Lockington-Hemington

Design Guidelines and Codes

Draft Report

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Quality information

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Revision History

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2	03/10/22	Review	Gary Kirk	Lockington-Hemington Neighbourhood Plan Steering Group
1	25/07/22	Review	Ben Castell	Director
0	21/02/22	Research, site visit, drawings	Giuseppe Verdone	Associate Urban Designer

Contents

Introduction

01

1. Introduction

Through the Department for Levelling Up, Housing and Communities' Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Lockington-Hemington Parish Council. The support is intended to provide design guidance and codes based on the character and local qualities of the area.

1.1 Purpose of this document

The Neighbourhood Plan Advisory Committee has sought to develop a set of design codes guiding any future development in the village.

The National Planning Policy Framework (NPPF; 2021, paragraph 127) states that "Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers."

The stages of production for this document are outlined here:

1 **Site visit and analysis.**

2 **Develop design code document.**

3 **Feedback period.**

4 **Address feedback.**

5 **Final review.**

6 **Submission of a final report.**

1.2 Area of study

Lockington-Hemington is a civil Parish, located in North West Leicestershire. The Parish includes the villages of Hemington and Lockington, as well as the surrounding rural landscape.

Both villages are situated within a largely agricultural landscape between Castle Donington and Kegworth, just north of East Midlands Airport.

Hemington lies on a largely level site within a shallow valley created by Hemington Brook, which flows northwards alongside Main Street. Lockington occupies a relatively level site and is characterised on its western side by Daleacre Hill. The adjacent power station in Ratcliffe-on-Soar is very dominant in the landscape.

Lockington and Hemington were joined together in one parish in 1938. The villages share a number of facilities including the Parish Church of St. Nicholas in Lockington (1), a primary school (in Hemington) and a village hall (in Lockington). The two villages are very well connected via Hemington Lane/ Lockington Road and a series of pedestrian footways on Daleacre Hill.

The landscape is characterised by open floodplain, mostly flat, low lying land adjacent to the River Trent. It comprises a mixture of arable and pastoral farmland, with significant areas of wetland habitat. Woodland is sparse, with tree cover limited to hedgerow trees and small copses.

The landscape sits alongside with significant transport infrastructure including the M1/A50, Derby-London railway line and East Midlands Airport; as well as more recent large amounts of industrial development.

Figure 01: View of Lockington from Daleacre Hill.

Figure 02: View of some parts of Hemington from Daleacre Hill.

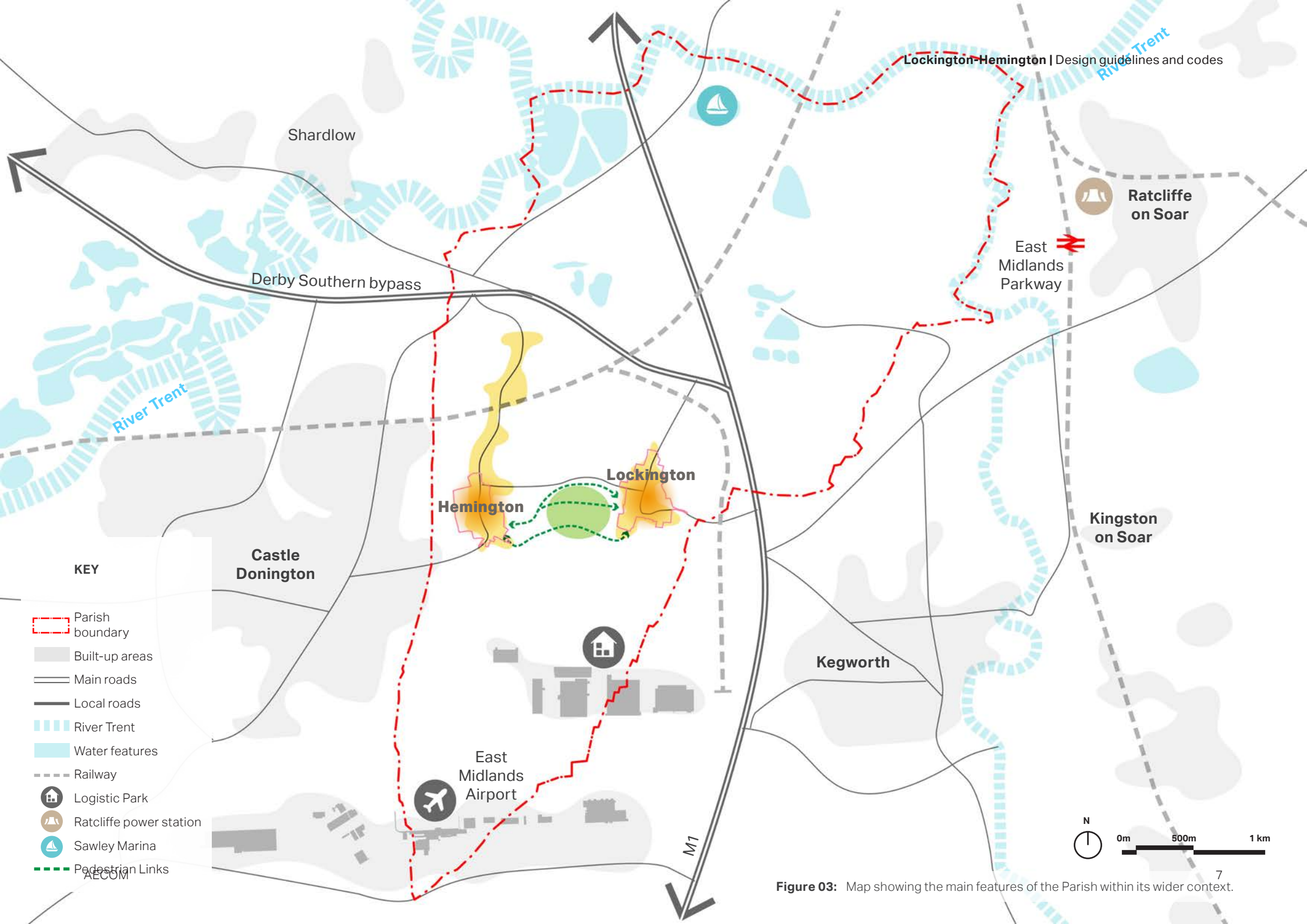


Figure 03: Map showing the main features of the Parish within its wider context.

1.3 Design guidance and best practice

As the National Planning Policy Framework (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities". National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Developers should refer to these key documents when planning future development in Lockington-Hemington. The following documents at a national level have informed the design guidance within this report:

2021 National Model Design Code
DLUHC

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

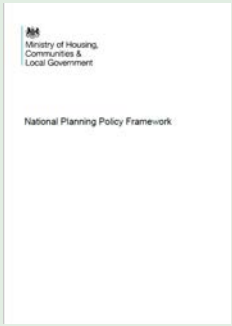
2020 - Building for a Healthy Life
Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing.

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

2021 - National Planning Policy Framework DLUHC

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



2021 - National Design Guide

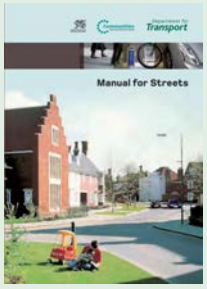
DLUHC

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

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.



The NPPF goes on to root neighbourhood planning at the heart of the drive for quality development: "Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development" (paragraph 125).

01.3.1 Local planning policy context

Local planning policy can provide design guidance that is tailored to the context of the development and supported by analysis that is taken directly from the area. Therefore, it is vital local policy is considered when developing in Lockington-Hemington.

2011 - 2031 - North West Leicestershire Local Plan

Adopted in November 2017, The North West Leicestershire Local Plan 2011-2031 provides a planning policy framework for guiding development in the District up to 2031. It comprises a vision, strategic objectives, site allocations and development management policies. It is used to guide development in the determination of planning applications over the plan period 2011-2031.

2017 - Good design for North West Leicestershire SPD

The guidance contained within this document explains how the district measures good design locally. It also suggests how local communities and other stakeholders might be better involved in shaping new places; it promotes good, ordinary places – places that people and businesses are proud to call home.

Local character analysis

02

2. Local character analysis

This section outlines the existing context and key characteristics of Lockington-Hemington related to heritage, built environment, streetscape, views, landscape and topography.

2.1 Parish Structure

The villages of Lockington and Hemington sit north of the East Midlands airport, immediately east of Castle Donington. Derby and Leicester are within 15 and 30 minutes drive respectively.

The surrounding area is a mix of character: on one side, the attractive riverside setting of the River Trent, with easy access to the wider countryside through a number of strategic walking routes; on the other, the major transport infrastructure (M1 and A50), sand quarries and logistic parks.

Currently, in addition to the Parish Church of St. Nicholas, a primary school and a village hall, there are some amenities such us a pub, Lockington business centre. Castle Donington's amenities are also within 5 minutes drive.

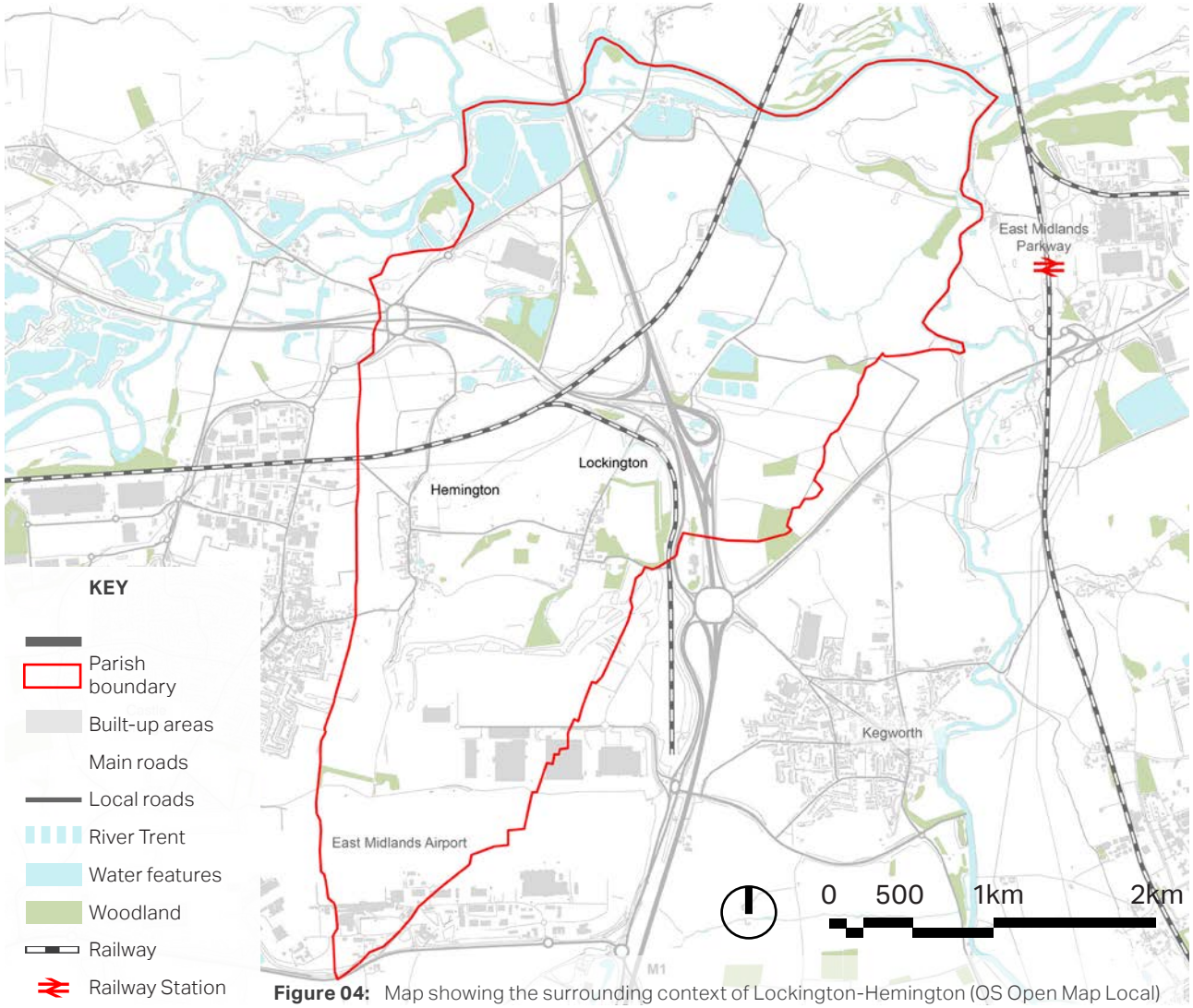


Figure 04: Map showing the surrounding context of Lockington-Hemington (OS Open Map Local)

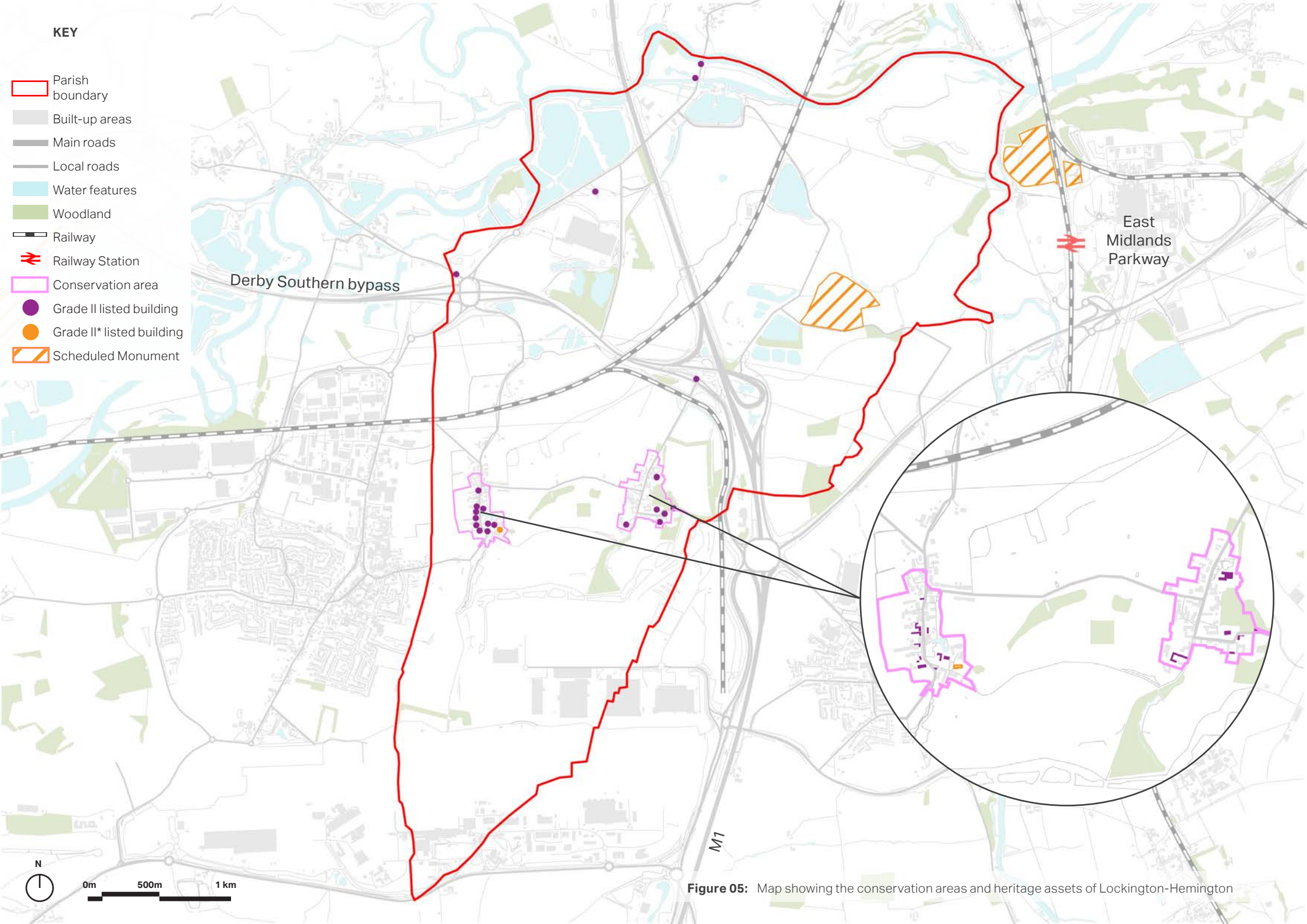


Figure 05: Map showing the conservation areas and heritage assets of Lockington-Hemington

2.2 Heritage

There are two separate conservation areas for Hemington and Lockington Villages. The Hemington Conservation area was established in 1974; the Lockington Conservation area followed in 1992. These cover much of the village as well as a small area of the surrounding landscape.

