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Haddenham Design Code

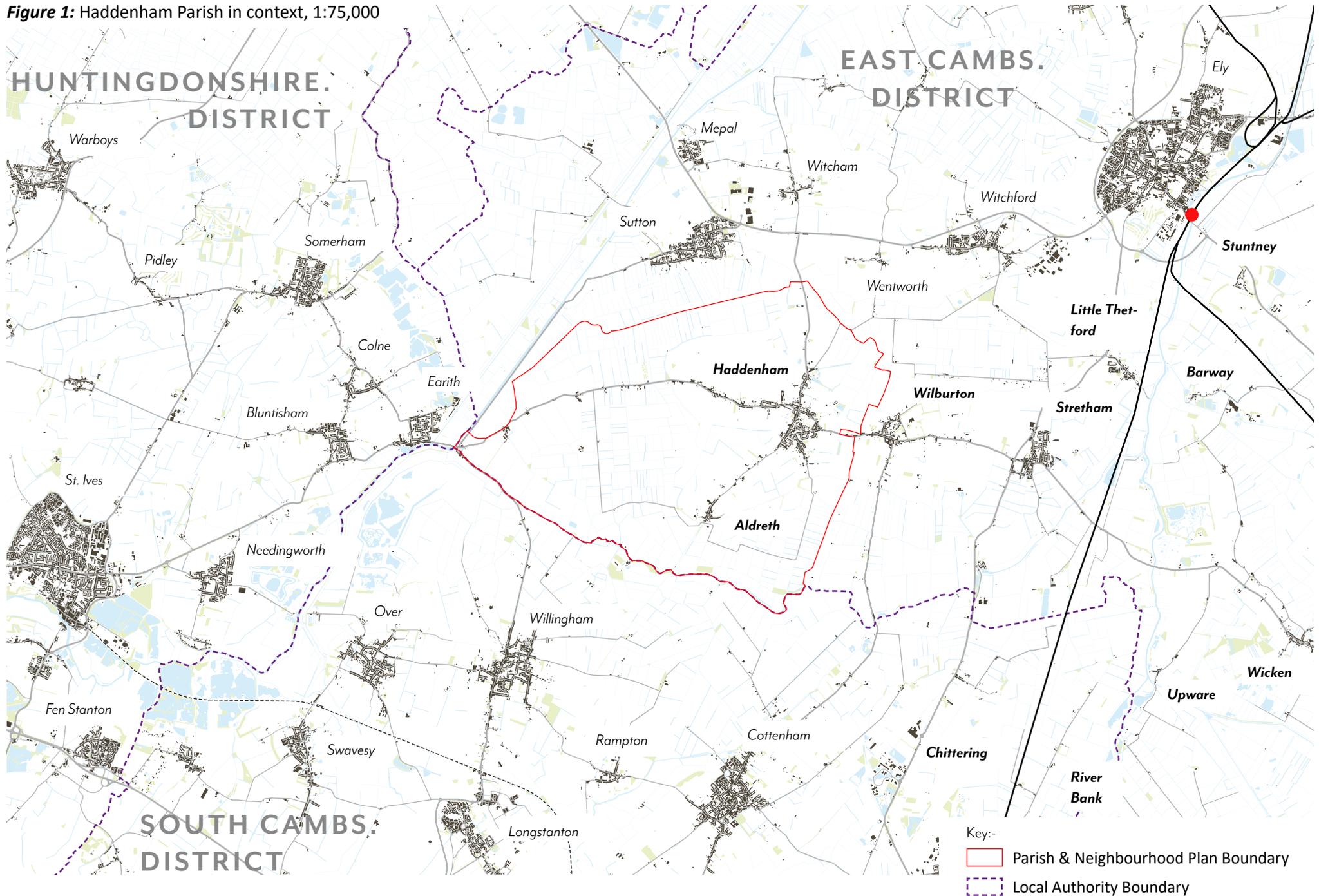
December 2020

This report has been produced by AR Urbanism on behalf of Haddenham Parish Council, to support the production of the Haddenham Neighbourhood Plan.

Contents

Introduction	5
Analysis	13
Character Areas	50
Issues & Opportunities	68
Design Codes	70
Development Management Checklist	86

Figure 1: Haddenham Parish in context, 1:75,000



Introduction

This report provides a wide ranging analysis of the Haddenham Neighbourhood Plan area. This work aims to both support the Haddenham Neighbourhood Plan (HNP), as well as provide strategic design guidance to ensure that the future development of the area aligns with the aspirations of the HNP through the promotion of high-quality, sustainable and responsive design.

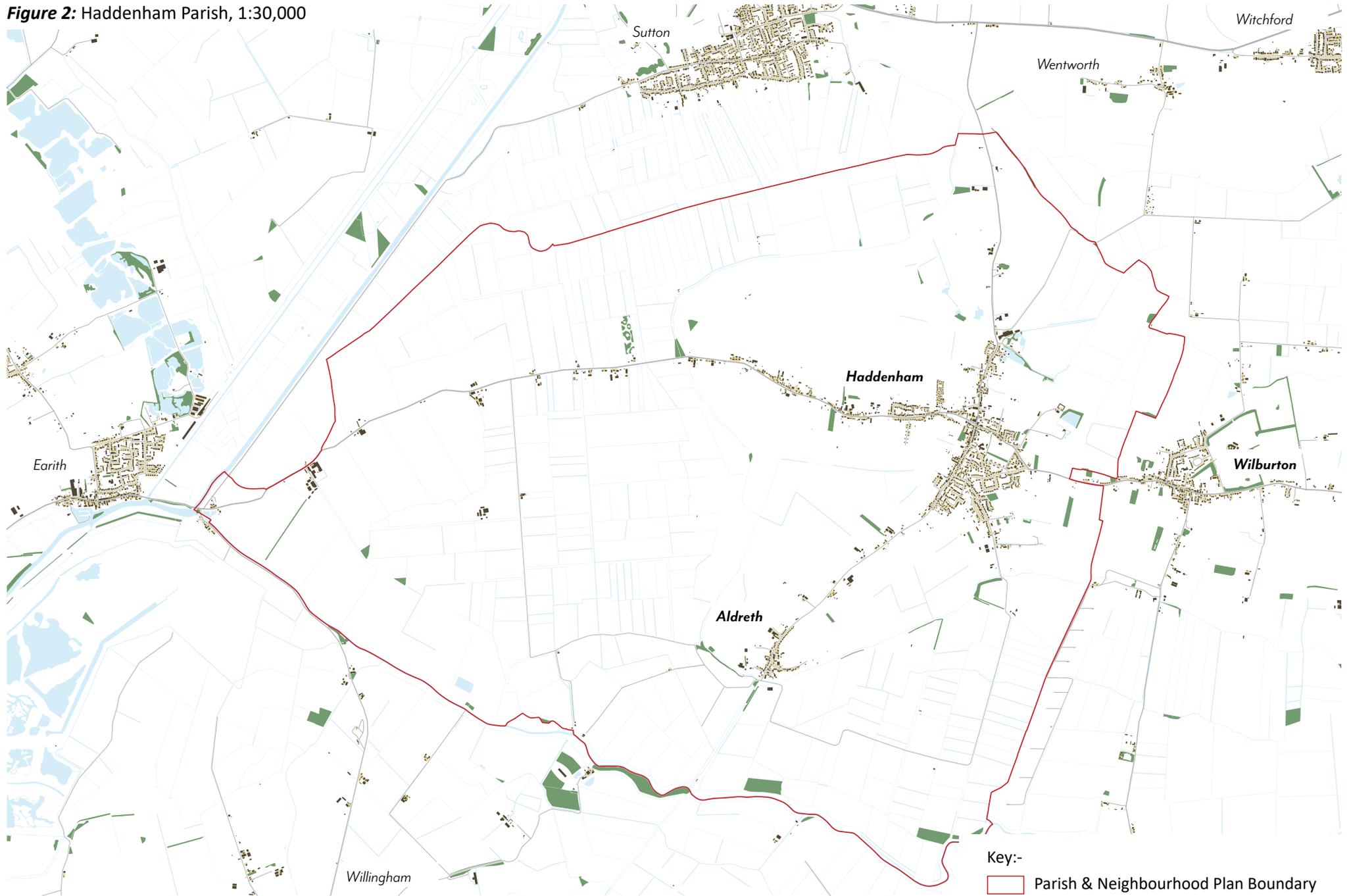
The developing HNP is a community led document which expands on the East Cambridgeshire Local Plan adopted in 2015 and the Haddenham and Aldreth Parish Plan adopted in 2008. The HNP provides local people with more say over what happens in their area. In June 2019, Haddenham Parish Council submitted a request to East Cambridgeshire District Council (ECDC) for the Parish to be designated as a Neighbourhood Area. ECDC published the Haddenham Neighbourhood Area (HNA) application for public consultation for a period of four weeks because part of the area specified in the HNP application fell within the designated Sutton Neighbourhood Area.

As Neighbourhood Areas cannot overlap, in designating the HNA it was necessary to amend the proposed boundary to exclude the area located in Sutton's Neighbourhood Area. Following this amendment, in August 2019 confirmation was provided by ECDC that the HNA had been designated for the purposes of producing a Neighbourhood Plan. A Neighbourhood Plan Group (NPG) was established to oversee the production of the Plan.

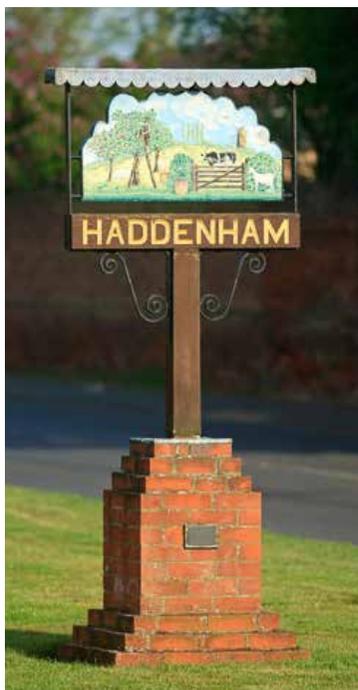
The NPG has engaged with the local community and stakeholders to seek views and inputs into shaping the draft HNP. In early 2020 the NPG carried out a survey of local residents and the results of this survey have fed in to this report through ARU's consultation with the NPG.

AR Urbanism were commissioned by Locality on behalf of Haddenham Parish Council in February 2020 to develop a design code that would inform best-practice development in the NPA. As an initial stage, the following parish analysis has been produced, which provides an assessment of the Parish's physical context. This includes a description of character and how Haddenham and Aldreth function as places. This baseline has been used to develop a series of strategic design codes that align with the vision outlined within the emerging HNP.

Figure 2: Haddenham Parish, 1:30,000



Neighbourhood Area Context



The Haddenham Neighbourhood Area (HNA) contains the village of Haddenham and the hamlet of Aldreth, located in the District of East Cambridgeshire. The southern boundary of the HNA is defined by the River Great Ouse. The HNA is bounded by the Sutton Neighbourhood Area to the north, which was designated in May 2019. In 2019 ECDC undertook a Community Governance Review (CGR) of parish boundaries. This resulted in new parish boundaries being brought into effect by ECDC in May 2019. Through implementing the CGR, the Sutton/Haddenham boundary was modified. A parcel of land at Hill Row Causeway, formerly located in Sutton Parish, is now located in Haddenham Parish. The Sutton Neighbourhood Area follows the old (pre-CGR) parish boundary and therefore included the land at Hill Row Causeway.

As it is not permitted for Neighbourhood Areas to overlap, in designating the Haddenham Neighbourhood Area it was necessary to amend the proposed boundary to exclude the area located in Sutton's Neighbourhood Area. The designated Neighbourhood Area for the purposes of producing the Neighbourhood Plan is therefore inconsistent with the Parish boundary.

Haddenham Parish Council was founded in 1895 and represents residents in the villages of Haddenham & Aldreth. The 2011 census area recorded that the Parish has a population of 3,344 and around 1,423 households, predominantly located within the village of Haddenham.

Haddenham Parish consists of Haddenham village, and the hamlet of Aldreth, which is located in the south of the Parish. Aldreth has its own village centre and pre-school located within a former Methodist church. Aldreth is formed of single and two storey houses arranged along a minor road, surrounded by fenland and the River Great Ouse to the south. The village of Haddenham is located in the north east of the Parish. It has a number of local amenities including a village centre and library, a village green, one public house, two cafes and several shops along a high street, a pharmacy, beauty salon, a primary school, doctors surgery, post office, a sports and social club, an elderly day care centre and a number of public open spaces, including Haddenham Recreation Ground.

The village contains a number of religious buildings; the Holy Trinity Church (13th Century), the former Baptist Chapel (18th Century) and the presently used Baptist Chapel (19th Century).

The village is serviced by two regular bus services. Ely is accessible by bus (20 minutes), where the nearest railway station provides access towards Cambridge (20 minutes) and London (1 hour 15 minutes).

The village of Haddenham lies in the Isle of Ely. Archaeological features such as ditches and possible roundhouses date back to the Iron Age and historical records suggested that it was an established settlement in the Saxon times. It has developed over many centuries as a former sub-district of Ely, which lies approximately 10km to the north-east.

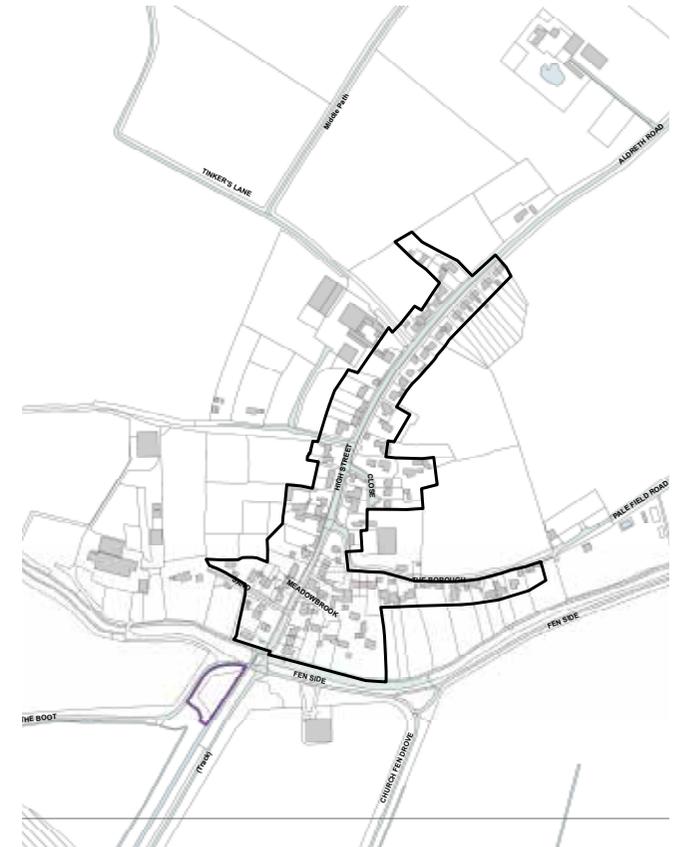
Figure 3: Haddenham 2017 Policies Map from the withdrawn East Cambridgeshire Emerging Local Plan, NTS



Key:-

- | | | | |
|---|--|--|--|
| Housing allocation | Development Envelope | County Wildlife Site | Water Treatment Works Safeguarding Area |
| Employment allocation | Mobile Home Park | Conservation Area | Mineral & Waste existing site |

Figure 4: Aldreth 2017 Policies Map from the withdrawn East Cambridgeshire Emerging Local Plan, NTS



Local Planning Context

New development in the Haddenham Neighbourhood Area (HNA) is currently guided by the policies contained within the adopted April 2015 East Cambridgeshire District Council Local Plan, together with other material considerations (including national planning policy). The Local Plan sets a framework for future growth in the area, identifying the level of need and locations for new housing, employment, and retail development. The Local Plan also includes specific policies which guide the design, scale, impact and location of new development and infrastructure, as well as policies related to protecting and enhancing heritage assets, the environment, town centres and rural areas.

ECDC began updating the policies in the 2015 adopted Local Plan, with the intention of forming a new Local Plan for the District including strategic policies, development management policies, and site allocations. However, East Cambridgeshire District Council (ECDC) withdrew this emerging Local Plan in February 2019. With this in mind, the 2015 Local Plan will continue to guide development for the foreseeable future.

As part of this report, AR Urbanism have conducted a review of both the adopted policies and those within the withdrawn Emerging Local Plan to understand the local planning context.

The East Cambridgeshire Local Plan 2015, has a housing allocation of 39 homes in the HNA. The withdrawn Emerging Local plan sought to allocate land within Haddenham Parish for the development

of 161 new homes. Figure 3 and 4 show the Policies Maps that were produced for Haddenham and Aldreth in 2017 for the now withdrawn emerging Local Plan. The following proposals have since gained planning permission:

Site HAD.H1, Land East Of 22 And 23 Rowan Close Haddenham Cambridgeshire (REF: 16/01642/FUL)

- 1no two bed, 6no three bed and 2no four bed detached bungalows, garages, estate road and associated works. (Approved March 2017)

Site HAD.H2, Land Between 3 And 5 New Road, Haddenham, Cambridgeshire (17/01461/FUM)

- The erection of 16 residential dwellings, cart lodges, access road, parking spaces and associated works. (Approved March 2019)

Site HAD.H3, Land Rear Of 16 Chewells Lane Haddenham Cambridgeshire (17/01570/OUM)

- Erection of up to 34 dwellings, with associated vehicular and pedestrian accesses, public open space, landscaping and associated works. (Approved March 2018)

Along with the Local Plan there are a number of other local planning policy documents that will define development:

The ECDC **Design Guide SPD** (Adopted March 2012) sets out highly detailed guidance for East Cambridgeshire district on;

- Building for Life
- Development Forms
- Establishing Character of Place
- Design of Dwellings
- Landscape Design
- The Historic Environment
- Highways, Access and Public Realm
- Renewables

The Community-led Development SPD

(Adopted February 2016) provides additional detail to Local Plan Policy GROWTH 6: Community-led Development. The SPD sets out the criteria which must be met in order for ECDC to support community-led development, which may include schemes involving affordable housing, small business units, renewable energy generation and other appropriate uses.

The Haddenham Conservation Area Appraisals

(adopted January 2008, first designated in February 1972) and Hill Row (Haddenham) Conservation Area Appraisal (adopted January 2008) provide ECDC stricter planning controls over existing and proposed buildings within the designated areas in order to protect the historic fabric and character of the area.

The Haddenham & Aldreth Parish Plan (2008), summarises the priorities of residents based on the results of survey and consultations with local groups conducted between April and September 2007.

Figure 5: Aldreth, 1:12,500

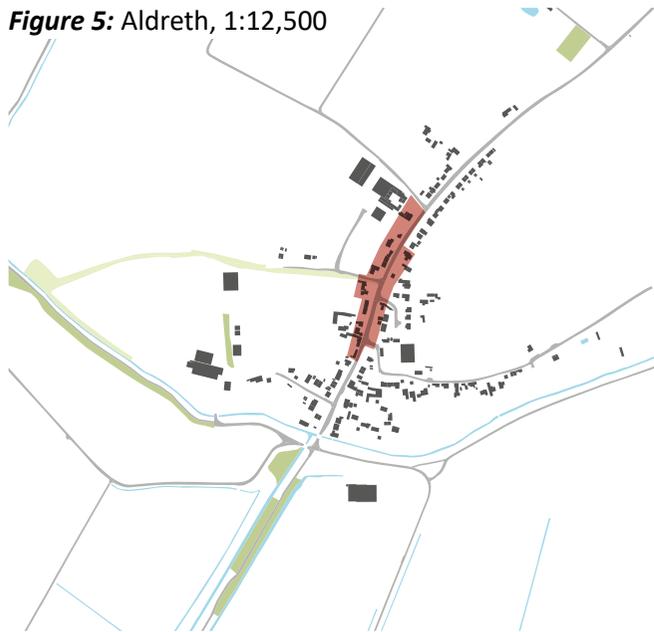


Figure 6: Haddenham, 1:12,500



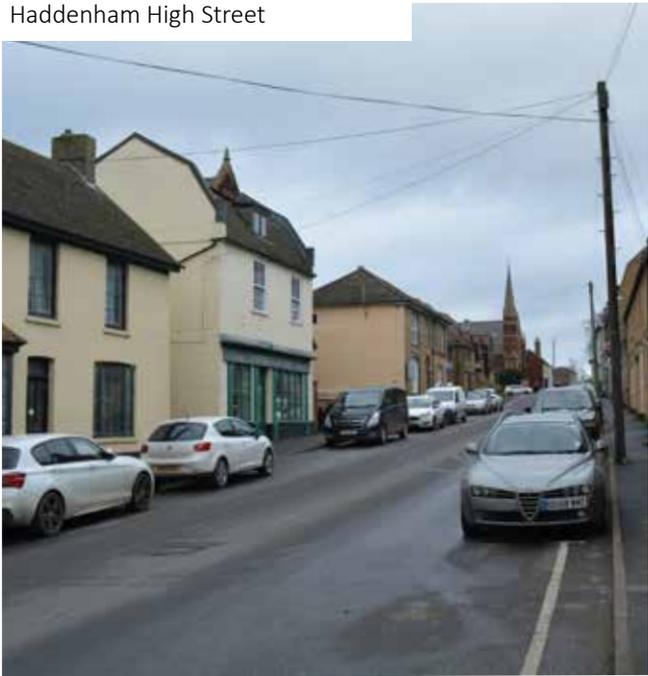
Key:-

- Parish Boundary
- Woodland
- Green Open Spaces
- Local/ Village Centre

Arkenstall Village Centre, Haddenham



Haddenham High Street



Haddenham and Aldreth

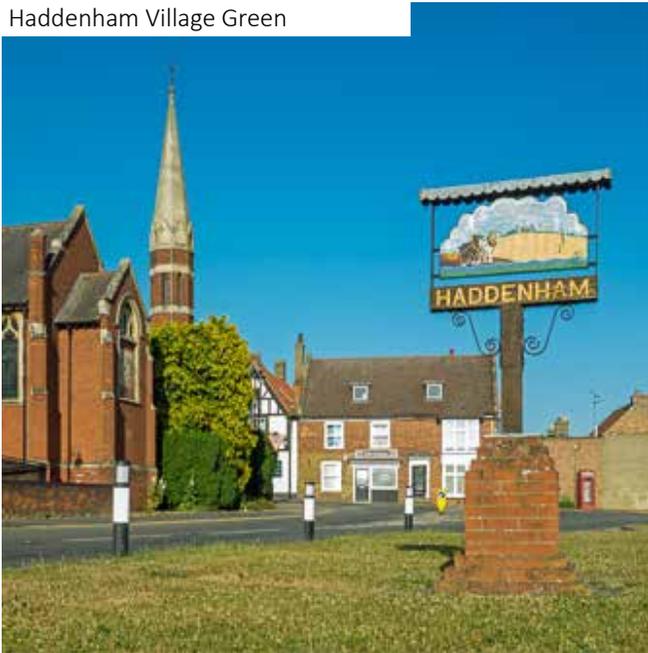
Resident Population (2011): 3,344

Haddenham village centre is formed around the junction of Hop Row, High Street, The Green and Station Road. This area provides a local centre for numerous key services. The village green functions as an important civic space, enclosed along its southern edge by a terrace of 1 and 2 storey houses and overlooked to the north by the Baptist Church, which acts as a prominent marker at the junction and a focal point from the High Street. Along Hop Row, to the east, there is a public house and to the north lies Arkenstall Village Centre, with a community hall and library facilities.

Haddenham High Street follows a traditional linear structure, with major uses and many historic buildings following a fairly consistent building line and a height of between 1 and 2 storeys. This street offers a range of services including several shops, an arts centre, the Methodist Church building and post office and within a Spar shop.

Development in Aldreth is predominantly arranged in 1 and 2 storey houses along the High Street. Dwellings tend to be set back from the street with front gardens and grass verges between the pavement and frontage. At the southern end of High Street, houses form a built edge to the pavement to contain the street and define junctions. While there are no shops within Aldreth, the former Baptist Chapel building is used as a community centre with pre-school. A former public phone box, bus stop and childrens' play area also define the centre.

