Westerfield

Design Guidelines and Codes

Final Report

March 2023

AECOM

locality
the power of community

Delivering a better world

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
4	20/02/2025	Final Report	Ian Poole	Places4People
3	30/05/2023	Final Report	Peter Miller	Westerfield Parish Council
2	29/03/2023	Final Report	Daniel Mather	Graduate Urban Designer
1	11/01/2023	Review	Daniel Mather	Graduate Urban Designer
0	15/08/2022	Research, site visit, drawings	Daniel Mather	Graduate Urban Designer

Delivering a better world

Contents

Introduction

01

1. Introduction

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

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 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.

Following an analysis of the Parish and good practice, those elements of good design are set out clearly as design principles which any development within Westerfield Neighbourhood Area should follow in order to comply with this Design Guidelines and Codes document.

1.2 What is a design code

The Government's Planning Policy Guidance defines design codes as:

'… a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by the 10 characteristics of good places set out in the National Design Guide. They can be …appended to a Neighbourhood Plan…'.[2]

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

2. Paragraph: 008 Reference ID: 26-008-20191001 - Revision date: 01 10 2019.

1.3 The purpose of this document

The NPPF 2021, paragraphs 127-128 states that:

'Plans should, at the most appropriate level, 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 planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers…'

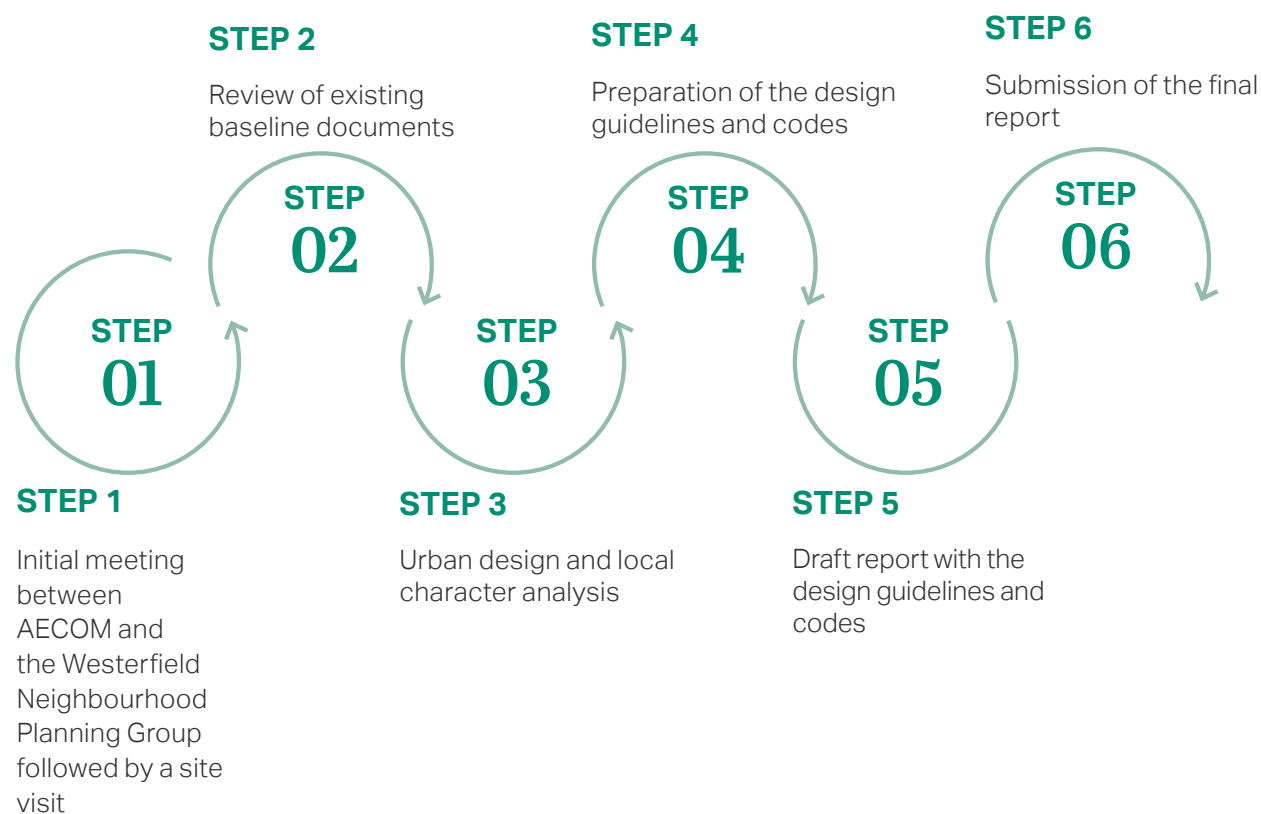*'To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.'*

Thus, this Design Guidelines and Codes report will provide an additional and more detailed framework to make sure any design proposal contributes to a distinctive place with a consistent and high quality standard of design.

It is intended that the Design Guidelines and Codes report becomes an integral part of the Neighbourhood Plan and be given weight in the planning process.

1.4 Preparing the design code

Following an inception meeting and a site visit with a member of the Neighbourhood Plan Steering Group, the following steps were agreed with the Group to produce this report:

STEP 2

Review of existing baseline documents

STEP 4

Preparation of the design guidelines and codes

STEP 6

Submission of the final report

STEP 02

STEP 04

STEP 06

STEP 01

STEP 03

STEP 05

STEP 1

Initial meeting between AECOM and the Westerfield Neighbourhood Planning Group followed by a site visit

STEP 3

Urban design and local character analysis

STEP 5

Draft report with the design guidelines and codes

1.5 Policy and design guidance

The following documents have informed this document. Some of these guidelines have been produced at national, district or parish level.

Any new development application should be familiar with these documents and make explicit reference to how each of them is taken into account in the design proposals.

## 2021 - National Planning Policy Framework

DLUHC

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

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.

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 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.
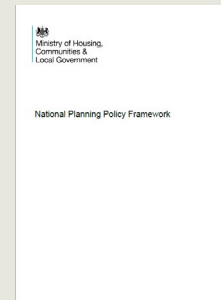
NATIONAL LEVEL

2019 - National Design Guide
DLUHC

The National Design Guide 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.

Building for a Healthy Life
A Design Toolkit for neighbourhoods, streets, homes and public spaces

NATIONAL LEVEL

1.6 Area of study

Westerfield is a village and civil parish located just 1 mile north of Ipswich. Considering its close proximity to a built-up urban area like Ipswich, Westerfield has managed to retain a very rural feel with numerous panoramic countryside views. The rolling hills and the surrounding arable farmland which provides both stunning views as well as a buffer to the town.

Westerfield is intersected by both the Westerfield Road (which provides connections to the north and Ipswich to the south). Either side of this is Lower road to the west and Church Lane to the east. The nearest major road is the A14 which links the area to Felixstowe on the east coast and Cambridge to the west.

Regarding public transport, Westerfield is well serviced due to its proximity to Ipswich. The parish has its own railway station, located just south of the village, with Greater Anglia trains towards both Felixstowe and Ipswich. As well as this there is a local bus service which stops in the village 9 times throughout the day.

One of the advantages of being just a mile away from Ipswich is the fact that Westerfield is well connected to a variety of amenities such as: schools, supermarkets, restaurants, leisure facilities, garages and a hospital. Furthermore, the parish itself has a range of amenities such as two thriving pubs and the bordering Fynn Valley Golf Club.

Figure 01: Westerfield Parish in the wider context.

1.7 Village character

Westerfield is a small village with a distinctive rural feel despite its close proximity to Ipswich. The village is set along two roads (Lower Road and Westerfield Road), off which a number of developments have been added over time. Buildings in the village are typically detached and well set back from the road creating an increased sense of privacy as well as front gardens which adds to the rural feel of the area.

One of the most cherished characteristics of Westerfield is the views from the parish towards the countryside. Both the topography and the surrounding green spaces help create the panoramic views that are so important to the local community.

Opposite are some images that help give an idea of what Westerfield is like as a place.

Figure 02: View down Lower Road.

Figure 03: Westerfield Road view.

Figure 04: Viewing point on public footpath in Westerfield.

Figure 05: Example of early 20th century detached house in Westerfield.

Local character analysis

02

2. Local character analysis

This chapter describes the local context and key characteristics of Westerfield Parish related to heritage, green infrastructure, views and sites which are allocated for development.

2.1 Heritage

Despite Westerfield being a relatively small village, it has a recorded history spanning back centuries. In 1086 the village was known as 'Westredelda', meaning a clearing or open space to the west. In addition to this, it is understood that there have been people in the area as far back as the stone age as well as Roman remains which are now on show at the Ipswich Museum.

Today the parish is host to 8 listed buildings, mainly scattered along Westerfield Road, the village's original spine.

KEY

- ▢ Parish
- — Roads
- ▬ Buildings
- ▦ Railway line
- ▮ Westerfield Settlement
- ● Listed buildings