The Hemington conservation area contains thirteen listed buildings, with the ruins of Hemington Chapel being also designated as Scheduled Ancient Monument, while Lockington has seven listed building within its conservation boundary. In addition, there are also few listed buildings outside the villages of which Hemington House is the most notable.

The heritage and character of both villages have some consistent features which can be seen in both conservation areas. For example, many buildings are constructed by stone and/or brickwork.

Notable listed buildings include:

Hemington House
Dating to early 19th century, Hemington House is a grade II listed building of 2 storeys in height and with red brick and hipped slate roof. Additional architectural details include painted render door cases with attached Doric columns, diaper-panelled frieze and cornice.

Lockington Hall
Lockington Hall (grade II listed) was constructed in 1688 as a two storey building with a 'H shaped' plan. Built as a mansion, it has been remodelled over the years, adding a second storey, a Tuscan colonnade to the seven bayed east front, two service wings and a porte-cochere to the five bayed north entrance front. It was converted to offices in 1973-4.

Daleacre Farmhouse
Dating to 1786 this building is grade II listed, 3 storeys high and in red brick with tiled roof. Ground and first floors have tripartite sash windows with cambered heads; second floor has 3-light horizontal sliding sashes.

Magnolia Cottage
Dated c.17th century Magnolia cottage is a grade II listed building of 2 storeys, mostly rebuilt in the 20th century. The ground floor has brick infill, while the first floor has white-washed roughcast. The roof is a thatched roof, with a rebuilt central brick chimney.

The Nunnery
The Nunnery (of circa 1550) is a listed Grade II* building, formerly, lodging and kitchens for Hemington Hall. Originally of rubble stone construction, the building has been subject to many alterations over the years with bricks being now the prevalent material, with tiled roof and rebuilt stone chimney.

The Oak House
Dating 17th century and partly rebuilt this grade II listed building has timber frame with diagonal braces and brick infill, the right bays mostly rebuilt in brick to front. Other notable architecture details include thatched roof, brick chimneys to either side.


F.6


F.7


F.8

Figure 06: Image showing the Hemington House from Hemington Hill.
Figure 07: The grade II listed 'Lockington Hall' which faces onto the Main St.
Figure 08: Daleacre Farmhouse, a 17th century red brick building with tiled roof.
Figure 09: The grade II listed 'Magnolia Cottage' which faces onto the Main Street and has a distinct whitewashed roughcast infill.
Figure 10: Image of the grade II* listed the Nunnery which features bricks with tiled roof and rebuilt stone chimney.


F.9


F.10

of central bay and gabled timber porch in left gable end.

The Old Vicarage

The Old Vicarage, although superficially of the nineteenth century, dates in part from the seventeenth century. It is a grade II listed building remodelled in the c19th century with a new extension to the right. Architecture details include: rendered porch with semicircular arch and keyblock, flanking Doric pilasters, and moulded cornice.

Thatched Cottage

Thatched cottage is a grade II listed building that occupies position of visual importance across north end of village street. Dated c17th century and refurbished in c20th century, it was originally timber-framed, but it has been rebuilt in brick in right gable. Rubble stone base, it has thatched roof with brick chimneys rebuilt.

F.11

F.12

F.13

Figure 11: Image showing the 17th century gabled timber porch of The Oak House, which can be seen from the Main Street.

Figure 12: The grade II listed 'The Old Vicarage' which faces onto Church Street and has a distinct rendered porch with semicircular arch and keyblock.

Figure 13: Image of the grade II listed Thatched cottage which has been rebuilt in bricks.

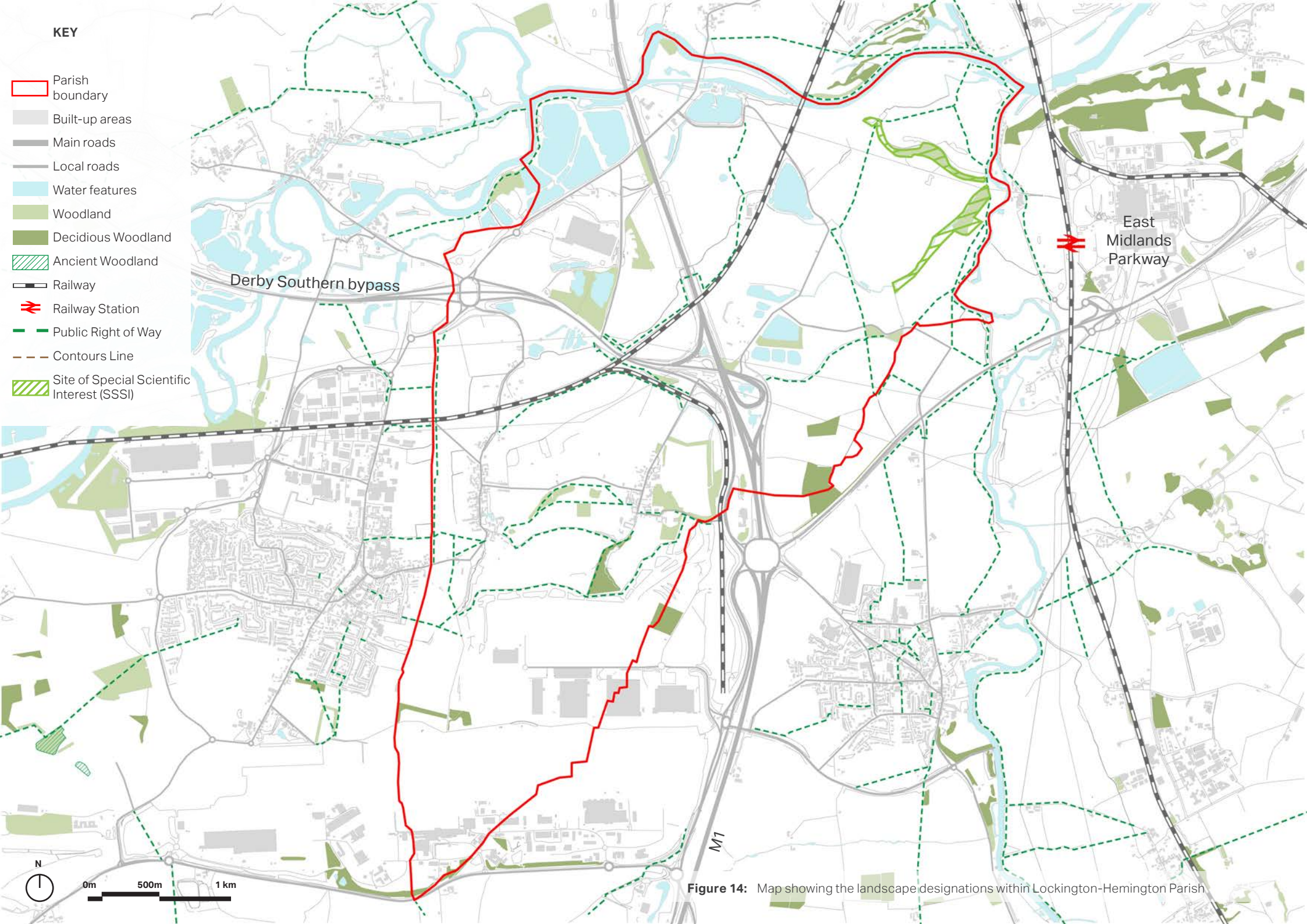


Figure 14: Map showing the landscape designations within Lockington-Hemington Parish

2.3 Landscape and open space network

Hemington-Lockington lies within the Trent Valley open floodplain which is mostly flat, with the land sloping up to the south around Castle Donington.

The landscape is characterised by large fields, with some pockets of smaller-scale piecemeal enclosure around the villages. The scale of features within the landscape is varied; smaller scale hedgerows and trees enclosing the fields contrast with large scale industrial buildings.

The parish is distinguish for a mix of arable cropping and wet pasture land, with hedgerows and dykes forming field boundaries. Wetland habitats including floodplain marsh and lowland fens (both of which are Priority Habitats) are a frequent feature within the parish boundary. These include a number of quarries that have been restored to a semi-natural habitat. Lockington Marshes is nationally designated as a SSSI. Woodland is relatively sparse and is limited to hedgerow trees and small copses.

Willows are a common feature along ditches and watercourses.

Due to the relatively flat topography and very sparse trees, there are quite a few long views across the landscape. The higher ground to the south overlooks the flood plain and beyond to Derbyshire and Nottinghamshire.

There are prominent views to the cooling towers of Ratcliffe-on-Soar Power Station, located in Rushcliffe District, and numerous associated power lines cross the skyline of the character area, creating a wirescape. Other skyline features include church spires in Castle Donington and Kegworth.

Large amounts of industrial development/ quarrying also detract from the remnant rural qualities of the landscape close to Lockington and Hemington.

Figure 15: The play area next to the Hemington-Lockington Village Hall, on Hemington Ln.

Figure 16: One of the numerous public pedestrian footpath within the Lockington-Hemington Parish.

2.4 Flood risk

Lockington-Hemington Parish sits on lowland, mostly flat, land adjacent to the River Trent. There are, therefore, significant flooding risks within the north of the Parish as shown on Figure 18. Both villages lie within Flood Zone 3 (as defined on the Environment Agency's flood risk mapping) making development in these areas without mitigation measures unwise.

With regards to groundwater flooding, the villages are within a low lying topography and due to the proximity to the local watercourse network (comprising the River Trent and Castle Donington and Hemington Brooks) naturally high groundwater levels may be present in localised areas.

Figure 17: Example of a Sustainable Urban Drainage System (SuDS), in Hemington.

Figure 18: Map showing the Flood risk areas within Lockington-Hemington Parish

2.5 Building typology

The parish has developed over hundreds of years, and this is reflected in the wide mix of building typologies. Semi detached, detached and farm buildings can all be found within the neighbourhood area, although many buildings have had modern alterations over the years.

The villages are made up of mostly semi-detached and detached housing which stemmed off the two villages Main Streets, Lockington Lane and Hemington Lane. Few example of terraced housing can be found on Hemington Main street.

The predominant height within the Parish is 2 storeys, with few properties pf three storeys.

Both villages host many substantial properties which contribute to create the place identity.


F.19


F.20


F.21

Figure 19: Image showing example of terraced former farm cottages, on Church Street, in Lockington
Figure 20: Image showing example of terraced housing within the Parish.
Figure 21: Image showing detached housing, which is the predominant housing type within the Parish.

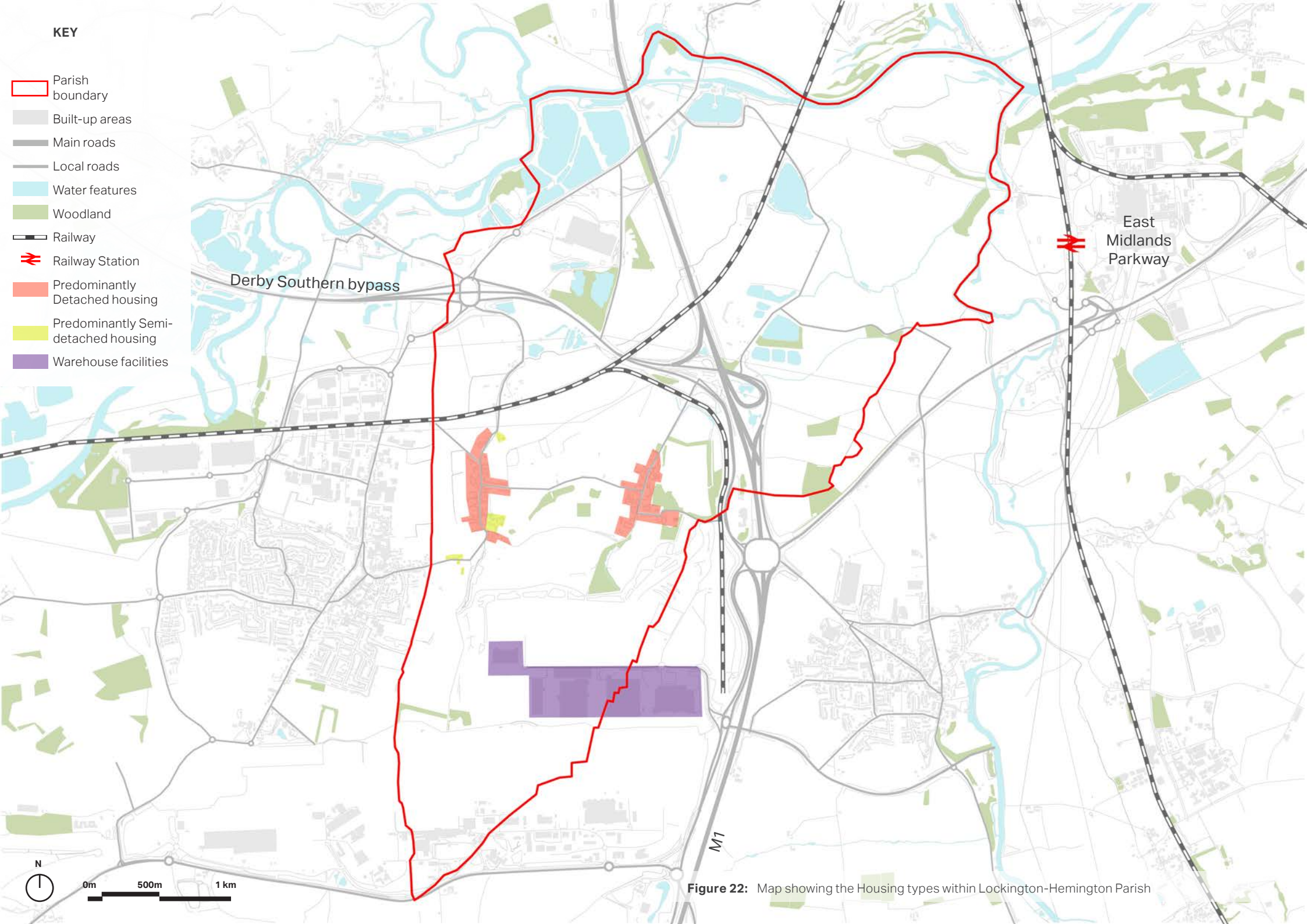


Figure 22: Map showing the Housing types within Lockington-Hemington Parish

Design guidelines & codes

03

3. Design guidelines and codes

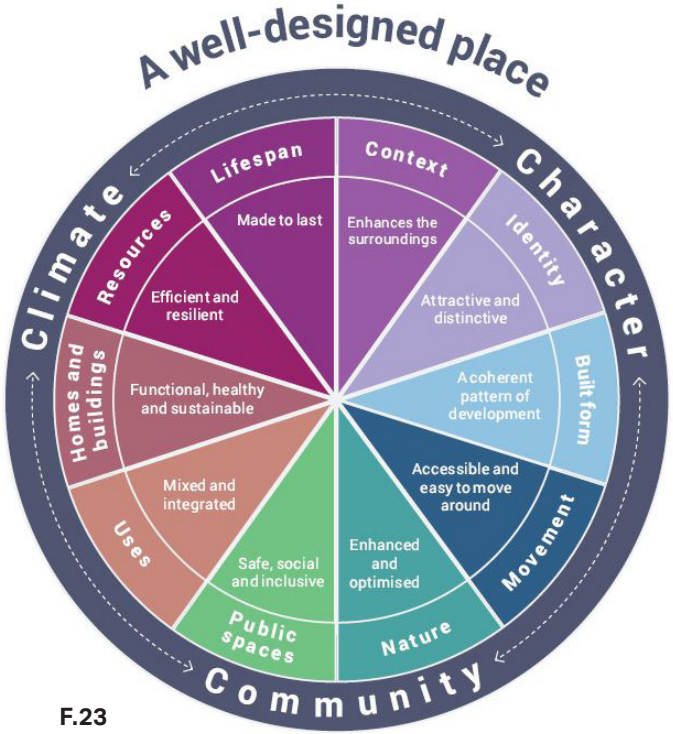
This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Parish will be expected to follow.

