

# Cheveley

DESIGN GUIDANCE  
AND CODES

FINAL REPORT |  
July 2023



View of Church of St Mary from the High Street

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Introduction

# 01



Flint house located within the Cheveley Conservation Area

# 1. Introduction

**Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Cheveley Parish Council. The support is intended to provide design guidance and codes based on the character and local qualities of the area to help influence residential developments.**

## 1.1 Purpose of this document

The Neighbourhood Plan Steering Group has sought to develop a set of design codes guiding any future development in the parish.

The National Planning Policy Framework (NPPF; 2021, paragraph 127) states that “Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers.”

The stages of production for this document are outlined here:

### STEP 1

Meeting with the group and site visit.

### STEP 2

Urban design and local character analysis.

### STEP 3

Preparation of the design principles, guidelines and codes to be used to inform the design of the Parish and future developments.

### STEP 4

Draft report with design guidelines.

### STEP 5

Submission of a final report.

## 1.2 Area of study

Cheveley is a small village and civil parish that is located in Cambridgeshire, just south of the market town of Newmarket. It is a village that is surrounded by arable farmland and studland, some of which offers countryside views to the houses on the edge of the settlement.

The B1063 connects the village to Newmarket where there is a railway station proving routes to both Ipswich (to the east) and Cambridge (to the south-west). The other method of accessing these places is via the A14 which is just north of Newmarket. As well as this there are 4 separate bus routes that stop in the village which offer a more environmentally friendly way of getting around the local area.

The origin of the village dates to the tenth century. Its name is first attested in the Domesday Book of 1086 and derives from Old English. This is supported by the remains of Cheveley Castle a scheduled monument and the several listed buildings scattered throughout the parish. In the mid-2010s, a

smithy in use between c.1100 and c. 1220 was excavated by Headland Archaeology. It had been temporarily abandoned in the 1140s and 1150s, probably due to the chaos of The Anarchy.

The amenities within the parish include: The Red Lion pub, a primary school, a church, a village hall and a sports pavilion. Furthermore, the nearby town of Newmarket has plenty of other amenities such as shops and 2 famous race courses which hosts events throughout the year. As figure 3 shows, it is important to note that part of the built up area in the parish adjoins with Newmarket and therefore has a slightly different character to the villages of Cheveley and Broad Green.



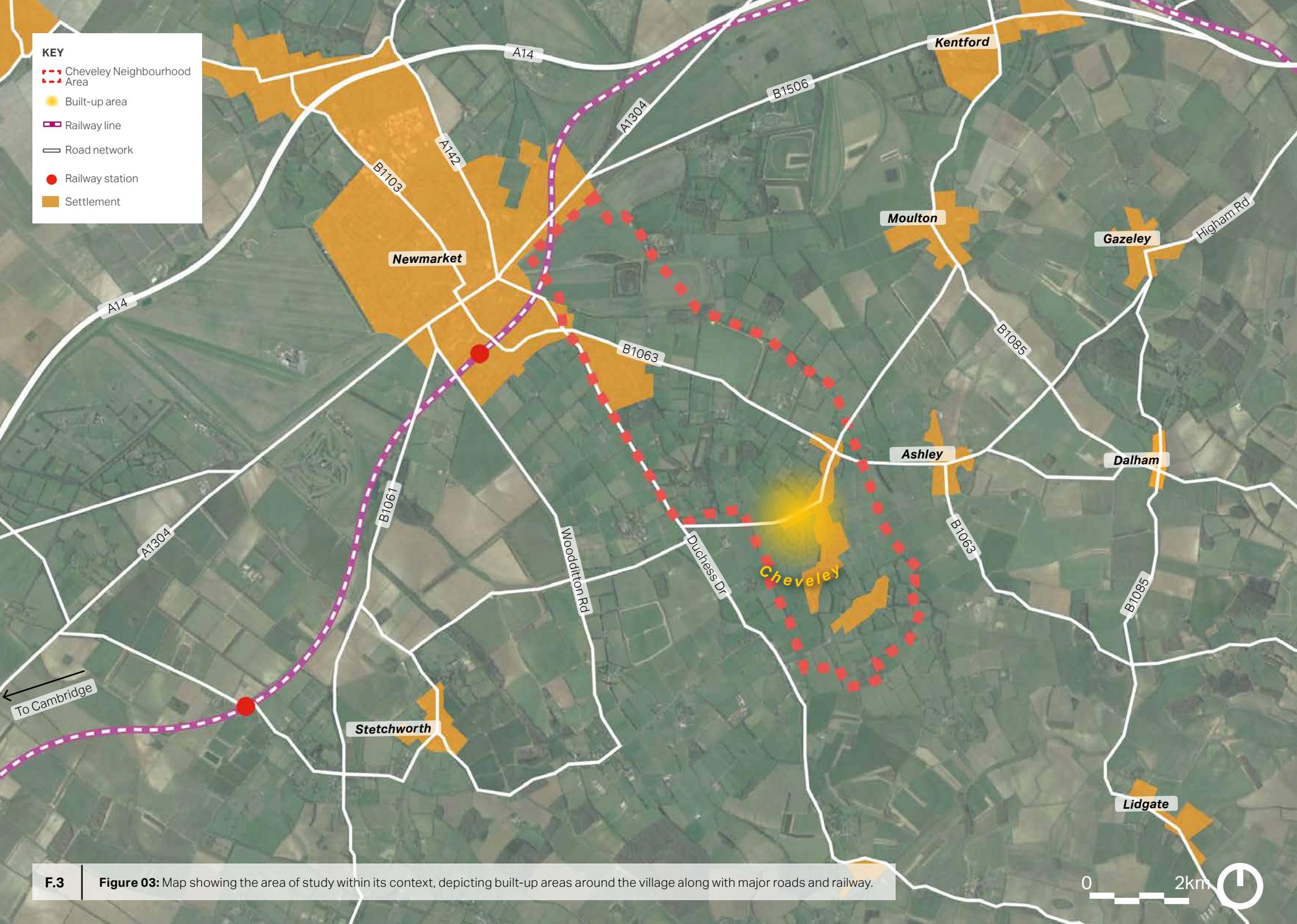
F.1

**Figure 01:** Thatched listed cottage in Cheveley village.



F.2

**Figure 02:** The Church of St Mary in Cheveley village.



**KEY**

- - - Cheveley Neighbourhood Area
- Built-up area
- Railway line
- Road network
- Railway station
- Settlement

**F.3** | **Figure 03:** Map showing the area of study within its context, depicting built-up areas around the village along with major roads and railway.



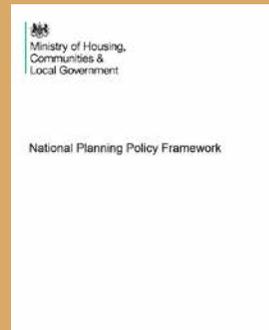
## 1.3 Design guidance and best practice

This section summarises the relevant design policy, guidance and evidence base produced at national, county and district levels which have informed this design code. Any new development applications should be familiar with these documents.

It is also important to make sure that all design guidance and supplementary planning documents at both national level and local level that are used are fully up to date.

### National Design Guidance

2021



**National Planning Policy Framework -** Department for Levelling Up, Housing and Communities

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that: “the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and outlines that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.”

2021



**National Design Guide -** Department for Levelling Up, Housing and Communities

The National Design Guide sets out the government’s ten priorities for well designed places and illustrates how well-designed places can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework’s objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021



**National Model Design Code** - Department for Levelling Up, Housing and Communities

The draft National Model Design Code provides guidance on the production of design codes, guides and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends methodology for capturing and reflecting views of the local community.

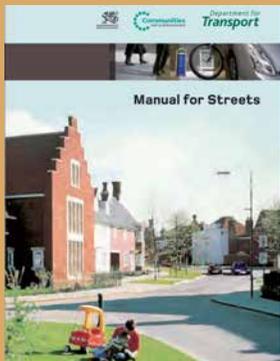
2020



**Building for a Healthy Life** - Homes England

Building for a Healthy Life updates Homes England’s key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods distinctive places and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the design quality of developments.

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.

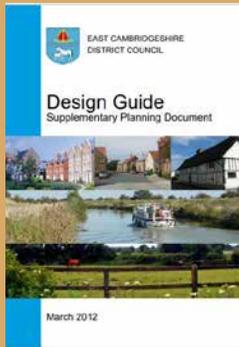
2015



**East Cambridgeshire Local Plan-** East Cambridgeshire District Council

This Local Plan sets out a blueprint for the future growth of East Cambridgeshire. It looks at how much, where and when development should take place and sets out a site specific vision for Cheveley. It seeks to ensure that development in the district is 'sustainable' and meets the needs of the local area. The Local Plan covers the period up to 2031. Under section 17 of the Planning and Compulsory Purchase Act 2004 the Local Plan has undergone a 1st review in 2015 and 2nd review in 2020. The outcome of this Second Review is that East Cambridge Local Plan 2015 does require to be revised, but only partially and only in respect of its strategic housing policies.

2012



**Design Guide Supplementary Planning Document-** East Cambridgeshire District Council

The overall purpose of this guide can be understood by considering the primary objectives for development within East Cambridgeshire- Innovation, Imagination and Creativity. The guide sets out the requirements and aspirations for development within East Cambridgeshire and hopes to encourage sound building principles, combined with innovation and excellence in design.

2021



**Climate Change Supplementary Planning Document-** East Cambridgeshire District Council

This SPD builds upon the 'Environment and Climate Change' section of the Local Plan (April 2015) as well as responds to National Planning Policy and guidance.

**Neighbourhood Area  
Context Analysis**

**02**



Image taken from the bottom of Centre Drive in the north ward

## 2. Neighbourhood Area Context Analysis

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

### 2.1 Movement network

Cheveley parish borders the town of Newmarket, with some of the development in the north ward even being considered a suburb of the town. There are two main roads that connect the town of Newmarket with the rest of the parish, and these are the B1063 and Duchess Drive. Both roads are busy particularly at commuting times, as well as having fast moving traffic on them which is a cause for concern for many residents.

Within the built-up areas, there are two common street typologies. Firstly, there are linear streets with properties lined up facing the road and each other, thus allowing for natural surveillance. As well as this there are an abundance of cul-de-sacs, which is common in rural British areas. In Cheveley Parish these sometimes come in the form of back land developments which are also a growing concern for residents.

In terms of public footpaths and other permissive paths, Cheveley is fortunate to have an abundance in availability for the local residents. These both come within the built up area, for example in the Meadows development, and towards the countryside, such as the route up towards the stud just off Ashley Road. As well as this there is Icknield way which runs through the parish, part of which is a public bridleway.

There are currently no cycle routes on the road within the parish, which limits cycling especially along the busy B1063 and Duchess Drive. However there are infrequent local buses which provide services to connect people with the rest of the parish and Newmarket.

### KEY

- Roads
- Railway line
- Railway station
- Settlement
- Primary road
- Secondary road
- Residential road
- Cul-de-sac
- Public footpath



F.4

**Figure 04:** Map showing key road networks and the Public Rights of Networks connected to the countryside.



**Figure 05:** Example of green public space with footpath within the Meadow development.

**Figure 06:** Ashley road which is a 40mph speed limit even within the built up area.

**Figure 07:** Cul-de-sac which is newly developed within Cheveley.

**Figure 08:** View down Centre Drive.

## 2.2 Historic assets

Cheveley is a place which holds significant historic value through both its buildings and the natural environment. Within the parish there are over 30 listed buildings as well as the scheduled monument. Cheveley Castle is the only Edwardian castle in Cambridgeshire and is one of very few castles in the county to demonstrate evidence of stone construction. Despite the demolition and robbing, the foundations of the walls, the drawbridge and three of the corner turrets are believed to survive substantially intact providing a complete plan of the curtain wall.

The central part of Cheveley village has been designated a Conservation Area and contains an early 14th Century church and a number of thatched cottages. The community of Cheveley Park and part of the fringe of Newmarket is considered to form part of Cheveley parish, although they are separate settlements.

Some buildings within the conservation area that are worth noting are: the Church of St Mary, the primary school, Rayes House, Glebe House and The Old Hall.

There are other historic assets outside of the conservation area such as an old war bunker on Ashley Road and the Studs which have been used to breed race horses for decades.



F.9

**Figure 09:** Listed Thatched house which used to be a pub in Cheveley.



F.11

**Figure 11:** St Mary Church in Cheveley.

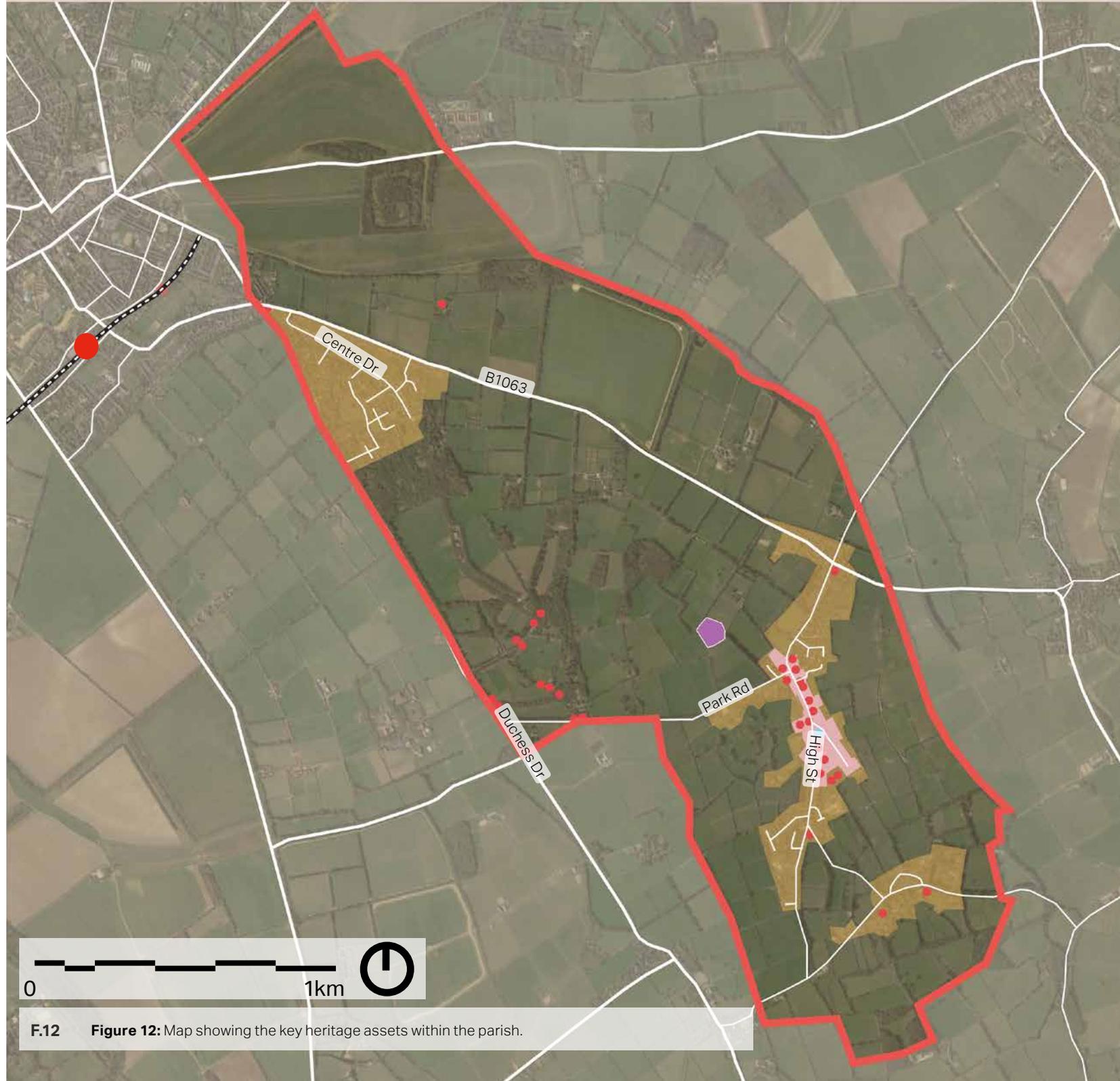


F.10

**Figure 10:** The Old Hall - located in the Cheveley conservation area.

**KEY**

- Roads
- Railway line
- Settlement
- Grade II Listed Building
- Grade I Listed Building
- Scheduled monument



