Wetheringsett-cum-Brockford

Neighbourhood Area Design Guidelines

Final Report
October 2023

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Quality information

Prepared by	Check by	Approved by
Maya Abdul-Latif Principal Landscape Architect	Elena Butterworth Planner	Ben Castell Director
Craig Sweeney Graduate Landscape Architect		

Revision History

Issue no.	Issue date	Details	Issued by	Position
3	05/09/2022	Final Report	Maya Abdul-Latif	Principal Landscape Architect
2	22/02/22	Final Draft Report.	Maya Abdul-Latif	Principal Landscape Architect
1	03/12/21	Comments	Robert Townshend	Wetheringsett-cum-Brockford NP Steering Group
0	11/10/21	First Draft Report.	Maya Abdul-Latif	Principal Landscape Architect

Contents

Introduction

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1. Introduction

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

The parish was designated as a Neighbourhood Area in January 2021 and the Neighbourhood Planning Group is making good progress in the production of its Neighbourhood Plan. Wetheringsett-cum-Brockford Parish Council has requested to access professional advice on design guidelines and principles to influence the design of any upcoming new developments and conversions in the Neighbourhood Area.

The objective is to ensure that they remain sympathetic to the parish's distinct rural character and setting. This document should support Neighbourhood Plan policies that guide the assessment of potential development proposals and encourage high-quality design for new builds and refurbishments. It advises on physical development helping to create distinctive places that are integrated with the existing built environment and landscape.

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

1.1 Objectives

The main objective of this report is to develop design guidelines that future developments and renovations within the Neighbourhood Area should follow to retain and protect the rural character of the area whilst meeting local housing needs.

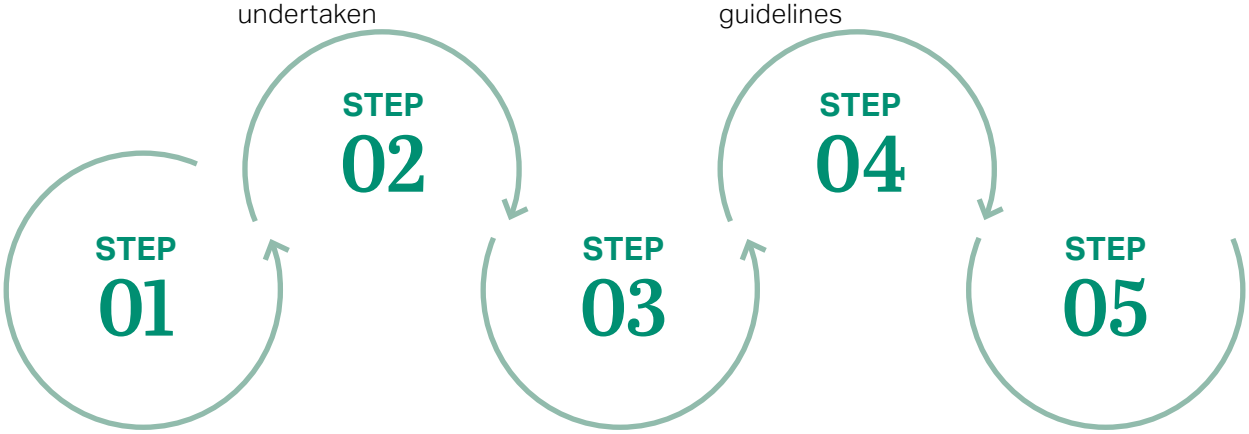
New development should respect Wetheringsett-cum-Brockford's historic character, linear settlement pattern, distinctive hamlets: Blacksmith's Green, Broad Green, Brockford Street, Brockford Green, Knave's Green, Page's Green, Park Green, Pitman's Corner, Wetherup Street and White Horse Corner, and close relationship with the surrounding countryside. The core method to meet this aspiration can be divided in the following steps:

1. Local character analysis
2. Design principles and guidelines

1.2 Process

The following steps were undertaken to produce this report:

- Initial meeting between AECOM and the Wetheringsett-cum-Brockford Parish Council. A joint virtual 'site visit' was carried out via Microsoft Teams and Google Streetview, and a follow-up site visit also took place;
- Review of the relevant work undertaken to date by the Parish Council, including work to identify character areas;
- Preparation of design principles and guidelines to be used to inform the design of the parish and future developments;
- Draft report with design principles and guidelines; and
- Final report.



STEP 1

Initial meeting between AECOM and Wetheringsett-cum-Brockford council and a site visit

STEP 2

Desktop study, review of relevant work undertaken

STEP 3

Preparation of design principles and guidelines

STEP 4

Draft report with design principles and guidelines

STEP 5

Final report

1.3 Area of study

The main village of Wetheringsett is situated to the eastern side of the A140 that connects Ipswich in the south and Norwich in the north. Local roads connect the main village centre to the A140. The village is set in a valley through which flows the river Dove. The village centre includes a Conservation Area comprising a 14th century church (All Saints Church), a cemetery, the local primary school, a village hall with a newly developed play park adjacent and Wetheringsett Manor. It also holds most of the settlement assets. In addition to the main village, the parish is contains small distinctive hamlets scattered throughout: Blacksmith's Green, Broad Green, Brockford Street (stretched along the A140), Brockford Green, Knave's Green, Page's Green, Park Green, Pitman's Corner, Wetherup Street and White Horse Corner.

These hamlets draw the essence of the overall parish and create a sense of uniqueness. The landscape setting is embedded in nature with the river Dove stream cutting through, the small alleys bordered by hedgerows, and the agricultural fields. This provides a tranquil and safe environment for the residents. The parish still retains its rural character with the exception being the south-western corner where there is a large industrial area, Mendlesham Industrial state with logistics depot, and storage area built on the site of the Second World War Mendlesham Airfield.

The parish location on the A140 allows easy access to wider markets for a good number of small businesses in the area.

In the centre of the parish, just south of the village centre is the remains of Mid Suffolk Light Railway (Middy) which linked Haughley through to Laxfield for the first half of the 20th century. Restored elements of the railway have been retained in a museum, along with the heritage railway which is an important destination to residents as well as visitors.

At the 2011 Census, the population was recorded at 669.

Figure 01: Map showing the wider setting of the Neighbourhood Area


Diss
Yaxley
Eye
Wetheringsett
Brockford Street
Brockford Green
Wetherup Street
Mendlesham Industrial Estate
Debenham
Stowmarket
A14
A140
KEYS
Wetheringsett-cum-Brockford Neighbourhood Area
Major Road
Secondary Road
Railway Line
Built-up Area
Train Station

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1.4 Planning policy and design guidance

The following documents have informed this design principles and guidance report.

Any new development application should be familiar with these documents and, where relevant, make explicit reference to how each of them is considered in the proposal.

2021 - National Model Design Code MHCLG

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

2020 - Building for a Healthy Life Homes England

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

2021 - National Planning Policy Framework MHCLG

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

2019 - National Design Guide MHCLG

The National Design Guide (Ministry of Housing, Communities and Local Government, 2019) illustrates how well-designed places that are beautiful, enduring, and successful can be achieved in practice.

2008 - Mid Suffolk Destrict Core Strategy Development Plan Document

Mid Suffolk's Core Strategy was adopted in September 2008. As the key Development Plan document, it sets out the vision, objectives, spatial strategy, and core policies that will guide development across the district until 2025, and beyond. A Core Strategy focussed review was undertaken and adopted by the Council on 20th December 2012.

The adopted Local Plan will shortly be superseded and replaced by the Joint Local Plan for Babergh and Mid Suffolk districts.

The following policy review summarises the relevant paragraphs in regards to Wetheringsett-cum-Brockford parish from the emerging Babergh and Mid Suffolk Joint Local Plan (Regulation 19 Pre Submission Document published November 2020) . This document will shortly supersede the adopted Local Plan which will therefore become no longer relevant to the Neighbourhood Plan going forward. At present, the emerging Local Plan is undergoing examination and hearings are ongoing. Adoption can be anticipated once the Stage 2 hearing sessions have been completed in autumn of this year and the Inspector has deemed whether any modifications to the plan are required.

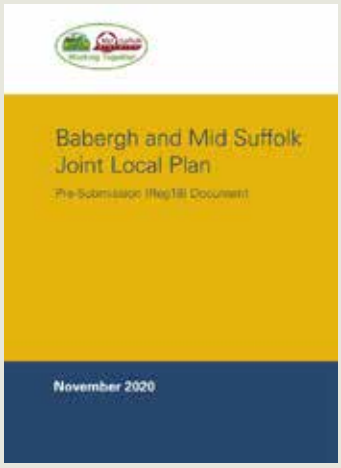
2007 - Manual Streets - Department of Transport

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.

2003 - Wetheringsett Village Design Statement

This document provides supplementary planning guidance and recommendations and is used to assess planning applications. It has been adopted by the Mid Suffolk District Council, Suffolk County Council and the Highway Authority and it remains subordinate to the requirements of the Local Plan.

2020 Babergh and Mid Suffolk Joint Local Plan (Regulation 19 Pre-Submission Document)



The emerging Joint Local Plan identifies Wetheringsett-cum-Brockford as a Mid Suffolk Hinterland Village. Wetheringsett-cum-Brockford – Brockford Street and Wetheringsett-cum-Brockford, Wetherup Street and Park Green are designated as Mid Suffolk Hamlet Villages.

Policy SP01 Housing Needs seeks delivery of a minimum of 10,165 net additional dwellings (535 dwellings per annum) within the Mid Suffolk district over the plan period (2018 – 2037). The plan allocates two sites in Wetheringsett for 10 dwellings and 15 dwellings.

Policy SP02 Affordable Housing requires a contribution of 35% affordable housing on sites of ten or more dwellings or 0.5ha or more. Proposals which provide a greater amount of affordable housing will also be permitted, subject to the relevant Plan and Neighbourhood Plan policies.

Policy SP03 Settlement Hierarchy states that Core Villages will act as a focus for development, which will be delivered through site allocations in the Joint Local Plan and/or in Neighbourhood Plans, and windfall development in accordance with the relevant policies. 'Settlement boundaries have been created to demonstrate the extent of land which is required to meet the development needs of the Plan… Outside of the defined boundaries in isolated locations development will only be permitted in exceptional circumstances.'

Policy SP04 Housing Spatial Distribution states that to assist with delivery of the overall district housing need requirements, designated Neighbourhood Areas will be expected to plan to deliver the minimum housing requirements between April 2018 and March 2037. Neighbourhood Plan documents can seek to exceed these requirements, should the unique characteristics and planning context of the designated area enable them to do so.

Policy SP05 Employment Land states that existing employment uses should be retained and that to ensure a deliverable supply of employment sites to meet the changing needs of the economy, development of net additional employment uses along strategic transport corridors will be supported in principle.

Policy SP09 Enhancement and Management of the Environment adds that the Council will require development to protect the landscape, biodiversity, geodiversity, historic environment and historic landscapes through detailed environmental protection measures, such as biodiversity and sustainable urban drainage systems. All development proposals will be required to support and contribute to the Councils' project to maintain, enhance and protect biodiversity net gain, the networks of habitats and green infrastructure.

Policy LP17 Environmental Protection requires all developments to minimise its dependence on fossil fuels and to make the fullest contribution to the mitigation of climate change through adopting a sustainable approach to energy use.

Policy LP25 Sustainable Construction and Design requires all new developments to have regard for the efficient and effective use of resources and land, land contamination and instability, pollution and environmental amenity and water resources.

Policy LP26 Design and Residential Amenity adds that development must be of high-quality design with a clear vision for a positive

contribution to its context. Development should respond to and safeguard the existing character and context, create character and interest, integrate climate change adaptation and be designed for health, amenity, well-being and safety.

In order to achieve high quality design, proposals should:

a. Respond to the wider townscape/landscapes and safeguarding the historic assets/ environment and natural and built features of merit;

b. Be compatible/harmonious with its location and appropriate in terms of scale, mass, form, siting, design, materials, texture and colour in relation to the surrounding area;

c. Protect and retain important natural features such as trees or hedgerows during and post construction;

d. Create/reinforce a strong design to the public realm incorporating visual signatures (e.g. signage, hard landscaping, public art);

e. Include good practice in design incorporating design principles such as active frontages/ edges, permeability, strong street composition and connectivity. Schemes of exceptional design and /or development within a sensitive area/ landscape will be required to undertake a design review to test this and adherence to Building for Life Criteria;

f. Incorporate high levels of soft landscaping, street trees and public open space that creates, and connects to, green infrastructure and networks;

g. Prioritising movement by foot, bicycle and public transport, including linkages to create/ contribute to a 'walkable neighbourhood';

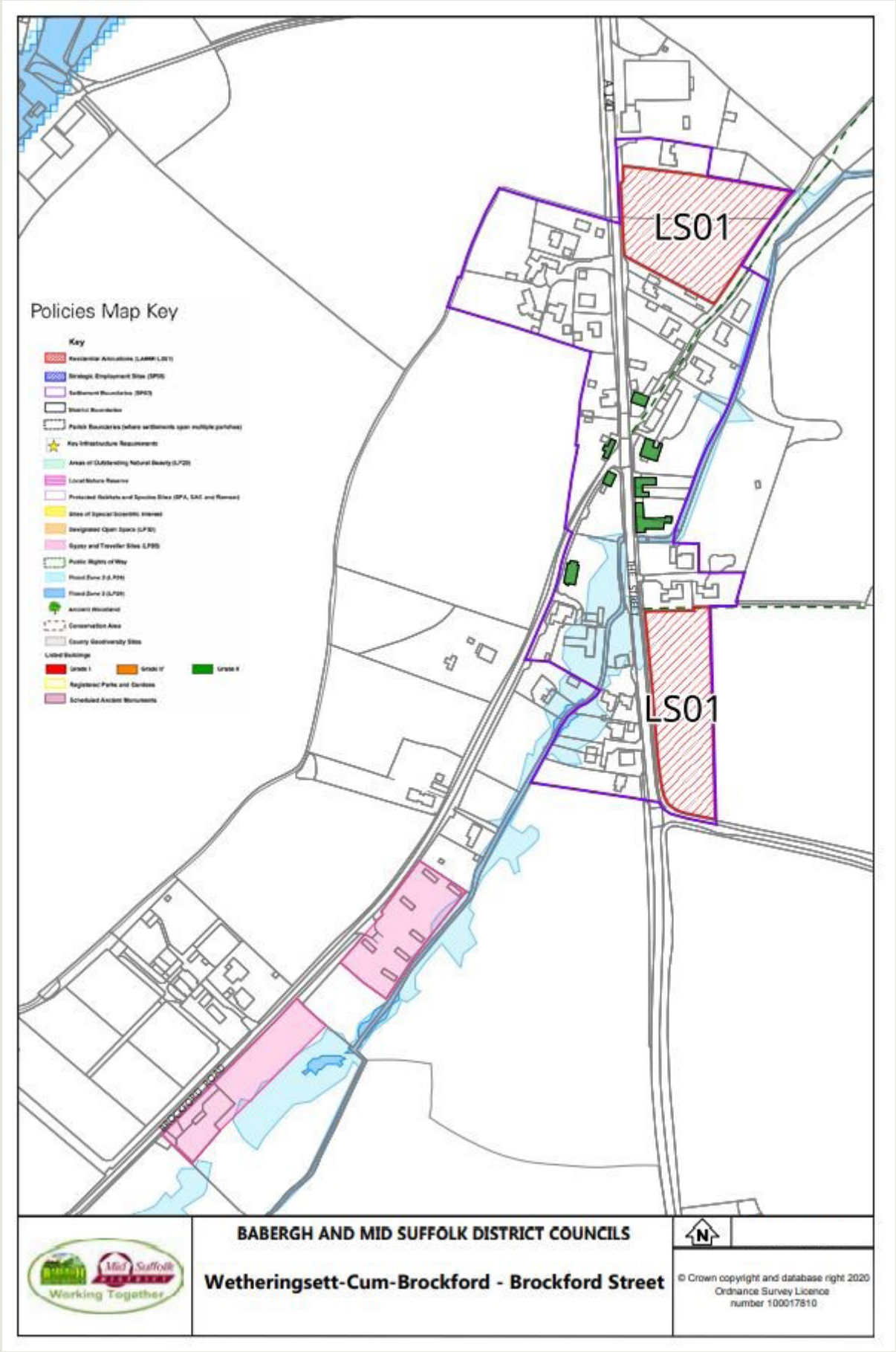
h. Design-out crime and create an environment for people to feel safe, and has a strong community focus;

i. Protect the health and amenity of occupiers and surrounding uses by avoiding development that is overlooking, overbearing, results in a loss of daylight, and/or unacceptable levels of light pollution, noise, vibration, odour, emissions and dust; Including any other amenity issues;

j. Provide a reasonable standard of accommodation for future occupants in terms of privacy and adequate facilities such as bin storage (including recycling and re-use bins), secure cycle storage and garden space;

k. Where appropriate demonstrate that the design considers the needs of disabled people and an ageing population and follow Dementia-Friendly Design principles.

