essential that the tenure mix meets the needs of the local community.

Points to consider

4.1 What types of homes, tenure and price range are needed in the area (for example, starter homes, family homes or homes for those downsizing)?

4.2 Is there a need for different types of home ownership (such as part buy and part rent) or rented properties to help people on lower incomes?

4.3 Evidence for the range of housing types, sizes and tenures required can come from:

- The local authority Housing Register.
- A Housing Needs Survey or Strategic Housing Market Assessment.
- The local planning authority's Local Plan or Local Development Framework.
- Community consultation.

4.4 A table detailing mix of tenures and numbers should be drawn up by the local authority in discussion with their partners such as a local Housing Association and Parish Councils.

Case Study

Stenbury Drive, Preston Candover, Basingstoke

- The affordable housing scheme of 10 dwellings at Stenbury Drive, Preston Candover provided a mix of 2 bedroom flats and 2 and 3 bedroom houses to reflect the requirements of the households on the housing register with a local connection to Preston Candover.

- A rural housing survey of 2003 revealed 18 households in housing need in Preston Candover.

- An information day for local residents took place in 2005 on the options for a 'rural exceptions' scheme within the village.

- A further affordable housing event held in 2007 enabled a further 5 people to be registered on the Housing Needs Register.

- These steps provided the crucial evidence supporting the completion of this rural exceptions scheme of 10 affordable, rented houses and flats in 2008.

Creating a Place

Explanation

This section is about the overall character of the scheme. A balance must be achieved that incorporates careful design and local individual style as well as creating different layouts.

Developments in rural areas must be particularly sensitive to their context and reflect relationships between buildings, spaces, the landscape and other features that are locally distinctive.

Character is derived from measurable information including street widths and shapes, footpaths, boundary features, how far the house is set back from the street, incorporation of parking, building height, width, depth, roof form and pitch, fenestration patterns and details. It should be demonstrated that such aspects have been analysed and understood and used appropriately to inform the design of the new development.

The design must reflect the preferences of the parish council and the community as well as professionals such as architects, planners and registered housing providers.

East Meon

Question 5

Character

Does the scheme create a place with a locally inspired or otherwise distinctive character?

This key issue for rural developments is addressed in three separate parts:

5.1   Drawing on distinctive characteristics of the area.

5.2   Achieving a local or distinctive identity.

5.3   Achieving high quality architecture.

Question 5.1

Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

This historic plan of Hambledon from 1838 shows a series of straight streets. From 'Historic Rural Settlement in Winchester City District Hampshire: An Archaeological and Historical Survey,' Ian Hewitt.

Explanation

The ability of a scheme to create a sense of place greatly depends on the quality of the buildings and the spaces around them. This not only needs architecture of a high standard but a strong strategy for the design of public spaces and landscape.

The new scheme should have a layout and appearance which has been informed by an analysis of local character. This requires identifying what part of the local area should be used to inspire the scheme. These will often be historic areas which are valued by the community. But there may be more contemporary areas and local features which successfully embody locally distinctive principles. Design proposals should be based on positive local precedents and not respond to generic or poor local examples. Contemporary styles and design features and new approaches to layouts and architecture can be successful where they respond clearly to the local vernacular tradition. Traditions in landscape design, including boundary treatments, often play a significant role in establishing the character of a village.

Points to Consider

5.1.1   Analyse the character of an area by studying the dimensions, details and materials of characteristic layouts, buildings and landscape features.

The shapes of streets

● What are the shapes of the streets in a village? Some villages comprise a network of straight streets. In such cases, a housing scheme based on a series of broad curves may not be appropriate.

● Are many of the local streets narrow and without footpaths? If so, can the width of a street in a new scheme be minimised without compromising highway safety?

Typical terraced farmworkers' cottages, Tunworth

Setbacks of approx 3m of house frontage from back of footpath, Kingsclere.

Varying rooflines and storey heights, Whitchurch

Traditional sash windows with flint and red brick dressing.

Decorative tile hanging

Types of housing

- Is the surrounding area dominated by terraces, semi-detached or detached housing? What is the proportional mix of these building types?

How does the house sit within its plot

- What are the typical depths of front gardens and spaces between houses?
- How does this spacing vary between different types of building such as runs of terraces or detached housing?
- In more densely developed parts of the village, are there narrow plots which give a fine grained appearance to the streetscene?
- Does the house sit on a street corner? How can the appearance of the house address the corner?

Car parking

- Is parking or garaging typically within the curtilage of a house or within the street?

Scale and shapes of the houses

- What are typical storey heights, roof shapes and massing?
- For example, many village houses will be quite shallow from front to back, so modern houses with deep plans and large roofs may not be appropriate.

Architectural details

- Are there typical patterns of: window shapes; glazing patterns; how windows and doors are arranged within an elevation; brickwork patterns; the depths of eaves and window reveals; the existence of cornices and other architectural features.
- For example, many village houses have windows which have a vertical emphasis and so large, wide windows may not be appropriate.

