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Shimpling
Design Guidance and Codes

Final report

July 2024

Delivering a better world

Quality information

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Revision History

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1	23/04/2024	Draft report for QB review	Ben Lancaster	Graduate Urban Designer
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3	25/06/2024	Second draft report for QB review	Ben Lancaster	Graduate Urban Designer
4	26/06/2024	Second draft QB comments and feedback	Claire Douglas Hughes	Shimpling Neighbourhood Plan Steering Group
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Contents

Introduction

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1. Introduction

1.1 The importance of good design

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

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, *The Value of Good Design*[1]) has shown that good design of buildings and places can improve health and well-being,

1. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

This document aims to offer guidance for future development that promotes good design, respects and preserves local characteristics, whilst encouraging modern and innovative design.

1.2 The purpose of this document

Following an analysis of the Neighbourhood Area, a set of architectural and design qualities will be identified. This set of qualities combined with good design practice will form the design guidelines that development within Shimpling should follow in order to comply with this parish-wide design guide document.

The NPPF 2023, paragraph 132 states that: '*Plans should... set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable.*

F.1

Figure 01: The Bush pub, Shimpling Street.

F.2

Figure 02: Shimpling Village Hall.

Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development...'

The Government is placing significant importance on the development of design guidance in order to set standards for design upfront and provide firm guidance on how sites should be developed.

Therefore, this report's main objective is to develop design guidelines and codes for the Neighbourhood Plan to inform the design of the public realm and future planning applications and developments in Shimpling Parish to ensure that they remain sympathetic to the character of the Parish. In particular, it elaborates on key design elements that were agreed with the Neighbourhood Plan Steering Group, namely:

– Preserving the character and context of Shimpling as an historic village;

– Ensuring that any new development is sensitively set within the village and upholds the traditional vernacular of the village.

– Supporting a landscape led approach to upholding design standards within the village.

Therefore, this document seeks to harness an understanding of how quality design can sensitively incorporate the best aspects of Shimpling's overall character.

Chapter 1 provides a brief summary of the scope of this report while outlining the wider spatial and context relating to the Neighbourhood Area.

Chapter 2 provides a summary of the Neighbourhood Area regarding the movement networks, heritage, landscape and patterns of growth. The findings that are extracted will then shape the design guidelines.

Chapter 3 presents a set of general design guidance and more specific design codes to be addressed by applicants and their design teams, appropriate for Shimpling's rural environment and character. These have been informed and shaped by analysis of the Neighbourhood Area aiming to guide future development, of any scale, as well as sustainable travel.

Chapter 4 provides a checklist for all applicants to consider proposals against, outlining fundamental design principles applicable to all contexts.

1.3 Process

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

STEP 1

Inception meeting with the Neighbourhood Plan Steering Group

STEP 2

Site visit to Shimpling Parish and guided walk

STEP 3

Preparation of design principles and guidelines

STEP 4

Initial draft report with design guidelines and codes sent to the Steering Group

STEP 5

Review and revision of report followed by submission to Locality for comments

STEP 6

Final report sent to Steering Group

Figure 03: Cottage along Slough Hill to the west of the main village core.

Figure 04: Old telephone box now used as a lending library.

Key

- 🟥 Neighbourhood Area
- ⚙ Railway
- ▬ A road
- — B road
- — River
- 🟧 Settlements

Kilometres — 10

F.5　**Figure 05:** Strategic context of Shimpling, highlighting its location and wider connectivity (source: ArcGIS)

Kentford

A14

Bury St Edmunds Railway Station

Thurston

Thurston Railway Station

Elmswell Railway Station

Bury St Edmunds

Gazely

Barrow

Horringer

Elmswell

B1085

A1088

Woolpit

A14

Chevely

Chevington

Sicklesmere

Whelnetham

A134

Stowmarket

B1063

Whepstead

Hawstead

A143

Rattlesden

Stowmarket Railway Station

Chedburgh

B1066

Great Finborough

Combs

Wickhambrook

Lawshall

Cockfield

Bradford Tye

B1063

Hartest

A1141

B1115

Stradishall

A143

Alpheton

Wattisham Airfield

Glemsford

Lavenham

Bildeston

Hundon

B1066

A134

B1078

Cavendish

B1115

Whatfield

Clare

A1092

A1141

Long Melford

Acton

B1071

B1115

Great Waldingfield

Hadleigh

A134

Sudbury Railway Station

A1071

Sudbury

A134

1.4 Area of study

The Neighbourhood Area is the Parish of Shimpling, which is made up of a small rural village featuring three distinct settlements. The largest is the main village core inclusive of development primarily set along Shimpling Street. There are also two small development clusters to the west at Slough Hill and around Aveley Lane to the south of the parish. The latter comprises the original settlement at Shimpling which was historically considered a plague village, requiring the development of the larger settlement along Shimpling Street around the 16th and 17th centuries.

The parish lies approximately 10 miles south of Bury St Edmunds and 9 miles north of Sudbury. Access to services and facilities is therefore dependent on vehicular travel to larger outlying settlements with public transport limited to only two bus services. These are accessed from Shimpling Street and include a service to Bury St Edmunds on a Wednesday and to Sudbury on a Thursday, with a possible addition being introduced.

The nearest railway station is Sudbury which operates a single, hourly service to Marks Tey allowing for onward connections to London. Additionally, regular railway services to Cambridge, Peterborough and Ipswich also run from Bury St Edmunds Railway Station.

Access to these surrounding settlements is primarily reliant on the A134, serving as the primary north-south connecting road between Sudbury and Bury St Edmunds. This route also enables additional access to the A14 for onward travel east-west through Suffolk passing through Newmarket, Stowmarket, and Ipswich. For more immediate destinations, connectivity is provided by a series of rural country lanes and Public Rights of Way (PRoW).

Shimpling's services and facilities are limited to The Bush pub, St George's Church, and the village hall which is used for ad-hoc community events. There is little commercial activity within the village as many people commute to outlying areas for employment. However, farming and agriculture account for a significant portion of economic activity within the wider parish. Shimpling Park Farm is a notable example of agricultural activity in the parish and is well known for its sustainable, organic farming practices. Similarly, the parish features other agricultural businesses, including Mount Farm Vineyard, Hall Farm, and Giffords Hall Vineyard.

Planning policy and guidance

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

1.4.1 National planning policy and guidance

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

2023 - National Planning Policy Framework

DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.
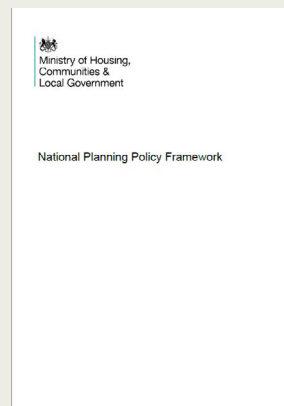
2021 National Model Design Code

DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.
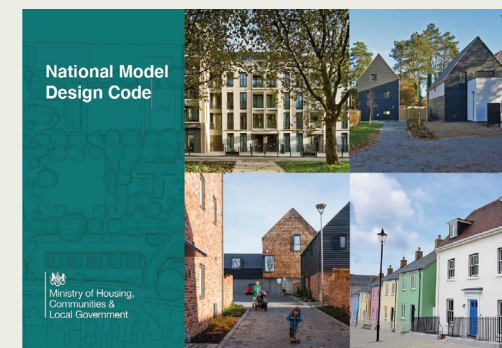
2020 - Building for a Healthy Life
Homes England

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

2019 - National Design Guide
DLUHC

The National Design Guide (Department for Leveling Up, Housing and Communities, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.
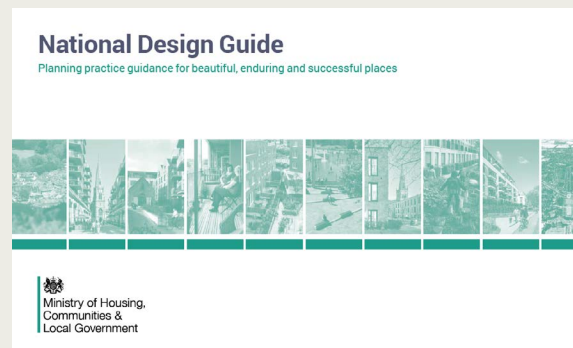
2007 - Manual for Streets
Department for Transport

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

1.4.2 Local planning policy and guidance

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

2023 - Babergh and Mid Suffolk Adopted Joint Local Plan Part 1

Babergh & Mid-Suffolk District Councils

The joint Local Plan was adopted in 2023 and now supersedes each district council's Local Plans. The document sets out the strategy for development up to 2037.

2022 - Suffolk Design: Streets Guide

Suffolk County Council

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

Babergh and Mid Suffolk
Joint Local Plan- Part 1

Working Together

NOVEMBER 2023

SUFFOLK DESIGN
STREETS GUIDE 2022 EDITION

Suffolk County Council

Neighbourhood Area context analysis

2

2. Neighbourhood Area context analysis

This chapter details Shimpling's local context and characteristics by exploring its landscape, heritage, built environment, connectivity, and vernacular.

2.1 Landscape

Landscape character

Shimpling is inside National Character Area (NCA) 86: South Suffolk and North Essex Clayland. This area is formed by an undulating plateau with river valleys, irregular field patterns, dispersed small settlements, and winding, narrow lanes[2].

Within the Suffolk Landscape Character Assessment[3], Shimpling lies at the confluence of three distinct landscape character types. There is an area of "undulating ancient farmlands" featuring an abundance of arable farmland within a varied and rolling landscape which is

2 NCA Profile: 86 - accessed: https://publications.naturalengland.org.uk/publication/5095677797335040?category=587130
3 Suffolk Landscape Character Area - accessed: https://suffolklandscape.org.uk/map/

greatly expressed to the south of the parish. However areas to the north and west of the parish feature a flatter topography than their landscape characterisation might suggest. These areas also consist of random field patterns with studded blocks of ancient woodland.

