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HADLEIGH

Design Guidance and Codes

Final report
June 2023

Delivering a better world

Quality information

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Introduction

01

Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Hadleigh Town Council in support of the Hadleigh Neighbourhood Plan. The support is intended to provide design guidance and codes based on the character and local qualities of the parish to help ensure future development, particularly forthcoming housing, coheres with and enhances Hadleigh.

1.1 About this document

The Design Codes are written in order to support the design aims of the Neighbourhood Plan. They support the main document by providing design guidance and codes for development in Hadleigh.

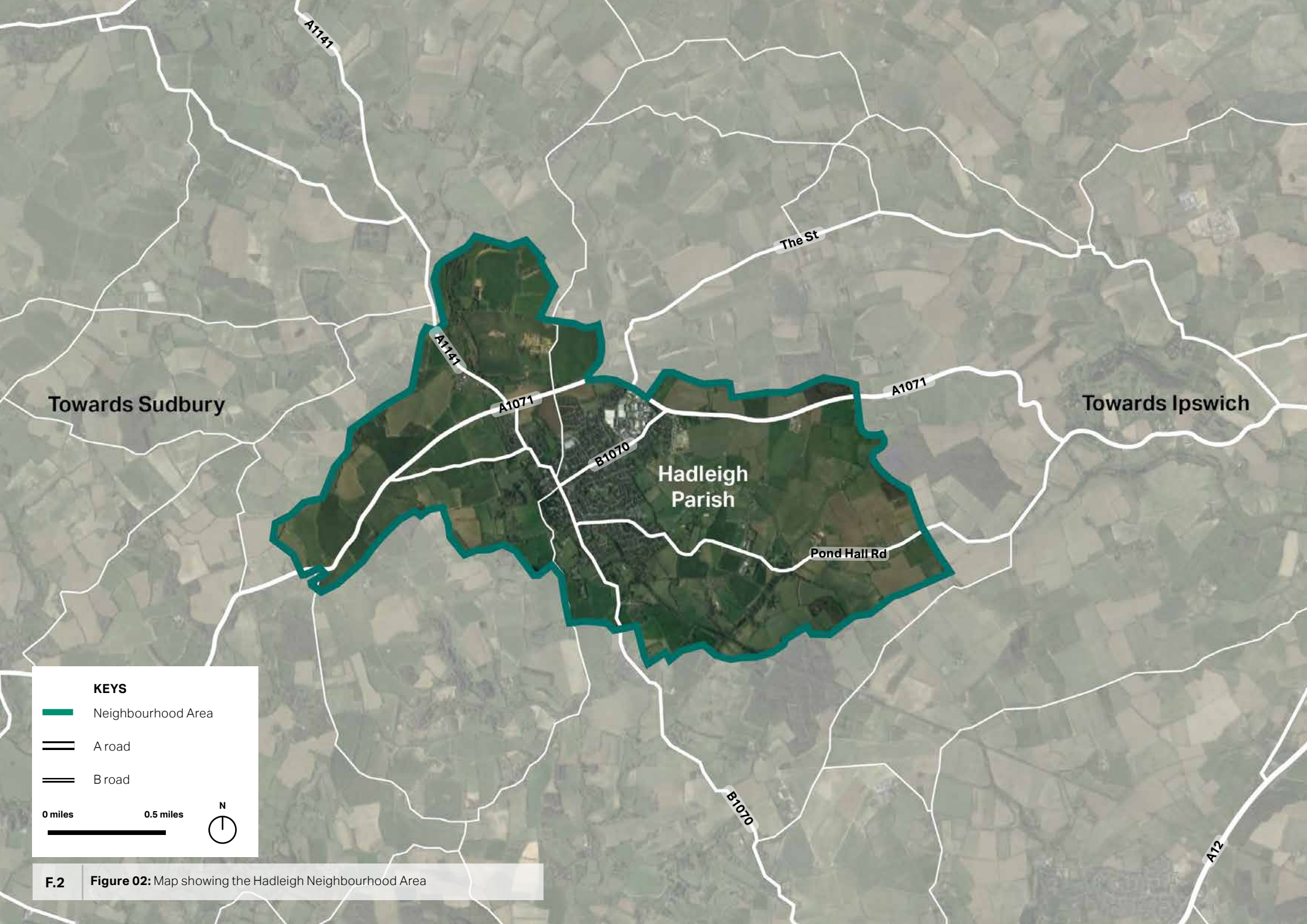
The Design Code does this by understanding the existing character of Hadleigh and setting out the Hadleigh Neighbourhood Plan Steering Group's analysis of character areas. The Design Code sets out codes and guidance for the whole of the parish, and specifically for the identified character areas.

The guidance in this document is split over 3 sections. In chapter 2 there is guidance that is applicable to the whole of Hadleigh. Chapter 3 then breaks the town down into separate character areas and provides area specific design guidance and codes. Finally, chapter 4 is a summary checklist for designers of new developments in Hadleigh.



F.1

Figure 01: Steps undertaken to produce this document



Towards Sudbury

Towards Ipswich

Hadleigh Parish

KEYS

- Neighbourhood Area
- A road
- Broad

0 miles 0.5 miles

N

F.2 Figure 02: Map showing the Hadleigh Neighbourhood Area

1.2 Overview of Hadleigh

Hadleigh is an ancient market town and civil parish in Babergh, Suffolk. It is situated between the two larger towns of Ipswich and Sudbury.

The A1071 intercepts the northern boundary of the town and is the strategic connection between Ipswich and Sudbury. It is also the road that connects the town with the two nearby major roads (the A12 and the A131). There is no railway station in Hadleigh, however there are bus routes that provide connections to the surrounding towns that do have train stations.

Hadleigh is noted to have originated from the Anglo-Saxon times. The first documented lord of the manor was ealdorman Byrhtnoth, who was killed at the Battle of Maldon in 991, when Anglo-Saxon forces tried to repel Viking invaders. Later, Hadleigh received its market charter in 1252 when at the time it was a moderately sized town. Since then, the town has grown significantly, and it had a population of 8,253 when the 2011 census was taken. Despite

this growth the historic character of the town has been retained, with a total of 246 listed buildings.

The town itself has a host of amenities on offer. These include: a supermarket, pubs, restaurants, a pharmacy, churches, a leisure centre, playing fields and an industrial estate. These don't just provide excellent employment opportunities within the town but also creates a thriving town centre.



Figure 03: War monument in the town centre.



Figure 04: Street scene in the Hadleigh town centre.



Figure 05: Typical terrace typology in the town.

1.3 Signpost to other documents

National and local policy documents can provide valuable guidance on bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place to ensure development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Applicants should refer to these key documents when planning future development in the Hadleigh Neighbourhood Area. The following documents have informed the design guidance within this report.

NATIONAL LEVEL

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.

2021 - National Design Guide

DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2020 - Building for a Healthy Life Homes England

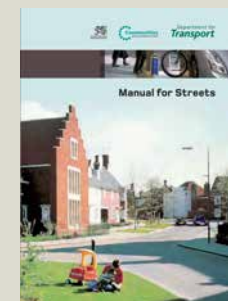
Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods.

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.

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 and promote active travel.



(2022) Suffolk Streets Design Guide**Suffolk County Council**

The purpose of this guide is to assist the delivery of well-designed places in line with the National Design Guide as well as the National Model Design Code, and as part of the Suffolk Design initiative, enabling a positive contribution to the spaces and places of Suffolk.

This document focuses on providing design guidance for streets, particularly for new residential developments, but also to inform works within existing streets where constraints are greater. In addition it can also act as a reference for commercial developments and urban regeneration schemes.