Materials

- What are typical materials used for the walls (brick, tile hanging, render, painted brick, half timbering) and also the roofs (tile, slate etc).
- What is the texture of these details? For example, should brickwork have a softer, hand-made appearance?

Brick and flint front garden walls with hedging, Laverstoke.

Landscaped street, East Meon

Boundary treatments

- Are front gardens bounded by hedges, brick walls or railings? Modern housing schemes often have open plan layouts. Incorporating a strong line of hedges, walls or railings into a scheme can create the strongly defined streetscene which characterises many villages.

Landscape and open spaces

- Are there particular species of trees and shrubs or patterns of hedges and verges in the village, or particular materials used for the hard surfacing of footpaths or public spaces?

5.1.2   Designing a new scheme inspired by local character need not necessarily require incorporating a wide range of the traditional details of layout and appearance identified in an analysis of the area. Depending on the context of a scheme, a careful selection of some of the traditional elements can enable a new scheme to fit into the village, whilst allowing the use of some contemporary features.

5.1.3   Standard building types which do not respond to the positive character of their location should be avoided.

5.1.4   Holding a workshop with the local community can help establish the character of the local area. Use maps, photos and site visits to identify distinctive features in the landscape, streets, spaces, and architecture which could inspire the design of a new scheme. Identify places and buildings that you don't like so you know what to avoid.

Case Studies

Avington

Modern cottages (in the background) inserted into an historic context at Avington reflecting the form and grain of surrounding development.

North Waltham

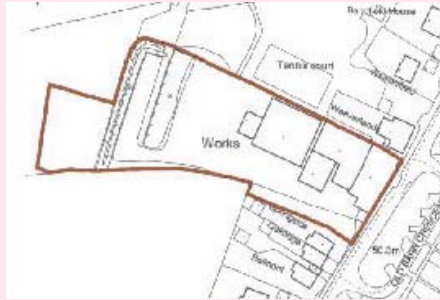Existing housing in North Waltham showing use of flint and detailed brickwork.

New housing in North Waltham incorporating:

flint, detailed brickwork on the plinths, dentilated eaves and chimneys, and red clay tiles

Hartridges site, West Street, Hambledon

1. The site of Hartridges bottling plant in Hambledon in the South Downs National Park.

2. A contextual analysis of the existing street patterns of Hambledon informed the layout and architecture.

High Street.

Strong street enclosure and a well structured arrangement of buildings most of which are arranged in terraces.

Mix of render, brick and painted brick. Mainly vertically shaped windows arranged traditionally.

East Street.
Varying roof lines.
Some dormer windows to front.

3. New scheme provides both affordable and market housing (which are indistinguishable), some offices and a fully equipped play area.

Scheme exhibits terraces, a mix of brick and render, and a varied roofline picking up on the characteristics of High Street and East Street.

4. The layout of the new scheme exhibits a mainly continuous and well defined frontage.

Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from?

Explanation

The best schemes are those that recognise the individuality of the village location. The design will relate well to local character through reflecting positive qualities of comparable parts of the village. It will be obvious to a visitor that the scheme 'fits in' to the village and is not a design which feels like it could be 'anywhere'. Local design guidance such as Village Design Statements and Conservation Area Appraisals should inform the development of locally distinctive design with local materials.

Points to consider

5.2.1   The design should relate to comparable streets and public spaces at similar locations in the village. In some cases a site may have an immediate relationship with part of a village with a strong character, such as a conservation area. In this case, the design may incorporate many of the features of the surrounding traditional layouts and architecture which complement and enhance this character. Such designs may often lean towards the local Hampshire vernacular style.

5.2.2   Where there is less evidence of a locally distinctive character, proposals should be informed by a wider analysis of the vernacular building tradition. Where local context has been lost, new development can help with its re-establishment to help strengthen the local distinctiveness of the village. An example may be a site on the edge of a village adjoining a more modern 'suburban' layout. More original designs could be explored provided that some references with the character of the village are maintained. Here, there may be more of an opportunity for a scheme to have its own, specific identity. Local distinctiveness can also be achieved through new designs that respond to local characteristics in a contemporary manner.

5.2.3   The design should be the product of careful thought about the opportunities and constraints of the site and the specific development in question, rather than a formulaic response. The provider should have considered design options, including alternative layouts and/or dwelling types before selecting the preferred design for the scheme.
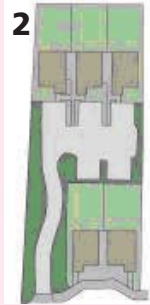
Case Studies

Coachmans Halt, West Street, Hambledon

1. This case study reveals the step-by-step evolution of a design specific to the scheme and its location in the village.

© Digital Millennium Map Partnership 2006

Previously used as a warehouse.

2. Initial proposal for 5 houses.

   Standard layout which complements neither the character of Hambledon nor its immediate context.

3. Understand the context and character of the surrounding area.

   Manor Farm across the field to the east of the housing site has a continuous frontage and an undulating roof line with pitches and gables facing the field.

