

DESIGN CODE FOR EAST HANNEY NEIGHBOURHOOD PLAN



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INTRODUCTION

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, Community First Oxfordshire (CFO) has been commissioned by East Hanney Parish Council to prepare a Design Code in support of the new East Hanney Neighbourhood Plan.

The National Planning Policy Framework (2021) rooted neighbourhood planning at the heart of the drive for quality development, stating “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).

WHY A DESIGN CODE FOR EAST HANNEY?

This Design Code has been prepared as part of the East Hanney Neighbourhood Plan (EHNP) to provide guidance on design matters that are specific to the village of East Hanney and thereby inform any future planning applications especially those for residential development.

Also of relevance is the recently published Joint Design Guide for Vale of White Horse District Council (VoWH), and South Oxfordshire DC which covers all forms of settlement within the districts. However, all places are different and have their own qualities and so an overall guide at District level cannot necessarily bring out all the issues of importance to local people, hence the need for a more bespoke Design Guide and Code. This Design Code will set out those characteristics that resonate in East Hanney. It will be proportionate and balanced as a result. Policy is also increasingly concerned with recognising beauty in places and this is reflected in this document.

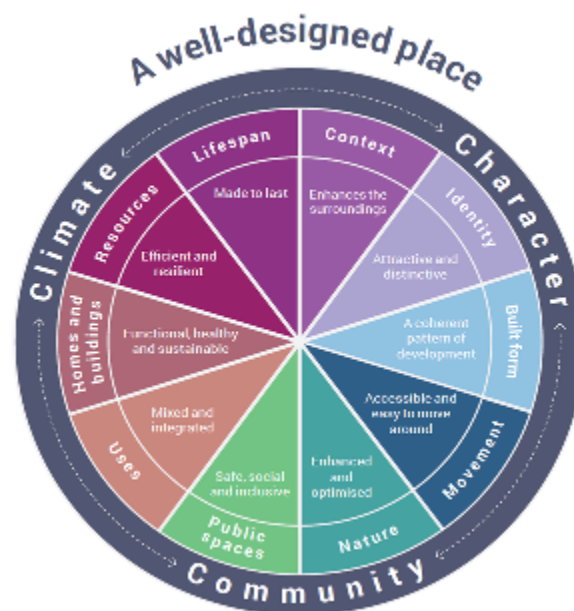
East Hanney parish comprises the historic settlement with its own character and identity, and beyond this the rural and historic agricultural landscape. The Letcombe Brook, which runs south to north through the village, has been pivotal in the historic development of the settlement and there are also important green spaces which are highly valued by local people. In addition to the Neighbourhood Plan the East Hanney Character Assessment therefore identifies those features within the settlement that contribute to East Hanneys identity, character, and sense of place. It will highlight the characteristics of place that are really important to local people.

The Neighbourhood Plan policies provide a hook for more detailed design guidance. A Design Code is able to address not only design considerations in major developments (i.e., sites of over 0.5 ha or more than ten dwellings), including the District Plan allocations (non-strategic matters include layout, scale, use of materials, and other matters), but also infill developments in the village and the design of individual buildings and spaces, as well as reflecting the aspirations to maintain a living countryside around the village and offset the potential threat from infrastructure pressures across the wider parish.

A design code is therefore a tool to:

- add to and support existing policy and guidance;
- clarify what is expected from local developers;
- raise the quality of housing development;
- eliminate inappropriate development; and
- deliver locally distinctive development.

The National Model Design Guide shows how good design and place making can be achieved by consideration of the 10 characteristics:



Design codes can include:

- movement strategy where appropriate;
- access and street hierarchy where appropriate;
- landscape and open space strategy;
- land use and mix;
- density;
- heights;
- number of homes; and
- identity and character of buildings and spaces.

It is essential consultation including regular communication and liaison with community groups form a key part of the design process from an early stage.

APPROACH AND METHODOLOGY FOR DEVELOPMENT OF THE DESIGN CODES

The process comprises of the following:

- Initial work undertaken by CFO on the NP liaising with the NP Steering Group (NPSG);
- Character Assessment supplemented by urban design and localised character analysis based on site walkovers and review of the evidence base;
- Preparation of design principles guidelines and codes to be used to inform the design of the parish and future developments;
- Draft report with design guidance and codes; and
- Submission of Final Report.

The NPSG prepared documentary evidence, including maps and photos as part of the Character Assessment. Walking the village and its surrounds enabled better understanding of the distinctive qualities of the study area, especially regarding the separate character areas identified. This is important to the Design Guide, supported by a desktop analysis of existing frameworks – landscape and open space, movement, street hierarchy and built form.

Particular attention was paid to character noting the lanes and streets and pedestrian access, boundaries, building types and spaces, fragmented building lines, varying plot sizes and density, building orientation, land use and mix, heights of structures and materials. In particular, the rural as opposed to urban character of the settlement is noted as an important component worthy of the strongest protection.

Local design guides are prepared by local planning authorities and neighbourhood planning groups to set out the general design principles and standards that development proposals should follow in the area, building on policies in the development plan. They are an important way of communicating local design expectations and requirements and are one of the visual tools that the National Planning Policy Framework expects authorities or neighbourhood planning groups to prepare and use.

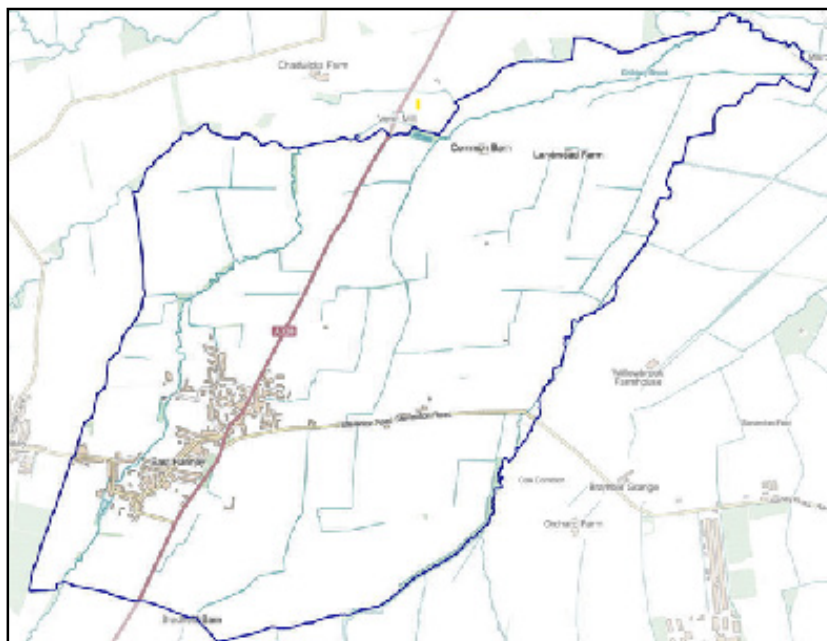
Design Codes

Effective Design Codes are “simple, concise, specific and rely on visual and numerical information rather than detailed policy wording” (National Model Design Code Guidance). The vision for the place needs to be aspirational and set the context for the subsequent development of the code covering matters such as:

- an appreciation of the existing area or site;
- its natural, topographical, historical and heritage features;
- its character and appearance;
- the mix of uses and facilities;
- the amount of green infrastructure and character of green space;
- the way in which it deals with traffic, parking, public transport, walking and cycling; and
- sustainability including energy efficiency, net zero alignment and climate resilience.

The aim of the Design Code is to work towards delivering the context and vision for each sub area type in the parish. The setting for each area type is based on the analysis of existing character and East Hanneys Character Assessment is therefore a key document which provides the context for the Design Code as it relates to each area type.

This Design Code will therefore set out the vision for each sub area, within the Neighbourhood Plan, overarching codes that apply everywhere and specific codes for each area type. Wherever possible overarching codes have been kept to a minimum to avoid any sense of applying a blanket coverage approach.



Context

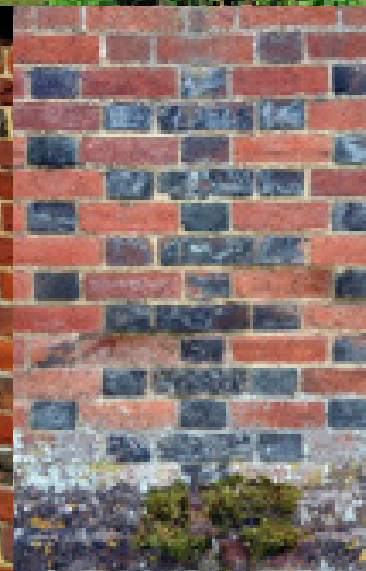
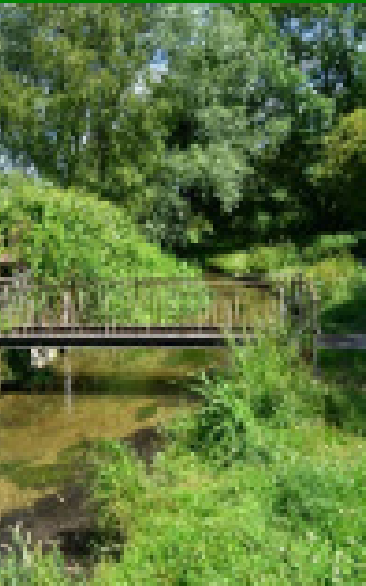
This comprises the location of the settlement and the attributes of its immediate local and regional surroundings. The surrounding land uses, transport connections, historic assets, and environmental constraints have all been analysed.

The structure of the landscape is determined by geology, topography, soils, and vegetation as well as climate and even cultural forces. At East Hanney there has been a community in this part of the “Clay Vale” for many centuries as evidenced by artefacts found over the generations. Every village has its variety and hierarchy of spaces and the Letcombe Brook (which runs to the western side and through the centre of the settlement) has impacted these, influencing the pattern of settlement as well as the industry along its banks.

The green setting provided by the landscape can be seen from many points in the settlement notably from the Hanney Gap, from various crossing points over the Letcombe Brook, from the footpath network and from each direction on entering and leaving the village. The presence of the Letcombe Brook has also meant green space has been retained, whether as flood meadows or in more recent times for farming and for recreational uses for the village. Within the village itself there are a number of green spaces, and these are important for wildlife. The village can be seen from afar and the openness in a flat landscape is emphasized by the low level of tree cover. The Oxfordshire Treescapes report (see Appendix 01) indicates the suitability of much of the parish for woodland and species rich grassland.

Comprising circa 890 hectares, East Hanney is therefore a small rural parish based in the lowland vale, the small settlement being surrounded by an agricultural landscape. It recorded just 345 dwellings at the 2011 census. It has a long-established history with evidence of settlement from the iron age, with evidence of Roman and Saxon remains.





Its development has been influenced by the Letcombe Brook, a rare chalk stream with significant biodiversity, which flows northwards through the village and provided power for traditional industry such as milling. The village traditionally had a linear form running south to north following the brook. A man-made system of ditches diverting flowing waters around the settlement is also a unique feature of high character and biodiversity value. There is also some flood resilience provided by the system which is beneficial.

The location of the village close to the old Roman road between Oxford and Wantage also meant it was well placed for trade. Because of its organic growth over many centuries there are a large number of feature dwellings, listed buildings and two Conservation Areas, of which the much larger one runs in a linear configuration through the village.

High quality buildings are not only found in the Conservation Areas, but generally across the village in all areas, there being some 32 listings as well as number of non-designated historical assets. In terms of proportion some 10% of buildings recorded in the 2011 census are listed and in addition a good portion more were within conservation areas. Old farmsteads, barns (and other properties in the heart of the village such as on Main Street) have largely become residential use over time. Historically there were thought to be 3 manorial dwellings of these only one Manor House remains (Philberts), which is a key heritage asset.

East Hanney's rural hinterland remains highly accessible via a network of PROW routes. It is a dark sky village with a very small number of streetlights, of which most are in one close. Views out to the open countryside and access for recreation especially over the Hanney Gap and through the Letcombe Brook corridor are highly valued by the community, as is the biodiversity. The presence of the Letcombe Brook on the western side of the village has enabled a more tranquil green setting to be preserved more readily in that vicinity which is also complemented by the Hanney Gap, a large green area encompassing sports fields and greenspace.

As there are no commercial shops, doctors, or similar services the entire village population live at a distance from local services, meaning they have to drive or use the public bus to reach other centres for services. The village has only a volunteer community shop attached to the village hall and a farm shop outlet which meets basic top up shopping needs. As a designated large village in the VoWH Local Plan it is surprising that there are no commercial shops, doctors, or similar services. The nearest centre for goods and services is Grove, which is difficult to access by foot or bicycle as there is no direct public footpath or cycleway. Residents can move around the village without using cars and it functions like a 20-minute neighbourhood. However, to access higher tier services bus services are used. Of course, delivery services may become more important in the future as the village age profile goes up and more people are less able to drive.

Use of the car is therefore for most residents unfortunately essential, undermining the

intent of sustainability. Over time new development should see charging points for electric cars and these might also be installed in public car parking such as at the village hall.

As the village grows there might be scope to re-establish services in the village but although in a central location the scope for these to be sited at Main Street is probably less likely to be feasible. A community hub to be provided in new development at the northern end of the village (e.g., small shop, pharmacy) closer to the A338 might be preferred as new housing has occurred in that area, especially as a new pedestrian crossing is now in place across the A338.

Businesses at the industrial estate needing to relocate or expand might struggle to find premises in the settlement but this location should probably be regarded as the employment hub for the village. However the industrial uses occupy basic structures that add nothing to the identity and character of the settlement, and are now virtually surrounded by new housing.

The village has spread a little to the west in the last 100 years but more to the north and northeast in recent times where there is a somewhat porous edge to the settlement and a risk that it is forming a separate community. In contrast, new housing development provides a more definitive edge to the southern boundary. There are criticisms of the layout and appearance of this recent scheme on Summertown as it is not well integrated with the rest of the village - although it is within a short walk to local services.

Identity

Identity concerns the way that buildings, streets and spaces, landscape and infrastructure combine and how people experience them. An overall vision for East Hanney is set out in the Neighbourhood Plan. It states: "Our vision is to ensure that East Hanney remains as an attractive Lowland Vale parish where any new development reflects and enhances the sense of place."

This broad statement of aspiration for the village requires the Design Code to rely on the Character Assessment to provide a more detailed context and to help focus on the eight area types set out in that document but also covering all the points raised in the National Model Design Codes guidance where these are of relevance.

The vision of course is to preserve the character and identity of the settlement and its environs notably its tranquillity and dark sky feel of the settlement in a rural setting, its character and appearance. It is essential that any new development recognises and reflects the village identity, its heritage assets, and its green setting. Since World War Two, the village has seen some expansion and some of this has not particularly reflected the original pattern and form of development. For the future it is essential for the village to be able to retain its key characteristics and remain as a rural and historic village. Whilst there are many detached properties, East Hanney has a mix of styles and



sizes including bungalows, terraced and semi-detached properties, often with large gardens and traditional stone walls.