Central areas are considered rolling valley farmlands, featuring gentle valleys with more complex or steep slopes. Field patterns within the area are organic and often smaller than in surrounding landscape areas. There are sunken lanes leading towards villages with distinctive medieval cores, such as the village cluster along Mill Hill and Aveley Lane to the south west of the parish.

The east of the Neighbourhood Area is considered an area of "ancient rolling farmlands". As with much of the parish, these areas feature a rolling arable landscape made up of "chalky clays and loams". Valleys are "dissected widely and deeply" by coursing rivers and there is also a scattering of ancient woodland and hedgerows along routes and public rights of way.

F.6

Figure 06: Arable farmland to the north of the main village core.

F.7

Figure 07: Rolling valley farmlands with a gently undulating landscape to the south of the main village core.

Landscape designations

Shimpling's surrounding landscape is varied in character and is a significant driver of the village's rural feel. Furthermore, the Neighbourhood Area is abundant with landscape designations, emphasising Shimpling's overall landscape value. These include multiple SSSIs sustaining valuable ecological assets and habitats, often including woodland areas and key open green spaces. These include: Ashen Wood SSSI, Bavins Wood SSSI, Aveley Wood SSSI, and Hospital Grove SSSI.

Immediately beyond the Neighbourhood Area boundary are multiple woodland areas, many of which are also given landscape designations. These include blocks of ancient woodland, typical of the area's landscape character.

Furthermore, while not covered by any formal designations, there are multiple open green spaces within the parish. These include St George's Churchyard, a large play park at Hallifax Place, and Chadacre Park, which includes the grounds of the former Chadacre Agricultural Institute.

2.2 History & heritage

Historic development

Shimpling is steeped in historic character with an abundance of heritage assets. There has been evidence of settlement within the village since the middle ages, with a reference to a church at the village mentioned within the Domesday Book of 1086. St George's Church is the oldest building within the Neighbourhood Area, dating back to the 14th century[4]. Furthermore, many of the remaining historic dwellings within the village date as far back as the 16th century.

It is understood locally that the main settlement along Shimpling Street was developed to contain the spread of the plague, most likely in the 16th or 17th centuries. Many of its victims were buried in the grounds of St George's Church and the distance between each settlement was considered great enough to contain the spread of the disease.

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4 Source: https://www.britainexpress.com/counties/Suffolk/churches/shimpling.htm

F.8

Figure 08: View of Aveley Wood, a designated ancient woodland and SSSI within the parish. Source: https://www.geograph.org.uk/photo/5525663 Lisenced for reuse under Creative Commons License. Copywrite: JThomas.

F.9

Figure 09: Peacock Priory, a recently rennovated, non-designated building of historic value.
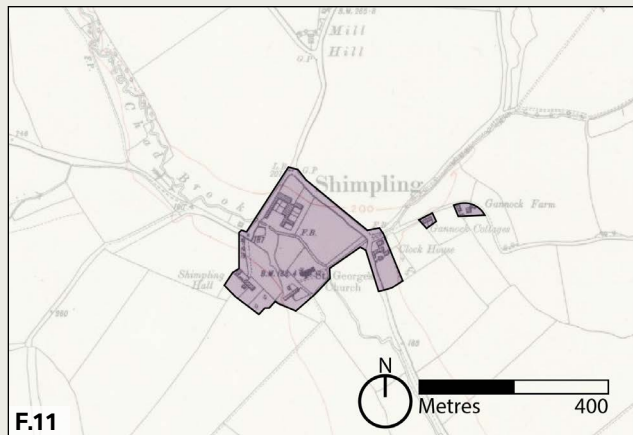
Development timeline
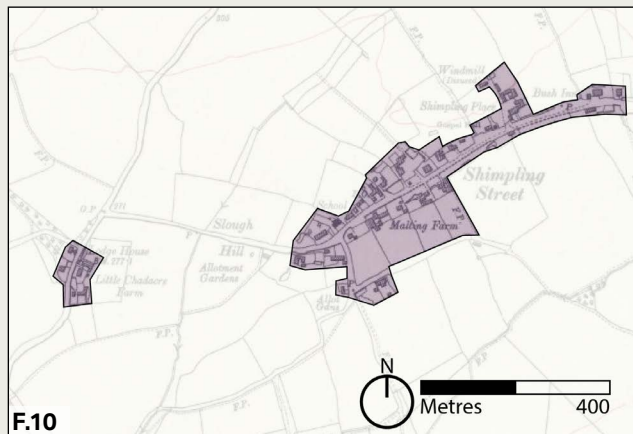
F.10

Figure 10: OS Map of Shimpling Street and Slough Hill, circa 1920s. Available at: https://maps.nls.uk/geo/find/

F.11

Figure 11: OS Map of Aveley Lane, Shimpling, circa 1920s. Available at: https://maps.nls.uk/geo/find/

1920s

F.12

Figure 12: Aerial view of Shimpling Street and Slough Hill, 2024. Source: ArcGIS

F.13

Figure 13: Aerial view of Aveley Lane, 2024. Source: ArcGIS

2020s

By the 19th century much of the land and property within Shimpling had been acquired by Thomas Hallifax, a London financier and patron of Chadacre Hall. During this time, the Hallifax family served as benefactors to the village, building a school, the coal house, and the school master's house. Additionally, their funds helped secure renovations to St George's Church.

By the beginning of the 20th century, the village consisted primarily of organic development focused along Shimpling Street and Slough Hill, alongside a small cluster of houses and farm buildings close to Shimpling Hall and St Georges Church. These areas form much of Shimpling's historic core of buildings, and underpin the overall historic character of the village. Shimpling in the present day has retained many of its historic dwellings. However, the extent of growth in the village envelope in the following century was limited to small instances of infill and extension, mainly during the latter half of the 20th century.

Growth areas include a series of infill and back-land developments, primarily to the south of Shimpling Street, in addition to an are of post-war housing at Hallifax Place. Similarly, some small infill plots have expanded the built up area around Slough Hill and Aveley Lane.

Heritage assets

Unlike neighbouring villages, Shimpling is not covered by a Conservation Area. However, there are multiple listed assets in the village, reflective of its heritage value and historic character. Listed buildings in the village include:

- St George's Church - Grade I

- Shimpling Hall - Grade II

- Clockhouse Farmhouse, Old Rectory Lane - Grade II

- Principal's House at the former Chadacre Agricultural Institute - Grade II

- Former Chadacre Agricultural Institute - Grade II

- Giffords Hall, Stanstead Road - Grade II

Figure 14: St George's Church. Source: https://www.achurchnearyou.com/church/1979/

Figure 16: Former Chadacre Agricultural Institute. Source: https://www.countrylife.co.uk/property/country-houses-for-sale-and-property-news/luxury-property-for-sale-in-east-anglia-23608

Figure 15: The Cottage, Slough Hill.

Figure 17: Court Cottage.

Figure 18: Shimpling House, Shimpling Street.

Figure 19: Cromwell House.

Figure 20: Thatch End, Shimpling Street.

Figure 21: Shimpling Place, Shimpling Street.

- The Cottage, Slough Hill - Grade II

- Ashton House, Slough Hill - Grade II

- Ramblers, Gents Lane - Grade II

- 8 and 9 Gents Lane - Grade II

- Village School, Shimpling Street - Grade II

- Court Cottage, Shimpling Street

- Homeleigh, Shimpling Street

- Almshouses, Shimpling Street - Grade II

- Cromwell House, Shimpling Street - Grade II

- Parish Coalhouse, Shimpling Street - Grade II

- Shimpling House, Shimpling Street - Grade II

- Shimpling Place, Shimpling Street - Grade II

- Thatch End & Cracketts Shimpling Street- Grade II

- Thorne Lodge, Shimpling Street - Grade II

- The Hermitage, Bury Road - Grade II

2.3 Settlement pattern & built form

Despite its expansive Neighbourhood Area, Shimpling contains only three small, yet distinct, built up areas in addition to a scattering of farm and agricultural clusters within peripheral areas of the parish. Shimpling's main settlements include the village core along Shimpling Street, housing around Slough Hill, and the medieval village around Aveley Lane and Old Rectory Lane. Each area is separated by either settlement gaps and expansive tracts of farmland.

Village core

The village core is an area of mainly ribbon development along Shimpling Street. Here, there is an irregular building line with a mix of terraced and detached dwellings of distinct individual character. These are intermittently spaced next to each other with variation in building setback and orientation.

Developments along Shimpling Street feature many of the village's historic dwellings. These flank both sides of

Key

■ Buildings

— Building line/frontage

F.22 **Figure 22:** Settlement pattern around Shimpling Street and Slough Hill. Source: ArcGIS).

the street, though there is a greater concentration of buildings along the route's northern edge. More recent developments have been constructed on the southern edge of the street, creating a now unbroken stretch of built-up area throughout the village core.

The scale and massing of buildings along Shimpling Street is varied. Many older dwellings feature smaller building footprints and heights. In contrast, more recent developments tend to be greater in size with designs less in keeping with Shimpling Street's overall context. Subsequently, Shimpling Street can be characterised by both its abundance of historic development, and variety of architectural styles and features.

Gents Lane is an official quiet lane and is accessed via Shimpling Street running south and then east to form the southern boundary of the village envelope. Immediately off Slough Hill is a small stretch of historic linear development made up of cottages fronting onto the street. There are slight variations in the building line, while

the overall scale and massing is similar to other older plots along Shimpling Street. Further along the route is a small terrace of cottages, though these are contrasted by a large contemporary infill development nearby, featuring a detached house and a barn conversion. At the end of the route is a secluded farm house alongside a collection of barns and agricultural buildings.

Further to Shimpling Street and Gents Lane are examples of Shimpling's modern growth, with larger village extensions and infill developments. The most prominent of these is an area of post-war housing at Hallifax Place and Streetfield Close. Both are cul-de-sacs featuring a range of detached, semi-detached, and terraced houses with a homogeneity of architectural designs and features. The scale and mass of buildings stand out compared with more historic buildings along Shimpling Street. Similarly, arrangements here are more formal with consistent building lines and regimented plot sizes. This is also true of Barnfield, a small cul-de-sac made up of single-storey dwellings to the south west of Gents Lane which also features a typical post-war character.

