AECOM

GREAT BARTON

Neighbourhood Plan Design Guidelines

FINAL REPORT
April 2020

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the power of community

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Quality information

Project role	Name	Position	Action summary	Signature	Date
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Contents

Introduction

01

1. Introduction

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

1.1. Background

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning programme, led by Locality, AECOM has been commissioned to provide design support to Great Barton Neighbourhood Plan Working Group.

1.2. Objectives

The main aim of this document is to provide design guidance in respect of future residential-led development in Great Barton and to provide a high level framework for the land at School Road, known locally as the Triangle site.

This design guidance should be considered as a point of reference for applicants intending to deliver development. The aim is that this design guidance should support the delivery of high quality development that is appropriate in terms of scale, design and character in such a way as to preserve the existing quality of place in Great Barton.

Figure 1: Character-defining greenery on Diomed Drive.

Figure 2: Detached buildings along Conyers Way.

Figure 3: Holy Innocents Church.

1.3. Process

The following steps were undertaken to produce this report:

- Initial meeting and site visit;
- Urban design analysis;
- Drafting of design guidelines;
- Preparation of masterplans for the Triangle; and
- Preparation of a draft report, subsequently revised in response to feedback provided by the Working Group.

The report builds on work done by and for the Working Group to date and reflects acknowledged good practice in design.

The figure 4 illustrates the parish of Great Barton and the Triangle site in the north east part of the village.

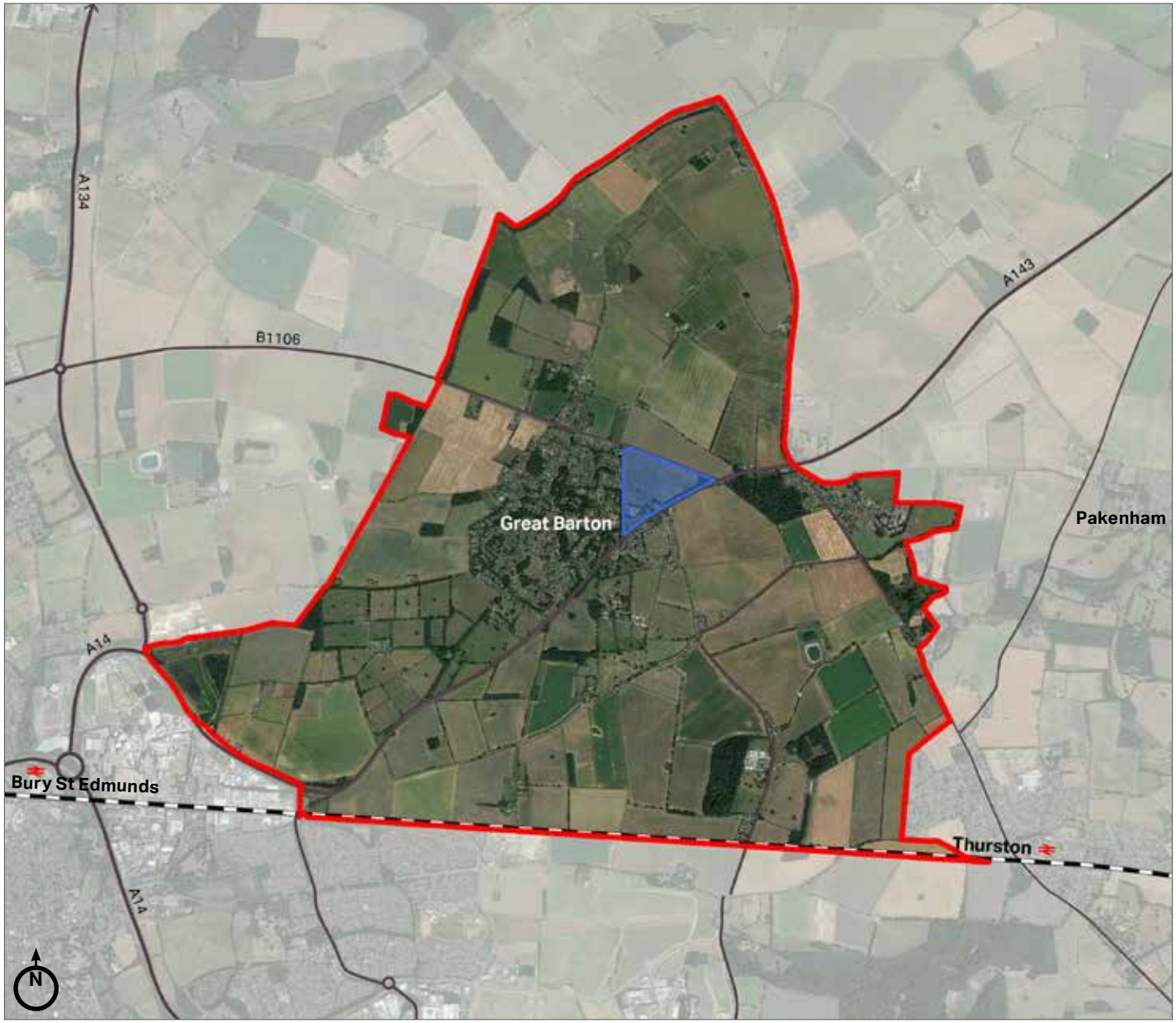


Figure 4: Map showing the parish of Great Barton.

1.4. The importance of good design

As the National Planning Policy Framework (NPPF 2019, paragraph 124) 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 (CABE, now part of the Design Council; see, for example, *The Value of Good Design*) 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.

The NPPF goes on to root neighbourhood planning at the heart of the drive for quality development: "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" (paragraph 125). This document aims to do just that for Great Barton.

Figure 5: Modern architecture on Diomed Drive.

1.5. Area of study

Figure 6: A typical detached house on Dunwich Place.

Figure 7: Cottages with distinctive chimneys on Shinham Bridge.

Figure 8: View from School Road to the Triangle site to the South.

Great Barton is a parish in West Suffolk. It has a range of services and facilities such as a post office, village hall, pub, a primary school and a petrol station (with a convenience shop within the station). It also has a good vehicular accessibility to Bury St Edmunds via A143.

Dating from Saxon times, the village grew significantly in the 20th Century, following the destruction of Barton Hall by a fire in 1914. The Hall's parkland, later known as Hall Park, became available for development, as did other parts of the estate.

At the 2011 census the population of the built up area was 2191.

In Bury St Edmunds Vision 2031, St Edmundsbury Borough Council sets out the policies for a significant 1250-home extension to Bury St Edmunds, known as North East Bury St Edmunds. Although separate from the village and hamlets, it is within the south east corner of Great Barton Parish. This is shown in Figure 12.

Figure 9: Relatively modern housings around the large open space within Diomed Drive.

Figure 10: Housing in Maple Green.

Figure 11: Holy Innocents Church.

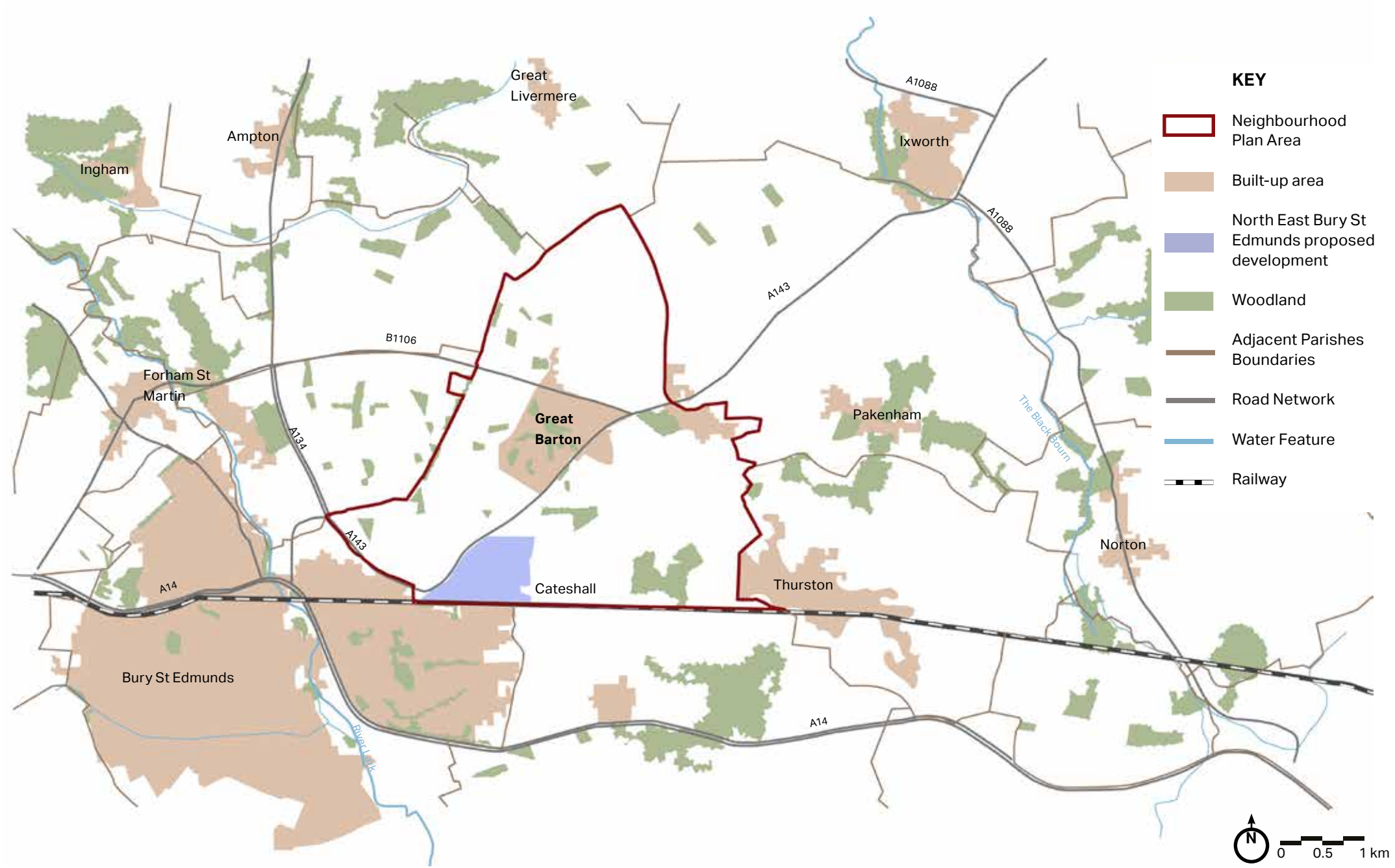


Figure 12: Strategic plan showing Great Barton Parish within the local context.

Local Policy Review

02

2. Local Policy Review

This chapter notes the existing and emerging planning policy context and highlights the relevant policies with which development should comply. The policy specifically relating to the Triangle site is introduced in Chapter 5 of this report.

