Edwardstone

Design Codes and Guidance

Final report update

February 2024

Delivering a better world

Quality information

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Revision History

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Introduction

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1. Introduction

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

1.1 Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Edwardstone Parish Council.

The Edwardstone Neighbourhood Area was designated in 2021 and the Neighbourhood Plan Steering Group is making good progress in the production of the Edwardstone Neighbourhood Plan. Edwardstone Parish Council has requested to access professional advice on design guidance and codes to influence the design of any potential new development in the Neighbourhood Area.

The recommendations made in this report are based on observations on the Neighbourhood Area as a whole, but they may be more relevant in some areas of the Neighbourhood Area than others. The elements that are more general are referred to as design guidelines. Other elements that are more prescriptive or set out parameters are the design codes.

1.2 Objectives

This report's main objective is to develop design guidelines and codes for the Neighbourhood Plan to inform the design of future planning applications and developments in Edwardstone, including infilling and extensions. The main objective is to ensure that they remain sympathetic to the historic and rural character of the Parish. In particular, it elaborates on key design elements that were agreed with the Neighbourhood Plan Steering Group, namely:

- Ensuring that new development and modifications respect the historic and rural character of Edwardstone and the local vernacular;
- Preserving and enhancing green and open spaces to enhance biodiversity;
- Providing eco-housing solutions; and
- Providing sustainable parking solutions.

1.3 Process

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

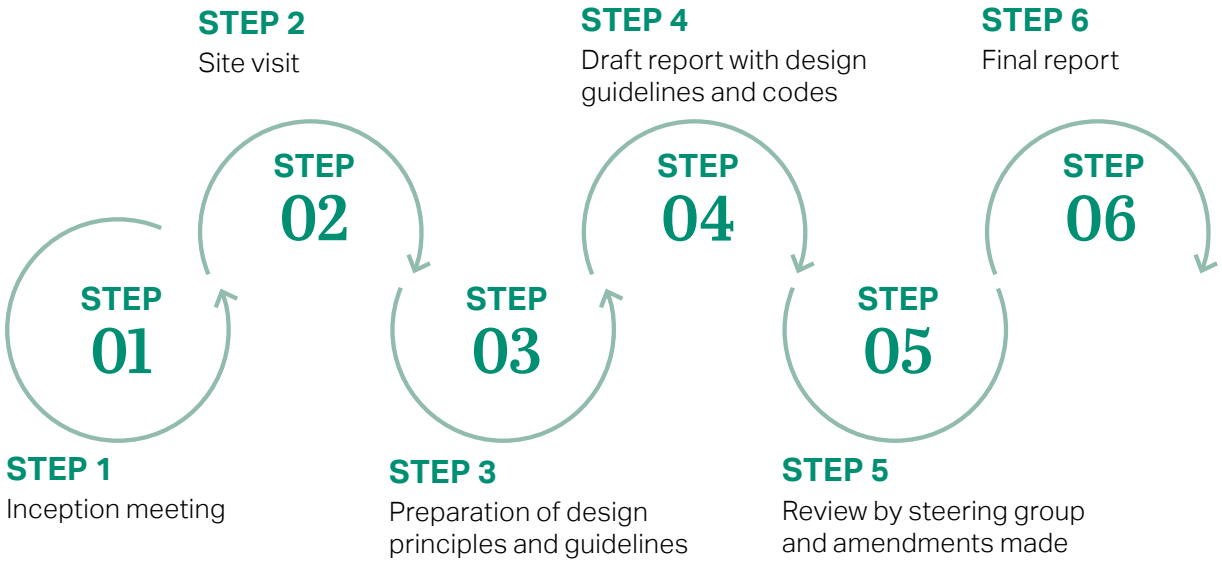


Figure 01: Photo of the White Horse Inn located in Mill Green.

Figure 02: Photo of the surrounding countryside around Priory Green.

Figure 03: Photo of a dwelling in Mill Green with a thatch roof and white rendered facade.

Figure 04: Photo of finials atop a thatched roof in Round Maple.

Figure 05: Photo of Temple Bar (credit: Edwardstone Parish Council).

Figure 06: Photo of the facade of the Parish Church of Saint Mary the Virgin.

1.4 Area of study

The Neighbourhood Area is the Parish of Edwardstone in the district of Babergh in Suffolk. It is located approximately 7 km east of Sudbury, 21 km west of Ipswich, 17 km north of Colchester, and 23 km south of Bury St Edmund. It is bordered to the north by the parishes of Little Waldingfield and Milden; to the east by Groton; to the south by Boxford; and to the west by Great Waldingfield and Newton. The Parish is composed of 7 distinct hamlets: Priory Green, Round Maple, Mill Green, Sherbourne Street, Tye Went, School Green and Edwardstone (formed around the Parish Church). At the 2011 census the population was 352.

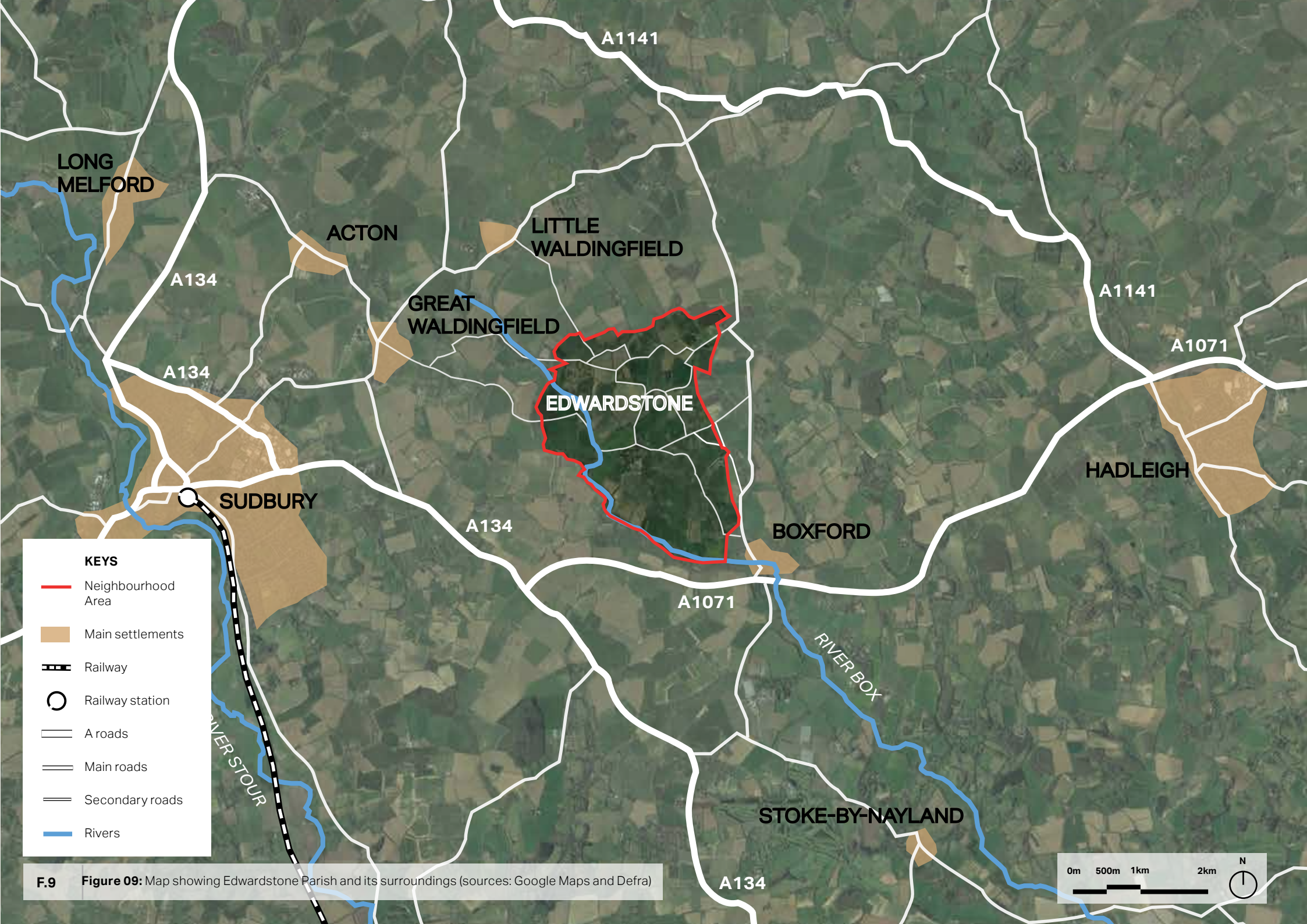
Although Edwardstone does not have a Conservation Area, it contains a large number of historic buildings and structures that are representative of the Suffolk vernacular. It contains 32 listed buildings and structures, including the Grade I Church of St Mary the Virgin (NHLE 1194451). The Parish Council has expressed its desire for this rich architectural legacy to be respected.

In addition, it contains four sites of special scientific interest (SSSI).

Due to the small size of Edwardstone, amenities are limited to a parish church, St Mary the Virgin, the Millennium Green, the Parish Hall and a pub, the White Horse Inn. The Parish is not served by any major roads, and the nearest train station is in Sudbury.

