Hartest

Design Codes and Guidance

Draft report

June 2023

Delivering a better world

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
0	26-06-2023	Research, site visit, drawings	Jimmy Lu Benedict Lancaster	Senior Urban Designer Graduate Urban Designer

Executive summary

This document has been prepared by AECOM Limited ('AECOM') in accordance with its contract with Locality (the 'Client').

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme led by Locality, AECOM was commissioned to provide design support to Hartest Parish Council.

As the National Planning Policy Framework (NPPF) (paragraph 126) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

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

Therefore, this document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has been done before.

Chapter 1 sets the scene by explaining the importance of good design, followed by a brief summary of the scope of this report as well as the steps followed till its completion (Final report).

Chapter 2 provides a summary of the Neighbourhood Area regarding the movement networks, heritage, landscape and patterns of growth. The findings that are extracted will then, shape the design guidelines.

Chapter 3 presents two sets of design guidelines. The first is a set of general design considerations that should be addressed by applicants and their design teams, appropriate for Hartest's rural environment and character. The second is a set of design guidelines regarding key aspects/characteristics of Hartest.

Both sets have been informed and shaped by the local character analysis of the Neighbourhood Area aiming to guide future development, of any scale, as well as sustainable travel.

Chapter 4 explains why this report is a valuable tool in securing context-driven, high-quality development in the Neighbourhood Area and offers recommendations of various ways that this document could be used by each actor in the planning and development process.

It is intended that this report become an integral part of the Neighbourhood Plan and be given weight in the planning process.

1. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

Contents

Introduction

01

1. Introduction

This section provides context and general information to introduce the project and its location

1.1 The importance of good design

As the National Planning Policy Framework (NPPF) (paragraph 126) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

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

This document aims to offer guidance in future development that promotes good design, respects and preserves local characteristics, whilst encouraging modern and innovative design.

Following an analysis of the Neighbourhood Area, a set of architectural and design qualities will be created. This set of qualities combined with good design practice will form the design guidelines that any development within Hartest Parish should follow in order to comply with this parish-wide design guide document.

1.2 The purpose of this document

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme, led by Locality, AECOM was commissioned to provide design support to Hartest Parish Council.

The NPPF 2021, paragraphs 127-128 states that:

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

'To provide maximum clarity about design expectations at an early stage, plans ... should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high quality standard of design. However their level of detail and degree of prescription should be tailored to the circumstances in each place, and should allow a suitable degree of variety where this would be justified.'

1. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

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

Thus, this report's main objective is to develop design guidelines and codes for the Neighbourhood Plan to inform the design of the public realm and future planning applications and developments in Hartest Parish to ensure that they remain sympathetic to the character of the Parish. In particular, it elaborates on key design elements that were agreed with the Neighbourhood Plan Steering Group, namely:

- Exploring traffic calming options to support pedestrian comfort and accessibility;
- Enhancing green infrastructure; and
- Preserving the character and context of Hartest as a historic village.

1.3 Process

Following an inception meeting and a site visit with members of the Neighbourhood Plan Steering Group, AECOM carried out a high-level assessment of the Neighbourhood Area. The following steps were agreed with the group to produce this report:

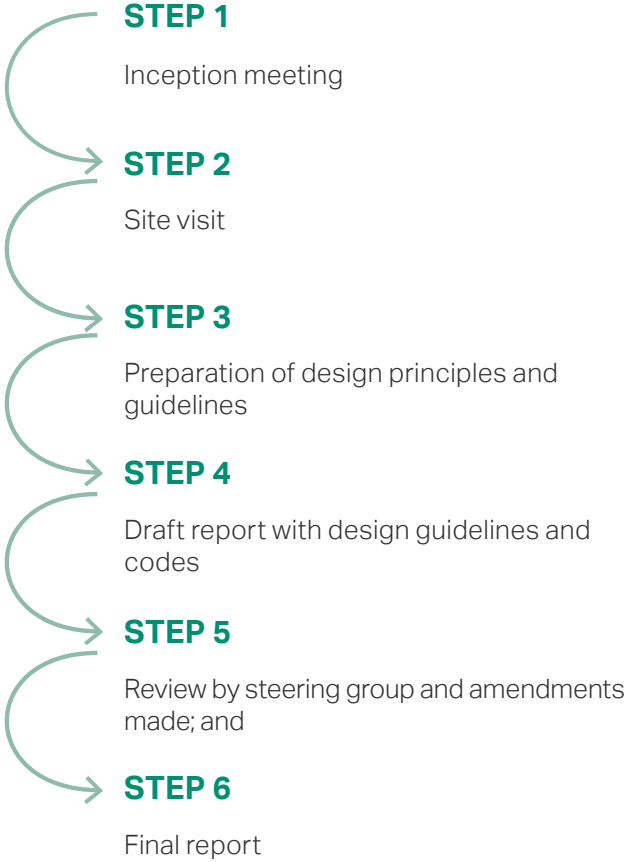

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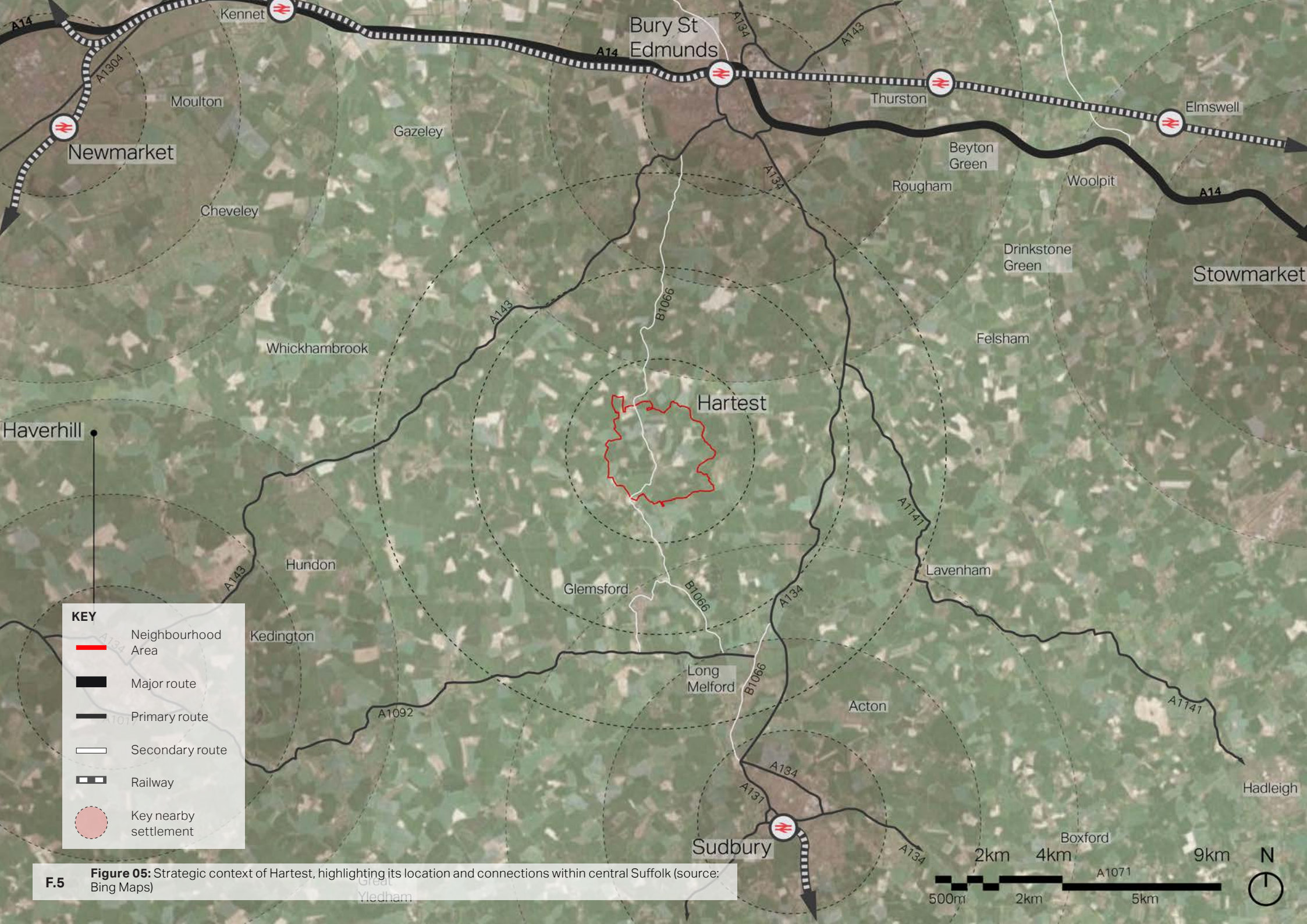
Figure 01: Local butcher shop on Hartest Green. One of the few remaining local businesses and a key facility within the village

Figure 02: Thatched cottage with coloured rendering and brick chimney stacks. A key example of the local vernacular

Figure 03: View of a row of cottages fronting onto the Green

Figure 04: A key view into the village from a surrounding country lane



F.5 **Figure 05:** Strategic context of Hartest, highlighting its location and connections within central Suffolk (source: Bing Maps)

1.4 Area of study

The Parish of Hartest consists of a small rural village with outlying settlements set within the rolling hills of the central Suffolk Countryside. The village lies approximately 10 miles south of Bury St Edmunds and 9 miles north of Sudbury. As of 2021, the parish had a population of 471, making it a tertiary settlement within the wider area's settlement hierarchy.

