Bentley Design Guide

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Quality information

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Revision History

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7	28.11.2019	Review	Annabel Osborne	Locality
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1.   Introduction

AECOM has been commissioned to provide design support to the Bentley Neighbourhood Plan Group through the Ministry of Housing, Communities and Local Government (MHCLG) funded Neighbourhood Planning Programme, led by Locality.

This Design Guide has been produced to inform new development proposed in the area. It presents a summary of the key characteristics of the Bentley Neighbourhood Area. This information is then used to inform specific design guidelines to promote sustainable development.

The approach set out here is supported by the National Planning Policy Framework (NPPF), which encourages local authorities to consider using design codes, or in this case guidelines, to help deliver high quality outcomes for new development. It is important however, that guidance finds the balance between promoting and reinforcing local distinctiveness and allowing for innovation and originality. The NPPF suggests that '*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*' (NPPF, 2019).

The NPPF also emphasises that '*the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. 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'* (NPPF, 2019). It is therefore important that planning policies and decisions should address the connection between people and places and how any new development will respond to and integrate successfully into the natural, built and historic environment.

1.1   Objectives

The main objective of this document is to establish principles so that new development is designed and planned regarding the existing character and context of the Bentley Neighbourhood Area within the Neighbourhood Plan. It sets out a series of design guidelines mostly related to the residential development.

The document initially provides context to the design guidelines including strategic issues identified during the consultation carried out by the Bentley Neighbourhood

Working Group. The aspirations by the communities involved, although not strictly design issues, need to be considered in the context of any design proposal.

1.2   Process

The following steps were undertaken to produce this document:

- Initial meeting with members of the Bentley Neighbourhood Plan Steering Group and site visit;

- Further site visits, character assessment and urban design analysis;

- Preparation of design principles and codes to be used to assess future developments;

- Draft report with design guidelines; and

- Final report.

2.   Context

2.1   Location and area of study

Neighbourhood Area

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Figure 1 Bentley Neighbourhood Area

Bentley is located in south Suffolk within the District of Babergh and Mid Suffolk. It is located approximately 11 km (7 miles) south of Ipswich town centre. The total area of the Bentley Neighbourhood Area is approximately 1,088 ha and according to 2011 census, the population is 518.

The Neighbourhood Plan boundary is partially defined by the A12 to the west, tributary of the Alton Water Lake to the northeast, the A137 to the east, and Stutton Brook to the south. The small settlement of Bentley lies in the south of the study area. The village is surrounded by the estate farmland, with elements of parkland and significant amount of Ancient Woodlands scattered across the area. Ancient Woodlands such as Dodnash Wood and Old Hall Woods create clusters which are a typical landscape feature for the Ancient Estate Farmland landscape character distinguished in *Joint Babergh and Mid Suffolk District Council Landscape Guidance, 2015.*

A network of local roads connects Bentley with the A12 and the A137, providing long distance connections across the region. The A12 links London with the coastal town of Lowestoft in Suffolk whilst the A137 links Ipswich with Colchester, to the south. The Great Eastern Main line passes through the Bentley Neighbourhood Area with the closest railway station at Manningtree, providing links between London and Norwich.

2.2   Historical development

A historical development timeline had been produced to demonstrate the influence of settlement growth on the history of the townscape.

Early History: There is an evidence of human occupation in Bentley in the form of archaeological finds[1] dated to the Mesolithic, Neolithic, Bronze Age and Roman periods. The name Bentley derives from the Old English for a clearing overgrown with bent grass[2]

1086: The first documentary reference to Bentley is in the Domesday survey of 1086 at which time it comprised three parcels of land with a total of 18 households.[3]

12th century: The foundation date of Dodnash Priory (Scheduled Monument, NHLE 1005979), located approximately 500m south of the village is believed to be *c.* 1188[4]. No remains of buildings have survived however the former fishpond remains a part of the scheduled area and some re-used medieval stone can be seen in nearby Dodnash Priory Farm.

The Church of St Mary (Grade II*, 1193823) is a parish church with a nave of 12th century origin and a probable 14th century chancel with a floor of apparently Roman tesserae.

13th century: Bentley Old Hall was built in the 13th and 14th centuries. The manor of Bentley Hall was held by Hugh Talmache in the 13th century when its estate extended to over 400 acres.

15th – 16th century: Development in the 15th and 16th centuries were of scattered farmsteads. These include Bentley Hall (Grade II*, 1351964), a timber-framed house, and associated barn and stable.

Dodnash Priory was suppressed by Cardinal Wolsey and surrendered to Thomas Cromwell in 1525. The site and lands were assigned to Lionel Tollemache in 1531[5]. Old Hall was annexed to the main manor in *c.*1532, again under the ownership of Lionel Tollemache.

1674: The village comprised 39 households, three times the total recorded in Domesday[6].

19th century: The Church of St Mary (Grade II*, 1193823) underwent restoration in the 19th century at which time all of the 13th-16th century building stock in the area also underwent alterations and additions.

1846: The Eastern Union Railway built the railway line from Colchester to Ipswich through the parish. Bentley railway station was built approx. 600m east of the centre of the village.

1854-6: Bentley Primary School, a National school (educating pupils in line with Church of England teachings) was built to the north of the village.

20th Century: In 1921 a war memorial (Grade II, 1452168) to the fallen of the First World War was erected at the junction of Church Road and Station Road in the centre of the village.

The village remained largely unchanged throughout the first half of the 20th century with the 1955 Ordnance Survey map showing only a few additional buildings. Census returns confirm that most of the village's growth occurred in the late-20th century with populations recorded at 434 inhabitants in 1851, 483 in 1951 and 840 in 1981[7].

The first post-war development in the village was on the east side of Church Lane and on Highfields, a new road to the east of Church Road.

In 1966 Bentley station was closed and the station buildings later demolished. The former Railway Tavern remains, as do a row of four cottages and two semi-detached houses, one pair now reworked as a single dwelling. The line is still in use and known as the Great Eastern Main Line.

Present: Today, the village of Bentley consists of housing, a primary school, a pub, a community shop, a woodyard, a hairdresser, a livery, several small industrial units and self-employed craftsmen, a village hall and riding school centred around Capel Road and Station Road.

[1] https://www.heritagegateway.org.uk/
[2] https://heritage.suffolk.gov.uk/Data/Sites/1/media/parish-histories/bentley.pdf
[3] https://opendomesday.org/place/TM1138/bentley/
[4] https://www.pastscape.org.uk/hob.aspx?hob_id=387983

[5] https://www.british-history.ac.uk/vch/suff/vol2/pp99-100
[6] https://heritage.suffolk.gov.uk/Data/Sites/1/media/parish-histories/bentley.pdf
[7] https://heritage.suffolk.gov.uk/Data/Sites/1/media/parish-histories/bentley.pdf

2.3   Landscape designations

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Figure 2 Landscape and Heritage Designations
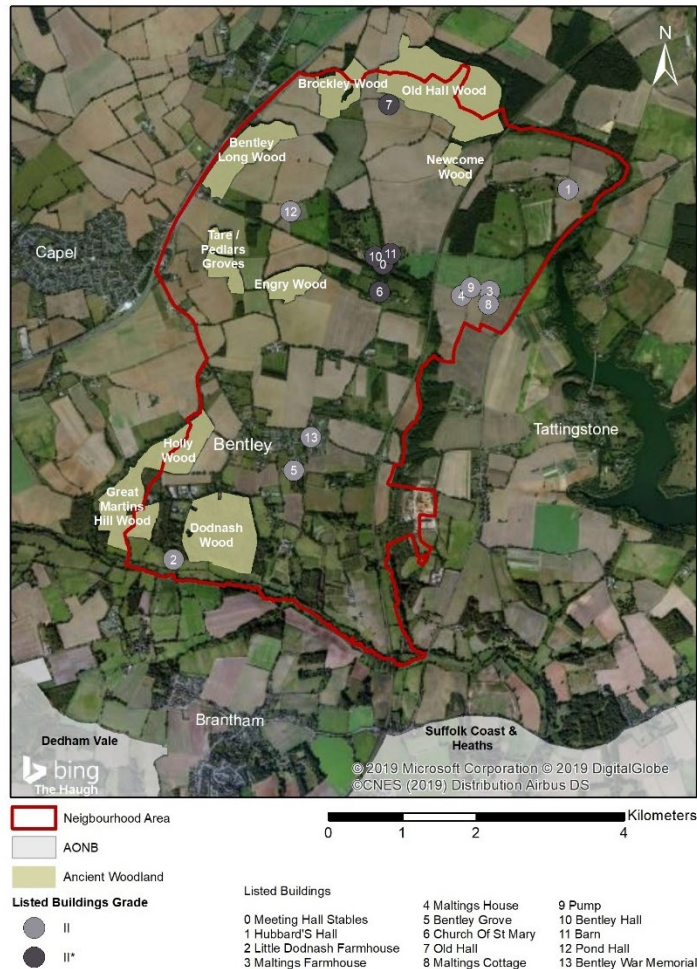
Statutory and non- statutory landscape and heritage designations within the Bentley Neighbourhood Area include the following.

The Suffolk Coast and Heaths Area of Outstanding Natural Beauty (AONB) is an area of national and international importance for landscape, which stretches south east of Bentley. It is a unique mixture of beaches, cliffs, marshes, estuaries, heathlands, forests and marshlands. The boundary extension to the existing protected area was proposed in the *Draft Suffolk Coast and Heaths Area of Outstanding Natural Beauty (Designation Variation) Order 2019*. The revised area shown on the map https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/775540/sch-aonb-draft-order-2019-map-1.pdf comprise a large extent of the southern part of the Bentley Neighbourhood Area, which includes groups of Ancient Woodlands. Bentley is currently proposed to fall within the Additional Project Area.