Maps of Wetheringsett-cum-Brockford, its emerging spatial policies and constraints are shown below in the following pages. There are separate three inset maps.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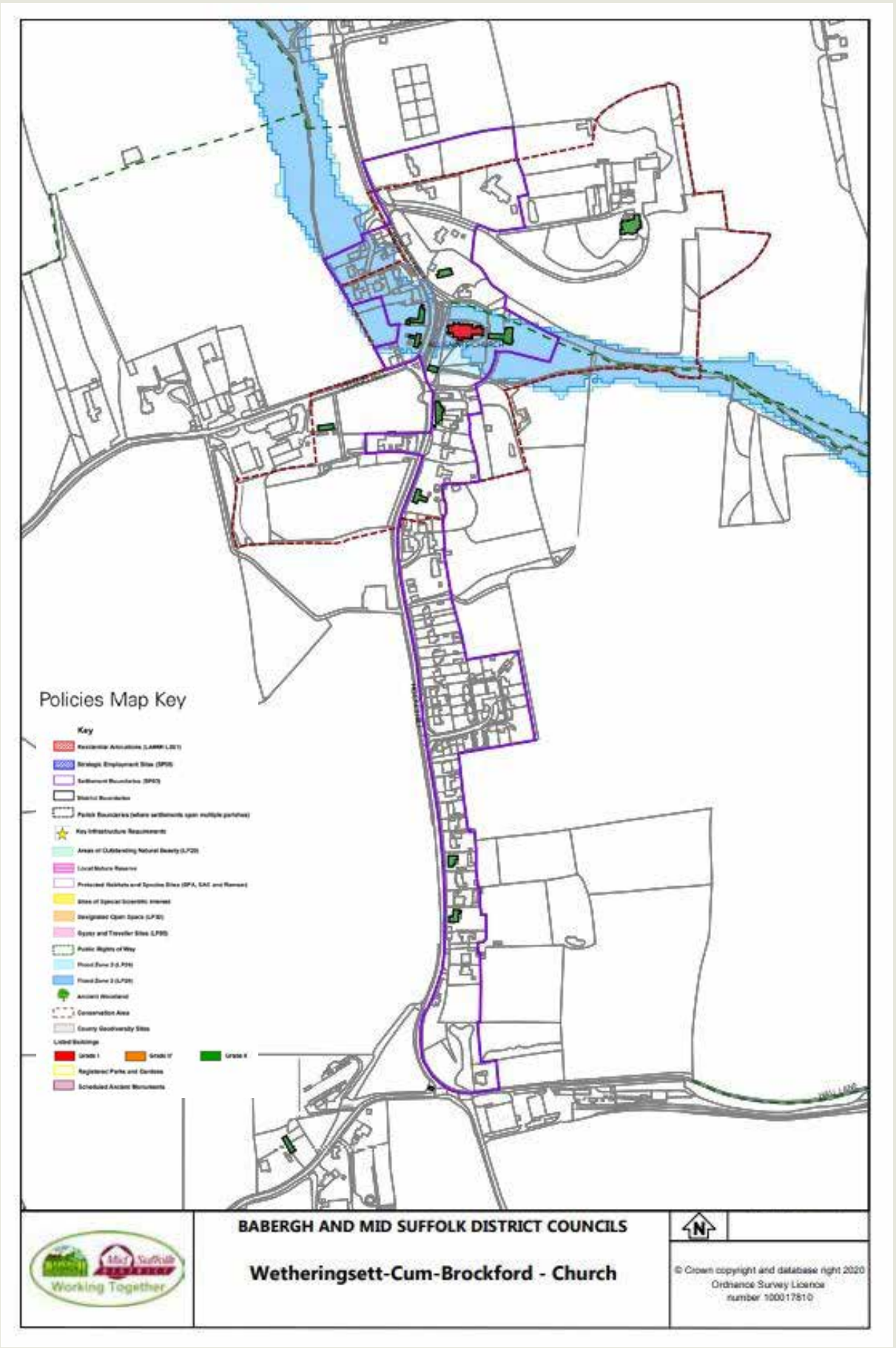
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Wetheringsett-Cum-Brockford - Church
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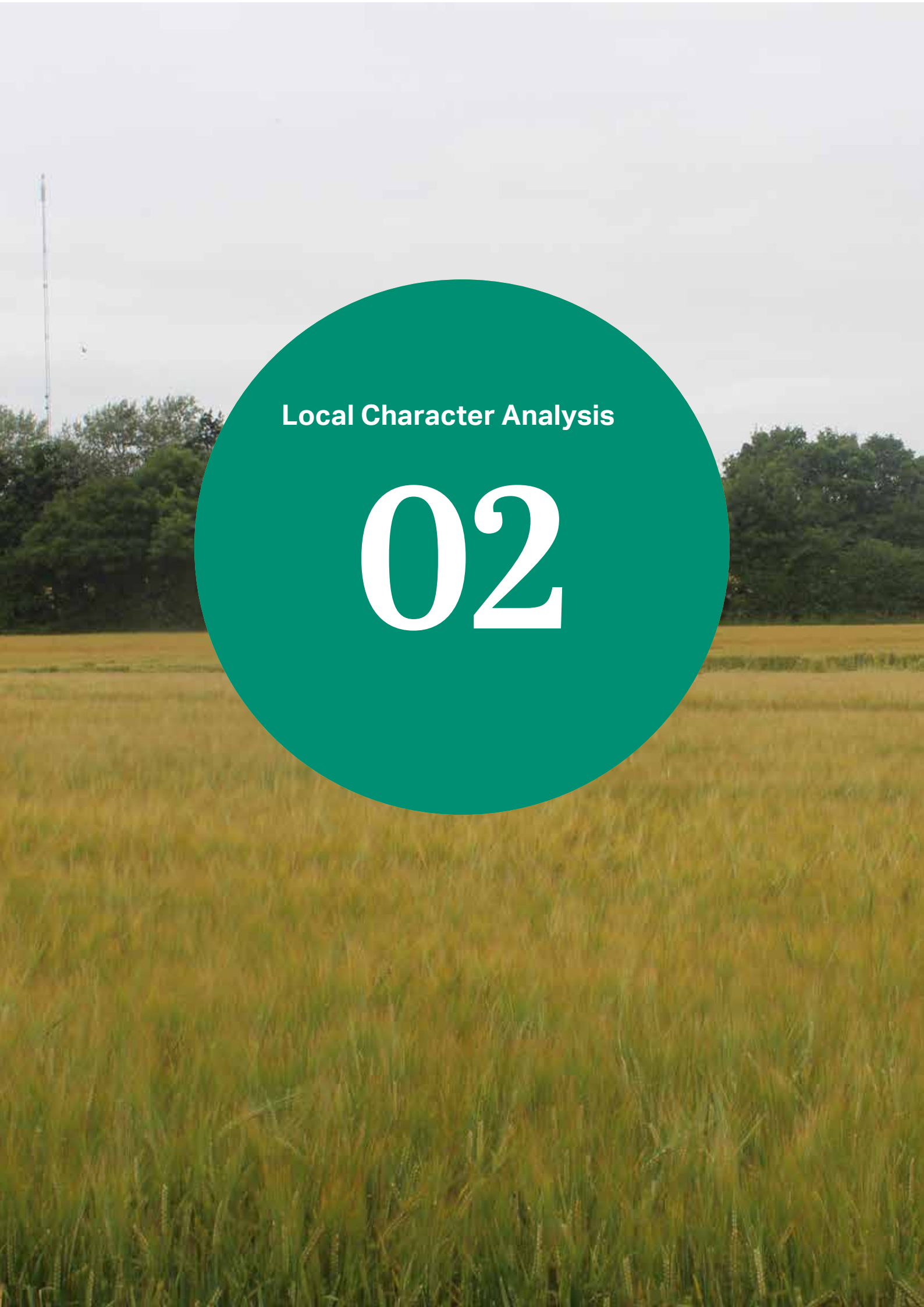

Local Character Analysis

02

2. Local character analysis

This section of the report presents an overview of the local context and character of Wetheringsett parish. It analyses the landscape and open spaces, streets and public realm, the settlement pattern and built form, building heights and rooflines, parking arrangement as well as heritage and landmarks.

The section also outlines the main characteristics of Wetheringsett-cum-Brockford, these characteristics form the baseline that any future development in the village needs to take into consideration and respect. The images in this section have been used to portray the broad character of the parish.

2.1 Parish structure

The parish of Wetheringsett-cum-Brockford consists of a number of pleasant outlying hamlets spread over a large area, mostly clustered to the south of Wetheringsett village, in which the impressive All Saints church is located. The 'historic' centre of the village is protected by a Conservation Area originally designated in 1975 by the newly formed Mid Suffolk District Council. The entire parish offers an array of building styles and periods that constitute good example of the heritage and architectural diversity of Mid Suffolk. There are 53 listed buildings that are dispersed around the parish, predominantly Grade II barns, farmhouses, and cottages, but also the Grade I-listed church of All Saints.

The majority of the parish consists of agricultural areas and open fields containing dispersed housing with clusters along the main hamlets such as Brockford Street, Wetherup Street and Park Green. There are some commercial areas and businesses in Brockford Street and in proximity to the A140, such as The Cedars which offers local amenities to the neighbourhood area and it is located at the approach to the main village, the Mendlesham Industrial Estate on the former airfield and the haulage depot on Town Lane. There is also a caravan park for static caravan along Brockford Road.

Most development around the different hamlets is single plot in width and linear in form following the main street and set back within their own grounds. The buildings are working farms, converted farm buildings, small cottages, detached and semi-detached houses and a few bungalows.

In terms of topographical features, the core lies in a well wooded hollow at the head of the river Dove which flows northwards from the village along the shallow valley to eventually join the Waveney north of the town of Eye. The landscape is largely flat, Suffolk plateau with few intervening features. The local geology is the clay of 'High' Suffolk's Till formation.

Overall, the rural character of the parish and the openness of the landscape need to be preserved and any new development should enhance and be sympathetic to the existing character.

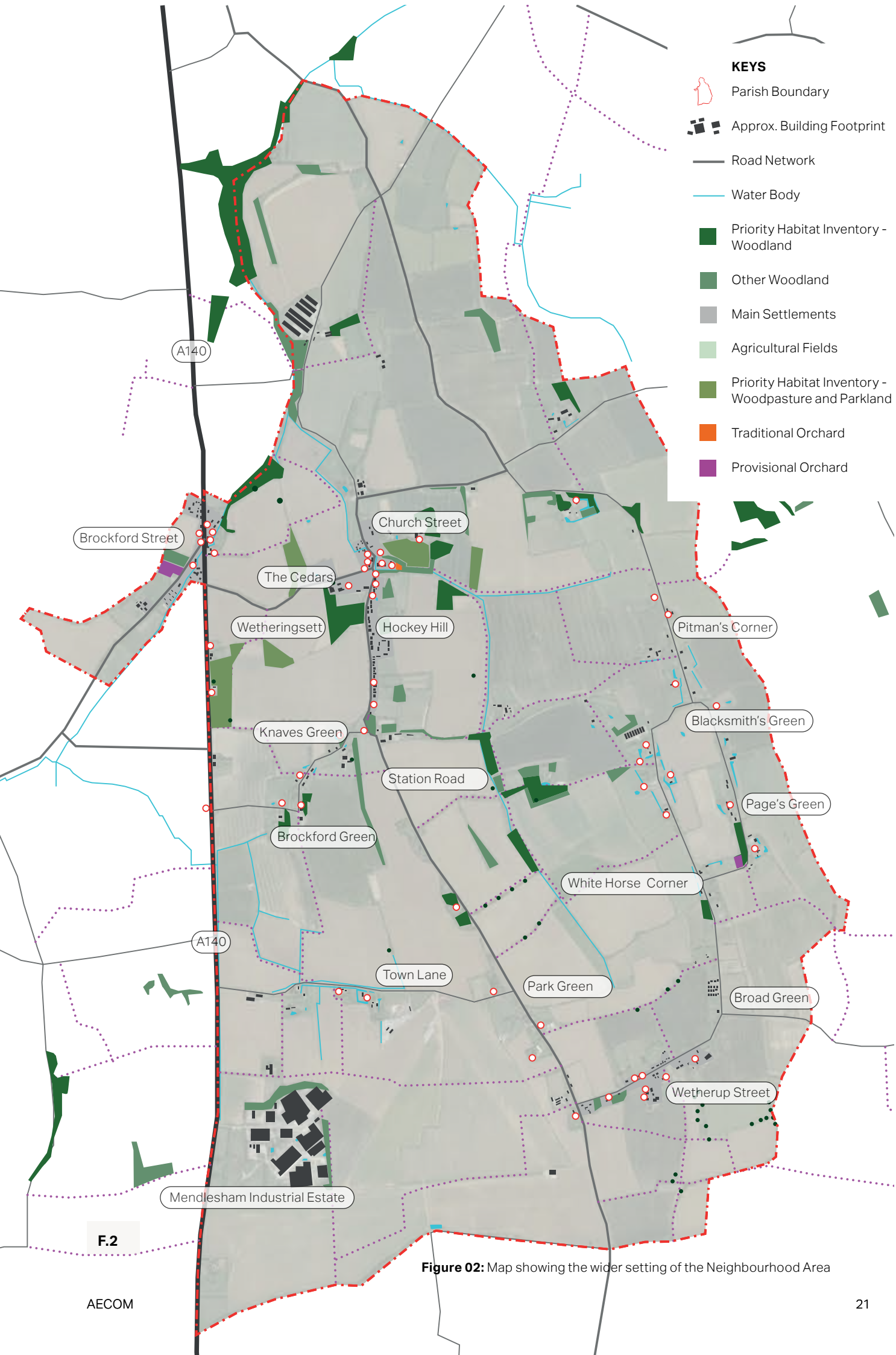

Figure 02: Map showing the wider setting of the Neighbourhood Area

2.2 Landscape & open spaces

The parish is surrounded by open countryside in a largely rural landscape. It is located within the National Character Area (NCA) 83: South Norfolk and Suffolk Claylands (NE544).

The landscape character is predominantly identified as plateau clay-lands which is dominated by arable farmland and small woodlands that tend to be associated with farmsteads. The overall provides wide open views that are sometimes framed by surrounding hedgerows and trees and houses in the horizon. The industrial buildings are limited to old airfield sites such as Mendlesham airfield. The main landscape character is dissected by small streams and rivers which give physical variation to the landscape. This landscape character is apparent around the village centre where the River Dove, a tributary of the River Waveney, flows as a small stream. This character is identified as a wooded valley meadowlands and fens which is emphasised by grassland, punctuated by wet woodland and willow plantation. The settlements directly extending from this landscape character area are embedded with a gently sloping valley. This is featured along Wetheringsett village and Brockford Street and is typified as rolling valley-clay lands landscape character.

Although, the parish has a distinct and rich landscape character, there are no Site of Special Scientific Significance Interest (SSSI) that lie within it. However, Natural England has identified the centre of the village as a Habitat Network Enhancement Zone and recognised one traditional orchard in the centre near Weatheringsett Manor and All Saints Church. It has also identified 3 provisional traditional orchards on Brockford Road, at Hockey Hill and at Pages Green. Moreover, Mickfield Meadow, is a 2 hectares sized site of rare rich meadow with associated boundary hedges lies just outside the parish and is a Suffolk Wildlife Trust Local Nature reserve.

There are small groups of deciduous woodland scattered throughout the parish with no ancient woodland recorded on Natural England maps although there are some Tree Preservation Orders (TPO) on Wetherup Street.

Most of the hamlets within the parish offer prominent shelter with mature trees and hedgerows throughout the roads, lanes, farmlands and gardens. The private gardens within the residential settlements occupy a substantial proportion of land

F.3

and contribute to the overall landscape character of the parish.

Ponds are another important common landscape feature within the parish, some of which are large garden ponds with a significant density in the southern hamlets of Pages Green, Blacksmith's Green and Wetherup-Street. They form a water resource and asset to the parish and contribute to the overall drainage network.

The key open space areas in the parish include All Saints churchyard, the cemetery, and the village hall field. These spaces meet the criteria for designation as local green spaces. Other open spaces comprise the war memorial field, the Hockey Hill football field (currently subject for a planning application for 14 homes) and Wetheringsett Manor grounds.


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Figure 03: Traditional Orchard near the centre of Wetheringsett village.

Figure 04: All Saints Church located in the centre of Wetheringsett village.

Figure 05: Small Woodland areas are dotted around the village and its surrounds

Figure 06: Open fields are the most visible feature surrounding the parish

2.3 Lanes & public realm

The parish has a sparse road network composed mainly of local roads except for one main road (A140). This contributes to the overall rural character of the parish. The A140 cuts the northern-western boundary of the parish through Brockford Street hamlet. This is the only area in the parish where the traffic is a dominating factor in terms of noise and movement, with Heavy Goods Vehicles and other traffic. There is no entry to traffic into Brockford Road from the A140 which raises a connectivity issue cutting off a portion of the parish from Brockford Street in one direction.

Hockey Hill is the main vehicular route through Wetheringsett, used primarily by cars and vans but also by agricultural vehicles and heavy lorries during the sugar beet harvest season. Hockey Hill is asphalt and doesn't compromise any public realm elements such as lampposts or seating benches, the only wayfinding elements are the speed signage.

Hall Lane is a narrow lane of aging concrete that runs in a gentle gradient from the top of Hockey Hill to the river, it is a single traffic route shared with pedestrians. Station Road is a straight road that runs from Hockey Hill south to connect with Wetherup Street and Park Green. Most roads and lanes throughout the parish are single width carriageways with sometimes discontinued verges on the side damaged by large vehicles or agricultural machines. There are no notable surfaced footpaths, so pedestrians end up walking along the edge of the carriageways.

Despite of the lack of footpaths along the carriageways, the various hamlets of the parish are connected through public rights of way public countryside footway across the farmlands. Access from Wetheringsett village itself, is complemented by a footpath link to the east (FP 52), that starts just north of the churchyard. About a quarter mile along, the path crosses a ditch out of the Conservation Area and then splits into one path continuing eastwards (FP 16), and another heading off southwards to Wetheringsett Hall (FP 51). A little to the north of the village, the only other central footpath link heads off westwards towards Brockford Street on the main road (FP 2). There are a number of other footpaths across the parish visible in the accompanying Figure 07.

The village is thus very much 'in' the countryside, surrounded by intensive agriculture lands.

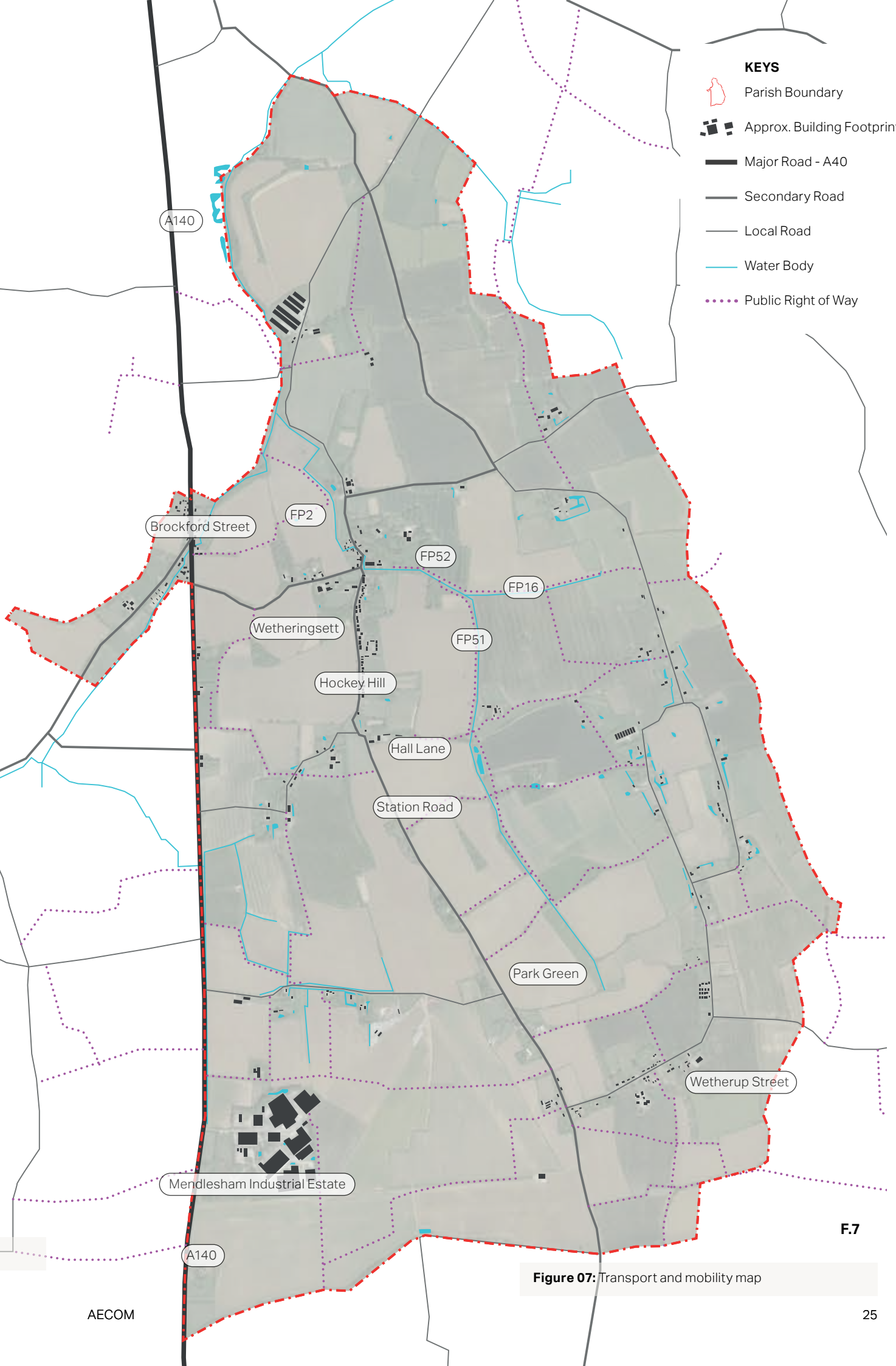

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Figure 07: Transport and mobility map

2.4 Character areas

The Wetheringsett-cum-Brockford Neighbourhood Plan Steering Group has identified 9 distinct character areas within the parish. A thorough character appraisal analysis has already been undertaken and is summarised in the 'Wetheringsett-cum-Brockford Revised Draft Character Appraisal' document. This report should be read in conjunction with the character appraisal document.