Haddenham Village Green



Aldreth Village Centre



Orchards



Arable Land



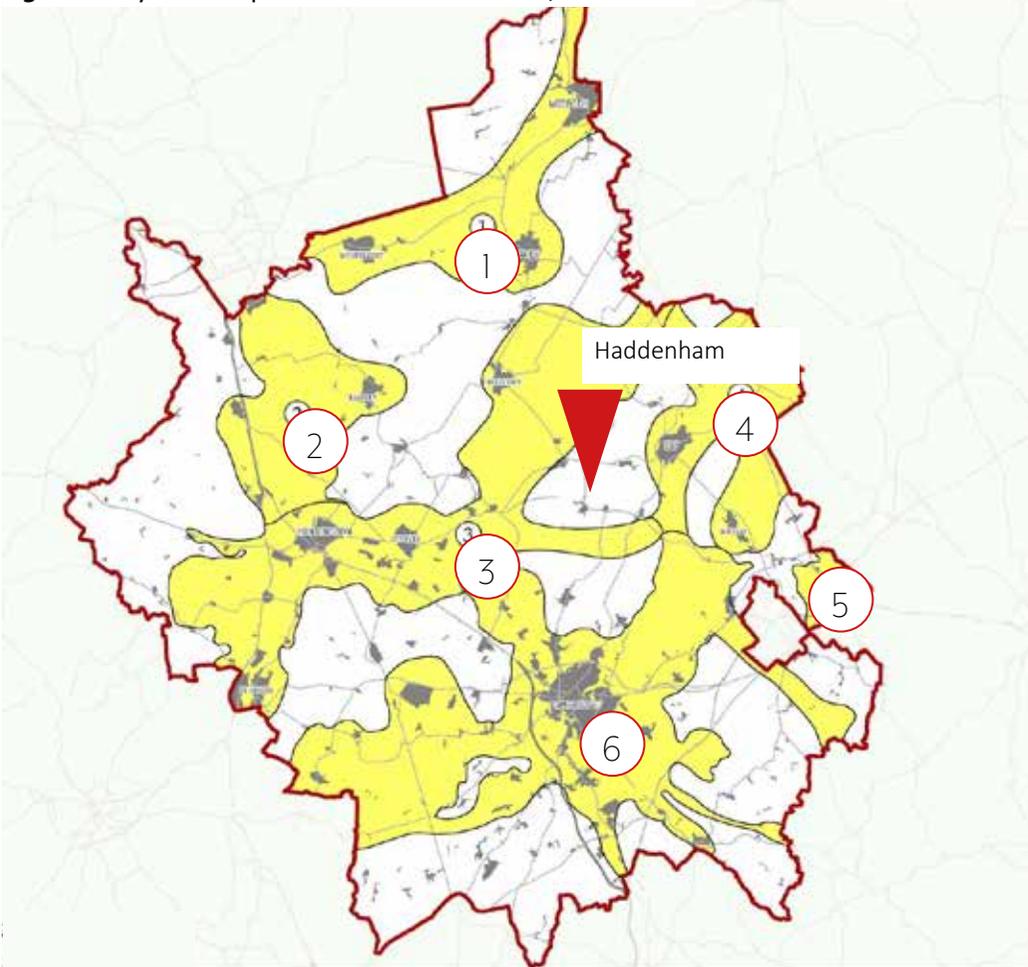
Aldreth Causeway



Grasslands



Figure 7: Ely Landscape Character Assessment, NTS



- Key:-
- Strategic Landscape Area
 - ① River Nene
 - ② Huntingdonshire Fens and Woods
 - ③ Great Ouse
 - ④ Eastern Fens and Towns
 - ⑤ Chippenham Fen
 - ⑥ Cambridge and Surrounding Areas

Analysis

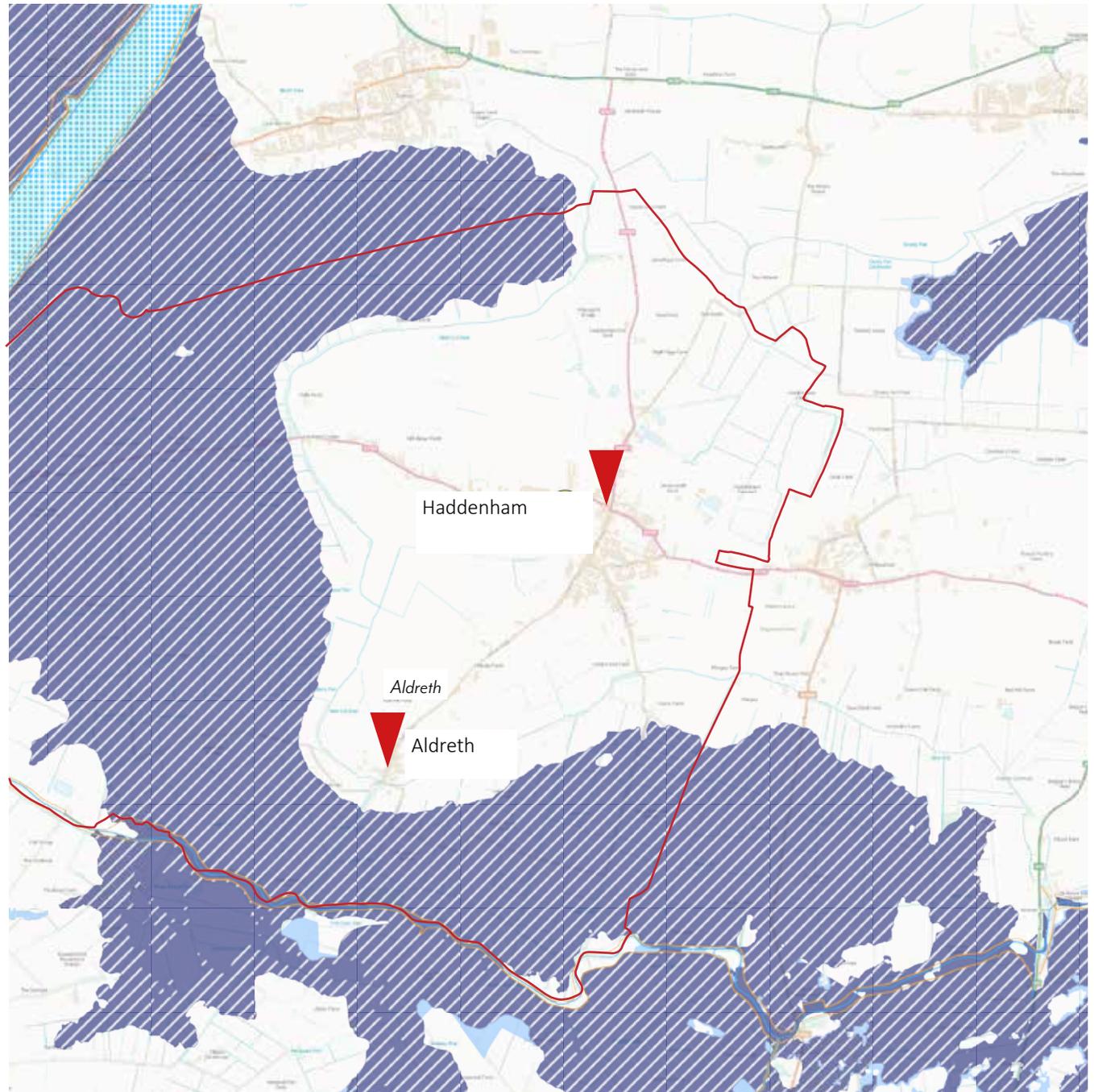
Landscape & Topography

The East Cambridgeshire District Council Draft Natural Environment SPD (2020) provides a strategic understanding of the sensitivity of the landscape and natural environment of the district. The 2001 Ely Landscape Character Assessment provides useful information on the landscape character of the wider area surrounding Ely.

The HNA lies in central Cambridgeshire, in the Isle of Ely. The wider topography of low-lying fens form one of Britain’s largest and flattest landscapes. Since the Middle Ages the landscape has been drained by engineered water courses towards the River Great Ouse, which runs along the southern edge of the Isle. Haddenham and Aldreth form part of a series of ‘island’ settlements that surround Ely and sit on slightly raised ground of (on average) between 5m above sea level and 20m above sea level.

The land within the HNA is predominantly in agricultural use, and therefore formed of fields enclosed by boundaries of vegetation. This slightly undulating landscape within the HNA and flat topography of the wider fens results in a mix of foreshortened and enclosed views of other settlements and built landmarks, contrasted with wide panoramas and long distance views as one travels through the landscape.

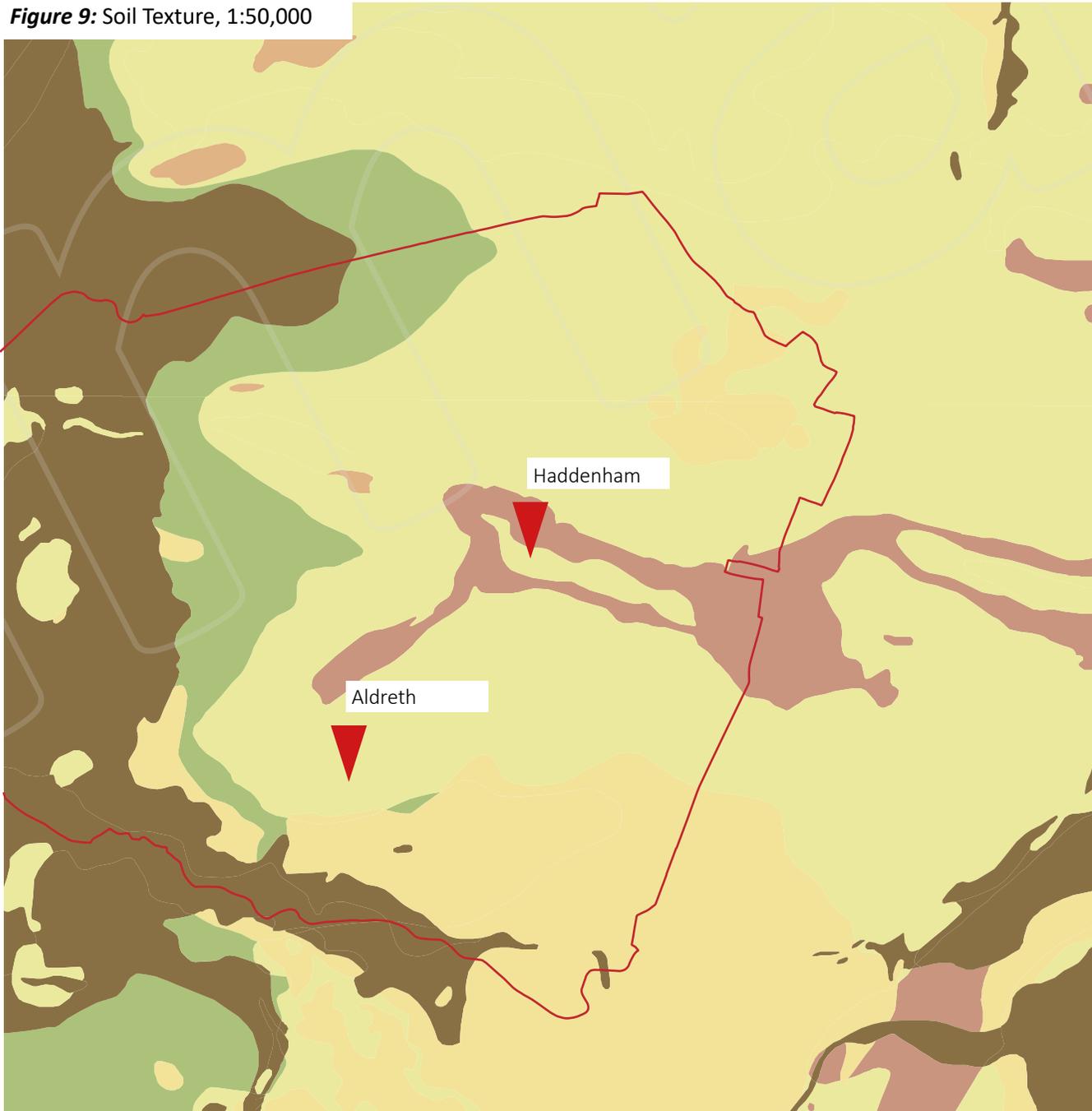
Figure 8: Flooding, 1:50,000



Key:-

-  Parish Boundary
-  Flood Zone 2
-  Flood Zone 3
-  Flood Zone 3 benefiting from defences

Figure 9: Soil Texture, 1:50,000



Flooding & Geology

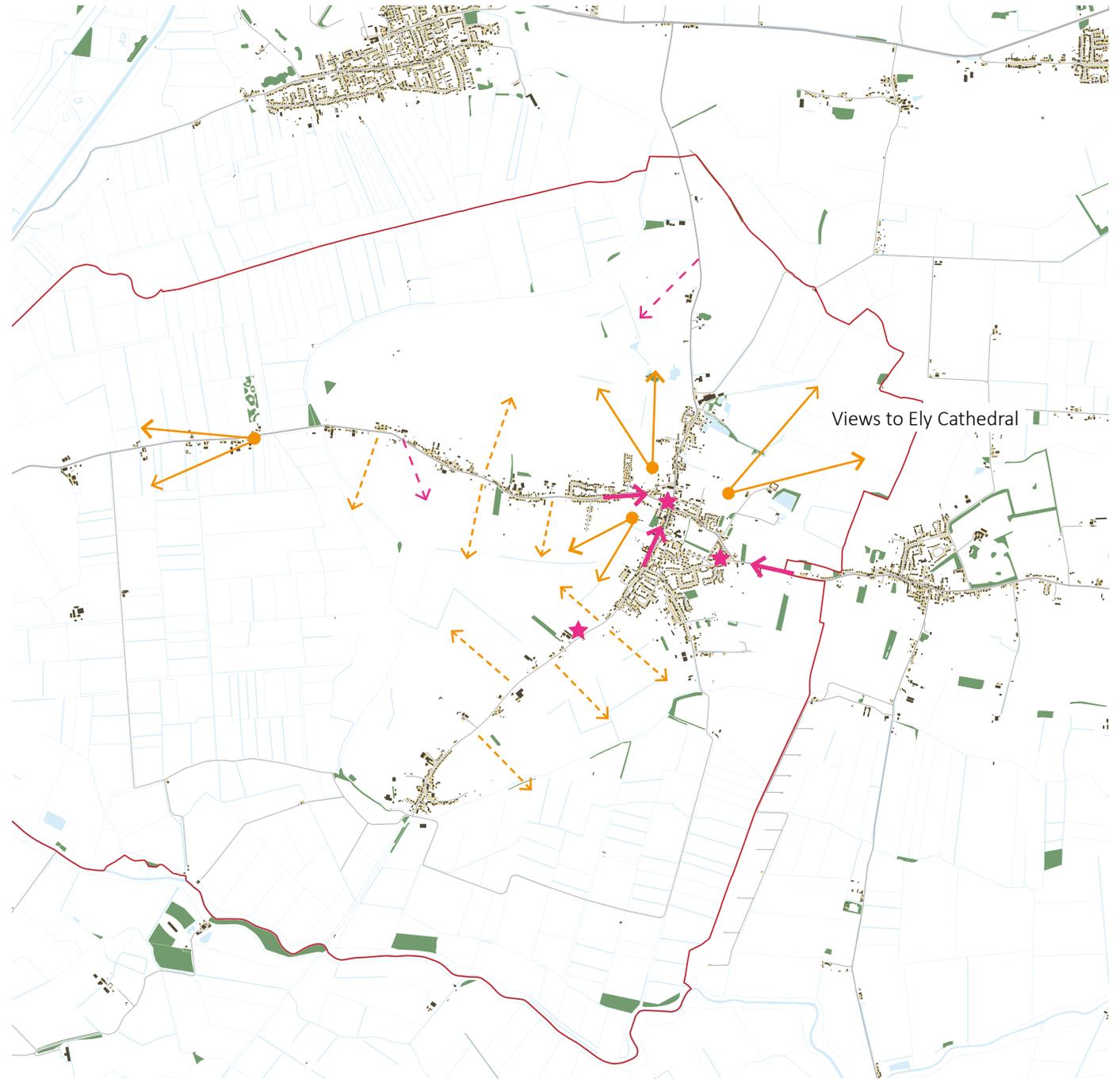
Haddenham and Aldreth sit on a small ‘island’ of slightly raised ground, which rises to a maximum height of 36m above sea level, though the mean height is only 1.8m above sea level. The Isle is formed of boulder clay and underlying chalky till rise above the surrounding fen peats. The repeated flooding and draining of the fens over thousands of years has given rise to wet deep clay soils, which provide fertile agricultural land.

The raised elevation of HNA has led to its classification as a Flood Zone 1 area. This means that it is very unlikely to flood (0.1% chance of flooding in any year).

Key:-

-  Parish Boundary
-  All
-  Clay and Loam
-  Loam > Clay
-  Loam
-  Sand > Loam
-  Sand

Figure 10: Topography and Views, 1:30,000



- Key:-
- > Incidental Landscape Views
 - > Panoramic Landscape Views
 - Townscape Views
 - - -> Distant Townscape Views
 - ★ Landmark building

View across Fairchild's Meadow



View across the Grunty Fen



View towards Sutton from Haddenham



Views

The villages of Haddenham and Aldreth sit above the surrounding Fens on low east-west, and north-south ridges of clay. Haddenham includes the highest point in the historic bounds of Cambridgeshire. As a result, the HNA benefits from some impressive long distance views of the fens and Ely Cathedral. There are also a number of long distance views looking towards built-up areas of the HNA. The design of new buildings will require careful consideration to ensure that the rural character of HNA is retained when viewed from the wider area.

Long Distance Views

- Properties on the south-west side of the High Street have views across the fens which lie at the bottom of the ridge;
- North of Station Road vista across the Grunty Fen towards the tower of Ely Cathedral;
- End of Church Lane view of Aldreth and Fen over 18th century red brick wall;
- Footpath by the Doctor's surgery with the former graveyard has opening vistas to the south beyond.

Townscape Views:

- Spire and red brick gable of the Baptist Church from High Street or East from The Green;
- Passage alongside Baptist Church offers a vista to the Holy Trinity Church tower within the trees beyond;
- South-east view from Hill Row towards Aldreth Road;
- Sutton Road looking south-west towards Hill Row.

Figure 11: Natural Environment, 1:30,000

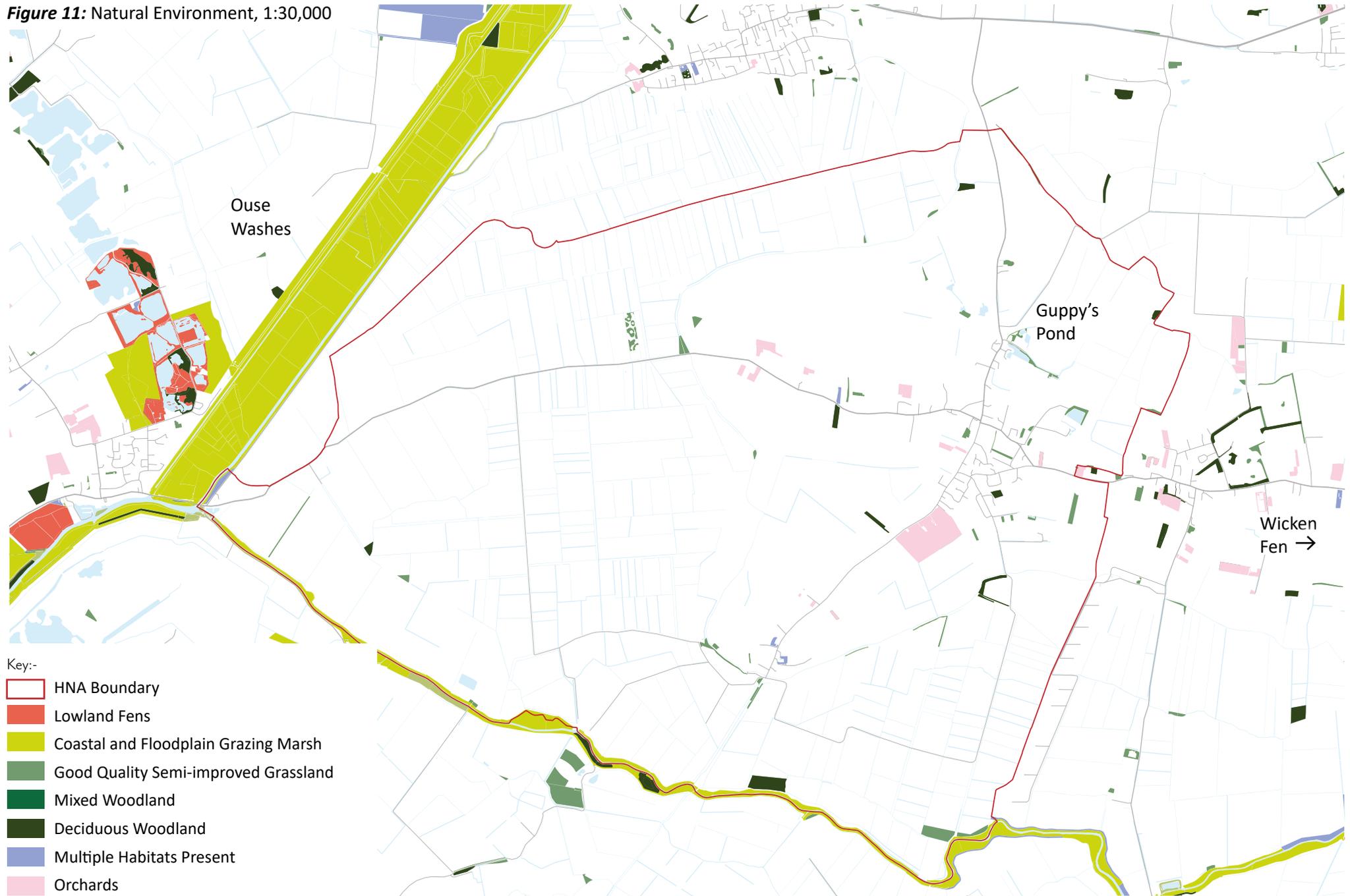


Figure 12: Ariel View of Field Boundaries, NTS



Natural Environment

The fen-meadow that surrounds the HNA is a distinctive feature of the East Anglian landscape. While this landscape provides highly fertile agricultural land, the intensification of farming has had a detrimental impact on biodiversity. As such, East Cambridgeshire contains a number of protected sites of international, national and local importance for nature conservation.

The Fenland Special Area of Conservation covers Wicken (approximately 10km south east), Chippenham Fen (approximately 20km east) and Woodwalton (approx. 25km west). The Ouse Washes are around 3km to the west and just outside the Plan Area. The Ouse Washes is an area of seasonally flooded washland habitat that is managed in a traditional agricultural manner in order to retain its conservation interest.

The north-east of the HNA contains the locally designated County Wildlife Site, Guppy's pond, which is an aquatic nature reserve in a former brick clay pit.

Figure 13: Detailed Natural Environment
Haddenham, 1:12,500



Key:-

-  Parish Boundary
-  Natural Scrubland
-  Grassland
-  Mixed Woodland
-  Deciduous Woodland
-  Agricultural Land
-  Orchard

Avenue of Limes in Recreation Field



Millfield Orchard

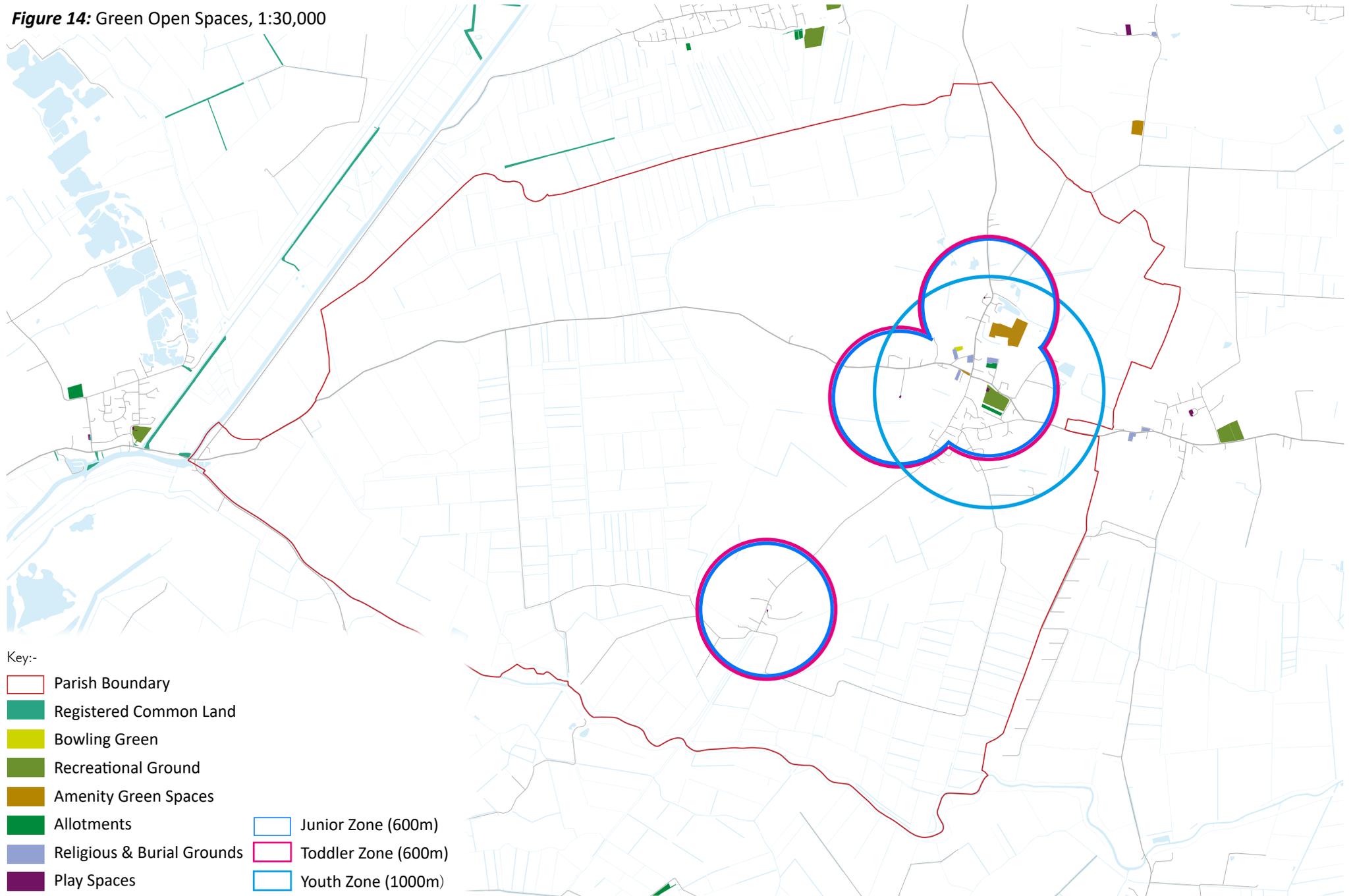


The natural environment within the HNA is predominantly formed of agricultural land delineated by hedgerows. There are few street trees within the Haddenham village, however small areas of woodland that bound footpaths and mature trees within private gardens have a strong visual presence from the streets.