2.1. St Edmundsbury Local Plan

The adopted Local Plans covering the former local authority areas of St Edmundsbury and Forest Heath (and all related policy documents, including guidance and Supplementary Planning Documents) will continue to apply to those parts of the newly-created West Suffolk Council area until a new Local Plan for West Suffolk is adopted. This is currently scheduled for mid-2023. There are some policies in the local plan which seek to protect the important facilities and services in the village. These policies are extracted from the adopted Core Strategy and Joint Development Management Policies Document.

2.2. Core Strategy (December 2010)

Adopted on 14 December 2010, the Core Strategy sets out the vision, objectives, spatial strategy and overarching policies for the provision of new development in St Edmundsbury. It includes the following relevant policies:

Policy CS2 Sustainable Development: A high quality, sustainable environment will be achieved by designing and incorporating measures appropriate to the nature and scale of development.

Policy CS3 Design and Local Distinctiveness: Sets out the components which should be addressed in development proposals, including, where appropriate, like detailed heritage and conservation design appraisals and information, consideration of protection of the landscape and historic view, understanding the local context, increasing the community safety, protection of natural and historic environment, the density and mix of housing, provision or enhancement of open space, play, leisure and cultural facilities, and access and transport considerations.

Policy CS4 Settlement Hierarchy and Identity: All proposals for new development will be expected to have regard to the position of the site within the settlement hierarchy and Great Barton is under Local service centres. Great Barton is the largest of the Local Service Centres with a population of 2,085. It is reported to have a good range of services including a village hall, two shops (including the Post Office and the shop in the Garage), one pub, a school and a petrol station. Great Barton only has limited employment opportunities, but it is very close to Bury St Edmunds.

Policy CS7 Sustainable Transport: Rural areas like Great Barton are highly dependent on the car and through traffic for some communities is a major environmental issue. The Council will seek to reduce the need to travel by car by securing improvements to public transport infrastructure, particularly in the rural areas where new development is proposed.

Policy CS11 Bury St Edmunds Strategic Growth: Land will be released to the north-east of Bury St Edmunds for long-term strategic growth which maintains the identity of Great Barton and create a new, high quality, entrance to Bury St Edmunds. Development should facilitate the provision of an A143 Great Barton bypass, contribute to reducing congestion at appropriate junctions on the A14 in Bury St Edmunds, and deliver additional education, community and leisure facilities to meet the needs of this development.

NB: A proposal to bypass Great Barton was explored by the County Council and rejected in the preparation of the Local Transport Plan. As part of the Local Development Framework evidence base, the Infrastructure & Environmental Capacity Appraisal (2009) highlighted that, whilst the road network around both of the main towns is reasonable, new infrastructure will be required to develop more public transport routes and services and to promote the modal shift necessary to accommodate high levels of growth.

See section 2.4 for the approved North East Bury St Edmunds masterplan.

2.3. Joint Development Management Policies Document (February 2015)

Adopted in February 2015 and this document contains policies that form an important tool for the day to day determination of planning applications in both St Edmundsbury Borough and Forest Heath District.

Policy DM22: Residential Design

All residential development proposals should maintain or create a sense of place and/or character by:

a. Employing designs that are specific to the scheme, and which respond intelligently and appropriately to a clear brief articulated in a Design and Access Statement;

b. Basing design on an analysis of existing buildings, landscape or topography, and fully exploiting the opportunities that these present;

c. Utilising the characteristics of the locality to create buildings and spaces that have a strong sense of place and distinctiveness, using an appropriate innovative design approach and incorporating a mix of housing and unit sizes that is appropriate for the location;

d. Creating or contributing to a coherent and legible place that is structured and articulated so that it is visually interesting and welcoming;

e. Creating and supporting continuity of built form and enclosure of spaces.

Residential development should be laid out to optimise amenity with streets and parking facilitating this primary objective. Therefore, in addition to the criteria above, development should:

f. Where appropriate, apply innovative highways and parking measures designed to avoid the visual dominance of these elements in the design and layout of new developments, whilst still meeting highway safety standards;

g. Take opportunities for parking to support the street scene;

h. Ensure appropriate levels of permeability and accessibility favouring sustainable transport routes and consider the needs of pedestrians and cyclists before car users;

i. Integrate comfortably with surrounding street networks and enable integration into future additional development;

j. Seek to create a safe and welcoming environment.

New dwellings should also be of a high architectural quality, meaning that:

k. They are fit for purpose and function well, providing adequate space, light and privacy;

l. They are adaptable in terms of lifetime changes and use;

m. They are well built and physically durable;

n. They are the product of coherent and appropriate design principles.

Policy DM24: Alterations or Extensions to Dwellings, including Self Contained Annexes and Development within the Curtilage

Within those towns and villages with settlement boundaries planning permission for alterations or extensions to existing dwellings, self contained annexes, and ancillary development within the curtilage of dwellings will be permitted, provided that the proposals:

a. Respect the character, scale and design of existing dwellings, and the character and appearance of the immediate and surrounding area;

b. Will not result in over-development of the dwelling curtilage; and

c. Will not adversely affect the residential amenity of occupants of nearby properties.

In addition to criteria a, b and c, proposals for the alteration or extension of an existing dwelling in the countryside outside of towns and villages with settlement boundaries will also be required to demonstrate that it is subordinate in scale and proportion to the original dwelling.

Proposals for self contained residential annexes in the countryside will be permitted only where:

d. The design and sitting of the annexe is such that it is capable of being reasonably integrated into the use of the original dwelling once the need for it has ceased;

e. The size of the annexe is the minimum necessary to meet the purpose; and

f. The size, scale, location and design relates satisfactorily to the existing dwelling and its curtilage, and to the wider surrounding area.

The occupation of the annexe will be controlled by planning condition or legal agreement to ensure that it is tied to the main dwelling and cannot be used as a separate dwelling.

2.4. North East Bury St Edmunds, June 2014

Berkeley Group provided a masterplan document for North East Bury St Edmunds adopted by St Edmundsbury Borough Council in June 2014 as informal planning guidance.

The masterplan was prepared in consultation with the Parish Council, residents of Cattishall and the wider community.

The masterplan makes provision for:

- Around 1250 homes
- Primary school
- Local centre and community facilities
- Three interconnected villages each with their own character and focal space
- Landscape buffer along the eastern edge of the site to maintain separation to Great Barton and Cattishall
- Provision of network of green corridors and routes for pedestrians and cyclists
- Formal and informal open space including allotments, sports pitches, natural green space and play areas
- Creation of improved connectivity to Moreton Hall by reopening the railway underpass

The masterplan is now being used to guide the preparation of the planning application for the site.

Figure 13: The North East Bury St Edmunds Masterplan adopted by St Edmundsbury Borough Council in June 2014.

2.5. Open Space, Built Facility and Parking Standards

Supplementary Planning Document for open space, sport and recreation facilities, adopted December 2012

This document specifies the standards for open space, sport and recreation facility standards. The St Edmundsbury standards have been developed following the Open Space Assessment report prepared by White Young Green, building on Sport England's local area profile.

Open Space Standards in West Suffolk, per 1000 residents	Proposed standard per 1000 pop
Parks and Gardens	0.25 ha/1000
Natural and semi-natural Green spaces	0.25/1000
Green Corridors	0.145 ha/1000
Outdoor Sports Facilities	1.2 ha/1000
Amenity Green spaces	0.13ha/1000
Provision for Children and Young People	0.25ha/1000
Allotments, Community Gardens and Urban Farms	0.15 ha/1000 (Based on 6*250sqm plots)
Churchyards and Cemeteries	0.025 ha/1000

Table 2.1 Open Space Standards.

Built Facility Standards in West Suffolk, per 1000 residents	Proposed standard per 1000 pop
Sports Hall	48.3m2
Swimming Pools	9.91m2
Fitness Centres	4 stations (20m2)
Synthetic turf pitches	225.78m2
Indoor bowls	0.05 rink
Community Hall	61m2

Table 2.2 Built Facility Standards.

Suffolk Guidance for Parking (May 2019)

This document is updated in 2019 and sets out minimum parking standards for dwelling houses and houses in multiple occupation, and guidance for changes to parking in existing developments.

Use	Vehicle Minimum*
1 bedroom	1 space per dwelling
2 bedrooms	2 spaces per dwelling**
3 bedrooms	2 spaces per dwelling
4+ bedrooms	3 spaces per dwelling
Retirement developments	1 space per dwelling
Visitor/unallocated	0.25 spaces per dwelling (unallocated)

Table 2.3 Parking requirements.

***Standards exclude garages under 6m × 3m (internal dimension) as a parking space but can include under croft parking and car ports providing, they have no other current or potential use.

****Reduction in this figure may be considered with robust and degreed highway mitigation.

Local Character Analysis

03

3. Local Character Analysis

This section outlines the broad physical, historical and contextual characteristics of Great Barton. It analyses the settlement pattern and urban form, building heights, street views, street hierarchy, building typologies, density, heritage and character area. Images in this section have been used to portray the built form of Great Barton.

3.1. Settlement pattern and urban form

Some of the principal characteristics of the village include:

- A relatively narrow, historical Street fronted by Georgian and Victorian buildings. The village's main landmark is Holy Innocents Church in the southern part of the village;
- A variation in the size and scale of buildings from bungalows to two-storey detached buildings - which enhances its character of variety and difference;
- Natural boundary treatments are pronounced within the village. A mature landscape framework, comprising of sequential village greens enclosed by street trees and planting within the curtilage of properties. This is particularly evident in the area around Hall Park, characterised by an abundance of amenity green space and landscaping features;
- Several relatively distinct character areas, mainly defined by age, architectural styles, density, and open space.

Figure 14: Post Office on The Street.

Figure 15: Holy Innocents Church on Church Road.

Figure 16: Great Barton Village Hall on Elms Close.

Figure 17: Map showing the settlement pattern and the landscape.

3.2. Building heights

Building heights vary mainly between one and two storeys. Two-storey buildings can be seen particularly around The Coppice and in some parts of The Street. There are some areas of one - storey bungalows located to the south of the village and Hall Park.

Typically, the roof lines in Great Barton are gabled or hipped, with many buildings having chimneys. Thatched roofs are very rare.

Figure 19: Two-storey building on Garden Close.

Figure 18: 1.5 storey bungalows on Shingham.

Figure 20: 1.5 storey bungalow on The Park.

Figure 21: Two-storey building on Bunbury Avenue.

3.3. Street views

This section illustrates the different views from different streets. There are different characters in terms of landscape and open space as well as building typologies and the natural boundary treatments could be seen in almost every part of the village. Holy Innocents Church is a landmark for the Parish and it can be seen from various viewpoints.

Figure 24: The view on Eleanor Place.

Figure 25: View to housing in Maple Green.