Subsequently, access to services and facilities is dependent on larger outlying settlements. Travel is usually confined to private vehicles as public transport is limited to two bus services departing from Hartest Green. These include the 374 bus between Clare and Bury St Edmunds and the 715, a once weekly service between Stanstead and Sudbury.

The nearest railway station is Sudbury which operates a single, hourly service to Marks Tey allowing for onward connections to London. Additionally, regular railway services to Cambridge, Peterborough and Ipswich run from Bury St Edmunds Railway Station.

Services within the village include a pub and butcher, and are the only retail and leisure facilities within the village. All Saint's Church and the Hartest Institute are open to the public and provide community spaces and pop-up services such as a pharmacy.

There is also a Primary School with a catchment area reaching out to other surrounding villages. Additionally, farming accounts for a significant portion of economic activity within the parish though much of the local population commute to outlying areas for employment, or increasingly work from home, representing new challenges for the design and scale of new development.

Hartest is the primary settlement within the parish, comprising of a small village core at the crossroads of the B1066 running north south between Sudbury and Bury St Edmunds. The village core follows a typical medieval settlement typology, with a large green serving as the main focal point, fronted by thatched and half-timbered cottages and other key landmarks such as All Saint's Church.

Surrounding the village core are smaller hamlets such as Cross Green, Pear Tree Farm, Old Mill and Fosters, each contained within strategic gaps protecting their unique individual vernacular. While each are distinct, the varied nature of these settlements contribute to the pleasant rural character of the parish as a whole.

1.5 Planning policy and guidance

This section summarises the relevant design policy and guidance produced at national and local levels which have informed this design guidance and codes document. It specifies how the relevant policies and guidelines have been incorporated in the production of the design codes included in this document. Any application for new development should be familiar with those documents.

1.5.1 National planning policy and guidance

The following section summarises key relevant policy and guidance documents at the national level.

2021 National Model Design Code

DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

2020 - Building for a Healthy Life

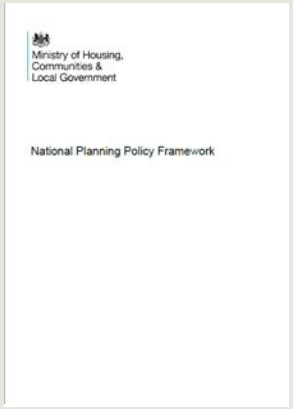
Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

2021 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.



2019 - National Design Guide

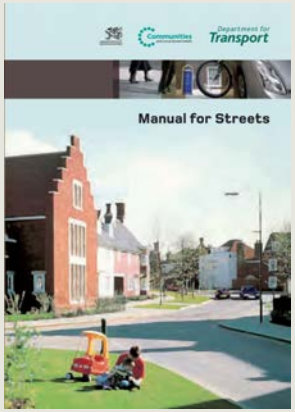
DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2007 - Manual for Streets

Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first. A revision of the document was under preparation at the time of writing this report.



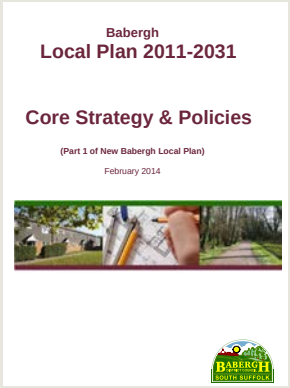
1.5.2 Local planning policy context

The following section summarises key relevant policy and guidance documents at the local level.

2014 - Babergh Local Plan 2011-2031 Core Strategy & Policy

Babergh District Council

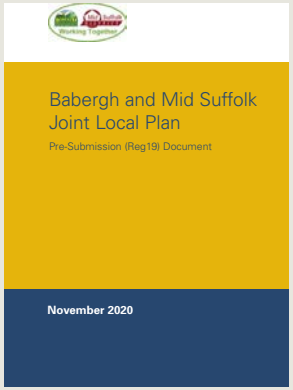
Policy CS2: Settlement Pattern Policy classifies Hartest as a Hinterland Village that should accommodate some development to help meet its internal housing needs. Policy CS11: Strategy for Development in Core and Hinterland Villages sets the criteria for appropriate development in Hinterland Villages. Policy CS19: Affordable Homes determines affordable housing targets.



2020 - Babergh and Mid Suffolk Joint Local Plan - Pre-Submission (Reg19) Document

Babergh and Mid Suffolk District Councils

The emerging Local Plan is intended to supersede the current Local Plans upon its adoption and sets the strategy for development up to 2037. Policy SP03 - Settlement Hierarchy identifies Hartest and Cross Green as a Babergh Hinterland Village and a Babergh Hamlet Village respectively. Policy SP04 - Housing Spatial Distribution identifies the need for the construction of 12 homes from 2018 to 2037.



2022 - Suffolk Design: Streets Guide

Suffolk County Council

The Streets Guide is a guidance document designed to assist the delivery of well-designed streets in Suffolk. It sets new approaches to designing how sites for development should be accessed by focusing on the routes people need to travel by foot, wheel or cycle instead of vehicular accesses being starting points for the design process.

2013 - Hartest Conservation Area Appraisal

Babergh District Council

The document defines and records the special architectural or historic interests that warrant designation of the Hartest Conservation Area, designated in 1973. It identifies elements that contribute to its special character and appearance, including traditional building materials, layout, planting, its relationship to the countryside, and building usage.

conservation area appraisal

Neighbourhood area context analysis

02

2. Neighbourhood area context analysis

This section highlights existing principles for development contained within the Babergh Local Plan and emerging Hartest Neighbourhood Plan. Relevant sections are signposted in this chapter and contextualised for the purposes of this design code.

2.1 Landscape and ecology

Emerging Hartest Neighbourhood Plan

- The main part of the village is set in the bottom of a distinctive valley, formed by a tributary of the River Glem which is rich in biodiversity, sustaining populations of otters and crayfish.
- The village is distinct in that, while there is one main built-up area focused on the vicinity of the Green, there are also a number of smaller built-up clusters dispersed around the parish, historically developed around farms.
- Hartest has two statutory landscape designations (Ashen Wood and Bavins Wood - Sites of Special Scientific Interest) and two county wildlife sites (valued for wildflower growth).
- Hartest is set within an undulating arable landscape, characterised by a random pattern of ancient fields, studded blocks of ancient woodland.
- The village features a dispersed settlement pattern of loosely clustered villages, forming key views around the parish.
- Hartest Hill is said to be the steepest hill in Suffolk. The land features heavy loam and clay soils, originally covered by woodland and forest. The name 'Hartest' derives from the wooded nature of the landscape.
- An Area of Local Landscape Sensitivity has been designated in light of uncertainty regarding the SLA being retained within the emerging Joint Local Plan.
- An extensive, species rich hedgerow network extends through the parish with mature trees and wildlife abundant throughout these "corridors".
- There is no street lighting within Hartest, and its introduction is seen as harmful to the historic character of the village.
- It is therefore essential that any future development in Hartest is focused on the existing built-up area of the village in order to limit potential detrimental impact on the surrounding landscape and designations and ensure that it is located close to what services remain in the village centre.

F.6 **Figure 06:** Map showing the main landscape and ecology features in Hartest (sources: Bing Maps, Hartest Parish Council, OS and Defra)

Relevant policies

Local policies relate to landscape and ecology which should be specifically referred to in conjunction with design codes within this document:

- **Babergh Local Plan:** EN01, EN02, EN03, EN04, EN06, EN15, HS202, HS04, CR07, CR08
- **Emerging Hartest Neighbourhood Plan:** HAR8, HAR9, HAR14, HAR15, HAR17


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Figure 07: Stream running through the village centre. Watercourses are a key landscape feature forming the valley which Hartest is set within

Figure 08: Hedgerows along key routes into the village. These are critical for screening roads, preserving biodiversity and enforcing strategic gaps between settlement clusters and the village core

Figure 09: The landscape character of Hartest is described as "undulating with a random pattern of ancient fields, studded blocks of ancient woodland, and a dispersed settlement pattern of loosely clustered villages"

F.10 **Figure 10:** Map showing the location of the main settlements and Conservation Area in Hartest Parish (sources: Bing Maps, OS and Defra)

2.3 Settlement patterns

- The village Green forms the main focal point in the core of the village. It has an unusual triangular shape though it was originally larger. It appears the eastern edge was formerly on the other side of the stream, and that the tightly packed houses along the present eastern edge are later encroachments.
- Towards the Green's lower end, near the fording point of the stream, stands the Church, (already there by 1086); the Hall or Manor House, now the Crown Inn, higher up the slope, and the Rectory to the south of the Church.
- The surrounding landscape is an integral part of the village setting with access to extensive views across it from many of the houses and public spaces, from the footpaths and the four roads.
- Today the central part of the village and a considerable area of land around it, the village setting, is designated as a Conservation Area and within it there are many listed buildings as well as, non-listed buildings and features of local importance.