The HNA was historically known for the orchards that were planted in the area in the late 1700s and early 1800s, when the produce was harvested and transported to London via train. Whilst the majority of orchard sites were developed for housing during the late 20th Century, several remain today. It is common for older properties in the village to have mature soft fruit trees in their gardens.

Aldreth is strongly characterised by its agricultural landscape setting, as fields bound the Aldreth Road to the north and back onto properties along the High Street. The southern part of Aldreth is defined by its physical and visual connection to the River Great Ouse and its surrounding marshland.

Figure 14: Green Open Spaces, 1:30,000



Key:-

-  Parish Boundary
-  Registered Common Land
-  Bowling Green
-  Recreational Ground
-  Amenity Green Spaces
-  Allotments
-  Religious & Burial Grounds
-  Play Spaces
-  Junior Zone (600m)
-  Toddler Zone (600m)
-  Youth Zone (1000m)

Open Spaces

Haddenham Recreational Ground



East Cambridgeshire District Council produced a Summary of Play report following a Play Audit undertaken by Haddenham Parish Council between 2012-2013. The report identifies six play areas in Haddenham and Aldreth and seven areas of informal open space.

The play areas in Haddenham cater for toddlers, juniors and youths. At the time of the report the parish council advised that there was sufficient provision to meet the needs of the existing community, however the audit identifies that there is a deficit in youth provision, based on the planning standard per head of population.

Since the report was published, a number of new developments have received planning permission and therefore it is likely that the existing play provision will need to be upgraded and expanded to meet increased demand.

The majority of the parish falls within the radial travel distances of play areas for each age category. This is particularly the case with provision for youth facilities, which have a larger radial zone.

The areas that fall outside of the radial travel distance for youth play provision include:

- Part of Hill Row, to the west of Yew Tree Farm
- Part of Aldreth Road, south of Great Mill
- All of Aldreth

Aldreth Play Area



The areas that fall outside of the radial travel distance for junior and toddler play provision include:

- Haddenham Road (towards Wilburton)
- North part of Station Road (including part of Chesswell's Close and The Pond)
- West of Hill Row
- Part of Aldreth Road
- Part of Lode Way

The play area on Hop Row Recreation Ground provides a range of play experiences, including a skate park. The original metal park was demolished in August 2016 and in 2018 this was replaced by a new concrete park. Following consultation in 2010, the Parish Council identified that the play equipment in Haddenham Recreation Ground, New Town Pocket Park and Aldreth needs to be updated. Aldreth play park has been refurbished and upgrades to the Hop Row play equipment have also been completed.

A planning application for the change of use from agricultural land to recreational land was submitted to East Cambridgeshire District Council in July 2020 by the Parish Council (20/00880/OUT). This application seeks to create a new recreational ground for the parish to include pitches, parking, changing rooms and access.

There is a small play park in Northumbria Close, which lies to the north-west of Station Road. A Haddenham Community Land Trust development at West End Gardens is currently under construction and this will provide a central play space.

Figure 15: Detailed Green Open Spaces, Aldreth
1:12,500

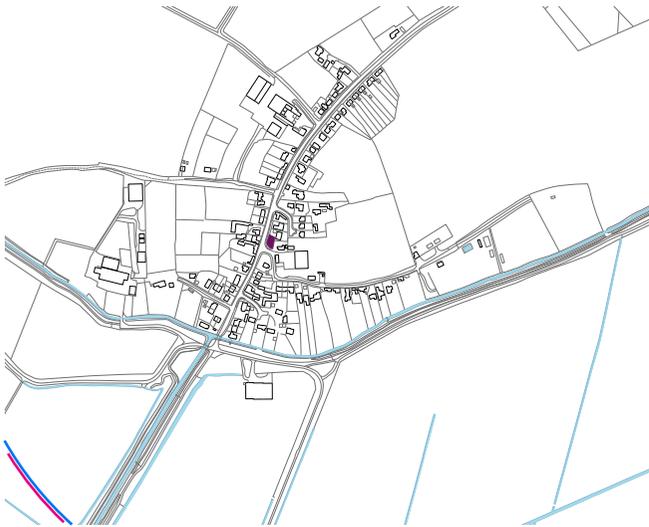
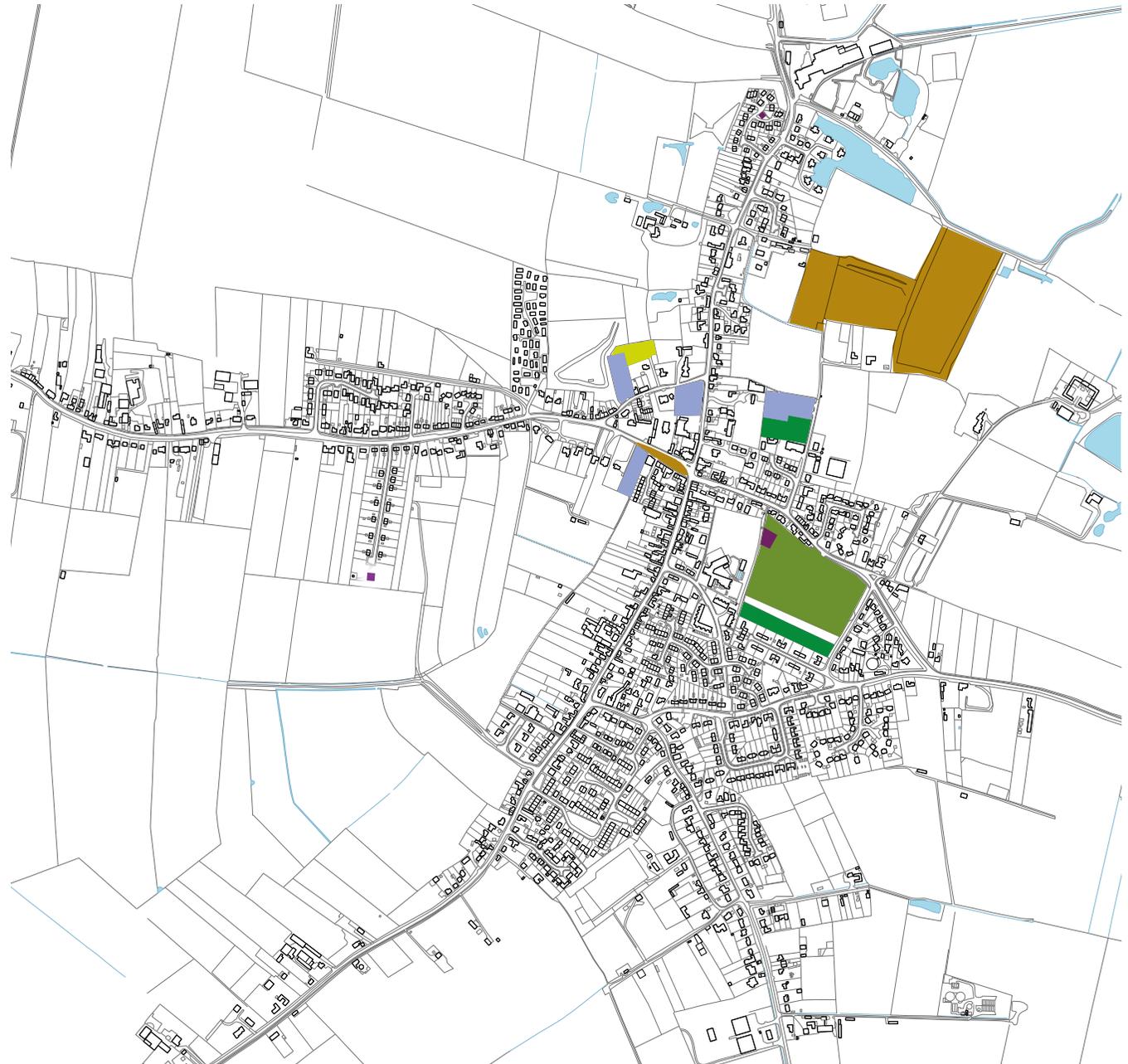


Figure 16: Detailed Green Open Spaces, Haddenham 1:12,500



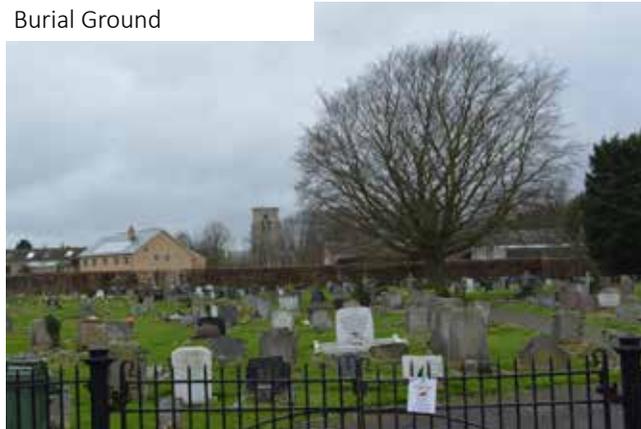
Key:-

-  Bowling Green
-  Recreational Ground
-  Amenity Green Spaces
-  Religious & Burial Grounds
-  Play Spaces

School Lane, Aldreth



Burial Ground



Pocket Green Space



Recreational Ground with MUGA



Allotment



Aldreth Play Area



Play Area



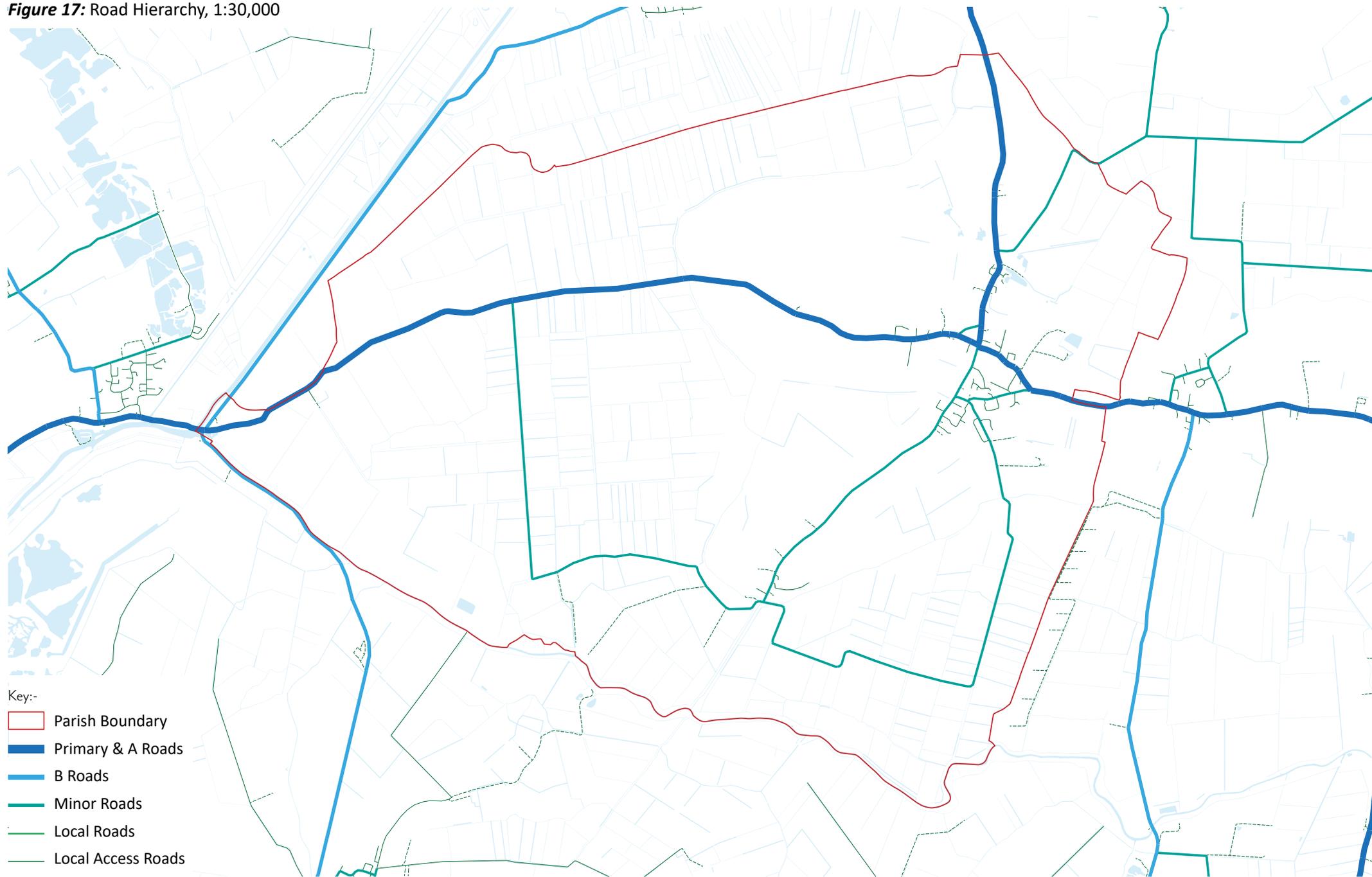
The Green



Recreational Ground



Figure 17: Road Hierarchy, 1:30,000



Movement

Haddenham is well connected to the strategic road network, with access to Ely railway station only 20 minutes and Cambridge only 30 minutes away by car.

The primary issue around vehicular movement is the use of A1123 and A1421 by large numbers of HGVs, which brings issues such as noise, air pollution and congestion. Speeding is another key problem and there are currently 2 (soon to be 4) Speed Indicator signs which are regularly moved round the village to discourage speeding.

Within Haddenham village centre, Hop Row and New Road and Station Road are primary roads for traffic passing through Haddenham and also form part of a bus route. Aldreth road links Aldreth with Haddenham to the north and the wider road network. These roads are particularly susceptible to congestion during busy commuting times. New developments, within the Parish and surrounding areas, are likely to exacerbate these problems without considered new and improved infrastructure.

Some areas of Haddenham suffer from insufficient unallocated parking, resulting in congestion at key times. Furthermore, the limited number of unallocated parking spaces and reliance on cars as the primary mode of transport results in people parking on, and causing damage to, grass verges.

New Pedestrian Crossing on Hop Row



Traffic Congestion on Haddenham High Street



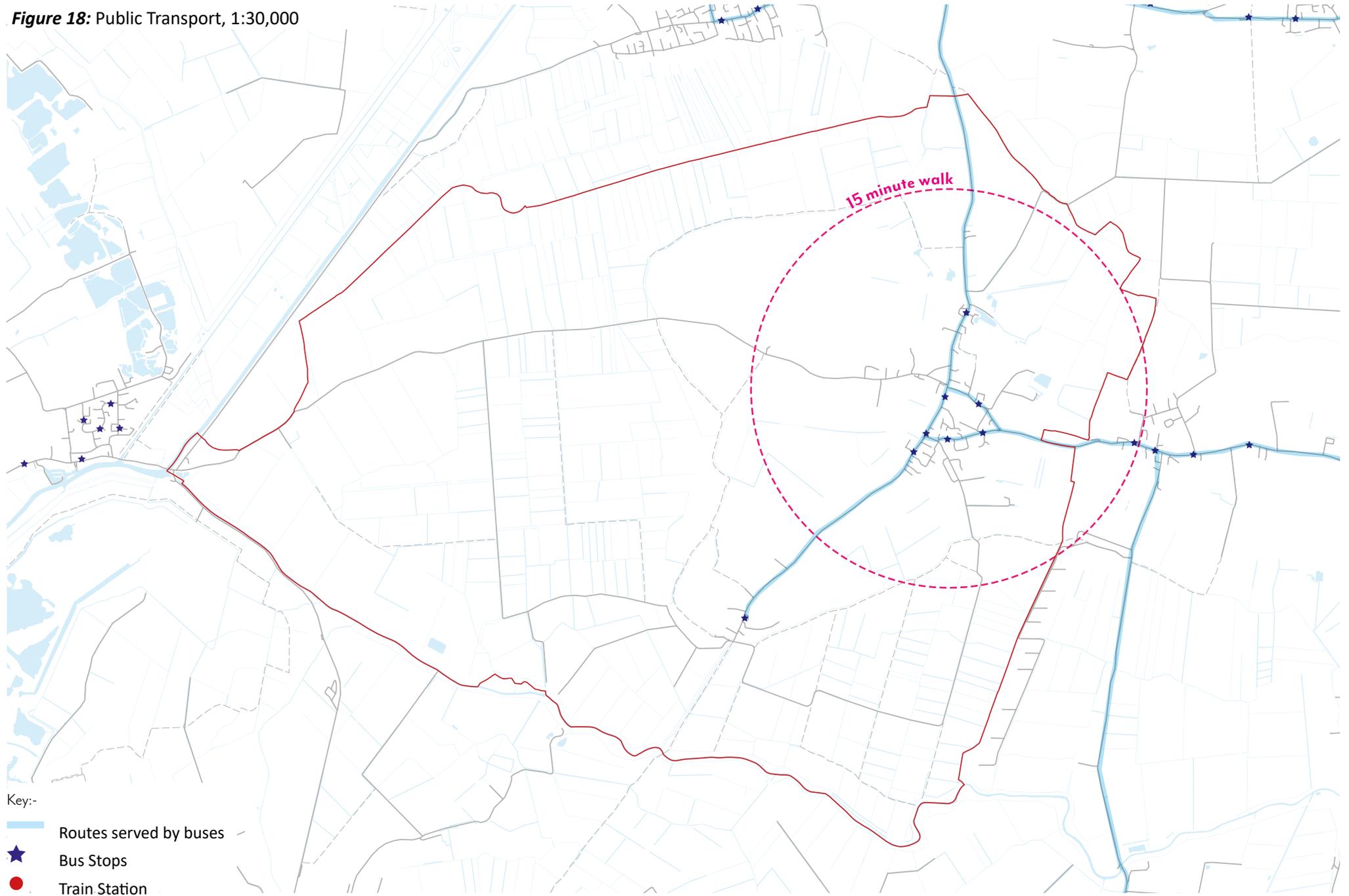
Speed Restriction Signs on A1123



Traffic Calming on Wilburton Road



Figure 18: Public Transport, 1:30,000



Key:-

- Routes served by buses
- Bus Stops
- Train Station

Public Transport

Haddenham Train Station C1950s



Existing Bus Stop on Aldreth High Street



Existing Bus Stop on Station Road



Existing Bus Stop on Duck Lane



Haddenham railway station closed to passengers in 1931. The closest railway station is Ely which is 12km away. Ely Train Station provides comprehensive local rail links via the National Express East Anglia and First Capital Connect services, as well as direct services to London Kings Cross (1hr 15min journey) and London Liverpool Street (1hr 50min journey). Waterbeach Station is 16km away and offers local services on the Fen Line between King’s Lynn and Cambridge (7 minute journey). Cambridge North is also located 20km from Haddenham.

There are 3 bus services operating within the Eastern area of the HNA, within Haddenham and Aldreth Village centres. The west of the HNA is served by services from Earith which are within a 15 minute walk. There is no bus network coverage along the A1123 in the centre of the HNA. Existing bus stop infrastructure in Haddenham and Aldreth could be improved. Many stops do not provide a place to sit and there are no live service updates.

Bus No.	Route	Peak Frequency
Ely Zipper	Ely- Witcham	60 mins
X8	March-Chatteris-Cambridge	Once daily

Figure 19: Pedestrian Environment, Aldreth, 1:12500



Figure 20: Pedestrian Environment, Haddenham 1:12500



Key:-

-  Bridge
-  Bus Stop
-  Crossing
-  Public Footpaths
-  Pavement
-  Open Green Spaces

Worn Grass Verges at The Rampart



Central Reservation at The Green



Walking & Cycling

The quality of the pedestrian environment within Haddenham village centre is mixed. Some improvements have been made to the pedestrian environment within the village centre through the installation of a controlled pedestrian crossing at Hop Row. While there is a central reservation at the crossing of Station Road and The Green, there is no pedestrian crossing to serve the desire line from footpath on the northern side of The Green to the Doctors' surgery on the opposite side of the road.

Footpath through graveyard



Grass Verge between Road and Footpath



The pedestrian environment along Hop Row leading towards Haddenham recreation ground is good with generous footpaths on both sides of the road. Robert Arkenstall Primary School and Haddenham Recreation Ground are connected to the village centre via footpaths that extend around the school's perimeter.

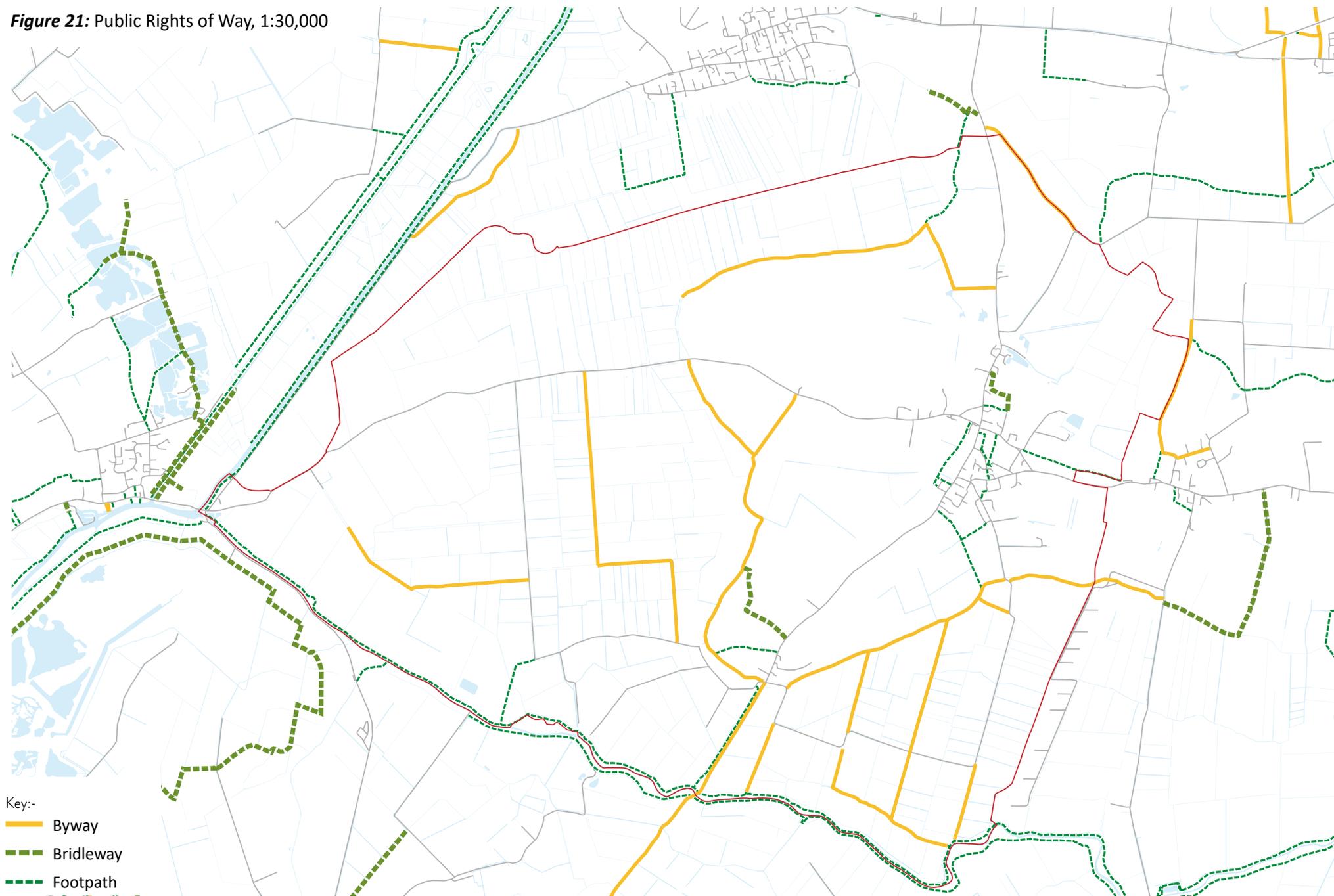
The High Street has narrow and congested footpaths, which are exacerbated by areas of on street parking and bus stops along this route. This routes suffers from increased congestion during school pick up and drop off hours.

