Ash

Design Guidance and Codes

Final Report
June 2025

Quality information

Prepared by	Checked by	Approved by
Chatnam Lee **Consultant Urban Designer**	Ben Castell **Director**	Ben Castell **Director**
Daniel Mather **Consultant Urban Designer**		
Nicholas Pascalli **Graduate Urban Designer**		

Revision History

Issue no.	Issue date	Details	Issued by	Position
3	xx.06.2025	Review and sign off	xxxx	Locality
	11.06.2025	Final report	Chatnam Lee	Consultant Urban Designer
2	06.06.2025	NPSG comments	Michael Moriarty	Ash Parish Councillor
1	22.05.2025	First draft sent to group for comments	Chatnam Lee	Consultant Urban Designer
0	05.12.2024	Site visit with AECOM	Chatnam Lee	Consultant Urban Designer
	07.11.2024	Initial call with the working group	Chatnam Lee	Consultant Urban Designer
			Ben Castell	Director

Delivering a better world

Contents

Introduction

01

1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Support Programme led by Locality, AECOM was commissioned to provide design support to Ash Parish Council.

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities' (see page 8).

Following an analysis of the Neighbourhood Area (NA), a set of architectural and design qualities will be identified. This set of qualities, combined with good design practice, will form the design guidelines that development within Ash should follow in order to comply with this parish-wide design guidance and codes document.

1.1 Purpose of this document

This document sets out design guidance and codes based on the existing features of Ash. The document is intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the NA and as a guide for the Neighbourhood Plan Steering Group and Guildford Borough Council when considering planning applications.

1.1.1 What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Design codes are requirements that provide specific, detailed parameters for development. Proposals for development within the NA should demonstrate how the guidance has informed the design and how the design codes have been complied with. Where a proposal cannot comply with a code (or several) a justification should be provided.

Figure 01: View of the Grade II* listed St Peter's Church from Collins Garden Recreation Ground © *Copyright Alan Hunt (Source: Geograph)*

Figure 02: Basingstoke Canal which passes through Ash and Ash Vale. © *Copyright Des Blenkinsopp (Source: Geograph)*

1.2 Area of study

Ash Neighourhood Area (NA), located in Guildford Borough and Surrey County, is a vibrant community of 24,279 residents (2021 Census). The area comprises of the three key settlements of Ash, Ash Vale and Ash Green, and is predominantly residential in character - covering an area of 974 Hectares.

The NA is strategically located within close proximity to the key corridors of A331 and A31, running to the west and south of the area respectively. The A331 provides onward connections to nearby centres of Aldershot, Farnboorugh and Frimley, as well as the M3 and M25, whilst the A31 connects Ash with Warnborough, Guildford and Farnham. The NA also boasts good rail connection with two stations - Ash and Ash Vale, providing direct trains to Guildford and London via Woking respectively. Over time, the area has become a popular commuter settlement. Farnborough airport is located approximately 10km from Ash, mostly offering private charter flights and business jets.

Set in the Blackwater Valley and on the edges of the Guildford Green Belt and Surrey Hills National Landscape, the rural hinterlands of Ash carries significant landscape value. Water features located within or in close proximity to Ash, including the Basingstoke Canal, Blackwater River and the Gold Valley Lakes, contribute positively towards the area's green and blue infrastructure network. Ash Common alongside military barracks in the

northeastern part of Ash Vale are historically military settlements and shooting ranges that remain actively in use to date.

Over the past decades, Ash has been experiencing significant growth in its population accompanied by rapid expansion in the area's housing stock. These are being delivered on larger sites to the south between Ash and Ash Green, as well as smaller infill sites across the NA.

18,000 Resident

974 Hectares

KEY

○ Surrey County

● Guildford Borough
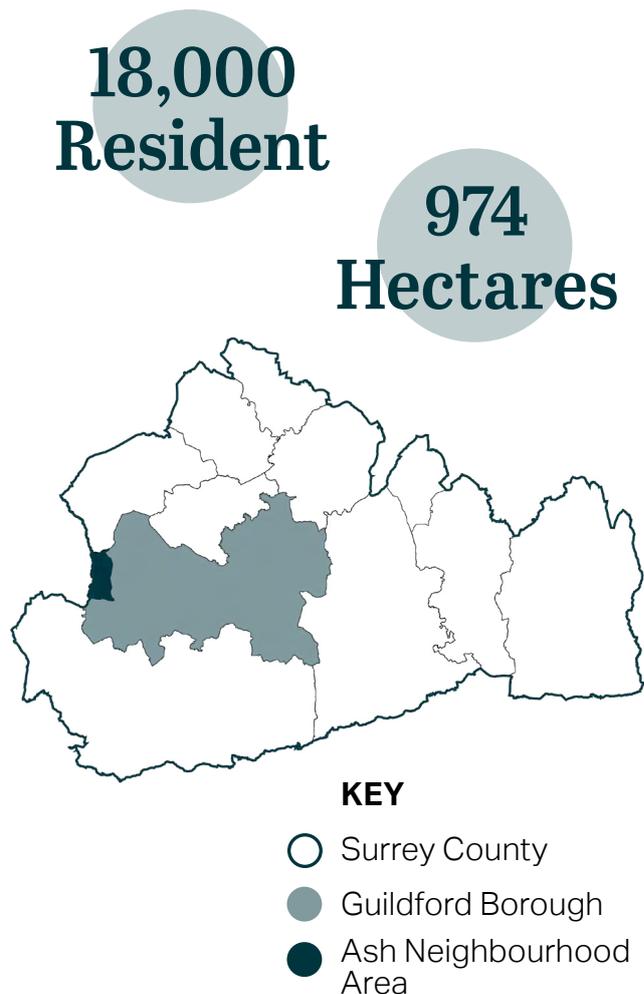
● Ash Neighbourhood Area

Figure 03: The Neighbourhood Area in regional context. *Source: Esri OS data*
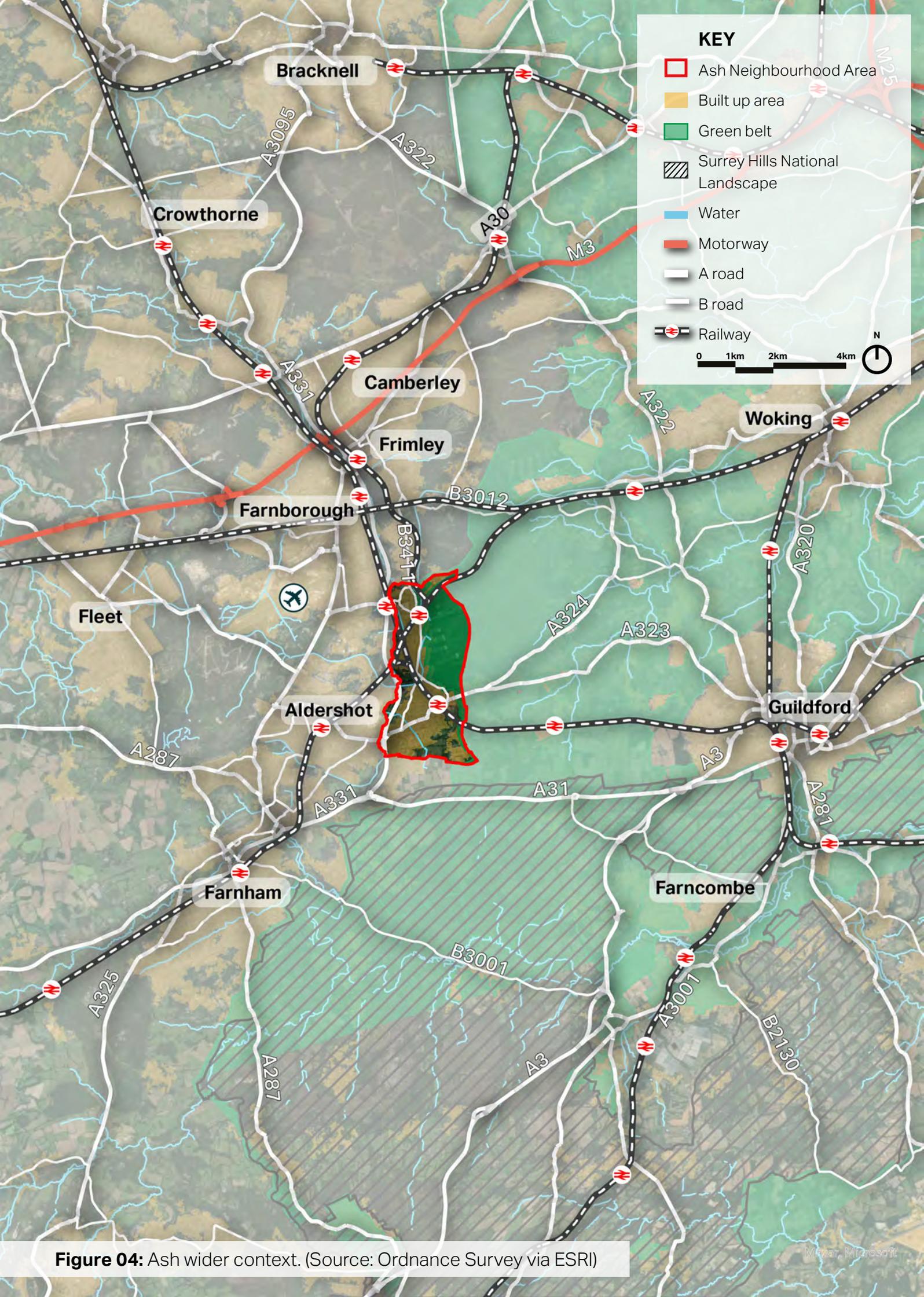
Figure 04: Ash wider context. (Source: Ordnance Survey via ESRI)

1.3 Planning policy context

The NPPF 2024, paragraph 132 states that:

'*Plans should… set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development…*'

The Government is placing significant importance on the development of design guidance in order to set standards for design upfront and provide key principles regarding how sites should be developed.

Therefore this report's main objective is to develop design codes to sit alongside the Neighbourhood Plan to inform design proposals within the parish and ensure that they remain sympathetic to the character.

Other research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, *The Value of Good Design*[1]) has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

Therefore this document seeks to harness

1. Available at: https://www.designcouncil. org.uk/our-resources/archive/reports-resources/value-good-design/

an understanding of how quality design can sensitively incorporate the best aspects of Ash's overall character into any future development.

Additionally, these following documents have informed the design guidance and codes within this report to ensure they are best aligned with the needs and opportunities identified for the NA:

National planning documents

2007 - Manual for Streets
Department for Transport

The Manual for Streets is the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes developments that avoid car dominated layouts and place the needs of pedestrians and cyclists first.

2019 - National Design Guide
MHCLG

The National Design Guide (Ministry of Housing, Communities and Local Government 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2020 - Building for a Healthy Life
Homes England

Building for a Healthy Life (BHL) is the government-endorsed industry standard for well-designed homes and neighbourhoods. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of developments.

County planning documents

2017 - Interim Local Strategic Statement for Surrey 2016-2031
Surrey County Council

This document is intended to set out common objectives and priorities through an overarching spatial planning vision for the county covering the period 2016 - 2031. The vision is for a county of well-functioning, well-connected places and healthy communities.

2023 - Surrey's 2050 Place Ambition
Surrey Future Steering Board

Surrey's 2050 Place Ambition sets out the collective, long term ambition of Surrey local authorities to achieve "good growth". The Place Ambition sets out a vision for a county of well-functioning and connected places, with healthy communities and a high quality of life.

2017 - Surrey Infrastructure Study Parts 1, 2, 3

Surrey County Council / AECOM

The document has been developed to demonstrate the challenges being faced across Surrey in funding the infrastructure required to support growth and enhance the lives of existing and future residents and seeks to piece together a strategic perspective on growth and infrastructure provision in surrey.

2014 - Rights of Way Improvement Plan for Surrey

Surrey County Council

The document aims to ensure the benefits from a well connected and promoted network are enhanced for recreational and functional journeys. It encourages sustainable transport choices, work to reduce emissions and achieve benefits for health and wellbeing.

2019 - Environmental Design Guide for Surrey Hills

Surrey Hills National Landscape

This document sets out guidance for conserving and enhancing country lanes and villages in the Surrey Hills Area of Outstanding Natural Beauty (now National Landscape) through principles and best practice.

2023 - Healthy Streets for Surrey Design Code

Surrey County Council

This is aimed to provide developers and other professions with a reference point for Surrey's design code. Healthy Streets for Surrey raises the standard of street design, creating streets which are safe, green, beautiful, and resilient in line with the ambitions of Community Vision for Surrey 2030. The content is based on research into the links between street design with health and wellbeing.

Borough planning documents

2019 - Local Plan: Strategy and Sites
Guildford Borough Council

This is the core strategic document that sets out the long-term vision for Guildford's development. It includes:

- Strategic policies for housing, employment, infrastructure, and the environment.

- Site allocations for development.

- High-level design principles to ensure sustainable and well-integrated development.

2023 - Local Plan: Development Management Policies
Guildford Borough Council

This document provides more detailed policies that guide day-to-day planning decisions. Relevant to design guides, it includes:

- Policies on design quality, layout, and character.

- Requirements for sustainable construction and climate resilience.

- Guidance on heritage conservation and landscape integration.

Supplementary Planning Documents (SPDs)
Guildford Borough Council

SPDs are not part of the statutory development plan but are material considerations in planning decisions. They offer detailed guidance on how to implement Local Plan policies. Relevant SPDs include:

- **Residential Design Guide**: Offers borough wide guide for different types of development. Ash Design Guidance and Codes (this document) should be read alongside the Residential Design Guide and does not supersede it.

- **Residential Extensions and Alterations SPD**: Provides guidance on how to design extensions that respect the character of existing buildings and neighbourhoods.

- **Parking Standards for New Developments**: This document includes the planning requirements for parking that is involved in any new development within Guildford district.

1.4 Process

A one-day site visit took place on 5th December 2024 commencing with an in-person meeting between AECOM and representatives of the Ash Neighbourhood Plan Working Group to explore the group's key aims and objectives and to address any initial concerns.

This was followed by a tour of the parish, via car and on foot. This activity allowed consultants to appraise local character and the features informing its sense of place, such as heritage and landscape features. The exercise also provided valuable local insight into the area's pertinent design issues and opportunities, good and bad practice, as well the overall context for which the evidence-base of the Neighbourhood Plan will reflect.

This document has resulted from a collaborative effort between the Ash Neighbourhood Plan Working Group and AECOM, reflecting the priorities of local residents. The design coding process includes the following steps:

02

Walking tour of built-form, and photographic study with ANPC.

04

Preparation of draft design guidelines and codes in consultation with ANPC.

06

Final design guides and codes form part of the evidence base for the emerging Neighbourhood Plan.

STEP **02**

STEP **04**

STEP **06**

STEP **01**

STEP **03**

STEP **05**

01

Inception meeting between AECOM and ANPC members.

03

Urban design and local character analysis based on site visit, photographic analysis, and further desktop analysis.

05

Draft design guides and codes reviewed by the ANPC and Locality.
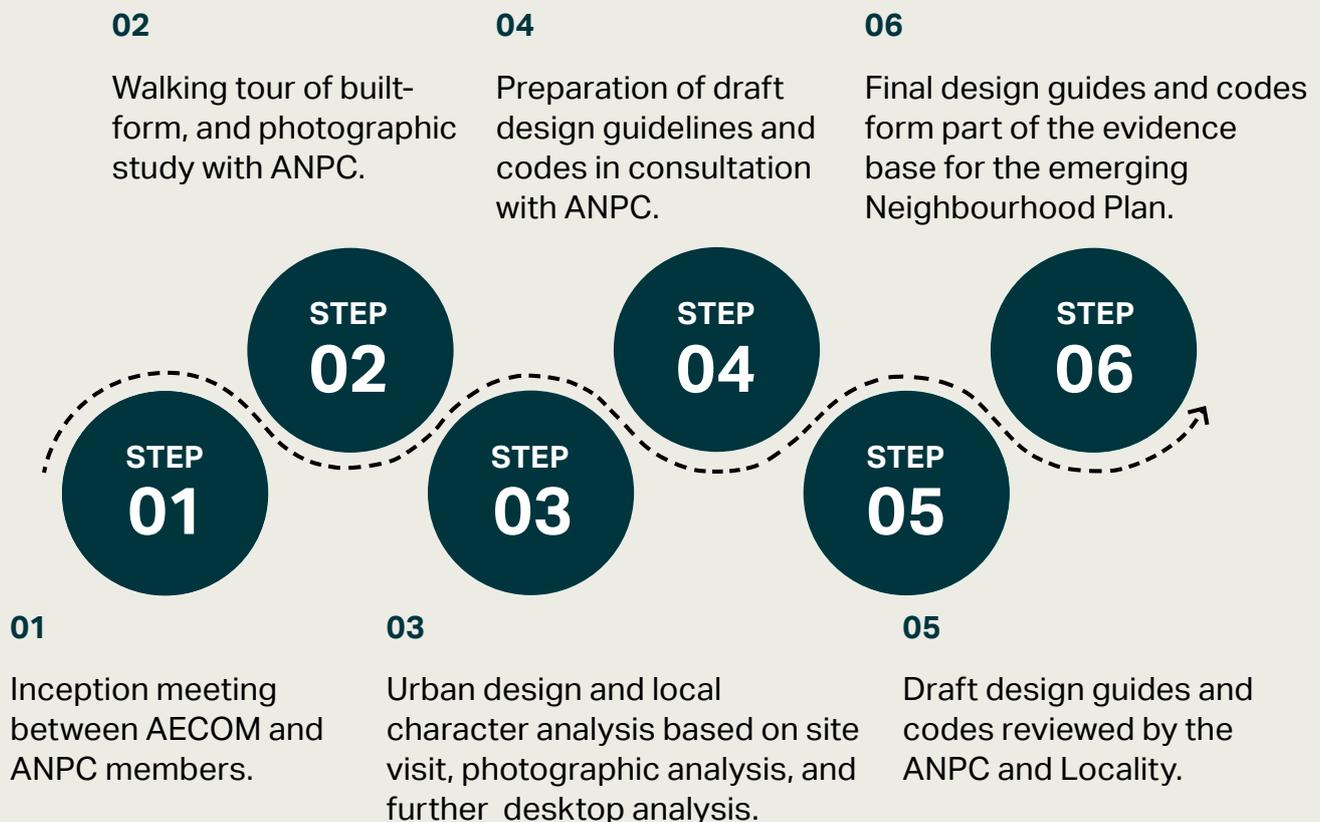
Figure 05: A brief chronological breakdown of the key elements and milestones throughout the production of this document.

1.5 Community engagement

The Parish Council ran an informal engagement period in April 2025 to test progression of the policy intents within the draft the Ash Neighbourhood Plan. The results are detailed below. There was also a parallel on-line survey and off-line engagement activity prepared by AECOM for the Design Code.

The results of the survey are summarised below:

- Concerning the NP strategy to **focus development on brownfield sites** in sustainable locations, 100 percent of respondents agreed this was a positive approach;

- When asked if a **Local Gap should be created** within the location of brownfield development, 90 percent of respondents said 'Yes'.

  When asked about comments on this Local Gap, residents pointed out that there is a **risk with the existing Local Plan of coalescence** between Ash Green and Ash, and that a further area along Foreman Road and around Ash Manor should be included;

- When asked about the importance of **local shops within walking/cycling distance**, 55 percent agreed it was 'Very important' and the rest agreed it was important but to a lesser extent;

- When asked about the importance of policies used to **protect smaller industrial units**, 100 percent responded 'Yes'.

  When asked for further comments on this policy area, some pointed out that although local business is important to protect, **there is an issue with traffic and street parking** associated with these and that **high quality, sustainable businesses** should be prioritised;

- When asked about the **replacement of existing properties with rebuilds**, the most important point of focus should be that the **new building reflects the appearance and character of the surrounding properties**, including respecting the existing scale, height and size of the existing property;

- When asked if future development should **focus on smaller and mid-size homes** (1–3 beds) over 4+ bed homes, the results were mixed with 45 percent saying yes and 55 percent saying 'No'.

  When asked for further comments on this policy area, some comments stated that the size of new buildings should accommodate **high-quality mixed use purposes** such as shops, cafés and other specialists. Others also pointed out that a **mix of housing should be considered**, including for first time buyers and family sized homes.

1.5.1 Ash Design Guidance and Codes Survey

An additional survey was provided by AECOM for residents to share their views on a series of selected local development examples and technical design principles.

This was in the form of printed boards as well as an on-line form, the results of which are summarised below:

- When asked about the importance that new development responds to the **existing context and pattern of development** (including building line, setback orientation and type), 55 percent 'Strongly supportive' and 45 percent were 'Supportive'.

 When asked the same question in relation to the **density of infill**, 45 percent were strongly in support that the density should directly respond to the surrounding context and 55 were 'Supportive'.

 And when asked the same question in relation to **cul-de-sac design**, 33 percent were strongly in support that these should be short and provide pavements and cycle ways, while 44 percent were 'Supportive' and 22 percent had no preference;

- When asked about the promotion of **local vernacular and use of material** for new development, 55 percent were 'Strongly supportive' of a mix of styles that were **in keeping with Ash's local style**, 55 percent were 'Supportive' of **sympathetic modern interpretations** and 55 percent were 'Strongly

supportive' of **avoiding materials that are not currently existing** in Ash;

- When asked about open spaces, watercourses and biodiversity, 78 percent were 'Strongly supportive' that **existing local open spaces should be protected**, and the remainder were 'Supportive'.

 When asked the same question in relation to the **provision of new local open spaces**, 78 percent were 'Strongly supportive' and the remainder were 'Supportive';

- When asked about **eco-design and sustainable development**, there was an even split of 'Strongly supportive' and 'Supportive' for **orienting properties** in preference of solar gain and the inclusion of **solar panels**.

- When asked about **active travel and connectivity** within the neighbourhood, 56 percent were 'Strongly supportive' of n**ew pedestrian and cycle routes** and 78 percent that development should be **within a 10 minute walk** to local destinations; and

- When asked about elements that should be included in the design of new housing, common answers included to have distinctive housing that is bespoke to Ash (rather than 'anywhere housing') and that garden spaces and on-plot parking should be prioritised.

 When asked what are good examples of housing design within Ash, top suggestions included Ash Street, Headley Way and Parson Way.

1.6 How to use this document

This document will be used differently by different people in the planning and development process.

A valuable way codes and guidance can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences for design quality. As such the codes and guidance can help to facilitate conversations to help align expectations, aid understanding, and identify key local issues.

The resulting design guidance and codes can then set out how to adequately respond to these issues in future development.

Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes expectations for design quality.

What follows is a list of actors and how they will use the design guide:

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

Table 01: A list of potential users of this documents and how they will apply the design guidance and codes.

This page has purposefully left blank

Parish-wide analysis

02

View of Basingstoke Canal from Vale Road.

2. Parish-wide analysis

2.1 Settlement pattern and evolution

There is evidence that Ash has been a settlement since the medieval ages and perhaps even before. This section explores the historic evolution of it and the historic assets that remain in tact today.

2.1.1 Brief overview of the historic evolution of Ash

In the 18th century and before Ash was a small rural settlement focused on agriculture, blacksmithing and pottery.

The arrival of the railway in the mid-19th century (Ash station opened in 1849, Ash Green in 1852) marked a turning point, improving connectivity. This increased connectivity to the surrounding larger towns led to the growth of Ash as a settlement.

In the 20th century the establishment of Aldershot Camp nearby had a transformative effect. Though the camp is in Hampshire, its proximity led to the development of housing and services in Ash to support military personnel and their families. The 20th century also saw Ash evolve into a commuter settlement, benefiting from its rail links to Guildford, Reading, and London.

Today, Ash is a thriving village with a population of over 18,000 (including Ash Vale), featuring schools, a library, and local businesses. Despite urban growth, areas like Ash Common remain protected, balancing development with nature conservation.

Figure 06: The cross roads in 1948.

Figure 07: Tolley's Garage in 1977.

Figure 08: York House in 1906, when it was still The Duke of York.

2.1.2 Heritage context

The historic core of Ash retains much of its linear street pattern around the Ash Street area, where most of the listed buildings are located. Within Ash itself there are 16 listed buildings, most of which are Grade II listed, however The Church of St Peter and Ash Manor, which is moated, are both Grade II* listed. The Church of St Peter has 12th century origins, making it the oldest surviving building in the parish. Most of the listed buildings are located on Ash Street and Ash Church Road, which is unsurprising given historic maps showing these are the main routes through the settlement before it expanded into the suburban area that it is today. However, in newer parts of the parish, such as Ash Vale and Ash Green, there are little to no listed structures currently standing.