2.4 Built form and heritage

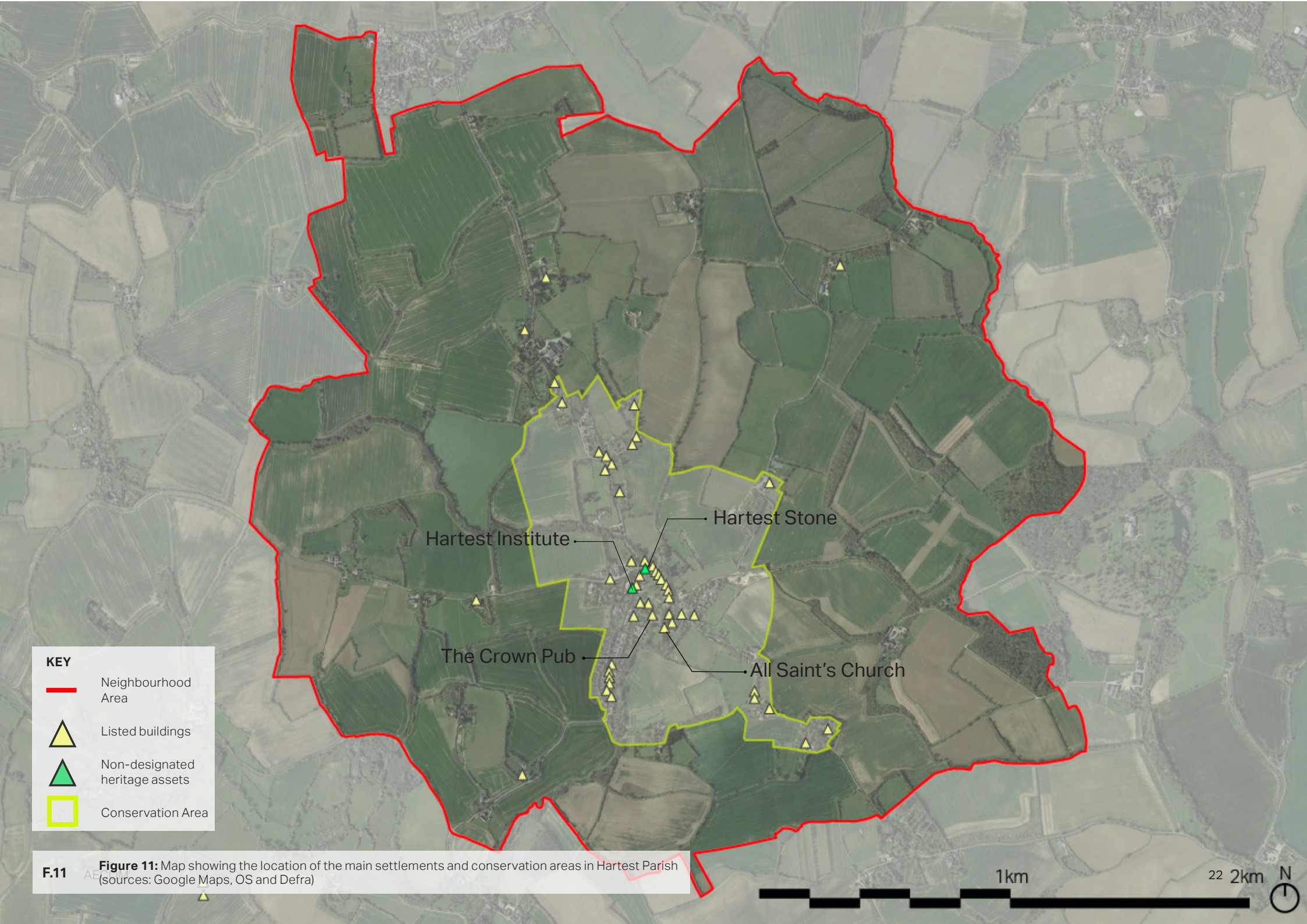
- Today the central part of the village and a considerable area of land around it is designated as a Conservation Area containing many listed and non-listed buildings as well as other features of features of local importance.
- There are 51 listed buildings within the parish, the majority of which are in the Conservation Area. Development in recent decades has not always had regard for Hartest's historic character.
- Furthermore, while the Cross Green Settlement Boundary is not so constrained by heritage designations, there are a number of listed buildings that will need to be taken account of when considering development.
- The importance heritage and landscape designations also requires that the location of new development is carefully considered and, where necessary, mitigates any impact on the historic and natural landscape, and existing infrastructure. Similarly, new development should respect the historic and rural character of the parish.

The next pages show typical architectural elements and material palette encountered in Hartest.

Relevant policies

Local policies relating to settlement patterns, the built form and heritage which should be specifically referred to in conjunction with design codes within this document.

- **Babergh Local Plan:** HS05, HS28
- **Emerging Hartest Neighbourhood Plan:** HAR1, HAR2, HAR10, HAR11



F.11 **Figure 11:** Map showing the location of the main settlements and conservation areas in Hartest Parish (sources: Google Maps, OS and Defra)

Figure 12: All Saint's Church. A Grade I listed church featuring local flint stonework, including squared knapped flint on the north porch

Figure 13: The Hartest Institute was designed by Reginald Blomfield and built in 1888. It is the most prominent non-designated building in Hartest, with Arts & Crafts features and Suffolk red brick

Figure 14: Brook House, a thatched cottage on the Green. Formerly a butcher shop with retained white timber fascias, Suffolk red brick and thatched roof

Figure 15: Terraced almshouses with gabled fronts and hipped dormer porches

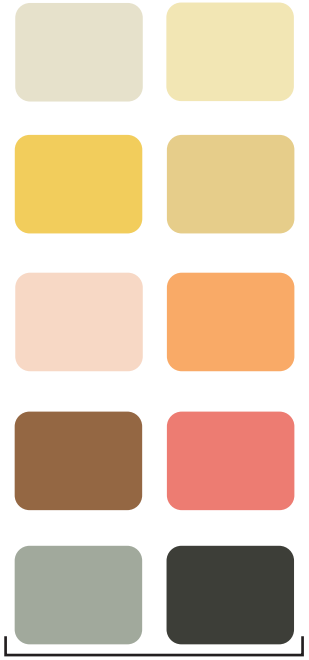
Figure 16: Grade II listed cottages built in 17th/18th Centuries along Hartest Green with coloured render. These are typical of Hartest's historic character

Figure 17: Houses displaying a range of local traditional materials: thatch, clay pantiles, brick chimney stacks, gabled dormers and porch with barge boards, and walls in Suffolk pink and off-white render

Figure 18: Grade II listed timber-framed and plastered house with slate roofs, jettied gable with barge boards, and a mix of casement and sash windows

Figure 19: Renovated agricultural building with clay pantiles and black timber weatherboarding

Figure 20: House with clay pantiles and Suffolk pink render



Colour Palette

Building walls

Coloured render

Off-white render

Suffolk red brick

Suffolk white brick

Timber weatherboarding

Red brick dressing with flint infilling

Roofs

Red clay pantiles

Black glazed clay pantiles

Clay plaintiles

Slate tiles

Thatch

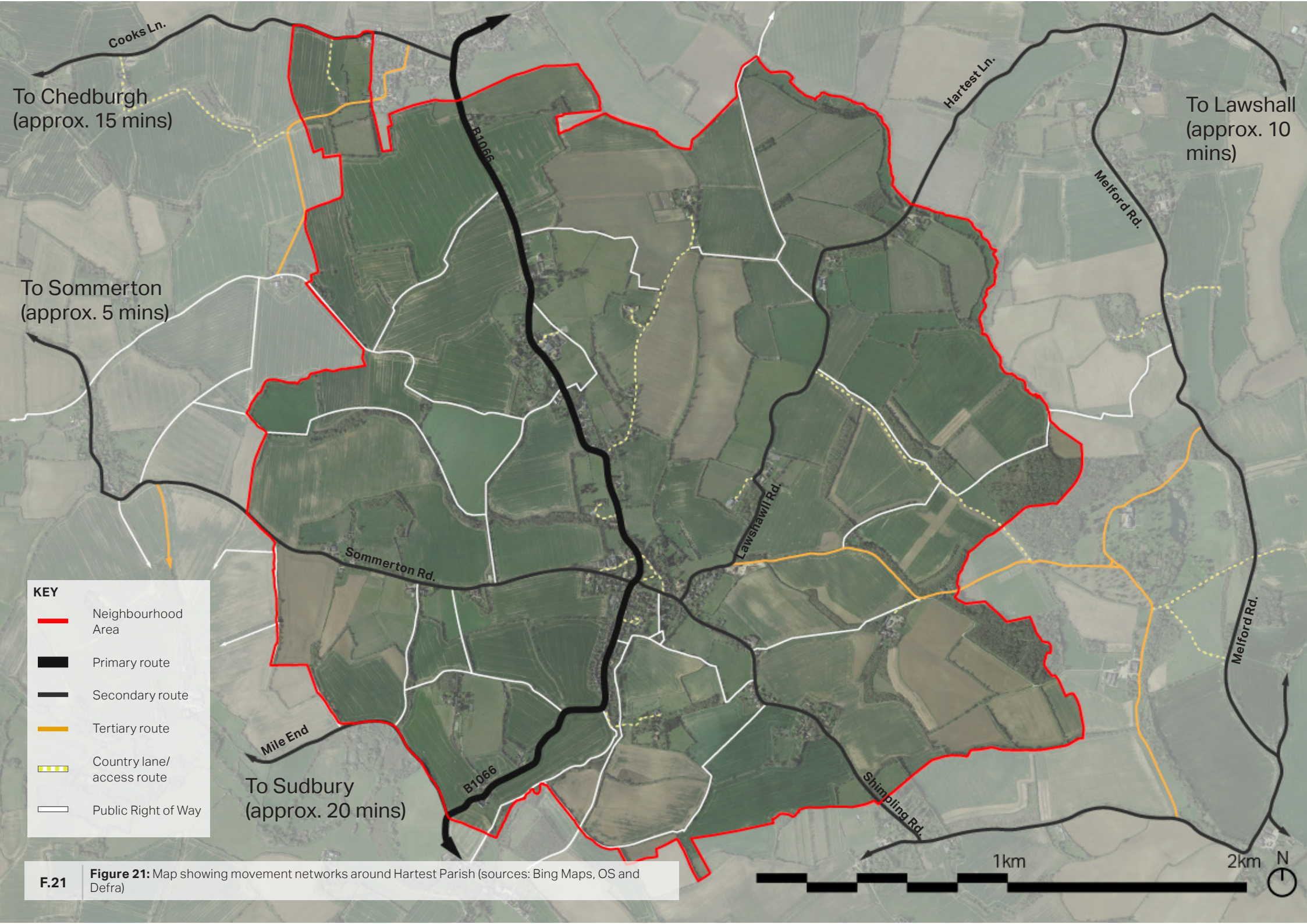
Boundary treatments

Red brick

Landscaped hedge

Red brick dressing with flint infilling

Timber fencing



F.21 **Figure 21:** Map showing movement networks around Hartest Parish (sources: Bing Maps, OS and Defra)

2.5 Movement

2.5.1 Primary Route

Hartest is located along the B1066, a key north-south route between Long Melford and Bury St Edmunds. While it is a rural, country road it serves as a primary vehicular route and principal means of connecting Hartest with surrounding villages. It is often bounded by grass verges and dense hedgerows. Outside of more built up areas, there is little pedestrian infrastructure, reinforcing its rural character and the dominance of vehicular travel locally.