**F.12** Figure 12: Map showing the key heritage assets within the parish.

## 2.3 Landscape and open space network

Despite being so close to Newmarket and not too far away from the City of Cambridge, Cheveley has a very rural feel to it. This is something that residents value highly and would like this character to remain. This statement is backed up by the various land-based designations that are in place to protect the natural environment.

There are areas of deciduous woodland scattered all over the parish, which are typically defined as woodlands with mature trees with broad leaves that vary in shape, and which don't have needles. As well as this there are small patches of traditional orchards in the western part of the parish.

The grassland in the northwest of the parish is designated as lowland calcareous meaning that it is a softly rolling pastoral landscape. This is supported by the topography of the land that Cheveley parish is built on.

Much of the countryside is owned by horse racing companies as it is used as studland to breed and graze horses on. The Newmarket Racecourse is just a few miles from the parish and brings a lot of people into the area in the short, medium and long terms.



**F.15**

**Figure 15:** Deciduous woodland at the top of Centre Drive.



**F.13**

**Figure 13:** Green Network integrated into the built environment with a kids play park.



**F.14**

**Figure 14:** Cheveley recreation ground.

**KEY**

-  Roads
-  Railway line
-  Railway station
-  Settlement
-  Deciduous woodland
-  Studland
-  Lowland calcareous grassland



**F.16** Figure 16: Map showing the green infrastructure within the parish.

## 2.4 Topography and flood risk

The parish is located in the rolling hills of East Cambridgeshire which offers the community with attractive views as well as interesting countryside walks. The northern end of the parish, Moulton Road, presents one of the most iconic views of the area around Newmarket where views extend south across the parish and west over Newmarket and beyond towards Cambridge. Ashley Road is in the bottom of a valley between 2 hills, which has resulted with it being within a Flood Risk 3 zone.

Development within Flood Risk Zone 3 is required to submit a flood risk assessment as part of its planning application which determines if the site is classified as flood zone 3a or 3b, as well as reviewing the flood risk of the site and proposing suitable mitigation measures. This means that the development that occurs in Flood Risk Zone 3 is controlled by the vulnerability of the use and whether it is in zone 3a or 3b.



F.17

**Figure 17:** Image displaying the topography of the hill facing Ashley Road.

**KEY**

-  Roads
-  Railway line
-  Railway station
-  Settlement
-  Flood risk zone 2
-  Flood risk zone 3
-  Contour lines



**F.18** Figure 18: Map showing topography and flood risk in the parish.

**Parish Character  
Assessment**

**03**



Listed building within Cheveley Conservation Area well guarded by vegetation

# 3. Parish Character Assessment

## 3.1 Defining the Character Areas

Following on from the analysis set out above, this part of the report focuses on the different built character areas within the parish. The different areas are characterised by variations in topography, movement, views and landmarks, green space and landscape cover, public realm and streetscape, built form and architectural details.

The parish of Cheveley as it stands today has four character areas (See Figure 19), which have been defined with the Neighbourhood Steering Group, and are as follows:

- CA1- Newmarket Suburb
- CA2- Cheveley Village
- CA3- Conservation Area
- CA4- Broad Green

**CA1- Newmarket Suburb**

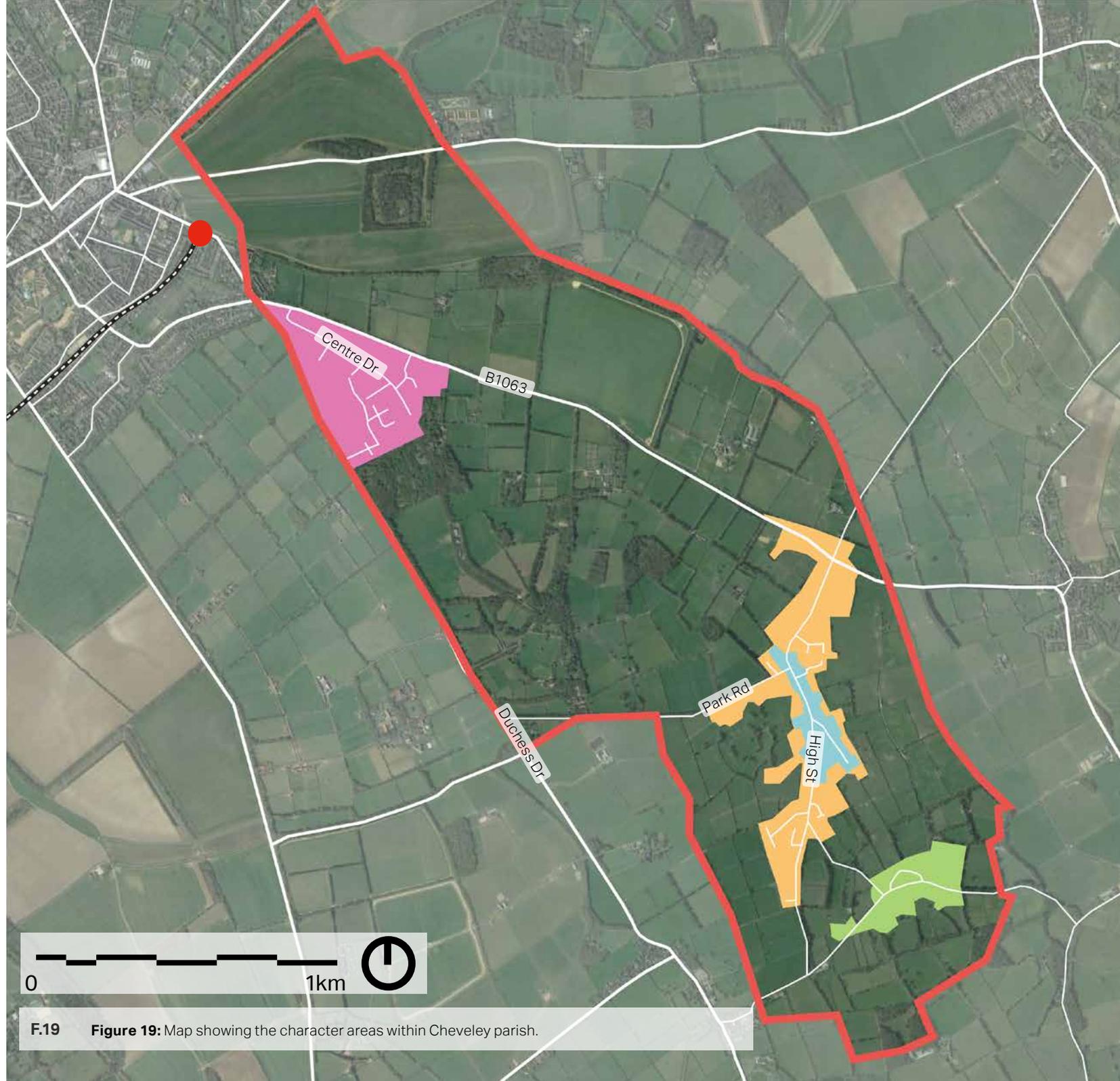
**CA2- Cheveley Village**

**CA3- Conservation Area**

**CA4- Broad Green**

**KEY**

- Roads
- Railway line
- Railway station
- Newmarket suburb
- South ward (excluding conservation area)
- Conservation area
- Broad Green



**F.19** Figure 19: Map showing the character areas within Cheveley parish.

# CA1- Newmarket suburb



03

The Newmarket suburb is a residential area which is located in the north of the parish attached to the town of Newmarket. The developed area is found between Duchess Drive and Ashley Road which are the 2 main roads in the parish. This area is also commonly referred to as the 'north ward'.

<b>Land Use</b>	The majority of the character area is made up of residential development of different typologies and ages, however there are some examples of small businesses as well as local tennis courts.
<b>Pattern Of Development</b>	There are three main routes in the Newmarket suburb area and these are Ashley Road, Duchess Drive and Centre Drive. Along these routes there is a clear linear development typology. Particularly along Centre Drive, properties have been developed over time facing one another, which allows for active frontages. As well as this there are several cul-de-sac type estate developments such as Meadow Lane. Finally, something that is happening more often is backland development in peoples back gardens. This raises concerns over access points.
<b>Building Line/Plot Arrangement</b>	Buildings are typically well set back with enough space for on plot car parking. This allows for a consistent building line, which is even more so the case in the linear parts of the character area.
<b>Boundary Treatment</b>	There is a combination of low brick walls, timber fencing and vegetation used for boundary treatment in the character area. These allow for adequate levels of privacy while also preserving the feel of natural surveillance on the streets.
<b>Heights &amp; Roofline</b>	Buildings in the character area range in height between 1 and 2 storeys. There are also some properties along Ashley Road which have roof dormers where they have had a roof extension
<b>Materials</b>	Within this character area there is a wide range of materials that are used. These include: red brick, yellow brick, render, weatherboarding, slate tiles and red pantiles.
<b>Public Realm</b>	The most notable public realm feature is the network of green spaces within the Meadow Lane development which has excellent public footpaths and a kids play park.

# Newmarket suburb images

03



**Figure 20:** Centre Drive, an example of a linear development in the Newmarket suburb character area.



**Figure 21:** Estate style development within the character area.

**Figure 22:** The public footpath and part of the green network in the Meadow Lane development

**Figure 23:** Example of a well setback property with space for on-plot car parking.

**Figure 24:** Example of one of the buildings along Ashley Road which has had a roof extension and a large dormer window put in place.



## CA2- South ward (excluding conservation area)



03

Cheveley is a historic village with a low density rural feel to it. The character area is located in the centre of the parish. It is accessible from Newmarket via the B1063.

<b>Land Use</b>	The majority of the character area is low density residential with open views to stud grassland to the rear. There are a number of green spaces including at the Recreation Ground, Broomstick Corner, the Paddocks and Park Road. As well as this there is The Red Lion pub and the village sports pavilion.
<b>Pattern Of Development</b>	The part of Cheveley that is not inside the conservation area is mainly made up of linear style streets and cul-de-sacs with rows of houses on either side of the road.
<b>Building Line/Plot Arrangement</b>	Buildings are typically generously set back from the road with front gardens including on-plot parking and garages for at least one car. This creates a fairly consistent building line, particularly in areas such as High Street. The gaps between properties is larger towards the edge of the settlement, providing views towards the countryside and an increased rural feel.
<b>Boundary Treatment</b>	Low brick or flint walls and timber fences are common throughout Cheveley, however the most common feature along boundary lines is vegetation. This adds to the rural feel of the village.
<b>Heights &amp; Roofline</b>	Buildings are typically between 1 and 2 storeys, with the skyline being dominated by mature trees. The linear style of High Street and Ashley Road create a relatively consistent roofline, whereas this is more broken up within the cul-de-sac developments.
<b>Materials</b>	Red brick and light renders are typical for the character area. The prominent tile is brown, however there are a couple of houses with slate roofs.
<b>Public Realm</b>	Pavements are wide in Cheveley and there is on street parking along the High Street. As well as this there is the pavilion and recreation ground which is the largest green public open space within the village.

# CA2- South ward (excluding conservation area)

03



**Figure 25:** Example of recently developed housing in the Paddocks development that is respectful to the local character.

**Figure 26:** Terraced housing along the Cheveley High Street.

**Figure 27:** Detached house with weatherboarding along the High Street.

**Figure 28:** The Cheveley wall on the High Street, which locals see as a locally important feature.

**Figure 29:** Village recreation grounds.



## CA3- Conservation Area



03

The central part of Cheveley Village located along the High Street, has been designated a Conservation Area and contains an early 14th Century church and a number of thatched cottages. There are several listed buildings within the conservation area including the Church of St Mary, the primary school and the Glebe House.

<b>Land Use</b>	The predominant land use within the conservation area is low density residential housing, although there is also the primary school and the Church of St Mary which are both listed buildings.
<b>Pattern Of Development</b>	Much of the conservation area has developed in a linear style along the High Street, leading to active frontages and natural surveillance along the street. There are also a couple of cul-de-sacs such as Church Terrace and Church Lane.
<b>Building Line/Plot Arrangement</b>	There is a relatively consistent building line, with properties generously set back from the road. This allows for front gardens and driveways meaning that there is on-plot parking. Furthermore, houses within the conservation area typically have large countryside facing rear gardens.
<b>Boundary Treatment</b>	Boundaries between houses and streets are typically buffered by low flint walls and hedgerows. Buildings are set back from the streets to provide privacy, whilst maintain passive surveillance for the streets.
<b>Heights &amp; Roofline</b>	Houses predominantly are one and a half to two storey in height and the majority of house roof styles are pitch or hipped.
<b>Materials</b>	Red brick, flint, light render, red pantiles, brown tiles, thatched and cobble.
<b>Public Realm</b>	There are narrow footpaths on the side of the road and overhanging trees create a sense of enclosure. Landmark buildings such as the church are framed well by the streetscape.