(2023) Suffolk Guidance for Parking**Suffolk County Council**

The purpose of this document is to support the aspirations expressed in the National Planning Policy Framework and provide the highest quality parking advice to planners, members of the public, developers and architects. It is intended to:

1. Assist the Local Planning Authorities in determining appropriate guidance for their areas;

2. Advise members of the public in a readily comprehensible manner;

3. Assist developers in preparing plans for the development of land and;

4. Assist in the determination of planning applications by ensuring that applications submitted include an appropriate level and location of car parking and cycle parking provision, and pedestrian footpaths and cycle routes that also contribute visually and functionally to the public realm.

(2014) Rural development & Core Strategy Policy CS11 Supplementary Planning Document**Babergh District Council**

Provides guidance on the interpretation and application of Policy CS11 of the Babergh Core Strategy (adopted on 25th February 2014). The SPD was adopted on 8th August 2014 and has the status of a material consideration when planning applications are determined. Policy CS11 of the Core Strategy sets out a new and flexible approach to housing provision in rural areas. It provides for proposals for development of Core Villages and Hinterland villages to be approved together with sites elsewhere where they satisfactorily address matters set out in the policy and score positively against criteria set out in Policy CS15.

(2006) Babergh Local Plan 2011-2031**Babergh District Council**

The Core Strategy & Policies provides a high-level, strategic plan for Babergh for 20 years from 2011-2031. The policies are intended to be broad and general, overarching policies outlining the strategy for growth and steering growth to sustainable locations.

(2025) EMERGING Joint Local Plan**Babergh and Mid Suffolk District Council**

A new Local Development Scheme (LDS), which sets out the revised timetable for the production of the JLP, was approved by Babergh District Council on 25 October 2022 and Mid Suffolk District Council on 27 October 2022. The LDS outlines a Part 1 and a Part 2 Joint Local Plan, as well as introducing nine Supplementary Planning Documents. An updated programme for revisions to the Community Infrastructure Levy Charging Schedules is also set out.

1.4 How to use this document

The Design Guidelines will be a valuable tool in securing context-driven, high quality development within Hadleigh. They will be used in different ways by different actors in the planning and development process.

What follows is a list of actors and how they will use the design guidelines:

Actors	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Babergh District Council (when consulted)	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.
Hadleigh Town Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Local Hadleigh 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.

1.5 Design codes and guidance structure

The guidance in this document is split over 3 sections. In chapter 2 there is guidance that is applicable to the whole of Hadleigh. Chapter 3 then breaks the town down into separate character areas and provides area specific design guidance and codes. Finally, chapter 4 is a summary checklist for designers of new developments in Hadleigh.

Good design in Hadleigh

02



2. What is good design in Hadleigh, including wide area codes

This section outlines the positive physical, historic and contextual characteristics of Hadleigh.

2.1 Historic character

Hadleigh was one of the towns in East Anglia that derived its wealth from the wool and cloth industries. It has a 15th century timber framed Guildhall and many other examples of timber and brick listed buildings, some of which have detailed 17th century plasterwork or 'pargetting'. The majority of these traditional buildings are found on the High Street, Angel Street, Benton Street and George Street.

The town has a total of 246 listed buildings. Of these, four are Grade I listed: the grouping of St Mary's Church, the Deanery Tower and the Guildhall; and the Coffee Tavern in the High Street. As a result of this, the majority of the western part of the town is within a Conservation Area.

In the public consultation undertaken one of the responses was that the town "still retains the feeling of its roots".

Code

HC1: New development must avoid or fully mitigate any potential negative impact on Hadleigh's heritage. An example of this is ensuring the materials used for any extension within the historic town centre is sympathetic to both the host building and the surrounding streetscape in order to preserve the character.

HC2: Timber fenestration on street addressing facades should be used in new developments.

HC3: Openings in the facades of new developments should consider or reflect the symmetry of existing buildings, especially within the Conservation Area.

HC4: New developments which are prominent and in proximity to historic assets, such as listed buildings and within the conservation area, should reflect the fine grained and street facing nature of the surrounding context.



Figure 06: St Mary's Church, Hadleigh.



Figure 07: Listed building within the Conservation Area.

2.2 Dynamic town centre

The backbone of Hadleigh is the dynamic town centre which has a mix of shops, services, restaurants, cafes and pubs that are known for their individuality, quality and care. People who live in the area 'love' the independent shops on the high street as they are contemporary without taking away the traditional feel of the conservation area.

This mix of uses leads to high levels of footfall in the town centre, especially in the Market Square/Church Street area. However, this could be further enhanced with solutions to the on street parking issues that currently occur on the High Street.

Shop front designs use traditional materials and are subservient to the design of the host building. It is important that future development in the area and new shops retain this design ethos.

In the public consultation 61% of people in the survey said that they liked the retail offering, pubs and shops in Hadleigh.

Hadleigh Town Council's Advertising and Shopfront Design Code

DT1: In order to maintain the essential character of Hadleigh as a historical market town, any new shopfront should follow the guidance within the Advertising and Shopfront Design Code Document. Source: <https://hadleightowncouncil.gov.uk/wp-content/uploads/simple-file-list/Neighbourhood-Plan-Documents/Advertisement-Shopfront-Design-Codes.pdf>

See also the codes for Zone B below.



Figure 08: The Market square.



Figure 09: Typical street scene in the town centre.

2.3 Attractive natural environment

Hadleigh is located in the rolling hills of the Suffolk countryside, which is scattered with public rights of way, allowing local people to make the most of this countryside by walking, running and going on bike rides.

As well as this there are 4 nature reserves: Railway Walk, The Fuzz [to the south], River Walk, Broom Hill.

One quote from a community member in the public consultation survey was that they loved the “beautiful surrounding countryside”. Given this, future development must seek to protect it by using the following guidance.

Code

NE1: New development at the edge of the settlement must not impede the quality of the existing outward views to the Suffolk countryside.

NE2: New development at the edge of the settlement must avoid hard boundary treatments such as railings or walls above eyeline at road edges. This may be qualified where the development is next to a main road (A1071) and thus some visual and acoustic screening may need to be higher.

NE3: New developments on the outskirts of the town should include green verges and must show consideration for appropriate landscaping, such as trees and hedgerows. There should also be investment into wildlife reserves and access for people in Hadleigh towards the countryside so that they can enjoy the surrounding natural beauty.



Figure 10: The River Brett from the River Walk.



Figure 11: Countryside to the west of the town.

2.4 Distinctive palette and design details

There is large variety of architectural details and materials within the Neighbourhood Area, together they create a soft and organic material palette.

Prominent architectural materials found across Hadleigh include red brick, white and pastel - such as 'Suffolk Pink' - rendered facades, and historic timber frames with decorative plasterwork detailing. Roofs are less varied with the majority being of a moderately pitched open gable form and either red, grey or black tiles. There are many examples of decorative gable ends, and slender and/or decorative brick chimneys.

Architectural features are also rich and varied. Vertically proportioned sash and casement windows are most common in Hadleigh.

Future developments should seek to reflect this character by adhering to the following codes:

Code

DD1: New developments should seek to harmonise with existing properties on the streets that they are on in Hadleigh.

DD2: The design of roofs in new developments should generally respect the character of roofscapes in the surrounding area. This includes the angle of roof pitches, designs for the ridge, verge and eaves. Roof pitches should be between 25 and 45 degrees. The detailing and projections for eaves should carefully consider the potential as a shading device as a response to climate change although balanced with the need to respect the character of the streetscape. Within the Conservation Area roof design requires a more sensitive approach. A consistency in height and skyline is important pitch angles should match the existing surrounding buildings, as should the detailed profiles for eaves and verges.

DD3: Vertically articulated windows should be used in new developments in Hadleigh. Where dormer windows are included, they should be vertically aligned to the openings below.