Footpath from graveyard



Beyond the village centre, parts of Haddenham suffer from a fragmented pavement network, with some key village routes lacking consistent pedestrian pavement connections or no pavements at all. This is particularly problematic along Station Road.

Figure 21: Public Rights of Way, 1:30,000



Station Road



Footpath south of High Street, Aldreth



View looking north down Chewells Lane



Footpath east of High Street, Haddenham



There is a lack of defined cycling infrastructure, with no dedicated cycle paths (on- or off-road) or crossings. Within the Neighbourhood Plan Area there are only 4 cycle parking spaces (in Arkenstall car park). However there are plans for a proposed pedestrian and cycle access along Hod Hall Lane connecting Lode Way, which in turn links to the Sand Path footpath, and the wider local footpath network. A byway running south from Aldreth provides a direct link to the Cambridge Guided Busway (7km away.) There is the opportunity to encourage cycle trips to the busway stops with direct links to Cambridge.

Haddenham and Aldreth benefit from an extensive network of public rights of way, including footpaths and bridleways, as well as a network of permissive routes. Access to the landscape is key to the character of these places as semi-rural villages.

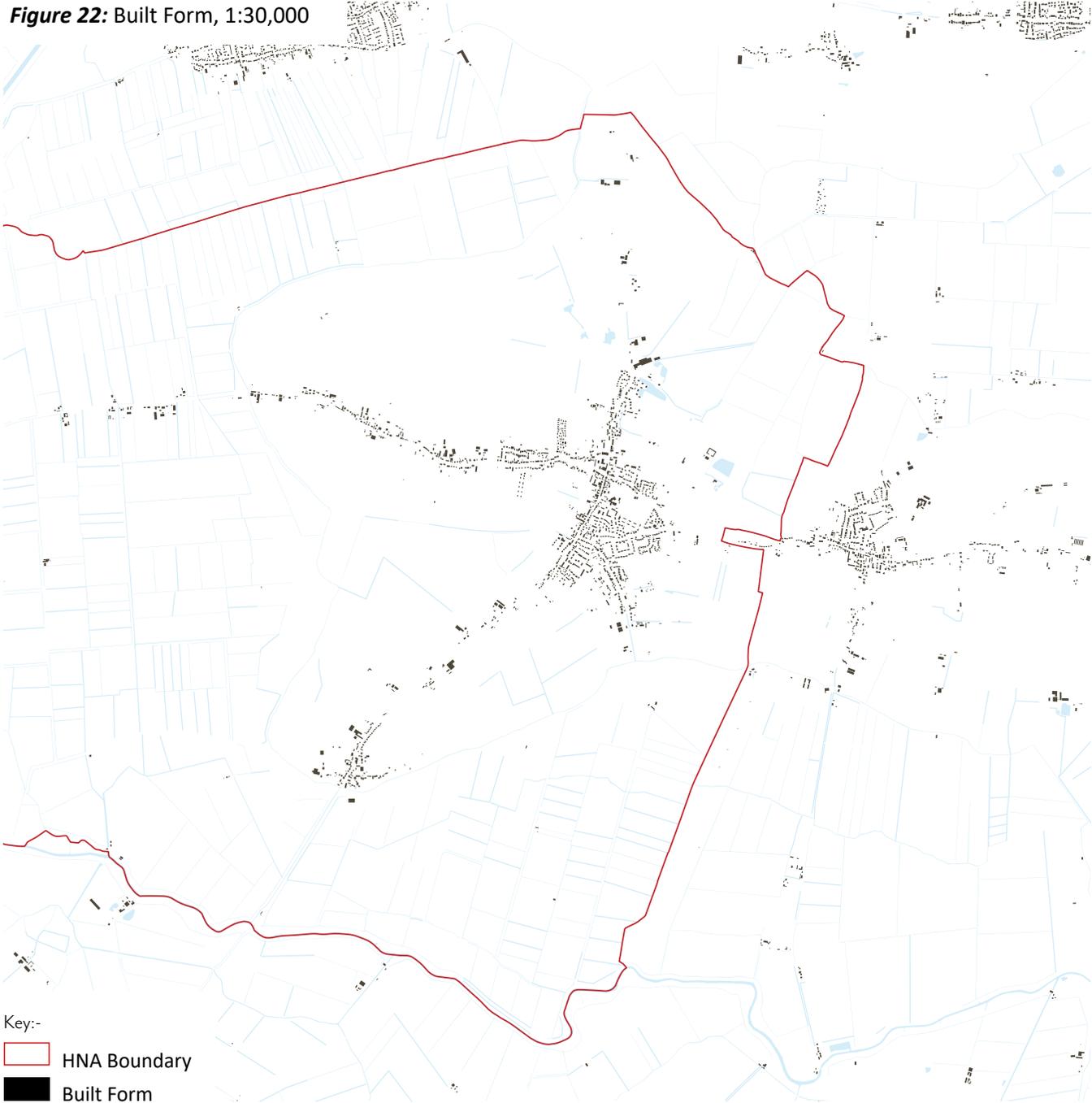
Within Haddenham, public footpaths accessed from the south of Nelson’s lane lead to views of Haddenham Mill and the wider fen landscape Footpaths to east of Station Road lead towards the aquatic nature reserve with panoramic views of Ely Cathedral. Within the village footpaths between dwellings and along field boundaries form extension of the pavement network to link key local amenities.

In Aldreth, walking routes extend to the River Great Ouse. To the south, the High Street changes from a black-top road into dirt tracks before vehicular access is discontinued and pedestrian access is permitted via a series of public footpaths and the historic causeway that crosses the River Great Ouse and connect to a wider network of recreational walking routes.



Station Road

Figure 22: Built Form, 1:30,000



Key:-

- HNA Boundary
- Built Form

Built Form

Development in Haddenham has concentrated along the now busy A1123, which sits on a ridge linking to Wilburton and Strettham. The village was originally centred on The Green at the crossing of this route where Station Road leads north towards Witcham and south along High Street and Aldreth Road to Aldreth.

High Street is characterised by narrow mediaeval plots that form a built edge to the pavement and enclose the street. Narrow passages between buildings lead to ancillary buildings behind. The more civic buildings are mainly found at the top of the High Street around The Green.

Hill Row is less enclosed and more rural than other streets in Haddenham. Grass verges between the road and the footpath give the street a wider aspect. Buildings are set at the back of the footpath with subservient agricultural outbuildings located to the rear of the primary building or with gables forming an edge to the pavement.

Residential development in the 19th and 20th Century has been concentrated to the south-east of Haddenham. This tends to be lower density, arranged around cul-de-sacs, with front gardens and dwellings set back from the street.

Development in Aldreth is predominantly arranged along the High Street, with some newer development along minor roads that run perpendicular to the High Street. Dwellings have gardens and grass verges between the pavement and frontage. At the southern end of High Street, houses form a built edge to the pavement to contain the street and define junctions.

Figure 23: Building Height, Aldreth, 1:12,500

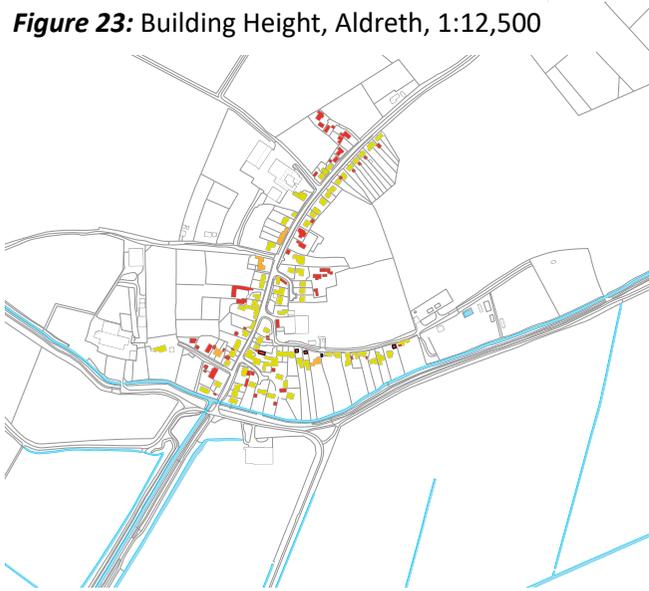
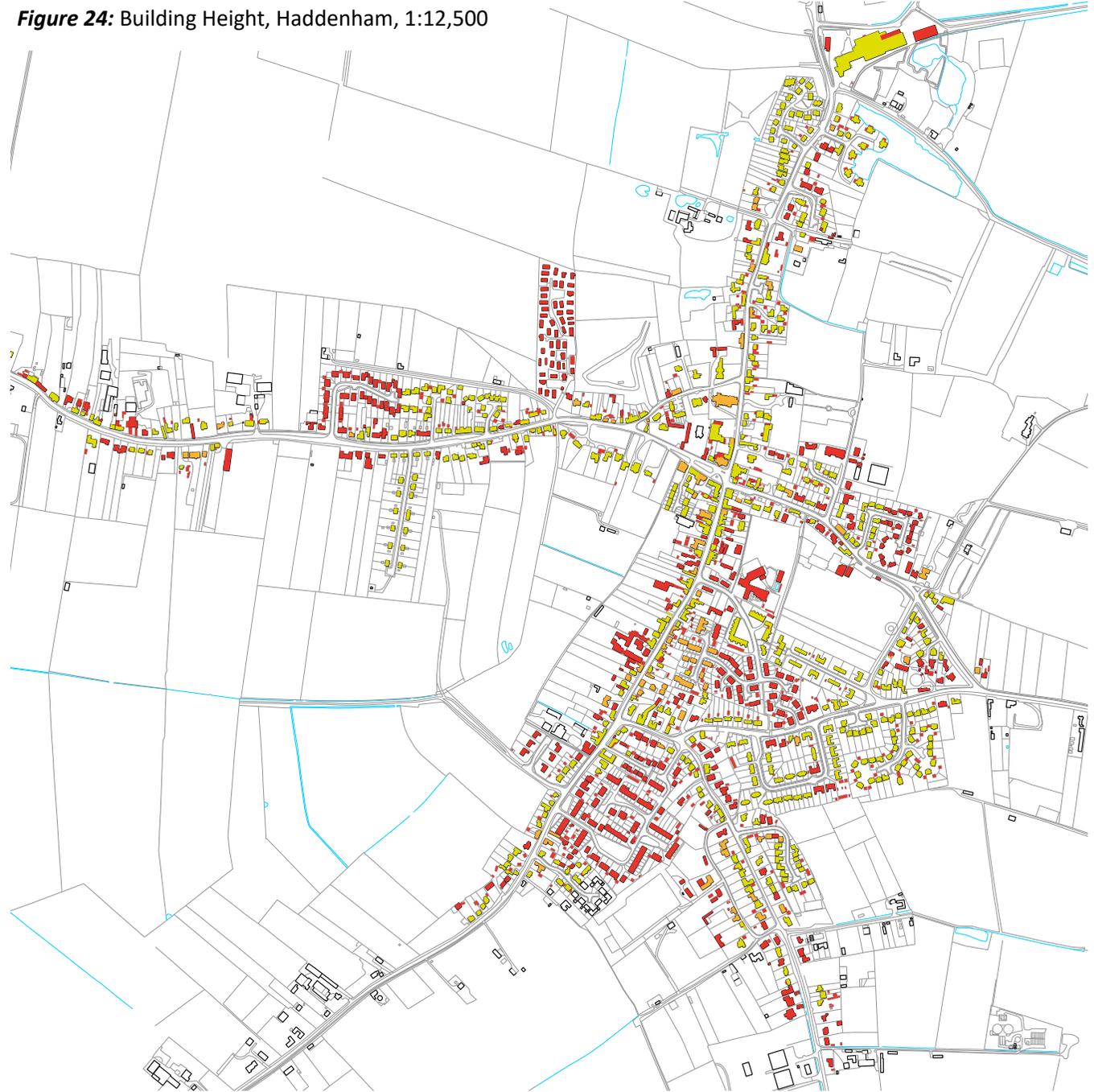


Figure 24: Building Height, Haddenham, 1:12,500



Key:-

- 1-Storey
- 1.5-Storey
- 2-Storey

1-storey housing



1-storey housing



Building Height

The majority of buildings within Haddenham and Aldreth are two-storeys tall, this includes both historic and modern developments. There are also a significant number of 1-storey and 1.5-storey bungalows and buildings.

Historic houses in Haddenham and Aldreth vary in absolute height. Many of the 17th Century buildings tend to be taller, in absolute terms, than newer buildings of similar storeys, due to their more generous floor-to-ceiling heights. However, many of the more historic cottages and rural worker’s housing represent the opposite tendency with smaller floor-to-ceiling heights.

A significant feature of Haddenham is the 1.5 storey dwelling with dormer windows. Older properties tend to have distinctive mansard roof forms with a steeper lower pitch and a shallower upper pitch which allows for greater headroom in the upper storey. On 20th Century buildings this characteristic has been adopted as a design feature that minimises the presence of the building while creating an attractive roof-line and delivering effectively 2-storey buildings.

The height of future development in Haddenham and Aldreth should consider the role of the extensive topography of the area in assessing the visibility of development in the context of surrounding landscape.

1.5-storey housing



1.5-storey housing



2-storey housing



2 storey housing



Figure 25: Housing Typologies, Aldreth 1:12,500

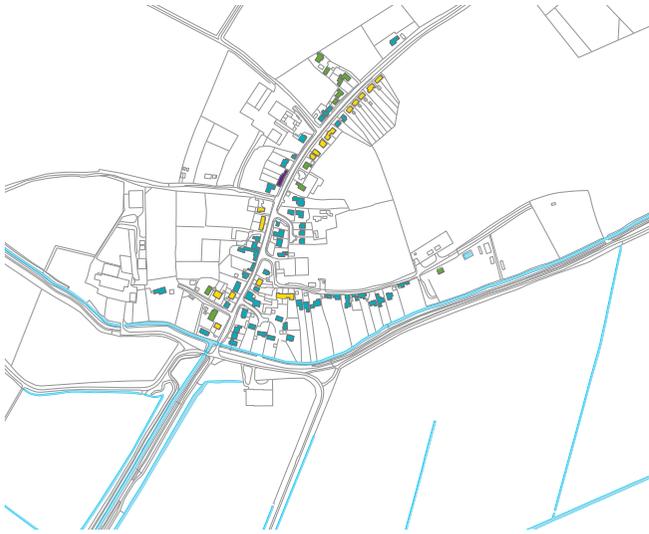
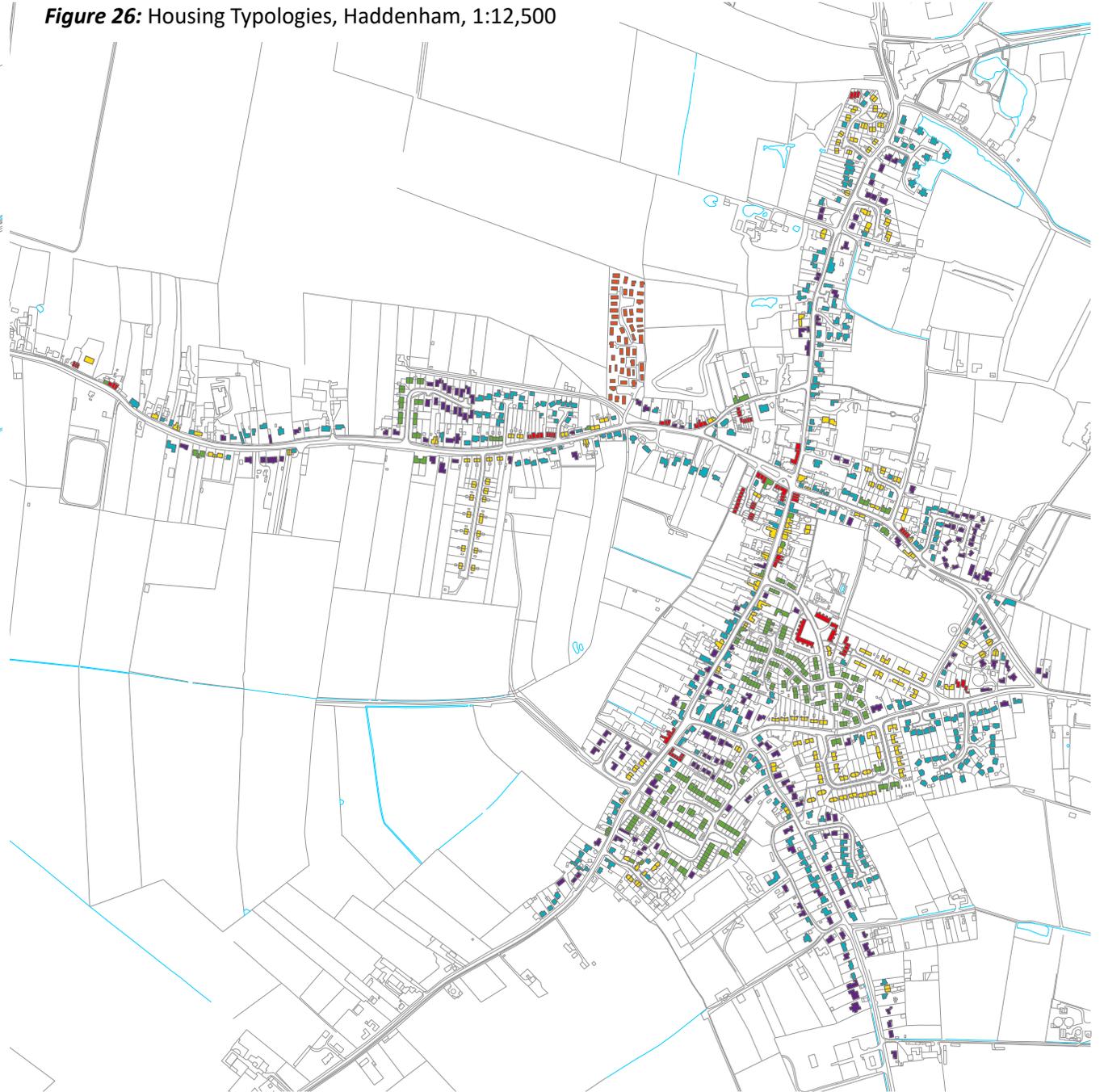


Figure 26: Housing Typologies, Haddenham, 1:12,500



Key:-

- Bungalow
- Terraced Bungalow
- Detached
- Semi-Detached
- Terrace

Joined Bungalows



Detached Bungalow



Housing Typologies

Housing within Haddenham follows several typologies including bungalows, terraced bungalows, detached houses, semi-detached houses and terrace houses.

Development within the historic village centre of Haddenham, (High Street and the area around The Green) and along the primary roads, is characterised by a mix of typologies as buildings have been adapted and plots have been infilled over time. Terraces are present at the north of High Street, which successfully address the street and create sense of enclosure around the Green and the junction with Station Road.

Elsewhere 20th Century developments are formed of similar housing typologies that tend to be grouped by development site, as opposed to street hierarchy or other overarching structure. The layout of these sites bear little reference in their design to the locality.

Semi-detached Housing



Semi-detached Housing



Detached Housing

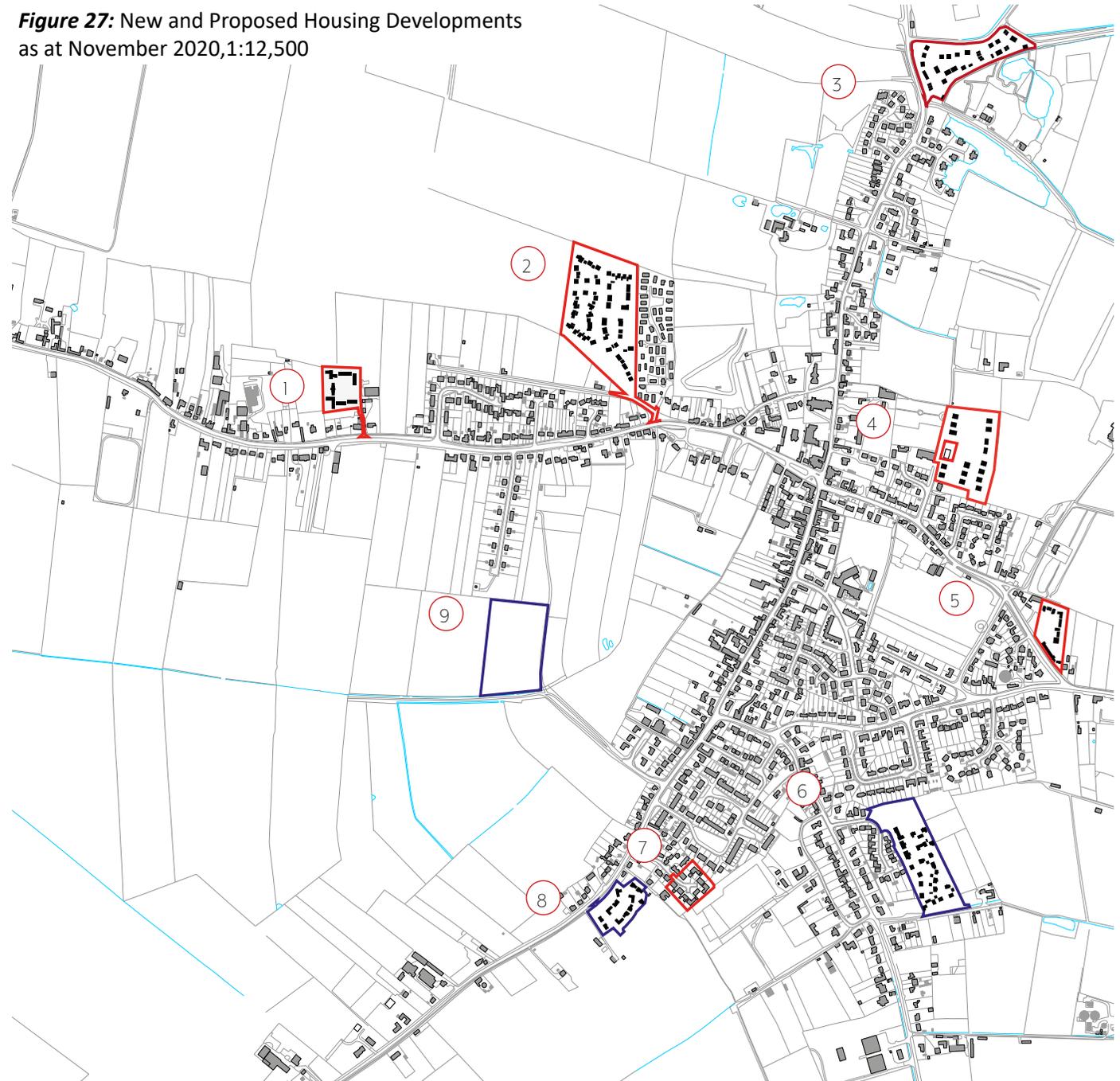


Detached Housing



Key	Planning Ref.	No. New Homes
1.	16/01221/FUL	7
2.	17/01756/FUM	54
3.	19/00180/OUM	40
4.	17/01570/OUM	34
5.	17/01461/FUM	16
6.	18/01041/OUM	33
7.	16/01642/FUL	9
8.	18/01471/OUM	15
9.	20/00880/OUT	N/A

Figure 27: New and Proposed Housing Developments as at November 2020, 1:12,500



Key:-
 Existing Built Form
 Proposed Built Form
 Site With Planning Permission Approved
 Site With Planning Permission Undecided