It is noteworthy, however, that in recent times housing developments on the periphery have increased the size and population of the village. Whilst these new developments incorporate some attempts to reflect aspects of village character and built form, they have become rather more urban in form and higher than the usual village density.

Whilst in an urban setting higher densities are seen as more efficient use of land, in a distinct and historic place like East Hanney lower density should be seen as a core element of character. Assessing the new estates may reveal a shortfall in green space which may even require additional greenspace on a cumulative basis. For this reason, a much higher proportion of land should be dedicated to greenspace in outlying areas.

This Design Code will ensure that standard housebuilder templates cannot simply be accepted within the village and that especially in any edge of settlement proposals these should be designed to reflect the existing built form such as heights, orientation, and varying plot sizes. Unlike existing areas within the settlement, more recent developments have also been specifically designed to accommodate the car with a resultant reduction in spaciousness but also and contrary to the effort to deliver long term sustainability. Consequently, there has been only minimal reflection of features identifiable with the pre-existing village. As a result of these changes, the retention of the significant elements that enhance and support the village character have been seen increasingly to be of critical importance.

Today the main north south road, the A338, runs east of the established settlement

connecting Wantage and Didcot. To the south of East Hanney, the larger settlement of Wantage has been expanding and its suburb of Grove neighbouring East Hanney is seeing extensive development northwards. Fortunately, the Letcombe Brook valley is protected from new development in the Grove Masterplan and moving north of the railway line the countryside is still relatively unspoiled at present. The parish boundary running to the south is relatively close to the railway line, there being just two fields that separate Grove from East Hanney itself. Consequently, there is risk of coalescence with the urbanised areas to the south and in other directions too over time, this being a major concern strongly felt by local residents' keen to preserve East Hanneys identity and sense of place.

The Design Code seeks to realise the purpose in policies to protect and enhance the character of the village and respect the environment, use of design and materials which reflect the village, and encourage a feeling of spaciousness. One of the allocated housing sites on the northern edge of the village is sited close to the oldest parts of the village (the Ebbs Lane area) , which comprises historic lanes with a very rustic appearance and strong sense of place. It is of paramount importance that any new housing in this type of location should not prejudice the historic areas but should strongly reflect and complement them. Character should include varied skyline and roofscapes, boundary treatments, structural planting, building frontages and orientation, as well as density and plot coverage.

The flat topography does not avail East Hanney of opportunities to screen or hide buildings in the landscape but as it is desirable that new housing should have a positive edge to the countryside inevitably this will mean more attention being given to buffer planting. The depth of this will depend upon the overall context as well as design concept. such as if there is an existing hedgerow and pathway that could be enhanced. Certainly good design here means that more individualistic styles in keeping with existing character should be applied especially to prominent corner plots and frontages rather than more "standard housebuilder templates". Use of much lower density development together with screening enabling a green village edge is encouraged.

One of the allocated housing sites on the northern edge of the village is sited close to the oldest parts of the village, which comprises historic lanes with a very rustic appearance and strong sense of place. It is of paramount importance that any new housing in this or similar locations should not prejudice the historic areas and should strongly reflect and complement them. Character must include varied skyline and roofscapes, boundary treatments, structural planting, building frontages and orientation, as well as density reflecting, say, the Ebbs Lane area.

In addition, whilst footways and cycleways using greenspaces from the allocated sites wend their way through the historic parts of the village, vehicular access is another matter altogether. It would be disastrous for identity and character if new access for cars impacted with the historic lanes (with all that it entails for street furniture). From the principal route of Main Street - The Green, access to most of the original buildings

may be taken along local lanes that mostly peter out into increasingly narrow non-vehicular access ways. This means there is a high degree of permeability through the village and walking routes connect with green spaces easily. The lanes are also signposted by well-known buildings from former times, and this makes these corner properties especially important to the identity of the village even when converted such as the former barn at Varlins.

Built Form

This concerns the interrelationship between blocks, streets, buildings, and open spaces that create an attractive place to live, work and visit. Generally, a more informal layout is characteristic of East Hanney with green spaces interspersed between groups of buildings. Plots often vary in size and shape and buildings also have diverse orientation. Many properties are set back from the narrow lanes and streets and vernacular design and use of materials lend great variety.

There are some more formal blocks of terraces often in more modern housing such as Bramley Close, but this is not the norm. In fact, these more formal housing areas are often close to larger green spaces such as old paddocks and orchards whose retention is of the greatest priority. The loss of such areas would inevitably mean the density in the heart of the settlement would increase significantly with an adverse impact on character. Where new housing has occurred on the edge of the settlement informality has been continued and some aspects of character have been continued. These areas have also continued to deliver green spaces which is key and invariably the average in and around the settlement has been circa 25% public open space as a minimum.

Most of East Hanneys buildings are two storeys in height, the exception being bungalows, converted barns, and some cottages, which are all typically single storey, or multi storey stand-alone buildings such as former mills. There is a variety of roof styles, mostly hipped and gabled ends, with roof coverings varying from thatched, to red clay tiles or slates.

Some places, such as Ashfields Lane, have witnessed new building, interspersed along one side which has been of inappropriate scale with an institutional feel. It is important that new build homes should reflect the scale of the surroundings, including roof lines and building footprints.

The commercial heart of the village was formerly from the junction of Main Street with the A338 east to Snuggs Lane, which hosted various traditional village shops. Here there are open spaces with seating that may hark back to this being the centre of the village. The former shops have all been converted to residential properties but adding to the distinctively varied built form. The community infrastructure has moved west to the edge of East Hanney, and it is this location where infrastructure is shared with West Hanney, such as the school, the pitches owned by West Hanney and other public buildings and spaces. It is difficult to create a focus around identity as there is no longer

any focal point, there being only one road access to this location and no scope for further bridging over the brook.

Proposing development with minimal amenity space, but with optimal car parking will not be acceptable as this effectively sacrifices amenity for extra parking. It will be preferable in this settlement to instead reduce unit numbers/sizes to scale back parking numbers to maintain generous amenity space.

Boundaries

East Hanney's boundaries are key to its character and often provide an important sense of enclosure to the lanes that connect up the sub areas. Existing hedgerows should be integrated within development especially where they can provide an accompanying windbreak, say along a pathway, and as a feature to soften the landscaping and to aid



biodiversity. New or enhanced native hedges should always be encouraged to link green spaces within and outside the development and as boundaries between properties, also as an alternative to timber close boarded or panel fencing and to enable wildlife movement. Hedges may also provide boundaries to primary and principal routes where they can offset traffic noise and particulate pollution.

Whilst stretches of stone or brick boundary wall with a grass verge will be typical within the village, edge of settlement transition locations facing the countryside would also benefit from native planting and softened landscape edges. Boundaries should be wildlife friendly and permeable, including bespoke gaps and holes and safe spaces for wildlife pathways in and between gardens. Applying standard housebuilder templates with close boarded boundary fencing to the countryside does not form part of the village vernacular and would not qualify as a positive edge.

Post and rail fences, railings especially in conjunction with low walls which provide a boundary without being a visual barrier or reducing light into the site, would also be encouraged. . Low stone or brick walls appropriate to the local context and possibly



topped by rails or backed by hedging will be quite typical in many places. There are also examples of classic wrought iron railings throughout the village from various ages - and these could be replicated within new development provided the approach aligned to design and fitted in with the surrounding area. Ornamental planting would be less desirable.

Drives

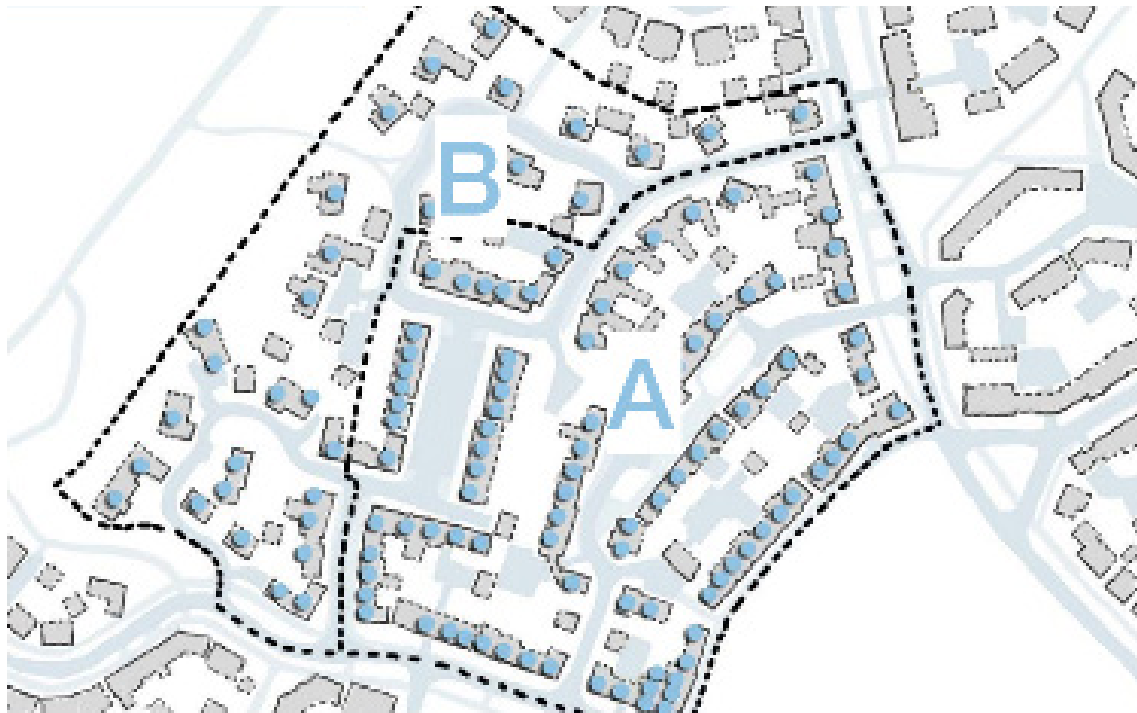
Many properties have long curving drives with large gardens which are also enclosed adding to the sense of privacy. Open design, field style gates, wrought iron which provide a feeling of privacy but not a visual barrier are encouraged for individual properties. For larger developments access drives need to reflect an open rural setting not a gated community. Unfenced, open plan American-style front gardens which provide little privacy will not be encouraged, neither will modern security gates, that add a defensive barrier, reducing permeability and cut throughs. Surfaces that fit in with a historic village would be preferred over those that would fit within an urban scene.

Building types and spaces

Heritage is key to East Hanney, and new development will everywhere be close to it, adjacent or within view. It is essential that assessments consider the impact of new development on the immediate locality - is it in keeping? Where the Conservation Area is adjoining there may be proximity to historic structures and setting is also an essential concern. There will be constraints on how access arrangements work with respect to new build and how this integrates with existing built forms. It would be wrong to upgrade a lane simply to take traffic from a new estate into the village when it could access a strategic route to access the village without disturbing existing heritage assets. Development which would cause additional traffic and the use of historic lanes

or adversely impact on areas of local green space should not be supported.

There are very few examples of terraced housing in East Hanney as the village grew organically over a long period. Most buildings are free- standing, either set back from



the lanes they front, or sited gable end to street.

It is not desirable that developments of flats are undertaken in East Hanney as two storeys is generally the height of most properties. Flats also typically attract infrastructure needs that are not compatible with the village, such as multiple parking areas, communal refuse locations, and larger scale access requirements for multiple car use – therefore, they are not the typical housing form of East Hanney and are not encouraged.

Where new homes have been built which are proportionately larger than surrounding homes such as at Spring Lane the outcome has been unsatisfactory. The large footprint structures at Spring Lane, which are larger and higher than surrounding properties, are out of keeping with the locality.

Plot sizes vary, with many homes in the village set back with large front and side gardens. Gardens sizes and shapes must be appropriate to the size of the building or in keeping with the character of the sub area and where gardens are smaller this tends to increase density and plot coverage. Generally plot coverage is lower say 25% on frontages to lanes whilst infill developments or post war housing have been greater.

In the diagram above taken from the Guidance Notes, Area A has 94 homes on a 2.6 ha



site which equates to 36 dwellings per hectare. Area B has 32 homes on 1.8ha which is 20 dwellings per hectare.

Area B density is more reflective of East Hanney enabling different orientations, plot sizes and other design variations whereas Area A is more urban than the character of East Hanney.

It should be noted that in neither case Area A or B, is there any open space provision such as public open space, biodiversity areas and other cumulative areas calculated for play and other non-residential uses that would be required for any new development.

If a percentage of 50% greenspace is accommodated in larger developments it is clear the spaciousness of the development and its density could be improved as well as its biodiversity benefits, particularly in sensitive locations like the Letcombe Brook corridor.

In developing a the design for major developments in East Hanney parish , the starting point should be that a substantial part of the site is to be allocated for green space for nature. Only then, an appropriate density, in the character of East Hanney, can be applied to the residual area.

It is worth noting that whilst the goal of achieving low density housing will be desirable in East Hanney, this should not mean that over sized homes will be acceptable as this would conflict with character and identity. Where this has happened this should be seen as an anomaly that should not be repeated.

Movement

This includes walking and cycling, access to facilities, employment and servicing, parking, and the convenience of public transport. There are no dedicated segregated cycleways or footways in the village, but the flat landscape is conducive to cycling and walking especially to the west of the village. That said, both cycling and walking

can be hazardous at busy times and at night as there are very few streetlights within the settlement, and there is no specified cross village cycle route or green cycle way. However, since there are many lanes running east west residents can keep away from the main route through the village to access the less disturbed countryside. Since these lanes are often narrow and meandering with stone boundary walls and vegetation, and without street lighting pedestrians feel safer as drivers will be deterred from navigating at speed for instance off Main Street.

The linear route running through the village (Main Street) and connecting the oldest parts of the village does not perform or feel like an urban road, rather it functions as a lane with narrow secondary streets, lanes or closes feeding off it. There are limited areas of paved walkway, with lots of grass verges and stone boundary walls to the street often with large front gardens serving the houses. In addition, whilst footways and cycleways using greenspaces from the allocated sites could wend their way to the historic part of the village, vehicular access is another matter altogether. Intensification of traffic into the historic lanes would risk impacting the identity and character.

Recent outliers to the northern edge have expanded the village beyond the A338 and along Steventon Road which means new residents in these areas are considerably further away from the local services. Most of the village currently apart from these outliers are within 5 minutes' walk (400m) of the Letcombe Brook and its future protected green spaces will be of great benefit. Steventon Road itself does not provide a safe path for pedestrians or non-car users trying to connect to the village from outlying new developments although a new safe crossing at grade is now in place over the A338.

At present it remains a highly walkable village and embraces the 20-minute neighbourhood concept. Most residents are within 400m of a bus stop for instance and so this is also important. All local lanes, streets and pathways should have active travel users in mind including disabled users. As a flat and compact settlement, it should be made more attractive for walkers and cyclists including EV points for bikes. Safe routes for walkers and cyclists should be available through the village and thus permeable connected routes are very important. The streets and lanes (often without pavements but with verges, boundary walls and shared surfaces) are very user friendly for non-car users as there is only one through road (Main Street) in the heart of the settlement.