F.23

Figure 23: Linear settlement patterns along Shimpling Street.

F.24

Figure 24: Regimented building lines and formal building arrangements at Hallifax Place.

Barn Meadow is also a small cul-de-sac, with large contemporary detached dwellings set behind the main building line. Similarly, other infill plots such as Hayfields and new dwellings close to The Bush pub have similarly expanded the overall envelope of the village with dwellings set behind the building line along the northern edge of Shimpling Street. These are recent developments and express more modern architectural features and palettes that have been received poorly by some Shimpling residents.

Slough Hill

Buffered by a settlement gap to the west of the village core is a small cluster of dwellings along Slough Hill. Here, there is a collection of scattered linear development, with the exception of Little Chad Close, a small-cul-de sac with properties fronting onto Shimpling Road running perpendicular to Slough Hill. Dwellings are mainly two storey detached houses, though with some single story and semi-detached infill.

Houses feature a varied building line with some buildings fronting perpendicular to the road, instead facing small courtyards and driveways. Dwellings similar scale and massing to other buildings along Shimpling Street and setbacks are relatively deep allowing for ample screening from the road.

F.25

Figure 25: Terraced cottages along Gents Lane to the south of the main village envelope.

F.26

Figure 26: 20th century cul-de-sac around Slough Hill. The street is set away from the main route and screened by dense vegetation.


F.27

Figure 27: Junction to Gents Lane from The Street to the west of the village core.

Medieval village

The medieval village is a loose collection of residential and agricultural development set along Shimpling Road, Aveley Lane and Old Rectory Lane. The area contains two of Shimpling's most prominent landmark buildings; St George's Church and Shimpling Hall. Both of these are set within large secluded plots buffered from nearby development by dense vegetation and the Chad Brook stream. Together, these buildings lack any discernible development pattern and deviate from the typical scale and massing usually found within Shimpling.

Additionally, there is a collection of large agricultural buildings, sheds and barns at Hall Farm close to St George's Church which are immediately accessed from Aveley Lane. They are arranged in a typical farmstead style with a rectilinear layout set around a courtyard. Also along Aveley Lane is a farm house alongside small open fields and paddocks.

Key

■ Buildings

□ Building frontage/line
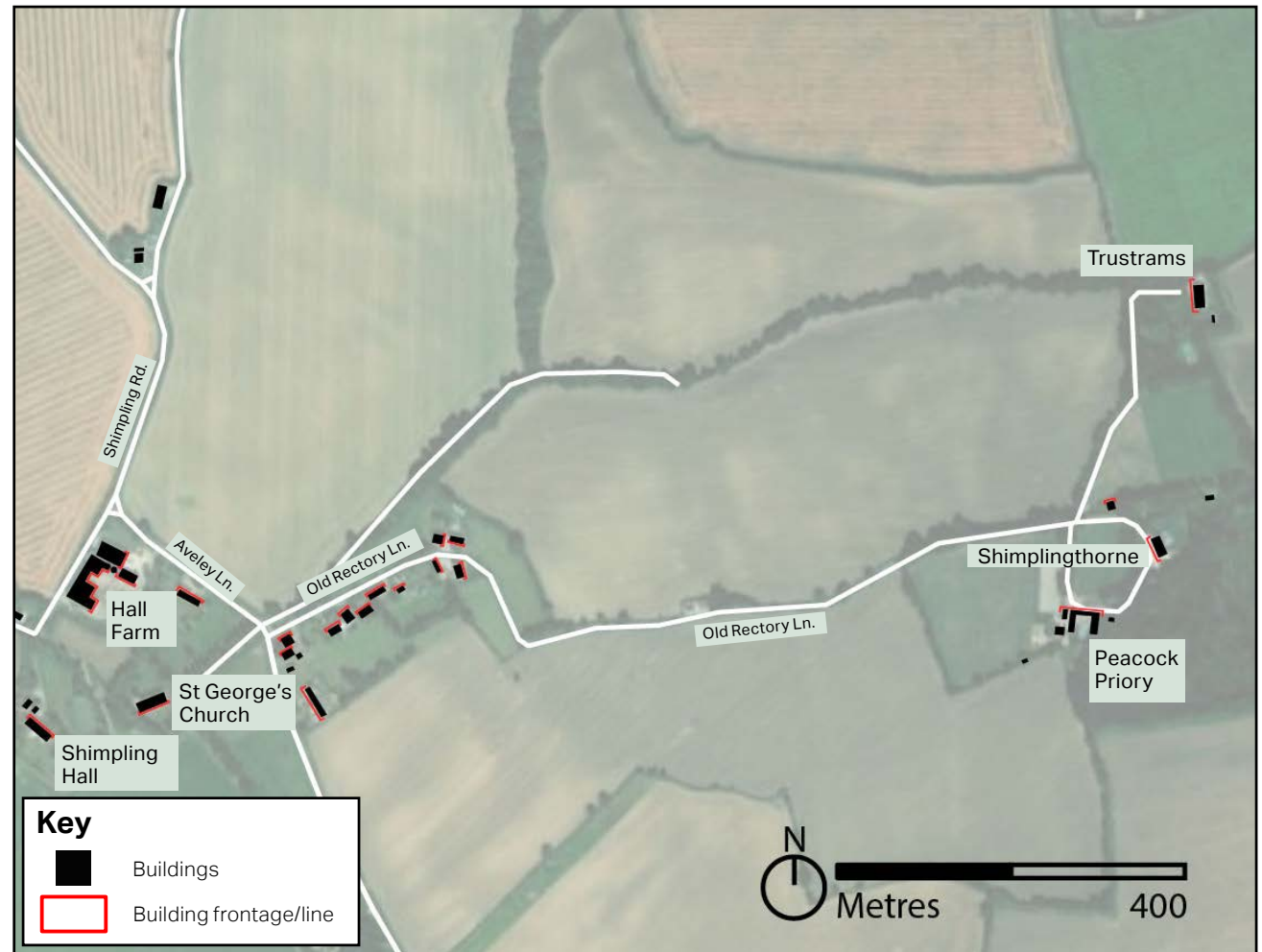
F.28 **Figure 28:** Settlement pattern around Aveley Lane and Old Rectory Lane. See (Source: ArcGIS)

Figure 29: Small single storey dwelling along Old Rectory Lane, built in the 20th century and fully clad in black weatherboarding.

Figure 31: Two detached houses along Aveley Lane.

Figure 30: Large detached house within a secluded plot at the end of Old Rectory Lane.

Figure 32: Entrance to Clockhouse Farm, set close to the main route and gateway feature at the junction between Aveley Lane and Old Rectory Lane.

Much of the residential development is set along Old Rectory Lane. Here are mainly detached, 20th century houses arranged into a loose setting of linear development. Building lines are irregular with intermittent spacing. Typically, the scale and massing is similar to that of other residential clusters within the parish. Building heights are broadly two storeys, though with a greater perception of scale as dwellings are elevated above the main route.

2.4 Movement, activity & street character

Shimpling Street is the primary focus of movement and activity within the Neighbourhood Area. It represents the largest collection of dwellings and also features two of Shimpling's key community assets, the Village Hall and The Bush pub. Despite its concentration of development, Shimpling Street retains a predominantly rural feel. Within the village core, the street features generous grass verges which are used by pedestrians moving along the road.

Soft treatments are also commonly used to demarcate plot boundaries along Shimpling Street. These feature a range of interventions including hedgerows and mature trees. Where these are most prevalent, it can be hard to distinguish grass verges from building curtilage, emphasising the informal and organic layout of Shimpling Street. What is more, Shimpling Street also features some small moated ponds,

buttressing plot boundaries further from the street. These are commonly found under canopies of mature trees. Street furniture and other infrastructure such as bus shelters are also found along the street.

Vegetation and mature trees are most prevalent within the village core. Alongside building fronts, this vegetation provides a sense of enclosure which benefits the experiential quality of pedestrian movement. This is further complimented by the relatively low levels of vehicular traffic. At the periphery of Shimpling Street, to both the east and west of the village core, there is a fraying of development intensity and a reduction in overall enclosure. Here, building fronts give way to more expansive views of grass verges, vegetation and the surrounding countryside.

Contrastingly, housing developments at Hallifax Place feature a more formulaic street typology. Owing to the typical street designs of post-war house developments, this area features wide residential streets

F.33

Figure 33: Segregated pavements along Streetfield Close.

F.34

Figure 34: Mature vegetation and grass verges are a common bounding feature along key routes within the village core.

with grass verges, street trees and pavements. Here, hard surfaces and boundary treatments are more prevalent, further emphasising the difference in street character with Shimpling Street.

Surrounding built up areas is a sprawling network of meandering country lanes. These are narrow and sustain occasional pedestrians, but are mainly used for vehicular connectivity to surrounding villages. These are often flanked by a mix of dense vegetation, hedgerows, or ditches with expansive views of open fields. Occasionally, these pass through small clusters of development and farmsteads. Routes such as Slough Hill and Shimpling Street fall within this characterisation.

These routes are critical for onward access to other settlements and key connecting routes such as the A134 or B1066. Both run north south providing links between Bury St Edmunds and Sudbury, with the former carrying greater flows of traffic.