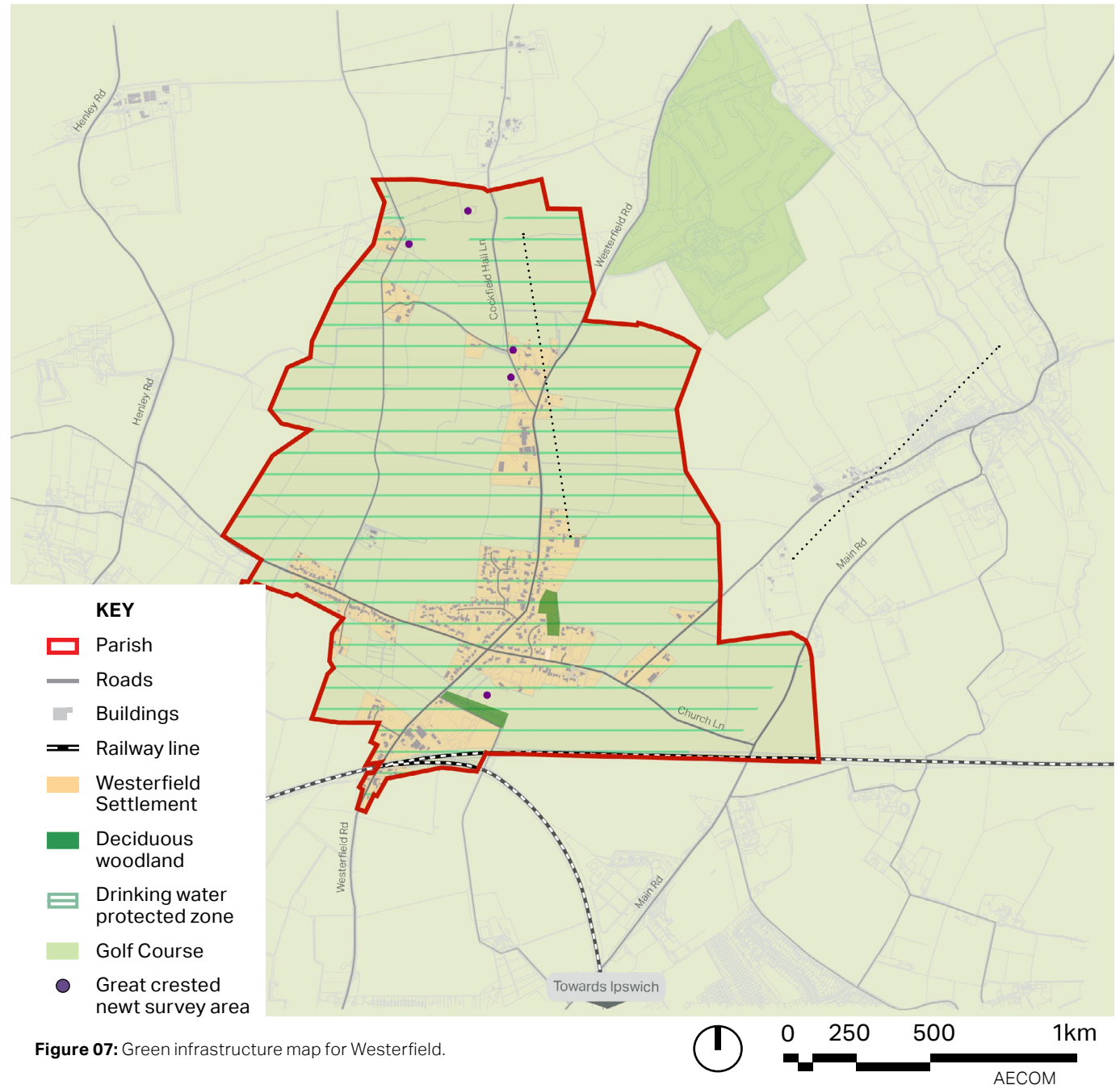**Figure 06:** Westerfield parish listed buildings map.

2.2 Green infrastructure

The village of Westerfield is surrounded by arable land that has been farmed for centuries. This is due to the clay soil type and the climate of the area.

There are also examples of mature woodland in the parish, some of which are protected by the woodland priority habitat scheme. Also, there are small areas of deciduous woodland which are defined as trees with broad leaves, such as oak, beech and elm. They occur in places with high rainfall, warm summers and cooler winters and lose their leaves in winter.

Much of the parish is covered by a drinking water protected area zone, which means that the Environmental Agency has identified the raw water sources in the area as at risk from deterioration and therefore it has been abstracted from rivers and reservoirs. Raw water needs to be protected to ensure that it is not polluted which could lead to additional purification treatment.

KEY

- Parish
- Roads
- Buildings
- Railway line
- Westerfield Settlement
- Deciduous woodland
- Drinking water protected zone
- Golf Course
- Great crested newt survey area

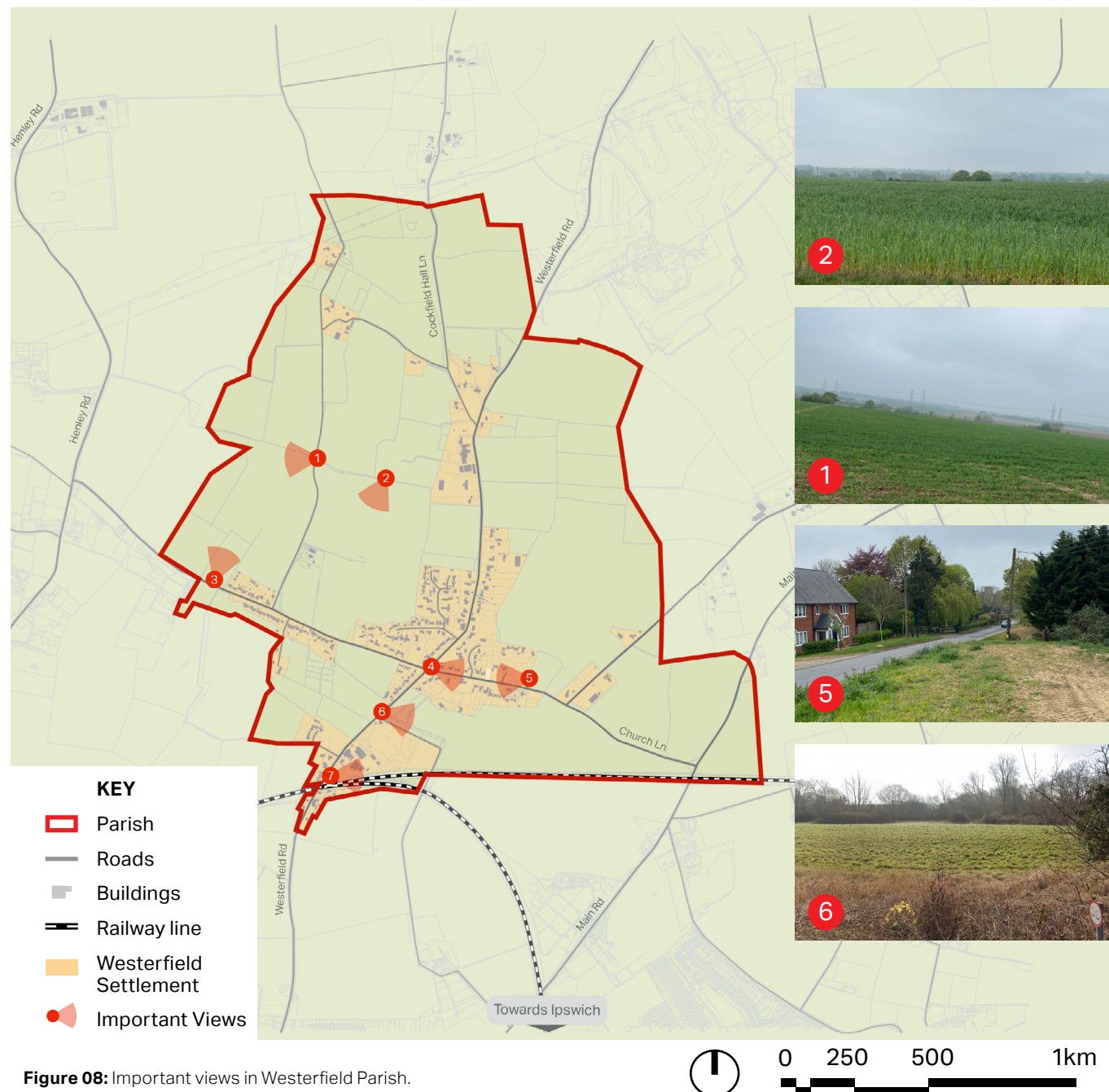**Figure 07:** Green infrastructure map for Westerfield.

0   250   500   1km

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2.3 Important views

The parish is located in the rolling hills of the countryside. The rolling hills and rural feel of the area has created one of the most locally cherished features of the village: its views. The village benefits from several panoramic views across the countryside and towards locally important buildings as shown in the figure opposite.

These viewing corridors are a huge part of the character that makes up the parish of Westerfield and given this, they should be respected by existing allocated development as well as any future developments.

The views opposite were outlined by villagers in the survey mentioned in chapter 3 when asked to "Please describe any views that are important to you".

NB: The views in this document have been prepared based on local knowledge and information. There are overlaps between the identified views and those included in the Landscape Appraisal (Lucy Batchelor-Wylam, November 2023). However, for clarity, the identification of Important Views in the Plan (Policy WFD4) is based on the details in the submitted Landscape Appraisal.'

KEY

- Parish
- Roads
- Buildings
- Railway line
- Westerfield Settlement
- Important Views

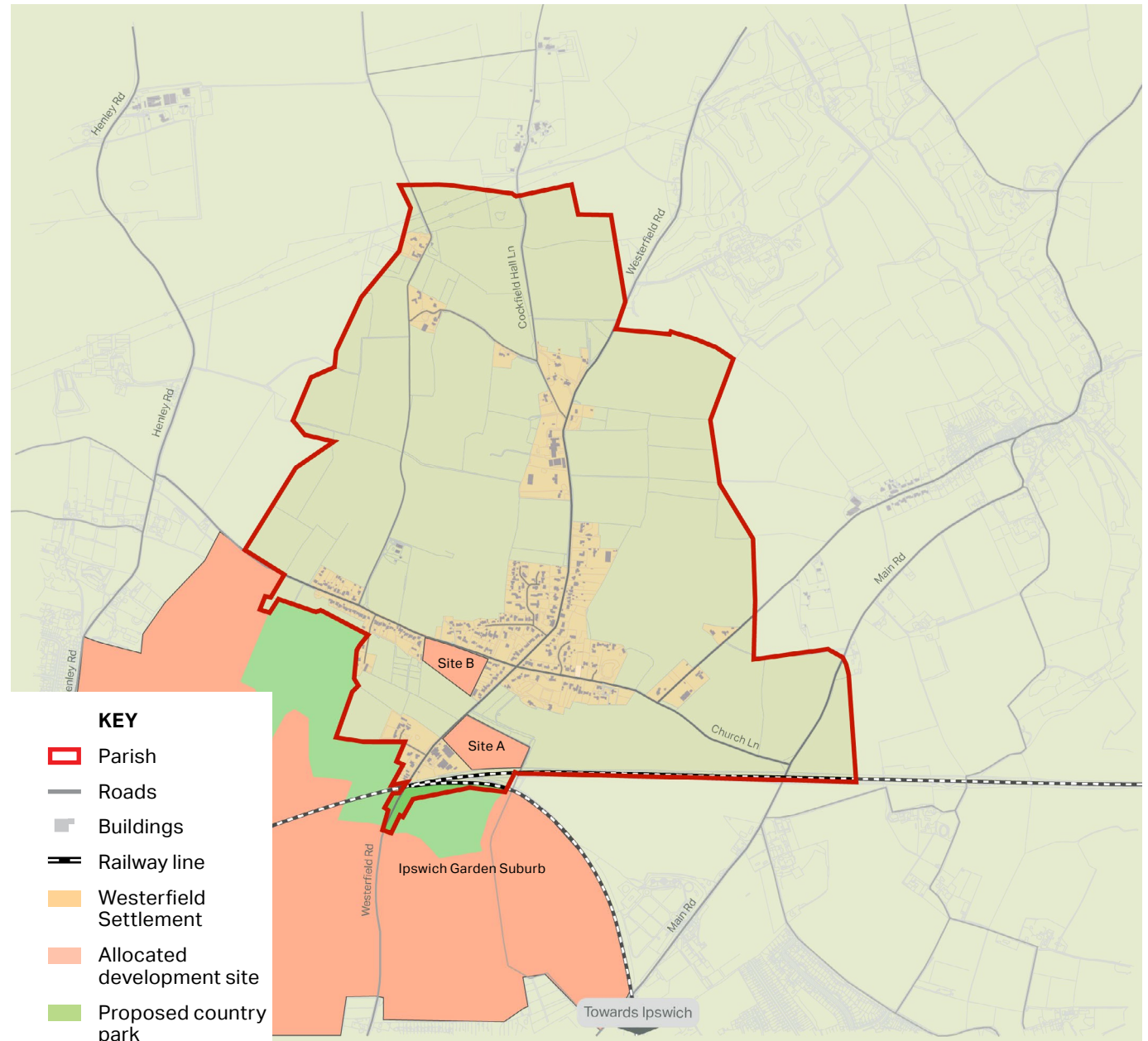**Figure 08:** Important views in Westerfield Parish.