Figure 07: Photo showing the road passing through Priory Green.

Figure 08: Photo of a home in Mill Green with a Suffolk pink facade.



F.9 **Figure 09:** Map showing Edwardstone Parish and its surroundings (sources: Google Maps and Defra)

1.5 How to use the guide

The Design Guidance and Codes will be a valuable tool in securing context driven, high-quality development in Edwardstone. They will be used in different ways by different actors in the planning and development process, as summarised in the table. A valuable way they can be used is as part of a process of co-design and involvement that takes account of local preferences and expectations of design quality. In this way the guidance and codes can help to facilitate conversations on the various topics that should help to align expectations and help understand the balancing of key issues. A design code alone will not automatically secure optimum design outcomes.

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

Table 01: Table summarising how different actors will use the design guidelines

1.6 Planning policy and guidance

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

1.6.1 National Planning Policy and guidance

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

2021 National Model Design Code

DLUHC

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

2020 - Building for a Healthy Life

Homes England

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

2021 - National Planning Policy Framework

DLUHC

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

2019 - National Design Guide

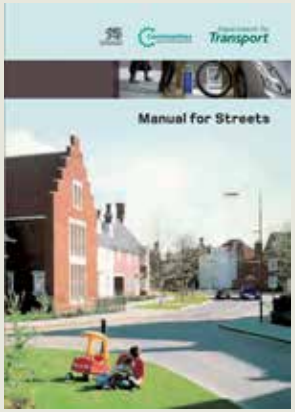
DLUHC

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

2007 - Manual for Streets

Department for Transport

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



1.6.2 Local planning policy context

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

2022 - Suffolk Design Streets Guide

Suffolk County Council

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

2022 - Babergh and Mid Suffolk Emerging Joint Local Plan

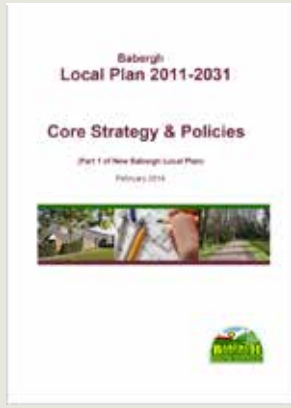
Babergh and Mid Suffolk District

In the Settlement Hierarchy of the Emerging Joint Local Plan, Mill Green and Sherbourne Street are identified as Babergh Hamlet Villages. There are however no site allocations identified in Edwardstone. The document identifies two Designated Open Spaces (LP 30), including the Millennium Green.

2014 - Barbergh Joint Core Strategy

Barbergh and Mid Suffolk District

The Joint Core Strategy provides a high-level strategic plan for Barbergh for the 20-year period 2011-2031. The policies are intended to be broad outlining overarching strategies to promote growth and steer growth towards sustainable solutions.



Neighbourhood area context analysis

02

2. Neighbourhood area context analysis

This section outlines the broad physical, historic and contextual characteristics of the Neighbourhood Area

2.1 Settlement pattern

Most of the Neighbourhood Area is unbuilt and is dominated by open fields and small areas of woodland. The settlement patterns of built-up areas are spacious, low-scale, and dispersed. Instead of being dominated by one main settlement, the Parish is formed by four distinct hamlets: Priory Green to the north-west, Round Maple to the north-east, Mill Green to the centre, and Sherbourne Street to the south.

Mill Green and Sherbourne Street are the two most populated settlements in the parish with the former considered the 'centre' of Edwardstone owing to its size and location.

Properties are arranged in an open organic pattern that follows the narrow and sinuous rural roads. Plots are typically irregular in shape and of varying sizes. They mostly contain detached and semi-detached buildings with both front and back gardens, often with generous setbacks from the front of the property. Most houses are also equipped with off-road parking in the garden or a vehicle garage. Boundaries are marked by planted hedges and low masonry walls, sometimes fronted with a grass verge.

The abundant roadside vegetation provides a high level of screening, anchoring the settlements in the natural landscape and preventing them from acquiring an overly built-up character. Frequent green gaps between buildings and properties enable direct views and connections towards the countryside. The linear one-plot deep settlement pattern also enables most properties to either front or back onto open space. The hamlets have mostly retained their traditional organic configuration, with few large-scale post-war tract developments with standardised designs.

Outside of the hamlets, properties are mostly agricultural buildings arranged in small clusters.

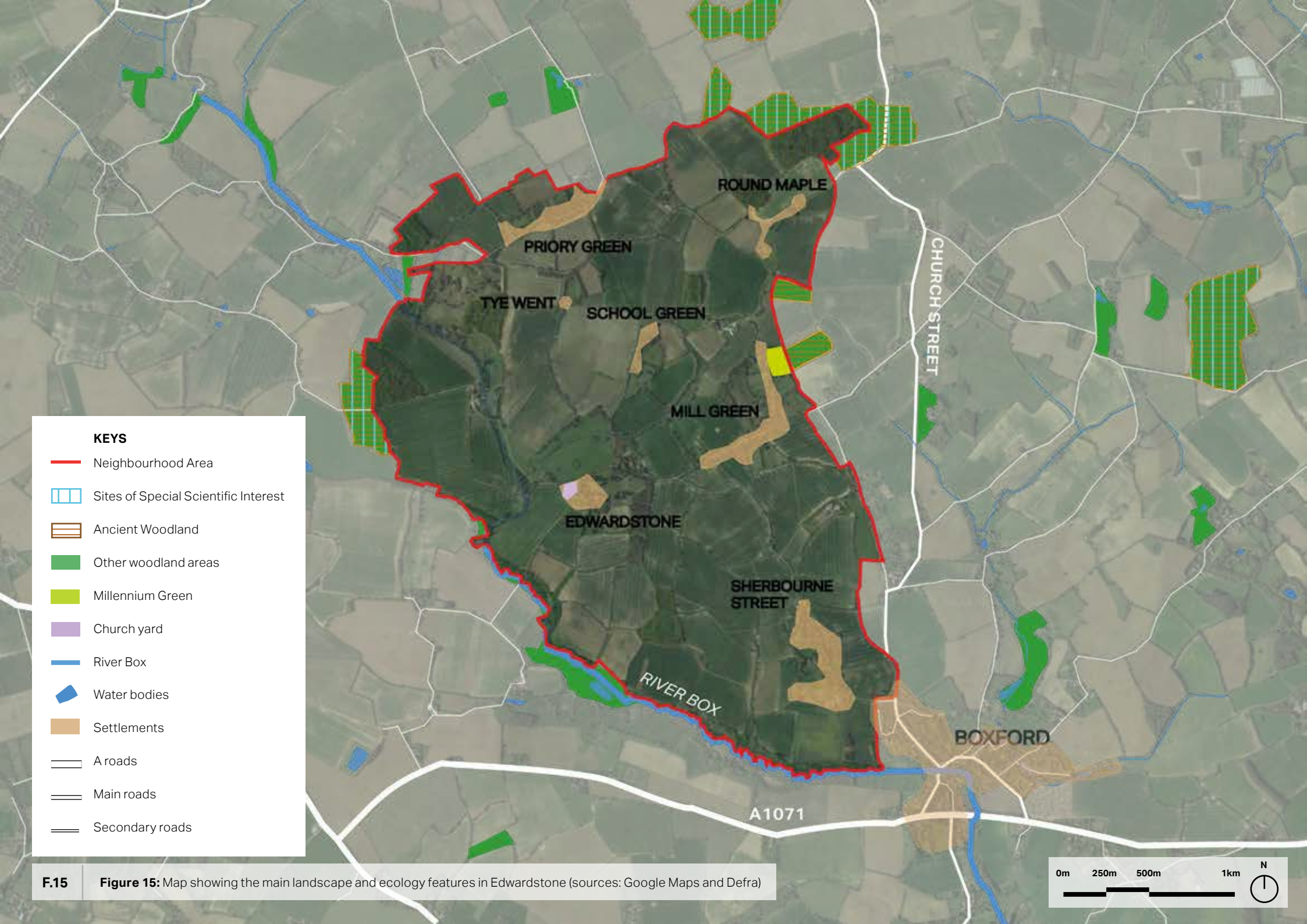
F.10 **Figure 10:** Map showing the location of the main settlements in Edwardstone Parish and listed buildings (sources: Google Maps and Defra)

Figure 11: Photo of the road passing through Priory Green.

Figure 12: Photo of the road passing through Round Maple.

Figure 13: Photo of Mill Green with homes on either side of the road.

Figure 14: Photo of a thatched home on Sherbourne Street.



F.15 **Figure 15:** Map showing the main landscape and ecology features in Edwardstone (sources: Google Maps and Defra)

2.2 Landscape and ecology

2.2.1 Landscape character

Edwardstone is located within National Character Area (NCA) 86: South Suffolk and North Essex Clayland (NE515). The area is characterised by gently undulating chalky boulder clay plateaus punctuated by old species-rich hedgerows, ancient woods, and meadows with streams and rivers that flow eastward. Fields have mostly retained traditional irregular shapes and the dispersed settlement pattern consists of scattered farmsteads, parishes, and isolated hamlets. Lanes are winding and narrow and often bounded by deep ditches, wide verges, and strong hedgerows.

