



SOUTH KESTEVEN DESIGN CODE DRAFT

February 17, 2026

Chapter 1. Introduction

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1.1 Overview

The purpose of this design code is to improve the quality of new development in South Kesteven.

The council is committed to ensuring that development, which we define as any new construction that requires planning permission, responds positively to the special natural and built qualities of our area. They should stand the test of time and be great places to live. They should improve existing places.

South Kesteven District Council has produced this design code primarily to assist and inform both applicants and officers involved in the design and development process, with a particular focus on ensuring that applicants for planning permission have applied the necessary consideration to their proposals.

The code outlines the Council's high design expectations and the steps to be undertaken in the design and planning process. This code will be a material consideration when determining planning applications.

This code should be read in conjunction with a range of national and local planning policy and design documents, listed in Section 1.5. This code is not intended to replicate guidance set out in those documents; it is to build upon and provide more detailed guidance about policies in the Local Plan.

The code has been prepared in accordance with the National Planning Policy Framework (NPPF) December 2024, the Town and Country Planning (Local Planning) (England) Regulations 2012. and The Councils' Statements of Community Involvement. Stakeholder, Councillor, housebuilder and public workshops informed its drafting. Changes have been made following the extensive feedback received as part of a public consultation exercise.

Note that some developments do not require planning permission. This is called 'permitted development'. As what constitutes permitted development is subject to change by Government, applicants are advised to check with the Council's planning department.

1.2 Aims of the code

A design code is a recipe for a place. It presents a series of clear design requirements for new developments that influence and direct how they will function, look and feel within their surroundings. It should help applicants design and build new residential areas which feel of their place: new pieces of Lincolnshire rather than anywhere-places. It asks applicants to care about the places they create, to respect the neighbourhood and to value residents by building quality places that one would be proud to call home.

Sustainable principles run throughout the design code in ways that improve people's everyday lives. They are not merely a 'technical overlay'. Creating truly sustainable places means creating places that 'pull us together' by making it natural to walk and cycle as well as using cars, layering street trees and greenery throughout towns and villages and creating buildings that are of this place not of anyplace. This will encourage residents to love and maintain buildings for generations not pull them down at the first opportunity, thus creating communion between the past, the present and the future. By embedding true resilience and sustainability as core principles, the code encourages places that support human flourishing, ecological balance, and the collective well-being of communities, creating neighbourhoods that are not just sustainable, but beautiful, cherished and prosperous.

1.3 Code vision

Extensive engagement with local residents and stakeholders has been carried out for this Design Code. This design code vision reflects what we heard from the many engagement sessions and highlights the key priorities which the Design Code aims to strength and improve in South Kesteven.

1. **Sustainable development**
Focus on sustainable designs, renewable energy and climate resilience, including solar panels, wildlife corridors and sustainable drainage.
2. **Greener communities**
Embed trees, green spaces and green-blue infrastructure into all developments to enhance biodiversity, liveability and environmental sustainability.
3. **Community-centred design**
Foster cohesion with accessible public spaces, village greens and shared amenities that encourage interaction and a strong sense of belonging.
4. **Controlled and sustainable growth**
Limit development in small villages and rural areas, preserving their character, natural surroundings and landscape character and views.

5. **Supporting infrastructure**
Ensure growth is matched by schools, healthcare, shops, transport and utilities to support thriving, well-connected communities.
6. **Transport and accessibility**
Promote walking, wheeling, cycling and public transport while ensuring sufficient car and cycle parking.
7. **Preserve local character**
Protect and enhance the distinct identity of towns, villages and hamlets by respecting local architecture, materials, heritage and landscape.
8. **Diverse and affordable housing**
Provide a mix of affordable homes for all demographics, including starter homes, family houses, bungalows, social housing and accessible and adaptable homes.
9. **Future-proof development**
Plan developments to be adaptable, sustainable and well-integrated with long-term community and environmental needs, high-speed broadband and electric vehicle infrastructure.
10. **Distinctive public realm**
Prioritise high-quality, distinctive and green public places with locally inspired street art, street furniture and materials, with shops and services which reflect community needs.

1.4 How to use this code

The design code applies to applications of 10 or more homes (or non-residential developments of over 1000sq m floorspace). However, there may be occasions where it will help guide smaller developments as well. In many occasions using the code is likely to increase an applicant's chances of planning approval. It can also be applied where changes are made to streets or public spaces to ensure consistency between new and old places.

The code will also highlight differences in design approaches to be applied between area types. Further information about area types can be found in section 2. Context. Larger development schemes may include their own site-specific codes which provide bespoke detailed design.

These codes are an integral part of the development process and ensure that clear parameters are set for the implementation of the design strategy of South Kesteven District Council. It will be necessary for applicants to comply with all the specified codes.

These codes are intended to be objective wherever possible. It is inevitable that some difference of interpretation will arise. In all cases, common sense interpretations should be used but, if in doubt, South Kesteven District Council should be consulted in advance.

The code uses three levels of prescription.

MUST: Mandatory design practices. Developments that do not abide by them will not be permitted.

SHOULD: Design practices which are strongly encouraged due to the benefit that they will have for the neighbourhood. Where 'should' cannot be applied, justification will be required as part of a

planning application and exceptions may be approved on a case-by-case basis, at the discretion of the council.

CAN: Design practices which are recommended but whose absence will not drastically affect the overall quality of the development.

The rationale behind the designation of MUST, SHOULD and CAN to elements of the design code is based on primary and secondary research into popular and healthy places as well as professional judgement and local community preferences.

Where policies are designated as a MUST, these are deemed to be essential and non-negotiable to “ensure that land is used efficiently while also creating beautiful and sustainable places” as required by paragraph 130 of the NPPF (December 2024) and through regulating relevant elements as set out in the NMDC.

1.4.1 Site scale

Throughout the code, reference is made to codes which apply to developments of various scales. These scales are:

- **Medium:** 10 to 49 homes
- **Large:** 50 to 299 homes
- **Major:** 300 plus. This category includes new settlements, major urban extensions and garden villages.

1.5 Relationship with key national and local documents

This Design Code must be read alongside key national and local documents.

1.5.1 National Design Guide

The National Design Guide illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice. It introduces ten characteristics and 29 related principles that are common to well-designed places. These are presented in the table on the next page, alongside brief consideration of how they may be applied in South Kesteven.

1.5.2 National Model Design Code

More detail on good design practice under the National Design Guide’s characteristics is provided in the National Model Design Code. Part 2: Guidance Notes is the most useful place to understand the Government’s detailed expectations on design outcomes.

1.5.3 Manual for Streets

The South Kesteven Local Plan stipulates that major development must demonstrate compliance with Manual for Streets, the Government’s guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first. The principles of

the Manual for Streets permeate throughout the Design Code, particularly Chapter 4. Movement and Chapter 5. Public Space.

1.5.4 Building for a Healthy Life

The Building for a Healthy Life (BHL)(2020) toolkit is relevant to developments of 10 homes or more and sets out 12 questions to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments. It can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

The South Kesteven Local Plan expects new residential development to perform positively against the BHL criteria and performance is monitored.

1.5.5 National and local planning policy

Development needs to consider national and local level planning policy guidance as set out in the following documents:

- National Planning Policy Framework (NPPF, December 2024);
- Planning Practice Guidance (PPG);
- South Kesteven District Council Local Plan (2020);
- Neighbourhood Plans;
- and subsequent planning and environmental legislation and guidance as it becomes available.

1.5.6 Conservation area appraisals

South Kesteven has 47 Conservation Area Appraisals which set out the special character of these areas based on the quality of their building, historic layout of roads and spaces, and particular materials and elements which contribute to its appearance. New development in any of these areas should refer to the relevant area appraisals.

1.5.7 Neighbourhood plans

A number of neighbourhood plans have been, or are being, prepared in South Kesteven. New development in those areas should be determined in accordance with the planning policies set out in those neighbourhood plans which are 'made' (i.e. adopted), unless material considerations indicate otherwise, as they are also used by the local planning authorities to determine planning applications. Neighbourhood plans often contain character assessments that describe what makes area distinct.

1.5.8 Lincolnshire County Council

Lincolnshire County Council is the local Highways authority. Further guidance, including Guidance for Developers, can be accessed [here](#).

1.6 The design process

The design process should start with an understanding of the site in its broader context and work towards a more detailed proposal. The flow chart sets out the suggested steps of the design process.

Whilst the activities outlined are focussed on medium to larger applications, the process is similar for most scales of development. Chapter 2 of this Code sets out how the Councils expect planning applicants to analyse, interpret and respond to their site's context, beginning with a planning policy review, site visit and analysis of the site and its surrounding area. Designers are then expected to identify the site's key constraints and opportunities and in response to its context, establish a design concept, principles and explore options for the site. Following this, Chapters 3, 4, and 5 sets out the codes applicants must follow in developing a broad layout structure for the site, including key features, routes, public and green spaces, land uses and landscape elements.

Chapters 6 and 7 cover the relationship between buildings and buildings themselves, covering detailed design issues specific to South Kesteven for schemes of all sizes, and high-level principles for non-residential buildings as well.

Development proposals that have not followed the design process and that do not include a thorough site and contextual analysis (as specified in Chapter 2. Context), which do not demonstrate how they have responded to context and those that do not comply with this Design Code will be rejected/refused or delayed until this work is undertaken.

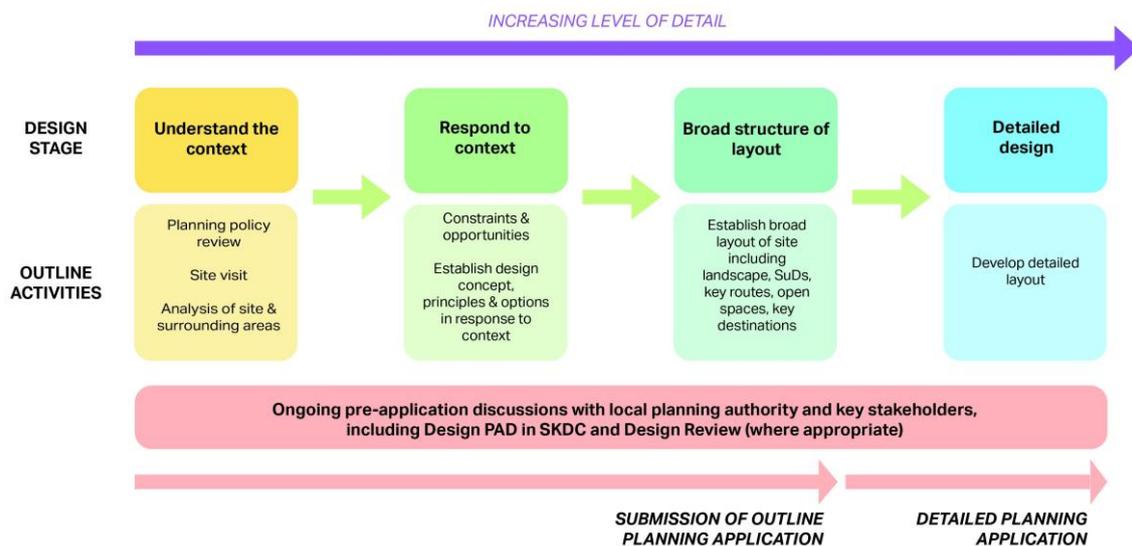


Fig 1.1: Flow chart of the design process

National advice on what should be submitted as part of a planning application, and what type of application you should apply for, is set out on the Planning Portal website.

1.6.1 Design, Planning and Drainage (Design PAD) and Design Review

Design PAD is a monthly review of planning proposals that aims to improve the design quality of new development and provide a more streamlined planning service by facilitating multidisciplinary

discussions and feedback on development proposals.

The Design PAD sessions are chaired and documented with summary notes and the most appropriate team of professionals is selected for each proposed development scheme. The sessions commonly include the planning officer, design officer, highways and lead local flood authority, Internal Drainage Board, Anglian Water, with other disciplines such as heritage, landscape, affordable housing and environmental health attending as required. Developers and their team of professionals are invited to attend when appropriate and this is a very effective and efficient way for multidisciplinary discussions and feedback on proposed developments to take place, with developers coming away with more certainty and having progressed or resolved the more complex issues. The Design PAD service would form part of this process. Development schemes can appear at Design PAD multiple times as they are refined and improved. Both Outline, Full and Reserved Matters planning applications can also be assessed at Design PAD.

It is crucial that applicants demonstrate how they have followed the three steps in the box on the right in order. This will avoid wasted time and effort, and secure a better outcome for all parties. In addition to internal arrangements such as Design PAD at South Kesteven, significant developments (defined by the Council) will undergo an independent Design Review, ideally as early as possible in the design process, when it is felt that such a review is required.

The Council and the Applicant will be equally involved in the selection of a review panel. The cost associated with the Design Review will be covered, in full, by the Applicant.

Significant developments will be determined on a case by case basis, depending on the context of each individual site.

1.7 Engagement

The NPPF and National Model Design Code encourage much more extensive public engagement and involvement of neighbourhood plan groups and Town and Parish councils in design. Planning applications should demonstrate how the proposed design has been influenced by them.

The first reference point should be the Neighbourhood Plan, where one exists. Many of these contain policies on design and some include a design guide or code. The policies in a Neighbourhood Plan have the same weight as those in the Local Plan.

Depending on the scale of the proposed development and the sensitivity of the context, applicants may be expected to undertake bespoke community and stakeholder engagement. This will certainly be required for major applications. The Councils' respective Statements of Community Involvement should be followed as they set out how the community, businesses and others with an interest in development can engage with the planning system.

This SPD Design Code does not stipulate how engagement takes place as it should be tailored to fit the situation.

Approaches could include:

- Co-design workshops: hands-on, interactive sessions led by skilled facilitators and designers, they are great for understanding context and generating design options;
- Exhibitions and public meetings: good for presenting ideas and collecting feedback;
- Online: good for reaching those who may not come to an event, but people need to be aware that the exercise is taking place, and can be supplemented by a dedicated website providing information on the proposal; and
- One to one meetings: these can be appropriate for householder and small infill applications to discuss proposals with neighbours before the application is submitted.

1.8 The design process

1.8.1 Pre-application Advice

For large applications or sites with complex issues, like drainage or heritage, pre-application discussions with statutory consultees or other agencies such as the Lead Local Flood Authority, Environment Agency, Greater Lincolnshire Nature Partnership, Anglian Water or Historic England should be undertaken so that they have the opportunity to shape proposals rather than just react to a submitted proposal. See details on Design PAD above. Planning Performance Agreements might also be used.

Pre-application discussions should take place before an outline planning application is submitted. The local authorities will not advise on and negotiate significant amendments to poor quality applications where no pre-application discussions were held.

Please follow this [link](#) for more information on pre-application advice and guidance.

Whichever approach is followed, the planning application should be clear on:

- Who has been engaged;
- How they have been engaged;
- What they said; and
- How the design has been influenced by the engagement.

1.8.2 References

The Government's advice on effective community engagement on design stresses that "local planning authorities and applicants are encouraged to proactively engage an inclusive, diverse and representative sample of the community, so that their views can be taken into account in relation to design". Please follow this [link](#) for more information.

Refer to the [Statement of Community Involvement for expectations on engagement](#) in South Kesteven.

Chapter 2. Context

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- 2.4 Area Types

The Council will expect to see how design proposals have been crafted in response to their context. This chapter sets out the Council's expectations for site and context analysis for planning applications of new residential development.

This chapter then sets out how we expect applicants to approach their design response to context and how to define a design vision and principles as a high level, strategic response to the site. Finally, it introduces Area Types and how to use them.

2.1 Starting with site analysis

Development does not happen in isolation. It has to respond to its surroundings in a variety of ways so one of the first things to consider before designing a development is to look beyond the red line of the application site (as well as within it). This is the site context.

MUST

C1: A contextual analysis must be undertaken to identify and understand the wider context and site features and how these will contribute or influence design proposals. This must be documented in the Design & Access Statement.

Basic approach to doing a site and contextual analysis:

- Start with desk based studies: this helps plan and inform the site visit. For example: public footpaths and potential connections, topography, surrounding land uses and landscape features, official designations, local and national policies, history and historic maps.
- Visit site: study and explore the site itself, gaining access permission where required. For example: assess trees and hedgerows, key views into and from within the site, ground conditions, wet areas, ditches, wildlife activity and boundaries, including rear garden fences of adjacent properties;
- Explore around the site: views and approaches towards the site. For example, how will the site be experienced as you approach it, local buildings and streets, movement (best walking routes to schools, shops etc.), existing bus services and stops, cycle routes and footpaths. Consider existing and future residents: how might people use these areas?

- Document everything: mark the site and contextual analysis on a plan and take photographs to record everything.
- Use a checklist for consistency (see checklist in the appendix).
- Meet on site: this can be a very effective way of discussing and resolving site issues in situ.

2.2 Responding to context

Proposals should consider how to respond to the comprehensive site and contextual analysis work outlined above. This page shows examples of how development should respond to its context at the strategic level, in the early stages of design.

When reference to the local context is made in the Design Code, this refers to the historical areas of the immediately adjacent settlement, settlements (in cases where a development might straddle multiple settlements) and/or the existing landscape character.

2.3 Establishing a development vision and principles

A clear and compelling development vision is the foundation for guiding long-term growth and shaping a place's character. This vision should articulate a shared aspiration for the site's future, informed by community values, environmental context, and strategic goals. It provides a narrative framework that aligns planning decisions, investment priorities, and design outcomes, ensuring coherence across all development stages.

To support the vision, a set of core design principles should be defined early in the process. These principles serve as high-level criteria for evaluating proposals and guiding detailed design. They typically include:

- Contextual integration: respect and enhance the existing urban fabric, landscape, and heritage.
- Sustainability: promote low-impact, resilient design strategies that prioritize environmental performance and resilience.
- Connectivity: create a walkable, inclusive, and well-connected public realm.
- Character and identity: foster a sense of place through thoughtful architecture and public space design.
- Adaptability: encourage flexible uses and spaces that can evolve over time.

These principles ensure that development remains responsive, place-specific, and capable of delivering lasting public value.

2.4 Area Types

Following the approach set of the National Model Design Code (NMDC), this district-wide design code provides design rules based on Area Types. This code uses five Area Types to cover development typically seen in the district:

- **Town Centre**
- **Local Centre (including village centres and high streets)**
- **Urban Neighbourhood**
- **Suburban**
- **Village**

This reflects the variety of typologies seen throughout South Kesteven. The design code aims to pick up on the nuance between these various Area Types and, where appropriate, provide independent design instruction tailored to a specific Area Type. Where this is the case, the relevant Area Type is highlighted in **bold**. Key characteristics of the various Area Types are detailed in Chapter 6 - Built Form.

This code also sets out high level placemaking principles which apply to commercial or industrial developments which do not fall into categories.

2.4.1 How are area types allocated?

How are Area Types allocated? Area Types will be assigned by South Kesteven District Council to infill sites during pre-app discussions and will be pre-assigned to allocated sites.

- For all new medium and large developments (between 10 and 299 homes), usually only one Area Type will apply.
- Major sites (300 plus) are likely to include multiple Area Types.

MUST

C2: Aligned to this, the following standards will apply;

- If a development is within the centre of a town, an existing local centre, or along a high street, then any development must be the "Town Centre" or "Local Centre" Area Type;
- In existing towns, if a development is within a town or immediately coterminous to any other developed land use, then any development must be the "Urban Neighbourhood" Area Type;
- If the development is within an existing suburb on the edge of a town, then any development must be the "Suburban" Area Type;
- In existing villages, if a development is within or immediately coterminous to any other developed land use, then any development must be the "Village" Area Type;
- If a development is in a non-developed area, then any development must be the "Village" Area Type.