2.4 Allocated sites

There are currently 2 plots of land within the parish which have been allocated for development in the Local Plan. Site A (3.465ha) is south of the main village, next to the business park. Site B was land that the parish council helped to allocate, south of Lower Road and has space for approximately 20 dwellings.

Ipswich Garden Suburb (formally known as Northern Fringe) is an area of land to the north of Ipswich identified through the adopted Local Plan for the development of housing and associated facilities. As can be seen in the map opposite it is a large development and will eventually have over 1900 homes. This could have potentially had detrimental impacts on the rural feel of Westerfield as well as the many views from the village, although the Parish Council has convinced the local authority and the developer to create a country park. This helps retain the buffer between Westerfield and Ipswich as well as hopefully providing further outdoor activities for local residents.

KEY
- Parish
- Roads
- Buildings
- Railway line
- Westerfield Settlement
- Allocated development site
- Proposed country park

Figure 09: Map showing the allocated sites for development in and around Westerfield.
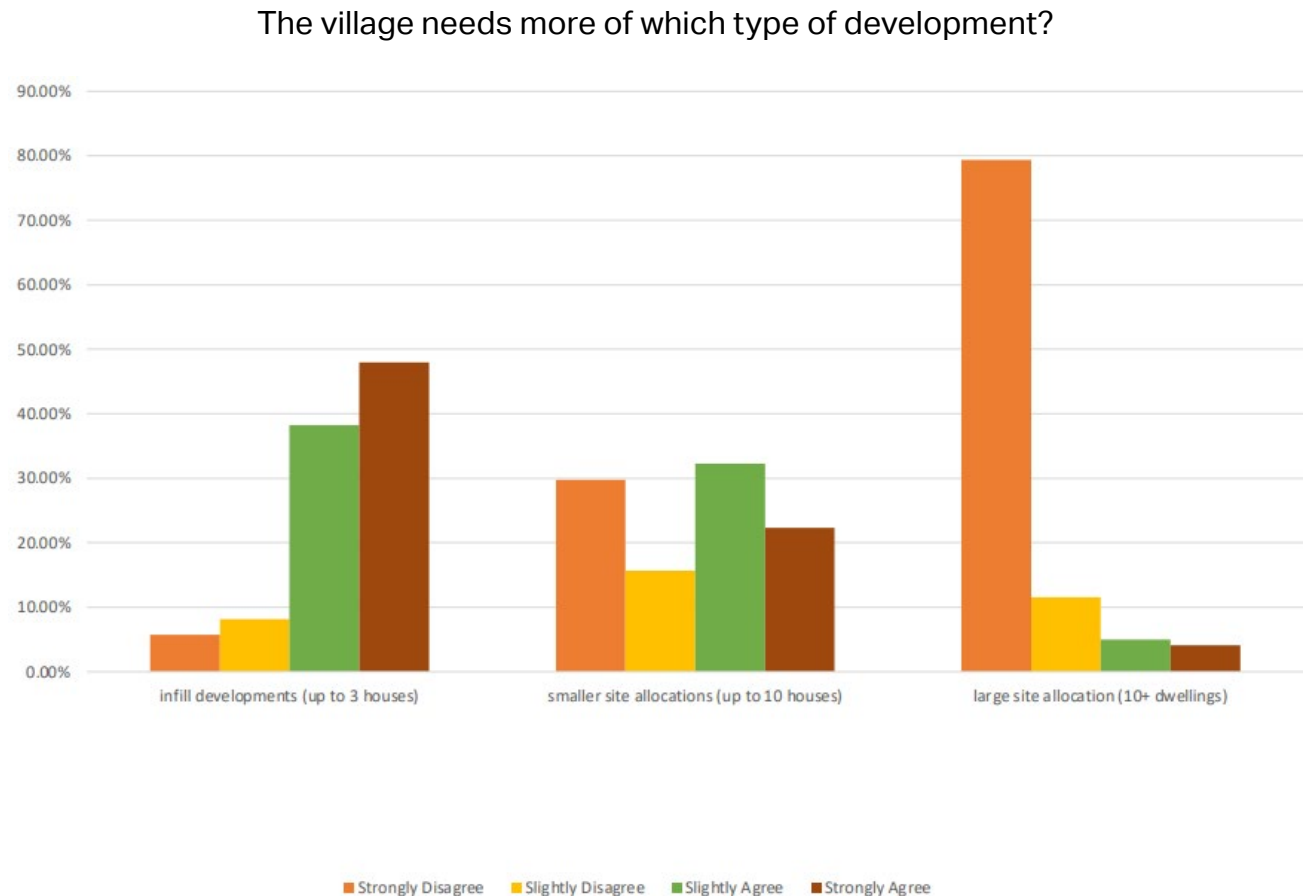
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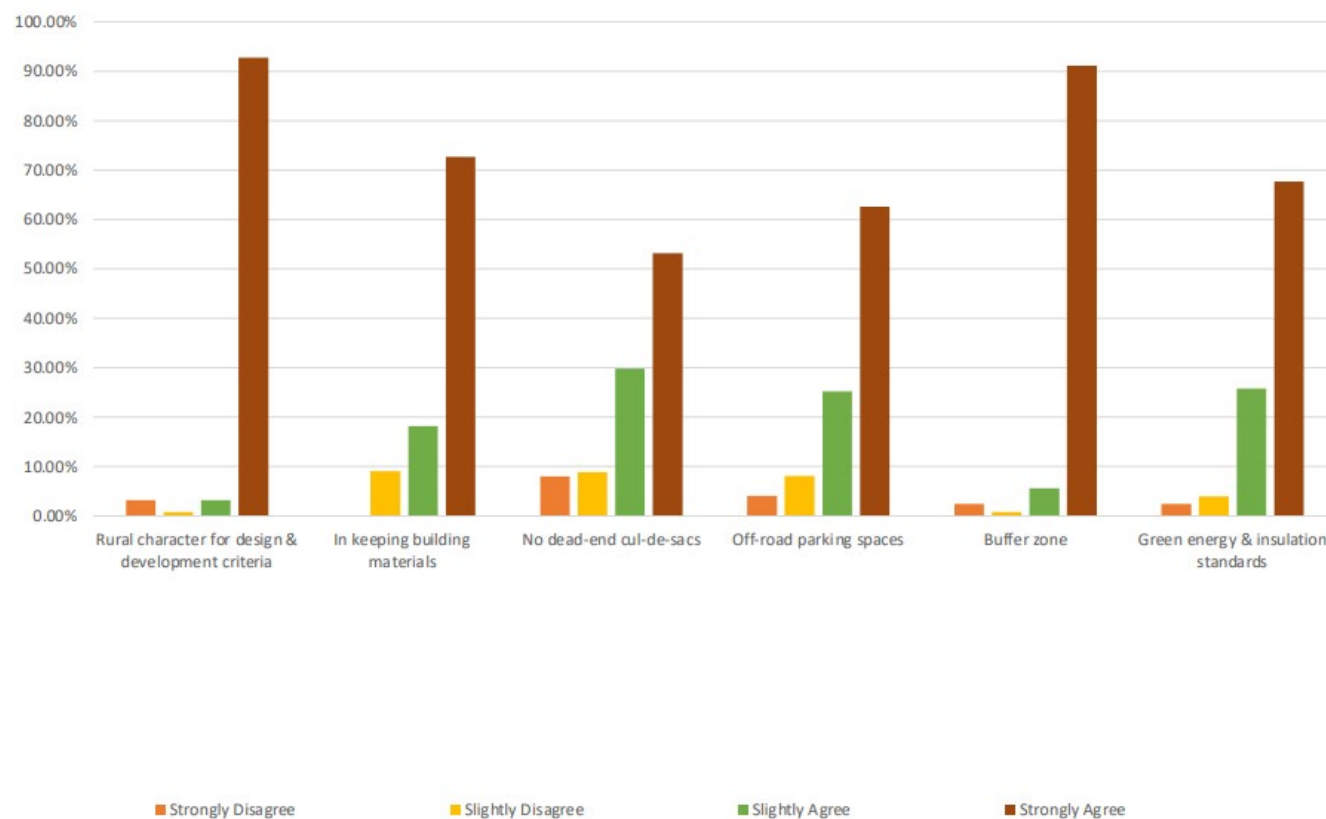Engagement

03

3. Engagement

This chapter provides the results of a survey carried out in Westerfield regarding future development within the parish. These results have been the foundation of the design codes in chapter 4 which reflect the survey findings.