Congestion at peak times is a major issue. So too is speeding, noise, and frequent use by heavy goods and agricultural vehicles. This is of particular concern along the western edge of Hartest Green where the road effectively operates as a shared space.

2.5.2 Secondary Routes

Around Hartest Green, the B1066 forms an axis with secondary east-west routes which provide access to surrounding outlying settlements. Subsequently, the area around Hartest Green forms a key node, with the majority of the village's facilities fronting onto routes at this key pinch point.

Similarly these routes are rural in their character and provide connections to surrounding settlements. While less frequently used, speeding is a concern along these routes.

2.5.3 Tertiary Routes and Country Lanes

As a rural village, Hartest is surrounded by country lanes and other tertiary routes. Often these lack onward connections, will serve as private access roads to secluded houses and farms.

While some may provide access between secondary routes, these provide little amenity. Many however sustain pedestrian movement and are better integrated within the local network of footpaths and Public Rights of Way.

2.5.4 Public Rights of Way and Active Travel

Footpaths and public rights of way are a critical component of rural village life. These provide access to swathes of green space and countryside and as such are explicitly referred to within the local planning policy documents below:

Babergh Local Plan

- Rural footpaths and public rights of way provide links between villages and the countryside.

Hartest Neighbourhood Plan

- A network of footpaths runs throughout the parish, connecting also to the neighbouring parishes of Somerton, Brockley, Lawshall, Shimpling and Boxted. These footpaths are popular pedestrian routes used daily and are critical for wider connectivity.

Relevant policies

Local policies relating to movement which should be specifically referred to in conjunction with design codes within this document:

- **Babergh Local Plan:** TP01, TP02, TP03, TP09, TP15
- **Emerging Hartest Neighbourhood Plan** HAR14, Community Action 8

Figure 22: B1066 running through the village core along the Green. The route is a major connecter for the village and suffers from noise and congestion

Figure 23: Narrow country roads surrounding the village running through the landscape

Figure 24: Shimpling Road, a key connecting route to the east of the village serving as a residential road within the main village envelope

Figure 25: The western edge of Hartest Green viewed from the B1066

Figure 26: View of the approach into the village core along Sommerton Road

Figure 27: Eastward view of Shimpling Road, showing limited forward visibility

Figure 28: View of one of the internal paths on the Green shared between vehicles and pedestrians

Design guidance and codes

03

3. Design guidance and codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Neighbourhood Area. Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.

3.1 Introduction

This section is divided into two parts:

Part 1. General design considerations. A set of general design considerations appropriate to Hartest's rural environment and character. Those considerations should be addressed by applicants and their design teams. Where those considerations are covered by planning documents or design guides in national, district or parish level, relevant links have been added.

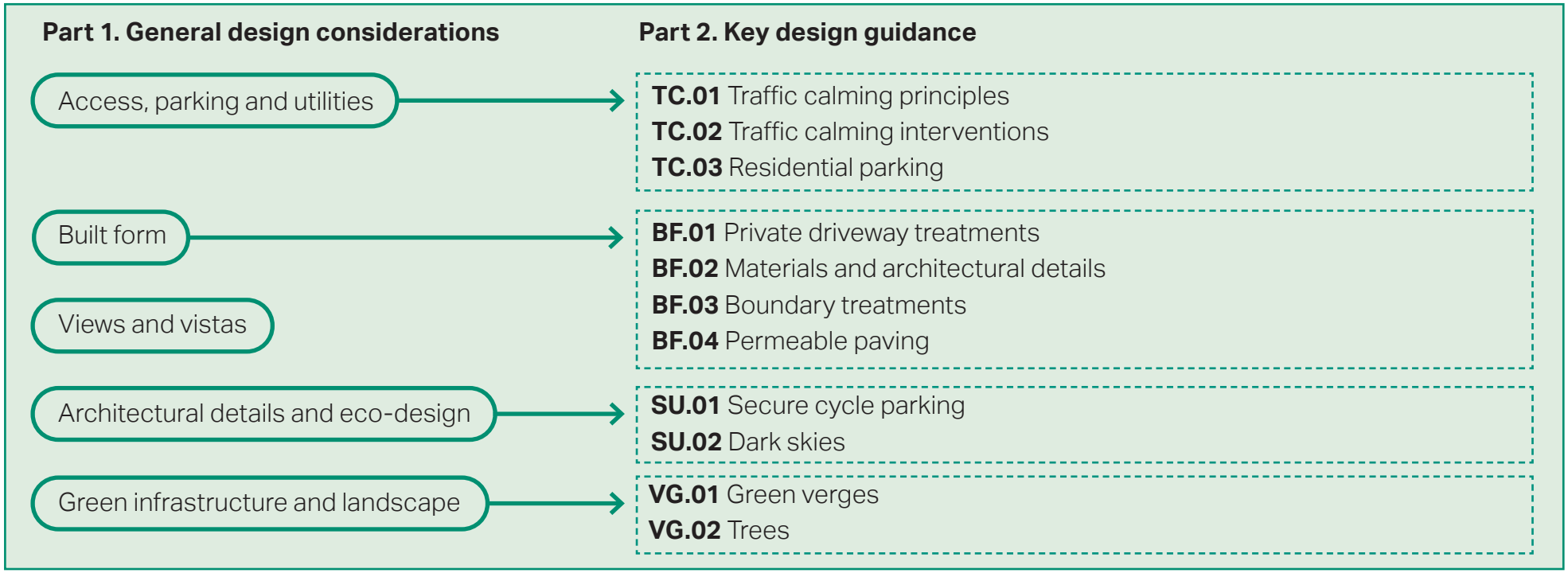
Part 2. Key design guidance. A more detailed set of design guidelines, regarding key aspects/characteristics of Hartest Parish that are not fully covered by planning documents.

Overall, both the design considerations and the design guidelines focus on residential environments, of any scale, including infill development, potential conversions, and house extensions.

The design guidance presented in both Part 1 and Part 2 will be used:

- As a guide for applicants, developers or landowners reflecting the ambitions of the community in Hartest;
- As a reference point, embedded in policy, against which to assess planning applications. This report should be discussed with applicants during any pre-application discussions;
- As a guide for the Parish Council when commenting on planning applications, ensuring that the parish-wide design guidance is complied with; and
- As a tool to promote community-backed development and inform comments on planning applications.

The table on the following page offers an overview of how the themes covered in Parts 1 and 2 are related.


Part 1. General design considerations
Part 2. Key design guidance
Access, parking and utilities
TC.01 Traffic calming principles
TC.02 Traffic calming interventions
TC.03 Residential parking
Built form
Views and vistas
BF.01 Private driveway treatments
BF.02 Materials and architectural details
BF.03 Boundary treatments
BF.04 Permeable paving
Architectural details and eco-design
SU.01 Secure cycle parking
SU.02 Dark skies
Green infrastructure and landscape
VG.01 Green verges
VG.02 Trees

3.2 Part 1. General design considerations

3.2.1 Access, parking and utilities

- Roads should be designed to meets the needs of all users and should not compromise the needs of one over the other - drivers, pedestrians, cyclists and those with disabilities;
- Streets should be considered a 'place' to be and contribute to the local character of Hartest. Thus, a good understanding of the existing street typologies and characteristics, widths and enclosure is needed so that any new design or retrofits reflect the existing rurality;
- Development should integrate with existing networks in Hartest Parish and enhance them; Public Rights of Way (PRoW), footpaths, streets and cycle routes;
- Streets should incorporate opportunities for landscaping, green infrastructure and sustainable drainage. This approach will enhance the rural character and environment of Hartest as well as boost biodiversity;
- Parking should be well integrated in the design of, and not dominate the public realm. For that reason, soft landscape is suggested along the edges as well as the use of permeable paving materials. This will mitigate any visual impact, increase visual attractiveness and reduce impervious surfaces, refraction and heating;
- Parking areas should be overlooked by properties or other facilities to create a safe environment;
- All parking areas must be constructed from porous materials to minimise surface water runoff and help mitigate potential flooding;
- Electric vehicles charging points, both for off-street and on-street parking, should be integrated into the design;
- Parking garages must not dominate the appearance of dwellings and must not reduce the number of active frontages to the street;
- Adequate provision should be made for bin storage, including areas for waste separation, holding and recycling;
- Adequate provision should be made for cycle parking, in public and private land - see SU.01; and
- Energy-efficient lighting schemes, where absolutely required, that do not affect biodiversity should be in place to promote safety in movements, whilst ensuring the protection of dark skies - see SU.02;

More detailed guidance on the design of roads and parking in Hartest can be found in Section 3.4.