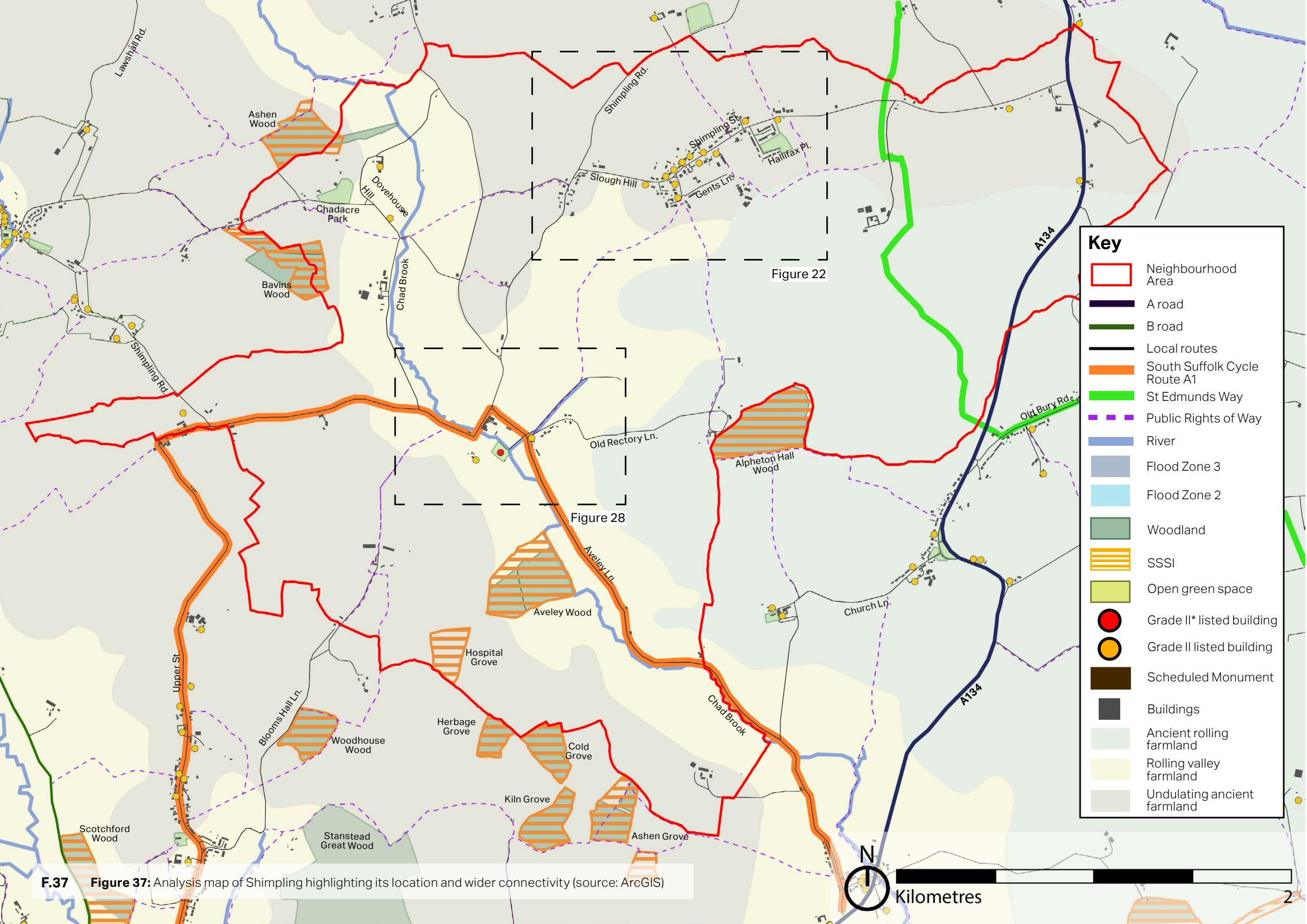Furthermore, Shimpling is surrounded by a range of public rights of way. While these are valuable routes enabling access to the surrounding countryside, they are also critical for pedestrian movement around the village. Most notably, public rights of way enable connectivity between Shimpling Street and Gents Lane, as well as providing direct links with St George's Church. Additionally, key regional active travel routes provide strategic walking and cycling links. These include St Edmunds Way running north south towards the east of the parish and the South Suffolk Cycle Route between Rose Green and Sudbury.

Figure 35: Example of a meandering country lane around the Neighbourhood Area.

Figure 36: Public right of way providing access to Gents Lane from within the main village core.

Key

- Neighbourhood Area
- A road
- B road
- Local routes
- South Suffolk Cycle Route A1
- St Edmunds Way
- Public Rights of Way
- River
- Flood Zone 3
- Flood Zone 2
- Woodland
- SSSI
- Open green space
- Grade II* listed building
- Grade II listed building
- Scheduled Monument
- Buildings
- Ancient rolling farmland
- Rolling valley farmland
- Undulating ancient farmland

F.37   **Figure 37:** Analysis map of Shimpling highlighting its location and wider connectivity (source: ArcGIS)

2

2.5 Material palettes & architectural details

F.38

Figure 38: Ramblers featuring a yellow ochre render, thatched roof, gable dormers and a gable extension with a clay pantile roof.

F.39

Figure 39: Red brick cottages with windows featuring glazing bars and a shared hipped porch.

F.40

Figure 40: Sandstone external façade with wooden decorative casement windows.

F.41

Figure 41: A local example of semi-detached dwellings in yellow and cream render.

Vernacular

Shimpling's vernacular is typical of a rural Suffolk village. There is an abundance of cottages featuring coloured render façade treatments and thatched roofs. Additionally, these dwellings will also feature traditional fenestration such as wooden sash and casement windows, as well as small gable dormers. Some historic buildings also feature red brick with sandstone quoins and lintels. Both pitched and hipped roofs with clay pantiles are also commonly found on older buildings. Contrastingly, many of the early post-war buildings feature light brick façades and PVC fenestration. More recent buildings do more to reference historic materials and architectural designs.
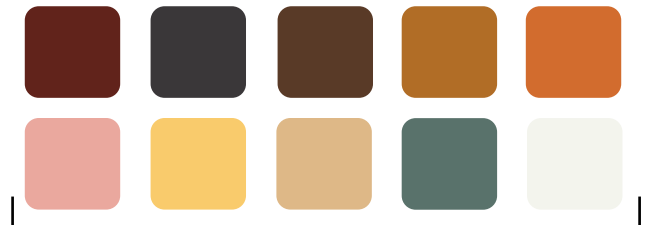
F.42   Colour Palette

Figure 42: Representative colour palette found throughout Shimpling.

Building walls

Suffolk pink render

White/cream render

Flint

Red brick

Cobble

Weatherboarding

Fenestration

Sash windows with glazing bars

uPVC casement windows

Gabled dormer

Casement windows with glazing bars

Eyelid dormer

Roofs

Brown clay pantiles

Black glazed clay pantiles

Slate tiles

Thatch

Saltbox

Figure 43: Representative architectural features and materials found throughout Shimpling.

F.43

Design guidance & codes

3

3. Design guidance & codes

This section sets out the principles that will influence the design of potential new development and inform any alterations to existing properties in the Neighbourhood Area. Where possible, local images are used to exemplify the design guidelines and codes.

3.1 Introduction

This section is divided into two parts:

Part 1. General design guidance. A set of general design considerations appropriate to Shimpling's environment and character. Those considerations should be addressed by applicants and their design teams.

Part 2. Key design codes. A more detailed set of design guidelines, regarding key aspects/characteristics of Shimpling Parish that are not fully covered by planning documents.

The matrix overleaf demonstrates the relationship between the design guidance and codes contained within this report. These represent Shimpling residents' key concerns relating to design within the Neighbourhood Area.

The design principles presented in both Parts 1 and 2 will be used:

1. As a guide for applicants, developers or landowners reflecting the ambitions of the community in Shimpling;

2. As a reference point, embedded in policy, against which to assess planning applications. This report should be discussed with applicants during any pre-application discussions;

3. As a guide for the Parish Council when commenting on planning applications, ensuring that the parish-wide design guidance is complied with; and

4. As a tool to promote community-backed development and inform comments on planning applications.

The table on the following page offers an overview of how the themes covered in Parts 1 and 2 are related.

3.2 Neighbourhood Area design guidance & codes matrix

Part 1. General design guidance

Part 2. Key design codes

Landscape & rural feel →
- **LR.01** Settlement gaps
- **LR.02** Dark skies
- **LR.03** Relationship with the surrounding rural context

Built form & settlement pattern →
- **BF.01** Settlement patterns
- **BF.02** Street character
- **BF.03** Infill development
- **BF.04** Relationship with surrounding context
- **BF.05** Development & open green space

Heritage →
- **HE.01** Setting of heritage assets

Vernacular & architecture →
- **CA.01** Materials & architectural details
- **CA.02** Sustainable design
- **CA.03** Extensions
- **CA.04** Boundary treatments

3.3 Part 1 - General design guidance

3.3.1 Landscape & rural feel

The protection of Shimpling's rural character and surrounding natural landscape is a key concern for residents. The relationship between built up areas and the varied landscape qualities of the Neighbourhood Area underpin the village's rural feel. The following design guidance is therefore intended to ensure that future development does not negatively impact surrounding landscape and uphold the value of Shimpling's abundant greenery and natural assets:

- Proposals for development should gain a good understanding of the landscape context of the parish. Proposals should demonstrate response to topography and views in order to avoid unnecessary blight on the landscape;

- Any new development should not undermine Shimpling's existing provision of valued open green space;

- Furthermore, any new development proposals should not undermine access to or the protection of any ecological assets within the Neighbourhood Area;

- Contextually appropriate green infrastructure should be proposed to not undermine existent landscape qualities and provide screening of any new developments;

- Proposals should not interfere with existing settlement gaps, unless there is requirement to meet local needs set out in any current or future policy.

- Proposals should also not impede existing green links (i.e. footpaths, desire lines, or grass verge-lined streets). New development should instead integrate existing green links which sustain connectivity within the village and to surrounding areas;

- Sustainable Urban Drainage Systems (SuDS) should form part of the overall landscape infrastructure and improve the overall environment; and

- Dark skies should be retained to the best possible extent to preserve the rural character of the parish, particularly within built up areas.

Figure 44: View of surrounding countryside and dense vegetation with occasional rooftops protruding above the tree canopy.

Figure 46: Development should not lead to a material loss of settlement gaps, particularly along key routes connecting settlements within the Neighbourhood Area, such as the one contained in this photo.