In the Joint Babergh & Mid Suffolk Landscape Character Assessment (2015), Edwardstone falls within the Ancient Rolling Farmlands and Rolling Valley Farmlands Character Areas. The Ancient Rolling Farmlands Character Area forms a rolling landscape with river valleys, scattered ancient woodland, ancient and species-rich hedgerows offering wide panoramic views. Settlements are mainly formed by dispersed farmsteads, hamlets, and small villages linked with narrow winding lanes. The Rolling Valley Farmlands Character Area consists of sloping valley sides that have been divided up into small- and medium-sized fields with historic patterns punctuated by small parcels of ancient woodland and substantial views from elevated locations.

2.2.2 Topography and flood risks

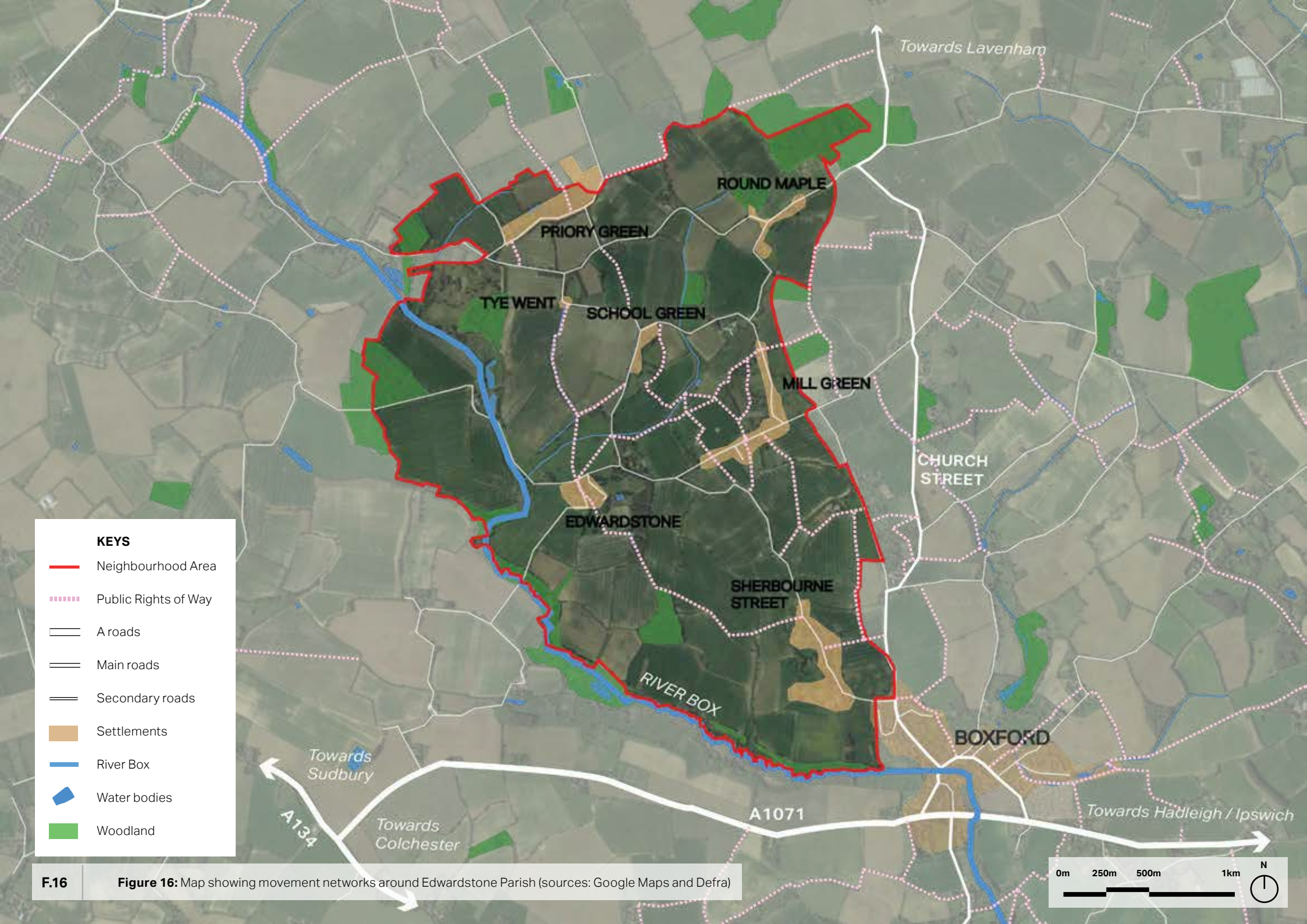
Edwardstone is set in a rolling landscape with a gently undulating terrain that enables long-distance views. Flood risks from both rivers and surface water are concentrated along the Box and its tributaries, affecting few of the built-up areas.

2.2.3 Open spaces

The Neighbourhood Area is largely made up of open fields punctuated by ditches and hedges, with small areas of woodland scattered across the Parish. Partly due to its low population and dispersed settlement pattern, Edwardstone has few formally designated green spaces. The most notable green spaces include the church yard of St Mary the Virgin and the Millennium Green. The spacious layout of the built-up areas has however helped preserve green unbuilt gaps between properties, leaving frequent connections with the countryside and greenery. The abundant roadside greenery in the form of hedges, mature trees, and front gardens also contribute to Edwardstone's open and green character.

2.2.4 Designations

The Neighbourhood Area contains five sites of special scientific interest (SSSI) that are also ancient woodland: Milden Thicks, Edwardstone Woods, Stallington Wood, Priory Down, and Cowper's Wood. Walding Another SSSI, Walding Wood, is adjacent to the Parish boundary in neighbouring Little Waldingfield and Milden. A sixth area of ancient woodland, Langley Wood, while not a designated SSSI, is a Country Wildlife Site, as is an area of Primrose Wood in the south of the Parish.



F.16 **Figure 16:** Map showing movement networks around Edwardstone Parish (sources: Google Maps and Defra)

2.3 Movement pattern

2.3.1 Road network

Because of Edwardstone's rural nature and small population, the road network is sparse and composed exclusively of small rural roads. It is not served by any major roads, and the nearest A-roads (A1141, A1071, and A134) are all located in neighbouring parishes. For context, from Mill Green, the A1141 is a 9-minute drive, the A1071 is a 5-minute drive and the A134 is a 15-minute drive.

Roads form an organic pattern with gently curving paths of irregular width with no pavements. In front of some properties, roads are bordered by grass verges. Outside of built-up areas, roads are usually bordered by hedgerows and ditches. In places, views along roads are framed by mature trees on both sides.

The frequent bends and narrowness of roads as well as the dense roadside vegetation often restrict forward visibility and may therefore act as informal traffic calming devices. A formal 30-mph speed limit also applies to the built-up areas of Mill Green and Sherbourne Street.

2.3.2 Pedestrian and cycle connectivity

Roads are typically not equipped with pavements, although in many places grass verges serve as a buffer between roads and property boundaries. The sparse road network is complemented by a denser network of public rights of way and signed footpaths that connect the settlements with each other and with the open countryside.

There are no designated cycle paths.

F.17

Figure 17: Photo of the road passing through Round Maple.

F.18

Figure 18: Photo of the road passing through Mill Green.

2.4 Built form and built heritage

Due to its dispersed rural nature, Edwardstone is dominated by detached and semi-detached buildings of one or two storeys. Because there are no terraces or large tract developments, the settlements have retained an informal traditional character as disparate juxtapositions of buildings that were added over time. As a result, there is considerable architectural variety, with structures of varying shapes and styles. Most employ a combination of local materials, including brick, weatherboarding, coloured render, clay pantiles, and thatch.

Edwardstone does not have a Conservation Area but contains 32 listed buildings and structures. The Church of St Mary the Virgin (NHLE 1194451) is the only Grade I-listed building; the remaining listed structures have a Grade II protection. In addition, the Parish contains many additional buildings that reflect the local Suffolk vernacular in their forms and materials.

Figure 19: A two-storey dwelling with a mixed red brick facade and clay tile roofing.

Figure 21: A two-storey dwelling with an off-white façade, black half-timbering and a pantile roof.

Figure 20: The Mill Green Brewery, home of Little Earth Project beers and adjacent to the White Horse Inn.