© Peter Facey/geograph

4. Revised scheme complements the character of the village and exploits the site.

   More continuous frontage, pitched and gabled tiled roofs and simple brick traditional elevations.

Existing street in East Meon

New development in East Meon

East Meon
New development of a mix of market and affordable housing.

Incorporates some of the aspects of the older parts of the village, including painted brick frontages, front pitched and gabled fronted tiled roofs and glazing bars.

Existing street in Meonstoke

New development in Meonstoke

Meonstoke
New development of mix of housing on an old engineering site. This terraced development incorporates a strong landscaped structure and a quality hard and soft landscaping scheme. It incorporates some of the aspects of the older parts of the village including red/ orange brick frontages with white painted glazing.

Do the buildings exhibit architectural quality?

Explanation

Architectural quality in this section is about the housing being aesthetically pleasing, functional and well built. Details need to be an important part of the building and not just an add on.

Externally, good architecture is less to do with a particular style and more to do with the successful co-ordination of proportions, materials, colour and detail. Internally, it must provide usable spaces which are well lit and easy and economical to live in.

Points to Consider

Ensure the housing is aesthetically pleasing

5.3.1   A good starting point is an analysis of the architectural form, composition and detailing of those existing buildings which positively contribute to the quality of the village. This will help evolve both traditional and contemporary designs which reinforce some of the attractive features of the area. It may only require a few key references to local character to enable contemporary styled housing to successfully 'fit in'.

5.3.2   Considering some of the following points will help create new housing in villages which is typically 'pleasing to the eye'. How these pointers are interpreted will depend on the context of the site and the architectural style chosen for the scheme.

Form, Shape and Proportion

5.3.3   Some proportions of buildings, spaces and their architectural features are generally more pleasing than others. The consideration of proportion is needed for both the main massing elements of a building such as its walls and roof, and also its constituent elements such as windows.

- Most walls and roofs of buildings are made up of a series of squares, rectangles and triangles and occasionally curved shapes. Combining them in an agreeable manner allows each individual shape to contribute to the overall composition.

- Gables are a common feature in vernacular architecture. They can introduce interest and sometimes drama provided they have the right relationship to the rest of the elevation.

  Steeper pitched roofs can be used to increase the visual presence of buildings.

- A composition which has horizontally or vertically arranged elements will have different visual effects.

The horizontal rectangle of the front wall of this farmhouse is reinforced by the horizontal brick and flint banding. This gives this building a calmer appearance than the one below.

Windows and bays arranged vertically in line with gables, and gables are set within the overall horizontal frame of the building.

- Terraces can be given more interest by emphasising vertical features which differentiate each house.

This modern terrace at Broadclose Farm, Bude, Cornwall, distinguishes between the separate houses through a variation in materials and eaves levels.

- Articulating the façade of a building such as through introducing projections and bays can introduce more visual interest.

The articulation provided by the rhythm of bay windows, dormers and porches increases the visual interest of these cottages.

Arranging materials and features in an elevation

5.3.4 Provide variety in wall materials and features in a manner that recognises local traditional materials and styles. Try to avoid apparently arbitrary variations simply for effect.

- Contemporary materials can be combined with traditional ones to create an attractive effect.

Photograph by Trevor Sims.

This contemporary building at West Dean Gardens in Sussex combines local materials such as brick, flint and tile with modern materials such as concrete in a series of detailed patterns to create a coherent and lively composition.

- Sometimes only a limited selection of materials is needed to define architectural features such as by highlighting openings (window headers and cills) or the top and bottom of a wall (plinths and cornices).

This new terrace in Whitchurch defines the windows with brick surrounds and the building as a whole with brick plinths, quoins and dentilated eaves.

- Visual interest can be increased by introducing patterns, even with just one material.
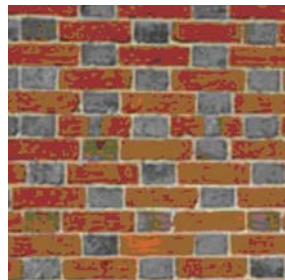
The Flemish bond of alternating and differently coloured header and stretcher bricks adds visual detail to this wall.

Detailing of materials and architectural features

5.3.5 Detailing can take its lead from traditional features or can introduce more contemporary elements provided that the overall character of the building retains its integrity.

- Materials have different textures to create a desired effect in terms of weathering, touch, and reflecting the light.

The textured render of the first floor of this building in Whitchurch casts fine patterns of light and shadow.

- Depth can be created in a façade through deeper window and door 'reveals'.

- The junction between the roof and wall (eaves/ verge) is important.

5.3.6 Ensure the house is functional and well built

- Have attempts been made to minimise the environmental impacts of the development's construction and use?

- Are external materials durable, locally sourced, well detailed and easily maintained?

- Are the rooms large enough to undertake domestic activities and are the windows large enough to allow for good levels of natural light?

- Construction details should be provided at the planning application stage.