# Conservation area images

03



**Figure 30:** Listed building which used to be a pub.

**Figure 31:** The Church of St Mary.

**Figure 32:** Thatched cottage within the conservation area.

**Figure 33:** Cottages with on plot parking within the conservation area.

**Figure 34:** Glebe House.



# CA4- Broad Green



03

Broad Green is a tiny hamlet located south of the village of Cheveley on Saxon Street Road. There is a group of historic buildings clustered around a village green. As well as this there is a manor south of the road and studland surrounds the settlement, like much of the rest of the parish.

<b>Land Use</b>	The area is residential and the green space around is typically used as studland.
<b>Pattern Of Development</b>	Properties look to have developed surrounding the green off Saxon Street Road. Most of these buildings face onto the road, creating natural surveillance for pedestrians. There are several historic buildings, two of which are grade II listed.
<b>Building Line/Plot Arrangement</b>	Buildings are typically set back by approximately 5 metres from the road and front directly onto the street. This helps create a relatively consistent building line even though there is a very low density and houses are often well spread out.
<b>Boundary Treatment</b>	Predominantly vegetation such as hedges and other shrubs which helps add to the rural feel of the character area. As well as this there are examples of timber fences and low brick walls.
<b>Heights &amp; Roofline</b>	Houses range between 1-2 storey in height. Typical rooflines include pitched or hipped pantiled roof with chimney stacks.
<b>Materials</b>	Red brick, white/cream render, timber frame , red pantiles, brown tiles and thatched.
<b>Public Realm</b>	There is no pavement on either side of the road in Broad Green, however grass verges provide relief for pedestrians in the case of oncoming traffic. As well as this there is a village common space which had a few trees on it. This is a place for unplanned play and just for getting to nature without having to travel far.

# Broad Green

03



**Figure 35:** Historic building in Broad Green with circular timber framing.

**Figure 36:** Typical hedge boundary treatment that is found within the character area.

**Figure 37:** The Broad Green common and cottages facing onto it.

**Figure 38:** The green space that surrounds the hamlet - some of which is used as studland.



**Design Guidance  
and Codes**

**04**



Glebe House, located in the heart of Cheveley

## 4. 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 Cheveley Neighbourhood Plan 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.

### 4.1 Design guidance and codes

The following section describes a set of design codes that have been put together based on the existing context of Cheveley.

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

The design codes have been split into two categories. The first section is relevant to the whole Neighbourhood Plan Area while the second section introduces design codes for each of the identified character areas and therefore codes may not be applicable to the whole of the parish. More detail about this structure is provided in **section 4.1.3**. Both national and regional guidance, outlined in chapter 1, should be read in conjunction with these codes. These codes act as a support to these documents and should not be considered in isolation.

#### 4.1.1 The importance of good design

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

Research, such as for the Government’s Commission for Architecture and the Built Environment (now part of the Design Council) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

This document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

## 4.1.2 Placemaking and Design Codes

These design codes are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes, green spaces, and the interfaces between them.

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

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals. These key principles should be considered in all cases of future development as they reflect positive placemaking and draw on the principles set out in many national urban design best practice documents including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium.

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context.

The local pattern of lanes 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 the first three chapters, as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings.

### 4.1.3 Structure of the design codes

Based on the understanding gained in the previous chapters, this section will identify design codes for future development to adhere to. As identified in the diagnostic

report and following the meeting with the group, the following design codes have been created to apply to the whole Neighbourhood Plan area. After introducing the design guidelines and codes for the whole village, **Section 4.2** shows how to apply the codes into the character areas analysed in chapter 3.

## SL. Settlement Layout

## SP. Streets and Parking

## B. Built Form

## EE. Environmental and Energy Efficiency

# SL. Settlement layout

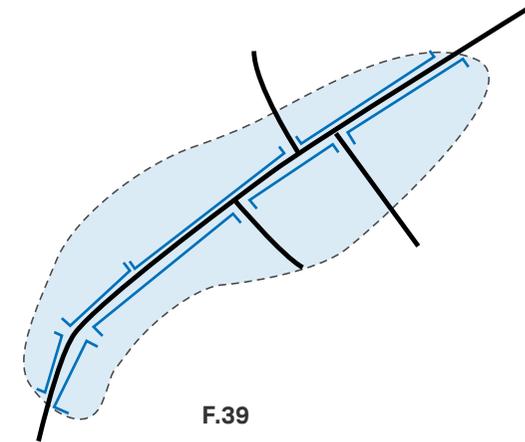
## SL 01- PATTERN OF DEVELOPMENT

Cheveley has a linear development with recent development evolving around the main core. Any new development should respect the following principles:

- Proposals should maintain the continuity of built form along the main routes. However, buildings should not be repetitive, and should provide a variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include tall trees, hedgerows and the boundary walls, post with wrought iron metalwork bars typical of the village to increase the sense of enclosure and linear form;
- Linear pattern settlement is found in both the north ward (for example Centre Drive) and in the south ward (the High Street in Cheveley). Buildings typically orientate inwards towards the main road and turns its back towards the landscape to the

rear. Building frontages should reinforce the linearity of the street, where possible; and

- Boundary treatments can vary, from low flint walls in the conservation area to soft landscaped edges in Broad Green. Residential development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside and studland should be avoided.



**Figure 39:** Diagram showing the linear pattern development.

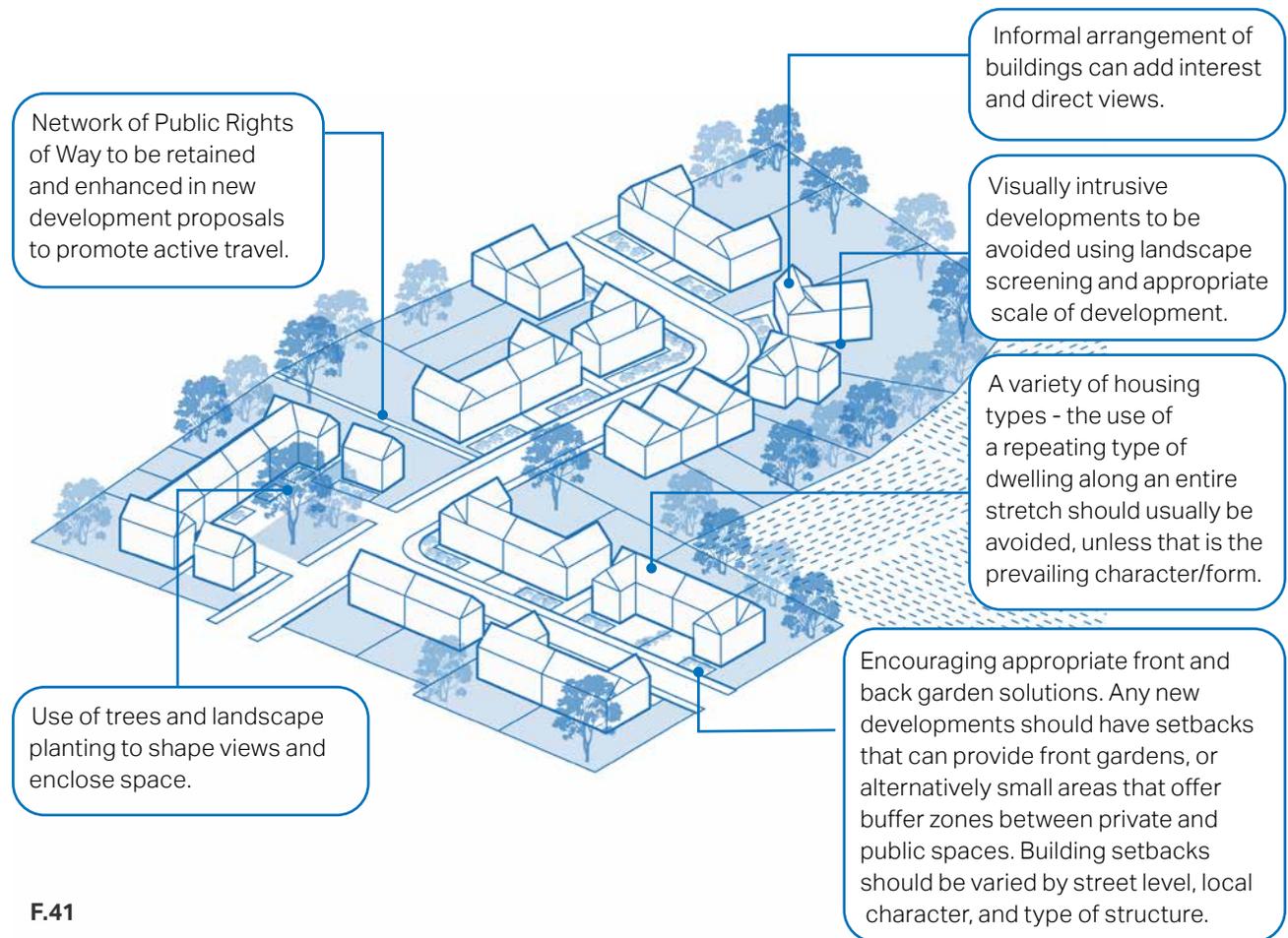


**Figure 40:** Cheveley village linear streets and main routes through the parish.

## SL 02- LAYOUT OF BUILDING

The Parish owes much of its character to the historic pattern and layout of its buildings and settlements. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

- Development should adopt the enclosure characteristics demonstrated in the village. New development should strive to knit in with the existing settlement morphology by adopting similar characteristics;
- Development should be considered strategically at the settlement level and should not be considered in isolation;
- New development should be planned to be well connected, promoting active travel at all times, providing plentiful non-vehicular connections;



**F.41**

**Figure 41:** Diagram showing layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solution which could positively contribute to local character.

- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context. The following page illustrates some precedent examples from the existing Neighbourhood Plan Area; and
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally.



F.42



F.44



F.43

**Figure 42:** View of the building line down Centre Drive, which used to be a railway line to the manor house.

**Figure 43:** Semi-detached housing fronting onto a residential street, The Paddocks.

**Figure 44:** Example of a property in Cheveley which is well set back with a hard boundary .

## SP. Streets and parking

The following pages set out policies to consider when developing both existing and new development within Cheveley. They are generic design codes that apply to all areas of the parish and are not specific to one character area.

The following street typologies are general guidance for new development and should be read alongside appropriate county and national guidance along with referring to more specific street codes set out in the character area codes later in the report.

The two street typologies include the main access street, the general street and the edge lane.

## SP 01- GENERAL STREET

The general street type is the prevalent street across the new development. The desired design features for this street type are:

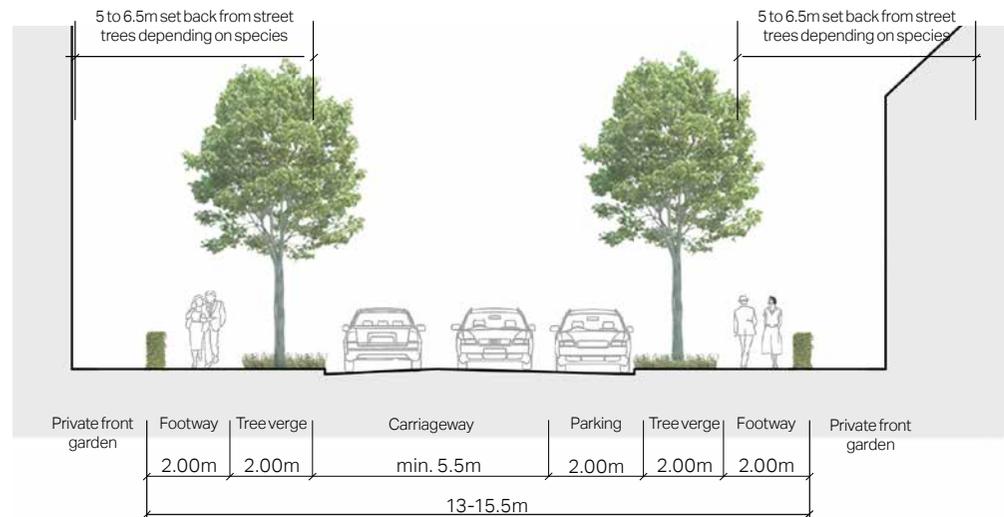
- Where applicable and practical, speed limits should be 20mph with low traffic volumes and low speed and include design elements for traffic calming e.g. minimising the corner kerb radius, horizontal deflection, and the like;
- Carriageways should accommodate two-way traffic and parking bays should be designed for cyclists to mix safely with motor vehicles;
- Front gardens should be well planted to create an attractive environment;
- Preferably, locate parking to the side of the property to mitigate the impact of cars on the streetscape;
- If cars are parked at the front, at least 50% of the frontage should be landscaped and with a property boundary treatment;

- As part of Cheveley’s defining character, street trees are important and also help to mitigate climate change. If this is not possible, front gardens should be deep enough to plant trees; and
- Avoid using cul-de-sac solutions; instead use street furniture (e.g. bollards) to stop vehicle circulation whilst allowing other movement types.



F.45

**Figure 45:** An example of a typical winding residential street in Cheveley where the winding nature of the road means that traffic has to move slowly.



F.46

**Figure 46:** Illustrated street section of a general street that can be considered in new development.

## SP 02- EDGE LANE

This street type is used at the edges of development, where the village meets the countryside or woodland areas and a positive transition is required. The desired design features for this street type are:

- Speeds must be 20mph or less, to create a quieter environment;
- These lanes can gently meander, softening the presence of the street, providing interest and evolving views whilst helping with orientation;
- Circulation is usually in the form of a shared lane between 6 and 8m hosting all modes of transport (i.e. pedestrian, cycling and motor vehicles) sometimes with no footways. This is seen in the Edge Development and some part of Modern Estate Character Areas;
- Providing a planting buffer and landscaping between the edge of the carriageway and the countryside in

order to: protect countryside areas, provide transition and control pedestrian accessibility where required. The use of hedgerows where edge lanes face onto agricultural land is particularly encouraged;

- Connect the edge lane to paths, other public rights of way and the general movement network;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures are used instead of kerbs or road markings; and
- Swales and rain gardens could also be added into the landscaping to address any flood issues.