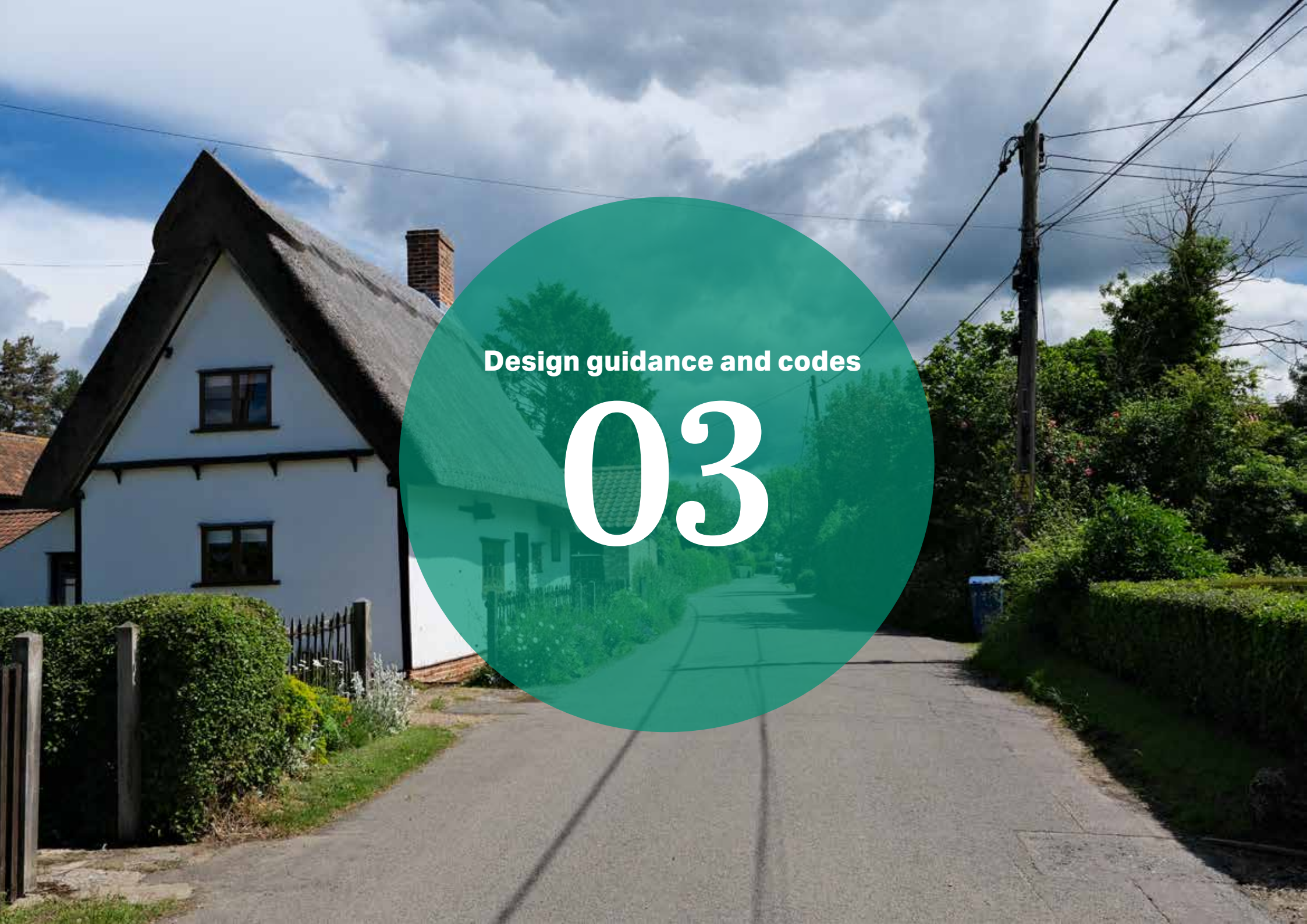
Figure 22: One-storey dwelling with a thatched roof and white-rendered facade.

Figure 23: Photo of a brown weather boarded housing extension.

Figure 24: Photo of a two-storey dwelling with a Suffolk pink facade and thatched roof.

Figure 25: Photo of the White Horse Inn Pub in Mill Green with a mixed red brick facade and slate roof.

Figure 26: Photo of an off-white rendered facade and thatched roof.



Design guidance and codes

03

3. Design guidance and codes

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

3.1 Introduction

The design guidelines and codes listed hereby are organised under four principles that are particularly relevant to Edwardstone. They have been generated based on discussions with members of the Neighbourhood Plan Steering Group, the site visit, the area analysis included in Chapter 2 of this report, and on good practice relevant to the physical context of the Neighbourhood Area. Some of these are more general and could be used as design guidance within the Neighbourhood Plan. Other elements that are more prescriptive or set out parameters form design codes.

3.2 General design principles for Edwardstone

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

The guidelines and codes developed in this part focus on residential developments. New housing development and modifications should not be viewed in isolation; rather, considerations of design and layout must be informed by the wider context. The local pattern of roads and spaces, building traditions, materials, and the natural environment should all help to determine the character and identity of a development. It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is around, shown in Chapter 2, as inspiration and influence. Sensibility to the context should by no means restrict architectural innovation; in fact, the solution could be a contemporary design that is in harmony with the surroundings. Proposals should also take account the individual characteristics of each settlement in the Parish and seek to enhance and reflect its distinctive features.

The set of design principles shown on the next pages are based on the analysis of the character of Edwardstone and discussions with members of the Neighbourhood Plan Steering Group.

The main themes to be mentioned are summarised hereafter:

SL **Site layout**

BC **Built character**

OS **Open spaces and sustainability**

MP **Mobility and parking**

3.3 When to use the codes

The table on this page identifies when each of the codes should be used. A prefix has been created for each code to allow simple application and referencing of the design codes when writing policies for the Neighbourhood Plan.

Code	Prefix	When to use the code
Site layout	SL.01	Code to be applied where a development could impact its physical context.
	SL.02	Code to be applied when determining the placement of buildings.
Built character	BC.01	Code to be applied when determining the height and scale of future developments.
	BC.02	Code to be applied when determining the height and scale of future developments.
	BC.03	Code to be applied when selecting the boundary treatments to be used when determining building setbacks and garden depths.
	BC.04	Code to be applied when selecting the boundary treatments to be used within future housing developments.
	BC.05	Code to be applied when designing building extensions, modifications, and plot infills.
	BC.06	Code to be applied when determining the material and detailing palette to be used in a development.
Open space and sustainability	OS.01	Code to be applied when retaining or designing open spaces.
	OS.02	Code to be applied when designing or modifying a site with trees and/or hedgerows.
	OS.03	Code to be applied when designing or retrofitting buildings for energy efficiency.
	OS.04	Code to be applied when determining the type of sustainable drainage features.
Mobility and parking	MP.01	Code to be applied when designing pedestrian connections.
	MP.02	Code to be applied when designing how vehicle parking will be provided within future housing developments.
	MP.03	
	MP.04	Code to be applied when designing how cycle parking will be provided within future housing developments.
	MP.05	Code to be applied when considering the installation of street lighting.

Table 02: List of design codes based on group priorities and where they apply.

3.4 Site layout

SL.01. Consider the context

Each development must demonstrate an understanding of its relationship to the larger physical context of Edwardstone:

- New development must demonstrate an understanding of the landscape sensitivities and designations of the area, especially the listed buildings. Any design proposal must be a good fit in the surrounding context and respect the existing character.
- New development must respect the existing road patterns and evaluate any traffic issues in the area. New designs should improve connectivity and minimise traffic pressure on the existing road network.
- New development should support a connected green system. New designs should propose new links to the surrounding countryside to integrate the existing green spaces, improving pedestrian connectivity, and support active travel. The preservation of green gaps between developed areas of each of the settlements should be encouraged to preserve direct access to larger areas of open space.
- New development should respect the character of each area within the settlements in terms of scale, building orientation, enclosure, façade rhythm, and architectural details.
- Development should respect the historic grain of the settlements. Proposals need to consider existing building patterns and the relationship between buildings and plot sizes. The use of a repeating type of dwelling along the entirety of a street frontage should be avoided for visual interest and to reflect the architectural diversity of a village that developed over time.
- Boundaries using a combination of low brick walls, landscaped hedges, and grass verges, depending on the immediate context, should enclose and define each road along the back edge of the pavement. They should contribute to a clear property line with minor variations for each development group. In areas where properties are set back from the edge of the road with small gardens, consideration should be given to the most appropriate site boundaries.
- Interfaces between the edges of existing properties and new developments must be carefully designed to guarantee a successful visual integration. This is particularly important for any development located at the edge of the existing settlement, especially at the western and southern edges of the village as they are exposed to long-distance views from the open countryside.

SL.02. Pattern of growth and layout of buildings

The internal arrangement of each development should demonstrate an appreciation of the existing character and building patterns of Edwardstone:

- Developments must respect the overall spacious and linear settlement pattern, characterised with one-plot deep arrangements along the road and frequent gaps between buildings that enable views into the countryside.
- Within each new development, buildings should be clustered in small pockets showing a variety of housing types. Variations in architectural details as well as building heights, widths, and depths should be sought to create variety and reflect the informal and rural character.
- New properties should provide rear and front gardens. Where front gardens are not possible, small buffers against the public realm such as planting strips are encouraged.
- The arrangement of buildings should seek to optimise daylighting and passive solar gains to reduce energy consumption.
- The placement and orientation of buildings should form an identifiable building line for each development group. The extent and depth of building setbacks must be sympathetic to the immediate context. For example, building setbacks may be shorter and show more variations in historic areas of Edwardstone to match the arrangement of neighbouring properties.
- New developments should seek opportunities to integrate areas of accessible open space or greenery. In smaller developments, this could take the form of green verges, sustainable drainage features, tree pits, or soft landscaping.