There are over 10 blocks of Ancient Woodland scattered throughout the Bentley Neighbourhood Area. These include Dodnash and Old Hall Wood, which are characteristic landscape features in the ancient estate landscape. Woodlands comprise of Oak, Ash, Sweet Chestnut, Field Maple, Hornbeam, Beech and Wild Service and Small Leaved Lime.

Dodnash Priory is the only scheduled monument in the Neighbourhood Area. There are 14 Listed Buildings scattered across the Neighbourhood Area; only two of these are located in the heart of the village. Despite the presence of numerous listed building there are no designated conservation areas.

2.4   Strategic issues / Public consultation

Members of the local community and local interest groups were invited to share their knowledge and experience of the Bentley Neighbourhood Area during the site meeting and inception call. The observations made have been used to inform this document.

Several key considerations and strategic issues emerged from the consultation, which have informed the preparation of the Design Guide. These issues have been identified at a wider scale and represent the aspirations of the Bentley Neighbourhood Plan Group that can be achieved through appropriate design. These are summarised below:

- Need of affordable housing for young families and older residents;

- Development pressure for large developments rather than provision of smaller developments;

- Unified architectural character of the village;

- Attractive place to live because of its tranquillity and sense of remoteness;

- Network of local roads is being used as a cut through between A12 and A137 what causes significant increase of traffic;

- A lack of sufficient speed control;

- A lack of sustainable public transport;

- High value landscape and wildlife is protected by the Ancient Woodlands and nearby Suffolk Coast and Heaths AONB;

- Valuable views across the countryside;

- Public Rights of Way and cycle paths enable wide access to the countryside;

- Important open spaces such as the school and village playing fields, playground and bowling green;

- Large provision of agricultural land;

- Access to the school, church, village hall, shop, pub and other services;

- Low quality of paving across the village; and

- The Bentley Riding School offering access into the countryside.

3. Character assessment

3.1 Introduction

This section outlines the broad physical, historical and contextual characteristics of the Bentley Neighbourhood Area. Character assessment is used to describe and articulate what is special and distinctive about a place. It is used to identify recognisable patterns of elements or characteristics that make one place different from another. This report is focussed on the character of the urban townscape and its rural landscape context. The features introduced in this section are later used to inform the design guidelines.

3.2 Existing character assessments and design guidance

This report is also informed by a number of other studies relevant to the local area as follows:

- *Joint Babergh and Mid Suffolk District Council Landscape Guidance, August 2015.* This assessment provides a background to the character assessment of the rural areas around Bentley.

- *Suffolk Design Guide for Residential Areas, revised in 2000* https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/suffolk-design-guide-for-residential-areas/

3.3 Character assessment

Settlement pattern

Linear development

Clustered development

Case Lane East Mill Green Grove Road Highfields Link Lane Silver Leys South View Green The Link West Mill Green
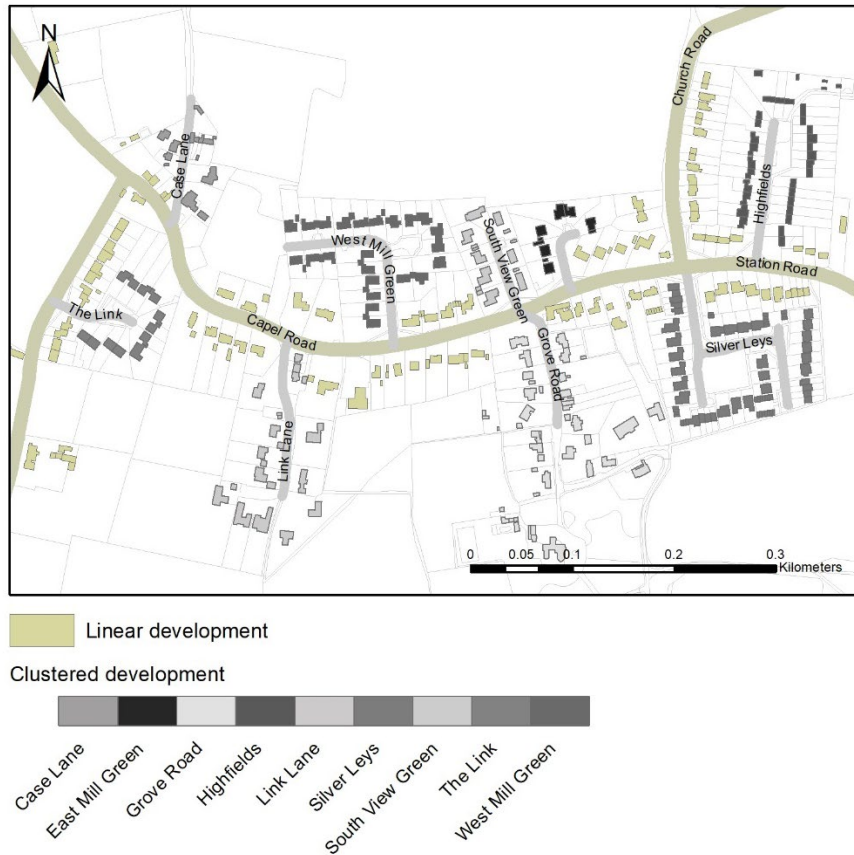
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Figure 3 Bentley Settlement Pattern

The majority of Bentley is set to the north and south of Station Road. Entry to the village is mainly along this road although there are other entry points along Church Road to the north and Bergholt Road to the south. Settlement is concentrated mainly

on new roads with the exception of Grove Road which was traditionally an entrance to Bentley Grove and contains a number of 19th century and possibly earlier buildings. There are no distinctive gateways to Bentley as the rural landscape gradually merges into the village. The junction of Station Road, Church Road and Silver Leys is spacious, emphasised by the large green verges and the War Memorial and it can be recognised as a centre of the village.

Bentley characterises clustered development concentrated along numerous cul-de-sacs coming off Station Road. Several clusters of bungalows and other types of houses along Station Road were built in 1968 which was a key phase of growth in Bentley. Station Road and many of the other residential roads are relatively wide with pavements enhancing the suburban in character. In contrast, Church Road and Grove Road have a more rural feel with narrow winding country lanes framed by trees and hedgerows.

Numerous cul-de-sacs reduce permeability and builds upon the suburban character of the village. At the same time cul-de-sacs provide opportunities for the provision of green space, such as at end of West Mill Green and Silver Leys.

There are groups of garages separated from the building plots. These are generally of low quality and lack of natural surveillance. There are some parking spaces along the Station Road, car parks next to The Case is Altered pub and Village Hall and these, together with on-plot parking generally provide sufficient off-street parking. Space for off-street parking is very limited on Grove Road and Church Road and therefore roadside parking on both very narrow roads causes frequent congestion.

Only three buildings which are known to date before the 19th century remain in the village; Bentley Grove, the public house known as the "Case is Altered", and the Old Forge. Other historic buildings are scattered throughout the neighbourhood area with a significant number in the north. 19th century buildings are found in three clusters; along Grove Road, in the centre of the village, around the Case is Altered public house, to the west of the village, and around the former railway station, to the east of the village.

The well-developed network of Public Rights of Way (PRoW) enables easy access to the countryside and is recognised by the community as very important. Primarily footpaths and bridleways connect the village with the agricultural landscape and lead to Ancient Woodlands in the rural parts of Bentley. PRoW are well used by residents, horse riders from the local Bentley Riding School and cyclists using the Suffolk B cycle route.

Green spaces, public realm and streetscape

The village playing field and school playing field together provide approximately 1.6 ha of green space for recreation. These two fields are recognised by the community as a very important open space for regular events and are the focus of activity in Bentley.

Large grass verges open up the streetscape and together with tree planting are used to secure open space at the end of cul-de-sacs as at Silver Leys and West Mill Green, strengthening the well vegetated and green character of the village. However, there are places where such an opportunity was missed such as at the northern end of eastern Highfields, where the large area of hardstanding dominates.

Distinctive trees and groups of trees comprising of Lime, Oak, Ash, Silver Birch, Rowan and Maple are present and these contribute strongly to the well-vegetated character of the streetscape. There are numerous Tree Preservation Orders (TPO) and veteran trees within the village.

Simple wooden benches and bins are present in public realm areas. A limited palette of materials has been used in the public realm and is largely restricted to asphalt roads and pavements. This provides an opportunity for the creation of a new palette of materials inspired by local examples.

There are two types of private gardens in Bentley. The first type comprises of large, open plan front gardens usually maintained as a lawn. These contribute to the suburban character of the village. The second type comprises of smaller, well vegetated gardens, usually separated from the street by a low boundary feature or a hedgerow. These gardens contribute to the rural character of the village. Both types of front gardens improve the quality of streetscape, however the contribution differs between small scale rural and open suburban character.

The wider Neighbourhood Area is characterised by mixed agricultural land with isolated farmsteads. The arable and grazing fields are interspersed with woods, some large as is the case at Dodnash Wood which is over 35ha in area. In some places, as on Grove Road as it passes Bentley Grove, there is the impression of the former estate landscape.

Pattern and layout of buildings

Many of the clusters of development in Bentley are laid out in a similar way. The straight alignment of the cul-de-sac dominates the layout and takes away an opportunity to create points of interest through little enclosures and views shaped by the vegetation. A formal turning head additionally strengthens the dominant character of the road. The standardised types of dwellings are set on both sides of the road and create a 'tunnel' effect without strong sense of place making regular building lines predominant in the settlement. Buildings are set behind front gardens

parallel to the street which often forms blank gable fronts in the prominent locations such as at the corner of Silver Leys and Station Road.