In early 2022, the Westerfield Parish Council sent out a survey to the local community. One of the areas of interest was around housing and more specifically about the sort of housing development that Westerfield needs in the coming years. Figures 10, 11 and 12 display the some of the key results.
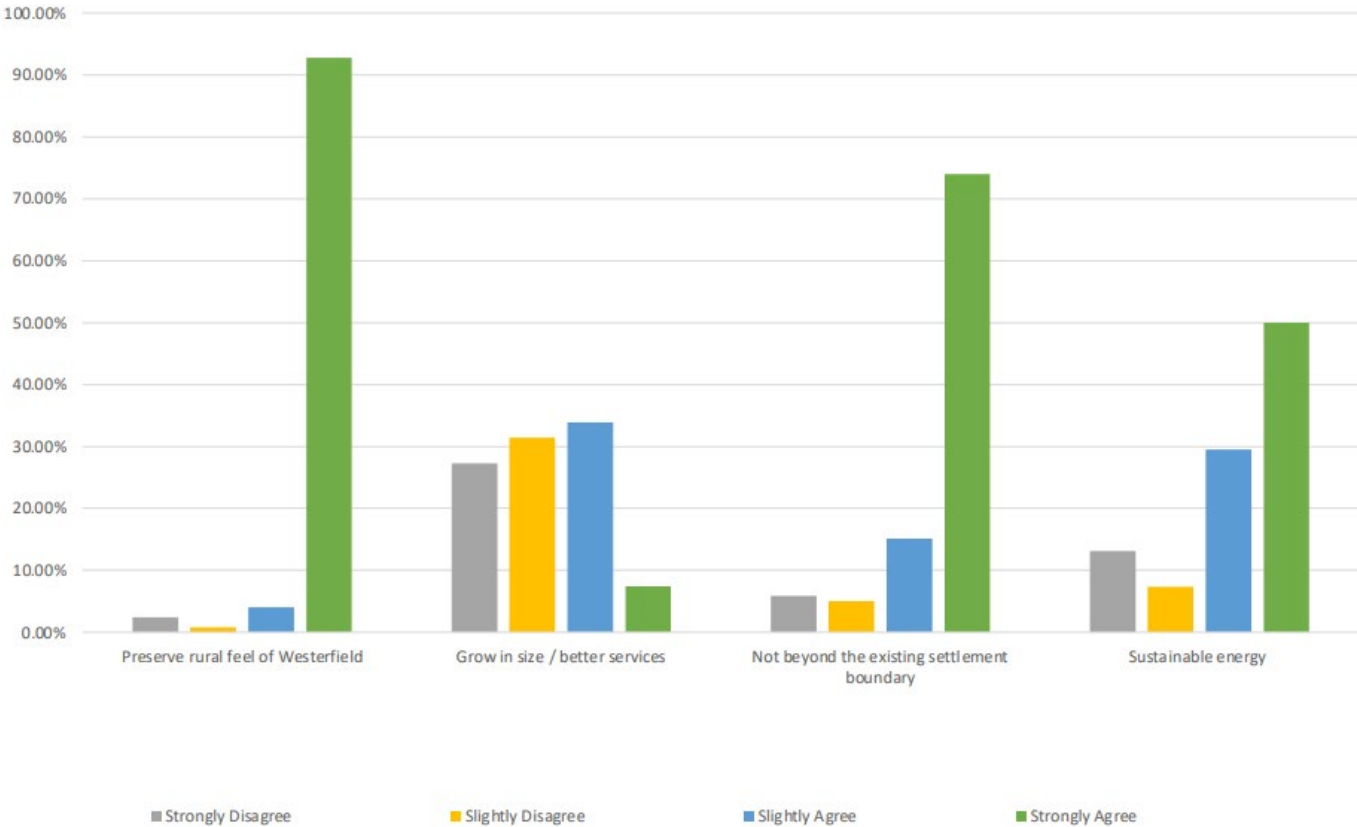

The village needs more of which type of development?

Legend: Strongly Disagree, Slightly Disagree, Slightly Agree, Strongly Agree

Figure 10: No 1 bar chart showing results of Survey, from: https://westerfield.onesuffolk.net/assets/Neighbourhood-Plan/Working-Group-Presentation-2022-04-27.pdf.

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Figure 11: No 2 bar chart showing results of Survey, from: https://westerfield.onesuffolk.net/
assets/Neighbourhood-Plan/Working-Group-Presentation-2022-04-27.pdf.

Village development

Figure 12: No 3 bar chart showing results of Survey, from: https://westerfield.onesuffolk.net/
assets/Neighbourhood-Plan/Working-Group-Presentation-2022-04-27.pdf.

Design guidelines and
codes

04

4. Design guidelines and codes

This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in the Parish will be expected to follow.

4.1 Place making

What urban designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals.

These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents.

Figure 13: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

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4.2 General principles and guidelines

The design guidelines and codes, with reference to Westerfield Neighbourhood Areas, will follow a brief introduction of the general design principles.

The guidelines and codes developed in the document focus on residential environments including new housing development in Westerfield .

In any case, considerations of design and layout must be informed by the wider context, considering not only the immediate neighbouring buildings, but also the landscape and rural character of the wider locality. The local pattern of streets and spaces, building traditions, materials and natural environment should all help to determine the character and identity of a development.

It is important that full account is taken of the local context and that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area. Therefore, some design principles that should be present in any design proposal are:

– Respect the existing pattern of the village and the surrounding hamlets to preserve the local character;

– Respect the heritage, landscape and key views, if any, identified in the Parish;

– Aim for high quality design that reflects and respects the local vernacular;

– Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;

– Harmonise and enhance existing village and hamlets in terms of physical form, architecture and land use;

– Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;

– Incorporate necessary services and enhance infrastructure without causing unacceptable harm to retained features; and

– Aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area.

4.3 Westerfield design guidelines and codes

This section introduces a set of design principles that are specific to Westerfield. These are based on:

− Baseline analysis of the area in Chapter 2;

− Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life 12 documents which informed the principles and design codes; and

− Discussion with members of the Neighbourhood Plan Steering Group informed by their engagement with the wider community, including the survey outline in Chapter 3.

The codes are divided into **5 sections**, shown on the next two pages, each one with a different number of subsections. Each section and subsection is numbered (e.g DC.01) to facilitate its reading and consultation.

Theme	Code	Title
DC.01 In keeping with local character	1	Heritage, views and landmarks
	2	Patterns of growth within the rural landscape
DC.02 Access and movement	3	Accessible and attractive footpath network / access to the countryside
	4	Prioritise walking and cycling
	5	People friendly streets
	6	Street lighting
	7	Parking and servicing
	8	Cycle parking
	9	People friendly streets and green links
DC.03 Landscape, nature and open space	10	Create a green network
	11	Biodiversity
	12	Water management
	13	Views and vistas
	14	Trees
DC.04 Built form	15	Boundary lines, boundary treatment & corner treatment
	16	Continuity and enclosure
	17	Legibility and wayfinding
	18	Building heights and roofline
	19	Density
	20	Materials and architectural details
DC.05 Sustainability	21	Minimising energy use
	22	Lifetime and adaptability
	23	Minimising construction waste
	24	Recycling materials and buildings
	25	Electric vehicle charging points

Design Codes for Westerfield

Code.1 Heritage, views and landmarks

Westerfield Parish has a rich heritage in terms of structures, buildings, landscape, views and landscape features. Therefore, any new development needs to be aware of their existence and stimulate ways in which those assets could be further promoted and protected.

The village has evolved from Main Street which holds significant historical value as well as having a strong sense of place. This is created by buildings which are either edge of pavement or behind small courts with low walls. Given this, some guidelines are:

– The streetscape and identity along historic roads such as Main Street should be respected;

– Scenic values and tranquillity of the countryside views should be retained and enhanced in future development;

– New development proposals should maintain visual connections to the surrounding landscape and long views out of the Parish. Development density should allow for spaces between buildings to preserve views of countryside setting and maintain the perceived openness.

– Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes. Creating views and vistas allows easily usable links between places; and

– Gaps between buildings, open views and vistas should be respected and aim to demonstrate the significance of the Church.

Figure 14: St Mary Magdalene Church, a listed building in Westerfield.

Figure 15: Locally historical building in Westerfield.

## Code.2 Patterns of growth within the rural landscape

The Parish owes much of its character to the historic pattern and layout of the roads and buildings as well as its close relationship with the surrounding countryside. Some design guidelines for small scale development within Westerfield village are:

– New development should preserve the landscape setting of Westerfield village and the transition between the settlement fringe and the open countryside;

– New development in close proximity to designated and non-designated heritage assets must propose green screenings to mitigate any unpleasant visual impact, while also preserving key views;

– New development must demonstrate a good understanding of the scale, building orientation and enclosure of the surrounding built environment (no.1);

– Development densities should reflect the character of the village;

– The size of plots and their pattern should be varied to contribute to the rural character (no.2);

– New development should create a diversified building line to shape short and long-distance views (no.3);

– Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided;

– Existing hedges, hedgerows and trees should be integrated into design, whilst more planting and vegetation is encouraged to form part of the green network strategy (no.4);

– Appropriate signage should be incorporated along the road or in central

'village greens' to indicate the low speed limits or provide navigation (no.5); and

– The layout of any new development should have affordable homes integrated with private dwellings to reflect existing dwellings in the village and promote a sense of community.
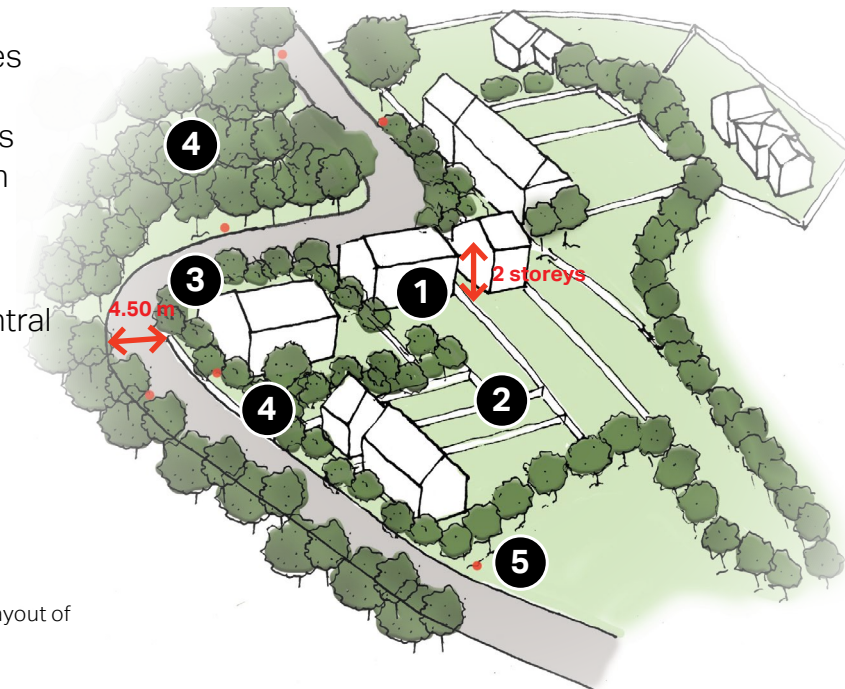
Figure 16: Illustrative plan for a rural edge development highlighting design elements, related to the pattern and layout of buildings.