Basingstoke Canal South Conservation Area cuts directly through the neighbourhood area as a historic inland waterway. The Basingstoke Canal Conservation Area was designated in 1985 by surrey County Council in association with Basingstoke and Deane Borough Council, in recognition of the special architectural and historic interest of the canal. It was also later designated as a Site of Significant Scientific Interest (SSSI)in 1995. Originally built in the 1700s for agricultural rather than industrial needs however was never a commercial success leading to it falling into dereliction by the 1960s. Since its designation, it has been largely restored and is a valued waterway supporting wildlife as well as a range of recreational activity on the waterway and along the towpath.

Figure 09: The Basingstoke Canal Conservation Area, running through Ash and Ash Vale. (Source: ©Alan Hunt via Geograph)

Figure 10: Azor Place - Grade II listed cottage on Ash Street, with a traditional farmhouse layout, built with red brick and white render with timber frames.

Figure 11: Grade II* listed St Peters Church, Ash Church Road. (Source: ©Alan Hunt via Geograph)

KEY

- NP boundary
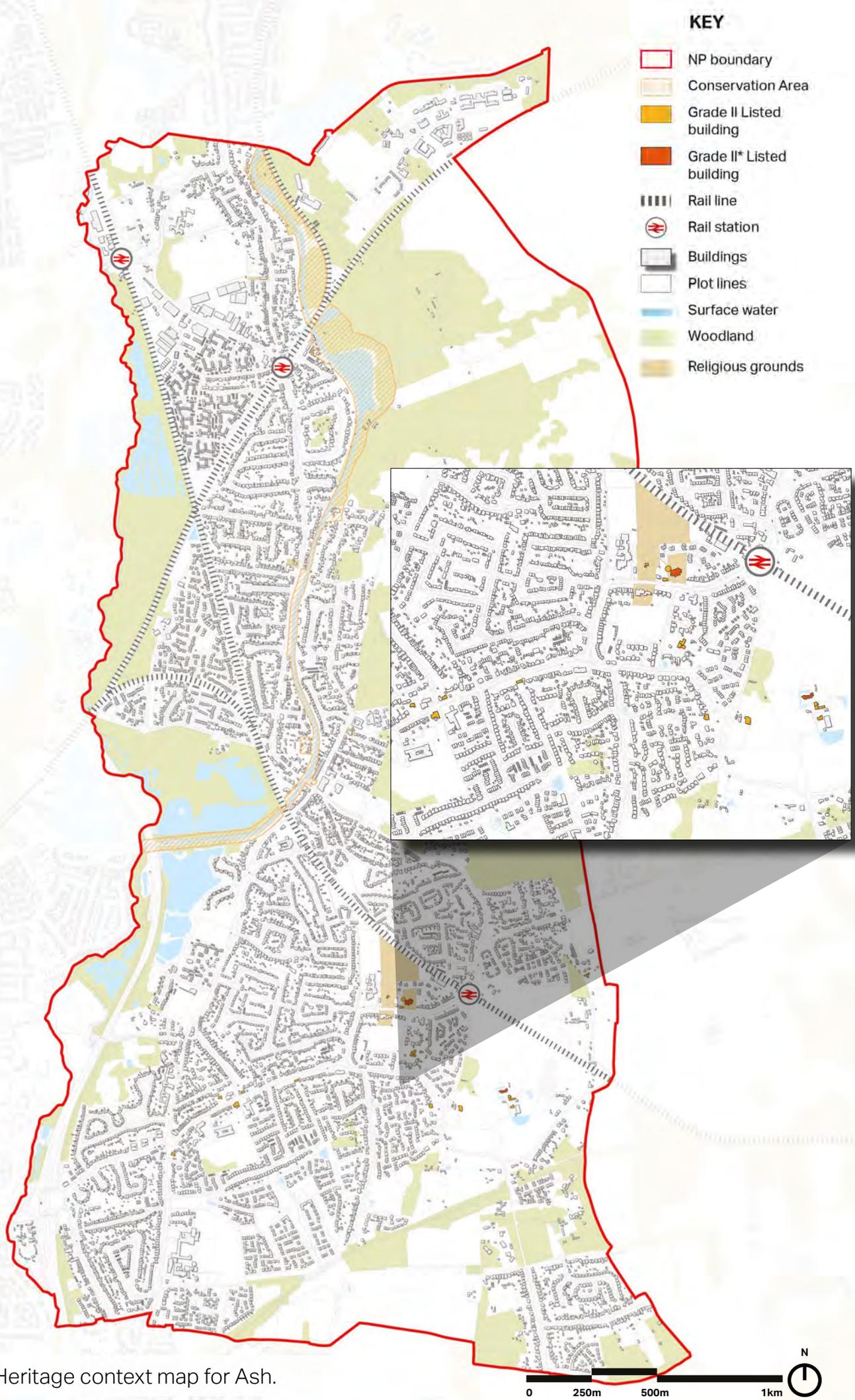- Conservation Area
- Grade II Listed building
- Grade II* Listed building
- Rail line
- Rail station
- Buildings
- Plot lines
- Surface water
- Woodland
- Religious grounds

Figure 12: Heritage context map for Ash.

0   250m   500m   1km

N

2.2 Green and blue infrastructure

2.2.1 Landscape designations, water features and hierarchy of open spaces

Ash is located on the edge of the London Green Belt and therefore its connection with nature is pertinent to the area's character. This is supported by several land-based designations including two nature reserves - Lakeside Park Local Nature Reserve (LNR) which home to a variety of fish and water bird, as well as bats that thrive in shaded woodlands of the LNR. Snaky Lane LNR located to the north in Ash Vale is a community wildlife area, boasting copses of mature trees, hedgerows and a wildlife-rich pond. Whilst being a conservation area, the Basingstoke Canal which flows through Ash and Ash Vale is a Site of Special Scientific Interest, as an important local waterway that supports an array of wildlife.

There are several pockets of deciduous and ancient woodland surrounding the settlement, most of which is contained within Ash Ranges which is also a designated Special Protection Area/ Special Area of Conservation. A series of Ministry of Defence shooting ranges are located within the Ranges, however, PRoWs allow public to access the area when the shooting ranges are not in use. Ash also benefits from many green public open spaces equipped with leisure facilities, such as skate parks and playgrounds. A series of Local Open Spaces are designated by the Ash Neighbourhood Plan 2024-2045, please refer to *Policy ASH11* in the plan for the extended list and location of these spaces.

2.2.2 Flood risk

While the canal and lakes are generally seen as major natural assets to the area, they do pose varying levels of flood risk to parts of the parish. Primarily the flood risk areas run down the western boundary of the neighbourhood area. Residential areas in close proximity to the Blackwater River (e.g. Sopwith Close) are especially affected by flooding during storm events, which is exacerbated by low lying topography these neighbourhoods are situated in.

Figure 13: Basingstoke Canal with a tree-lined towpath and backed onto by nearby housing (Source:

Figure 14: Play area and skate park at the Ash Recreation Ground.

KEY

- NP boundary
- Basingstoke Conservation Area/SSSI
- Rail line
- Rail station
- Buildings
- Plot lines
- Surface water
- Flood zones
- Green belt
- SSSI
- SPA/SAC
- Local nature reserve
- Woodland
- Parks and gardens
- Religious grounds
- School grounds
- Sports fields/paddocks
- Play spaces
- Allotments

Ash Ranges
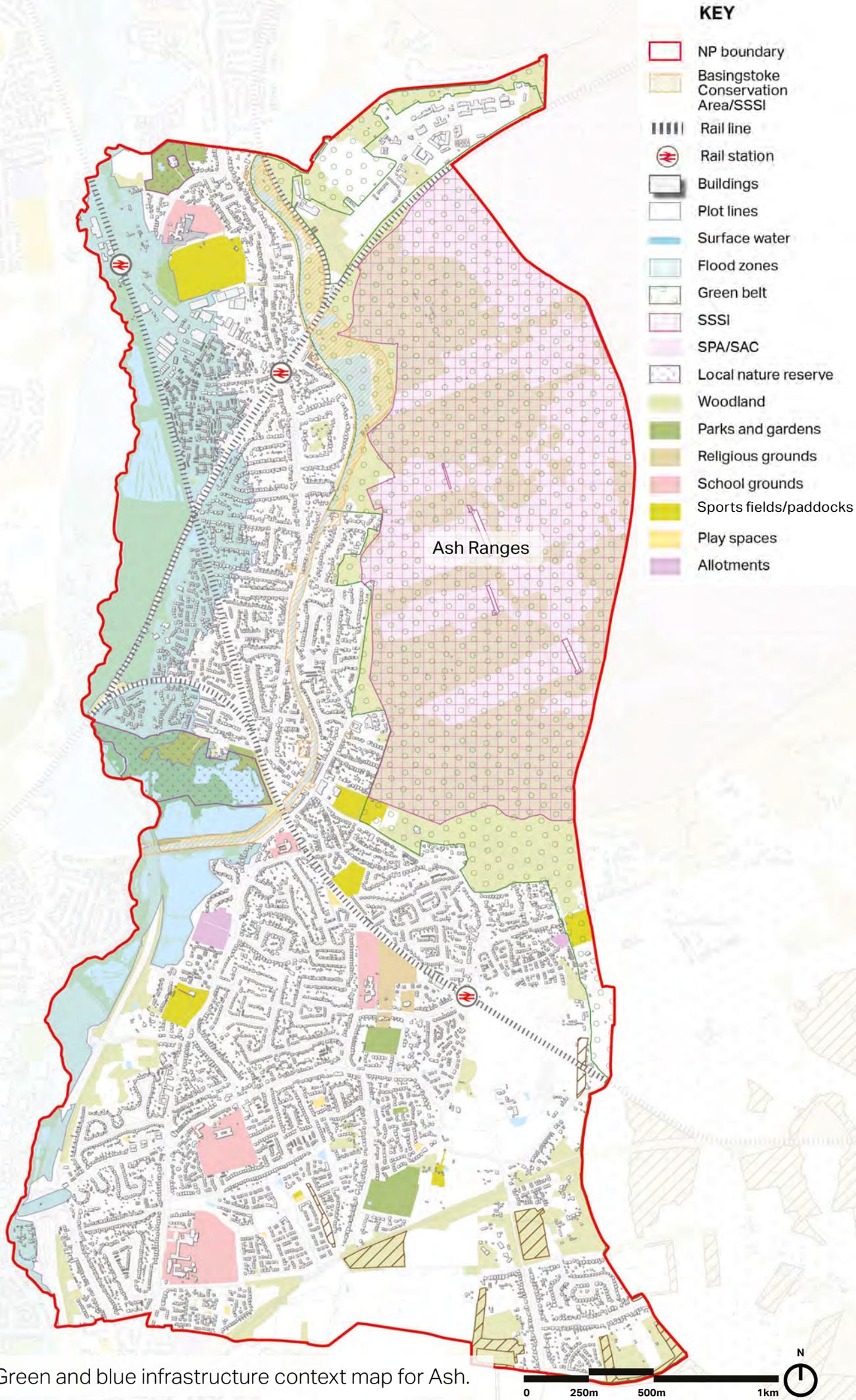
Figure 15: Green and blue infrastructure context map for Ash.

0   250m   500m   1km

N

2.3 Access and movement

Ash Parish enjoys a well-integrated transport network that supports both local and regional accessibility. The area is served by three railway stations—Ash, Ash Vale and North Camp—which provide direct connections to key towns such as Guildford, Aldershot, and Reading as well as London, making it a convenient location for commuters.

The A331 Blackwater Valley Route runs alongside the settlement, offering a fast and efficient north-south road link between the M3 and A31, which enhances vehicular access for residents and businesses alike. Within the parish, a dense network of residential streets supports local traffic and provides a walkable environment, although congestion can occur during peak times, particularly near schools and community facilities. While pedestrian access is generally good, the A331 may act as a barrier in places, highlighting the need for safe crossings or underpasses. Public transport is further supported by local bus services, though integration with rail could be improved to encourage multimodal travel.

Active travel in the parish is currently supported by a network of Public Right of Ways (PRoWs) connecting the main settlement area of the parish with the surrounding countryside, Ash Ranges and the Basingstoke Canal. However, cycling infrastructure remain sparse and disjointed, with only small segments of designated cycle routes along sections of Aldershot Road, Manor Road and Ash Street.

Figure 16: Footpath linking between Ash village centre with the surrounding countryside of Ash Ranges.

Figure 17: Platform at Ash Railway Station.

Figure 18: Boardwalk at Ash Green Meadows, running along the disused railway line section of the Christmas Pie Trail towards Wanborough.

KEY

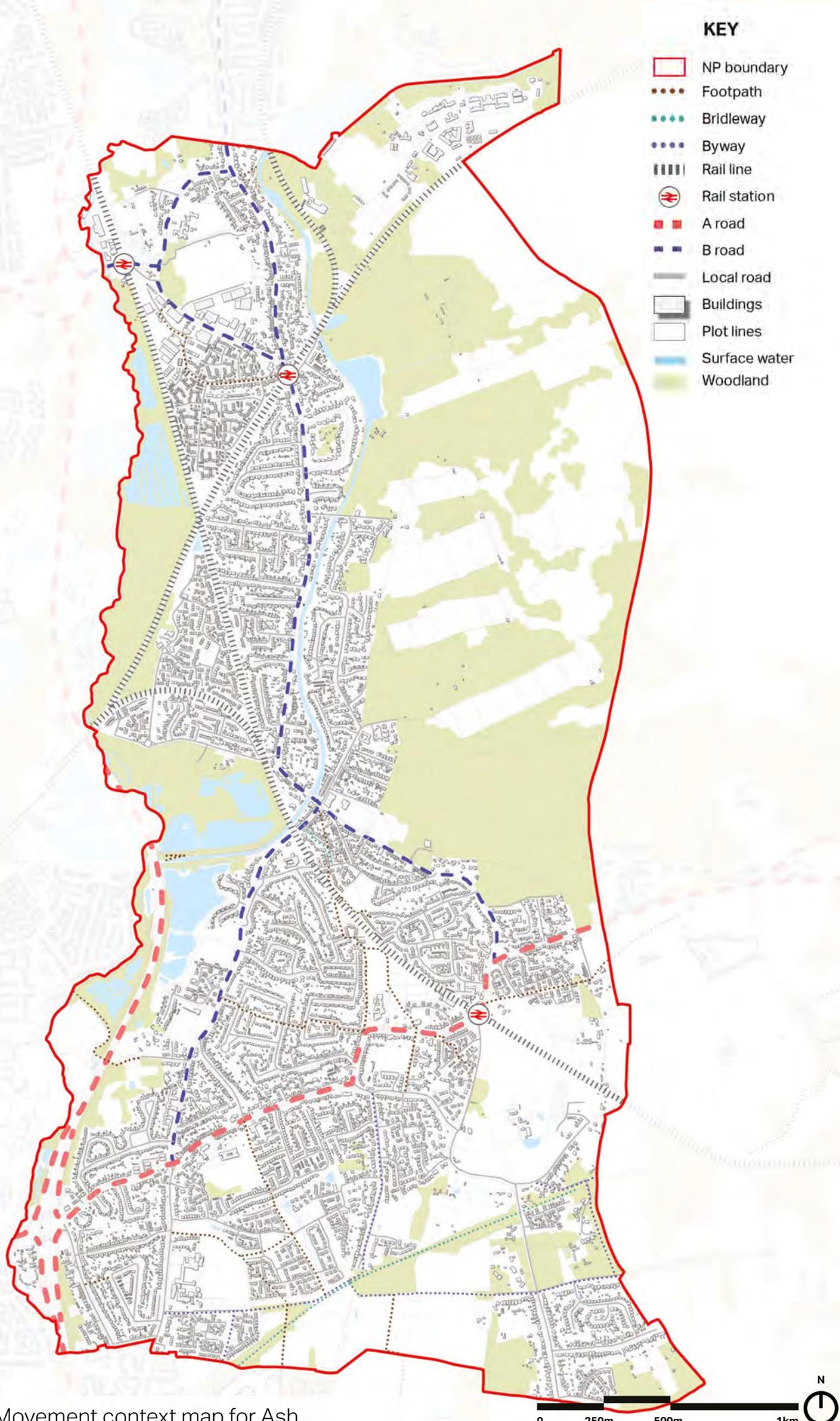|	
☐	NP boundary
••••	Footpath
••••	Bridleway
••••	Byway
|||||	Rail line
⊛	Rail station
■ ■	A road
▬ ▬	B road
▬▬	Local road
▦	Buildings
☐	Plot lines
▬	Surface water
▬	Woodland

Figure 19: Movement context map for Ash.

0   250m   500m   1km

N

2.4 Built-up areas of Ash

The parish of Ash is made up of three distinctive built-up areas:

1. Ash

2. Ash Vale

3. Ash Green

An overview of each of these built-up areas and the role they serve is provided overleaf on p.25. Further analysis of the built form and architectural merits across all three built-up areas will be explored in Chapter 3 and 4.

Figure 21: Ash Hill Road, Ash
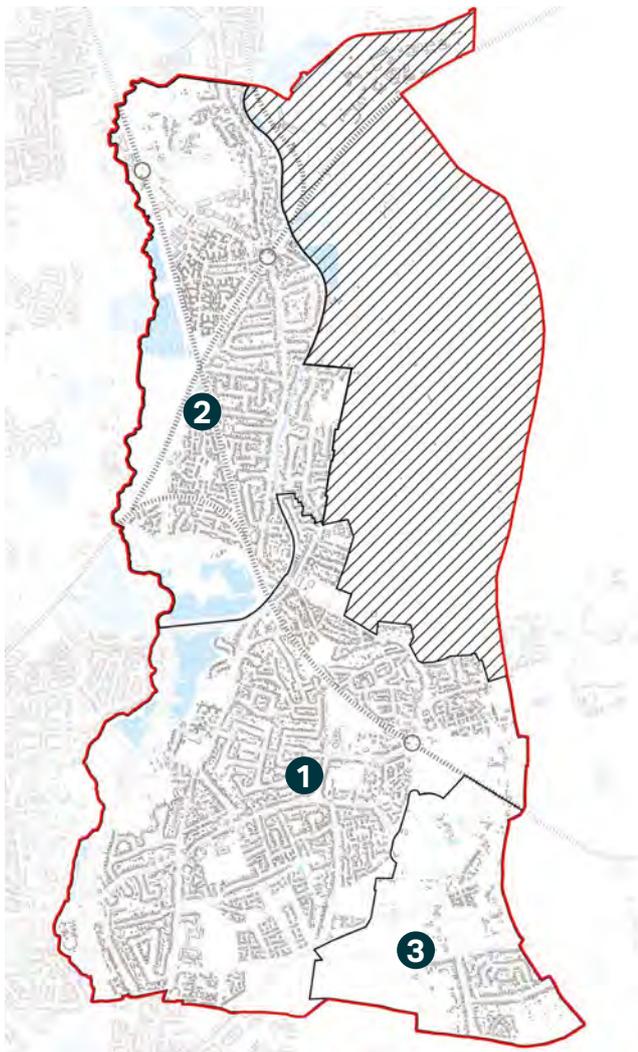

Figure 22: Ash Vale (Source: © Des Blenkinsopp via Geograph)

Figure 23: Ash Green

Figure 20: Built-up areas of Ash

KEY

☐ NA boundary

▨ Ash Ranges and MoD area

Built-up areas

1 Ash

2 Ash Vale

3 Ash Green

1   Ash

Ash is the historic core of the parish and comprises some of the oldest surviving buildings in the parish. The area is defined by swathes of 20th century suburban housing estates that were built during the post-war expansion of the parish. In the recent decades, Ash has experienced significant expansion in the southern and eastern parts of the area.

The parade of shops and services on Wharf Road is considered the local centre or village centre for the parish. Many community and civic uses, such as Ash Library, local GP Practice and Ash Parish Hall, are also located in Ash. Ash station, located at the intersection of Guildford Road and Ash Church Road, is a key transport hub for commuters to Guildford and London.

2   Ash Vale

Located to the north of the parish, Ash Vale is defined by a tight-knit residential development pattern with most of its housing stock built during the late 20th century urban expansion to the area. The area is served by a cluster of retail and services around Ash Vale Station which acts as a local centre to the neighbourhood. Ash Vale is also a key employment hub for parish, with a number of light industrial services clustering around Lyons Avenue.

The Basingstoke Canal conservation area traverses Ash Vale and is integral to the setting of Ash Vale. The canal is designated as a SSSI with significant ecological value, and serves as an attractive green corridor for recreation and leisure uses.

3   Ash Green

Ash Green is a smaller community and built-up area lying to the south of the parish. The area is nestled within open fields and countryside hinterlands to the main settlement of Ash. This line is now part of a popular walking route in the area towards Wanborough. Ash Green is also characterised by a series of dispersed properties and farmhouses. The main built-up area of Ash Green comprises of detached houses and bungalows built around the mid-late 20th century. Older housing can be found along Ash Green Road with long narrow plots.

There are currently no local services or facilities in Ash Green, residents would have to rely on services in the main settlement of Ash or other nearby centres.

Parish-wide design codes

03

Grade II listed Azor Place, 55 Ash Street.

3. Parish-wide design guidance and codes

Introduction

The goal of the guidance and codes is to promote the best possible delivery of residential and public realm development, which will support sustainable and contextually appropriate designs.

If there is variation from the compliance requirements outlined in this document, it must be supported by factual evidence. Under such circumstances, developers and their design teams must show that the plan will produce a final proposal of the greatest quality that is consistent with the main goals of this document and, therefore, the goals of the Ash Neighbourhood Plan.

Submissions that do not adhere to this guidance, and that do not furnish strong rationales, supporting documentation, and comprehensive examination of available solutions, may be refused.

Please note:

Both design codes and guidelines are contained within this document, highlighted within boxes as shown here. The difference between codes and guidelines is summarised below:

- Codes: Design codes are mandatory requirements for design issues and are expressed with the word **MUST**.

- Guidelines: Design guidelines set out aspirations for design that is expected to be delivered and are expressed with one of two words:

  - **SHOULD** reflects design principles that are strongly encouraged.

  - **COULD** reflects design principles that are suggestions.

(A) A) Settlement Pattern and Evolution (SPE)

SPE.01 Responsive to context and pattern of development

SPE.02 Local vernacular and use of material

SPE.03 Infill and backland development

(B) B) Green and Blue Infrastructure (GBI)

GBI.01 Open spaces, water courses and biodiversity

GBI.02 Eco-design and sustainability

GBI.03 Sustainable Drainage Systems (SuDS) Principles

(C) C) Movement and Connectivity (MC)

MC.01 Active travel and interconnected neighbourhoods

MC.02 Public realm enhancements

MC.03 Lighting

3.1 Settlement Pattern and Evolution (SPE)

Guidance for context and pattern of development can be found in **section 5** of the *Guildford Residential Design Guide*

3.1.1 SPE.01 Responsive to context and pattern of development

This section of guidance and codes focuses on the placement of development to enhance the village setting of Ash. This includes guidance on settlement patterns, development at the settlement edge, and extensions. It also includes guidance for building types and positioning of auxiliary buildings, which would have an impact on factors such as built gaps between dwellings and setback from the street.

This section should not be used to allocate sites for development, but rather as guidance on best practice design for any development that may occur within the described areas. This could include, for instance, choosing the most appropriate development in an area to reflect its density.

It is important to note that many household extensions are protected under Permitted Development (PD) and so do not require planning permission. However, the guidance provided here should be referred to for best design practices.

- All future development **should** be responsive to the context that it is set in so as not to diminish the historical quality of these settlement patterns;
- Future development **must** ensure that the significance of the historic core of the village as the centre is not diminished. Furthermore, development **should** make every effort to enhance the quality of this space and promote it as a centre to Ash;
- The type of settlement pattern chosen for development will directly impact the density of that area. For instance, a linear layout will typically be less dense than a cul-de-sac. The pattern of development **must** respect the context of its location and **should not** be placed where this would be deemed unfitting to the setting;
- Where cul-de-sac development does occur, these **should not** have an overly complex layout in terms of the number of streets, street patterns, and length of streets. Rather, cul-de-sacs **should** comprise a few short, simple-form streets that are interconnected;
- Existing isolated developments **should not** be extended beyond the current boundaries so as to be unfitting with the setting or coalesce into a larger settlement;

- Settlement edge development **should** gradually transition into the countryside by utilising comprehensive landscaped buffering, or 'green curtains', implemented along the plots. Long rear/front gardens **could** be preferable here and abrupt edges to development with little vegetation or landscaping should be avoided; and
- Where larger developments do occur at the settlement edge, the layout **should** allow for uninterrupted long views out towards the countryside.
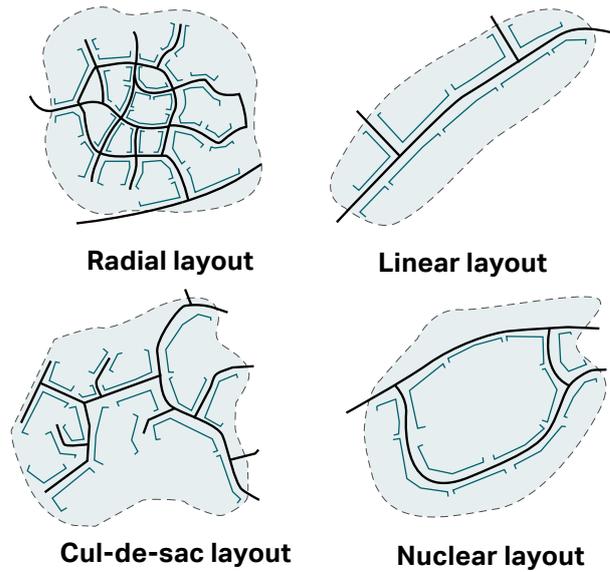
Radial layout

Linear layout

Cul-de-sac layout

Nuclear layout

Figure 24: Diagrams illustrating the common existing building and street layouts found within Ash.