The following paragraphs briefly introduce the different character areas identified in terms of their landuse and key views. They also provide some insight into their positive aspects, as well as issues that the design guidelines could address.

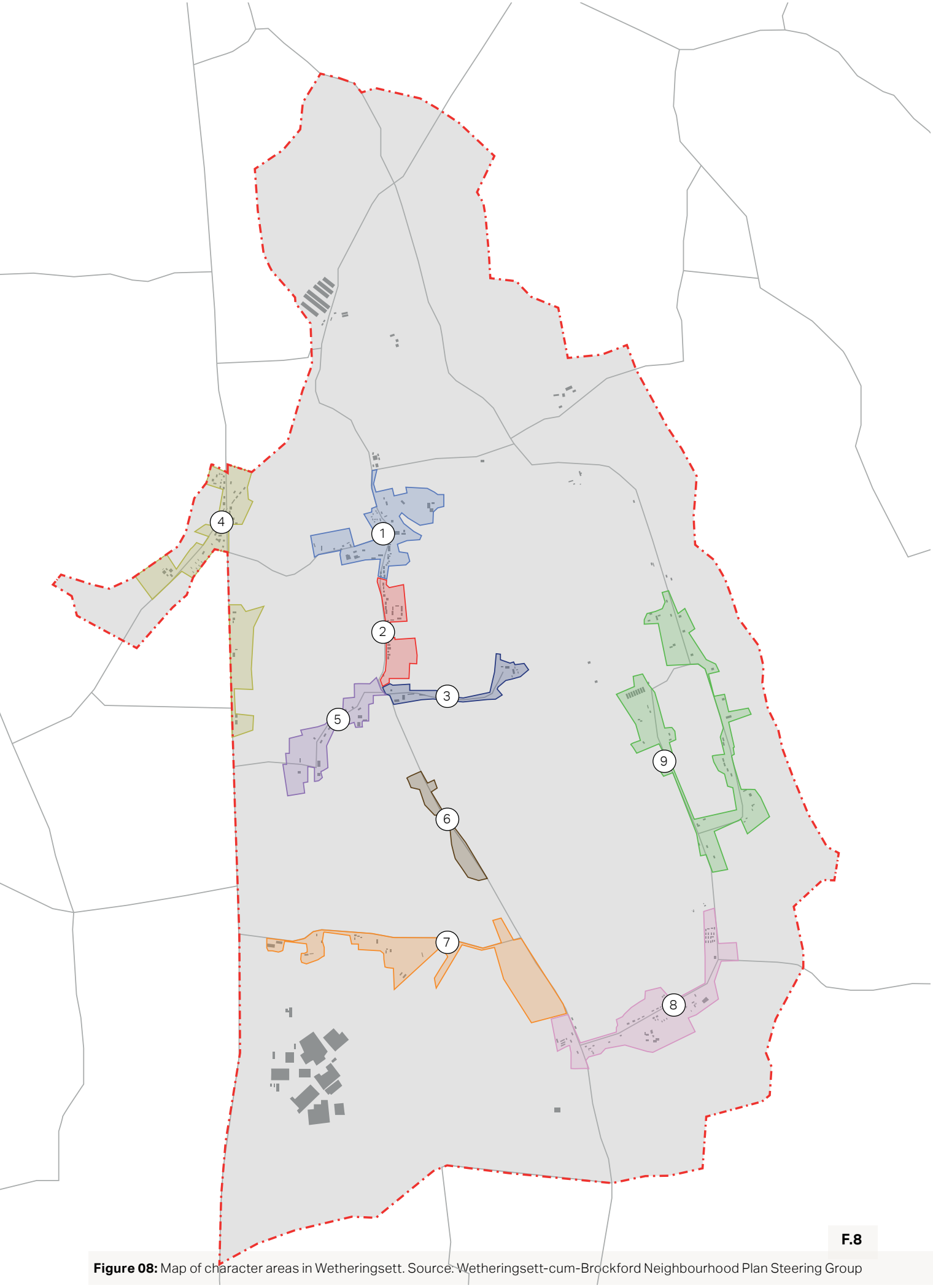

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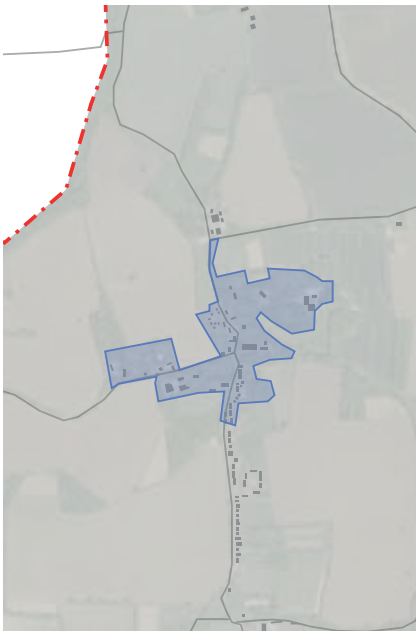
Figure 08: Map of character areas in Wetheringsett. Source: Wetheringsett-cum-Brockford Neighbourhood Plan Steering Group

1: Church Street

Church Street is part of the Conservation Area and constitutes the historic centre of the parish. The area includes the main parish facilities such as the church, the school, the village hall, the cemetery, and the playing fields. The land use is predominantly residential apart from some agricultural activitie, a few community buildings and office and studio spaces within farm buildings.

There are key views towards the church, which is a significant landmark and occupies the centre of the village. There is also an interesting view from the bridge next to Mill Cottage overlooking the river Dove.



Positive aspects of character

Some positive aspects of Church Street that also form part of its characteristic:

- A compact centre and strong enclosure characterised by All Saints churchyard and cemetery, the playing field, private dwellings and extensive green coverage;
- Architectural interest, use of materials and variety in roof type, degrees of pitch, presence of chimneys, and consistent building height provide visual interest;
- Long and short distance views along roads and/or towards countryside. Views are well framed by existing vegetation;
- Rich local vernacular materials - a reference for future development;
- Location of the river Dove in the centre of the village running alongside the churchyard boundary; and
- The setting and rural lanes with meandering character which influence the character of development.

Issues to be addressed or promoted by the Design Guidelines

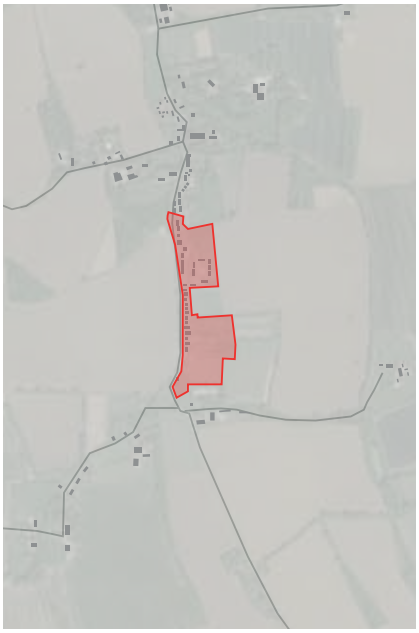
The following issues have been identified within Church Street and these could be addressed through new development or active management:

- Pedestrian footpath network through the centre of the village is lacking in certain areas; and
- Unsympathetic interventions and materials usage.

2: Hockey Hill

Hockey Hill is located to the south of character area 1 and the historic core of Wetheringsett. It is located at the top of a plateau when traveling from the south part of the village and that is how its name was attributed. This area is mostly residential, following a linear settlement pattern in single width plots, that extend on the eastern side of the road. The area comprises former local authority housing from the post war period in a cul de sac pattern.

In regard to the important views within this area, there are attractive views across the agricultural fields to the tree line adjacent to the A140. The view from the hill towards the church and river is a key view. Properties that are west facing enjoy beautiful sunset views.



Positive aspects of character

Some positive aspects of Hockey Hill that also form part of its characteristic:

- Undeveloped western side of Hockey Hill with countryside views to the west;
- Ecological landscape and heritage assets;
- Variety of boundary treatments, including hedgerows, brick walls, lawn, and fencelines which offer a different feeling of enclosure and sense of place in this character area; and
- Some sympathetic examples of infill developments that respect the surrounding scale, density, and prevalence of nature.

Issues to be addressed or promoted by the Design Guidelines

The following issues have been identified within Hockey Hill and these could be addressed through new development or active management:

- New development sits close to road and is not as well integrated compared to surrounding dwellings;
- On-street parking along certain areas of the road;
- Infill development retaining the linear settlement pattern; and
- Inappropriate architectural details and design.

3: Hall Lane

Hall Lane is located just south of Hockey Hill and it stretches from west-east. The land use in this area is commercial with small enterprises in the old station yard such as the car repair and the Mid Suffolk Light Railway (the Middy) which is an important destination and attraction for residents and visitors.

The view from the top of the Hall towards the church is attractive as it shows the river valley and the willow plantation.

Positive aspects of character

Some positive aspects of Hall Lane that also form part of its characteristic:

- Excellent views towards the countryside;
- Strong ecological landscape and heritage assets;
- Hedgerow lined lane is a very attractive setting;
- Strong connectivity to countryside links and public footpaths;
- Mid-Suffolk Light Railway and its associated buildings; and
- River Dove towards bottom of Hall Lane.

Issues to be addressed or promoted by the Design Guidelines

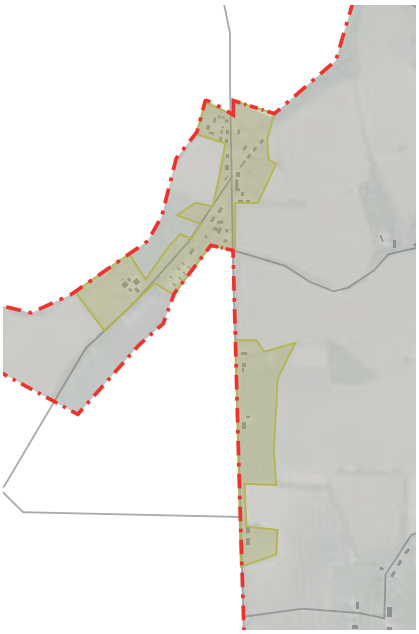
The following issues have been identified within Hall Lane and these could be addressed through new development or active management:

- Access to public rights of way not signposted from Hockey Hill/Station Road junction; and
- Industrial/agricultural buildings layout and visibility.

4: Brockford Street

This area is located at the edge of the busy A140 which links Norwich to Ipswich. This area is mainly residential with an array of modern and historic dwellings typologies, a cluster of listed buildings spread around the junction on Brockford Road and the A140. The southern part of the area has a more commercial configuration.

The only distinctive views in this area are at the southern end of Brockford, over a large arable field in the parish of Mendlesham.



Positive aspects of character

Some positive aspects of Brockford Street that also form part of its characteristic:

- Traditional architectural typologies and rich local vernacular materials - a reference for future development;
- Architectural interest, use of materials and variety in roof type, degrees of pitch, presence of chimneys, and consistent building height provide visual interest;
- Pleasant series of lanes (Brockford Road and Griffin Lane) connecting onto Brockford Street/A140;
- High quality existing hedgerows and mature tress present throughout the character area; and
- Griffin Lane provides a footpath connection to the village of Wetheringsett. River Dove passes through woodland alongside the path creating an attractive pathway.

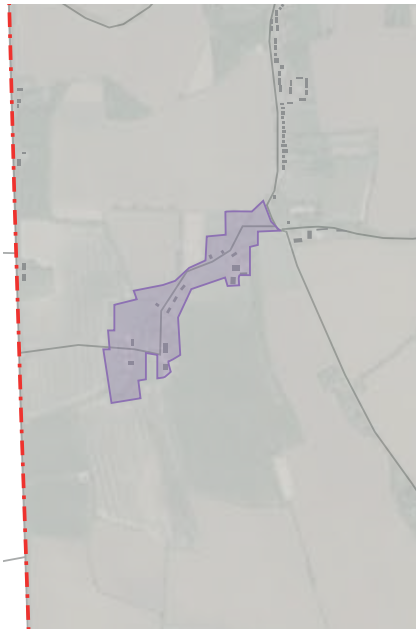
Issues to be addressed or promoted by the Design Guidelines

The following issues have been identified within Brockford Street and these could be addressed through new development or active management:

- Lack of community or green spaces;
- A140 is a very obvious feature of this character area and the impact of traffic on air quality, noise pollution and safety is a significant aspect of this character area;
- Only a narrow footpath on the eastern side of A140, lack of pedestrian connectivity across the character area;
- River Dove passes under A140 although its location is not immediately obvious; and
- Safety.

5: Brockford Green & Knaves Green

Brockford Green and Knaves Green are small residential hamlets located to the west of Hall Lane. This area includes the village war memorial which was constructed in 1921 and has later additions to commemorate the second world war. Most properties in this area are cottages and farmhouses. These dwellings benefit from open views towards the farmlands. Views towards the south are dominated by the Mendlesham Mast and the Town Lane Haulage Depot.



Positive aspects of character

Some positive aspects of Brockford Green and Knaves Green that also form part of its characteristic:

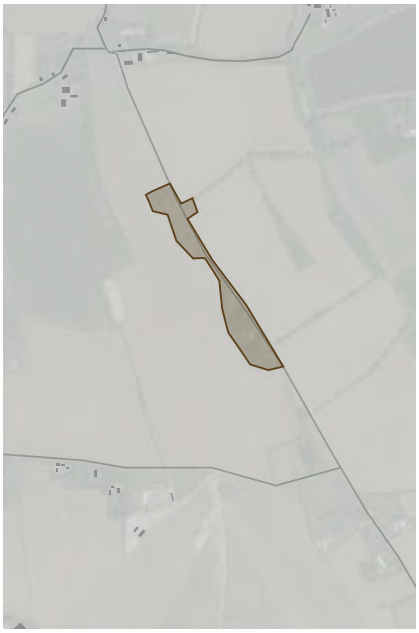
- Excellent views towards the countryside;
- Spacial arrangement characteristics of some farm typologies and hamlets;
- Presence of 17th century farmhouses interspersed with 1950s semi detached and terrace council houses, and 1970s detached houses form unique built form;
- Traditional architectural typologies and material use;
- Village war memorial;
- Grade II listed former station house;
- Pleasant country lane setting; and
- Strong ecological landscape and heritage assets.

Issues to be addressed or promoted by the Design Guidelines

- None of note.

6: Station Road

Character area 6 runs perpendicular to Hall Lane and the station complex, it covers only two groups of linear residential properties. This area is very low in density which allows for good open views to the surrounding farmland, highlighting the rural character of the area. The southern views mainly show the Mendlesham Mast.



Positive aspects of character

Some positive aspects of Station Road that also form part of its characteristic:

- Extensive views towards the countryside;
- Arable farmland setting, rolling landscape - Suffolk Plateau;
- Spacial arrangement characteristics of some farm typologies;
- Pleasant country lane setting;
- Strong ecological landscape; and
- Strong hedgerow conditions.

Issues to be addressed or promoted by the Design Guidelines

The following issues have been identified within Station Road and these could be addressed through new development or active management:

- Layout of small enterprises.

7: Town Lane

Town Lane is located to the east side of the A140 and runs further east to meet with Station Road. It is composed of a few dispersed farmhouse properties with historic significance and wide-open views to agricultural fields. Town Lane is characterised by high hedgerows along its carriageway. The overall character of the area is intersected by steel fabricators, the proximity of Mendlesham Industrial Estate and a stone manufacturer warehouse which creates a more industrial feel for this area. Similarly, to previous character areas, the views to the south are highlighted by the Mendlesham Mast.

Positive aspects of character

Some positive aspects of Town Lane that also form part of its characteristic:

- Extensive views towards the countryside;
- Arable farmland setting;
- Spacial arrangement characteristics of some farm typologies;
- Pleasant country lane setting;
- Strong ecological landscape;
- Strong hedgerow conditions;
- Existing housing well screened; and
- Traditional architectural typologies and rich local vernacular materials - a reference for future development.

Issues to be addressed or promoted by the Design Guidelines

The following issues have been identified within Town Lane and these could be addressed through new development or active management:

- Northern end of former Mendlesham Airfield, containing concrete pad, container storage and material stack is very visible and is a rather unattractive feature. Screening could be implemented here, and
- Industrial and employment development.

8: Wetherup Street, Park Green & Broad Green

This area comprises the distinct hamlets of Wetherup Street, Park Green and Board Green. They all share a similar residential character with linear settlements and notable Grade II Listed Buildings. Character 8 area is relatively more dense than other character areas. The key views for this character area are from the eastern end of Wetherup Street, towards Debenham across open fields and from the footpath which runs parallel and south of Wetherup Street towards Broad Green and north Park Green across open landscapes.

Positive aspects of character

Some positive aspects of the area that also form part of its characteristic:

- Architectural interest, use of materials and variety in roof type, degrees of pitch, presence of chimneys, and consistent building height provide visual interest;
- Traditional architectural typologies and rich local vernacular materials - a reference for future development;
- Pleasant hamlet setting, well integrated dwellings, demarcated by hedging and fencelines with gardens containing mature trees;
- Variety in style and age of properties, with listed buildings in proximity to modern detached dwellings; and
- Many of the ancient trees on the veteran tree register are found within and to the south of this character area; and
- Large garden ponds within Wetherup Street.