Code.3 Accessible and attractive footpath network/ access to the countryside

There is a number of footpaths within Westerfield which link the village to the surrounding countryside, while also providing scenic walks. Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking. Therefore, protection, improvement and design of new footpaths should be considered in new developments and some design guidelines are:

- Where possible, newly developed areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities. Establishing a robust pedestrian network across new developments and among new and existing development is key in achieving good levels of connectivity and promoting walking and cycling;

- Where possible, new proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity;

- Design features such as gates or barriers to footpaths must be kept at a minimum and the latter must be avoided;

- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the parish. However, new signposts must respect the rural character of the parish and avoid creating visual clutter; and

- Footpath network needs to be in place before first occupation of houses on the site.

Figure 17: Signage to indicating the footpath within a rural setting, elsewhere in the UK.

Code.4 Prioritise walking and cycling

New developments should introduce well connected and attractive pedestrian and cycling routes to encourage residents to walk and cycle. Some guidelines for future development are:

– Varied links should be enabled and created to favour pedestrian and cycle movement. These routes should be always overlooked by properties to create natural surveillance and offer good sightlines and unrestricted views to make people feel safer;

– Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be avoided; and

– All newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists.

Figure 19: Footpath integrated within residential development offering alternative walking routes and cut throughs.

Figure 18: Edge of a settlement fronting a landscaped area, with footpaths/cycle lanes, grass areas, street furniture and trees, encouraging walking and cycling, elsewhere in UK.

Figure 20: Example of a green link (source: https://www.sustrans.org.uk/our-blog/opinion/2020/august/how-does-the-uk-government-s-gear-change-relate-to-the-national-cycle-network).

Code.5 People-friendly streets

It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians and cyclists. Some guidelines for future development are:

– Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians and cyclists;

– Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range of traffic calming measures could be introduced by design;

– New streets should be linear with gentle meandering, while also providing evolving views to the surrounding countryside;

– Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide well-overlooked and safe onward pedestrian links;

– Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and

– Any new development should provide well-connected streets of varied character. A legible street hierarchy should include primary, secondary, tertiary roads and edge lanes.
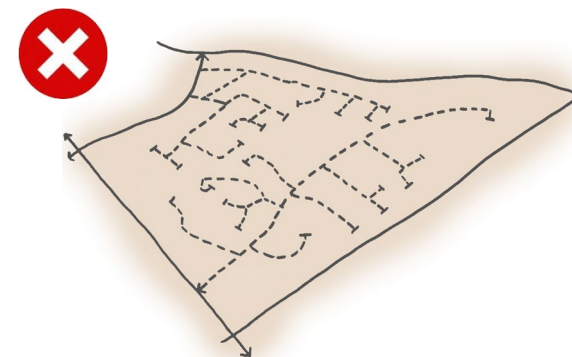

Figure 21: A layout dominated by cul-de-sacs encourages reliance on the car for even local journeys.

Figure 22: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

Code.6 Street lighting

Artificial light provides valuable benefits and it makes areas feel more welcoming at night-time. However, in rural areas, like Westerfield Parish, street lighting needs to be sensitive to the surroundings and issues of light pollution must be avoided. The 'dark skies' character of the countryside should be protected since it benefits both people and wildlife.

Therefore, any new development should minimise impact of lighting within the Parish and reduce light pollution that disrupts the natural habitat and human health. The following guidelines aim to ensure there is enough consideration given at the design stage:

– Ensure that lighting schemes will not cause unacceptable levels of light pollution particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;

– Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects;

– Foot/cycle path light should be in harmony with surrounding rural landscape. Lightings, such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced;

– Choice of lighting should be energy-efficient and sustainable. The installation of motion sensors on the lights should be encouraged; and

– Any new designed should be encouraged to use natural light sources.

Figure 23: Example of a foot/cycle path which is lit by solar cat's-eye providing some light for pedestrian and cyclists without creating any disturbance to the nearby properties or unacceptable levels of light pollution.

Figure 24: Diagram to illustrate the different components of light pollution and what 'good' lighting means.

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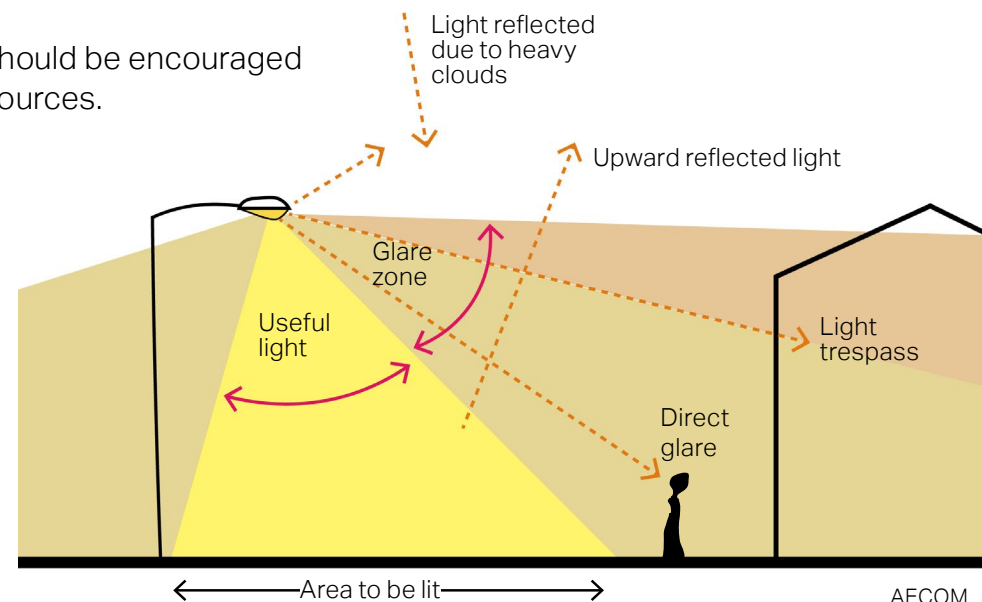
Code.7 Parking and servicing

The demand for private cars within the village still remains high, at the time of writing, and therefore car parking has to be carefully integrated into the design.

The car parking typologies found in the parish are mainly on-plot parking; however, there are also cases of on-plot garage parking and on-street parking.

Therefore, the design guidelines on the next pages will focus on the above mentioned typologies.

Guidelines for on-plot or on front car parking

– Parking should be well integrated into design so as not to dominate the public realm;

– High-quality and well-designed soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual attractiveness of the parking and enhance the rural character of the parish; and

– Hard standing and driveways must be constructed from porous materials,

to minimise surface water run-off and therefore, help mitigate potential flooding.
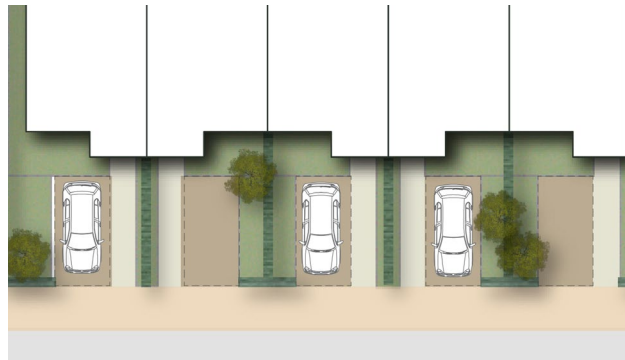
Figure 25: Illustrative diagram showing an indicative layout of on-plot front parking.
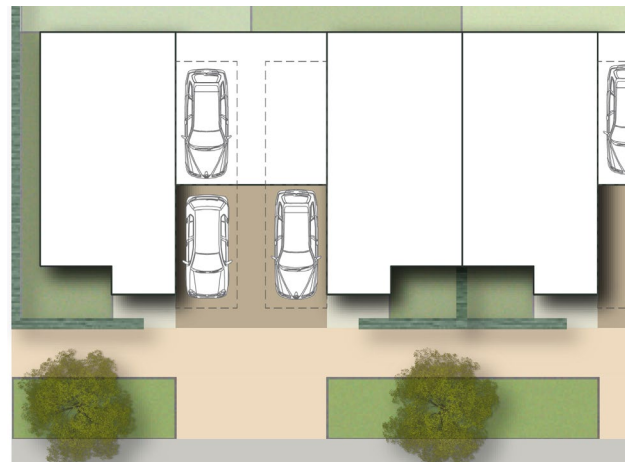
Figure 26: Illustrative diagram showing an indicative layout of on-plot side parking.

Guidelines for garages

– Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and

– They should provide minimum 3m x 7m internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.
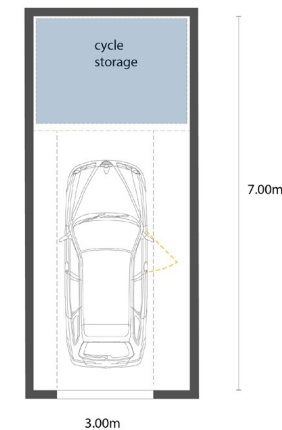
**Figure 27:** Indicative layout of a garage with a cycle storage area.

Code.8 Cycle parking

Houses without garages

– For residential units, where there is 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; and

– The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

– The minimum garage size should be 7m x 3m to allow space for cycle storage;

– Where possible, cycle parking should be accessed form 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.

Min. 2m

Min. 900mm

KEY
- Cycle storage
- Bin storage
- Clear access path
- Cycle/bin wheeling route
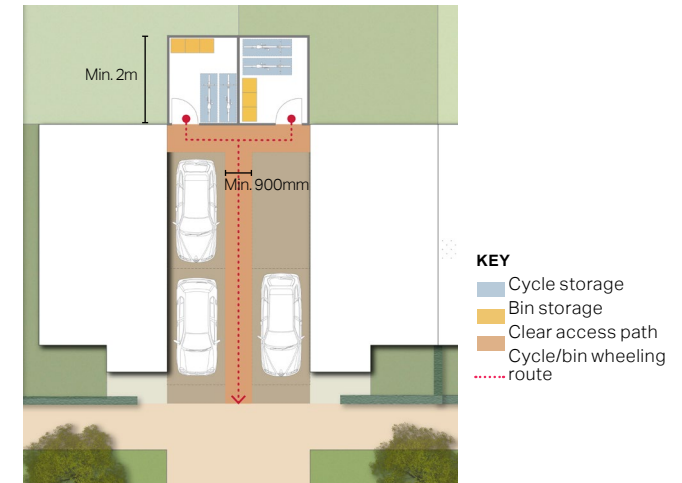
Figure 28: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.