3.1 Place making

What urban designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals.

These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents.



F.23

Figure 23: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

3.2 General principles and guidelines

The design guidelines and codes, with reference to Lockington-Hemington Neighbourhood Area, will follow a brief introduction of the general design principles.

The guidelines and codes developed in the document focus on residential environments including new housing development and warehouse and logistics facilities in Lockington-Hemington.

In any case, **considerations of design and layout must be informed by the wider context**, considering not only the immediate neighbouring buildings, but also the landscape and rural character of the wider locality. The local pattern of streets and spaces, building traditions, materials and natural environment should all help to determine the character and identity of a development.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area. Therefore, some design principles that should be present in any design proposal are:

- Respect the existing pattern of the village and the surrounding hamlets to preserve the local character;
- Respect the heritage, landscape and key views, if any, identified in the Parish;
- Aim for high quality design that reflects and respects the local vernacular;
- Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;
- Harmonise and enhance existing village and hamlets in terms of physical form, architecture and land use;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Incorporate necessary services and enhance infrastructure without causing unacceptable harm to retained features; and
- Aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area.

3.3 Lockington-Hemington design guidelines and codes

This section introduces a set of design principles that are specific to Lockington-Hemington. These are based on:

- Baseline analysis of the area in Chapter 2;
- Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life 12 documents which informed the principles and design codes; and
- Discussion with members of the Neighbourhood Plan Advisory Committee informed by their engagement with the wider community.

The codes are divided into **6 sections**, shown on the next two pages, each one with a different number of subsections. Each section and subsection is numbered (e.g DC.01) to facilitate its reading and consultation.

Design Codes for Lockington-Hemington village

Theme	Code	Title
DC.01 In keeping with local character	1	Heritage, views and landmarks
	2	Development affecting heritage assets
	3	Set in rural landscape/ development edges
	4	Patterns of growth within the rural landscape
	5	Infill development and building extensions
DC.02 Access and movement	6	Accessible and attractive footpath network / access to the countryside
	7	People friendly streets
	8	General street
	9	Rural/ edge lane
	10	Parking and servicing
	11	Cycle parking
DC.03 Landscape, nature and open space	12	Create a green network
	13	Biodiversity
	14	Water management
	15	Trees
	16	Open spaces

Theme	Code	Title
DC.04 Built form	17	Development layout
	18	Building heights
	19	Density
	20	Legibility and wayfinding
	21	Boundary lines, boundary treatment & corner treatment
	22	Views and vistas
	23	Materials and architectural details
	24	Windows
	25	Door
	26	Chimneys
	27	Roofscape
	28	Hard landscaping, materials and street furniture
DC.05 Sustainability	29	Minimising energy use
	30	Lifetime and adaptability
	31	Minimising construction waste
	32	Recycling materials and buildings
	33	Electric vehicle charging points
	34	Storage and slow release
	35	Permeable paving
DC.06 Design of large scale employment and commercial	36	Context and location
	37	Frontages
	38	Access, yards, servicing and parking
	39	Amenity spaces and adjacencies
	40	Architecture
	41	Sustainability in employment buildings

Design Codes for Lockington-Hemington

Code.1 Heritage, views and landmarks

Lockington-Hemington Parish has a rich heritage in terms of historic buildings and structures, landscape, views and landscape features. Any new development needs to respect the historic built form and stimulate ways in which heritage assets could be further promoted and protected. Design guidelines include:

- Continuation of the historic built form on Main Street; buildings should be modest in scale and front directly onto the pavement or be set back behind narrow front gardens with low boundary walls/ edges.
- Retention of countryside views which contribute to historic rural character. Development density should allow for open spaces between buildings to preserve views of countryside setting and maintain the perceived openness of the villages.
- Enable open views and vistas to landmark assets such as St Nicholas Church and Daleacre Farmhouse.

Figure 24: Buildings fronting directly onto the pavement.

Figure 25: Modest scale buildings set back behind narrow front gardens with low edges.

Figure 26: Continuation of the historic built form on Main Street

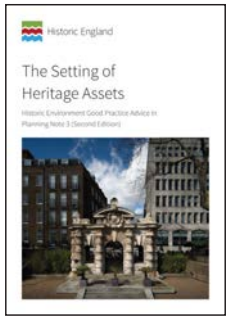
Figure 27: Open view of Daleacre Farmhouse.

Figure 28: Open view of Lockington with St Nicholas Church tower visible in the middle.

Code.2 Development affecting heritage assets

Step 1. Identify heritage assets and the effect on their setting

All developments should identify and consider heritage assets and their settings within the initial design stage. Both built heritage and archaeological assets have a setting. The setting of a heritage asset is considered to be 'the surroundings in which a heritage asset is experienced'.



The Setting of Heritage Assets. Historic Environment: Good Practice Advice in Planning.

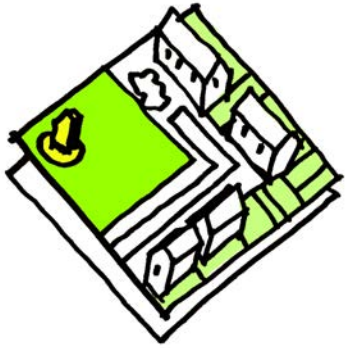
Historic England

2017

The codes in this section have been elaborated following the guidance on the The Setting of Heritage Assets. Historic Environment Good Practice Advice in Planning. Note 3 (Second Edition)

Local authority involvement

At pre-application stage, it is advisable to inquire the local authority so it can indicate whether it considers that a proposed development has the potential to affect the setting of a heritage asset. The local authority can specify an 'area of search' around the proposed development within which it is reasonable to consider setting effects

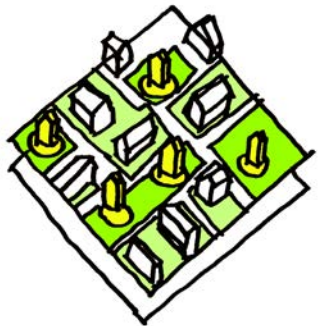


Immediate surroundings

For developments that are not likely to be prominent or intrusive, the assessment of effects on setting may often be limited to the immediate surroundings, while taking account of the possibility that setting may change as a result of the removal of impermanent landscape or townscape features

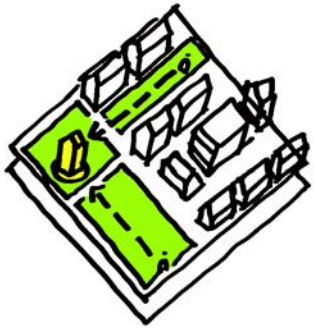
Assessment of large developments

The area of assessment for a large or prominent development can often extend for a distance of several kilometres. In these circumstances, while a proposed development may affect the setting of numerous heritage assets, it is advisable that local planning authorities work with applicants in order to minimise the need for detailed analysis



Large number of heritage assets

Where assessments of large numbers of heritage assets are required, Historic England recommends that local planning authorities give consideration to the practicalities of gathering and representing community interests and opinions on changes affecting settings



Viewing points

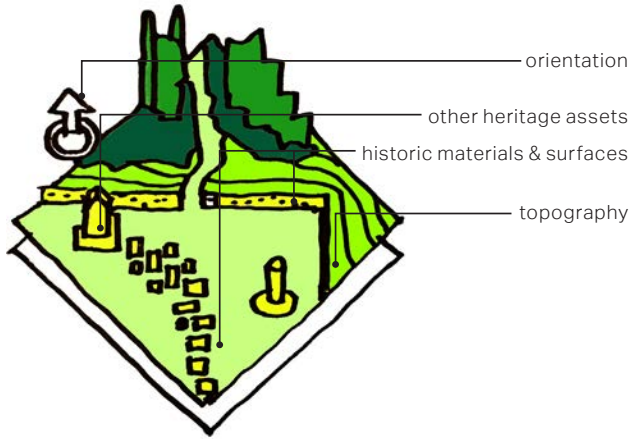
Where the development proposal affects views that affect the significance of an asset to be appreciated, it is often necessary to identify viewing points for assessment. An explanation why a particular viewing point has been selected will be needed

Step 2. Assess the role of settings in significance of heritage assets

The second stage in analysing the potential impact of development on heritage assets is to understand how setting contributes to the significance of the asset.

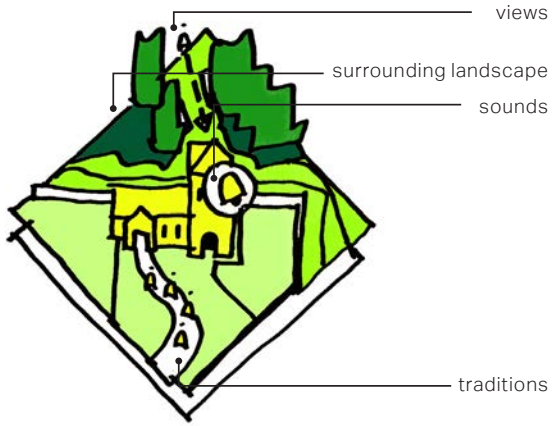
The following aspects should be considered:

- The physical surroundings of the asset, including its relationship with other heritage assets;
- The asset's intangible associations with its surroundings, and patterns of use;
- The contribution made by noises, smells, etc to the significance of the asset; and
- Consider the way views allow the significance of the asset to be appreciated.



Physical surroundings of the asset

- Topography
- Other heritage assets (including buildings, structures, landscapes, areas or archaeological remains)
- Definition, scale and 'grain' of surrounding streetscape, landscape and spaces
- Formal design eg hierarchy, layout
- Orientation and aspect
- Historic materials and surfaces
- Green space, trees and vegetation
- Openness, enclosure and boundaries
- Functional relationships and communications
- History and degree of change over time



Experience of the asset

- Surrounding landscape or townscape character
- Views from, towards, through, across and including the asset
- Intentional intervisibility with other historic and natural features
- Visual dominance, prominence or role as focal point
- Noise, vibration and other nuisances
- Tranquillity, remoteness, 'wildness'
- Busyness, bustle, movement and activity
- Scents and smells
- Diurnal changes
- Sense of enclosure, seclusion, intimacy or privacy
- Land use
- Accessibility, permeability and patterns of movement
- Degree of interpretation or promotion to the public
- Rarity of comparable survivals of setting
- Cultural associations
- Celebrated artistic representations / traditions

Step 3. Assess the potential effects of the development on the significance of the heritage asset

In assessing the effects of a development, the following should be addressed:

- Location of the site of proposed development in relation to the asset
- Form and appearance of the proposed development
- Permanence of the development in the landscape.

Location and sitting of development

- Proximity to asset
- Position in relation to relevant topography and watercourses
- Position in relation to key views to, from and across
- Orientation
- Degree to which location will physically or visually isolate the asset

Wider effects of development

- Change to built surroundings and spaces
- Change to skyline, silhouette
- Noise, odour, vibration, dust, etc
- Lighting effects and 'light spill'
- Change to general character (i.e.: urbanising or industrialising)
- Changes to public access, use or amenity
- Changes to land use, land cover, tree cover
- Changes to communications/accessibility/permeability, including traffic, road junctions and car-parking, etc
- Changes to ownership arrangements (fragmentation/ permitted development/etc)
- Economic viability

Form and appearance of development

- Prominence, dominance, or conspicuousness
- Competition with or distraction from the asset
- Dimensions, scale and massing
- Proportions
- Visual permeability (extent to which it can be seen through)
- Materials (texture, colour, reflectiveness, etc)
- Architectural and landscape style and/or design
- Introduction of movement or activity
- Diurnal or seasonal change

Permanence of development

- Anticipated lifetime/temporariness
- Recurrence
- Reversibility

Step 4. Maximise benefits and minimise harm to the heritage asset

In order to maximise the benefits and minimise potential harm experienced by heritage assets and their settings, the potential effects of development need to be considered from the project's outset. Opportunities to maximise benefit include:

- Removing or re-modelling intrusive buildings or features;
- Replacement of a detrimental feature with a new and more harmonious one;
- Restoring or revealing a lost historic feature or view;
- Introducing a wholly new feature that adds to the public appreciation of the asset;
- Introducing new views and vistas that add to the public experience of the asset;
- Improving public access and interpretation of the asset and setting.

Measures to reduce harm include:

- Repositioning of the development;
- Changes to design;
- Creation of effective visual or acoustic screening;

Reduction of harm and maximisation of benefits can be secured by stipulations in planning conditions or legal agreements.

Design quality is an important consideration in determining the balance of harm and benefit. Where attributes of a development affect setting and cause some harm to significance cannot be adjusted, screening may be used to reduce intrusion. However, any proposed screening must be sensitively designed in harmony with the setting so that it mitigates impact rather than amplifying the effect of the development. Screening ought never to be regarded as a substitute for well-designed developments within the setting of heritage assets.

Code.3 Set in rural landscape/ development edges

Lockington-Hemington Parish has a strong rural landscape which should not be undermined by new development. Some design guidelines on how new development should treat development edges are:

- Development adjoining public open spaces and important gaps should either face onto them to improve natural surveillance or have a soft landscaped edge;
- New development should conserve existing native trees and shrubs along the lanes as well as incorporating any green asset within design.
- Abrupt edges to development with little vegetation or landscape on the edge of the development should be avoided;
- Ensure that small and isolated woodlands in the parish are linked to larger green areas nearby to protect connectivity of habitats and biodiversity;
- Landscape schemes should be designed and integrated with the open fields to avoid coalescence with other neighbouring settlements; and
- Edges must be designed to link rather than segregate existing and new neighbourhoods. Green corridors can provide additional pedestrian and cycle links that will contribute to the successful integration with the Parish.

Figure 29: Example of an edge lane, where buildings front the landscaped area, Ryecroft Rd, Lockington-Hemington.

Figure 30: The rural character of Hemington Hill offers a gradual transition from the urban environment to the rural countryside.