Dedicated greenery within the layout creates a green corridor linking to the countryside

Uninterrupted long views out towards the countryside

Landscaped buffering (green curtains) between the development and the countryside

Longer gardens facing onto the countryside

Uninterrupted access to PRoWs linking to the countryside

Layout of development is appropriate to the wider context of the village

Adequate road access to the site sufficient for vehicles without adding unacceptable levels of congestion

Distinctive (but fitting) building at the gateway of development
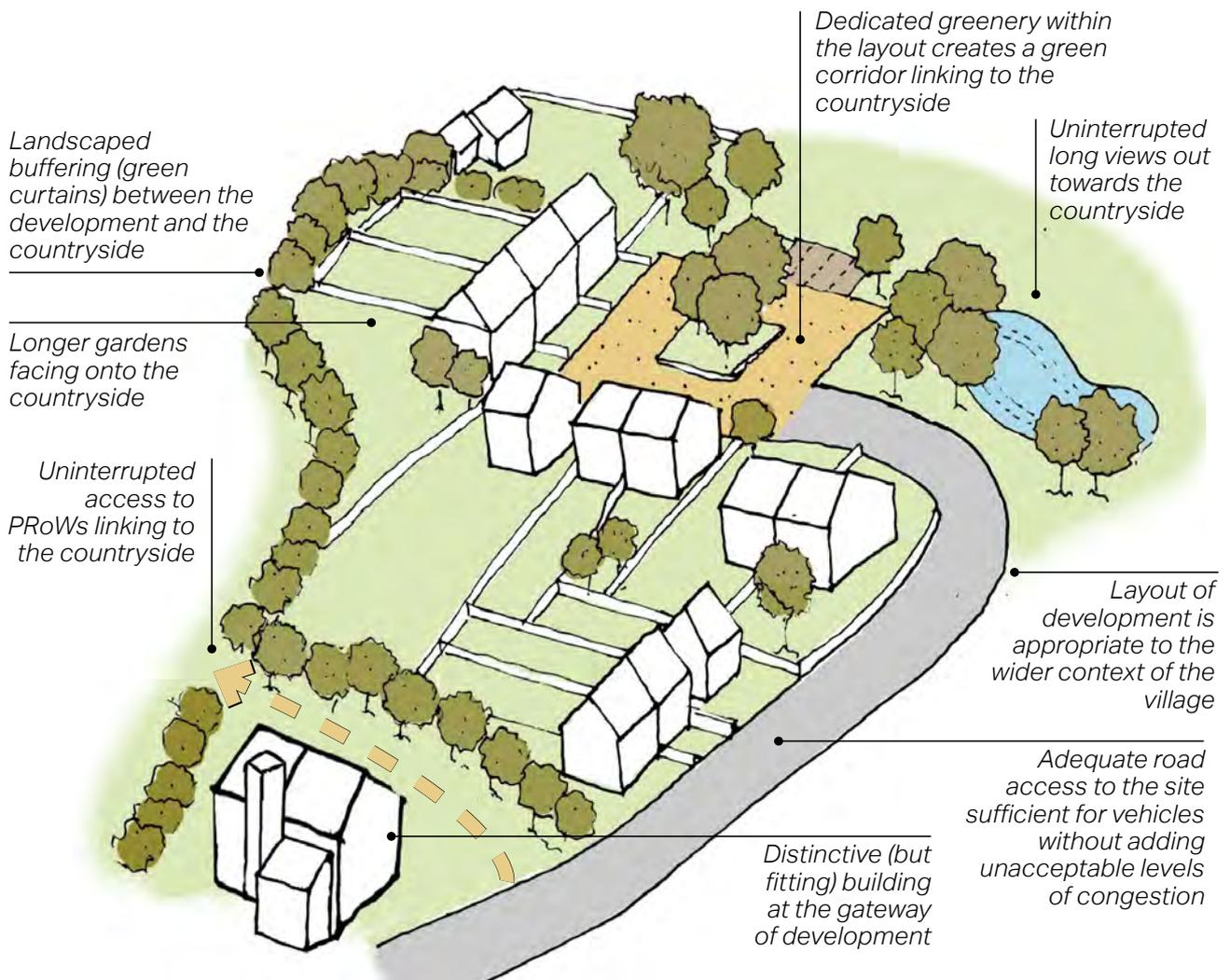
Figure 25: Illustrative diagram showing best practice design for new development that may occur along the settlement edges.

Guidance for Building elements can be found in **section 5** of the *Guildford Residential Design Guide*

3.1.2 SPE.02 Local vernacular and use of material

This section of guidance and codes focuses on how building material use and design features can be used to enhance the village setting of Ash. This will relate to façade designs as well as roofs, boundary treatments, and auxiliary additions such as garages and outbuildings.

To supplement the guidance and codes within this section, three palettes have been provided for developers and residents to reference when considering building design, each representing the building characteristics of a separate settlement area.

Please note that development will not be limited to these palettes, and that designs which do not use these may still support the village setting of Ash. However, designs that incorporate these features may be better received when considering applications.

- The design of façades **should** be sympathetic to the traditional buildings of the Guildford Borough and complement the more historic vernacular styles found throughout Ash. However, the designs should not strive to exactly replicate traditional designs as this may result in a building that is pastiche and not fitting with the context of the area it is built;

- New developments should use materials that are natural, sustainable, reuasable and reflective of the local vernacular;

- New developments **should** draw inspiration from the high-quality local design references. It is essential for these designs to make a meaningful contribution to preserving the rural character of the village;

- Facades and fenestration **should** respect the horizontal rhythm of plots, ensuring alignments with the width and proportions of surrounding buildings;

- Building rooflines and roofing materials **should** reflect local good design examples and be of a scale that is suitable in the surrounding context;

Ash material and vernacular palette

Façades

Yellow brick with decorative red brick pattern

Red brick with decorative quoins

White/off-white render

Fenestration

Bay windows with red and buff brick lintels

Bow windows

Dormer window

Roofing

Brown clay tile gabled roof

Clay tile clipped hipped roof

Clay tile hipped roof

Ash Vale material and vernacular palette

Façades

Buff brick with black weatherboard

Red brick with off-white render

Yellow brick with weatherboard detailing

Fenestration

Bow window

Bay windows with timber frame and red brick lintels

Box dormer window

Roofing

Clay tile cross-hipped roof

Clay tile cross-gabled roof

Clay tile hipped roof with solar panels

Ash Green material and vernacular palette

Façades

Red brick with hungtiles with segmental red brick arch

Red brick with white weatherboard

White/off-white render

Fenestration

Shed dormers

Large floor-ceiling casement window

Timber framed casement window

Roofing

Clay tile gabled roof

Deep pitched cross-gabled roof with clay tiles

Cross-hipped roof with clay tiles and eyebrow dormer

Guidance for character can be found in **section 3** of the *Healthy Streets for Surrey*

- Original boundary treatments of traditional building plots should be left intact, and hedgerows should not be chopped through or significantly reduced for extensions or access points;

- Landscaping and vegetation should be prioritised for boundaries to preserve and enhance the overall sense of a village character. Proposals could also incorporate street trees, potted plants and grass verges to achieve this;

- Hedgerow species should be carefully considered so that they are local and easily maintained. Hedgerows must be well-defined and not obstruct the public realm, such as pavements;

- Close-boarded fencing should be avoided for boundary treatments. Open-boarded fencing could be appropriate, but should reflect the context, i.e. for farmstead buildings; and

- If boundary walls are utilised, these must remain under 1.5m in height and retain visual connections. Walls should not be used for plots that back onto the countryside or large open spaces.

Boundary treatment palette

Hedge

Brick wall

High, non-permeable close boarded fencing fronting the pavement

Timber fence

Verge/front garden

Wired mesh fencing which could create a sterile atmosphere

Guidance for extensions can be found in **section 6** of the **Residential Extensions and Alterations SPD**

Guidance for infill can be found in **section 6** of the *Guildford Residential Design Guide*

3.1.3 SPE.03 Infill and backland development

Extensions, infill and backland development has been a common process within Ash. Housing extensions to dwellings can make a dwelling more suited to its occupants space requirements and there are multiple ways to create extra space within a building using different types of extensions. However, it is important that any extensions, infill, backland and garages, modifications to existing buildings should preserve and, if possible, enhance the character of the street it is set in.

It is important to note that many household extensions are covered by permitted development and so do not require planning permission. However, due consideration to the following guidance should be prioritised to ensure good design is implemented within the parish.

- Infill development must be responsive to surrounding context and not detract from the existing rhythm and pattern of development and views out to the wider countryside. The density of any new infill development should reflect the character of the immediate area and location within the village;

- In the case of demolition and rebuild development, the existing heights, roofline, scale, massing and overall character and appearnce of the buildings to the surrounding and immediate area should be reflected;
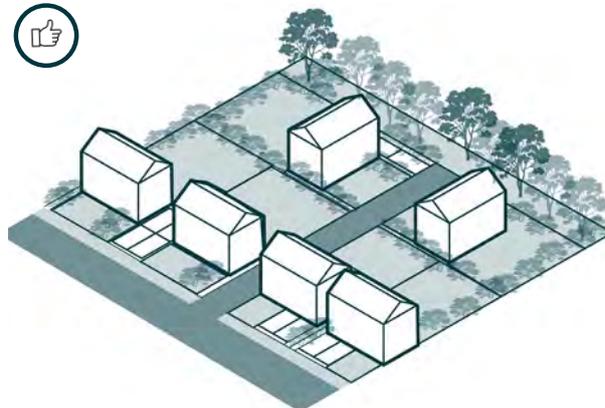

Figure 26: Backland developments which addresses properties in front with their end gables and buffered by landscaping, helping to safeguard privacy of the properties.

- Where possible, reclaimed bricks could be used for the development of extensions and infill;

- Rebuilds should safeguard the amenities of adjacent residential dwellings and their curtilages;

- Any loss of biodiversity value on the site for a rebuild should be fully mitigated, and measured to create a net gain in biodiversity through habitat creation and enhancements incorporated as part of the proposal (refer to code GBI.01 for more details);

- With regards to backland development, where it does occur, it should not be obtrusive in character nor be an overbearing or dominant feature within its overall setting. It should respond sensitively to the scale, density, massing and architectural style of its immediate surroundings.

Positive examples of extension and infill

Laurier Road, London

The work included the renovation of a 1930s infill house, previously seen as the ugly duckling on a street which otherwise typifies the leafy suburban nature of the Dartmouth Park Conservation Area.

Gretton, Corby

Recycled and reclaimed bricks were used for an extension to a traditional dwelling in Gretton. This allowed the architect to achieve an innovative design that still respects the heritage of the area.

Barkway, North Hertfordshire

This tandem development enhances the rural atmosphere of the historic village. It uses natural boundaries, has large plots occupied by landscaping and uses permeable surfacing materials. Additionally, it transitions seamlessly to the surrounding countryside that comprises working farms.

Bradford Abbas, North-west Dorset

This infill house was developed within the Bradford Abbas Conservation Area. Its material use refers to the traditional building materials of the surrounding buildings. Additionally, it is positioned tandem to the building line, with an orientation and roofline that respects the historic dwellings.

3.2 Green and Blue Infrastructure (GBI)

Guidance for open spaces can be found in **section 5** of the *Guildford Residential Design Guide*

3.2.1 GBI.01 Open spaces, water courses and biodiversity

This section of guidance and codes focuses on how to preserve and enhance the green and blue features of Ash.

This will include best practice design for open spaces and parks, focusing on access, connectivity, pedestrian use, and landscaping. Additionally, wider context guidance will be explored on how to link green corridors with water features such as the canal to create a comprehensive blue and green network interconnecting Ash.

Lastly, this section will provide brief guidance for biodiversity enhancements that are encouraged for all future developments.

- Open spaces and play areas play a vital role in creating a positive environment. These places offer benefits of fostering community and gathering and offer opportunities for exercise which benefits both physical and mental health. Therefore, existing open spaces within the parish must all be preserved by future development.

- Development that borders open spaces should have occasional gaps between buildings for improved pedestrian access to these spaces. Where possible, these could be marked by signs for greater legibility;

- Surrounding buildings should be oriented to overlook public spaces to provide increased natural surveillance;

Figure 27: Stop gates by the aqueduct on Basingstoke Canal.

Guidance for the Basingstoke Canal can be found in **section 3** of the *Basingstoke Canal Management Plan*

- Development should consider how layouts can create new wildlife corridors by linking green spaces to create a blue and green infrastructure network. For example, this could be achieved by aligning rear gardens, connecting gardens to open spaces, and providing access to the countryside through uninterrupted building gaps;

- Development that fronts or backs onto biodiversity features, especially ponds, wetlands, or swales, should maximise the use of permeable paving materials and soft landscaping. This will benefit biodiversity efforts and flood mitigation;

- Existing PRoW routes could be extended along the tributaries of the canal for greater interconnectivity within Ash.

- High-quality signage that is distinct to Ash could be used to create an informative path along the canal and tributaries. These could be focused on aquatic animal species and birds found in the area as well as the history of Ash in addition to the canal; and

- Development that may be placed along the riverside must be designed to be fitting to the context of the river, especially those that are located within the SSSI or Conservation Area.
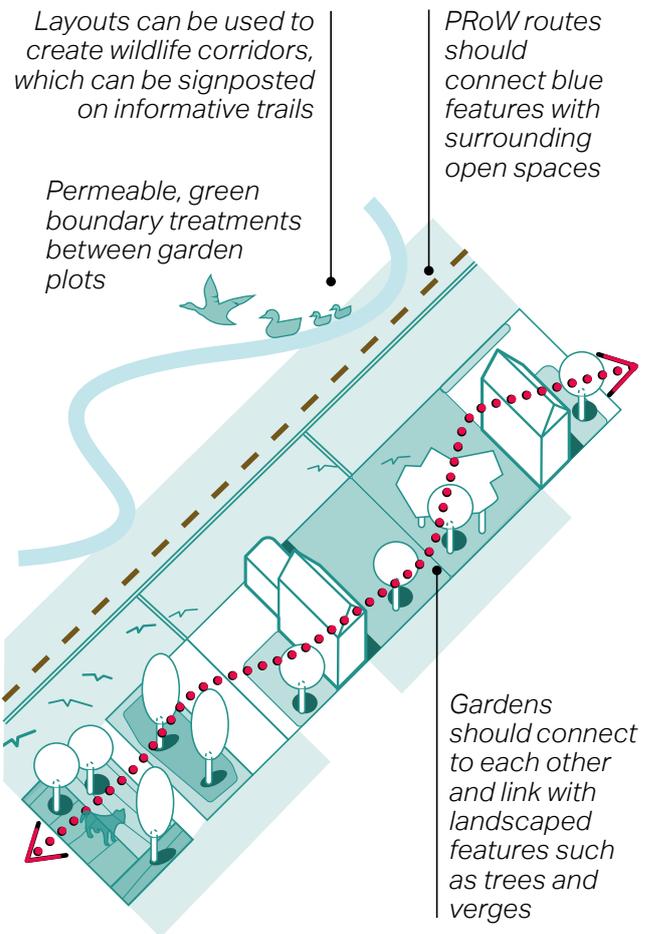
Layouts can be used to create wildlife corridors, which can be signposted on informative trails

PRoW routes should connect blue features with surrounding open spaces

Permeable, green boundary treatments between garden plots

Gardens should connect to each other and link with landscaped features such as trees and verges

Figure 28: Diagram illustrating how blue and green features, such as back gardens, can be linked together to create wildlife corridors.

Figure 29: The Basingstoke Canal Conservation Area and SSSI is an important wildlife corridor for Ash.

Guidance for Eco Design can be found in **sections 4, 5 and 6** of the *Climate Change, Sustainable Design, Construction and Energy SPD*

3.2.2 GBI 03 Sustainable Drainage Systems (SuDS) Principles

This section of guidance and codes focuses on strategies to prevent flooding and wild fire spreads through design interventions. In particular, the focus will be on the management of surface water overflow from flooding due to heavy rainfall, which is becoming an increasing issue.

The SuDS and wild fire mitigation provided in this section demonstrate best practice schemes which can be incorporated into all new developments or to retrofit existing streets and properties.

- New developments must be sited away from any high-risk flood areas and mitigate increased risk of storms or flooding with SuDS wherever possible;

- Best practice SuDS schemes should link to the water cycle to make the most efficient use of water resources. Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources;

- New housing should demonstrate how rainwater will be stored and reused as grey water to reduce demand on main supplies, such as through water heating through underground pumps;

- Swales, basins, and ponds could

also be integrated on site for more substantial landscaped areas to assist with greater instances of water run-off. These also should be set within high quality soft landscaping, abundant in native species and provide biodiversity benefits;

- Sustainable drainage interventions should be integrated alongside appropriate soft landscaping. Rain gardens could be a primary consideration for these types of interventions;

- Runoff rates could be reduced by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network;

- Water quality could be improved by filtering pollutants to help avoid environmental contamination. Effective SuDS are vegetated, using natural processes to slow and clean water; and

- Standards and guidelines to permeable paving and sustainable drainage listed below should be referred to:

Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;

The SuDS Manual (C753); and

Guidance on the Permeable Surfacing for Front Gardens.

SuDS implementation strategies

Basins and ponds:
Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water to the system.

Reed beds and wetlands:
Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.

Rain gardens:
Containers and ditches with native drought tolerant plants release water gradually and filter pollutants.
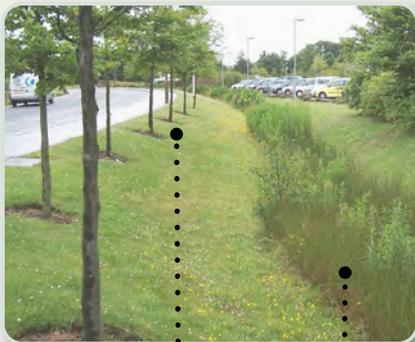

Permeable surfacing:
Surfaces that allow water to percolate into the ground including natural surfaces, gravel and low traffic volume engineered road surfaces and hard-standings in gardens.

Rain capture:
Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses reducing water consumption.

Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.

Swales: Shallow channels that provide attenuation while also channelling water to other features such as ponds.

Green roofs and walls:
Provide capacity to hold and attenuate water run-off as well as ecological and leisure benefits.

3.3 Movement and Connectivity (MC)

Guidance for movement can be found in **section 6** of the *Healthy Streets for Surrey*

3.3.1 MC.01 Active travel and interconnected neighbourhoods

This section of guidance and codes focuses on how design of the built environment can encourage sustainable active travel and support a safer and greener setting.

The interventions suggested are focused on changes to the public realm that can be achieved through interventions such as landscaping, traffic calming, enclosure and promoting sustainable active transport as an alternative to personal vehicle reliance.

It will not focus on road design such as dimensions and materiality or traffic control through lighting, signage or pedestrian crossing placements as these are topics addressed by highways planning. It will also not propose the specific addition or removal of any new roads.

- Streets should be considered a 'place' and contribute to the character of the area. It is essential that the design of new development incorporates the needs of pedestrians, cyclists and public transport users as a priority;

- All new developments should include a comprehensive connection of pavements throughout the whole development. These must be accessible for a variety of mobility needs (such as wheelchair users and prams) providing an appropriate minimum width, weather-proof paving material and dropped kerbs;

- Pedestrian routes should be furnished and integrated into the existing street network. Features such as pedestrian barriers or gated developments should be avoided. Instead, convenient pedestrian
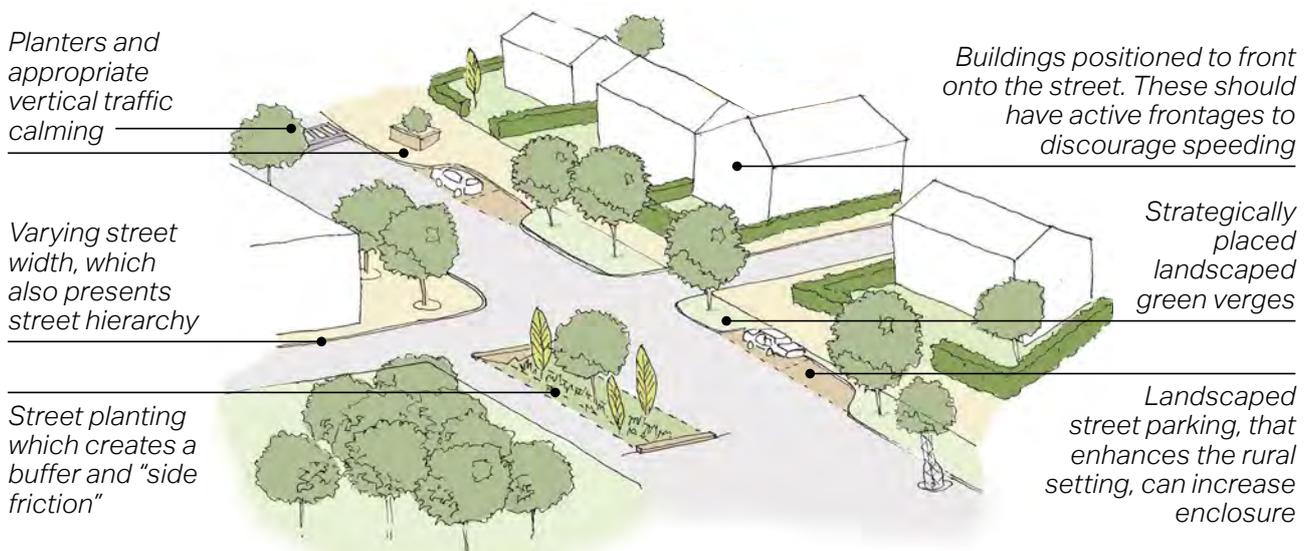
Planters and appropriate vertical traffic calming

Varying street width, which also presents street hierarchy

Street planting which creates a buffer and "side friction"

Buildings positioned to front onto the street. These should have active frontages to discourage speeding

Strategically placed landscaped green verges

Landscaped street parking, that enhances the rural setting, can increase enclosure

Figure 30: Diagram illustrating best practice for rural traffic calming features and strategies.