Figure 28: Key Uses, Aldreth 1:12,500

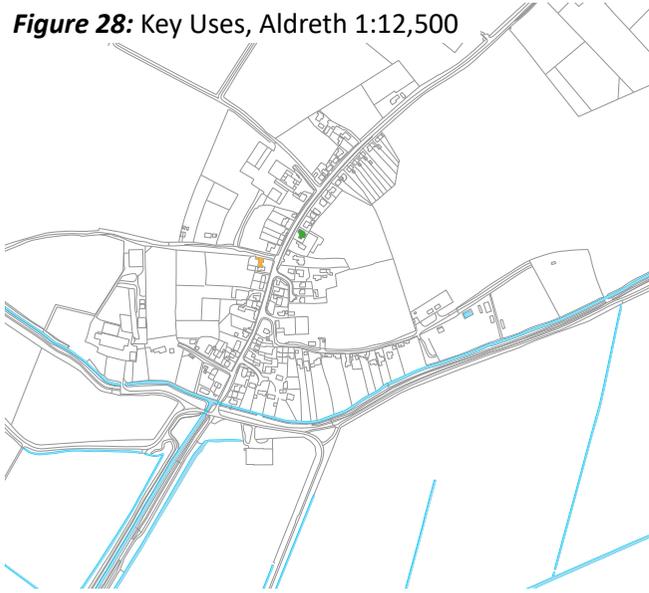
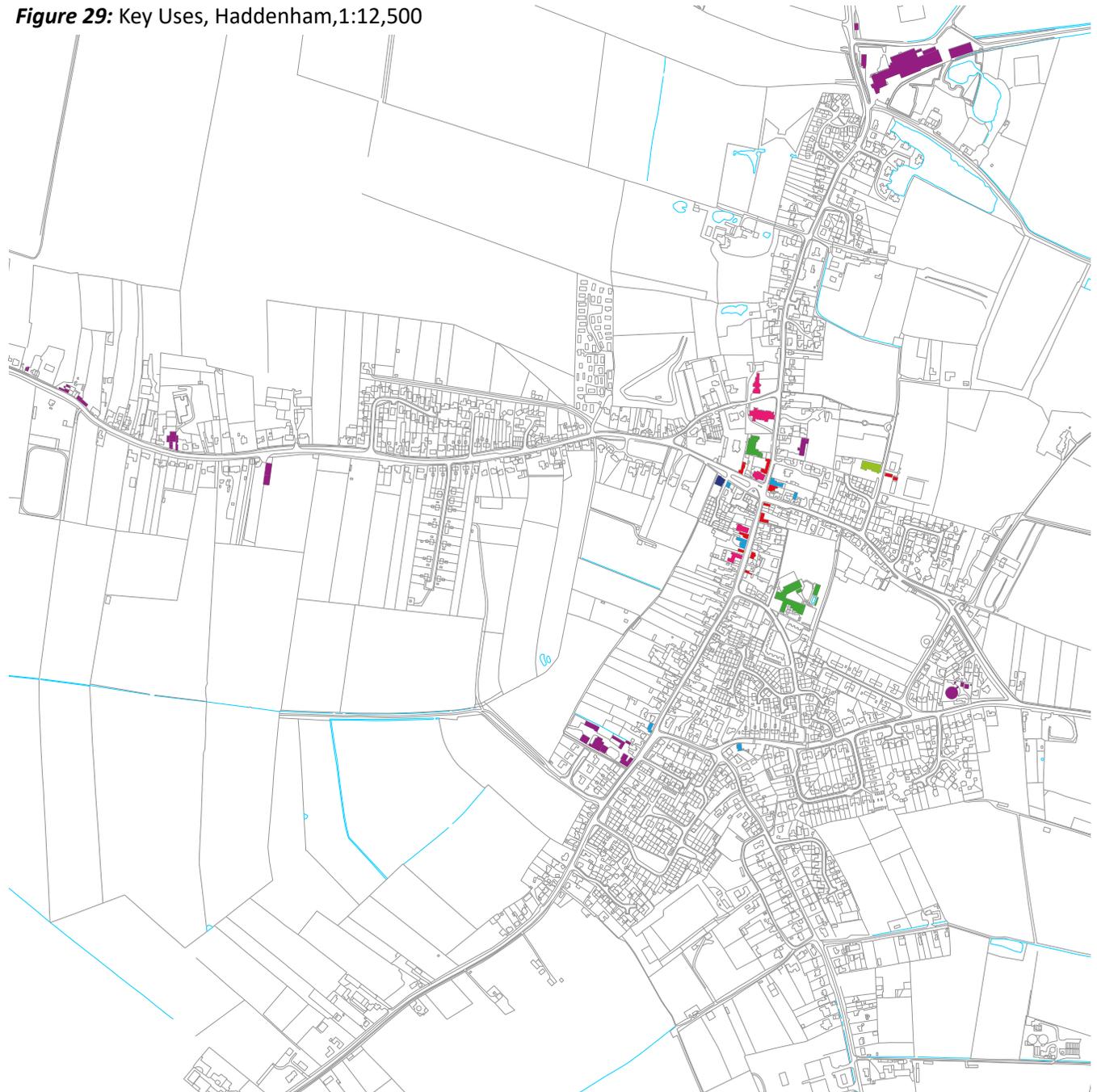


Figure 29: Key Uses, Haddenham, 1:12,500



Key:-

-  Pubs/Restaurants
-  Shops
-  Churches & Religious Buildings
-  Industrial & Semi-Industrial
-  Residential Institution
-  School/ Community Centre
-  Employment
-  Assembly & Leisure

Hairdresser's



Cherry Tree (now a cafe)



Uses

Haddenham provides a good range of services and amenities. These are predominantly clustered around the junction of Station Road, Hop Row, The Green and along High Street. To the east of this junction there is a public houses (the Three Kings Inn) and cafe (Cherry Tree) and to the north lies a pharmacy, hairdressers, beauty salon and Arkenstall Village Centre, which contains a community hall and library facilities. The Church of Holy Trinity is further north along Station Road.

Spar Shop



Haddenham Pharmacy



Doctors' Surgery Haddenham



The Baptist Church is opposite The Green and to the west of The Green there are several small shops and a doctor's surgery. Haddenham High Street has several shops, an arts centre and post office. The Robert Arkenstall Primary School is located to the east of the High Street. Secondary education is provided by Witchford Village College and a number of secondary schools in Ely.

The village of Aldreth too small to support a village shop, however the Aldreth Village Centre, with pre-school, is located in the former Methodist church on Aldreth High Street. A post box, bus stop and childrens' play area form a cluster of amenities around the Aldreth Village Centre.

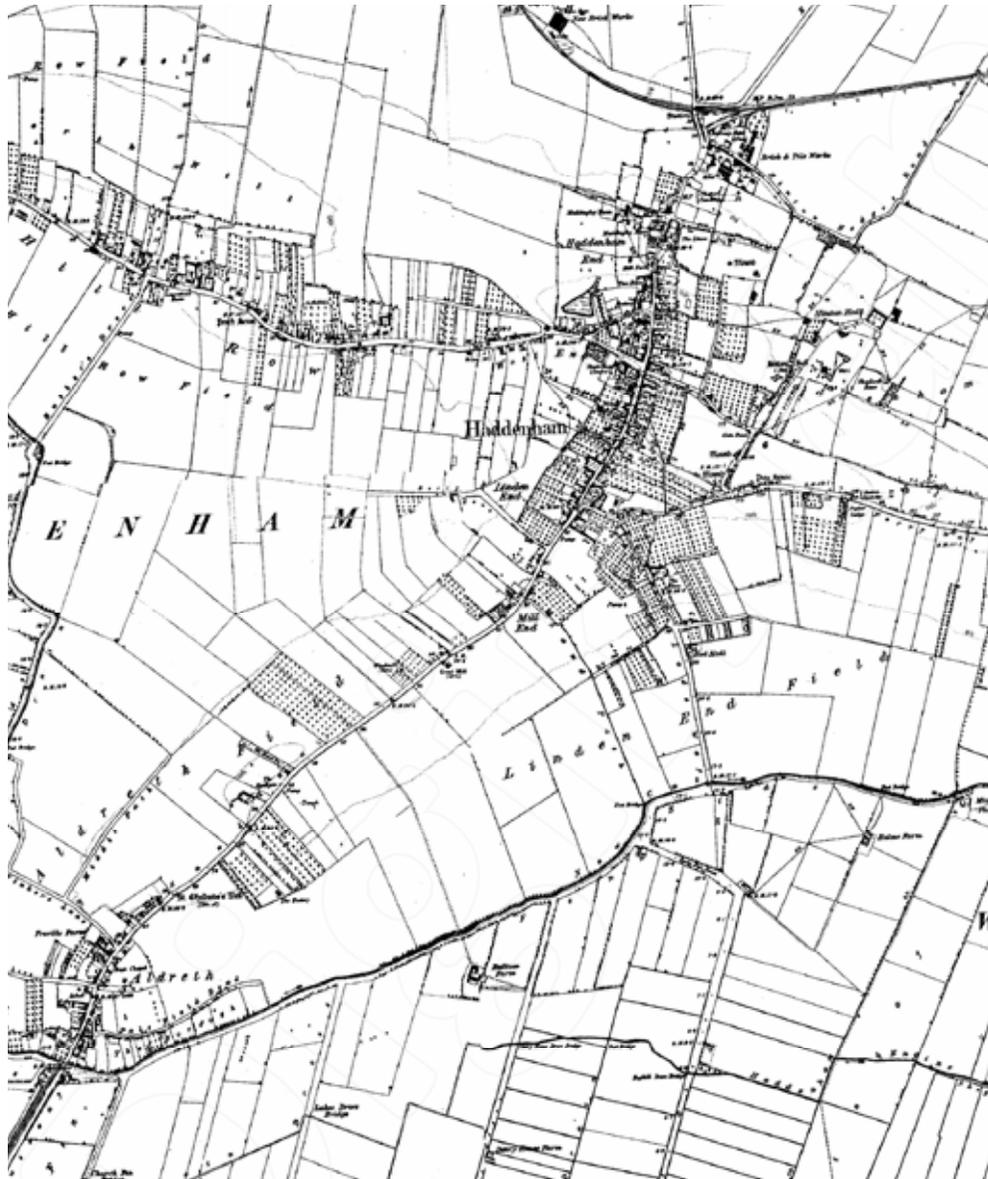


Figure 30: Historic Map of Haddenham 1887, NTS

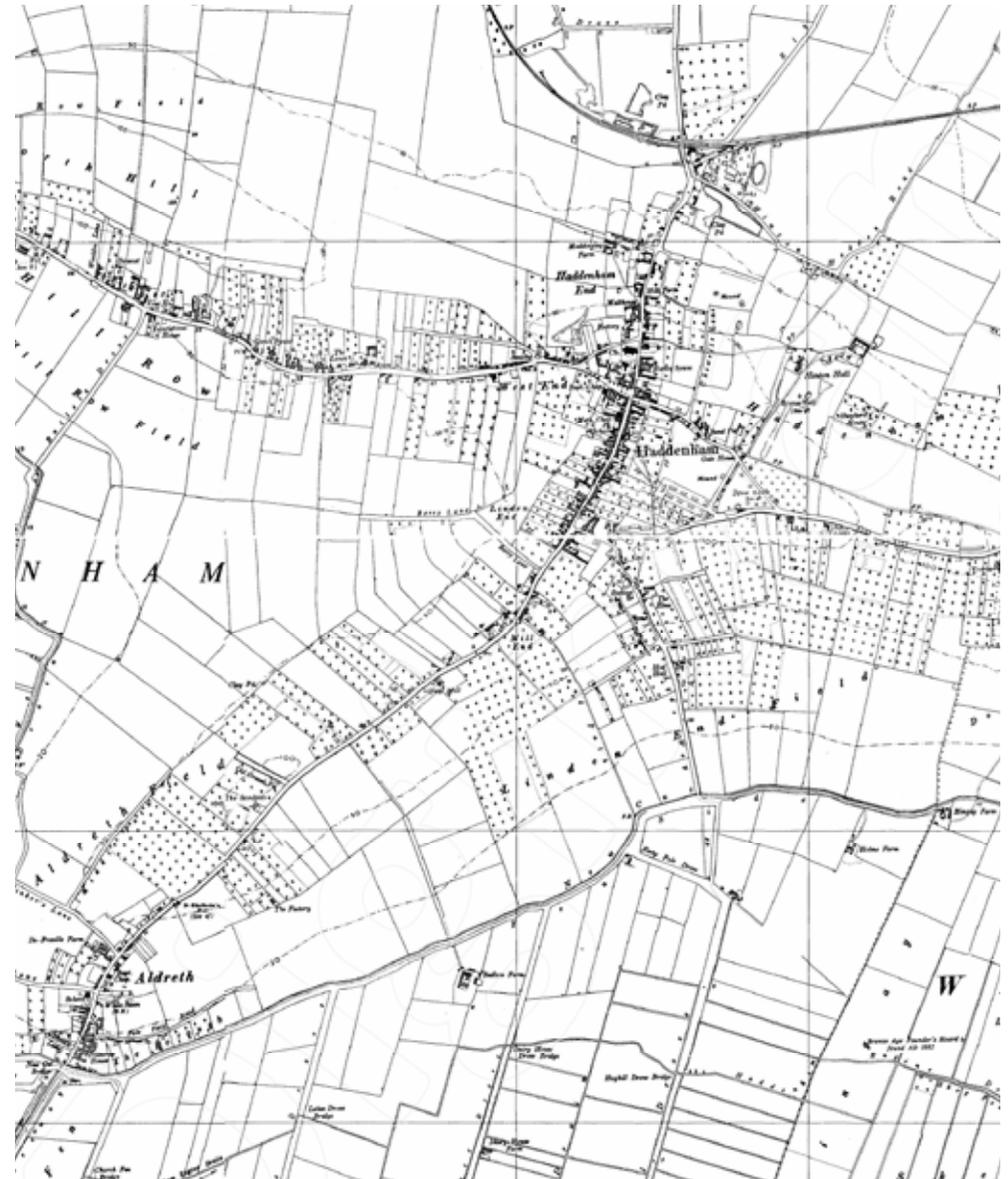
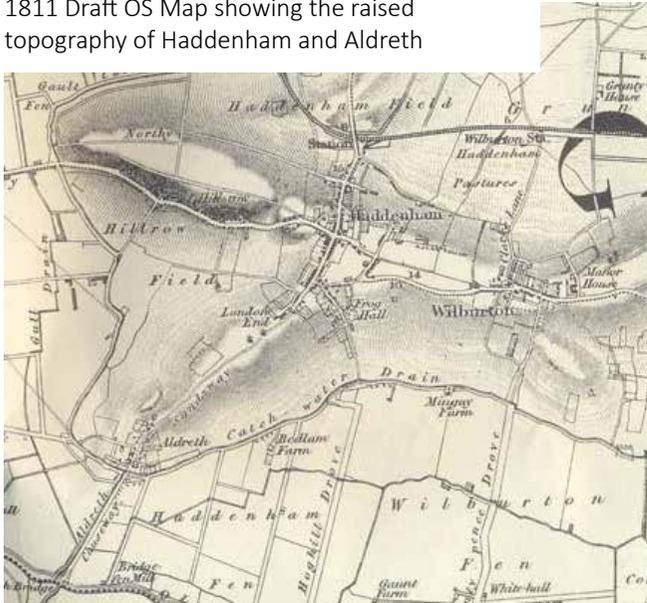


Figure 31: Historic Map of Haddenham 1950, NTS

Historic Development

1811 Draft OS Map showing the raised topography of Haddenham and Aldreth



Haddenham Railway Station c1890s



Haddenham lies in central Cambridgeshire and falls within the South Witchford Hundred. The Isle is formed of boulder clay, surrounded by wet peat marsh. The River Great Ouse runs along the southern edge of the Isle and this would have been crossed by a causeway in order to get to Willingham. The line of the causeway exists as a prominent feature of the landscape today.

The settlement of Haddenham dates back to prehistoric times when a track would have led across the fens from Aldreth. It is thought that by the Saxon times the Village had been established as the name 'Haddenham' is derived from Anglo-Saxon and translates as Haedan's Farm. Both Linden (in Haddenham) and Hill Row are recorded in the Domesday Day Book.

By the Middle Ages the High Street (known then as Sand Street), the lower part of Hill Row causeway, The Green and The Church would have also been established. During this period the Manors belonged to the Bishop of Ely.

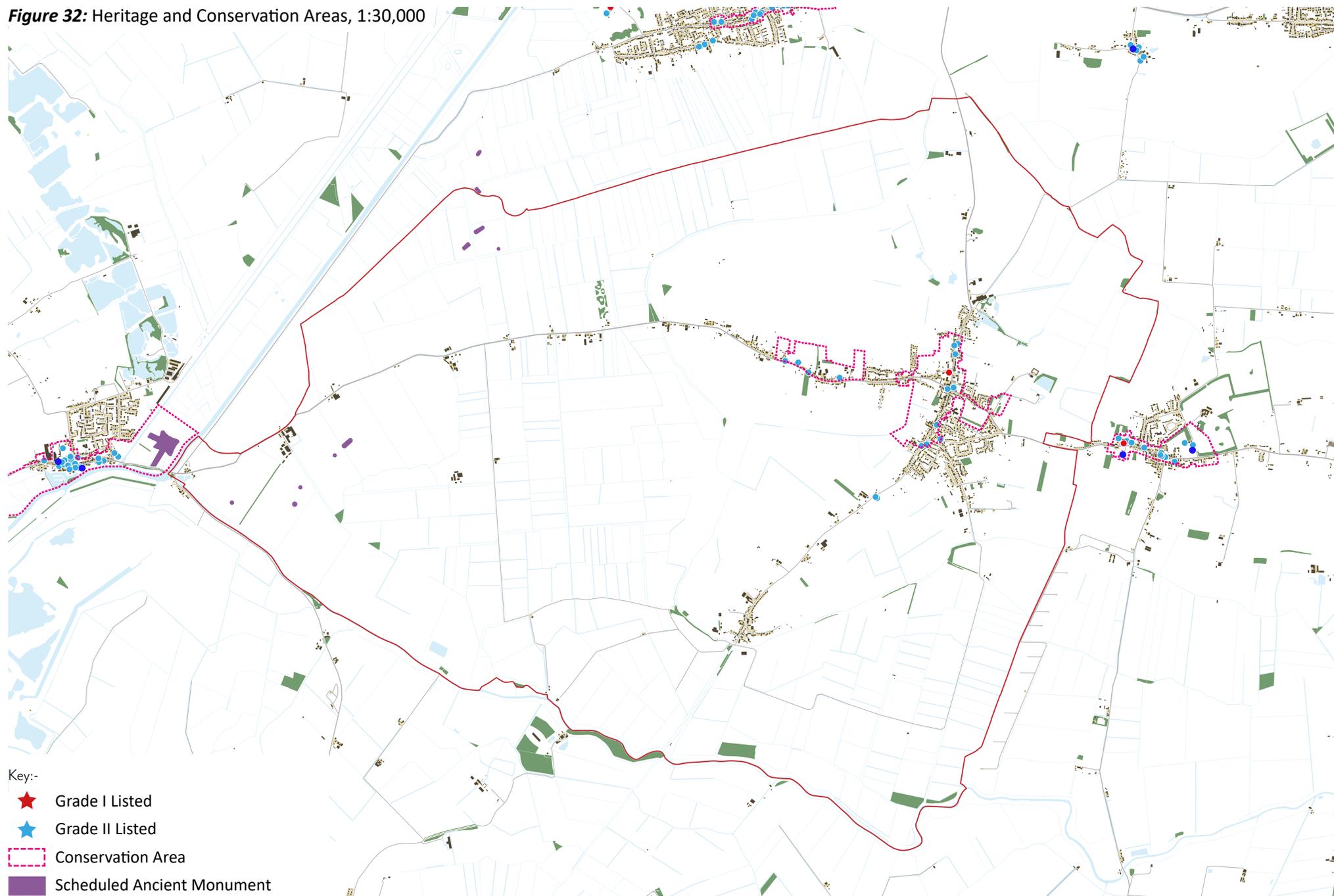
In 1600, the manor of Haddenham was alienated by the then Bishop of Ely and the causeway fell into disrepair. It is thought that the bridge was rebuilt several times throughout the 17th and 18th century. This led to another land route gaining prominence at the nearby village of Stretham and by 1851 the population of Haddenham had declined.

By the late 17th Century, Haddenham began to attract other industries including a bell foundry. This was a particularly prosperous period for the village and many of the buildings that we see in Haddenham today were constructed from the later part of the 17th Century through to the present including Linden House and the late Victorian Manor House and Rectory. During this period the fens were drained and converted into marshland and fertile fields. An act was passed in 1770 to complete the drainage of the Fens, which increased the cultivatable land dramatically.

The railway opened in 1866 and this allowed produce to be transported to London, along with the bricks from the successful Haddenham brick manufacturers, based around the railway station. Many of the smaller houses were constructed in the 19th century following the opening of the railway.

The area was best known for its soft fruit, however only a few orchards remain to this day, due to the development of the area over in the last sixty years.

Figure 32: Heritage and Conservation Areas, 1:30,000



Church of Holy Trinity



The Three Kings Inn



The Limes, Station Road



Heritage

There are two conservation areas within the HNA. The Haddenham Conservation Area was first designated in February 1972 and Hill Row Conservation Area was designated in 2008.

The Haddenham Conservation Area comprises the area around the High Street and the orchards to the west of the High Street; the area around the Village Green and the junction of The Green, Station Road and High Street, Hop Row and Station Road; the recreation ground; the mature remains of the landscape of the late 17th century grounds of Hinton Hall; and the area of Station Road encompassing the Holy Trinity Church. In townscape terms this Conservation Area protects the historic core of the village and the setting of a number of listed buildings and historic landscape features. The Hill Row Conservation Area comprises an area to the east of Haddenham village centre.

Key characteristics of buildings within the Haddenham and Hill Row Conservation Area SPDs include:

Brick

The principal external material is brick and there is evidence of local brick fields. The bricks used in the village are initially a dark red in the 16th century, an orange brick appears in the late 17th century, and a gault brick in the mid/late 18th century and in the 19th century a lighter buff brick. There are many boundary brick walls in the village that also contribute to the street character.

Distinctive brick gables were built in a raised parapet manner, a style showing influence from elsewhere, most notably Holland. There are examples of diagonal angling on brick to give smooth triangular angled gables, providing a tumbled effect in the brickwork.

Mansard Roof Forms

The mansard roof form, with a steeper lower pitch and a shallower upper pitch, are common throughout Haddenham. These roof forms allowed a greater headroom but required hand made clay tiles that were channelled and interlocked.

Haddenham High Street

Along the High Street building plots are narrow with the principal buildings built close to the street frontage, forming an enclosure to the street. At the rear of the plots there are smaller stables and other outhouses. The streets widen at the junction of High Street and The Green and this space is enclosed by a continuous frontage of terraces and the imposing Baptist Church at the corner of Station Road.

Hill Row

This area is more rural/agricultural in character than the rest of Haddenham. Grander houses are set back from the street within their own grounds and with outbuildings. These subservient outbuildings tend to be single storey and constructed in a range of materials.