MUST

C3: Major sites of 300 homes or more, whether infill, standalone or urban extensions, must include at least two Area Types to reflect an organic pattern of density increasing towards the centre of a development, around a public or green space and along primary routes.

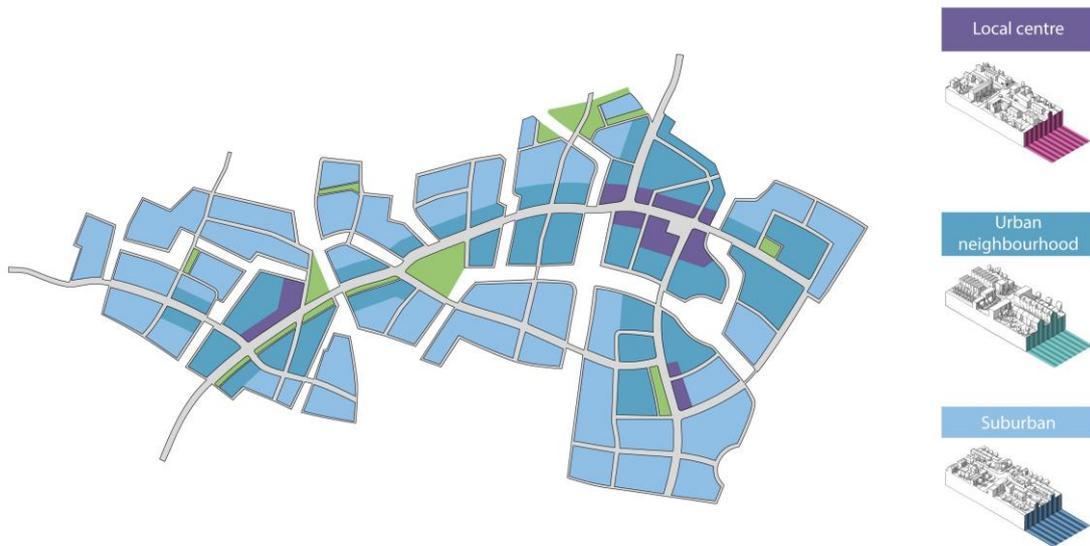


Fig 2.1: An example of multiple Area Types being applied to a major site

SHOULD
2.4.1.03

Developments which wish to take a different approach to Area Types than that described above should discuss this with South Kesteven's Development Management team during the pre-app process.

Chapter 3. Nature

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Access to nature provably supports human health. Access to green spaces has demonstrable benefits for physical and mental wellbeing. It reduces stress reduction, improves air quality and encourages exercise. Thoughtful urban design that integrates natural environments can also support community resilience and neighbourliness.

3.1 Green Infrastructure

3.1.1 Introduction

Green infrastructure (GI) is the network of open space, woodlands, wildlife habitat, ponds, parks, street trees and sustainable urban drainage systems (SuDS) that pass through and link our towns and villages with clean air, water, and other natural resources. High quality green infrastructure increases biodiversity, maximise people’s exposure to greenery, provides amenity value and beauty, improves residents’ physical and mental health, reduces air and water pollution and minimises flood risk.

3.1.2 Responding to the landscape

Development should work with and respond to the characteristics of the site including existing levels, topography and landscape features such as watercourses, hedgerows, trees, orchards and woodland, street patterns, field/plot patterns, buildings and landmarks. This will help developments 'nestle' in the landscape and reduce the need for site reprofiling and retaining walls.

How this has been achieved should be explained in the site and context analysis detailed in Chapter 2.

SHOULD

3.1.2.01

Developments should take account of views towards the site, particularly from public areas such as Public Rights of Way (PROWs) and rural streets, by the use of high-quality buildings, abundant trees and/or trees and landscaping.

SHOULD

3.1.2.02

Along development boundaries, appropriate green infrastructure that is in keeping with the local landscape character, such as hedgerows, trees, and informal open spaces should be used to soften the urban–rural boundary.

CAN

3.1.2.03

Views both into and out of the site to prominent natural features could be maintained and open spaces could be located to celebrate these views.

3.1.3 Enjoying nature

SHOULD
3.1.3.01

Public Rights of Way (PROW) and statutory bridleways should be: a) retained on their current alignment; b) linked into existing and new footway networks; c) retain an open aspect and green landscape character (such as within a public green space) and d) only be diverted with robust justification and being as close as possible to their original alignment.

MUST

N1: All development proposals must integrate well designed green blue infrastructure within and throughout layouts and scheme designs, creating a green character that enhances biodiversity, responds to the landscape character and context and brings people closer to nature. A landscape strategy must be submitted to the Council early in the design process, proportionate to the scale of development, illustrating and describing the a) response to context, b) character, c) function and d) biodiversity of all green blue infrastructure components of the site.

3.2 Biodiversity

3.2.1 A home for nature

SHOULD
3.2.1.01

Existing healthy and well-formed trees should be retained and any removal must be robustly justified with, for example, an arboricultural assessment (e.g. to achieve a site access where no other locations exist). Layouts should be designed around retained trees (e.g. included within a feature space). The response to the retained tree/s should be proportionate to size, species and place making potential (see also Local Plan Policy EN2).

SHOULD
3.2.1.02

Large developments (50 homes or more) should include a linear park running through or around the entirety of the site or include parks connected by green blue routes as navigational aids, to provide pleasant and practical routes for pedestrians and cyclists and to function as wildlife corridors.

3.3 Green Infrastructure

3.3.1 Enjoying nature

SHOULD
3.3.1.01

Layouts should be configured to ensure that green routes create loops and are not exclusively linear, encouraging people to take leisure walks. Outward facing layouts that front perimeter hedgerows often enable these attractive green routes.

CAN
3.3.1.02

Longer green circuits could be signposted at 1km intervals.

CAN
3.3.1.03

On new developments, traffic-free 'play streets' or green corridors can be created on routes towards schools or other key community facilities.

CAN

As an alternative to fenced off formal play and exercise facilities, 'trim trails'

3.3.1.04

and 'play trails' can be used to encourage activity and play for all ages.

3.4 Biodiversity

3.4.1 A home for nature

SHOULD

3.4.1.01

New developments should not pose a threat to designated nature conservation sites, including statutory sites and non-statutory sites.



Fig 3.1: Trees along Barrowby Road, Grantham form a suitable avenue into the town



Fig 3.2: Existing green corridors should be maintained and inform the design of new green corridors more widely, for the benefit of people and wildlife.

As well as protecting existing biodiversity and assisting with biodiversity net gain (BNG) targets, established trees are beautiful natural features that will enhance new developments.

SHOULD

3.4.1.02

Existing healthy hedgerows should be retained in the public realm. In rare cases, existing (even healthy) hedgerows could be removed or cut through where it is necessary to create new streets or footpaths, or to improve the design of the layout.

Where hedgerows are retained, they should be given space, enhanced if necessary and incorporated meaningfully within green spaces. They will not be adopted by LCC. Hedgerows or other planting in front of homes reflect a rural character and existing hedgerows have more protection if within the public realm rather than backed onto by rear gardens.

3.4.2 Trees and planting

Street trees are an invaluable means of creating greener, safer, healthier and more resilient streets. This section covers planting principles for creating greener streets in new developments and retrofit schemes to regreen existing urban streets. This is in line with the recommendations of the England Tree Action Plan (DEFRA), the NPPF, the Building Better Building Beautiful Commission (BBBBC) and the National Model Design Code (NMDC).

Reasons to include street trees:

- Improve air quality, absorb pollution and create a physical barrier from road pollution;
- Shade streets, help regulate temperature and reduce the urban heat island effect;
- Enhance biodiversity and ecological connectivity, creating habitat for wildlife;
- Intercept rainfall and increase infiltration, reducing pressure on drainage systems and recharging aquifers;
- Assist with traffic calming and speed control;
- Encourage physical activity, walking and cycling;
- Improve mental wellbeing and cognitive development;
- Enhance the appearance of streets, setting of buildings and help define public realm; and
- Increase property values.

MUST

N2: All new developments must include street trees along the full length of all streets (not just on the primary routes), with the frequency, spacing, size, canopy spread, species of tree and planting zone design relating to the street hierarchy, desired street character and the context and scale of the site. (Lincolnshire County Council support streets with trees, adopt street trees and do not charge commuted sums). Adequate soil volume and soil quality must also be specified.

Trees must be planted in line with Lincolnshire County Council guidelines.

SHOULD
3.4.2.02

Trees should be planted a minimum of every 20m, with sufficient space for that particular species of the tree to reach maturity.

SHOULD
3.4.2.03

A tree strategy should be provided, describing and illustrating how existing and new trees will enhance the character of the site and what their function will be (for example, how they create streets and spaces with different characters and where large species might be located to create landmarks). A tree strategy could form part of a landscape strategy as required in N1.

A list of suitable species can be found in the Appendix.

CAN
3.4.2.04

Wildflowers or orchards can be included in the planting of communal green spaces.



Fig 3.3: A street tree integrated between on-street parking, with rain gardens at the base

3.4.3 Wildlife

SHOULD
3.4.3.01

At least 50% of homes should include at least one of the following: bird (including swifts) or bat box, tiles or bee bricks (for locally relevant target species). Any boxes/bricks must be placed in appropriate locations (e.g. bee bricks on south facing walls and bird boxes at the correct height and orientation) and out of reach of predators. An approved plan must illustrate the type of box and the appropriate location.

SHOULD
3.4.3.02

Rear garden fences should include hedgehog crossings. A number of such products are available on the market. An approved plan must illustrate the locations.

3.5 Blue infrastructure

3.5.1 Introduction

Blue infrastructure refers to water-based natural and engineered systems which are integrated into the urban environment. It aims to manage water sustainably, enhance biodiversity, mitigate flooding, and improve the quality of life in cities.

3.5.2 Sustainable drainage (SuDS)

SuDS are designed to mimic natural drainage systems and are more resilient and cost effective than conventional drainage methods. Lincolnshire is at increasing risk of water stress, rising temperatures and flooding. Sustainable water management plays an essential role in alleviating these risks as well as helping meet wider climate resilience aims. SuDS also help placemaking strategies and deliver wider benefits.

SuDS are designed around the following four 'pillars':

- Water quantity: controlling the rate and volume of runoff, preserve the water cycle and reduce flood risk.
- Amenity: creating and sustaining better places for people, through the introduction of greenery and water features.
- Water quality: managing the quality of runoff and prevent pollution of watercourses.
- Biodiversity: creating and sustaining better places for nature by including planting and habitat niches that respond to surrounding ecological conditions.

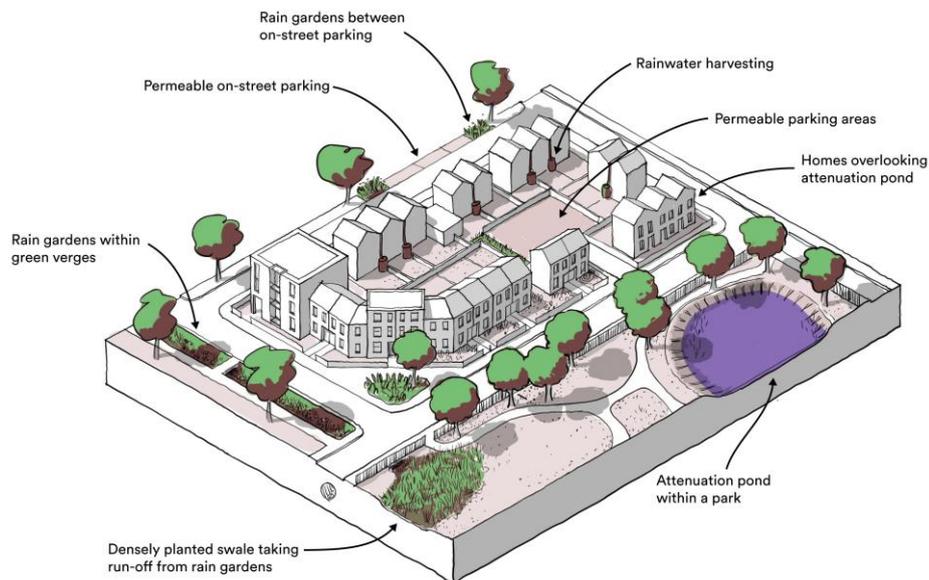


Fig 3.4: A diagram showing how sustainable drainage could be integrated into developments.

3.5.3 SuDS Design Principles

Specific designs will differ by location and will reflect the local context, site layout, local topography and geology. Appropriate SuDS solutions will vary across South Kesteven, particularly in the low lying Fenland areas to the east.

Detailed SuDS design guidance is available from Lincolnshire County Council [here](#).

MUST

N3: Sustainable Drainage Systems (SuDS) must a) be included in all new developments, "unless there is clear evidence that this would be inappropriate," as stated in NPPF (2024) Para. 181c. b) be distributed throughout the site and integrated into site layouts and green infrastructure proposals at an early stage in the design process to ensure sufficient space is allocated for them and c) have multiple benefits in addition to their drainage function (e.g. biodiversity, water quality improvement, amenity and recreation, landscape character, traffic management and education). A landscape strategy must be submitted and must outline the surface water management and SuDS proposals.

SHOULD

3.5.3.02

SuDS design should take account of existing topography, flow paths and existing ordinary watercourses, and seek to integrate these into the site wherever possible.

SHOULD

3.5.3.03

SuDS should be designed as components in an integrated system and follow the principle of the SuDS Management Train. This should include SuDS components located close to the source of surface water runoff, such as swales and rain gardens, which then discharge to larger SuDS features. This is opposed to the use of conventional pipe networks with large 'end of pipe' solutions such as engineered ponds or attenuation tanks, which should be avoided.



Fig 3.5: Examples of the types of SuDS we expect to see in new developments, clockwise from top left: an attenuation pond overlooked by homes at Derwenthorpe, York (image credit Joseph Rowntree

Housing Trust), a swale at Watercolour in Surrey, rain gardens along a pedestrian street in Leeds and rain gardens in Enfield.



Fig 3.6: A swale in a development in Alford, East Lindsey, Lincolnshire

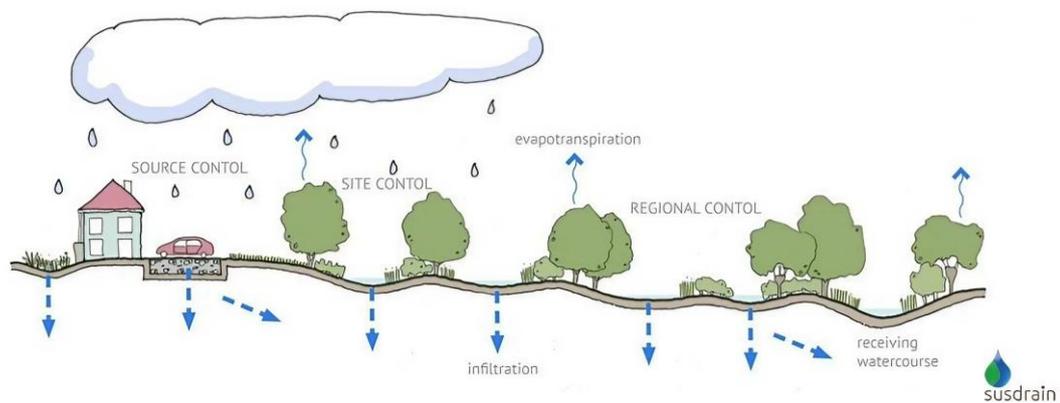


Fig 3.7: The SuDS Management Train (Susdrain)

3.5.4 SuDS Components

A variety of SuDS components can be used, and solutions will depend on the site layout and context. Detailed design guidance on these elements can be found in the CIRIA SuDS Manual and Lincolnshire County Council Guidance.

The following SuDS features will be permitted in streets and public spaces:

- Rain gardens: Shallow planting designed to capture water runoff in urban areas.
- Roadside swales, swales and channels: Landscaped channels which direct excess rainwater, including hard landscaped rills and canals.

- Infiltration systems: Features such as soakaways that allow water to infiltrate back into the ground.
- Permeable paving: Porous surfacing materials with an engineered sub base to store water.
- Attenuation ponds: With a permanent volume of water, providing additional biodiversity. These can provide site scale attenuation volumes, or small ponds can be integrated into the site to provide source control.
- Detention basins: Recessed landscaped areas, these temporarily store excess rainwater before slowly releasing into the drainage network or the ground.

SHOULD
3.5.4.01

Attenuation ponds and swales should be shallow sided with nothing steeper than a 1 in 3 slope. Given the shallow gradient, roadside swales need to be a minimum of 4.5m wide (with 3m being possible if filter drains are included or for rain gardens).

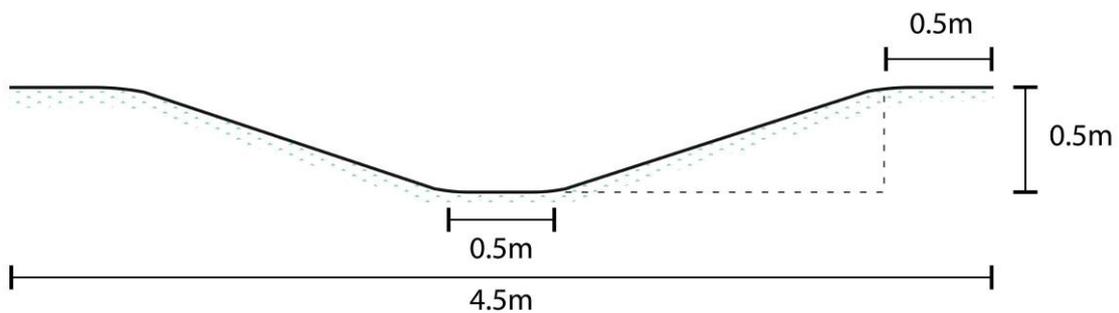


Fig 3.8: Diagram of a swale with suggested dimensions

SHOULD
3.5.4.02

Attenuation ponds should be well overlooked by home frontages.



Fig 3.9: Examples of hard landscaped channels integrated into a high density town centre development. Riverside Court, Stamford

3.5.5 Permeable paving

Permeable paving is a space efficient SuDS solution that works well in high density developments, and will be adopted by Lincolnshire County Council.

SHOULD 3.5.5.01	Permeable paving should not be constructed above any utility corridors due to difficulties with reinstatement after utility works.
SHOULD 3.5.5.02	Communal parking areas, such as parking courts and peripheral parking areas, should be permeable, and should normally be laid in gravel, brick pavers or similar. LCC will adopt type A and B permeable paved systems, subject to ground conditions and site layout.
SHOULD 3.5.5.03	Driveways should either be constructed in permeable paving, or impermeable areas should drain into areas of soft landscaping.
CAN 3.5.5.04	The following adoptable areas can be laid in permeable paving, providing that it is designed and constructed in accordance with Lincolnshire County Council specifications. <ul style="list-style-type: none">• Pavements• Off street walking routes• Carriageways in local and tertiary streets• On street parking spaces.
CAN 3.5.5.05	Impermeable areas of paving can drain to adjacent permeable paving areas, e.g. the carriageway can drain to permeable parking bays for an efficient solution.



Fig 3.10: An example of a car park laid with permeable block pavers

Chapter 4. Movement

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4.1 Street network

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Movement is how we get around within and between our towns and villages. Just like buildings, new streets should reflect the character of their area and feel like extensions to existing places. This character will be different depending on where the street sits in the street hierarchy and its context and location.