Issues to be addressed or promoted by the Design Guidelines

The following issues have been identified within Wetherup Street, Park Green and Broad Green and these could be addressed through new development or active management:

- No publicly accessible open space;
- Public footpath network connecting the area is not easily visible, single signage post on eastern end; and
- Sustainable drainage network encompassing water ponds and existing blue infrastructure.

9: Pitman's Corner, Blacksmith's Green, Pages Green and White House Corner

This area combines four small hamlets connected by a narrow rural lane. The land use is predominantly residential with a notable number of historic buildings.

High lane is part of Pitman's Corner and is characterised by properties along the two sides of the road, with a mixture of detached and semi-detached houses, old houses and newer properties. Views to the east and West of High Lane are of arable farmland.

Blacksmith's Green and White Horse Corner have a few residential properties arranged near the road. The north end of the area is a poultry farm. This hamlet is surrounded by arable farmland which dominate the views to the east and west of Blacksmith's Green.

Pages Green seems an unchanged section of the area, with widely separated detached residential houses including old barns. Most of the houses are set back from the road with expansive arable fields which provide interesting views east and west of Pages Green of arable farmland.

Positive aspects of character

Some positive aspects of Pitman's Corner, Blacksmith's Green, Pages Green and White House corner that also form part of its characteristic:

- Extensive views towards the countryside;
- Arable farmland setting;
- Spacial arrangement characteristics of some farm typologies;
- Pleasant country lane setting;
- Network of ponds throughout the character area;
- Strong ecological landscape; and
- Strong hedgerow conditions.

Issues to be addressed or promoted by the Design Guidelines

The following issues have been identified within Pitman's Corner, Blacksmith's Green, Pages Green and White House Corner and these could be addressed through new development or active management:

- Potential new development on Page's Green would require sympathetic integration to the character area; and
- Sustainable drainage network encompassing water ponds and existing blue infrastructure.


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Figure 09: Traditional cottages and barns , part of the local vernacular of the village centre.

Figure 10: Post war settlements around Hockey Hill.

Figure 11: Mid Suffolk light railway on Hall Lane, landmark and destination for residents and visitors.

Figure 12: Brockford Street characterized by houses from different periods and use of mix of materials.

Figure 13: The village war memorial at the junction between Hockey Hill and Brockford Green.

Figure 14: Farmhouses are scattered around the parish and surrounded by arable lands.

2.5 Settlement pattern & built forms

The parish is largely rural, dominated by open spaces and sparsely built. The style and age of properties varies with listed buildings in proximity to modern detached dwellings. Wetheringsett-cum-Brockford has 9 distinct character areas that have been identified by the Neighbourhood Plan Steering Group, however similarities are seen in terms of their settlement patterns and arrangements.

2.5.1 Village centre

The first type of settlement is at the main village of Wetheringsett in the historic centre of the parish where the bulk of the buildings are clustered around the church at the south end of Church Street leading to Hockey Hill. The layouts here are single plot in width and linear in form following the main street. The buildings in this settlement are predominantly working farms, converted farm buildings and small cottages with the exception of a modern cul-de-sac of detached dwellings north west of the church, known as All Saints Close.

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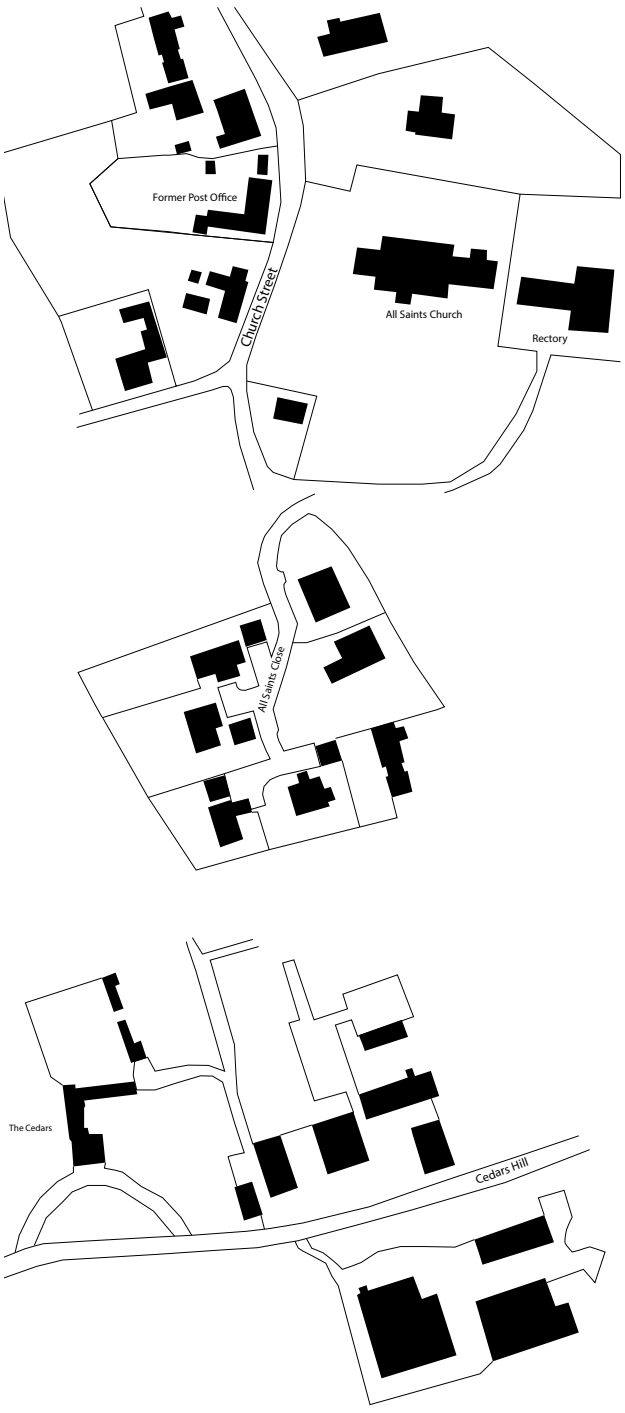

Figure 15: Settlement patterns in historic Wetheringsett Village Centre

2.5.2 Linear settlement

The second type of settlement which covers a large area of the parish is the linear settlement, this is common in Hockey Hill, Wetherup Street, Park Green, Broad Green and Station Road. The largest example is Hockey Hill which is primarily a residential area where detached houses, semi-detached houses and bungalows extend south at the eastern side of the road. Most of the plots are again one plot in width and linear, with the exception of developments such as Hakluyt Close and a cul-de-sac, comprising local authority housing in the form of bungalows and semi-detached dwellings.

2.5.3 Hall Lane business units

The third typology is along Hall Lane character area and it comprises the business units in the old station yard such as the vehicle repairs and the Mid Suffolk Light Railway (the Middy) at Brockford Station. The area also includes a limited number of barn conversions.

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Figure 16: Linear settlement seen at Hockey Hill

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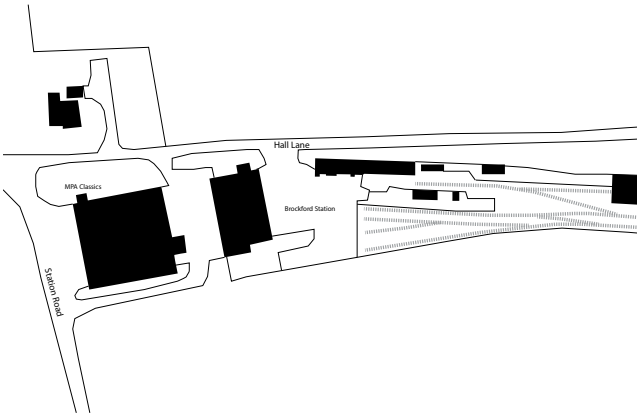

Figure 17: Hall Lane business units

2.5.4 Brockford Street

The fourth settlement typology is located at Brockford Street character area which is highlighted by the cluster of properties located at the edge of the A140. These are predominantly residential with some commercial properties. The area is characterized by several small cul-de sacs or 'closes' along Brockford Street. Housing built forms are widely spaced along Brockford Road and become sparser towards Mendlesham. This area is also characterised by The Caravan Park which lies just south of the main Brockford Street between the Brockford Road and the river Dove. The emerging Babergh Mid Suffolk Local Plan (Submitted for Examination in March 2021) allocates two sites for the Gypsy and Travelling Communities.

F.18

Figure 18: Brockford Street settlement pattern branching out off of the A140

2.5.5 Dispersed development

The fifth settlement typology is notable at various hamlets across the parish such as Pitman's Corner, Blacksmith's Green, Pages Green and White House Corner, Town Lane, Knaves Green, Brockford Green and Wetherup Street. This typology is characterised by well-spaced isolated dwellings in the form of cottages or farmhouses. Most dwellings in this pattern of settlement are set back from the carriageway and with mature trees and hedging, gardens and meadows between them or open fields. Most properties back gardens overlook open fields.

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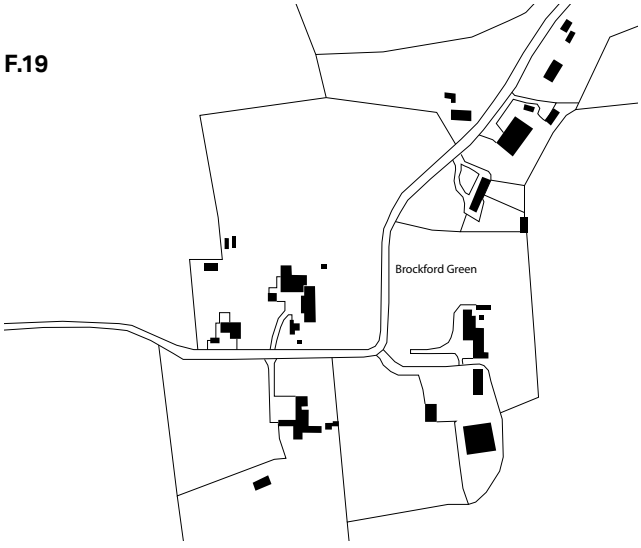

Figure 19: Brockford Green, one of many small hamlets located within the Wetheringsett-cum-Brockford parish


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Figure 20: Traditional rendered cottages in the village centre

Figure 21: Example of modern settlement development, All Saints Close in village centre

Figure 22: Linear settlement along Hockey Hill

Figure 23: Small local businesses such as car repair shop along Hall Lane

Figure 24: Cluster of properties along the A140 and Brockford Street. (Source: Draft Character Appraisal)

Figure 25: Farmhouse along Brockford Green, well set back from road

2.6 Building height & rooflines

Buildings in the parish are predominantly one and two-storey high. There is a wide array of roof shapes and materials that emphasise the rural, informal as well as historic nature of the settlements.

Most of the listed buildings within the Conservation Area are a mixture of thatched and tiled roofs with timber frames. The church has a slate roof. Recent additions in the village are red brick with clay pantile roofs. Some of the detached housing are brick, others are brick and render with red pantiles which is common in the Mid Suffolk district. Some of the barn conversions are in black weatherboarding with brick plinths.

Many of the settlements that were developed in the 20th century and early 21st century along the A140 have more uniform roofline because of standardised development, these include large, detached family houses with red brick fronts and tiled roofs.


F.26

Figure 26: One and two storey brick houses on Church Street displaying different heights of roof, same orientation and red pantiles.


F.27

Figure 27: Two storey cottage with thatched roof typical around the parish, next to detached house with red pantiles roof.

2.7 Car parking

Residential vehicle parking is mainly on private properties in the form of driveways, front gardens, or garages at the side of the houses. Parking areas in residential properties are screened by landscaped hedges, front garden vegetation and low walls which all contribute in mitigating the impact of cars on the public realm. However, the shortage of garaging and parking space in some areas such as Hockey Hill results in cars parked on the roadside outside the semi-detached houses. Moreover, the cul-de-sac at Hockey Hill, which comprises local authority housing and consists of a mix of bungalows and semi-detached dwellings, with their separate garage offerering a notable parking area, lessens the general rural character of the parish in this area. In most places, the roads are too narrow to accommodate on-street parking. Commercial or small businesses such as the Middy, the Cedars Hill, and the Brockford Railway Siding have their own outdoor car parks. Cart lodges, which are timber built carriage houses are also common parking areas in private dwellings within Wetheringsett and the surrounding hamlets.

Figure 28: On-plot parking, on side of private property. in Conservation Area.

Figure 29: On-street parking along Church Street.

2.8 Heritage and landmarks

There is a clear diversity of architectural development within the parish that belongs to different eras. The historic core is dominated by All Saints Church, a distinguished Grade I listed medieval 14th century building. Most of the buildings in the historic centre of the village are a mixture of detached and semi-detached grade II listed cottages from 16th century that cluster around the church. Some of these notable landmarks are Mill Cottage, Waveney Cottage as well as the former post office. There are also Grade II listed buildings from the 19th Century, such as Old Rectory which includes its 15th Century core and Wetheringsett Manor built in 1843, with a Tudor style, which sits in its parkland. The school and Wetheringsett Hall buildings are Victorian and there are also Grade II listed terrace buildings of 18th century and 19th century which are former Almhouses. The village sign at the entrance to the churchyard and the telephone box with a stained-glass window are important landmarks within the historic core.

At Hockey Hill, there is a diverse mix of buildings, some properties belong to the post war era creating a more suburban character to the area with terrace buildings. There are also new developments such as the detached step houses of Hakluyt Close and some distinctive detached houses that tend to follow the historic pattern, and a few detached bungalows which date back to 1960/1970s. Although the dwellings are different, they share a similar layout with verges, hedges and gardens set back from the road.

This area also comprises large utility buildings and the listed war memorial at the top end of the road at the junction with Knaves Green. On Hall Lane, the railway and the buildings associated with it are a distinctive landmark and visitor attraction.

On Brockford Street there is again a mixture of different dwellings with a cluster of historic houses, cottage barns at the junction with Brockford Road, and modern late 20th century and 21st century houses along the A140. Notable landmarks in this area are the 17th century farmhouses and 1950's cottages.

Another significant landmark around the parish is the Mendlesham Mast, standing at 305.4m high to the south of Town Lane. In 1959 it was the tallest structure in Europe. It ceased operating as a transmitter of television signals in 1984. Since 1997 it has been used as a radio transmitter.

Mendlesham Airfield is another significant landmark in the parish. Built in 1943, it was the home of RAF Fighter Squadrons during the final years of World War 2. It was closed in 1954 and the land was sold. The southwest of the airfield was developed into Mendlesham Industrial Estate, around a hangar that still exists. The airfield was returned to agricultural use; the runways, hardstands and perimeter track being largely removed, although parts of the perimeter track and one of the runways remain. A few wartime buildings are still in use by local farmers.

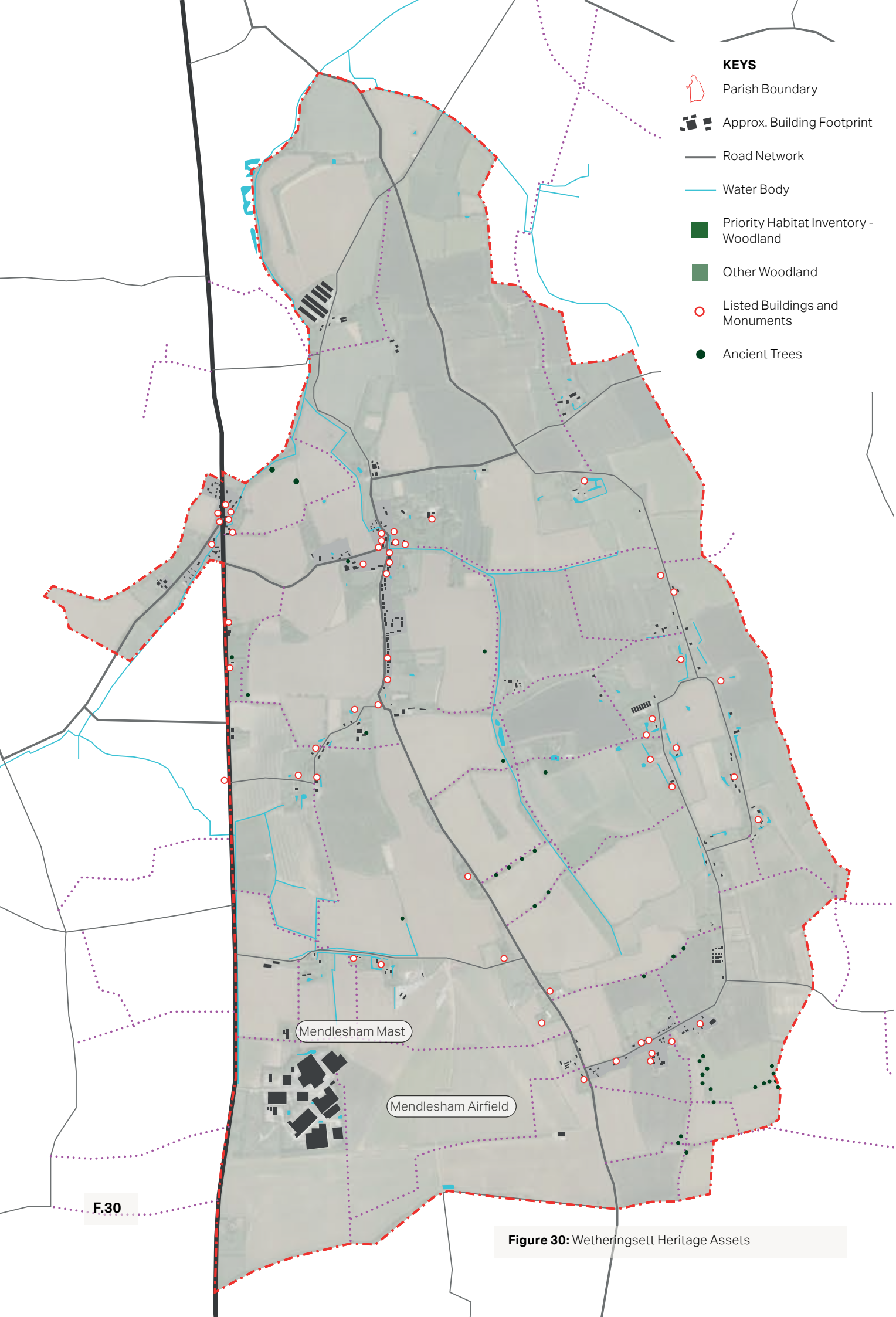

Figure 30: Wetheringsett Heritage Assets

Design Guidance

03

3. Design Guidance

The Design Guidance sets out the design principles that are of relevance to the parish and that will influence the design of potential new development and inform the retrofit of existing properties in Wetheringsett-cum-Brockford.

New development, at any scale, should not be viewed in isolation. The design and layout must be informed by the wider context and respond to the different character areas. It is important that the new design embodies the 'sense of place' and meets the aspirations of residents, maintaining a harmony between any new development and its surrounding.