Figure 33: Heritage Assets, 1:12.500



Key:-

- Grade I Listed
- Grade II Listed
- Buildings of Local Interest
- Conservation Area
- Scheduled Ancient Monument

The Beristead, 25 Station Road



Haddenham Mill



57 High Street, Haddenham



Haddenham War Memorial



Porch House



British Listed Buildings provides records of all Grade I and Grade II listed buildings within the HNA:

- Church of Holy Trinity
- 36 and 38, Station Road
- 5 Aldreth Road
- 57, High Street
- 68, Hill Row
- Barn, About 20 Yards West of Number 1
- Barn, About 5 Yards South of Number 10
- Haddenham Mill
- Haddenham War Memorial
- Mill House
- Porch House
- The Beristead
- The Limes
- Three Kings Inn
- Union Yard

East Cambridgeshire maintain a register of buildings of local interest. This register was adopted on the 23rd of February 2017. These buildings contribute and help define the character of Haddenham and Aldreth:

- Vicarage, Church Lane
- The Arkenstall Centre, Station Road
- Manor House, Church Lane
- Hinton Hall
- Old Church Hall, Church Lane
- Old Church of England Burial Ground, Church Lane
- 20 & 22 High Street, Aldreth
- 38 High Street, Aldreth
- 53 & 55 High Street
- 1 High Street
- 9-11 High Street
- 54 & 56 High Street
- 14 High Street
- Methodist Church, High Street
- Vine House, Station Road

Figure 34: Character Areas, Aldreth 1:12,500

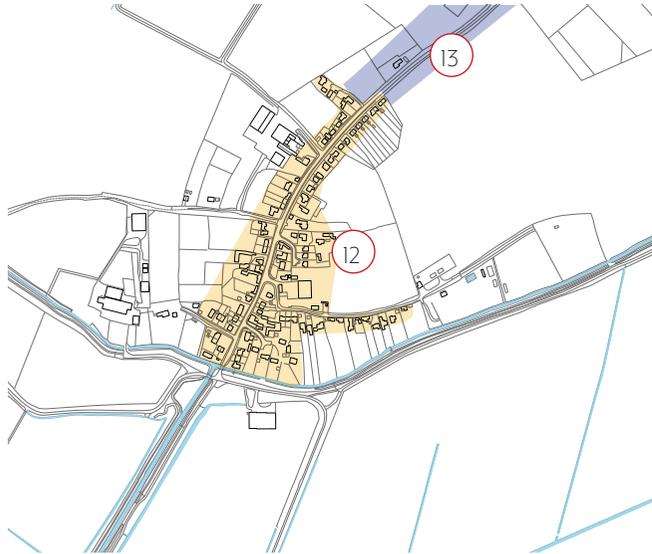
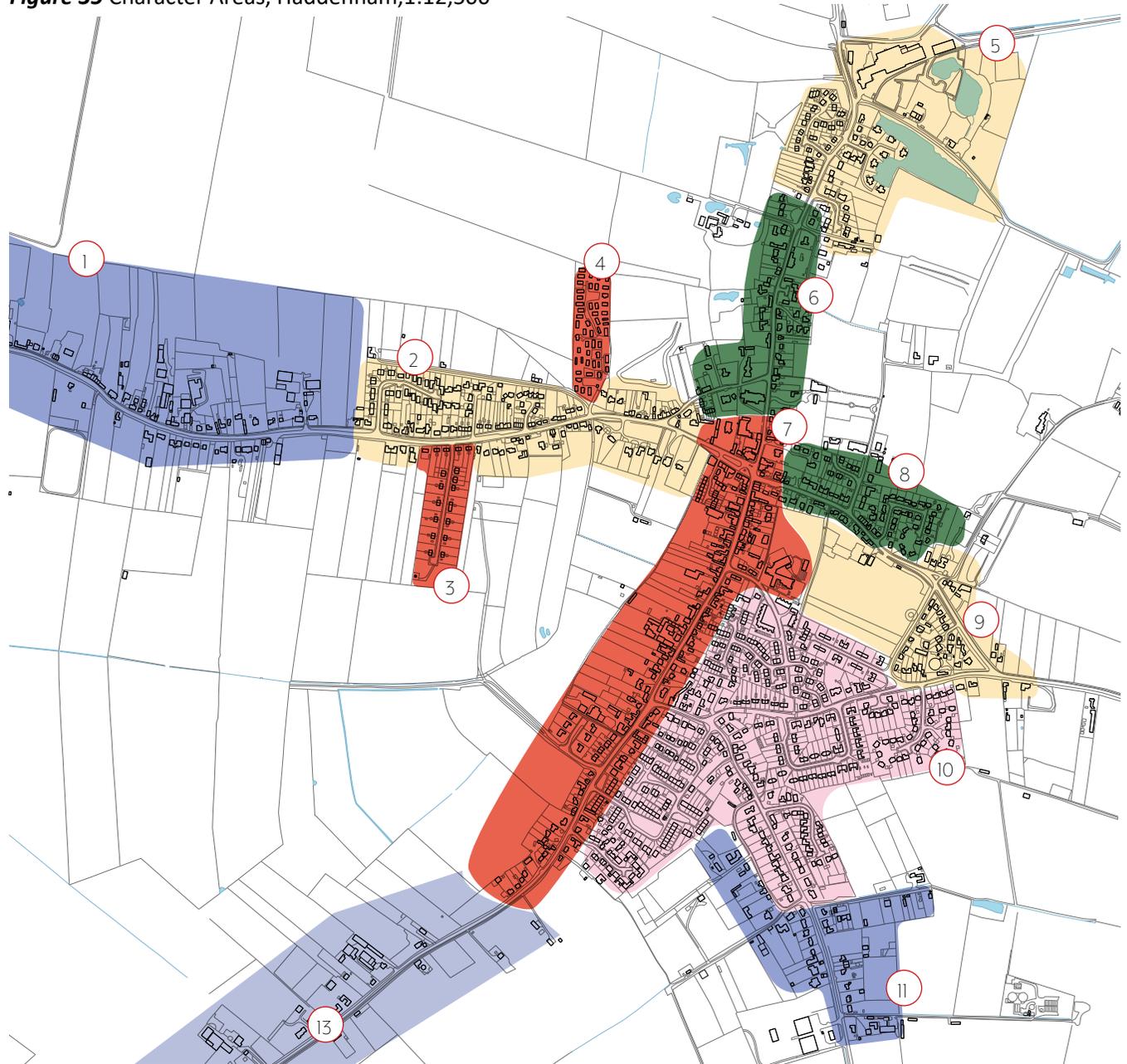


Figure 35 Character Areas, Haddenham, 1:12,500



Key:-

- 1. Hill Row
- 2. West End
- 3. New Town Road
- 4. Hardwick Fields
- 5. Hinton Hedges Road
- 6. Station Road
- 7. High Street
- 8. Hop Row
- 9. The Rampart
- 10. Linden End
- 11. Lode Way
- 12. Aldreth
- 13. Aldreth Road

Character Areas

Following the village assessment, a series of character areas can be identified, which split the main settlements of Haddenham and Aldreth into a 12 distinct 'places', each with coherent character and form. These character areas acknowledge larger scale developments as well as the presence of key landscape features, such as distinctive views across the fens and towards Ely Cathedral.

1. **Hill Row** - comprising houses to the east of Haddenham village centre, set within generous grounds with subservient outbuildings. The Hill Row character area has a strong visual connection to fenlands, which lie to the south.
2. **West End** - comprising ribbon development fronting West End Road and housing arranged around cul-de-sacs to the north of West End Road
3. **New Town Road** - a late 20th Century development of 2-storey semi-detached houses set along a linear road with pocket park at the southern tip.
4. **Hardwick Fields** - a fully residential, mobile park home for retired and semi-retired people to the north-east of the West End Character Area. Planning permission has been granted for a development of 54 new homes to the west.
5. **Hinton Hedges Road** - newer development on the edge of Haddenham village to North of Station Road. The area includes a number of ponds and a development site with planning permission for up to 40 dwellings.

6. **Station Road** - ribbon development along Station Road that forms a defined edge to this historic route between Haddenham village centre and the former railway station. Holy Trinity Church is a prominent feature at the southern end of the character area.

7. **High Street**- the historic core of Haddenham comprising residential and non-residential buildings clustered around the village green to the north and forming a built edge to High Street.

8. **Hop Row** - plot-land style development of bungalows and 2 storey houses along Hop Row with late 20th century developer-led housing arranged around cul-de-sacs to the north. The area contains a site with planning permission for up to 34 houses.

9. **The Rampart** - a cluster of houses around the junction of New Road and Wilburton Road, including Haddenham Recreation Ground. The water tower forms a prominent focal point when entering the village from the east.

10. **Linden End** - more recent developments of 1 and 2 storey developer-led housing arranged around cul-de-sacs and access roads to the south of High Street.

11. **Lode Way** - an area of detached 1-2 storey dwellings set in their own grounds along a lane defined by grass verges and front gardens.

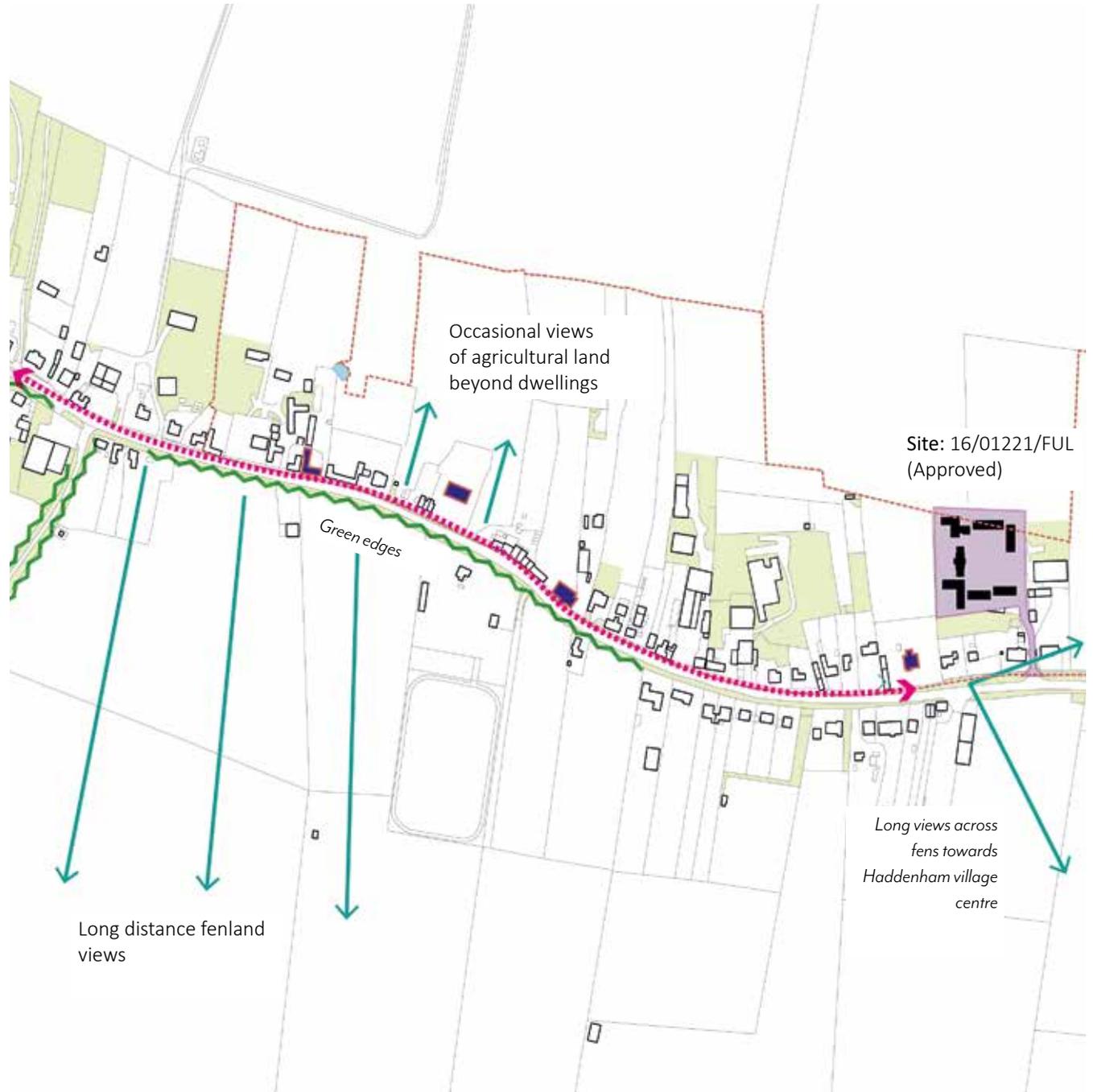
12. **Aldreth**- a much smaller settlement to the south-west of Haddenham with strong visual and pedestrian connections to the fen landscape and River Great Ouse.

13. **Aldreth Road**- the road that links Haddenham and Aldreth. It is characterised by its lack of development, which separates the two settlements, and long distance views across the fens.

Figure 36: Hill Row, 1:5000

Key:-

-  Bus Stop
-  Focal Point
-  Trees
-  Pedestrian Crossing
-  Views
-  Green Edges
-  On-street Parking
-  Antisocial Parking
-  Conservation Area
-  Public Footpaths
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Primary Green Open Spaces
-  Green Open Space
-  National and Locally Listed Buildings
-  Development Site
-  Community Building





Hill Row

The Hill Row character area is formed of ribbon development along the A1123, which lies to the east of Haddenham village centre and connects Haddenham to Earith. Housing and land parcels on the northern side of this road fall within the Hill Row Conservation Area (designated in 2008).

The southern boundary to the road is formed by trees and hedges, allowing long views across the fens. The road is bordered by grass verges on both sides, with a pedestrian footpath on the northern side. This creates a wider street aspect, resulting in spectacular views towards Haddenham village from the south-eastern part of the Hill Row character area.

Housing to the north of Hill Row is characterised by larger 2-storey 17th and 18th Century detached brick buildings set back from road within their own grounds, with subservient outbuildings built from a range of materials. These outbuildings occasionally form a built edge to the road, adding to the agricultural character of this area. On-plot parking is accessed by driveways from road. The topography rises to north, limiting long distance views of the landscape in that direction, however the back gardens of houses can be seen from the road.

On the southern side of the road, towards the eastern end of the Hill Row character area, there are clusters of late 20th Century development. These are predominantly 1-1.5 storeys, with on street parking and front gardens.

While there are no dedicated open public spaces in the area, the grass verges, fenland aspect and hedges that enclose the road and delineate field boundaries add to the visual amenity and gives the

area a strong sense of being connected to the natural environment.

Pedestrian connectivity is centred along the linear route of the A1123, via pedestrian footpath to the northern side of the road, separated from road by grass verges. There are no bus routes running along the A1123 and the nearest bus stop is on Haddenham High Street, which is approximately a 10 minute walk away.

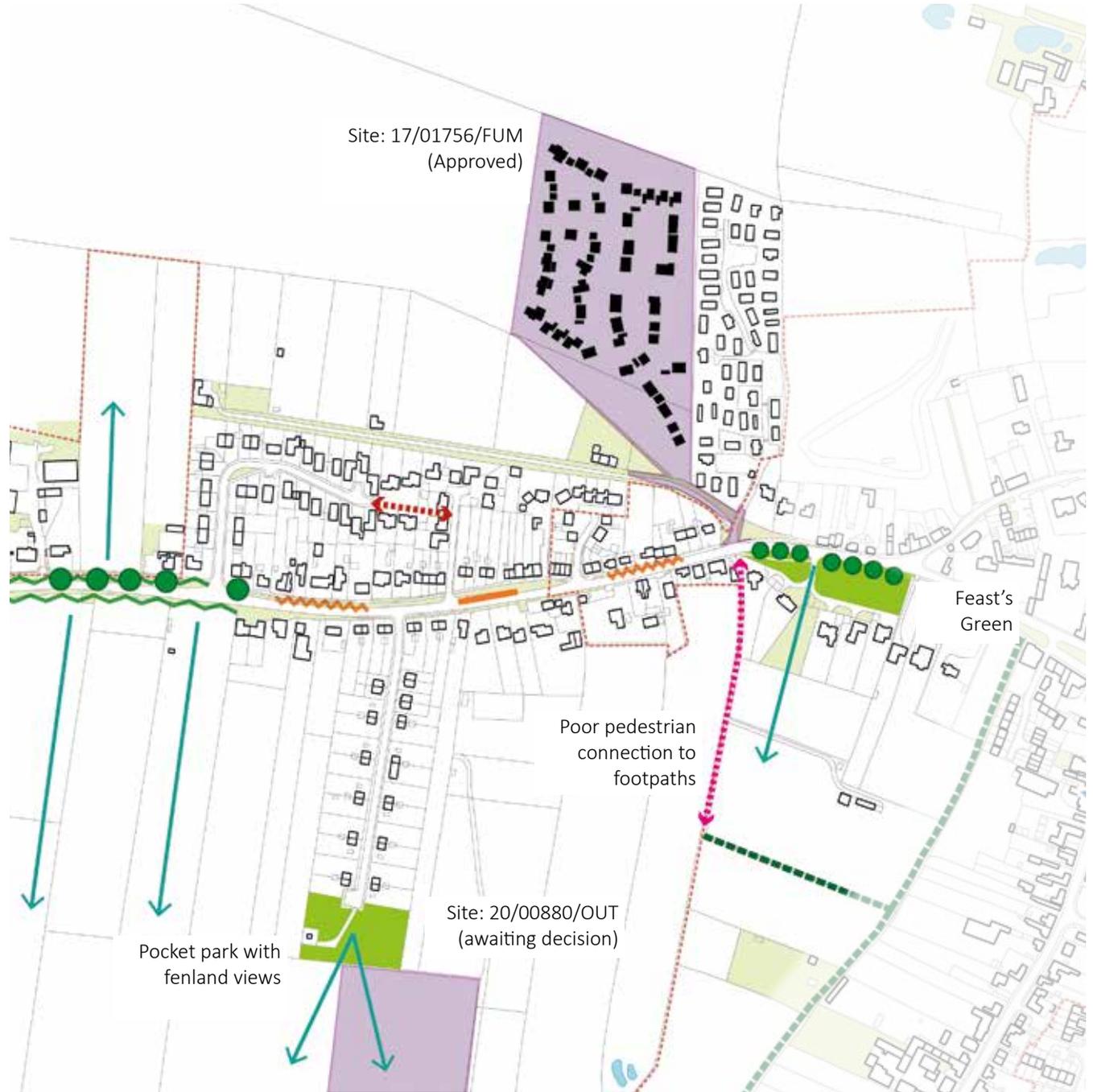
A new development of 7 detached homes, on the site of Palmers Dairy, was granted planning permission in 2016. The proposal will see the demolition of existing farm buildings, alterations to access road and the erection of seven detached dwellings and two cart-lodges. The development is formed of detached dwellings of 1-2 storeys arranged in a cluster. Materials used in this character area include a mix of slate, pantiles, brick and timber boarding, in keeping with the range of materials that make up the outbuildings of the conservation area.



Figure 37: West End, New Town Road, Hardwick Fields, 1:5000

Key:-

-  Bus Stop
-  Focal Point
-  Trees
-  Pedestrian Crossing
-  Views
-  Green Edges
-  On-street Parking
-  Antisocial Parking
-  Conservation Area
-  Public Footpaths
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Primary Green Open Spaces
-  Green Open Space
-  National and Locally Listed Buildings
-  Development Site
-  Community Building





West End, New Town Road & Hardwick Fields

West End, New Town Road and Hardwick Fields are three character areas just to the west of Haddenham village centre.

Development in the West End character area follows the line of the A1123, with 1-2 storey dwellings arranged beyond grass verges and front gardens. To the rear of these dwellings, there are late 20th century developments, accessed from West End Road and arranged around cul-de-sacs. Housing is a mixture of council housing and bungalows, with more recent developer-led, 2-storey homes to the east. While many plots do accommodate parking spaces on driveways, there appears to be a problem of antisocial parking on grass verges and some congestion caused by cars parked on the road to the east. West End is approximately 5-10 minute walk to Haddenham Village via pedestrian footpaths along the northern side of A1123 and through Feast’s Green to the south east, where there is a bench to rest along the way. There may be opportunities to improve the area to the west of Feast’s Green to connect to wider footpath network.



New Town Road character area is formed of a linear development set along an access road running north-south from the A1123 at West End. Properties are a repeated typology of 2 storey, semi-detached houses with rear gardens and parking, or extensions, to the side. At the southern tip of New Town Road, beyond the car turning head, there is a recreation area with spectacular views to open countryside to the south.

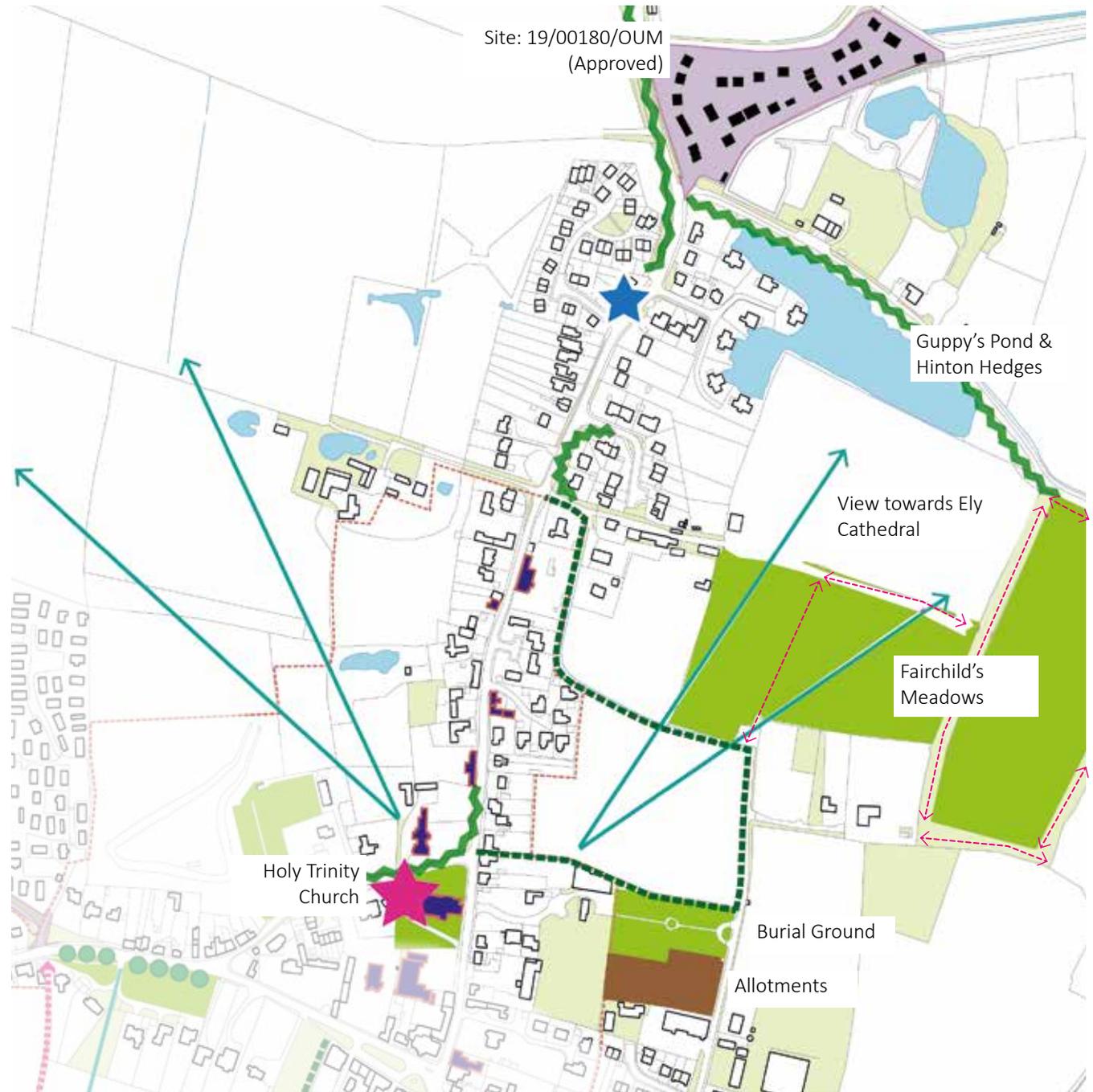
A planning application for the change of use from agricultural land to recreational land was submitted to East Cambridgeshire District Council in July 2020 by the Parish Council. This application seeks to provide a new recreation ground with access through New Town Pocket Park and provide parking for up to 30 vehicles.

Hardwick Fields is a residential, park home development for retired and semi-retired people to the north-east of the West End Character Area, which is accessed via a lane from the A1123. To the west of Hardwick Fields is a development site of 54 homes (19 of which- 35% will be affordable) with associated green space and external works. The site received planning permission in July 2018. The development of 2-storey detached houses is arranged around shared surface communal ‘drives’ that are accessed via the main spine road. The development is surrounded by landscape ‘buffer’ to soften its visual impact from the surrounding properties.

Figure 38: Hinton Hedges and Station Road, 1:5000

Key:-

- ★ Bus Stop
- ★ Focal Point
- Trees
- ▬ Pedestrian Crossing
- ↔ Views
- ~ Green Edges
- ▬ On-street Parking
- ~ Antisocial Parking
- - - Conservation Area
- - - Public Footpaths
- < - - - > Poor Pedestrian Connections
- < - - - > Informal Connections/Desire Lines
- Primary Green Open Spaces
- Green Open Space
- National and Locally Listed Buildings
- Development Site
- Community Building





Hinton Hedges & Station Road

Hinton Hedges and Station Road are two character areas to the north of Haddenham village centre. The southern part of the Station Road character area falls within the Haddenham Conservation Area.

The Station Road character area is defined by ribbon development along the historic route between Haddenham village centre and the former railway station. Holy Trinity Church and its grounds are a prominent feature of the southern part of the character area.

Between the Holy Trinity Church and the junction with Maddingley Way there are several 1-1.5 storey listed cottages, which form a built edge to the road, enclosing Station Road at its southern most part. There are also a number of 2-storey detached, 19th century dwellings that are set behind raised, narrow front gardens, with parking located to the side on driveways. There are also a number of later 20th Century developments with dwellings arranged around courts off Station Road that accommodate garages and turning heads. These are separated from Station Road by grass verges, which widen the aspect of the road in these locations.

While there are no street trees in the southern part of the character area, the mature trees and shrubs in the gardens of the properties fronting Station Road, and within the church yard, are a prominent landscape feature. The elevation of Station Road decreases to the north, revealing long townscape views with a striking rhythm of gables with prominent chimney stacks, interspersed with foliage.



Further north along Station Road, the road widens and there are a greater number of late 20th century close-type developments formed of 1 and 2 storey detached and semi-detached bungalows and houses. The northern part of the character area is looser in terms of its urban form, with generous grass verges along both sides of Station Road, behind which there are generous front gardens bound by hedges and low brick walls.

Pedestrian movement routes are inconsistent along Station Road and there are stretches where there is a footpath on only one side. This results in pedestrians crossing the road to continue along the pavement. A public footpath opposite the junction of Station Road and Church Lane connects Station Road to the burial ground and allotments, and offers long views towards Ely Cathedral.

The Hinton Hedges character area is formed of newer developments on the edge of Haddenham village to the north of Station Road. The area includes Guppy's pond aquatic nature reserve in a former brick clay pit and the Fairchilds' Meadows nature conservation area, comprising 7 acres of wildflower meadow. Housing to the east has been arranged to benefit from a direct relationship with the pond. In contrast, development to the west of Station Road is orientated to form cul-de-sacs, that fail to take advantage of the landscape context.

To the north of the character area there is a development site with outline planning permission for up to 40 dwellings on a former industrial site (Anson packaging operations) that was once the site of the railway station.



High Street

The High Street and Aldreth Road North character area lies at the heart of the HNA. It forms the historic core of Haddenham comprising residential and non-residential buildings clustered around the village green and along High Street. The High Street falls within the Haddenham Conservation Area. Development of a looser grain continues to the south along Aldreth.

To the north of the character area, the village green forms an important setting to the listed war memorial, village sign and Haddenham Baptist Church. The Green functions as a public amenity space that signifies Haddenham as a discrete settlement. The Green is framed by the Baptist Church, with its prominent spire that acts as a wayfinding marker and feature of townscape views from the High Street and The Green.

In the northern part of the character area and along High Street, there are a number of non-residential uses including a doctors surgery, several shops, a post office, beauty salon, hairdressers, community centre, arts centre, public phone booth and public house. Robert Arkenstall Primary School and Haddenham Recreation Ground are located to the east of High Street and connected to the village centre via footpaths that extend around the school's perimeter. Vehicular access and drop-off for the school are via Camping Close.