As well as this new windows should harmonise with existing sash windows and leadlights.

DD4: Facade materials should be consistent with the surrounding area or need particular justification, non vernacular finishes will be discouraged.



F.12

Figure 12: Example of a timber framed Tudor style property within the Conservation Area.

In pre-modern built stock, front doors are usually solid wood, painted in a variety of colours, and many with transom windows. Some historic buildings diverge from this, displaying unique period features. Another frequent architectural feature is the inclusion of decorative pargetting. The colour palette of the built environment in Hadleigh includes pink, duck egg blue, light green, cream, white, red and yellow.

Services such as gutters are generally slim and understated, and do not detract from the facade of the buildings.

Hadleigh's organic but cohesive architectural feel is created by its uniform street edge, alongside its varied materials and features. Furthermore, one of the comments from the local survey was that "it retains its character and period charm, the buildings blend with the environment". Given this, future developments should seek to reflect this character by adhering to the following codes:

Code

DD5: New developments should seek to provide architectural interest and enhance the local character where possible by including detailed features on facades, which may include pargetting. More information on the local character is available in chapter 3 and the Hadleigh NP Character Assessment document.

DD6: Services such as gutters and satellite dishes should be designed unobtrusively where possible and should not detract from surrounding context. An example of how this can be achieved is satellite dishes that quite often small and made of a dark mesh and so are much less obtrusive than normal dishes.

DD7: Where colour is applied to a building facade, a muted tone should be used which takes reference from the existing colour palette.

DD8: When solar panels are applied to a structure, they should be unobtrusive as far as possible and should not detract from the surrounding street scene.



F.13

Figure 13: Red brick terrace houses with pitched roofs.



F.14

Figure 14: Traditional building painted in Suffolk pink.

Fenestration



Solid porch



Sash window



Recessed porch



Casement window



Dormer windows



Painted wood front door with transom

Roof



Black or grey pantile



Red pantile



Modern slate tiles

Wall



Suffolk Pink render



Red brick



Tudor style timber framed white render

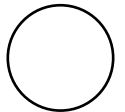
Colour



Suffolk pink



Cream



White



Mustard yellow



Orange



Dark red

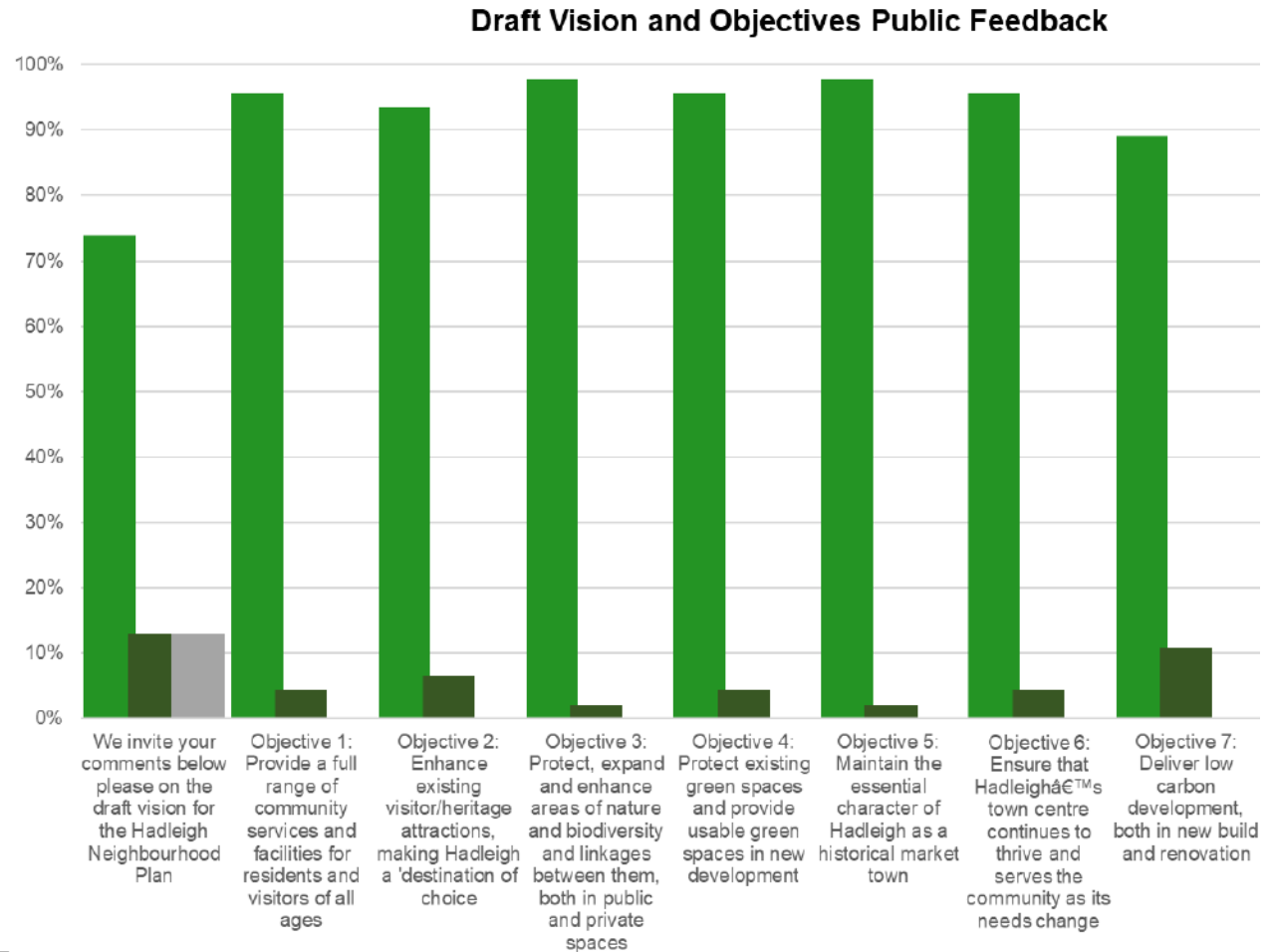


Dark brown

2.5 Public consultation

During June and July 2022, Hadleigh Town Council held a public consultation on their draft vision and objectives and as can be seen in the figure opposite, the local community voted overwhelmingly in favour with the objectives.

The objectives look to preserve all of the things that are good about Hadleigh, for example Objective 3: protect, expand and enhance areas of nature and biodiversity and linkages between them, both in public and private spaces. Given this, it is important that both the area wide and character area specific design guidance and codes help preserve the valuable features that Hadleigh has.



F.15

Figure 15: Results of the Hadleigh Town Council public consultation.

A photograph of a traditional English pub with a green semi-transparent overlay containing text. The pub is a two-story building with a dark tiled roof and several dormer windows. A white SUV is parked in front of the pub. A large tree is on the left side of the frame. The text 'Character area codes' is written in white on the green overlay, and the number '03' is written in a large white font in the center of the overlay.

Character area codes

03

3. Design guidance and codes for Hadleigh's character areas

This section provides design principles which are specific to the individual character areas demarcated across the town of Hadleigh. These codes aim to provide highly context specific guidance.

3.1 Introduction

The design codes have been devised for each area based on their relevance to the prominent features, opportunities, and issues found in that Character Area.

These codes will aim to guide any changes or development within the Neighbourhood Area to ensure the local character is respected whilst still allowing space for innovation within the built environment.

The design codes have been applied by area based on their relevance to the prominent features, opportunities, and issues of their associated character area.