The majority of the public realm within our towns and villages is formed by streets. Their design therefore has a significant impact on new places' quality and character.

MUST

M1: Lincolnshire County Council guidance on parking, highways and street design must be followed, but this section provides additional detail and principles which focus on the design of places.

As set out in the Local Plan, polict DE1, 'All major development (as defined in the Glossary) must demonstrate compliance with: h. Manual for Streets guidance and relevant Lincolnshire County Council guidance' but this section provides additional detail and principles which focus on the design of places.

South Kesteven is in a privileged position compared to many other authorities. Lincolnshire County Council is an exceptional Highways Authority dedicated to Manual for Streets principles and with low or no commuted sums for many elements.

This means that we have high expectations for exceptional street design and expect to see these elements included in schemes:

- Street trees;
- Swales;
- Raised crossings and Copenhagen crossings;
- Permeable and block paving;
- Tight corner radii;
- Edge lanes; and

- Shared surface streets.

4.1 Street network

The street network is how our streets are laid out and interconnect. It is important because it can help or hinder how people travel around. In most cases, the street network will outlive the buildings it originally served. A well-connected street network provides a variety of routes for moving around.

MUST

M2: Developments must create a connected and permeable street network and respond to pedestrian desire lines to key destinations, where opportunities exist, by a) knitting in to the existing street network; b) providing more than one point of access to sites; c) avoiding traditional cul-de-sacs (e.g. without modal filters for pedestrians and cyclists);

SHOULD

4.1.0.02

Key foot and cycle paths (such as to existing village or town centres) should be in place before first occupation to ensure the development is accessible for all ages and abilities.

SHOULD

4.1.0.03

Provision should be made to create streets linking potential future neighbouring developments. Futureproofing connectivity opportunities will prevent developments becoming isolated and impermeable.



Fig 4.1: New developments should link into existing streets and design in opportunities for connectivity with future developments.

SHOULD

4.1.0.04

Access streets should not be located at the entrance to sites (parallel to existing streets). Instead, existing streets should be fronted by homes, with parking either as driveways directly accessible from the existing street or with some form of rear parking (courtyard or mews). Existing hedges and trees should be retained where possible and shared driveways serving 2-3 dwellings could help retain frontage landscape.



Fig 4.2: Permitted and unpermitted site entrance designs

4.2 Street hierarchy

Streets must be designed according to the following hierarchy of users. This Design Code is aimed at achieving this aim with the explicit aim of creating places which put people first.

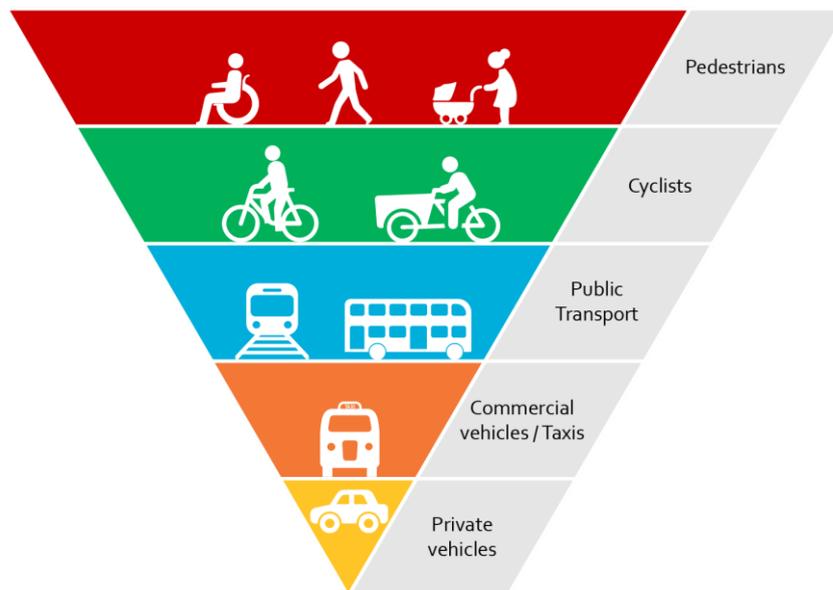


Fig 4.3: Hierarchy of users

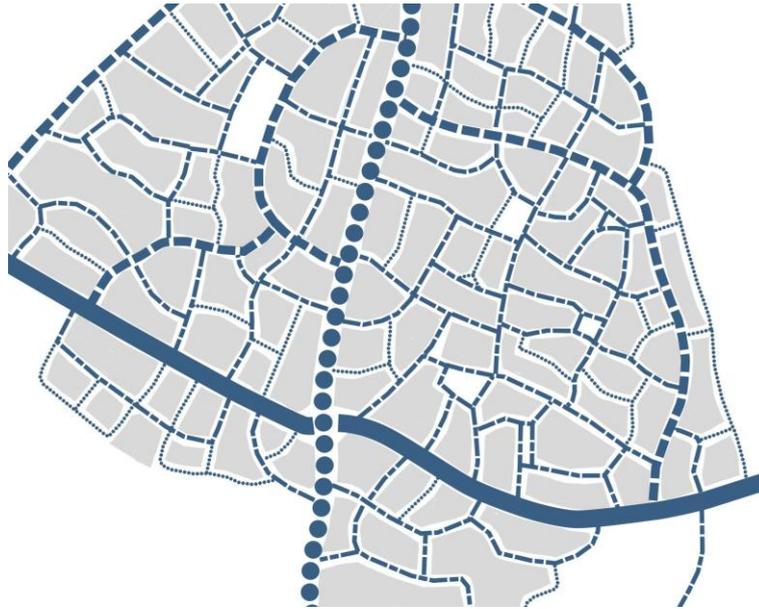


Fig 4.4: Diagram of street hierarchy showing a primary street (dotted), secondary streets (dashed) and a large network of tertiary streets.

MUST

M3: A clear street hierarchy must be created and all streets within the hierarchy must be designed to be different from one another, be characterful, have a clear 'place' function and prioritise pedestrians first. Standardised and overly engineered streets with only a 'movement' function must be avoided (for example 5.5m carriageway with 2m pavements each side, standard turning head, concrete kerbs and tarmac surfacing throughout with no additional features).

4.2.1 Street Typologies

SHOULD

4.2.1.01

The primary street will usually be the primary access route into a development. It should feature:

- Roadside swales
- Trees on both sides of the street
- No front parking to preserve the building line
- Strong front boundary treatments such as railings and walls
- Integrated on street visitor parking where possible

SHOULD

4.2.1.02

Shared surface streets are encouraged where the following conditions are met:

- Where traffic levels will be low
- Design speeds are 10mph
- Carriageway width 5m or below
- Trees, planting or SuDS in build-outs
- Block, clay or stone paver surface
- Integrated on street visitor parking where possible



Fig 4.5: Examples of an appropriate and inappropriate shared surface street

Edge Lanes are effective in enhancing connectivity within development sites, making it easier to travel around and move through sites and reducing the number of private drives and cul-de-sacs. This can substantially reduce walking distances for pedestrians and also create less need for vehicles (such as refuse collection) to turn into the street.

SHOULD
4.2.1.03

Edge lanes, rather than private drives, should be the default street type on the edge of **Suburban and Village Area Type** developments.



Fig 4.6: Edge lanes at a new development in Oxfordshire (left) and in a development in Market Deeping (right)

Home Zones (or play streets) can be successfully designed in to quieter streets within connected layouts. These are designed primarily to meet the needs of pedestrians, cyclists, children and residents.

CAN
4.2.1.04

Large developments of 50 homes or more could include at least one Home Zone (play street), though more are encouraged.

CAN
4.2.1.05

On new developments, traffic-free play streets or corridors can be created on routes towards schools or other key community facilities.



Fig 4.7: A Home Zone, or play street, at Marmalade Lane in Cambridge

4.3 Street design

4.3.1 Raised tables

SHOULD

4.3.1.01

Where raised tables are used, it should be as infrequent long stretches in key locations for placemaking purposes and to benefit pedestrians. Short raised tables which act as speed humps must not be used.

4.3.2 Crossings

SHOULD

4.3.2.01

Raised crossings

- All pedestrian crossings across primary streets with high pedestrian traffic should be raised crossings.
- Raised crossings should be constructed with contrasting paving materials or colours to enhance visibility.
- All junctions between a primary street and lower-order street type should be a raised or Copenhagen crossing, where the pavement is extended across the junction.

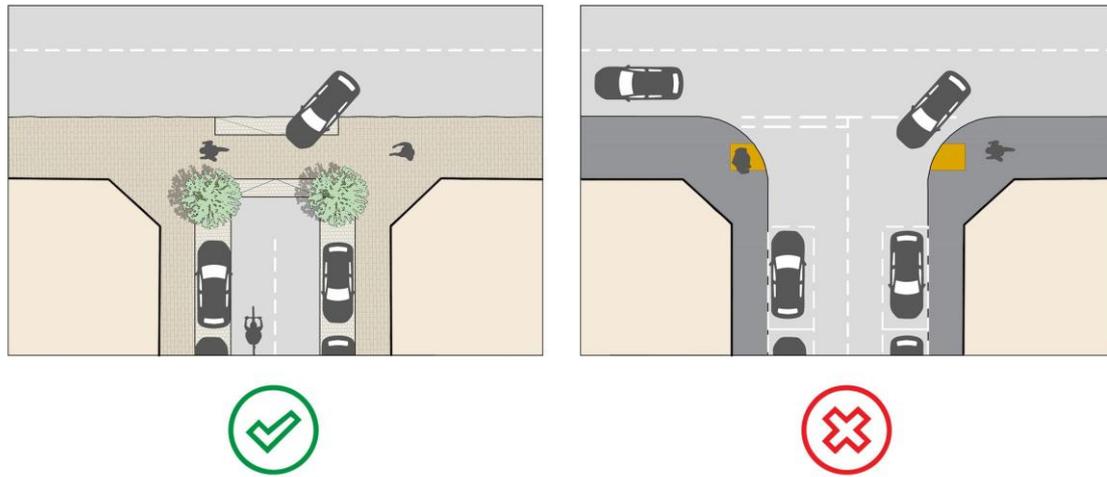


Fig 4.8: An example of a standard crossing and a Copenhagen crossing, where the pavement height and materials are extended across the junction, thereby prioritising pedestrians.



Fig 4.9: An example of a raised crossing

4.3.3 Turning heads

While layouts should avoid cul-de-sacs as far as is possible, it is recognised that this is not always possible and that turning heads may be required. For example, on small and medium-sized infill sites where it is not possible to create more than one site entrance or any additional active travel routes.

This doesn't mean that conventional turning heads, with wide expanses of tarmac, are necessary or acceptable. Other approaches are possible that integrate good street design and placemaking principles.

Where turning heads are unavoidable, they are to be designed to the following requirement:

- SHOULD** Conventional turning head patterns (hammerhead etc.) should not be used. They must be hidden and form part of squares or courtyards that have a

4.3.3.01

place function too.

Characteristics to be avoided include:

- Large expanses of tarmac
- Leftover space and verges
- A shape that is unrelated to the building line

SHOULD

4.3.3.02

The turning area should be kept free of parked vehicles. This can be achieved by providing clearly demarcated parking areas.

CAN

4.3.3.03

In line with turning heads being designed as public spaces, they should incorporate the following:

- Greenery
- Street trees
- SuDS
- Materials other than tarmac (some tarmac is permissible)

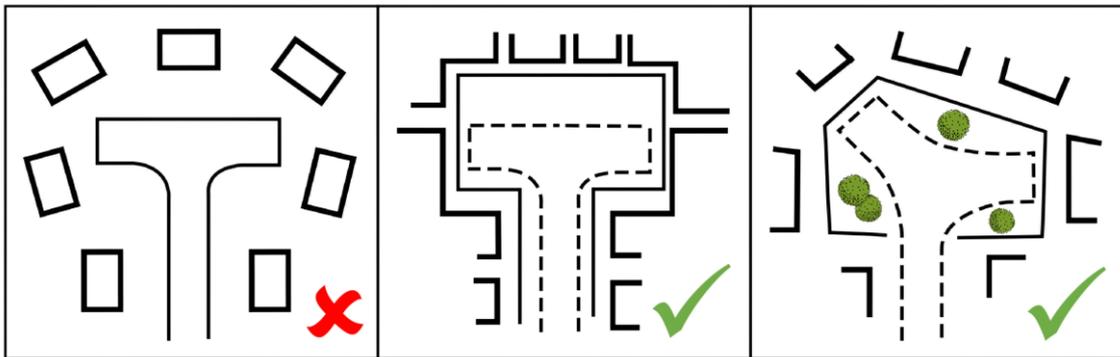


Fig 4.10: Turning heads should have a place function in addition to a movement role



Fig 4.11: An example of a turning head which has a stone paved border and functions as a public space in addition to being a turning head.

4.4 Walking, wheeling and cycling

Walking and cycling routes offer a healthy and sustainable mode of travel for commuting, leisure or getting to school.

4.4.1 Cycle Infrastructure

Facilities for cyclists need to be comprehensively thought out and continuous, both within the site and in connecting on to key destinations elsewhere.

Key factors to consider:

- Think of different types of cyclists: commuters (exiting the neighbourhood on a longer journey), leisure cyclists (road bikes, families on wider cycle trip), practical trips (to the shop, school, train station, town centre), children (cycling around the neighbourhood or to school or park);
- Easy to use: avoid 90 degree bends, missing sections, demarcate crossings over other streets, potential on-street parking conflicts;
- Design to be attractive to use and encourage all types of people to cycle: 'would this cycle route design encourage me to cycle?'

SHOULD

4.4.1.01

These elements should be included with cycle infrastructure:

- Continuous routes where possible
- Segregated along high traffic streets and primary and secondary streets
- Minimal conflicts with side streets and driveways
- Link key destinations such as schools, parks and local centres

4.4.2 Route design

SHOULD

4.4.2.01

Safe walking and cycling routes should connect key amenities within the site and lead to primary routes outside the site boundary.

SHOULD

4.4.2.02

Understanding where pedestrians need and want to cross the street is important in ensuring that amenities can be reached easily and safely. Safe crossings should be created at direct and high traffic crossing points.

SHOULD

4.4.2.03

Frequent places to stop, rest or chat should be provided. Benches should be provided at least every 200m along routes which are expected to be popular.

SHOULD

4.4.2.04

Where blocks are 150m or longer, a well-overlooked walking/cycling route should be introduced through the block to maintain permeability and convenient walking routes.

SHOULD

4.4.2.05

Pavements should be at least 3m wide at key locations such as high streets and outside schools and shops to prevent crowding and overspill onto the carriageway.

CAN

4.4.2.06

Walking and cycling routes can form an independent network, for example by cutting through green spaces.

4.5 Parking

It is a priority for the council that parking be designed well and attractively, balancing parking needs with efficient use of space, high quality placemaking and adherence to the local context.

Parking requirements must be considered at the outset of the design. Insufficient and poorly designed parking can have negative impacts on how streets function, can create cluttered and chaotic environments and can create unnecessary neighbour and community conflicts and divisions.

4.5.1 Car parking principles

SHOULD

4.5.1.01

Standard parking spaces should be the following sizes:

Standard parking space: 5m x 2.4m

On-street parking space: 6m x 2m

MUST

M4: In a driveway, it must be possible to get a wheelie bin of 0.6 metres width past a parked car. It must also be possible for passengers to get in or out of both sides of the car whilst it is parked on the driveway. Single driveway parking spaces between two walls (or other vertical obstructions) must be a minimum of 3.3m wide and double driveways between two walls (or other vertical obstructions) must be a minimum of 6.4m wide and include a buffer strip in a different material or colour of 0.8m between driveways. A plan must be submitted to illustrate this.

Given the approximate width of a car (including mirrors) is around 2.1m, in practice this means the total space required for driveways adjacent to a house will be about 3.3m. For double driveways, it is about 6.4m.



Fig 4.12: An example of border planting between a driveway and house (left) and between driveways (right)

SHOULD

4.5.1.03

Courtyard and mews parking should be sufficiently lit between midnight 6am, though lighting should not enter habitable rooms.

CAN

4.5.1.04

Parking can be peripheral with parking spaces up to 100m from the front door. This can be seen as an opportunity to design homes accessed from pedestrian lanes or footpaths. Such peripheral parking can still be well-enclosed by walls and/or hedges.

4.5.2 Garages and carports

SHOULD

4.5.2.01

Internal garage dimensions should be a minimum of:

- 3m wide and 6m deep (single)
- 5m wide and 6m deep (double)

SHOULD

4.5.2.02

Whether integral or detached, garages and carports should be set back by at least one metre from the front elevation of a house. Space should be provided in front of garages and car ports for cars to be parked without overhanging the pavement.

SHOULD

4.5.2.03

In line with Lincolnshire County Council guidance, garages should only be considered as parking provision when they are of a size that will accommodate general storage (such as lawn mowers, hedge trimmers, ladders, bicycles etc) and be wide enough to accommodate modern cars.

Additional codes related to the design and materials of garages and carports is found in Chapter 7. Identity.

4.5.3 Materials

SHOULD

4.5.3.01

At least 50% of the area of driveways, if soil conditions allow, should use permeable surfaces as part of a site's sustainable drainage strategy. Options include grass between driving strips, block paving, gravel, grasscrete, permeable stone slabs, permeable resin-bound gravel or a combination of these.

CAN

4.5.3.02

Tarmac can be used for driving or walking strips in courtyard or peripheral parking areas.

4.5.4 Parking patterns

This section includes the various permitted parking options in South Kesteven. A well-designed layout will need to use multiple types of parking.



Fig 4.13: A village street which achieves a high-quality layout design due to its balance of a variety of parking patterns.



Fig 4.14: Examples of flats over garages (FOGS) in Bourne (left) and a small rear courtyard at Cecil Square in Stamford (right)

4.5.5 On-plot parking patterns

Parking on plot is usually the most appropriate type of parking in the **Suburban and Village Area Types**.

4.5.6 Side parking patterns

A flexible configuration suitable for detached, semi-detached or end-of-terrace homes.

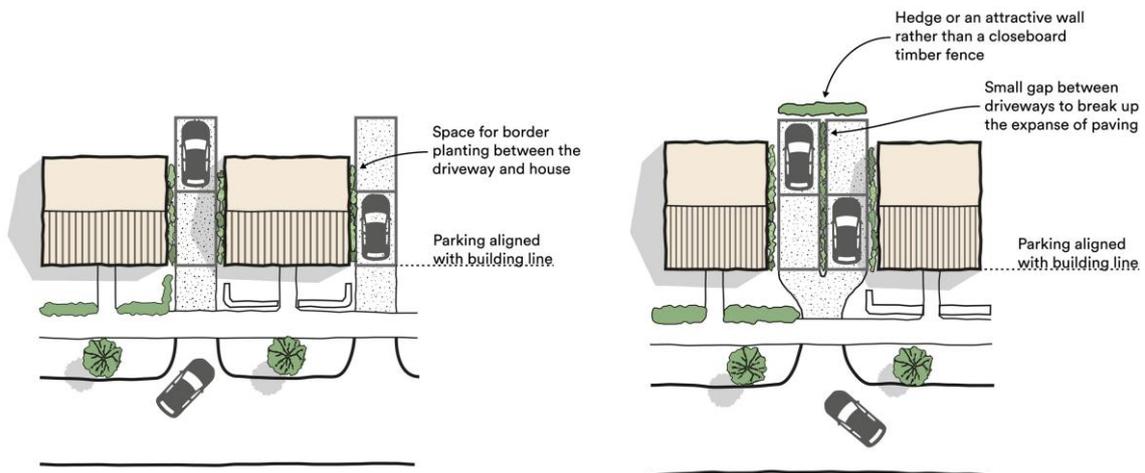


Fig 4.15: Side parking patterns

4.5.7 Front parking patterns

Space efficient and practical configuration which nonetheless makes it more difficult to create a high-quality, well-enclosed streetscape.