Figure 22: Typical housing on Bury Road.

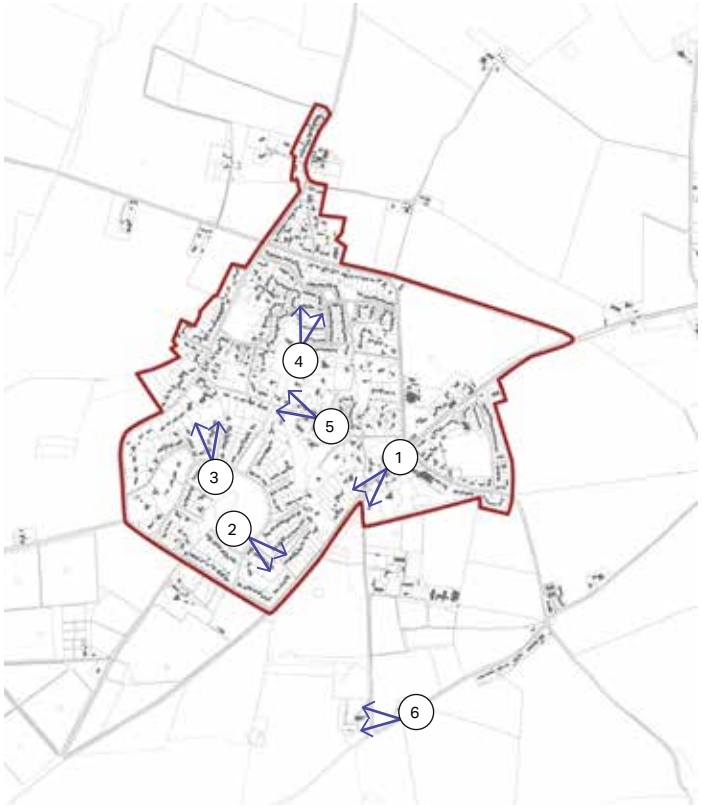


Figure 26: A typical view on The Park.

Figure 23: Greenery on Anglesey Place.

Figure 27: View to Holy Innocents Church.

3.4. Street hierarchy

This section describes the principal routes through Great Barton and how, in turn, this informs urban form and character.

Great Barton remains a country village. The village is relatively flat, with a mix of organic, meandering streets and a more linear layout. This is mostly obvious in Conyers Way, The Coppice and Diomed Drive. Many residential streets built in the 20th century have a loop and cul-de-sac layout. Streets are often bordered with landscaping, mature trees, or low walls, and some include planted verges. Fornham Road, Mill Road and Livermere Road lack pavement on one or both sides.

Figure 31 illustrates the hierarchy of streets in Great Barton. Mill Road (B1106) joins The Street (A143) at its eastern end. The approach is more rural, passing large detached properties along A143 and to Barton Hamlet in the north east of the site. Along A143 as the road transitions into village and its historic core, there is subtle variation of building alignments with open vistas. These view corridors are complemented by a series of green spaces that define the urban fabric.

The Street (A143) , Mill Road, The Park, Fornham Road, Livermere Road, Cox Lane, East Barton Road, and School Road form the core structure within the road network and create a strong sense of character with buildings aligned along the street. These streets' slight meanders provide interest and evolving views which could be seen in Hall Park, The Park, and Conyers Way. Around Diomed Drive in Hall Park, the layout of buildings along the road form enclosed cul-de-sacs.

There are some public right of ways, particularly on and around The Park, offering a good pedestrian accessibility to open spaces. The village is well connected by footpaths that pass through the village. The only walking routes to Bury St. Edmunds from the village core are along Fornham Road, The Avenue and the A143, none of which is particularly safe. However, this may improve as a consequence of the development of the Bury St Edmunds North East site (See 2.4).

Streets such as Conyers Way and Diomed Drive, and The Park tend to offer good permeability; these fine-grain grid layouts are often found around semi-detached and detached houses and are very well connected to the rest of the village.

Figure 28: The Street (A143) - an example of a primary road.

Figure 29: Mill Road - an example of a secondary road.

Figure 30: The Park - an example of a Public Right of Way.

Figure 31: Map showing the street hierarchy.

3.5. Building typology

Great Barton has various architectural styles and materials which differ by location, age and building type. This is reflected in the local vernacular and contributes to the area's local distinctiveness. Figure 37 depicts the different typologies within the village.

Some of buildings on The Street and elsewhere in the parish are pre-1900 but the village mainly consists of 20th century housing.

The majority of building typologies are detached houses with a number of semi-detached homes also present. There is little terraced housing.

Figure 34: Characterful Listed Cottage on The Street.

Figure 35: Terraced house on A143.

Figure 32: Detached bungalow on Fornham Road.

Figure 33: Detached housing on Chester Place.

Figure 36: Semi-detached house on Bertuna Close.

Figure 37: Map showing the predominant building typologies.

3.6. Density

Residential density is a measure by which the intensity of land use within a given area can be quantified. A standard measure is simply the number of units (dwellings) per hectare (dph).

Figure 42 illustrates the range of densities found across Great Barton. The general density of the village sits at around 15 dph.

Figure 40 illustrates how the density sometimes falls to a very low density, where detached housing and bungalows are prevalent. Development in the Livemere Road area is characterised by large plots, and generous provision of open space.

However, in the northern part of the village on Downing Drive, near Conyers Way (Figure 39) the density is higher and approximately about 20 dph.

Density is highest on Cox Lane, at about 25 dph (Figure 41). Most buildings here are semi-detached.

Figure 38: Location map.

Figure 39: Density exemplar (20dph) on Downing Drive.

Figure 40: Density exemplar (4dph) on Livermere Road.

Figure 41: Density exemplar (25 dph) on Cox Lane.

Figure 42: Selected densities.

3.7. Heritage

As shown in Figure 46, there are 22 listed buildings in the area, clustered along the older roads either side of the village. Holy Innocents Church, in the south of the village, is a Grade I listed building dating back to the 12th century. There are also two Grade II* listed buildings: Conyers Green Farmhouse and the barn at Manor Farm.

The remaining historic buildings in Great Barton are Grade II listed. Although the village does not contain a conservation area, local planning policy recognises that the Park requires protection due to its distinctive historical character through policies in the Development Management Policies Document[1].

Figure 44: Holy Innocents Church Great Barton, a Grade I listed building.

1 . Rural Vision 2031, September 2014.

Figure 43: Shinham Bridge, historic terrace of houses.

Figure 45: St Johns Well Cottage, a Grade II listed building.

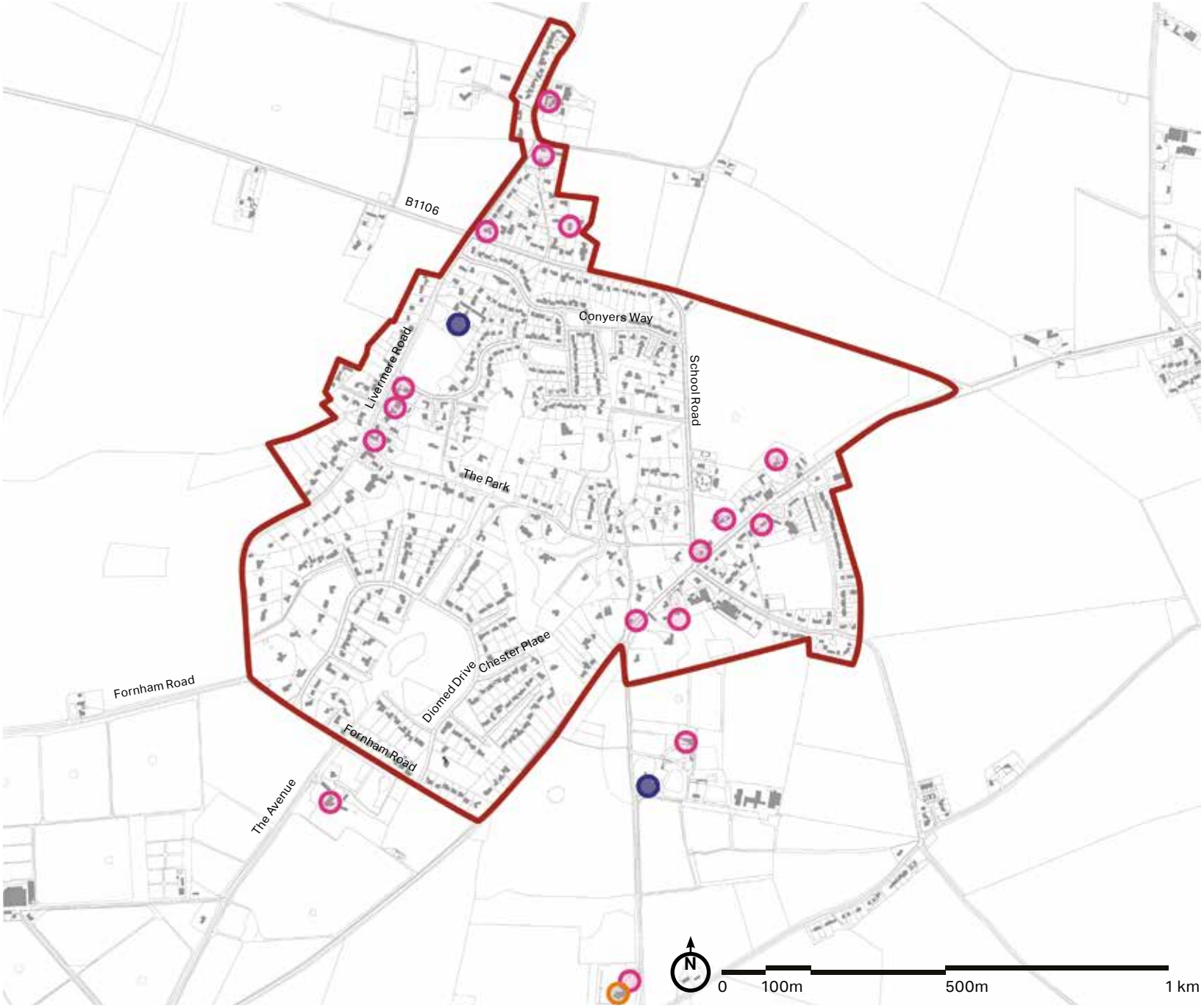


Figure 46: Map of listed building in Great Barton.

3.8. Character areas

A study of Great Barton has identified eight different character areas within the village: Hall Park, The Park, The Coppice and Conyers Way, Conyers Green, The Street, East Barton Road/ Cox Lane, Barton Hamlet and Livermere Road. The general features within each character area, shown in Figure 50, are outlined in this section.

Hall Park

Hall Park is a distinctive neighbourhood of largely-modern houses, many individually designed, that is given great character by being built in the grounds of Barton Hall, which was destroyed by fire in 1914.