Detached and semi-detached houses are the most common in Bentley. Their scale is appropriate for the small settlement. There are also several examples of terraces of up to seven houses, which are less sympathetic to the rural character. Bungalows are the predominant type of building in the village. Further away from Station Road, taller houses of up to two storeys are located. Standardised houses do not reflect local and regional characteristics of the surrounding area.

The houses are set on a medium size plots with large front and rear gardens. Building plots create a regular grid pattern typical for towns. The low density and proliferation of small-scale dwellings contribute to the rural character of the village which fits within the surrounding landscape. Although the bungalows appear to be quite tightly packed, with plots of between 300 m^2 and 500 m^2 and generous areas of common ground the density averages just 15 dwellings per hectare.

Views and landmarks

The gently undulating landscape enables wide panoramic views from PRoW and edges of the village towards the countryside. Distinctive blocks of Ancient Woodlands, farmland, mature hedgerows and dispersed trees are present in views. Part of the landscape has retained parkland character containing many ancient trees. This contributes to the considerable scenic value of views of the open countryside. The Bentley Neighbourhood Group identified multiple important views which can be found online https://www.parish-online.co.uk/ and in the Appendix A.

There are glimpsed views of the village experienced from the countryside. Within the village there is a range of short distance views. One of the most distinctive is the view of the War Memorial on the junction of Station Road, Church Road and Silver Leys. Another view shows the Bentley crest and building on the junction of Station Road with Grove Road which historically was a village shop. Other short distance views are less distinctive and represent uniform residential streets. There is a lack of a distinctive landmarks present in both views within and outside Bentley.

Building line and boundary treatment

The low brick wall of Grove Cottage with indents and stone capped pillars at the entrances.

Most buildings in Bentley are set behind front garden. The 19th century cottages have small front gardens in comparison to the post-war bungalows, with the majority having substantial gardens reaching approximately six to eight metres back from the boundary. The boundary structure is diversified in terms of height, materials and type. There are low brick walls, hedgerows and picket fences, which are sympathetic in materials and size, strongly contributing to the rural character of the village. Low boundary features also allow for garden vegetation to enrich the streetscape. Open plan front gardens make the streetscape spacious and contribute to the suburban character of the village. Different styles of fencing, in height and quality is less sympathetic to the village character. It is likely that the majority of the post-war bungalows were built without front garden boundaries and these have been added by homeowners over time. However privet hedges, such as on the Highfields Road, may have been an original feature of the development

Building heights and roofline

Development along West Mill Green

Bentley mainly consists of one storey buildings creating a lower level of roofline with addition of up to two story buildings. All of the 19th century cottages are two storeys, some with attics, decorative brick chimney stacks and gabled dormers. More recent built characterises lack of the same level of detail and different materials. Many of the bungalows lack chimneys giving them a straight, modern roofline. Plain steep pitched roofs are the most common, however half hipped and hipped roofs also appear in the settlement. The overall character of the roofline is consistent and creates low settlement.

Architecture

The house on Capel Road with decorative brick chimney and large windows.

The listed bulidngs within the Neighbourhood Area cover a 600-year span dating from between the 13th to the 18th century. However, there is a marked continuity in terms of materials with both the oldest example (Old Hall, 13th to 14th century) and the newest (Little Dodnash, 17th to 18th century) both being timber-framed, plastered and with red tiled roofs, brick chimney stacks and casement windows. Most of the other listed buildings follow the same pattern with only Pond Hall (red brick) and Bentley Grove (slate roof) differing.

Most of the 19th century cottages and houses shown on the 1st edition Ordnance Survey map of 1882 are still in existance and follow a distinct pattern, the majority being rendered with tiled roofs, brick stacks and casement windows. There are however a few examples in red brick, some in painted brick and some with slate roofs. Some cottages have gabled porches and/or dormers. The dwelling houses are devoid of decorative features but the two public houses differ, the Case is Altered having a hipped roof and dentil cornice and the former Railway Tavern having decorative bargeboards, dripmoulds above the windows and a timber doorcase with pilasters.

The post-war semi-detached houses on Church Road are of two types. The three houses to the north are rendered with hipped, tiled roofs while the two to the south are rendered to the ground floor with gabled, tiled roofs. The semi-detached houses and terraces on Highfields Road are mainly in red brick with concrete tiled, gabled roofs. The houses on Church Road were originally placed on large plots. Some of these houses have been extended, once large space between them was infilled with a new dwelling. Additionaly porches and windows have been added. A variety of boundary treatments have been used, both between properties and to the street.

The 1968 1:2,500 Ordnance Survey map shows the addition of houses on both sides of Station Road. The properties comprise both bungalows and houses which are finished in red brick, buff brick and render, mostly with concrete tiled roofs. Two groups that stand out include the row of single-storey houses at Nos. 42 to 45 Station Road with tall, squared bay windows and deeply recessed doors and the three bungalows in the same style on the same side of Station Road to the east of Highfields.

The next development to be built, East Mill Green, comprises detached houses and bungalows in buff brick and concrete tiled roofs. All the properties on South View Green and West Mill Green are detached bungalows which gives these streets a more coherent appearance than other areas of the village developed in the port-war period. Fewer boundaries have been applied at West Mill Green which therefore looks more authentically of its period than the other streets. The Link too comprises bungalows in buff brick and concrete tiles. The lack of boundaries and the communal lawned area gives the street a distinctive village green feel. There are further examples of bungalows along Bergholt Road to the north of The Link.

Silver Leys comprises two types of bungalow, a standard style aligned parallel to the street and another with their gable ends facing the street. Like the Link, Silver Leys is arranged around a central square, in this case planted with tree and shrubs.

Wooden doors are often protected by a brick porch but in more recent builds exhibit simple wooden porches and uPVC or composite doors have been used.

Multi-pane casement and sash windows with glazing bars are characteristic for the historic buildings while uPVC windows are present in more recent development and as replacements in older buildings.

Land use, levels of activity and parking

Spacious junction of Station Road, Church Lane and Silver Leys.

Bentley is predominantly a residential area which is generally quiet. However, the network of local roads is used as a cut through between A12 and A137 causing a significant increase of traffic.

The residential use is complemented by commercial and community facilities. Shop, The Case is Altered Pub, and Village Hall create a community hub for residents. The Bentley Primary School, which is located on the immediate outskirts of the built-up area on Church Road some 600m from the War Memorial, is a key focus activity during working hours, particularly at the beginning and at the end of the school day.

Positive aspects of character

- The junction of Station Road, Church Road and Silver Leys with large green verges and the War Memorial can be recognised a centre of the village;

- A well-established network of PRoW providing access to the countryside;

- Mixed land use helps sustainability of the village;

- Distinctive trees, green verges and front gardens contribute to the streetscape and its open character;

- Provision of private and public recreation grounds contribute to the green character of Bentley;

- Provision of large front and rear gardens which contribute to the well- vegetated streetscape;

- Multiple views across the countryside comprise of distinctive blocks of Ancient Woodlands, farmland, mature hedgerows and dispersed trees and parkland;

- Distinctive short distance views across the village comprise of War Memorial, former shop and Bentley crest;

- Low settlement with consistent roofline;

- High value surrounding landscape provides sense of remoteness and tranquillity;

- The surviving historic buildings in the wider Neighbourhood Area, some dating as early as the 13th century; and

- The surviving historic buildings in the main parts of the village including Bentley Grove; the Case is Altered public house; the Old Forge and several 19th century cottages.

Issues to be addressed in design guidelines

- Numerous cul-de-sacs in the village reduce permeability and build upon suburban character of the village;

- A lack of distinctive gateway into the village to emphasise the sense of arrival;

- Poor quality isolated groups of garages separated from the building plots;

- The character of the modern developments is informed by a limited range of materials, the use of standardised housing types and layouts. These developments contribute little to the character and sense of place of Bentley;

- Buildings lack of local and regional characteristics which contribute to the identity and sense of place;

- Regular building plot pattern which contributes to the townscape character;

- Diversified boundary structure in terms of height, materials and type affects streetscape character;

- There is a lack of local landmarks, which affect the legibility of the area; and

- The replacement of historic features in historic properties with modern materials that do not always respect the historic character of the host building.

4.   Design guidelines

4.1   Introduction

This section is divided into two parts. The first is a set of key elements to consider when assessing a design proposal. These are presented as general questions which should be addressed by developers and their design teams who should provide clarification and explanation as necessary. The second part is design codes or guidance setting out the expectations of the Bentley Neighbourhood Group.

It is important that full account is taken of the local context and that the new development responds to and enhances "sense of place" and meets the aspirations of people already living in that area. The aim of this section is to produce design guidelines that help to assess design quality and appropriateness in residential development proposals. Images have been used to reflect good examples of local architecture.

The guidelines developed in this document focus on residential development, considering the character of the immediate neighbouring buildings and the townscape and landscape of the surrounding area. The local pattern of streets and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of new development whilst recognising that new building technologies can deliver acceptable built forms and may sometimes be more relevant.

4.2   General design considerations

This section sets out a series of general design principles followed by questions against which the development proposals should be evaluated.

As an initial appraisal, there should be evidence that development proposals have considered and applied the following general design principles:

- Harmonise with and enhance the existing settlement in terms of physical form, movement pattern and land use;

- Relate well to local topography and landscape features, including prominent long-distance views;

- Reinforce or enhance the established character of streets and other spaces;

- Integrate with existing paths, streets, circulation networks and patterns of activity;

- Provide adequate open space for the development in terms of both quantity and quality;

- Reflect, respect and reinforce local architecture and historic distinctiveness;

- Retain and incorporate important existing landscape and built form features into the development;

- Respect surrounding buildings in terms of scale, height, form and massing;

- Adopt contextually appropriate materials and details;

- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;

- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other; to provide a safe, attractive and cohesive environment;

- Make enough provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and

- Sensitively integrate energy efficient technologies within the scheme at the start of the design process.