Relevant planning documents

- **Manual for Streets (2007),** Department for Transport. Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1072722/Essex_Manual_for_Streets_Redacted.pdf
- **National Model Design Code (Part 2 - 2021),** DLUHC. Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf
- **Building for a Healthy Life (2020),** Homes England. Link: https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf
- **Suffolk Design: Streets Guide (2022),** Suffolk County Council. Link: https://www.suffolk.gov.uk/planning-waste-and-environment/planning-and-development-advice/suffolk-design-guide-for-residential-areas

Figure 29: Parking garages incorporated into farmstead-style development respect the style and height of the main buildings

Figure 30: Houses with accesses fronting directly onto shared green spaces

3.2.2 Built form

- New development should gain a good understanding of the rich local vernacular of Hartest to make sure any new design reflects the diversity of the Neighbourhood Area. Please see BF.02 for more design guidelines on architectural details and materials;
- The massing, height and scale of the new structures should match the surrounding context;
- New development should retain any existing trees, hedges, hedgerows and woodlands and incorporate them into the new design. For example, existing green features could be part of green spaces or gardens within the new development or green buffers along the development edges to allow for a smooth transition into the surrounding open fields;
- New development should propose designs that allows for gentle variations in building lines, plot sizes, and widths to match the surrounding context of Hartest. For example, the irregular building lines create visual interest along the streets;
- New development should propose a mix of housing to include a range of house types and sizes to allow for a variety of options and thus, meet the needs of a wider group of people;
- Infill development should complement the street scene into which it will be inserted. Thus, building lines, boundary treatments, massing, heights should all be appropriate to the surrounding context;
- Buildings should front onto streets and avoid having blank (windowless) façades that hinder activity and passive surveillance;
- Buildings, where possible, should overlook green spaces, open fields and nature in general;
- New development should prioritise soft boundary treatments (trees, green verges, hedges etc.) over harder surfaces to match the existing wooded character of Hartest; and
- New development, if any, should propose designs that creates different levels of enclosure along the streetscape to offer visual interest.

Relevant planning documents

- **Building for a Healthy Life (2020)**, Homes England. Link: https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf
- **National Model Design Code (Part 2 - 2021)**, DLUHC. Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf
- **Babergh Adopted Local Plan 2011-2031 (2006)**, Babergh District Council. Link: https://www.midsuffolk.gov.uk/planning/planning-policy/adopted-documents/babergh-district-council/babergh-local-plan/
- **Babergh Local Plan 2011-2031 Core Strategy & Policies (2014)**, Babergh District Council. Link: https://www.midsuffolk.gov.uk/assets/Strategic-Planning/Babergh-Core-Strategy/CORE-STRATEGY-AND-POLICIES-FINAL-Feb-2014.pdf

Figure 31: Houses fronting onto the road form a consistent building line along The Row

Figure 32: Houses with slight variations in the building line contribute to the informal character of the smaller settlements

3.2.3 Views and vistas

- New development should relate sensitively to views and vistas within the built environment as well as the surrounding landscape. Figure 7 in Chapter 2 shows the key views and vistas that need to be preserved and enhanced; and
- Any building extension of modification should not exceed the surrounding average building height or block any views towards important built landmarks and landscape features.

Figure 33: Rolling hills form a key part of the undulating landscape surrounding Hartest. The overall relationship between new development and the surrounding landscape should be considered

Figure 34: Species rich hedgerows typical of countryside views around Hartest

Figure 35: Views of settlement clusters should be protected. These form a critical feature of the surrounding landscape

3.2.4 Architectural details and eco design

- New development should propose high-quality designs that reflect and respect the rich local vernacular in Hartest, and historic distinctiveness, as analysed in Section 2.4, while avoiding pastiche replication. The materials and architectural details on listed buildings or notable buildings of great historic significance should be used as reference for any future development. The different types and qualities of bricks, coloured render, or roof tiles are some examples of local materials that could be used in new constructions;
- New development should ensure all components e.g. buildings, landscapes, access routes, parking and open space are well-related to each other. For example, buildings should have open views towards green spaces, active frontages along the roads and be bordered with vegetation to create soft edges;
- New development should incorporate necessary services and drainage infrastructure without causing unacceptable or unnecessary harm to retained features;
- Net Zero aims should be integrated, and development should adopt low energy and energy generative technologies within the development at the start of the design process. Nature positive and biodiversity net gains should be a priority as well;
- New development should adopt contextually appropriate materials and architectural details should be a guide to material specification;
- New development should demonstrate strong design rationale, quality material specification and good detailing appropriate for the local climatic conditions of Hartest;
- Building performance in terms of conservation of heat and fuel over-and-above building regulations, should be a key design driver for new development; and
- Window, door, eave, verge and roof details should be designed in response to micro-climates.

Relevant planning documents

- **Building for a Healthy Life (2020),** Homes England. Link: https://www.udg.org.uk/sites/default/files/publications/files/14JULY20%20BFL%202020%20Brochure_3.pdf
- **National Model Design Code (Part 2 - 2021),** DLUHC. Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf
- **Hartest Conservation Area Appraisal (2013),** Babergh District Council. Link: https://www.babergh.gov.uk/assets/Conservation-Area-Appraisals/HARTEST.pdf


F.36


F.37


F.38

Figure 36: Solar panels are considered a crucial aspect for homes looking to achieve net-zero carbon consumption. While solar path conditions are a key consideration, the placement of solar panels should be unobtrusive

Figure 37: Contemporary development that employs traditional materials such as clay pantiles and red brick dressing

Figure 38: Contemporary house that references the traditional design and materials of local barns

3.2.5 Green infrastructure and landscape

- Adequate open space should be provided both in quantity and quality. Adequate private/communal amenity space should be proposed to meet the needs of the population;
- Existing ecological assets within the parish should not be threatened;
- New development should identify existing biodiversity corridors and contribute to their preservation and enhancement;
- New development should promote walking and cycling within the parish by improving access to the countryside and offering more opportunities for walking or cycling;
- New development should promote green links (cycle ways, footpaths, tree lined and grass verge-lined streets) into new development (if any) to connect with existing neighbourhoods within the parish and surrounding settlements;
- Sustainable Urban Drainage Systems (SuDS) should be part of the overall landscape infrastructure and improve the environment; and
- New development should gain a good understanding of the landscape context and character of the parish and propose design that does not undermine the existing qualities of the area. A detailed analysis of the local landscape character areas and their characteristics, as well as the special qualities of the landscape can be found in the Hartest Neighbourhood Plan Character Assessment - Landscape and Natural Features. This report should be taken into consideration in discussion about new design.

Relevant planning documents

- **National Model Design Code (Part 2 - 2021),** DLUHC. Link: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/1009795/NMDC_Part_2_Guidance_Notes.pdf
- **Hartest Neighbourhood Plan Character Assessment - Landscape and Natural Features (2017),** Hartest Parish Council.

Figure 39: Scale model showing the rural setting of Hartest and the outlying settlements (source: Hartest Parish Council)

Figure 40: View of the stream that runs east of Hartest from the bridge on Shimpling road

Figure 41: Northward view from the Green showing mature trees in the centre of Hartest

Figure 42: View of the rolling hills towards the south-west from Shimpling road

Figure 43: Roadside pond on Lawshall Road

3.3 Part 2. Key design guidance

3.3.1 Traffic calming

TC.01. Traffic calming principles

Traffic often travels through Hartest too quickly to be safe for pedestrians and cyclists, especially along the B1066. The design of the highway needs to be rebalanced in their favour. On the other hand, Hartest and neighbouring settlements are working agricultural farming villages with many local businesses relying on farm machinery which should still be able to pass.

A strong traffic calming aspiration in Hartest is the extension of the 30-mph zone along Shimpling Road to lower the speed of westbound vehicles before the downward slope towards the village centre. Although the proposal is outside of the scope of this study, this section proposes a range of traffic calming measures that are appropriate for the context and character of Hartest and that can be implemented either independently from, or in complement of an extension of the 30-mph area.

The traffic calming interventions proposed in this section stem from conversations with the Parish Council as best practices from other locations in the UK and abroad. The interventions vary in scale and location. A number of them can take place independently from the others, however their timing and mutual impact must be carefully considered.

Hartest has a tranquil and attractive village centre and a well-defined focal point, the Green. Its function as a "place" is however challenged by the "movement" function of the B1066 which carries important traffic volumes, including large agricultural vehicles and vehicles travelling at inappropriate speed. Its function as a "place" must therefore be asserted.

Despite the presence of 30-mph signs at the edges of the built-up area, persistent speeding calls for measures that do not solely rely on the compliance of road users. Instead, roads should incorporate self-enforcing traffic calming measures.

Conventional traffic calming solutions such as speed humps, traffic signs, and road markings can produce a heavily engineered public realm that may erode the tranquil rural character of Hartest. Existing signs and markings should be reviewed, and new ones introduced only where strictly necessary.

There exist more subtle speed control methods that use the layout of the physical environment to cue motorists into driving more carefully. Common techniques for slowing traffic include narrowing the real or perceived width of carriageways at key locations, changes in texture (using pavers and cobblestones) and/or colour, and the introduction of 'side friction' through the design of road edges. Many of such approaches are included in UK government guidance (see Department for Transport's LTN 1/20 on cycling infrastructure) but not yet widely adopted.