Although a growing population will need better facilities as well as a range of housing types, it is important any new facilities should be accessible on foot or by bike within 20 minutes from most parts of the settlement.

Nature

This makes an important contribution to people's quality of lives, including mental health, through the existence and use of both natural and designed landscapes, high quality open spaces, street trees, grass, planting and water. The settlement has a rustic character emphasized by its rural setting and appearance especially the individualistic designs,

varying plot sizes, siting and orientation and low densities, as well as boundaries, trees and hedges, verges, greens and open spaces and natural areas such as in the Letcombe Brook corridor in which both biodiversity and people can continue to thrive. Green areas including paddocks, orchards, large gardens (burgage plots) have traditionally been found although there has been some infilling in recent times. In the countryside its vital to enhance biodiversity, extend and add to habitat variety especially near and around Letcombe Brook including creation of wetland areas, retention of ponds and waterways, creating swales within housing areas and so on.

Public Spaces

It is important to consider the quality of the spaces between buildings, which support a wide variety of activities and encourage social interaction. The Local Green Spaces will offer these opportunities but within the main built-up areas more action is required possibly around safe walking/cycling routes.

Uses

Provision of a mix of tenures and housing types that reflect local housing need and market demand and offer diverse land uses which support daily life help maintain the village's vibrancy and vitality and bring the community together.

In former times, the centre of the village was at the north end of Main Street where several non-residential uses were clustered including shops, post office and pubs. Apart from a single remaining public house, and a restaurant, La Fontana (formerly The Plough PH), these other uses have slowly disappeared to be replaced by housing, so the village no longer has its original centre. There is no chemist in the village and very limited community infrastructure.

The only employment zone, an industrial area at the northern end of the village, comprises basic structures that add nothing to the identity and character of the settlement. They comprise a narrow deep strip of property that run eastwards towards the new housing areas which are built at the rear.

Homes and Buildings

Existing housing stock is accessible and provide internal environments and associated external spaces that support the health and wellbeing of residents and all who experience them. The Neighbourhood Plan vision also highlights that a growing population will need better facilities as well as a range of housing types and the hope is that new development should not create unsympathetic standard templates but should embrace styles and materials that reflect the character and identity of the village.

Resources and Lifespan

The Design Code needs to respond to the impacts of climate change by encouraging greater energy efficient designs and adapting to anticipated events such as increasing risk of flooding. This should include provision of permeable surfaces and storage measures to offset the risks wherever possible. The need to sustain quality places should encourage a long-term approach to be taken to maintenance of key assets such as community buildings, green spaces and so on. A sensible approach would require buildings to be managed sustainably to reduce overheads such as fabric, operational aspects. Insulation, renewable energy, and a range of matters should be considered to minimize the carbon footprint.

Lifespan

Quality places should sustain beauty over the long term and contribute to quality of life of residents to promote physical care and respect of the neighbourhood. This encourages a long-term approach to be taken to maintenance of key assets such as community buildings, green spaces and so on. A sensible approach would require buildings to be managed sustainably to reduce overheads such as fabric, operational aspects. Insulation, renewable energy, and a range of matters should be considered to minimize the carbon footprint.

DESIGN CODES

These codes set out guidance to be applied across the whole NP area including those related to movement. However within the character sub areas more prescriptive codes may be relevant and have been set out further into this section.

CODE A All new major development proposals, i.e., more than 10 dwellings, should on application provide a Building for Life 12 assessment, and show how proposals comply with the National Design Guide as interpreted in this East Hanney Design Code.

CODE B Within the settlement boundary development of infill sites should retain existing trees, hedgerows, and other features and in addition secure biodiversity net gain of minimum 10% of the site in one contiguous area. Any development approved outside the settlement boundary should secure biodiversity net gain of minimum 20% in a contiguous area.

CODE C When identifying land for its nature recovery or biodiversity enhancing value a cumulative assessment should be taken as a starting point including all types of open space, play areas, orchards, allotments, and nature areas which might be a minimum of 25% reaching as much as 50% of total land area on larger strategic sites for instance. This may consider other sites previously developed for housing too as part of the cumulative assessment. Once the residual net developable area of a site is thus identified the density levels can be attributed to the net residential area (see above in Built Form).

CODE D Stewardship for long term maintenance of green spaces, nature areas, playgrounds, community assets and even housing should be implemented in all schemes of more than ten homes, agreeing both the body and the funding mechanism within a S106 before any development can be commenced. Proposals for stewardship.

CODE E The dark sky policy in the Neighbourhood Plan means that street lighting in new developments will not be acceptable. Potential light spillage must be mitigated through siting and design to avoid disturbance to residents' homes and green spaces as well as taking character and identity into consideration. New developments in edge of settlement locations must avoid light spillage and increases in light pollution into the Conservation Area, sub areas within the settlement boundary, and into the wider countryside.

CODE F Demolition of residential buildings and or subdivision through conversion of larger buildings within the settlement boundary generally should

be avoided in favour of refurbishment. Backland development will not normally be permitted within the settlement, especially where this involves loss of a donor property but where this does occur it is essential that approvals require that original (i.e., heritage materials) not easily sourced today are reclaimed and re-used within the development. Backland development through plot subdivision will not be acceptable in the Conservation Areas or their setting.

CODE G The existing street waterways and other water bodies both natural and man-made such as ponds, drainage ditches are to be protected and the water and drainage network to be preserved and maintained. Any new development must ensure that it does not impact on or discharge into the existing drainage channel network. Provision of new waterbodies such as swale systems will be required within new developments to enable water storage and aid flood protection in a landscaped form, to benefit biodiversity and sustain the green setting of the village. SUDS may be required where these help to mitigate surface water release.

CODE H As an internationally recognised rare chalk stream, the Letcombe Brook Corridor outside the settlement boundary should be subject to a more rigorous regime of biodiversity enhancement. New residential development including driveways, garage spaces and associated structures must not be sited within 20m of the Letcombe Brook or its tributaries and waterways must not be culverted or enclosed as a result of development. In areas where flood risk from fluvial and or surface water is possible balancing ponds may need to be created. Existing ponds should be retained as part of the settlement's blue green infrastructure.

Design Code M - Movement and Access

The existing A338 is a modern north – south strategic route between Oxford and Wantage which is the primary connector through the area enabling traffic to bypass the village. Steventon Road is part of the strategic network too taking traffic eastwards.

East Hanney has an established street hierarchy which evolved organically from its linear primary street structure. The principal street is Main Street, a through route connecting the oldest part of the village in the north and linking to the A338 via The Green and Ashfields. Main Street runs south through the core of the village, with no street lighting and limited pavement, joining Mill Orchard which continues westwards towards West Hanney and eastwards where Summertown connects back to the A338 at the southern boundary of the settlement. Secondary streets run off Main Street, The Green and Ebbs Lane, becoming closes, cul-de-sacs or becoming unadopted routes suitable for walkers, cyclists and horse riders such as Berry Lane,

Ebbs Lane and Snuggs Lane. These routes form part of a permeable open network, connecting all parts to the countryside over and around the Letcombe Brook, with limited exceptions closes and cul-de-sacs do not have through walking.

The Neighbourhood Plan assumes modest development in future years that will not change the overall structure or urban form of the settlement. New community infrastructure or replacement facilities will probably be focussed to the west side of the settlement and there will be limited scope for new housing to the west of the settlement, with no possibility of new routes connecting the strategic road network with the local roads.

In summary the key road hierarchy and street types are:

1. Strategic and other major routes all located to the east of East Hanney (e.g., A338, Steventon Road)
2. Secondary Streets (e.g., Main Street, The Green, Ashfields, Summertown)
3. Tertiary Lanes (e.g., Ebbs Lane, Berry Lane, Snuggs Lane)

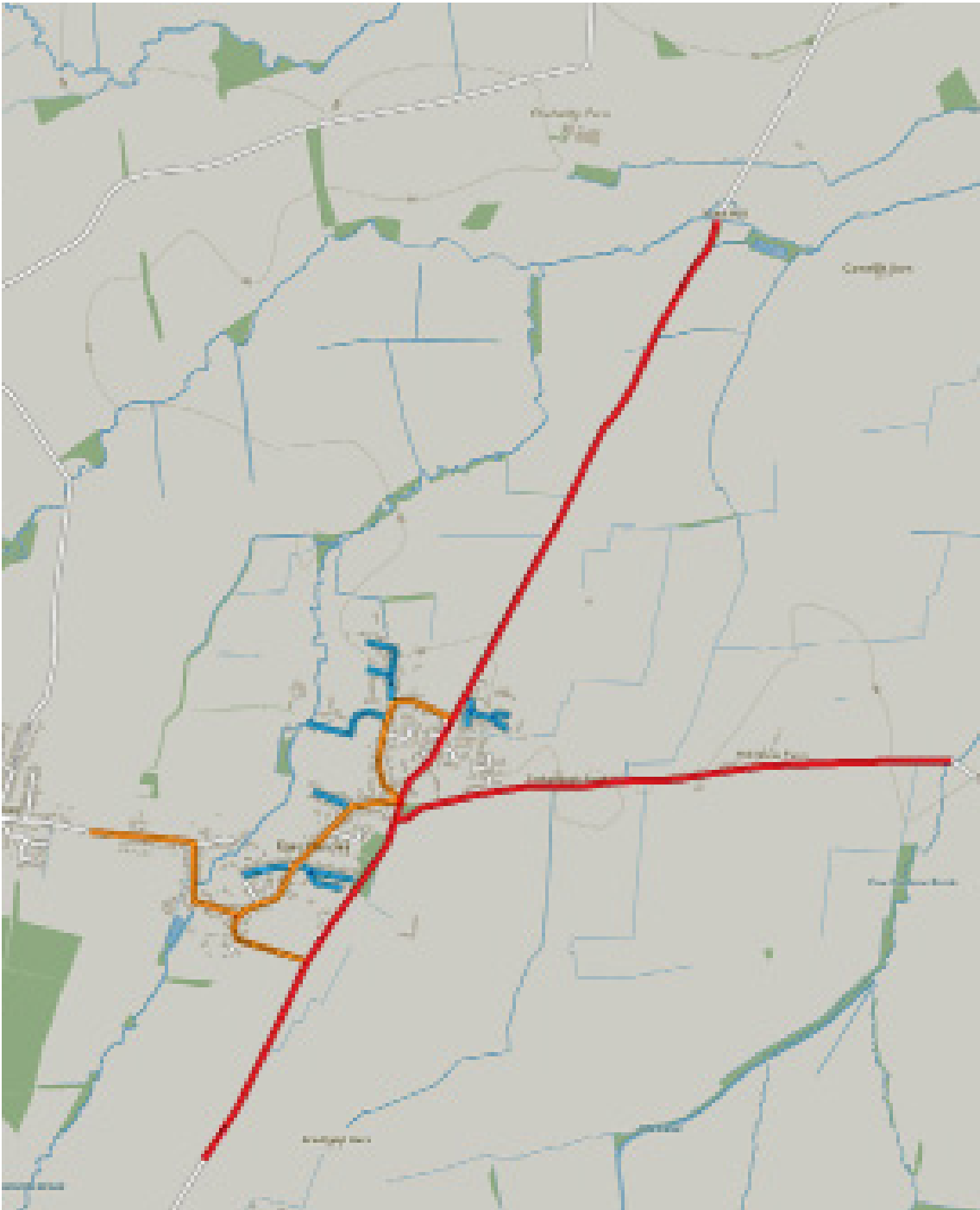
Public transport

The nearest rail station is at Didcot, which is some 12 miles to the East. Until recently there was no bus route linking the village with Didcot. There is currently a campaign by the District Council for a station to be provided at Grove, around a mile to the south.

Although there are bus services these are not especially direct or convenient so there is heavy reliance on cars for journeys to work. The main bus route is north-south, linking Wantage and Oxford which runs to the east of the village along the A338. There are some buses which run through the heart of the village along Main Street and onto the A338. Most buses run just north south along the A338. There is no safe cycle way alongside the A338 linking East Hanney to Wantage and Grove, nor is there continuity in pavement. Consequently, other than by car or bus there is no safe foot or cycle way alongside the A338 out of the village to the nearest service centres. A safe cycle route to Grove alongside the A338 and onto Wantage would be beneficial to residents.

The objective is to comply with standards regarding convenient car spaces per household, including visitor spaces whilst maintaining streets, lanes and closes as safe places for use by pedestrians, children, families, and cyclists. Effort should be made to reflect the character of the village in that parking should be sited discreetly and not be a visual intrusion. Parking in the village is mostly off street especially as

Hierarchy of roads/streets



- Primary
- Secondary
- Tertiary

lanes are narrow and can easily be blocked.

New parking areas in recent peripheral developments have been more urban in character softened in places by green spaces and by incorporating into structures. However, the high level of hard surfacing is more prevalent in the new developments than in the main areas of the village, such that the new developments appear to accommodate car ownership to a greater extent which is not in keeping with the character of the village.

Garage structures newly built can be seen to have often been over large, with high roofs, whereas in the more established areas garages have been created through conversion of existing structures, or lower level/integral.

DESIGN CODE

CODE M1 The existing hierarchy of roads and streets within East Hanney Parish should be retained and should be accessible for all modes and for diverse users. It follows that:

- there should be no new strategic infrastructure executed in the Hanney Gap or to the west of East Hanney and neither should there be any new vehicular bridging proposed that would cross the Letcombe Brook;
- existing streets and narrow lanes should continue to form an essential key character and heritage asset for the village, whilst the single existing stone vehicular bridge should be protected and repaired rather than replaced in the future. The character of the other existing historic bridges should also be protected from alteration, renewal, or replacement;
- intensification of the use of the existing lanes should be resisted through consideration of the optimal location for development and by avoiding cut throughs or connection of new development to older streets and lanes;
- boundaries of lanes should be respected as access routes and boundaries to them should be protected (e.g., verges, stone walls, hedges) and to preserve the tranquillity of the village; and
- to maintain the tranquillity for different modes a 20-mph speed restriction should apply within the settlement boundary as set in the Neighbourhood Plan including all new developments.

CODE M2 Views along streets and corridors, out to the countryside and access to open spaces should be maintained. New development will therefore need to:

- retain and connect with Public Rights of Way that connect the settlement and surrounding countryside for walkers and cyclists. To encourage cycling, segregated

cycle routes will be able to connect with existing lanes unlike vehicular traffic. In addition bicycle racks will need to be provided in new developments;

- all new developments should be provided with EV charging points, for bike and cars and lockable cycle storage for visitors. On strategic routes, safe segregated cycle routes should be created, including the A338 south to Grove and Wantage; and
- safe convenient walking routes should be created within developments connecting to other areas of the settlement and beyond. Such walking and cycling routes should be surfaced in sympathetic materials as used in the settlement, and should be in green corridors for instance along enhanced old hedgerows. To increase the use of these routes fruit trees and bushes will be planted to encourage foraging.

CODE M3 All new developments must respect and complement the appearance of the character sub-areas as referenced in the Character Assessment within which they are located or with which they share a boundary.