Figure 29: Provide secured storage space for bikes within the domestic curtilage.

Code.9 People-friendly streets and green links

It is essential that the design of new development includes streets and road layouts that incorporate the needs of pedestrians, cyclists, and, where applicable, public transport. Some guidelines for future development are:

– Streets must meet the technical highway requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users;

– It is important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles and it is well vegetated;

– Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range

of traffic calming measures could be introduced by design;

– New streets should be linear with gentle meandering, while also providing evolving views to the surrounding countryside;

– Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide onward pedestrian links;

– Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and

– Any new development should provide well-connected streets of varied character. A legible street hierarchy should include primary, secondary, tertiary roads and edge lanes. The next pages present illustrations examples of those street typologies.
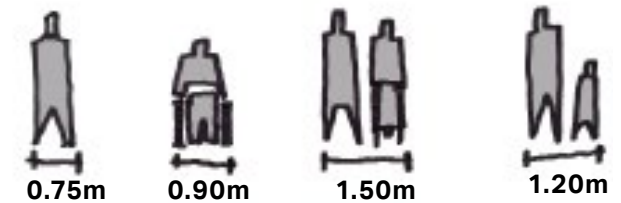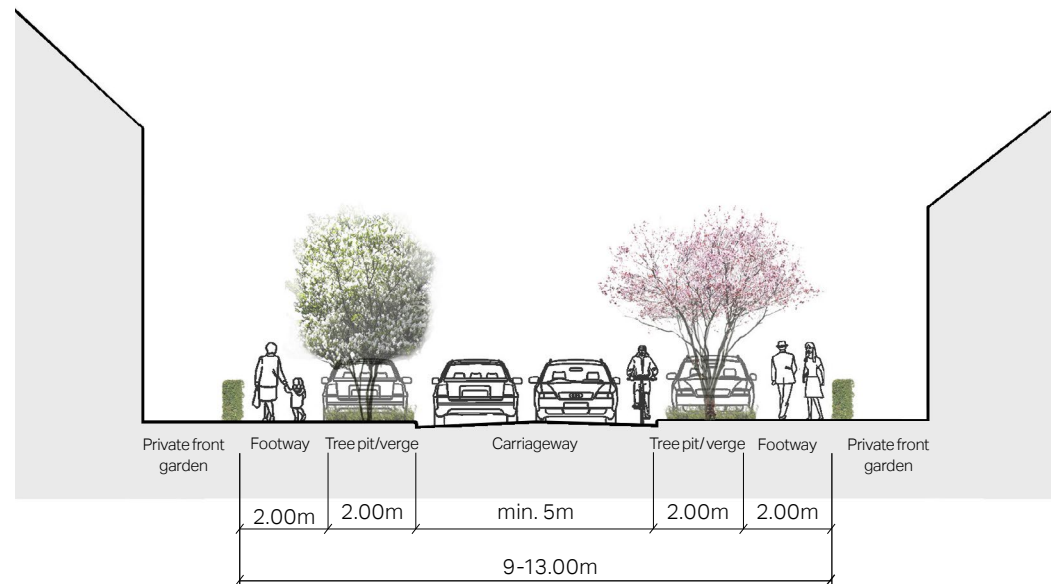

0.75m   0.90m   1.50m   1.20m

Figure 30: Street user dimensions.

Tertiary streets

- Tertiary streets have a strong residential character and they should be designed for low traffic volumes and low speeds, ideally 10-15 mph;

- Traffic calming features such as raised tables can be used to prevent speeding;

- Tertiary streets should be formed with a high degree of built form enclosure, with consistent building lines and setbacks; and

- Street trees and lighting for pedestrians should be provided with suitable gaps, wherever possible.

| Private front garden | Footway | Tree pit/verge | Carriageway | Tree pit/ verge | Footway | Private front garden |
| | 2.00m | 2.00m | min. 5m | 2.00m | 2.00m | |

9-13.00m

Figure 31: Cross-section to illustrate some guidelines for tertiary roads.

Figure 32: Example of a primary street with large street trees and green verges along the carriageway, Westerfield.

Figure 33: Secondary street located in Westerfield.

Figure 34: Tertiary street with on plot parking in one of the new developments just off Westerfield Road.
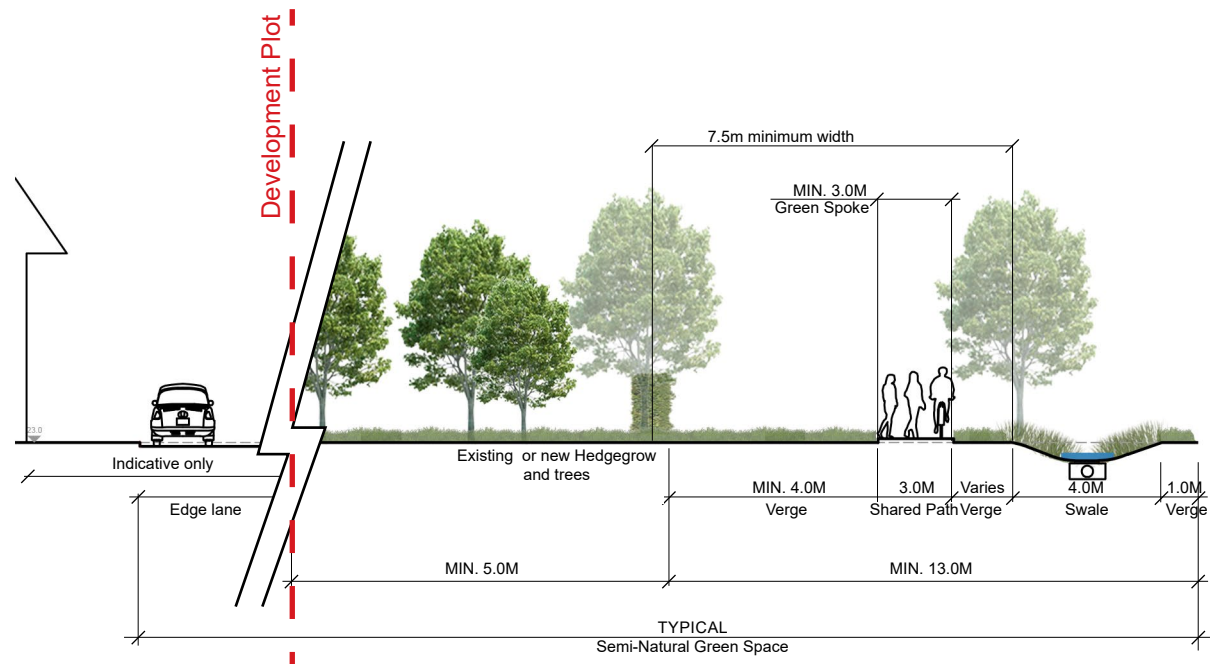
Edge lanes

– All the edges of new development areas should be served by continuous Edge lanes to provide high level of connectivity;

– Edge lanes are low-speed streets 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; and

– Variations in paving materials and textures can be used instead of kerbs or road markings.

Edge Lane

3.70 - 6.50m

Figure 36: Cross-section to illustrate some guidelines for edge lanes.

Green links

– Green links should be located within minimum 7.5m wide corridor adjacent to retained green assets;

– Shared or segregated footpath and cycleway to be provided within corridor;

– Footpath and cycleway to be hard surfaced and constructed of bound material which may also combine with vehicle access;

– Combined width of unsegregated footpath and cycleway to be a minimum of 3.0m; and

– Where required, SuDS features to be incorporated into corridor beside the surface of shared footpath and cycleway.

Development Plot

7.5m minimum width

MIN. 3.0M
Green Spoke

Indicative only

Existing or new Hedgegrow and trees

Edge lane

MIN. 4.0M
Verge

3.0M
Shared Path

Varies
Verge

4.0M
Swale

1.0M
Verge

MIN. 5.0M

MIN. 13.0M

TYPICAL
Semi-Natural Green Space

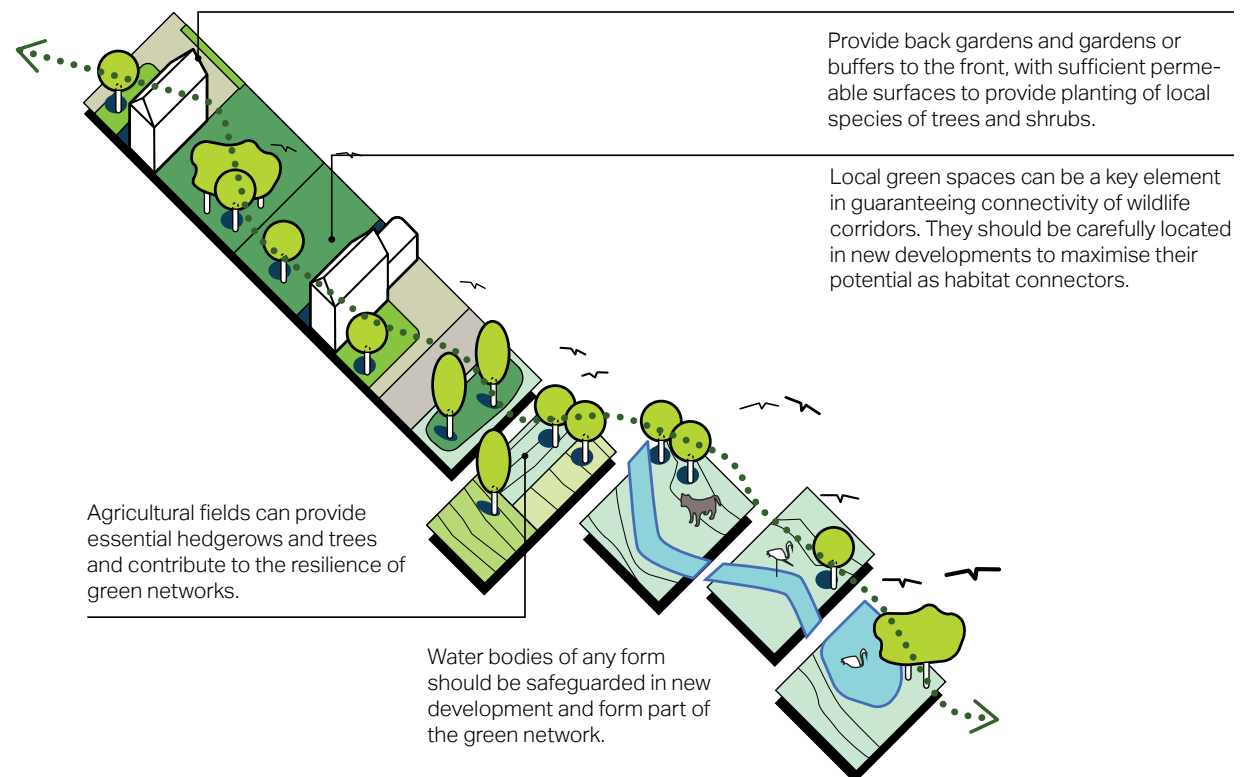**Figure 35:** Section to illustrate some guidelines for green links.