Figure 27: Annotated aerial photo highlighting the linear pattern of development along Mill Green. The settlement is one-plot deep and has frequent gaps between buildings (sources: Google Maps)

3.5 Built character

BC.01. Building scale and massing

- Buildings in Edwardstone are usually one or two storeys in height. New buildings and modifications in the Neighbourhood Area should therefore be sympathetic in mass, height, and scale of the existing context. For example, development should respect the more built-up nature of some parts of Mill Green, which has buildings placed more closely together, without creating an over-built character.
- Subtle variation in massing and height is encouraged to add visual interest and respect Edwardstone's architectural diversity. The bulk and pitch of roofs must remain sympathetic to the tree canopy, the local vernacular, and the topography.
- Another way to achieve visual interest in the building scale and massing could be by varying frontage widths and plan forms. The repetition of an identical plan form along a street frontage should be avoided to respect the informal and rural character of Edwardstone.
- The massing of buildings should ensure a sufficient level of privacy and access to natural light for their occupants and avoid overshadowing existing buildings. This is particularly important near buildings of historic character.
- The scale and massing of buildings should also seek to maximise energy efficiency by reducing energy consumption and optimising passive solar gains.

Figure 28: Photo of a listed building in Sherbourne Street sat back from the street.

Figure 29: Photo of a dwelling in Mill Green with a visually interesting building style and layout.

BC.02. Building height and roofline

Creating a good variety in the roofline is a significant element of designing attractive places. The following elements are guidelines to achieving a good variety of roofs in Edwardstone:

- Buildings should generally be one or two storeys in height.
- The scale of the roof should always be in proportion with the dimensions of the building itself. The shape and orientation may be chosen to optimise lighting, energy use, solar gains, and rainwater management;
- Variations in the roofline should reflect the informal and rural nature of Edwardstone, where rooflines show diversity in roof shapes, orientations, and materials. The repetition of a standardised and uniform set of roof shapes and materials across a development should be avoided;
- Local traditional roof shapes, materials, and detailing should be considered and implemented where possible in cases of new development;
- Where appropriate, dormers and chimney stacks may be used as design elements to add variety and interest to roofs; and
- The design of the roofline must respond to the natural environment of the site and its surroundings in relation to the topography and important views.

Figure 30: Photo of a dwelling in Round Maple with a variation in building heights between one and two storeys.

Figure 31: Photo of a row of dwellings in Sherbourne Street with a regular roofline.

BC.03. Enclosure

The level of enclosure of a road or public space is determined by its relationship with the vertical elements on its edges such as buildings, walls, and trees. Developments can achieve a good sense of enclosure by creating clearly defined spaces that produce a cohesive and attractive built form, for example by determining focal points, appropriate building heights, and well-defined edges. These considerations must however be balanced with the need to retain the spacious character of Edwardstone, where gaps between buildings enable views into the surrounding countryside.

The following principles are general guidelines that should be considered:

- In Edwardstone, roads are mostly framed by trees, hedges, and other landscaping elements. They frame the public realm and produce an optimal level of enclosure without creating an over-built environment. They also provide shading and protection from heat, wind, and rain and contribute to the local biodiversity. This level of enclosure should be preserved in the parish and new development should consider ways of reproducing the character this creates, either through tree planting or other landscaping measures;
- In case of building setbacks, façades should achieve an appropriate ratio between the width of the road and the building height;
- Corner plots should be designed to face all sides and frame views;
- Generally, building façades should face the road, and variation to the building line can be introduced to reinforce Edwardstone's rural and informal character; and
- In most new developments, a variety of plot widths and façade depths should be considered during the design process to create an attractive rural character and avoid a monotonous street frontage.

Figure 32: Photo showing a satisfactory level of enclosure achieved with hedges and mature trees

Figure 33: Photo of the road passing through Round Maple and open farmland with a less enclosed character

BC.04. Building line and boundary treatment

Boundary treatments should reinforce the sense of continuity of the building line and help define the public realm, appropriate to the character of the area. The use of appropriate forms of boundary treatments contributes to Edwardstone's rural character: they should be mainly continuous hedges and low brick walls, composed of local species or traditional materials found elsewhere in Edwardstone.

- Boundary treatments should offer privacy and screen parked vehicles while offering a satisfactory level of natural surveillance.
- The use of either panel fencing or metal or concrete walls in these publicly visible boundaries should be avoided because they conflict with the rural character.
- New development should reuse and integrate existing boundaries in the form of hedges and mature trees where possible.
- Front gardens should be provided in all but exceptional circumstances.
- Buildings should be oriented to face roads. The building line should have subtle variations in the form of recesses and protrusions but should generally form a legible line. Building setbacks must strike a balance between creating a satisfactory sense of enclosure while respecting Edwardstone's spacious layout.
- Buildings should be designed to ensure that roads 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.
- 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 34: Photo of a typical property in Edwardstone with deep building setbacks boundaries defined by landscaped hedges

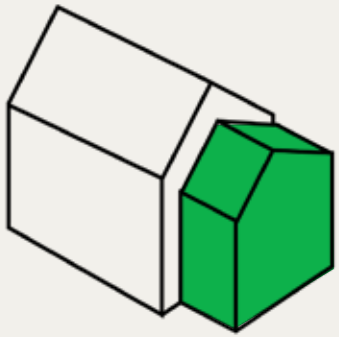
Figure 35: Photo of a dwelling with a natural boundary treatment in the form of hedges and vegetation.

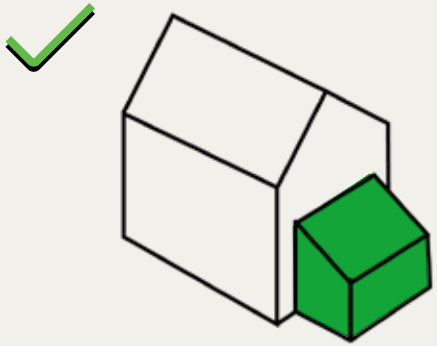
BC.05. Building extensions, modifications, and plot infills

Extensions to dwellings can have a significant impact not only on the character and appearance of a building, but also on the street scene within which it sits. A well-designed extension can enhance the appearance of its immediate environment, whereas an unsympathetic extension can have a harmful impact, create problems for neighbouring residents, and affect the overall character of the area.

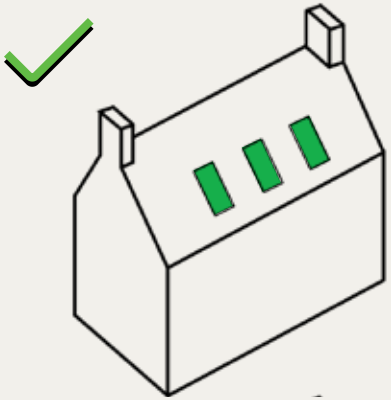
Many household extensions are covered by permitted development rights, and so do not need planning permission. There are however a number of principles that residential extensions and conversions must follow to maintain the local character:

- The original building must remain the dominant element of the property regardless of the number of extensions. The extension shall not overwhelm the building from any given point.
- Extensions shall not result in a significant loss to the private amenity area of the dwelling.
- Designs that wrap around the existing building and involve overly complicated roof forms shall be avoided.
- In case of side extensions, the new part may 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 articulation between existing and new.
- In case of rear extensions, the new part must not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing, or privacy.
- Any housing conversions must respect and preserve the buildings' original form and character.
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials must be sustainable and be used on less prominent building parts.
- The pitch and form of the roof used on the building adds to its character and extensions shall respond to this where appropriate.
- Extensions must 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.
- Any modifications should not reduce the number of parking spaces on the site.
- It must be noted that permitted development rights do not apply to extensions, modifications, and infills of buildings that are listed. In such places a planning permission is needed.

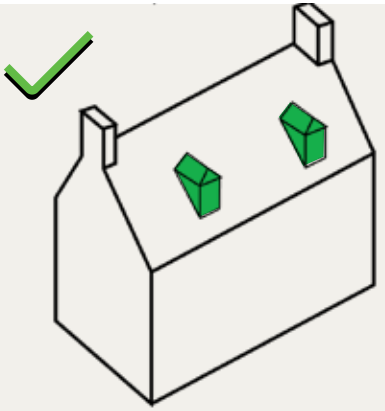




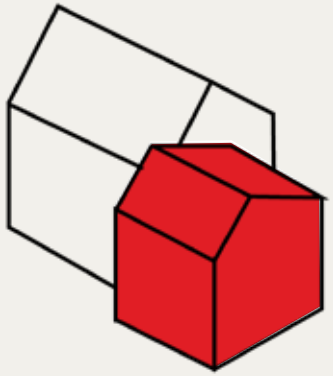
Good examples for side extensions, respecting existing building scale, massing and building line.



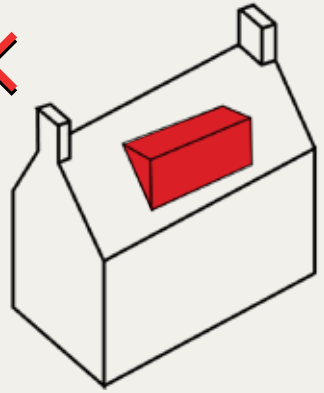
Loft conversion incorporating skylights.



