SP. Streets and Parking

The following pages set out policies to consider when developing both existing and new development within the parish. They are generic design codes that apply to all areas of the parish and therefore any future development or redevelopment.

SP 01 ACTIVE TRAVEL

Increasing the number of residents walking and cycling around the parish is an important part of improving health and the quality of their experience.

- Where there is a choice, new development in Penn Parish should be selected where it would generate the least amount of car movements and be within a comfortable distance of local services. Car dependent development or re-development should be avoided. This will help to promote active travel, an important feature in 'liveable' neighbourhoods;
- New development should ensure that pedestrian and cycle routes are incorporated into new designs to incentivise modes of active travel,
- These routes should link to key services in the villages, Beaconsfield and other existing routes to form a network of walkable areas;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users to be catered for when designing new development; and
- Walking routes along a roadway should provide safety from vehicles on the road. This requires a footway, grass verge or pavement that is wide enough to ensure pedestrians do not conflict with vehicles. Where development or redevelopment of a site is sought, cycle routes and a footway should be provided. Footpaths should also be made from a permeable surface.

Figure 63: Public footpath on the edge of Knotty Green going into the countryside.

Figure 64: Public footpath within Penn Street.

SP 02 CAR PARKING

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, with minimal on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable;
- New development should look to allocate at least one parking space per bedroom in the house;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving. 1 or 2 bedroom dwellings should provide at least 1.5 on-plot parking space. Dwellings with 4 or more bedrooms should provide at least 3 on-plot parking spaces (including garages).

On-Plot Side or Front Parking

Providing off street car parking should be a condition of any development/ re-development, including conditions to ensure that garages are used for car parking, and to conditions attached to prevent conversion to residential use, unless alternative parking is provided.

- On plot or side parking in our view any minimum front garden length should be determined in relation to neighbouring properties and the village context, and be consistent with the surrounding properties, and density.
- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Therefore, a maximum of 2 dwellings in a row will be permitted to provide parking in this way. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling;
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (8m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 5-6m should be provided. As well as this permeable surfaces should be used in forecourts;
- The inclusion of EV charging points into street furniture in Penn, Penn Street, Forty Green or Winchmore Hill will be difficult as there in no street lighting.

For further information regarding the parking standards within the parish, please consult the Penn Parish Neighbourhood Plan.

Figure 65: Typical example of on-plot parking in the parish.

Figure 66: Generous front courtyard with on-plot parking within the parish. Knotty Green.

Garage Parking

Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing parish and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage.

Garages and provided parking should meet the minimum parking standard. The minimum internal dimensions of a garage should therefore be 6m x 3m.

Figure 67: Garage built into modern property in Knotty Green.

Figure 68: Garage set in line with a building in the parish.

Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courts should benefit from natural surveillance;
- Parking courts should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

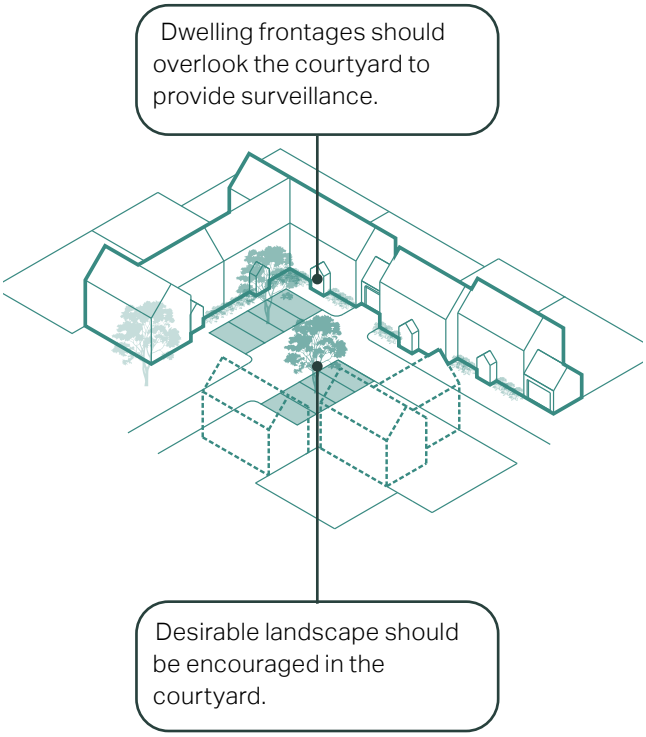

Figure 69: Illustrative diagram showing an indicative layout of parking courtyards