It must be noted that traffic assessments and engineering studies, although outside the scope of this report, will be required at subsequent design stages to ensure the appropriate implementation of any the proposed measures.

This section uses photos of interventions from both Hartest and best practices found elsewhere. The interventions are shown for illustrative purposes only and should always be adapted to each individual location.

Figure 44: The B1066 carries important traffic volumes with a large share of heavy vehicles

Figure 45: Existing 30-mph sign located at the bottom of Shimpling Road east of the Green

Figure 46: Existing 30-mph sign located on Somerton Road

Figure 47: Existing school crossing sign on The Row warning drivers of the proximity of Hartest VC Primary School

TC.02. Traffic calming interventions

Gateway treatments

Key entry points to Hartest are signaled by a combination of signs displaying the 30-mph speed limit alongside the Parish name and changes in the physical environment such as road layouts or buildings. These informal gateways should convey a sense of transition from a high-speed countryside to a low-speed residential context that requires more careful driving, but do little to prevent speeding.

Gateway treatments can be reinforced at the approaches to built-up areas to denote a change of character and the need to reduce vehicle speed:

- Soft landscaping, street furniture, planters, and changes paving colour or materials can constitute simple ways to create informal gateways and even reduce the apparent width of the carriageway;
- In areas where speeding is widespread, gateway treatments can be supplemented by kerb build-outs or the widening of grass verges to create pinch points that drivers must navigate more carefully;
- Signs, where needed, should be designed for a pedestrian-first rather than a traffic-focused environment;
- Gateway treatments can form the first element in a sequence of "meeting places" along the main roads - see next page for more details; and
- The reduced width of the carriageway, either perceived or physical, should not be between 3.1 and 3.9 metres to allow motorists to pass cyclists at a safe distance.

Figure 48: Kerb buildouts that incorporate landscaping and signs could form gateway treatments (source: Cycling Embassy of Denmark)

Figure 49: Example of gateway treatment in the Vale of Glamorgan, Wales, with bollards for additional "side friction" (source: GlamorganStar.co.uk)

“Meeting spaces”

A series of “meeting spaces” can be created by introducing small changes where the main roads meet junctions, pedestrian crossings and desire lines, and local landmarks. These “punctuation marks” or “events” along the roads should create a sequence of minor spaces that prompts drivers to adapt their speed. This can be achieved by:

- Highlighting key changes and decision points along the main roads such as bends, changes in road widths, and the start of the legal 30-mph areas (see previous page on gateway treatments);
- Highlighting areas with a stronger pedestrian presence such as the southern edge of the Green near the church and the pub as well as the courtesy 20-mph area (School Safety Zone) near Hartest VC Primary School;
- Enhancing the setting of local landmarks with additional landscaping and public realm improvements. Examples of such landmarks include the Hartest Stone, the village sign, the bridge on Shimpling Road, and prominent buildings and trees - see locations on the next page;
- The introduction of an identifiable secondary paving material in small areas at strategic locations. Materials can include stone setts or channels, bound gravel, or paint to create different road surfaces or textures. They should be selected based on construction costs, ease of maintenance, and their appropriateness for the environment of Hartest; and
- Conventional road markings and signs to warn drivers should only be employed as a last resort.

Figure 50: Use of distinctive paving materials to signal the transition from a road to a square in Poundbury, Dorchester

Figure 51: Use of distinctive paving materials to create an informal roundabout in Poynton (source: Essex Design Guide)

Local landmarks and decision points along the main roads whose settings can be enhanced by the creation of meeting spaces are shown opposite:

The Hartest Stone

Prominent tree on the edge of the Green

Bridge on Shimpling Road

B1066-Shimpling Road junction & War Memorial

Southern edge of the Green

School Safety Zone

Road verges and planting

"Side friction" can be created by the placement of greening along the edges of roads. Studies have shown that such measures can encourage motorists to travel at a lower speed by reducing the apparent width of the road and creating a more enclosed environment with better-defined edges. This denotes a more intimate, pedestrian-first environment that must be negotiated more carefully.

Planting can be used to increase "side friction" the following ways:

- Restoration of grass verges along The Row that have been eroded by vehicle overrun, with the planting of new hedgerows and small trees;
- Planting of new low-level greenery along additional road sections, for example along the roads that border the Green;
- Planting of new low-level greenery at gateways - see section on gateway treatments; and
- Roadside planting must avoid impeding visibility, especially at junctions and pedestrian crossings.

This section must be read in conjunction with Section VG.01.

Figure 52: Verges with features such as small boulders would retain Hartest's rural character while creating "side friction" (source: hartlepoolmail.co.uk)

Surface treatments

Where drivers can easily identify a village centre, traffic speeds tend to be lower. Changes in surface treatments can therefore be introduced along the stretch of the B1066 that runs through the village centre and other road sections where drivers are more likely to encounter vulnerable road users. This can be achieved with the following interventions:

- Introducing side friction that reduce the apparent width of the carriageway by delineating small areas of the carriageway with distinct surface colours or materials. For example, channels and central reservations can be made of stone pavers, bound gravel, or paint; and
- Highlighting junctions and courtesy pedestrian crossings with different materials, colours, and textures. For example, rows of natural stone setts can be installed as advanced warning strips across the carriageway.

Figure 53: Street in Altrincham where traffic lanes are visually narrowed by natural stone channels (source: Vantage Point Photo)

Figure 54: Courtesy pedestrian crossing highlighted by stone strips in Poundbury, Dorchester

Figure 55: Use of stone channels to delineate parking areas in Lavenham, Suffolk (source: Historic England)

Figure 56: A carriageway delineated with brick channels and street furniture in Walthamstow, London

Junction treatments

As most collisions and road conflicts occur at junctions, their design has a strong influence on road safety. One key parameter for safety at junctions is the speed of vehicles, which can be reduced with the following means:

- Kerb buildouts at junctions reduce the carriageway width and force vehicles to turn more slowly. They also shorten crossings for pedestrians and can host low-level planting and street furniture;
- Where kerb buildouts cannot be built, vehicles can still be slowed by reducing the apparent width of the junction by changes in colours, textures, and materials at corners. Such treatments still prompt drivers to navigate junctions more carefully while enabling larger agricultural vehicles to maneuver;
- Junctions should be treated one element in a sequence of "meeting spaces" (see previous paragraph on meeting spaces); and
- Vertical carriageway deflections may be created at junctions by the construction of raised tables. Because these interventions may be more challenging to install in Hartest, they are discussed in more detail on the next page.

Figure 57: Example of a painted kerb buildout at a junction in New York (source: New York City Department of Transportation)

Figure 58: Use of distinctive paving material at a junction with a minor street in Nansledan, Newquay

Raised tables

Raised tables consist of a flat carriageway surface raised slightly above the rest of the road and approach ramps. They may be introduced to slow vehicles at major junctions and pedestrian crossing points. They constitute effective self-enforcing traffic calming devices, enable pedestrians to cross at pavement level, and give them better visibility.

Potential areas for their introduction include the B1066-Shimpling Road junction, approaches to the School Safety Zone, and the southern edge of the Green near the pub and the church.

Several caveats are associated with the construction of raised tables:

- They require advanced warning signs and markings and will create a more heavily engineered environment that may conflict with the rural character of Hartest;
- Higher construction and maintenance costs; and
- Often require the reconstruction of surface drainage infrastructure (road gullies and pipes) in the immediate vicinity.

Should their installation be beneficial in Hartest, the following elements should be considered:

- Use of high-quality surfacing materials such as stone setts or blocks to highlight pedestrian crossing points;
- Placement at strategic locations to form part of a sequence of "meeting spaces;" and
- Gentle approach ramps that are appropriate for larger vehicles.

F.59

Figure 59: Detail of a raised table ramp built with stone blocks in Poundbury, Dorchester


F.60

Figure 60: B1066 junction with Shimpling Road which could benefit from the introduction of a raised table

TC.03. Residential parking

Although the demand for private cars is expected to remain high in Hartest, properties must take measures to integrate parking areas into the fabric of the settlements. Parking standards for residential developments in Hartest can be found in the Suffolk Guidance for Parking which outlines minimum requirements for off-street parking provision.

The main considerations for residential parking are:

- When parking is placed at the front of properties, the area should be designed to minimise its visual impact and to blend in 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 by means of appropriate driveway and boundary treatments - see BF.01 and BF.03;
- For family homes, cars should be placed at the front or side of the property;
- Parking areas and driveways should be designed to minimise impervious surfaces through the use of permeable paving and soft landscaping - see BF.04;
- Garage structures, where required, should be designed to be subservient to the main building, for example with a setback from the main building line and a roof lower than that of the main building; and
- Cycle parking should be integrated into all new housing - see SU.01.

Figure 61: Photo showing a parked car screened by landscaped hedges on Home Close

Figure 62: Photo of a front parking area with permeable gravel surfacing

3.3.2 Village greening

VG.01. Green verges

The character of The Row as a residential road suffers from B1066 traffic which has eroded the grass verges on its western side. There is an aspiration to restore the verges and enhance the landscaping to mitigate the dominance of traffic, reinforce its visual quality, and improve biodiversity. This should provide the following benefits:

- New native hedgerows, shrubs, and small trees can be planted to enhance local biodiversity by providing new habitats for wildlife;
- Additional vegetation would better integrate The Row into the rural and wooded setting of Hartest;
- Additional soft landscaping may help absorb traffic noise and improve air quality; and
- New planting can play a traffic calming role by creating a greater sense of enclosure and reduce the apparent width of the carriageway - see TC.02.