Code.10 Create a green network

A well connected green network should be created throughout the new developments to provide links to the countryside for people as well as habitats. Opportunities should be sought to introduce green assets into design and contribute to biodiversity. Some design guidelines on green networks are:

– Green networks should link existing and newly proposed street trees, green verges, open spaces, villages and the countryside together;

– SuDS should be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue;

– New development should front onto green assets and access should be granted for all groups of people;

– The proposed wildlife corridors and landscape gap could also be taken into account when designing for a green network; and

– Green networks could contain some formal provision, such as a Neighbourhood Equipped Area of Play (NEAP), playing fields and an area for active recreation. Their many benefits include the improvement of the health and well-being of individuals and promotion of the development of inclusive communities.

Provide back gardens and gardens or buffers to the front, with sufficient permeable surfaces to provide planting of local species of trees and shrubs.

Local green spaces can be a key element in guaranteeing connectivity of wildlife corridors. They should be carefully located in new developments to maximise their potential as habitat connectors.

Agricultural fields can provide essential hedgerows and trees and contribute to the resilience of green networks.

Water bodies of any form should be safeguarded in new development and form part of the green network.

Figure 37: Diagram to illustrate the green assets that can play an important role as wildlife corridors.

DC.03 Landscape, nature and open space

Code.11 Biodiversity

There are many green assets within the parish such as rich vegetation, trees, farmland, open fields, drainage ditches and green spaces that together enhance biodiversity and the natural environment. New development should prioritise biodiversity enhancement through design. Some design guidelines are:

– New development should protect and enhance the existing habitats and biodiversity corridors. In particular, help increase movement between isolated populations and provide escape cover from predators and shelter during bad weather;

– Biodiversity and woodlands should be protected and enhanced where possible;

– New development proposals should aim for the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens or installing bird boxes or bricks in walls;

– Gardens and boundary treatments should be designed to allow the

movement of wildlife and provide habitat for local species. For that reason, rich vegetation and plantation is suggested;

– Blue assets can also contribute to biodiversity connectivity. Therefore, the existing ditches and lakes should be considered in design proposals when planning for wildlife corridors; and

– All areas of biodiversity that require further planting/ enhancement should be planted before start of construction.

Figure 39: Example of a birdbox located on Whissendine Brook.

Figure 38: Incorporate water and wildlife friendly ponds in gardens.

Figure 40: Allotments can have positive impact on the landscape and community.

Code.12 Water management (SuDS)

Due to the presence of several ditches throughout the parish, there are areas that sit within flood risk zones. Therefore, the use of sustainable drainage systems, known as SuDS, is needed to manage water, reduce flood risk and improve water quality.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. However, a number of overarching principles that could be applied in new development are:

– Manage surface water as close to where it originates as possible;

– Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down, so that it does not overwhelm water courses or the sewer network;

– Improve water quality by filtering pollutants to help avoid environmental contamination;

– Integrate into development and improve amenity through early consideration in the development process and good design practices;

– SuDS are often also important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;

– Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water, whilst increasing the biodiversity value of the area;

– Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and

– SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Figure 41: Example of swales check dam integrated with a crossing point elsewhere in uk.

Figure 42: Example of SuD designed as a public amenity and filly integrated into the design of the public realm, Stockholm.

AECOM

DC.03 Landscape, nature and open space

Code.13 Views and vistas

Landmarks, views and focal points are the tools to achieve places that are easy to read and memorise, thus helping users to easily orientate themselves. Therefore, creating short-distance views broken by buildings, trees, or landmarks helps to create memorable routes.

On the other hand, it is also important to preserve long-distance views that offer pleasant sceneries along the footpaths and roads. This allows for a visual connection between places and encourages people to walk and cycle. For that reason, new houses should be appropriately oriented to maximise the opportunities for both short and long-distance views.

In addition, development should be located away from ridge tops, upper valley slopes or prominent locations.

Planning decisions should always attempt to maintain or where possible enhance key views and vistas.

Figure 43: Preserve long distance views towards the countryside.

Figure 44: Provide seating so that people can stop and admire the views.

Figure 45: Allow long distance views towards the Church.

Code.14 Trees

New street planting helps maintain visual consistency along the public realm. It is associated with better mental health and well-being by reducing stress, lessening heat islands, and providing protection from natural elements such as wind and rain. Some guidelines for new development are:

– Aim to preserve existing mature trees and hedges by incorporating them in the new landscape design;

– To ensure resilience and increase visual interest, a variety of native tree species is preferred over a single one;

– Flower beds, bushes and shrubs should be welcomed in new developments, since they contribute to the livelihood of the streetscape and create visual interest and colour to their surroundings;

– Hedgerows can be planted in front of bare boundary walls to ease their visual presence or they can be used to conceal on-plot car parking and driveways within curtilages;

– Native trees can normally be used to mark reference points and as feature elements in the streetscape;

– Native trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits; and

– The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights etc.

Loss of trees is only justifiable if they constitute hazards
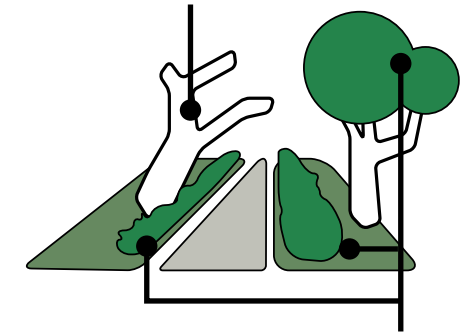
Protect veteran trees and hedgerows

Retain trees on development site

Justify the loss of trees, and replace each affected tree on a 2:1 ratio
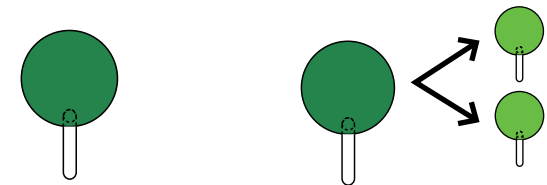
Figure 46: Example of street planting along main road with green verges and open views to the surrounding countryside encouraging walking and cycling , Eddington.

DC.04 Built form

Code.15 Boundary lines, boundary treatments and corner treatment

Together with the creation of potential local landmarks, three more crucial aspects of a successful streetscape and urban form is the issue of corners, boundary lines and boundary treatments. Therefore, the following guidelines should be applied in new development.

– Buildings should front onto streets. The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole;

– Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street;

– Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous

hedges and low walls, as appropriate, made of traditional materials found elsewhere in the parish such as local bricks and tiles;

– In the case of edge lanes, natural boundary treatments can act as buffer zones between the site and the countryside and offer a level of protection to the natural environment;

– If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element, signalling its importance as a wayfinding cue;

– The form of corner buildings should respect the local architectural character. Doing so improves the street scene and generates local pride;

– All the façades overlooking the street or public space should be treated as primary façades; and

– Road layouts should be designed to slow traffic and advantage pedestrians over vehicles.

Figure 47: Residential road with low hedges defining the boundary between public and private spaces.

Figure 48: Example of traditional stone wall in Westerfield.

Code.16 Continuity and enclosure

Focal points and public spaces in new development should be designed in good proportions and delineated with clarity. Clearly defined spaces help create an appropriate sense of enclosure - the relationship between a given space (lane, street, square) and the vertical boundary elements at its edges (buildings, walls, trees).

Some design guidelines that should be considered for achieving satisfactory sense of enclosure are:

– When designing building setbacks, there must be an appropriate ratio between the width of the street and the building height;

– Buildings should be designed to turn corners and create attractive start and end points of a new street or frontage;

– Generally, building façades should front onto streets. Variation to the building line can be introduced to create a more informal character;

– In the case of terraced and adjoining buildings, it is recommended that a variety of plot widths, land use, building heights, and façade depth should be considered during the design process to create an attractive streetscape and break the monotony of the street wall; and

– Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.

Figure 49: The relationship between the vegetation and the private driveway creates a sense of enclosure, Westerfield.

DC.04 Built form

Code.17 Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to understand, therefore likely to both function well and be pleasant to live in or visit. It is easier for people to orient themselves when the routes are direct and visual landmarks clearly emphasise the hierarchy of the place. Some design guidelines are:

- – A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development;

- – Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation. For that reason, the architectural style of those buildings could be slightly differentiated from the rest to help them stand out;

- – Landmark elements could also be a public art, historic signage totem or even an old and sizeable tree;

- – New signage design should be easy to read. Elements likes languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;

- – Signage can also help highlight existing and newly proposed footpaths and cycle lanes, encouraging people to use them more; and

- – Signage could be strategically located along walking and cycling routes to signalise location of local and heritage assets and raise people's awareness.

- – Provision for people with visual impairment, for instance tactile paving or tactile lettering on signs.

Figure 50: Example of signage that could be integrated along footpaths to navigate people towards important destinations, like the church as well as provide information about habitats and other species in the area.

Code.18 Building heights and roofline

There is a low housing density in the parish reinforcing the its rural character. More specifically, properties tend to be 1- or 2-storeys high with decent-sized rear gardens. The rooflines are irregular and either continuous, where there are clusters of houses, or they get interrupted with nature, where gaps between buildings are generous. Chimneys decorating the roof also interrupt the roofline offering a visual interest.

Maintaining a consistent roofline within Westerfield Parish is important to allow for long-distance views towards the surrounding countryside and respect the existing context. Therefore, some design guidelines are:

– New development should propose maximum height of 2 storeys;

– Monotonous building elevations should be avoided, therefore subtle changes in

roofline should be ensured during the design process;

– Roof shapes and pitches must employ a restrained palette on a given building; overly complex roofs must be avoided; and

– Locally traditional roof detailing elements such as roofing materials, chimney stacks and edge treatments should be considered and implemented where possible in cases of new development.