Guidance for pedestrian safety can be found in **section 5** of the Guildford *Residential Design Guide*

connections through developments should be encouraged by seeking arrangements with property owners to provide new paths and extend existing ones;

• Pedestrian routes must be well-overlooked by adjacent development for natural surveillance. For routes that cross through the back of development (such as alleys), the location should consider the building type along the route that is most suitable for surveillance (for instance, double-storey houses rather than bungalows);

• Informal traffic calming methods should be used to cue to drivers to

reduce their speed while maintaining the street's character. Such interventions could include reducing the width of the carriageway at strategic locations and introducing green verges with trees to increase the sense of enclosure; and

• Vertical traffic calming features such as raised tables could be introduced at key locations such as junctions and pedestrian crossings. However, these should be designed to complement the character of the street, using materials such as stone and brick rather than tarmac.
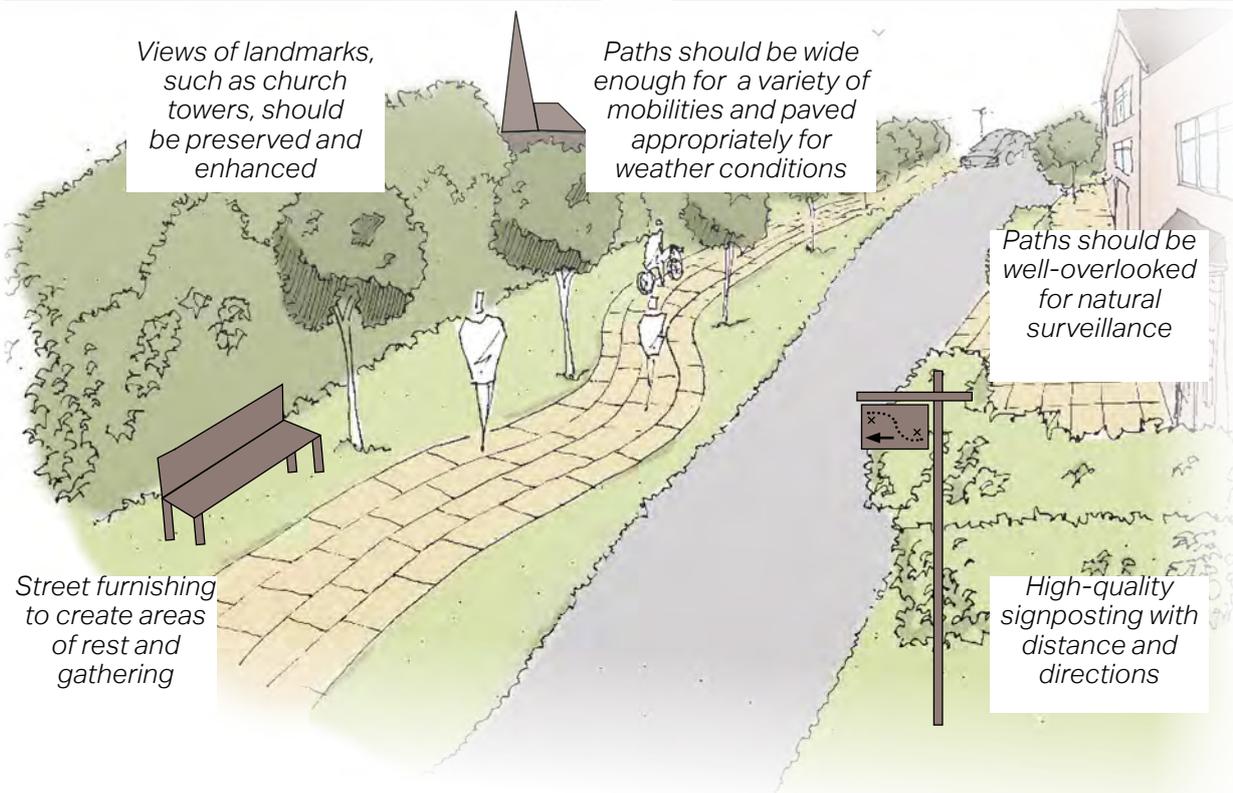

Views of landmarks, such as church towers, should be preserved and enhanced

Paths should be wide enough for a variety of mobilities and paved appropriately for weather conditions

Paths should be well-overlooked for natural surveillance

Street furnishing to create areas of rest and gathering

High-quality signposting with distance and directions

Figure 31: Diagram illustrating best practice to promote sustainable active travel and create legible, connected places.

Guidance for public spaces can be found in **section 2** of the *Healthy Streets for Surrey*

3.3.2 MC.02 Public realm enhancements

High-quality, well-connected public spaces are essential for the livelihood of all neighbourhoods. They create informal meeting places, offer a place to rest, and can even provide shelter. The public realm should be coordinated and strengthen local distinctiveness making it a more legible and user-friendly environment. The sense of place, especially within the village centre, is especially important in creating a distinctive identity.

This section of guidance and codes focuses on small scale public realm improvements such as how to create community spaces, different uses for street landscaping and how it can soften the built environment, best practice for shop frontage design and appropriate usage of street lighting.

These themes should not only be limited to areas currently dedicated to mixed-use but should be incorporated into the centre of new developments wherever possible to expand the community facilities of the whole village.

- Development should create public-realm spaces which provides plenty of places to sit, chat or play. Street furniture should be added in appropriate locations to provide residents with places to stop and linger. Distinctive street furniture could improve legibility whilst enhancing the character of a place. The choice of materials should be of high quality that complements the surrounding;

- Raised planters could be incorporated into the design of the streetscape placed to reduce the visual impact of parked cars, direct pedestrian movement and incorporate integrated seating which will also allow for more accessible movements and greater opportunities for socialising and gathering;

- Lighting installations could bring to life to previously under or poorly used spaces and make connections between spaces. Lighting can also make spaces safer at night, which is particularly important during reduced daylight periods. Light post fixtures could be made more attractive through the addition of hanging planters or signs; and

- Pop-up installations could be used to activate the whole or parts of a street (e.g. parking spaces), allowing such spaces to be temporarily reclaimed to form a pop-up public space for more informal social and community engagement;

- Street design can vary by street typologies or character areas to enhance legibility;

- The design of shopfronts should be considered as a part of the overall composition of the building and the wider context of the town centre. The design of shop fronts should take into account the rhythm and character of the street such as the width of building, the horizontal or vertical emphasis, the variety of style and the architecture of the building itself. Where the shop front continues to another building, a change in its design may be required;

- New development should propose street trees and green verges, including in front gardens, open spaces and habitat sites, where possible, to enhance the green network within the built environment. This could also boost biodiversity and strengthen the connections with the surrounding countryside and water features; and

- New tree placement must be designed with sufficient space around them, laid out in a way that leaves room for appropriate buffer zones for them to mature to their full size
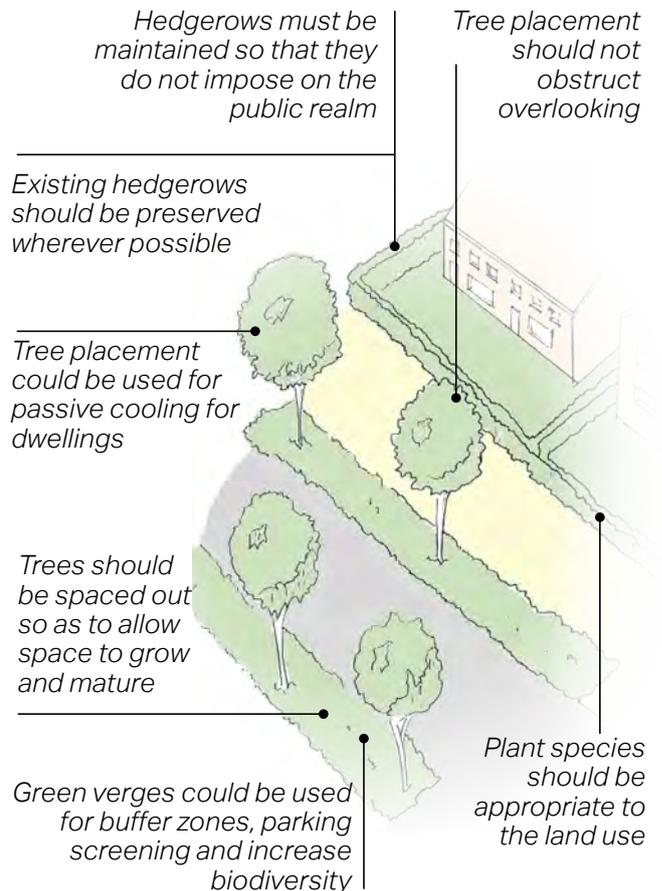

Hedgerows must be maintained so that they do not impose on the public realm

Tree placement should not obstruct overlooking

Existing hedgerows should be preserved wherever possible

Tree placement could be used for passive cooling for dwellings

Trees should be spaced out so as to allow space to grow and mature

Plant species should be appropriate to the land use

Green verges could be used for buffer zones, parking screening and increase biodiversity

Figure 32: Diagram illustrating best practice strategies for street tree planting and landscaping.

Figure 33: Example of a people-focused, child friendly public space with appropriate amounts of furnishing and lighting.

3.3.3 MC.03 Lighting

- Dwellings **should** complete a home lighting assessment, in line with the International Dark Sky Association flow chart[1], to determine whether or not existing light fixtures are dark sky friendly and for guidance on how to address disruptive lighting;
- Lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects, i.e. when a business is closed, **should** be considered. Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), **could** be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- External lighting with an output of more than 500 lumens **must**

[1]Source: https://darksky.org/app/uploads/2020/01/Home-Lighting-Assessment-Print.pdf

be pointed downwards and fully shielded, warm light sources of between 2700K and 3000K on the Kelvin scale **must** only be used;
- External lighting **should** be low-lying and only be considered for new development where it is necessary for security and safety and to illuminate shop fronts and community spaces such as the village hall and parking area;
- External lighting **should** be kept minimal, at low level and at low intensity, with hoods and baffles used to direct the light to where it is required to ensure that no light is emitted upward; and
- Glare **must** be avoided for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view.
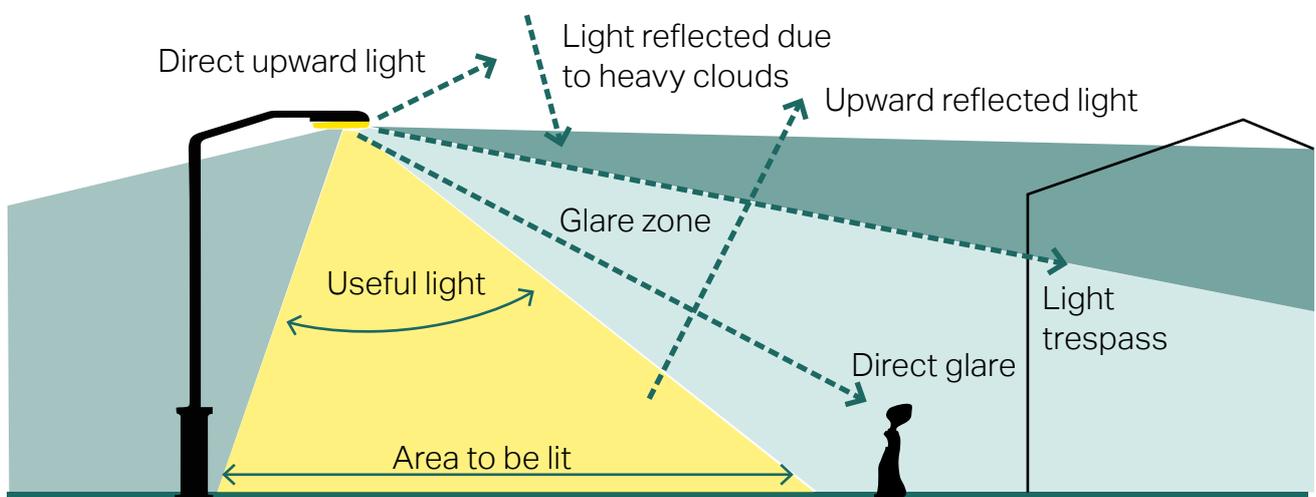

Figure 34: Diagram to illustrate the different components of light pollution and what 'good' lighting means.

Area types appraisal and codes

04

Ash Victoria Hall

4. Area Types Appraisal and design codes

4

This chapter identifies and explains the different area types in Ash. Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people.

4.1 Distinctive characteristics & Issues and Challenges of Ash

The analysis highlights several important assets and challenges that are integral to the unique character of Ash.

These assets collectively paint a picture of some of the neighbourhood area's most valuable features and areas for improvement. Preserving the assets and tackling the challenges is key in maintaining Ash's distinctiveness and ensuring it remains a desirable place for residents, businesses and visitors alike.

By safeguarding the assets and making sure that current constraints are considered, the essence of Ash can be protected, fostering and environment that continues to attract people and support a thriving community. The preservation of these assets will help ensure that the area retains its identity and continues to flourish.

Green and blue infrastructure network

- Ash boasts an extensive green and blue infrastructure network, comprising of the Basingstoke Canal, Blackwater River, Ash Ranges and a couple of Local Nature Reserves. These all contribute towards local biodiversity, along with a number of local open spaces, play areas and allotments that serve recreation purposes.

- The towpath along the Basingstoke Canal offer a scenic and car-free walking and cycling route between Ash, Ash Vale and the nearby settlement of Mychett.

Figure 35: Cyclist along Basingstoke Canal towpath © Christine Johnstone (Source: Geograph)

Connectivity

- Due to the expansive area of the parish with only a limited number of local centres within the parish (in Ash and Ash Vale), neighbourhoods on the outskirts of the parish - such as Ash Green and recent development in the southeastern part of Ash remain disconnected from key amenities and a high level of car dependency persists.

- The cul-de-sac street pattern dominates most recent infill developments in Ash, leading to limited permeability around the neighbourhood.

Active travel infrastructure

- There is a good network of PRoW that connect the neighbourhoods of Ash with surrounding countryside and nearby settlements, a popular route is located along the old disused railway between Ash and Ash Green where the Ash Green Meadows are located.

- Safe cycling infrastructure is however limited and disjointed in across the parish, with only small segments of shared cycle paths provided along Ash Street, Manor Road and Aldershot Road.

Figure 36: Annotation showing cul-de-sac street patterns in newer parts of Ash with limited permeability, with only a small pedestrian footpath (dotted) between Parish Close and Grange Road which offers some off-road permeability.

Figure 37: Boardwalk in Ash Green Meadows.

Inappropriate parking arrangements

- Due to the prevalence of terrace housing typology across parts of Ash, there is a lack of on-plot parking available. There is also insufficient parking located in the local centres in Ash and Ash Vale. Many residents and visitors resolve to on-street parking and at times parking on pavements. This creates a cluttered street scene that can be dangerous for both drivers and pedestrians. In some cases, inappropriately parked cars could also block cycle lanes.

- The higher density of some of the recent developments in Ash meant that there is little room for residents and visitors parking, which further exacerbates inappropriate parking practices and could undermine pedestrian safety.

Quality and character of housing

- Ash boasts a characterful variety of housing stock across all three areas of Ash, Ash Vale and Ash Green. Many of the original red brick Victorian terraces and semi-detached houses remain intact and are key representations of the wave of development in the area during the C19 and C20. Some of the larger houses from this era are defined by their generous plots and gardens, which contribute to Ash's leafy suburban character.

- Many of the recent developments in Ash are built to a much higher density and tends to be monotonous in the styles and design. These estates also lack in vegetation and landscaping.

Figure 38: Inappropriate on-street parking and kerb mounting result in a cluttered streetscape in Ash village centre.

Figure 39: Many of the recent developments in Ash have relatively monotonous styles and are dominated by hardscaped surfaces.

4.2 Understanding place

The diagram opposite shows how factors for creating places come together to create a successful place. The following character analysis was developed by creating a holistic picture of Ash.

All new development must undertake its own comprehensive analysis of place to understand a proposal's broader context and establish aspirations and place-specific responses to the location, siting and design of new development.

A primary purpose of this design document is to help generate sensitive and characterful design responses to existing settlements and their landscape settings.

This townscape character assessment helps understand both the landscape setting and the detailed pattern of settlement growth that underpins the variety of character features across Ash.

This analysis has been cross-checked on site as part of this study with a walking tour and photographic study guided by local residents.

Each proposal may require slightly different design detail responses depending on its specific local context within Ash.

Alternatively, Ash may continue to acquire new layers with design approaches and concepts that are innovative and look to meet the future challenges of sustainability

and biodiversity net gain. However, these responses must still seek to tie in with the landscape and townscape appeal that help give Ash as a whole and the different wards their distinctive character.
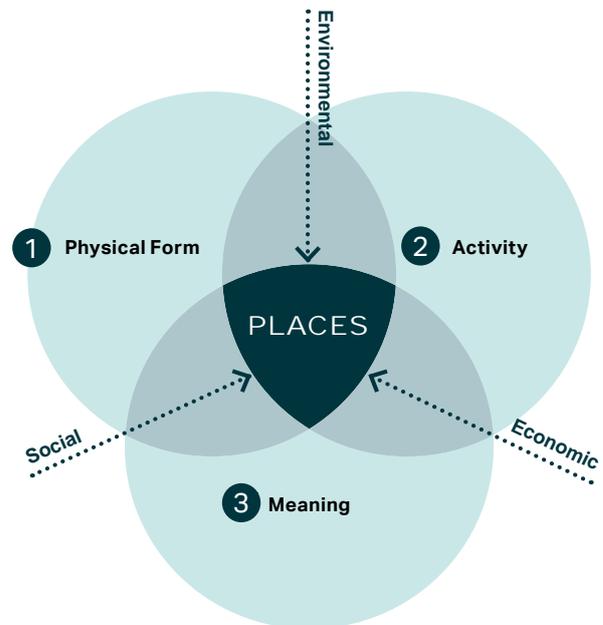
1   Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.

2   Use, vitality and diversity, including community facilities and local services.

3   How a place is perceived, including local heritage, views inwards and outwards and social histories.

Figure 40: Exploring the features which come together to create a successful place.

4.3 Defining the Area Types in Ash

This design code reflects the varied nature and individual character of Ash.

It has been divided into distinct area types, representing areas of Ash with similar characteristics. The area types provide a basis for setting consistent parameters within this design code.

A thorough analysis of area types has been informed by site visits, mapping, analysis and insights from local communities. The identification process considers both the existing character of the area and future development. These area types are categorised based on overall similarities in their attributes, facilitating the creation of consistent design codes and guidance in Chapter 3. While rationalising area types, occasional anomalies arise.

However, considering factors like boundaries, street patterns, and scale, the overarching consistencies become apparent.

N.B. Please note that Ash Ranges and areas within Military of Defence control are excluded from the area types.

The seven identified area types are illustrated on the map on Figure 42:

- Employment/Enterprise
- Ash Green
- Recent development
- Late C20 residential areas
- Mid C20 suburban estates
- Early C20 housing
- Late 19th century terraced and semi-detached housing

These area types are dynamic and do not adhere strictly to defined boundaries, especially at their intersections or interfaces with areas outside the neighbourhood boundary. The focus of this study is on the diverse qualities inherent to each area, rather than the specific boundaries assigned to them.

The area types allow for the development of guidelines that respect the existing character while accommodating future growth and changes.

The following attributes contribute to the character which forms the area types:

- Urban form and settlement pattern
- Building lines and boundary treatments
- Building size, scale and types
- Movement
- Green and blue network
- Public realm
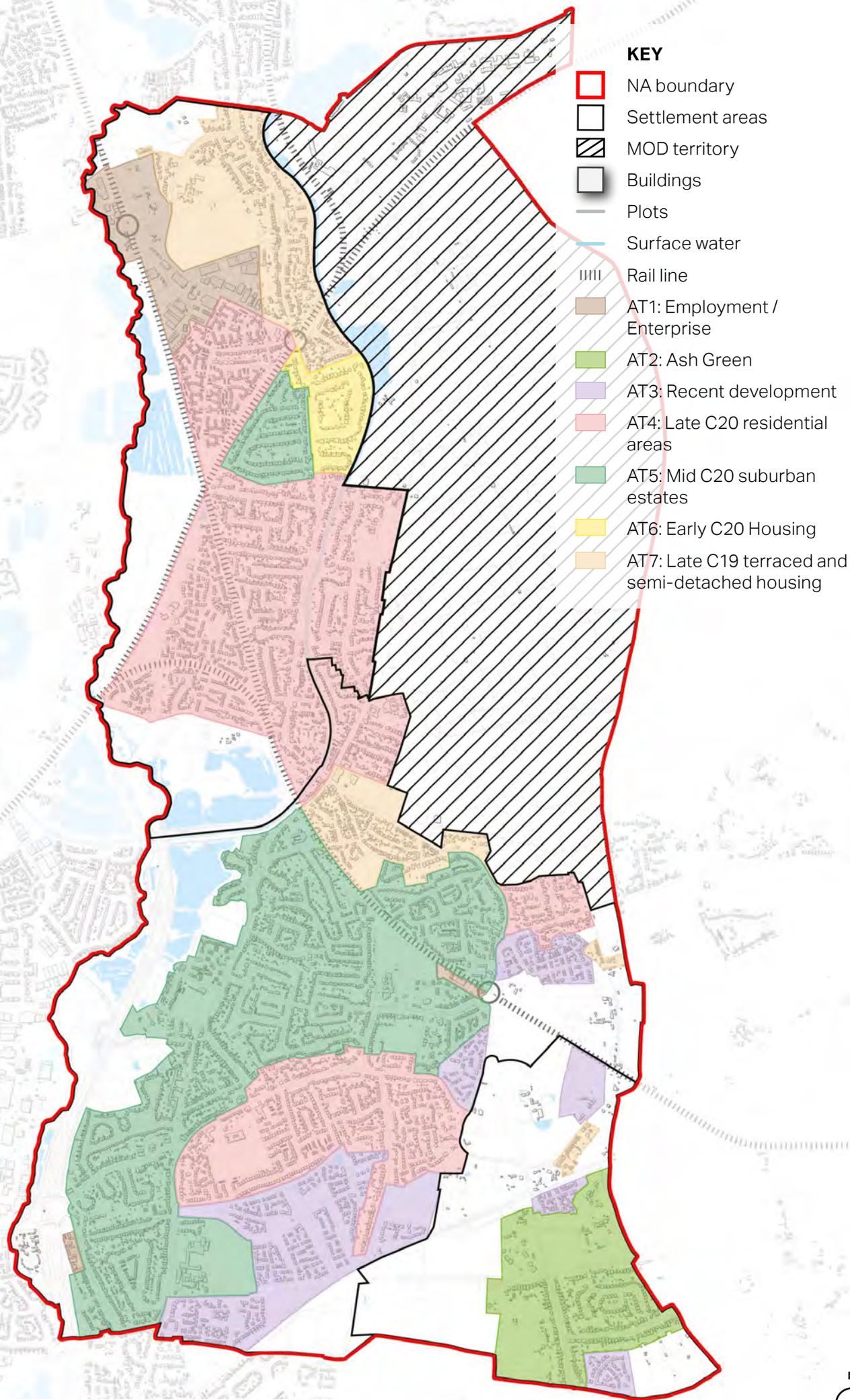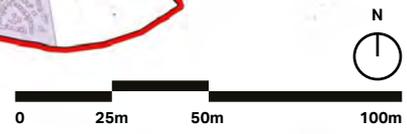- Land use and community spaces

KEY

▢	NA boundary
▢	Settlement areas
▨	MOD territory
▨	Buildings
—	Plots
—	Surface water
ⅢⅢ	Rail line
▨	AT1: Employment / Enterprise
▨	AT2: Ash Green
▨	AT3: Recent development
▨	AT4: Late C20 residential areas
▨	AT5: Mid C20 suburban estates
▨	AT6: Early C20 Housing
▨	AT7: Late C19 terraced and semi-detached housing

Figure 41: Overview of the Area Types within the settlement areas.

0   25m   50m   100m

N

This page has purposefully left blank

4.3.1 AT1: Enterprise/Employment

Industrial and employment areas have a very different character and layout to residential areas. In Ash Vale, they are located to the north close to the edge of the settlement, and are mostly accessed via the B3166/Lyons Avenue, and this is the largest cluster of employment area in the parish.

In Ash, this area type is less prevalent and can only be found as a small pocket of light industrial warehouses located along Oxenden Road on the southwestern edge of the parish, as well as just off Guildford Road adjacent to Ash station.3

Figure 43: The locations of AT1 within the context of Ash's settlement areas.

Figure 42: Nexus Park entrance to the industrial area from Lysons Avenue, the positive use of landscaping helps to soften the impact of the large buildings on the streetscape (Source: © Copyright Alan Hunt via Geograph)
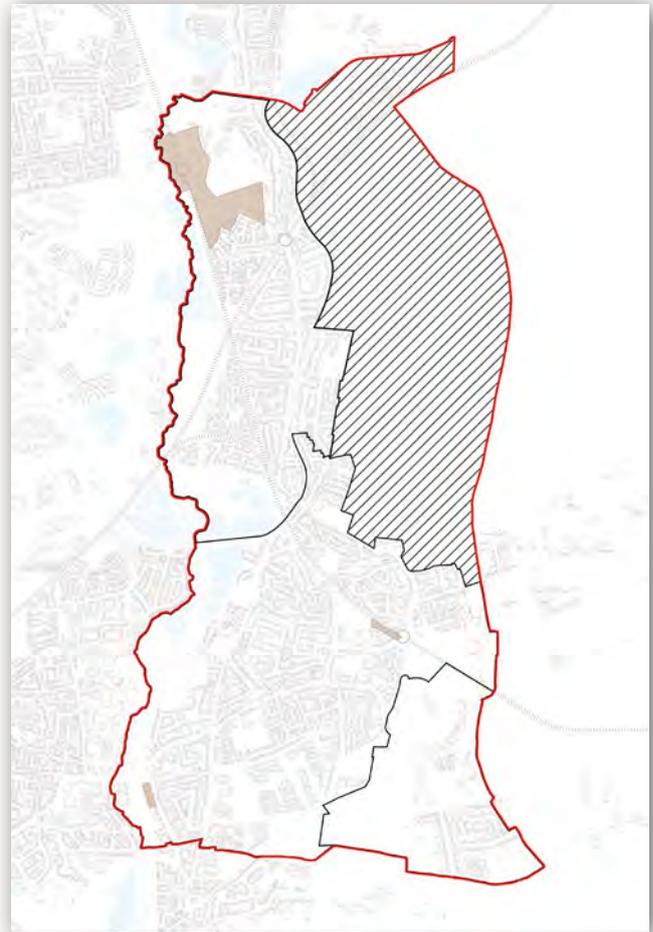

Figure 44: Darlings of Chelsea office unit with a flat roof, grey panelling and large windows to help maximise sunlight, Station Road West.