The design principles are based on the local character analysis, discussions with members of the Neighbourhood Plan Steering Group and the site visit. Some of these are more general and could be used as design guidance within the Neighbourhood Plan. Other elements that are more prescriptive or set out parameters could form design guidelines. The aim of this section is to produce design guidelines that help to assess design quality and appropriateness in residential development proposals.

"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) has shown that good design of buildings and places can:

– Improve health and well-being;

– Increase civic pride and cultural activity;

– Reduce crime and anti-social behaviour; and

– Reduce pollution.

Local people understand what good design means in the context of Wetheringsett-cum-Brockford. Consultation work carried out for the Neighbourhood Plan shows that they appreciate the qualities of the village and its surrounding hamlets and environs. This document seeks to harness an understanding of how good design can make future development as endearingly popular as the best of what has gone before.

Where possible, images from the parish are used to exemplify the design guidelines and where these images are not available, best practice examples from elsewhere are used.

The design guidance are organised under four themes:

- Site Layout
- Street Layout and Connectivity
- Built Form
- Sustainability

3.1 Wetheringsett design principles

The following set of design principles shown on the next pages are specific to Wetheringsett-cum Brockford. They are applicable to all character areas across the Neighbourhood Area and should be applied as a starting point to all new development, regardless of where it is in the Neighbourhood Area. These guidelines advocate for landscape and character-led design which responds to natural environment and enhances the existing townscape. Reference to context means taking inspiration and influence from surrounding precedent and forming a design rationale which harmonizes with the surrounding and local vernacular, it does not mean to replicate or copy.

3.2 Site layout

3.2.1 Building layout & patterns

The parish has a strong rural character which needs to be protected and preserved in any new development. Most of the hamlets within Wetheringsett-cum-Brockford have a broadly linear pattern development which provides strong connections to the countryside through gaps that create important views to the farmland and the village centre. Little development is anticipated beyond the settlement areas identified in the Local Plan. However, development should adopt the density characteristics demonstrated in the nearby context. New development should strive to knit with the exiting settlement by adopting similar characteristics or evolving the design. Most planning applications will be infill and household extensions. All should reflect the local context ensuring that it makes a positive contribution to the existing built form and respect the greater uniformity of the existing street frontage.

Some of the criteria that such development must meet:

- Densities should reflect the settlements rural character, with regular breaks designed to increase visual permeability, opportunities for habitat corridors, contextual views, and new pedestrian/ bicycle access connections.
- Green infrastructure of any form should be protected and enhanced.
- Layout, clustering, and massing should take precedent from the best examples of development within the surrounding

Figure 31: Development should respect the building setback from road and plot patterns providing front and back gardens.

Figure 32: The density of the settlements, their open views to arable lands should be respected in new developments.

context and as per the settlement typologies identified in the local character analysis.

- The placement and orientation of buildings should form an identifiable building line for each development group. The extent and depth of building setbacks must be sympathetic to the immediate context and align with the characteristic of the Neighbourhood Area.
- The one-plot deep development pattern of the settlements in the parish must be retained to preserve its proximity to the open countryside.
- Properties should aim to provide front and rear gardens. Front gardens should be delineated with soft landscape elements and vegetation. However, in cases where the building line faces directly onto the street, then green verges could be proposed instead. Back gardens should be a minimum of 10 metres in depth and views to the countryside should be provided.
- Developments affecting the transitional edges between a settlement and farmland should be softened by landscaping to complement the character of the adjacent or surrounding countryside.
- Interfaces between the existing settlement edges and any new development must be carefully designed to integrate new and existing communities. This is particularly important where new residential buildings will be built behind existing residential properties. Edge of settlement development should gradually transition to the surrounding landscape context.
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally. Moreover, the layout of new development should optimise the benefit of daylight and passive solar gains as this can significantly reduce energy consumption.
- New development should be planned to be permeable, providing vehicular and non-vehicular connections, especially in village centres. Where possible, new development should provide non-vehicular connections and route options to connect with existing public rights of way.
- Key views should be protected and the impact of the massing, height, and architectural quality of any new developments within the view corridor should be considered.
- Guided by the immediate context, new buildings would not be expected to exceed 2 storeys.

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The diagram below applies relevant site and building layout principles to small hypothetical infill developments that adjoin existing properties. This layout applies Wetheringsett's typical one-plot deep configuration of properties set along existing roads and backing onto the open countryside. Because new construction could be visible from long distances, green buffer consisting of hedges and trees should be used to soften the impact of new developments and ease the transition with the open countryside. The back gardens of houses adjacent to existing residences should incorporate green buffers to avoid overlooking issues. New houses that border existing roads should face outward to increase natural surveillance.

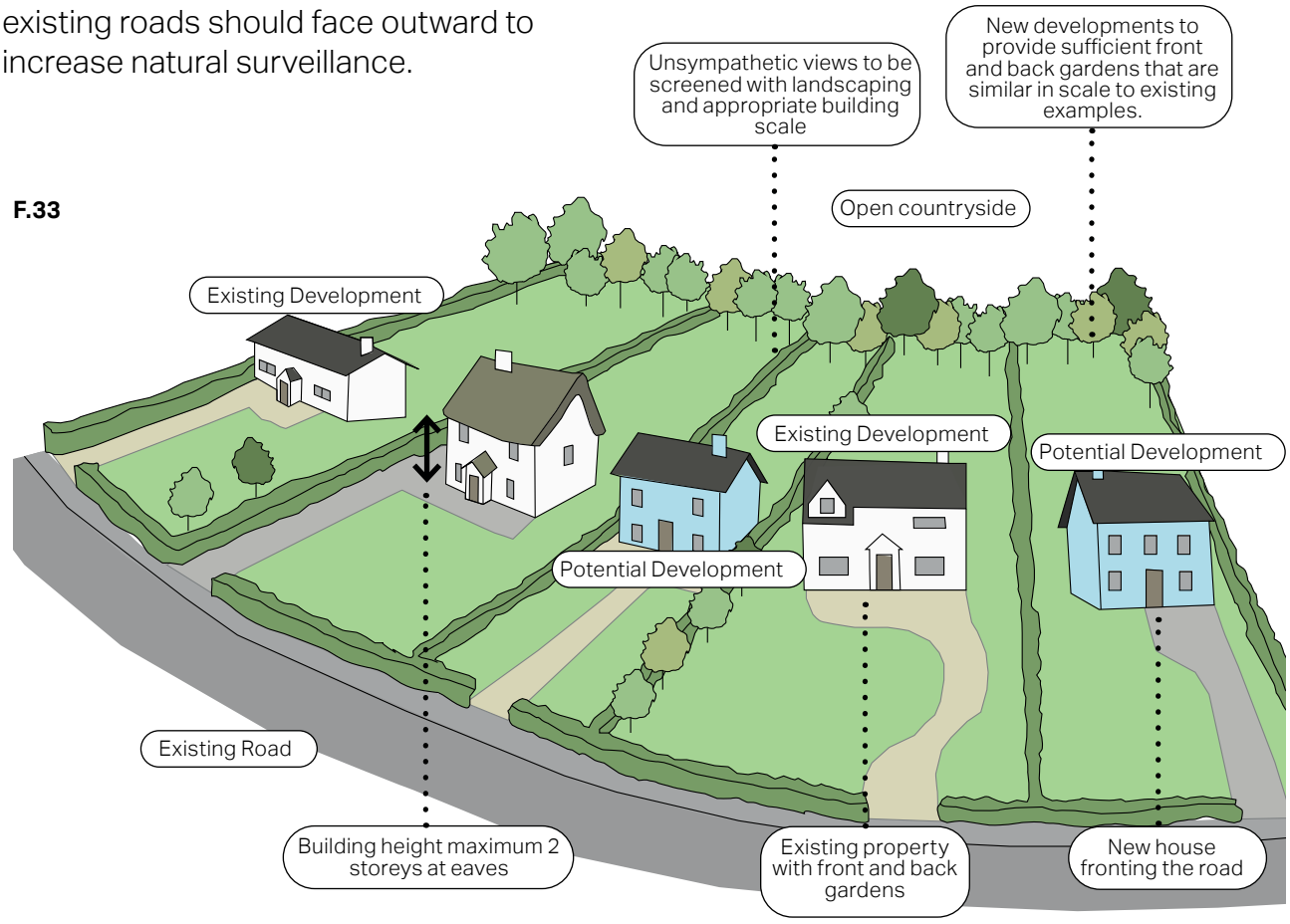

Figure 33: : Illustrative diagram for small one-plot deep infill developments highlighting many of the elements of the Wetheringsett design guidelines in relation to the pattern and layout of buildings.

The diagram below applies relevant site and building layout principles to a small hypothetical site in the Neighbourhood Area. Although the one-plot deep configuration should be retained (see previous page), the diagram also offers solutions for sites where this configuration cannot be achieved.

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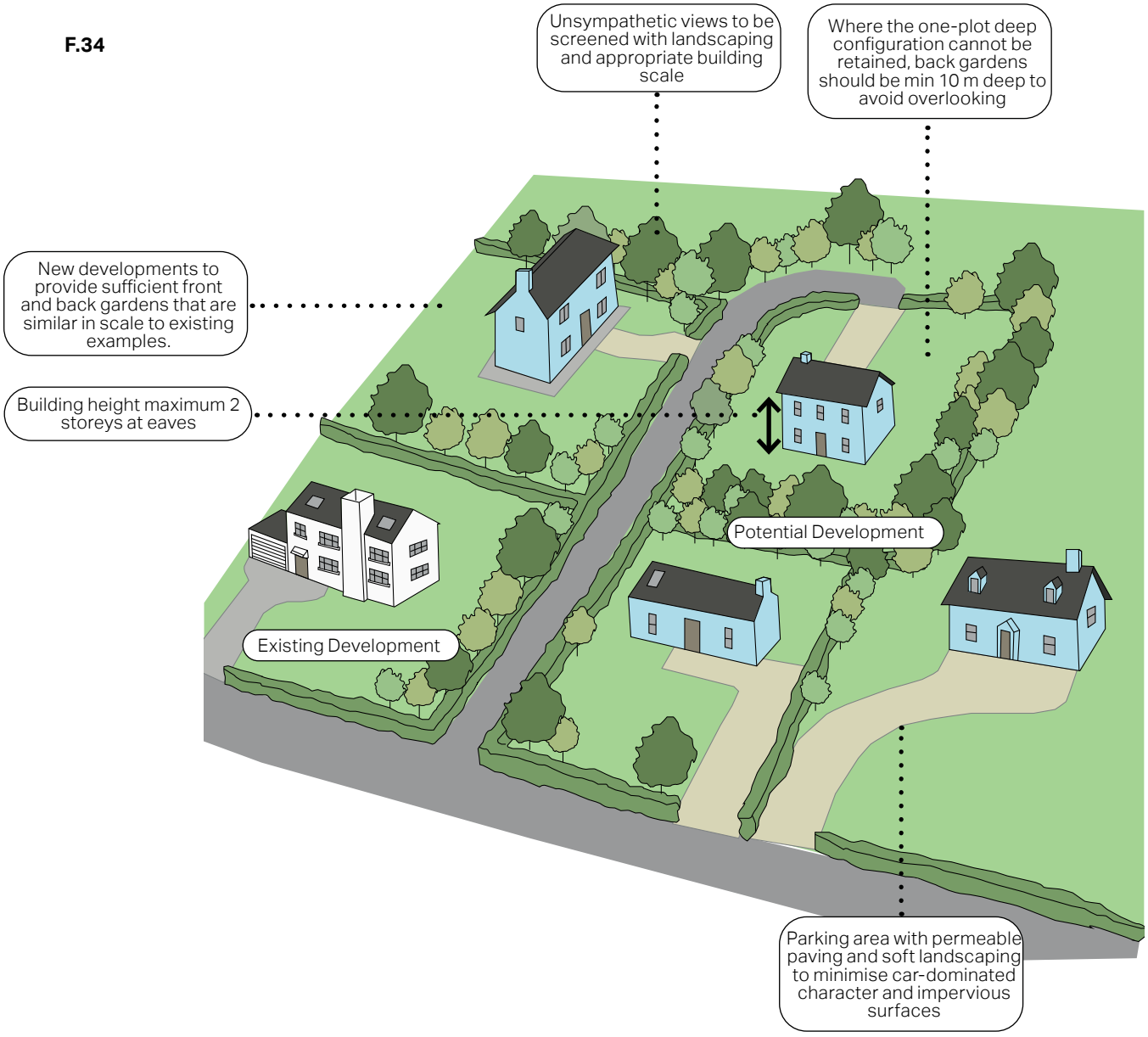

Figure 34: : Illustrative diagram for a small development where a single-plot deep layout is not possible, highlighting many of the elements of the Wetheringsett design guidelines where they relate to the pattern and layout of buildings.

3.2.2 Green spaces & views

The parish has few formal green spaces and its settlements blend harmoniously with the local landscape of open fields and hedges with mature and soft landscaping anchoring them in the rural landscape. Some areas within the parish, especially in the linear settlement development areas, properties consist of one-plot deep development patterns with backs that open onto the surrounding open fields. Moreover, many of the road sections only have development on one side of the road, which offers properties front views into the countryside. The parish is also characterised by mature trees and hedgerows, small ponds, and the river that all help integrate it into the surrounding landscape. The following measures should be applied to preserve the pleasant, unbuilt features of the parish:

- Development adjoining public open spaces should enhance the character of these spaces by either providing a positive interface or a soft landscaped edge. Rich vegetation is encouraged as part of the boundary treatments and to be good fit in the rural context.
- New development should incorporate existing native trees and shrubs and avoid unnecessary loss of flora. Any trees or woodland lost to new development must be replaced. Native trees and shrubs must be used to reinforce the more rural character of the area.

Figure 35: Existing open spaces such as the All Saints Churchyard should be well maintained and preserved to improve visual impact

Figure 36: New development should take into account the views into the open fields and enhance ecological corridors, view from Hockey Hill east

- The layout and spacing of new buildings should reflect the rural character and allow as much as possible for long-distance views of the countryside while creating opportunities for new trees and greenery where appropriate.
- Any new development should be offset by the road where possible to allow room for trees and hedgerows. In the case where the building line needs to be closer to the street, to respond to the existing context, then a narrow green verge could be proposed. Any form of new element can contribute to the enhancement of the green network.
- The parish is served by a number of public footpaths. Opportunities to create and enhance these pedestrian links with green and open spaces must be sought to develop a green network for the parish.
- Existing open spaces should be well maintained, monitored, and preserved to high quality, to improve the visual impact.
- Improve biodiversity by countering the fragmentation of natural habitats.
- Development should preserve the key existing views as well as the ones identified as protected views to and from built-up areas.
- The impact of the massing building height and architectural details of any new development within the main view corridors should be carefully designed.
- Views that hold local significance and that contribute to the significance of a local heritage asset should be protected and any new development should be designed in a way that safeguards the locally significant views.

Open Spaces and Green Infrastructure

Opportunities to integrate street, greening, public green space, gardens and improve green infrastructure connectivity should be design drivers for all new development.

Composition and Views

Views and landmarks add great richness and give a sense of place to settlement. Designers must be conscious of important settlement views, and layouts should demonstrate this awareness by protecting visual assets. Views back towards settlements including settlement edges and roof-lines should also be highly considered.


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Figure 37: Public footpath along the agricultural lands should be enhanced and creating a green network.

Figure 38: Long distance views to open fields have local significance and should be respected.

Figure 39: Private front gardens with rich vegetation provides a positive interface to rural context .

Figure 40: Native trees, shrubs, and woodland should be maintained in any new development and public rights of way enhanced.

Figure 41: New development should be offset from road to allow room for trees and hedgerows.

Figure 42: Existing open spaces that connect to public rights of way should be well maintained and monitored.

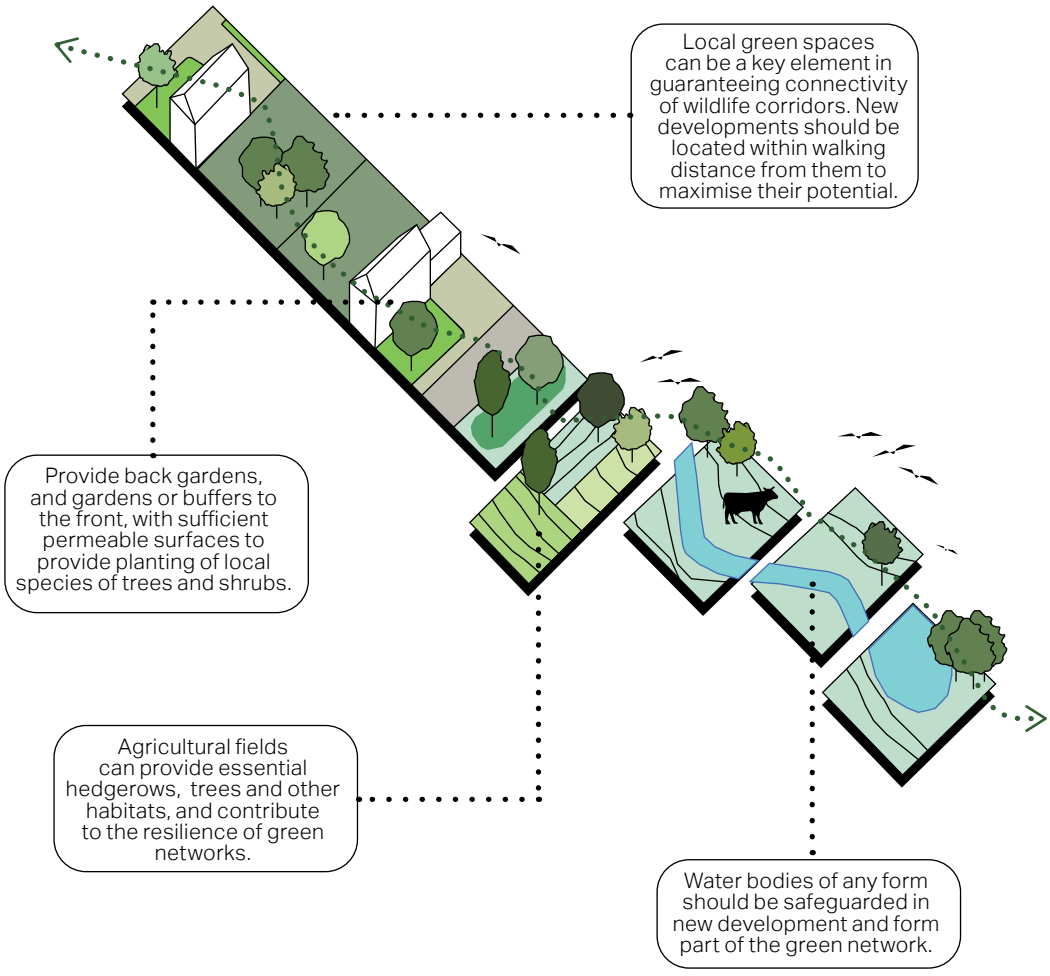

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Figure 43: . Diagram to illustrate some basic principles for the preservation and enhancement of green spaces and the green network.