It is structured around the large open space within Diomed Drive, connected to Fornham Road from both sides, with cul-de-sacs branching off it. Density is relatively low, with a lot of public green spaces and open front gardens.

Figure 47: Map showing the location of Hall Park and the Park character areas.

Many buildings are bungalows many built in a brick and render chalet style with pitched dwellings with pitched red/ brown/grey pantiles roofs, pitched slate roofs, and feature chimneys.

The Park

The Park's narrow, unadopted road, large plots and abundant tree cover provides a secluded, rural character.

Like Hall Park, the Park has a low density compared to newer parts of the village, due to the plot sizes and attractive parkland setting. On-plot parking is consistent throughout the area and building boundaries are pronounced.

The materials within this character area include timber frames, white lime render finish, black glazed pantiles and decorative timber painted porches with dormers. Individually designed homes predominate.

Figure 48: Hall Park character area.

Figure 49: The Park character area.

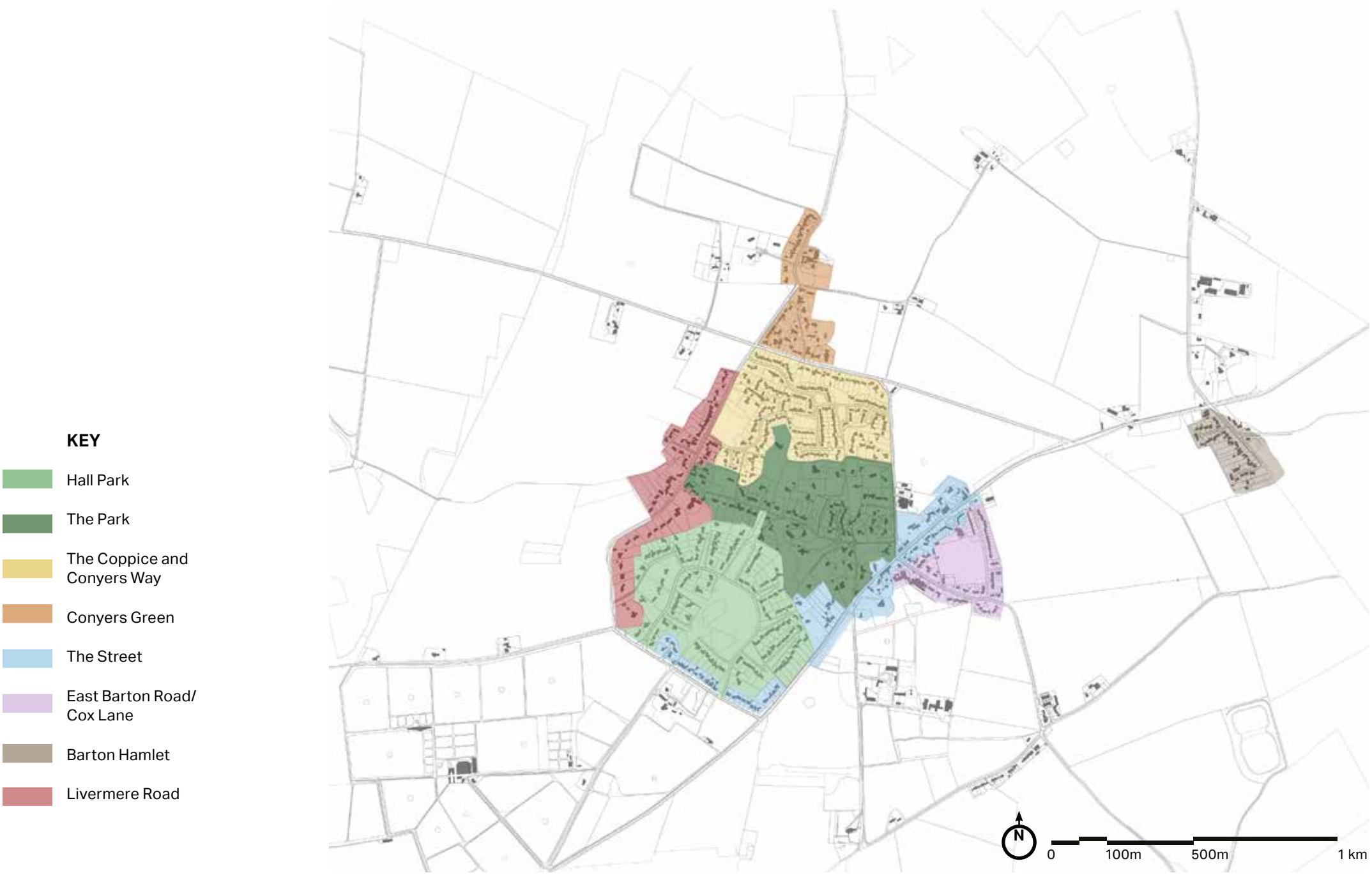


Figure 50: The Character Areas within Great Barton.

The Coppice and Conyers Way

The densities in The Coppice and Conyers Way are among the highest in the village. Both are centred around meandering roads lined with detached buildings whose boundaries follow the streets' organic curves. Planning permission for The Coppice was given in 1988 and construction commenced around 1989. However, Conyers Way dates from the 1970s.

It is bordered by Mill Road to the north, Livermere Road to the west and School Road to the east, and it includes Maple Green, a spacious green space on Downing Drive. The majority of buildings in The Coppice and Conyers Way are one - to two - storey detached houses in a variety of styles with integrated parking garages. Building frontages area set back from roads to create enough space for front gardens, green verges and shrubs.

The boundary treatments include hedges and some short red-brick walls. The materials include flint walls, red/ yellow brick, pitched roof covered with red/ brown pantiles, dormers and chimneys.

Figure 52: Map showing the location of The Coppice and Conyers Way and Conyers Green character areas.

Conyers Green

The Conyers Green area is bordered by Livermere and Mill Road to the west and south, respectively. The road in this character area is informal, unadopted and without pavements. As elsewhere in the village, trees contribute to a semi-rural feel.

The majority of buildings are detached houses set back from the road. Materials are largely red brick, with some flint walls and pitched roofs with clay pantiles and grey slate.

Figure 51: The Coppice and Conyers Way.

Figure 53: Conyers Green.

The Street

The Street is a busy road with a mix of uses, including the post office. The majority of buildings are detached houses, but there are also several cottages and bungalows. Buildings are from several periods.

Boundaries frequently consist of short flint and red bricks walls, along with hedgerows and mature trees that create soft boundaries. There are also a number of wooden fences along The Street which separate the curtilage from the road.

The building line is not continuous along The Street and some buildings are set well back from The Street with frontages of low walls and hedgerows.

In the northern part of The Street and next to the Triangle site, Elms Wood provides a green, off-road link from the village towards the pub, although the link is not complete.

Building features consist of flint, timber painted windows, slate tiled roofs, pitched roofs with some Tudor - style architectural detailing, decorative dormer windows and decorative porches. On-street parking is not seen in this area.

Figure 54: A decorative porch on The Street.

Figure 55: Map showing The Street character area.

Figure 56: The Street character area.

Figure 57: Petrol Station on The Street.

East Barton Road/ Cox Lane

Great Barton Village Hall is located in the northern part of this character area, accessed from Elms Close with some tall trees in the middle. Immediately adjacent to the Village Hall is a playing field with a playground in the north-eastern corner.

Properties in this area are generally one-and-a-half- to two-storey houses with integrated garages on East Barton Road, with verges providing separation between the road and the building curtilages. The road on Cox Lane is narrower with small shrubs and verges separating the building frontages from the road.

The majority of buildings on Cox Lane are semi-detached houses with on- plot parking.

Barton Hamlet

Barton Hamlet is located to the north east of Great Barton. The Icepits Wood, immediately to the west, creates a noticeable green edge to the settlement.

Thurston Road is the main road in Barton Hamlet with some cul-de-sacs branching off it. The building lines follow the streets and the majority of buildings are detached houses and bungalows. The buildings are well set back from the road. In addition, some infill green space is located in this part.

The materials along this road include red brick, rendered walls, pitched and slate roofs.

Figure 58: Map showing the location of the East Barton Road/ Cox Lane and Barton Hamlet character areas.

Figure 59: East Barton Road/ Cox Lane character area (Source: Google Earth).

Figure 60: Barton Hamlet character area (Source: Google Earth).

Livermere Road

Livermere Road defines the western boundary of the village. Predominantly two-storey buildings with large front gardens are set back behind low flint walls, thick hedgerows and tall trees.

There are green verges but no footways, apart from a short stretch at the northern end.

Building features consist of yellow and white render, red brick, red and brown slate, red pantile roofs, chimneys, with on-plot parking, and gabled dormers.

Figure 61: Map showing the location of Livermere Road.

Figure 62: A typical two-storey building in Livermere Road.

Figure 63: Livermere character area.

3.9. Greenery

Great Barton is very well served by the provision of a variety of green open spaces. Figure 66 shows how greenery permeates throughout the village. driving its special character. There is identified recreational open space located to the rear of the village hall[1].

The area is surrounded by hundreds of acres of farmland. According to the Suffolk Landscape website[2], the village is located in Plateau Estate Farmlands , the key characteristics of which are the flat landscape, large scale rectilinear field pattern, network of tree belts, large areas of enclosed former heathland and 18th to 20th century landscaped parklands. The area features clustered villages and scattered farmsteads, and former airfields, and the vernacular architecture is often 19th century estate-style with a prevalence of brick and tile.

Woodland corridors link the different neighbourhoods, providing a pleasant walking environment.

There are a few locations which have been identified as containing protected Biodiversity Action Plan species within the existing built up area. The full list of different species and trees is available on the Suffolk biodiversity website[3].

Hall Park, a neighbourhood successfully inserted into parkland and structured around a central open space, exemplifies the green nature of Great Barton, but there are also examples in the other character areas, and in natural assets such as Icepits Wood, outside the village.

The abundance of tall trees and hedges at the back of properties enables the village to blend into the landscape with little obtrusion.

1. Rural Vision 2031, September 2014.
2. Http://suffolklandscape.org.uk/landscape_map.aspx
3. Http://www.suffolkbis.org.uk/suffolk-species

Figure 64: The plantation along the path from The Park to Hall Park.

Figure 65: Elms Wood greenery.

Figure 66: Map showing the green spaces among Great Barton

Design Guidelines

04

4. Design Guidelines

4.1. Introduction

The aim of these design guidelines is to ensure that future development considers local character and gives thought as to how it might enhance the existing character and local distinctiveness of Great Barton by creating high quality places.

4.2. Pattern and layout of buildings

- The existing village character must be appreciated when contemplating new development, whatever its size or purpose.
- Boundaries such as walls or hedgerows, whichever is appropriate to the street, should enclose and define each street along the back edge of the highway, adhering to a consistent property line for each development group.
- Properties should aim to provide rear and front gardens.
- Existing and new streets should be overlooked. Rear facing development to the public realm should be avoided.