**Figure 47:** Diagram of a suitable edge lane used at the edge of the built-up areas to act as a transition into the countryside.

## SP 03- ACTIVE TRAVEL

Increasing the number of residents walking and cycling around the village is an important part of improving health and the quality of their experience.

- Where there is a choice, new development in Cheveley should be selected where it would generate the least amount of car movements and be within a comfortable distance of local services. This will help to promote active travel, an important feature in 'liveable' neighbourhoods;
- New development should ensure that pedestrian and cycle routes are incorporated into new designs ensuring that the option to travel on foot or by bike is incentivised;
- These routes should link to key services in Newmarket to the Conservation Area and other existing routes to form a network of walkable areas;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users to be catered for when designing new development;
- Walking routes along a roadway should provide safety from vehicles on the road. This requires a footway, grass verge or pavement that is wide enough to ensure pedestrians do not conflict with vehicles;
- Walking routes should not pass through hazardous areas such as fields with large animals, dykes, ditches or areas of flooding; and
- On street car parking should be discouraged and other traffic control measures should be put in place in areas that are frequently used by horse riders, of which there are many in the parish.



F.48

**Figure 48:** Icknield way footpath looking across to Ashley from the village.

## SP 04 - CAR PARKING

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of permeable surfaces;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, complemented by on-street parking;
- For family homes, cars should be placed

at the side (preferably) or front of the property. For small pockets of housing, a rear courtyard is acceptable;

- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving. 1 or 2 bedroom dwellings should provide at least 1 on-plot parking space. Dwellings with 3 or more bedrooms should provide 2 on-plot parking spaces.



F.49

Figure 49: On-street parking on the High Street in Cheveley.



F.50

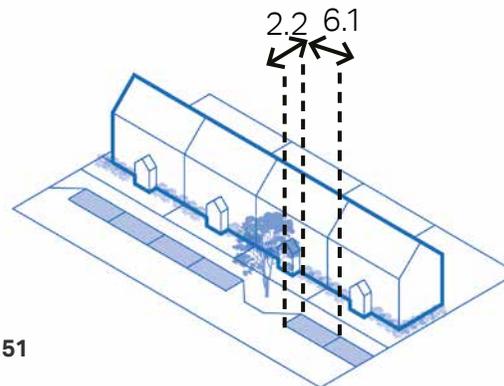
Figure 50: On-plot parking in Cheveley .

## ON STREET PARKING

On-street parking is the only parking option for some buildings within the Conservation Area such as the primary school at pick up and drop off times. In order to reduce the visual impact of parked cars on the street, on-street parking as the only means of parking should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, horse riders and other vehicles, and can serve a useful informal traffic calming function. Limited on-street parking can have a traffic calming function but too much will impede flow of pedestrians, cyclists and vehicles;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays integrated with trees can be clearly marked using changes in paving materials instead of road markings; and

- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm. This is so long as it doesn't harm the character of the area, in particular the conservation zone.



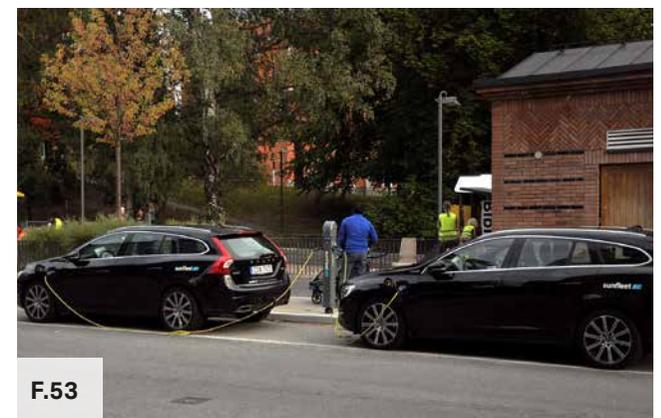
F.51

Figure 51: Illustrative diagram showing an indicative layout of on-street parking.



F.52

Figure 52: Example of informal on street car parking in Cheveley.

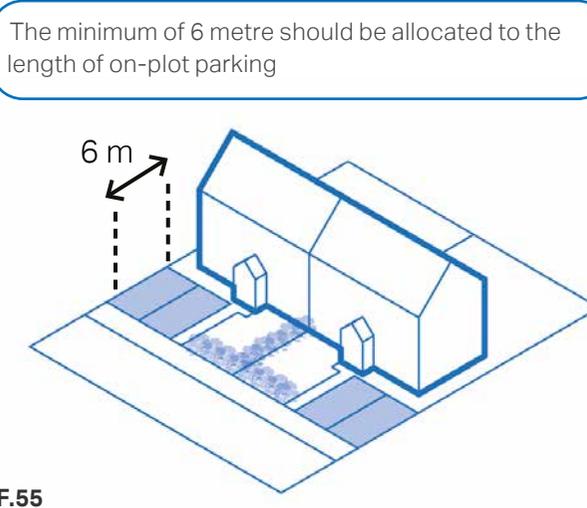
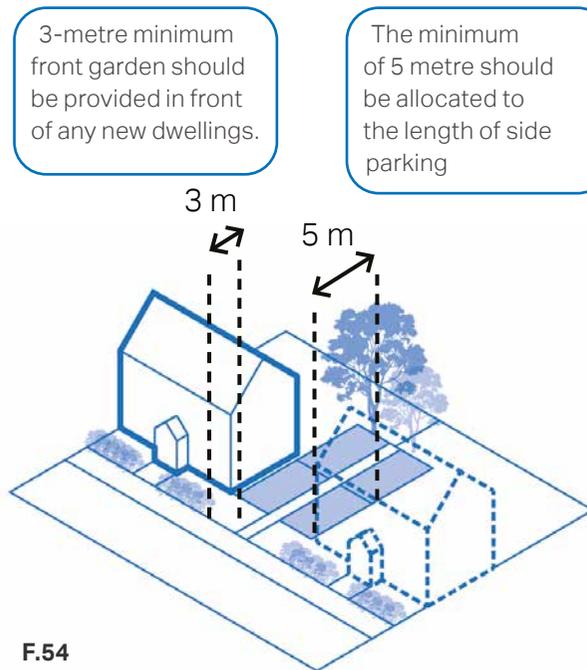


F.53

Figure 53: Inset on-street parking with electric vehicle charging points (Note: this is a stock picture).

## ON- PLOT SIDE OR FRONT PARKING

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.



**Figure 54:** Illustrative diagram showing an indicative layout of on-plot side parking.

**Figure 55:** Illustrative diagram showing an indicative layout of on-plot front parking.

**Figure 56:** On-plot side parking on Centre Drive.

**Figure 57:** On-plot front parking within the parish.

## GARAGE PARKING

Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing village and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage.



**F.58**



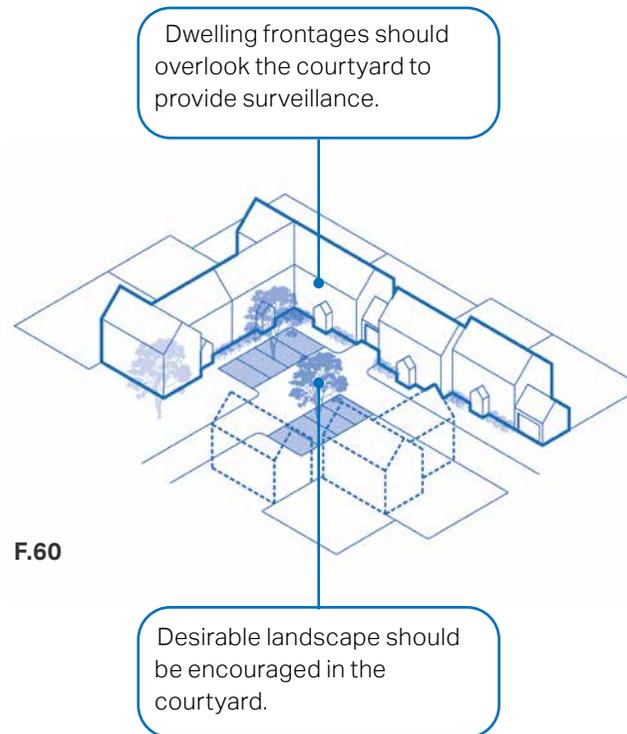
**F.59**

**Figure 58:** Illustrative diagram showing an indicative layout of on-plot garage parking.

**Figure 59:** On-plot garage parking on Ashley Road.

## PARKING COURTYARD

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courtyards should benefit from natural surveillance;
- Parking courtyards should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.



F.60

**Figure 60:** Illustrative diagram showing an indicative layout of parking courtyards.



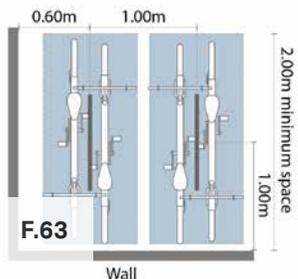
F.61

**Figure 61:** An example of parking courtyard within the Meadows Lane development.

## SP 05- CYCLE PARKING

### Houses without garages

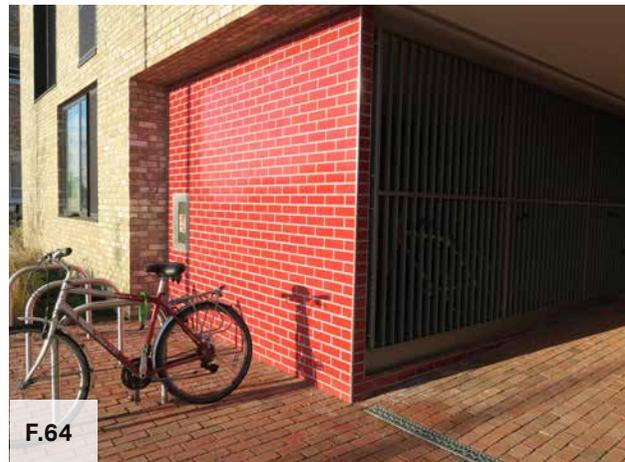
- For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;
- Cycle storage must be provided at a convenient location with an easy access;
- When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep;
- and
- The use of planting and smaller trees alongside cycle parking can be used.



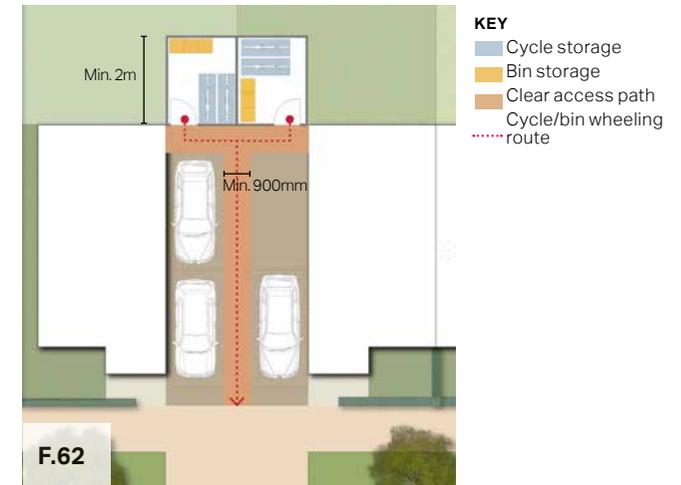
**Figure 63:** Sheffield cycle stands for visitors and cycle parking illustration.

### Houses with garages

- The minimum garage size should be 7m x 3m to allow space for cycle storage;
- Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;
- The design of any enclosure should integrate well with the surroundings; and
- The bicycle must be removed easily without having to move the vehicle.



**Figure 64:** Example of cycle parking for houses without garages, Cambridge.



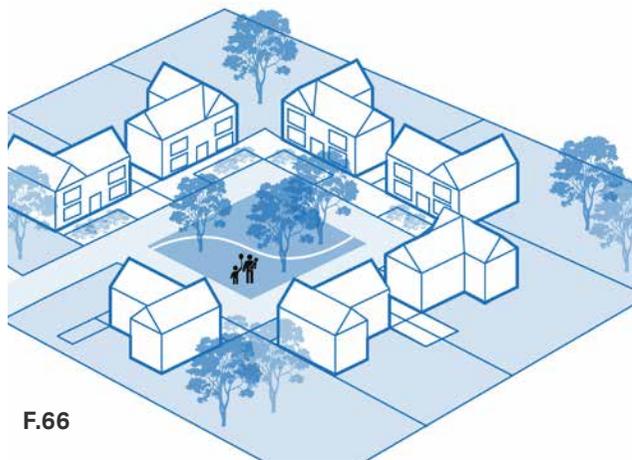
**Figure 62:** Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.



**Figure 65:** Examples of successful storage design solutions for accommodating bicycles at the front of buildings.

## SP 07- TREES AND LANDSCAPING

The abundance of trees is one of the Parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.