MUST

M5: Front parking requirements

- For detached and semi-detached dwellings, must be screened by a wall, railings or hedge front boundary treatment
- For detached and semi-detached dwellings, must be screened by a wall, railings or hedge front boundary treatment
- For detached and semi-detached dwellings and terraced units where possible, must not occupy entirety of plot width, with the remainder allocated for a front garden;
- End terraces must have parking at the sides if space is needed at the front for landscaping to soften the parking and for paths to access front doors.
- There must be no more than 4 spaces in a row without being broken up by landscaping.

CAN

4.5.7.02

On larger plots, it can be in the form of a front courtyard with a separate entrance and exit.



Fig 4.16: Examples of acceptable front parking, where the driveways do not occupy the entire width of the plot

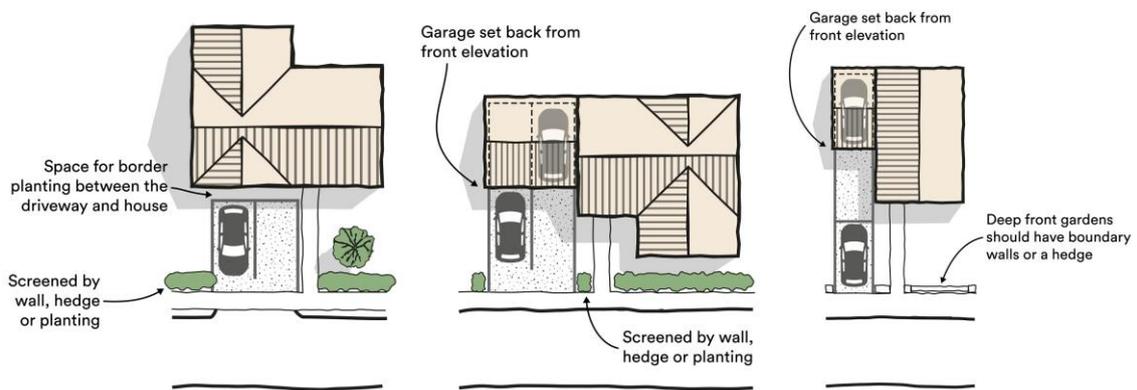


Fig 4.17: Front parking patterns



Fig 4.18: Acceptable and unacceptable front parking for a terrace

4.5.8 Corner house parking patterns

Corner parking is a practical option for corner plots.

MUST

M6: Corner parking requirements:

- A house, not the driveway or a garage/carport, must be adjacent to the



junction

- Screened by a wall, railings, picket fence or hedge
- More than one driveway must not be adjacent to each other

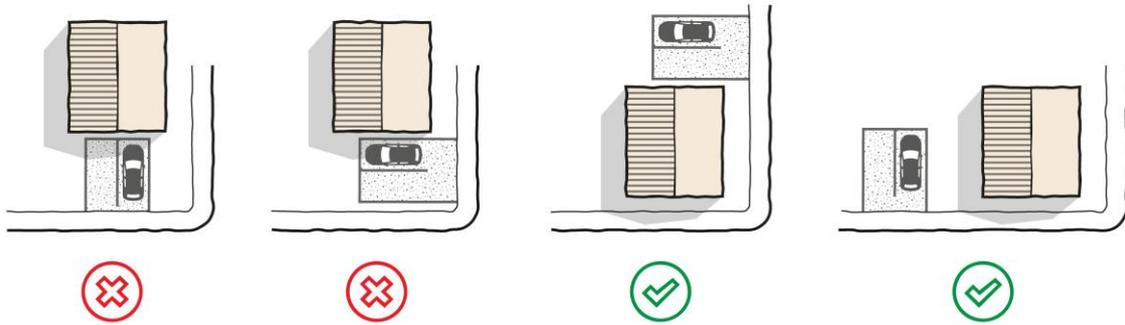


Fig 4.19: Permitted and unpermitted types of corner driveways

4.5.9 Courtyard parking patterns

Courtyard parking will primarily be in the middle of a block or to the rear of back gardens, though occasionally could be as a small front courtyard area.

SHOULD
4.5.9.01

Courtyard parking should only be used if there are clear placemaking benefits such as creating beautiful streets or spaces not dominated by parking.

MUST

M7: All of the courtyard parking requirements below must be met:

- Must not include more than 18 parking spaces
- Must be overlooked by adjacent homes and at least one home (or flat-over garage/FOG) fronting onto the courtyard or at least two if the courtyard includes 12 or more parking spaces
- Must include street trees, other planting and/or border planting
- Must provide access to the rear gardens or rear entrances of properties.
- Entrances must be screened either by homes or walls/hedges
- Must include a combination of parking spaces, garages, carports and mews houses
- Boundary treatment must be limestone or brick walls or hedges, not fences, following the materials codes in 7. Identity

CAN
4.5.9.03

The courtyard entrance can be accessed through a gateway or overcroft.

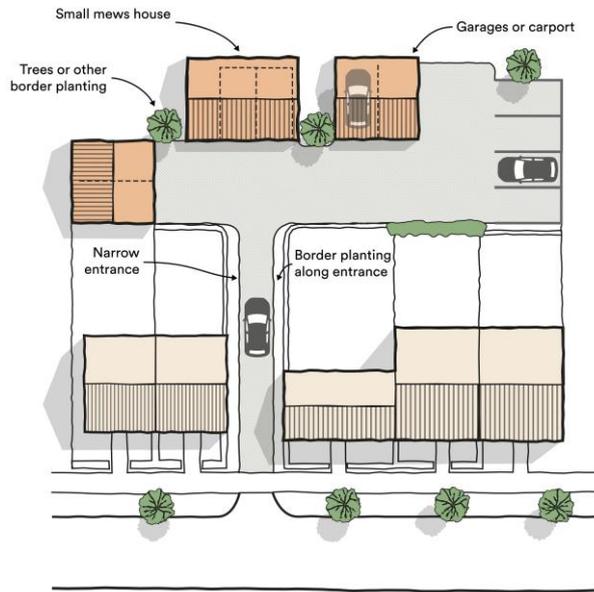


Fig 4.20: A small rear courtyard

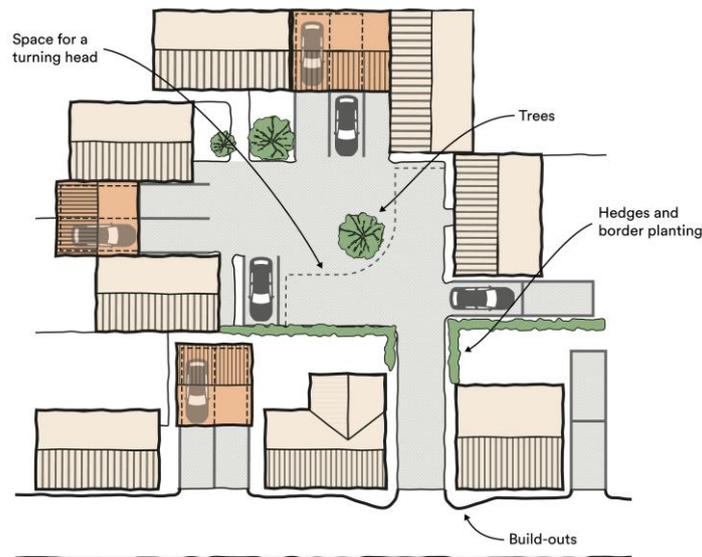


Fig 4.21: An example of a small front courtyard serving a group of semi-detached and detached houses

4.5.10 Mews parking patterns

Mews streets containing homes and rear parking interlinked with the street network can be very effective, creating overlooked streets and 'places' rather than simply just parking areas.

MUST

M8: All of the mews parking requirements below must be met:

- If mews provides parking for adjacent homes, access must be provided to the rear gardens or rear entrances of properties
- Must include small homes, flats over garages/FOGs, carports and/or garages with at least some ground floor windows
- Must include street trees, border planting or other planting, with sufficient space given for trees to mature
- In the **Village Area Type**, mews must have an informal, rural character

with more planting and a curved or meandering street design

SHOULD
4.5.10.02

Mews should:

- Have at least two entrances
- Mews longer than 50 metres should include additional pedestrian permeability.



Fig 4.22: An example of an informal mews suitable for a Suburban or Village location

4.5.11 Peripheral parking patterns

Peripheral parking are parking areas on the edge of a block or on the edge of developments, allowing for pedestrian-priority areas at the cost of a longer walk to the front door.

SHOULD
4.5.11.01

Peripheral parking requirements:

- Well landscaped with street trees and/or other planting
- Buildings or high quality walls (per the codes in Identity) should provide a strong built form edge to the parking area.

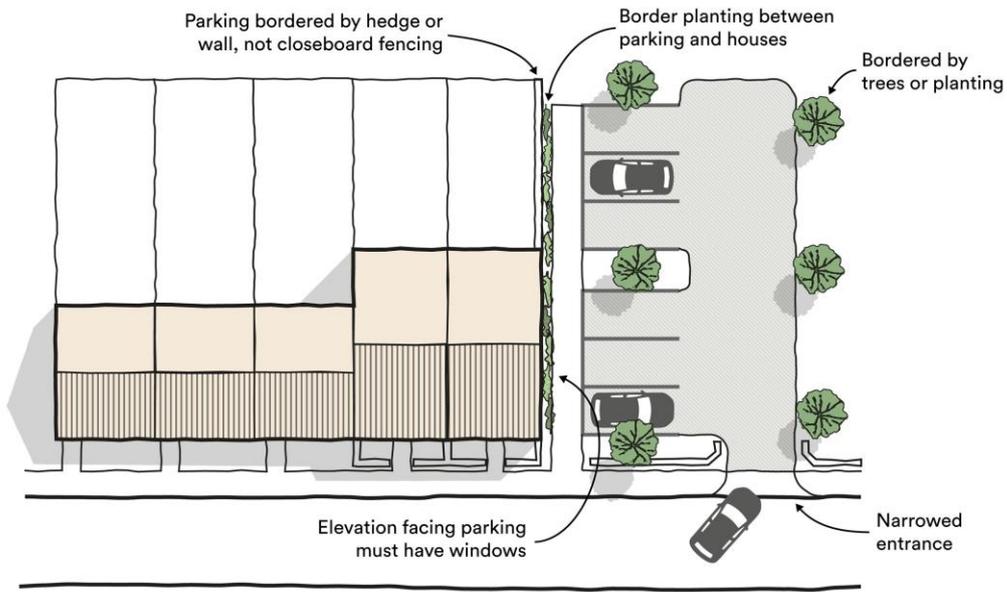


Fig 4.23: Peripheral parking diagram

4.5.12 Visitor on-street parking patterns

The use of on-street parking can allow for more urban streets, or act as an overflow to prevent dense developments becoming too dominated by driveways.

SHOULD
4.5.12.01

On-street, unallocated parking can help create orderly streets and design-out problematic pavement parking. Space for on-street parking varies depending on other parking arrangements and design components of the street. Street should be designed with the aim of providing some on-street parking. The requirements below should be met:

- A footpath should be present on the outside of the parking space to facilitate easy access to both sides of the vehicle.
- On-street parking should be broken up by street trees every 3 spaces or fewer.
- In the Village Area Type only, on-street parking should be informal, appearing as a widening of the street.
- If at a 45 degree angle, parking should only be on one side of the street

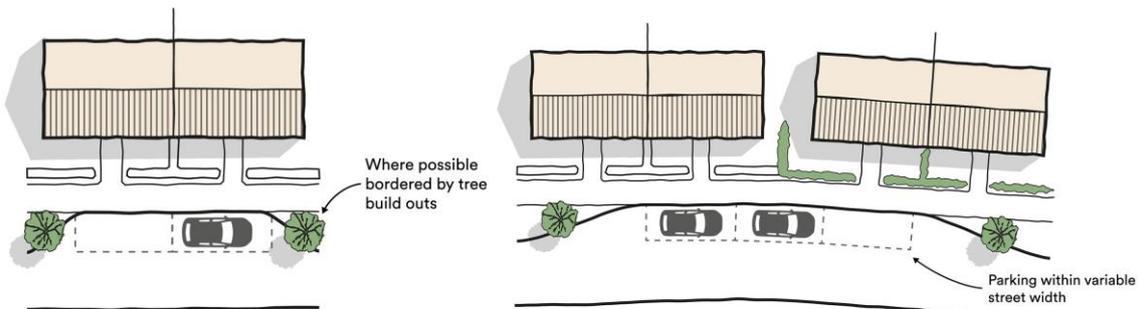


Fig 4.24: Formal on-street visitor parking (left) and informal Village Area Type visitor on-street parking (right)



Fig 4.25: An example of acceptable on-street visitor parking

4.5.13 Parking for blocks of flats

Creating larger parking areas for blocks of flats is key to doing "gentle density" well, especially in **Town Centre, Local Centre and Urban Neighbourhood Area Types**.

MUST

M9: All of the parking requirements for blocks of flats below must be met:

- Car parks serving blocks of flats must be screened by buildings
- Must include street trees and border planting
- Walls that complement the building that the car park serves

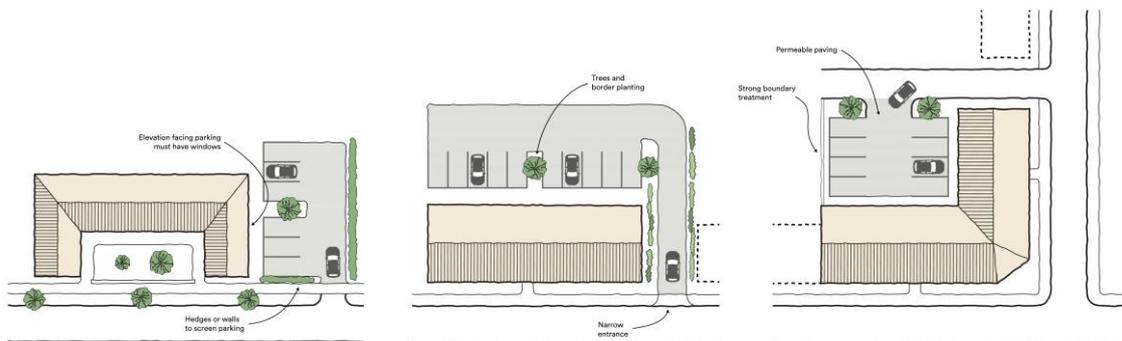


Fig 4.26: Examples of acceptable parking to serve blocks of flats



Fig 4.27: An appropriate courtyard parking serving flats in Stamford

4.5.14 Cycle parking

Provision of adequate cycle parking is a key driver in encouraging active travel plans will have to be submitted to detail cycle storage areas and paths.

SHOULD

4.5.14.01

A plan should be provided to illustrate convenient and appropriate cycle storage locations for all dwellings

SHOULD

4.5.14.02

Secure cycle parking should be as easily accessible as car parking, ensuring that it is Easy, Accessible, Sociable and Timely (EAST). This means it must be accessible without the need to move multiple bikes or squeeze past cars.

SHOULD

4.5.14.03

Developments should provide cycle storage in front gardens, garages, back garden sheds, side entrances (where appropriate), garages or protected communal areas such as in apartment blocks.

SHOULD

4.5.14.04

Public bike parking should be located prominently as close to amenities as possible, be well overlooked and ensure that a clear 2m minimum pavement width is maintained.

4.5.15 Electric Vehicle (EV) charging

This code acknowledges that EV charging technology will continue to develop. This guidance applies to all new build (residential and commercial) development. The retrofitting of EV chargers or provision in the adopted highway should be discussed with officers on a case-by-case basis.

Further guidance is available from Lincolnshire County Council:

<https://www.lincolnshire.gov.uk/roads-transport/electric-vehicles>

SHOULD

4.5.15.01

Electric vehicle (EV) charging points should not obstruct pedestrian walkways or intrude on pedestrian or cycling space.

SHOULD

For new housing developments with garages and off-street parking, each dwelling should have an on-plot charge point or be futureproofed to include

4.5.15.02

one. This should typically be wall mounted.

4.6 Public transport

Access to public transport is key to providing people with choice for everyday journeys beyond their immediate neighbourhood, especially for those not able to drive. Good access to public transport helps reduce reliance on the private car.

SHOULD

4.6.0.01

Shared mobility should be considered early in the design. These may be particularly appropriate in rural areas with low ridership where traditional bus services may not be practical.

SHOULD

4.6.0.02

Streets that will accommodate bus routes should be fairly direct without too many frequent turns and allow buses to remain in forward gear (for example, a looped route within a new area of housing).

SHOULD

4.6.0.03

Cycle parking and stands should be provided at bus stops in key locations, as this can enlarge the catchment area of a bus stop.

Chapter 5. Public Space

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5.3 Street Furniture

5.4 Services and utilities

New neighbourhoods require public spaces. They are the focal point of the community. People need greenery and space on their doorstep so they can enjoy its benefits as part of everyday life. Public spaces can take the form of small village style greens, garden squares or small parks, or formal town squares. Public spaces of all sizes can provide informal settings for people to meet, rest, play, hold events and connect with nature.

The design of a public space should take account of the sun's position throughout the year, prevailing wind conditions, and the height of surrounding buildings to create a welcoming, comfortable space for people to spend time in.

5.1 Design principles

MUST

P1: Public spaces must: a) be located along key movement routes (excluding busy roads) or within the centre of a development; b) be well overlooked and fronted by homes and/or active ground floor uses and c) in **Suburban and Village Area Type** developments of 50 homes or more, a prominent, centrally located green space featuring trees and planting must be included (in addition to other spaces) to create the 'heart' of a development. Historically, this is how many village greens and town squares were formed.

SHOULD

5.1.0.02

Public spaces should have a clear function (e.g. for recreation or for nature) and not create S.L.O.A.P. (space left over after planning). Areas of S.L.O.A.P. will not contribute to open space standards. A landscape strategy should illustrate and describe the function of public spaces as set out in N1.

SHOULD

5.1.0.03

Public spaces with a function of attracting people, such as play areas, should be designed to be accessible to all and for a range of age groups, creating a variety of experiences and opportunities for social interaction (e.g. pleasant places to sit, surfaced paths, play experiences for a range of ages, community gardens). Such spaces should ideally be located away from streets with high volumes of traffic or design speeds of 30mph or more.

5.1.1 Scale

CAN

The size of a public space within a development can be informed by the scale of surrounding buildings. Typically, the length of the short dimension

5.1.1.01

of a square should be around twice the height up to the eaves.

As a general rule of thumb, a public space in an urban setting, such as a square, can be smaller in scale to create the feeling of an outdoor "room".



Fig 5.1: In the Town Centre and Local Centre Area Types, public space should be co-located with mixed uses.



Fig 5.2: An urban green square fronted by buildings



Fig 5.3: On the left, a hedge border clearly delineates the space as private, whereas the example on the right shows a patch of grass which appears as leftover space, neither public or private

5.1.2 Edge treatment

SHOULD

5.1.2.01

Green spaces should not be bordered by knee rails. Instead, depending on the Area Type, the following edge treatment should be used:

- **Town Centres, Local Centres and Urban Neighbourhoods:** Metal railings and/or metal railings with hedges
- **Suburban:** Timber post and rail fences and/or hedges
- **Village:** Timber post and rail fences, hedges and/or kerbs

5.2 Type and quantum

New neighbourhoods require focal points, where people will naturally gather and where amenities should be clustered. This can apply to all scales of development, from a small communal garden to a town square.