Case Study

Hereward Hall, March, Cambridgeshire

Hereward Hall exhibits a contemporary interpretation of traditional themes.

The scheme shows traditional forms such as pitched roofs and gable ends combined with traditional materials such as brick and tile hanging.

However, this is combined with a more contemporary treatments such as corners picked out in different materials and occasional monopitch roofs. Well proportioned horizontal and vertical sections of varying materials highlight sequences of windows.

Providing well-lit houses

The floor plans of wide frontage and shallow depth houses allow well lit spaces for family life

Ground Floor Plan

First Floor Plan

Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?

Explanation

New housing should add to and reinforce local patterns of development and landscape. Careful references to the historic setting, landscape and local landmarks should be included in a scheme to help reinforce the existing local character of the village. The qualities of the existing settlement and its relationship to the wider environment can inform the location and layout of new housing.

Points to consider

6.1 Are there any views into or from the site that need to be carefully considered?

- Are there important views within the village which should be retained or enhanced? These could be views of attractive groups of buildings, or of natural features such as village greens, or outwards to the surrounding countryside.

- How does the village sit within the wider landscape and topography? For example, are the built-up parts of the village confined to the bottom of a valley?

- Exploit the topography to provide views out of the scheme.

6.2 Are there any existing trees, hedgerows or other features, such as streams that need to be carefully designed into the development?

- Are there predominant patterns of how trees, hedgerows and gardens contribute to local character? For example, does the village have many hedges on the boundary between the footpath and gardens and what species of hedge are these? Are there recurring patterns of trees within the street such as tree lined lanes at the entrances to villages? Are there streams or ponds or other ecological features found in the village? Can these features and patterns be integrated into the scheme?

- Is there a pattern of how public spaces and streets bring character to the village? For example, are there wide verges along certain streets in a village?

6.3 Should the development keep any existing building(s) on the site? If so, how could they be used?

6.4 Consider if the scheme may benefit from solar gain through orientation and design where this does not compromise character and good design.

Case Studies

West Meon

An affordable housing scheme at the entrance to West Meon in the South Downs National Park. A substantial green edge (to the north and east) will be planted to recreate the green entrance to the village. The arrangement of dwellings around a green, which will contain a significant tree, will create a strong identity and sense of place
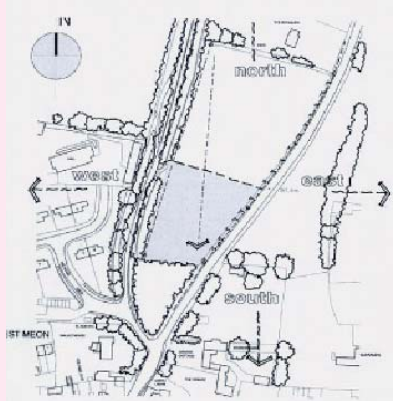
Sandmartin Close, Charter Alley

This affordable housing scheme maintains the strong green entrance into the village through the retention of the large hedge along the main road. This provides a transition from open countryside to the tighter built pattern of the village.

Foxdown, Overton

- The layout of the development has taken into account the optimum orientation of house for solar gain.
- Dwellings feature solar panels to provide domestic hot water (with electric emersion back-up).
- Houses are fitted with water saving features such as rainwater collection.

Foxdown, Overton

Breamore

The new scheme incorporates the old railway platform and station. The station building was used by the contractors as a site office during the building works.

Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?

Explanation

The streetscene of many villages is characterised by a strong sense of enclosure where there is a clear definition of space. This can be provided by buildings or landscaping (such as hedges, trees, walls) or both.

Points to consider

7.1 Good streets and spaces are created by enclosing them with buildings and a strong landscaping scheme. Are buildings used to create enclosed streets and spaces?

- Create streets that are principally defined by the position of buildings rather than the route of the carriageway.

- Does the design create a connected street pattern?

7.2 Good buildings 'turn' corners. Do buildings turn corners well?

Easton

New dwellings in Easton at the entrance to the village in the form of an L shaped terrace

- Consider using windows on both sides of a building on a corner to maximise surveillance.

7.3 Do all fronts of buildings, including front doors, face the street?

- Encourage 'active' building frontages through windows and doors looking onto the street and public spaces.

Case Study

Kingsworthy

This affordable housing scheme is an extension to a post war Council estate.

The layout of the new scheme has been informed by the existing, adjoining housing although the architectural appearance is contemporary.

The scheme has a clear individual identity and the dwellings are arranged with their frontages facing a street and around an open space.

There are very good pedestrian connections to the primary school and other local facilities and services.

1.

2.

3.

4.