Figure 67: Continuous street frontage with uniform building line along Conyers Way and The Coppice (source: Google Earth).

Figure 69: Street frontage on Diomed Drive with large green area in the middle of Hall Park.

Figure 68: 1960s detached houses with a building line set back from the street.

Figure 70: Contemporary residential buildings arranged along Garden Close.

4.3. Streets

- As well as meeting technical highways requirements, streets must also be considered a 'place' to be used by all, not just motor vehicles. It is essential that the design of new development should include streets that incorporate needs of pedestrians, cyclists, and , if applicable, public transport users. The provision of off street parking should be a design requirement of any future development. The examples of this parking types can be seen on The Street, Conyers Green and Shinham Bridge.
- Within the settlement boundaries streets should not be built to maximise vehicle speed or capacity. Streets must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind, and may employ a range of traffic calming measures.
- New streets, should any be built, should tend to be broadly linear with gentle meandering, providing interest and evolving views. Routes should be laid out in a connected pattern allowing for multiple links and choice of routes, particularly on foot. Cul-de-sacs should be relatively short and include provision for onward pedestrian links.
- The distribution of land uses should respect the general character of the area and street network, and take into account the degree of isolation, lack of light pollution, and levels of tranquillity. Access to properties should be from the street where possible.
- Pedestrian paths should be included in new developments and be integrated with the existing pedestrian routes.
- Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.

Figure 71: The Street is an A road as well as being a high street. The movement function of the former must not be at the expense of the place function of the latter.

Figure 72: Residential street in a lush landscape with large planted verges, footway along the road, and large green area in front of development (Diomed Drive).

4.4. Local green spaces, views and character

- Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e. properties facing onto them to improve natural surveillance) or a soft landscaped edge.
- Any trees or woodland lost to new development must be replaced. Native trees and shrubs should be used to reinforce the more rural character of the area.
- The spacing of development should reflect the village character and allow for long distance views of the countryside from the public realm. Trees and landscaping should be incorporated into the design.
- The existing quiet and peaceful atmosphere of the village should be preserved.
- Green gaps between settlements and built up areas must be retained to avoid coalescence.
- Landscape schemes should be designed and integrated with the open fields that currently border the town.

Figure 73: View of the open countryside from East Barton Road.

Figure 74: The open green space in Hall Park bordered by trees.

Figure 75: View from School Lane onto the Triangle site and Primary School.

Figure 76: Churchyard of the Holy Innocents Church.

Figure 77: Eastward view of the open green space on Maple Green.

4.5. Vehicle parking

- Residential car parking can be a mix of on-plot side, front, garage, and courtyard parking.
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing a front or rear court is acceptable.
- Car parking design should be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving.
- When placing parking at the front, the area should be designed to minimise the visual impact of vehicles and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and use of differentiated quality paving materials.
- Where provided, garages should reflect the architectural style of the main building, looking an integral part of it rather than a mismatched unit.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space Considerations should be given to the integration of bicycle parking and/or waste storage into garages.

Figure 78: Garages and on plot parking softened by large front gardens.

Figure 79: On plot parking on The Park.

Figure 80: Detached housing with garage combined screened with landscaping.

Figure 81: Cars parked at the expense of a green front garden.

Figure 82: Cars parked in the garages on the side of buildings on Maple Green.

4.6. Bicycle parking

- There should be secured, covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.
- For residential units, where there is no garage on plot, covered and secured cycle parking should be provided within the domestic curtilage. The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

Figure 83: Example of public cycle parking (left) and sheltered cycle parking garage (right) in Cambridge.

Figure 84: Example of kerbside on-street cycle stands.

Figure 85: On-plot bicycle storage space.

4.7. Enclosure

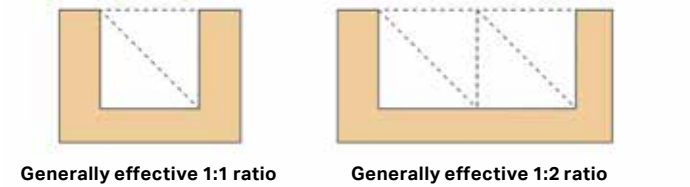
Focal points and public squares and spaces in new developments should be designed in good proportions and provide continuous walls. Clearly defined spaces help in achieving cohesive and attractive urban form, and help in creating an appropriate sense of enclosure.

The following principles serve as general guidelines that should be considered towards achieving satisfactory sense of enclosure:

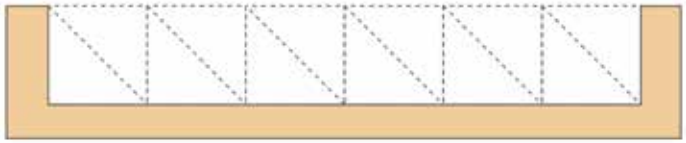
- In case of building set-back, façades should have an appropriate ratio between the width of the street and the building height (see diagram opposite).
- Buildings should be designed to turn corners and terminate views.
- Generally, building façades should front onto streets. Variation to the building line can be introduced to create an informal character.
- In case of terraced buildings, it is recommended that a variety of plot widths, land use and façade depth should be considered during the design process to create an attractive rural character.

Figure 86: The 'rules' on enclosure can be suspended when a significant green space is incorporated.

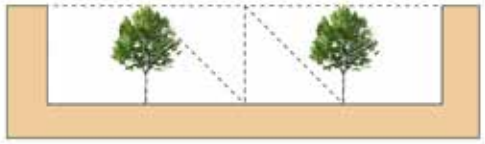
Figure 87: Building heights and street width in proportion in Downing Drive.



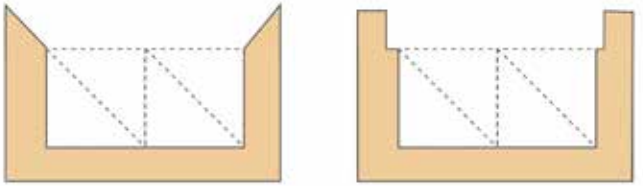
Generally effective 1:1 ratio **Generally effective 1:2 ratio**



Maximum squares (+ very wide streets) 1:6 ratio



Spatial definition by tree canopy



Spatial definition by building height **Spatial definition by recess line**

Images from Urban Design Compendium (Homes England)

4.8. Building line and natural boundary treatment

- Buildings should front onto streets. The building line should have subtle variations in the form of recesses and protrusions but will 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 with a minority of low walls made of flint with red brick cap on top or lined with bricks standing perpendicular to the wall. The use of either panel fencing or metal or concrete walls in these publicly visible boundaries should be avoided. Also, natural boundary treatments should not impair natural surveillance.
- Front gardens should be provided in all but excetional circumstances.
- 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 88: Suburban-meandering street characterised by mostly two-storey buildings setbacks and property lines defined by landscaping on Garden Close.

Figure 90: Boundary treatments defined by low brick wall, verge and hedge along Livermere Road.

Figure 89: Historic street edge defined by a continuous alignment along the property line along The Street with absence of verges in front.

4.9. Building scale and massing

- Buildings should be sympathetic in scale to the context. They should usually not pass two storeys.
- Subtle variation in height is encouraged to add visual interest, such as altering eaves and ridge heights. Another way of doing it could be by variation of frontage widths and plan forms. The application of a uniform building type throughout a development must be avoided.
- The massing of new buildings should ensure adequate privacy and access to natural light for their occupants, and avoid over shadowing existing buildings. This is particularly important in areas of historic character.

Figure 91: Examples of buildings in Great Barton demonstrating typical scale and massing.

4.10. Roofline

Creating a good variety in the roof line is a significant element of designing attractive places. There are certain elements that serve as guidelines in achieving a good variety of roofs:

- The scale of the roof should always be in proportion with the dimensions of the building itself;
- Monotonous building elevations should be avoided, therefore subtle changes in roofline should be ensured during the design process;
- Locally traditional roof detailing elements should be considered and implemented where possible in cases of new development; and
- Dormers can be used as a design element to add variety and interest to roofs.

Figure 92: Gable roof with edge treatments.

Figure 93: Historic building with cross gabled roof and dormers.

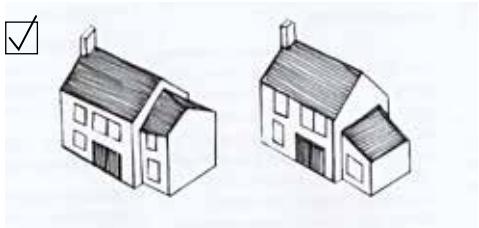
Figure 94: Single house showing a dynamic roofline with a diversity of roof orientations and heights, and edge treatments with the garage with the hipped roof.

4.11. Household extensions

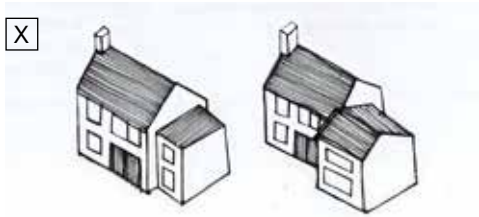
- The original building should remain the dominant element of the property regardless of the amount of extensions. The newly built extension should not overwhelm the building from any given point.
- Extensions should not result in a significant loss of the private amenity area of the dwelling.
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.
- Extensions should consider the materials, architectural features, window sizes, and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building.
- In case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new.
- In case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.
- Side extensions must ensure that appropriate gaps are left between buildings such that terracing does not result.

Figure 95: An example of a successful contemporary side extension.

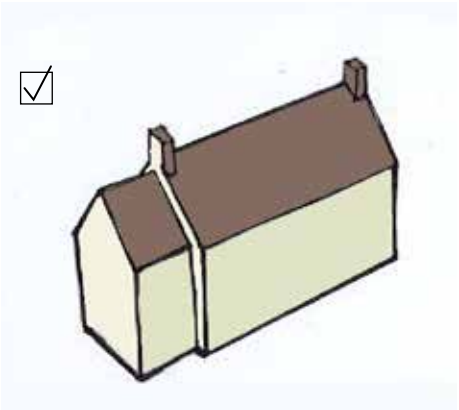
Figure 96: An example of positive design for contemporary side extension, habitable space and garage amenity.



Good example for side extensions, respecting existing building scale, massing and building line.

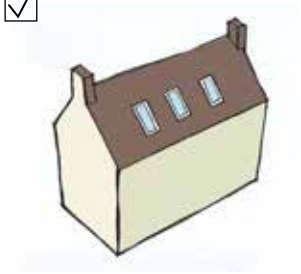


Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.

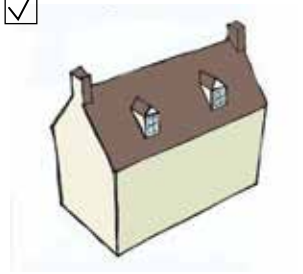


The extension has an appropriate scale and massing in relation to the existing building.