Code.4 Patterns of growth within the rural landscape

The Parish owes much of its character to the historic pattern and layout of the roads and buildings as well as its close relationship with the surrounding countryside.
Some design guidelines for small scale development within Lockington-Hemington village are:

- New development (including warehouse and logistics facilities) should preserve the landscape setting of Lockington-Hemington village and the transition between the settlement fringe and the open countryside;
- New development in close proximity to designated and non-designated heritage assets must propose green screenings to mitigate any unpleasant visual impact, while also preserving key views;
- New development must demonstrate a good understanding of the scale, building orientation and enclosure of the surrounding built environment (no.1);
- Development densities should reflect the character of the village;
- The size of plots and their pattern should be varied to contribute to the rural character (no.2);
- New development should create a diversified building line to shape short and long-distance views (no.3);
- Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided.
- Existing hedges, hedgerows and trees should be integrated into design, whilst more planting and vegetation is encouraged to form part of the green network strategy (no.4); and
- Appropriate signage should be incorporated along the road or in central 'village greens' to indicate the low speed limits or provide navigation (no.5).
- The layout of any new development should have affordable homes integrated with private dwellings to reflect existing dwellings in the village and promote a sense of community.

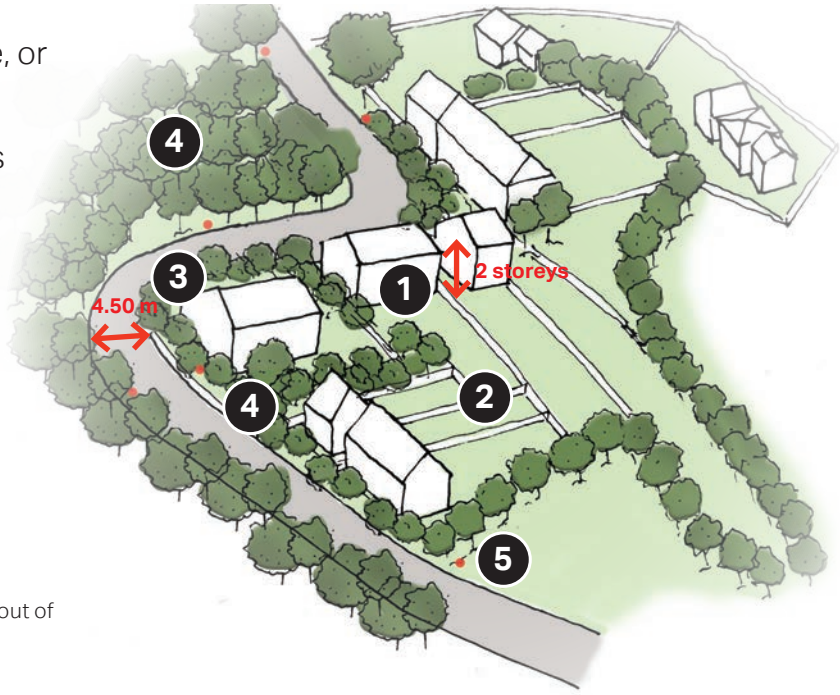


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Figure 31: Illustrative plan for a rural edge development highlighting design elements, related to the pattern and layout of buildings.

Code.5 Infill development and building extensions

Infill development helps preserve the pattern of growth and building lines. However, proposed designs should be appropriate and sensitive to the rural setting and therefore, some design guidelines are needed and presented below:

- Infill development should complement the street scene into which it will be inserted. It needs to reflect the materials, scale, massing and layout of the surrounding properties;
- The above elements also need to be considered in relation to topography, views, vistas and landmarks.
- New building lines should be reasonably consistent along a street with existing buildings.

Figure 32: Positive example of infill development in Lockington-Hemington village that fits nicely into the local context in terms of scale, massing, architectural styles and details.

Figure 33: Positive examples of infill development in Lockington-Hemington village that complement the local context through the use of local architectural styles, scale and massing, physical boundary treatments.

Extensions to dwellings can have a significant impact not only on the character and appearance of the building, but also on the street scene within which it sits.

A well-designed extension should enhance the appearance of its street, whereas an unsympathetic extension can create problems for neighbouring residents and affect the overall character of the area. Therefore, some design guidelines on housing extensions are needed and presented below:

Side extensions

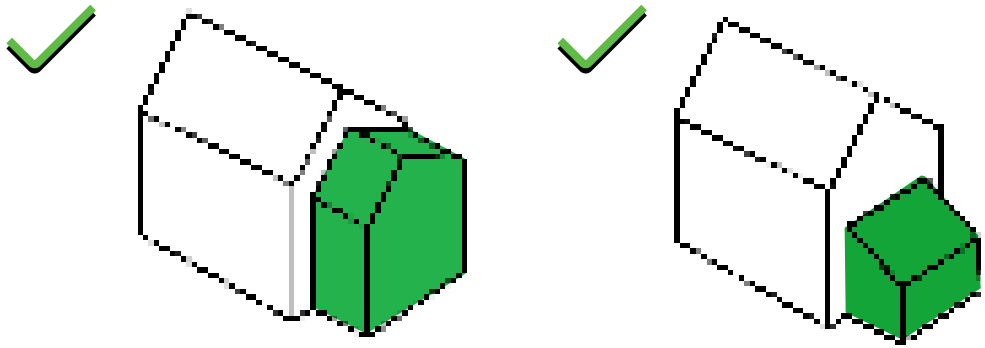
- Side extensions should not detract from the appearance of the building, its surroundings and the wider rural setting;
- Single-storey and double storey side extensions should be set back from the main building and complement the materials and detailing of the original building;
- The roof of the extension should harmonise with that of the original building; flat roofs should be avoided; and
- Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

Rear extensions

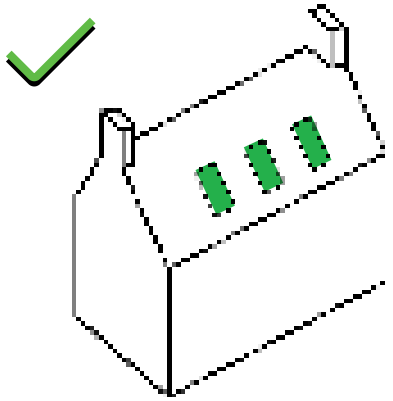
- The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light; and
- A flat roof is generally acceptable for a single storey rear extension.

Figure 34: Positive example of side extension, Lockington-Hemington

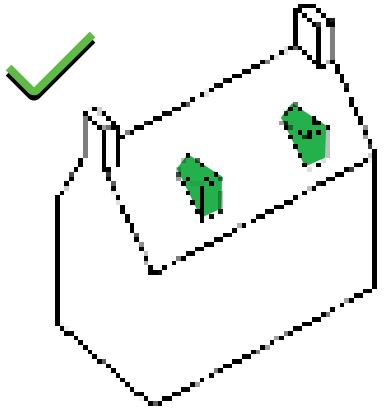
Figure 35: Positive example of side extension, The Nook



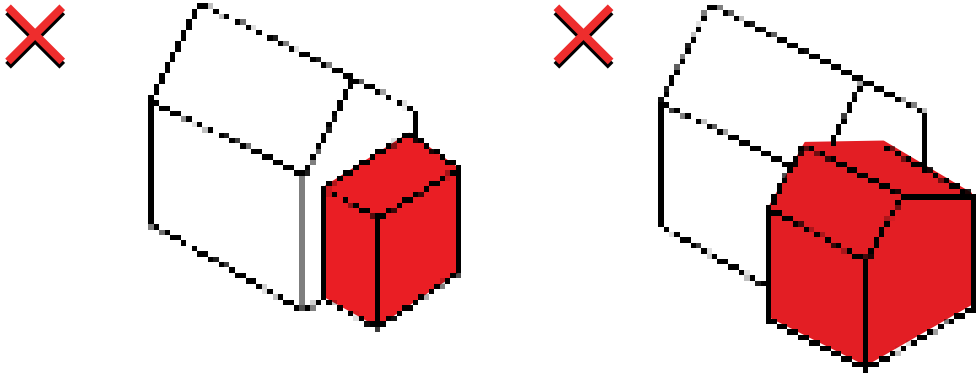
Good examples for side extensions, respecting existing building scale, massing and building line.



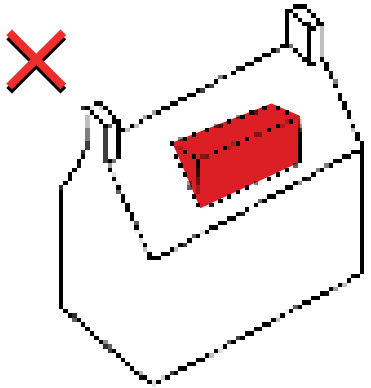
Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



Both extensions present a negative approach when considering how it fits to the existing buildings. Major issues regarding roofline and building line.



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

Code.6 Accessible and attractive footpath network/access to the countryside

There are a number of footpaths within Lockington-Hemington which link the villages to the surrounding countryside, while also providing scenic walks. Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking. Therefore, protection, improvement and design of new footpaths should be considered in new developments and some design guidelines are:

- Where possible, newly developed areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities. Establishing a robust pedestrian network across new developments and among new and existing development is key in achieving good levels of connectivity and promoting walking and cycling;
- Where possible, new proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity.
- Design features such as gates or barriers to footpaths must be kept at a minimum and the latter must be avoided;
- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the parish. However, new signposts must respect the rural character of the parish and avoid creating visual clutter; and
- Footpath network needs to be in place before first occupation of houses on the site.

F.36

Figure 36: Signage to indicating the footpath within the Village

F.37

Figure 37: Appropriate signage to indicate the footpath within a rural landscape, Lockington-Hemington.

Code.7 People-friendly streets

It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians and cyclists. Some guidelines for future development are:

- Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians and cyclists;
- Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range of traffic calming measures could be introduced by design;
- New streets should be linear with gentle meandering, while also providing evolving views to the surrounding countryside;
- Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide safe, well-0verlooked onward pedestrian links;
- Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and
- Any new development should provide well-connected streets of varied character. A legible street hierarchy should include primary, secondary, tertiary roads and edge lanes. The next pages present illustrations examples of those street typologies.

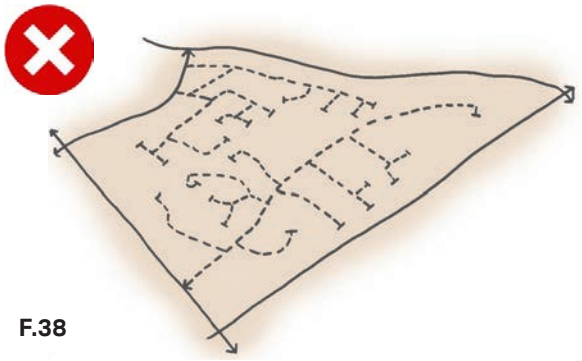


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Figure 38: A layout dominated by cul-de-sacs encourages reliance on the car for even local journeys.

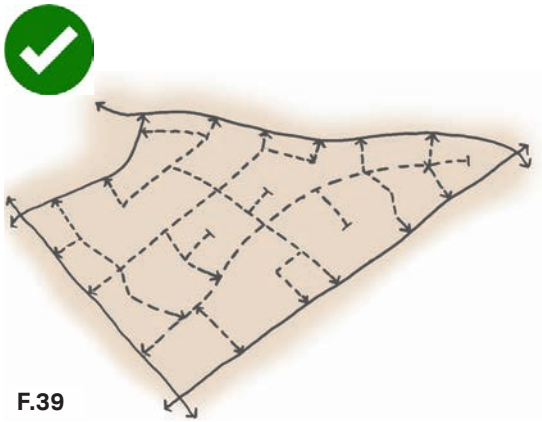

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Figure 39: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

The following road typologies are general guidance for new development and should be read alongside appropriate regional and national guidance along with referring to more specific codes set out in the character area codes later in the report.

In Lockington-Hemington the road network is informal and rural in nature. The two main typologies seen in the village are the general street and the rural or edge lane.

Code.8 General street

The general street type is the prevalent street across new development. The desired design features for this street type are:

- Where applicable and practical, speed limits should be 20mph with low traffic volumes and low speed and include design elements for traffic calming e.g. minimising the corner kerb radius, raised tables, horizontal deflection, and the like.
- Carriageways should accommodate two-way traffic and parking bays should be designed for cyclists to mix safely with motor vehicles.
- Front gardens should be well planted to create an attractive environment.
- Preferably, locate parking to the side of the property to mitigate the impact of cars on the streetscape.
- If cars are parked at the front at least 50% of the frontage should be landscaped and with a property boundary treatment.
- If terraced dwellings are used front parking courts are acceptable as long as car groupings are broken up (max 6 cars), and there is a high quality material and landscape treatment.
- It is preferable to have trees on streets as these help to mitigate climate change. If this is not possible, front gardens should be deep enough to host trees.
- Avoid using cul-de-sac solutions; instead use street furniture (e.g. bollards) to stop vehicle circulation whilst allowing other movement types.

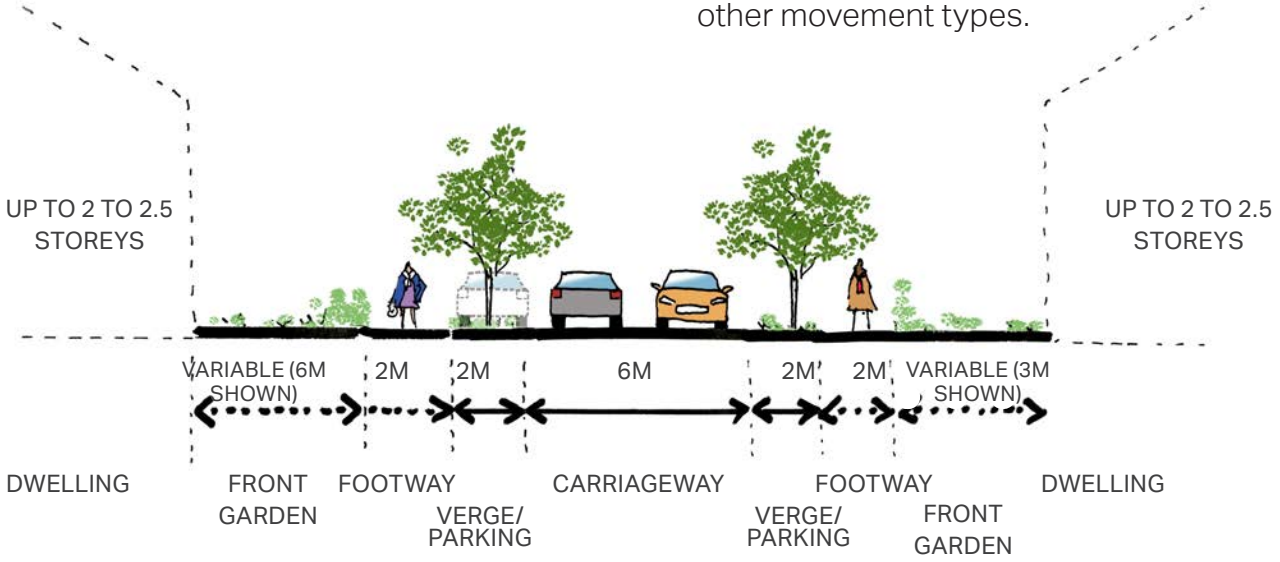

Figure 40: Illustrated street section of a general street.

Code.9 Rural/edge lane

Rural/ edge lanes are used where the village meets the countryside or woodland areas and a positive transition is required. The desired features for this street type are:

- Design speeds must be 20mph or less, to create a quieter environment.
- These lanes can gently meander, softening the presence of the street, providing interest and evolving views whilst helping with orientation.
- Circulation is usually in the form of a shared lane between 6 and 8m hosting all modes of transport (i.e. pedestrian, cycling and motor vehicles) and no footways.
- Providing a planting buffer and landscaping between the edge of the carriageway and the countryside in order to: protect countryside areas, provide transition and control pedestrian accessibility where required. The use of hedgerows where edge lanes face onto agricultural land is particularly encouraged.
- Connect the edge lane to paths and other public right of ways where possible and the general movement network.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures are used instead of kerbs or road markings.
- Swales and rain gardens could also be added into the landscaping to address any flood issue.