4

AT1 distinct qualities and features		
Built environment	**Urban form and settlement pattern**	Tall buildings with large footprints are found in these areas due to businesses requiring storage facilities, delivery bays and office/shopfloor space. Typical of industrial style employment areas, the urban grain is coarse, meaning that there are large buildings with reasonable space between them.
	Building lines and boundary treatments	Where there is parking provision on the plots, there tends to be low vegetation bordering these areas, adding visual interest whilst also acting as screening.
	Building size, scale and type	Typical of industrial style employment areas, buildings are large in scale, with a uniform rectangular shape, designed to accommodate warehousing uses. Metal cladding of neutral tones, with corrugated textures, is used throughout the area.
Infrastructure	**Movement**	These areas are accessed via the main A331 or the B3411. The smaller access roads are designed for industrial use, featuring wide lanes to accommodate HGVs. Parking provision is generally off-street where parking is provided for each business unit, where the plot sizes are smaller, there is more on-street parking.
	Green and blue network	There is very limited blue infrastructure in this area; however, the industrial sites tend to have trees and vegetation sporadically placed throughout. This not only adds greenery to a heavily tarmaced area, but in some areas acts as screening for the industrial buildings. These areas are also almost entirely within the flood zone.
Activity	**Public realm**	There is little to no designated open spaces in this area type. Landscaping in the form of low shrubs, verges and street trees contribute towards the public realm and helps to soften the hardscaped environment of industrial areas.
	Land uses and community spaces	This area type is made up of entirely employment land use with no community spaces. Other uses include North Camp train station and The Old Ford Pub.

Table 02: Summary of the distinctive qualities and features that supplement the character of AT1: Employment/Enterprise
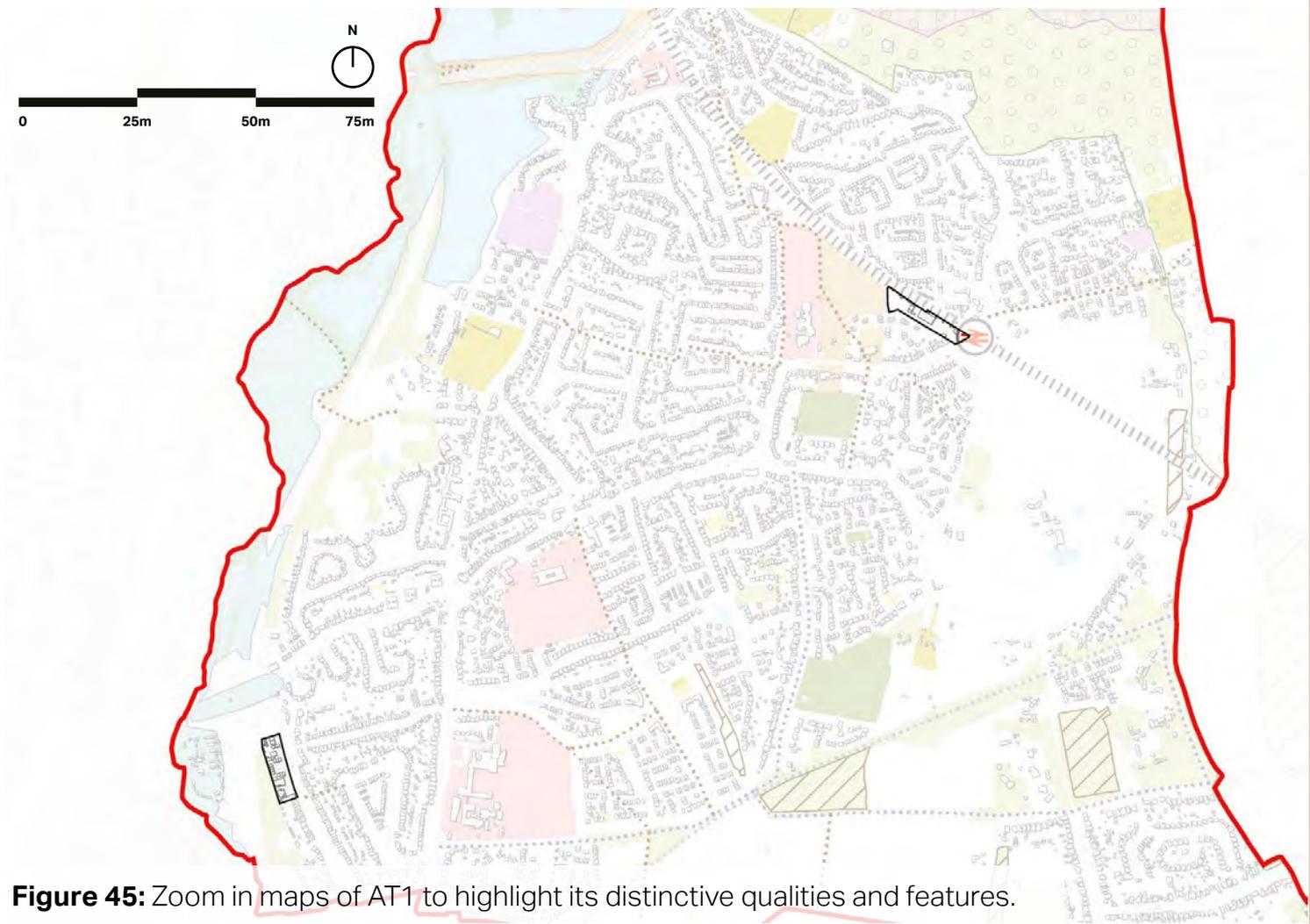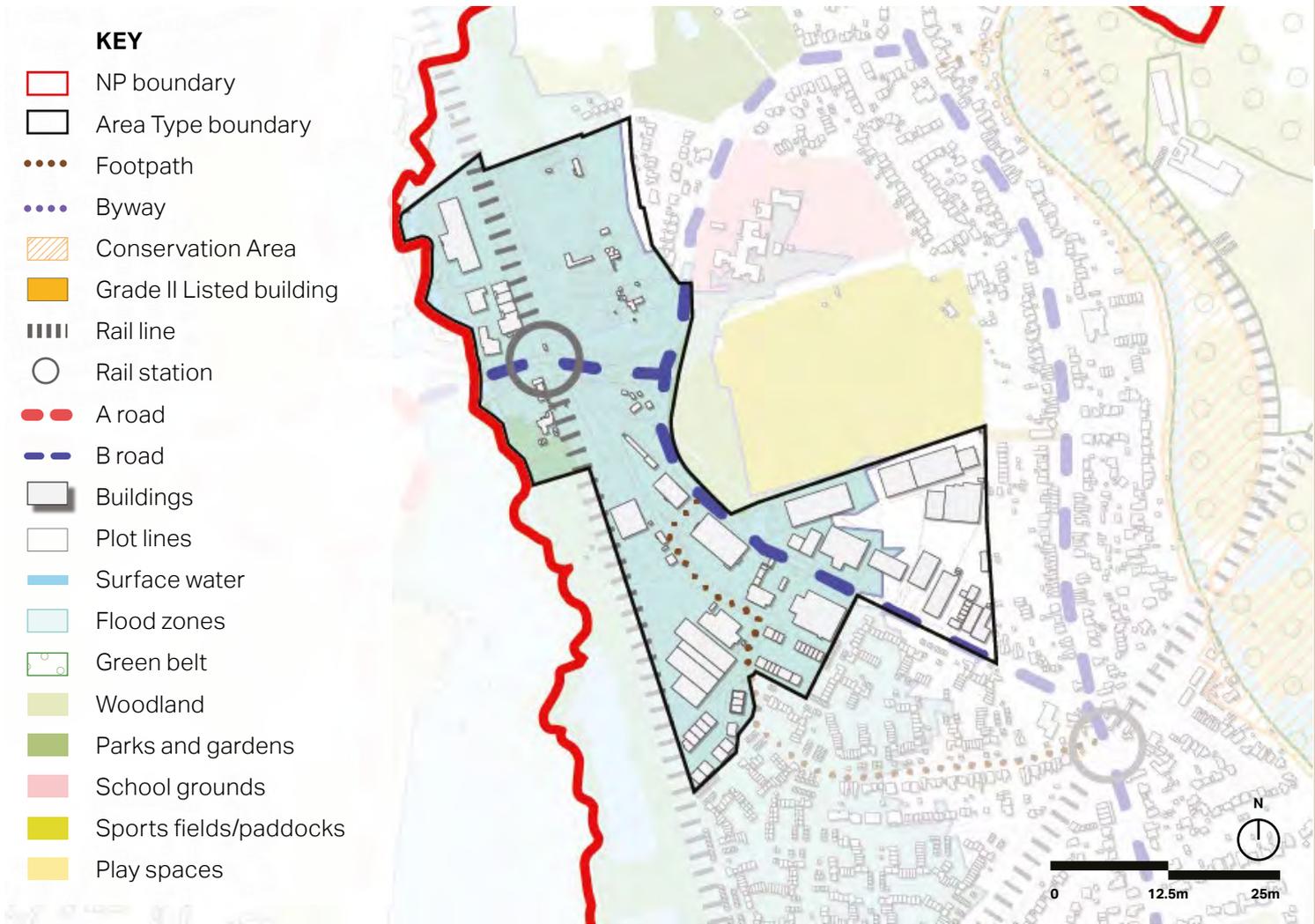
KEY

☐ NP boundary

☐ Area Type boundary

•••• Footpath

•••• Byway

▨ Conservation Area

▧ Grade II Listed building

||||| Rail line

○ Rail station

━ ━ A road

╌ ╌ B road

▭ Buildings

▭ Plot lines

━ Surface water

▭ Flood zones

▭ Green belt

▭ Woodland

▭ Parks and gardens

▭ School grounds

▭ Sports fields/paddocks

▭ Play spaces

Figure 45: Zoom in maps of AT1 to highlight its distinctive qualities and features.

Photo Gallery

Figure 46: View of North Camp train station building, platform side. (Source: © Copyright Robin Webster via Geograph)

Figure 48: Entrance to the Idl Business centre, hosting a range of offices and light industrial units, Station Road West.

Figure 47: View of The Old Ford pub. Located on the Blackwater Valley Path near to North Camp train station. (Source: © Copyright Colin Smith via Geograph)

Figure 49: Clearly demarcated entrance with wide roads for the ease of access for HGVs, Lysons Avenue.

4

AT1 Design Guidance & Codes:

Layout

- Active uses and main operating areas **should** be positioned at ground floor, along the street; and

- Building heights must keep to one or two storeys. Heights greater than the existing employment units **should** not be acceptable due to the negative impact on surrounding landscape and views;

Public green spaces

- Any future development **should** be encouraged to provide amenity space for workers;

- Where possible, enhancements to the walking and cycling environment **should** be sought; and

- Additional landscaping **should** be used to screen industrial buildings and reduce heat island effects.

Materials and architecture

- New development **should** provide a sympathetic response to the scale of the existing development and be somewhat relatable to the existing architectural details, however contemporary takes on this architectural design can be acceptable; and

- Opportunities to retrofit large industrial buildings with green roofs and/or photovoltaic panels **should** be sought - especially on south-facing roofs; and

- Surface and rainwater harvesting **could** be used for employment units. The harvested water **could** be re-used within buildings and for the irrigation of the landscaped areas.

Connections and movement

- Employment facilities **should** be designed to be accessible and easy to use for people using all reasonable modes of travel, including walking and cycling; and

- HGV routes **must** connect to the strategic road network as efficiently as possible to reduce conflict between HGVs and other road users.
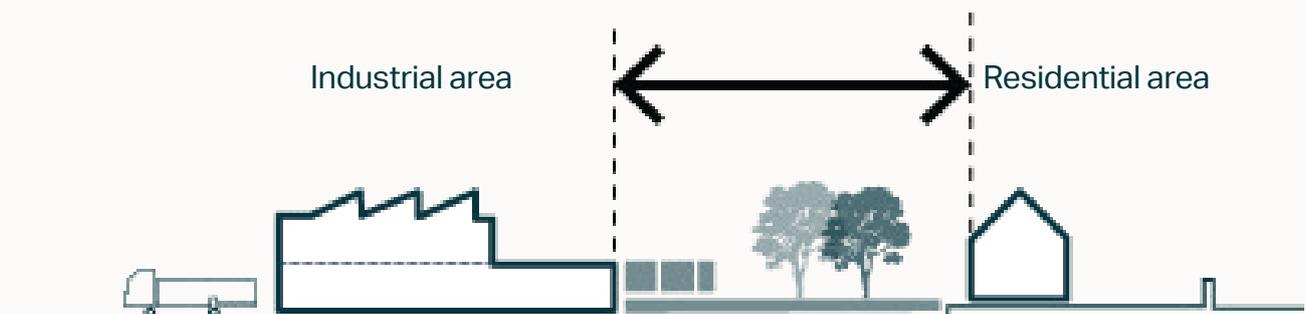
Industrial area | Residential area

Figure 50: Use ancillary uses and landscaping to provide a buffer between residential and industrial uses

Parking

- Parking and service yards **should** be to the rear or side of employment buildings, allowing active frontages to directly address the public realm;

- Opportunities to replace impervious road and parking surfaces with permeable paving and sustainable drainage solutions **should** be sought to reduce heat island effects and manage storm water runoffs; and

- New units **could** incorporate undercroft parking to help reduce the visual dominance of cars in business parks or light industrial areas.

Figure 51: Positive use of layered landscaping to reduce visual impact of car parking areas and large massing of warehouse buildings on surrounding residential areas, Lysons Avenue.

Figure 52: Parking areas for employment and enterprise areas should be screened by landscaping to reduce visual impact on surrounding areas.

Figure 53: Parking with permeable paving and tree planting (Calvados-Honfleur Business Park, France)

4.3.2 AT2: Ash Green

Ash Green is a smaller community and built-up area lying to the south of the parish. The area is nestled within open fields and countryside hinterlands to the main settlement of Ash with the old disused railway line demarcating the northern boundary of the area. This Area Type focuses on the highly characteristic older housing that can be found along Ash Green Lane and White Lane, with newer development being placed within their more appropriate types depending on the character.

AT2 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 12 DpH
Plot size range (smallest and largest):	12.5m W x 35m D 25m W x 60m D
Average plot coverage ratio/percentage:	Ratio: 1:3–1:2.5 *or* 30–40%

Table 03: Net density, plot and block size measurements from a tested area in AT2.
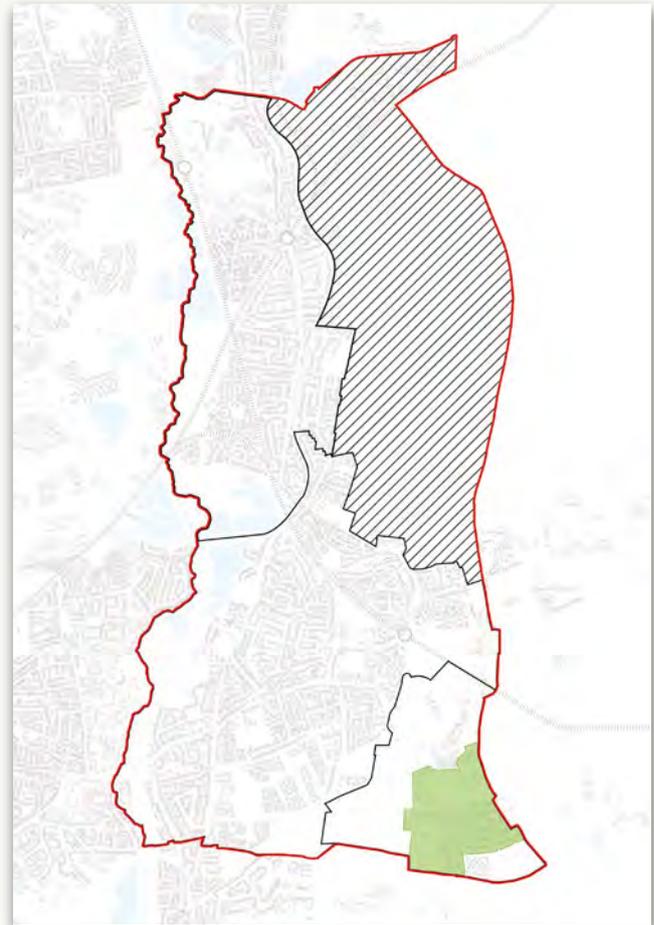

Figure 54: The locations of AT2 within the context of Ash's settlement areas.

Figure 55: Large green verges and lots of vegetation provide a green and leafy feel to the Ash Green estate. (Source: © Copyright Colin Smith via Geograph)

Figure 56: Grand, private entrance to Dene Lodge off White Lane.

AT2 distinct qualities and features		
Built environment	Urban form and settlement pattern	Linear settlement patterns along White Lane and Hazel Road with a few simple cul-de-sac developments formed off Old Cross Tree Way. There are also isolated developments to the north of the area.
	Building lines and boundary treatments	The building line is slightly irregular across the area type with only slight differences in set back. Low brick walls combined with hedgerows are the prominent choice of boundary treatment around this area type.
	Building size, scale and type	Formed predominantly of detached, mostly chalet style, bungalows along White Lane and Ash Green Lane with the occasional 2 storey dwellings. A large majority of the houses are red brick or white render with a hipped or gable ended roof.
Infrastructure	Movement	There are four entrances to Ash Green: Ash Green Road, White Lane, Poyle Road and Foreman Road. The roads throughout the area type are local roads. White Lane and Old Cross Tree Way have narrow pavements on both side of the roads, providing pedestrian routes too. There is a byway along Ash Green Lane East and West as well, providing pedestrian connections through to the surrounding countryside.
	Green and blue network	There is a large area of dense woodland in the west of the area type, contributing to the green network. There is very minimal blue infrastructure within this area.
Activity	Public realm	Due to the majority of housing being bungalows in this area type, rooflines are largely set below treelines, creating a more spacious and leafy feel to the area - especially due to the woodland areas being visible above the rooflines as well.
	Land uses and community spaces	This area is almost exclusively residential, with a large area of woodland to the north and west of the area type. There are farmsteads in the north of the area too.

Table 04: Summary of the distinctive qualities and features that supplement the character of AT2: Ash Green
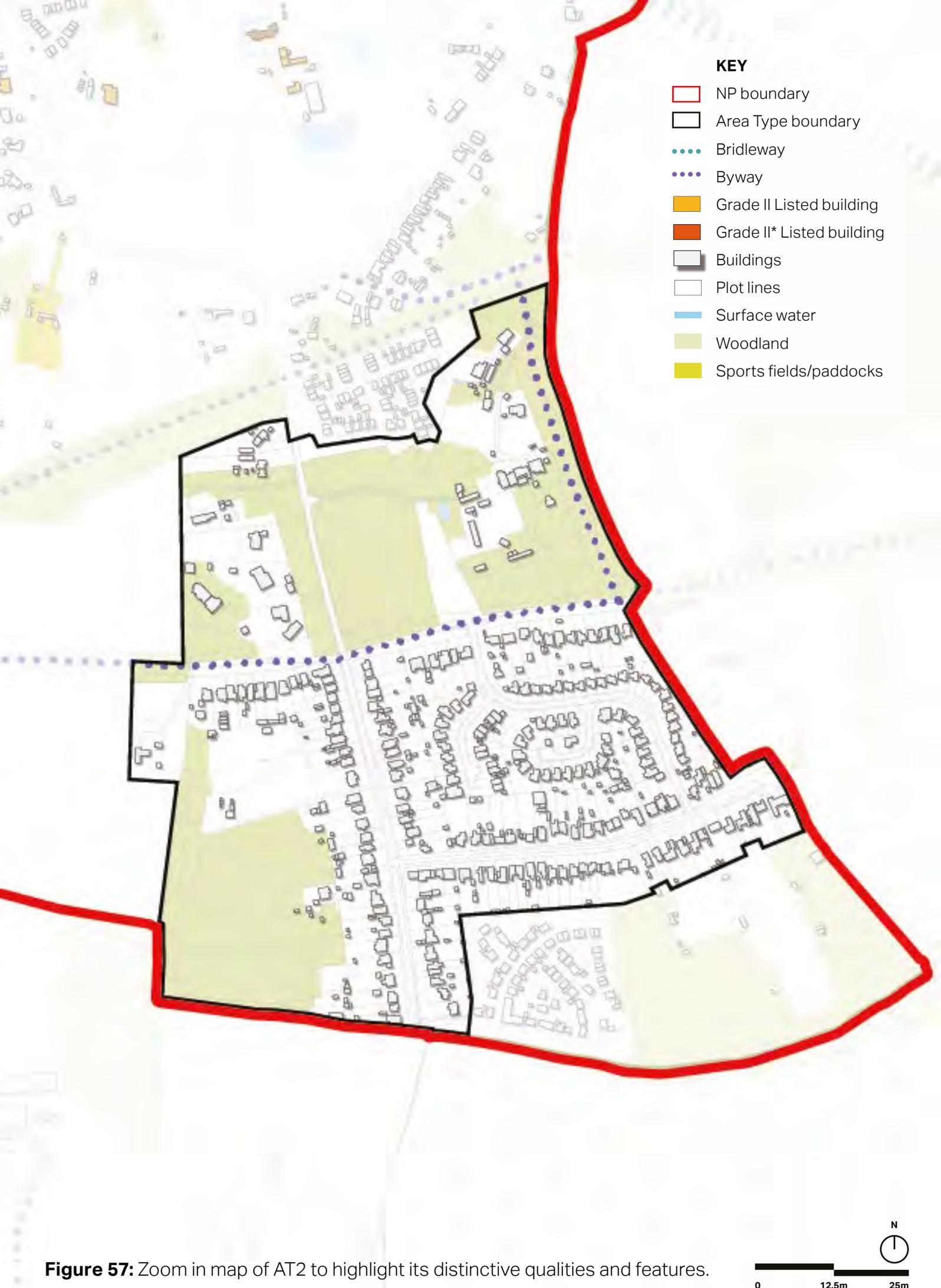
KEY

- NP boundary
- Area Type boundary
- •••• Bridleway
- •••• Byway
- Grade II Listed building
- Grade II* Listed building
- Buildings
- Plot lines
- Surface water
- Woodland
- Sports fields/paddocks

N

0   12.5m   25m

Figure 57: Zoom in map of AT2 to highlight its distinctive qualities and features.

Photo Gallery

Figure 58: View of the byway along Ash Green Lane East, that runs from Ash to Flexford. (Source: © Alan Hunt via Geograph)

Figure 60: View down Farm Walk off Old Cross Tree Way in the Ash Green estate. Large grass verges and on-plot parking provide a sense of openness.

Figure 61: Houses are typically bungalows with steep pitched gable roofs and dormers in Ash Green.

Figure 59: Open view from Harpers Road towards Ash and St Peter's Church beyond the new road bridge on Stonehill Road.

AT2 Design Guidance & Codes:

Layout

- Generally, façades **must** face the street to reinforce the existing building line and preserve natural surveillance;

- Any development at the edge of the area **must** be buffered with layered landscaping to ensure a gradual and sympathetic transition with the surrounding open fields and countryside;

- Building heights **should** be sympathetic to the surrounding development (1-2 storeys); and

- Where possible, there **should** be subtle variation in building setbacks and rooflines throughout the area to retain visually interesting streetscapes.

Materials and architecture

- Any infill development **should** provide a sympathetic response to the existing character and architectural details of the area. However, contemporary takes and tasteful adaptation of these architectural designs and styles can be acceptable;

- New development **should** utilise the existing materials, red brick, and white weatherboarding, which contribute to the local vernacular; and

- Where dormers are added, these **should** be set below the roofline of the main building to remain subservient to the overall roofline.

Figure 62: A variety of building materials (brick and render), roof styles (gable and hipped) and vernacular (window types) found within similar neighbouring building types.

Figure 63: Positive local examples of houses with well-proportioned dormers that are set below the main roofline.

Boundary treatment

- Vegetation in the form of low hedgerows, shrubs, trees together with low brick walls and wooden fences **should** be reflected in all development in the area.

Public green spaces

- New development **should** provide landscaped front gardens and grass verges that are in-keeping with the existing leafy character of the area and to increase the vegetation cover.

Connections and movement

- Existing footpaths **should** be better maintained to link up with the main settlement of Ash to create a network of green walking routes and promote biodiversity; and

- Connectivity to the wider countryside **should** be enhanced where possible.