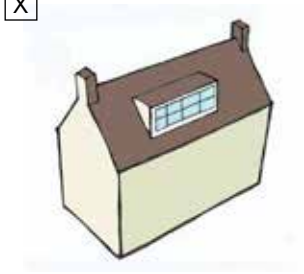
Design treatment in case of loft conversion:



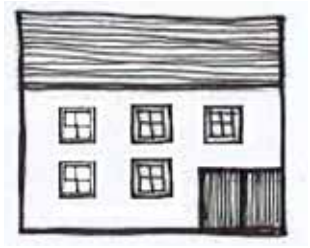
Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



Loft conversion incorporating a long shed dormer which is out of scale with the original building.



Original roofline of an existing building.

Loft conversion incorporating gabled dormers.

Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.

4.12. Materials and building details

The materials and architectural detailing used throughout Great Barton contribute to the historic character of the area and the local vernacular. It is therefore important that the materials used in proposed development are of a high quality and reinforce local distinctiveness. Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Mixture of red brick and flint

Roof detail

Bay window

A modern porch

Side passage positive boundary treatment

Boundary treatment

Quality boundary treatment

Fence augmenting wall

Listed cottage

Street furniture adds amenity to public space

Timber fence

Variety of materials and colours on façades

Well maintained gardens with great views

This section includes examples of building materials that contribute to the local vernacular of Great Barton and which could be used to inform future development.

The photos taken in Great Barton which show the kinds of material used in built environment.

YELLOW BRICK

CHIMNEY

FLINT

RED BRICK

ROOF DETAILS

BAY WINDOW

TIMBER PORCH

WELL-KEPT FRONT GARDEN

WHITE WEATHERBOARDING

THATCHED ROOF

GABLED DORMER

YELLOW RENDERING

SOLAR PANELS, ALTHOUGH THEY SHOULD BE LESS INTRUSIVE THAN HERE

HIGH QUALITY PUBLIC REALM

BLACK WEATHERBOARDING

QUOINS

MASONRY DETAIL AROUND WINDOW

HERRINGBONE BRICK PAVING

4.13. Eco design

Energy efficient or eco design combine all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit final step towards a high performance building would consist of other on site measures towards renewable energy systems.

Figure 97: Examples of ecological housing using traditional and contemporary materials.

4.14. Rainwater harvesting

Rainwater harvesting refers to the systems which allow the capture and storage of rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, it is recommended that design incorporate one or more of the following methods:

- Concealment tanks by cladding them in complementary materials;
- Use of attractive materials or finishing for pipes;
- Combination of landscape/planters with water capture systems;
- Use of underground tanks;
- Utilisation of water bodies for storage.

Figure 98: Diagram showing the rain harvesting process.

Figure 99: Examples of tanks used for rainwater harvesting.

4.15. Permeable paving

Pavements add to the composition of the building. Thus permeable pavements should not only perform their primary function which is to let water filter through but also:

- Respect the material palette;
- Help to frame the building;
- Create an arrival statement;
- Be in harmony with the landscape treatment of the property;
- Help define the property boundary.

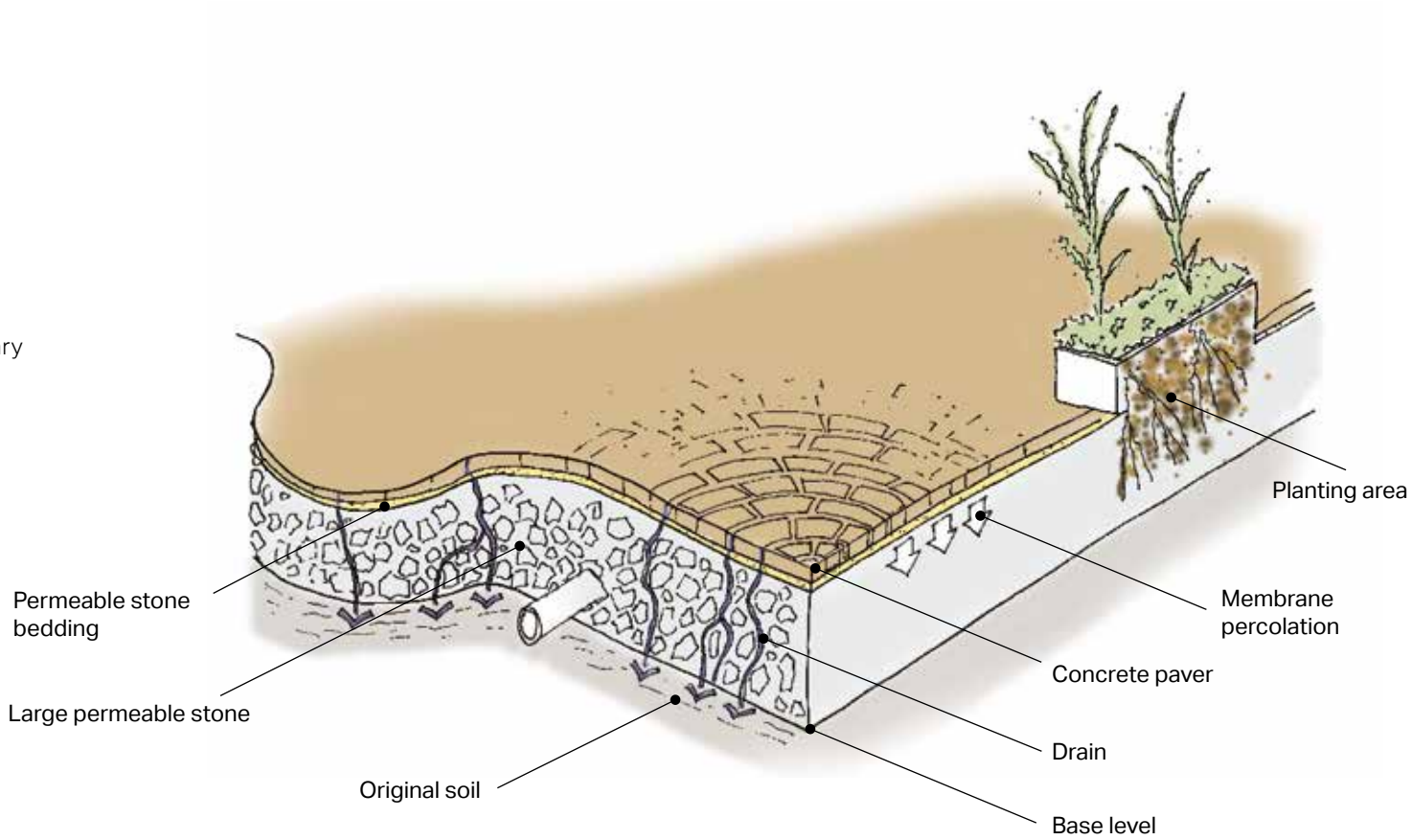


Figure 100: Permeable paving and considerations diagram.

Figure 101: Examples of permeable paving.

4.16. Servicing

With modern requirements for waste separation and recycling, the number and size of household bins have increased. The issue poses a problem in relation to the aesthetics of the property if bins are left without a design solution.

Waste and cycle storage, if placed on the property boundary, must be integrated with the overall design of the boundary. A range of hard and soft landscaping treatments such as hedges, trees, flower beds, low walls, and high quality paving materials could be used to minimise the visual impact of bins and recycling containers.

The image and diagrams on this page illustrate design solutions for servicing units within the plot.

Figure 102: Example of bin storage.

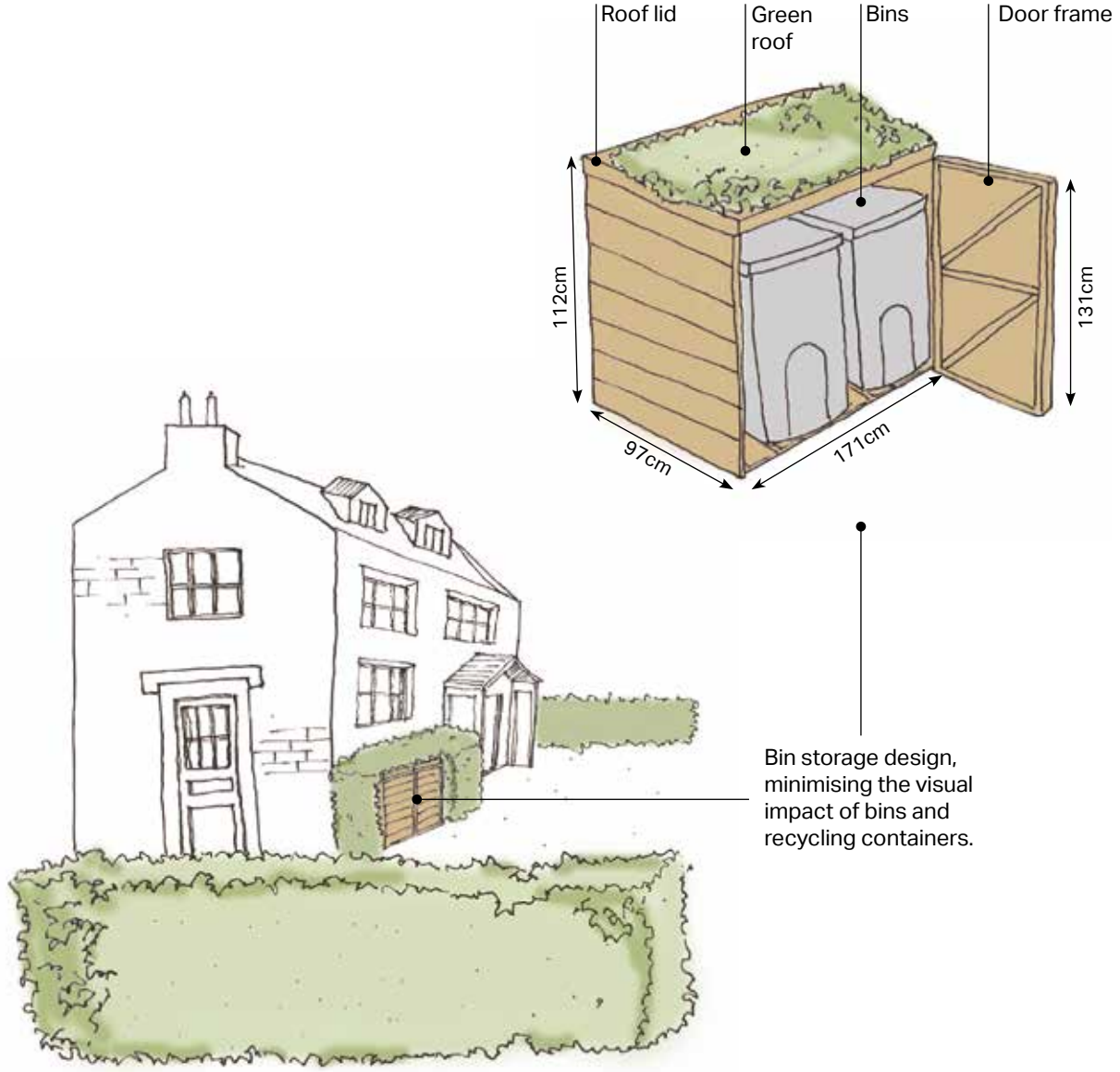


Figure 103: Bin storage design solution.