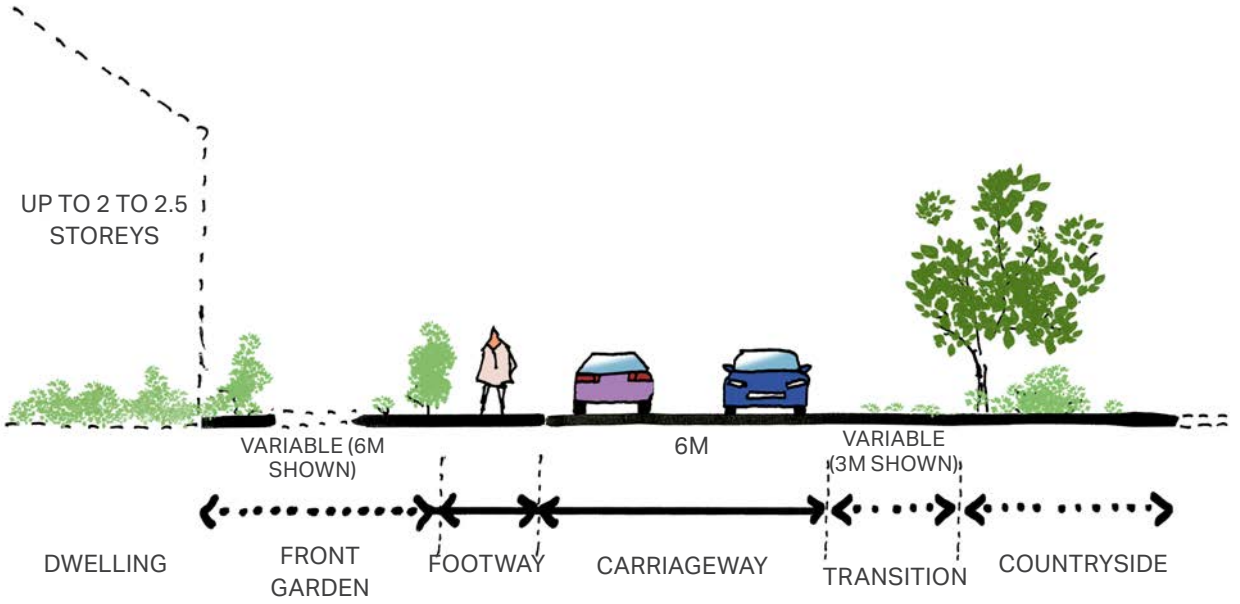

Figure 41: Diagram of a suitable edge lane.

Code.10 Parking and servicing

The demand for private cars within the Villages still remains high, at the time of writing, and therefore car parking has to be carefully integrated into the design.

The car parking typologies found in the Parish are mainly on-plot parking; however, there are also cases of on-plot garage parking and on-street parking.

Therefore, the design guidelines one the next pages will focus on the above mentioned typologies.

Guidelines for on-plot or on front car parking

- Parking should be well integrated into design so as not to dominate the public realm;
- High-quality and well-designed soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual attractiveness of the parking and enhance the rural character of the Parish; and
- Hard standing and driveways must be constructed from porous materials, to minimise surface water run-off and therefore, help mitigate potential flooding.

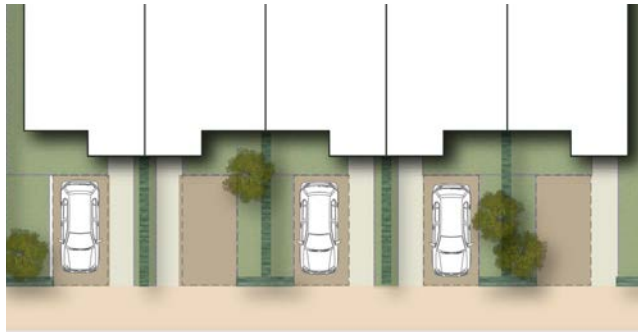

Figure 42: Illustrative diagram showing an indicative layout of on-plot front parking.

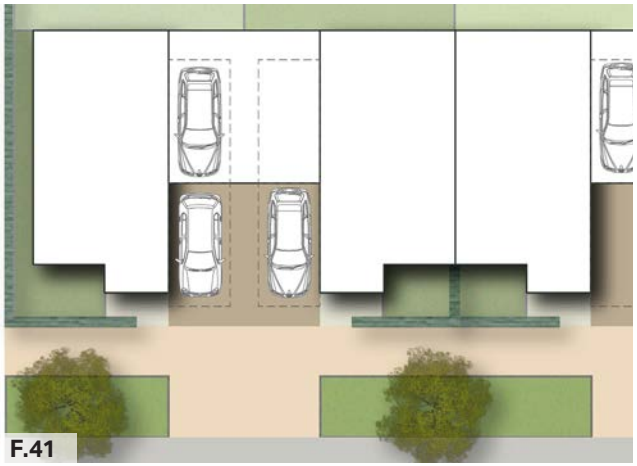

Figure 43: Illustrative diagram showing an indicative layout of on-plot side parking.

Guidelines for on-street car parking

- The street scape should not be dominated by continuous on-street parking spaces. Where possible, tree planting and grass areas can be incorporated between parking bays to improve aesthetics;
- On-street parking can be parallel, perpendicular, or echelon in relation with the traffic speed and the traffic volume;
- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles; and
- On-street parking should be wired to allow each bay to be able to charge electric vehicles.

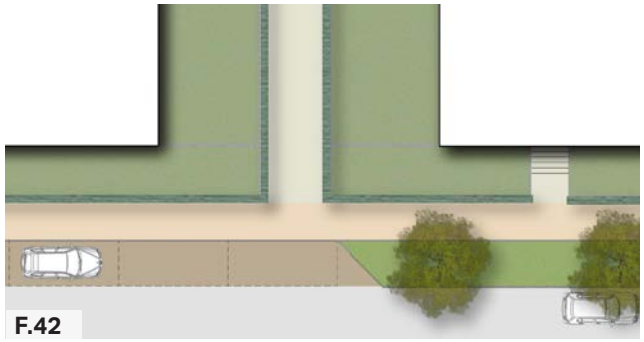

Figure 44: Illustrative diagram showing an indicative layout of on-street inset parking.

Figure 45: Example of on-street parking with parking bays and street trees to mitigate the impact of the cars on the streetscape, Poundbury.

Figure 46: Example of on-plot garage parking, Lockington-Hemington.

Guidelines for garages

- Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and
- They should provide minimum 3m x 7m internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.

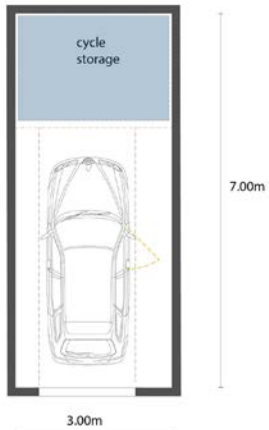

Figure 47: Indicative layout of a garage with a cycle storage area, minimum imensions.

Code.11 Cycle parking

Houses without garages

- For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage must be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep; and
- The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

- The minimum garage size should be 7m x 3m to allow space for cycle storage;
- Where possible, cycle parking should be accessed form the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- The bicycle must be removed easily without having to move the vehicle.

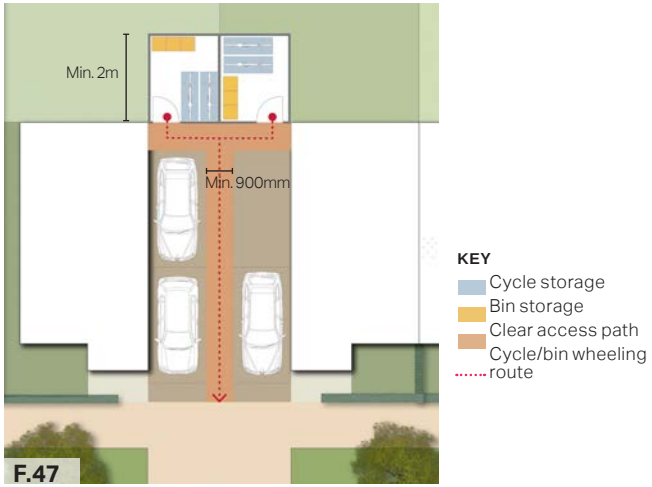

Figure 49: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.

Figure 48: Provide racking spaces on public open spaces.

Figure 50: Provide secured storage space for bikes within the domestic curtilage.

Code.12 Create a green network

A well connected green network should be created throughout the new developments to provide links to the countryside for people as well as habitats. Opportunities should be sought to introduce green assets into design and contribute to biodiversity. Some design guidelines on green networks are:

- Green networks should link existing and newly proposed street trees, green verges, open spaces, villages and the countryside together;
- SuDS should be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue;
- New development should front onto green assets and access should be granted for all groups of people;
- The proposed wildlife corridors and landscape gap could also taken into account when designing for a green network; and
- Green networks could contain some formal provision, such as a Neighbourhood Equipped Area of Play (NEAP), playing fields and an area for active recreation. Their many benefits include the improvement of the health and well-being of individuals and promotion of the development of inclusive communities.

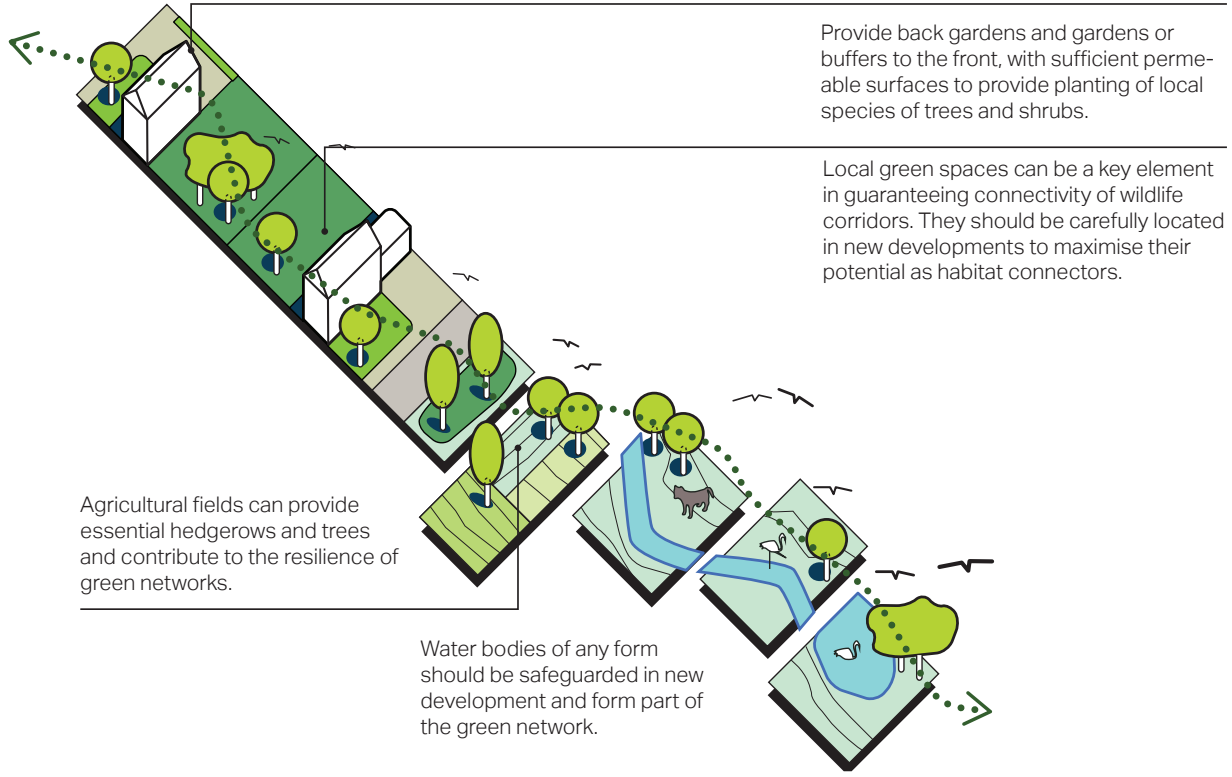

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Figure 51: Diagram to illustrate the green assets that can play an important role as wildlife corridors.

Code.13 Biodiversity

There are many green assets within the Parish like rich vegetation, trees, farmland, open fields, drainage ditches and green spaces that all together enhance biodiversity and the natural environment. New development should prioritise biodiversity enhancement through design. Some design guidelines are:

- New development should protect and enhance the existing habitats and biodiversity corridors through an accurate Biodiversity Net Gain report. This should include full details on the number of units gained, and the method and assumptions;
- Biodiversity and woodlands should be protected and enhanced where possible;
- New development proposals should aim for the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens or installing bird boxes or bricks in walls;
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. For that reason, rich vegetation and plantation is suggested;
- Blue assets can also contribute to biodiversity connectivity. Therefore, the existing ditches should be considered in design proposals when planning for wildlife corridors;
- The biodiversity Net Gain, including habitat, hedgerows and river biodiversity units, especially around Hemington Brook, should be increased for any proposed development; and
- All areas of biodiversity that require further planting/ enhancement should be planted before start of construction.

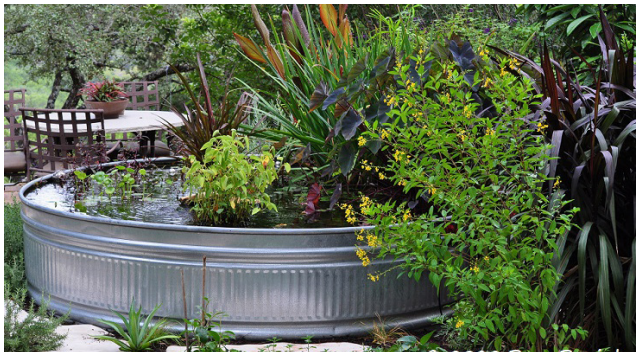


Figure 52: Incorporate water and wildlife friendly ponds in gardens.

Figure 53: Allotments can have positive impact on the landscape and community

Code.14 Water management (SuDS)

Due to the presence of a good number of ditches throughout the Parish, there are areas that sit within flood risk zones. Therefore, the use of sustainable drainage systems, known as SuDS, is needed to manage water, reduce flood risk and improve water quality.

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. However, a number of overarching principles that could be applied in new development are:

- Manage surface water as close to where it originates as possible;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down, so that it does not overwhelm water courses or the sewer network;
- Improve water quality by filtering pollutants to help avoid environmental contamination;
- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often also 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 should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

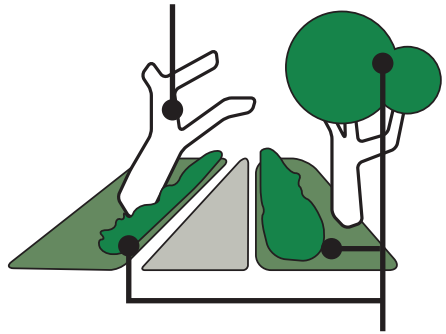
Figure 54: Example of SuDS integrated with a crossing point, Hemington.

Code.15 Trees

New street planting helps maintain visual consistency along the public realm. It is associated with better mental health and well-being by reducing stress, lessening heat islands, and providing protection from natural elements such as wind and rain. Some guidelines for new development are:

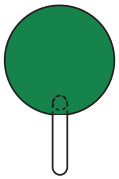
- Aim to preserve existing mature trees and hedges by incorporating them in the new landscape design;
- To ensure resilience and increase visual interest, a variety of native tree species is preferred over a single one;
- Flower beds, bushes and shrubs should be welcomed in new developments, since they contribute to the livelihood of the streetscape and create visual interest and colour to their surroundings;
- Hedgerows can be planted in front of bare boundary walls to ease their visual presence or they can be used to conceal on-plot car parking and driveways within curtilages;
- Native trees can normally be used to mark reference points and as feature elements in the streetscape;
- Native trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits; and
- The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights etc.