3.1.1 Character area codes

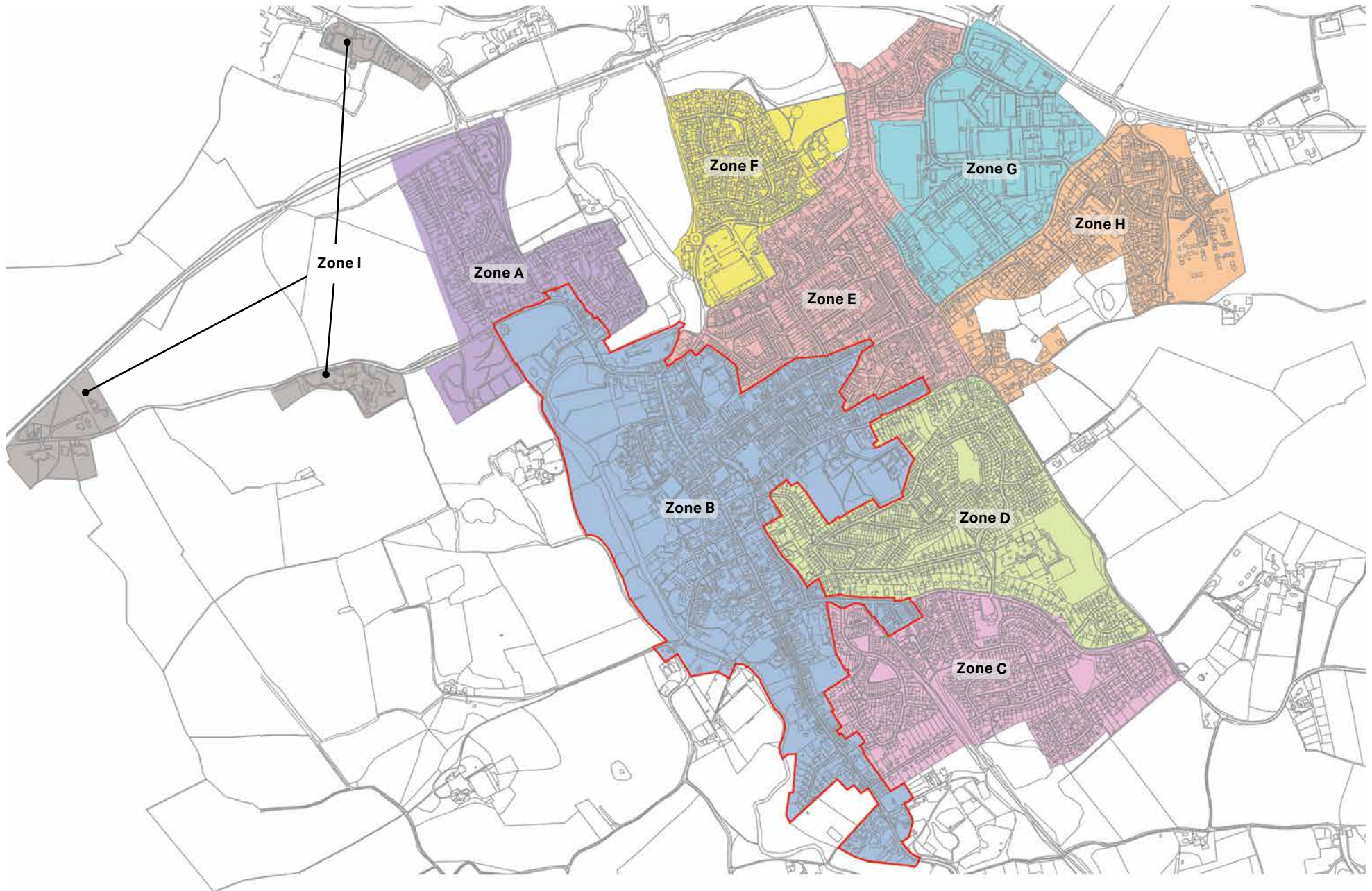
Overview

The character area codes are designed to provide specific guidance to areas within Hadleigh. The specific guidance builds upon the general design codes outlined in the previous section and highlights guidelines that will both preserve and enhance the existing character of the area. These should be read jointly with the previous codes.

Applicants seeking to develop in these areas should refer to these sections when considering the street layout, placemaking and architectural features of new development.

The character area descriptions have been provided by members of the Hadleigh community working for the Neighbourhood Plan group. The character areas and their descriptions are based on work undertaken by members of the Hadleigh community.

	1	Zone A - Ann Beaumont Way, Bridge Street, Castle Rise, Woodlands and Gallows Hill
	2	Zone B - The Conservation Area
	3	Zone C - Clopton Gardens and Dunton Grove Area
	4	Zone D - Tayler Road, Edwin Panks Road and Highlands Road
	5	Zone E - Bradfield Avenue, Timperley Road, Aldham Road Area
	6	Zone F - Oxford Drive and Aldham Mill Hill
	7	Zone G - Lady Lane Industrial Estate Area
	8	Zone H - Weavers Meadow housing estate
	9	Zone I - Settlement outliers



F.16 Figure 16: Map showing the location of the character areas in Hadleigh. Source: Hadleigh Town Council

Zone A - Ann Beaumont Way, Castle Rise, Woodlands and Gallows Hill

Hill

Introduction

Situated north-west of the central area of the town, the overall character is dominated by the housing developments which are contained and surrounding by countryside with views of the cemetery and cricket field on one side and rolling countryside on the others. This area is made up of the developments that were built upon the hill to the west and east of Gallows Hill encompasses the main Castle Road and offshoots, and Ann Beaumont Way to the east.

Layout

The Castle Road estate is on higher ground than most of the town. It is on rising ground and slopes away to the south, down to the cricket ground and cemetery. The Castle Road estate is entered off the B1070 which turns off the main road to Ipswich. The first impression is of space and greenery as there are green areas outside the Canterbury House care home and nearby houses.

The other key parts of Zone A are Gallows Hill and Ann Beaumont Way which rises very gently from the flood plain of River Brett to below crest of hill, on north side of Hadleigh. As well as this Ann Beaumont Way has small areas of open space beside the central road.

Heights

Bungalows are common, especially in the northern part of the character area. As well as this there are 2 storey detached and semi detached houses. The tallest building in the area is the Canterbury House care home which still isn't too imposing. This allows the tree line to dominate the skyline.



F.17

Figure 17: Typical street scene in Zone A.



F.18

Figure 18: Bungalows in the top end of Zone A.



F.19

Figure 19: Example of on-plot car parking.

Streets

The character area is split in two by the north-south B1070 of Bridge Street and Gallows Hill. This classified road acts as a barrier between the two places, especially for pedestrians with Ann Beaumont Way served off Bridge Street and Castle Rise off Gallows Hill.

There is a 'no through' road sign at the Gallows Hill entry to the estate although there is an exit through Castle Road far south. There are various footpaths: one leads down to the allotments on Gallows Hill, one onto the countryside to the west and a bridleway from the top of Castle Road out to the west. Ann Beaumont Way is a winding road lined with properties that are well set back and large grass verges creating an open suburban feel to the area.

Culs-de-sac are the most common street typology in the area which is typical for an edge of settlement development.

Buildings

The buildings in Zone A have all developed over the last century with contrasting styles. The northern part of the character area has 1970s style 2 storey detached houses and bungalows which have hipped roofs and use red brick and white render.

In the southern part of the character area the buildings are typically flat faced, detached and 2 storeys in height. The colour palette of the buildings is a mix of red brick, cream and Suffolk pink. These all blend well with the abundance of green infrastructure.



Figure 20: Terrace properties with a consistent roof line.



Figure 21: Example of some of the 2 storey detached properties in the area.



F.22

Figure 22: Buildings using timber fences as boundary treatment.



F.23

Figure 23: Historic terraces along Gallows Hill

Zone A

Code

A.1 Form and massing

Rationale

Zone A is made up of large plots with generously spaced buildings. Generally rooflines are of shallow pitch and do not rise above two storeys in height.