F.66

**Figure 66:** An indicative diagram showing green spaces and landscape planting.

There are different green spaces which need to be protected such as the recreation ground, broomstick corner, park road, pump green, the paddocks green, broad green and the green space in the Meadow Lane development.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

### Planting standard

- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Retain and enhance the existing green spaces (listed above) which are essential landscape features throughout the parish;
- Consider canopy size when locating trees; reducing the overall number of

trees but increasing the size of trees is likely to have the greatest positive long-term impact;

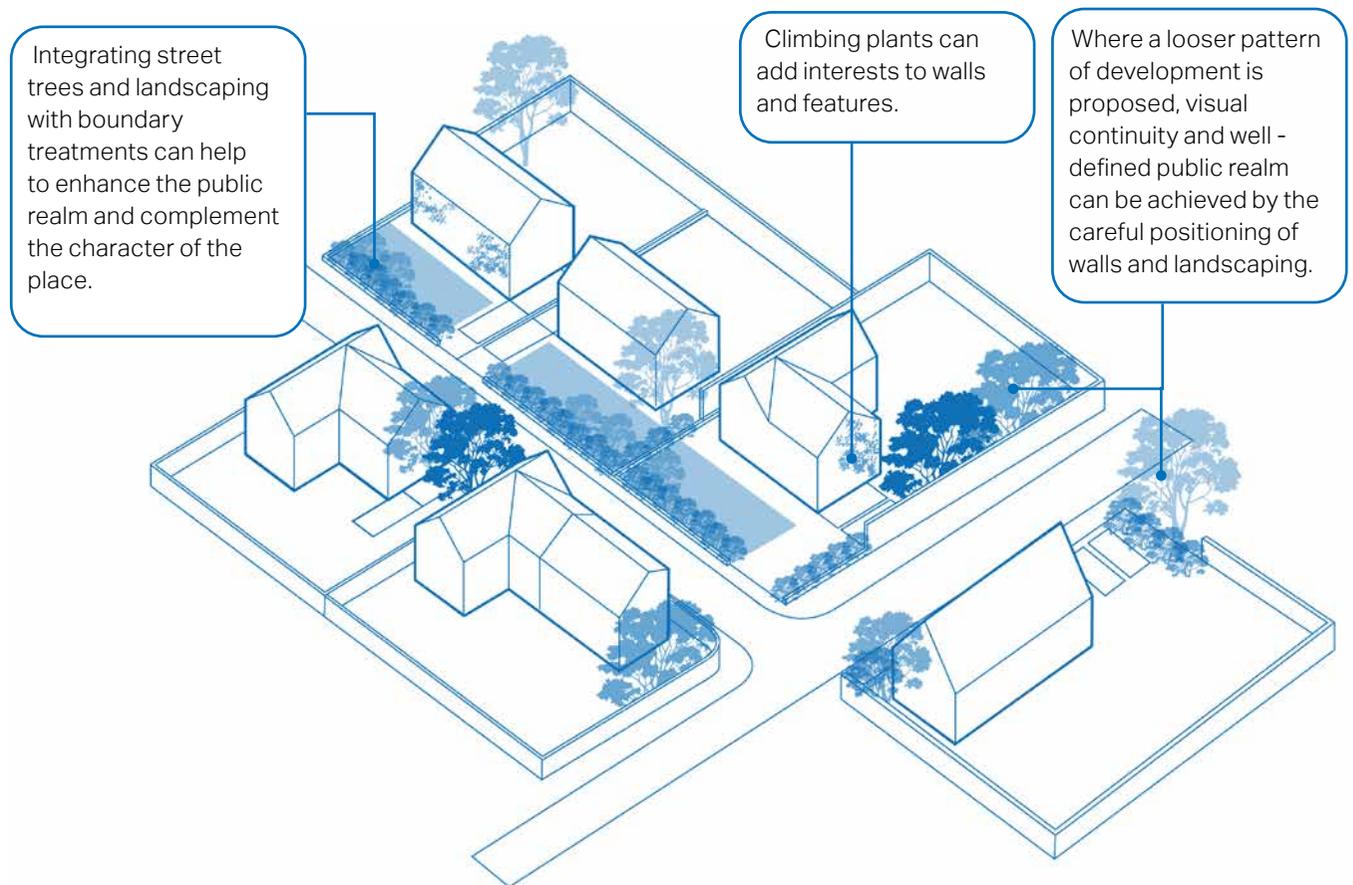
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not block key view corridors and vehicular circulation sight lines;
- New trees should be integrated into the design of new developments

from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;

- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities;
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;<sup>1</sup>
- Trees in the Townscape: A Guide for Decision Makers;<sup>2</sup>
- Tree Species Selection for Green

<sup>1</sup> Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery*. Available at: [http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag\\_trees-in-hard-landscapes\\_september\\_2014\\_colour.pdf](http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf)

<sup>2</sup> Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers*. Available at: [http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag\\_treesinthetownscape.pdf](http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf)



**F.67**

**Figure 67:** Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure.

Infrastructure;<sup>3</sup> and

- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.<sup>4</sup>

### **Give spatial enclosure, provide screening and privacy**

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedges, hedgerow trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted

<sup>3</sup> Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure*. Available at: [http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag\\_treespeciesguidev1.3.pdf](http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf)

<sup>4</sup> British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672>

to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover; and

- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

### **Complement public realm and enhance built environment and local identity**

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the village. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged; and
- Climbing plants are good at screening

features such as garages, blank walls and fences.

### **Form focal points and frame views**

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.



**Figure 68:** Historic wall in Cheveley which the local community would like to see become a historic asset that is protected.

**Figure 69:** Example of heavy vegetation.

**Figure 70:** Hedgerows as boundary treatment add interest in street scene in The Paddocks.

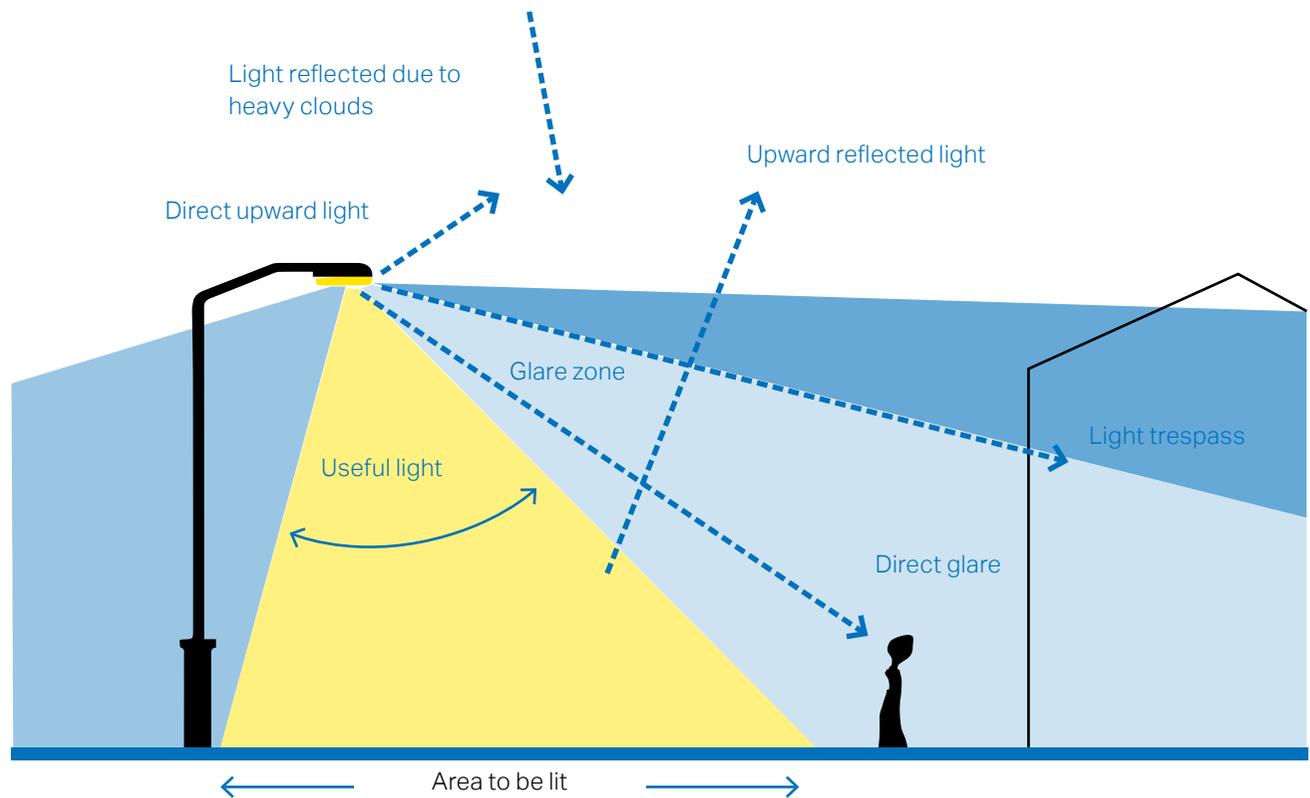
## SP 08- STREET LIGHTING AND DARK SKIES

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

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

- Street lighting should be avoided within areas of public realm, in line with existing settlement character;
- Ensure that lighting schemes such as LED streetlights will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;



**F.71**

**Figure 71:** Indicative diagram to illustrate the different components of light pollution and what 'good' lighting means.

- Residential lighting i.e. on or around the property; is to be sympathetic with the location and be of low light levels so as to avoid excessive light pollution;
- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this. External lighting schemes should be PIR controlled and unnecessary lighting avoided;
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. Glare is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists); and
- Any new developments and house extensions designs should encourage the use of natural light sources.

## B. Built form

The following section outlines policies that should be considered by developers when creating new development within Cheveley. Some of the following guidance is directed at development on existing plots, such as extensions, though many can be applied to both new and existing development.

In general, the Cheveley conservation area is formed of large plots and dwellings. While this is appropriate when development or redevelopment occurs in those areas, other, newer, areas should be developed in a coherent form with modern best practice. That is, there should be a proportional relationship between size of plot, dwelling and spaces between the dwellings. In general, Cheveley exhibits a low to medium density with heights averaging 1.5 to 2 storeys, plus some that have subsequently developed into the roof space, and reasonable space between dwellings. The following illustrative diagrams show this intention and new proposals would need to demonstrate that this has been observed.

The structure of the following codes generally starts with policies on a larger

scale and subsequently moves to codes related to specific built form details.

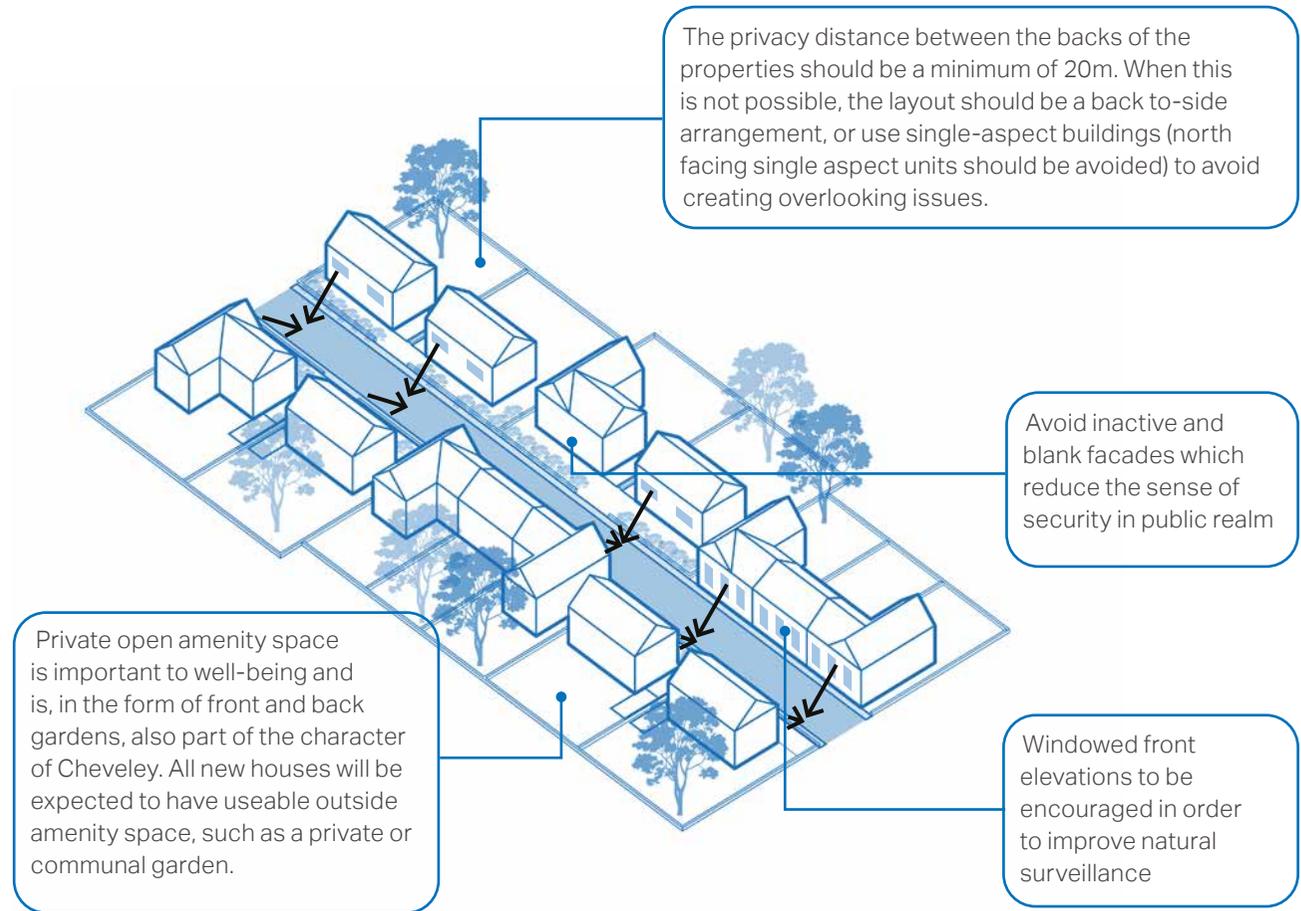


F.72

**Figure 72:** Drone photograph showing how the built form in the centre of Cheveley related with the surrounding countryside.

## BF 01- OVERLOOK PUBLIC SPACE

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment such as at the settlement edge.



**F.73**

**Figure 73:** Diagram to highlight the importance of natural surveillance to improve the security.

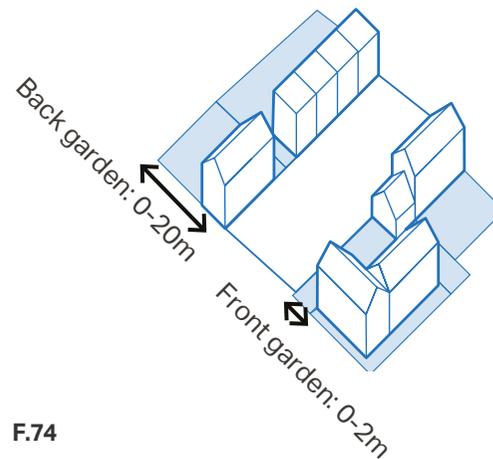
## BF 02- DEFINE FRONT AND BACK GARDENS

The ratio of garden space to built form within the overall plot is exceptionally important to ensure that the sense of openness and green space within the village is maintained.

Back gardens should be a minimum depth of 10m and provide a minimum area of 50m<sup>2</sup> of useable amenity space<sup>1</sup>.

North facing back gardens should exceed 10m in length to ensure sunlight is maximised.