Loss of trees is only justifiable if they constitute hazards

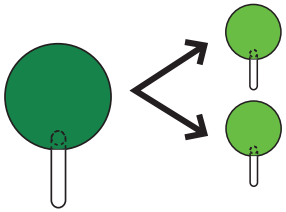


Protect veteran trees and hedgerows

Retain trees on development site



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



Code.16 Open spaces

Open spaces play a vital role in creating a positive environment. These are places fostering community and gathering, thus creating lively places in neighbourhoods. Therefore, new development should prioritise the design of open spaces and some design guidelines are:

- The location of new open spaces within new development should be decided based on the location of the existing ones considering the needs of the existing population too;
- All recreational spaces should be designed to link up with each other and also link up with existing adjoining sites.
- Substantial recreational space should be provided to include woodland walks, lake walks, sport pitches and play areas;
- Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance;
- Open spaces should be equipped with good quality of street furniture to create pleasant seating areas, shaded spaces avoiding hidden spots; and
- The materials and style of any street furniture in the open spaces should be consistent throughout the Parish and aim to proudly represent the local character.

Figure 55: Positive example of an open space overlooked by properties including flowers and vegetation

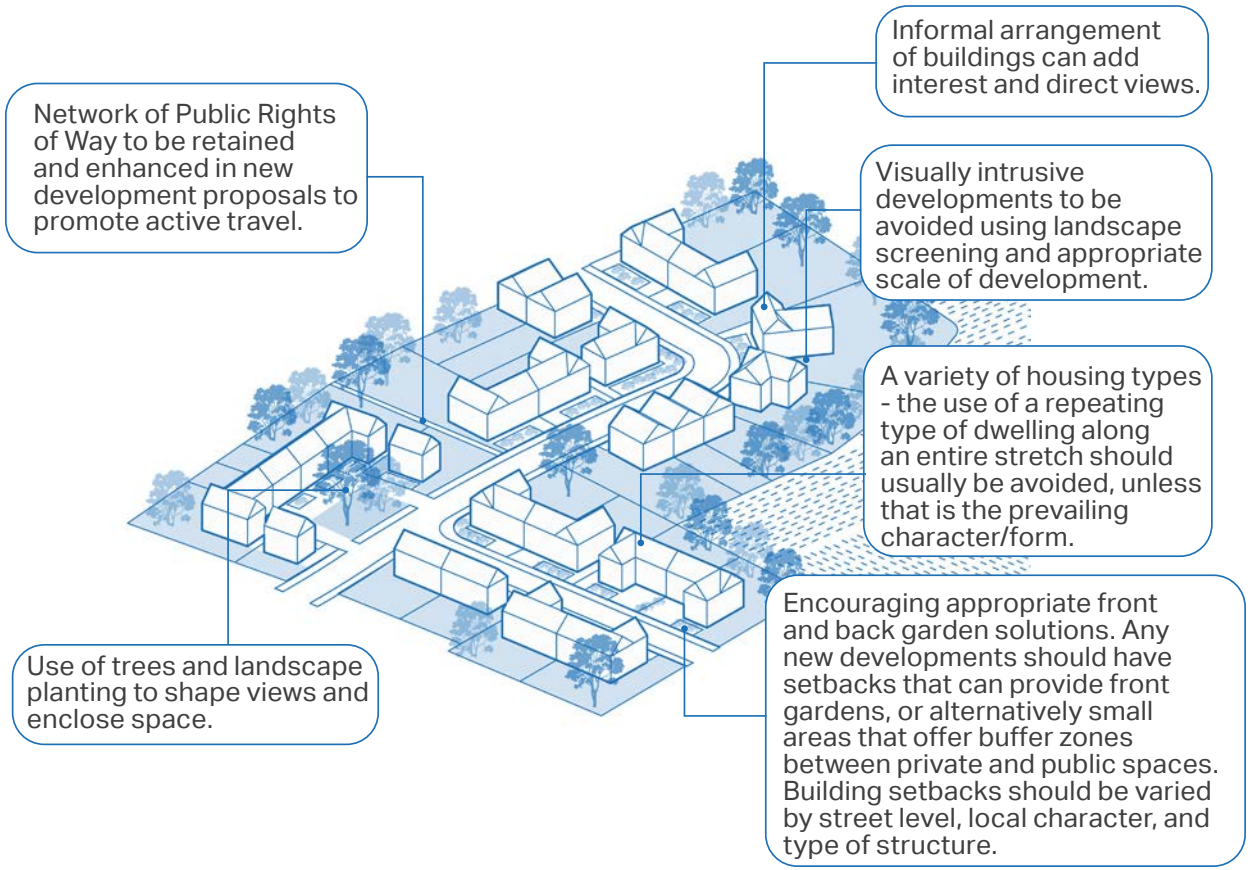
Figure 56: Example of good quality street furniture that accommodate the open green space offering places for gathering and resting.

Figure 57: Properties overlooking a public open space which is equipped with grass areas, large green trees and street furniture, Poundbury.

Code.17 Development layout

Any new development within the Parish should preserve its rural qualities and close relationship with the countryside, while also respecting the existing building layouts and patterns of growth. Therefore, some design guidelines are:

- New development should create a smooth transition, in terms of density and vegetation;
- Physical boundaries such as hedgerows, should enclose and define each street along the back edge of the pavement, adhering to a clear building line that can allow minor variations for each development group;
- New development should propose routes laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide secure and overlooked onward pedestrian links;
- New development should create good street rhythm by addressing the roofscape and keeping regular plot widths;
- The layout of new development should optimise the benefits of daylighting, through the use of solar panels, and passive solar gains, through building orientation, as this can significantly reduce energy consumption; and
- New developments should have regard to the future climate change implications.



Code.18 Building heights

There is a low housing density in the Parish reinforcing the its rural character. More specifically, properties tend to be 1- or 2-storeys high with decent-sized rear gardens. The rooflines are irregular and either continuous, where there are clusters of houses, or they get interrupted with nature, where gaps between buildings are generous. Chimneys decorating the roof also interrupt the roofline offering a visual interest.

Maintaining a consistent roofline within Lockington-Hemington Parish is important to allow for long-distance views towards the surrounding countryside and respect the existing context. Therefore, some design guidelines are:

- New development should propose maximum height of 2 storeys;
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process;
- Roof shapes and pitches must employ a restrained palette on a given building; overly complex roofs must be avoided; and
- Locally traditional roof detailing elements such as roofing materials, chimney stacks and edge treatments should be considered and implemented where possible in cases of new development.

Figure 58: Local example of continuous roofline, of 2-storey buildings, interrupted by chimneys.

Figure 59: Local examples of roof materials that could be used in new development, e.g. grey slate and clay pantiles.

Code.19 Density

The concept of density is important to planning and design as it affects the vitality and viability of the place. The density within the Parish is quite low. as befits its rural location and character. Therefore, some guidelines for new development are needed to ensure that the existing housing density numbers are respected.

- Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village;
- Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside;
- Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing density should support a 'human scale' development; and
- Small scale development and in-fills are encouraged, because they follow the scale and pattern of existing grain and streets and therefore, retain the character of the area.

Figure 60: Example of a newer development with reduced green spaces and gaps between properties,Lockington-Hemington.

Code.20 Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to understand, therefore likely to both function well and be pleasant to live in or visit. It is easier for people to orient themselves when the routes are direct and visual landmarks clearly emphasise the hierarchy of the place. Some design guidelines are:

- A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development;
- Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation. For that reason, the architectural style of those buildings could be slightly differentiated from the rest to help them stand out;
- Landmark elements could also be a public art, historic signage totem or even an old and sizeable tree;
- New signage design should be easy to read. Elements likes languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;
- Signage can also help highlight existing and newly proposed footpaths and cycle lanes, encouraging people to use them more; and
- Signage could be strategically located along walking and cycling routes to signalise location of local and heritage assets and raise people's awareness.
- Provision for people with visual impairment, for instance tactile paving or tactile lettering on signs.

Figure 61: Example of signage that could be integrated along footpaths to navigate people towards important destinations, like Lockington-Hemington Primary School or St Nicholas Church, as well as provide information about habitats and other species in the area.

Figure 62: Example of signage posts within the Village to help navigate people.

Figure 63: Example of tactile paving to facilitate movement for people with visual impairment.

Code.21 Boundary lines, boundary treatments and corner treatment

Together with the creation of potential local landmarks, three more crucial aspects of a successful streetscape and urban form is the issue of corners, boundary lines and boundary treatments. Therefore, the following guidelines should be applied in new development.

- Buildings should front onto streets. The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street;
- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the Parish such as local bricks and tiles;
- In the case of edge lanes, natural boundary treatments can act as buffer zones between the site and the countryside and offer a level of protection to the natural environment;
- If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element, signalling its importance as a wayfinding cue;
- The form of corner buildings should respect the local architectural character. Doing so improves the street scene and generates local pride;
- All the façades overlooking the street or public space should be treated as primary façades; and
- Road layouts should be designed to slow traffic and advantage pedestrians over vehicles.

Figure 64: Residential road with Landmark property at important intersections, Lockington-Hemington.

Figure 65: Positive example of a meandering edge lane where properties overlook the adjacent open field, Lockington-Hemington.

Code.22 Views and vistas

Landmarks, views and focal points are the tools to achieve places that are easy to read and memorise, thus helping users to easily orientate themselves. Therefore, creating short-distance views broken by buildings, trees, or landmarks helps to create memorable routes.

On the other hand, it is also important to preserve long-distance views that offer pleasant sceneries along the footpaths and roads. This allows for a visual connection between places and encourages people to walk and cycle. For that reason, new houses should be appropriately oriented to maximise the opportunities for both short and long-distance views.

In addition, development should be located away from ridge tops, upper valley slopes or prominent locations.

Planning decisions should always attempt to maintain or where possible enhance key views and vistas.

Figure 66: Preserve long distance views from and to St Nicholas Church

Code.23 Materials and architectural details

Lockington-Hemington has a wide variety of architectural styles and details that can act as references for new development. In particular, pitched roofs with either artificial slate or plain tiles and elevations where brick, render or boarding are predominant.

Some design guidelines for new development are:

- Architectural design shall reflect high quality local design references in both the natural and built environment; and
- Any new development should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Roofing

Grey/Red slate tiles

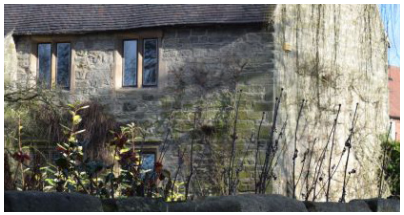
Clay pantiles

Thatched roof

Walling & building facades

Yellow brick

Red Brick



Dressed stonework

Rubble stone

Render

Windows

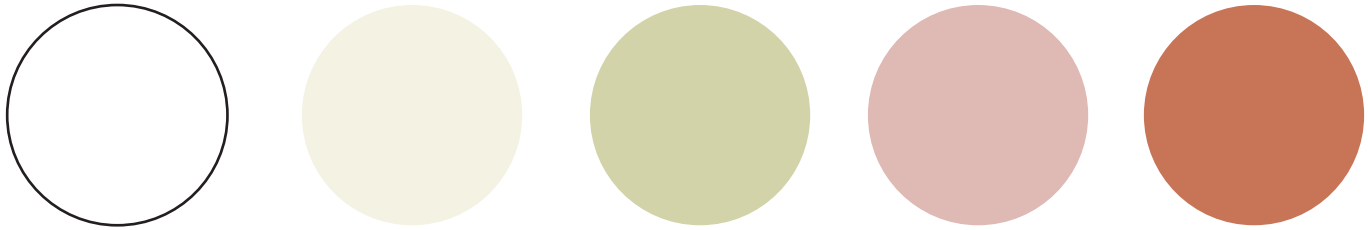
Casement windows

Vertical Sliding Sash

Yorkshire Horizontal Sliding Sash Window Unit

Front doors (timber and painted)

Colour palette

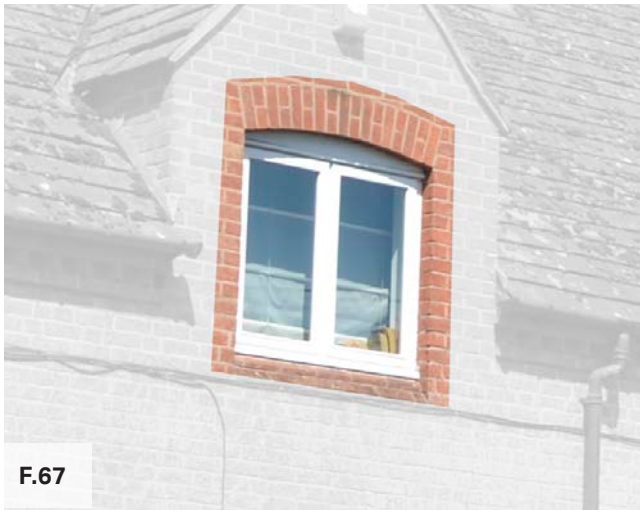


Code.24 Windows

The detailing, materials and fenestration of windows along building façades can inform the character of the street. Within Lockington-Hemington, there are a variety of window styles which should be used as guidance for future windows in the Parish.

Windows should match the general orientation, proportion and alignment of other windows in the same building as well as those on adjacent properties, reinforcing the continuity of the streetscape.

Window subdivisions should be arranged symmetrically about the horizontal and vertical areas of the openings. Large panes of glass that are not subdivided should be avoided, as they can distort the visual scale of the building.



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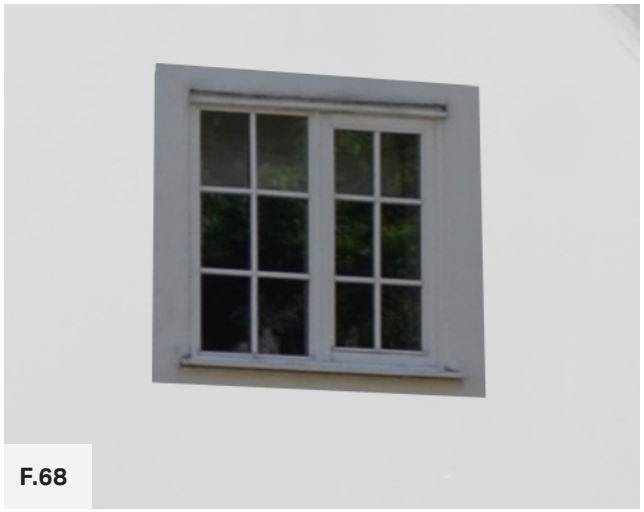

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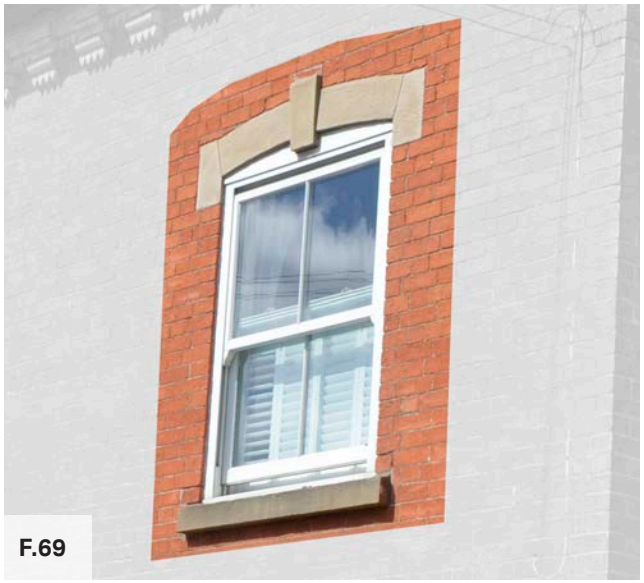

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Figure 67: Arch-topped windows are a particular feature of the Lockington-Hemington vernacular

Figure 68: Casement window example in Lockington-Hemington

Figure 69: Multipane sash window example in Lockington-Hemington

Code.25 Doors

Different types of doors are used throughout the Village contributing to an interesting and varied streetscape.