The following elements must be considered:

- Any new landscaping must avoid impeding visibility at road crossings and junctions;
- Planting must not overhang carriageways or pavements; and
- Ease and cost of maintenance must be taken into account.

Figure 63: Photo illustrating the erosion of the grass verges along the Row caused by vehicle traffic

VG.02. Trees

In Hartest, trees help define the public realm, creating an enclosed and intimate rural character. Therefore, new developments and any change in the physical environment should:

- Incorporate existing native trees and shrubs into front gardens, streets, and open spaces to avoid unnecessary loss of flora and create well-defined edges to the public realm;
- Replace any tree or woodland lost to new development. Native trees and shrubs should be used to reinforce the rural character of the Parish; and
- Retained and enhanced vegetation at the edges of new developments are particularly important for their successful integration into the wider landscape, screening built-up areas from external views.

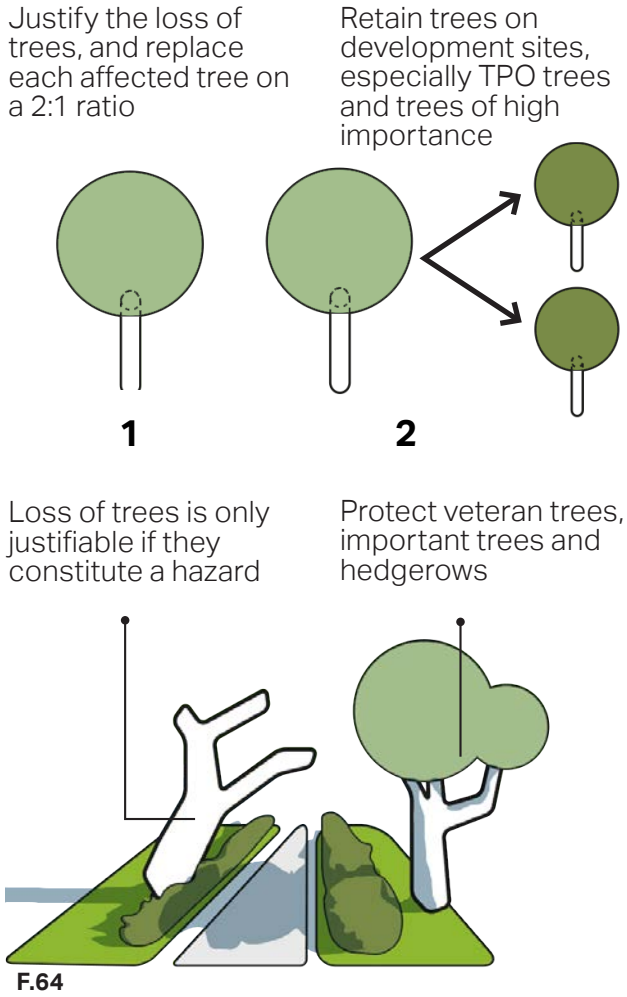


Figure 64: Diagram to highlight some guidelines related to tree preservation

Figure 65: Photo illustrating the role of trees in creating an enclosed and intimate rural character on the Green

Figure 66: Photo showing the successful integration of trees and hedges into the front gardens of a modern development

3.3.3 Built form

BF.01. Private driveway treatments

Many households in Hartest will continue to depend on private off-street parking that requires driveways. These have the potential to create an unsympathetic car-dominated character, but can be designed to respect the character of Hartest. The following elements are guidelines for the design of driveways located in private land:

- Private driveways and parked vehicles should be screened by front garden boundary treatments such as soft landscaping - see BF.03;
- Private driveways should be designed to provide adequate access and ensure the safety of road users. Manual for Streets discourages the use of wide visibility splays at private driveways in order to encourage drivers to exit more cautiously;
- Where visibility splays are required, their visual impact can be reduced through the use of boundary treatments such as low-level planting within the visibility splays that extends physical delineations without impeding visibility; and
- Private driveways and vehicle parking areas must be built with permeable paving solutions. Areas of impervious surfacing must be minimised - see BF.04.

Figure 67: Entrance to a driveway with low-level planting along the edge of the highway

Figure 68: A driveway in Hartest with a permeable gravel surface

BF.02. Materials and architectural details

This section builds on the analysis of the Neighbourhood Area's built form and heritage outlined in Section 2.4.

Hartest is characterised by architectural diversity rather than a uniform palette of materials and styles. New development or any change to the built environment should therefore provide a sympathetic response to the existing character and architectural details found in the Neighbourhood Area, especially when located in the Conservation Area or near buildings of historic character. They should demonstrate an intelligent understanding of the historic building details without resulting in low-quality imitations of past styles. High-quality, context-sensitive contemporary architecture is also encouraged.

In new developments and renovations, locally sourced bricks or bricks that match the buildings in the surrounding area would be the most appropriate - in Hartest's occurrence, red bricks. Particular attention should be given to the bonding pattern, size, colour, and texture of bricks. Conversely, the use of bricks uncharacteristic to the area should be avoided. The same level of attention should be given to boundary treatments, which should mainly consist of landscaped hedges and trees - see BF.03.

Generally, for inspiration and appropriate examples, the developers should look at the historic cores of the settlements and the surrounding area. Each development should be designed with the specific location in mind and its immediate surroundings.

New development and renovations should retain the diversity of architectural details and materials in the Neighbourhood Area. In addition, they should also be responsive to the heritage of each of the hamlets. For example, weatherboarding is more commonly found in agricultural buildings in the smaller settlements.

See Section 2.4 for details on materials and architectural details which future development should infer from.

Figure 69: Contemporary development with material palette sensitive to the overall context within Hartest

Figure 70: Contemporary development using black weatherboarding, a context-appropriate material in the smaller settlements within the Neighbourhood Area

BF.03. Boundary treatments

Boundary treatments are defining elements of Hartest's historic character. They reinforce the sense of continuity of the building line and help define the public realm. Guidance on boundary treatments include:

- Landscaped hedges are the main form of traditional boundary treatments and should be preferred over walls and solid fences. They should be retained or reinstated in existing properties to sustain Hartest's wooded character;
- Boundary treatments should offer privacy and screen parked vehicles and utilities while retaining a satisfactory level of natural surveillance;
- New development should integrate existing boundaries in the form of hedges and mature trees where possible - see VG.02;
- Front gardens should be provided in all but exceptional circumstances;
- Buildings should be oriented to face roads. The building line should have subtle variations in the form of recesses and protrusions but should generally form a legible line. Building setbacks must strike a balance between creating a satisfactory sense of enclosure while respecting Hartest's spacious layout;
- Buildings should be designed to ensure that roads benefit from good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street; and
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers.

Figure 71: Property with boundaries defined by landscaped hedges

Figure 72: Minimal interventions for boundary treatments where properties are densely arranged. Small setbacks or picket fences are used as buildings front onto the public realm

Figure 73: House with dense hedgerows to define the boundary while retaining natural surveillance.

Figure 74: Houses screened by hedges, green verges, and trees. Such treatments are more appropriate outside the main village core and along country lanes

Building lines should have subtle variations in the form of recesses and protrusions to reinforce the rural character, but should generally form a unified whole

Landscaped hedges should reinforce the sense of continuity of the building line and help define the street

Front gardens should be bordered with hedges, soft landscaping and trees to respect the wooded character of Hartest

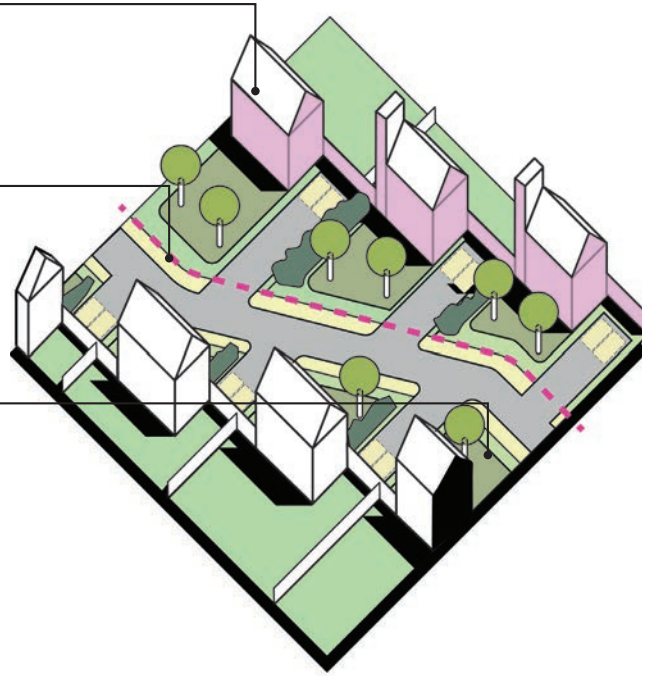


Figure 75: 3D diagram to illustrate some design principles for building lines

BF.04. Permeable paving

Hartest contains many small areas of impervious surfaces that could be replaced with permeable paving to mitigate surface water flooding. These include driveways, parking areas, front gardens, and shared paths that cross the Green. Collectively, they reduce the capacity of the ground to absorb runoff water and increase the risks of surface water flooding. Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving.

The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts that reinforce the informal rural character of Hartest.