Implementation

- The scale and pitch of the roof should reflect the surrounding roofscapes.
- New dwellings should be laid out in a manner which reflects the surrounding typologies.

A.2 Density

Zone A is of low density with generous spacing in-between buildings.

- New developments should respect the surrounding density.

A.3 Rural character

The informal and open layout of the area generates a distinct charm and contributes to placemaking.

- New developments should have subtle variations in frontage and large setbacks to retain rural character.

A.4 Connection to landscape

The area is defined by its relationship to the surrounding landscape, which is enriched by broad views and soft planted boundary treatments.

- New development must be positioned in a way to retain and enhance valuable sight lines through the area.
- New developments should have low and natural boundary treatments such as well spaced trees and hedges.

Code

A.5 Boundary treatment

Rationale

Zone A benefits from architectural unity and cohesion due to the established material palette and a restrained language of architectural detail.

Implementation

- New development should provide a sympathetic response to the existing character of the low scale boundary treatment. Figure 24 is an example of this character.
- New development should utilise the traditional materials, red brick, flint or white render, which contribute to the local vernacular.



F.24

Figure 24: Typical boundary treatment

A.6 Green approaches

Zone A acts as one of the arrival points for Hadleigh. The area's green and cricket pavilion and open landscape contribute to the rural atmosphere on approach to the town.

- New developments must not encroach upon the green and open nature of the area.
- New development must not impede views outwards to the surrounding landscape.

Zone B - The Conservation Area

Introduction

Hadleigh is a town of significant historic and architectural value. Its linear High Street with independent shops directly interacting with the public realm, makes its layout unique to South Suffolk. Hadleigh Conservation Area was originally designated in 1969.



Figure 25: Hadleigh Conservation Area



Figure 26: Example of the shop lined linear High Street.

Layout

Development within the Conservation Area is varied. Along the High Street, Angel Street and George Street there is a very linear and uniform feel to the layout.

On the other hand, the side roads that come off these core streets have a much more random organisation of buildings, many of which date back to the 16th century.

Heights

Most buildings are of two storeys, some with attic conversions, though there are a number of buildings with three storeys particularly along the High Street. This creates an enclosed feel to the streetscape.

There are a couple of outliers to this such as St Mary’s Church and the Deanery Tower Gatehouse next to it.



Figure 27: Example of two storey buildings on the High Street.

Streets

Roads in the Conservation Area are generally ancient and therefore are often relatively narrow. The medieval heart of Hadleigh is defined by three main roads. Firstly, there is the long north-south High Street where most of the independent businesses and medieval and grand houses are located. Set at right angles to the east of the High Street are the medieval George Street and Angel Street which also have many historic buildings from different eras. Other historic roads set off the west side of the High Street are Duke Street, Market Place, Church Street, Queens Street and Pound Lane. Finally there is the historically medieval narrow Benton Street which contains many historic buildings of note as it leads out of the town centre from the High Street southward to open countryside.

An important pedestrian route enjoyed by the town is River Walk which runs parallel to the High Street, but on the western bank of

the River Brett, and from Cork Lane in the north to Toppesfield Bridge on Duke Street in the south.

Buildings

There is a sense of overall unity of architectural style in the area derived from medieval timber building proportions and details. The material palette is dominated by the red brick facades of the town's buildings, providing a sense of architectural unity. This applies both to buildings newly erected during the eighteenth and the first part of the nineteenth century as well as to buildings refashioned during this period.

Common building materials in the Conservation Area are traditional painted render and pargetted in some cases. Buildings are painted in pastel colours such as Suffolk Pink, duck egg blue and light green which are all typical of the area.



F.28

Figure 28: St Mary's Church, Hadleigh.



F.29

Figure 29: Grade II listed dwelling on the High Street. .



Figure 30: Coloured terraced housing along the High Street.



Figure 31: The Hadleigh Market Square.

Hadleigh Conservation Area codes

Code	Rationale	Implementation
B.1 Consider immediate context	<i>The Conservation Area core acts as a focal point for Hadleigh, the area is rich in built heritage and is successful in relaying the area's historic context.</i>	<ul style="list-style-type: none"> New development must demonstrate an understanding of immediate context and design proposals must respect the existing historic character and listed buildings of the area.
B.2 Views and sight lines	<i>The landmarks and historic assets in the Conservation Area help to assist in creating memorable spaces and routes.</i>	<ul style="list-style-type: none"> New development must be positioned in a way to retain and enhance valuable sight lines through the area. Proposals must respect the prominence of nearby landmarks by not masking views or exceeding them in height.
B.3 Enclosure and building line	<i>The Conservation Area is made up of fine grain development with a continuous building line. This creates a sense of enclosure and dictates a direction of flow through the area.</i>	<ul style="list-style-type: none"> Generally, façades must face the street and reinforce the existing building line. New developments should have subtle variations to improve visual interest but follow the building line.
B.6 Scale and massing	<i>Buildings are often clustered close together with small or no gardens in areas.</i>	<ul style="list-style-type: none"> Scale and massing should be informed by adjacent and nearby plots.

Code

B.4 Materials and architectural detail

Rationale

The Conservation Area core benefits from a sense of architectural unity and cohesion due the established material palette.

Implementation

- New development should provide a sympathetic response to the existing character and architectural details.
- New development should utilise the traditional materials, red brick, smooth render, painted in pale hues of colour which contribute to the local vernacular.
- Rooflines should be pitched with the use of traditional pantiles and handmade red clay plain tiles. Windows should be sash on facades or dormer on rooflines.

B.5 Windows and doors

The Conservation Area core has a restrained language of architectural detail. This is evident across the fenestration of conservation area buildings.

- New developments should have high quality fenestration, UPVC should be discouraged on street facing elements, and sash windows encouraged.
- Fenestration on new developments should show consideration for rhythm and layout, potentially taking reference from surrounding context.



F.32

Figure 32: Varying roofline along the High Street.



F.33

Figure 33: View along the river walk towards a historic bridge that is believed to be one of the oldest in Suffolk.

Zone C - Clopton Gardens and Dunton Grove Area

Introduction

Zone C is located in the south of the town and is predominantly made up of separate housing estates (Clopton Gardens and Woodthorpe Road). As well as this there are a couple of small cul-de-sac developments. This is fairly common for residential areas in England. Furthermore, running through the centre of the character area is the Hadleigh Railway Walk which is a direct route for people wanting to get out into the countryside surrounding the town.



Figure 34: Typical 2 storey house along Cranworth Road.



Figure 35: Cul-de-sac layout within the character area.

Layout

The layout in this area is characterised by winding estate style streets which leads to an irregular building line. These buildings more often than not front onto the street resulting in active edges and a feeling of natural surveillance. The other common street typology is the cul-de-sac which tend to be quieter streets as there is no onward connections for cars. Having said that, there are several public rights of way scattered throughout Zone C, thus providing good connectivity for those using active travel.

While on-plot car parking is provided in this area there are still issues with on street car parking in some areas which is detrimental to vision and safety on the worst affected streets.

Heights

Dwellings are typically 1, 1.5 and two storeys in height. There is a mix of gable and pitched roof styles in the character area. Some of the pitched roofs in the northern part of the character area of a tall Scandinavian style.



Figure 36: Buildings fronting onto the street creating active frontages.

Public realm

As well as the stunning Suffolk countryside which borders the edge of the character area, there are plenty of green spaces within the streetscape for local people to make the most of. One example of this is Clopton Gardens where there are two pocket parks which are used for activities such as children's unplanned play.

Roads within Zone C always have pavements on either side of the road, however in some places they are quite narrow which could be an issue for people with buggies or wheelchair users.