5.2.1 Local centres

MUST

P2: A sense of community is an essential element of any new settlement. The design of local centres can take various forms (such as lining a street or set around a square) and must:

- Encourage social interaction;
- Not be car-orientated, with parking areas screened behind buildings;
- Be sensitively integrated to front public spaces or squares;
- Be exemplary in terms of design with a high quality public realm and landscaping;
- Include a mix of uses such as residential, shops and cafés, both to encourage people to stay, for socialising and for natural surveillance;
- Cater for growth in the share economy, such as car share schemes, tool and garden equipment swaps, work hubs for hot desking and remote working facilities with high speed internet;
- Be located to be walkable for as many people as possible; and
- Be co-located with other facilities such as schools and recreational areas.



Fig 5.4: A garden square overlooked by a variety of building types and uses, with on-street parking along adjacent streets, is an example of an appropriate public space at the heart of a neighbourhood

5.2.2 Special places

MUST

P3: As set out in Manual for Streets, residential streets have a stonger 'place' function than 'movement' function and must be designed as social spaces to include 'squares and courtyards, with associated 'pocket parks', play spaces, resting places and shelter.' (MfS 5.7.1). Special places must be created throughout a development and be a) overlooked and enclosed by buildings, and b) at intervals regular enough to prioritise the safety and needs of pedestrians and cyclists, calm traffic and reduce speeds, add character to a street, serve as wayfinding points and respond to surrounding features. A mix of the following spaces must be included, proportionate to the scale of development:

- Village greens and other open spaces
- Urban squares
- Change in surface material and street design to respond to surroundings and calm traffic
- Wider pavement with trees
- Street trees in build-outs
- Parklets

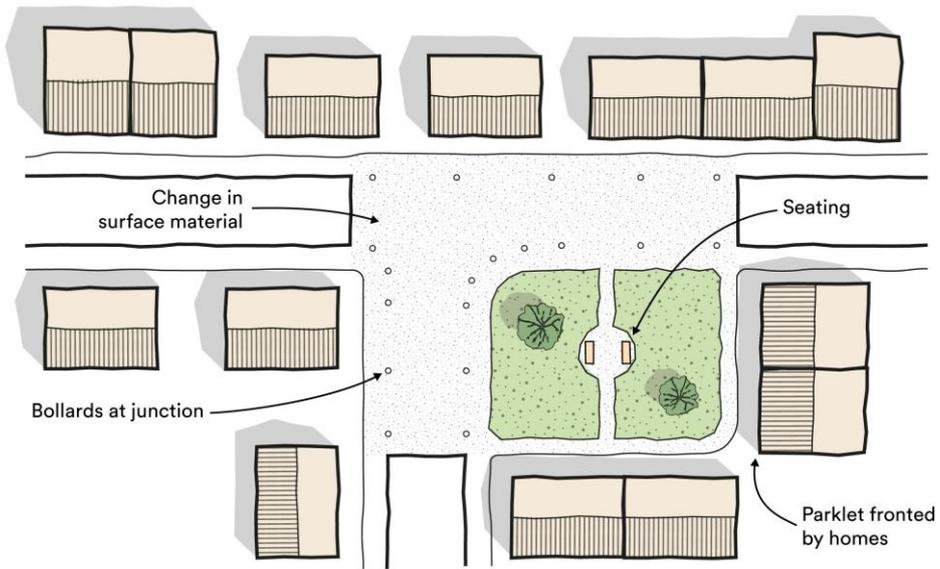


Fig 5.5: An example of a parklet at a street junction within a neighbourhood, fronted by adjacent homes



Fig 5.6: A village green as the heart of a neighbourhood, overlooked by homes



Fig 5.7: Barrowby Village Green (left), a large green at the heart of the village which includes a playground, and homes overlooking St Peter's Green in Stamford (right)

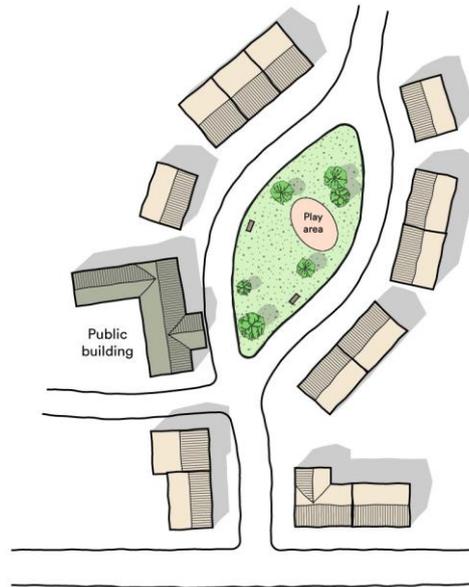


Fig 5.8: A play area located within a small village green, well-overlooked by several homes

5.3 Street Furniture

Good quality street furniture can greatly enhance a sense of place and help create beautiful streets which feel well looked after. This section covers appropriate use of street furniture, signage and EV charging.

5.3.1 Seating

Provision of benches in new developments is encouraged to provide resting places, especially for elderly residents.

SHOULD
5.3.1.01

Benches should be located in areas where people will find it most comfortable to sit. This is generally at the edges of public spaces, in areas that offer shade, close to amenities, or simply somewhere with a good view. They should not back on to busy roads.



Fig 5.9: Examples of appropriate benches

CAN

5.3.1.02

Groups of benches or other types of seating can be clustered to create socialable places.

CAN

5.3.1.03

Where space is scarce (for example on high street retrofit schemes), benches combined with planters can be used to add street greenery.

5.3.2 Bollards and railings

SHOULD

5.3.2.01

The use of bollards and railings in new developments should be kept to a minimum to avoid unnecessary street clutter. Where there is a need, the following codes apply:

- Plastic bollards are increasingly common in new development. These are easily damaged and should not be used.
- In the **Town Centre, Local Centre and Urban Neighbourhood Area Types**, metal bollards should be used.
- In the **Suburban and Village Area Types**, timber bollards should be used.

5.3.3 Streetlights

SHOULD

5.3.3.01

In infill developments or those within or adjacent to Conservation areas, streetlighting must be a "heritage" lantern style.

5.4 Services and utilities

5.4.1 Utilities structures

SHOULD
5.4.1.01

Utilities structures such as electricity substations should be well-integrated with landscaping and planting.

5.4.2 Refuse and bin storage

With modern requirements for waste separation and recycling, the number of household bins that need to be stored has increased. It is important that these are accommodated in ways that allow convenient access without increasing clutter or harming the appearance of buildings.

SHOULD
5.4.2.01

Long and convoluted bin drags (e.g. around and past adjacent rear gardens) should not be used in layouts.

Refuse collection options for new developments should be one of the options below:

- In-curtilage provision: Bin storage should be provided to the side or rear of the property (from within a rear parking area, a service alley or ginnel) or a concealed bin store provided at the front of the house or within a well-designed recessed porch.
- Communal provision: could be used as an alternative for terraced housing as well as for multi-unit housing.

SHOULD
5.4.2.02

Waste collection points should be no further than 30m from homes. This may be achieved with ginnels, communal provision, or by integrating storage at the front of homes. Defined bin collection points should be considered for private drives/streets.

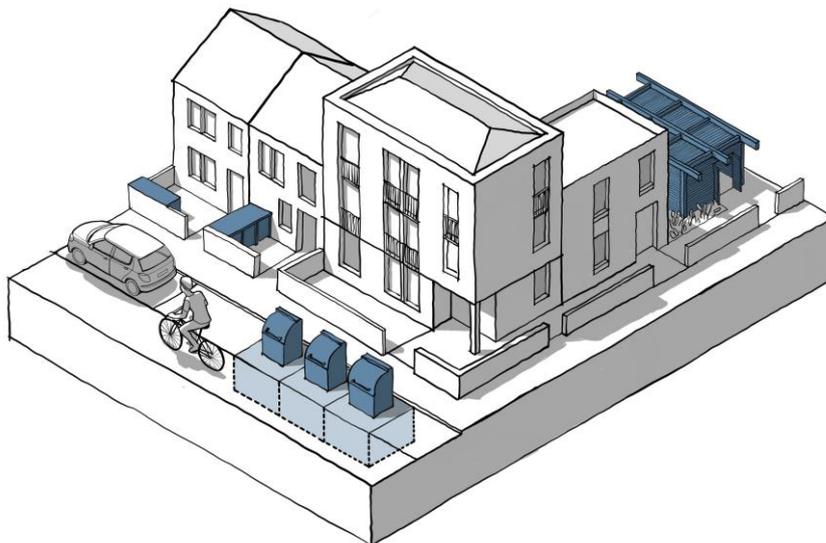


Fig 5.10: Refuse bin storage options (highlighted in blue) include concealed front garden stores, rear bin stores and communal collection points.

SHOULD

Refuse storage, whether in wheelie bins, larger communal bins or bagged,

5.4.2.03

should be concealed within bin enclosures to help maintain the quality of the streetscape.

SHOULD

5.4.2.04

If stored at the front of the house, the bin store should be concealed behind a wall or hedge or integrated into the home.

SHOULD

5.4.2.05

Standalone bin enclosures should be:

- Limestone or brick (the same as permitted for homes)
- Timber (**Urban Neighbourhood, Suburban and Village Area Types** only)

CAN

5.4.2.06

In the **Town Centre and Local Centre Area Types**, refuse can be integrated underground if council or private collection allows for it.

Chapter 6. Built Form

Table of Contents

6.1 Development pattern

6.2 Urban design principles

6.3 Area Types

6.4 Density

6.5 Amenity and separation

This section provides an overview of design principles to create development with a varied character. The design and setting of all new buildings, whether houses or commercial buildings, in towns or within villages, need careful consideration to reflect their context.

Getting the basic layout principles right, from day one, will be key to creating beautiful and popular places which residents and neighbours can love for generations. Designing new streets and places that are walkable, sustainable, attractive and inclusive places will enhance quality of life, promote economic vitality, and celebrate the built identity of South Kesteven.

SHOULD 6.0.0.01

To better understand and reflect the granularity at the local level, where available the relevant local neighbourhood plan, village or parish design statement or design code should be consulted for further detail on the existing local character.

Further detail on character is also available in the South Kesteven Character Assessment.

6.1 Development pattern

When designing a new development, it is important to consider how this responds to the local context and historic growth of a settlement. This will help the development sit within its context and better reflect an organic pattern of expansion rather than being 'tacked on' to a town or village.

SHOULD 6.1.0.01

Sites should be designed as extensions to their respective places and streets, fitting in and connecting harmoniously rather than as an isolated estate (subject to existing landscape).



Fig 6.1: Examples of appropriate and inappropriate integration of new developments. The dotted orange line represents a fast trunk road, while the purple line represents an urban street. The acceptable example replicates the urban form and permeability of the existing urban form, with multiple street accesses, while the unacceptable example has only one access.

As set out in the Local Plan, Policy SP3: Infill Development is expected to be read in conjunction with and have regard to the advice below. This advice is also relevant to smaller developments (e.g. 1 to 9 dwellings)

SHOULD
6.1.0.02

Per Policy SP4 in the Local Plan, infill development should be within the main built up area of the settlement and not extend the pattern of development beyond the existing built form.

The character of new streets, even if only serving a small number of dwellings, is particularly important. New streets and driveways should be in keeping with the positive elements of the existing settlement's character. For example, standard highway solutions used in a rural village may create a suburban character that is out of keeping with local street character.

The design of parking will need careful consideration, following the codes in the movement section, whilst also ensuring that the development can accommodate the parking needs of residents and their visitors and not overflow on to existing surrounding streets. Bin collection arrangements and locations will need careful thought and be sensitive to the existing settlement.

Development in rear gardens should not impact negatively on the amenity of adjacent properties and should be in keeping with the character of the area, including not eroding the character of surrounding streets, landscape features like existing trees and hedges or the urban form of the settlement.

The density of a scheme should reflect its context in terms of whether it is at the centre or edge of a town or village, or in a smaller settlement in the rural area. The optimum density will respond to surrounding densities whilst making efficient use of land, meaning that new development will usually be more likely to be higher than neighbouring areas.

The design of infill and small developments needs particular care and attention due to the often sensitive and characterful nature of the locations within which they are set. Infill and small developments have the potential to impact heavily on existing settlements and their residents. The

design process becomes important to follow thoroughly, studying the local character and context comprehensively, responding sensitively to it and knitting new development into this context convincingly.

6.2 Urban design principles

MUST

B1: Development must:

- Front onto existing streets, rather than back gardens fronting onto new or existing streets.
- Blocks must have clear backs and fronts, with back gardens facing other back gardens or parking areas. Back gardens which border communal green spaces or stretches of more than 2 back gardens will not be permitted.



Fig 6.2: An example of a block with a successful back and front, with rear gardens facing a mews (left), and a poor resolution to backs and fronts (right), with rear gardens facing the street

SHOULD 6.2.0.02

Where proposed development backs onto existing homes or development, it should 'complete the block.'



Fig 6.3: Example of a well-designed block (left) where new development "completes the block" and a poor example (right) where the new development ignores what was there before

SHOULD

Buildings at the end of street vistas should be emphasised, as shown in the

6.2.0.03

diagram. This should be in the form of higher architectural quality and/or higher quality materials or ornament and/or greater height. A vista could also be a landscape feature.



Fig 6.4: Buildings at the end of street vistas should be emphasised, such as with higher architectural quality or materials, ornament or height

MUST

B2: Homes must have at least two well positioned and proportioned windows on all street-facing facades or overlooking adjacent footpaths or parking (excluding smaller and/or obscured glazing, such as toilet and bathroom windows).

SHOULD
6.2.0.05

Corner buildings along primary routes (as identified in the street hierarchy) should be of a higher architectural quality and/or emphasised with higher quality materials, detailing or ornament.

SHOULD
6.2.0.06

With regards to front gardens and front garden walls, the side elevation of a corner home should be considered as a "front" as well and include strong boundary treatment.

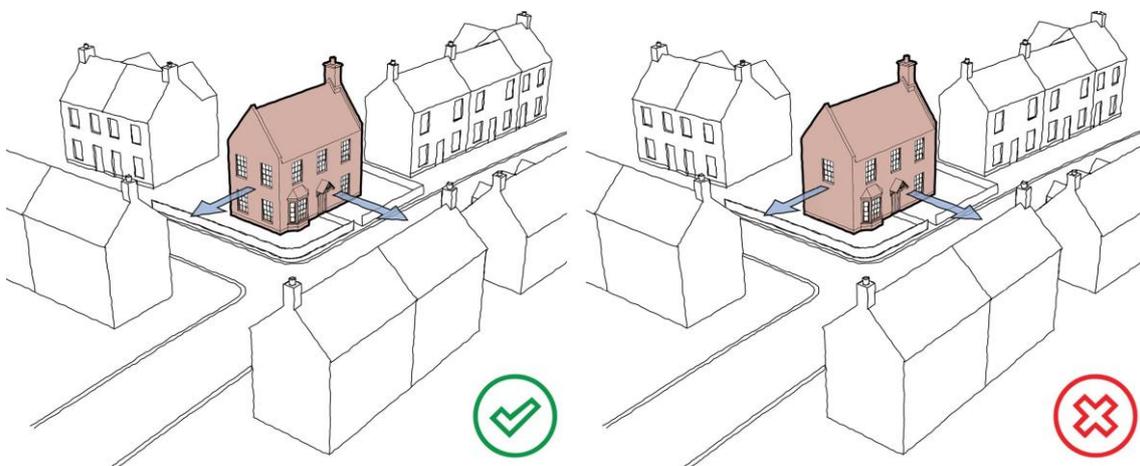


Fig 6.5: Corner homes must include at least two windows on all street-facing elevations



Fig 6.6: Examples of appropriate levels of cornet treatment

SHOULD
6.2.0.07

Proposals should frame views toward local landmarks (landscape or buildings) through the alignment of streets, blocks and key public spaces. This improves internal legibility and helps situate the site in its context.

6.2.1 Building line

SHOULD
6.2.1.01

The building line should run parallel to the street. Buildings should not be turned at an angle to the street.

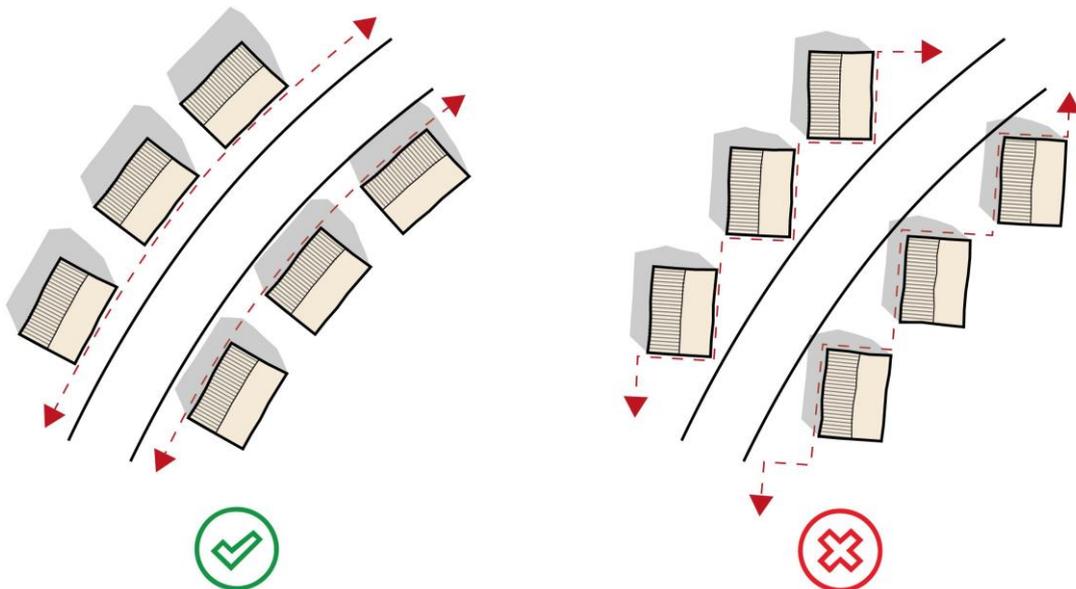


Fig 6.7: Buildings should be parallel to the street

6.2.2 Building on a slope

SHOULD
6.2.2.01

When building on a slope, a cut and fill approach with retaining walls should not be the default approach. Where technically feasible, buildings should follow the contour of the land, including attached homes.

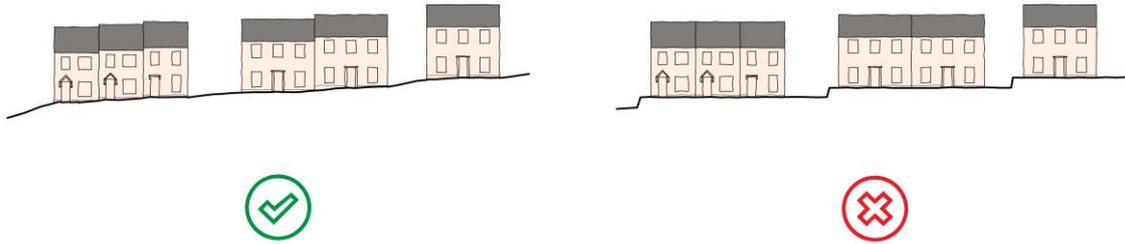


Fig 6.8: Examples of appropriate and inappropriate approaches to building on a sloped site

6.3 Area Types

MUST

B3: As set out in Chapter 2. Context, this design code uses an Area Type based approach to set standards for new developments. The following standards must be followed depending on the Area Type or Types assigned to a site. Within existing settlements, District Characterisation and local context must take precedent over the generic standards below.