In addition, the installation of permeable paving must conform with:

- Flood and Water Management Act 2010, Schedule 3.
- The Building Regulations Part H – Drainage and Waste Disposal.
- Town and Country Planning (General Permitted Development) (England) Order 2015.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems.
- The SuDS Manual (C753).
- BS 8582:2013 Code of practice for surface water management for development sites.
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers.
- Guidance on the Permeable Surfacing of Front Gardens.

Figure 76: Photo of a front garden with impervious surfacing that could be replaced with permeable paving and planting

Figure 77: A front garden and parking area with permeable gravel surfacing

3.3.4 Sustainability

SU.01 Secure cycle parking

Providing secured cycle parking within all new residential developments and near existing amenities is key to encourage cycling. Cycle parkign can be provided through the following means:

Houses with garages

- Although the minimum internal dimensions of a garage required by the Suffolk Guidance for Parking are 6 x 3 m, dimensions of 7 x 3.5m are preferred to allow space for cycle storage;
- Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- The bicycle must be removed easily without having to move the vehicle.

Houses without garages

- Where houses have no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage must be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as a free-standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep;
- Parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house; and
- The use of soft landscaping alongside cycle parking can be used to mitigate any visual impact on adjacent spaces and buildings.

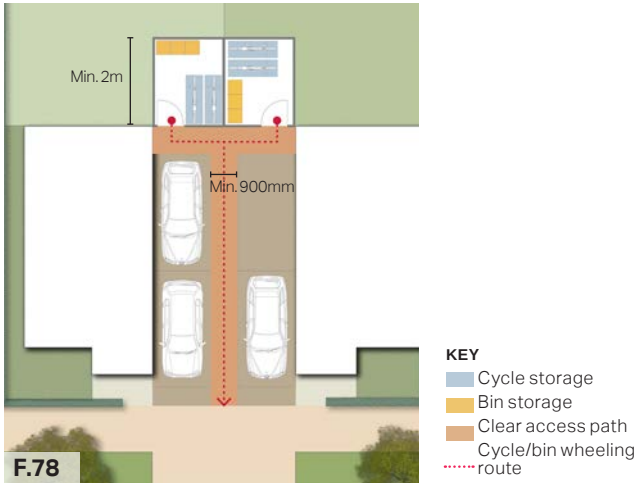


Figure 78: Illustrative layout of a bicycle and bin storage area at the back of semi-detached properties

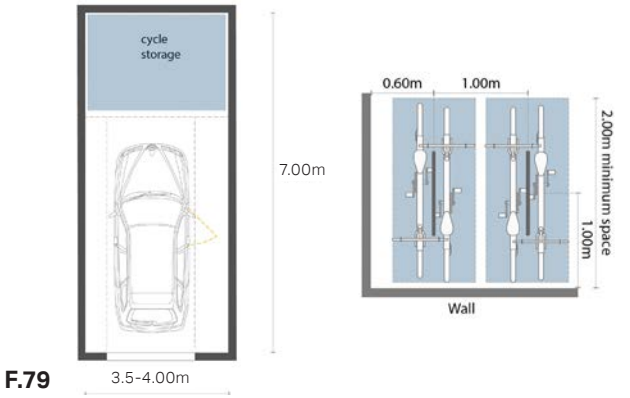


Figure 79: Illustrative layout of a garage with a cycle storage area (left), and illustrative layout for Sheffield cycle stands for visitors (right)

Public cycle parking

- Public cycle parking should be located in well overlooked areas. Potential locations include the eastern edge of the Green and the front of the pub;
- Fences and street furniture should not be used to attached bicycles;
- The design and materials should be sympathetic to the rural and historic character of Hartest; and
- Public cycle parking should not impede access to properties, pavements, and movement.

Figure 80: Example of cycle parking using high-quality and contextually sensitive materials (source: Streetlife)

Figure 81: Example of cycle parking that also functions as a planter (source: Front Yard Company)

SU.02. Dark skies

The absence of street lighting is a valued characteristic in Hartest. Any new development should minimise impact of lighting within the built-up areas and countryside and reduce light pollution that disrupts the natural habitat and human health.

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

- External lighting should be avoided on new buildings unless it is absolutely necessary for reasons of security and safety. If lighting is required, it should be kept minimal, at low level and at low intensity, with hoods and baffles used to direct the light to where it is required to ensure that no light is emitted upward;
- Traffic calming measures should avoid abrasive lighting or signage;
- To minimise the impact on bats, all luminaires should lack UV elements. Metal halide, fluorescent sources should be avoided, and instead LED luminaires are preferred (Bat Conservation Trust 2018). In general, lighting around any integrated bat roost features within the new development should be completely avoided;
- Lighting schemes should be part of a strategic approach where all light sources are put in a hierarchical order based on their use. This order will define the light levels and switch off times;
- Light sources should be less than 3,000K to ensure appropriate levels of light spill and glare. Light shields can also be used at light sources for additional protection over glare and light spill and thus dark skies;
- Foot/cycle path lights, should they be necessary, must be in harmony with the surrounding rural landscape. Lighting such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced;
- The choice of lighting should be energy-efficient and sustainable. The installation of carefully directed motion sensors should be encouraged; and
- Lighting schemes should be directed downward to avoid reducing dark skies or disturb neighbours or passers-by, as shown on the following page.

Figure 82: Example of a low-level lighting solution at Lapworth churchyard (photo: Robin Stott)

Figure 83: Example of a low-level lighting solution outside Warwick police station (photo: Robin Stott)

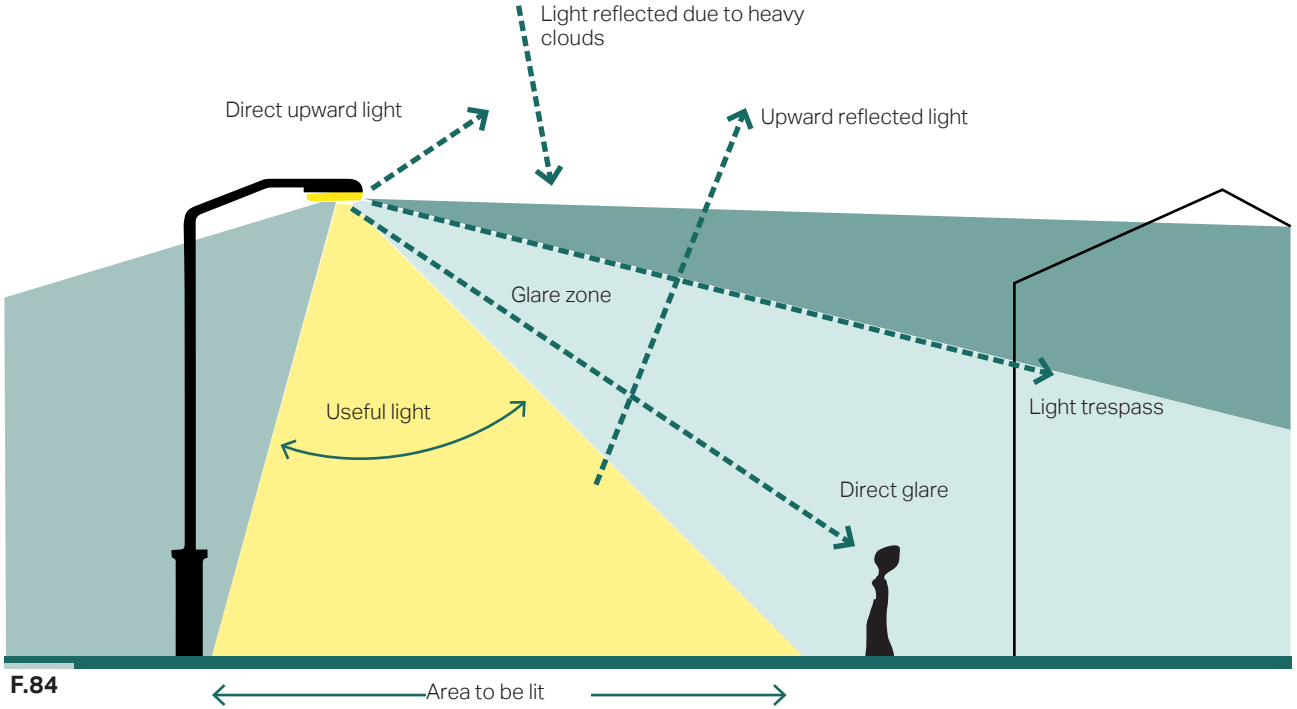


Figure 84: Diagram to illustrate the different components of light pollution that must be avoided in Hartest

3.4 Checklist

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this concluding section provides a number of questions based on established good practice against which the design proposal should be evaluated.

The checklist can be used 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 as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under "General design guidelines for new development." Following these ideas and principles, a number of questions are listed for more specific topics.

Figure 85: Cottages along Hartest Green

Figure 86: Photo of a dwelling with a clay tile roof, jettied gable, and yellow render

Figure 87: Scale model of Hartest Parish (source: Hartest Parish Council)

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- 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;
- Positively integrate energy efficient technologies;
- Make sufficient 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;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquility of the area been fully considered?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?

3 (continued)

Local green spaces, views and character:

- 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?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

5

Building layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Building layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher-than-average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- 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?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9 (continued)

Building materials and surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

Delivery

04

4. Delivery

4.1 How to use this guide

The Design Guidance and Codes will be a valuable tool in securing context driven, high-quality development in Hartest. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

A valuable way they can be used is as part of a process of co-design and involvement that takes account of local preferences and expectations of design quality. In this way the guidance and codes can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. A design code alone will not automatically secure optimum design outcomes.

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Design Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Codes are complied with.
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.

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