Buildings

Most of the buildings in the southern part of Zone C, closer to the High Street, are 2 storey houses built in the 1960s and 1970s with either pitched roofs. Typical building materials in this part of the character area are yellow brick, white render, and white weatherboarding.

In the northern part of the character

area buildings are typically slightly more recently built and there is a wider variety of materials used on facades such as dark painted timber and red brick. As well as this, there is a wider variety of building styles with 2 storey houses, 1.5 storey houses and bungalows which are scattered in groups throughout the estate.



Figure 37: Scandinavian style properties within Zone B.



Figure 38: Pocket park along Clopton Gardens.



Figure 39: Access to the Railway Walk.



F.40

Figure 40: Example of the different typologies within the character area.



F.41

Figure 41: Yellow brick 70s house with cream render and on-plot parking.

Zone C area codes

Code

C.1 Housing mix and variety

Rationale

The Zone C area is defined by its rich variety in building form, style, scale, and typology. Dwellings are a mix of bungalows and two storey structures with ranging heights.

Implementation

- New development proposals should provide a variety of house types, sizes, and tenures to support the area's architectural variety.
- Building form and style should be varied by design to reflect the current juxtaposition of building types in the area.

C.2 Frontage

Dwellings within the Zone C area generally engage with the street and create an active frontage and a visually varied streetscape.

- New development proposals should be oriented toward the street edge to produce active frontages and create passive surveillance.

Code	Rationale	Implementation
C.3 Connection and permeability	<i>The Zone C area benefits from an extensive footpath network as well as two bus stops for travel eastward and westward.</i>	<ul style="list-style-type: none"> New developments should encourage active modes of transport such as walking and cycling by facilitating direct connections along desire lines. Appropriate pedestrian and cycle infrastructure must be included. They should also be in accordance with the Suffolk Design: Streets Guide 2022.
C.4 Parking	<i>Congestion and vehicular clutter due to parking has become an issue in the Zone C area.</i>	<ul style="list-style-type: none"> Parking provision should align with Suffolk Guidance for Parking. Available at: https://www.suffolk.gov.uk/asset-library/Suffolk-Guidance-for-Parking-31-October-2023.pdf
C.5 Boundary treatment	<i>Boundary treatment in the area contributes to a green and open atmosphere.</i>	<ul style="list-style-type: none"> Boundary treatments in new developments should include planting such as trees and hedges, as well as green verges. Elements such as high walls and railings should be avoided.

Zone D - Tayler Road, Edwin Panks Road and Highlands Road area

Introduction

Zone D is located in between the 2 secondary routes of Station Road and George Street. It is predominantly made up of residential units however within the character area there is also the Hadleigh High School, the Magdalen House Care Home and the Hadleigh Police Station. The high school leads to an influx of traffic at the school drop off and pick up times of day.



Figure 42: Backs facing the road.



Figure 43: Example of front gardens and boundary treatment in the area.

Layout

The layout of the character area is defined by residential blocks. The shapes of these blocks vary. There are a few examples of standard rectangular blocks as well as some less traditional triangular shaped blocks (along Highlands Road and Tayler Road). As well as this there are numerous examples of culs-de-sac which is typical for residential areas in English towns.

It is also notable that there are 6 separate examples of pedestrian 'cut-throughs' which benefit the flow of movement for those using active travel.

Heights

The dwellings in this area are primarily 2 storey detached houses with low boundary treatments. Bungalows, some of with dormer windows, are also found in the area.



Figure 44: Hadleigh High School.

Streets

Streets are quite narrow within Zone D (between 4 and 5 Metres wide) with pavement either side of them, thus enhancing the walkability of the area. On the other hand, on street parking issues sometimes leads to blockage on residential streets.

Buildings

There is a mix of building styles within Zone D mainly as a result of the development happening over different periods of time. The housing stock closer to Station Road dates back towards the 1970s. The materials in this area are typically yellow bricks with white render or weatherboarding. Most of the buildings front onto the road, however the triangle shaped blocks suffer from some instances where backs face fronts leading to short inactive edges.

Guthrum Road is a cul-de-sac with post war style semi-detached red brick housing. Further east in the character area, towards

Frog Hall Lane there is an estate which was built in the 1990s which is predominantly made up of detached 2 storey houses. In terms of style, buildings are not as flat faced in this part of the character area and there are some instances of mock Tudor detailing such as timber framing, bay windows, Venetian style windows and lead-light glazing.



F.45

Figure 45: Pocket park in the north of the character area.



F.46

Figure 46: Cul-de-sac within the 90s development.



F.47

Figure 47: Example of on-plot car parking in the character area.



F.48

Figure 48: One of the pedestrian 'cut-through' routes in Zone D.



F.49

Figure 49: View showing a playing field in Zone D.

Zone D area codes

Code	Rationale	Implementation
D.1 Scale and massing	<i>The Zone D area is dominated by 2 storey dwellings on compact plots. Dwellings tend to have shallow roof pitches.</i>	<ul style="list-style-type: none"> New developments in this area should reflect the overall scale and height of buildings to support harmony of the built environment.
D.2 Front gardens	<i>Planted front gardens help to maintain the suburban feel of the Zone D area.</i>	<ul style="list-style-type: none"> New development should incorporate a front garden for each new dwelling.
D.3 Boundary treatments	<i>Front gardens are well utilised in this area to allow for variety in the streetscape as well as facilitate planting and natural elements. Boundary treatments tend to be low in height to allow for visual connections across the area.</i>	<ul style="list-style-type: none"> New developments should have appropriate boundary treatments which reflect those of neighbouring properties, such as hedges or fences. New developments should include front gardens capable of housing ornamental shrubs and trees.
D.4 Parking	<i>In general, the Zone D area suffers from roadside vehicular clutter. The majority of dwellings benefit from on plot parking facilities however there is still lots of on street car parking which takes away from the safety of the streets in the area.</i>	<ul style="list-style-type: none"> Parking provision should align with Suffolk Guidance for Parking. Available at: https://www.suffolk.gov.uk/asset-library/Suffolk-Guidance-for-Parking-31-October-2023.pdf

Zone E - Bradfield Avenue, Timperley Road, Aldham Road Area

Introduction

Zone E is located northeast of the Hadleigh Conservation Area and spreads either side of Angel Street which leads down towards the town centre. The area is largely made up of residential units, however there is also a fish and chip shop, an angling shop and a Spar convenience store which is well used by locals. As well as this there is a bus service which runs along Angel Street providing routes towards both Ipswich and Sudbury.

The Character area has three distinct sub character areas. Firstly there is the inter war of Bradfield Avenue etc. As well as this there is the 1970s medium/high density public housing- both on north side of Angel Street. And finally the 1860's housing with twentieth and twenty-first century infill in New Cut and The Green.

Layout

Within the residential areas the street network is made up of a mixture of large terrace blocks, groups of semi-detached



F.50

Figure 50: View down Timperley Road from Angel Street.

housing and some small groups of detached housing often within cul de sacs. The majority of the housing areas enjoy good frontage areas creating active edges along streets such as Bradfield Crescent.

Streets within the character area are typically quite wide which is convenient considering on-street car parking is common in Zone E.

Heights

On average most of the buildings within the character area are 2 storeys in height, however there are some instances of 1970s 3 storey terraces in the Timperley Road and Ansell Close area. Their heights are sympathetic to the rural and historical nature to the town and allow the taller buildings in the conservation area such as the church, as well as trees, to dominate the skyline.



F.51

Figure 51: 2 storey dwellings in Zone E.

Streets

Angel Street is the main road in the area that connects the historic town centre with the A1071, Ipswich Road to the east. Timperley Road feeds into the large residential area north of Angel Street whilst The Green and New Cut filter into the smaller residential areas containing a range of properties dating generally from the Victorian period up to modern residential cul-de-sacs. The majority of the streets in the area are wide with grass verges and or good-sized front gardens which creates an open suburban feel to the character area.