The standards apply area-wide or site-wide, not individual streets.

6.3.1 Town Centre Area Type

The **Town Centre Area Type** applies within the centres of Grantham, Bourne, Stamford and The Deepings (as defined by the Local Plan town centre maps) AND to a new mixed-use centre in major schemes of 300 homes or more. The character of this type is urban, with most buildings 2.5 to 3 storeys or taller, arranged in a dense urban pattern. All existing town centres overlap with Conservation Areas and Local Plan Heritage policy and Conservation Area Appraisals should also be followed.

MUST

B4: Town Centre Area Types must be designed to the following standards - (but must also respond to context and follow other code rules):

- Infill height: follow local context.
- Height in new developments: up to 4 storeys (subject to context)
- Net density: over 70 homes per hectare (dph)
- Built form: primarily flats and terraces with a high proportion of mixed-use buildings with active ground floor uses.
- Setback: no setbacks for buildings with ground floor active frontage; these buildings should front directly onto the pavement unless this conflicts with existing building line. Exceptions can be made for areas of outdoor dining. Residential-only blocks of flats or terraces can have setbacks up to 1.5m
- Building line: existing building line should be followed with no variance. It should be continuous with gaps between buildings only for service lanes or to account for changes between blocks of flats and other housing types.
- Parking: underground, podium, multi-storey, on-street and rear courtyard.



Fig 6.9: Town Centre Area Type diagram

6.3.2 Local Centre Area Type

The **Local Centre Area Type** applies within existing local centres, village centres and high streets AND a local centre(s) will usually be required in large sites of 150 homes or more. The character is still urban, with primarily attached buildings, and height usually between 2 and 3 storeys. Most existing local centres overlap with Conservation Areas and Local Plan Heritage policy and Conservation Area Appraisals should also be followed.

MUST

B5: Local Centre Area Types must be designed to the following standards - (but must also respond to context and follow other code rules):

- Infill height: Follow local context.
- Height in new developments: up to 4 storeys
- Built form: flats, townhouses, and terraced homes with occasional semi-detached homes. Some active mixed-use ground floors.
- Setback: up to 1.5m; rural high streets could have greater setbacks (up to 2m)
- Building line: existing building line should be followed, with minor variance (+/- 0.5m) for a maximum of 10% of homes. Gaps between buildings must be minimised.
- Block size: no longer than 100m.
- Street design: street trees within build-outs or verge.
- Parking: on-street, rear courtyards, mews and peripheral parking



Fig 6.10: Local Centre Area Type diagram

6.3.3 Urban Neighbourhood Area Type

The **Urban Neighbourhood Area Type** applies within existing urban residential areas (usually Georgian or Victorian streets within existing towns) AND will usually be required in large-sized (50+ homes) urban extensions to existing towns. The character is urban yet green, with primarily terraces and semi-detached homes, and height usually between 2 and 3 storeys. Most existing urban neighbourhoods overlap with Conservation Areas and Local Plan Heritage policy and Conservation Area Appraisals should also be followed.

MUST

B6: Urban Neighbourhood Area Types must be designed to the following standards - (but must also respond to context and follow other code rules):

- Height: up to 3.5 storeys
- Net density: 40–50 dph
- Built form: a mix of flats, terraces, and semi-detached homes. Semi-detached homes should not exceed five in a row. Mixed-use on ground floor is permitted.
- Setback: 1-3m
- Building line: a consistent building line should be maintained, with variance of +/- 1m for a maximum of 10% of homes.
- Block size: no longer than 120m.
- Street design: street trees in build-outs and verge.
- Parking: on-street, on-plot (to the side), rear courtyard and mews.



Fig 6.11: Urban Neighbourhood Area Type diagram

6.3.4 Suburban Area Type

The **Suburban Area Type** applies within existing suburban areas AND is the most common Area Type in new developments of all scales. The character is semi-formal and green with a mix of house types, and height usually 2 to 2.5 storeys.

MUST

B7: Suburban Area Types must be designed to the following standards - (but must also respond to context and follow other code rules):

- Height: up to 3 storeys
- Net density: between 30–45 dph
- Built form: predominantly semi-detached and detached homes, with some terraces.
- Setback: varied setbacks between 2-6m to create a semi-formal streetscape.
- Building line: homes should generally comply with the building line, with variance of +/- 1m (or up to 6m on streets where front parking is permitted) for a maximum of 20% of homes.
- Block size: no longer than 150m.
- Street design: a softer character with street trees and some verges.
- Parking: on-plot (to the side and to the front), integral and detached garages, on-street, front or rear courtyard and mews. Front parking can be used for up to 10% of homes.



Fig 6.12: Suburban Area Type diagram

6.3.5 Village Area Type

The **Village Area Type** applies within existing villages and most new developments in rural areas. Occasionally it may also be applied to the edge of large developments (150+ homes). The character is informal and green with a mix of house types, and height usually 2 to 2.5 storeys.

MUST

B8: Village Area Types must be designed to the following standards - (but must also respond to context and follow other code rules):

- Height: 1.5 to 2.5 storeys and very occasionally feature landmark plots of 3 storeys
- Net density: 20-35 dph
- Built form: predominantly semi-detached and detached (with the rare terrace).
- Setback: usually modest setbacks (2-6m) with generous setbacks at development edges (up to 8m).
- Building line: a looser approach to the building line, with variance of +/- 1.5m for a maximum of 25% of homes or up to 8m when front parking is used.
- Block size: no longer than 180m.
- Street design: informal character with street trees, verges and gently curving streets.
- Parking: on-plot (to the side and to the front), integral and detached garages, on-street (informal), front or rear courtyards, mews and peripheral. Front parking can be used for up to 20% of homes but must be green in character.



Fig 6.13: Village Area Type diagram

6.4 Density

To create truly sustainable places which are walkable and cyclable, and deliver the homes we need, developments will need to shift towards a higher and more varied density to deliver a range of homes to meet local need, support mixed uses and make efficient use of precious land (thereby preserving more of the countryside). In essence our aim is a shift towards village and town building, not just 'housebuilding.'

The appropriate net density (measured in dwellings per hectare or dph) will vary depending on the Area Type, as specified in (6.3).

SHOULD
6.4.0.01

To meet these ambitions and create developments which include elements of 'gentle density,' multi-unit buildings such as small (2-4 homes) and large (5+ homes) blocks of flats should be included in Town Centre, Local Centre and Urban Neighbourhood Area Types, though we encourage small blocks of flats in the Suburban Area Type as well.

The reason for this requirement is to ensure a broad range of homes suitable for all ages and stages of life, from small starter flats to large family homes to downsized homes for later in life.

6.5 Amenity and separation

CAN
6.5.0.01

Subject to context, reduced minimum back-to-back distances can be achieved, but general guidance for distances could be:

- **Town Centre:** 14m
- **Local Centre:** 14m
- **Urban Neighbourhood:** 14m
- **Suburban:** 16m
- **Village:** 20m

SHOULD
6.5.0.02

When proposed homes back onto existing properties, a minimum back to back separation between windows of 21m should be maintained. Lower distances may be acceptable where local precedence exists.

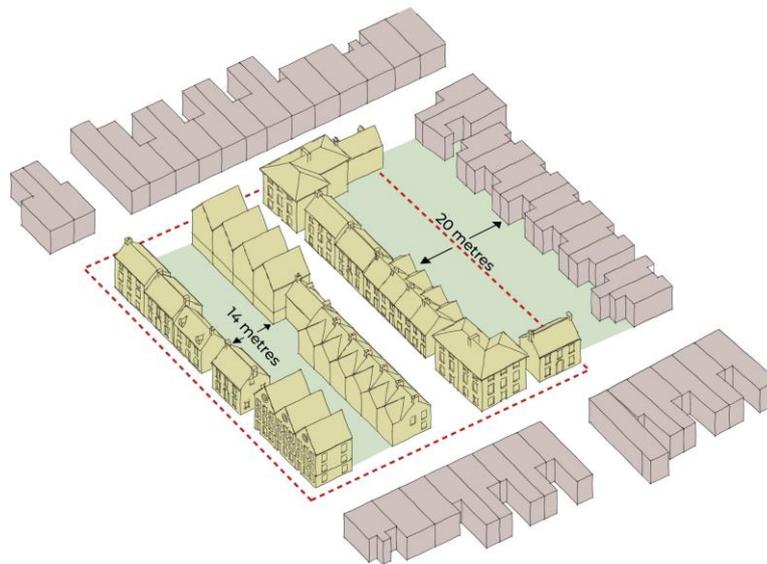


Fig 6.14: Diagram of a new Urban Neighbourhood, where the back-to-back distance is 14m between new buildings and 20m to existing buildings

SHOULD
6.5.0.03

Where practical, windows should not look onto private areas of other homes, including habitable rooms (living rooms, dining rooms, bedrooms), kitchens and patio areas in gardens immediately adjoining the building, following the '45 and '25 degrees rules as outlined below:

The '45 degree rule' states that there is normally the potential to achieve adequate levels of daylight and outlook when no part of a building cuts through a line radiating at 45 degrees from the centre of a window that lights a habitable room. Application will generally apply to front and rear single storey extensions which project 4m or more in depth and to two storey extensions which project 3m or more in depth.

The '25 degree rule' states that there is normally the potential to achieve adequate levels of daylight and outlook when no facing building breaks a 25 degree angle from the horizontal from a point 2 metres above the floor level. This rule takes account of changes in level between buildings.

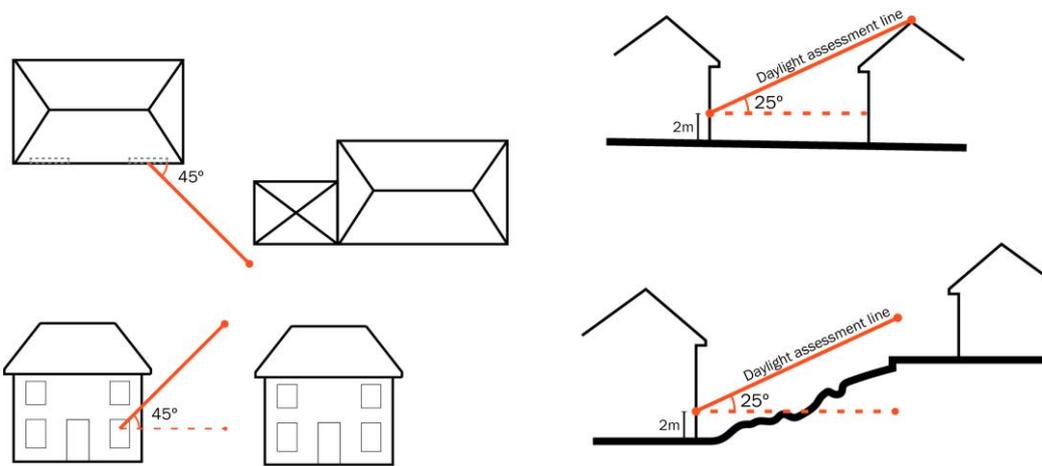


Fig 6.15: The 45 degree rule (left) and 25 degree rule (right)

CAN
6.5.0.04

Potential issues of overlooking can be addressed through the use of frosted glass or the positioning of windows.

Chapter 7. Identity

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- 7.1 Design principles
- 7.2 Materials
- 7.3 Roofs
- 7.4 Windows
- 7.5 Building details and build quality
- 7.6 Walls and fences
- 7.7 Sustainable buildings

This chapter shifts attention to the individual building and considerations of architecture and detail.

The correct design response is influenced by a number of factors including the relationship between the site or extension and other buildings, routes and spaces, views and vistas, facilities, architectural details and landscape.

We do not advocate a specific architectural style but will expect all house designs to reflect the local character. You should study the appearance and architectural language of surrounding historical buildings to draw upon and influence designs.

There will be additional guidance for conservation areas and some parishes will have their own neighbourhood plans, design statements or codes which contain further detail.

7.1 Design principles

MUST

I1: For clarity, when reference is made to "reflecting the local area" or "locally prevalent," this refers to historical areas within the settlement. It does not make allowance for post-war or new-build precedents, with the exception of high quality context-led traditional and contemporary architecture. The character analysis must inform these decisions. Nearby examples of low quality design and materials that do not fit with the positive and predominant examples of local character that typify the area must not be replicated or used as an excuse for more low quality design and materials.

SHOULD 7.1.0.02

Development should not compromise the nature and character of settlements of any scale, including Grantham, Stamford, Bourne, the Deepings, Larger Villages and Smaller Villages, as set out in Local Plan Policy SP2. The nature and character of settlements is defined by I1 above and set out for Area Types in the South Kesteven character analysis (Appendix ?)

SHOULD

As set out in Local Plan Policy DE1, on sites of 10 dwellings or more, at least

7.1.0.03

10% of new homes should be 'Accessible and Adaptable' in line with Part M4(2) of the Building Regulations.

SHOULD

7.1.0.04

Affordable dwellings should be sensitively located with the aim of achieving sustainable communities that are intermixed, with affordable units being spread out and not being easily identifiable by means of a) design quality (including materials) b) style (including house types and architectural details) or c) location in terms of not placing affordable units in blatantly inferior locations.

SHOULD

7.1.0.05

Where one bedroom dwellings are provided as affordable housing within the development, there is a preference for these to be provided as terraced or semi-detached units that are more tenure-blind and benefit from private amenity space. If one bedroom units are provided as flats and quarter houses, it is important that these are well designed and every effort is made to integrate these within site layouts.

7.1.1 House types

MUST

I2: Developers' standard house and garage types must be adapted to their specific area by using local materials and architectural features that enable developments to sit comfortably within their contexts and reinforce local identity. Brick and stone wall materials, roof materials and front boundary treatments must match those typical of the local area. On a stone house, reconstituted or cast stone must not be used either for walls or any details. Contemporary designs are encouraged but must also reinforce local identity and sit comfortably, for example by using local or contextually responsive materials.



Fig 7.1: An example of a small home in Stamford which could be used as a reference for a mews house.

7.1.2 Design and proportions

SHOULD

The size, type and spacing of window and door openings is crucial. A house should not have a random, haphazard series of openings.

7.1.2.01

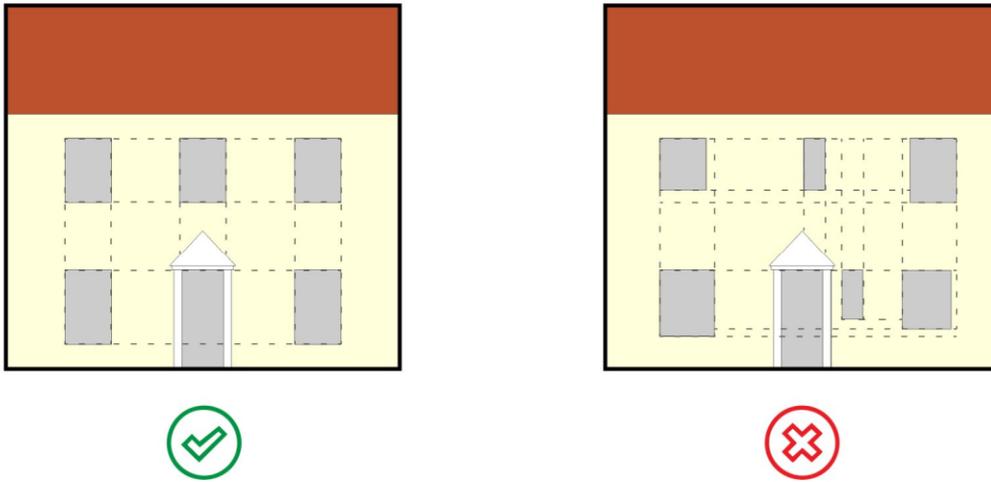


Fig 7.2: A house must not have a random, haphazard series of window openings.

SHOULD
7.1.2.02

Facades of houses should aim for symmetry either as a whole or within individual elements of the façade, as demonstrated below. The top or bottom of windows should align as shown in the diagram below. Ground floor windows should align with the door or with a fanlight, canopy/porch, lintel or an ornamental element such as string course. The exception are semi-circular fanlights, which do not have to align.

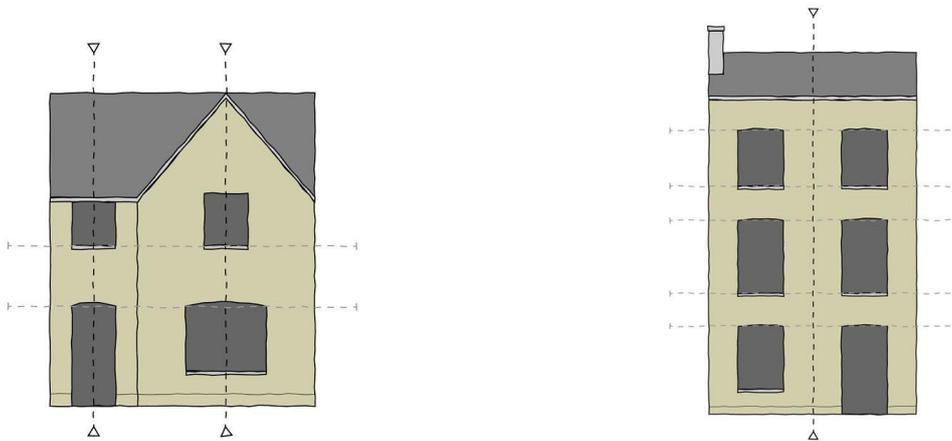


Fig 7.3: The top or bottom of windows should align and house facades should aim for symmetry either as a whole or within individual elements of the façade.



Fig 7.4: An example of a new block of flats in Bourne which reflects the materials, windows and form typical of surrounding historical precedents

SHOULD
7.1.2.03

Where a development includes multiple wall and roof materials, these materials should be clustered, rather than changing arbitrarily, and should relate to the hierarchy of streets and spaces and local context.



Fig 7.5: An example where both wall and roof materials vary arbitrarily, even though the house types are the same.



Fig 7.6: Examples of acceptable carports



Fig 7.7: Examples of acceptable garages

7.2 Materials

A building's materials are a crucial element to reflecting local character and fitting in to the existing context.

7.2.1 Wall materials

MUST

I3: Homes must use the following as their primary wall material in a proportion similar to the local historical context (see below for exceptions, such as for larger developments where buff/cream bricks can be used instead of limestone away from feature areas):

- Limestone (ideally locally quarried)
- Ironstone (ideally locally quarried)
- Red/orange brick
- Buff/cream brick
- Painted brick
- Roughcast or smooth render
- Timber weatherboard (**Village Area Type** only)

Not all these choices will be permitted throughout the District. The permitted materials should only be used if already historically present in the adjoining settlement. The character analysis should be used as a guide for appropriate materials in a given area. Different guidance may exist in Conservation Areas.

SHOULD

7.2.1.02

Materials should be arranged coherently, without random contrasting panels or material inserts, as per the diagram. When materials turn the corner, they should not end haphazardly, as per the diagram below.