4.2.1   Key points to consider when assessing planning applications

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment overview as to whether the design proposal has considered the context and provided an adequate design proposal. Following these fundamental principles, there are number of questions related to the design guidelines which should be used to evaluate the quality and appropriateness of development proposals.

Landscape structure or settlement pattern

- What are the essential characteristics of the existing settlement and street pattern; are these reflected in the proposal?

- Does the proposal respect local landscape features including topography and hydrology?

- What are the important landscape or historic features within and surrounding the site? Have these features including existing trees been considered in the proposal?

- How does the proposal relate to its setting? Are there any important links both physical and visual that currently exists on and adjacent to the site?

- Does the proposal maintain or enhance the existing gaps between settlements?

- How will the new design or extension integrate with the existing street arrangement?

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?

- Are the new points of access appropriate in terms of patterns of movement?

- Do the new points of access and street layout take regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?

- Do the points of access conform to the statutory technical requirements?

Green spaces, public realm and street scape

- Does the new proposal respect or enhance the existing area or adversely change its character?

- Does the proposal maintain or enhance the existing landscape features including trees on or adjacent to the site?

- How does the proposal affect the character of a rural or edge of settlement location?

- In rural and edge of settlement locations does the development impact the tranquillity of the area and has this been fully considered?

- Has the impact on the landscape quality of the area been considered?

- Does the proposal positively contribute to the quality of the public realm and streetscape?

- Is there adequate amenity space for the development?

- Does the new development respect and enhance existing amenity space?

- Have opportunities for enhancing existing amenity spaces been explored?

- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?

- Have all aspects of security been fully considered and integrated into the design of the buildings and open spaces?

Pattern and layout of buildings

- What is the pattern and layout of existing buildings and have these been respected in the proposal?

- Does the proposal maintain the character of existing building layouts and their relationship with the main roads through the settlement?

- If the design is within or adjacent to a heritage asset, have the elements which contribute to their significance been considered in the proposal? (Heritage assets include listed buildings, scheduled ancient monuments, registered landscapes and registered battlefields.)

- Does the proposal affect or change the setting and significance of a heritage asset?

Views and landmarks

- What are the existing key views and visual landmarks in the area and have these been retained and enhanced in the proposal?

- Where long distance views exist, how are these respected in the design?

- Are new views and visual connections with the existing settlement and surrounding area incorporated into the proposal?

- Are new landmarks to be formed within the proposals?

Building line and boundary treatment

- Does the proposal respect the existing building line and harmonise with the adjacent properties?

- Has the appropriateness of the boundary treatments been considered in the context of the site?

Building heights and roofline

- Does the proposed development compromise the amenity of adjoining properties?

- Does the proposal overlook any adjacent properties or gardens?

- Has careful attention been paid to height, form, massing and scale of new buildings? Is it appropriate to reflect the adjacent scale or could a taller development be considered?

- If a proposal is an extension, is it subsidiary to the existing property so it does not compromise its character?

Architectural details and materials

- Has the local architectural character and precedent been demonstrated in the proposals?

- If the proposal is a contemporary design, are the details and materials a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

- What are the distinctive materials in the area, if any? Do the proposed materials harmonise with the local vernacular?

- Does the proposal use high quality materials?

- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?

Parking and utilities

- Has adequate provision been made for car and cycle parking both private and public?

- Do the proposed private car and cycle parking locations complement the existing provision or introduce new approaches? If new, do these new approaches change the character of the street?

- Has adequate provision been made for bin storage including facilities for waste separation and recycling?

- Is the location of the bin storage facilities appropriate in relation to the travel distance from the collection vehicle?

- Has the impact of the design of bin storage facilities been considered, including quality of materials and location on the whole development? Could additional measures be incorporated to help integrate facilities into the development?

- Has the location of utilities including appropriate maintenance access been integrated into the proposal?

- Is the use of energy saving/efficient technologies encouraged and maximised? Are these technologies integrated into the proposal and not 'bolt on'?

- Has the lighting scheme been designed to avoid light pollution?

4.3　Design codes

The codes or guidelines in this section should be applied as a starting point to all new development, regardless of where it is in the Bentley Neighbourhood Area. These guidelines advocate character-led design which responds to and enhances the existing townscape. Reference to context does not mean to copy or use pastiche solutions. It means responding to what is around as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings.

The design codes focus on the unique characteristics of the parish which are to be considered in any future development. They are to be considered in combination with the general questions in section 4.2 above.

Code 1: Settlement pattern

Cluster development

The well-developed network of Public Rights of Way enables easy access to the countryside.

Existing small clusters off the main streets is a form that any new development that does not directly front them should take.

Design guidance:

- New development should respond to the clustered layout of the village.

- New development of more than three homes should front the main streets or be in small clusters around generally straight or dog-legged no-through-roads coming off the main streets.

- Junction of Church Road, Station Road and Silver Leys should be enhanced as a centre of the village with street furniture, planting and paving materials.

- New development proposals should include parking provision integrated with the building plot.

- New development should include off street parking provision, wherever possible, and if a development results in on-street parking its impact should be thoroughly assessed through a Transport Assessment (see code 10 below)

- The network of Public Rights of Way should be retained and enhanced in new development proposals.

Code 2: Green spaces, public realm and streetscape

Well vegetated front garden with low picket fence contributes to the rural character of Bentley.

≥ 3m (6m preferred)

≤ 1.2m
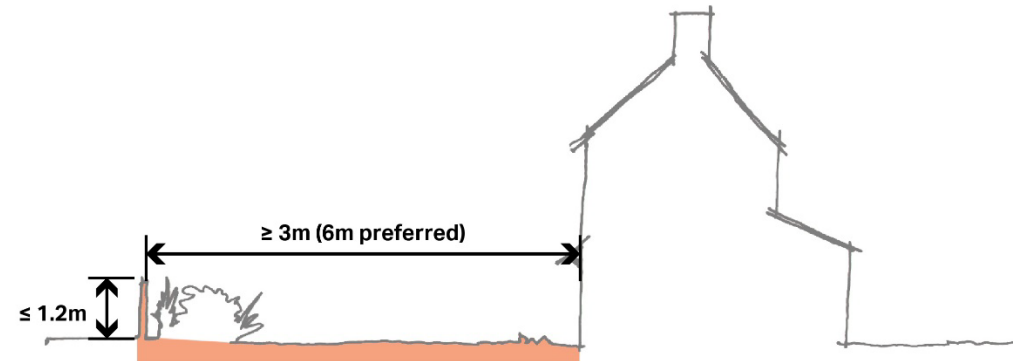
Open plan front garden maintained as a lawn contributes to the suburban character of Bentley. Recommended front garden lengths: 3m minimum, 6m preferred.

Village Playing Fields
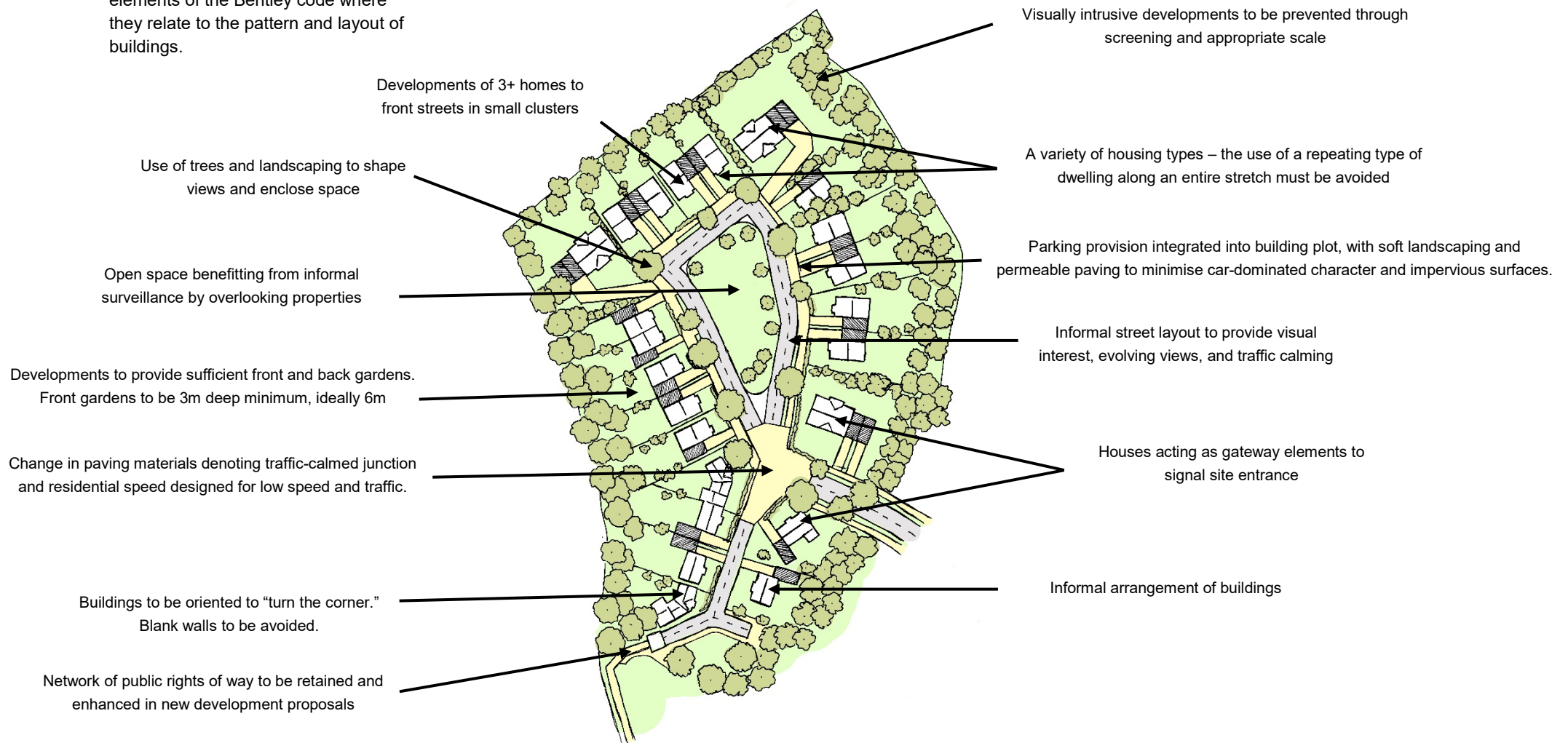
School Playing Fields

Grass verges

Public realm furniture

Design Guidance:

- New development should provide sufficient open space appropriate to the location and size of the dwelling, preferably through including front and rear gardens and grass verges.