SP 03 SAFEGUARD TREES, LANDSCAPING AND VIEWS

The abundance of trees is one of the parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

There are several green spaces which need to be protected such as the Ancient woodland, 4 Commons/village greens and numerous pieces of Common, the Chilterns AONB. The playground, cricket pitch, the allotment space, the land adjacent to Forty Green Road and Penn Road as well as Throshers Wood in Knotty Green also need to be protected.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

Figure 70: An indicative diagram showing green spaces and landscape planting

Planting standard

- Preserve existing native mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Much of the parish is within the Chilterns AONB where there is woodland, chalk grassland, chalk streams, commonland and parkland. It appears even more heavily wooded because of the number of small copses, hedges, hedgerow and field trees and trees in gardens and villages. The 'hanging' beech woods on the upper slopes of the valley sides are particularly characteristic of the Chilterns. Any future development should preserve this characteristic.
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be integrated into the design of new developments from the outset, especially within back gardens to help even 'leafy' suburban housing estates to mellow and blend into the Chilterns landscape.

- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities;
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;[1]
- Trees in the Townscape: A Guide for Decision Makers;[2]and
- Tree Species Selection for Green Infrastructure.
- Existing mature trees should be preserved as they contribute hugely to the character of the parish. Ancient woodland and tree protection orders within the parish support this.