Development along High Street is of a higher density than that the surrounding areas and comprises predominantly 2-storey houses with narrow frontages that form a built edge that encloses the street. These features emphasise the linearity of High Street and



differentiate it from the less structured layout of later developments to the east.

The quality of the pedestrian environment within this character area is mixed with narrower and congested footpaths along High street, and more generous footpaths to the south. Improvements have been made in the northern part of the character area through the installation of a controlled pedestrian crossing at Hop Row, and there is a central reservation at the crossing of Station Road and The Green. Notably there is no pedestrian crossing to serve the desire line from footpath on the northern side of The Green to the Doctors' surgery on the opposite side of the road.

The High Street suffers from traffic congestion, especially during school pick up and drop off hours. This is exacerbated by areas of on-street parking and bus stops along this route.

Figure 40: Hop Row & The Rampart, 1:5000

Key:-

-  Bus Stop
-  Focal Point
-  Trees
-  Pedestrian Crossing
-  Views
-  Green Edges
-  On-street Parking
-  Antisocial Parking
-  Conservation Area
-  Public Footpaths
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Primary Green Open Spaces
-  Green Open Space
-  National and Locally Listed Buildings
-  Development Site
-  Community Building





Hop Row & The Rampart

The Hop Row and The Rampart are two character areas to east of Haddenham village centre. Hop Row and Haddenham Recreation Ground fall within the Haddenham Conservation area.

Hop Row is a primary road that continues east from the junction of The Green, High Street and Station Road and joins the A1123 (Haddenham Road) towards Wilburton. The road is bound by plot-land style development of bungalows and 2 storey houses on both sides, with late 20th Century developer-led housing arranged along access roads to form a cul-de-sac to the north.

This pattern of development to the north is expected to continue as the area contains a site with outline planning permission for up to 34 houses, which will be accessed from Hop Row via Chewells Lane. The building line of the proposal follows that of existing bungalows along the eastern side of Chewells Lane, with further dwellings to the rear. Opposite the development site lies Haddenham Sports and Social Club, allotments and burial ground.

Hop Row and New Road are primary roads for traffic passing through Haddenham and also form part of a bus route resulting in traffic congestion at key commuting times. The pedestrian environment along Hop Row is good with footpaths on both sides of the road. The layout of the proposed development (17/01570/OUM) along Chewells Lane reinforces important pedestrian connections via a footpath to Station Road to the west, and Guppys Pond to the north.



The Rampart character area is formed of a cluster of plot-land type development, of detached and semi-detached 1-2 storey houses, around the junction of New Road and Wilburton Road. The character area includes a site with planning permission for 16 new homes (17/01461/FUM), laid out around the perimeter of the site with shared car-parking courts dominating the frontage.

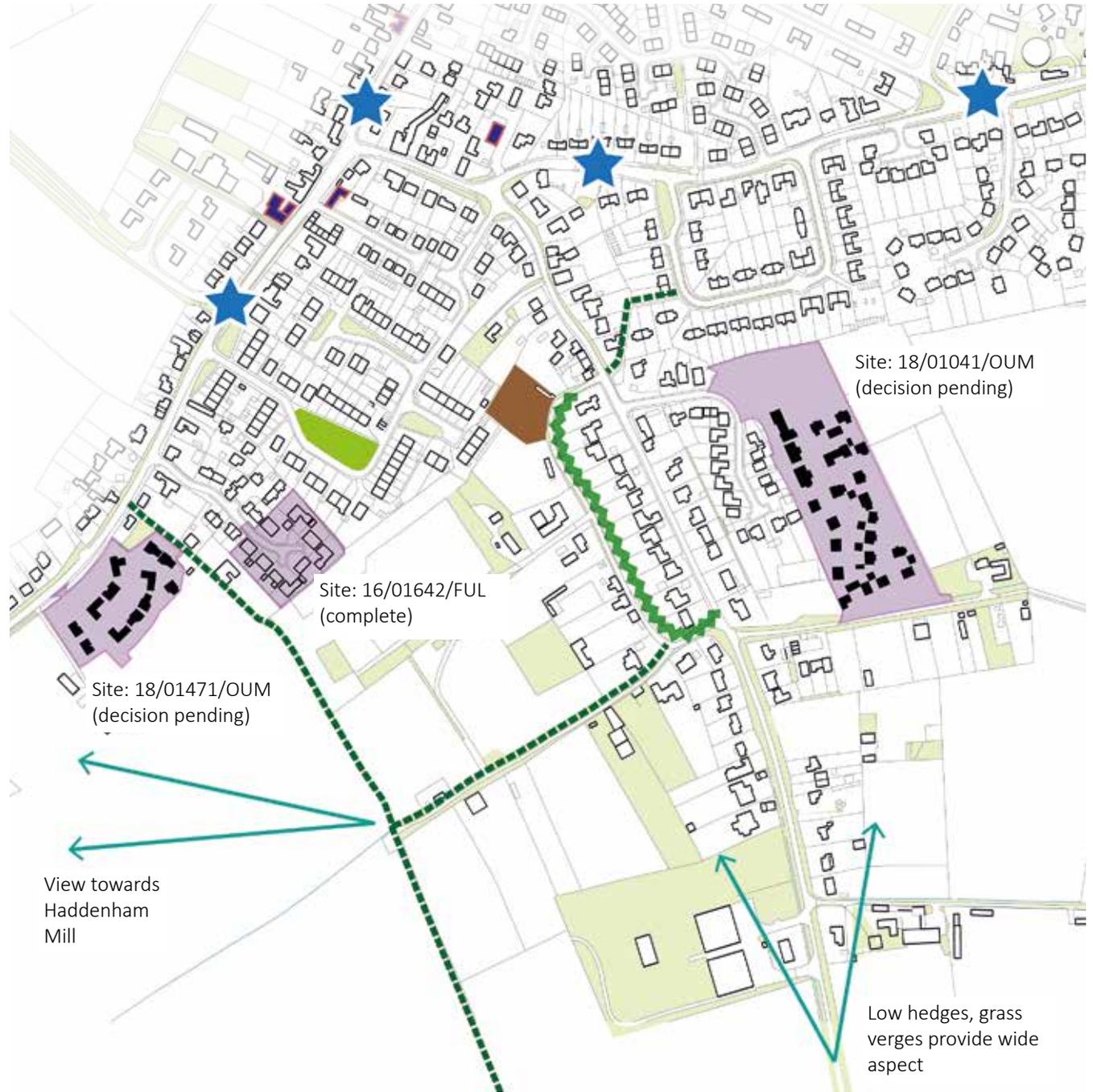
Haddenham’s recreation ground is located in the western part of the character area, where there are play facilities, a small pavilion and multi use game area, skate park, toilets and 15 car parking spaces. Additional car parking, for the recreation ground and neighbouring allotments, has recently been provided as the tendency for people to park cars to the west of The Rampart was causing damage to the grass verge.

A water tower forms a prominent focal point when entering the village from the east and marks the entrance to the village. The transition from rural landscape to town is mediated by hedgerows and generous grass verges that bound New Road and Haddenham Road.

Figure 41: Linden End & Lode Way, 1:5000

Key:-

-  Bus Stop
-  Focal Point
-  Trees
-  Pedestrian Crossing
-  Views
-  Green Edges
-  On-street Parking
-  Antisocial Parking
-  Conservation Area
-  Public Footpaths
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Primary Green Open Spaces
-  Green Open Space
-  National and Locally Listed Buildings
-  Development Site
-  Community Building





Linden End and Lode Way

Linden End and Lode Way are two character areas to the east of Haddenham village High Street. The Linden End character area contains a completed development site of 9 new homes (16/01642/FUL) on a housing allocation site (HAD.H1) from the withdrawn East Cambridgeshire Emerging Local Plan (2017). Two further applications, for a development of 15 new homes to the south-west of the character area (18/01471/OUM) and 33 homes to the east (18/01041/OUM), have been approved planning permission.

The Linden End character area comprises more recent developments of 1 and 2 storey developer-led housing arranged in cul-de-sacs and drives that are accessed via the spine roads, Linden Way, Cherry Orchard, Cherry Way and Metcalf Way. The boundaries between each phase of development within this area are clear because each plot has been developed using a limited pallet of pattern-book typologies.

Communal lawn areas are dotted throughout this area, with occasional street trees. Public benches are limited and while these green spaces do provide visual amenity, their lack of character and function means that they are occasionally used for parking.

The Lode Way character area is to the south-east of Linden End character area and comprises detached 1-2 storey mid to late 20th century dwellings at a significantly lower density, when compared with development to the north. Lode Way is defined by generous grass verges and houses are set along it within generous gardens that extend to the front and rear. The low boundary hedges allow for long views towards Haddenham when arriving from Lode Way.



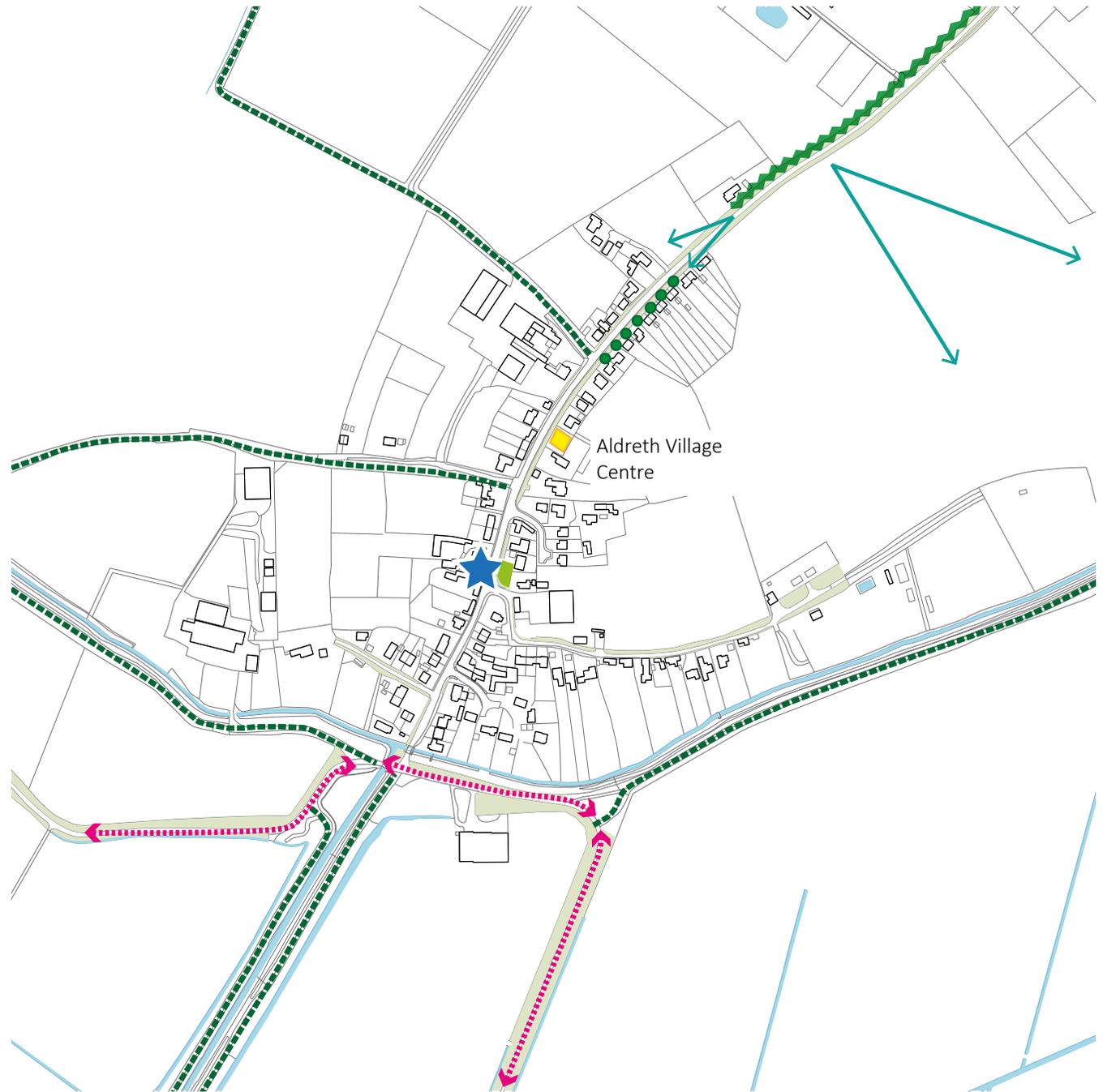
Nelson's Lane is a narrow vehicular passage accessed from Lode way that is defined by period cottages built up to its western edge and hedgerows to the east that enclose the gardens of newer development fronting onto Lode Way. Public footpaths accessed from the south of Nelson's lane lead to views of Haddenham Mill and the wider fen landscape.



Figure 42: Aldreth, 1:5000

Key:-

-  Bus Stop
-  Focal Point
-  Trees
-  Pedestrian Crossing
-  Views
-  Green Edges
-  On-street Parking
-  Antisocial Parking
-  Conservation Area
-  Public Footpaths
-  Poor Pedestrian Connections
-  Informal Connections/Desire Lines
-  Children's Play Area
-  Green Open Space
-  National and Locally Listed Buildings
-  Development Site
-  Community Building





Aldreth

Aldreth is a settlement to the south-west of Haddenham with strong visual and pedestrian connections to the fen landscape and River Great Ouse.

Development in Aldreth is predominantly formed of mid to late 20th Century 1 and 2 storey, detached and semi-detached houses and bungalows. This is arranged in a ribbon along the High Street and along several tertiary streets in the form of closes and lanes that run perpendicular to High Street. Dwellings fronting High Street tend to have front gardens and there are grass verges between the pavement and frontage, which is in keeping with the settlement’s semi-rural character.

There are a number of historic properties along High Street, including a terrace of 17th Century cottages with distinctive mansard roofs with a steeper pitch at the bottom and shallower pitch above, of the kind also seen in Haddenham. A 19th Century former school building in its own modest grounds and several other imposing houses enclose the junction with the Borough and Herewood Close and also help to define the historic core of the settlement.

Aldreth is too small to support a village shop, however there is a Village Centre, with pre-school, is located in the former Baptist church on Aldreth High Street. A former post box, bus stop and children’s play area and playing field form a cluster of amenities around the Aldreth Village Centre on High Street. The Haddenham Drainage Board Pumping Station is located in Aldreth and to the east of The Borough there is a Naturist Camp.

Aldreth Road links Aldreth with Haddenham to the north and the wider road network. The High Street changes into dirt tracks at the south before vehicular access is discontinued and pedestrian access is via a series of public footpaths and the historic causeway that crosses the River Great Ouse and connect to a wider network of walking routes.

Aldreth is strongly characterised by its agricultural landscape setting, with many properties backing onto agricultural land. At the north of the village, long south-easterly views over agricultural land can be seen from the point where Aldreth Road becomes High Street. The southern part of Aldreth is defined by its physical and visual connection with the fen landscape, with associated features of bridge crossings over waterways, grasslands, and field boundaries formed of hedgerows and trees.



Figure 43: Aldreth Road, 1:5,000



Key:-

- ★ Bus Stop
- ★ Focal Point
- Trees
- ▬ Pedestrian Crossing
- ↔ Views
- ▬ Green Edges
- ▬ On-street Parking
- ▬ Antisocial Parking
- - - Conservation Area
- - - Public Footpaths
- ↔ Poor Pedestrian Connections
- ↔ Informal Connections/Desire Lines
- ▬ Children's Play Area
- ▬ Green Open Space
- ▬ National and Locally Listed Buildings
- ▬ Development Site
- ▬ Community Building



Aldreth Road

Aldreth Road links Aldreth with Haddenham and the wider road network to the north. The southern part of Aldreth Road is characterised by its lack of development, which is important because it separates the two settlements and allows long distance views across the fens.

The northern part of Aldreth Road continues a similar pattern of denser and linear development to the High Street character area. However, Aldreth Road widens and its character changes as it continues south, beyond Lester Drive. Here, a mix of late 20th century bungalows, detached and semi-detached properties are set back from the street edge behind front gardens and driveways. Gaps between dwellings allow glimpses of the landscape views to the west. There are grass verges separating footpaths from the road on both sides, with some street trees and a small green with a public bench and mature trees. The southern part of Aldreth Road is bound to the east and west by hedgerows and trees with grass verges and a narrow footpath along the eastern edge. The road sits on a ridge so long distant views of the agricultural landscape can be seen from places where there are occasional breaks in the hedge, or where the hedge is lower.

Development along the southern part of Aldreth Road is sparse. The occasional detached property fronts onto the road, with a garden to the rear and side. Tracks to the west link Aldreth Road with agricultural buildings which sit within fields, further back from the road edge. Haddenham Mill sits on Aldreth road as a prominent built feature in the landscape.



Issues & Opportunities

Landscape & Environment

- The topography of the village and surrounding landscape provides a series of long distance views across the fens, including views toward Ely cathedral;
- The landscape surrounding Haddenham and Aldreth contains a large number of natural environments, including orchards with mature trees, hedgerows and grassland, which support species diversity. There are opportunities to build on this green infrastructure to create a richer network of wildlife and habitat corridors to adjoining areas;
- The neighbourhood plan area is sited on an area of high quality agricultural land;
- The raised topography of the Neighbourhood Area means that there is negligible risk of flooding within the settlement of Haddenham;
- Grass verges and mature soft fruit trees are a common feature of the built up parts of the Neighbourhood Area. However, there are opportunities to build on the history of fruit growing in the area by planting additional edible plants and trees in strategic locations. This could include the creation of an edible route connecting the community centre, school and to the recreation ground;
- New development proposals at the edge of the village use vegetation as a 'buffer' between existing

and new housing. There is the opportunity to develop guidance for how landscaping features can be properly integrated into the layout of new developments to knit new and existing communities together, and improve the visual and physical connections between the built and natural environment.

Open Space & Access

- There are a number of established open spaces such as Fairchild's Meadows, Guppy's Pond, disused burial ground in Church Lane, Nonconformist burial ground, Feast's Green, Pocket Park, Aldreth playing field, Wayman's Pits, Wood at end of Aldreth High Street and Haddenham Recreation Ground, Feast's Green, Haddenham Village Green and smaller greens among the residential areas to the south east of Haddenham village.
- The biodiversity of these existing green spaces could be improved through planting new areas of wild-flower to mitigate further development in the parish;
- Haddenham and Aldreth benefits from an extensive network of public rights of way, including footpaths and bridleways, as well as a network of permissive routes. The quality and legibility of these routes vary;
- There are opportunities for new developments to improve the legibility of the green movement infrastructure by integrating and expanding on mature hedgerows and trees;
- Access to Haddenham and Aldreth and to important amenities outside the parish are frustrated by a limited and Ely Zipper bus service. This is of particular importance to the older, less mobile,

demographics that are well represented in the neighbourhood area;

Traffic & Movement

- There are issues with Heavy Goods Vehicles using the A1123 and A1421, causing noise, pollution and congestion.
- Parts of Haddenham suffer from a fragmented pavement network, with some key village routes lacking consistent pedestrian pavement connections or no pavements at all. Many of these pavements are of poor quality in terms of material maintenance and width;
- There is a lack of defined cycling infrastructure, with no dedicated cycle paths (on- or off-road), cycle parking or crossings. There are no cycle paths out of the village to Witcham Toll, Stretham or Aldreth;
- Some areas of Haddenham suffer from insufficient unallocated parking, resulting in congestion at key times;
- The constrained street widths create conflicts between vehicles and other road users such as walkers and cyclists, particularly along High Street, where there is congestion due to on-street parking;
- The limited number of unallocated parking spaces and reliance on cars as the primary mode of transport results in people parking on, and causing damage to, grass verges;
- Haddenham is well connected to the strategic road network, however this brings issues such as noise, air pollution and congestion;
- New developments, within the Parish and surrounding areas, would exacerbate congestion

without considered new and improved infrastructure. There are opportunities to alleviate this through the proposed traffic calming measures;

- There are locations where key pedestrian desire lines are unprovided for in terms of public realm infrastructure. There are opportunities to improve this through better way-finding, public realm and crossings in strategic locations.

Uses

- The Community Centre and Primary School are well used buildings that provide a range of amenities for the local community. With increases in population, these facilities may require extra capacity;
- Haddenham Recreation Ground is a key asset for the village, with a full size grass cricket pitch and a full size grass football pitch, children's play area, skate park, toilets and changing facilities and 15 car parking spaces. There are opportunities to enhance these existing facilities;
- There are a number of local shops within Haddenham. As such, there is an opportunity to build on existing commercial activity within the village centre to champion small retailers and local produce;
- Both Haddenham and Aldreth host a series of events throughout the year, such as Christmas Pantomimes and Village Fetes and markets. There are opportunities to consider how new developments can help enable and provide an improved infrastructure for these popular events;
- Haddenham has one pub and three cafes which act

as key attractors for both local residents and visitors. These could be strengthened through their ties with the calendar of village events;

- There is a desire for new sustainable office space, retail outlets and industrial units within Haddenham and Aldreth.
- The outbreak of Covid-19 means that more people are working from within the Parish and there is an opportunity to for community spaces such as Aldreth Village Centre and the Arkenstall Village centre to be used as work 'hubs', which provide bookable meeting rooms, access to printing and wifi;
- There is also the opportunity to encourage working-from-home through ensuring new developments include generous study spaces or garages that can be easily converted into home-offices.

Heritage & Character

- The Haddenham Neighbourhood Area contains numerous listed buildings and heritage features which contribute positively to the character of the villages and these should be protected and enhanced;
- Haddenham and Aldreth retains an attractive rural quality, with excellent visual and physical access to surrounding landscape. There is a desire for these qualities to be retained and enhanced through the careful integration of new development;
- There are opportunities to incorporate and embrace more traditional Haddenham characteristics, such as brick elevations and locally distinctive pitched roof forms within new development;

- The Aldreth Causeway is a historic route to the south-east of Aldreth that remains a important landscape asset within the HNA. There may be opportunities to express its heritage through wayfinding and signage infrastructure;
- There may be opportunities to improve access and signage in locations where there are public footpaths leading to important long distant views of the fen landscape and Ely Cathedral.

Built Form

- Residential properties in Haddenham and Aldreth range in their typology and height, and this variation is an important feature of the villages' townscape character. This characteristic should be reflected in new development;
- New and forthcoming development tends to be laid out around roads that prioritise the movement and parking of private motor vehicles above the creation of streets that promote social interactions between neighbours.



Avenue of Limes to former Hinton Hall (now demolished)

Design Codes

The design Codes for Haddenham and Aldreth have been developed with and on behalf of Haddenham Neighbourhood Planning Group (HNPG) to reflect their ambitions and aspirations for the design and form of change within the Haddenham Neighbourhood Area. The design codes work in tandem with the Haddenham Neighbourhood Plan (HNP) to provide guidance on the built form, layout and use of new development.

The design codes reflects the findings of the initial village assessment, which defines the character and issues and opportunities of the area. In addition, it considers the communities responses to the Haddenham Parish Residents Survey 2020. ARU have analysed the answers to this survey to establish the following urban design principles which have also informed the design codes:

- Ensure that new development is responsive to the character of surrounding existing development;
- Ensure new development adds to, or maintains, the rural nature, character and scale of existing development within the Parish;
- Conserve and enhance the rural landscape and character of the Parish. Preserve the existing open views and natural green buffers, including hedgerows and mature trees;
- Ensure new development improves access to the rural landscape for new and existing residents.
- Ensure new development provides spaces that are well-designed for all ages, including older residents, young families, teenagers and children.

- Ensure that any new development creates a safe, well-designed and accessible environment where crime and disorder, and the fear of crime do not undermine the quality of life and community cohesion;
- Parking provision to be well-thought out with sufficient car parking spaces associated with each dwelling and to be located inside the development perimeter;

The design codes are structured into two parts. Part one provides urban design guidance for new development and considers this at three scales: the strategic approach to the site-wide integration of the development within the surrounding landscape and existing settlement; the streets and spaces within new development; and the creation of high-quality and sustainable homes.

The second part provides a development management checklist of key items that should be considered to archive a high quality design outcome that is contextual to Haddenham and Aldreth. It is envisaged that this checklist will be helpful in structuring the dialogue between the HNPG and developers and the local planning authority throughout the different stages in the design process.

The design codes are followed by a short outline of relevant case studies of high-quality local developments and exemplar residential projects. These provide further clues as to HNPG's aspirations for new residential development within and around Haddenham and Aldreth.

Clay Farm, Suffolk: 26 affordable homes for local families and young people. Houses are orientated to minimise overshadowing and maximise passive solar gain. Across the site, a series of 'swales', dips and hollows, provide natural drainage. Low maintenance communal gardens include a wildflower meadow, an orchard of Suffolk apples (with play equipment for small children under the trees) and allotments. The layout of these spaces recall ancient field patterns.



Oakfield, Swindon: an example of how new contemporary residential development can take inspiration from traditional building forms. The 1.5 storey terraces with pitched roofs and dormer windows maximise internal space while minimising the visual impact of the new buildings from the wider landscape.