Easy to find your way around
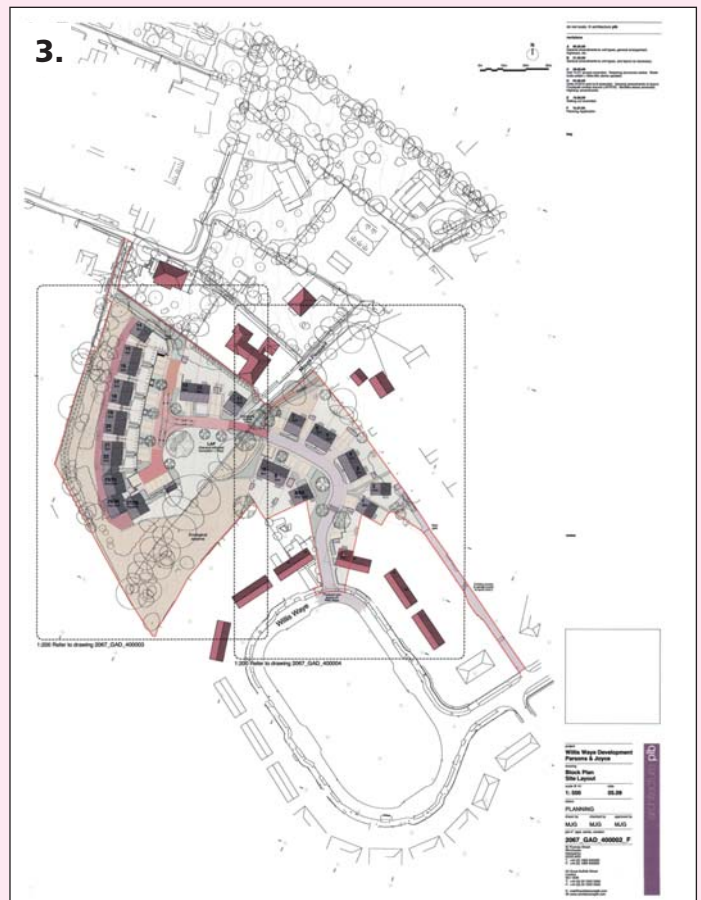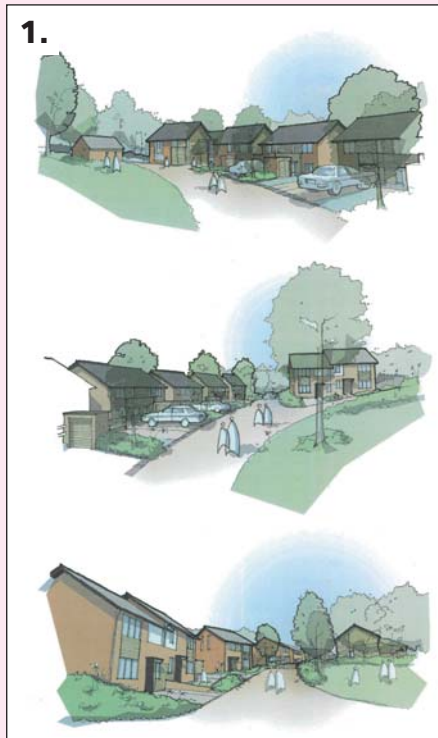
Is the development designed to make it easy to find your way around?

Explanation

It should be easy for residents and visitors to find their way around a housing development. Schemes should have clear routes and landmarks, focal points, views and gateways to particular areas, especially with larger developments. This helps create a 'mental map' of the place.

Points to consider

8.1 Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

8.2 It should be clear which are the main routes into and around the site and where the development connects to its surroundings.

8.3 The scheme should:

- Use views, gateways and existing or new landmarks to assist people finding their way around.

- Have clear routes through to public rights of way.

- Encourage walking and cycling by making routes clear, short, direct, convenient, safe and attractive.

- Be based on a connected pattern of streets, footpaths and open spaces.

- Emphasise important junctions with greater scale or more massing.

- Create a hierarchy of streets such as through the use of a tree lined avenue or some streets which have buildings of different scales or treatments to help give streets distinct identities.

Street and Home

Explanation

This section is all about the streets and public and private spaces and how they relate to building layouts. These are the key spaces which everybody uses and shares on a daily basis. For people to get on well with each other and share a sense of community, these spaces need to work well.

There are two useful documents on the design of streets: "Manual for Streets" (Communities and Local Government and Department for Transport, 2007); and Hampshire County Council's "Companion to Manual for Streets" (2008) (HCC Companion Guide).

Parking standards may be higher in rural areas because of the relative lack of public transport. The design of parking and how it is integrated within the development is a key factor in creating successful layouts.

Public and private spaces need to be clearly defined, and designed to be attractive, well managed and safe.

There should be adequate external storage space for bins and recycling as well as vehicles and cycles.

Awbridge

Streets for all

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

Explanation

Streets and parking facilities should be integrated with the layout of buildings to create usable, safe and attractive public spaces which improve the quality of life for residents. The streets, lanes and public spaces of our historic villages were laid down before the age of motorised transport. They were shared spaces, occupied equally by all users. The practice of the last few decades where housing layouts gave priority to the car and parking is no longer considered the right approach. The emphasis should be on use by pedestrians and cyclists and the quality and appearance of the streets and spaces between them.