Loft conversion incorporating gabled dormers.



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



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

BC.06. Materials and architectural details

New development or any change to the built environment should provide a sympathetic response to the existing character and architectural details found in the Edwardstone Neighbourhood Area, especially when located within or near buildings of historic character. They should demonstrate an intelligent understanding of the historic building details without resulting in low-quality imitations of past styles. This page includes examples of building material that contribute to the local vernacular of Edwardstone and that could be used to inform future development.

Coloured render

Red brick

Black-painted weatherboarding

Rendered brick

Clay pantiles

Slate tiles

Clay plaintiles

Thatch

Landscaped hedges

Red brick wall with saddleback brick coping

Red brick wall with flint infilling

3.6 Open space and sustainability

OS.01. Open space

Owing to its rural nature, Edwardstone has few formally designated green spaces. However, the rural roads weave through areas of countryside and open fields. These open spaces create green gaps in the linear pattern of the settlements that form along the rural roads. The gaps provide views and direct access to unbuilt spaces. This creates the opportunity to provide connections between settlements using the gaps and spaces provided by open spaces within the Parish. Further guidance on open spaces is as follows:

- Existing open spaces should be protected and future open spaces are encouraged.
- New open spaces should not be designed as an afterthought but should incorporate opportunities for nature, play and recreation.
- New open spaces should retain woodland, hedgerows, and trees within their layout with new planting to supplement existing vegetation and support the local biodiversity.
- Proposals for allotments, community gardens and flexible space for events will be encouraged.
- New open spaces should be well connected with footpaths, cycle routes, or bridleways to facilitate access for all groups of people.
- New open spaces should be well maintained and monitored to preserve their high quality and thus, improving the visual impact.
- Opportunities to improve biodiversity by countering the fragmentation of natural habitats should be taken in both existing and new open spaces.

Figure 36: Photo of Round Maple and its surrounding natural context.

Figure 37: Photo of a footpath near Priory Green running into the surrounding countryside.

OS.02. Hedgerows and trees

Trees are crucial to the integration of Edwardstone into its physical context. They also support the local fauna. Trees may not all benefit from the protection of a Tree Preservation Order (TPO). Therefore, new developments and any change in the physical environment must:

- Incorporate existing native trees and shrubs and avoid unnecessary loss of flora.
- Replace any tree or woodland lost to new development. Native trees and shrubs should be used to reinforce the more rural character of the area.
- Promote rich vegetation in front and rear gardens to improve the visual impact and mitigate air pollution. New and retained vegetation at the edges of new developments are particularly important for their successful integration into the wider landscape.

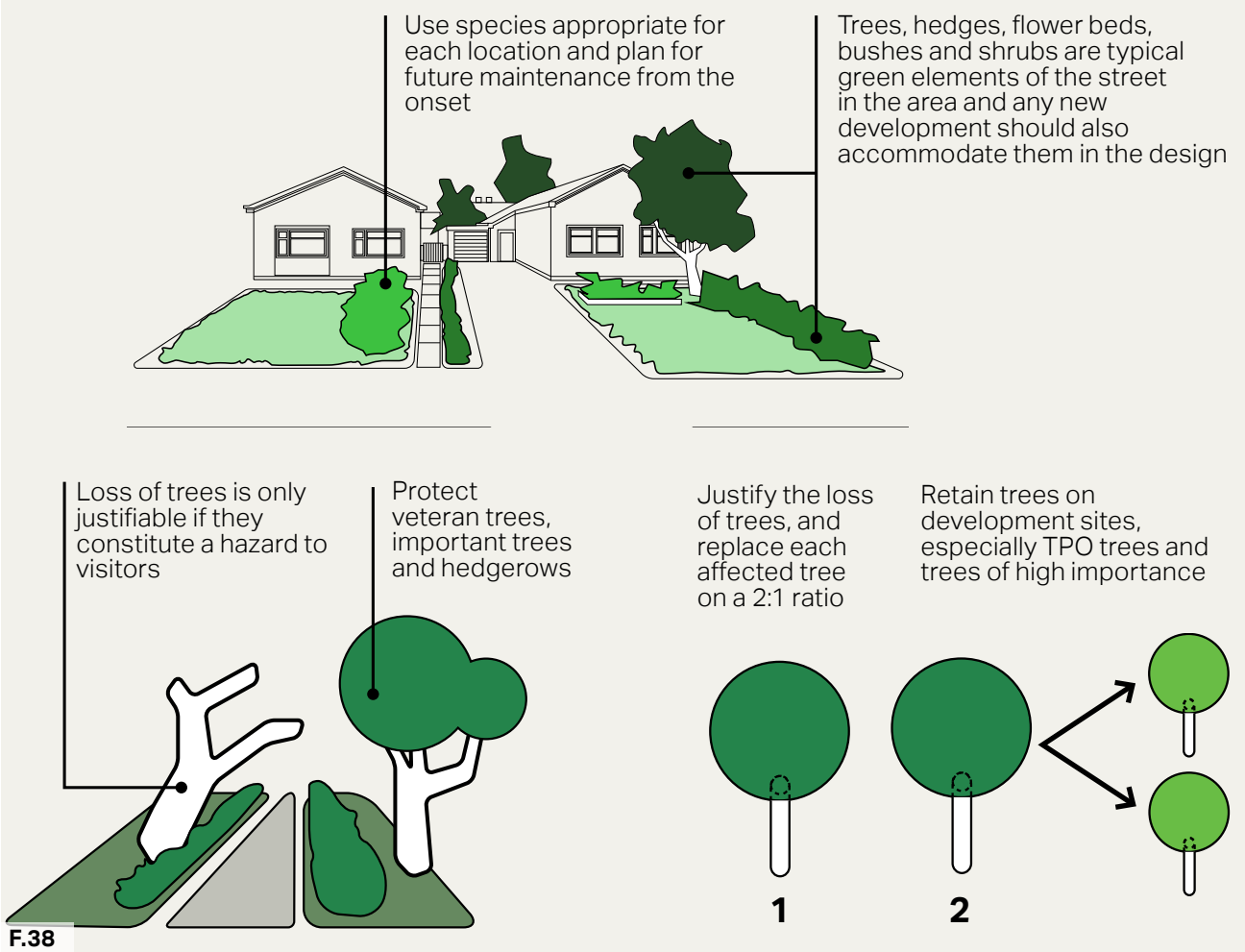


Figure 38: Diagram highlighting some guidelines related to tree preservation.

OS.03. Carbon neutral homes

Energy efficient technologies could be incorporated in buildings and at broader Parish design scale within Edwardstone.

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.

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

It should be noted that eco design can be adapted to a wide variety of architectural styles. Historic buildings can also be retrofitted in a way that respects both the environment and their historic features.