Buildings

There are a range of different building typologies and styles within the character area. This is partly to do with the fact that they have developed over different periods of time. For instance, in the southern part of the area many of the buildings are post war semi-detached houses using red brick and, in some cases, render. Further north in Zone E there are 3 storey 1970 terraces which use materials such as white weatherboarding.

One thing that is constant with all of the buildings in the area is that they are well setback from the road leaving space for front gardens and on-plot parking.



Figure 52: 3 storey 1970s terraces.



Figure 53: Example of boundary treatment in the area.



Figure 54: Local convenience store.



Figure 55: Red brick terraces on the south side of Angel Street.

Zone E area codes

Code	Rationale	Implementation
E.1 Front gardens	<i>Planted front gardens help to maintain the suburban feel of the Zone E.</i>	<ul style="list-style-type: none"> New development should incorporate a front garden for each new dwelling.
E.2 Setback and building line	<i>Dwellings in the Zone E area are generally two storeys in height with a prominence of semi-detached and terrace dwellings. This creates an overall sense of harmony and cohesion.</i>	<ul style="list-style-type: none"> New development proposals should appropriately reference the height and typology of adjoining dwellings, not exceeding two storeys.
E.3 Connection and accessibility	<i>Zone E area contains multiple vehicular routes and through roads. The area also hosts multiple key community facilities.</i>	<ul style="list-style-type: none"> New developments in the area should reinforce permeability in the area to support active transport and be in accordance with the Suffolk Design: Streets Guide 2022. New developments which would result in an undue increase in traffic and congestion should be avoided.

Zone F - Oxford Drive and Aldham Mill Hill

Introduction

Primarily made up of a newly developed housing estate, Zone F is located on the northern edge of Hadleigh. Also, within the area is Morrisons supermarket which serves the rest of the town as well as surrounding villages, and the Beaumont Community Primary School. Finally, people living in the local area have direct access from the Oxford Road estate to one of the largest open space park areas within the town and which overlooks much of the character area.



Figure 56: High density residential development.



Figure 57: 2 storey house.

Layout

Most of the development is surrounded by green space which acts as a buffer between the built environment and Ipswich Road, however the character area is still bisected by the main road (Aldham Mill Hill) heading towards the town centre. The residential area streetscape is typified by narrow streets with higher density housing that front onto the road providing natural surveillance.

Heights

There is a mix of dwelling size, scale, and height across the area. Dwellings range from 2 to 2.5 storeys. Detached and semi-detached houses common across the area. The tallest structure is the Morrisons supermarket which has a locally sympathetic red brick facade with a metal roof.



Figure 58: Left over green space.

Streets

Zone F is a very well-connected part of the parish. Aldham Mill Hill is the main road in the area that connects Ipswich Road with the town centre. It also provides connectivity to Morrisons. This leads to these roads being quite busy throughout the day.

Within the residential development, Oxford Drive acts as a loop road which runs throughout the housing area with small cul-de-sac roads coming off of it, many of which are narrow. There is also a public footpath that cuts right through the centre of the development providing excellent connectivity from Boswell Lane and the woodland to the north of the character area.

Buildings

Many of the buildings in Zone F were built recently within the same housing development. They are typically flat faced and between 2 and 2.5 storeys in height. Detached and semi-detached houses with

pitched roofs are the predominant building typologies with red brick, yellow brick and render the typical building materials. This is subservient to the materials that are used throughout the rest of the town.

Buildings tend to have around a 5 metre setback from the road which provides space for small front gardens and limited off-street parking, thus resulting in on-street car parking throughout the character area.



Figure 59: Public footpath connecting the main road with the woodland to the north of the residential estate.



Figure 60: Example of on-street car parking.



Figure 61: The Morrisons supermarket in Hadleigh.



Figure 62: The park which borders the housing estate.

Zone F area codes

Code	Rationale	Implementation
F.3 Mobility	<i>The Zone F area is located close to the town centre and the Conservation Area. Mobility looks to improve connections by making them safer and more attractive to create direct and memorable routes.</i>	<ul style="list-style-type: none"> New developments in this area should seek to improve mobility towards the town centre as well as to the outskirts of Hadleigh. Active transport, such as pedestrian and cycling infrastructure should be prioritised. New development should follow the Suffolk Design: Streets Guide 2022.
F.4 Material and detail	<i>The Zone F area is made up of newly developed properties which use materials that are respectful to what is in the more historic part of the town.</i>	<ul style="list-style-type: none"> New development should seek to reference the material palette of neighbouring properties to strengthen the sense of a cohesive local material palette.
F.5 Parking	<i>The Zone F housing estate area is characterised by winding and narrow roadways which are not capable of supporting on-street parking.</i>	<ul style="list-style-type: none"> New developments should align with the Suffolk Guidance for Parking, found at: https://www.suffolk.gov.uk/asset-library/Suffolk-Guidance-for-Parking-31-October-2023.pdf

Zone G - Lady Lane Industrial Estate Area

Introduction

Zone G is located on the north eastern edge of the town bordering the A1071 Ipswich Road and the B1070 Lady lane. These 2 primary routes make it the ideal location for the industrial estate. Within the estate there are a mix of uses including: office space, a fitness studio, a recycling centre, building supplies shop, Jim Lawrence lighting manufacturer and Celotex.



Figure 64: Overhanging building connecting two facilities.

Heights

Building styles and heights vary throughout the area. Most of them are either 2 or 3 storeys in height with either flat roofs or shallow pitched metal roofs. This provides maximum space for the businesses that use the buildings.



Figure 63: Industrial estate entrance from the B1070.

Layout

The industrial estate is in a wedge between Ipswich Road and the B1070. Blocks are typically larger in Zone G compared to the other character areas because of the buildings that they contain being much bigger. Warehouse buildings are setback from the streets within the estate with large parking courts and delivery bays either at the front or at the side of the building.



Figure 65: Typical red brick buildings.

Streets

Roads are typically quite wide in this area, to allow for large heavy vehicles such as lorries to pass. They will need access for both supply and sometimes the delivery of stock. As well as this there are pavements on both sides of the road to allow for safe passage for pedestrians.

Buildings

Buildings within the industrial area are often large and well setback from the street allowing for parking and delivery space. In terms of building style there is no real consistency in Zone G. They vary in size and style depending on the use of the building. Materials vary from yellow brick with white render to metal and cladding and this likewise is dependent on the use that the building was built for.



Figure 66: Parking court in front of an industrial unit.



Figure 67: Example of the wide roads in Zone G.

Zone G area codes

Code	Rationale	Implementation
G.1 Height and roofline	<i>The Industrial areas on the outskirts of Hadleigh are both characterised by the nature of their use. Buildings in these areas do not reach higher than three storeys and have large footprints with generous spacing in-between.</i>	<ul style="list-style-type: none"> New development proposals in these areas should reflect the existing typology and roofline and avoid overwhelming the rural scale of Hadleigh, for example, by introducing tall or obtrusive industrial units.
G.2 Boundary treatment	<i>Zone G benefits from mature planted boundary treatments consisting of trees and hedgerows. This acts to screen the industrial buildings from the road as well as adding to biodiversity net gain via habitat creation.</i>	<ul style="list-style-type: none"> New developments should have well considered boundary treatments which are visually attracted and screen industry from sight lines. This protects the rural character of the area.
G.3 Car parking	<i>Industrial units generate high volumes of traffic congestion and are required to be accessible to heavy goods vehicles.</i>	<ul style="list-style-type: none"> New development proposals should provide sufficient parking and vehicular access to each unit, preventing on-street parking and vehicular clutter on nearby streets, or HGV movements on inappropriately narrow roads. Parking should be to the rear or side of building where possible.