Figure 45: Example of dense vegetation used to screen development.

Figure 47: Vegetation which forms part of settlement gaps should be retained.

3.3.2 Built form & settlement pattern

Shimpling's built form is distinctive and highly valued by its residents. Its varied settlements form unique development clusters with relatively informal layouts appropriate for the village's rural location. Additionally, some areas of post-war housing and contemporary development further contribute to the overall character of the Neighbourhood Area.

There is strong desire for Shimpling's existing built form to be protected. The following guidance is intended to ensure that any future development preserves the village's overall feel by:

- Considering the layout, arrangement and densities of any proposals in a contextual manner, drawing from surrounding development patterns while also making appropriate use of land;

- Inferring from the massing and scale of proximate buildings within the surrounding context. Additionally, the spacing and rhythm between buildings should be retained and not interfered with, or deviated from, by any new development;

- Allowing for slight variance in building heights. These are encouraged between buildings to ensure that the distinctive roof-scape of the overall village retains its variance. This should be achieved by providing a mix of single and two storey buildings, alongside variance in roof pitch and height;

- Upholding the overwhelming local view that large-scale housing developments should be discouraged.

- Ensuring that new developments propose a mix of housing typologies to allow for a variety of options and meet local housing needs;

- Contributing positively to the prevailing street character, providing natural surveillance and transparency of building use;

- Complementing the existing street scene with building lines, boundary treatments, and setbacks which are appropriate to the surrounding context. In particular, the varied and differentiated building lines within the main village core should be preserved by any new development in this area;

- Proposing that new buildings, where possible, should front onto and overlook routes, green spaces or open fields;

- Accommodating movement for all users including pedestrians, cyclists, wheelchair users and vehicles; and

- Including side friction and traffic calming where necessary. The presence of dense vegetation along rural routes must also be preserved.

Figure 48: Linear settlement patterns should be upheld within the village core, with building fronts and curtilage forming a strong relationship with main routes.

Figure 49: Building arrangements along Mill Hill maintain the organic settlement pattern with a strong visual connection between the road and the building front.

Figure 50: Developments should avoid uneven surfaces along routes and streets within the village to retain accessibility for all users.

Figure 51: Dense vegetation along vehicular routes can provide side friction, aiding with traffic calming.

3.3.3 Heritage

Heritage is a key driver of Shimpling's character. Its historic buildings and settlement patterns underpin so much of the village's built qualities which are valued by its residents. Unlike many neighbouring villages, Shimpling lacks any formal Conservation Area. Despite this, there is an abundance of historic buildings and listed assets.

Detailed guidance for minor development within the grounds of listed buildings is available within Babergh and Mid Suffolk Standing Advice document[1]. This guidance should be considered alongside the following codes to ensure that Shimpling's heritage value is not lost through new development proposals.

- The setting of heritage assets should be a primary consideration for proposals, considering appropriate spacing and architectural designs subservient to that of adjacent historic assets;

- New development should respect and, where possible, enhance views of heritage assets into and out of Shimpling's built up areas;

- New development should not be an overbearing feature within the overall context of heritage assets;

- Subsequently, proposals should be of an appropriate scale, form, height, massing compared with adjacent historic assets;

- Additionally, proposals should ensure that boundary treatments are contextual to Shimpling's historic character. They must utilise soft boundary treatments, particularly with respect to preserving surrounding landscape views; and

- Boundary treatments should also use traditional materials where possible to not undermine the historic character of historic buildings.

Figure 52: More recent developments in close proximity to Ramblers (a small historic cottage approximately 1.5 storeys in height) of appropriate scale and massing.

Figure 53: Traditional materials used as boundary treatments within the curtilage of heritage buildings.

1 Available at https://www.babergh.gov.uk/documents/d/asset-library-54706/standing-advice-from-our-heritage-team

3.3.4 Vernacular & architecture

Shimpling has a unique character rooted in an abundance of traditional architectural styles typical of a historic Suffolk vernacular. Contemporary developments within the Neighbourhood Area have on the whole sensitively referenced the richness of Shimpling's historic character and stand as sound reference points for any future development proposals.

Where relevant for guidance within this section, proposals should infer from the provided table of best practice in Figures 42 & 43 in Section 2.5.

– New development should propose high-quality designs that reflect and respect the rich local vernacular in Shimpling, and historic distinctiveness, as analysed in Section 2.5, while avoiding pastiche replication;

– The materials and architectural details of listed or notable buildings of great historic significance should be used as reference for any future development. The different types and qualities of bricks, coloured render, or roof tiles are some examples of local materials that could be used in new development;

– New development should incorporate necessary services and drainage infrastructure without causing unacceptable or unnecessary harm to retained features;

– Net Zero aims should be integrated, and development should adopt low energy and energy generative technologies within the development at the start of the design process. Nature positive and biodiversity net gains should be a priority as well;

– New development should demonstrate strong design rationale, quality material specification and good detailing appropriate for the local climatic conditions of Shimpling; and

– Building performance in terms of conservation of heat and fuel over-and-above building regulations, should be a key design driver for new development.

F.54

Figure 54: Example of a historic building renovated with sensitive contemporary materials.

F.55

Figure 55: Detached house at Streetfield Close with black weatherboarding. Mixing modernist architectural designs with traditional design cues.

F.56

Figure 56: Contemporary materiality used in a renovation of historic buildings. Materials sensitively reflect Shimpling's historic environment.

F.57

Figure 57: Renovation of a house built in the 20th century with the addition of materials that are appropriate to Shimpling's rural Suffolk context.

3.4 Part 2 - Key design codes

3.4.1 LR.01 Settlement gaps

Settlement gaps play a significant role in retaining the individual character between distinct clusters of development. They are rich in vegetation, sustain valued biodiversity, and are a critical driver of character.

Shimpling's settlement gaps, particularly between its settlement clusters, are typically made up of country lanes flanked by dense hedgerows and mature trees, as well as expansive open fields. These are a major landscape feature and provide a development buffer between each of the village's main settlements. In order to protect these settlement gaps:

- Development proposals must not undermine the physical and/or visual separation of existing settlements.

- Where new development within existing settlement gaps is permitted, landscaping interventions with dense vegetation or modest green spaces should be used to screen or buffer any new development and to appropriately integrate these interventions within existing settlement gaps.

- Such development proposals must not include any material loss of existing mature trees or hedgerows unless absolutely necessary for access.

- Furthermore, any screening used to buffer development in those circumstances must use native and contextual landscaping interventions and species.

3.4.2 LR.02 Dark Skies

Dark skies are a valued characteristic in Shimpling. Any new development must minimise impact of lighting and uphold the village's rural character, avoiding the disruption of wild habitats. Therefore:

- External lighting must only be considered for new development where it is necessary for security and safety.

Figure 58: Development in settlement gaps (such as the one between the main village core and Slough Hill) are to be avoided.

Figure 59: Example of new development retaining existing mature infrastructure bounding the site.

If lighting is required, it is critical that it is kept minimal, at low level and at low intensity, with hoods and baffles used to direct the light to where it is required to ensure that no light is emitted upward;

– Where introduced, warm white light sources of between 2700 and 3000K should ensure appropriate levels of light spill and glare. Light shields are recommended for additional protection over glare and light spill;

– Additionally, lighting such as solar cat's-eye lighting or ground-based lighting are preferred along routes, particularly along footpaths and cycle routes; and

– Lighting schemes must be directed downward to avoid reducing dark skies or disturb neighbours or passers-by. Additionally, all lighting, excluding porch lights, should be triggered by motion sensors or timers.

Up-lighting: Focus light and attention on an object or tree from a low fixed location.

F.60

Figure 60: Example of up-lighting which is used to illuminate the trees within a property.

Downlighting: Bullet type fixture placed well above eye level on an object or tree.

F.62
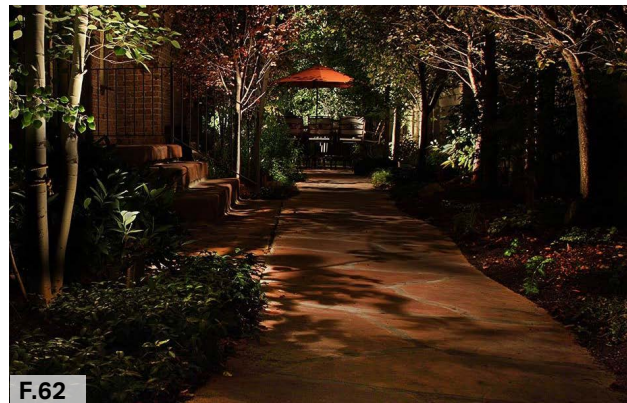
Figure 62: Example of down-lighting which was used to illuminate the pathway.

Backlighting: Fixtures placed at the back of an object to create a 'glowing' effect.

F.61

Figure 61: Example of backlighting used at the back of a bush to create a glowing effect.

Path lighting: Use of low fixtures which direct illumination downward and outward.

F.63

Figure 63: Example of down-lighting which was used to illuminate the pathway.

3.4.3 LR.03 Relationship with the surrounding rural context

Shimpling is immediately surrounded by an expanse of countryside consisting of a varied and valuable landscape character. Retaining countryside views from existing dwellings and along key routes must be a primary consideration for all development proposals:

– Proposals must be sensitive to countryside views. Therefore, new development must demonstrate consideration of appropriate visual connections to open fields and surrounding landscape;

– Peripheral development at the edge of the development envelope, or within the rural surrounds of Shimpling must include a layered approach to landscaping to avoid abrupt, juxtaposed transitions between built-up areas and countryside; and

Avoid high density and keep some space between buildings to preserve views and provide feeling of openness.

Countryside view

Countryside view

Boundary treatment should be placed so as to avoid obstructing views.