Fig 7.8: Materials must be coherent, not arbitrarily arranged

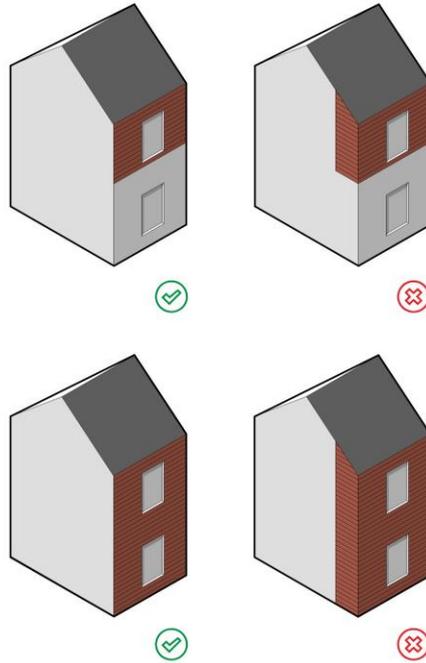


Fig 7.9: When materials turn the corner, they must not end haphazardly

CAN
7.2.1.03

An individual home can use a combination of two materials if that combination is found locally. For example, a home can have a stone front elevation and colour-matching render on the side and rear elevations.

7.2.2 Bricks

SHOULD
7.2.2.01

Bricks should match the traditional red/orange or buff/cream brick typical of their local area, for example as per the material palettes below. The aim of buff and cream bricks is either to match the local buff bricks or to match the tone of the local limestone.

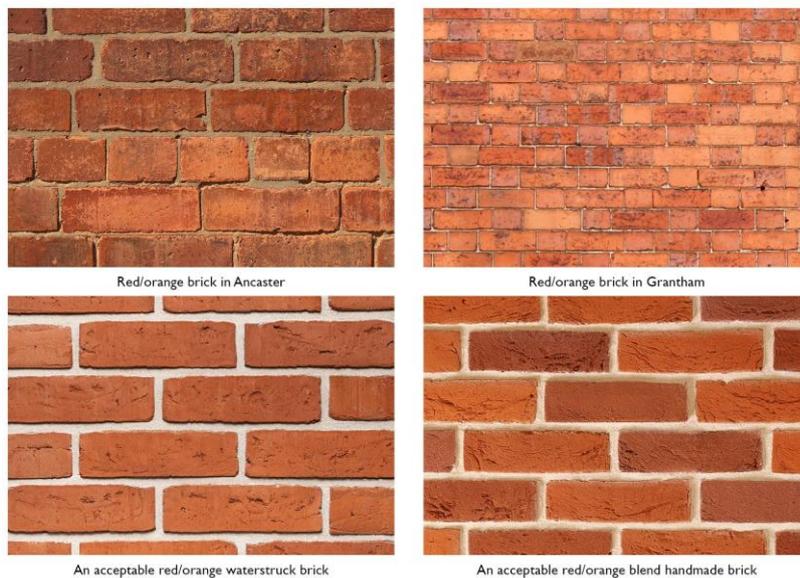


Fig 7.10: Permitted red/orange brick palette

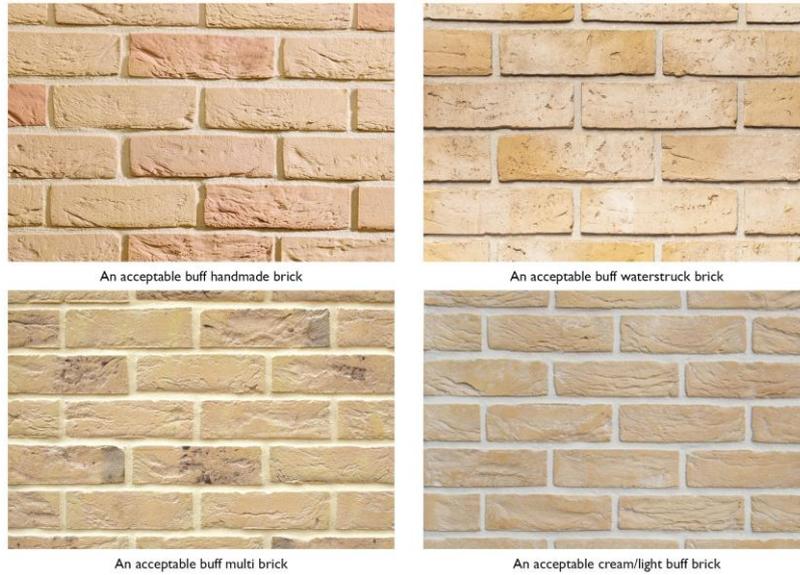


Fig 7.11: Permitted buff and cream brick palette



Fig 7.12: Examples of cream brick houses which successfully mimic the tone of the local limestone

SHOULD
7.2.2.02

Brick walls should use one primary tone of bricks. Artificially weathered or distressed bricks, bricks with black spots, or incoherent brick patterns using multiple colours, should not be used.

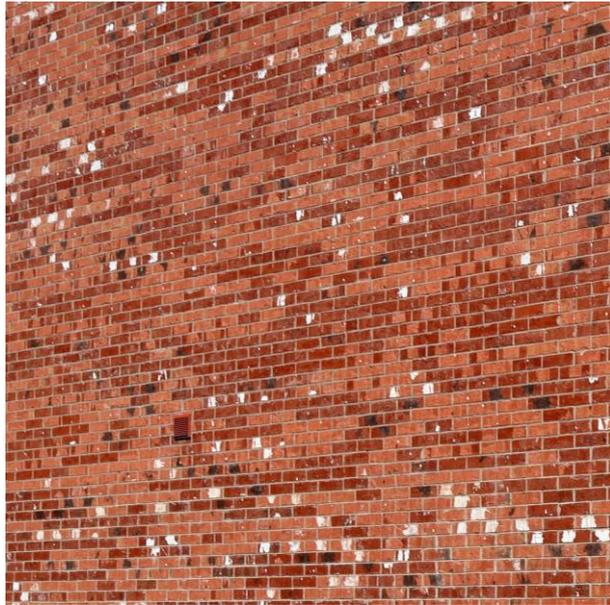


Fig 7.13: An example of a wall with an unnecessary and inappropriate variety of tones and artificially distressed bricks

7.2.3 Brick details

SHOULD
7.2.3.01

Brick homes should feature brick, stone or reconstituted stone lintels and cills.

SHOULD
7.2.3.02

Corbels, dentils and other projecting brick features or recesses should project a minimum of 25mm.

7.2.4 Render and painted brick

SHOULD
7.2.4.01

Render should be roughcast or wood-floated to ensure it's not too exact a finish.

SHOULD
7.2.4.02

Render colour should be white, off-white, cream or a subdued pastel colour as found locally.

SHOULD
7.2.4.03

Painted brick should be off-white, cream or a subdued pastel colour as found locally.

7.2.5 Stone

SHOULD
7.2.5.01

The colour of limestone or ironstone should match historical local examples.



Rubble limestone wall in Ancaster



Ashlar limestone wall in Stamford



Rubble ironstone wall in Great Gonerby



Rubble ironstone wall with limestone quoins in Caythorpe

Fig 7.14: Examples of local limestone and ironstone walls

SHOULD
7.2.5.02

The colour of mortar for stonework should match the colour of the stone or be a lighter tone than the stone itself.



Fig 7.15: An example of inappropriate mortar which is too dark in tone

SHOULD
7.2.5.03

Stone houses should have a recognisable stone lintel. In the **Village Area Type**, stone houses can have stone or timber lintels.

7.3 Roofs

7.3.1 Roof design principles

The shape and material of roofs contribute to defining the character of a building.

SHOULD

7.3.1.01

The form, pitch, overhang and appearance of roofs are an important determinant of character. The primary pitch, form and materials should reflect what is historically found within the existing settlement. Whilst some variety can add character, generally roofscapes should be kept simple.

7.3.2 Roof materials

SHOULD

7.3.2.01

Roofs should be one of the following materials, and in a proportion similar to the local historical context:

- Clay pantiles in red or orange
- Slate
- Collywestone slate
- Clay tiles

In most areas, clay pantiles will be the most common choice, with smaller proportions of the other choices.

When imitation materials are used (such as reconstructed stone or glassfibre reinforced concrete), these should be nearly indiscernible from the natural material and must be of a single tone or natural range of tones across the roof and throughout the development. The tile size should reflect local examples with large format and thick tiles avoided.



Fig 7.16: Examples of permitted roof materials



Fig 7.17: An example of acceptable imitation stone tiles

CAN

7.3.2.02

Flat roofs can be designed as green roofs. Green roofs offer multiple benefits such as absorption of rainwater, insulation, wildlife habitat, mitigating the heat island effect and providing an aesthetically pleasing landscape.

7.4 Windows

Windows in a variety of styles and materials can be found throughout the District. This code provides a range of window options that are readily available on the market and provides options for meeting the latest building regulations in a way which is not detrimental to design and quality of life.

7.4.1 Design principles

SHOULD

7.4.1.01

Windows should be recessed into the wall of the building by at least 65mm.

7.4.2 Window details

SHOULD

7.4.2.01

Windows should have regular panes, not an incoherent mix of taller and shorter or wider and narrower panes.

Frame regularity

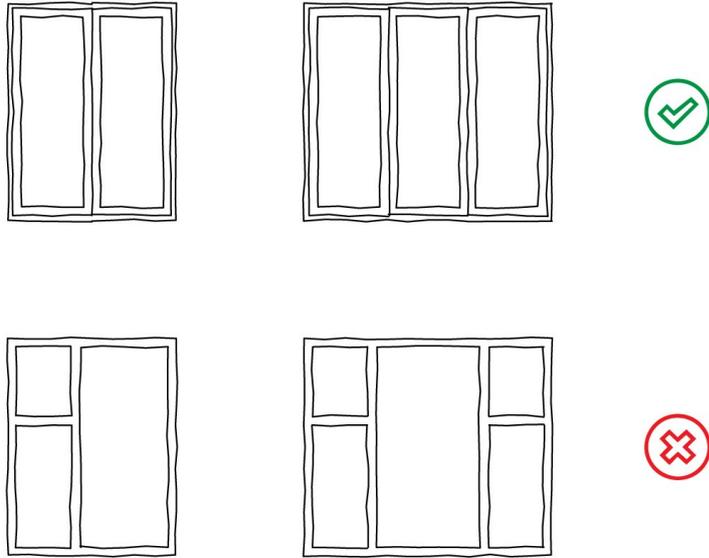


Fig 7.18: Windows should have regular panes

SHOULD
7.4.2.02

Windows should have consistent frame thicknesses, such that it is not obvious which part is openable and which is not.

Consistent frame thickness

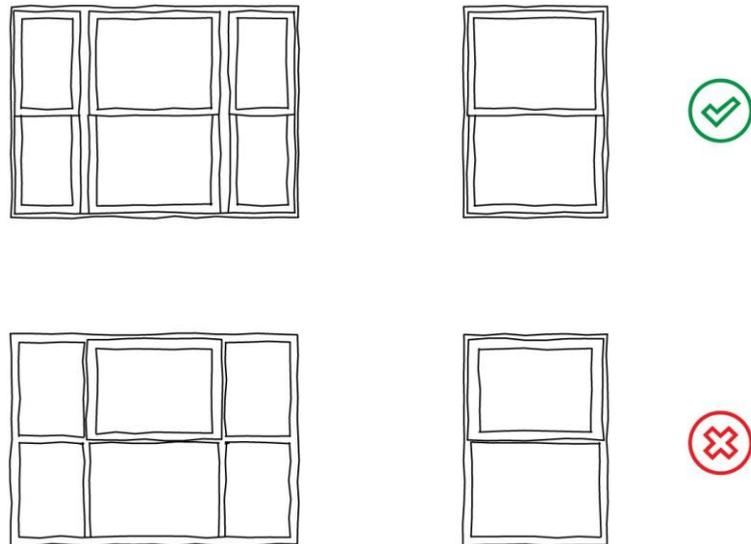


Fig 7.19: Windows should have consistent frame thicknesses

7.4.3 Window types



Fig 7.20: Examples of acceptable and unacceptable window opening types

CAN

7.4.3.01

Small secondary windows can be top-hung casement.

CAN

7.4.3.02

Side-hung casement windows can have a tilt-turn function to open inwards. Windows which open at the top are better able to vent hot air outwards.



Fig 7.21: Examples of acceptable casement windows with flush construction

7.4.4 Guard height and Part O Building Regulations

Part O Building Regulations have made window design more difficult and run the risk of leading to smaller, squat windows. These codes are aimed at preventing poor quality windows, ensuring windows which meet the regulations but still provide sufficient light to rooms.

SHOULD

7.4.4.01

Where a window would otherwise be too small, a fixed lower pane or balustrade/railings must be used to allow for glazing below 1100mm. Low, squat windows should not be used.

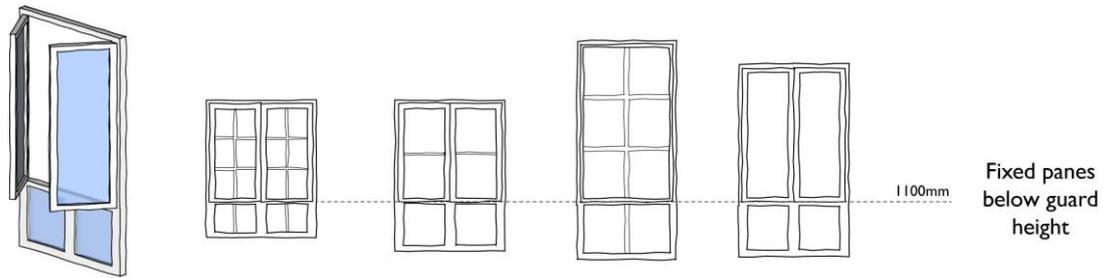


Fig 7.22: Examples of windows with fixed lower panes, allowing for glazing below the 1100mm guard height

SHOULD
7.4.4.02

External window railings should be natural finish or painted timber or metal in white, black, or a colour matching the windows.

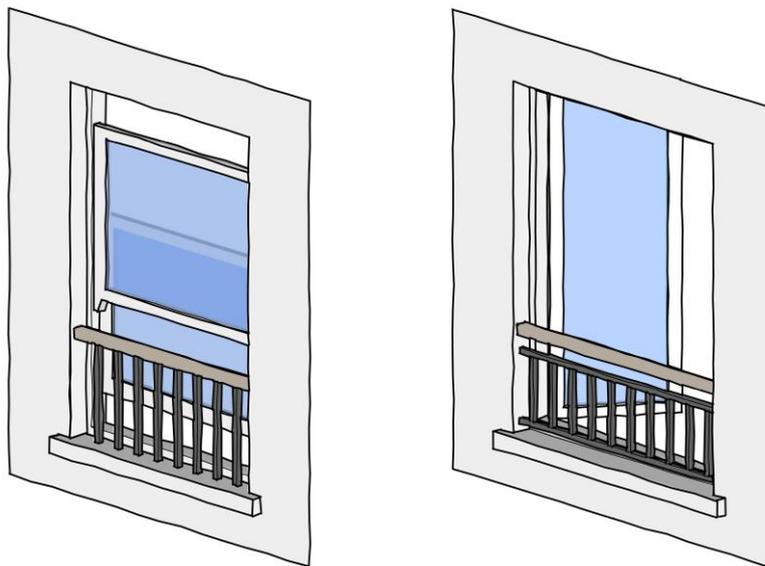


Fig 7.23: Examples of railings which allow for glazing below the 1100mm guard height

7.5 Building details and build quality

It is important that build quality, materials and architectural detailing make a positive contribution to local distinctiveness, vernacular and character. Quality materials and architectural detailing are expected.

SHOULD
7.5.0.01

Contemporary architecture should not be an excuse for lower standards of design or build quality, for example in the choice of materials, the inclusion of drip details or high quality windows.

7.5.1 Porches, canopies and door surrounds

SHOULD

7.5.1.01

Porches, canopies and door surrounds will not feature on all buildings, but where they do, they should be constructed from timber, brick, stone, reconstituted or cast stone or painted metal.

7.5.2 Verges

SHOULD

7.5.2.01

Wet verges should be used to better align with the local identity.

SHOULD

7.5.2.02

Where a cloaked verge system is used for roofs, cloaking tiles should be of the same material as the roof tiles, not plastic.



Fig 7.24: Examples of concrete and clay tile cloaked verges

7.5.3 Window details

SHOULD

7.5.3.01

All street-facing windows or doors with a width greater than 300mm must have visible lintels, except where the eaves, a cornice, or window or door surround conceal the space above.

SHOULD

7.5.3.02

Stub sills should be used on windows, to ensure that they don't project over stone or chamfered brick sill features and look unsightly

7.5.4 Miscellaneous details

SHOULD

7.5.4.01

External glass balustrades should not be used in the **Suburban and Village Area Types**.

7.5.5 Meter boxes

SHOULD

7.5.5.01

On detached or semi-detached houses, meter boxes should not be mounted on the street-facing elevation.

SHOULD

7.5.5.02

Ground level meter boxes should be used and they should be concealed behind a bin store or by planting. In a terrace, ground level meter boxes should be sited as far as possible from the front door.

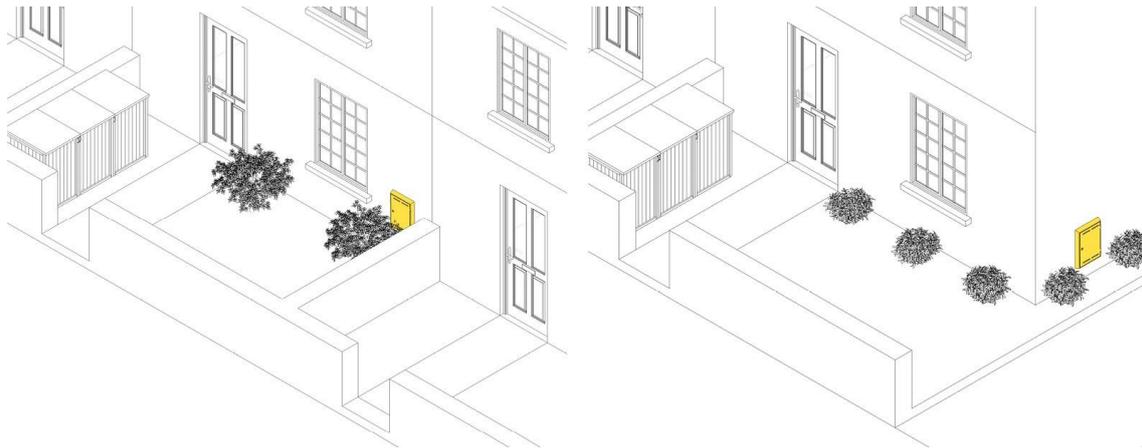


Fig 7.25: Appropriate locations for meter boxes

7.6 Walls and fences

Boundary treatments play an important role in settling a new building into its street.

SHOULD
7.6.0.01

There should be clear delineation between public and private spaces at the front and rear of buildings (e.g. through boundary treatments or change of material). Private space to the rear should be enclosed.

SHOULD
7.6.0.02

Front garden wall requirements by Area Type (excluding when setback less than 1m):

- **Town Centre:** 100% of homes
- **Local Centre:** 100% of homes
- **Urban Neighbourhood:** 90% of homes
- **Suburban:** 70% of homes
- **Village:** 50% of homes

Generally, homes along primary and secondary streets and along green and feature spaces will have a higher proportion of front garden walls, while homes along low traffic streets and the edges of a development should have a lower proportion.

MUST
7.6.0.03

I4: The choice of material for boundary treatments and walls must reference those found in the area and be used in a similar proportion to what is found in the historical settlement. Variation may occur, such as stone walls in the historic core and hedges on the rural edges of a village. Solid front boundary treatments must be used along primary streets and to enhance feature spaces and can be supplemented by a hedge behind.

Closeboard and concrete post-and-plinth fencing must not be used as a street-facing boundary treatment.