New development could use the existing architectural styles as inspiration.

Small porches at the entrance of buildings should respect the building line of the street, particularly where a strongly defined building line is an important characteristic of a street. The roof pitch should match that of the original building to ensure it blends in with the building.

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Figure 70: A protruding thatched roof porch example in Lockington-Hemington

Figure 71: A rectangular Roman door style door example

Figure 72: Pitched roofed porch door style example in Lockington-Hemington

Code.26 Chimneys

Chimneys can be seen across the village in all housing types, therefore they can be placed in several locations. A modern approach should be taken to chimney design and should only be incorporated where they serve a function.

Chimneys should match the primary elevation material and be placed symmetrically to the ridge line.

Chimneys should rise above the roof and when on an end elevation should connect to the ground.

Chimneys should be positioned on the roof ridges, centrally on a gable end or against an out scale wall and should have pots.

Particular attention should be given to the bonding pattern, size, colour, and texture of bricks.


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F.74

Figure 73: Chimney stack with red brick in the Village
Figure 74: Chimney stack with red brick in the Village

Code.27 Roofscape

The scale of a roof should be designed in proportion to the height of the elevation. Subtle changes in angle of the roof pitch provides a variety of roofscapes, avoiding monotonous building compositions.

Development shall use a common palette of locally distinctive vernacular building material, comprising of slate and red clay pantiles for gable and pitched roofs.

Roof renovation should consider any existing features of interest and ensure the use of matching details and materials.

Where plain clay tiles are used, roofs must have a pitch of 50^0. Roofs with pitches in the range of 35^0-40^0 should use slates.

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Figure 75: Pitched roof with pitched dormers example in Lockington-Hemington

Figure 76: Hipped roof example in Lockington-Hemington

Figure 77: Thatch roof example in Lockington-Hemington

Code.28 Hard landscaping, materials and street furniture

Streets are the most important components of public space and these are referenced in the hierarchy of movement section.

Paved areas are a major element within most developments and their design has a significant impact on the overall appearance, quality and success of a scheme. Care must be taken when choosing appropriate materials and when detailing paved areas as part of the overall design.

High quality materials such as stone, gravel and brick can provide a durable and attractive hard surface, although there is an extensive range of modern materials that can contribute positively to the quality of outdoor spaces if chosen with care. The laying pattern and materials used should make a significant contribution to the overall appearance, quality and success of a scheme. If laying patterns used random bond, broken bond, gauged width, and the European fan should be preferred .

Some overall design guidelines on good quality of public realm are:

- The public realm should provide high quality paving sensitive to the surrounding context using sustainable and durable materials;
- Permeable paving is encouraged to contribute to rain water infiltration;
- Street trees and grass verges, where appropriate, should be integrated into the design of the public realm;
- Street furniture should be added in the public realm only if they serve a purpose, whilst unnecessary features should be avoided; and
- Large unbroken areas of a particular surface material should be avoided, especially tarmac. Areas can be made distinctive by using materials of a similar colour but with different textures.

Figure 78: Examples of quality materials and visually pleasing layout patterns that could be considered for public realm surfacing.

Design Codes on sustainability for new developments in Lockington-Hemington Parish

The codes 30-36, include some design guidelines that could have a positive impact to the environment.

Code.29 Minimising energy use

Buildings contribute almost half (46%) of carbon dioxide (CO2) emissions in the UK. The government has set rigorous targets for the reduction of CO2 emissions and minimising fossil fuel energy use.

There is a good number of energy efficient technologies that could be incorporated in buildings. The use of such principles and design tools is strongly encouraged to future proof buildings and avoid the necessity of retrofitting.

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

F.74 features an array of sustainable design features. Those on the top show the features that should be strongly encouraged in existing homes, while those on the bottom show additional features that new build homes should be encouraged to incorporate from the onset.

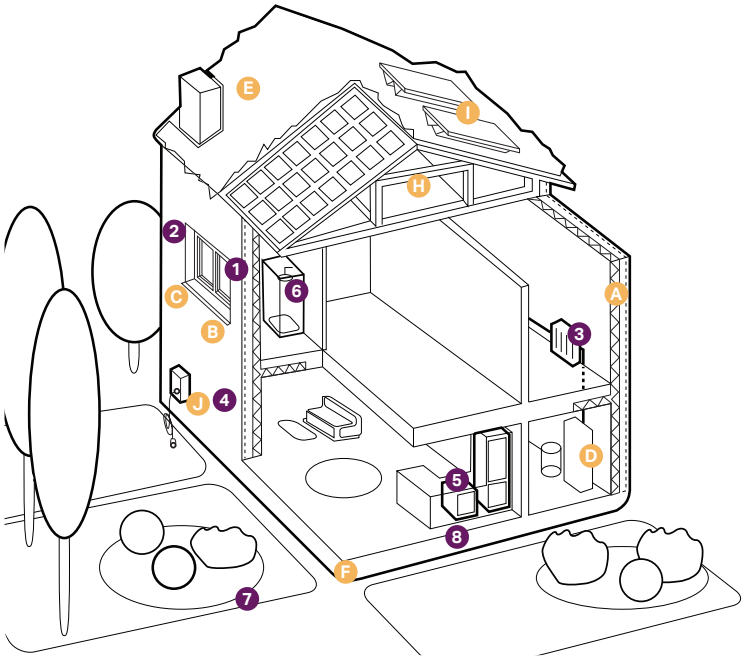
Code.30 Lifetime and adaptability

The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change.

'Lifetime' homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/ contracting families who may be dependent on nearby friends and family for emotional and physical support.

Figure 79: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.

Figure 80: Positive example of integrating solar panels at the design stage.



F.81

Figure 81: Diagram showing low-carbon homes in both existing and new build conditions.

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

Additional features for new build homes

A. **High levels of airtightness**

B. **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling

C. **Triple glazed windows and external shading** especially on south and west faces

D. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

E. **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F. **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

H. **Construction and site planning** timber frames, sustainable transport options (such as cycling)

I. **Solar panel**

J. **Electric car charging point**

Code.31 Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

- Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;
- On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;
- Identify materials used in high volumes; and
- The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.

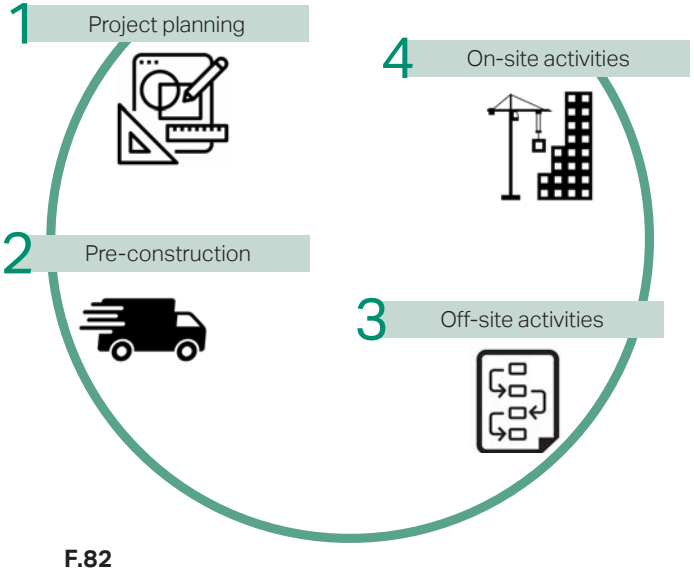


Figure 82: Diagram to illustrate the 4 main stages where waste management practices can be implemented.

Code.32 Recycling materials and buildings

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

- Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;
- Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and
- Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well.

Code.33 Electric vehicle charging points

Lockington-Hemington Parish strongly supports proposals for in private transport using electrically and other non fossil fuel powered vehicles. Those can be integrated both on and off street. Some design guidelines on how new development should design for electric vehicle charging points are:

On-street car parking or parking courts

- Car charging points should always be provided adjacent public open spaces. Street trees and vegetation is also supported to minimise any visual contact with the charging points;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; and
- Car charging points within parking courts are highly supported, since they can serve more than one vehicles.

Figure 83: Example of on-street electric vehicle charging points.

Figure 84: Example of electric vehicle charging points in a parking court.

Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking; and
- Cluttering elevations, especially main façades and front elevations, should be avoided.

Figure 85: Example of off-street electric vehicle charging points.

Code.34 Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water.

Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. In general, some design guidelines to well integrate water storage systems are:

- Consider any solution prior to design to appropriately integrate them into the vision;
- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes; and
- Combine landscape/planters with water capture systems.

Figure 86: Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.

Figure 87: Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.

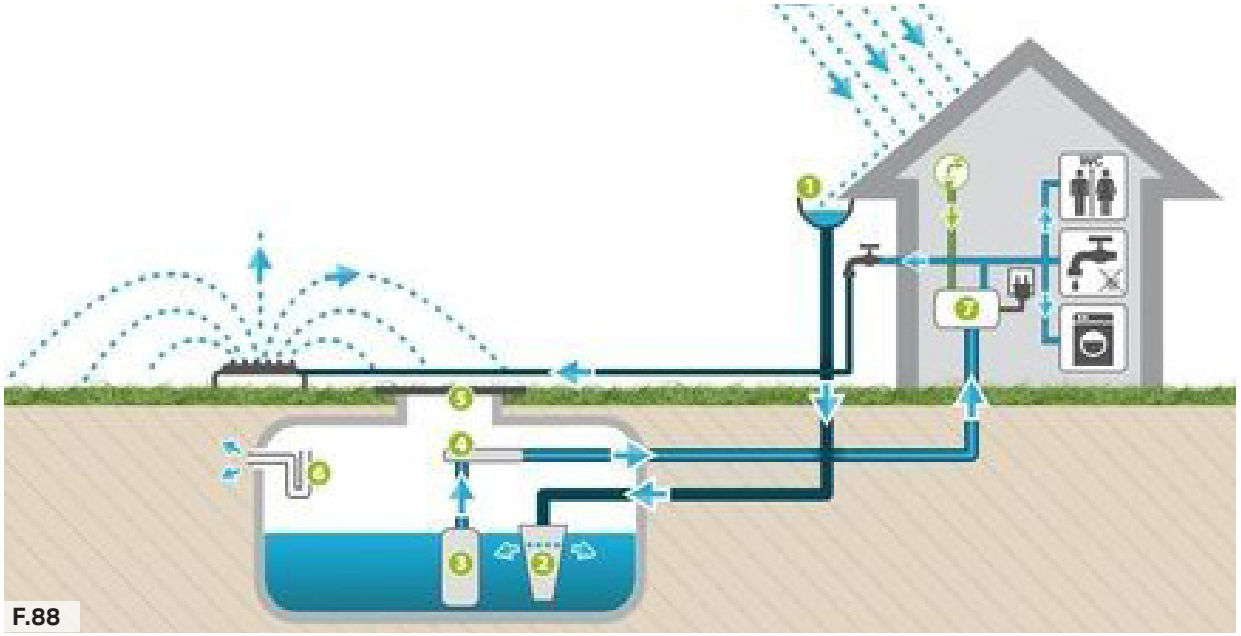


Figure 88: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

Code.35 Permeable paving

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

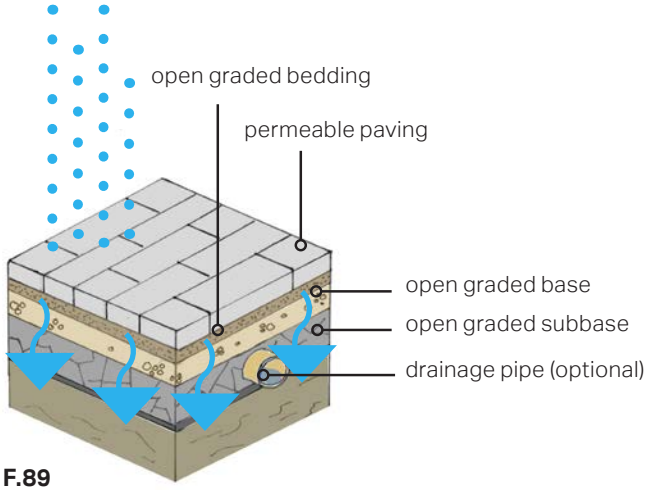
Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving. Therefore, some design guidelines for new development are:

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

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

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

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



F.89

Figure 89: Diagram illustrating the function of a soak away.

F.90

Figure 90: Example of a permeable paving.

Code.36 Context and location

Context, including topography and visual impact, will influence the siting, massing, form and height of commercial development. In general, some design guidelines to well integrate them in the context are:

- Existing tree belts and hedgerows can be important features around which to structure the layout of new development. Their retention can be essential in locations where industrial development can be seen from distant public viewpoints and the existing landscape setting needs to be protected or enhanced. Retained features should be suitably protected during the construction period.
- Planting can be used to help improve the relationship of the building with the street, to soften the visual impact of the building and also the parking and servicing areas which can often be large areas of hard landscaping. Smaller buildings can also be wrapped around larger buildings to help soften their visual impact. Alternatively, buildings can be designed to celebrate or sit comfortably in their setting.
- Landscaped areas should also provide places for workers to sit and enjoy, where possible, and to provide shade.
- Trees and new woodland should be incorporated into development early in the design process in larger sites, ensuring adequate space around them can be achieved.
- New development will be sympathetic to its rural setting;
- The appearance of 'big box' buildings from various viewpoints must be considered and should not be located in visually prominent or intrusive positions such as high points or within sensitive view corridors;
- New development of employment sites should be located within settlement boundary or on previously developed land;
- Proposals which stand outside the settlement boundary or greenfield sites should be avoided whenever possible.

Figure 91: Negative example of large employment obstructing a long distance view in Lockington-Hemington.

Code.37 Frontages

The siting and design of new buildings should maximise surveillance along streets, car parks and pedestrian routes. Therefore, some design guidelines for new development are:

- Buildings should be sited to allow windows and entrances to overlook streets and other pedestrian routes within or adjacent to the site.
- New industrial and commercial plots will be expected to front buildings onto the public realm and to enclose 'private' external spaces such as yards and car parks, behind them.
- Particular care should be taken with 'big box' structures which typically have limited active frontages. The use of windows, materials (such as green walls) and architectural detailing can be used to add interest to what might otherwise be large, blank façades, and locate entrances, glass façades, cafeterias, offices or signage along the street frontage. Any windows should face the street and public areas.