Maintain visual connections and long views out of the settlement.
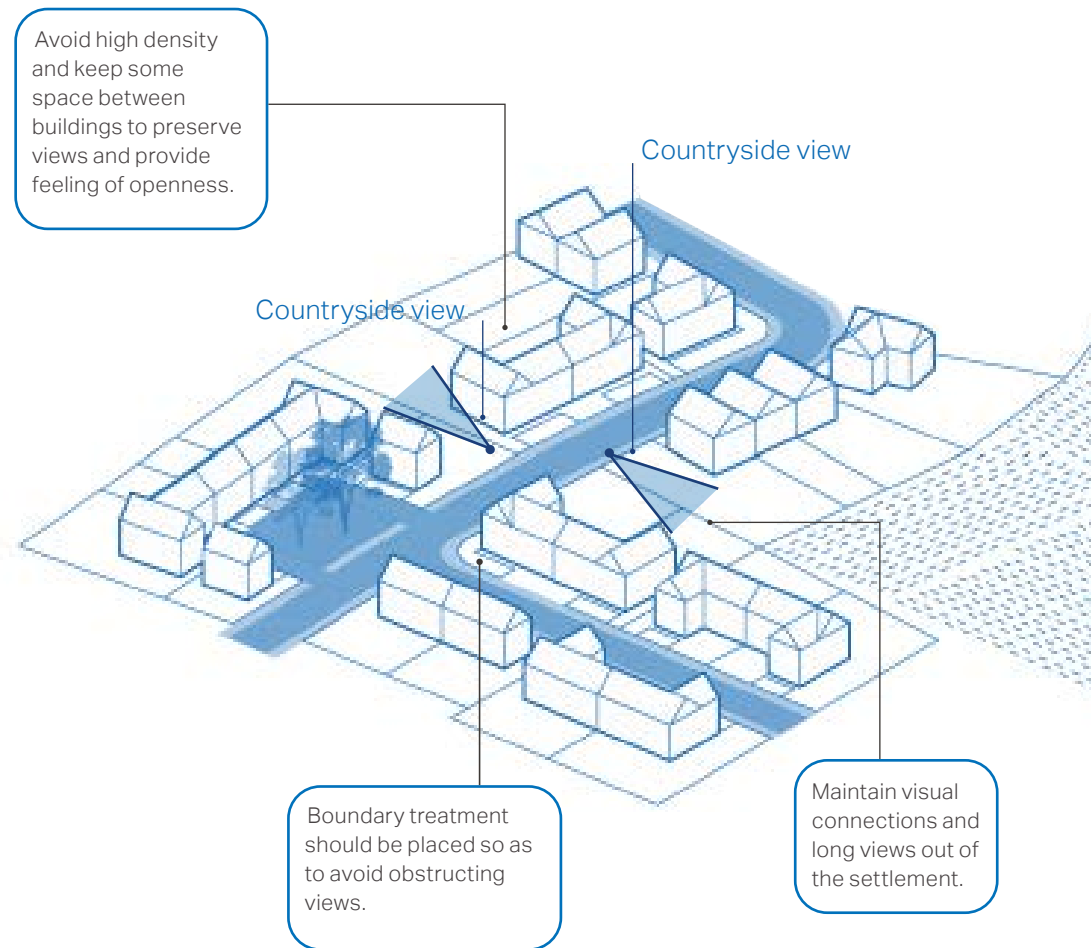
F.64

Figure 64: Demonstrative approach to development layout to preserve countryside views and the relationship between the main village envelope and surrounding landscape.

– Development should avoid significant intrusion on existing countryside views from the rear of properties or the prevailing street scene. Proposals must therefore consider the relationship between building heights and topography to protect expansive countryside views.

3.4.4 BF.01 Settlement patterns

Within the Neighbourhood Area are a mix of settlement patterns. These underscore the organic and varied nature of development within each of Shimpling's settlements and hamlets. The following codes are intended to ensure that development proposals infer from the prevailing character of their immediate surroundings:

– New development proposals must consider the nature of the existing building line and retain its overall character, whether this be consistent or irregular.

– Additionally, building setbacks for residential development must prioritise providing front gardens of at least 5m and high-quality soft landscaping;

– Varied building orientation and setbacks will be permitted to ensure that organic and irregular layouts are preserved;

– Spacing of dwellings must be considered with varied distances between dwellings encouraged in order to preserve the organic nature of development. This is of increased importance for any proposals along Shimpling Street.

Figure 65: Enhanced setbacks and generous spacing between buildings along Shimpling Street.

Figure 66: Other nearby dwellings along Shimpling Street with shallow setbacks and dwellings set closely together.

3.4.5 BF.02 Street character

Preserving the character of streets and other routes throughout the Neighbourhood Area will be critical in sustaining the qualities of Shimpling's built form. This is essential to create attractive streets which are safe for all users while retaining Shimpling's overall rural character.

– Development must not detract from the existing enclosure and natural surveillance;

– Material choices for pathways, pavements, and public spaces should consider options which are appropriate for the historic setting and rural character of the area. Additionally, proposals must also consider the use of permeable materials to support sustainable drainage;

– Small green spaces and verges must be retained, particularly along Shimpling Street;

– Informal landscaping such as flowerbeds, grass meadows and low lying shrubbery is welcomed within small green spaces and verges along key routes;

– However, desire lines and footpaths through these spaces must also be retained with little intervention to preserve the rural character along key routes;

– The use of street furniture and signage to enhance legibility and navigability to key public spaces and public rights of way must utilise designs which are sensitive to the historic character of the area;

– Additionally, the placement of street furniture such as benches and litter bins must be considered. These should be placed at key nodes where public rights of way, streets and green spaces meet to encourage rest and recreation. These should also be placed prominently,

avoiding overgrowth and interference from trees and other natural features; and

– Existing mature green infrastructure, ditches and swales incorporated into a building's curtilage, or as a bounding feature along routes must be preserved or enhanced.

Figure 67: Example of a generous green verge with dense vegetation and shrubbery which must be retained.

Figure 68: Bridge over swale to retain access to the footpath.

Figure 69: Example of natural and organic feel along Shimpling Street reinforced with wild flower meadow and mature trees integrated into the verges and front gardens of dwellings immediately fronting the road.

3.4.6 BF03 Infill development

Many of the development proposals which come forward within Shimpling are likely to be in the form of infill development. As such the following codes must be adhered to in order to retain Shimpling's existent character within its settlement boundaries.

- Infill development should not significantly alter the character of the village.

- Infill development should not deviate from the prevailing building line and retain the existing rhythm and spacing between buildings. Additionally, such proposals must not deviate from the scale, height and massing of its surrounding context;

- Proposals shouldn't be obtrusive or an overbearing feature within the existing curtilage of the existing property; and

- Infill behind the main building line will not be permitted within the main village settlement. Elsewhere, designs should minimise the impact of overlooking. Building heights must not exceed that of existing surrounding buildings and must also incorporate dense vegetation to providing screening.

3.4.7 BF04 Parking

On-street parking is considered to be detrimental to Shimpling's overall street scene. In particular along Shimpling Street, it is imperative to retain its open and verdant character, unencumbered from parked cars on the street, and immediately in front of dwellings. Furthermore, the quality of on-plot parking is also critical to not impinge the quality of the overall street scene.

Parking standards for residential developments in Shimpling can be found in the Suffolk Guidance for Parking[1]. This document outlines minimum requirements for parking provision within Suffolk and

1 Available at: https://www.Suffolk.gov.uk/asset-library/Suffolk-Guidance-for-Parking-v5.1.pdf

A potential site for infill. The future infill property should complement the street scene.
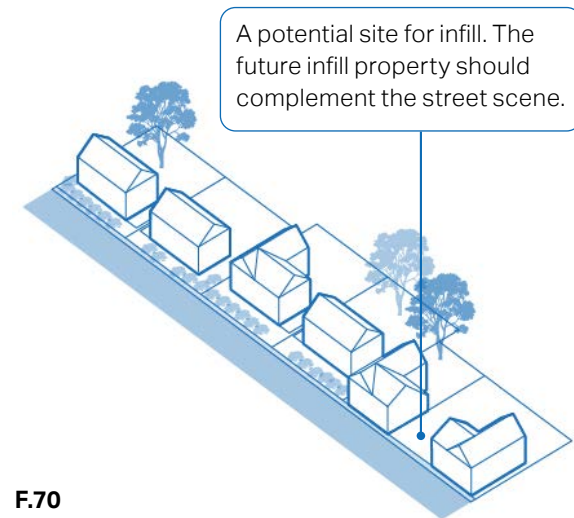
F.70
Figure 70: An indicative site before infill.

New properties should generally be consistent with existing building line patterns.
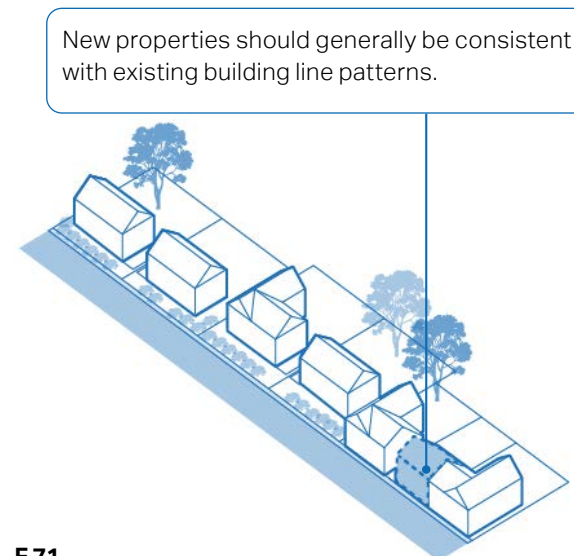
F.71
Figure 71: An indicative site after infill.

should be considered alongside the following design codes. These are intended to ensure that parking interventions conform with Shimpling's unique street scene by:

– Avoiding on-plot parking at the front of dwellings, except where this is absolutely necessary. For family homes, cars should be placed at the side of the property;

– Ensuring parking areas are designed to minimise visual impact through appropriate screening and materiality. Parking areas and driveways must be designed to minimise impervious surfaces through the use of permeable paving and soft landscaping;

– Garage and car-ports, where required, should be designed to be subservient to the main building with a roofs and building footprints smaller than that of the main building and not be dominant features in front elevations; and

– Cycle parking should be integrated into all new housing.