1. The spaces used as amenity such as gardens, shared open space, communal gardens and so on which are able or fit to be used by people



F.74

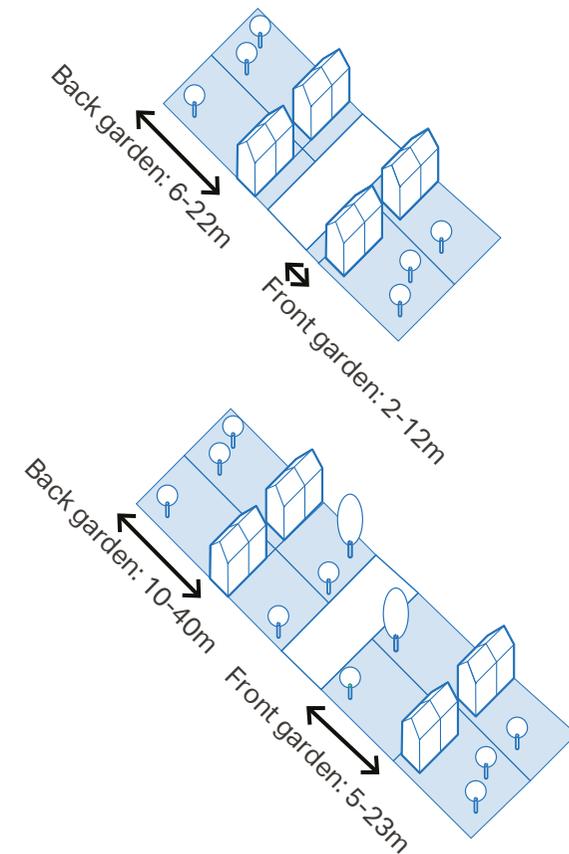


Figure 74: Different proportion of green space varied.

## BF 03- MAINTAIN A CONSISTENT BUILDING LINE

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to

respond to the existing character area. It also helps to create a softer transition between countryside, green spaces and built environment.



F.75

**Figure 75:** Subtle changes in the building line on the High Street in Cheveley.



F.76

**Figure 76:** Inconsistent building line within the Kings Mead cul-de-sac.

## BF 04- DESIRED HEIGHT PROFILE

- Development building heights should accord with the settlement character of two storey dwellings;
- Roofs in the village tend to be generally traditionally pitched, with some hipped examples. New roof type and pitch should reflect this. The use of orange pantile is widespread and should be the main roofing material for new development in the Neighbourhood Plan Area along with other roof materials such as smut grey pantiles, black glaze pantiles, and Welsh Slate;
- Innovation which explores the integration of green roof should be encouraged;
- The scale of the roof should always be in proportion to the dimensions of the building itself. Flat roofs for buildings, extensions, garages and dormer windows should be avoided; and
- Chimney type and height should be congruent with the typical

Neighbourhood Area chimney precedent examples.



F.77

**Figure 77:** Two-storey plus gabled dormer on Kings Mead.

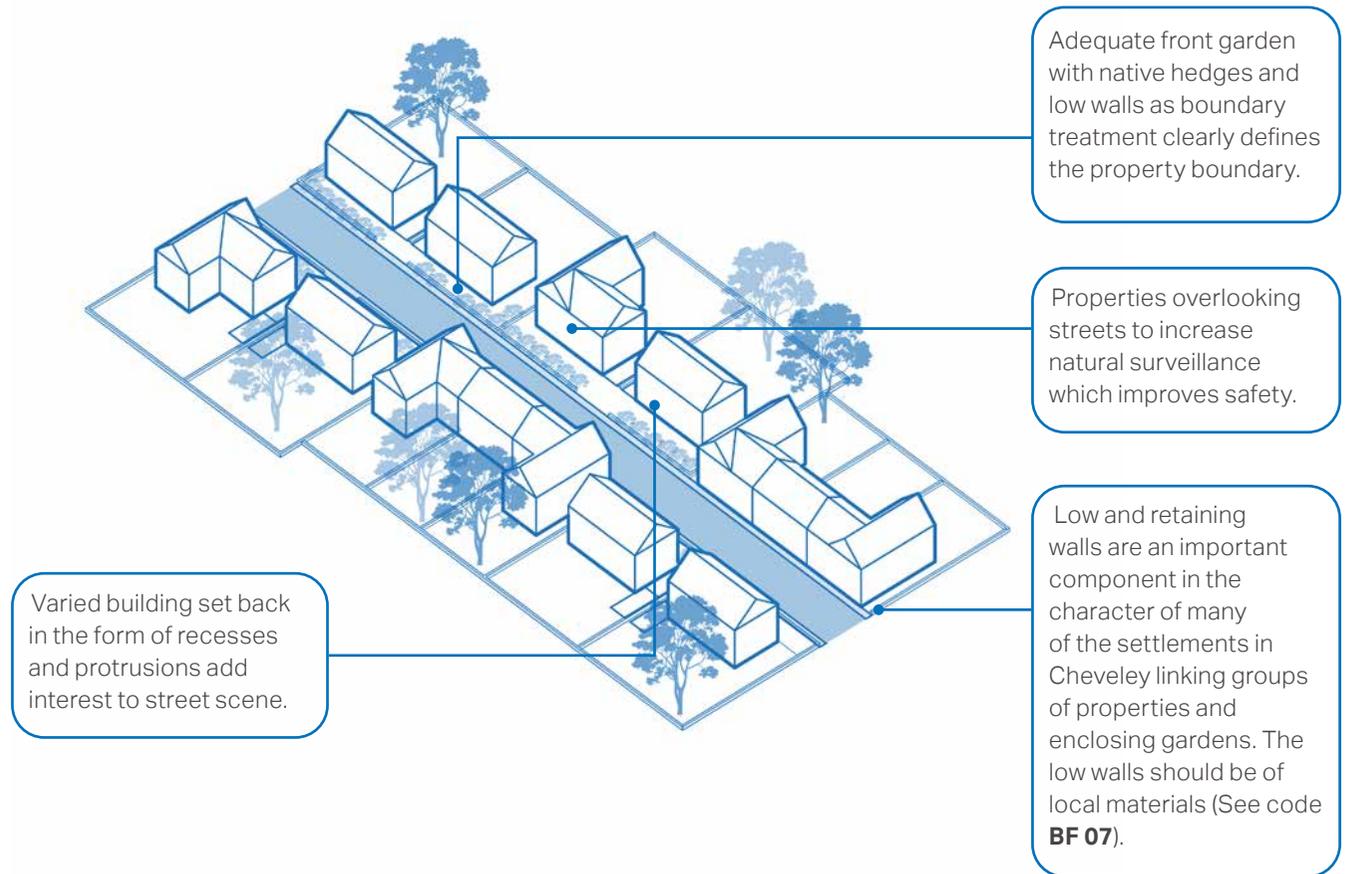


F.78

**Figure 78:** Semi- detached bungalow with pitched roof built with red pantile and chimney stacks.

## BF 05- ESTABLISH A CONSISTENT PROPERTY BOUNDARY

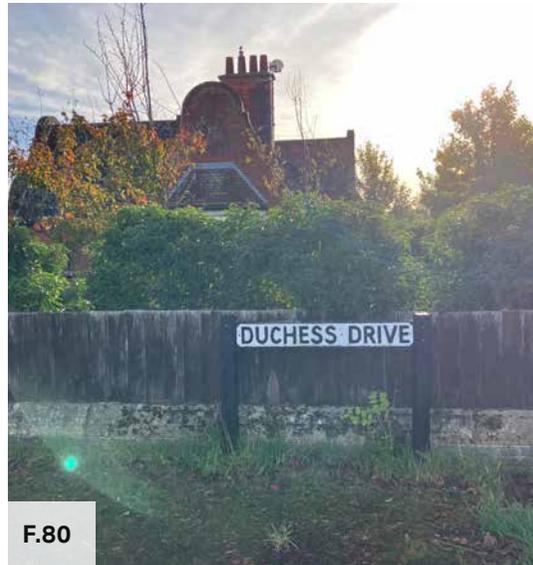
- Buildings should ordinarily front onto streets. The building line can have subtle variations in the form of recesses and protrusions, but will generally follow a consistent line;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from adjacent buildings. This can be achieved by placing ground floor habitable rooms and upper floor windows facing the street;
- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the village;



F.79

Figure 79: Illustrative diagram showing boundary treatments.

- Front gardens/soft planted shallow setbacks should be provided in most instances, although it is recognised that there are some parts of Cheveley where the prevailing character and form is one where buildings sit to the back of the footway/ highway;
- 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; and
- Locally distinctive landscape features and planting, such as low wall boundary and hedges of native species should be used in new development to define boundaries. Any material that is not in keeping with the local character should be avoided.



F.80



F.81



F.82

**Figure 80:** Timber fence being used as boundary treatment.

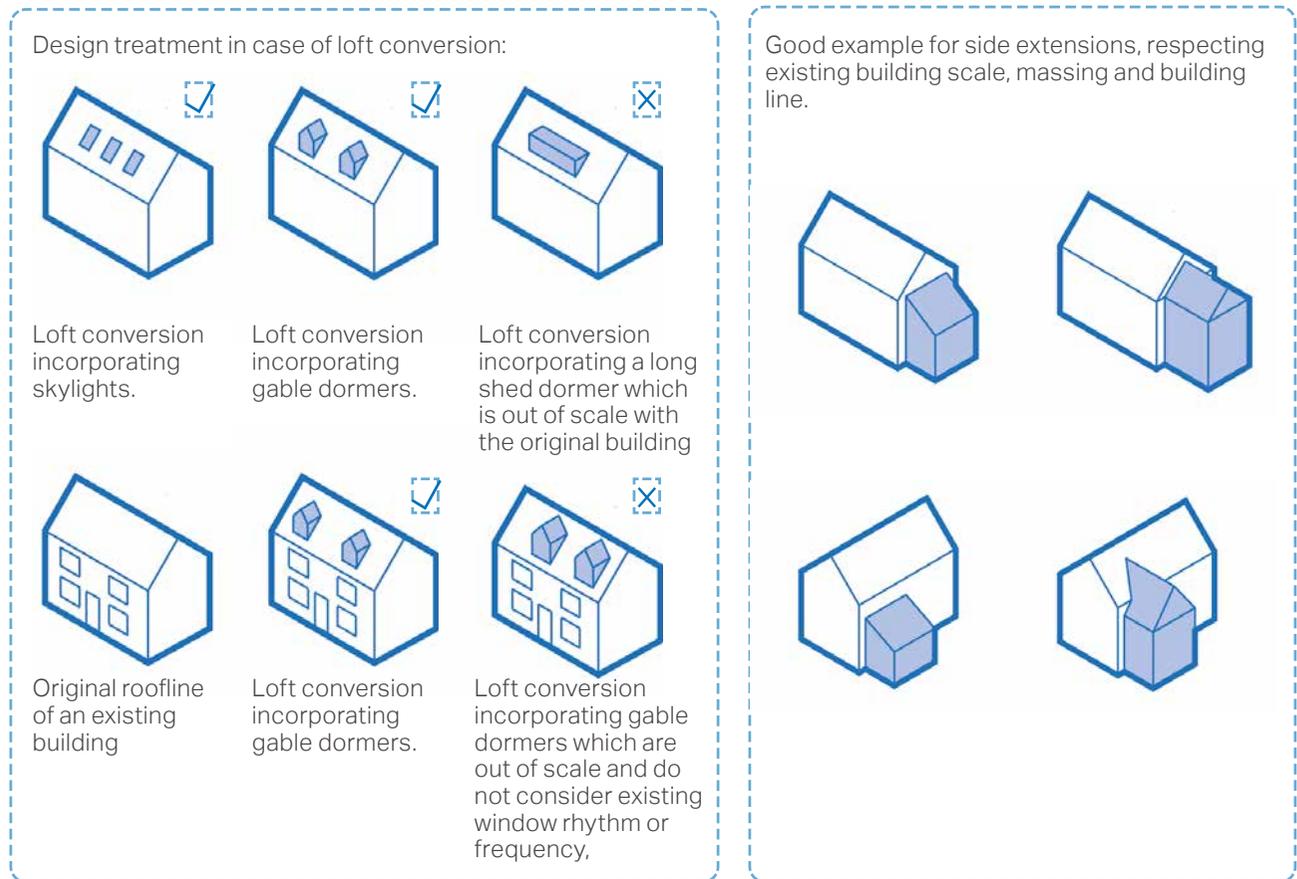
**Figure 81:** Local example of a well kept hedgerow.

**Figure 82:** Flint brick wall within the Cheveley conservation area.

## BF 06- EXTENSION AND CONVERSION

There are a number of principles that residential extensions and conversions should follow to maintain character:

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should 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 should be avoided; and
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.



F.83

Figure 83: Some examples for different type of building extensions.

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as Conservation Areas;
- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.



**F.84**  
**Figure 84:** Positive example of side extension in the local area.



**F.85**  
**Figure 85:** Unsympathetic example of side extension elsewhere in the UK.

## BF 07- ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALETTE

There are diverse architectural styles in the Parish ranging from the 15th century such as St Mary's Church to 21st century houses like the ones being developed in The Paddocks. Cheveley village has a very linear feel to it with development over the years spreading along the high street from the conservation area whereas the Newmarket fringe area has much more of a residential estate feel to it. This leads to a range of different styles and materials.

Some of the buildings have modern extensions and alterations. New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

New developments should strive for good quality design that meets climatic targets for CO2 emissions and that can



F.86



F.87



F.88

**Figure 86:** Red brick detached house in Cheveley.

**Figure 87:** Cream rendered property with casement windows.

**Figure 88:** A mix of different housing styles in The Paddocks which is exemplary to the quality that the community want to see in the future.

be constructed sustainably, maximising opportunities for recycling.

The special character of buildings in Cheveley Conservation Area arises from the mixture of red brick and orange pantiles.

Informed by the local vernacular, the following pages illustrate acceptable materials and detailing for future housing developments in Cheveley. The use of traditional construction finishes should be specified for all new development and repair work. Material specification, quality for repair, replacement and modern developments should be maintained. The requirement for additional housing in the village should not trump architectural quality and character of the area.

Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. Detailing can be interpreted using contemporary methods to avoid this.



F.89



F.90

**Figure 89:** Low roofline along Centre Drive to allow for the properties opposite to have a view of the studland behind.

**Figure 90:** A mixture of red brick and pebble dash.

In the case of a conversion of an existing historic building into a residential use, this should look to preserve and enhance any existing heritage features, to maintain the integrity of the original building. Any new fenestration should be positioned carefully to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes. These buildings create the opportunity to provide large single dwellings or can be split into a series of smaller dwellings.

### Wall materials

There are different wall materials in the village such as red brick, pink brick, yellow brick, render, timber, flint, pebble, coursed or random cobble, plaster, colourwash, and rusticated brick quins.