[1] Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

[2] Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

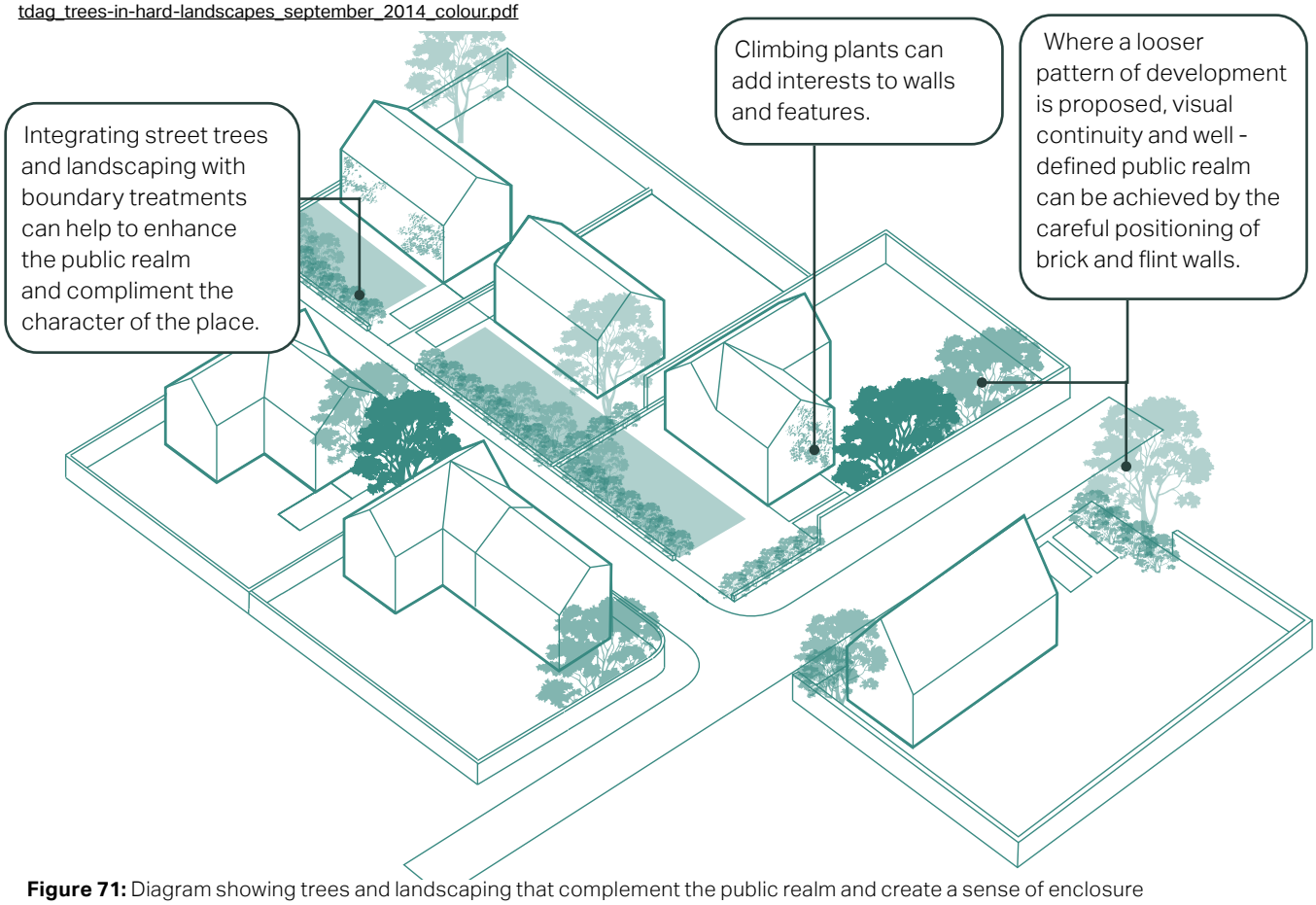

Figure 71: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure

- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.[1]

Give spatial enclosure, provide screening and privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and create a sense of enclosure. To respect the existing context, both the building and the boundary treatment should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedgerows, trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space. As well as this, native hedge boundaries should be a matter of course in front of all developments/ re-developments. Where trees are removed, a native replacement should be planted.

Complement public realm and enhance built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the parish. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged;
- Climbing plants are good at screening features such as garages, blank walls and fences; and
- The village greens are a key feature to the settlements and are a big part of their history. Therefore, any development should seek to preserve and enhance the character of the village greens that are located in Winchmore Hill, Penn Street, Penn and Knotty Green.

Form focal points and frame views

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.

[1] British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672

Character area street types that should be respected:

Winchmore Hill

Roads are of a width that can fit cars going both directions with grass verges on either side of the highway. These provide relief for pedestrians and create a leafy feel.

Penn Street

The road Penn Street is lined with vegetation and linear housing developments which give it its unique character which is protected by the Conservation Area legislation. Where trees are removed, a native replacement should be planted and the same goes for hedgerows

Penn

Church Road has a linear feel both inside and outside the Conservation Area. It is a lined with trees and a wide verge and pedestrian 'pavement' on the north side. Other streets that come off Church Road have a more rural feel and have no pavement on either side of the highway.

Knotty Green

In the Chiltern & South Bucks Townscape Character Study, the roads in Knotty Green are described as woodlands roads and green suburban roads. They are of a cul de sac typology and have footpaths either side of the road.

Forty Green

Forty Green's roads are typically narrow with no pavements. Grass verges and woodland lines the road, creating a rural sense of enclosure to the streetscape.

Figure 72: The view from the village green at Winchmore Hill showing how trees and other green infrastructure is used to frame the built environment in the parish.

Figure 73: Local example illustrating how trees in the area create enclosure.

SP 04 STREET LIGHTING AND DARK SKIES

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Domestic and industrial external security lighting should be motion detected and/or timed to protect dark skies;
- Street lighting should be avoided within areas of public realm, in line with existing settlement character; and
- Any new developments and house extensions designs should encourage the use of natural light sources.