"Manual for Streets" and the "HCC Companion Guide" show how a more equitable balance can be achieved between users. Streets, lanes and public spaces should prioritise the needs and experience of pedestrian users and cyclists, creating a low speed, and a safe and enjoyable environment.

Well designed buildings and layouts can make a place feel significantly safer with fewer opportunities for crime. Buildings should overlook streets, footpaths, car parking, play areas and other public spaces to increase surveillance.

Points to Consider

9.1 **Pedestrian friendly.** Are streets pedestrian friendly and are they designed to encourage cars to be driven more slowly and carefully? This can be achieved by:

● Being primarily informed by the needs and experience of pedestrians and cyclists.

● Reducing carriageway widths and widening footpaths.

● The use of locally distinctive surface treatments, landscaping, lighting and street furniture which enhance the pedestrian character.

● Shared surfaces which don't segregate cars from pedestrians and cyclists where this enhances safety and reduces traffic speeds.

9.2 **Streets as social spaces.** Are streets designed in a way that they can be used as social spaces, such as places for children to play safely?

● Look at the spaces between the buildings. Ensure the layout is designed to make an attractive and friendly environment for all users rather than just for the movement of cars.

● Design streets and spaces following an analysis of locally characteristic examples which reflect a strong sense of place.

● Reduce the impact of highways and hard-standing through imaginative design.

9.3 **Surveillance.** Design homes that offer good natural surveillance. This can be achieved by windows and doors facing onto public areas thereby providing greater security:

- Avoid blank walls facing onto public spaces.

- Consider large ground floor windows looking onto the street to enhance surveillance and to create a stronger relationship with the street.

- Semi-public areas like parking courts should be overlooked making them feel safe.

- Bay and corner windows can provide views in different directions. The sides of houses are often forgotten: windows can sometimes be accommodated here to improve surveillance.

Case Studies

The Maltings, Hambledon

The scheme has been designed to create an attractive environment with shared surfaces and a variety of parking arrangements, giving equal priority to cars, pedestrians and cyclists.

Examples to avoid

The example shows a footpath which does not feel safe due to the high vegetation either side and *should be avoided*.

Car parking

Explanation

There are generally higher levels of car ownership in rural areas with a corresponding greater number of parking spaces needed for them. This requires more careful consideration of how to accommodate cars so they do not dominate views down the street. A range of parking solutions should be provided which is practical to use for residents and visitors and supports the character of the village. These considerations can usually be addressed by a mix of on-plot parking, shared parking areas and on-street parking.

Points to Consider

10.1   Is there enough parking for residents and visitors? Car ownership levels are often higher than in urban areas.

10.2   Is parking positioned close to people's homes?

● This is convenient for residents. It also discourages the parking of cars in locations in the street which could be unsafe.

● Locate parking where possible to the front of housing. This encourages residents to access their vehicles from the front door of the house rather than the rear door. This makes it more likely that residents meet each other so building a sense of community.

● Parking should be overlooked by residents. This reduces opportunities for crime.

10.3   Are parking and garages well positioned so that they do not dominate the street scene?

● Locate parking where it supports the character of the village. This provides high quality parking areas that do not detract from the attractiveness of the village.

● Views of parking can be improved by breaking the spaces up with screening so that only a limited number of spaces are in a row together. Hedges, trees and low walls provide good screens.

10.4   Include a strategy for managing car parking without white lining or bay numbering if possible. Using different materials can help define parking spaces.

10.5   Consider the following aspects of the different types of parking provision.

a)   **On-plot parking.** This is popular with residents but can sometimes detract from the appearance of building frontages or conflict with characteristic patterns of development in rural areas. Views of cars can be made less prominent through:

● Locating on-plot parking spaces to the sides of housing recessed behind their fronts.

- Locating on-plot parking to the front of housing but where views of it down the street are partially obscured through front garden walls and hedges. These screening boundaries can be on the back of the pavement or even perpendicular to the street between adjoining front gardens.

Example of limited courtyard parking to rear of housing.

b) **Shared parking areas.** These are usually provided through courtyard parking and should be overlooked by residents.

- This parking can be a mix of unallocated and visitor spaces or may contain some spaces which are allocated to specific properties. However on curtilage parking is preferred by residents.

- Ensure that any parking courtyards are small in size (generally no more than five properties should use a parking courtyard) and are well overlooked by neighbouring properties.

Example of on-street parking

10.6 **On-street parking.** On-street parking can be well used. Care should be taken, through the use of landscaping, to break up long runs of spaces and prevent them dominating views down the street.

- Some unallocated parking around public spaces can contribute to overall provision.

- Parking perpendicular to the road edge can be an efficient use of land. Combining these spaces in blocks close to the fronts of houses should be avoided where they obstruct pleasant views of the individual buildings.

- On-street parking parallel to the road edge can be favoured by residents when more convenient than their allocated parking space. Care should be taken to avoid the potential creation of a safety hazard for children.

*Highly visible parking obscuring views of housing, as shown in this example, **should be avoided.***

The visual impact of this on-street parking will be lessened by blocks of planting as they reach maturity.