5m   2.5m

F.73
Figure 73:
Illustrative diagram showing an indicative layout of on-plot side parking.

F.72

Figure 72: Example of dwelling with appropriate on plot parking set to the side of the property alongside appropriate permeable surfacing.

Shared parking areas must be overlooked, feature permeable surfacing and appropriate landscaping to soften the impact of abundant hard surfacing.

F.74
Figure 74: Illustrative layout of shared off-plot parking.

3

3.4.8 LR.05 Development & green spaces

Shimpling is abundant in green spaces. These are vital for public space provision and upholding village life by providing areas for rest, recreation and meeting. See <u>Section 2.1</u> for the open green spaces in Shimpling.

Additional spaces include the green outside Shimpling Village Hall and the grass verges by the village sign along Shimpling Street. Their green and verdant character reinforce the rural feel within the village and it is overwhelmingly agreed that they should be preserved. However, where approved, it is imperative that any relevant proposals demonstrate a positive relationship with these spaces by:

– Including building arrangements that, where possible, incorporate active frontages or natural surveillance in order to secure positive bounding edges to these spaces;

– Proposing landscaping interventions

which enable screening in order to create a gentle transition between development;

– Retaining access by preserving or enhancing existing pathways or rights of way; and

– Where relevant, propose appropriate

public amenity such as street furniture, play equipment or soft landscaping whilst also retaining provision of temporary community uses (such as fêtes and markets) where appropriate.

1. Existing properties should be buffered with rich vegetation to mitigate any visual impact towards the open countryside.
2. Retain any green asset and incorporate it into the new design.
3. New green verges with trees and vegetation to serve as an additional buffer (width varies).
4. New private drive or edge lane used by vehicles and cyclists.
5. New residential frontage with boundary hedges and front gardens to enhance rurality.

F.75

Figure 75: Sketch to illustrate some principal design guidelines that should be followed when new development backs an open green space.

Figure 76: The green and play park at Hallifax Place is a major public space and activity area. Houses front onto the space, improving safety through passive surveillance.

Figure 77: Green space outside the Village Hall is a key local green space. It should be retained in order to continue to host community events.

3.4.9 HE.01 Setting of historic assets

Given the significant influence of heritage assets that contribute to the local vernacular, it is very likely that new developments will be in close proximity to those buildings. The following codes are intended to ensure that their setting is protected and not negatively impacted by future development:

– New development must not cause significant harm to the setting of any listed building;

– Nor should new development proposals interfere with key views of heritage assets. This must be achieved through proposing appropriate placement and orientation to retain the prominence and visual interest of historic buildings. This is particularly pertinent when relating to views of heritage assets from key routes and public rights of way;

– New developments must retain the existing open spaces, vegetation and trees to preserve the historic form and pattern of development close to the asset; and

– Unsympathetic architectural styles should be avoided and design proposals must compliment the existing historic features. New developments should propose architectural details and materials that match the ones used in the surrounding heritage assets. All proposals for development within close proximity to heritage assets must therefore demonstrate consideration of quality material palettes detailed in Section 2.5.

AV.01 Materials & architectural details

Shimpling is abound with traditional architectural styles, typical of its rural Suffolk context. Contemporary development in recent years has undermined the village's character, failing to reflect Shimpling's best practice vernacular. The following design codes provide applicants with key design principles that must be adhered to in order to retain and enhance Shimpling's cherished architectural value.

- Blank façades or buildings which ignore their street or corner frontage are to be avoided;

- Fenestration must consider the surrounding size, symmetry, profile and rhythm of the surrounding area to retain consistency and quality;

- Gutters should be designed unobtrusively or fitting with the surrounding context and should not detract from the surrounding character.

If possible, other services such as satellites and solar panels should be placed away from prominent sight-lines or to the rear of buildings where possible;

- New development must reflect the surrounding roofline and infer from high-quality materials within the local context;

- The height and slope of the roofline must respond to the surrounding buildings, street width and sense of enclosure, topography and mature vegetation;

- Building heights should not exceed 2 storeys within built up areas. However, a pronounced roof pitch will be permissible provided it does not overwhelm adjacent buildings or interfere with views of landmark buildings or surrounding landscape;

- Both hipped and pitched roofs are encouraged in built up areas with scope for additional features such as gable dormers and intersecting gable fronts to

add distinction and interest to dwelling design;

- Proposals are encouraged to include detailing and features such as weatherboarding, as well as a mix of finishes, materials and colour palettes; and

- Where possible, the use of wooden windows and doors is preferred. However, the use of uPVC windows and doors is permissible, provided colour choices sit well with the prevailing palette outlined in Section 2.5.

- The use of uPVC windows and doors is discouraged, instead timber or powder coated aluminum should be considered.

Figure 78: Contemporary dwelling which positively references the best practice architectural materials and finishes within the village. Fenestration is contemporary with a traditional feel and irregular rhythm appropriate for Shimpling's setting.

Figure 80: Appropriate pitched roof and dormer design with a materiality sensitive to Shimpling's historic vernacular.

Figure 79: Contemporary home with appropriate designs and materiality with the additional use of solar panels.

Figure 81: Barn conversion with appropriate contemporary materials that reference best practice examples that make up Shimpling's vernacular.

3.4.10 AV.02 Sustainable designs

Sustainable design features are strongly encouraged to be incorporated into any new development proposals for residential dwellings. Additionally, the following guidelines outline how energy efficiency and long-term sustainability can be incorporated into both existing and new homes from the onset.
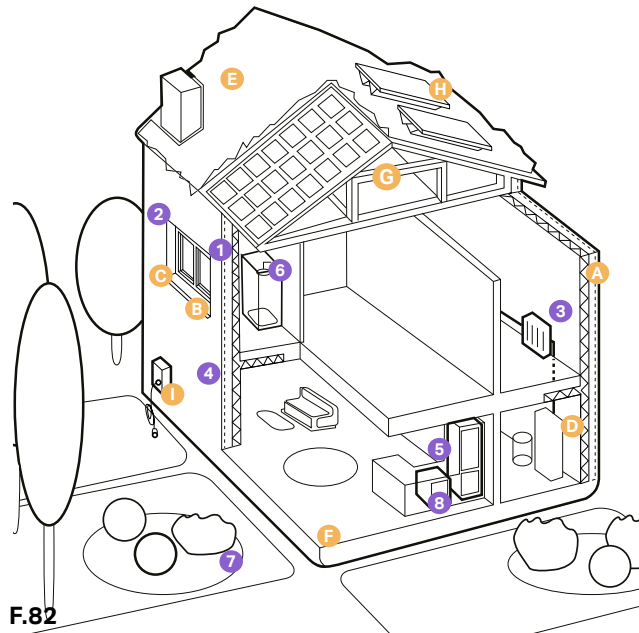
F.82

Figure 82: Diagram showing low-carbon homes in both existing and new build conditions.

Existing homes

1 Insulation
in lofts and walls (cavity and solid)

2 Double or triple glazing with shading
(e.g. tinted window film, blinds, curtains and trees outside)

3 Low- carbon heating
with heat pumps or connections to district heat network

4 Draught proofing
of floors, windows and doors

5 Highly energy-efficient appliances
(e.g. A++ and A+++ rating)

6 Highly waste-efficient devices
with low-flow showers and taps, insulated tanks and hot water thermostats

7 Green space (e.g. gardens and trees)
to help reduce the risks and impacts of flooding and overheating

8 Flood resilience and resistance
with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional features for new build homes

A High levels of airtightness

B Triple glazed windows and external shading
especially on south and west faces

C Low-carbon heating
and no new homes on the gas grid by 2025 at the latest

D More fresh air
with mechanical ventilation and heat recovery, and passive cooling

E Water management and cooling
more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F Flood resilience and resistance
e.g. raised electrical, concrete floors and greening your garden

G Construction and site planning
timber frames, sustainable transport options (such as cycling)

H Solar panel

I Electric car charging point

Additionally, proposals must where possible respond to the impact of the sun path in order to maximise solar gain and energy efficiency. Proposals should refer to the following guidelines from the onset when considering dwelling placement and design.

Site analysis

- Determine the position of the sun throughout the year;

- Identify the direction of the prevailing wind;

- Determine seasonal characteristics; and

- Identify topographical features that might optimise or degrade the performance of the buildings. For instance, slopes, tree belts and the shape and orientation of the site.