This includes:

- protecting existing layout of streets and lanes including grass verges, stone walls, trees, hedges, road widths and sense of enclosure (including setback of houses from lanes (normally around 15m on frontage plots to lanes); and
- schemes that propose unadopted highways or shared surfaces which create cul de sac or gated enclaves (and which therefore prevent the delivery of joined-up neighbourhoods) will be resisted.

CODE M4 Modern urban type street furniture and markings will also not generally be appropriate within the settlement, such as;

- e.g., double yellow lines,
- modern steel, perspex bus shelters, traffic lights, street lighting, excessive signage unless required by the highways authority to improve safety;



- banal, bland and unrelated structures such as bollards, posts will be discouraged; and
- hard surfaces should use permeable vernacular surface materials (again with reference to the Village Design Panel guidelines to be agreed later) to differentiate shared surfaces, paths, driveways, access roads and footways/ cycle paths and to minimize and mitigate surface water discharge for instance into the historic drainage network within the settlement.

CODE M5 New housing should be conveniently located to enable connectivity with associated public transport infrastructure, for instance bus stops within 400 metres of homes and connected by suitable and safe footways. Within the settlement, bus stops should provide a covered environment and with seating. Bus shelter design solutions proposed within the settlement must take account of the sub area character.



ODE M6 Residential parking provision should be off street and complement building design. Residential parking provision should not include parking courts, tandem parking bays, and front gardens should not be paved or surfaced with impermeable materials to create additional parking areas. Garages should be separate buildings (ie not integral) set back from the street and not sited in front of the building line. Car barns and other structures may be permitted. of traditional timber construction of lesser height than the main house are preferred over enclosed garages (which are often converted to living space putting pressure on existing streets).

Individually styled homes in key frontage or corner plot locations should be designed with garages sited out of view from the street. These could be gable end on to street but garages with short forecourts should also not directly front lanes and streets. Parking spaces off street should have provision for EV charging points connecting without the need to cross public highway.

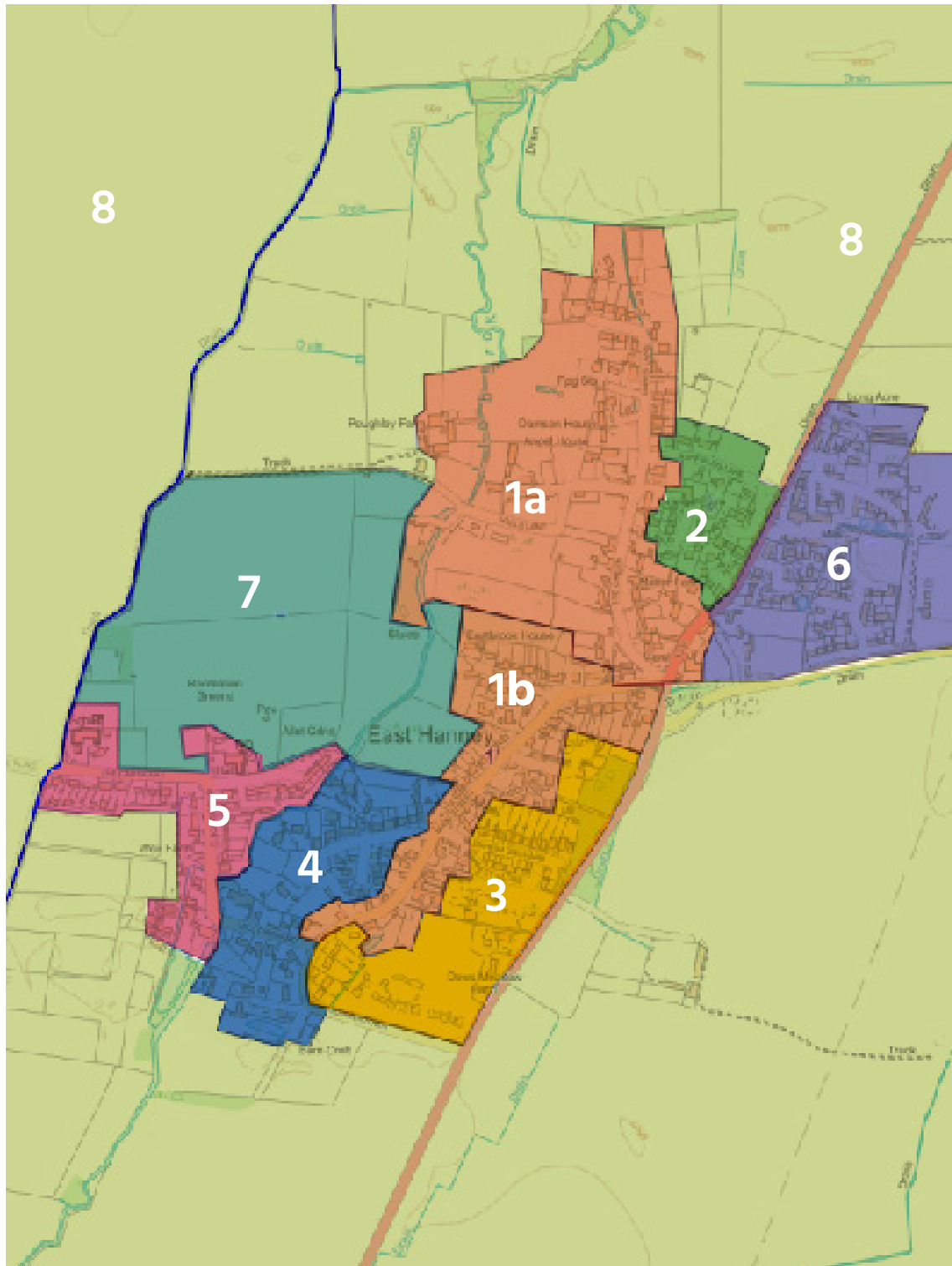
Character Assessment

The Character Assessment has been an important component in preparing this Design Guide. It highlights key features of the settlement including areas within the designated two Conservation Areas. Further analysis was undertaken by Community First Oxfordshire giving consideration as to how new development might relate to the existing form and function of the settlement. It is important to note, for example, that as a linear settlement the village was never very compact and historically a small area around Ebbs Lane and another area where The Green meets Main Street evolved separately. As a result, these two areas are delineated as 1a and 1b in the Character Assessment.

The Character Assessment identified eight sub areas, broadly linked by common characteristics or geography. These have been adopted for this Design Code and are defined by:

- their landscape situation or clustering on greens and critical streets/lanes;
- the use of materials that link to older styles and forms in their type of stone, brick, slate or tile;
- a building design that shares characteristics with similar structures from the more common older village housing stock, e.g. Aldworth Close;
- detail features that align with earlier best practice (see below);
- unrestricted road access to side streets and mostly no estate gates;
- a sense of conservation rather than preservation – a feel of a working village still;
- the length of time a group of dwellings has co-existed; and
- their history and their sense of place in the current community.

The village has a complex and irregular plan. It is now split by the A338 and Letcombe Brook, along which it has evolved. The conservation areas (it splits effectively into two areas) also offers an imperfect boundary, as it excludes key buildings and needs expansion at its extremities.



Area 1a/1b Extended Conservation Area

Area 2 Ashfields

Area 3 Main Street – Eastern side

Area 4 Main Street – Western side

Area 5 The Western Approach, Mills, Causeway area

Area 6 Eastern East Hanney

Area 7 Recreation, Footpaths, Amenity Areas, Wider Parish

Area 8 The Outer Parish

[illegible]

SUB AREA 1 - Extended Conservation Area

This comprises areas 1a and 1b on the sub area map above, both of which lie within the main Conservation Area and represent the historic heart of the village. This sub area extends from the northern end of the settlement, Ebbs lane, the oldest part of the village, southwards in a linear pattern of development between the Letcombe Brook and the A338. Most of this area has changed little over the centuries. The Green is one example of many that is notable for its beauty and the age of its buildings reflecting the rustic nature of many parts of the settlement. There is a main village street that runs through this linear pattern of development.

There is a varied mix of types and styles within this area and many heritage assets including listed buildings. Many houses are significantly set back from the streets in large plots (often gable end on) providing a low density often below 16 dwellings per hectare (dph). The building line is usually staggered reflecting organic growth, many homes with pitched red clay tile roofs, some thatched. There are also some thatched roofs. There are mixed materials in the houses from wattle and daub walls to brick, stone, and render. Materials include blackened or burnt bricks in the walls.

Plot occupancy or coverage is often less than 25% in this area providing a feeling of spaciousness. Variations and individual styles abound on frontages to main lanes in particular orientation, roofscapes, chimneys, materials, shapes, colours, patterns, along with curving lanes, stone boundaries and grass verges and generally permeable surfaces. Gaps between dwellings are often substantial when compared with urban areas minimum say 3m.

New homes have not always helped sustain the sense of enclosure with the historic lanes. One low density infill scheme of six homes off Main Street has been built in a sympathetic style that complements other buildings and spaces. However, as a cul-de-sac, it does not aid permeability. Unfortunately, these newer homes are also substantially larger than others in the vicinity with higher plot occupancy.

The sub area contains a transition from its linear pattern of development to the wider countryside to the west and north offering views through significant greenspace such as paddocks and large gardens and homes often with long drives providing a feeling of openness. Opportunities for infill development is likely to be limited and even in the southern part of this sub- area, which is more heavily built up, any development would carry a risk of overlooking gardens and a diminution in privacy.

The side lanes have many varied boundaries with stone walls and grass verges and limited or no pavements, with a strong sense of enclosure. Lanes are also signposted by well-known buildings and corner properties are especially important to the identity



of the village, such as the former barn conversion at Varlins shown above.

Although two storeys in height is the norm, conversions or adaptation of buildings within the Conservation Area is a very sensitive issue. This sub-area, having historically developed influenced by the Letcombe Brook includes some low-lying parts of the village, certain of which are known to be sensitive to flood. There is also the historic water channel running its course along Main Street being a feature of the village which needs to be protected.

To summarise, the village has grown organically and still today has a largely linear pattern of development, much of which is included within the main Conservation Area.

Key features of the village are set out below:

- A curving street pattern with only one relatively straight stretch, in Main Street. Side streets often follow old access routes to fields and orchards.
- An opening and closing of the width throughout, with visual gateway throughout.
- The use of large trees and other foliage to soften the vistas, particularly in the





northern Green areas.

- The Greens themselves and other smaller informal open spaces, e.g. around the Black Horse PH.
- The relatively even spread of the remaining thatched houses throughout the streets.
- The mix of housing sizes, and clusters of large and small dwellings, and period styles, e.g. the Victorian red brick row at the southern end of main Street, and the converted farmhouses around Halls Lane.
- Only a very few areas where a regular building line introduces regimentation.
- Large front gardens which offer diverse planting.
- Varying plot sizes and the unpredictable orientation of houses and gardens.
- The varied historic drainage ditch system that introduces, and drains away, water within the street scene.
- A variety of layouts and spaces added by crossings, e.g. Snuggs Lane and Ashfields /Halls Lane.
- The unusually grand elevations of the two big old mills and their supporting buildings.
- Very few post-World War 2 buildings that jar the view.
- Many modern houses do include some vernacular features to match their location.
- Open lateral spaces to the sky all along the main streets.
- Virtually no street lighting and safe open walkways, when using a torch.

- Unrestricted road access to side streets and mostly no estate gates.
- A housing density which is low reflecting the rural historical nature of the village and the array of listed homes, gardens, paddocks and orchards. It is worth noting that many villages appear to have low density and the Neighbourhood Plan identifies an average density of around 16 dwellings per hectare for East Hanney.

It should be noted that higher densities are generally found at the northern end of East Hanney in new developments but even these are often not much above 20dph. With its linear form and generously proportioned plots, dotted with historically established green space, calculation of density is bound to be low in the village.

SUB AREA 1 DESIGN CODE

<p>Context</p> 	<p>Well designed development should preserve and enhance the historic character and appearance of the sub area. Local vernacular such as proportions, plot sizes and coverage (occupancy) orientation, roofscapes, chimneys, materials, shapes, colours, patterns, should be reflected in new development.</p>
<p>Identity</p> 	<p>The sub area includes green spaces outside the Conservation Area designation which are important to the character and identity of the settlement. It is important to preserve its greens, and large plots with substantial garden areas, burgage plots which protect the low density and tranquillity. Boundaries such as dry stone walls and hedges as well as verges also maintain a sense of enclosure and should be reflected in new development.</p> <p>It is essential that the key views over surrounding or adjacent green spaces such as north of Ebbs Lane beyond the settlement boundary are also preserved. Backland development will not be considered appropriate within the Conservation Area. Each household should have full use and enjoyment of their property without impinging on neighbours or visually impacting on their surroundings</p> <p>Dark sky policy is especially relevant here so street lighting should not be installed. Floodlighting or security lighting on new residential properties including on outbuildings will also be</p>

	discouraged and controlled especially where this might cause light spillage into the settlement and surrounds (no permitted development rights).
<p>Built Form</p> 	<p>New residential development in this sub area should achieve the following :</p> <ul style="list-style-type: none"> • the need to retain modest plot coverage up to 25% so garden space should be substantial as a proportion of the plot. Maintaining openness and views will be essential; • Plots fronting lanes and especially including corner plots should minimise plot subdivision and will not be supported if this involves demolition of a donor property; uniformity of design in larger developments will not be acceptable and individualistic styles should be encouraged; • to aid connectivity cul-de-sacs and gated communities will not be permitted; • houses must be set back from the lanes minimum 10m - 15m and minimum gaps of 3m between dwellings; • variations in building types including orientation, maximum height (2-2.5 storeys) and roof design but also use of materials such as burnt bricks, traditional colour for external brickwork, red tile roofs; use of varying roofscapes, chimneys, windows (not balconies) similar materials and colour palettes will all be required in any new development and where demolition is involved materials should be stored and re-used in the development; • street types should be respected, e.g. spaces are enclosed and formal in building setback and rhythm and repetition of buildings). Wide bell mouth junctions will not be acceptable for new schemes. • features that complement the Conservation Area, including stone boundary walls, verges, brick patterns as traditionally seen throughout the village, barn style exterior timbers, use of porches, and gabled windows, stone window ledges, will all be required; • public/private space must be well defined by built form and boundary features, whether low brick walls or hedgerows suitable for the proposed character; • backland development of garden spaces will not be permitted within the Conservation Area or where its

	<p>setting might be impacted;</p> <ul style="list-style-type: none"> • unacceptable either through redevelopment or conversion. • overall density should be similar to the average for the village of 16 dwellings per hectare in this sub area. However proposing over sized units will not be acceptable; and • proposals for flats or sub division of existing houses will be unacceptable either through redevelopment or conversion.
<p>Movement</p> 	<p>Sub area 1b has public transport connectivity whilst 1a is essentially an area where safe connectivity is even more important by foot and bicycle. Main Street is the main through route connecting to West Hanney and parking should be off street in car barns or on drives with garages.</p> <p>Active travel must be encouraged in any new developments to increase connectivity by non-car modes. Safe aesthetically pleasing and more convenient routes, with limited car access will encourage pedestrian and cycling activity. New development should demonstrate how these will support the 20 minute neighbourhood.</p> <p>Street trees should be protected as features on lanes and streets and mature trees within private garden spaces will be afforded protection within the sub area as a whole.</p>
<p>Nature</p> 	<p>Local Nature Recovery networks are especially relevant to this sub area and recommendations to support them should be included within Design and Access Statements in support of planning applications.</p> <p>These should incorporate habitat restoration areas, adding and retaining street trees, hedges, swales, and other water features in the sub area including within any new development. Existing natural features such as mature trees should be retained, and design should integrate them.</p>