Zone H - Weavers Meadow housing estate

Introduction

Lying north-east from the town centre this zone is mainly residential and dating from the 1960s, but with some pre-war ribbon-development along Lady Lane. and then continuing in the 2020s. The coming of the Hadleigh by-pass during 1983 set the parameters for future building. Most of this development was on a green field site.

Although this is a modern estate, it feels spacious with a variety of buildings. Shared roadways add to the feeling of space in the area. The new part of the development appears to be following a similar trend.

Layout

The different parts of the character area have different layouts. For example, the houses that line the B1070 are organised in a linear manner with large setbacks and vegetation dominated boundary treatments. On the other hand, the newly developed estate is made up of small residential blocks and cul de sacs.

Properties throughout the character area front onto the road, allowing for natural surveillance.

Heights

Both parts of the character area are made up of houses that are either 2 or 2.5 storeys in height. This means that the built environment is not overly intrusive on the bordering Suffolk countryside.



Figure 68: Public footpath within the new development.

Streets

Zone H is bordered by the Ipswich Road which is the primary route in the area, providing direct connections towards Ipswich (to the east) and Sudbury (to the west). The secondary routes within the character area are the B1070 which goes towards the town centre and Ellen Aldous Avenue which links up the newly developed estate. Coming off Ellen Aldous Avenue are various residential roads and culs-de-sac which are often quite narrow to create a pedestrian friendly environment.

As well as this there are several public footpaths scattered throughout the site, providing people with access towards the centre of Hadleigh.

Buildings

Zone H has a mix of detached, semi-detached and terraced housing. On the B1070 houses are typically detached with large setbacks, creating space for on-plot car parking. The building density is higher in the newly developed estate, and

this is supported by the use of both semi-detached as well as terraced housing.

The walling materials that are commonly used include red brick and white render, which is similar to what is found elsewhere in the town as well. The roofs on modern builds are



F.69

Figure 69: Example of the higher density of housing within the new development.



F.70

Figure 70: One of the secondary routes with a pedestrian crossing in the foreground.

Zone H area codes



Figure 71: Green space and tailing pond.



Figure 72: Example of some of the taller buildings in the character area.

Code

H. 1 Open space

Rationale

The Zone H area benefits from several areas of open green space which are dispersed throughout the development. This provides leisure space and reinforces a sense of openness.

Implementation

- New development proposals for multiple dwellings should include public green space in their layout.
- New development proposals must not negatively impact existing green space by infringing or limiting access.

H.2 Typology and form

The Zone H area is made up of a single development and for this reason it has a cohesive form and style. Dwellings are two storeys with a standard roof pitch and material palette.

- New development proposals should reflect the existing typology of the area, long rows of terraced dwellings should be avoided.

H.3 Connections and movement

It is essential that the design of new developments incorporates the needs of pedestrians and cyclists. The Zone H area has defined street hierarchy which facilitates future development to the south and potential future connections.

- New development proposals should have permeable layouts with cul-de-sacs which are relatively short and provide pedestrian links.
- New developments should follow the Suffolk Design: Streets Guide 2022.

H.4 Views and green gap

The Zone H area is defined by its location on the town's fringe and its connection to the surrounding landscape. This is achieved through its layout which allows for viewpoints east to the agricultural hinterland.

- New development proposals should ensure that setbacks and distances between buildings are sufficient to allow for views eastward through the development.
- New development proposals should avoid blocking existing outward views into the countryside.

Zone I - Settlement outliers

Introduction

In contrast to the previous zones, Zone I comprises three separated groups of buildings located within or on the edge of the countryside surrounding Hadleigh. All the three groups of Coram Street, Stone Street & Friars Hill Farmstead have similarities in being long established and each possessing listed buildings. Coram Street and Friars Hill are on hilltop locations west of the town, whilst Stone Street is set in the valley on the west bank of the River Brett, north of the town.

Layout

Friars Hill Farmstead and Coram Street and Stone Street are all rural in character. The Coram Street hamlet, of some dozen properties, is set in a wedge of land at the western end of Coram Street at its junction with the A1071 Hadleigh bypass. The area is relatively level and located at the summit of a ridge of land set between Kersey Vale and the Brett River Valley. Friars Hill Farmstead comprises a tight grouping of some 5

residential properties and the large Hadleigh Hall Care home, all set on the south side of Coram Street and Friars Road, whilst Stone Street is a ribbon of about 10 properties, fronting the street and generally of modest proportions and height and having a rendered and painted finishes.

Heights

The few buildings that are in Zone I are typically 2 storeys in height. This allows for the trees to dominate the skyline, and high hedges creating a rural feel to the character area.



Figure 73: View from the road running into Coram.

Streets

The small settled outlier of Coram Street has, on the south of the road, several old converted barns and listed farmhouses, whilst on the north side are a collection of various modern housing types. The newer housing is fortunately well screened on all sides by high hedges and the A1071 which also prevents any further northward extension of buildings. There are three principal rural footpaths radiating from the hamlet leading to Kersey village, Stone Street and Hadleigh Town Centre. The Stone Street dwellings are all situated off the busy A1141 and generally have a built up frontage, but with opportunities for possible infill developments.

Buildings

Buildings in Zone I are typically large and detached with generous front and rear gardens particularly in the settlement outliers off Coram Street. This adds to the rural feel of the area. Some of the properties in the area date back to the 17th century and some of the significant

ones include Coram Street Farmhouse and Coram Lodge Farm. In Stone Street the dwellings are generally noticeably smaller and of cottage proportions.



Figure 74: Northward view of Stone Street.



Figure 75: Historic property in Coram.



Figure 76: View from Coram Street towards Fairs Road and the entrance to Hadleigh.

Zone I area codes

Code	Rationale	Implementation
I.1 Accessible and attractive footpath network/ access to the countryside	<i>The surrounding countryside is a huge asset to Hadleigh and the surrounding settlements and therefore it is important any new development to make the most of it by introducing new connections and improving existing connections to the countryside.</i>	<ul style="list-style-type: none"> Existing footpaths should be better maintained to link up with rural settlements and countryside to create a network of green walking routes and promote biodiversity. Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths within and beyond the parish.
I.2 Biodiversity	<i>There is the chance that development in the Zone I area could have a negative impact on biodiversity and therefore should be protected.</i>	<ul style="list-style-type: none"> Biodiversity, woodlands, hedgerows, ditches should be protected and enhanced from development. Any development should seek to significantly uplift the areas biodiversity.

Zone I area codes

Code	Rationale	Implementation
I.3 Connections and movement	<i>It is essential that the design of new developments incorporates the needs of pedestrians and cyclists to create a safe environment in fast rural roads.</i>	<ul style="list-style-type: none"> • New development proposals should seek to provide 2 metre wide pedestrian refuge along road frontages, to provide safe areas for pedestrians. • New developments should follow the Suffolk Design: Streets Guide 2022.
I.3 Scale and massing	<i>The properties in Zone I are generally detached, rendered and often of a cottage scale and character.</i>	<ul style="list-style-type: none"> • New developments in this area should reflect the overall scale and height of buildings to support harmony of the rural built environment.



Checklist

04

4.1 Checklist

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

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

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- How much extra local area biodiversity can be added above the minimum requirements?
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?

3

Building line, access 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?
- 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?
- Does the proposal affect or change the setting of a listed building or character of the Conservation Area?

4

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?

5

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?

6

Building materials & surface treatment:

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

7

Buildings layout and grouping:

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

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?

8 (continues)

Household extensions:

- 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

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?
- Have electric vehicle charging points be provided? if not, why not?
- 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?