4.17. Solar roof panels

The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe these diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and conservation areas, where there has been a lot of objection for setting up solar panels on visible roof areas. Thus some solutions are suggested as follows:

On new builds:

- Design solar panel features from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates; and
- Use the solar panels as a material in their own right.

On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials; and
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.

Figure 104: Examples of different approaches to solar panels, all aiming to make a positive appearance by blending, contrasting, or making a main feature.

4.18. General questions to ask and issues to consider when presented with a development proposal

Based on established good practice, this section provides a number of questions 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 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 the proposals. The proposals or design should:

1. Integrate with existing paths, streets, circulation networks and patterns of activity;
2. Reinforce or enhance the established town or village character of streets, greens, and other spaces;
3. Respect the rural character of views and gaps;
4. Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
5. Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
6. Reflect, respect, and reinforce local architecture and historic distinctiveness;
7. Retain and incorporate important existing features into the development;
8. Respect surrounding buildings in terms of scale, height, form and massing;
9. Adopt contextually appropriate materials and details;
10. Provide adequate open space for the development in terms of both quantity and quality;
11. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
12. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
13. 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; and
14. Positively integrate energy efficient technologies.

Following these ideas and principles, there are number of questions related to the design guidelines outlined above.

Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? 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?

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?

- Has the proposal been considered in its widest 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 affect the character of a rural location?
- 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?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

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?

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?

Building Line and Boundary Treatment

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

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 is proposed, what would be the reason for making the development higher?

Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, or 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 extension, 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?

Building Materials and Surface Treatment

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves, and roof been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?

Car Parking Solutions

- 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?

Architectural Details and Contemporary Design

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height, massing, and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?

Masterplanning Framework for Triangle Site

05

5. Masterplanning Framework for Triangle Site

This chapter proposes masterplanning approaches for the site know as the Triangle and provides key points for the site. It reviews the policy and introduces a site analysis for the whole area before presenting a concept framework for up to 150 homes.

5.1. Policy

Policy RV18 in St Edmundsbury's Rural Vision 2013 (adopted in September 2014) allocates the Triangle site for up to 40 homes in the plan period up to 2031.

The allocated area is said to be appropriate for a long-term mixed use development which would take into account the needs of the primary school and address the current issues around car parking and congestion on School Road.

Policy RV18 includes the following:

- 12.4 hectares of land is allocated for residential and community uses on the north eastern edge of Great Barton;
- The total capacity of the site should be determined through a site Development Brief, with up to 40 dwellings permitted in the period to 2031;
- The amount of land available for development, types and location of uses, access arrangements, design and landscaping will be informed by a Development Brief for the whole 12.4 ha site. The Development Brief should set out how the community uses on the site will be delivered. Applications for planning permission will only be determined once the development brief has been adopted by the local planning authority;
- Access to the site will be from Mill Road (B1106);
- Development on the site must make provision for the potential expansion needs of Great Barton Primary School;
- Development on the site will need to respect and respond appropriately to issues of congestion, air quality and noise management; and
- The development area must provide enhanced footpath and cycleway access to the village centre and areas of public open space.

KEY

S	School
PO	Post Office
CH	Church
A	Allotments
PH	Public House
VH	Village Hall/Community Centre
SH	Shop
H	Health Centre
	Green Space
	Allocated Site

Figure 105: The map showing the allocated area for master planning, Rural Vision 2031, Page 88.

5.2. Site analysis

The analysis has been informed by the technical desktop baseline and analysis, and the site visit. Figure 106 provides the context for the framework by mapping constraints. The site is relatively free from constraints and it is quite flat.

It does bring opportunities, however. As well as housing, it can provide expansion space for the school. Being located close to the school and village hall could enable the creation of a new village centre. Elms Wood provides a ready-made green link to the pub.

The site is large enough to provide community facilities, including open space and play space, and around 150 homes, assuming a density of 20 dwellings per hectare. This density is comparable to the 1970s neighbourhoods and will allow levels of off-street parking and green space enjoyed elsewhere in the village.

Figure 106: Site analysis.

5.3. Engagement

This chapter is informed by Triangle questionnaire that was completed by Great Barton residents in January 2017, organised by the Neighbourhood Plan Working Group.

Key findings include that:

- A wide variety of trees and green spaces should be incorporated to replicate the nature of the village;
- Cycle paths and footpaths should be provided;
- A new post office with car parking facilities should be included;
- Adequate shops should be provided;
- New housing should be in-keeping with the existing village; and
- Historical character needs to be preserved.

The key findings from the questionnaire are illustrated in figure 107.