- Playing fields should be retained and enhanced as a community hub through new development.

- Front gardens in new development proposals should add to the quality of the surrounding landscape and contribute to the character of Bentley.

- Trees should be retained and enhanced in new development proposals.

- A form of designation should be considered to protect valuable species of trees in the village.

- Materials used in the public realm should be of high quality and enhance the character of the village.

Code 3: Pattern and layout of buildings

This plan brings together many of the elements of the Bentley code where they relate to the pattern and layout of buildings.

Developments of 3+ homes to front streets in small clusters

Use of trees and landscaping to shape views and enclose space

Open space benefitting from informal surveillance by overlooking properties

Developments to provide sufficient front and back gardens. Front gardens to be 3m deep minimum, ideally 6m

Change in paving materials denoting traffic-calmed junction and residential speed designed for low speed and traffic.

Buildings to be oriented to "turn the corner." Blank walls to be avoided.

Network of public rights of way to be retained and enhanced in new development proposals

Visually intrusive developments to be prevented through screening and appropriate scale

A variety of housing types – the use of a repeating type of dwelling along an entire stretch must be avoided

Parking provision integrated into building plot, with soft landscaping and permeable paving to minimise car-dominated character and impervious surfaces.

Informal street layout to provide visual interest, evolving views, and traffic calming

Houses acting as gateway elements to signal site entrance

Informal arrangement of buildings

Design Guidance:

- The alignment of the road and house layout in new development proposals should create an interest through small enclosures and views shaped by the vegetation.

- Cul-de-sacs should end with an informal turning head to correspond with the informal arrangements of dwellings and include green space and robust planting.

- New development proposals should comprise a variety of dwelling types comprising of local and regional characteristics to enhance rural character and sense of place.

- The arrangement of gable ends should be carefully considered to avoid blank gables in prominent locations.

- Buildings should not front directly onto streets but be set behind a front garden to avoid creating areas with an urban feel.

- New development should create a diversified building line which is used to shape views and enclosures.

- The size of the plots and their pattern should contribute to the rural character;

- Future development in Bentley should reflect the density of existing development to enhance the rural character.

- Planting should be an essential part of street design to help with integration, cooling, appearance and biodiversity.

Code 4: Views and landmarks

Long distance view of the designed parkland.

Open view of the farmland with glimpses of the village in the background.

Short distance view of former village shop.

Design Guidance:

- New development should be in keeping with the surrounding landscape and consider the proximity of the nationally significant landscape Suffolk Coast and Heaths AONB.

- New development proposals should not be visually intrusive. This should be achieved through the appropriate scale and design including screening where appropriate.

- New development should reinforce and restore estate and parkland characteristics where appropriate.

- Scenic values and tranquillity of the countryside views should be retained and enhanced in future development.

- Where appropriate, future development proposals should incorporate a landscape feature to create a landmark.

- Future development should look to maintain and preserve the existing quiet and tranquil atmosphere of Bentley.

Elaborate gate to Bentley Manor

Design Guidance:

- New development should use boundary features which are complementary to the street and that enhance the rural character of the village. The use of panel fencing in publicly visible boundaries should be avoided.

- The materials proposed for new boundary features should be of high quality, responding to the village character and have strong attention to architectural detailing.

- Boundary treatments should reinforce the continuity of the building line along the street.

- A maximum height to wall, fence, and hedge of 1.2m is recommended (see below and p 27 illustration).

Open plan front garden

Low hedgerow

Low brick wall

Picket fence

Recommended max height

1.2m

Code 6: Building heights and roofline

Example of steep pitched roof

Example of hipped roof

Example of half hipped roof

Design Guidance:

- The height of proposed development should respond to adjacent buildings and should not exceed two storeys.

- New development proposals should consider steep pitched, half hipped and hipped roofs.

- Typical roof features such as chimney stacks and gables should be incorporated into new development proposals to correspond with the historic and enhance rural character of the village.

- Buildings should be no higher than 2 storeys.

Code 7: Building modifications, extension and plot infill

Building extension on Church Road

Modern extension on Grove Road

Extensions to dwellings can have a significant impact not only on the character and appearance of the building, but also on the street scene within which it sits. A well-designed extension can enhance the appearance of its street, whereas an unsympathetic extension can have a harmful impact, create problems for neighbouring residents and affect the overall character of the area. Some of the substantial plots on Church Lane were used for large extensions changing semi-detached dwellings into terraced housing of suburban character. The extension to Old Stables on Grove Road is represents more sympathetic design, which fits in and enhances rural character through scale, and use of vernacular materials.

Use of renewable sources of energy is important to improve sustainability. Solar panels are an energy efficient solution widely used across Bentley, which can be sympathetic to the character of the village.

Design Guides:

- Extensions should be appropriate to the scale, massing and design of the main building and complement the streetscape.

- Alterations and extensions of historic buildings should respect the host building. Replacement of historic and traditional features, such as timber windows and doors with uPVC and other non-traditional materials should be avoided.

- Extensions are more likely to be successful if they do not exceed the height of the original or adjacent buildings. Two storey extensions should be constructed with the same angle of pitch as the existing roof.

- The design, materials and architectural detailing of extensions should be high quality and respond to the host building and the local character of Bentley.

- The impact on the space around the building should consider overlooking, oversharing and overbearing.

- Renewable sources of energy such as solar panels should be implemented to new development proposals where appropriate. Provision of electric car charging points should be considered.

The *Permitted Development Rights for Householders* (MHCLG, 2019) contains more detailed information on building modifications and extensions, setting out what is usually permitted without planning permission. This is summarised in Appendix D.

Code 8: Architectural details

8A - Architectural Detail: Doors

Wooden door with rendered porch

Wooden door with rendered porch

Wooden door with brick porch

Composite doors with wooden porch

8B - Architectural Detail: Windows

Picture window

Casement window

Casement window with glazing bars

Sash window with glazing bars

Design Guidance:

- Architectural detailing in development proposals should enhance the rural character and contribute to the sense of place.

- Future development should consider casement, sash and picture windows with glazing bars to emphasise the rural and historic context of the existing buildings of Bentley.

- Future development should consider doorways emphasised by porches.

- Future development should consider finishes suitable for the area to enrich the style of the buildings. Pargetting is one of the traditional Suffolk finishes which could enhance local character.

Code 9: Streets

Streets must meet the technical highways requirements as well as be considered a 'place' to be used by all, not just motor vehicles. It is essential that the design of new developments includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable public transport users. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles.

Within the settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind and may introduce a range of traffic calming measures.
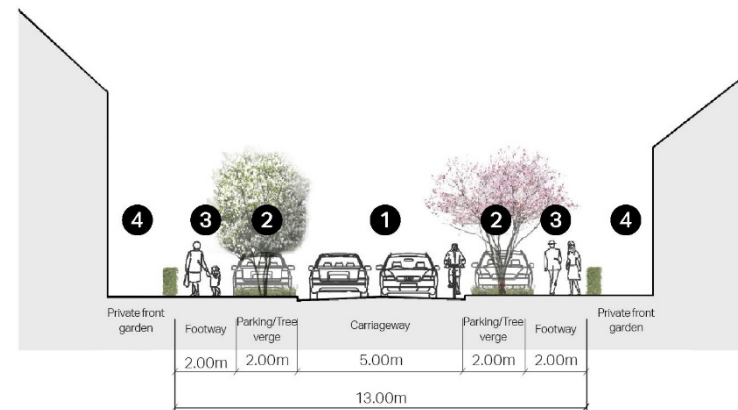
The distribution of land uses must respect the general character of the area and street network, and consider the degree of isolation, lack of light pollution, and levels of tranquillity.

Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.

The next pages introduce suggested guidelines and design features including a range of indicative dimensions for street types in new residential areas.

Residential Streets

- Residential streets have a strong residential character and provide direct access to residences from the secondary roads. They must be designed for low traffic volumes and low speed.

- Carriageways must accommodate two-way traffic and parking bays. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays. These roads must also accommodate footways with a 2m minimum width on either side and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.


Private front garden	Footway	Parking/Tree verge	Carriageway	Parking/Tree verge	Footway	Private front garden
	2.00m	2.00m	5.00m	2.00m	2.00m	
			13.00m			

Section showing indicative dimensions for residential streets. In some places tree verges may be omitted from one or both sides.