SHOULD
7.6.0.04

Permitted materials for boundary walls and front garden walls:

- Local limestone or ironstone
- Brick
- Painted metal railings (alone or in combination with the above)
- Hedges (alone or in combination with walls or railings)

- SHOULD**
7.6.0.05 When brick or stone are used for boundary walls and front garden walls, the material must be the same as used for the home.
- SHOULD**
7.6.0.06 Gates should be timber or painted metal.
- SHOULD**
7.6.0.07 Brick walls should use coping stones or coping bricks.
- SHOULD**
7.6.0.08 With regards to front gardens and front garden walls, the side elevation of a corner home should be considered as a "front" as well.
- CAN**
7.6.0.09 Closeboard fencing can be used in private service alleys / ginnels or as a boundary between back gardens.

7.6.1 Commercial boundary treatment

- SHOULD**
7.6.1.01 In commercial buildings, security fences should be screened by planting.

7.7 Sustainable buildings

Sustainable building design plays a critical role in addressing climate change, reducing resource consumption, and ensuring long-term resilience in new housing developments. Housing developments are expected to minimise carbon emissions, maximise energy and water efficiency, and incorporate durable materials and detailing.

As set out in Local Plan Policy SB1 e) Non-domestic buildings will be expected to be designed to achieve a minimum environmental performance BREEAM rating of 'Good.'

- SHOULD**
7.7.0.01 Sustainable design should not just consider an individual building in isolation but take a more holistic approach which considers layout. New development should be designed as mixed-use places which encourage walking and cycling and with easily accessible links to public transport to ensure we create more sustainable, equitable places.
- SHOULD**
7.7.0.02 New development should minimise the need for energy and water consumption, encourage recycling, minimise waste, and use sustainable construction methods.
- SHOULD**
7.7.0.03 Buildings should be designed and built to last, constructed from durable materials and detailed in such a way to resist premature degradation. For example, design details such as string courses, cornices and drip details are not just 'nice to haves' but solutions to the unavoidable effects of time and weather.
- SHOULD**
7.7.0.04 As far as street and block layout permits, the orientation of buildings should be considered at the onset of site planning to balance adequate passive solar gain in the winter with the impact of solar gain in the summer. Orientation can also be used to optimise the natural ventilation of a building

or group of buildings.

7.7.1 Solar panels

SHOULD

7.7.1.01

Particular care should be taken when installing solar panels in conservation areas or in the setting of listed buildings. This must be discussed with conservation officers beforehand.

SHOULD

7.7.1.02

Solar panels should be installed on all new buildings and should be installed in a way which is not visually obtrusive per the diagram.



Fig 7.26: Appropriate and inappropriate placement of solar panels

CAN

7.7.1.03

In sensitive locations, solar tiles that are made to look like traditional roof tiles can be used. The best kinds are nearly indiscernible from traditional roof materials.

7.7.2 Heat pumps

SHOULD

7.7.2.01

Heat pumps should be sited to the rear or side of properties and should not be visible from the street.

7.7.3 Shutters and awnings

CAN

7.7.3.01

As summers in England get hotter, designing buildings which do not overheat will become an increasing priority. The following options, though not traditionally common in the area, can be used to address overheating.

- Timber shutters
- Awnings or brise soleils in a style and materials appropriate to the building (no plastic and no unpainted metal)
- Deep eaves

Appendix

Table of Contents

o.1 Narrow-crowned or small trees

o.2 Large trees

o.3 Trees not normally suited to urban areas

These trees are all options to be included on development sites.

This list does not include small, garden trees.

Notes: N = Native to UK, high value for wildlife

Narrow-crowned or small trees

Suitable for narrow verges, restricted spaces and 5-10m from street lights.

Acer campestre Arends	Prunus Amanogawa
Acer campestre Elegant	Prunus cerasifera Myrobolan Plum
Acer campestre Elsrijk	Prunus x Hillieri Spire
Acer campestre William Caldwell	Prunus Kanzan
Acer lobelli Lobel's maple	Prunus padus Bird cherry N
Amelanchier arborea Serviceberry	Prunus sargentii
Amelanchier lamarckii Serviceberry	Prunus x subhirtella Autumn Cherry
Arbutus unedo Strawberry tree	Prunus Umineko
Betula ermanii	Pyrus calleryana Chanticleer, Chanticleer Pear
Betula pendula Fastigiata N	Quercus palustris Green Pillar
Crataegus laevigata Paul's Scarlet N	Quercus robur Fastigiata (Koster) N
Crataegus lavalleyi Hybrid Cockspur Thorn	Sorbus aucuparia Asplenifolia
Crataegus monogyna Common Hawthorn N	Sorbus aucuparia Cardinal Royal
Crataegus x prunifolia Broad-leaved Cockspur Thorn (thorny)	Sorbus aucuparia Edulis
Cupressus sempivirens Italian Cypress	Sorbus aucuparia Sheerwater Seedling
Fagus sylvatica Dawyck Fastigate Beech N	Sorbus huphensis
Ilex aquifolium Holly N	Tamarix tetrandra Tamarisk, tolerant of salt winds and soils
Malus huphensis Hupeh Crab Apple	Tilia mongolica Mongolian Lime
Malus Rudolph	Ulmus carpiniifolia Wredei Aurea, small elm
Malus sylvestris Crab Apple N	

Large trees

Suitable for open spaces and >10m from street lights, also for wide verges to overgrow roads.

<i>Acer campestre</i> Field maple N	<i>Pinus nigra Austriaca</i> Austrian Pine, large pine tree useful for coastal locations
<i>Acer negundo</i> Box elder	<i>Pinus sylvestris</i> Scots Pine N
<i>Acer platanoides</i> Norway maple	<i>Platanus x hispanica</i> London Plane, very large, tolerant of air pollution
<i>Acer pseudoplatanus</i> Sycamore	<i>Platanus orientalis</i> Oriental Plane, large, decorative
<i>Aesculus x carnea</i> Red Horse Chestnut	<i>Populus nigra Italica</i> Lombardy Poplar, vigorous but narrow
<i>Ailanthus altissima</i> Tree of heaven	<i>Populus tremula</i> Aspen, vigorous, good for wet sites N
<i>Alnus cordata</i> Italian alder: narrow crown but vigorous surface roots, best for unpaved	<i>Populus tremula</i> Erecta, N
<i>Alnus glutinosa</i> , Common Alder: tolerant of flooding, suitable for swales N	<i>Prunus avium</i> Wild cherry, can produce large surface roots, unsuitable for paved areas best grafted onto a colt rootstock to reduce vigour and suckering N
<i>Alnus incana</i> Grey alder: tolerant of poor soils	<i>Quercus ilex</i> Holm oak, evergreen
<i>Betula albosinensis</i> Fascination Chinese Birch	<i>Quercus petraea</i> Sessile oak N
<i>Betula nigra</i> River birch: good for wet sites such as swales	<i>Quercus robur</i> English oak N
<i>Betula papyrifera</i> Paper birch	<i>Quercus rubra</i> Red oak
<i>Betula pendula</i> Silver birch N	<i>Robinia pseudoacacia</i> False acacia
<i>Betula pubescens</i> Downy birch N	<i>Robinia pseudoacacia</i> Frisia, yellow form
<i>Betula utilis</i> Himalayan birch	<i>Salix alba Tristis</i> (x <i>sepulcralis</i> Chrysocoma) Golden Willow, weeping
<i>Carpinus betulus</i> Hornbeam N	<i>Salix caprea</i> Goat willow or sallow N
<i>Carpinus betulus</i> Fastigiata	<i>Sequoiadendron giganteum</i> Wellingtonia or Giant redwood, very vigorous
<i>Castanea sativa</i> Sweet Chestnut	<i>Sequoia sempivirens</i> Coastal redwood, very vigorous
<i>Catalpa bignonioides</i> Indian Bean Tree	<i>Sorbus aria</i> Whitebeam N
<i>Cedrus atlantica</i> Atlas Cedar	<i>Sorbus aucuparia</i> Rowan N
<i>Cedrus deodara</i> Deodar Cedar	<i>Sorbus intermedia</i> Swedish Whitebeam
<i>Cedrus libani</i> Cedar of Lebanon	<i>Sorbus thuringiaca</i> Bastard Service Tree
<i>Celtis australis</i> Nettle Tree	<i>Taxodium distichum</i> Swamp Cypress
<i>Corylus colurna</i> Turkish Hazel	<i>Taxus baccata</i> Yew, common in churchyards, dark, poisonous berries N
<i>Fagus sylvatica</i> Common Beech N	<i>Thuja plicata</i> Western Red Cedar
<i>Ginkgo biloba</i> Maidenhair Tree	<i>Tilia cordata</i> Small-Leaved Lime, can drip sap N
<i>Gleditsia triacanthos</i> Honey Locust	<i>Tilia cordata</i> Greenspire uniform, columnar form
<i>Juglans nigra</i> Black Walnut	<i>Tilia cordata</i> Rancho, compact form
<i>Juglans regia</i> Common Walnut	
<i>Larix decidua</i> Common Larch	
<i>Liquidambar styraciflua</i> Sweet Gum	
<i>Liriodendron tulipifera</i> Tulip Tree	
<i>Metasequoia glyptostroboides</i> Dawn Redwood	
<i>Ostrya carpinifolia</i> Hop Hornbeam	

Tilia x euchlora Caucasian Lime, does not attract aphids so does not drip sap

Tilia x europea Common Lime, typical of Victorian streets, often pollarded, can drip sap N

Tilia platyphyllos Large-Leaved Lime N

Tilia tomentosa Silver Lime

Ulmus lutece Elm with resistance to Dutch Elm Disease

Ulmus Clusius Elm with some resistance to Dutch Elm Disease

Ulmus Lobel Elm with resistance to Dutch Elm Disease

Zelkova serrata

Zelkova serrata Green Vase, columnar for

Trees not normally suited to urban areas

Acer cappadocicum tends to produce suckers

Acer rubrum Canadian maple: prefers acid soils

Acer saccharinum Silver maple: fast-growing and brittle, needs lots of room

Aesculus hippocastanum Horse chestnut: affected by several pests and diseases

Laburnum anagyroides Laburnum: decorative flowering tree, poisonous

Populus alba White Poplar: fast-growing tree with invasive roots N

Populus nigra Black Poplar: fast growing and large, needs space

Sorbus torminalis Wild Service Tree, native tree prefers shaded location N

Glossary

Active frontage: Ground floor uses that create interest and activity.

Active travel: Making journeys in a physically active way e.g. walking and cycling.

Adopted highway: A road or path that is publicly maintained by the local highway authority (Cheshire West and Chester).

Adoption: The process by which land for open space, landscaping or highway use is transferred to a local authority to maintain.

Air quality: Term used to describe the levels of pollution in the air. Higher levels of pollution lead to lower air quality.

Area type: Parts of the local area that share common features and characteristics. Common rules and parameters can then be applied to each area type.

Bay window: A window structure that projects outward from the main walls of a building, forming a bay in the interior space. Often used to increase natural light and provide panoramic views.

Best Practice: an example of an agreed best solution, Verb: to pursue the best approach.

Biodiversity: Effectively it is synonymous with the term "variety of wildlife" where wildlife means all plants and animals.

Biodiversity Net Gain: The natural environment is measurably improved in terms of ecological value.

Blocks: A group of buildings, or area, enclosed by streets.

Blue-green corridors: Networks of water (blue) and vegetated (green) spaces that enhance biodiversity, climate resilience, and connectivity.

Borough wide design code: A high level code that applies across the whole borough, rather than a specific development site or area. The code sets design parameters and rules to guide development, often with legal weight in the planning process.

Build outs: A raised section with kerbs built out into the carriageway to narrow it or demarcate parking. Normally contains trees, planting and / or street furniture.

Building line: The building line is created by the primary front face of buildings along a street and is a key element of design codes.

Built Form: This is the main issue that varies by area type referring to density, grain, building line and height.

Car Club: A pool of cars that people and businesses can pay to use on a per trip basis.

Carriageway: The section of a street surface used mainly for vehicle movement.

Casement windows: Attached to the frame by one or more side or top hinges, opening outward or inward like a door.

Central island: A raised section with kerbs in the middle of the carriageway, narrowing driving lanes over a short distance.

Character: The unique qualities that define the look and feel of a building or area. This includes architectural style, materials, size, and how buildings relate to each other and their surroundings.

Chicane: The use of staggered build outs to introduce horizontal deflection in longer straight sections of roads. Can be used in one-way or two-way configurations.

Cladding: A material applied to the external surfaces of buildings to provide insulation, weather resistance or decorative finish. Common materials include timber, brick slips, metal, or stone.

Compliance checklist: A tool used to assess whether a proposal aligns with the mandatory and recommended design requirements of a design code.

Connectivity: In relation to transport, this means the effectiveness of the transport network at getting people from one location to another.

Contraflow cycling: Cycle lane provision that allows cyclists to travel against the direction of one-way vehicle traffic.

Density: How many homes there are in a given area. Often expressed as dwellings (homes) per hectare.

Design principle: One of the basic design ideas at the heart of an urban design framework, design guide, development brief or a development.

Design vehicle: A standard-sized vehicle used in tracking analysis to test road layout and turning space (e.g. refuse truck or fire engine).

Desire Line: An imaginary line linking facilities or places that people would find it convenient to travel along.

Dropped kerb: A lowered section of kerb allowing easier access for wheelchairs, prams, and pedestrians.

E-bike: A cycle with an electric battery to assist or replace pedalling.

E-scooters: A scooter with an electric motor which propels it forward.

Edge friction: Features on the edge of a carriageway, such as on street parking or street trees, that encourage slower speeds by making it uncomfortable to drive at higher speeds.

Electric Vehicle (EV): EVs are vehicles that are powered by electricity, usually with a battery. EV chargers can also charge Plug-in hybrid vehicles which have both internal combustion and electric motors.

Enclosure: The use of buildings, trees and hedges to create a sense of defined space. Enclosure ratio refers to the width of the street in comparison to the height of the buildings.

Feature tree: A tree selected for its distinctive appearance, seasonal interest, or landmark function in the public realm.

Footpath: The section of the street primarily for pedestrians and wheelchairs.

Forward visibility: The distance at which a driver has a clear view ahead. Reducing forward visibility helps reduce driving speed.

Ginnel: A narrow pedestrian alley, often between buildings, used to increase walkability and permeability in neighbourhoods.

Hedgehog highways: Openings in fences or walls allowing hedgehogs and other small wildlife to move between green spaces.

Horizontal deflections: Measures that alter the line of the carriageway over a short distance, such as narrowing or chicanes.

Kerbs: The raised edge of a pavement or other feature. Normally delineates vehicle and pedestrian areas of the street.

Landmark buildings: A building or structure that stands out from its background by virtue of height, size or some other aspect of design.

Landscape and Visual Impact Assessment (LVIA): A technical study assessing the visual and landscape effects of a development proposal.

Last Mile: The last leg of a journey, either for a person or goods being delivered.

Layout: The way buildings, routes and open spaces are placed in relation to each other.

Legibility: The degree to which a place can be easily understood and moved through.

Local distinctiveness: The positive features of a place and its communities which contribute to its unique character and sense of place.

Mixed-use: A mix of uses, usually complimentary, within a building, on a site or within a neighbourhood. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.

Mobility as a Service (MaaS): A system through which people can access information, plan and pay for their journeys in one simple place e.g. on a mobile app. This app can cover multiple different ways to travel e.g. bus, rail, cycling and car share.

Mobility Hub: A high quality, accessible space bringing together access to different modes of transport.

Modal filter: A street which prevents some vehicles, often private cars, from driving through whilst allowing pedestrians, cycles and other users.

Mode Shift: A change in the way people travel for a specific journey. For example, from a car to a bus.

National Model Design Code (NMDC): A national framework providing structured guidance on the design of new development, forming the basis for local design codes.

Neighbourhood: Within a town or city, an area of distinct character usually on a scale that makes internal movement easy for pedestrians.

Neighbourhood Plan: A community-led planning document guiding development in a local area, often including design guidance or codes.

Nodes: Points at which routes for public transport and other modes of movement intersect. Places where activity and routes are concentrated. Often used as a synonym for a junction.

On-curtilage parking: Parking within a building's site boundary, rather than on a public street or space.

Pavement: The section of the highway reserved for pedestrians only, also known as the footway.

Permeability (streets): The degree to which an area has a variety of pleasant, convenient and safe routes through it.

Pilaster: A shallow, rectangular column that projects slightly from a wall, giving the appearance of a supporting column but primarily decorative. Often used in classical and traditional architecture.

Plot frontage: The boundary between a plot or building and the public street.

PROW (Public right of way): A legally protected path that members of the public have the right to use, even if across private land, such as footpaths and bridlepaths.

Public realm: This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.

Public Space: The character of each type of street will vary by area type.

Rain garden: Shallow vegetation designed to intercept and filter surface water runoff.

Red line boundary: The defined boundary of a development site shown on a plan, used in planning applications.

Render: A coating applied to external or internal walls, typically made from cement, lime or modern synthetic materials. It provides a smooth or textured surface and protects masonry from the elements.

Right tree, right place: A principle promoting the planting of trees appropriate to site conditions for long-term success and low maintenance.

Rumble strips: A section of rough surfacing that alerts drivers through vibrations when driven over at speed.

Sash window: A traditional window type made of one or more movable panels (sashes) that slide vertically (or occasionally horizontally). Common in Georgian and Victorian architecture.

Scale: Scale is the height, width and length of each building proposed within a development in relation to its surroundings.

Setback: The distance that buildings are set back from the edge of the highway (usually the back of pavement).

Speed cushion: A speed hump that doesn't cover the full width of a lane. These are normally wider than the wheel base of a standard car, but narrower than a bus and other wide vehicles.

Stonework: The use of stone as a primary construction or facing material. It includes rubble, ashlar and dressed stone and is often associated with local vernacular architecture.

Street furniture: The collective name used for all furniture, fittings and objects in the external areas of buildings, landscapes and streets for the benefit of the public. This can include benches, post boxes, cycle stands, traffic lights, street lamps, traffic signs, outdoor sculptures, and waste bins that are seen on the street.

Street hierarchy: The classification of streets based on function and traffic, ranging from primary to tertiary routes.

Street typology plan: A required plan showing the proposed street types in a development, aligned with the design code's hierarchy.

Sustainable Drainage Systems (SuDS): SuDS are designed to manage rainwater and surface runoff. This can include permeable surfaces, green roofs, retention ponds and raingardens.

Sustainable Transport: Forms of transport that have a low impact on the environment.

Tactile paving: Textured paving designed to assist visually impaired pedestrians in identifying crossing points and hazards.

Tilt/turn windows: Versatile, European-style windows that open in two ways via a single handle: tilting inward from the top for secure, draft-free ventilation, or swinging wide open from the side like a casement window.

Timber: Wood that has been processed for use in construction, either structurally (e.g. beams, joists) or as a decorative material (e.g. cladding, window frames, joinery).

Traffic calming: Self enforcing street design characteristics which encourage slow and considering driving and improve the experience for other street users.

Vertical deflections: Changes in the height of the carriageway over a short distance, such as speed humps.

Vision-led approach: A planning methodology required by the NPPF that begins with a desired outcome for people and place, shaping development to meet these goals.

Wheeling: Wheeling refers to use of wheeled mobility aids, such as wheelchairs, mobility scooters and walking frames. It also includes prams, buggies and other modes of transport which may travel on footways.

Zone of Theoretical Visibility (ZTV): A map showing areas from which a development is theoretically visible, based on topography and line of sight.