Parking

- Parking **should** be provided front-of-plot wherever possible without overwhelming front gardens; and

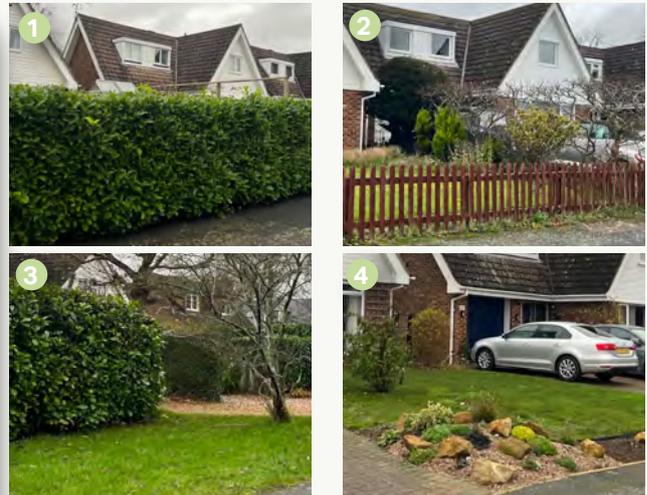- Permeable materials **should** be used to decrease the risk of surface water run-off.

Figure 64: Typical boundary treatments include: hedgerows (1), wooden fencing with planting (2), hedgerow with grass verge (3) and grass lawn with decorative planting (4).

Figure 65: Positive local examples of on-plot parking f properties in Ash Green, for the use of gravel driveways to provide permeable paving.

4.3.3 AT3: Recent development

Recent development includes all areas that were widely developed in the 21st Century. This does not include individual infill development but rather larger developments and estates. These areas are all occurring to the south of the parish within Ash and Ash Green as part of the area's strategic allocation from the borough in the recent decade. These new developments are widely characterised by tighter knit development in shorter cul-de-sacs. The material type comprises a mix of red brick and a light render with gable roof topped with red and brown tiles.

AT3 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately <30 DpH
Plot size range (smallest and largest):	6m W x 18m D 12m W x 22m D
Average plot coverage ratio/percentage:	Ratio: 1:3–1:2 *or* 30–50%

Table 05: Net density, plot and block size measurements from a tested area in AT3.
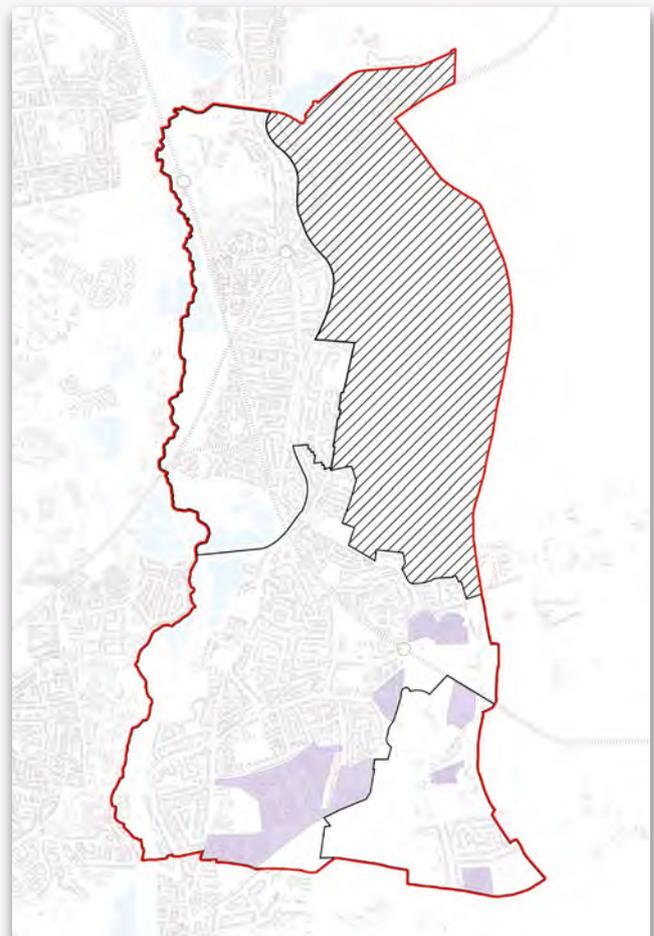

Figure 66: The locations of AT3 within the context of Ash's settlement areas.

Figure 67: Recent development in the southeastern part of Ash, set on a gently winding cul-de-sac, Grainsford Drive.

Figure 68: View of the attenuation pond and swale on Hop Garden Way which serves as run-off attenuation during storm events.

4

AT3 distinct qualities and features		
Built environment	Urban form and settlement pattern	There is a strong overall consistency across the development within this area type of Ash, where development share similarities in architectural style and choice of materials, with subtle changes in layouts from plot-to-plot. Densities are relatively high across all the estates creating a tight-knit settlement pattern with instances of short cul-de-sac and loop developments.
	Building lines and boundary treatments	Setbacks and building lines are relatively consistent across all of the estates due to the developments being more homogeneous. Boundary treatment range between hedgerows, shrubs and grass verges. These tend to be coupled with modern metal fencing and most properties have impervious surfaces and tend to come across heavily hardscaped.
	Building size, scale and type	Houses are generally made of red brick and/or white render and are 2-3 storeys in height with most of the 3 storey units being apartments. Building scales and sizes vary across the estates depending on the house typology. Most houses have on-plot parking, with parking courts for the apartment units.
Infrastructure	Movement	Most of these areas are accessed via local roads, apart from the development near Ash train station, off Guildford Road, which is an A-Road. There are many pedestrian routes also serving these areas, providing active travel route options in and around Ash, and also out to the surrounding countryside.
	Green and blue network	Landscaping in the form of hedges and trees form part of the green network for this area. Parks, woodland and sports fields also contribute towards the overall green infrastructure network too. Blue infrastructure is more minimal in these areas but there is surface water in the form of small ponds and streams.
Activity	Public realm	Streetscapes are generally cohesive across these areas due to the relativity consistent building lines, styles and rooflines. Grass verges coupled with street trees and vegetation add greenery to the space, whist also adding visual interest. There are play facilities sporadically placed throughout the new development that is east of Ash Manor School. Briars Playground, accessed off of South Lane, is a large green space amenity for community use as well.
	Land uses and community spaces	This area is predominantly residential land use with pockets of designated green space, woodland and community facilities. Community facilities include: Hammersley Park & Volta Football, Briars Playground and also various other small play spaces throughout the housing developments.

Table 06: Summary of the distinctive qualities and features that supplement the character of AT3: Recent development
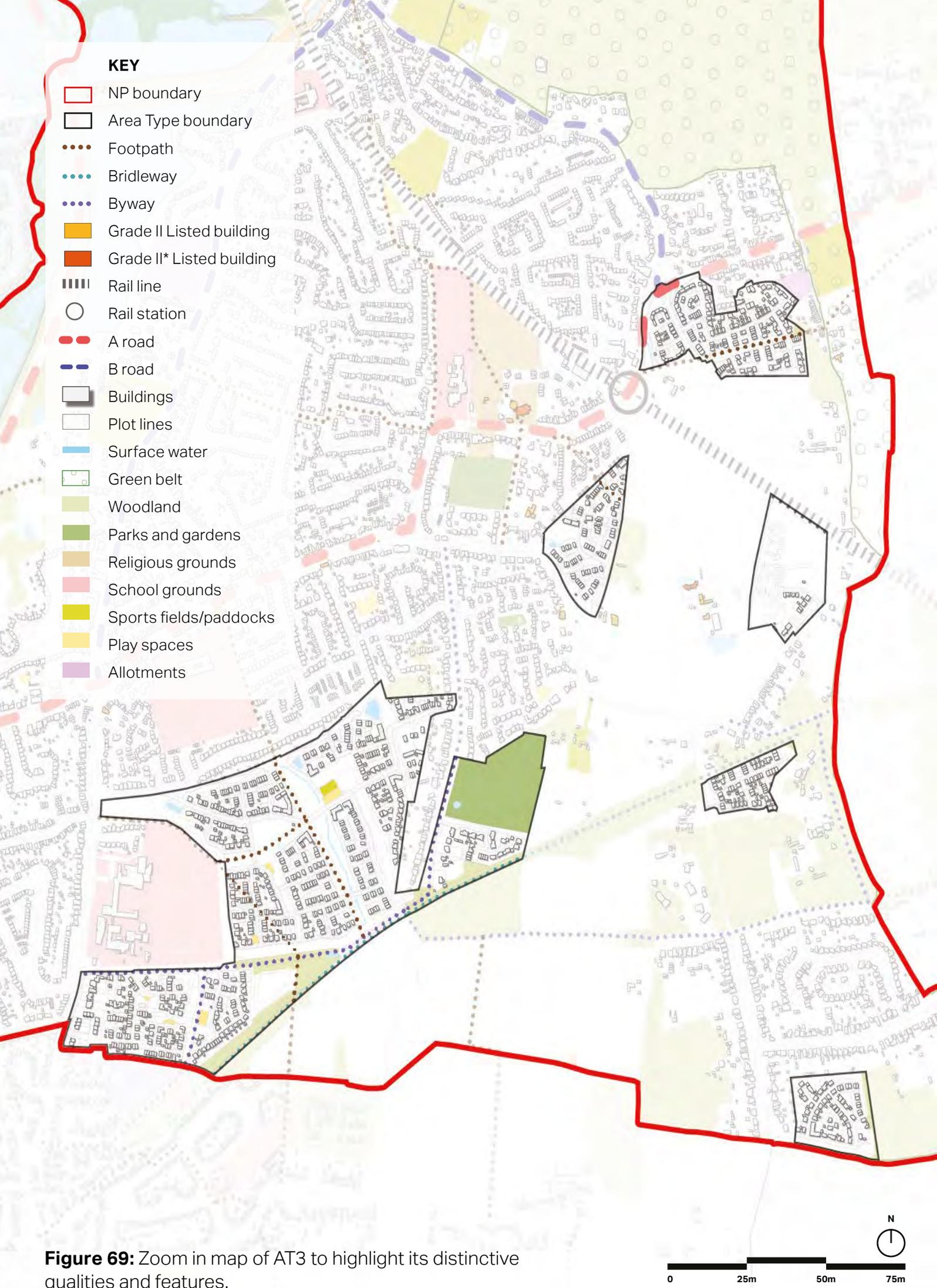
KEY

- NP boundary
- Area Type boundary
- Footpath
- Bridleway
- Byway
- Grade II Listed building
- Grade II* Listed building
- Rail line
- Rail station
- A road
- B road
- Buildings
- Plot lines
- Surface water
- Green belt
- Woodland
- Parks and gardens
- Religious grounds
- School grounds
- Sports fields/paddocks
- Play spaces
- Allotments

Figure 69: Zoom in map of AT3 to highlight its distinctive qualities and features.

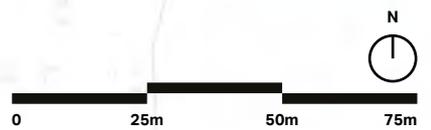0   25m   50m   75m

N

Photo Gallery

Figure 70: Houses set along Yalden Gardens, with layered vegetation coupled with modern metal railing as boundary treatments.

Figure 71: Playground at Hammersley Drive, well-overlooked by surrounding properties.

Figure 72: Subtle variation in style and orientation of houses creates a more diverse streetscape.

Figure 73: Higher density flats of 2-3 storeys feature across recent developments of Ash, most of which have gabled roofs which helps to maintain visual harmony with the roofscape of surrounding properties, whilst helping to reduce the massing of apartment blocks, Headley Way.

Figure 74: Consistent rooflines, building lines and levels of setback create a coherent streetscene, Hammersley Drive.

AT3 Design Guidance & Codes:

Layout

- Primary building façades **should** generally face the street, with subtle variations to create interest in the streetscape.

- Building heights **should** reflect the surrounding development (2-3) storeys and take into account the topography of the site; and

- Rooflines **should** be consistent but slightly varied to maintain a visually coherent and attractive streetscape.

Public green spaces

- Any future development **should** be encouraged to provide front gardens and grass verges to increase the vegetation cover;

- Green amenity spaces **should** be designed into any development to create a well joined up green network, these **should** be overlooked by surrounding properties for passive surveillance;

- Pocket parks **should** be designed into any proposed development to create a well joined up green network and enhance the community feel of Ash; and

- Any new development **should** incorporate SuDS as part of their placemaking strategy as a way to mitigate against flood risk and stormwater runoff.
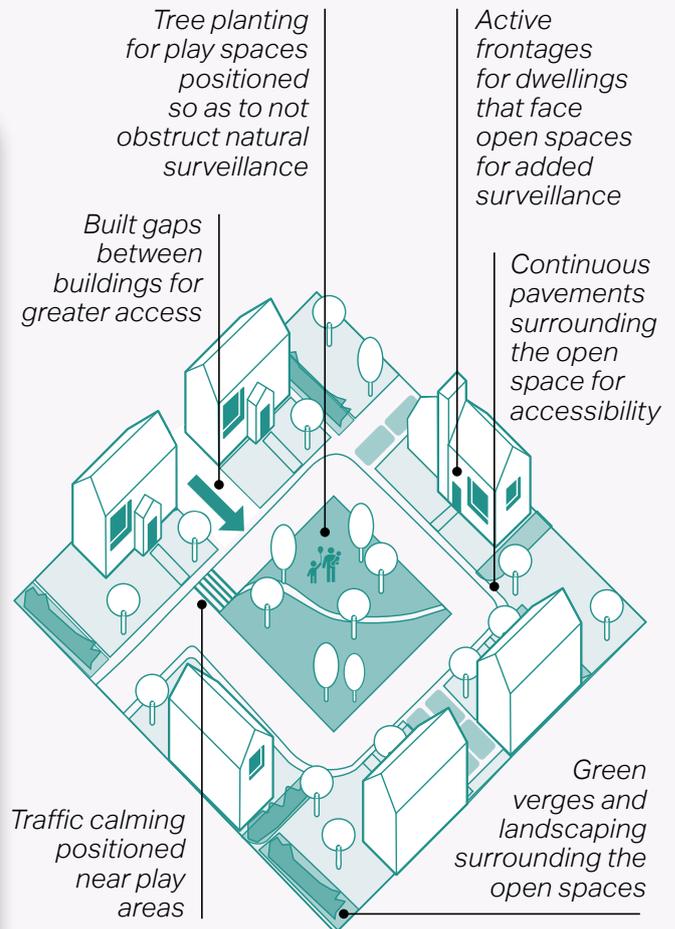

Tree planting for play spaces positioned so as to not obstruct natural surveillance

Active frontages for dwellings that face open spaces for added surveillance

Built gaps between buildings for greater access

Continuous pavements surrounding the open space for accessibility

Traffic calming positioned near play areas

Green verges and landscaping surrounding the open spaces

Figure 75: Diagram illustrating positive features that contribute to well-designed, well-connected and people focused spaces.

Figure 76: Positive local example of the incorporation of existing PRoWs into the landscape design of new developments, Minleys Close.

Materials and architecture

- New development **should** provide a sympathetic response to the scale of the existing development within Ash, and be somewhat relatable to the prevailing vernacular and style (please refer to parish-wide *design code SPE.02* for the relevant local vernacular and material palette). However, contemporary takes and tasteful adaptation of these architectural designs and styles can be acceptable;

- There **should** be subtle variations in the roofline, style and use of material of new developments to maintain visual interest and to avoid overly monotonous streetscapes.

Connections and movement

- New development proposals **should** have connected and permeable layouts that prioritise the movement of pedestrians and cyclists, within the development and with other neighbourhoods in Ash;

- Opportunities to provide pedestrian connections at cul-de-sac ends **should** be sought as a way to maintain permeability for pedestrian movement throughout the development; and

- New developments **should** seek opportunities to link onto existing network of PRoW and active travel routes within Ash.

Parking

- On-plot car parking with permeable surfaces **should** be provided and located to the side of the property where possible; and

- Larger housing developments **should** be designed to consider visitor parking in a way that reduces adhoc on-street car parking which can clutter streets.

Figure 77: Positive local example of a swale in a recent development to the north of Ash Green Meadow, acting as stormwater runoff attenuation during a rainy day.

Figure 78: New developments should avoid having over hardscaped front gardens and driveways, which can lead to greater flood risk from surface runoff, Vickers Road.

4.3.4 AT4: Late C20 residential area

In the later 20th century Ash experienced significant residential growth. This development was split across two areas of the parish. In the north, Ash Vale more than doubled in size, with much of the development surrounding the railway line. Likewise, large scale residential development also came to the south of the A323 in Ash in the same era. Most of these housing estates are set on gently meandering leafy streets and cluster around short cul-de-sacs which results in higher densities.

AT4 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 20 DpH
Plot size range (smallest and largest):	5m W x 30m D 20m W x 40m D
Average plot coverage ratio/percentage:	Ratio: 1:4–1:3 *or* 25–30%

Table 07: Net density, plot and block size measurements from a tested area in AT4.
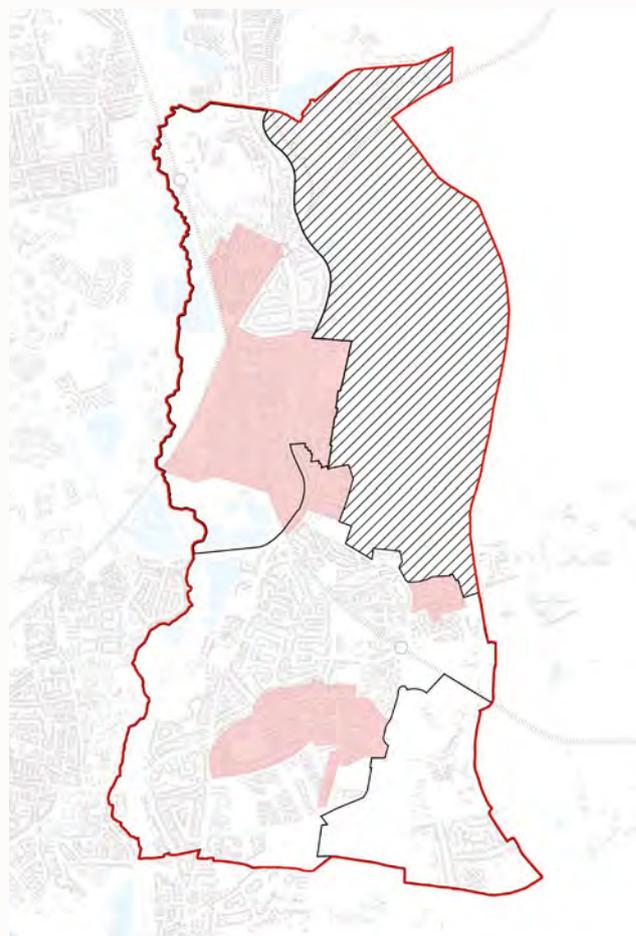

Figure 79: The locations of AT4 within the context of Ash's settlement areas.

Figure 80: Typical mid-late century semi-detached house.

Figure 81: Example of a leafy streetscape with front gardens, verges and street trees.

4

		AT4 distinct qualities and features	
Built environment	**Urban form and settlement pattern**	Narrow streets and cul-de-sacs help create a typical residential estate style pattern of development. Plot sizes vary but provide properties with well-sized front and back gardens.	
	Building lines and boundary treatments	Often the edge of front gardens (which are generous) define the boundary, further contributing to the open feel of the area. Where this is not the case low level hedges, shrubs, brick walls and timber fences define the boundary. Building lines are varied and buildings are arranged around the road layout.	
	Building size, scale and type	Buildings are typically 2 storeys and either detached or semi-detached.	
Infrastructure	**Movement**	Many streets within this area-type are tertiary - either cul-de-sacs or curvilinear local access roads, sometimes with a lack of through routes. This creates quiet roads, generally only used for accessing dwellings. Streets generally have pavements on both sides, sometimes combined with grass verges.	
	Green and blue network	Grass verges, hedgerows and trees (along vehicular routes and in front gardens) make a key contribution to the green infrastructure network in the area. In addition the Basingstoke Canal runs through the centre of Ash Green, which is a valued part of the green and blue infrastructure network. The Blackwater River also runs in close proximity to parts of this area type in Ash Vale. Housing estates around Sopwith Close are subjected to frequent flooding during storm events. This is due to the heavily hardscaped environment, overwhelmed drainage system and sloping topography in the area which exacerbate stormwater runoff.	
Activity	**Public realm**	The public realm is typified by residential streets which are often narrow and winding. Grass verges, front gardens and the vegetation within them helps create a leafy feel to the streetscape. The canal also provides a high quality walking route.	
	Land uses and community spaces	Predominantly residential, with various small outdoor green spaces for recreation.	

Table 08: Summary of the distinctive qualities and features that supplement the character of AT4: Late C20 residential area
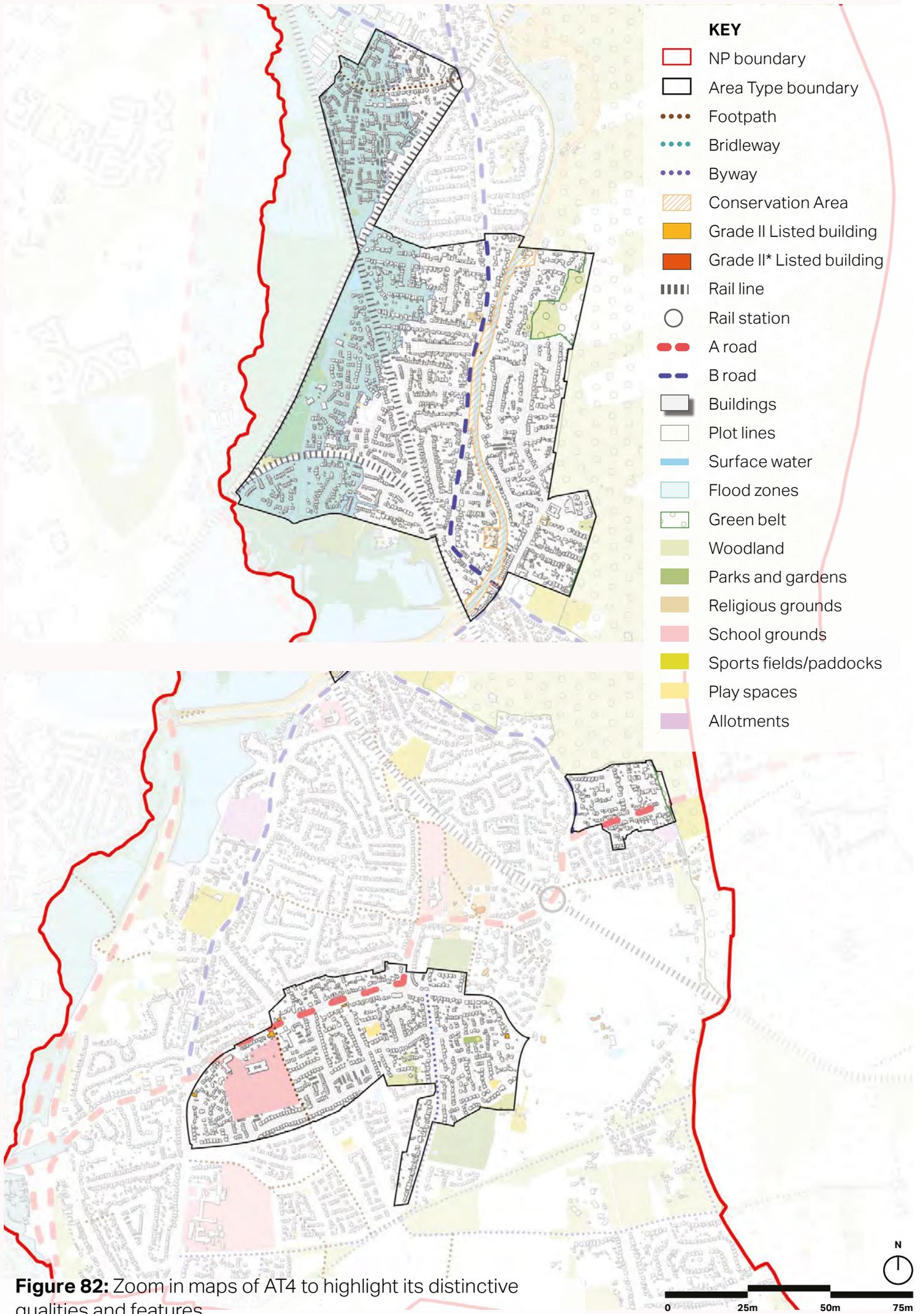
KEY

- ▭ NP boundary
- ▭ Area Type boundary
- •••• Footpath
- •••• Bridleway
- •••• Byway
- ▨ Conservation Area
- ▨ Grade II Listed building
- ▨ Grade II* Listed building
- ||||| Rail line
- ○ Rail station
- ▭▬ A road
- ▬▬ B road
- ▭ Buildings
- ▭ Plot lines
- ▬ Surface water
- ▭ Flood zones
- ▭ Green belt
- ▭ Woodland
- ▭ Parks and gardens
- ▭ Religious grounds
- ▭ School grounds
- ▭ Sports fields/paddocks
- ▭ Play spaces
- ▭ Allotments

Figure 82: Zoom in maps of AT4 to highlight its distinctive qualities and features.

N

0   25m   50m   75m

Photo Gallery

Figure 83: Large areas of grass verges paired with trees and landscaping create a leafy feel and tranquil suburban character for this area type, Springfield Road.