1. Shared carriageway (local access). Traffic calming measures may be introduced at key locations.
2. Green verge with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

Lanes/Private Drives

- Lanes and private drives are the access-only types of streets that usually serve a small number of houses. They must be minimum 6m wide and serve all types of transport modes including walking and cycling, and allow sufficient space for parking manoeuvre.

- Opportunities to include green infrastructure, hedges, and/or private gardens to soften the edges must be maximised.
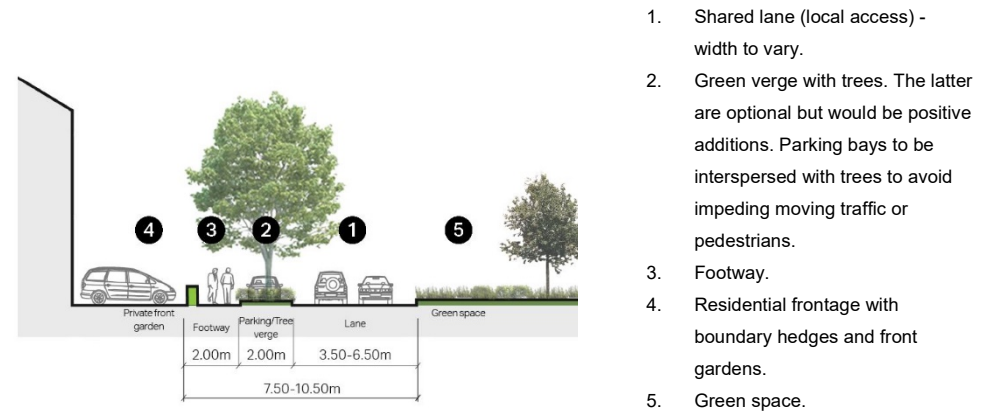

1. Shared lane (local vehicle access, cyclists, and pedestrians).
2. Residential frontage with front hedges and gardens
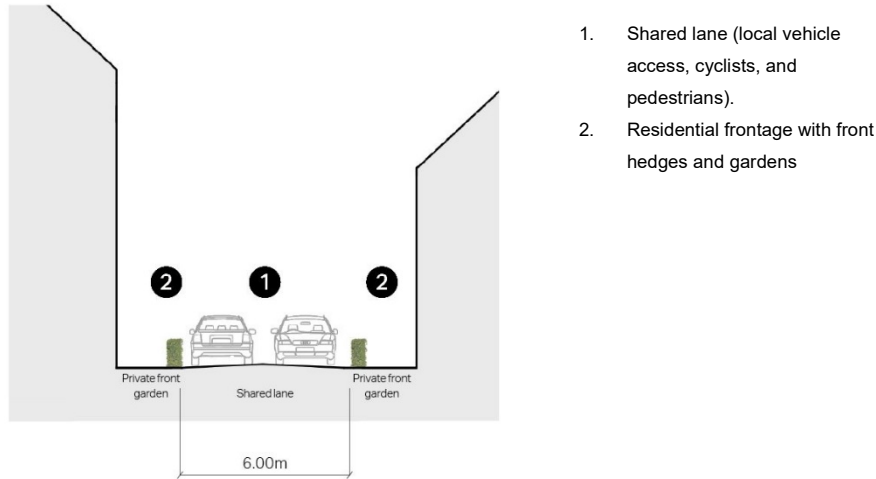
Section showing indicative dimensions for lanes and private drives.

Example of a lane/ private drive in Cambridge, with a shared surface for all road users.

Edge Lanes

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.

- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.

1. Shared lane (local access) - width to vary.
2. Green verge with trees. The latter are optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.
5. Green space.

Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

Examples of edge lanes in Dorchester, with low-speed roads shared between motor vehicles and cyclists, and opportunities for on-street parking (note: some localities may prefer clearly defined footways and parking bays).

Code 10: Vehicle Parking

- When needed, residential car parking can be a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking.

- For family homes, cars must be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable. Multiple garage parking is encouraged.

- Car parking design must be combined with landscaping to minimise the presence of vehicles.

- Parking areas and driveways must be designed to minimise impervious surfaces, for example with permeable paving.

- When placing parking at the front, the area must 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.

- Parking bays and spaces must be designed for easy access by wheelchairs, loading carts, and buggies.

- The following pages outline the residential car parking solutions that can be employed in Bentley.

On-Plot Side or Front Parking

- On-plot parking can be visually attractive when it is combined with high quality and well-designed soft landscaping. Front garden depth from pavement back must be sufficient for a large family car.

- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high-quality paving materials between the private and public space.

- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off.
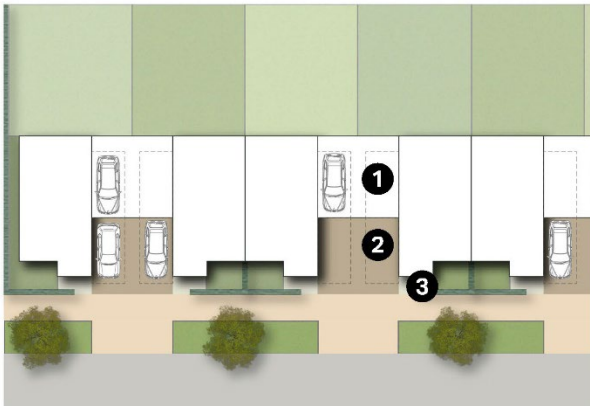

Indicative codes/layouts of on-plot front (left) and side (right) parking.

1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.
2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
3. Boundary hedges to screen vehicles and parking spaces.

On-Plot Garages

- Where provided, garages must be designed either as free-standing structures or as additive form to the main building. In both situations, it must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit.

- Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they must be designed accordingly.

- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.

- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

Indicative codes/layout of on-plot parking with garages.

1. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
2. Garage structure set back from main building line. Height to be no higher than the main roofline.
3. Boundary hedges to screen vehicles and parking spaces.

Code 11: Materials

Red and yellow brick is a dominant building material across Bentley. Render is used on the post-war semi-detached houses on Church Road but is otherwise more common as a finish on older and historic buildings as is painted brickwork, render and black weatherboarding. The extensive use of modern red brick and concrete tiles and the restricted use of other building materials means that the character of many buildings in the village is not reflective of the surrounding context. Wide use of diversified Suffolk materials including red brick, red clay tiles, render and flint should help to build the sense of place and enhance the rural character of the village. Typical roof materials comprise of concrete tiles, clay pantiles and natural slate. The concrete tiles are the most common across the village and are less sympathetic to the rural and Suffolk character.

Palette of Materials - Roof

Red clay pantile

Flint roof tile

Ceramic pantile

Ceramic pantile

Palette of Materials – Walls

Red brick

Yellow brick

Painted brickwork

Render

Back timber frame

Black weatherboarding

Houses 3 to 6 Grove Road.

Use of a wide palette of colours on the buildings facades is a characteristic feature in Suffolk. It helps diversify the streetscape and emphasize the quality of the place. There are some examples in Bentley where coloured render was successful. Use of coloured finishes in Bentley may be appropriate and should be considered in new development. For the further guidance on the selection of colours please refer to the *Guidance on the selection and use of colour in development, 2018.*

The Angel and Claire Cottage on Station Road.

Design Guidance:

- Materials used in new developments should demonstrate an understanding of local and regional character and build upon the sense of place.

- High quality roof materials consistent with the rural character of the village should be used in new development. Concrete tiles and artificial slates should be avoided.

- New development proposals are likely to be more successful if they comprise high quality, traditional materials such as Suffolk red and white brick, painted brickwork and render and black weatherboarding.

- The choice of render colour should help to integrate a new building into its context and enhance Suffolk character.

- Materials for alterations and extensions should be high-quality and retain or if possible enhance the character and appearance of the host building and the surrounding area.

5. Deliverability

5.1 Delivery agents

The design guidelines will be a valuable tool for securing context-driven, high quality development in Bentley Neighbourhood Area. They will be used in different ways by different actors in the planning and development process, as summarised in the table below:

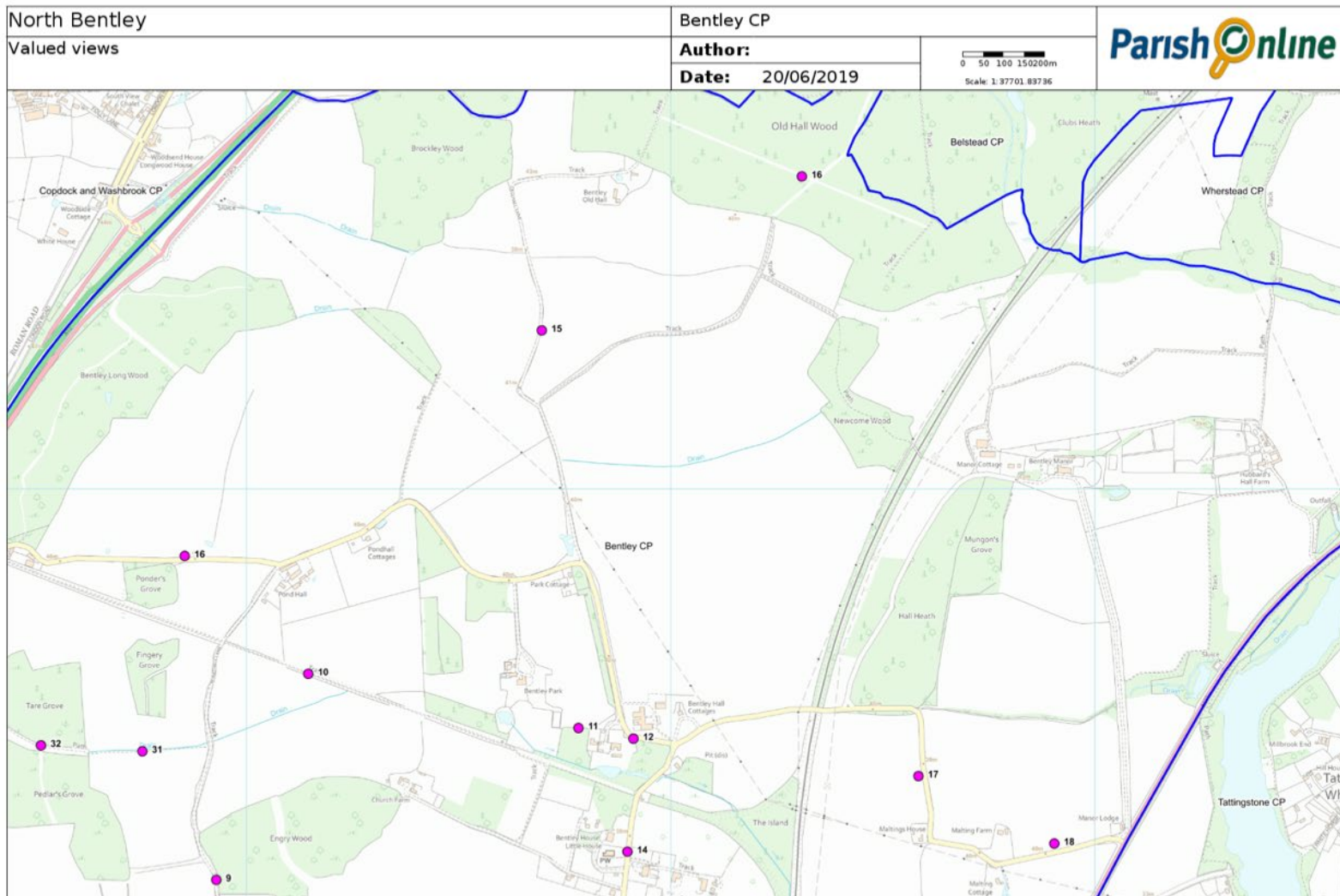| Actor	How they will use the design guidelines
Applicants, developers and landowners	As a guide to the community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought. Where planning applications require a Design and Access Statement, the Statement should explain how the Design Guidelines have been followed.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are followed.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

5.2 Deliverability

The National Planning Policy Framework (paragraph 35) emphasises that a proportionate evidence base should inform plans. Based on a '*positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings*' (see paragraph 15). Policies should be '*underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals*' (paragraph 31). Crucially planning policies '*should not undermine the deliverability of the plan'* (paragraph 34).

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan's policies are aligned with national policy and non-statutory best practice on design.
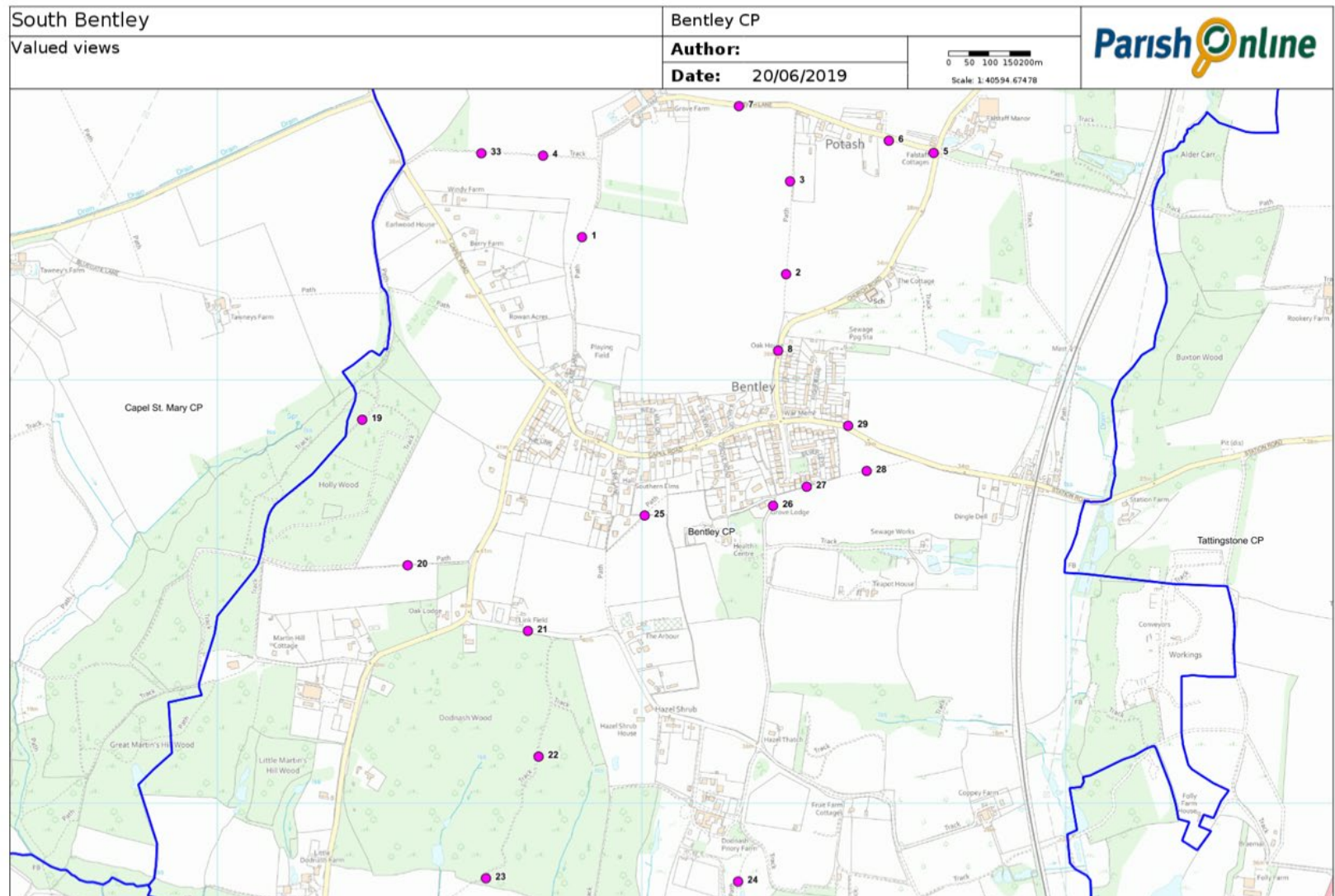
The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design (architecture, placemaking etc.) and finish; and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

Appendix A Valued Views in Bentley

North Bentley
Valued views

Bentley CP

Author:

Date: 20/06/2019

Scale: 1:37701.89736

ParishOnline

Contains Ordinance Survey Data © Crown copyright and database rights 2019 Ordnance Survey 100046170

South Bentley
Valued views

Bentley CP

Author:

Date: 20/06/2019

Scale: 1: 40594.67478

Appendix B References

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Babergh and Mid Suffolk District Council (2015). Joint Babergh and Mid Suffolk District Council Landscape Guidance, August 2015. Babergh and Mid Suffolk: Babergh and Mid Suffolk District Council. 1 - 108.

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Natural England. (12 February 2019). Notice of the Suffolk Coast and Heaths Area of Outstanding Natural Beauty (Designation Variation) Order 2019. Available: https://www.gov.uk/government/publications/suffolk-coast-and-heaths-area-of-outstanding-natural-beauty-boundary-variation/notice-of-the-suffolk-coast-and-heaths-area-of-outstanding-natural-beauty-desi. Last accessed 03 July 2019

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Suffolk County Council. (2000). Suffolk Design Guide for Residential Areas. Available:
Waygood Colour (2018). Guidance on the selection and use of colour in development. Suffolk: Suffolk Coast & Heaths AONB. 1-44.

Appendix C Online sources

https://www.heritagegateway.org.uk/

https://heritage.suffolk.gov.uk/Data/Sites/1/media/parish-histories/bentley.pdf

https://opendomesday.org/place/TM1138/bentley/

https://www.pastscape.org.uk/hob.aspx?hob_id=387983

https://www.british-history.ac.uk/vch/suff/vol2/pp99-100

https://heritage.suffolk.gov.uk/Data/Sites/1/media/parish-histories/bentley.pdf

Appendix D Permitted Development

Refer to *Permitted Development Rights for Householders* (MHCLG, 2019) for information on what building modifications and extensions are is usually permitted without planning permission. Some elements, accurate as of November 2019, are highlighted here.