Figure 51: Local example of continuous roofline, of 2-storey buildings in one of the new developments.

Figure 52: Local examples of roof materials that could be used in new development, e.g. grey slate and clay pantiles.

DC.04 Built form

Code.19 Density

The concept of density is important to planning and design as it affects the vitality and viability of the place. The density within the parish is quite low which is justified by its rural character. Therefore, some guidelines for new development are needed to ensure that the existing housing density numbers are respected.

– Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village. In other words, it should relect the density of the existing development within Westerfield;

– Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside;

– Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing density should support a 'human scale' development; and

– Small scale development and infills are encouraged, because they follow the scale and pattern of existing grain and streets and therefore, retain the character of the area.

Figure 53: New development in the village which respects both the density and the styles for the rest of Westerfield.

Code.20 Materials and architectural details

Westerfield has a wide variety of architectural styles and details that can act as references for new development. In particular, pitched roofs with either artificial slate or plain tiles and elevations where brick, render or boarding are predominant.

Some design guidelines for new development are:

– Architectural design shall reflect high quality local design references in both the natural and built environment; and

– Any new development should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Roofing

Grey/Red slate tiles

Clay peg tiles

Walling & building facades

Red Brick

Render

Dark weatherboarding

DC.04 Built form

Windows

Casement windows

Sash window

Dark blue frame on casement window

Front doors (timber and painted)

Colour palette
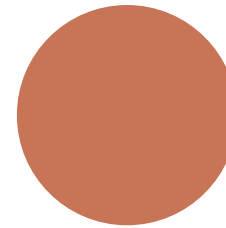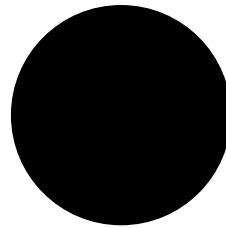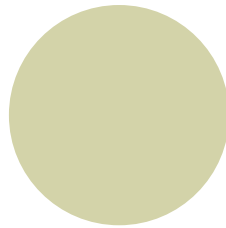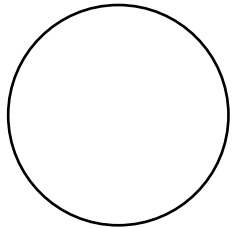
Design Codes on sustainability for new developments in Westerfield Parish

The codes 21-25, include some design guidelines that could have a positive impact to the environment. Although these do not constitute a policy requirement, new development would be highly encouraged to embed these guidelines into their proposals.

Code.21 Minimising energy use

Buildings contribute almost half (46%) of carbon dioxide (CO2) emissions in the UK. The government has set rigorous targets for the reduction of CO2 emissions and minimising fossil fuel energy use.

There are numerous energy efficient technologies that could be incorporated in buildings. The use of such principles and design tools is strongly encouraged to futureproof buildings and avoid the necessity of retrofitting.

Energy efficient or eco design combines all around energy efficient appliances and lighting with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating.

F.56 features an array of sustainable

design features. Those on the top show the features that should be strongly encouraged in existing homes, while those on the bottom show additional features that new build homes should be encouraged to incorporate from the onset.

Code.22 Lifetime and adaptability

The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change.

'Lifetime' homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/contracting families who may be dependent on nearby friends and family for emotional and physical support.
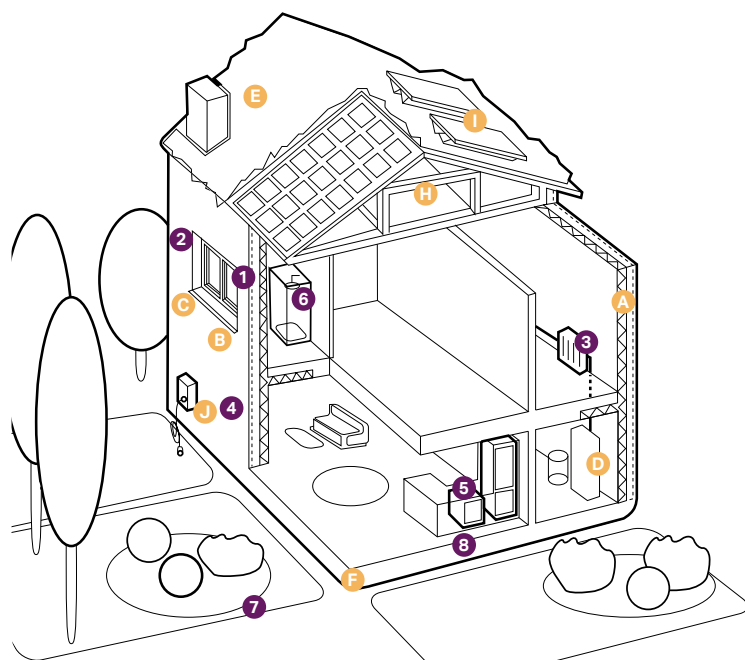

Figure 54: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.

Figure 55: Positive example of integrating solar panels at the design stage.

DC.05 Sustainability

Existing homes

1 Insulation
in lofts and walls (cavity and solid)

2 Double or triple glazing with shading
(e.g. tinted window film, blinds, curtains and trees outside)

3 Low- carbon heating
with heat pumps or connections to district heat network

4 Draught proofing
of floors, windows and doors

5 Highly energy-efficient appliances
(e.g. A++ and A+++ rating)

6 Highly waste-efficient devices
with low-flow showers and taps, insulated tanks and hot water thermostats

7 Green space (e.g. gardens and trees)
to help reduce the risks and impacts of flooding and overheating

8 Flood resilience and resistance
with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional features for new build homes

A High levels of airtightness

B More fresh air with the mechanical ventilation and heat recovery, and passive cooling

C Triple glazed windows and external shading
especially on south and west faces

D Low-carbon heating
and no new homes on the gas grid by 2025 at the latest

E Water management and cooling
more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F Flood resilience and resistance
e.g. raised electrical, concrete floors and greening your garden

H Construction and site planning
timber frames, sustainable transport options (such as cycling)

I Solar panel

J Electric car charging point

Figure 56: Diagram showing low-carbon homes in both existing and new build conditions.

Code.23 Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste
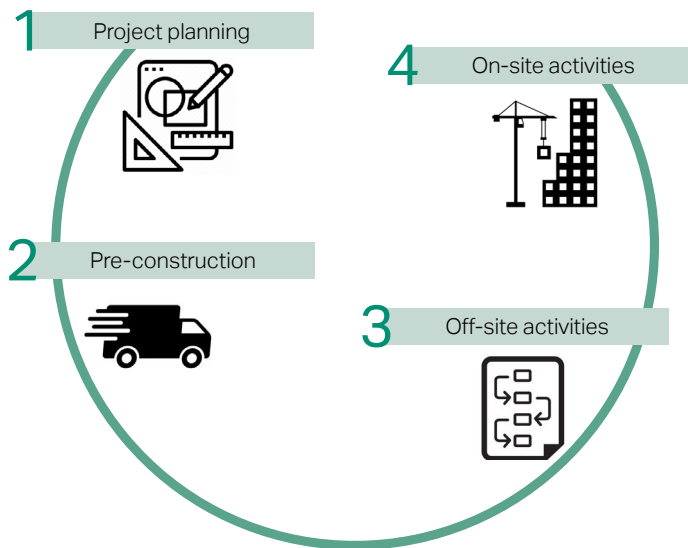
Figure 57: Diagram to illustrate the 4 main stages where waste management practices can be implemented.

Management Plans. The actions that this plan will include are:

– Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;

– On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;

– Identify materials used in high volumes; and

– The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.

Code.24 Recycling materials and buildings

To meet the government's target of being carbon neutral by 2050, it is important to recycle and reuse materials and buildings. Some actions for new development are:

– Reusing buildings, parts of buildings or elements of buildings such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction;

– Recycling and reuse of materials can help to minimise the extraction of raw materials and the use of energy in the production and transportation of materials; and

– Development should also maximise the re-use of existing buildings (which often supports social, environmental and economic objectives as well.

DC.05 Sustainability
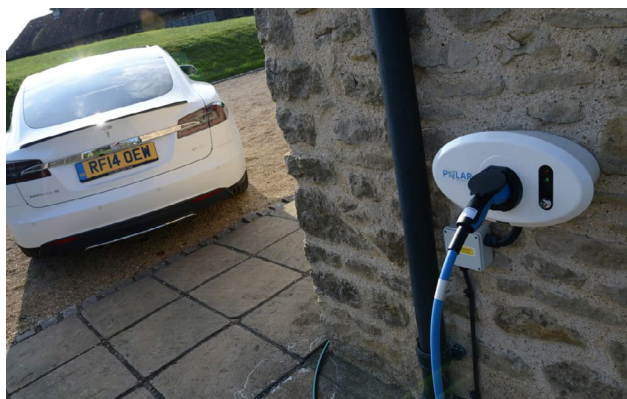
Code.25 Electric vehicle charging points

Westerfield Parish strongly supports proposals for private transport using electrically and other non fossil fuel powered vehicles. These can be integrated both on and off street. Some design guidelines on how new development should design for electric vehicle charging points are:

On-street car parking or parking courts

– Car charging points should always be provided adjacent public open spaces. Street trees and vegetation is also supported to minimise any visual contact with the charging points;

– Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point to avoid obstructing pedestrian flow; and

– Car charging points within parking courts are highly supported, since they can serve more than one vehicles.

Figure 58: Example of on-street electric vehicle charging points.

Figure 59: Example of off-street electric vehicle charging points.

Off-street car parking

– Mounted charging points and associated services should be integrated into the design of new developments, if possible with each house that provides off-street parking; and

– Cluttering elevations, especially main façades and front elevations, should be avoided.

4.4 Checklist

Because the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. 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 as to whether the design proposal has considered 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 guidance for new development'. Following these ideas and principles, several questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

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

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

- 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 (continues)

Local green spaces, views & 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 tranquillity 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

Local green spaces, views & 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 hamlets?

- Does the proposal affect or change the setting of a listed building or listed landscape?

- Is the landscaping to be hard or soft?

5 (continues)

Buildings 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

Buildings 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 & 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

Building materials & 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

05

Westerfield | Design guidelines and codes

5. Delivery

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

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 Guidelines and Codes as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines and Codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines and 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.

Table 01: Delivery

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