<p>Public Spaces</p> 	<p>Within this sub area, it may be possible for public spaces to be created within the settlement. Landscaping and any proposed permeable hard surfacing will need to be agreed in consultation with the Village Design Panel. Street furniture such as benches, bins and signage should be approved by a Village Design Panel which will agree matters such as siting, size, design, material and colour palette. Social cohesion will be enhanced through provision of allotments and orchards associated with new developments.</p>
<p>Uses</p> 	<p>Due to limited community infrastructure new provision should be encouraged where this will enable social cohesion such as through allotment provision and community orchards. This may use some of the existing green spaces but where there is new development these should be included within them.</p> <p>Whilst some uses would be inappropriate in the sub area such as a petrol filling station, or other remaining community assets such as the Public House should not be allowed to be redeveloped for housing. The suitability of buildings for conversion to provide services or spaces where open air farmers markets could be undertaken should be considered in terms of impact on character and identity but also accessibility for the settlement in terms of walking and cycling. Any parking requirements for such uses should be off street and ideally not visible from Main Street or other parts of the secondary road network.</p>
<p>Homes & Buildings</p> 	<p>It is noted that flats are not considered desirable in East Hanney and especially not in this sub area where these would out of keeping with character and identity. These should generally be considered unacceptable in principle.</p> <p>New homes with renewable energy provision such as heat pumps should attempt to keep these facilities out of view from both lanes and private drives.</p>

The map shows the town of East Hanney, with the River Great Ouse flowing through it. The town is divided into several areas, including the 'Long Zone' and 'East Hanney'. The map includes a scale bar and a north arrow. The River Great Ouse is shown in blue, and the A1 and A43 roads are shown in red. The map is color-coded with green for open land, yellow for built-up areas, and blue for water. Key features include the River Great Ouse, the A1, and the A43. The map is titled 'East Hanney' and includes a scale bar and a north arrow.

SUB AREA 2 - Ashfields

This area is known to have been occupied for over 1000 years, being part of one of the oldest manors in the village. It includes roads and pathways which linked the village historically, as well as rich agricultural land nearby, which help characterise the village and the sense of place. However, there has been recent infilling in backland areas and this sub-area now has a mix of styles featuring for instance a close of bungalow properties and all properties have drives for off street parking. Nevertheless, the varied frontages onto local lanes around the periphery of the sub area are typical of the more rural aspects of East Hanney with larger often historic homes being usually not more than 20-25% of plots and densities below 20 dwellings per hectare. These frontage properties underpin the character of the sub area.

Located outside the Conservation Area, to which it has a boundary to its west and south, there are likely to be limited opportunities for infill. Traditional house types with some new homes integrate quite well, including, for example, being set back from the lane often minimum of 10m, with high hedges, red brick mixed with dressed stone houses and a staggered building line.

However some large new houses have been built that are oversized, relative to plot size and are also of greater height than homes in the sub area. These are almost institutional in appearance, and do not fit well with the existing scale of the settlement. The attempt to harmonise with existing vernacular using high chimneys is undermined by scale and a poor choice of brick colour not in keeping with the local scene. They should be seen as an anomaly and thus not be used to establish a new benchmark in size or style for these reasons.

This sub-area includes one of the lower lying parts of the village. Particularly the surrounding fields which are low lying and act as flood plains when the brook floods. The ground water level in this area is also high, with regular pooling of water evidenced in surrounding fields, such as seen in the field immediately north of Ashfields Lane.

The vicinity of the sub-area is potentially subject to further change because of the District Council allocated site under Local Plan Part 2, which is located immediately north of Ashfields Lane and will provide up to 80 homes should it proceed - currently the development is heavily resisted by residents and the site subject of numerous planning issues, including extensive flooding. Ashfields is one of the busier lanes in the village and vehicular access to this new development should only be permitted directly from A338. In developing proposals for that area the impact on this sub area must be considered.


SUB AREA 2 DESIGN CODE



<p>Context</p> 	<p>The sub area is outside the Conservation Area designation and is well developed with a variety of buildings in this edge of settlement sub area. The character of the sub area is represented in the main by the varied individualistic building types that front the lanes skirting around the sub area which should be retained.</p> <p>Much of the existing built form in the sub area is informal with staggered building lines and a mix of more modern housing types and often smaller sized plots are prevalent with bungalows. There are also historic buildings so infilling should adopt varying roofscapes, chimneys, windows (not balconies) similar materials and colour palettes and where demolition is required materials should be stored and re-used in the development. Slightly higher densities prevail in this sub area.</p>
<p>Identity</p> 	<p>It is essential that the key views over surrounding or adjacent green spaces such as land north of the settlement boundary are also preserved. Developments north of Ashfields in particular should ensure they do not impinge on neighbours or visually impacting on their surroundings so existing properties should continue to have full use and enjoyment of their property.</p> <p>Dark sky policy is especially relevant here so street lighting should not be installed in the sub area or in adjoining parts of sub area 8. Floodlighting or security lighting on new residential properties including on outbuildings will also be discouraged and controlled especially where this might cause light spillage into the settlement and surrounds (no permitted development rights).</p>
<p>Built Form</p> 	<p>New residential development in this sub area should achieve the following :</p> <ul style="list-style-type: none"> • the need to retain modest plot coverage up to 25% so garden space should be substantial as a proportion of the plot. Maintaining openness and views will be essential; • Plots fronting lanes and especially including corner plots should minimise plot subdivision and will not be supported if this involves demolition of a donor property;

- uniformity of design in larger developments will not be acceptable and individualistic styles should be encouraged;
- to aid connectivity cul-de-sacs and gated communities will not be permitted;
- houses should be set back from the lanes minimum 10-15m and minimum gaps of 3m between dwellings;
- variations in building types including orientation, maximum height (2-2.5 storeys) and roof design but also use of materials such as burnt bricks, traditional colour for external brickwork, red tile roofs; and
- Public/private space must be well defined by built form and boundary features, whether low brick walls or hedgerows suitable for the proposed character.

New development north of Ashfields must respect and complement the adjoining Conservation Area around Ebbs Lane. In this location there will need to be:

- varying roofscape, pitch profile, hipped roofs, mix of roofing materials, including red clay tile, and thatched to complement the adjoining Conservation Area;
- use of bricks and finishes that integrate and compliment the village, including brick patterns as traditionally seen throughout the village, barn style exterior timbers, use of porches, and gabled windows, stone window ledges;
- drives must provide for off street parking but on frontages buildings must be individualistic in style and garages should be set back at the side of homes even gable end on to the lane. Boundaries in this sub area should include hedges with verges or dry stone/brick walls with verges; direct access onto A338 must not be via Ashfield Lane;
- due to flood risk here new wetland including ponds should be created as features within any development;
- housing in edge of settlement locations should present a substantial planting buffer to screen from the countryside
- should this site be developed, it would be an edge of village location and should be of a low density;
- access for walkers and cyclists should be supported but without the need for signage, bollards, kissing gates and other street furniture unfamiliar to the village; and the development should reflect the layout and design of

	properties in the Ebbs Lane areas, which adjoins the new site.
<p>Movement</p> 	<p>Ashfields Lane is a narrow lane, but it connects the A338 to this part of the settlement. It is a route heavily used by walkers and cyclists and should be subject to a 20mph zone.</p> <p>No new car access should be accepted into the Conservation Area either directly from land to the north of the sub area or via Ashfields Lane. Parking should be off street in car barns or on drives with garages. Permeable surfaces will be used for driveways not concrete or tarmac.</p> <p>Active travel must be encouraged in any new developments to increase connectivity by non-car modes within and between new developments and the 20-minute neighbourhood must be prioritised to support this. Safe aesthetically pleasing routes, with limited car access will encourage pedestrian activity.</p> <p>Ashfields Lane is narrow and enclosed by hedges whilst other frontages directly off the A338 are also enclosed by walls and high hedges so there is often little space for wider pavements and verges . New development should provide safe and convenient walking routes to the village minimising risk from traffic.</p>
<p>Nature</p> 	<p>Currently developed to its optimal footprint the sub area is a tranquil area with links to surrounding countryside. Nature Recovery measures should be considered when new development is being considered especially in respect of the drainage system new development in this sub area, protecting and enhancing street trees, swales, and retention of water features in the heart of the settlement. Existing natural features such as mature trees should be retained, and design should integrate them.</p>
<p>Public Spaces</p>	<p>To aid social interaction and encourage non car uses cycle links to the village from new development will be required, together with cycle parking and bicycle EV charging points should be installed on or near segregated cycle ways. Within the sub</p>

	<p>area, green spaces, including verges and boundaries, are key to character as well as biodiversity and must be protected from future development. Infilling of land currently used as open space or garden land should not be undertaken without due regard to protecting mature native trees, hedges, and other features, whether these are boundaries or within the curtilage of dwellings.</p>
<p>Uses</p> 	<p>It is noted that flats are not considered desirable in East Hanney and especially not in this sub area where these would out of keeping with character and identity.</p> <p>New homes with renewable energy provision such as heat pumps should attempt to keep these facilities out of view from both lanes and private drives.</p>

[illegible]




SUB AREA 3 - Main Street, Eastern Side



This sub-area comprises land east of the Conservation Area. Four closes lead off Main Street in a broadly easterly direction and these have been joined by the current development of the Dews Meadow site at the southern edge of the village. The sub area has a mix of housing types including bungalows on smaller plots as well as detached homes in large gardens.




Much of this area is bounded by the houses facing onto the Main Street Conservation Area to the west, and the old turnpike, the current A 338, to the east. When the current and recently approved building work is finished in this area, it will contain around 100 dwellings, virtually all of which will have been constructed since the 1950's. Their success in merging well with the broad East Hanney vernacular style mix is very variable. There is limited space for further infilling, which has already affected the character of this part of the village.

A development of six homes at Aldworth Close has incorporated some features reflective of local vernacular but again the scale, and the fact this is an infill cul-de-sac with no permeability, undermines the overall character of the village. Attempts to have gated communities, such as in this case, would be totally at odds with the open, walkable feel of the settlement. Beyond the closes there is now only a limited strip of open land which stretches to the A338 and provides some buffer against noise and air pollution from traffic. Some of this land may come under development pressure but should not be accessed from the A338. A recent application for some 26 dwellings on land between Dews meadow and the A338 was recently refused.

SUB AREA 3 DESIGN CODE

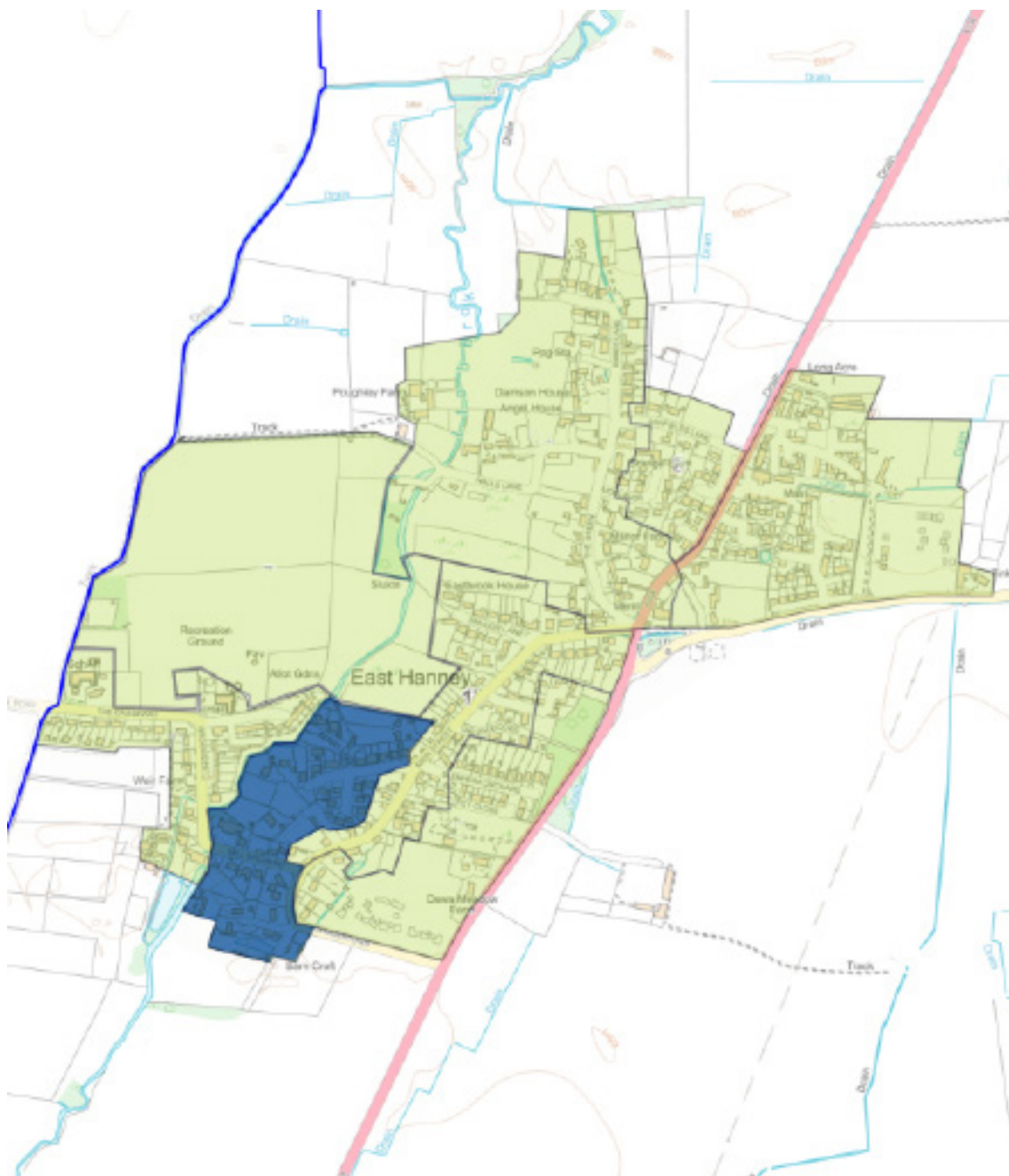
<p>Context</p> 	<p>The sub area is outside the Conservation Area designation and is on the edge of the settlement bounded by the A338. It has seen new build housing in recent years especially in the south. Any southward expansion towards Grove should be resisted to prevent coalescence with Grove and to protect East Hanneys character and identity.</p>
<p>Identity</p> 	<p>Cul-de-sacs or closes have been built and as a result permeability has been limited in this sub area. Further cul-de-sacs, closes or gated communities should not be permitted.</p> <p>The undeveloped green buffer towards the A338 is important and any residual land being developed for housing in this sub area should enable a feeling of spaciousness to prevail with low densities and access designed to allow for greater non car permeability.</p>
<p>Built Form</p> 	<p>New housing should align with existing densities in the character sub-area, sub 16dph, including the need to respect the footprint, height, and orientation of other buildings in the immediate area. Uniformity of design in larger developments will not be acceptable and must reflect:</p> <ul style="list-style-type: none"> • plot coverage up to 25% so garden space will be substantial as a proportion of the plot. Maintaining openness and views will be essential; • frontage plots subdivision will not be supported especially if this involves demolition; • properties that abut the Conservation Area should have long gardens, varying plot sizes and different orientation and fragmented building lines, varying roofscape, pitch profile, hipped roofs, mix of roofing materials, including red clay tile, and thatched roofs; • houses should not be greater than 2.0-2.5 storeys in this sub area. Housing in edge of settlement locations should present a substantial planting buffer to screen from the countryside; • use of bricks and finishes that integrate and complement the village, including brick patterns as traditionally seen