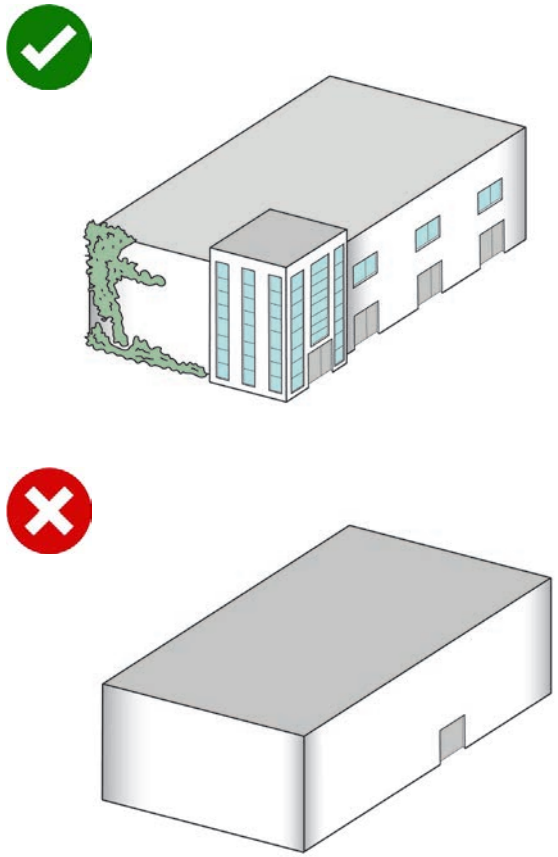


Figure 92: Frontages - even 'big boxes' should have a public face to present.

Code.38 Access, yards, servicing and parking

Design of future employment sites should consider:

- Locate landscaped parking and servicing areas to the rear or side where possible to avoid these areas dominating the street scene and/or the plot.
- Provide a dedicated pedestrian entrance directly from the street and segregate servicing and pedestrian routes.
- Take advantage of sites with access from multiple sides to separate access.
- Consider shared yard to optimise space on smaller sites.
- Incorporate sufficient space for HGV turning circles within the site to prevent HGV manoeuvring on highways.
- Consider provision of shared HGV parking for units that only require occasional HGV access.
- Integrate parking within buildings and away from the street edge and separate yard-space, employee parking and visitor parking.
- Charging points for electric cars should be provided.
- Avoid using visually distinct sources of illumination that result in disproportionate signage and intrusive to the countryside, such as internally-illuminated box signs and totem pole.
- Trees in parking areas will need high quality underground provision for roots to grow in order for them to survive and flourish.

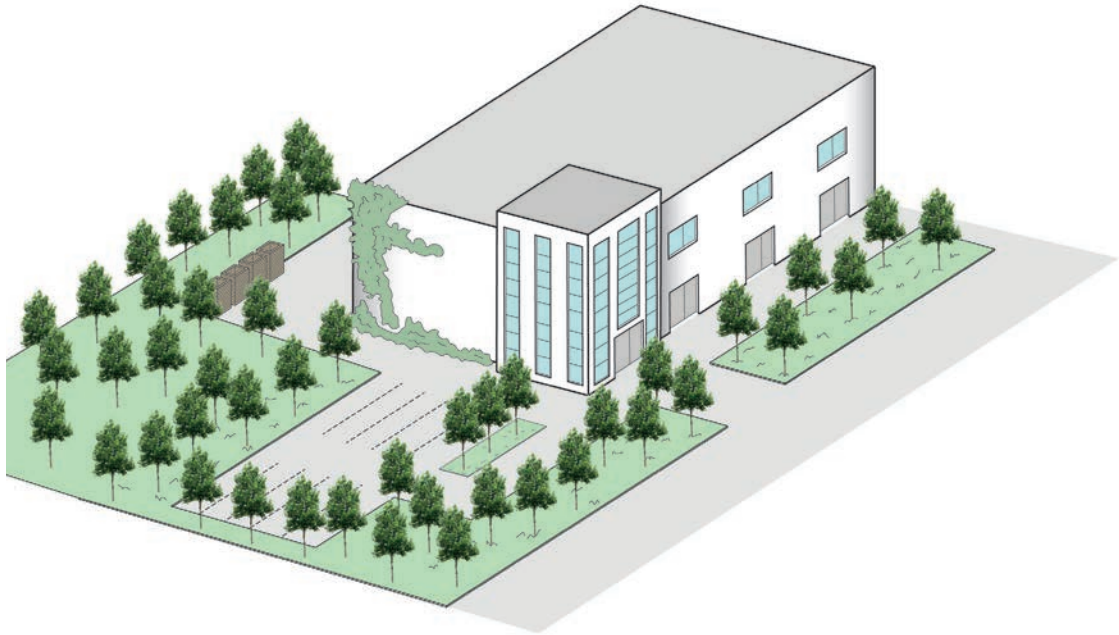


Figure 93: Parking screened to the side, servicing to the rear.

Code.39 Amenity space and adjacencies

Landscaped areas should also provide places for workers to sit and enjoy, where possible, and to provide shade. Some guidelines to consider are:

- Create well designed public spaces and meeting places, avoid creating new low quality green space at the edge of an employment or industrial site.
- Orient industrial and residential units to minimise overlooking of yard space.
- Incorporate acoustic mitigation measures such as winter gardens, high-quality windows and mechanical ventilation, triple glazing and walls into residential blocks.
- Use ancillary uses and landscaping to provide a buffer between residential and employment or industrial uses such as parking or cycle storage.

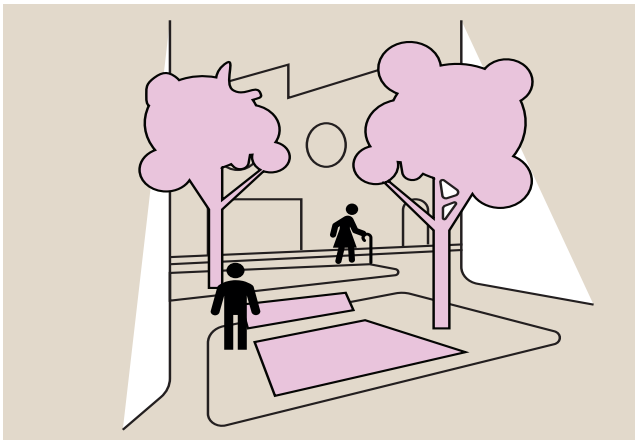


Figure 95: Diagram showing public spaces integrated within the employment site.

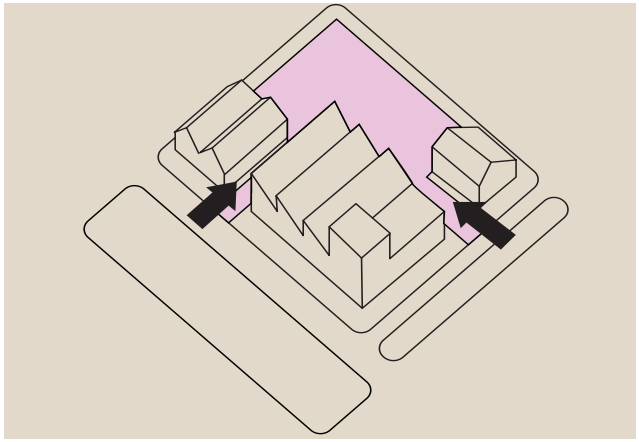


Figure 96: Diagram showing a favoured site with access from multiple sides to separate access points.

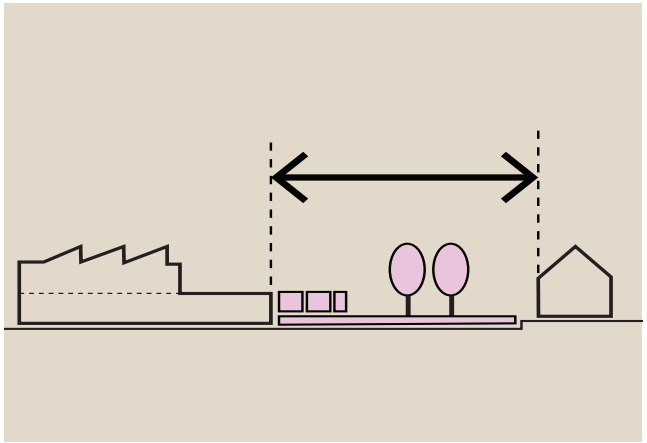


Figure 94: Diagram showing the use of ancillary uses and landscaping to provide a buffer between residential and employment/industrial uses.

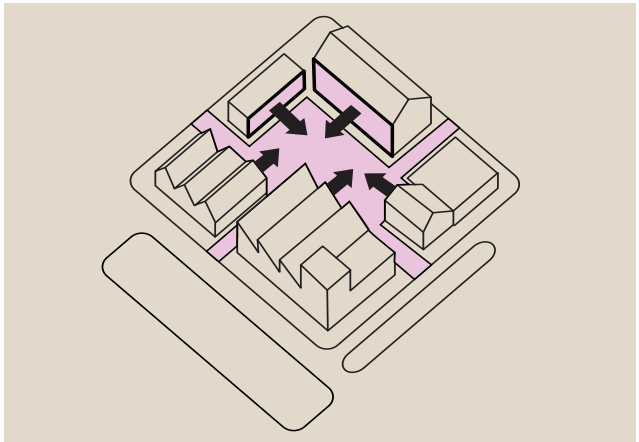


Figure 97: Diagram showing shared yards to optimise operation space on smaller sites.

Code.40 Architecture

New buildings should be of high quality, contemporary design, appropriate for the use and context. The design of any building, even the simplest industrial shed, should always make some positive visual contribution to its environment. Local materials can be used on larger or non-domestic buildings – such as red non-domestic development brick, render, timber or clay tiles.

Contemporary and innovative architecture that subtly references local character is encouraged. The visual impact of colours and finishes of wall and roof cladding materials should be considered in relation to the background and context of the building.

The impact of new buildings on neighbouring properties in terms of their effect on sunlight and on daylight should be minimised. The use of out-of-hours night time lighting should be minimised, which also benefits wildlife such as bats. Where lighting is required for security and/or community safety, downward directed, vandal resistant, energy efficient light units should be installed. Increased light pollution from car park and security lighting may cause disturbance to the local community. Lighting should not be placed next to wildlife habitats or where the light columns would appear above a prominent topographical ridge line.

Figure 98: The headquarters of furniture manufacturer Vitra, in Germany, demonstrate that striking architecture and strong landscape can sit proudly in a sensitive environment. The building shown is a showroom.

Code.41 Sustainability in employment buildings

New development should incorporate sustainable building design through measures to minimise the need for energy and water consumption, encourage recycling, minimise waste, and use sustainable construction methods.

Some design guidelines for new development are:

- As well as considering energy efficiency and building fabric from the outset, new buildings offer the potential to include solar panels as sources of renewable energy for heating and electricity, and green roofs offer multiple benefits such as absorption of rainwater, insulation, wildlife habitat, mitigating the heat island effect and providing an aesthetically pleasing landscape.
- New industrial or commercial development should also encourage travel by sustainable modes of transport – on foot, by bike or by public transport. Whilst industrial sites have not traditionally been very accessible by these modes, new sites will need to respond to the climate emergency. A reduction in car use can be achieved by:
  - Providing convenient, short, direct routes to the main entrances;
  - Ensuring the development is directly served by adequate public transport services;
  - Providing secure covered cycle stores near entrances and adjacent to overlooking windows;
  - Providing changing and showering facilities for cyclists;
  - Providing on- and off-site cycleways to enable connection to the area's wider cycle network;
  - Providing green infrastructure – in particular the use of appropriate tree species to improve local air quality;
  - Improving customer care in terms of delivery of goods and services to assist non-car users;
  - Using commuter planning measures to reward car sharing, car pools for employees, cycling, walking and the use of public transport;
  - Providing electric vehicle recharging infrastructure within car parks and for commercial vehicles (where appropriate);
  - Preparing staff travel plans.

Figure 99: Positive example of large industrial with integrated solar panels on the roof elsewhere

3.4 Checklist

Because the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. 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 considered 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 guidance for new development'. Following these ideas and principles, several questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

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

2

Street grid and layout:

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

3

Local green spaces, views & character:

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

3 (continued)

Local green spaces, views & character:

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

4

Gateway and access features:

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

5

Buildings layout and grouping:

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

5 (continued)

Buildings layout and grouping:

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

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

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

9

Building materials & surface treatment:

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

9

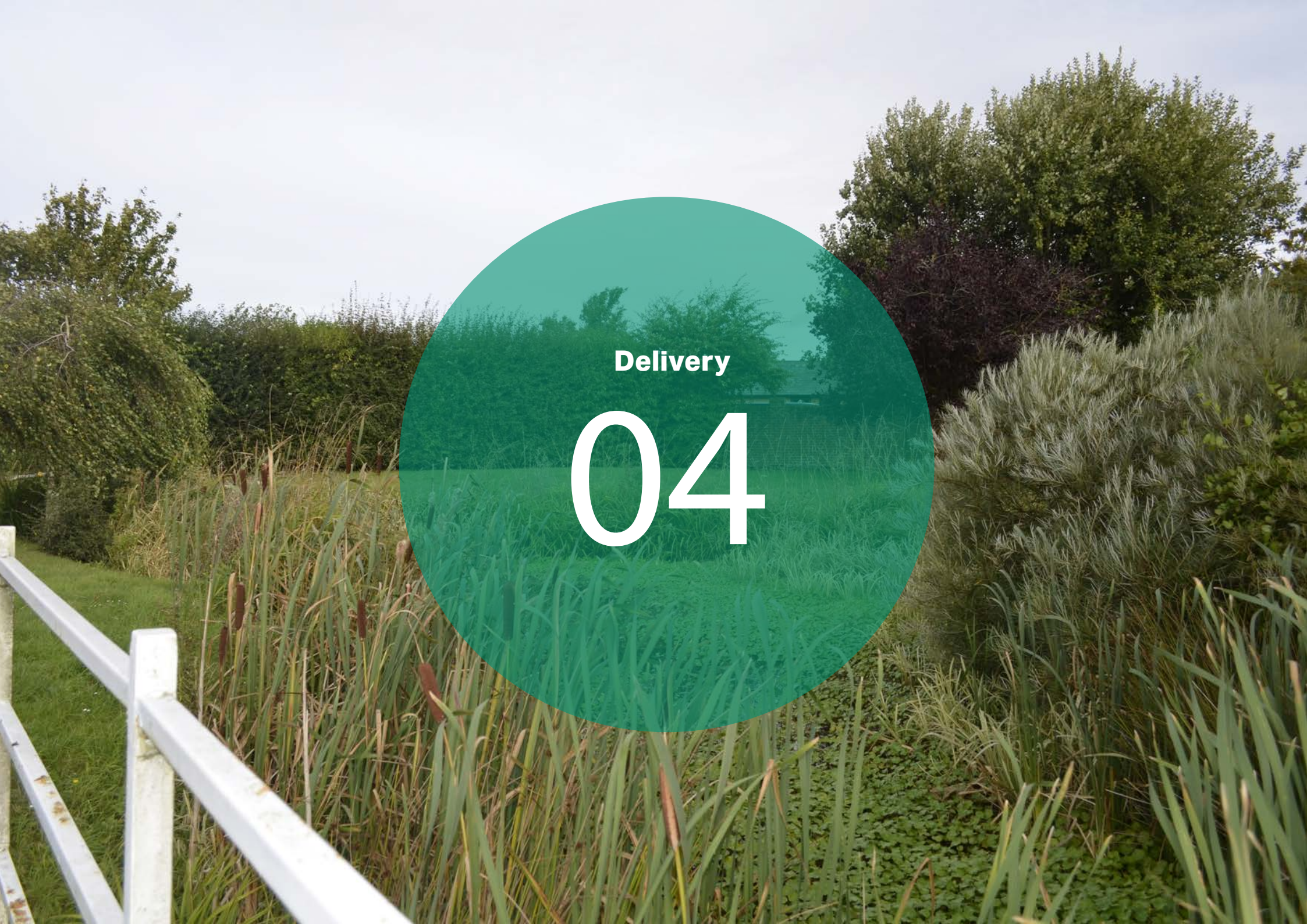
Building materials & surface treatment:

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

10

Car parking:

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


Delivery
04

4. Delivery

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

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

Table 01: Delivery

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

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