Case Studies

Awbridge

A variety of parking solutions are exhibited here: on-plot and to the sides of houses; parking areas to the front of houses but screened by landscaping; and on-street.

Stockfield House

Bryn-Gower

Public and private space

Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?

Explanation

The public environment consists of roads, streets, footpaths and open spaces which may contain recreational facilities and landscape features. Considering what open space is needed, where it should be located and how it should be designed is a key first step when drawing up a proposal. The site must be designed as a whole. Successful public environments are those which are enjoyed by their users, promote environmental sustainability and are locally characteristic.

Well designed buildings and layouts can make a place feel significantly safer with fewer opportunities for crime. Buildings should overlook streets, footpaths, car parking, play areas and other public spaces to increase surveillance.

The layout should make clear what is private space such as private gardens, what is communal space such as communal gardens for a group of flats, and what is public space such as childrens play areas and the streets themselves. This helps residents develop a strong sense of ownership of public and private spaces. It also helps avoid problems often associated with 'left-over' spaces.

Points to Consider

11.1 **What types of open space should be provided within this development?**

- Identify what public space is needed. Decide early on what is the intended use of each space.

- Is open space needed for relaxation? Should areas be provided for sitting out in addition to private or communal gardens?

- What spaces are needed for movement whether it be for the pedestrian or vehicles? Provide footpaths where people are likely to want to walk.

- Are spaces needed to provide a setting for landscape features such as an attractive group of trees or pleasant views out to the countryside or village beyond?

- Can spaces be created which combine some or all of these requirements, meeting the needs of a wide range of age groups?

11.2 **Is there a need for play facilities for children and teenagers?**

- Is the scheme large enough to warrant its own childrens' equipped play area and kickabout area? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

11.3 **Decide the location, size and shape of the public space.**

- Open spaces are often best located in the most prominent places with good access. They should enhance the amenity both of the scheme and the existing settlement.

- Can the character of existing roads, footpaths and open spaces in the village inform the size, shape and siting of new public spaces?

- If play areas are provided, then their size and usage can be informed by an analysis of the amount, location, quality and usage of existing recreational spaces in the area. Could any new open space be located so that it also helps meet recreational needs from existing residential areas outside the site?

- Are public spaces overlooked by the fronts of buildings?

- Check that there are no 'left over' spaces that are not overlooked.

11.4 **Decide the detail and management of the public space.**
Who might be using the spaces and who would be responsible for looking after it?

- Do the proposed materials and details relate to the local vernacular and are they robust? 'Anywhere' materials like concrete block paving will usually be inappropriate. Tarmac, bound gravel, hoggin and sparing use of local stone is usually sufficient for paving surfaces.

- A maintenance plan should show how standards are to be maintained in the long term.

11.5 **Distinguishing between public and private space.**
This makes visitors to the scheme know more clearly where they should and shouldn't be.

- Boundaries to define private space may be provided in ways that are distinctive to the village, such as hedges, low walls and railings to enclose front gardens.

- Open plan layouts should usually be avoided so the distinction between private and public spaces is made clear.

11.6 **Street Lighting.**
Street lighting needs to be carefully considered to cover vulnerable areas. Street lighting is not always appropriate in the rural environment and should not be used as an alternative to less intrusive methods of achieving security.

11.7 Further advice on how to design safe developments can be gained from "Secured by Design" and the ODPM/Home Office's "Safer Places: the Planning System and Crime Prevention (2004)".

Case Studies

Stenbury Drive, Preston Candover

This scheme provides a childrens' equipped play area whose location at the entrance to the development is also accessible to children from the adjoining existing housing.

It has pleasant south facing views over the countryside and its setting is enhanced by an existing group of trees on its boundary.

Houghton Gardens, Wickham

The scheme provides a central open space which acts as a focal point for the development and play area for children. It is overlooked by houses with front doors facing it. The space is not equipped as there is an existing equipped area opposite the scheme.

Distinguishing Between Public and Private Space

Open plan layouts, typified by the arrangement shown on the right, **should be avoided**. It is not clear whether the grassed area between the footpath and the housing is part of a public area over which people can walk or whether it is part of a private garden. This uncertainty can lead to residents feeling less safe.

Is there adequate storage space for bins and recycling, as well as vehicles and cycles, and is there adequate amenity space?

Explanation

Storage, and waste and recycling facilities, should be provided in both the right amount and in the right place. Ensure proper arrangements are made to avoid bins littering the street, and to discourage more vehicles being parked on the street instead of in garages. Providing adequate storage and waste facilities inside houses enables the internal living space to be used for living and not storage. Developers should check with the individual local authority which will often have its own standards relating to arrangements for waste, storage and amenity space.

Points to Consider

12.1 Provide convenient, dedicated bin and recycling storage.

- The distance between where bins are stored, and where they are taken by the resident for collection, should be minimised in order to encourage them to be stored out of sight.
- Integral stores to the fronts of houses and flats should only be considered where they are well designed so that they do not detract from views of the housing from the street.