### Fenestration materials

There are various materials used for windows and doors in Cheveley such as sash, casement, bay windows, pedimented doorcase, portico entrances, pithed

porches, and square-headed door.

### Roof materials

Of those roof materials in the village, red pantile, smut grey pantiles, black glaze pantiles, and thatched are more often used. The majority of buildings have pitched roofs, but hipped roofs can be found in the village too.

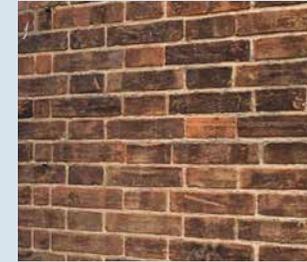
### Ground surface materials

Generally gravel and pebble are used in majority of ground surface in the village.

### Boundary treatment materials

There are a wide variety of boundary treatments in the village such as hedgerows, low walls with red brick and mature planting.

Wall



Red brick



Flint



Light render



Yellow brick



Mix of timber and white render



Pebble dash walling

Fenestration and doors



Bow window



Sash window



Casement window



Victorian portico



Wooden door with red brick finish



Moulded wooden door with gault brick finish

Roof



Gabled dormer



Red pantile



Slate



Black glaze pantile



Thatched

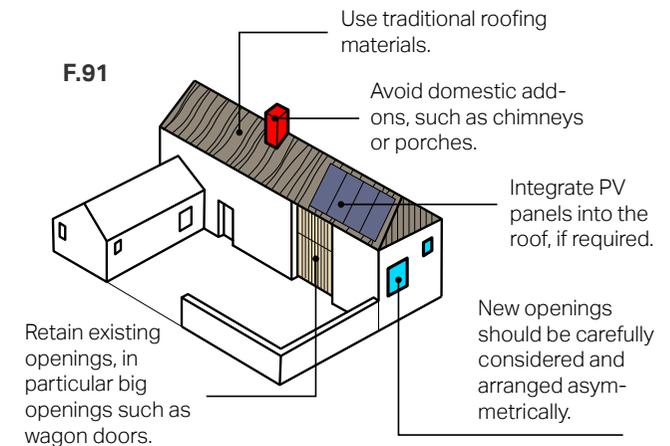
Colour palette



## BF 08- CONVERSION OF AGRICULTURAL BUILDINGS

The redevelopment of farm buildings has been a feature in the parish, with some high quality conversions adding to the variety of housing.

- Avoid domestic add-ons such as chimneys, porches, satellite dishes, domestic external lighting and hanging baskets;
- Retain characteristic features of historic working buildings such as the openings, which should not be filled in, ventilation slots (often patterned) and any use-specific historic additions;
- New openings should generally be avoided, and kept to a minimum when necessary. They should never be planned in a regular or symmetrical pattern, as this is overly domestic;
- Avoid features such as dormer windows. If rooflights are used, they should be sited discreetly so as to not become a feature in the landscape;
- Where included, solar PV panels should integrate with the overall pitch, materials and feel of the roof;
- Existing brickwork should be reused or reclaimed. Consideration should be given to the material source and matching the colour, texture, size and bond of the existing brickwork and flints;
- Courtyards should be surfaced in a material that reflects its rural setting. Farmyards should remain open and not be divided by fences or walls. Parking spaces should not be formally marked out; and
- Boundary brick walls should be left intact, and not chopped through or reduced for access or to create visual splays.



**Figure 91:** Diagram to illustrate some design principles for the design of agricultural buildings.

## EE. Environmental and energy efficiency

Design codes in the following section apply to the whole of Cheveley Neighbourhood Area. They contain important policies that will help to reduce our collective impact on the planet while allowing the natural environment in and around Cheveley to flourish.

They include general guidance that apply to both new and existing development as some of the policies can be used to modify existing dwellings to become more environmentally sustainable.

Owing to Cheveley's rich green space character, it is hoped that more of these policies are adopted in the future to help preserve and sustain this distinct character.

## EE 01- FEATURES IN DWELLINGS

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader Parish design scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

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 and electric charging points.

Figure 92 shows a portfolio of possible measures for both existing and new homes. Please note that some of them, such as double/triple glazing, draught proofing and solar panels, can sometimes be problematic in Conservation Areas, older buildings and those used as second homes or holiday lets.”



F.92

Figure 92: Diagram showing low-carbon homes in both existing and new build conditions.

### Existing homes

- 1  **Insulation**  
in lofts and walls  
(cavity and solid)
- 2  **Double or triple glazing with shading**  
(e.g. tinted window film,  
blinds, curtains and  
trees outside)
- 3  **Low-carbon heating**  
with heat pumps
- 4  **Draught proofing**  
of floors, windows  
and doors
- 5  **Highly energy-  
efficient appliances**  
(e.g. A++ and A+++ rating)
- 6  **Highly waste-  
efficient devices**  
with low-flow showers  
and taps, insulated  
tanks and hot water  
thermostats
- 7  **Green space (e.g.  
gardens and trees)**  
to help reduce the risks  
and impacts of flooding  
and overheating
- 8  **Flood resilience  
and resistance**  
with removable air  
brick covers, relocated  
appliances (e.g.  
installing washing  
machines upstairs),  
treated wooden floors

### Existing and new build homes

- A  **High levels of  
airtightness**
- B  **Triple glazed windows  
and external shading**  
especially on south and  
west faces
- C  **Low-carbon heating**
- D  **More fresh air**  
with mechanical  
ventilation and heat  
recovery, and  
passive cooling
- E  **Water management  
and cooling**  
more ambitious water  
efficiency standards,  
green roofs and  
reflective walls
- F  **Flood resilience and  
resistance**  
e.g. raised electrical,  
concrete floors and  
greening your garden
- G  **Construction and site  
planning**  
timber frames,  
sustainable transport  
options (such as cycling)
- H  **Solar panels**
- I  **Electric car charging point**

## EE 02- BUILDING FABRIC

### THERMAL MASS

Thermal mass describes the ability of a material to absorb, store and release heat energy. Thermal mass can be used to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. Thermal mass can be used to store high thermal loads by absorbing heat introduced by external conditions, such as solar radiation, or by internal sources such as appliances and lighting, to be released when conditions are cooler. This can be beneficial both during the summer and the winter.

Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a south facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space. Mass can be combined with suitable ventilation strategies.

### INSULATION

Thermal insulation can be provided for any wall or roof on the exterior of a building to prevent heat loss. Particular attention should be paid to heat bridges around corners and openings at the design stage.

Provide acoustic insulation to prevent the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom). Provide insulation and electrical insulation to prevent the passage of fire between spaces or components and to contain and separate electrical conductors.

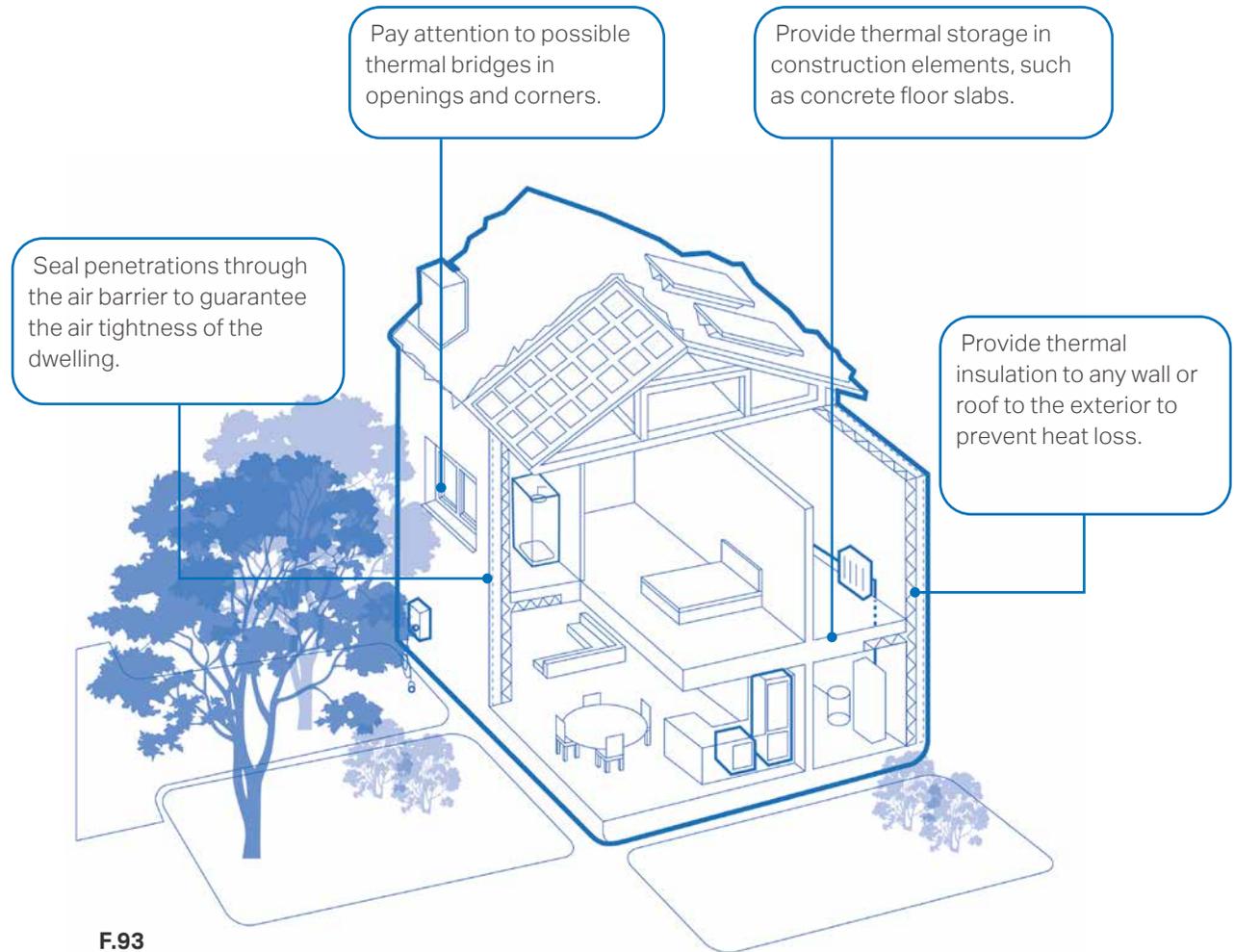
### AIRTIGHTNESS

Airtight constructions help reduce heat loss, improving comfort and protecting the building fabric. Airtightness is achieved by sealing a building to reduce infiltration- which is sometimes called uncontrolled ventilation. Simplicity is key for airtight design. The fewer junctions the simpler and more efficient the airtightness design will be.

An airtight layer should be formed in the floor, walls and roof. Doors, windows and roof lights to the adjacent walls or roof should be sealed. Interfaces between walls and floor and between walls and roof, including around the perimeter of any intermediate floor should be linked. Water pipes and soil pipes, ventilation ducts,

incoming water, gas, oil, electricity, data and district heating, chimneys and flues, including air supplies to wood burning stoves, connections to external services, such as entry phones, outside lights, external taps and sockets, security cameras and satellite dishes should be considered.

The opposite diagram illustrates some of these key considerations.



F.93

Figure 93: Diagram illustrating aspects of the building fabric to be considered.

## EE 03- FLOOD MITIGATION

One of the issues within Cheveley is flood risks which affects some parts of the parish as shown on **Figure 19**.

There are various ways to mitigate flood risk such as Sustainable urban Drainage System (SuDS), rainwater harvesting, and permeable pavements which are elaborated on the following pages.

### SUSTAINABLE DRAINAGE SYSTEM (SUDS)

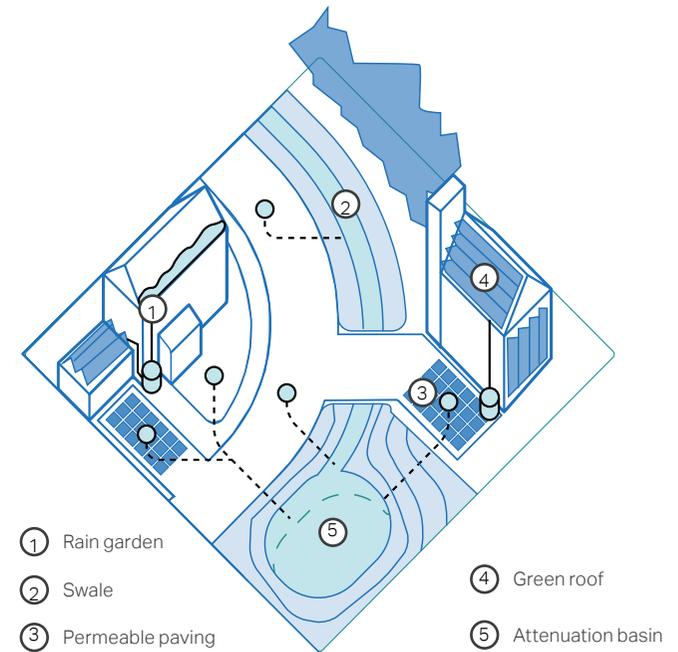
The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

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.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).



F.94

**Figure 94:** Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;
- 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; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.



F.95

**Figure 95:** Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden.

## RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. Some design considerations include:

- Concealing tanks with complementary cladding;
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided;
- Combine landscape or planters with water capture systems; and
- Use underground tanks.



F.96

**Figure 96:** Example of a rainwater harvesting tank in the shape of a bee hive.



F.97

**Figure 97:** Example of a modular water tank.

## PERMEABLE PAVEMENTS

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and

filtrating pavements. As a rule of thumb the permeable area should be at least 25% of the built area.