	<p>throughout the village, barn style exterior timbers,</p> <ul style="list-style-type: none"> • use of porches, and gabled windows, stone window ledges are to be adopted; and • houses must be set back from the lanes minimum 10m -15m and minimum gaps of 3m between dwellings. <p>Corner plots will require extra consideration to improve legibility in the settlement. Variation in height and massing of the buildings across a new development relating to the spaces they hold and location on the street grid must be used to support the character area. Street types should be respected, e.g., spaces are enclosed and more or less formal in building setback and rhythm and repetition of buildings).</p>
<p>Movement</p> 	<p>Active travel must be encouraged in any new developments to increase connectivity by non-car modes within and between new developments and the 20-minute neighbourhood must be prioritised to support this. Safe aesthetically pleasing routes, with limited car access will encourage pedestrian activity.</p> <p>Access for walkers and cyclists should be supported but without the need for signage, bollards, kissing gates and other street furniture unfamiliar to the village. Parking should be off street in car barns or on drives with garages. Permeable surfaces will be used for driveways not concrete or tarmac. Direct access by car to A338 will not be permitted but access for emergency vehicles, refuse vehicles may be possible (use of bollards to A338).</p> <p>Street trees should be protected as features on lanes and streets and mature trees within private garden spaces will be afforded protection within the sub area.</p>
<p>Nature</p> 	<p>The sub area is a tranquil area with links to surrounding countryside. Local Nature Recovery Strategies should be considered when new development is being considered especially in respect of the drainage system running through this sub area, street trees, swales, and retention of water features in the heart of the settlement. Existing natural features such as mature fruit trees should be retained, and design should integrate them.</p>

<p>Public Spaces</p> 	<p>To aid social interaction and encourage non car uses bicycle parking with bicycle EV charging points should be installed in association with new developments. Within the sub area, green spaces, including verges and boundaries, are key to character as well as biodiversity and must be protected from future development. Infilling of land currently used as open space or garden land should not be undertaken without due regard to protecting mature native trees, hedges, and other features, whether these are boundaries or within the curtilage of dwellings.</p>
<p>Uses</p> 	<p>This is an established sub area with residential uses, some paddocks and open land and this mix must be retained.</p>
<p>Homes & Buildings</p> 	<p>Housing layouts should be informal, with fragmented building lines. It is noted that flats are not considered desirable in East Hanney and especially not in this sub area where these would be out of keeping with character and identity.</p> <p>New homes with renewable energy provision such as heat pumps should attempt to keep these facilities out of view from both lanes and private drives.</p>



AREA 4



SUB AREA 4 - Main Street, Western Side

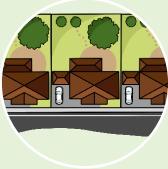


This comprises the area that lies between Letcombe Brook and the extended Main Street that runs into Summertown. It includes Berry Lane (the old Nightingale Lane), Orchard Close, Mill Orchard and Summertown itself. It is bounded to the north by the Iron Bridge and the footpath. It contains listed buildings including Robey House, Orchard Cottage, and Nightingale Cottage.



This area was not as well populated as the eastern side of Main Street. There were relatively few houses, surrounded by large orchards in the 19th Century. Some buildings were agricultural. Today, there are various notable and preserved listed buildings. The mill buildings were all on the western side of the Brook and border the edge of this area. Whilst on the opposite bank is an area that has been identified both as fishponds and gravel pits. Current bridges are at Dandridge's Mill and the Iron Bridge. Development has mainly arisen since the 1950s mostly by infilling along the old lanes. Orchard Close is the only close in which about 10 houses form a coherent group with a similar design. Most other houses in this area are on a range of scattered plots and exhibit a mix of styles and no straight building lines. The effect is village-like overall, helped by the mature planting, although it lacks the variety of scale and age seen in older areas such as Main Street. That said, there are notable historic dwellings (as listed above) and thatched cottages visible.

There is very low density in this sub-area. It has large green spaces, including the last main paddock, a hangover from previous centuries, and whilst there might be scope for redevelopment of some incongruous post-war developments, the green spaces should be protected and as they play a role in flood resilience. Based on the average of 16 dwellings per hectare set out in the Neighbourhood Plan, there may be some limited scope for infill.

At the southern end of this sub-area are historic derelict old barns which at some point may be subject to development. They should be retained and brought back into use, such as for equestrian use or even small live/ workspaces. These should not simply be seen as backland development as there is a heritage setting here including for the Dandridges Mill that should be respected.

SUB AREA 4 DESIGN CODE

<p>Context</p> 	<p>The character assessment highlights the mix of buildings in this sub area and the local building vernacular such as proportions, plot sizes, orientation, roofscapes, chimneys, materials, shapes, colours, patterns, and these must be reflected in any new development. Whilst the character will be protected in part by designation of a Local Green Space features including long lanes, boundary walls and verges should all be retained. There are no through routes and thus the area retains qualities of tranquillity and privacy.</p>
<p>Identity</p> 	<p>The sub area includes green spaces which are important to the character and identity of the settlement. It is important to preserve its greens, and large plots with substantial garden areas, burgage plots which protect the low density and tranquillity.</p> <p>Where new development is approved design should mitigate the risk of light spills from housing or external areas (drives, gardens etc) into private gardens, streetscene, green spaces and other areas where this might contribute to undermining the dark sky policy. Installing floodlighting or security lighting on new residential properties including on outbuildings will also be controlled (no permitted development rights).</p>
<p>Built Form</p> 	<p>Much of the built form is informal with staggered building lines so uniformity of design is not generally acceptable. Layouts will need to show:</p> <ul style="list-style-type: none"> • varied housing types and often occupying large plots and this pattern should continue along with curving lanes with max 25% plot coverage, stone boundaries and grass verges and generally permeable hard surfaces; • new housing should align with existing densities in the character sub-area, sub 10dph, including the need to respect the footprint, height, and orientation of other buildings in the immediate area openness must be maintained; • there may be scope for some development to be up to 3 storeys in this location; • properties that abut the Conservation Area should have long gardens, varying plot sizes and different orientation and

	<p>fragmented building lines, varying roofscape, pitch profile, hipped roofs, mix of roofing materials, including red clay tile, and thatched roofs;</p> <ul style="list-style-type: none"> • use of varying roofscapes, chimneys, windows (not balconies) similar materials and colour palettes will all be required in any infill development and where demolition is required materials should be stored and re-used in the development; • to aid permeability cul-de-sacs and gated communities will not be permitted; • development should not be undertaken within 20m of the Letcombe Brook unless this involves redevelopment of an existing building or buildings; • use of bricks and finishes that integrate and complement the village, including brick patterns as traditionally seen throughout the village, barn style exterior timbers, use of porches, and gabled windows, stone window ledges are to be adopted; and • houses should set back from the lanes minimum 10m -15m and minimum gaps of 3m between dwellings.
<p>Movement</p> 	<p>Active travel must be encouraged in any new developments to increase connectivity by non-car modes within and between new developments and the 20-minute neighbourhood must be prioritised to support this. Safe aesthetically pleasing routes, with limited car access will encourage pedestrian activity. Street trees should be protected as features on lanes and streets and mature trees within private garden spaces will be afforded protection within the sub area.</p> <p>Parking should be off street in car barns or on drives with garages. Permeable surfaces must be used for driveways and off-street parking.</p>
<p>Nature</p> 	<p>As an internationally recognised rare chalk stream, the Letcombe Brook Corridor outside the settlement boundary should be subject to a more rigorous regime of biodiversity enhancement.</p> <p>Local Nature Recovery plans are especially relevant to this sub area and recommendations should be included within Design</p>

	<p>and Access Statements in support of planning applications.</p> <p>These should incorporate habitat restoration areas, adding and retaining street trees, hedges, swales, and other water features in the sub area including within any new development. Existing natural features such as mature trees should be retained, and design should integrate them.</p> <p>Features should also be provided within buildings such as bat and bird boxes, owl boxes and swift bricks. Greenspaces should include a mosaic of habitats including wildflower meadows suitable for pollinators. Biodiversity net gain requirements must be demonstrated in Design and Access Statements, Masterplans, or other explanatory documents in support of planning applications.</p>
<p>Public Spaces</p> 	<p>Within the sub area places for social interaction are limited but where there is scope to enhance this such as green spaces on corner plots this would be welcomed. Within the sub area, green spaces, including verges and boundaries, are key to character as well as biodiversity and must be protected from future development. Infilling of land currently used as open space or garden land should not be undertaken without due regard to protecting mature native trees, hedges, and other features, whether these are boundaries or within the curtilage of dwellings.</p>
<p>Uses</p> 	<p>In this sub area green spaces and low density are crucial to character as are continuing informal layouts and use of vernacular styles.</p>

[illegible]




SUB AREA 5 - The Western Approach, Mills, Causeway Area


The traditional settlement character is less varied in this sub area which has mostly been developed in the twentieth century with more formal blocks of mostly brick and render finishes and regular building lines, smaller plots with regular shaped gardens.



The sub area includes the Letcombe Brook corridor and a small Conservation Area. A large nature recovery area as shown in the Treescapes Report provides opportunities in this area for enhancement around the focus of the Letcome Brook. The building of the expanded Dandridges mill, and its attendant mill house adate from the end of the 18th century, whilst the listed Weir Farmhouse, dating from about 1600, was perhaps the first building in the area. Historic stone and brick boundary walls are evident in this older part of the sub-area including a historic stone bridge over the brook, which is an important character feature of the village.

The post-war infilling has provided over twenty starter and retirement homes housing. However, the architectural style is of its time, being non-sympathetic relative to the existing settlement. However, there is a feeling of space on this side of the village and the adjoining substantial green spaces overlooked by these homes together with the landscaping which has matured over time has offset any adverse impacts. The community which has formed around the shop and the hall remains a pleasant and popular place to live. Parts of this area are low lying and subject to flood when water levels in the Brook are high - any development needs to ensure appropriate flood mitigation.

SUB AREA 5 DESIGN CODE

<p>Context</p> 	<p>Much of the sub area has experienced post war development with a mix of building type and uniform design.. However its character is influenced also by the Letcombe Brook and the small Conservation Area as well as the views of open land and countryside which should be protected. New development immediately adjoining or overlooking the Conservation Area must respect and complement its character and identity.</p>
<p>Identity</p> 	<p>The sub area includes the Letcombe Brook corridor and abuts important green spaces such as the Hanney Gap which are important to the character and identity of the settlement. It is important to preserve the spaciousness of this area and not allow development at the expense of green spaces, habitats, wildlife.</p> <p>Installing floodlighting or security lighting on or near new residential properties including on outbuildings and sports fields will also not be permitted in this sensitive area of openness and views to the countryside. The local building vernacular such as proportions, plot sizes, orientation, roofscapes, chimneys, materials, shapes, colours, patterns, and these should be reflected in any new development.</p>
<p>Built Form</p> 	<p>Although densities are higher and plot sizes smaller in the post war infill developments, (in the region of 30-35 dwellings per hectare) , older homes sit on larger plots with detached houses showing densities between circa 7-10 dph. New build housing proposals should align with the lower densities within the character sub-area, and also need to consistently apply the following in design layouts:</p> <ul style="list-style-type: none"> • large plot sizes with large gardens and low coverage, height (generally 2-2.5 storeys but could be higher in this sub area near the Dandridges Mill) orientation of older buildings including outbuildings; • varying roofscapes, chimneys, windows using materials to complement the older buildings (including brick patterns, with burnt bricks and stone work, traditional brick colours,

	<ul style="list-style-type: none"> • red tile roofs as traditionally seen throughout the village, barn style exterior timbers, use of porches, and gabled window ledges; • existing varied building lines and boundaries. Even small plots benefit from low dry stone or brick boundary walls and grass verges as are found in the character area. <p>Conversions should retain heritage features such as at Dandridges Mill where existing window openings and other heritage features have been incorporated. Original buildings should be retained and reused where possible.</p> <p>New houses should be set back from the road minimum of 10m -15m and separation distances between adjoining properties should be minimum 3m to allow for spaciousness and avoid a feeling of living in an urban environment.</p>
<p>Movement</p> 	<p>Active travel should be encouraged in any new developments to increase connectivity by non-car modes within and between new developments and the 20-minute neighbourhood must be prioritised to support this. Safe aesthetically pleasing routes, with limited car access will encourage pedestrian activity.</p> <p>Street trees should be protected as features on lanes and streets and mature trees within private garden spaces must also be afforded protection. As few houses have drives in this sub area new homes should provide off street parking with garage parking. Permeable hard surfacing should be used for driveways. Garages should not face onto street frontages or be sited in front of dwellings.</p>
<p>Nature</p> 	<p>Local Nature Recovery plans for protecting and enhancing nature and biodiversity is especially relevant to this sub area and recommendations to enhance these should be included within Design and Access Statements in planning applications. These should incorporate habitat restoration retaining and recommendations to enhance these should be included within Design and Access Statements in planning applications. These should incorporate habitat restoration retaining and adding trees, hedges as well as swales, and other water features</p>

	<p>including within any new development. Existing natural features should be retained and layouts should integrate them and enable linkages to enhance nature recovery.</p> <p>As an internationally recognised rare chalk stream, the Letcombe Brook Corridor outside the settlement boundary should be subject to a more rigorous regime of biodiversity enhancement.</p> <p>Since protection of wildlife is also a high priority in new development, these should ensure that greenspaces are not segregated by roads or other barriers to movement such as timber fencing to boundaries.</p> <p>Features should also be provided within buildings such as bat and bird boxes, owl boxes and swift bricks. Habitats bordering the Letcombe Brook should be enhanced for biodiversity including where possible wildflower meadows suitable for pollinators.</p> <p>Where the Letcombe Brook is concerned no development should be sited within 20m of its banks within this sub area.</p> <p>Biodiversity net gain requirements must be demonstrated in Design and Access Statements, Masterplans, or other explanatory documents in support of planning applications.</p>
<p>Public Spaces</p> 	<p>Within the sub area places for social interaction are more extensive and there is overlooking of substantial green spaces including Letcombe Brook which are enjoyed by the public. These views should be protected from development. Within the sub area, green spaces, including verges and boundaries, are key to character as well as biodiversity and must be protected from future development.</p>
<p>Uses</p> 	<p>In this sub area green spaces and low density are crucial to character and adopting informal layouts and use of vernacular styles are also important for continuity. There are also community facilities in the area that should be made more accessible for walking and cycling and should be protected from redevelopment.</p>