Figure 86: Examples of larger properties set on generous plots with well-sized front and back gardens, set back from the street with a linear building line, South Lane. (Source: ©Des Blenkinsopp via Geograph)

Figure 84: Parking courtyard that is well-screened by hedges and trees and overlooked, Avondale.

Figure 87: Subtle variations in building setbacks, orientation and use of material create visual interest, Hutton Road.

Figure 85: Pairing of yellow brick with brown weatherboard result a unique style to Avondale in Ash Vale.

Figure 88: Examples of bungalows in the area type, with deep setback from the main road of Manor Road.

AT4 Design Guidance & Codes:

Layout

- Any infill developments **should** be orientated to face the street, subtle variations in levels of setback and building lines can be introduced to maintain the suburban character of this area and create visual diversity on streets;

- Building heights **should** reflect the surrounding development (2-3) store, taking into account subtle changes in topography ; and

- The height and roof pitches of buildings that back onto the Basingstoke Canal **should** be set below the tree canopies of mature trees along the canal.

Public green spaces

- Any existing green amenity spaces should be preserved and maintained adequately;

- Where possible, play areas, recreational spaces and pocket parks **should** be provided by any infill development in the area, considering there is currently a small proportion of such spaces amongst areas with relatively high residential densities in both Ash and Ash Vale;

- Any future development in the area at close proximity to the Blackwater River and within areas of flood risk (refer to Figure 83) **must** be designed with SuDS installations (e.g. rain gardens and attenuation

swales - *refer to parish-wide design code GBI.03 for further details*) to help mitigate against flood risks; and

- There **should** be layered landscape buffering for back gardens that back onto the Basingstoke Canal for a gradual transition into an area with rich ecological value and to create extended wildlife corridors.

Materials and architecture

- New development **should** provide a sympathetic response to the scale, massing and architectural styles of the existing development and be somewhat relatable to these details. Contemporary adaptation to traditional styles can be acceptable where they fit in with their contextual; and

- Use of natural boundary treatments, such as trees, shrubs,

Figure 89: Roofline of houses (yellow) are set below the treeline (green) along the canal which forms a natural backdrop to the properties.

hedgerows and grass verges contributes significantly to the character of this area type - these **must** be used in any new developments in the area.

Connections and movement

- Existing footpaths **should** be maintained adequately to link up with the Basingstoke Canal and the wider neighbourhoods of Ash to create a network of green active travel corridors;

- Opportunities to provide pedestrian connections at cul-de-sac ends **should** be sought as a way to maximise permeability for pedestrians and cyclist.

Parking

- On-plot car parking **should** be provided and located to the side of the property where possible without overwhelming front gardens to reduce inappropriate on-street parking which can clutter streets;

- Permeable materials (such as gravel) **should** be used on driveways and parking areas be used to decrease the risk of surface water run-off; and

- Where parking courtyards are used to provide for residential parking, like those seen in housing estates in Avondale (Ash Vale), planting **must** be used as screening to reduce visual prominence of parking areas on the overall streetscape. Pervious surfaces **should** also be used to further mitigate flood risks.

Figure 90: Properties demonstrating positive use of typical boundary treatment in the area, to clearly delineate public from private spaces, Springfield Road.
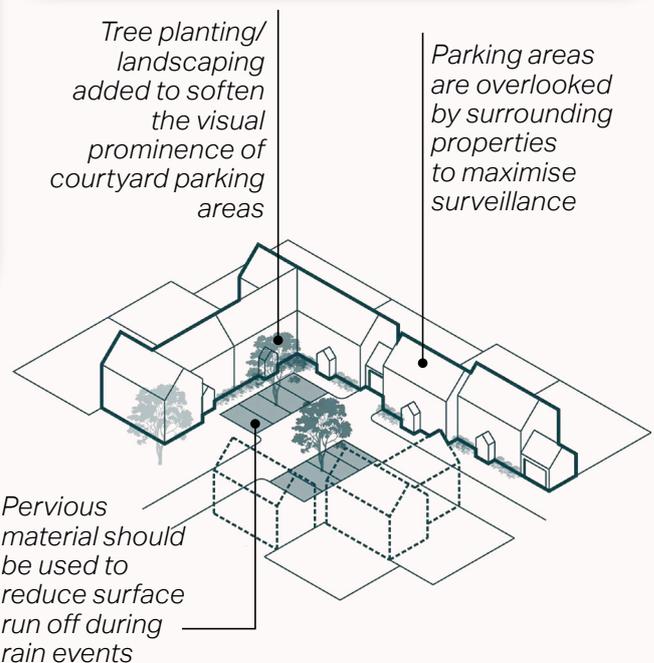

Tree planting/ landscaping added to soften the visual prominence of courtyard parking areas

Parking areas are overlooked by surrounding properties to maximise surveillance

Pervious material should be used to reduce surface run off during rain events

Figure 91: Diagram illustrating parking courtyard design principles and best practices

4.3.5 AT5: Mid C20 suburban estates

Like many settlements in the UK, Ash experienced significant growth in the mid 20th century. Much of this growth came in the form of estates which elicit a strong residential character.

Most of the development of this period wraps around the original Ash settlement, however there is also a small triangular pocket off Vale Road in Ash Vale. Development of this period are characterised by development set on linear streets and winding cul-de-sacs.

AT5 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 15–20 DpH
Plot size range (smallest and largest):	5m W x 25m D 15m W x 30m D
Average plot coverage ratio/percentage:	Ratio: 1:6.5–1:4 *or* 15–25%

Table 09: Net density, plot and block size measurements from a tested area in AT5.
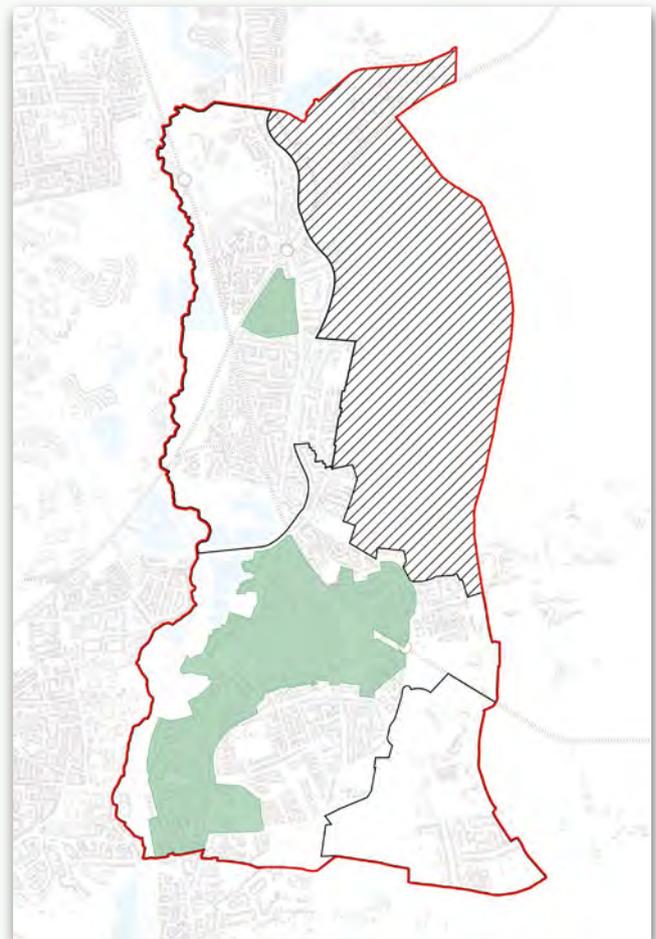

Figure 92: The locations of AT5 within the context of Ash's settlement areas.

Figure 93: Typical post war mid century housing.

Figure 94: Narrow residential street scene in AT5.

AT5 distinct qualities and features		
Built environment	**Urban form and settlement pattern**	Much of this area is comprised of estates that have grown out from the original settlement of Ash. While the layout is generally quite uniform, streets are winding and gently meandering of which building lines tend to follow. Many of the winding streets terminate with cul-de-sacs where houses are arranged in clusters. There are also houses that follow a linear layout along key routes such as Ash Street, and Shawfield Road - these usually have deeper setback.
	Building lines and boundary treatments	Often the edge of front gardens (which are generous) define the boundary, further contributing to the open feel of the area. Where this is not the case low level hedges, shrubs, brick walls and timber fences define the boundary.
	Building size, scale and type	There is predominantly a mix of two storey semi-detached houses and bungalows - some of which have been extended to 2-storey houses such as those on Newfield Road in Ash Vale. Houses are on the large side and tend to be set on larger plots with generous gardens.
Infrastructure	**Movement**	Due to the cul-de-sac nature of these developments, they are relatively open, tranquil streets which make them safe as a residential area. The onward connectivity is provided by pedestrian 'cut throughs' further accommodating active transport in these areas.
	Green and blue network	Grass verges, hedgerows and trees (along vehicular routes and in front gardens) make a key contribution to the green infrastructure network in the area.
Activity	**Public realm**	The public realm is typified by residential streets which are often narrow and winding. Grass verges, front gardens and the vegetation within them helps create a leafy feel to the streetscape.
	Land uses and community spaces	There are several different services and facilities in the area including: 2 nurseries, 2 junior schools, Emery Gates Cemetery, Ash United Football Club, a play park and a recreation field.

Table 10: Summary of the distinctive qualities and features that supplement the character of AT5: Mid C20 suburban estates

KEY

▭ (red outline)	NP boundary
▭ (black outline)	Area Type boundary
••••	Footpath
••••	Bridleway
••••	Byway
▨	Conservation Area
� (orange)	Grade ll Listed building
▮ (dark orange)	Grade ll* Listed building
|||||	Rail line
◯	Rail station
●━●	A road
─ ─	B road
▭	Buildings
▭	Plot lines
▬ (blue)	Surface water
▭ (light blue)	Flood zones
▭ (green dots)	Green belt
▮ (light green)	Woodland
▮ (green)	Parks and gardens
▮ (tan)	Religious grounds
▮ (pink)	School grounds
▮ (yellow-green)	Sports fields/paddocks
▮ (yellow)	Play spaces
▮ (purple)	Allotments
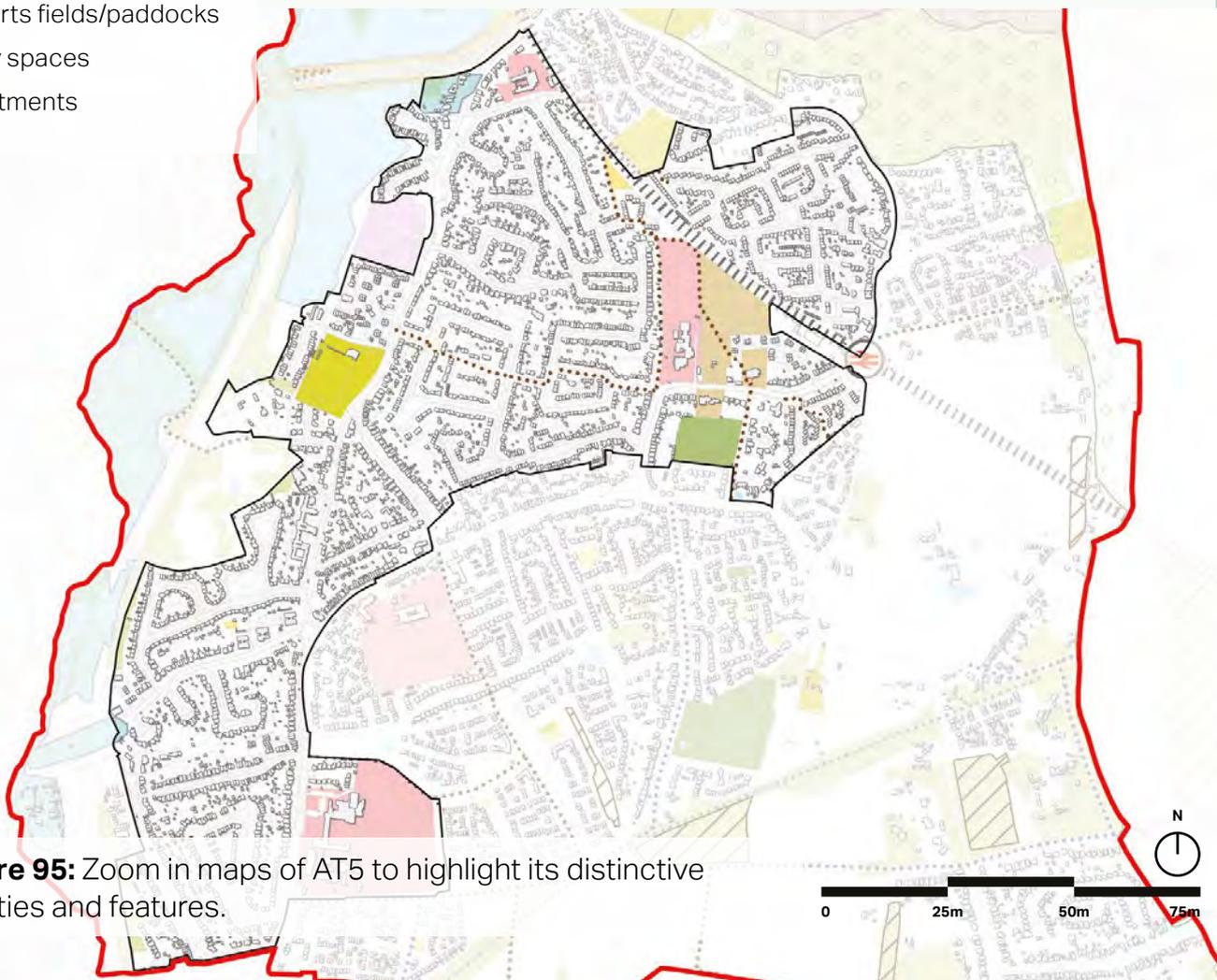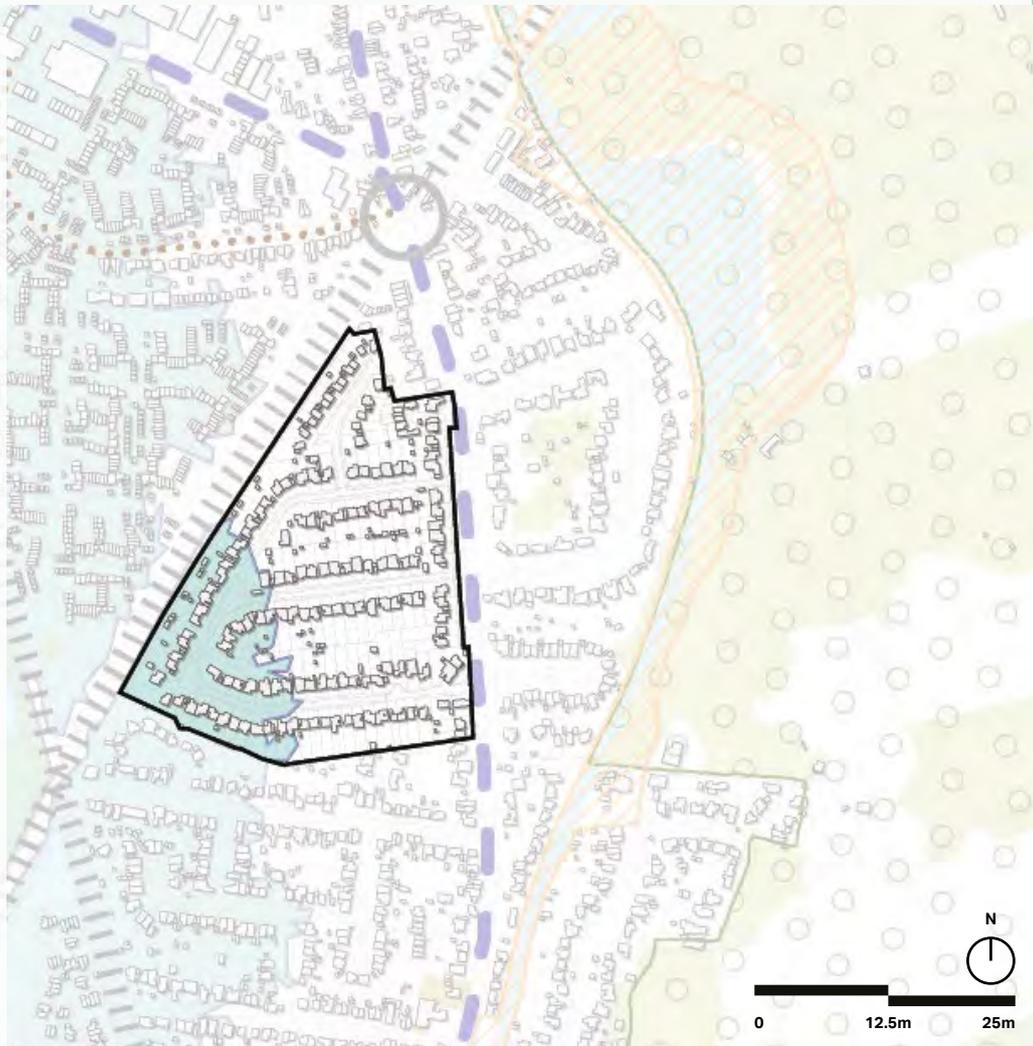
Figure 95: Zoom in maps of AT5 to highlight its distinctive qualities and features.

4

Photo Gallery

Figure 96: Semi-detached red brick houses set on a generous size plots with slight incline in topography, Winchester Road.

Figure 98: Converted bungalows set on generously sized plots with well-sized leafy front and back gardens, Newfield Road.

Figure 99: On-plot parking arrangements are typical of this area type, Salisbury Road.

Figure 97: Examples of larger properties set on large plots on Shawfield Road, with deeper setback from the road.

Figure 100: Semi-detached houses with a off-white render and red brick - typical of the local vernacular, paired with a driveway with gravel and natural boundary treatment, Star Lane.

AT5 Design Guidance & Codes:

Layout

- Generally, façades **must** face the street to reinforce the existing building line and preserve natural surveillance in the public realm;

- Any development at the edge of the settlement area (e.g. areas close to the Lakeside LNR and Willow Park to the west) **must** provide a green buffer to ensure a sympathetic transition with these natural assets. This **could** be in the form of layered landscaping at back gardens;

- The height of roof pitches and buildings that abut Lakeside LNR and Willow Park **should** also be set below the tree canopies of mature trees along these water features so that their natural settings are well-respected; and

- Plot layouts **should** consider the gentle changes in topography in parts of this area type.

Public green spaces

- Any future infill development in the area **should** provide landscaped front gardens and grass verges to preserve the leafy character of the area.

- Connectivity to amenity spaces such as Ash Parish Allotments and Shawfield Road Recreation Ground Willow Park and Lakeside LNR, **should** be maximised where possible to ensure they are easily accessible.

Materials and architecture

- New development **should** provide a sympathetic response to the scale of the existing development and be somewhat relatable to the existing architectural details, however contemporary takes on this architectural design can be acceptable;

- New development **should** utilise the existing materials, red brick, off-white render and clay tile pitched roofs, which would contribute towards reinforcing the local vernacular; and

- Vegetation in the form of low hedgerows, shrubs, flower beds, grass verges, together with low brick wall, low wooden fencing and gravel paving **should** be reflected in all development in the area.

Figure 101: Layered landscaping (in green) creates an effective buffer and transition towards Willow Park Fisheries and the Basingstoke Canal from Culverlands Crescent and Shawfield Road.

Connections and movement

- Existing footpaths **should** be maintained and linked up with any new development in the area to provide connections towards Willow Park and Lakeside LNR as well as the Basingstoke Canal, as a way to create an extensive network of green active travel routes across Ash;

- Opportunities to extend on the cycle paths along Manor Road to a wider area **should** be explored to further encourage active travel and to ensure the safety of cyclists.

Parking

- On-plot car parking **should** be provided and located to the side of the property where possible to reduce inappropriate on-street parking which can clutter street; and

- Permeable materials **should** be used to decrease the risk of surface water run-off.

Figure 102: Typical boundary treatments include: grass verge with low brick wall and shrubs (1), gravel paving paired with grass lawn (2), low wooden fencing (3) and hedgerows (4).

Figure 103: Nearby green and blue infrastructure and community assets that new developments in the area to seek to link up with - Ash Parish allotments (top left), Willow Park fisheries (top right) and Lakeside LNR (bottom).

4.3.6 AT6: Early C20 housing

This area type is unique to Ash Vale and presents as a small square of large detached houses set in a back-to-back arrangement on generous plots. Like many other areas built during this period, the layouts often reflect the influence of the Garden Village movement.

The mature woodland from Ash Ranges, together with the Basingstoke Canal, provide a scenic and tranquil backdrop to the area.

Figure 104: The locations of AT6 within the context of Ash's settlement areas.

AT6 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 10 DpH
Plot size range (smallest and largest):	10m W x 35m D 25m W x 75m D
Average plot coverage ratio/percentage:	Ratio: 1:65–1:5 *or* 15–20%

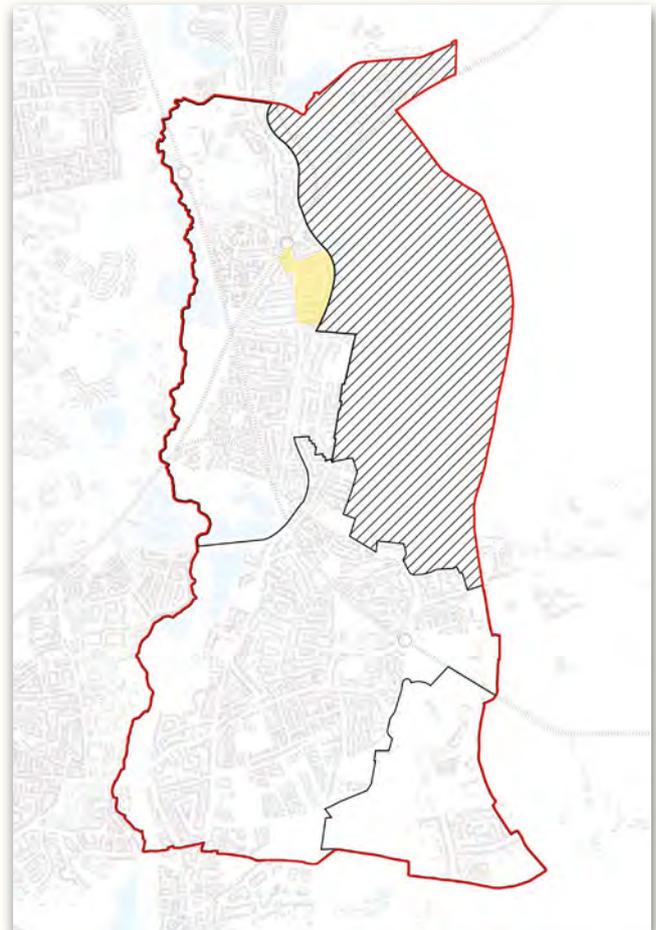**Table 11:** Net density, plot and block size measurements from a tested area in AT6.

Figure 105: Entrance to Horseshoe Lane - a mature tree-lined private lane with ample of natural landscaping and large houses set on extensive plots in a back-to-back layout.

AT6 distinct qualities and features

Built environment	**Urban form and settlement pattern**	Large detached houses are set in large plots on a narrow loop road, which has been well named as Horseshoe Lane. Houses are arranged back-to-back around the loop road. Rowcroft Close is another cul-de-sac in the area type which shares similar characteristic to the pattern of development on Horseshoe Lane.
	Building lines and boundary treatments	The building line is uniform, however the variety of dense vegetation in the boundary of plots creates an interesting yet enclosed streetscape.
	Building size, scale and type	Detached houses in this area are typically taller and larger than elsewhere in Ash, with most of the plots containing 2 or 2.5 storey buildings. Bungalows are commonly found on Rowcroft Close, with some having been extended into 2-storeys. While this is higher than surrounding areas, the skyline is still dominated by woodland made up of mature trees.
Infrastructure	**Movement**	The early 20th century housing is mostly situated along Horseshoe Lane which is a small loop road off Vale Road. There is no direct connection to the Basingstoke Canal despite the canal being in the immediate vicinity to the area.
	Green and blue network	The large overhanging trees and heavy vegetation within the boundary treatment creates a rural enclosed feel to the streetscape.
Activity	**Public realm**	Horseshoe Lane is a private road, for residents it is a leafy yet enclosed street that has limited traffic, making it a safe place for pedestrians.
	Land uses and community spaces	The land uses within the area type are solely residential.