Site Layout

The overall site layout should maximise opportunities for residents to live healthy lifestyles, while minimising their carbon footprint. The orientation of blocks and plots and the layout of streets and spaces should create visual and physical connections to the surrounding landscape and built environment and respond to the site's environmental opportunities and constraints.

HNP.DC.01 Sustainable Layout of Blocks and Plots

Neighbourhood plans should not set in their emerging Local Plans, neighbourhood plans, or supplementary planning documents, any additional local technical standards or requirements relating to the construction, internal layout or performance of new dwellings. The measures set out in DC.01 are therefore encouraged rather than required.

- A site wide energy strategy should clearly explain how passive environmental design will be maximised to achieve local and national sustainability targets.
- Wind and solar studies should be used to inform the buildings and plots, and the size and location of openable windows. The design should ensure adequate daylight and sunlight reaches internal living spaces, while using natural cross ventilation to minimise the risk of overheating.
- Roof pitches should be orientated to maximise the potential of PV installations.
- The site should be considered three-dimensionally and incorporate natural drainage features such as SuDs (sustainable urban drainage strategies) and Swales, which take advantage of the site's natural topography.

HNP.DC.02 Response to Landscape Context

- The overall site layout should take advantage of the existing landscape. Natural features such as agricultural field patterns, hedgerows, trees, paddocks, pasture, ponds, landscape views, and existing paths should inform the orientation of

blocks and plots and the layout of streets and spaces.

- Visual and physical connections to the surrounding fenland, woodland and watercourses should be maximised.
- The visual impact of buildings should be considered from landscape receptors including long-distance landscape views, landscape features, footpaths and bridleways and open spaces. Views of the 'back of the fence lines' should be avoided.
- Developments should take opportunities to connect to public rights of way of routes to make links between the village and the landscape.

HNP.DC.03 Retaining and Enhancing Natural Assets

- Existing hedgerows should be retained, integrated and enhanced with additional species-rich infill planting to increase biodiversity.
- Existing trees should be retained, and new trees should be planted in strategic locations, to provide shade to external public spaces.
- The species and location of new trees and planting should be considered as part of an overall strategy to improve existing habitats and create wildlife corridors. Native species should be used wherever suitable.
- New planting treatments should be rural in style to reflect the village context.

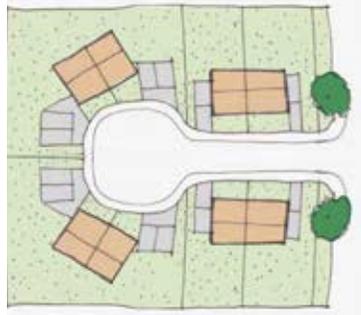
Lovedon Lane, Hampshire: New residential development on the edge of a rural settlement in Hampshire. The proposal is designed to respond to changes in topography, with careful consideration as to how the buildings and gardens transition to surrounding rural fields. This includes integration and enhancement of existing rural paths.



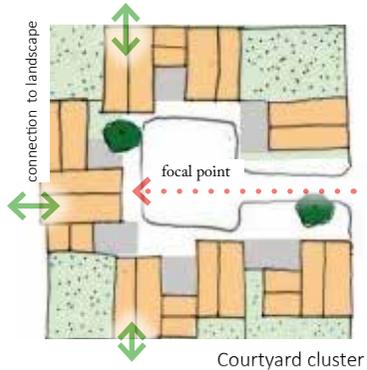
Abode, Great Kneighton: Residential mews streets within a new development. A shared surface route appropriate for pedestrian and cycle access, with informal parking directly outside residences. The route shifts direction to allow the integration of landscaping to provide a green link as well as to diminish the visual prominence of any parked cars in the view.



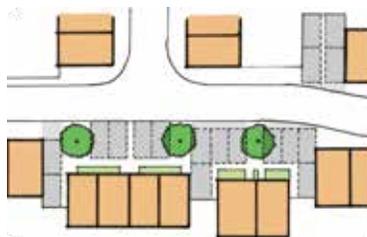
X Avoid cul-de-sacs with buildings that are loosely arranged around sweeping roads and car turning heads. These prioritise cars over pedestrians and provide left over space for antisocial parking and do not have a strong relationship to the landscape.



✓ Houses and garages are tightly arranged to form compact courtyards that adopt a shared space approach. Strategic street trees are used to prevent antisocial parking and creates a focal point on arrival. Homes have a strong connection to the surrounding landscape.



X Extensive in-curtilage parking creates poorly overlooked streets no sense of enclosure along the route.



✓ In-curtilage parking combined with allocated and unallocated parking on-street between trees. This preserves a sense of landscape along the route, while enabling more consistent building frontages and smaller street widths which provide a greater sense of enclosure and overlooking.



Tree Lined Street

Site Layout continued

HNP.DC.04 Layout of New Public Spaces

- New development should contain spaces that are well-designed for all ages, including older residents, teenagers and children. New community spaces should complement existing facilities to bring new and existing communities together.
- New public spaces should be located around existing natural assets, where these exist, and landscaping strategies should be informed from and strengthen the character of these features.
- The design and location of the public places and public realm furniture such as bins, benches and play equipment should benefit from passive surveillance from surrounding dwellings. Such spaces should be considered an integral part of the design and not be made from 'left over' land.
- Buildings should front onto public spaces to provide activity and overlooking and re-enforce the character of existing places within the parish such as the village green and High Street. Public spaces that are cluttered by parked cars or the backs of buildings should be avoided.

HNP.DC.05 Movement and Access

- In larger sites, a hierarchy of streets and spaces should be developed with a consistent and clear signage, naming and lighting strategies that minimise light pollution.
- New pedestrian and cycle routes should make logical connects to existing footpaths and route to improve access to countryside for new and existing residents.
- Snaking roads should be avoided and instead, new pedestrian and cycle routes should make logical connections between new development to key destinations and amenities within the village centre.
- Cul-de-sacs with vehicular turning heads should be avoided in favour of more compact courtyard spaces that encourage play and neighbourly interactions.
- Where possible, a shared space approach should be adopted to slow traffic and prioritise pedestrians and cyclists: see Abode (Left)
- Windows, front doors and active ground floor uses (kitchens and living rooms) should front on to key routes to provide activity and passive surveillance.
- Long areas of blank building frontage or pedestrian routes along narrow passages between buildings can feel unsafe and should be avoided.



Temple Gardens, Somerset: An example of how infill development can be sensitively accommodated within an existing village with heritage elements. Here a series of residential terraces provide frontage onto an existing street while respecting the setting and function of a listed pub within the site. Parking is retained and accommodated more sensitively in better designed spaces that include landscaping while enhancing frontage and sense of enclosure along the street.

The new buildings adopt appropriate and traditional materials and forms and combined these with contemporary high-quality detailing to successfully integrate into the surrounding context without direct imitation.



Examples of Good Practice:



Bricks from Northumbria Close, Haddenham



Render



Principal material carried through



Contemporary take on traditional roof forms



Woodchip paths



Self binding gravel paths



Permeable heritage block paving



Timber boardwalk

Site Layout continued

HNP.DC. 06 Response to Built Heritage

- The relationship between public spaces should respect existing settlement patterns. For example, in Haddenham it is common for buildings to front onto village greens and therefore, new built form should follow this arrangement.
- A key feature of Haddenham and Aldreth is the varying roof pitches, double pitched roof and building heights (from 1-2.5 storeys) that result from a diverse range of typologies including bungalows, flats, converted barns, detached and semi-detached housing. New development should continue this trend to meet needs of different members of the community.
- Along streets, new and existing frontages should follow the same orientation of the building line to provide a sense of continuity between new and existing places.
- The scale and massing of new buildings should respect sensitive boundaries. For example, building heights may need to step down in specific locations to avoid overshadowing and overlooking at boundary with neighbouring amenity space, or additional landscaping may be required to create defensible boundaries between new and existing dwellings.

HNP.DC.07 Site-wide Material Strategy

- The materiality, detail and fenestration of new buildings should reflect the local material palette of Haddenham and Aldreth. A site wide material strategy should explain how local materials have informed the palette of elevations, paving, public realm areas, planting strategy and roof scape. (see pages 13-50 of this report).
- New development should take inspiration from the materials from the palette (left).

The Avenue, Saffron Walden: An existing row of mature lime trees was retained with houses arranged to look out over it. The landscape character was reinforced with infill planting to create a distinctive and enjoyable route along the avenue that puts walking and cycling at the heart of the scheme.

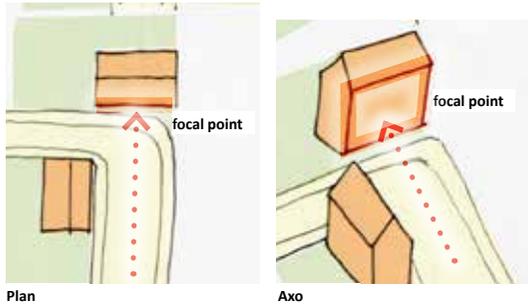
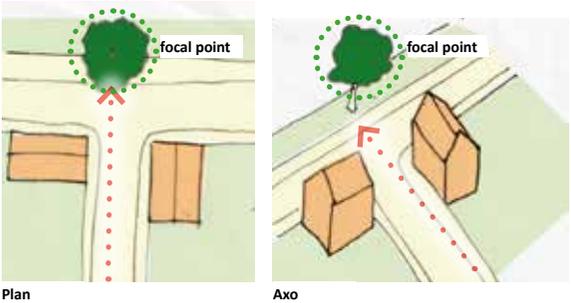


Accordia, Cambridge: An example of how new development can respond to existing landscape features through a strong rural-inspired framework of green spaces and gardens which include mature trees, existing hedgerows and plantings that reference local and native species which create a strong character without the need for non-contextual ornamental planting



	Tertiary Street	Mews	Lane
Building to building distance	12.5-16.5m	15m	10m
Carriageway/ shared surface width	5.5m	7m (shared)	7m (shared)
Street surface (see page 81)	Asphalt or heritage	Block paving	Block paving
Footway	2m	Shared	Shared
Cycling	On street	Shared surface	Shared surface

Suggested street types for new development



Intersection principles: building elevations and trees located at key junctions act as focal points that aid wayfinding.

Streets and Spaces

HNP.DC.08 Street typologies

- Streets should be designed according to standards supported by County Highways. The typologies in the table opposite are suggested as a starting point for design layouts to create a positive and people friendly environment.

HNP.DC.09 Views and focal points

- The sequence of arrival should be designed with vistas and focal points (feature buildings, public spaces) along the way to aid navigation within new developments.
- The elevations of buildings should be designed according to their specific location in public realm and wider streetscape.
- Avoid views of blank gable ends in prominent locations and instead, ensure feature buildings and elevations address important junctions and public spaces.
- Where possible public realm spaces should take advantage of views towards the village or across the landscape.

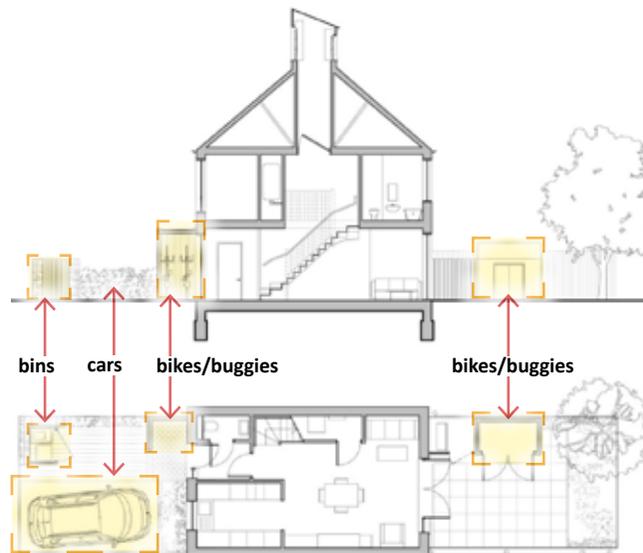
HNP.DC.10 Hard and Soft Landscape

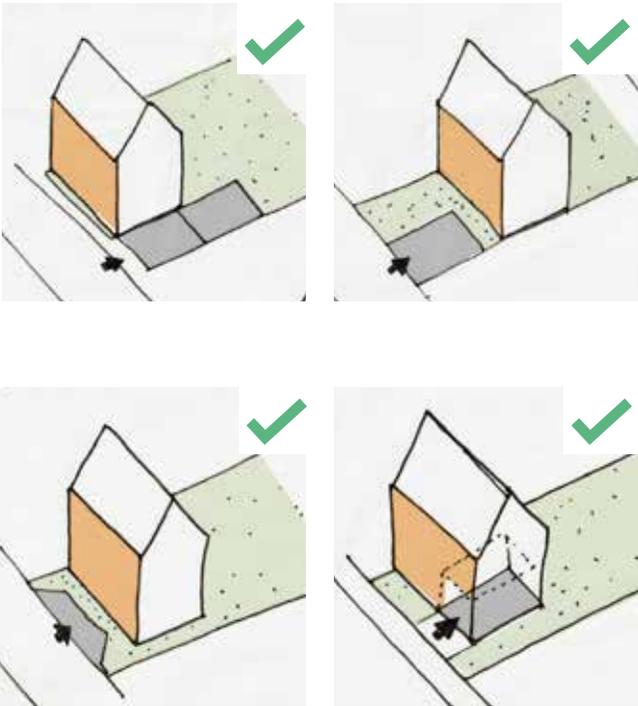
- The hierarchy of planting should reflect the typology of each street: street trees along key routes, threshold planting along tertiary routes.
- Different paving and landscaping treatments should define spaces for people and vehicles, reducing the need for obstructive clutter such as bollards, guard rails and unsightly white and yellow lines.
- The design of movement and access routes should include features at the pedestrian level to encourage walking and cycling. This may include colourful and scented planting to provide interest along key routes; landscape features such as strategically placed tree stumps and play equipment create opportunities for ‘play on the way’ along school routes.

Brookfields, Milton Keynes: landscaped green spaces to soften the edge and create a high-quality transition to surrounding countryside. The use of rural-inspired planting maintains a 'wild' sense while creating amenity areas that are low maintenance yet high-quality. Houses are arranged to take advantage of views of the landscape and provide passive surveillance of footpaths to make them feel safer.



The Triangle, Swindon; the location of cars, bins and bikes has been carefully integrated into the layout of the plot. This prevents cluttering the streetscape and allows space for a generous village green at the centre of the scheme.





Suggested in-curtilage car parking space options

Streets and Spaces continued

HNP.DC.11 Bins, Bikes and Cars

- Integrated, bin and bike storage units should be secure, covered and hidden, and located for easy access to the street and to avoid residents needing to pass through the home.
- Communal bin storage should be considered on larger sites as this avoids unsightly bins cluttering the streets on collection days and means that fewer streets are required meet the requirement for bin lorry access.
- A combination of on-street and off-street parking should be used on larger schemes.
- Visitor cycle parking spaces should be provided in convenient and well-lit and overlooked spaces.
- Public and private electrical vehicle charging points must be included relative to allocated parking spaces or garages.

HNP.DC.12 Public Realm Furniture

- Street furniture greatly influences the character and aesthetic appeal of the public realm. Street furniture must be appropriate for the location and function it is intended for.
- Defined furniture zones should be used to minimise cluttering of footways by lining up furniture to create visual order.
- Avoid unnecessary furniture by combining street furniture components on a single post where possible.
- Where bollards are required, these should be

considered to reflect the village character of Haddenham and Aldreth, such as oak bollards (on shear plates).

HNP.DC.13 Public Realm Lighting

- External lighting should be used only where absolutely necessary for safety and security. This is to protect wildlife and reinforce the rural character of the area.
- LED street lighting should be of low level and low intensity, with hoods and buffers that direct light to specific areas.
- Lighting mounted on buildings should be considered as part of an overall lighting strategy, in locations where it is practical and where this does not detract from the visual appearance of the building. Lighting should **not** be mounted on the façades buildings of particular townscape or heritage significance, such as the church spire or listed cottages along Station Road.

Derwenthope, nr York: Views from the points of access to the site and the wider area have been used to inform the height, form and roof pitch direction of each home. The image to the right shows how the orientation of one home can create a feature from its gable that becomes a focal point within the wider masterplan.



The Avenue, Saffron Walden: Thresholds have been carefully considered as integral to the overall design. The red brick garden wall steps up in key locations to form a characterful gable and wraps corners to create a sense of continuity. Contrasting paving, low maintenance threshold planting and porches allow space for personalisation that enlivens the street and define the private and public realm.



Well-designed Homes

Well-designed homes have clearly defined individual plots and contribute to the overall character of the public realm. The considered design of individual homes is important for creating attractive, functional and secure places to live

HNP.DC.14 Site Specific Design

- Each new home should also be designed with elements that distinguish it from its neighbours and respond to its specific location within the wider masterplan.
- Fenestration detail should reinforce the character of Haddenham and Aldreth and be intrinsic to the design of home rather than a superficial addition. The examples on page 77 show some contextual fenestration options and design features, which are considered appropriate.
- Elevational materials should be selected from the palette on page 77 to ensure they in keeping with those typically found in Haddenham and Aldreth.

HNP.DC.15 Boundaries

- All boundaries, whether they are between the gardens, courtyards, parking or the private and public realm, must be considered as an integral part of the overall design.
- Boundary treatments should be consistent along the length of street or rear elevations.
- The scale of boundaries should complement the architecture of the development and neighbouring buildings.
- Materials for boundaries should be robust and reflect those typical of the architecture of Haddenham and Aldreth.

- Rear gardens and side boundaries between private and public realm must be a solid wall that is integral to the design of the building and made of the same material. Any masonry wall must be capped with coping.
- Corner plots should use a consistent boundary treatment on both faces of the corner. Boundaries between rear gardens should provide visual screening to private back gardens and private defensible areas between new and existing homes.
- Boundaries between rear gardens may be made from brick walls, high-quality architectural fencing, or slow-growing hedgerows and climbers which, provide visual amenity and ecological enhancement.

Pilgrim Gardens, Evington; 31 dual-aspect apartments for later living with winter gardens and planted thresholds that allow for privacy when required but also encourage social interaction between older residents.



Marmalade Lane, South Cambridgeshire; Small front gardens with low walls encourage activity to spill into the street and allow parents to keep an eye on their children. Hard and soft landscaping is combined to create streets that encourage informal play.





Exposed bins in front gardens



Integrated covered bin and cycle store



Poorly considered building services



Sustainable design features celebrated



Pastiche add ons



Contemporary and integrated covered entrances



Obtrusive utility boxes



Integrated utility and storage cupboards

Well-designed Homes continued

HNP.DC.17 Sustainable Homes

- Amenity space should include somewhere suitable for hanging washing out to dry.
- Storage for bicycles should be located where it is secure and convenient.
- Permeable paving, trees and threshold planting should be incorporated to minimise the risk of localised flooding.
- Where possible, homes should be dual aspect with openable windows of both sides to ensure cross ventilation can be achieved.
- Blinds and shaders should be incorporated into the design on south-facing elevations to prevent overheating.
- Soft landscaping and trees should be incorporated into external areas to minimise effect of overheating from solar gain.
- Where possible, homes should be constructed in simple forms to increase to prevent heat loss and increase energy efficiency.
- Where possible, homes should take advantage of renewable energy, including PVs.

HNP.DC.18 Utilities

- Utility boxes for houses and flats must be an integrated within entrances or side elevations of individual houses and not visible from the street. See images below for suitable approaches to locating utility boxes.

Next Steps

The Haddenham Design Codes will be an important contribution to Haddenham’s Neighbourhood Plan in ensuring new developments in the area deliver on high-quality design that is sensitive to the local context and community aspirations. As both guidance, and embedded within policy through the Neighbourhood Plan, the Design Codes would be used by different actors in the planning and development process (summarised below).

To further assist users in applying the Design Codes in the assessment and critique of proposals, we have developed a development management checklist (on the next page). This checklist summarises the policies in the Design Code in a series of simple questions

that can be asked of applications. This checklist can be used by all actors, including the Parish Council and applicants, to assess their compliance of proposals against the Design Code.

Neighbourhood Plans needs to be in general conformity with the strategic policies in their corresponding Local Plan. The principles and guidance included within the Haddenham Design Codes are aligned with national policy and non-statutory best practice on design. The guidelines included constitute place-making principles and guidance to help interpret and apply the statutory policies within the neighbourhood plan.

Actors	How they will use the Haddenham Design Code
Applicants, developers, and landowners	The codes enable a degree of certainty in guidance for community and the Local Planning Authority’s expectations on design. Applicants for planning permission in the area of the Neighbourhood Plan will be expected to follow the Codes as planning consent is sought.
Parish Council	The Design Codes provide evidence and guidance for commenting on planning applications, to ensure that the Design Codes are complied with.
Local Planning Authority	The Design Codes should be discussed with applicants during any pre-application discussions, and will form a reference point (as embedded in the Neighbourhood Plan policy) against which to assess planning applications.
Statutory Consultees	As a reference when commenting on planning applications

Development Management Checklist

Not all items in the Development Management Checklist will be appropriate to every planning application. The checklist should therefore be applied accordingly, taking into consideration the proposal, its scale and location.

	Existing Context: Understanding Haddenham and Aldreth	Red/Amber/Green rating	Comments
EC.01	Has the landscape of the existing site and setting been understood and explained through plans, sections and three-dimensional drawings?		
EC.02	Are there diagrams and plans of the site and its wider area that identify key destinations and focal points?		
EC.03	Are there diagrams explaining the sites connection with public transport, walking and cycling routes to destinations in the local and wider area?		
EC.04	Has the scale, detail and materials of adjacent and locally distinctive buildings been analysed and explained through photographs, 3D models and drawings and sketches?		
EC.05	Have designers looked at the social, cultural history and building traditions of the local area?		
EC.06	Have the designers looked at the demographics of the local area?		
EC.07	Have designers engaged with residents and presented their concerns and needs in a clear and transparent way?		

	Site Layout	Design Codes	Red/Amber/Green rating	Comments
SL.01	Does the massing and orientation of buildings and their plots make the most of natural daylight and ventilation?	HNP. DC.01		
SL.02	Have 3D models, plans and sections been produced to show how the layout of buildings and spaces respond to their landscape setting?	HNP. DC.02		
SL.03	Is there a landscape strategy showing the preservation and enhancement of existing landscape features and wildlife habitats?	HNP. DC.03		
SL.04	Does the landscape strategy show the location and character of new green spaces, play spaces and street furniture?	HNP. DC.04		
SL.05	Have 3D models, plans and sections been produced to show how the layout of buildings and spaces respond to existing buildings and sensitive boundaries?	HNP. DC.05		
SL.06	Are key destinations and focal points within the site and the wider area identified in the proposed site plan?	HNP. DC.06		
SL.07	Have safe and convenient walking and cycling routes between destinations within the site been identified on the proposed site plan?	HNP. DC.06		
SL.08	Do new routes make logical connections to those that already exist in the wider area?	HNP. DC.06		
SL.09	Has the character of the key spaces been clearly explained through sketch views from an 'on the ground' perspective?	HNP. DC.07		
SL.10	Have designated spaces for bikes, bins and cars (including electric vehicle charging points) been identified on the site plan; and integrated into the layout of plots so that they do not dominate the public spaces and elevations?	HNP. DC.08		

	Streets and Spaces	Design Codes	Red/Amber/Green rating	Comments
SS.1	Is there a landscape strategy proposing contextual surfaces, planting, public realm furniture and lighting?	HNP. DC.01		
SS.2	Has the landscape strategy been thought through and fully integrated into the architecture and wider landscape?	HNP. DC.02		
SS.3	Have vistas and street views been prepared that show clearly defined focal points?	HNP. DC.03		
SS.4	Do the widths of spaces and heights of fronting buildings create intentional scale and character to outdoor spaces that is contextual to Haddenham?	HNP. DC.04		
SS.5	Have the designers described the sequence of arrival from the entrance of the site to the front door of the home?	HNP. DC.05		

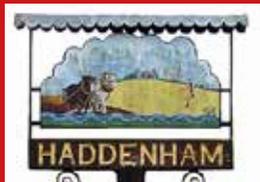
	Well-designed Homes	Design Codes	Red/Amber/ Green rating	Comments
WDH.01	Has the detailed design of each home been considered according to its location within the wider masterplan?	HNP.DC.15		
WDH.02	Do fenestration details, material choices and built features reflect the characteristics of local buildings?	HNP.DC.15		
WDH.03	Does the overall design incorporate 'breathing space' for threshold planting, a front garden spaces and/or a porch area?	HNP.DC.16, 17		
WDH.04	Have entrances and front doors been considered to balance passive surveillance with privacy?	HNP.DC.16, 17, 18		
WDH.05	Have front gardens, window boxes and hanging baskets been included so that residents can make their mark?	HNP.DC.16, 17		
WDH.06	Are there diagrams showing overlooking of entrances and circulation spaces from homes?	HNP.DC.16, 17, 18		
WDH.07	Is there a spacious and well considered arrival space within the home with?	HNP.DC.16		
WDH.08	Have sustainable building forms, construction methods and materials been used?	HNP.DC.19		
WDH.09	Do homes take advantage of renewable energy, including PVs?	HNP.DC.19		

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