In addition, permeable pavement must also comply with:

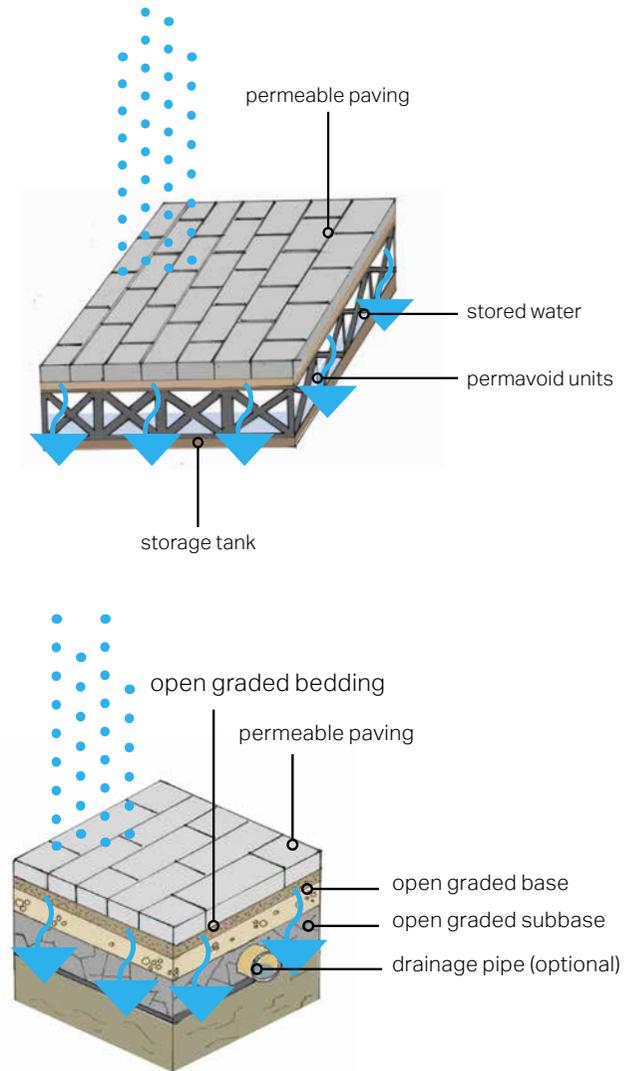
- Flood and Water Management Act 2010, Schedule 3;<sup>1</sup>
- The Building Regulations Part H – Drainage and Waste Disposal;<sup>2</sup>
- Town and Country Planning (General Permitted Development) (England) Order 2015;<sup>3</sup>

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

<sup>1</sup> Great Britain (2010). Flood and Water Management Act, Schedule 3. Available at: <http://www.legislation.gov.uk/ukpga/2010/29/schedule/3>

<sup>2</sup> Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/442889/BR\\_PDF\\_AD\\_H\\_2015.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf)

<sup>3</sup> Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: [http://www.legislation.gov.uk/uksi/2015/596/pdfs/ukxi\\_20150596\\_en.pdf](http://www.legislation.gov.uk/uksi/2015/596/pdfs/ukxi_20150596_en.pdf)



F.98

Figure 98: Diagrams illustrating the functioning of a soak away.

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;<sup>4</sup>
- The SuDS Manual (C753);<sup>5</sup>
- BS 8582:2013 Code of practice for surface water management for development sites;<sup>6</sup>
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;<sup>7</sup> and
- Guidance on the Permeable Surfacing of Front Gardens.<sup>8</sup>



F.99

**Figure 99:** A good example of permeable paver (Source: <https://www.paverconnection.com/testimonial/hedwig-village-permeable-driveway-and-patio-upgrade/>).



F.100

**Figure 100:** A good example of clay paver (Source: <https://www.londonstone.co.uk/brick-pavers/paving-bricks/>).

<sup>4</sup> Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/415773/sustainable-drainage-technical-standards.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf)

<sup>5</sup> CIRIA (2015). *The SuDS Manual (C753)*.

<sup>6</sup> British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266>

<sup>7</sup> British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers*. Available at: <https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352>

<sup>8</sup> Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: [https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/7728/pavingfrontgardens.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf)

## EE 04- WASTE STORAGE AND SERVICING

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property.

- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive. The storage solutions should be kept to the minimum dimensions in order to prevent the footprint being converted into an annexe at a later date;
- Create a specific enclosure of sufficient size for all the necessary bins;

- Bins should be placed as close to the dwelling's boundary and the public highway, such as against wall, fence or hedge;
- Refer to the materials palette to analyse what would be a complementary material;
- Create an environmentally sustainable enclosure to contain all bins; and
- The illustrations below show some successful design solutions for accommodating bins within the plot.

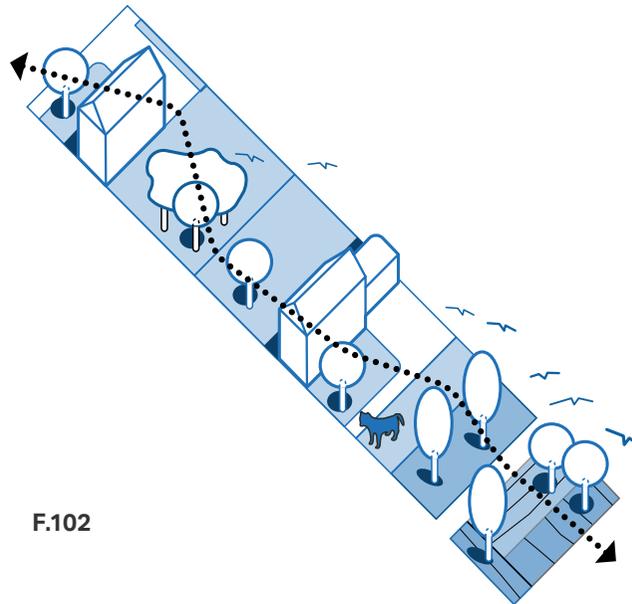


**Figure 101:** Examples of successful storage design solutions for accommodating bins at the front of buildings.

## EE 05- WILDLIFE FRIENDLY FEATURES

Biodiversity and woodlands should be protected and enhanced where possible.

- Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged;
- New developments and building extensions should aim to strengthen biodiversity and the natural environment; and
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function.



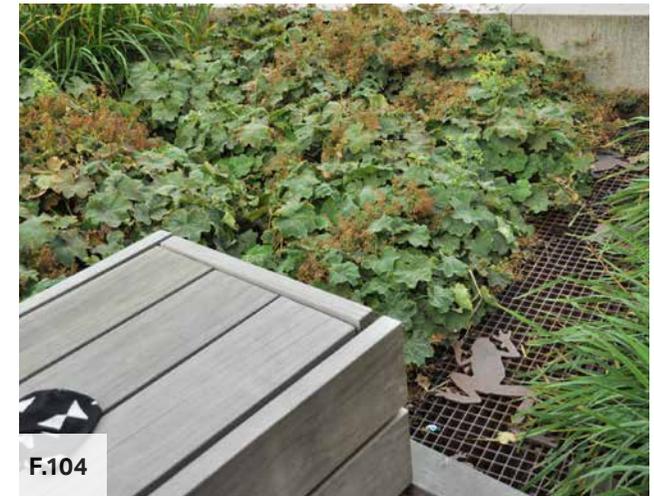
F.102

**Figure 102:** Diagram to highlight the importance of creating wildlife corridors.



F.103

**Figure 103:** Examples of a bughouse decorating rear gardens or public green spaces.



F.104

**Figure 104:** Examples of a frog habitat decorating rear gardens or public green spaces.

## 4.2 Applying the desing codes to the character areas

This section illustrates how some of the codes introduced above might be applied in each of the character areas presented in 4.1. This does not mean that all of the codes should not be considered throughout the parish. The codes ensure that crucial characteristics of the settlements such as the village greens, listed buildings and ancient woodland are not harmed by any future development. These should be read jointly with the previous codes.

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

## CA1- Newmarket Suburb

### EXISTING CHARACTERISTICS

- Residential, community and leisure uses;
- A mix of permeable roads with some cul-de-sacs developments provide a compact layout with average front and back gardens, although some properties have wider gardens;
- Footpath provision is not continuous, limited and not level as a result residents tend to walk on the road or verges;
- Grass verges are common on streets throughout the area which help create a rural feel; and
- Detached houses with generous set backs are a feature in this part of the parish. .

### PROPOSED CHARACTER

- Protect the local character and retain the history of properties through similar use of materials and colour palette. Use the array of red brick, yellow brick, render, weatherboarding, slate tiles and red pantiles. The use of just one material should be avoided if possible;
- Protecting the landscape features such as the meadow and other green spaces to preserve the natural character of North Ward;
- Provision of the same boundary treatments such as hedges and verges. Low wall and fencing is acceptable when used in conjunction with green features; and
- Encourage active travel by proposing new footpaths which are laid out of permeable materials to connect the existing Public Rights of Way to different parts of the parish.

### APPLYING THE DESIGN CODES

- **SP 03 ACTIVE TRAVEL:** Encourage active travel modes such as walking and cycling by proposing new footpaths which linking the existing PRowS to other part of the parish and the wider countryside.
- **SL 02 LAYOUT OF BUILDINGS:** Development should be at a comparable density to the surrounding area.
- **SP 07 TREES AND LANDSCAPING:** Respect the existing landscape features such as the meadow, play park, verges, and integrate trees and vegetation in order to improve biodiversity net gain.
- **SP 04 CAR PARKING:** On-plot parking should be encouraged in this area and on-street parking should be avoided unless designed into the street layout.

## CA2- South ward (excluding conservation area)

### EXISTING CHARACTERISTICS

- Multiple uses such as residential, commercial and educational.
- Properties line the high street in a linear style creating a feeling of natural surveillance on the public realm.
- Sections of continuous frontages along a linear road pattern (the High Street);
- On-street car parking on High Street creates a chaotic street scene;
- Pavements on both or one side of the road;
- Low density throughout most of the settlement, although the School Close development is slightly higher density;
- The majority of properties are detached with generous front gardens and open space facing rear gardens.

### PROPOSED CHARACTER

- Protect the local character of the uses such as the pavillion, commercial (the Red Lion) and residential areas by using the same materials.
- Respect the existing building line;
- Properties should face into the roads providing a natural surveillance;
- On-street car parking should be discouraged;
- Future development should not exceed 2 storeys in height;
- The roofs should be built in gabled or hipped roof styles; and
- Density of development existing in the village should be respected by any new development.

### APPLYING THE DESIGN CODES

- **BF 03 MAINTAIN A CONSISTANT BUILDING LINE:** Any new developments in the south ward should retain a relatively consistant building line in order to preserve the linear feel to the area (this is more important for infills on the High Street).
- **BF 02 DEFINE FRONT AND BACK GARDENS:** Front and back gardens should reflect what is surrounding in the character area. Gardens on both sides should be generous enough to add to the wildlife and green corridors in Cheveley.
- **SP 07 TREES AND LANDSCAPING:** Retain existing native trees and integrate new trees into the design of new development. Preserve gaps and respect the views towards the countryside.

## CA3- Conservation Area

### EXISTING CHARACTERISTICS

- The central part of Cheveley Village located along the High Street, has been designated a Conservation Area and contains an early 14th Century church and a number of thatched cottages;
- Tree lined streets creates a leafy feel to the area as well as a sense of enclosure in places;
- Detached houses are the main typology;
- Spacious front and back gardens with big plot sizes;
- Narrow and linear streetscape all the way along the High Street within the Conservation Area; and
- There are numerous footpaths connecting the village together.

### PROPOSED CHARACTER

- Retain and enhance the rural character and linear pattern of development, most importantly in the areas that fall within the Conservation Area where the character of Cheveley is heavily protected by policy;
- Architectural detailing should resemble what is already existing in the character area, using brick, flint and other materials that are used;
- Establish a consistent boundary treatment such as low and well-manicured hedgerows. These provide a degree of privacy and visual interest;
- Look to prevent inappropriate development in the surrounding countryside and sudland.

### APPLYING THE DESIGN CODES

- **SL 01 PATTERN OF DEVELOPMENT:** Preserve the linear pattern of the development. New buildings need to conform to the existing building line along the High Street and protect the views toward the Church and countryside.
- **BF 07- ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALLETE:** Development should use or be influenced by the local vernacular.
- **SP 04 CAR PARKING:** On-plot parking should be encouraged in this area and on-street parking should be avoided unless designed into the street layout.

## CA4- Broad Green

### EXISTING CHARACTERISTICS

- Undulating landscape, predominantly agricultural;
- Narrow rural lanes run through this character area;
- Vegetation dominates the boundary line throughout the character area;
- Large setbacks from the rural lanes with generous front and back gardens;
- The majority of properties are two storey;
- Housing density is low and allows for the area to have a rural feel to it; and
- Properties front onto the village green which is a place to congregate for the local community.

### PROPOSED CHARACTER

- The future development should respect the local materials used in this area. Use the array of red brick, flint clay tiles, red pantiles, white rendering, wooden cladding and others which are highlighted earlier in the chapter;
- Propose local boundary treatments such as wooden fencing, low red brick walls and dense hedgerows which provide a very rural character;
- Retain and enhance the hedges, trees and other landscape features;
- Connect the existing footpaths to different parts of the parish; and
- Provision of wildlife friendly corridors to respect the biodiversity and existing habitats.

### APPLYING THE DESIGN CODES

- **BF 04 DESIRED HEIGHT PROFILE:** Roof styles should be open-gabled or hipped roof. The building heights should not exceed 2 storey to ensure they are in keeping with the existing local character.
- **BF 07- ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALLETE:** Development should use or be influenced by the local vernacular.
- **EE 05 WILDLIFE FRIENDLY FEATURES:** Comprehensive landscape buffering should be encouraged to provide a buffer between development and the countryside.

## 4.3 Checklists

As the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under 'General design guidance for new development'. Following these ideas and principles, several questions are listed for more specific topics on the following pages.

# 1

## General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the 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 (continues)

### Local green spaces, views & character:

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

## 3

**Local green spaces, views & character:**

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

## 4

**Gateway and access features:**

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between 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 (continues)

**Buildings layout and grouping:**

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

## 5

**Buildings layout and grouping:**

- If any of the buildings were to be heated by an individual air source heat pump (ASHP), is there space to site it within the property boundary without infringing on noise and visual requirements?
- 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 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

**Buildings 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?

## 7

**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?

## 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 (continues)

**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?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

# 9

## Building materials 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?

# 11

## Architectural details and design:

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

Delivery

05



Thatched cottage on the edge of the Conservation Area

# 5. Delivery

## 5.1 How to use this guide

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

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

Users	How They Will Use the Design Guidelines
<b>Applicants, developers, and landowners</b>	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.
<b>Local Planning Authority</b>	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidance and Codes should be discussed with applicants during any pre-application discussions.
<b>Parish Council</b>	As a guide when commenting on planning applications, ensuring that the Design Guidance and Codes are complied with.
<b>Community organisations</b>	As a tool to promote community-backed development and to inform comments on planning applications.
<b>Statutory consultees</b>	As a reference point when commenting on planning applications.

## About AECOM

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](https://www.aecom.com) and [@AECOM](https://twitter.com/AECOM).