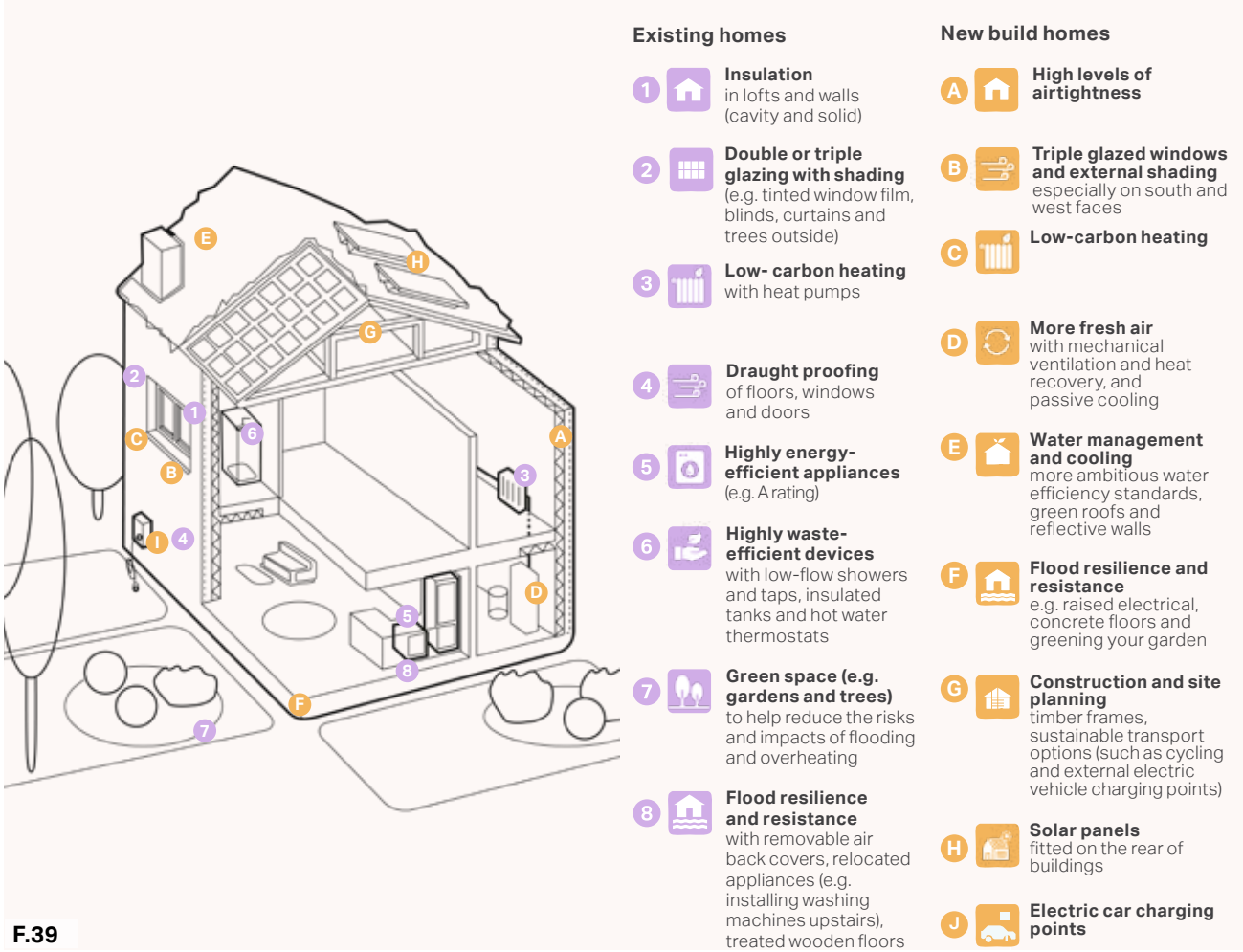


Figure 39: Diagram showing low-carbon homes in both existing and new build conditions.

OS.04. Sustainable drainage

Flood risk is concentrated in areas along the River Box and its tributaries. Surface water flooding may be a concern in these areas and will need to be managed sustainably.

Sustainable urban drainage systems (SuDS) covers a range of approaches to manage surface water in a sustainable way to reduce flood risk and improve water quality and the overall urban environment.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources. A number of overarching principles can, however, be applied:

- 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 so that it does not overwhelm water courses or the sewer network.
- Improve water quality by filtering pollutants to help avoid environmental contamination.
- Form a 'SuDS train' of two or three different surface water management approaches.
- Integrate into development and improve amenity through early consideration in the development process and good design practices.
- SuDS are often as 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.
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources. Where reuse is not possible, two alternative approaches using SuDS include:

- Infiltration - allows water to percolate into the ground and eventually help restore groundwater.
- Attenuation and controlled release - holds back the water and slowly releases it into the sewer network.

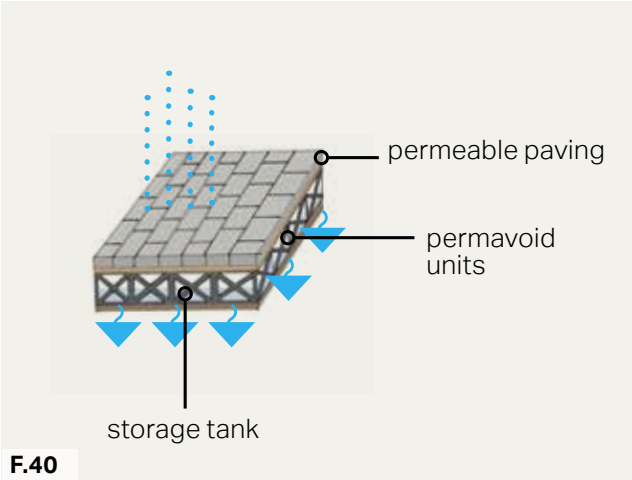


Figure 40: Diagram illustrating the functioning of a soak away with permavoid units.

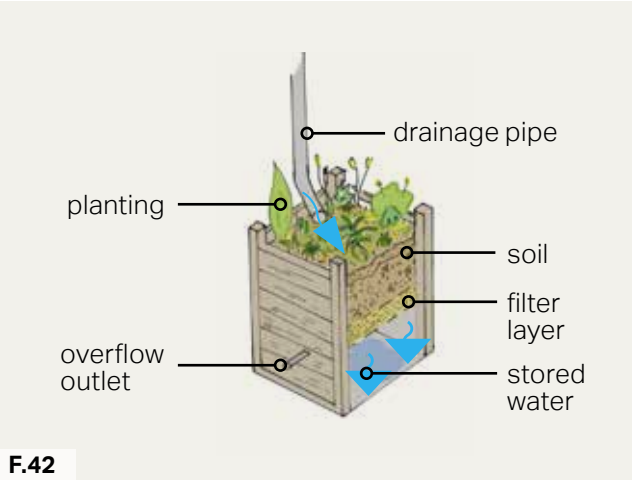


Figure 42: Diagram illustrating the functioning of a stormwater planter.

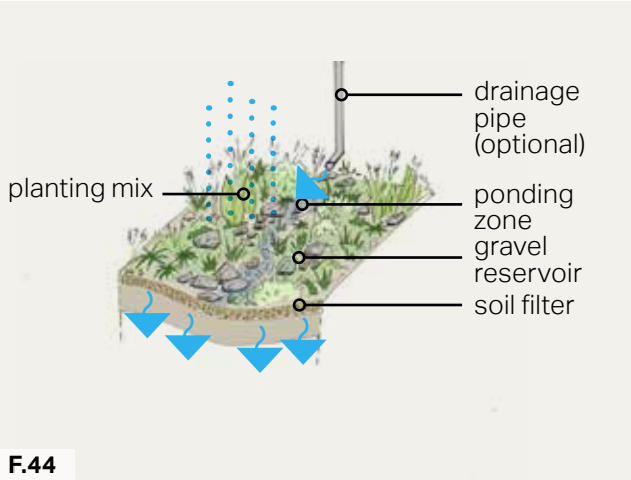


Figure 44: Diagram illustrating the functioning of a rain garden.

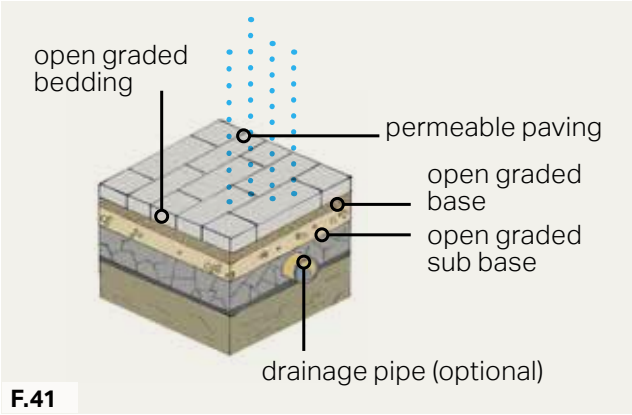


Figure 41: Diagram illustrating the construction of a permeable paving area.

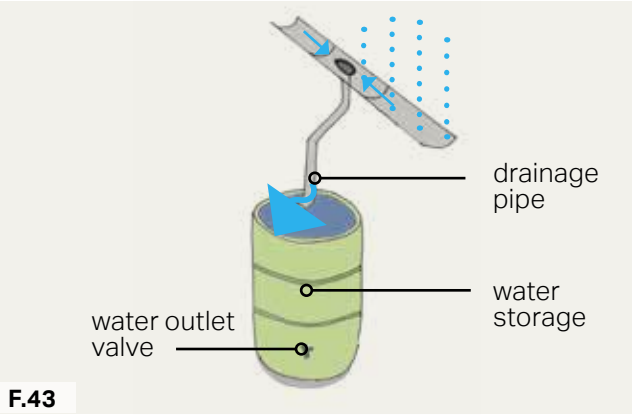


Figure 43: Diagram illustrating the functioning of a water butt.

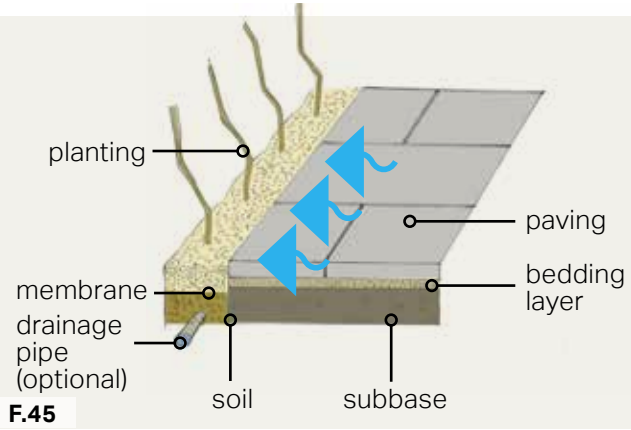


Figure 45: Diagram illustrating the construction of a soak away garden.

3.7 Mobility and parking

MP.01. Pedestrian connectivity

Roads should be connected with each other to offer a choice of travel routes not only by car but also by foot and bicycle. A more connected pattern creates a 'walkable' Parish, a place where routes link meaningful places together. Although new development in Edwardstone will be small in scale and may not require new roads, there are still opportunities to improve connections. The network can be improved by:

- Creating a well-signposted and integrated pedestrian network. This network should complete the current array of footpaths and public rights of way by connecting them with one another, not only within Edwardstone but also with the countryside and neighbouring parishes;
- Proposing short and walkable distances which are usually defined to be within a 10-minute walk or a five-mile trip by bicycle. If the design proposal calls for a new road or cycle/pedestrian link, it must connect destinations and origins;
- Forming a permeable pattern that allows for multiple connections and choice of routes, particularly on foot. Any cul-de-sac should be relatively short and provide legible onward walking and cycling links; and
- Avoiding features such as pedestrian barriers or gated developments. Instead, convenient pedestrian connections through developments should be encouraged, for example by seeking arrangements with property owners to provide new paths through their parcel.