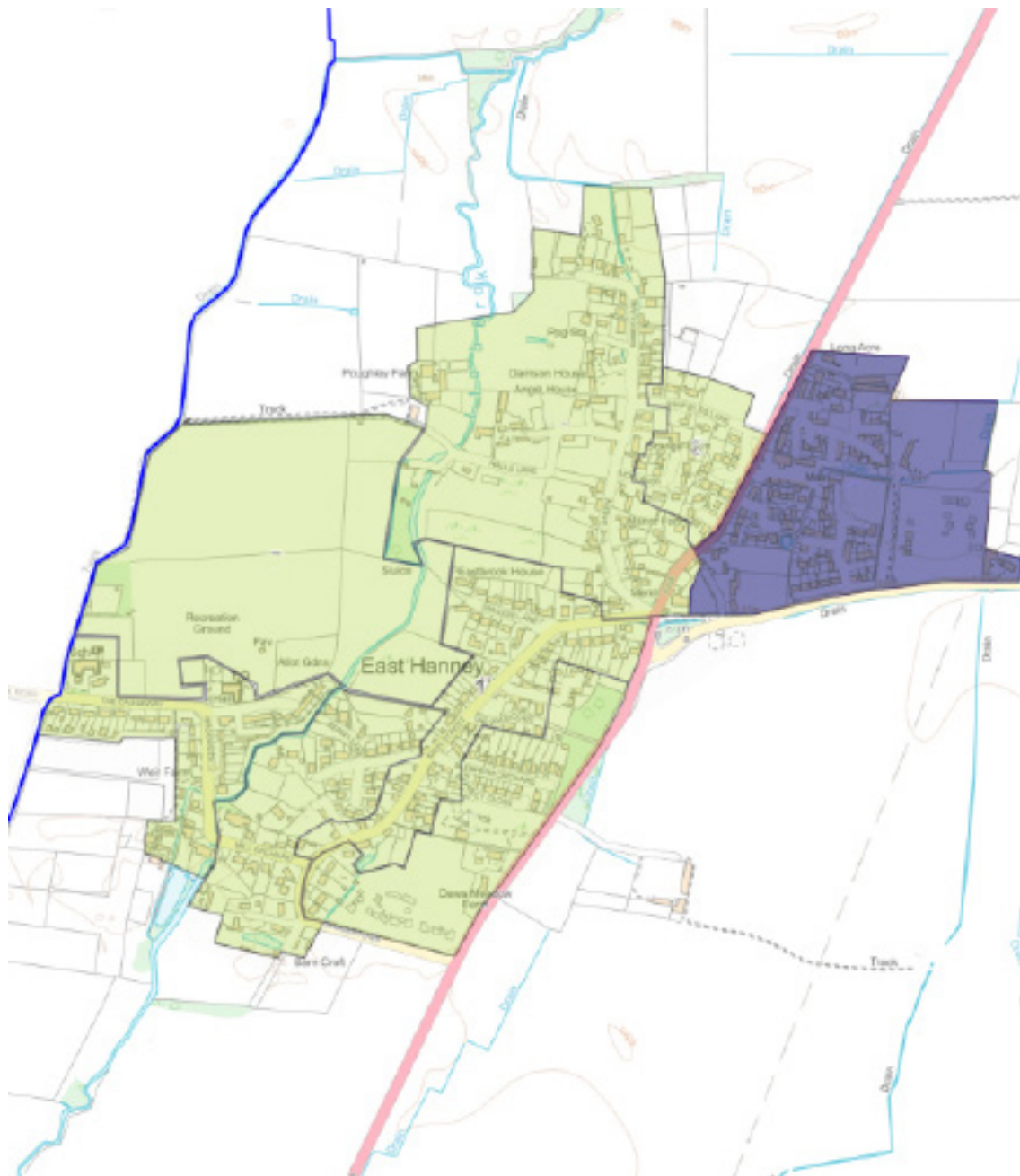
Homes & Buildings



Some of the more modern development could in time be replaced with new homes with views over the Letcombe Brook and where conversion opportunities arise in existing buildings in this sub area these should generally be considered acceptable in principle. No additional or improved access will be permitted to access other land for development in this location.

New homes with renewable energy provision such as heat pumps should attempt to keep these facilities out of view from both lanes and private drives. New homes must have EV charging connections eg on drives that do not involve passing over public highway. Renewable energy such as heat pumps should be generally out of view from lanes and adjacent dwellings.

AREA 6



SUB AREA 6 - Eastern East Hanney

Until the end of the Second World War, the village grew organically at a slow rate in this sub area. An isolated group of nine dwellings was built by local builder's Barrett's in about 1932 on the Steventon Road - almost on the parish boundary- and a pair of bungalows at the village's northern entrance. Thereafter, being on the A338 encouraged building of offices, a small industrial estate, and a garage, which remains as the only commercial facility within the village. Alfred's Place was built in the early part of the current century followed by Stevenson Close and Dandridge Close since 2011. More recently, two closes, Whitfield's and Priors Leas (now Herman Close), have been built on the Steventon Road, each comprising circa 40 houses. A further development under the Local Plan Part 2 allocation, has also now (2020/21) been approved for a further 40 plus dwellings on the land known as Rosie Bees.




The traditional settlement character is less varied in this sub area with more formal blocks and building lines, smaller plots with regular shaped gardens. Of the closes already built, these have attempted to reference aspects of local vernacular architecture to varying degrees. Included amongst the designs are some limited staggered building lines and roofscapes, use of complementary materials and colour palettes.



However, unlike other settlement edge areas the newer developments have much higher plot coverage up to 50% in some cases with greater provision for parking on drives and in garages. Housing density is higher than in the village generally reaching above 20-25 dwellings per hectare. Close to Steventon Road in new developments building lines are uniform rather than staggered which is not in keeping with village character.



The extent of public open space is generally limited but there is some attractive open space which provides a feeling of openness at the new development at Herman Close. There is also some provision for play within the approved plans. When aggregated the amount of new build has not delivered the amount and quality of open space that exists elsewhere in the settlement. These developments also have poor connectedness due to poor footpath links, encouraging car dependency.

The village has just seen a pedestrian crossing built across the A338 near La Fontana. It is hoped this may slightly mitigate the feeling of a split community that is caused by the current alignment of the road, and the fact that the homes are all new and have only recently been occupied/ being occupied. It is difficult to avoid the sense of a separate commuter settlement at present. Provision of safe pedestrian access across the A338 and the sharing of facilities available to all in the village should help integration and community development.

SUB AREA 6 DESIGN CODE

<p>Context</p> 	<p>The sub area includes more modern areas of housing which have expanded the settlement to the east and north with great visibility from the surrounding countryside giving an appearance of a rather harder edge whereas this is more of an anomaly in East Hanney. Future development edges should be softer with landscaping, traditional boundary walls and verges and retention of mature trees. Layout on the settlement edges should be informal with differing orientations facing the lanes.</p> <p>The mix of buildings in this sub area and the original local building vernacular in the settlement such as proportions,, plot sizes, orientation, varied building lines, roofscapes, chimneys, materials, shapes, colours, patterns must be reflected in any new development.</p>
<p>Identity</p> 	<p>This has traditionally been an area of larger plots with detached dwellings, long gardens and commercial uses as at La Fontana and an employment area.</p> <p>Future greenfield site development should consider cumulative increases in green spaces to address shortfalls in the sub area. Infilling on existing developed land in the sub area should also achieve low densities comparable with the settlement. rather than continue to provide high density housing on small plots in this sub area.</p>
<p>Built Form</p> 	<p>Development of new homes should deliver significantly lower densities of under 10dph on larger plots. Frontage or edge of settlement plots should provide lower density individualistic designs especially on corner plots, wirth a varied building line and plot coverage of maximum 25%.</p> <p>Backland development on former large gardens must retain mature trees as well as respecting the height, and orientation of older buildings. in the vicinity.</p> <p>Homes in this area should have long drives and gardens should be enclosed rather than open with hedges rather than close</p>

	<p>boarded fencing. Boundaries including to lanes must provide a sense of enclosure and also with verges should provide habitat.</p> <p>Building types including roof design but also use of materials such as burnt bricks, traditional colour for external brickwork, red tile roofs and boundary treatments should also be followed. Varying plot sizes, roofscapes, heights, massing and, boundaries will be required. Building heights should be maximum 2-2.5 storeys. Lanes, streets and drives should be winding with connectedness throughout.</p> <p>Where existing buildings of character exist these should be incorporated into new development layouts. Plot subdivision should not generally be acceptable where demolition of a hme is needed to achieve the outcome.</p>
<p>Movement</p> 	<p>Active travel must be encouraged in any new developments to increase connectivity by non-car modes within and between new developments and the 20-minute neighbourhood must be prioritised to support this. Safe aesthetically pleasing routes, with limited car access will encourage pedestrian activity.</p> <p>Street trees should be protected as features on lanes and streets and mature trees within private garden spaces should will be afforded protection within the sub area.</p> <p>Parking should be off street integrated as car barns or garages. Large areas of hard surfacing should be avoided. Permeable surfaces must be used for driveways.</p>
<p>Nature</p> 	<p>Local Nature Recovery Strategies are especially relevant to this sub area and recommendations should be included within Design and Access Statements in support of planning applications.</p> <p>These should incorporate habitat restoration areas, adding and retaining street trees, hedges, swales, and other water features in the sub area including within any new development. Existing natural features such as mature trees should be retained, and design should integrate them.</p>

	<p>Since protection of wildlife is also a high priority in new development, these should ensure that greenspaces are not segregated by roads or other barriers to movement such as timber fencing to boundaries. Features should also be provided within buildings such as bat and bird boxes, owl boxes and swift bricks. Greenspaces should include a mosaic of habitats including wildflower meadows suitable for pollinators. Biodiversity net gain requirements must be demonstrated in Design and Access Statements, Masterplans, or other explanatory documents in support of planning applications.</p>
<p>Uses</p> 	<p>In this sub area green spaces and low density are crucial to character and adopting informal layouts and use of vernacular styles are also important for continuity.</p>
<p>Homes & Buildings</p> 	<p>Existing buildings in this sub area should generally be retained and integrated into design. Existing developed areas should not enable access to extra areas of land for development.</p> <p>New homes must have EV charging connections eg on drives that do not involve passing over public highway. Renewable energy such as heat pumps should be generally out of view from lanes and adjacent dwellings.</p>

SUB AREA 7 - Recreation, Footpaths, Amenity Areas, Wider Parish

This sub area includes open space west of Letcombe Brook stretching out along the course of the rare chalk stream which includes recreational land of great importance to the community. In addition key historic paddocks on the eastern side of the Letcombe Brook are also included and are very important tranquil areas that are biodiversity hot spots.

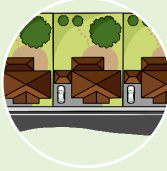


The recreational area contains a functional village hall with community shop, a small wooden cricket pavilion/lock up, and some storage sheds. There is provision for car parking at the village hall, although spaces are limited. The sports fields have limited facilities and are in need of investment. The allotments provide the village with an agreeable function and energy rather than architectural prowess. Most East Hanney based walkers use the network of footpaths that connect to the school and the shop and to other nearby villages.



It is worth noting that a large swathe of the parish is identified in the Treescapes Report as a nature recovery area including the village itself and including several core nature areas that need to be protected. The opportunities for enhancement of the nature recovery will be focussed in the sub area around the Letcombe Brook, this being a key linking feature

The sub area therefore provides an equally peaceful place to stroll, the associated green spaces helping provide a tranquil and rural village experience, and habitat for village wildlife, particularly in areas close to the Brook. It is easy to create a varied combination of different journeys to regular destinations, with the vistas changing through the seasons, and a rich selection of flora and fauna to enjoy, including many protected and rare species (water vole and otter, for example), species such as kingfisher, egret, heron and brown trout, and the village swans.

The Brook is encountered on many of these trips and forms the spine of many village journeys. The Brook, its surrounding green environment, and the wildlife it attracts, is essential East Hanney.

SUB AREA 7 DESIGN CODE

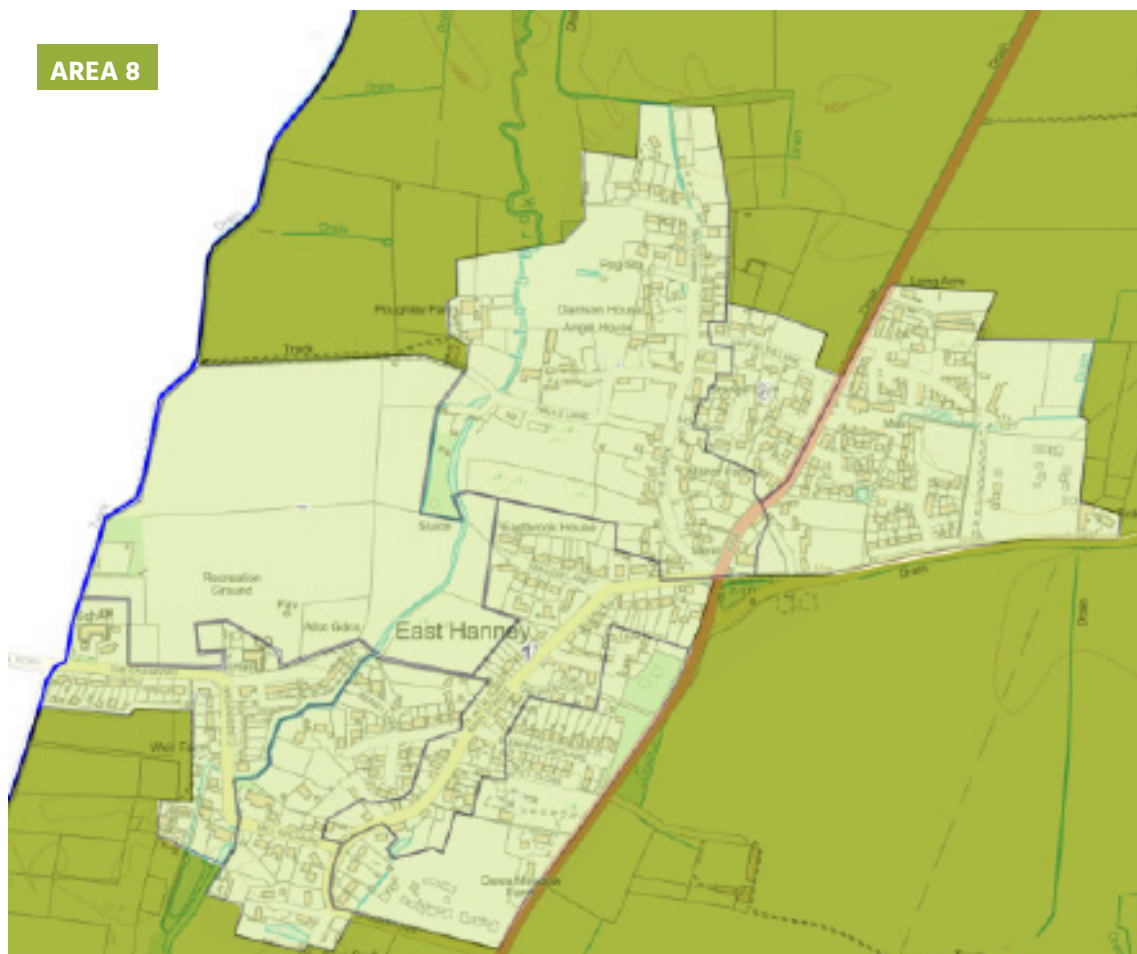
<p>Context</p> 	<p>This sub area comprises green space in the Letcombe Brook corridor which augments the Hanney Gap (designated within the immediately adjoining West Hanney parish) and needs to be protected from development. No roads pass through the sub area other than the adjacent Causeway that connects East and West Hanney. There are no buildings within the sub area. The sub area affords a tranquil area for wildlife and people to thrive and must be retained as an open area to protect key views from nearby housing, especially those in sub areas 1a, 4 and 5.</p>
<p>Identity</p> 	<p>It is essential that the openness of this area is preserved in favour of accessible green spaces, sports and recreation, community based outdoor activities, wildlife habitats. If additional community infrastructure is proposed such as sports/recreational/wildlife habitat (e.g., bird hides) these should be of minimum size. No additional lighting including floodlighting will be permitted in this sub area.</p> <p>Where new development is approved outside this sub area design must mitigate the risk of light spills from housing or external areas (drives, gardens etc) into this sub area where this might be intrusive to the Letcombe Brook Corridor and where this might undermine the dark sky policy.</p>
<p>Built Form</p> 	<p>This sub area is characterised by a lack of built form being accessible open space. The sub area includes planned Local Green Spaces.</p> <p>Whilst new development will generally not be acceptable within this sub area, buildings or structures ancillary to the existing uses may be permitted provided these are of minimum necessary size, single storey, pitched roof.. Changes of use within these buildings or structures that complement the existing uses may also be permitted. Temporary structures such as containers for storage (e.g., equipment) will not be permitted. Any structures must be located minimum 20m from Letcombe Brook.</p> <p>Public/private space must be well defined by built form/</p>