Building orientation

- One of the main glazed elevations should be within 30° due south to benefit from solar heat gain. Any north-facing façades might have a similar proportion of window to wall area to minimise heat loss on this cooler side;

- If houses are not aligned east–west, rear wings could be included so that some of the property benefits from solar passive gain;

- Neighbouring houses to the east and west can provide protection from low east and west sun; and

- Homes should be designed to avoid overheating through optimisation of glazed areas and natural ventilation strategies, including high and low-level openings, longer roof overhangs, deep window reveals and external louvres/ shutters to provide shading in the hotter summer months.
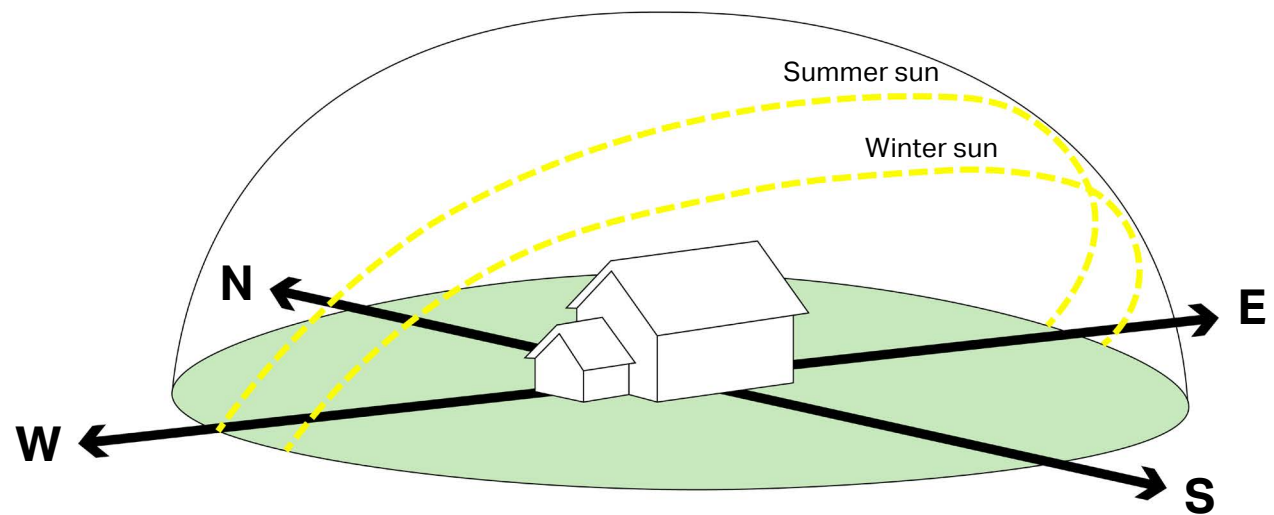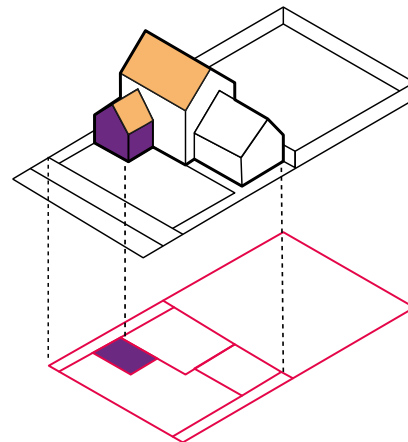

F.83
Figure 83: Diagram showing setting of the sun during summer and winter periods. In cooler months, the lower position of the sun can heat the indoors.

AV.03 Extensions

Permitted development rights may allow for housing extensions within certain conditions. However, the following design codes are intended to be used as a reference point for any works to existing buildings:
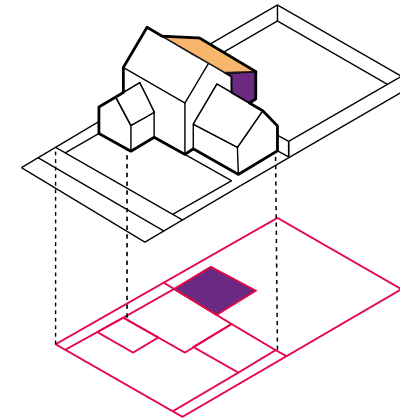
– Housing extensions must not be greater in height or have a larger floorplan than the existing building. Extensions must also be placed to the rear or side of properties and not interfere with the primary building line;

– Modest extensions to the front of a property will be considered appropriate, provided they match the form of the existing building and mirror the existing roof pitch. Additionally, they should have an equivalent or lower cornice height, and their ridge should be below the existing ridge height;

– Extensions should infer from the surrounding local vernacular and material palette and be complimentary to the existing building as noted in Section 2.5.
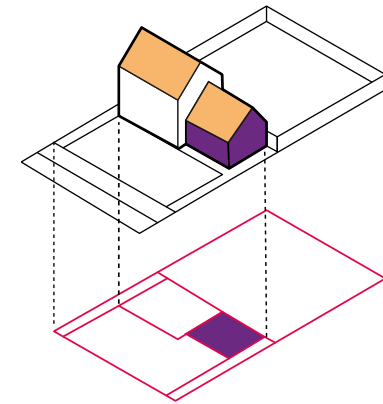
F.85

Figure 85: Indicative example demonstrating the form, scale and mass of rear of dwelling extensions.

F.84

Figure 84: Indicative example demonstrating the form, scale and mass of front of dwelling extensions.

F.86

Figure 86: Indicative example demonstrating the form, scale and mass of side of dwelling extensions.

3.4.11   AV.04 Boundary treatments

Boundary treatments are defining elements of Shimpling's historic character. They reinforce the sense of continuity of the building line and help define the public realm. Design codes on boundary treatments include:

- Soft boundary treatments rich in vegetation, or low brick walls are encouraged. Proposals must also avoid large walls, fences and gates screening views of buildings;

- Boundary treatments should offer privacy and screen parked vehicles and utilities while retaining a satisfactory level of natural surveillance;

- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers;

- Existing hedge lines, banks and varying ground levels should be preserved. Hedge removal leading to replacement by other fencing and flat featureless landscaping or hardstanding should be avoided; and

- Proposals to enclose agricultural land will require planting mitigation to avoid long runs of post and rail or any other fixed boundary treatments.

Front gardens should be bordered with hedges, soft landscaping and trees to respect the wooded character of Shimpling

Landscaped hedges should reinforce the sense of continuity of the building line and help define the street

Building lines should have subtle variations in the form of recesses and protrusions to reinforce the rural character, but should generally form a unified whole
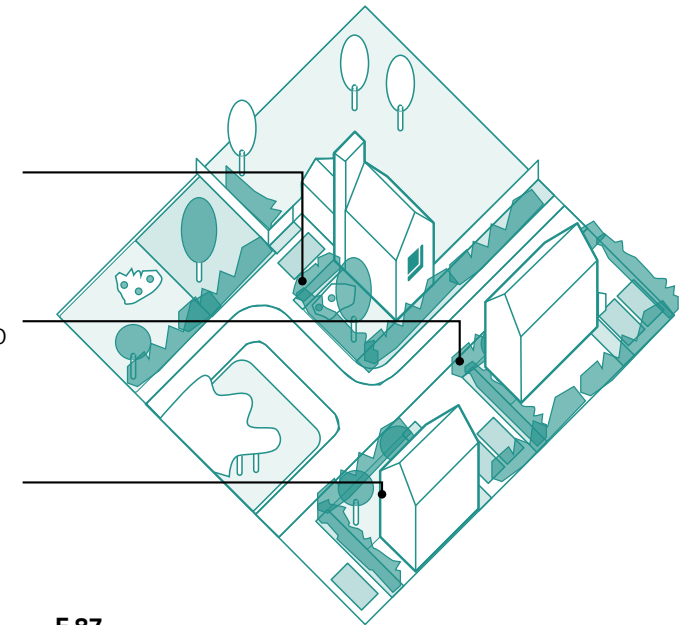
F.87
Figure 87: 3D diagram illustrating design principles for boundary treatments.

Checklist

4

4. Checklist

4.1 Checklist

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

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

F.88

Figure 88: Coal Shed, Shimpling Street.

F.89

Figure 89: Shimpling village sign, Shimpling Street.

F.90

Figure 90: Public right of way and surrounding landscape around Shimpling.

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;

- Reinforce or enhance the established settlement character of streets, greens, and other spaces;

- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;

- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;

- Reflect, respect, and reinforce local architecture and historic distinctiveness;

- Retain and incorporate important existing features into the development;

- Respect surrounding buildings in terms of scale, height, form and massing;

- Adopt contextually appropriate materials and details;

- Provide adequate open space for the development in terms of both quantity and quality;

- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;

- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;

- Positively integrate energy efficient technologies;

- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;

- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and

- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?

- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?

- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?

- How will the new design or extension integrate with the existing street arrangement?

- Are the new points of access appropriate in terms of patterns of movement?

- Do the points of access conform to the statutory technical requirements?

3

Local green spaces, views and character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?

- Does the proposal maintain or enhance any identified views or views in general?

- How does the proposal affect the trees on or adjacent to the site?

- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.

- Has the proposal been considered within its wider physical context?

- Has the impact on the landscape quality of the area been taken into account?

- In rural locations, has the impact of the development on the tranquility of the area been fully considered?

- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?

- Can any new views be created?

- Is there adequate amenity space for the development?

- Does the new development respect and enhance existing amenity space?

3 (continued)

Local green spaces, views and character:

– Have opportunities for enhancing existing amenity spaces been explored?

– Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?

– Is there opportunity to increase the local area biodiversity?

– Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?

– Can water bodies be used to provide evaporative cooling?

– Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

– What is the arrival point, how is it designed?

– Does the proposal maintain or enhance the existing gaps between settlements?

– Does the proposal affect or change the setting of a listed building or listed landscape?

– Is the landscaping to be hard or soft?

5

Building layout and grouping:

– What are the typical groupings of buildings?

– How have the existing groupings been reflected in the proposal?

– Are proposed groups of buildings offering variety and texture to the townscape?

– What effect would the proposal have on the streetscape?

– Does the proposal maintain the character of dwelling clusters stemming from the main road?

– Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Building layout and grouping:

– Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?

– Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

– What are the characteristics of the building line?

– How has the building line been respected in the proposals?

– Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

– What are the characteristics of the roofline?

– Have the proposals paid careful attention to height, form, massing and scale?

– If a higher-than-average building(s) is proposed, what would be the reason for making the development higher?

– Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?

– Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?

- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?

- Do the proposed materials match those of the existing dwelling?

- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?

- Are there any proposed dormer roof extensions set within the roof slope?

- Does the proposed extension respond to the existing pattern of window and door openings?

- Is the side extension set back from the front of the house?

- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?

- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment:

- What is the distinctive material in the area?

- Does the proposed material harmonise with the local materials?

- Does the proposal use high-quality materials?

- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?

- Does the new proposed materials respect or enhance the existing area or adversely change its character?

- Are recycled materials, or those with high recycled content proposed?

9 (continued)

10

Building materials and surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.

- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

Car parking:

- What parking solutions have been considered?

- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?

- Has planting been considered to soften the presence of cars?

- Does the proposed car parking compromise the amenity of adjoining properties?

- Have the needs of wheelchair users been considered?

- Can electric vehicle charging points be provided?

- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?

- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

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