Table 12: Summary of the distinctive qualities and features that supplement the character of AT6: Early C20 housing
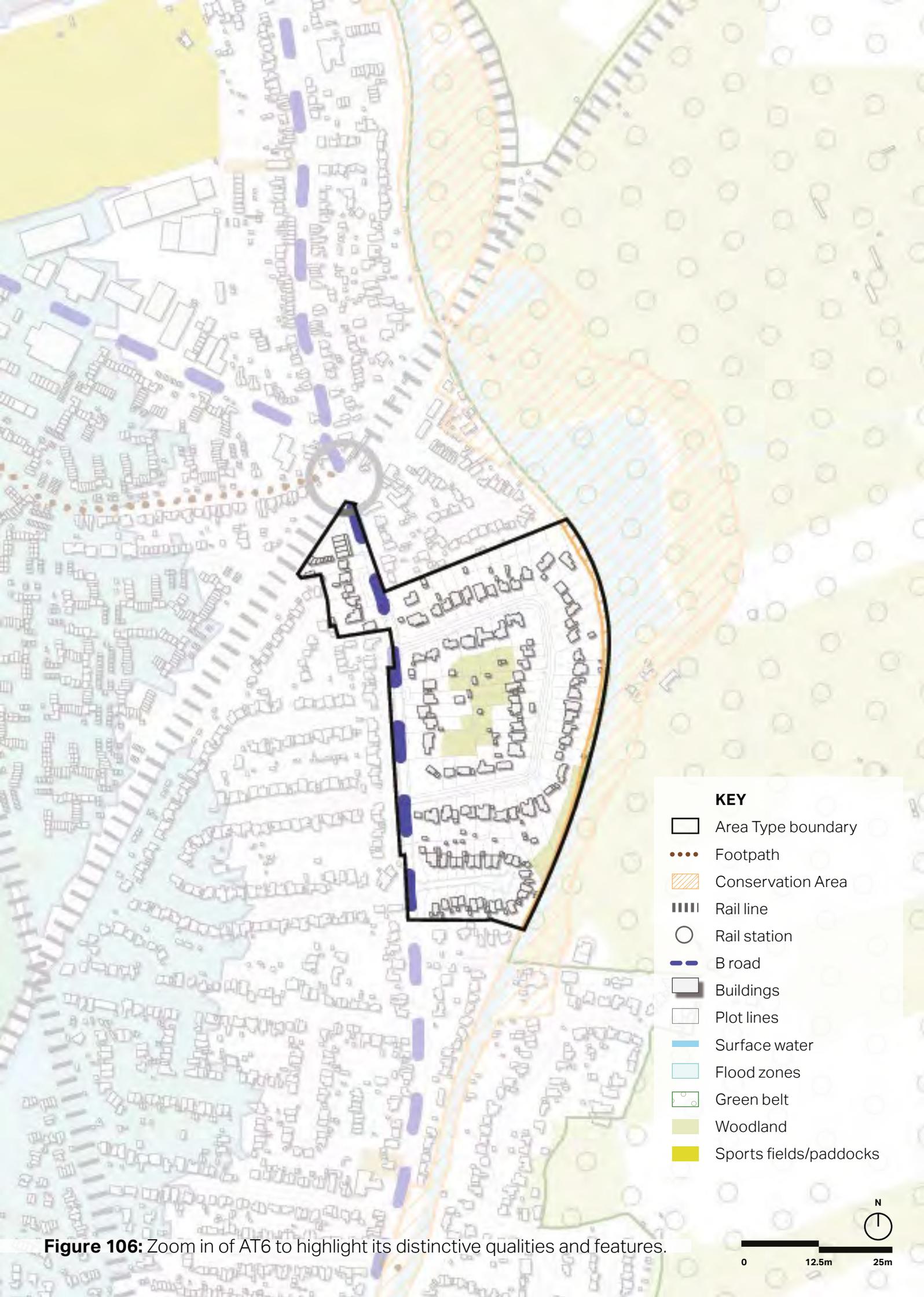
Figure 106: Zoom in of AT6 to highlight its distinctive qualities and features.

KEY

⬜ Area Type boundary

•••• Footpath

▨ Conservation Area

⁞⁞⁞⁞ Rail line

◯ Rail station

▪ ▪ B road

⬜ Buildings

⬜ Plot lines

▬ Surface water

⬜ Flood zones

⬜ Green belt

⬜ Woodland

🟨 Sports fields/paddocks

N

0   12.5m   25m

Photo Gallery

Figure 107: Large detached house along Vale Road which has deep setback from the road, and is set on a large plot with dense landscape screening at the boundary.

Figure 108: Houses have large footprint, mostly built with red brick and off-white render with a variety of roofscapes, Horseshoe Lane.

Figure 109: Low-rising bungalows, wide street and deep front gardens paired with a backdrop of mature woodlands in Ash Ranges create a sense of openness to Rowcroft Lane.

AT6 Design Guidance & Codes:

Layout

- The height of roof pitches in the area that back onto Ash Ranges **should** be set below the tree canopies of mature trees that contribute to the skyline and backdrop of the area;

- Primary building façades **should** generally face the street, deep setbacks and large gaps between buildings should be maintained throughout the area, in order to retain the area's open feel;

- New development proposals in these areas **should** reflect the existing typology and roofline and avoid overwhelming the open and low density character of the area; and

- Where the proposed development is fronting onto the main road of Vale Road/B3411, properties **should** maintain a deep setback from the main road similar to surrounding existing properties. This can help maintain privacy and can help to minimise noise from fast moving traffic when paired with layered landscaping as screening.

Public green spaces

- Grass verges and street trees **should** be maintained in the public realm and along property boundaries to retain the leafy and open character of the area; and

- Front gardens of any new infill developments **should** remain deep and planted with ample of natural landscaping to remain in-keeping with the leafy character of the area.
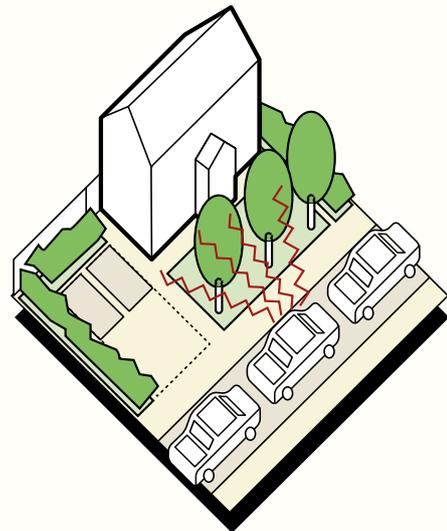

Figure 110: Deeper setback and landscaping can be effective solutions to mitigating impact of noise along busier main roads

Materials and architecture

- New development **should** provide a sympathetic response to the scale and massing of existing development and be somewhat relatable to the existing architectural details, however contemporary takes on this architectural design can be acceptable; and

- Where dormers are added, these **should** be set below the roofline of the main building to remain subservient to the overall roofline.

Connections, movement and Parking

- Active travel connections to Ash Ranges and the Basingstoke Canal **should** be reinforced and created where possible; and

- On-plot parking **should** be provided to serve both residents and visitors. These areas should be shielded with landscaping to minimise visual impact to the streetscape.

Figure 111: Typical boundary treatments include: grass lawn paired with manicured shrubs and trees (top) flower bushes with grass verge (middle) and shrubs paired with low brick wall and gravel paving (bottom).

4.3.7 AT7: Late C19 terraced and semi-detached housing

Pockets of Victorian and Edwardian development can be found predominantly in Ash and Ash Vale with a small area in Ash Green. These areas were built as extensions of the historic village centre of Ash. Small pockets can also be found further south at the gateway between Ash and Ash Green.

Properties in this area type share a common material palette of traditional red and buff brick and tends to be set on moderately sized plots. Densities could be higher due to the terrace typology typical of this era.

AT7 measurements and calculations	
Indicative Dwellings per Hectare (DpH):	Approximately 20 DpH
Plot size range (smallest and largest):	10m W x 30m D 20m W x 50m D
Average plot coverage ratio/percentage:	Ratio: 1:5–1:4 *or* 20–25%

Table 13: Net density, plot and block size measurements from a tested area in AT7.
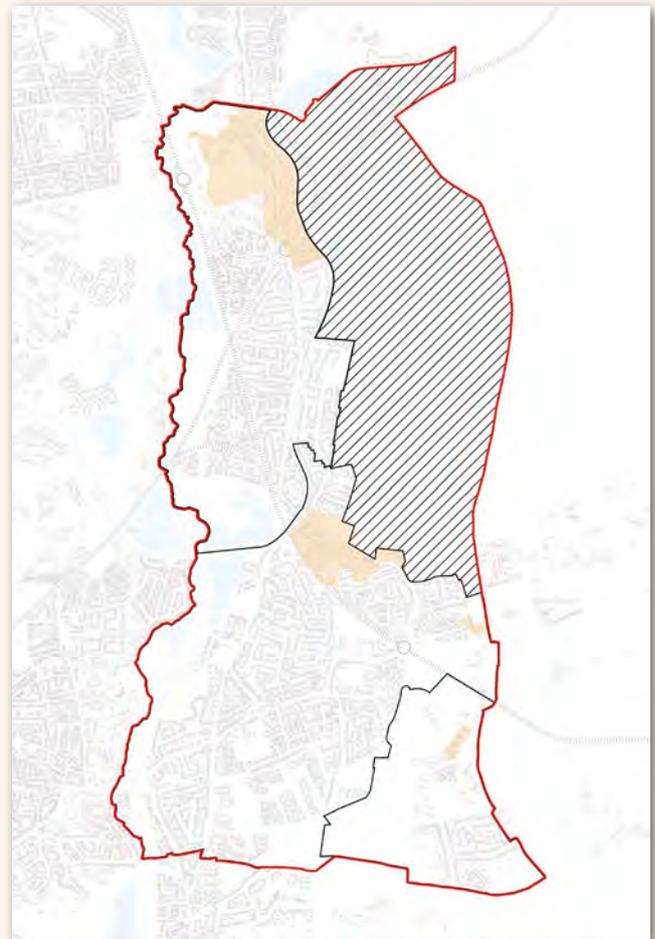

**Figure 113:** The locations of AT7 within the context of Ash's settlement areas.

Figure 114: Victorian terraces converted into shops at the ground floor level on Ash Hill Road.

Figure 115: Traditional late 19th century terraces.

4

AT7 distinct qualities and features		
Built environment	**Urban form and settlement pattern**	Development in these areas are characterised by a tight grain curvilinear urban layouts that are typical of the Victorian/Edwardian era. These include some of the earliest developments in Ash as a settlement.
	Building lines and boundary treatments	There is generally little setback which is largely uniform across the area type. The boundary type varies across the area with examples of low brick walls, timber fencing and vegetation such as hedgerows used throughout the area type.
	Building size, scale and type	This area type is generally characterised by a fine and tight-knit urban grain as a result of the terrace typology. Plot sizes tends to be narrow, offering moderately sized back gardens and shallow front gardens. Due to a lack of appropriate on-street parking arrangements, many residents resolve to using their front garden for parking.
Infrastructure	**Movement**	The two large areas of late 19th century development are found in Ash and Ash Vale on either end of the spinal road that runs from the north to the south of the neighbourhood area. This is a road that has wide pavements on either side making for safe pedestrian movement.
	Green and blue network	Much of these areas are hard landscaped, however there are a moderate number of street trees that soften the feel of the streetscape. In addition there are several small sports fields/recreation spaces.
Activity	**Public realm**	The streetscape and public realm vary greatly across the 19th century development areas. While some buildings in the area front directly onto busy streets such as Ash Hill Road and Frimley Road, other have a much more rural feel. An example of this is Hill Side Road which has gravel as a surface and has grass verges almost all the way along it.
	Land uses and community spaces	In keeping with the rest of the parish, the late 19th century development areas are predominantly made up of residential uses. There are three recreation grounds for the local community as well as Holly Lodge Primary School which is located on Stratford Road in Ash Vale.

Table 14: Summary of the distinctive qualities and features that supplement the character of AT7: Late C19 terraced and semi-detached housing
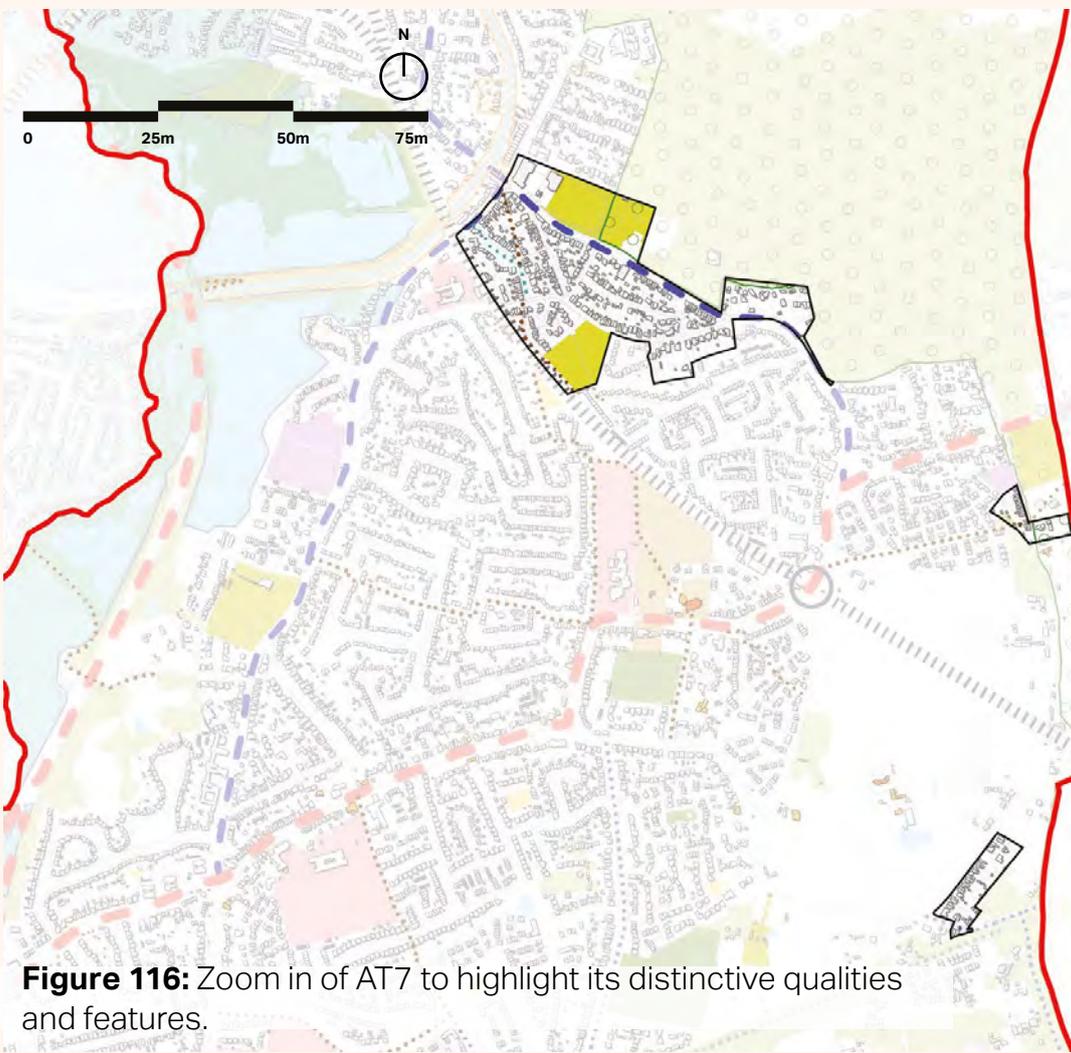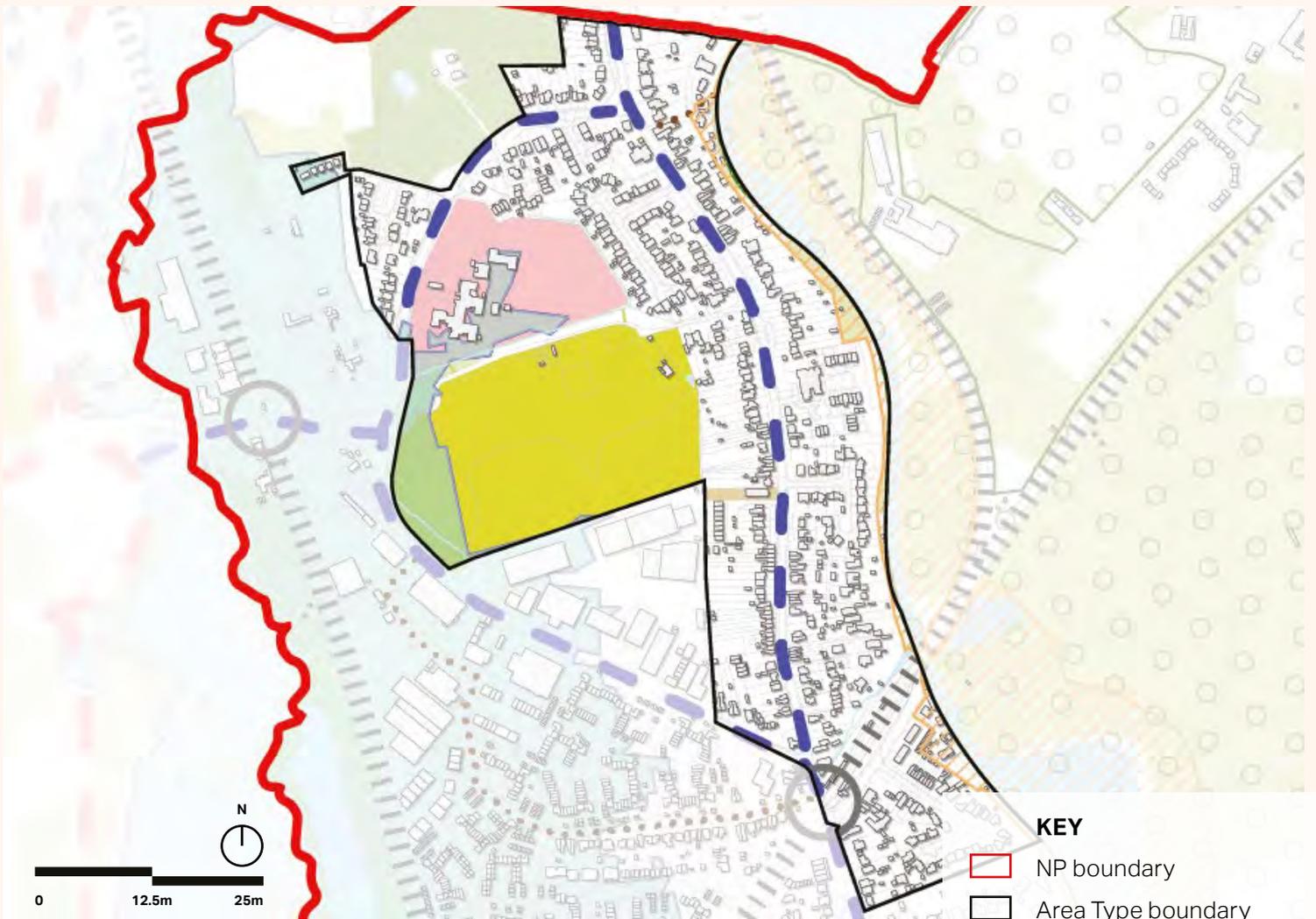
Figure 116: Zoom in of AT7 to highlight its distinctive qualities and features.

KEY

- ▭ NP boundary
- ▭ Area Type boundary
- •••• Footpath
- •••• Bridleway
- •••• Byway
- ▨ Conservation Area
- ▮ Grade ll Listed building
- ▮ Grade ll* Listed building
- ▦ Rail line
- ○ Rail station
- ▬▬ A road
- ▬▬ B road
- ▭ Buildings
- ▭ Plot lines
- ▬ Surface water
- ▬ Flood zones
- ▭ Green belt
- ▬ Woodland
- ▬ Parks and gardens
- ▬ Religious grounds
- ▬ School grounds
- ▬ Sports fields/paddocks
- ▬ Play spaces
- ▬ Allotments

Photo Gallery

Figure 117: Semi-detached Victorian houses with bay windows, set on a narrow plot with small front garden, Frimley Road.

Figure 118: Red brick Victorian detached house with stone lintels above sash windows, Frimley Road.

Figure 119: Bungalow with bay sash windows, setback from Frimley Road with a gravel paved front garden which serves as a driveway, Frimley Road.

Figure 120: Group of Victorian terraces with ground floor converted as shops on Ash Hill Road.

Figure 121: Ash Victorian Hall - a Victorian style red brick village hall located on Ash Hill Road and is a popular community asset.

Figure 122: Red brick Victorian semi-detached houses on Ash Green Road. (Source: © Colin Smith via Geograph)

AT7 Design Guidance & Codes:

Layout

- Generally, façades **must** face the street and reinforce the existing tighter-knit building line of the historic character of Victorian and Edwardian terraces and semi-detached houses;

- New developments **should** have subtle variations to improve visual interest but follow the generally linear building line of this area type;

- Rooflines **should** be pitched or hipped with the use of traditional brown or grey clay tiles; and

- Building heights **should** reflect the surrounding development (2 storeys) in order to retain the existing character of the area.

Public green spaces

- Opportunities **should** be sought to incorporate street trees and vegetation in the public realm and along building frontages to increase the vegetation cover, larger mature trees can also serve as wayfinding landmarks; and

- Safe connections towards Carrington Recreation Ground in the Ash Vale area **should** be maintained to ensure easy access to these recreational spaces, similarly for Ash Ranges for the area to the south;

Materials and architecture

- New infill development **should** provide a sympathetic response to the existing character and architectural details;

- New development and renovations **should** utilise appropriate materials such as red brick and render to respect the original character of the buildings;

- Window renovations **should** be sympathetic to the original designs of sash or bay windows; and

- Boundary treatments that are appropriate for the area such as low brick walls and front garden vegetation **should** be reinstated.

Figure 123: Positive local example of a chamfered corner unit which serves as the local veterinary clinic with a signage over a white rendered wall - effectively acting as a local landmark for the area.

Connections, movement and parking

- Where possible, space **should** be provided for on-street parking. On-plot parking should not be incorporated as it goes against the existing character and design of plots for the Victorian style. It is therefore not advisable to convert shallow front gardens into driveways or parking.
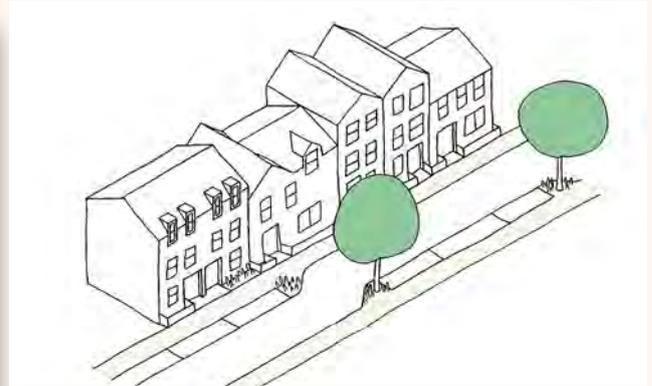

Figure 125: Diagram showing how on-street parking could be provided for the terrace typology and paired with planting to help soften the visual impact.
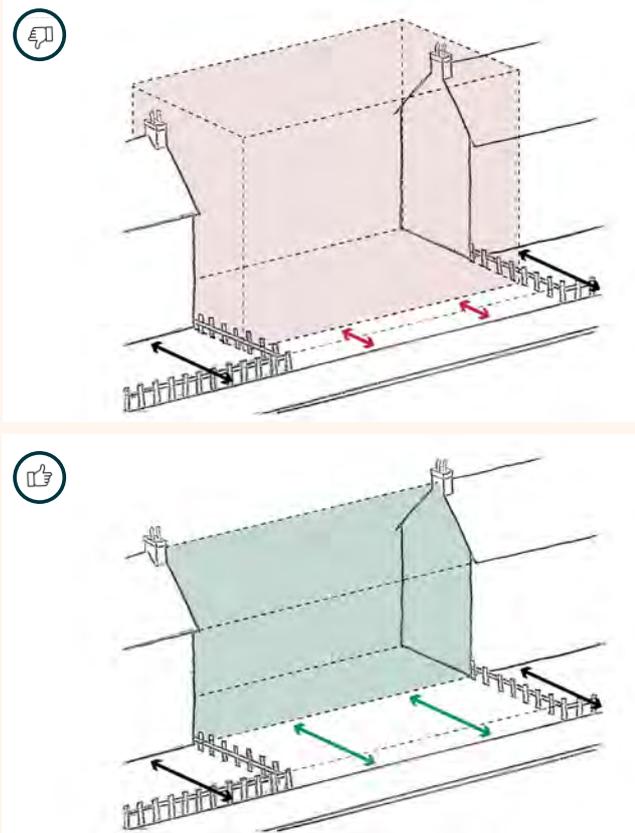

Figure 124: Strong continuous frontages with consistent building lines are key to Victorian style developments, it is important that infill developments remain aligned with existing building lines and setback. On the right are 2 positive local examples of infill development in the area demonstrating good adherence to the existing building lines.