	boundary features, whether low brick or stone walls or hedgerows suitable for the proposed character.
<p>Movement</p> 	<p>Active travel must be encouraged in any new developments to increase connectivity by non-car modes within and between new developments and the 20-minute neighbourhood must be prioritised to support this. In this sub area so new cycle storage facilities will be encouraged. Off road cycle path provision may also be acceptable.</p> <p>Where there is a need for extra parking to support sports/ recreation these should be provided with permeable paving, timber fencing and posts as required (not metal or fibreglass for instance) and without lighting of any type.</p> <p>New parking areas may be created, including Sheffield type lockable cycle spaces any new developments to increase connectivity by non-car modes. Parking should be off street in car barns or on drives with garages. Permeable surfaces must be used for driveways and off-street parking.</p> <p>Safe, aesthetically pleasing routes, with limited car access, will encourage pedestrian activity. Street trees should be protected as features on lanes and streets and mature trees within private garden spaces will be afforded protection within the sub area.</p>
<p>Nature</p> 	<p>Local Nature Recovery Strategies are especially relevant to this sub area and recommendations should be included within Design and Access Statements in support of planning applications.</p> <p>These should incorporate habitat restoration areas, adding and retaining street trees, hedges, swales, and other water features in the sub area including within any new development. Existing natural features such as mature trees should be retained, and design should integrate them.</p> <p>As an internationally recognised rare chalk stream, the Letcombe Brook Corridor outside the settlement boundary should be subject to a more rigorous regime of biodiversity enhancement.</p>

	<p>Since protection of wildlife is also a high priority in new development, these should ensure that greenspaces are not segregated by roads or other barriers to movement such as timber fencing to boundaries. Features should also be provided within buildings such as bat and bird boxes, owl boxes and swift bricks. Greenspaces should include a mosaic of habitats including wildflower meadows suitable for pollinators. Biodiversity net gain requirements must be demonstrated in Design and Access Statements, Masterplans, or other explanatory documents in support of planning applications.</p> <p>The sub area may benefit also from ecological enhancement in association with development outside the sub area and it will be reasonable to impose planning conditions on applications for residential development to achieve this.</p>
<p>Public Spaces</p> 	<p>Within the sub area places for social interaction should be maximised and including scope for routes to connect other sub areas to the sports and recreational facilities, including cycle paths. Within the sub area, green spaces, including verges and boundaries, are key to character as well as biodiversity and must be protected from future development as should key views. Infilling of land currently used as open space or garden land should not be undertaken without due regard to protecting mature native trees, hedges, and other features, whether these are boundaries or within the curtilage of dwellings.</p>
<p>Uses</p> 	<p>In this sub area green spaces and low density are crucial to character. Existing uses may be supported or enhanced by limited associated sports/recreational facilities including a café or refreshment pavilion. Use of vernacular styles will be essential for continuity.</p>
<p>Homes & Buildings</p> 	<p>Existing buildings in this sub area should generally be retained and integrated into design. Existing developed areas should not enable access to extra areas of land for development.</p> <p>New development should have a buffer minimum 20m where adjacent to water or public open space to allow space for nature, for servicing and for pathways. Design must ensure also</p>

that homes are oriented to as to maximise privacy. New buildings west of the Letcombe Brook should generally not exceed single storey height.

AREA 8



SUB AREA 8 - The Outer Parish

This sub area extends out into the wider countryside where there is a high quality rural environment, and this underpins the continuing identity and character of the settlement.

The report by Oxfordshire Treescapes on East Hanney parish indicates that sub area 8 comprises a significant nature recovery opportunity in the south- western part of the parish and large areas to the northern and eastern boundaries of the parish. There are core nature areas as well within the wider parish and the Treescapes Report highlights the opportunity to increase substantially the quantity of woodland to as much as 50% of the parish generating significant potential biodiversity gains. Sub area 8 also includes species rich grassland close to Letcombe Brook and at the eastern fringes of the parish near Steventon Road.

Much of the outer parish comprises a mixed flat landscape of large open arable fields interspersed with trees and hedgerows which have not changed much since the enclosures of the 19th century. The field patterns also offer excellent scope for retention and enhancement of hedgerows to provide wildlife corridors as well as connecting existing and future community orchards.

The course of the Letcombe Brook outside of the settlement contains significant woodland and other habitat types along its banks. As a rare chalk stream of high ecological value which attracts legal protection, there is an opportunity to enhance and extend these habitats.

Historically, East Hanney was identified as an island in a marshy flat environment subject of regular flooding. Today, much of the village and surrounding area in the Parish remain sensitive to flood, both fluvial and ground water flood events are common. The frequency and extent of flood has significant impact on the village. The drainage channels in the village and the outer parish, as well as the fields themselves, which often hold water, are an essential part of the village drainage and natural flood protection mechanism.

Although much of this would be seen as an area that should not envisage much change it is already clear that climate change impacts are likely to grow affecting the country. As an example, if the Letcombe Brook floods more often, or with greater severity, or if the groundwater levels were to rise, there could be risk to lives and property. The very high groundwater levels in the village and surrounding fields in the outer parish are already bearing witness to annual and regular flooding. Thus, there may be pressure to create more flood meadows around East Hanney village. Whilst acting as a relief valve this might also include significant habitat creation opportunities

to enhance biodiversity in this corridor.

Whilst open spaces in the village will also continue to be used more intensively for recreation this may also mean more open space provision might be needed to the north and the east of the village where new housing has been built.

In the event that renewable energy proposals are brought forward ideally such uses should be on brownfield land such as former landfills or on sites used for infrastructure such as sewage treatment works. Where proposals of a large scale are in open countryside it is important that when these are decommissioned they should be subject to restoration back to greenfield status. Whilst in operation agricultural use such as grazing may be undertaken on the land as with solar farms. Where there is demand from the community to provide a simple renewable energy facility eg a single wind turbine that might power the village it may be feasible to site this in open countryside.

Opportunities for nature recovery should also be a material consideration in connection with proposed infrastructure whether for screening or to increase biodiversity. Concerning the reservoir east of the settlement, for which land is reserved within the District Council's Development Plan, this may provide an opportunity to enhance the native woodland edges to the east of the village extending them to form a much larger woodland nature recovery zone between the village and the reservoir. Nature recovery measures should connect up with green spaces where possible in adjacent sub areas within the village.

Furthermore if the A338 is realigned there could also be substantial benefits arising in terms of noise reduction and air quality improvement benefiting the residents.

SUB AREA 8 DESIGN CODE

Context



The sub area is important for climate resilience with scope to create wetland areas that will aid flood alleviation both sides of Letcombe Brook. Letcombe Brook runs south to north through the parish forming a wooded riverine habitat corridor mainly to the west and north of the settlement which merits greater protection. The northern boundary of the sub area provides a great opportunity for nature recovery. There are large areas of species rich grassland in this sub area which also enable resilient biodiversity and merit protection.



In general terms this sub area comprising arable farmland and rural uses would need to demonstrate exceptional circumstances to justify development. Any development proposals including above ground infrastructure should take climate change resilience into account such as raised floor levels and should embrace nature recovery measures as set out by the Neighbourhood Plan. In addition, food growing areas such as new allotments, hedgerow fruit trees and orchards should be incorporated in the proposals as well as green corridors.


Where there is an interface with new development on the edge of the settlement, these developments should not connect into other sub area by extending cul de sac or other existing lanes. Such adjacent edge developments outside the sub area should incorporate strong landscaping barriers to reduce visibility from the surrounding countryside. Important views identified in the NP must be protected. Any new development proposed in sub area should not be visible from west of the Letcombe Brook requiring significant screening with planting.


Identity



It is essential that the openness of this area is preserved in favour of accessible green spaces, views into and out of the settlement, countryside sports and recreation, community based outdoor activities and greater connectedness using PROW. In this sub area, maximising biodiversity potential is of high importance and must be considered as paramount priority in any development proposals.

	<p>No additional lighting including street lighting or flooding will be permitted in this sub area in association with any form of new development including sports based proposals.</p> <p>Where new development is approved outside this sub area, design must mitigate the risk of light spills from housing or external areas (drives, gardens, etc.) into this sub area where this might be intrusive to the Letcombe Brook Corridor and where this might undermine the dark sky policy across parish.</p>
<p>Built Form</p> 	<p>This sub area is characterised by a lack of built form being open countryside. It is located beyond the settlement boundary. Any form of built development should be as compact as possible and kept as close to the settlement as possible. It should also respect the village vernacular of plot size, plot coverage maximum 25%, orientation, roofscapes, materials, shapes, colours and patterns. New housing should be of similar building size and heights to the village with varied building lines. Generous plots to main frontages and corner plots should be supported where these are individualistic in style and proportion. Over sized large buildings will be discouraged however.</p> <p>Whilst new development will generally not be acceptable within this sub area, refurbishment or extension of existing buildings or structures may be permitted provided:</p> <ul style="list-style-type: none"> • they are ancillary to existing uses; • they have direct access from the existing road network using existing access tracks; • they comply with the vernacular styles of the adjoining sub area including materials, roofscape, heights, and architectural styles (windows, doors); and • temporary structures such as containers for storage (e.g. quipment) will not be permitted.
<p>Movement</p> 	<p>Active travel must be encouraged in this sub area so any development must ensure that off road segregated cycle path provision is achievable, ideally to connect with other approved cycle routes through the settlement. New vehicular routes should be designed also to be lanes to a minimum width in</p>

	<p>keeping with the settlement's tertiary lanes with hedgerows, verges and generally winding routes. In contrast cut throughs and other more direct routes for walking and cycling should be incorporated in the design. Parking will on drives and garages should be integrated as car barns set at right angles or set back at the side of homes with limited visibility from lanes.</p> <p>Use of the PROW network will be encouraged through the sub area with new footpaths along existing and new hedgerow routes wherever possible. Planting to augment existing hedgerows using native species will be supported.</p> <p>Where new recreational spaces are proposed in this area these should include nature recovery elements to connect up with existing natural assets. such as hedgeows, orchards, copses, mature trees and woods, species rich grassland.</p> <p>Where there is a need for extra parking to support sports/ recreation these should be provided with permeable paving, low level timber post and rail as required (not metal or fibreglass for instance) and without lighting of any type.</p>
<p>Nature</p> 	<p>Nature Recovery is especially relevant to this sub area and any development proposals should incorporate habitat restoration areas, adding and retaining trees, hedges, swales, and other water features in the sub area. Existing hedgerows, species rich grassland areas and woodlands including the areas deemed suitable in the Oxfordshire Treescapes report for nature recovery. Applicants should give priority in preparing proposals to design and implementation of nature recovery measures.</p> <p>Where large infrastructure is proposed, such as a solar farm, detailed ecological and landscape management proposals must incorporate nature recovery measures such as connecting and enhancing natural features in addition to biodiversity net gain.</p> <p>As an internationally recognised rare chalk stream, the Letcombe Brook Corridor outside the settlement boundary should be subject to a more rigorous regime of biodiversity enhancement.</p> <p>Since protection of wildlife is also a high priority in this sub area</p>

	<p>No additional lighting including street lighting or flooding will be permitted in this sub area in association with any form of new development including sports based proposals.</p> <p>Where new development is approved outside this sub area, design must mitigate the risk of light spills from housing or external areas (drives, gardens, etc.) into this sub area where this might be intrusive to the Letcombe Brook Corridor and where this might undermine the dark sky policy across parish.</p>
<p>Built Form</p> 	<p>This sub area is characterised by a lack of built form being open countryside. It is located beyond the settlement boundary. Any form of built development should be as compact as possible and kept as close to the settlement as possible. It should also respect the village vernacular of plot size, plot coverage maximum 25%, orientation, roofscapes, materials, shapes, colours and patterns. New housing should be of similar building size and heights to the village with varied building lines. Generous plots to main frontages and corner plots should be supported where these are individualistic in style and proportion. Over sized large buildings will be discouraged however.</p> <p>Whilst new development will generally not be acceptable within this sub area, refurbishment or extension of existing buildings or structures may be permitted provided:</p> <ul style="list-style-type: none"> • they are ancillary to existing uses; • they have direct access from the existing road network using existing access tracks; • they comply with the vernacular styles of the adjoining sub area including materials, roofscape, heights, and architectural styles (windows, doors); and • temporary structures such as containers for storage (e.g. quipment) will not be permitted.



CONCLUSION

This design guidance with codes forms part of the East Hanney Neighbourhood Plan (EHNP). It should be used by developers and others interested in preserving the identity and character of the settlement within a green, rural context. New development that respects the criteria of the EHNP policies and the further explanatory guidance in this Design Guide will therefore be broadly welcomed. In this respect it reflects the views of the local people who have contributed to the preparation of the EHNP.