Household extensions

An extension or addition to a house is considered to be permitted development, not requiring an application for planning permission, subject to limits and conditions including:

- No more than half the area of land around the "original house" (as it was first built or as it stood on 1 July 1948) covered by additions or other buildings

- No extension forward of the principal elevation or side elevation fronting a highway

- No extension to be higher than the highest part of the roof

- Single-storey rear extensions must not extend beyond the rear wall of the original house by more than eight metres if a detached house; or more than six metres for any other house

- Maximum height of a single-storey rear extension of four metres

- Extensions of more than one storey must not extend beyond the rear wall of the original house by more than three metres

- Maximum eaves height of an extension within two metres of the boundary of three metres

- Maximum eaves and ridge height of extension no higher than existing house

- Side extensions to be single storey with maximum height of four metres and width no more than half that of the original house

- Two-storey extensions no closer than seven metres to rear boundary

- Roof pitch of extensions higher than one storey to match existing house

- Materials to be similar in appearance to the existing house

- No verandas, balconies or raised platforms

*MAXIMUM EAVES HEIGHT

1. No higher than existing house
2. No higher than 3m for extensions within 2m of boundary
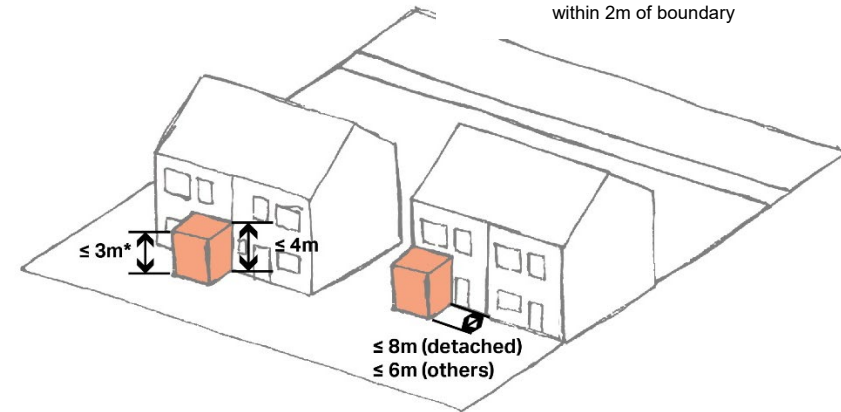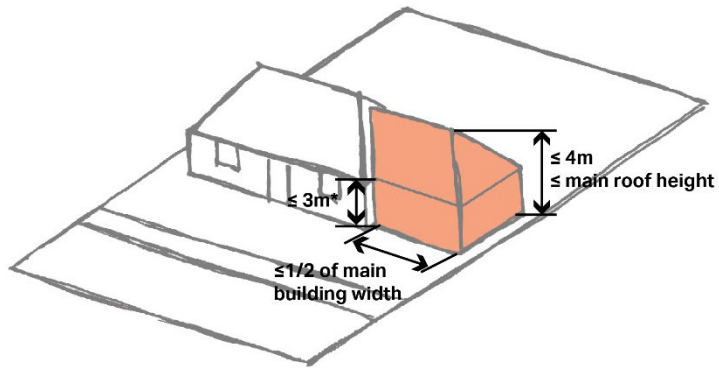

Single-storey rear extension.
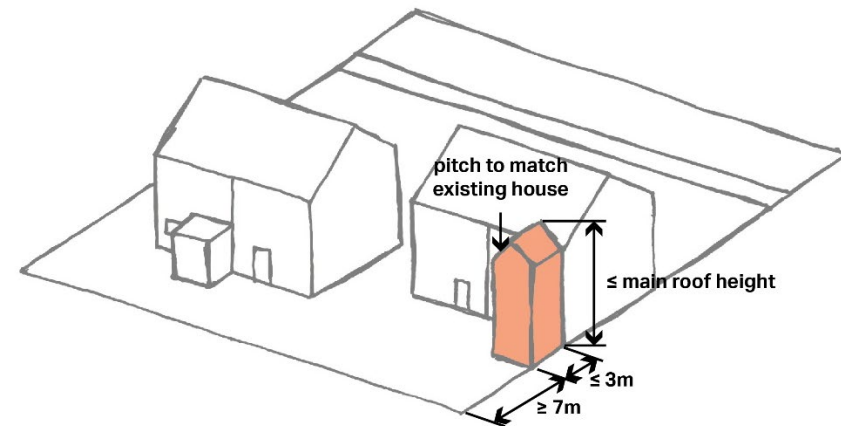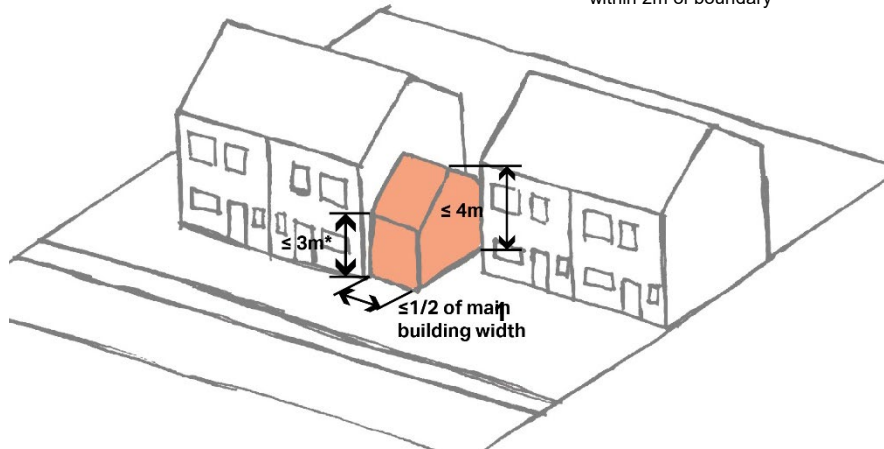

Two-storey rear extension.

*MAXIMUM EAVES HEIGHT

1.   No higher than existing house
2.   No higher than 3m for extensions
      within 2m of boundary

≤ 4m
≤ main roof height

≤ 3m*

≤1/2 of main
building width

Side extension to a single-storey building.

*MAXIMUM EAVES HEIGHT

1.   No higher than existing house
2.   No higher than 3m for extensions
      within 2m of boundary

≤ 4m

≤ 3m*

≤1/2 of main
building width

Side extension to a two-storey building.

Roof extensions

A loft conversion is considered to be permitted development, subject to the following limits and conditions:

- A volume allowance of 40 cubic metres additional roof space for terraced houses

- A volume allowance of 50 cubic metres additional roof space for detached and semi-detached houses

- No extension beyond the plane of the existing roof slope of the principal elevation that fronts the highway

- No extension to be higher than the highest part of the roof

- Materials to be similar in appearance to the existing house

- No verandas, balconies or raised platforms

- Side-facing windows to be obscure-glazed; any opening to be 1.7m above the floor

- Roof extensions not to be permitted development in designated areas**

- Roof extensions, apart from hip to gable ones, to be set back, as far as practicable, at least 20cm from the original eaves

- The roof enlargement cannot overhang the outer face of the wall of the original house.

The fitting of skylights is considered to be permitted development, subject to the following conditions;

- Any alteration to project no more than 150 millimetres from the existing roof plane.

- No alteration to be higher than the highest part of the roof.

- Side facing windows to be obscure-glazed; any opening to be 1.7m above the floor.

≤ highest part of roof

≥ 0.2m

≥ 0.2m

≤ 0.15m
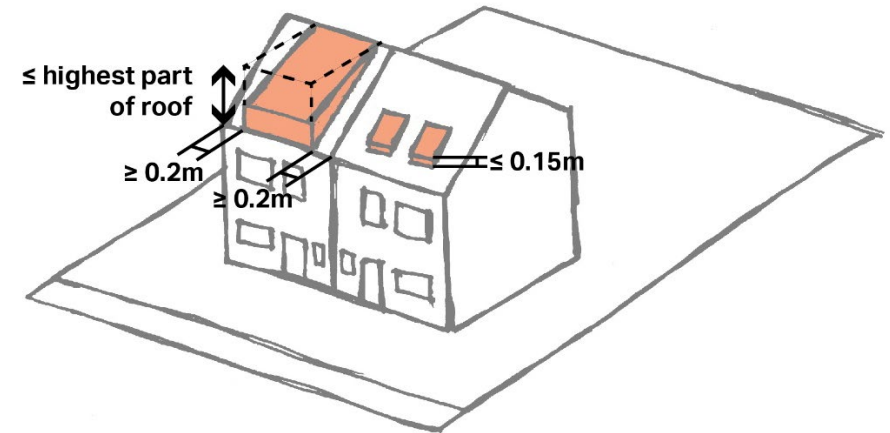
Porches

Porches are considered permitted development, provided:

- the ground floor area (measured externally) would not exceed three square metres.

- no part would be more than three metres above ground level (height needs to be measured in the same way as for a house extension).

- no part of the porch would be within two metres of any boundary of the dwelling house and the highway.
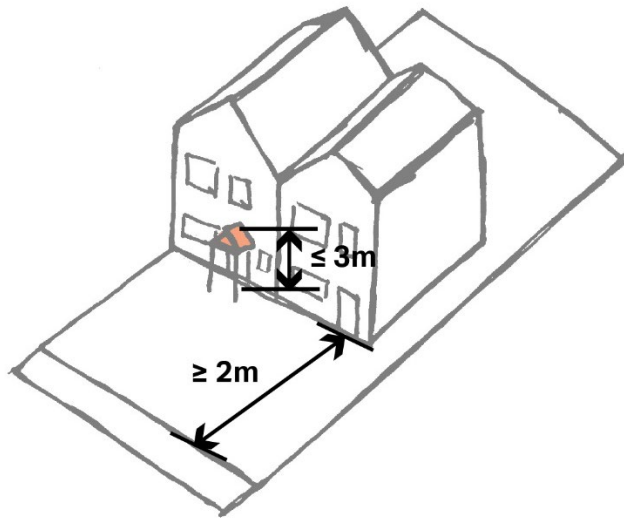
Outbuildings

Outbuildings are considered to be permitted development, subject to the following conditions;

- No outbuilding on land forward of a wall forming the principal elevation.

- Outbuildings and garages to be single storey with maximum eaves height of 2.5 metres and maximum overall height of 4 metres with a dual pitched roof or three metres for any other roof.

- Maximum height of 2.5 metres in the case of a building, enclosure or container within two metres of a boundary of the curtilage of the dwellinghouse.

- No verandas, balconies or raised platforms (a platform must not exceed 0.3 metres in height)

- No more than half the area of land around the "original house" would be covered by additions or other buildings.

- Within the curtilage of listed buildings any outbuilding will require planning permission.