12.2 Garages should be large enough to fit a modern family sized car.

- Garages should be large enough to easily allow the driver to get out of the car.
- Consider extending the length of garages to accommodate storage.
- Provide secure storage for cycles and garden equipment.

12.3 Consider the size and shape of external amenity and garden space.

- Gardens for houses, and amenity space for flats such as balconies and communal space, should be large enough to accommodate passive recreational activity such as sitting out, and active recreational activity such as play space for children and gardening.
- Awkward shapes for amenity spaces, such as triangles, should be avoided.
- Provide space for vegetable growing where appropriate.

Case Studies

Unsatisfactory example of external bin storage which is intrusive in the street scene and **should be avoided.**

Rural Design Guide Assessment

Assessment

The assessment is based on a 'traffic light system':

- 'Green' implies the principle has been met.
- An 'amber' will mean either that the characteristics of the scheme make full compliance with one of the BfL 12 principles impossible, OR that further consideration is needed to improve the design.
- The 'red' elements identify aspects of proposals which need to be changed.

Evidence

You should provide evidence to support the 'traffic light' you award. There is space under each criterion to list the relevant information. If you are assessing a proposed scheme, refer to plans and drawings. If you are assessing a completed scheme, you could also refer to photographs and include observations. Remember, this exercise will not form part of the formal assessment scheme – it is simply to help you understand how assessments will work and how you can incorporate design thinking from the start.

	Scheme Name	Overall Assessment: Number of Green Ratings

	Section 1 - Integrating into the Neighbourhood	Assessment
1	**Question 1** - Does the scheme integrate into its surroundings by reinforcing existing connections and creating new ones; whilst also respecting existing buildings and land uses along the boundaries of the development site?	🟢🟡🔴
2	**Question 2** - Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	🟢🟡🔴
3	**Question 3** - Does the development have good access to public transport to help reduce car dependency?	🟢🟡🔴
4	**Question 4** - Does the development have a mix of housing types and tenures that suit local requirements?	🟢🟡🔴
	Sub total: number of Green Ratings	

	Section 2 - Creating a Place	Assessment
5	**Question 5** - Does the scheme create a place with a locally inspired or otherwise distinctive character? Consider the following 3 questions to provide an overall answer for Question 5: **Question 5.1** - Are there any distinctive characteristics within the area, such as building shapes, styles, colours and materials or the character of streets and spaces that the development should draw inspiration from? **Question 5.2** - How can the development be designed to have a local or distinctive identity? **Question 5.3** - Do the buildings exhibit architectural quality?	⬤ green ⬤ yellow ⬤ red
6	**Question 6** - Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?	⬤ green ⬤ yellow ⬤ red
7	**Question 7** - Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?	⬤ green ⬤ yellow ⬤ red
8	**Question 8** - Is the development designed to make it easy to find your way around?	⬤ green ⬤ yellow ⬤ red
	Sub total: number of Green Ratings	

	Section 3 - Streets, Parking and Walking	Assessment
9	Question 9 - Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?	⬤ Green ⬤ Yellow ⬤ Red
10	Question 10 - Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?	⬤ Green ⬤ Yellow ⬤ Red
11	Question 11 - Will public and private spaces be clearly defined and designed to have appropriate access and be able to be well managed and safe in use?	⬤ Green ⬤ Yellow ⬤ Red
12	Question 12 - Is there adequate storage space for bins and recycling, as well as vehicles and cycles?	⬤ Green ⬤ Yellow ⬤ Red
	Sub total: number of Green Ratings	

Planning, Design and Housing Policy and Further Information

This Rural Design Guide is to be read in conjunction with the planning, design and housing policies of the Hampshire local authorities as they apply to specific areas and development schemes. Applicants are advised to contact the individual local authority to obtain an up-to-date picture of the policies to be applied for a specific site.

The types of policy to be applied are set out below. In addition, there are a number of guidance documents issued by government which give practical advice on design.

National Policies

Planning and Design	National Planning Policy Framework (2012)
Housing	Laying the Foundations: A Housing Strategy for England, CLG (2011)
	Design and Quality Standards, Homes and Communities Agency (2007)
	Code for Sustainable Homes, CLG (2006)
	Housing Quality Indicators (HCA)
	Lifetime Homes, Lifetime Neighbourhoods, CLG (2008)

Local Policies

Planning and Design	Local Plans
	Local Development Framework eg. Core Strategy
	Supplementary Planning Documents
	Supplementary Planning Guidance
	Village Design Statements
	Companion Document to Manual for Streets (Hampshire County Council, 2010)
Housing	Housing Strategies
Other policy documents	Parish Plans

Further Information

Design	By Design (DETR, 2000)
	Manual for Streets (DfT, 2007)

Acknowledgements

Members of the Working Group

Hampshire Alliance for
Rural Affordable Housing

HARAH

Rural Homes
for Rural People

© Copyright HARAH 2013