The design of pedestrian facilities should follow guidance set out in the Suffolk Design Streets Guide.

Figure 46: Photo of a typical road in Edwardstone with a single carriageway and no assigned pedestrian footway.

Figure 47: Photo of a more recent development in Mill Green with footways on both sides of the carriageway.

MP.02. Off-street parking

Although the demand for private cars is expected to remain high in Edwardstone, properties must avoid over-providing parking and can take measures to integrate parking areas into the fabric of the settlements. A good mix of parking typologies should be deployed, depending on, and influenced by location and market demand.

Parking standards for residential developments in Edwardstone can be found in the Suffolk Guidance for Parking (2023) which outlines minimum requirements for off-street parking provision.

The main types of parking to be considered are shown on the next pages.

- When parking is placed at the front of properties, the area should be designed to minimise its visual impact and to blend in with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings by means of walls, hedging, planting, and use of quality paving materials.
- For family homes, cars should be placed at the front or side of the property.
- Parking areas and driveways should be designed to minimise impervious surfaces through the use of permeable paving and soft landscaping.
- Garage structures, where required, should be designed to be subservient to the main building, for example with a setback from the main building line and a roof lower than that of the main building.
- Cycle parking should be integrated into all new housing.
- Long-term strategies to manage parking demand, such as cycling infrastructure and parking, car sharing, and carpooling schemes should also be explored.

Figure 48: Photo of off-street front parking in Mill Green.

Figure 49: Photo of a more rural example of off-street front parking in Round Maple.

MP.03. On-plot front or side parking

- On-plot parking can be visually attractive when combined with high-quality and well-designed soft landscaping.
- Boundary treatment is the key element to avoid a car-dominated character. This can be achieved by using elements such as hedges, horticultural shrub, native trees, flower beds, low walls built with local materials, and high-quality paving between the private and public space.
- Areas of hard standing and driveways must be kept to a minimum to avoid a car-dominated character and reduce heat island effects. Where they are necessary, they must be constructed from porous materials to minimise surface water run-off and incorporate soft landscaping.
- Garage structures, where they are needed, should be of sufficient size to store vehicles but should neither overwhelm nor visually clash with the buildings that they serve. The provision of electric vehicle charging points and bicycle storage space should also be included in their design.

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

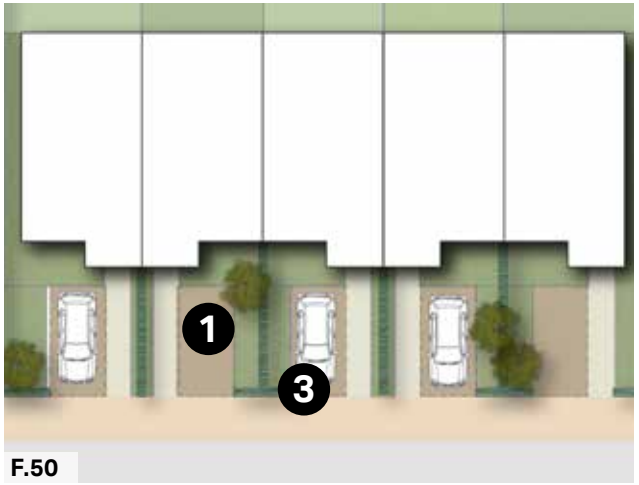


Figure 50: Illustrative diagram showing an indicative layout of on-plot front parking

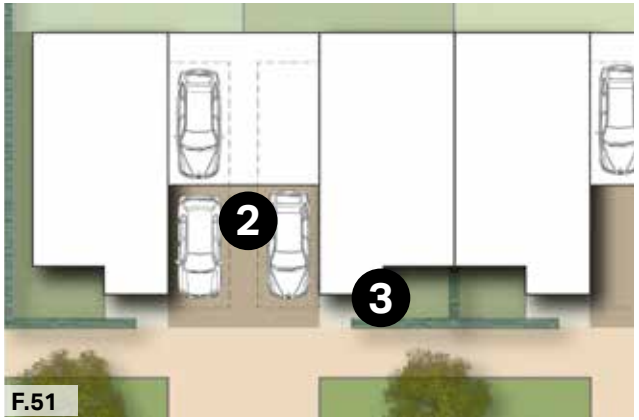


Figure 51: Illustrative diagram showing an indicative layout of on-plot side parking

MP.04. Cycle parking

A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and consider new cycle parking near existing amenities such as the Millennium Green.

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.
- Parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house.
- The design should ensure suitable accessibility to the cycle parking, for example by ensuring sufficient driveway width, to avoid any barriers to cycling at the source.
- The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

Houses with garages

- The minimum garage size should be 7mx3m to allow space for cycle storage.
- Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage.
- The design of any enclosure should integrate well with the surroundings.
- The bicycle must be removed easily without having to move the vehicle.

Public realm

- New development should promote cycling by providing more cycle routes and monitor the condition of the existing ones.
- Bicycle stands in the public realm should be sited in locations that are convenient and that benefit from adequate natural surveillance. They should be placed in locations that do not impede pedestrian mobility or kerbside activities.
- The chosen materials must be appropriate to its surroundings and follow the dimensions as illustrated on the next page.

The design of cycle parking should follow guidance set out in the Suffolk Design Streets Guide.

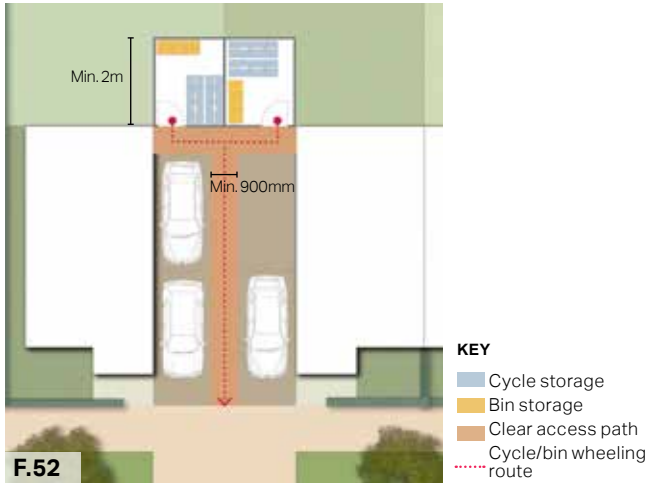


Figure 52: Illustrative layout of a bicycle and bin storage area at the back of semi-detached properties

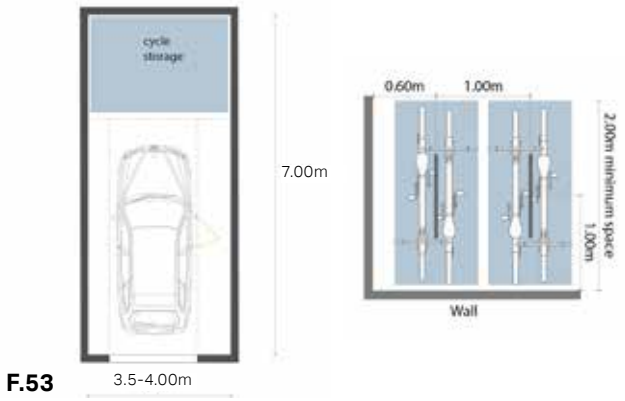


Figure 53: Illustrative layout of a garage with a cycle storage area (left), and illustrative layout for Sheffield cycle stands for visitors (right)

MP.05. Street lighting and dark skies

Street lighting should be limited in order to preserve Edwardstone's rural character and minimise light pollution in order to benefit both people and wildlife. This will preserve the dark skies enjoyed by the parish.

Where safety is an issue, low-level lighting solutions can be applied, for example, outside schools. This includes lighting schemes that could be turned off when not needed ('part-night lighting'). Examples of low-lighting solutions are shown to the right.

The removal of existing street lighting should be considered where more efficient, low-level lighting alternative solutions are available.

Figure 54: Example of a low-level lighting solution outside Warwick police station. Photo by Robin Stott.

Figure 55: Example of a low level lighting solution at Lapworth churchyard. Photo by Robin Stott.

3.8 Checklist

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

The checklist can be used to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

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

Figure 56: Photo of a sign in Round Maple showing the proximity to other places in Suffolk.

Figure 57: Photo of a dwelling aside a pond in Sherborne Street.

Figure 58: Photo of a view along the road passing through Round Maple.

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

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

3

Local green spaces, views and character:

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

3 (continued)

Local green spaces, views and character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

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

5

Building layout and grouping:

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

5 (continued)

Building layout and grouping:

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

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

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

9

Building materials and surface treatment:

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

9 (continued)

Building materials and surface treatment:

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

10

Car parking:

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

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AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

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