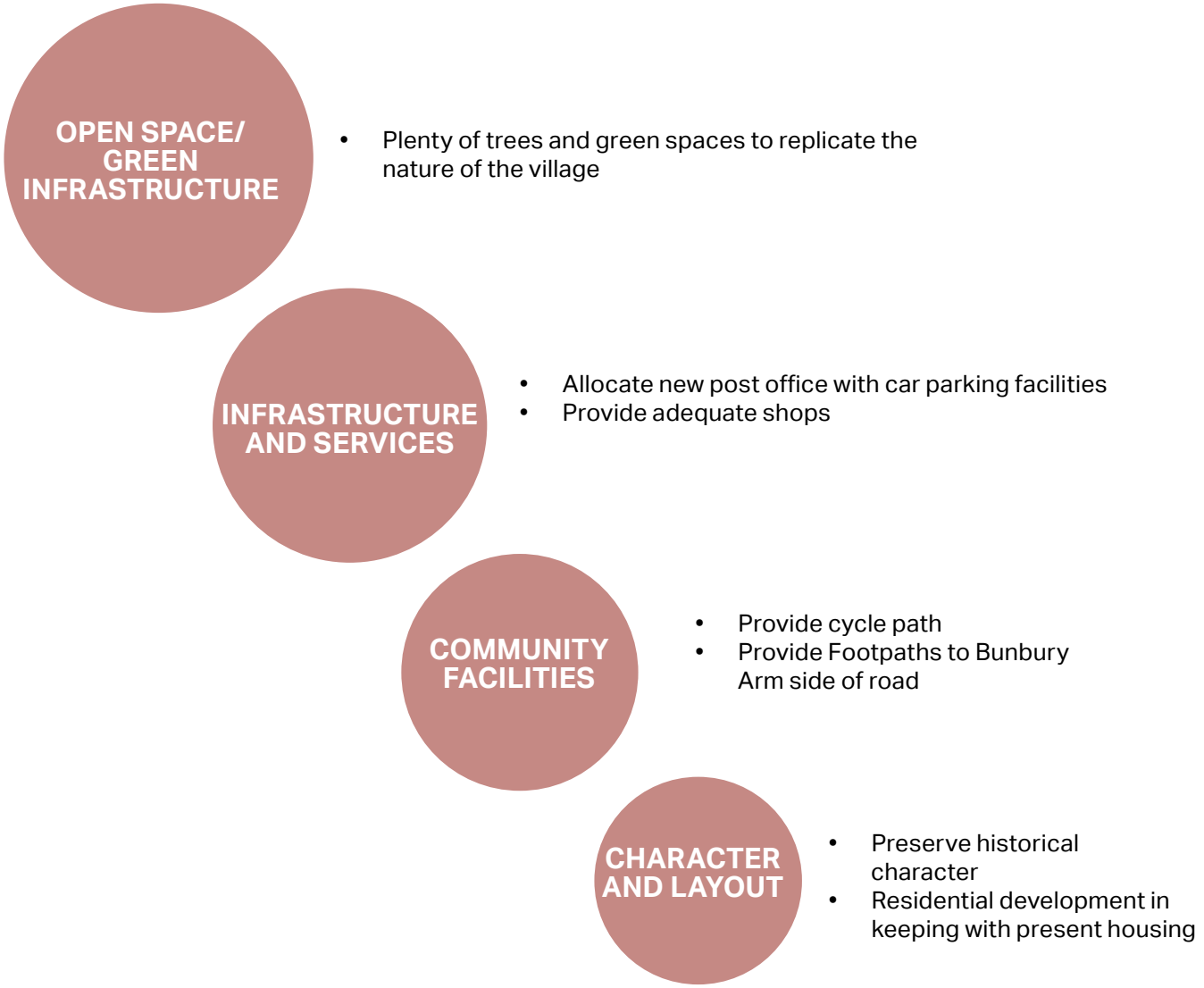


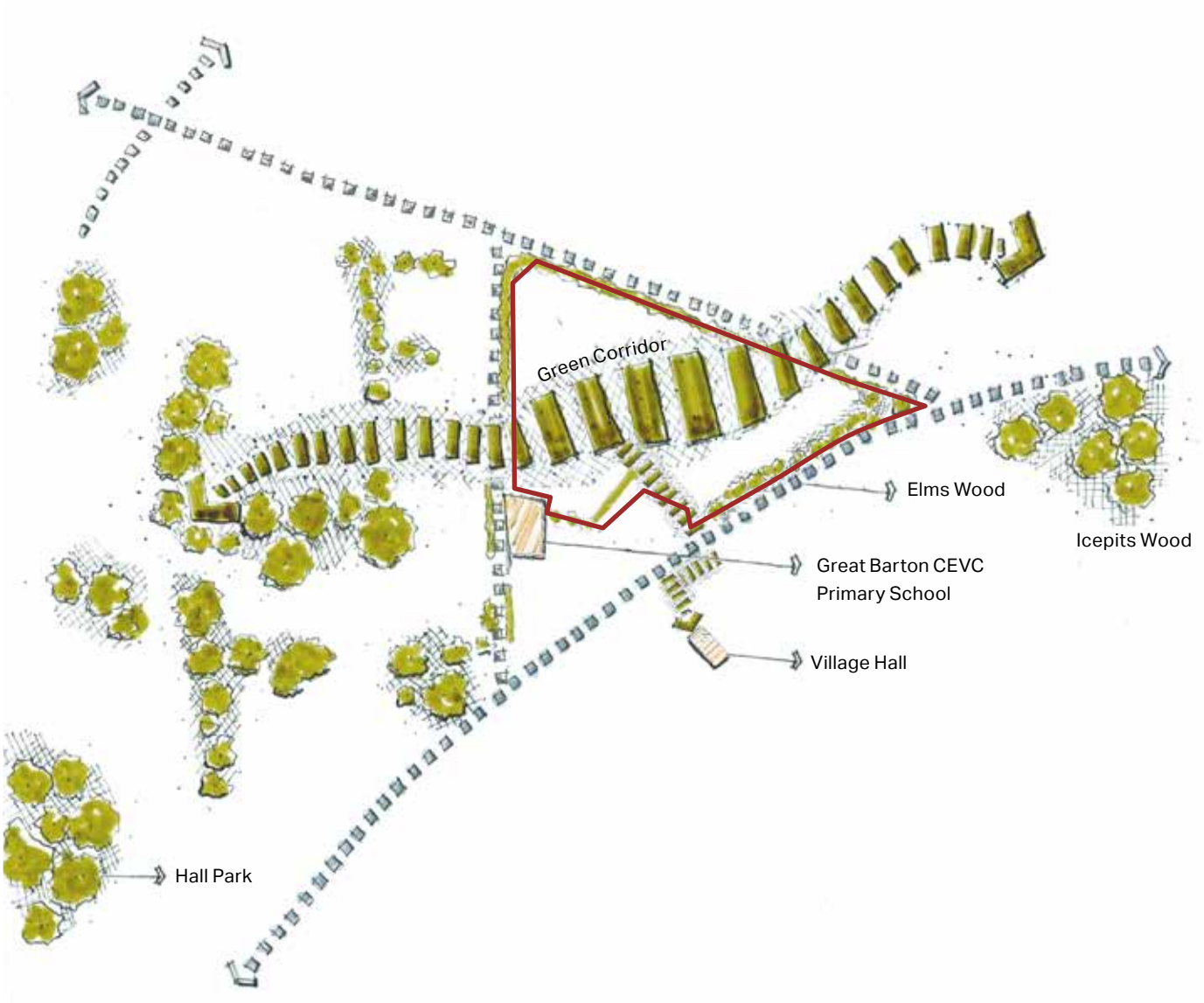
Figure 107: The engagement diagram showing the 4 most important areas for improvement identified by the local community.

5.4. Concept plan

Like much of Great Barton, development on the site should be structured around its landscape, using green corridors to provide walking and cycling links. Figure 108 shows this key principle, using Elms Wood as part of the link. Additional planting should be introduced to soften the transition to the open countryside.

Further urban design principles used on the site framework include the following:

- Community hub with facilities, parking and open space next to an expanded school;
- Active frontages adjacent to all types of public spaces;
- A high level of connectivity between existing and new residential areas, public rights of way and open spaces;
- A variety of building typologies and avoidance of repetition of dwelling types along the entirety of street; and
- Houses with both front and back gardens, sympathetic to the surrounding properties.



KEY

Site boundary

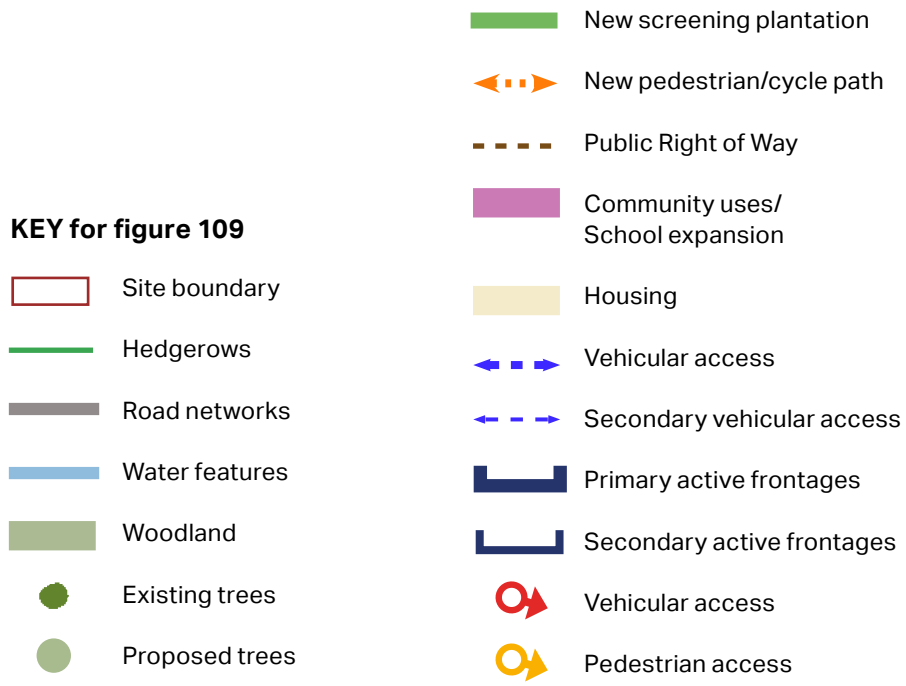
Figure 108: Green corridor linking the existing green spaces to the Elms Wood.

5.5. Masterplan framework

The key features of this site layout are listed as below.

- One vehicular access from Mill Road;
- 0.63 ha of outdoor sport including Multi-Use Game Area with the standard dimension of 35*20;
- The maximum building height of two-storeys;
- The mix of housing types which reflect the current housing types including detached, semi-detached, and bungalow;
- Provision of Pedestrian/ cycle path from School Road to The Street;
- Expansion of the school site by approximately 1 ha;
- Maintain vista from School Road residents;
- Provision of a new local centre including a post office, a convenience shop and a coffee shop;
- Adequate parking spaces in front of local centre and main car parking is accessed through new development just next to recreation space, local centre and next to the school facilities;
- Retention of the existing pond and community woodland areas adjoining A143; and
- Create a tree lined avenue with view to the open countryside.

Having allowed for the other uses, the land for housing development is around 8.4 ha, suggesting a maximum site capacity of around 150 homes at 20 dwellings per hectare. The plan in figure 109 should be viewed as a **maximum** development capacity.



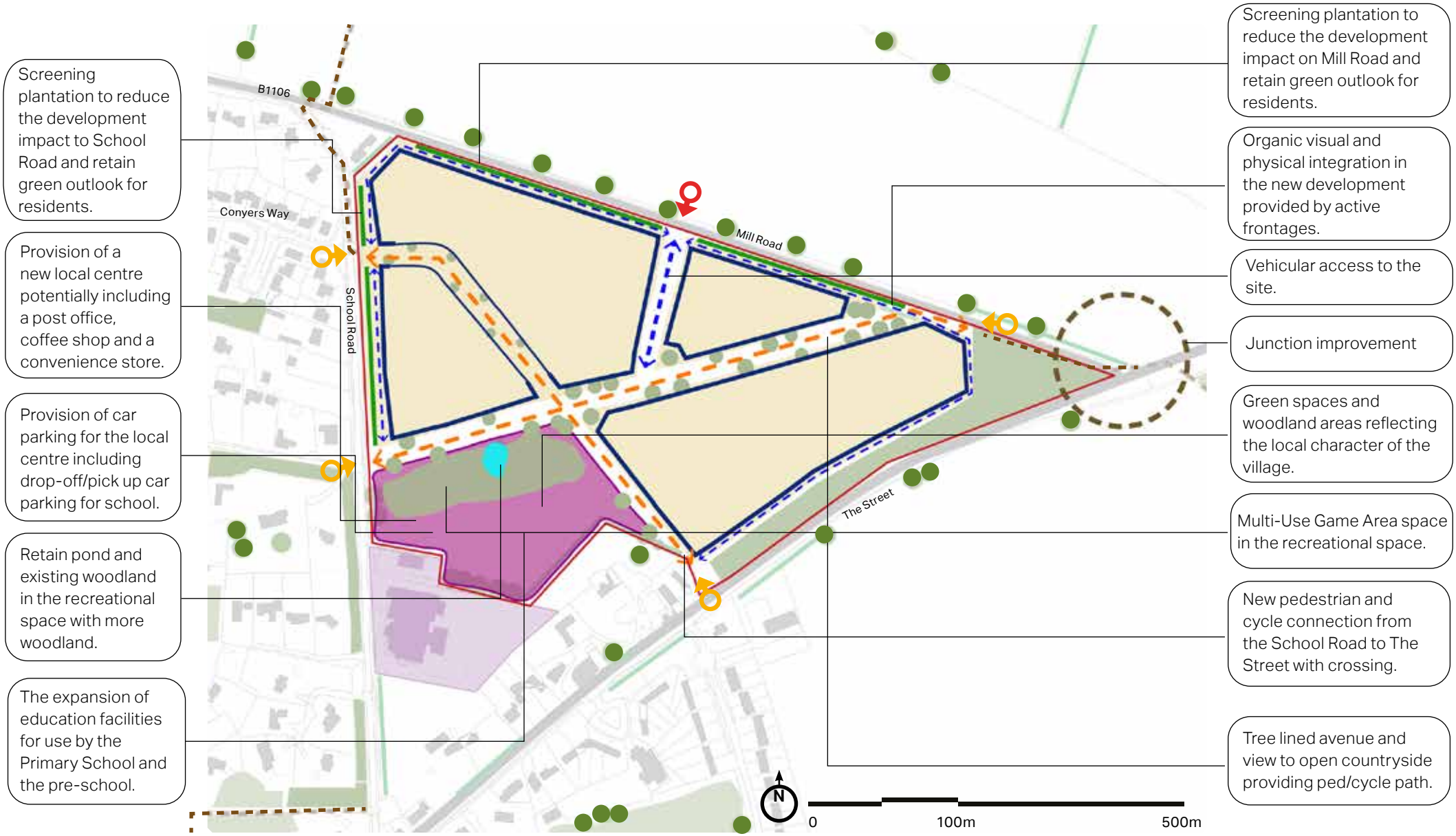


Figure 109: The concept framework for the site.

5.6. Blue and green infrastructure

There is also a network and a hierarchy of green spaces which provides focus and a sense of place for the built development, integrating it into the wider built and natural environments. This provides residents with amenity space, play space and a chance to interact with the environment close to their homes.

As Figure 66 shows, currently there are many green spaces such as woodlands, green space including large gardens, and green open fields that cover the area. Therefore, the new development should continue the character of the rest of the village and create biodiversity net gain.

Figure 110 shows the hierarchy of open spaces which links the existing green spaces with the proposed new green spaces through the green corridor (Figure 108). The pond, which provides important blue infrastructure in the village, will be retained, and tree planting will provide additional green space.

The other pond in the east of village is used as focal point in the middle of green space located in the east of the masterplan area. This is both functional and aesthetically pleasing, while providing additional ecological benefits.

Figure 110: Green and blue infrastructure.

Delivery

06

6. Delivery

6.1. Delivery agents

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

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

6.2. Deliverability

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

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Local Plan. Where new policy requirements are introduced (that carry costs to development) over and above Local Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan's policies are aligned with national policy and non-statutory best practice on design.

The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design (architecture, placemaking etc.) and finish; and the state of the market at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

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