

Appendix 4 – Village Design Principles

ENLIVEN Report: Design Principles for Sustainable Rural Village Framework Plan

Principle

- 1 New access roads should be sited if possible to open up as much as possible of the backlands of villages and to cross as many landownership boundaries as possible
- 2 New houses on busy through roads should be generally sited gable end-on to the road, particularly on the approach roads where traffic speeds can be high.
- 3 New access roads should be created at right angles to the busy through roads in preference to quieter roads. Should a bye-pass road be constructed or traffic fully controlled, the side gardens could then be considered for infill.
- 4 New house development on existing quiet roads should fill the available frontage to create streets and public spaces. Isolated single houses on large sites should not be permitted within the new village boundary. If septic tank drainage is required in an interim situation, the house should be so sited that it can be in-filled with further development later.
- 5 Houses must be set back 6 metres from a pedestrian pavement when fronting a busy through road when such housing is unavoidable. Such new housing is acceptable only in a village centre location
- 6 75% of new housing should face either open countryside or an open green space (for 20 years time horizon)
- 7 As many houses as possible should have an orientation 15 degrees either side of South (goal 75% of housing). But solar gain goals should never override those of spatial coherence and good public space.
- 8 Front façade and formal entrance should always face the front façade of opposite houses. Only in tight mews situations is a front to back conjunction acceptable
- 9 Village should have name signs, separate from speed limit signs, to denote village boundary. Speed limit signs should be situated at least 30 metres in front of village name sign. The traffic should be slowed to a safe speed *before* it reaches the village boundary.
- 10 Petrol stations should never be sited within village boundaries. A site just inside the speed limit sign is optimal (see above), as traffic will have been warned to slow. Associated convenience shops should not be permitted as they compete with pedestrian friendly village shops. A recycling centre is an appropriate associated use as is energy generation facilities (biomass, bio gas, flow batteries, methane compression).
- 11 Cul-de-sac development is to be avoided except for exceptional geographical circumstances. All new access roads should connect by vehicular access to another road or provide for such connection at a later date. If that is not possible a pedestrian link must be provided.
- 12 Housing should be shallow in depth from 5.4m to 7.2metres

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Comment

- To ensure new development is as near as possible to the existing centre and is therefore pedestrian friendly. To spread development wealth creation widely supporting social cohesion
- To minimise noise impact and reduce traffic hazards for children playing in front gardens
- To reduce frontage loss on quiet roads more suited to direct housing frontage.
- To use existing road frontage and extend the village form in the most cost effective way. To ensure that premature development does not harm the coherent development of the village
- Even with reduced traffic speeds a pavement is needed to separate pedestrian from passing heavy goods vehicles on busy through roads
- To enhance rural quality of life for residents and distinguish it from suburban and urban forms
- To maximise solar gain and thus minimise necessity for active heating.
- To provide clear public / private space demarcation and to maximise social interaction
- To improve safety, intensify identification with place and demarcation from surrounding countryside and help visitors navigate.
- Their form is insensitive to village character, they create noise and light pollution for neighbours at all hours and they are traffic hazards for pedestrians and bicyclists.
- To encourage pedestrian and bicycle movements to improve health and reduce car dependency. To improve visual permeability and increase casual social interaction in the community.
- To maximise daylight penetration and

	internal. This is in sharp contrast with much new house development that tends to be at least 9 meters in depth leading to dark internal corridors and high dominating roofs and dormers.	thus reduce need for artificial lighting. To echo vernacular housing forms particularly as regards roof form.
13	Housing should have wide frontages and be double fronted i.e. window either side of the door if possible taking advantage of the larger site footprint possible in rural areas. This housing form allows for greater use of the ground floor, compensating for the shallow depth (see above) and extending accessibility for the aged and disabled.	To enhance distinctive rural quality and distinguish village form from urban and suburban models. To ensure that older age profile of residents is catered for.
14	Back gardens should be very generous for majority of houses (75% of total proposed) at least 20m in length	To enhance distinctive rural quality of life and distinguish village form from urban and suburban models
15	The Part V (15% in Offaly) social and affordable housing element should be incorporated seamlessly with the private housing, subject to proviso below	To prevent the creation of unnecessary exclusion and difference. To ensure social and age diversity and thus the social sustainability of settlement
16	No more than 20% social housing should be included in any one settlement, existing and proposed taken together.	As above and to avoid a positive feedback effect leading to the creation of village ghettos.
17	Parking should generally be situated in sight of the house but not obscuring the view of front facade. Single loaded roads, the result of green view principle above leads to ample parking sites on opposite side of road. Parking to the side or grouped in back courts should be used where feasible.	To enhance the rural quality of the village and highlight pedestrian friendly objectives.
18	Garages should not dominate housing facades. Garages should be limited in number (<10%) and in line or behind front façade. Workshops should be provided in 75% of house gardens.	Garages are used more as workshops and garden tool sheds than for vehicle storage and can be more usefully and sensitively sited in back gardens.
19	Shared visitor and group parking should be provided in parking yards behind commercial buildings or in other convenient locations	To minimise visual intrusion within the settlement and highlight pedestrian and cyclist priority
20	The sides of the parks and green spaces will provide spaces for short stay car parking. Pedestrian paths should be sited within the green area screened from through traffic by the parked cars.	To create a safe pedestrian and cyclist environment while providing convenient parking for short visits.
21	Service, commercial and light industrial buildings should be sited close together, along the busy through roads and on or very close to path boundary	To create a distinct village centre, extending existing form and maintaining visual quality. To increase possibility of passing trade and trade agglomeration effects
22	Single use zoning is not necessary in a small village. Environmentally problematical uses should be considered on an individual basis and should not establish precedence for further similar uses nearby.	To avoid the growth of environmentally blighted areas and to make it easier to mitigate the effects of a problematical use
23	New access roads to be pedestrian-priority, shared surfaces with the car allowed on sufferance. Roads should be narrow (5.5metsres) with poor sightlines at junctions and with deliberate obstructive landscaping to slow traffic speeds.	To demote the private car and create distinctive and beautiful public spaces which can be used safely by young and old
24	Provide sustainable urban drainage (SUDS) permeable surfaces for parking areas and swales and ponds with native planting to clean and retain rainwater on site.	To enhance rural quality of public spaces, to maximise biological diversity and to prevent flooding in low-lying areas.
25	Community gardens, orchards, and ponds should be included as part of the landscaping and service provision if possible.	To enhance social connectivity, biodiversity, educational benefit, access to fresh local food and rural quality of life