3.2.3 Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive urban form is achieved where this relationship is in proportion. Developments can achieve a good sense of enclosure by creating clearly defined spaces that produce a unified built form, for example by determining focal points, appropriate building heights, and continuous edges. These considerations must however be balanced with the retention of open views into the countryside. The following principles serve as general guidelines that should be considered when seeking to achieve a satisfactory sense of enclosure:

- In case of building setbacks, façades should achieve an appropriate ratio between the width of the road and the building height.
- Buildings should be designed to turn corners and terminate views.
- Generally, building façades should face the street, and variation to the building line can be introduced to create an informal character.
- In most new developments, a variety of plot widths and façade depths should be considered during the design process to create an attractive rural character.
- Trees, hedges, and other landscaping features can help create a desirable level of enclosure while avoiding an over-built environment and preserving countryside views and access. They also play an important role in providing shade and protection from heat, wind, and rain.

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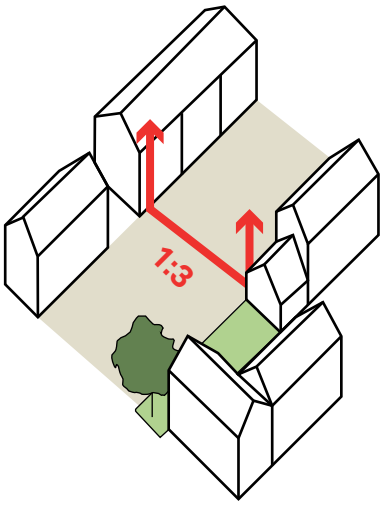

Figure 44: Typical enclosure in village centre. The ideal enclosure ratio is typically 1:3 (The corridor between buildings should be 3 times the width of the height of the buildings to create the ideal scale and maintain the character)

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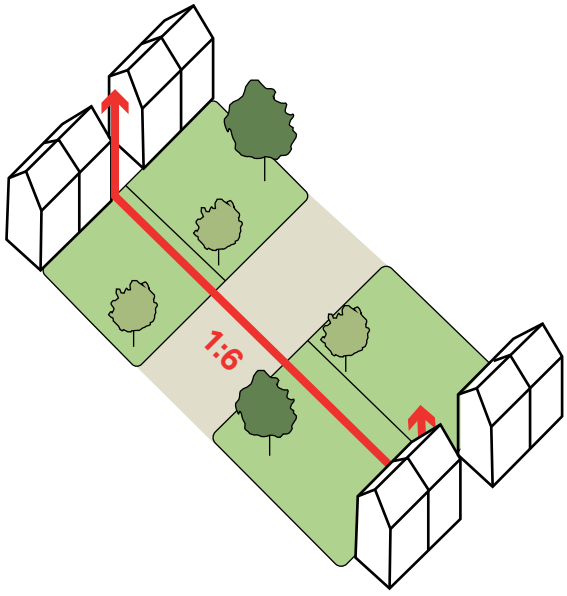

Figure 45: Typical enclosure ratio in rural areas such as Wetherup Street which has settlements on both sides of the road, can be more than 1:6 (The corridor between buildings should be 6 times the width of the height of the buildings to maintain the character)

3.2.4 Gateways & access

Future design proposals should consider placing gateway elements to clearly mark the access or arrival to any potential developed sites. This is particularly important for developments at the edge of the settlements due to their location at the interface between the built-up area and open fields.

The sense of departure and arrival can often be achieved by a noticeable change in scale, enclosure, or road configuration.

- The gateway buildings or features should however reflect local character.
- Besides building elements acting as gateways, high-quality landscaping features could be considered appropriate to fulfil the same role.

Figure 47: Informal gateway treatment achieved through change of materials, road configuration, soft landscaping, scale and change in building orientation at Hakluyt Close.

Figure 46: Simple timber gateway feature parallel to main building facade, framed with hedgerows can be used as gateway feature.

Figure 48: Change in topography and the use of landscape elements to access new developments facing main street should be considered.

3.3 Street layout & connectivity

The parish has a sparse road network formed mainly with local rural carriageways. Although new development will be small in scale and may not require the construction of new roads, there are still opportunities to retain and improve connections in new developments and therefore the following principles should be considered:

- New streets, if required, must meet the technical highways requirements as well as be considered a 'space' to be used by all, not just motor vehicles. It is essential for new developments to have streets designed for the needs of pedestrians and cyclists.
- Existing roads should be retrofitted for the same purpose and to discourage speeding. New streets should be linear with gentle meandering to provide interest and evolving views. Subtle variations in width may also be introduced to discourage speeding and reflect the layout of existing country roads in the parish.
- New streets and paths should be laid out in a permeable pattern allowing for multiple connections and a choice of routes, particularly on foot.
- Access to properties should be from the street where possible. The distribution of land uses should respect the general character of the area and road network, and consider the degree of isolation, lack of light pollution, and levels of tranquillity.

Figure 49: Street adjacent to Wetheringsett primary school which should be used as precedent for new streets allowing for pedestrian foot path.

Figure 50: Organic road network layout contributes to the rural character of the parish and provides a sense of tranquillity that should be maintained.

Figure 51: Historic fingerpost at the junction between Hockey Hill, Brockford Green and Hall Lane.

3.3.1 Junctions & pedestrian crossings

Although the road network of Wetheringsett-cum-Brockford is mainly characterised by rural carriageways, with the exception being the A140, there are also some roads such as Hockey Hill and Station Road that are not pedestrian friendly. There are opportunities to create some pedestrian crossings at junctions and key nodes with the public footway. The following design principles can serve as guidance to achieve that:

- Crossing points that are safe, convenient, and accessible for pedestrians of all abilities must be placed on pedestrian desire lines and at key nodes.
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines. Junctions and crossing points may also be surfaced with distinct materials, colours, or textures as additional cues for drivers to be cautious.
- As most collisions happen at junctions, they must be designed to prioritise safety over speed or capacity. Junctions should be designed with tighter corners to prevent vehicles from turning at high speed.
- Existing roads that border new developments must be retrofitted with additional crossings and safer junctions where required to increase accessibility and safety.
- Along low-traffic lanes and residential streets, crossing points can be more informal. For example, pedestrians may cross at any section of a street where the surface is shared between different users.
- To assist visually impaired pedestrians and guide dogs, tactile paving must be appropriately placed at crossing points.

Figure 52: Potential crossing point off Brockford Street

Figure 53: Potential crossing point outside of Wetheringsett Primary School

3.3.2 Pedestrian and cycle connectivity

All newly developed areas must retain or provide safe, direct, and attractive pedestrian and cyclist links between neighbouring roads and local facilities. Establishing a robust pedestrian and cyclist network across any new development and among new and existing development, is key in achieving good levels of permeability among any part of the parish.

- Opportunities for pedestrian areas within development which are separated from vehicles should be explored.
- Convenient pedestrian and cycle connections through new developments should be encouraged and design features such as pedestrian barriers should be avoided.
- A permeable network provides people with a choice of different routes and allows traffic to be distributed more evenly across the network rather than concentrated onto vehicular trafficked roads.
- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the village. However, new signposts must respect the rural character of the parish and avoid creating visual clutter.

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Figure 54: Strategically placed signposts should connect new development to public right of way.

Figure 55: Wetheringsett Manor offers pedestrian and cycle route and connects to the public right of way.

Figure 56: Pedestrian crossing connecting to the back of the churchyard of All saints church.

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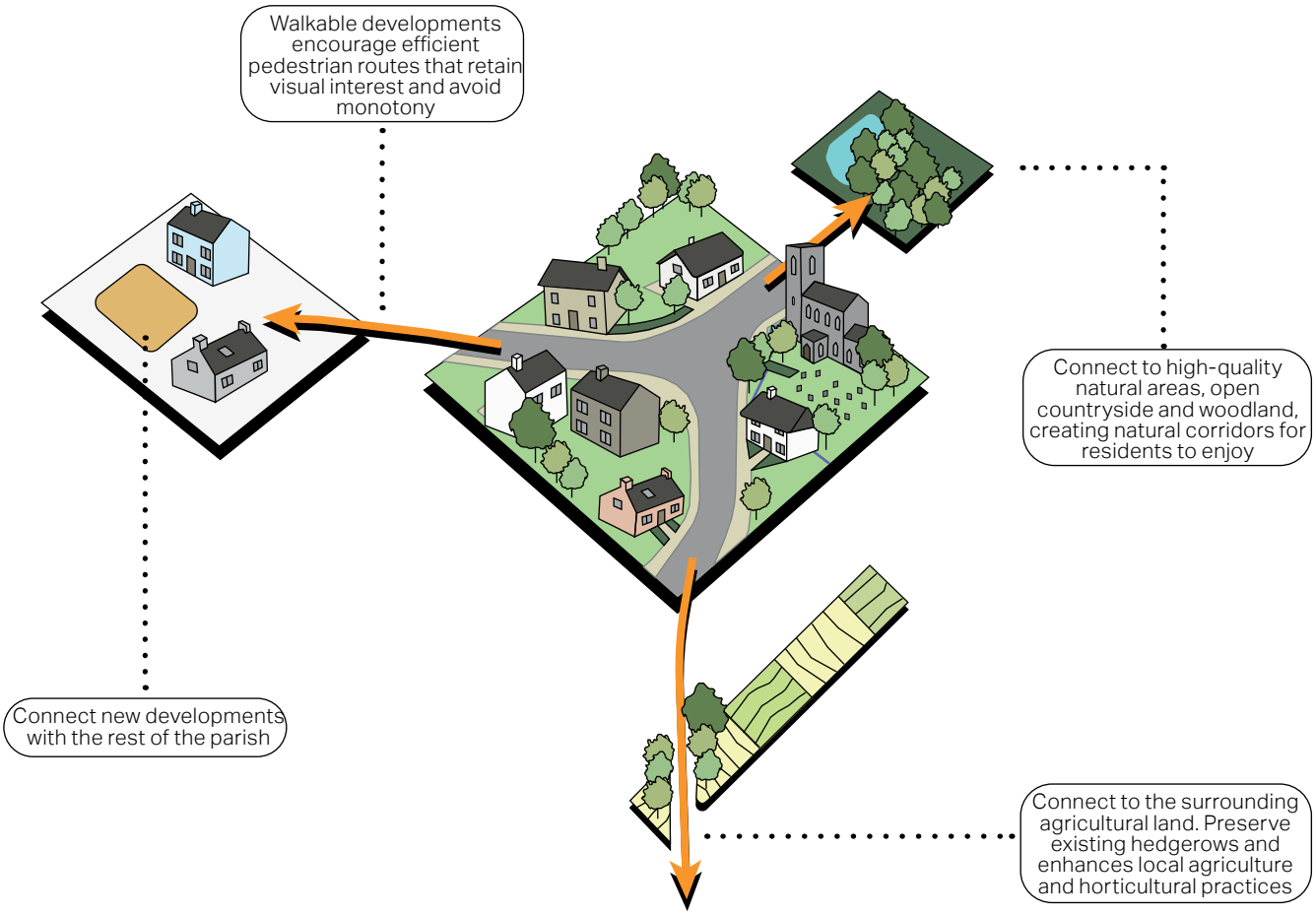

Figure 57: Diagram highlighting some guidelines relating to connecting different areas to the centre of the village

3.4 Built form

Built form looks at the design of individual buildings and how they relate physically to their surrounding context. The design of new buildings should be sympathetic and react sensitively to neighbouring properties and the existing context, as well as contributing to the overall character of the parish, ensuring a harmonious relationship.

3.4.1 Building scale & massing

Most buildings in the parish do not exceed two storeys in height. Therefore, new buildings should be sympathetic in mass, height, and scale to the existing context.

- The scale and massing of new buildings should be consistent with the form and massing of neighbouring properties.
- New developments should seek to respond to the surrounding context by using similar configurations with a modern interpretation. Development that does not respect the existing townscape should be avoided.
- The height of new buildings should respond to the surrounding context and should not be over-bearing. Some subtle variation in height is encouraged to add visual interest, such as altering eaves and ridge heights. The bulk and pitch of roofs, however, must remain harmonious to the tree canopy, the local vernacular, and the low-lying character of the settlements. Another way to achieve visual interest could be by varying frontage widths and plan forms.
- The massing of new buildings should ensure a sufficient level of privacy and access to natural light for their occupants and avoid overshadowing existing buildings. This is particularly important in areas of historic character, even in those not designated as Conservation Areas.
- Development within the parish should be of a scale and design to reinforce the locally distinctive character of each character area.


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Figure 58: Example of building massing along the parish.

Figure 59: Example of modern development, All Saints Close.

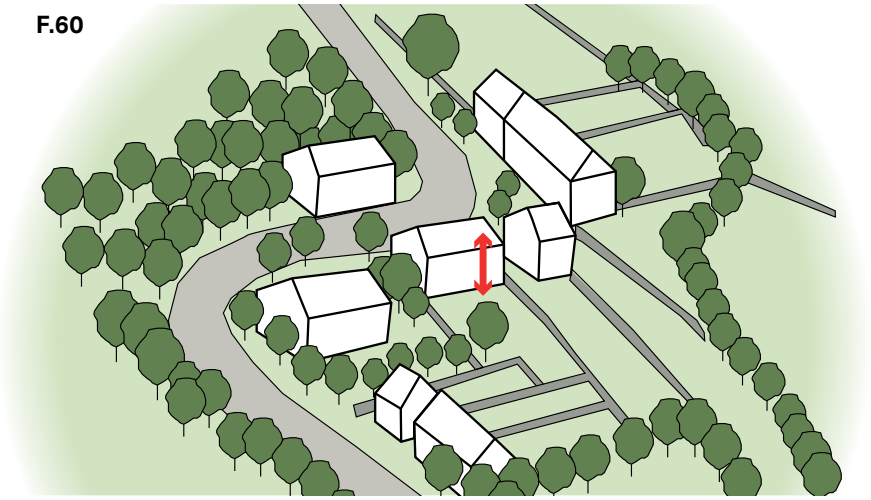

Figure 60: Illustrative diagram showing rural development, highlighting design elements relating to building layout, scale and massing

Figure 61: Traditional cottages, part of the local vernacular of the village.

Figure 62: Example of house in the village centre showing different scale to the surrounding.

Figure 63: Example of houses along Church Street showing variety of scale and massing.

3.4.2 Roofline

The parish has a varied roofline, with thatched and tiled roofs as well as red brick and clay pantiles roofs which adds to the character of the area. Creating a good variety in the roof line is a significant element of designing attractive places.

There are certain elements that serve as guidelines in achieving a good variety of roofs:

- The scale of the roof should always be in proportion with the dimensions of the building itself; monotonous repetitions of the same building elevations should be avoided. Therefore subtle changes in roofline should be ensured during the design process to link back to the rural character and create a more distinctive and appealing townscape.
- The shape and orientation of the roof may be used to optimise lighting, energy use, and rainwater management.
- Locally traditional roof materials and detailing should be considered and implemented where possible in cases of new development; and Dormers can be used as a design element to add variety and interest to roofs.
- The design of the roofline must also respond to the topography of the site and its surroundings in relation to inward long-distance views. New developments should therefore avoid locating taller buildings on crests and aim to keep rooflines below the tree canopy. They must also avoid obstructing existing landmarks.
- The design of the roofline must respond to the natural environment of the area and its surroundings in relation to key views. Roofs must avoid obstructing views that are important to the local community such as view to Conservation Area and open views to the agricultural fields.

Figure 64: Variation in roof shapes, heights, orientations and materials reinforce the rural character

Figure 65: Local traditional materials used for the roof.


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Figure 66: Chimney stacks contribute to the visual interest of the roofline.

Figure 67: Local example of constant roofline.

Figure 68: Local example of constant roofline with a variation in material and height at the long distance.

Figure 69: Thatched Roof with chimney stack

3.4.3 Fenestrations

Fenestration of windows along building facades can inform the character areas and enhance the attractiveness of the place. The variety of window styles within the parish should be used as guidance for future windows in the village.

- Long stretches of blank (windowless) walls should be avoided. Overall, consideration for natural surveillance, interaction, and privacy must be carefully balanced.
- Windows should match the general orientation, proportion, and alignment of other windows in the same building as well as those on adjacent properties, reinforcing the continuity of the streetscape.
- Windows must be of sufficient size and number for abundant natural light. Site layout and building massing should ensure access to sunshine and avoid overshadowing neighbouring buildings. New developments should also maximise opportunities for long-distance views.
- Windows in new developments should have consistent colour, thickness of frame and quality of windows across all elevations to avoid visual clutter and dissonance.
- In proximity to historic areas, fenestration must reflect an understanding of locally distinctive features such as scale, proportions, rhythm, materials, ornamentation, and articulation. This should, however, not result in replicas.

Figure 70: Casement windows in Conservation Area.

Figure 71: Casement windows in modern development in Conservation Area.

Figure 72: Casement window with non-traditional material and coloured frame along Brockford Street.

3.4.4 Building line & boundary treatment

Building typologies and building line variation can enhance settlement character. Variation is a common characteristic seen throughout the Neighbourhood Area.

- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the public realm, appropriate to the character of the area. They should be mainly continuous hedges of native species and low walls, as appropriate, made of traditional materials found elsewhere in the parish. The use of either panel fencing, metal or concrete walls in these publicly visible boundaries should be avoided. Natural boundary treatments should not impair natural surveillance.
- The soft verges and open frontages that characterise the settlements along rural roads should be maintained and hard boundaries or surfaces which would impart a more urban character should be avoided.
- In general, buildings should be aligned, facing the main access. This creates a good relationship and presence between built form and the street, however, the building line should have subtle variations in the form of recesses and protrusions yet should generally form a unified whole.
- Buildings should be designed to ensure that roads and/or public spaces have good levels of natural surveillance from the buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street.
- Alignment created by building orientation, offsets and property boundaries can impact the feeling of a space or street adjacent to it, and designers should demonstrate sensitive consideration for the spaces next to buildings.
- Front and rear elevations and boundary treatments should be appropriately designed. Properties which back onto streets reduce street scene quality and therefore masterplans should avoid this where practicable.
- Front gardens or small areas provided by the relief of buildings set back from the road, should be included where this is a characteristic of the area; and car parking should not be included at the expense of boundaries and garden frontages.
- Existing boundary trees and hedgerow should be retained and should be reinforced with native species.
- Planting should be specified to boost environmental resilience and increase ecological habitat. Single species ornamental planting should be avoided.
- 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.

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Figure 73: Tall hedge used as boundary treatment on village edge

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Figure 74: Low hedge and fence used as boundary treatment in village centre

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Figure 75: Hedges used as boundary treatment in rural areas

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Figure 76: Low boundary treatment wall with dense vegetation used to provide screening to front garden

3.4.5 Vehicle parking

Provision of parking spaces should be carefully integrated into the fabric of the parish. There is no single best approach to domestic car parking. A good mix of parking typologies should be deployed depending and influenced by location, topography, and demand.

- Residential car parking should be a mix of on-plot side, front, garage, and courtyard parking, depending on the most appropriate solution for each location.
- There should be provision of Electrical vehicles charging points on plot.
- For family homes, cars should be placed at the side or front of the property.
- For small mews style developments, a front or rear open court with good passive surveillance is a good option, with some pedestrian areas separated from vehicular traffic.
- Parking areas and driveways should be designed to minimise impervious surfaces, for example, using permeable paving. Surface finishes can be used to define areas of public and private space.
- When placing parking at the front, the area should be designed to minimise the visual impact of vehicles and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings.
- Secure and easily accessible cycle/ parking/ storage should be integrated and be a feature in all proposed new developments.

The main types to be considered are shown on the next page.

Guidance for on-plot parking

On-plot parking can be visually attractive when it is combined with high quality and well-designed soft landscaping. Front garden depth from the pavement back should be sufficient for a large family car.

Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high-quality paving materials between the private and public space.

Driveways should be constructed from porous materials to minimise surface water run-off.

Guidance for on-plot parking with garage

Where provided, garages should reflect or complement the architectural style of the main building rather than forming a distracted mismatched unit. Garage structures, where required, should be designed to be compliant with the main building, for example with a set back from the main building line.

Often garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be prominent elements and they must be designed accordingly.

It should be noted that many garages are not used for storing vehicles, especially

that they are not large enough for modern vehicles and therefore may not be the best use of space. Considerations should be given to the integration of bicycle parking and/or waste storage into garages.

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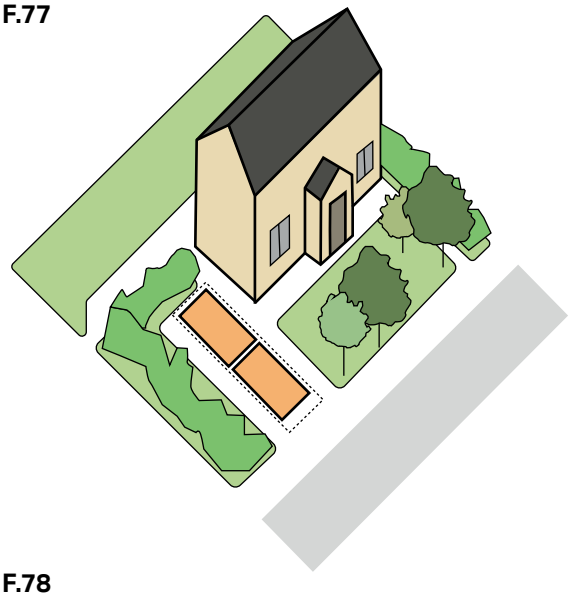

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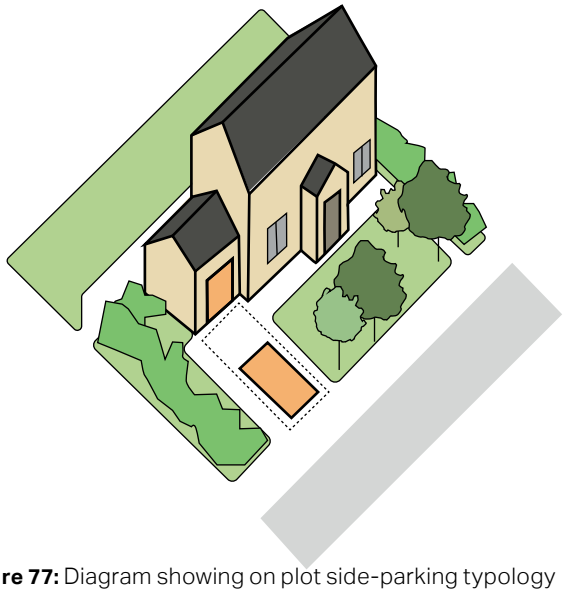

Figure 77: Diagram showing on plot side-parking typology

Figure 78: Diagram showing On-plot parking with garage typology

3.4.6 Architectural details

The architectural details used in the parish contribute to the historic character of the area and the historic vernacular. There are a range of architecture styles used that reflect different construction periods and various purposes. There are 54 listed buildings and structures within the parish including Grade I listed All Saints Church. Many buildings portray the materials, colours, and forms of the local Suffolk character.

- The materials and architectural detailing used in Wetheringsett-cum Brockford contribute to historic character of the neighbourhood area.
- Architectural design shall reflect high quality local design references in both the natural and built environment, as well as reflect and reinforce the local distinctiveness.
- Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Precedents

Material usage combined with architectural detailing is what contributes to the character of the settlement and the area's local distinctiveness. It is therefore important a continuation of these traditions is part of the design language for all future proposed developments. High quality material specification, which is locally sourced where possible, should be the starting point for all new development.

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Figure 79: Medieval era All Saints church is Wetheringsett's most notable architectural asset.

Figure 80: Victorian era Wetheringsett Primary school is another architecturally significant structure.

Figure 81: Wetheringsett Manor, mid-19th century former rectory sits within the remnants of its parkland on the edge of the village centre.

3.4.7 Materials and building details

Local materials and traditions are what define settlements and their unique story. Modern development must continue these traditions whilst innovating and moving forwards. Any development proposal should demonstrate that the palette of materials has been selected based on solid knowledge of the local vernacular style and traditions. They should also reflect an intelligent understanding of the historic buildings details without resulting in low-quality imitations of past styles.

- The specification of smooth rendered white walls should be carefully considered as these are susceptible to significant staining.
- In new developments and renovations, locally sourced bricks or bricks that match the buildings in the surrounding area would be appropriate.
- Particular attention should be given to the bonding pattern, size, colour, and texture of bricks.
- Each building should be designed with the specific location in mind and its immediate surroundings.
- If door or window frames need to be replaced, they should ideally be replaced with the original materials. However, if different materials are chosen then the window style should remain the same (if original). The opportunity should be taken to reinstate traditional style windows where they have been unsympathetically replaced in the past.
- Careful consideration needs to be given to painting buildings to ensure the visual harmony of buildings in the village is retained.

This section includes some examples of building materials that contribute to the local vernacular, which could be used to inform future development. This list is not exhaustive, and each design proposal should develop a material rationale and explains how it fits within the context of this area. The following material considerations could be applied to new development.

- Thatched roofs
- Tiled roofs (Grey and red)
- Wattle and daub/render construction
- Red and white brick walls
- White and pink render walls
- Red and black pantiles roof
- Weather board
- Slate roof

Figure 82: Red brick

Figure 83: Corrugated metal facade

Figure 84: Glazed pantiles

Figure 85: Thatch roof

Figure 86: Off-white render

Figure 87: Black weatherboarding

Figure 88: Wattle and daub built house

Figure 89: Gabled porch

Figure 90: Pink render

Figure 91: Clay pantiles

Figure 92: Timber gate

Figure 93: Low brick and stone wall

Figure 94: Multi-pane casement window

Figure 95: Facade with timbering

Figure 96: Landscaped hedge

Figure 97: Traditional building rooflines

Figure 98: Gabled dormer

Figure 99: Multi-pane bay window

Figure 100: Shed dormer

Figure 101: Traditional chimney

3.4.8 Building modifications, extensions and plot in-fills

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

The Planning Portal contains detailed information on building modifications and extensions, setting out what is usually permitted without planning permission (permitted development) as well as what requires planning permission. Many household extensions are covered by permitted development rights, therefore do not need planning permission. There are however a few principles that residential extensions and conversions must follow to maintain character:

- Alterations and extensions of historic buildings within a Conservation Area should respect the host building, preserve or enhance their character. Replacement of historic and traditional features, with non-traditional materials should be avoided.
- Any house conversion must respect and preserve the buildings' original form and character.
- Extensions should be appropriate to the scale, massing, and design of the main building, and complement the streetscape and the rural setting. In general, they should be designed to look subservient to the original building.
- Extensions are more likely to be successful if they do not exceed the height of the original or adjacent buildings. Two-storey extensions should be constructed with the same angle of pitch as the existing roof.
- The original building must remain the dominant element of the property regardless of the amount of extensions. The extension shall not overwhelm the building from any given point.
- Extensions shall not result in a significant loss to the private amenity area and amount of daylight to the dwelling. Designs that wrap around the existing building and involve overly complicated roof forms shall be avoided.
- Extensions should be recessed or in line with the existing building façade and shall use lower ridge and eaves levels to ensure that the length and width of the extension are less than the dimensions of the original building.
- The design, materials and architectural detailing of extensions should be of high quality and respond to the host building and the local character of the Neighbourhood Area. Where possible, reuse of the original materials is ideal, or alternatively, use like-for-like materials. Any new materials must be sustainable and be used on less prominent building parts. Extensions should create an overall harmonious composition and a strong degree of unity with the original building.

- Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers.
- The impact on the space around the building should consider overlooking, overshadowing, and overbearing.
- Extensions of existing buildings should help to reduce carbon emission by complying with high energy efficiency standards and utilising low energy design. However, when retro fitting renewable technologies, great care should be taken to integrate well, and to protect the existing character of the building. For heritage buildings, solar panels or other roof mounted services should be located discreetly, preferably not on the street facing elevations.
- Infill plot development should take precedent from good examples within the surrounding architectural context. Poor contextual precedent should not set the standard.

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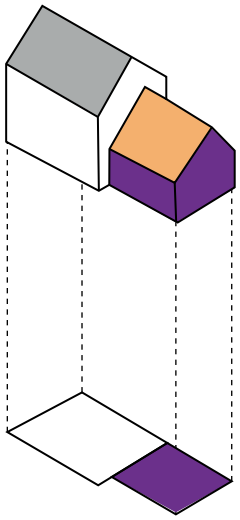

Figure 102: An example diagram of a side extension

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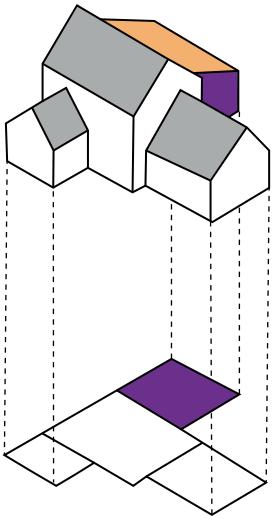

Figure 103: An example diagram of a rear extension

Guidance for side extensions

Side extensions are a popular way to extend a building to create extra living space. However, if poorly designed they can negatively affect the appearance of the street scene, disrupting the rhythm of spaces between buildings.

- Side extensions should be set back from the main building, retain the proportions of the original building, and complement the materials and detailing of those on the original building, particularly along the street elevation.
- The roof of the extension should harmonise with that of the original building; flat roofs should be made into green and brown roofs and contribute to biodiversity net gain.
- Side windows should also be avoided unless it can be demonstrated that they would not have a negative impact on neighbourhood amenity.

Guidance for rear extensions

Single storey rear extensions are generally the easiest way to extend a house and provide extra living space.

- The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking day light. A flat roof is generally acceptable for a single storey rear extension.
- Double storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the

Extensions

Extensions provide building flexibility for residents to meet their growing family or spatial requirements, without the inconvenience of moving. An extension can transform a property's appearance and increase its functionality. The design of extensions should therefore be used as an opportunity to enhance dwellings, and therefore extension type, position, and materials should be planned robustly.

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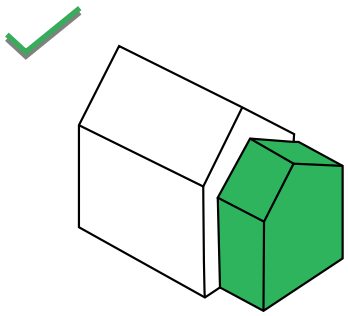
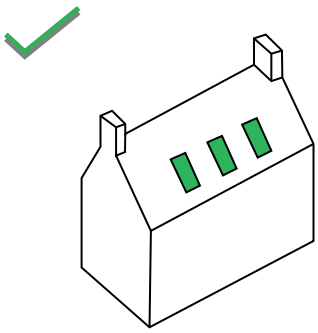
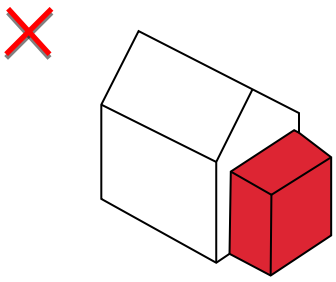
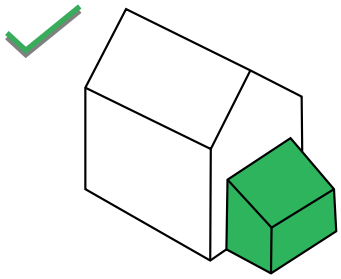


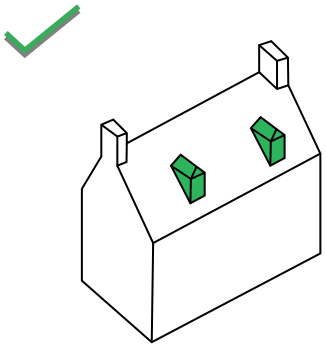


Loft conversion incorporating skylights

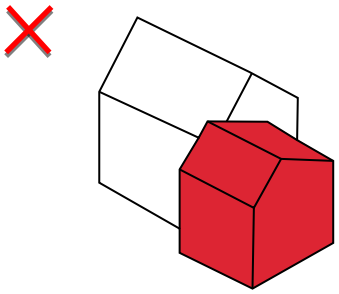




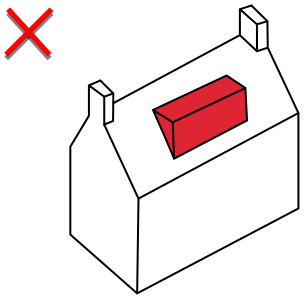
Good examples for side extensions, respecting existing building scale, massing and building line



Loft conversion incorporating gabled dormers



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



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

Figure 104: Best practice for building extension works

3.4.9 Conversions of agricultural buildings

The redevelopment of farm buildings seems to be a feature in the parish, with some high quality conversions adding to the variety of housing. The following are general guidance for barns and agricultural buildings conversions.

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

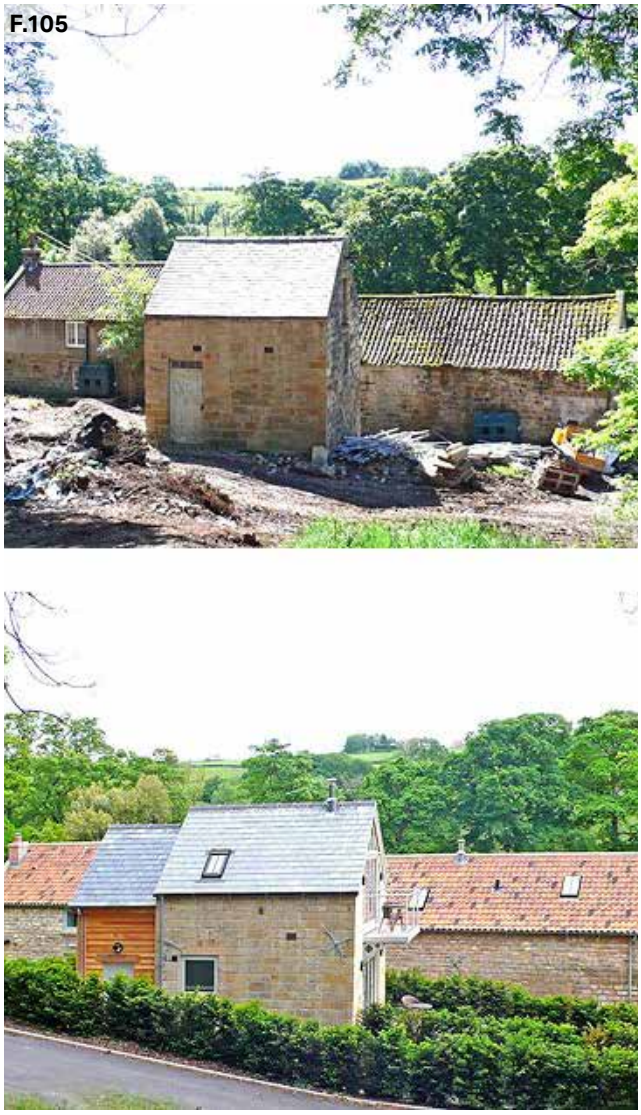


Figure 105: Before and after of agricultural building conversion where the scale, heights, and openings of building have been retained and respected. (Source: andrewdoughty.co.uk)

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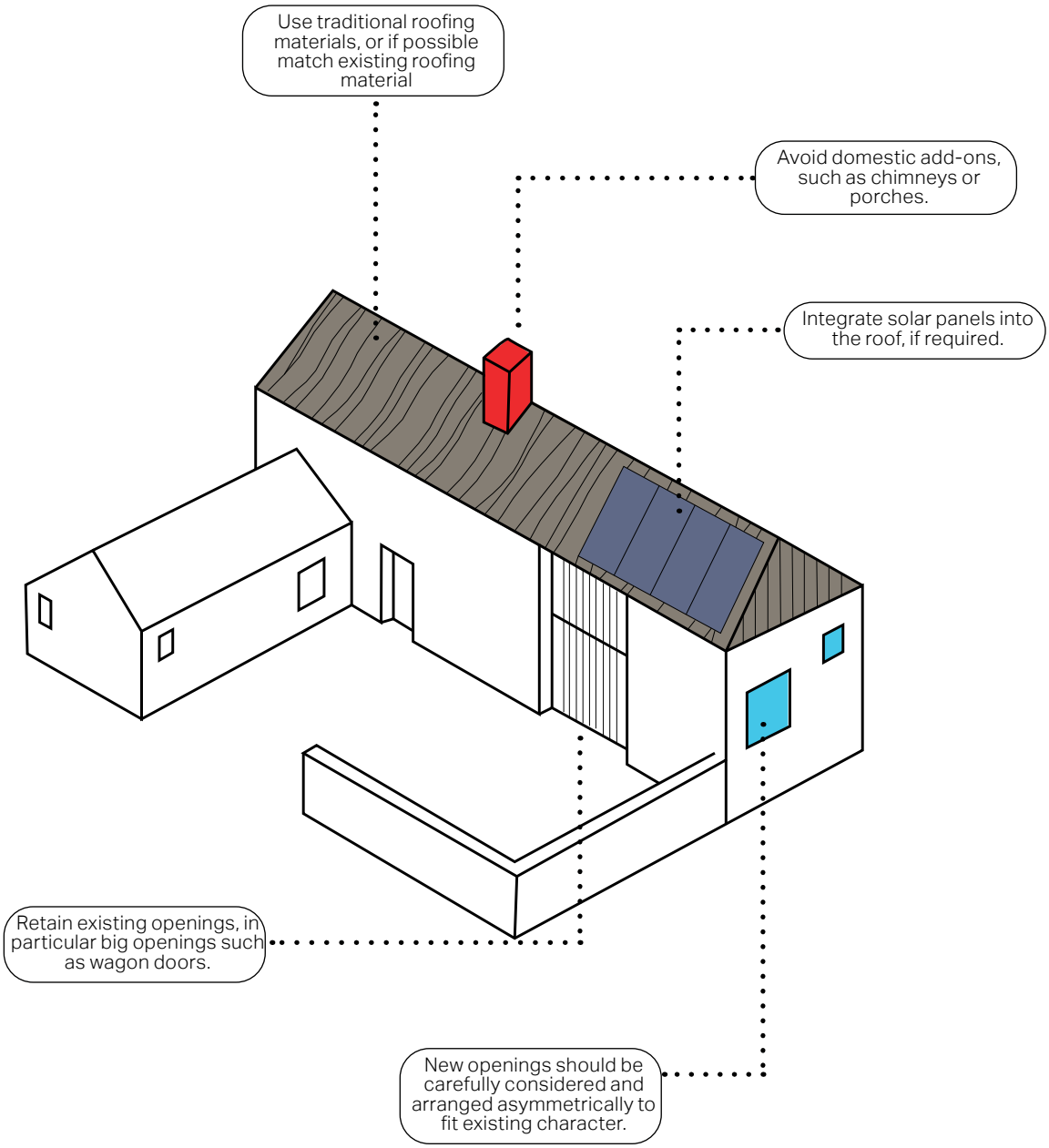


Figure 106: Diagram illustrating some design principles for the conversion of agricultural buildings

3.5 Sustainability

This section focuses on sustainable design solutions that could be incorporated in buildings and at broader design scale within the parish. The use of such principles and design tools should be encouraged to contribute towards a more sustainable environment while improving energy efficiency and reducing flood risks.

3.5.1 Sustainable Drainage Systems (SuDS)

SuDS cover a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits. SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources. SuDS is based upon:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater.
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing.

There are different effective SuDS types to consider, the choice would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. However, some overarching principles can be applied for best SuDS Design Practice:

- SuDS should be integrated in the development and should improve the amenity benefits and provide biodiversity through early consideration and good design practices.
- SuDS should be considered in areas that are not directly in flood risk areas as this can help downstream flood risk by storing water upstream.
- Surface water should be managed as close as to where it originates as possible.
- Runoff rates should be reduced by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network.
- Water quality should be improved by filtering pollutants to help reduce environmental contamination.
- A combination of different water management approaches is desirable.
- Vegetated SuDS are effective as they use natural processes to slow and clean the water whilst increasing the biodiversity value of the area.

The following section elaborates on effective types of SuDS to consider through the design process:

Storage and slow release-rain water harvesting

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water. Simple storage solutions, such as water butts, can help provide significant attenuation. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events. New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, some design recommendations would be to:

- Conceal tanks by cladding them in complementary materials.
- Use attractive materials or finishing for pipes.
- Combine landscape/planters with water capture systems.
- Put tanks underground.
- Utilise water bodies for storage.

F.107

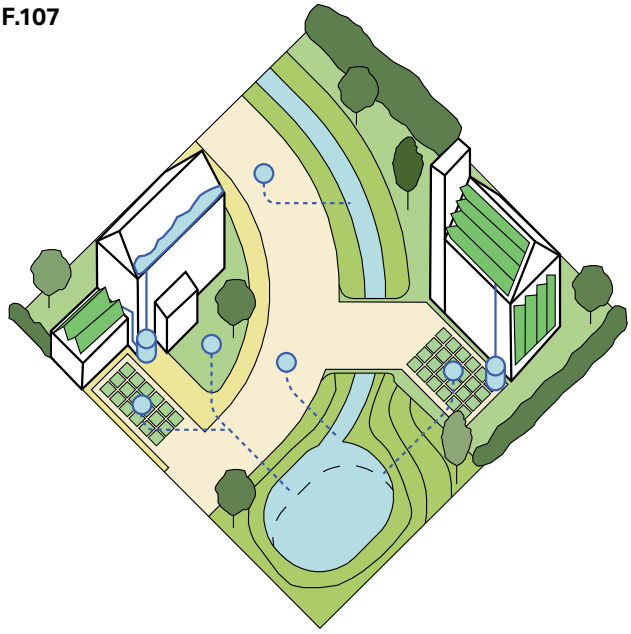


Figure 107: Diagram illustrating elements of rainwater harvesting system; Rain Garden, Swales, Permeable Paving and Green Roofs

F.108

F.109

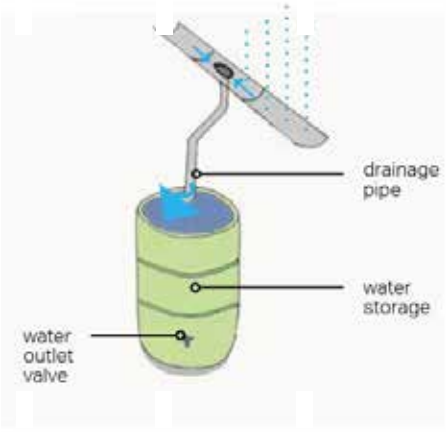


Figure 108: Diagram illustrating the function of a stormwater planter

Figure 109: Diagram illustrating the function of a water butt

Permeable paving

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving.

- The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.
- Permeable paving can be used, where appropriate, on footpaths, green spaces, private access roads, driveways, and private areas within the individual development boundaries.
- Permeable paving must also respect the local material palette, help to frame the buildings, create an arrival statement, be in harmony in the landscape treatment of the property and help define the property boundary.

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

- Flood and Water Management Act 2010, Schedule 3

- The Building Regulations Part H – Drainage and Waste Disposal

- Town and Country Planning (General Permitted Development) (England) Order 2015

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems

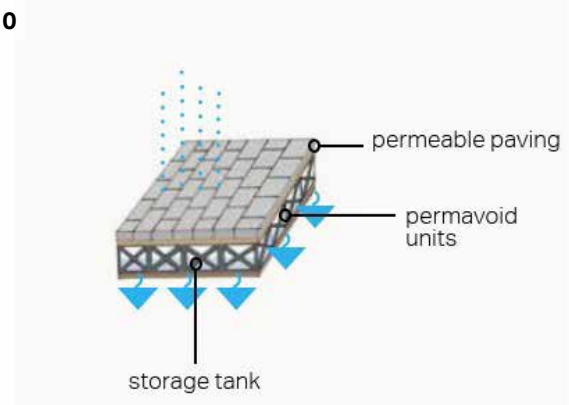
- The SuDS Manual (C753)

- BS 8582:2013 Code of practice for surface water management for development sites

- BS 7533-13:2009 Pavements constructed with clay, natural stone, or concrete pavers.

- Guidance on the Permeable Surfacing of Front Gardens

F.110



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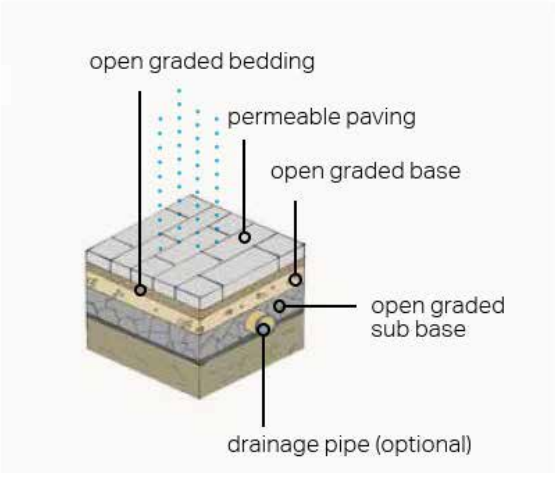


Figure 110: Diagram illustrating the function of a soak away with perma-void units

Figure 111: Diagram illustrating the construction of a permeable paving area

Attenuation ponds and detentions basins

Attenuation ponds are permanent bodies of water with stormwater storage capacity above the permanent water level. Detention basins are similar to attenuation ponds, but without a permanent pool of water.

Detention basins provide more attenuation storage per unit surface area than attenuation ponds of the same depth, so may be used when space is more limited. However, attenuation ponds are preferred due to the greater amenity and biodiversity benefits offered and they are an existing feature within the parish.

Ponds are a common feature within Wetheringsett and they should be enhanced and linked to the overall drainage network.

- Attenuation ponds must be of a natural appearance to complement the rural character of the site. They can also be of educational benefit to schools and the local community.
- Detention basins will be vegetated to provide greater water quality benefits, such as through the removal of sediment. They should be designed to permit alternative uses when not in use, where appropriate.
- Attenuation ponds and detention basins must actively contribute as new public amenities and green spaces. It must be expected that people will interact with the water and landscaping, therefore they must be designed for safe public access and not fenced off.

F.112

F.113

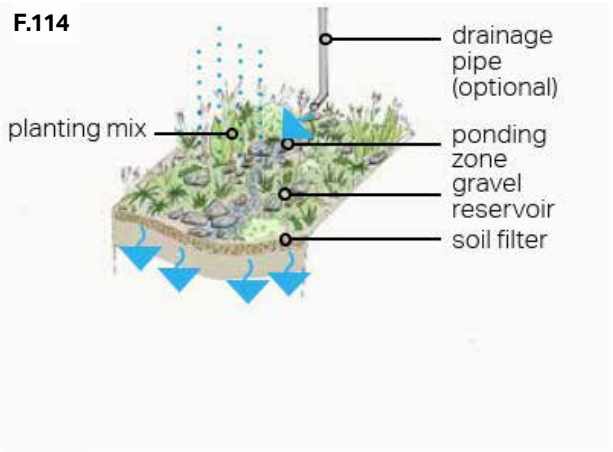
Figure 112: Existing pond in Wetheringsett dug to allow construction of housing, actively managing rainwater.

Figure 113: Detention basin with aquatic friendly and native planting incorporated.

Bioretention systems

Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the parish. Vegetation must reflect that of the surrounding environment.

- Bioretention systems can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.
- Their planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.



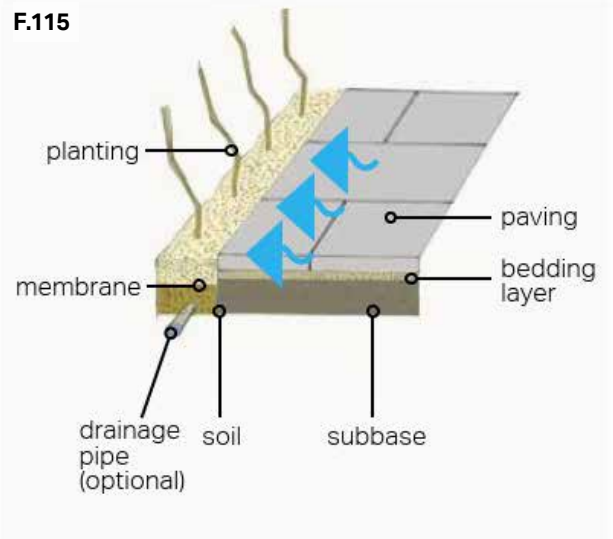


Figure 114: Diagram illustrating function of a rain garden.

Figure 115: Diagram illustrating function of soakaway

Swale

Swales are the preferred option for water conveyance due to their provision of biodiversity and amenity benefits. Swales are very common within Wetheringsett and they should be maintained, enhanced and connected to the overall drainage network.

- Swales should only be used where they can be integrated with the landscape design and their character will suit the surroundings, with soft, natural features providing contribution to biodiversity.
- They will be located within development packages to convey surface water to attenuation features.
- Due to their open, linear features, crossing points are required where they intersect with access routes, which will require careful design for future maintenance. Therefore, swales are better suited to locations where fewer crossing points would be required, such as alongside buffer zones or perimeter roads encircling a development plot.
- A large number of man-made and natural ponds exist within the parish. The expansion and integration of these ponds could be highly beneficial in creating a network of highly diverse swales across the area.

F.116

F.117

Figure 116: Example of swale designed as a public amenity and fully integrated into the design of the public realm, Sweden.

Figure 117: Garden swale, while crucial to the control of rainwater, also acts as a rich habitat for plants, insects and animals.

3.5.2 Eco-design

Energy efficient or eco design combines all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, strategies can be incorporated towards passive solar heating, cooling and energy efficient landscaping that are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged. Energy efficient technologies could be incorporated in buildings and at a broader parish design scale. Eco-design can be adapted to a wide variety of architectural styles. Historic buildings can also be retrofitted in a way that respects both the environment and their historic features.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit. The final step towards a high-performance building would consist of other on site measures towards renewable energy systems.

The following diagram identifies some methods and areas where new or existing properties can increase energy conservation and reduce their environmental impact.

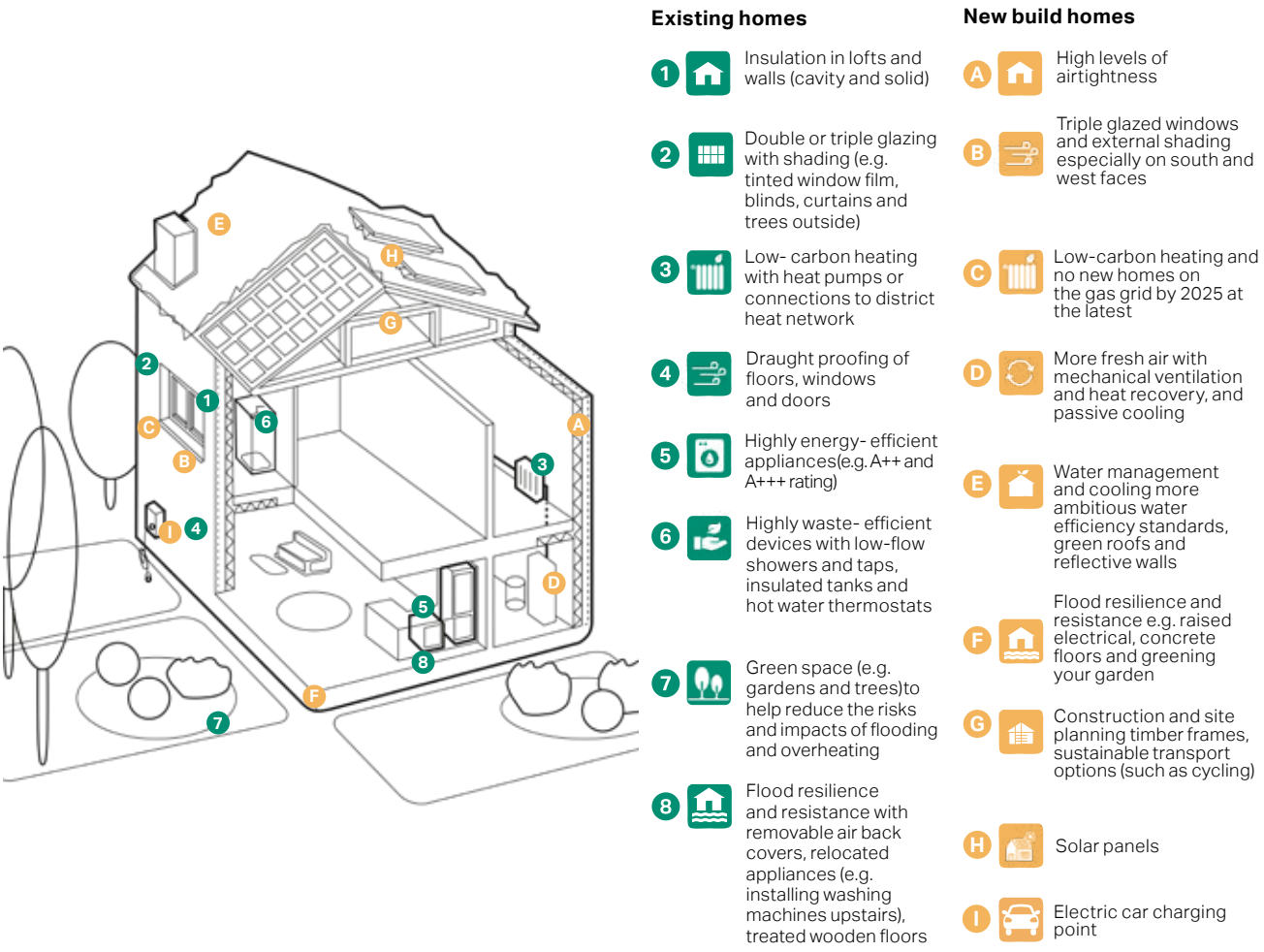


Figure 118: Diagram showing low-carbon home layout in both existing and new build conditions (adapted from Commission on Climate Change).

Solar panels

The design and installation of solar panels should be done carefully considering potential implications within Conservation Areas. Preserving the character of the parish should be a priority.

On new builds:

- Design solar panel features from the start, forming part of the design concept. Some attractive options are solar shingles and photovoltaic slates.
- Use the solar panels as a material in their own right.

On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels.
- Consider introducing other tile colours to create a composition with the solar panel materials.
- Conversely, aim to introduce contrast and boldness with proportion. There has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.
- Carefully consider the location of solar panels on buildings within the Conservation Area. It might be appropriate to introduce solar panels to areas of the building that are more concealed in order to preserve the character and appearance of the Conservation Area.
- Solar panels can be added to listed buildings, but they need to be carefully sited and consent will be required.

F.119

Figure 119: Solar panels installed on the south-facing pane of the roof of new build house in Wetheringsett

F.120

Figure 120: Solar panels installed on the south-facing pane of the roof of existing house in Wetheringsett. (Source: onthemarket.com

Servicing

With modern requirements for waste separation and recycling, the number and size of household bins have increased. This poses a problem with the aesthetics of the property if bins are left without a design solution. Waste and cycle storage, if placed on the property boundary, must be integrated with the overall design of the boundary. A range of hard and soft landscaping treatments such as hedges, trees, flower beds, low walls, and high-quality paving materials could be used to minimise the visual impact of bins and recycling containers. Therefore, the following guidelines are recommended:

- When dealing with waste storage, servicing arrangements and site conditions should be taken into account. In some cases, waste management should be from the front of the building and in others, from the rear. It is recommended that bins are located away from areas used as amenity space.
- Create a specific enclosure of sufficient size for all the necessary bins.
- Bins should be placed as close to the dwelling's boundary and the public highway, such as against a wall, fence, or hedge, but not in a way as to obstruct the shared surface for pedestrian and vehicle movements.
- Place it within easy access from the road and, where possible, with the ability to open on the pavement side (if any) to ease retrieval.
- Bin storage design should be discrete and not cause any negative visual impact.
- Refer to the materials palette to analyse what would be a complementary material.
- Add to the environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with cycle storage.
- The image and diagrams on this page illustrate design solutions for servicing units within the plot.

F.121

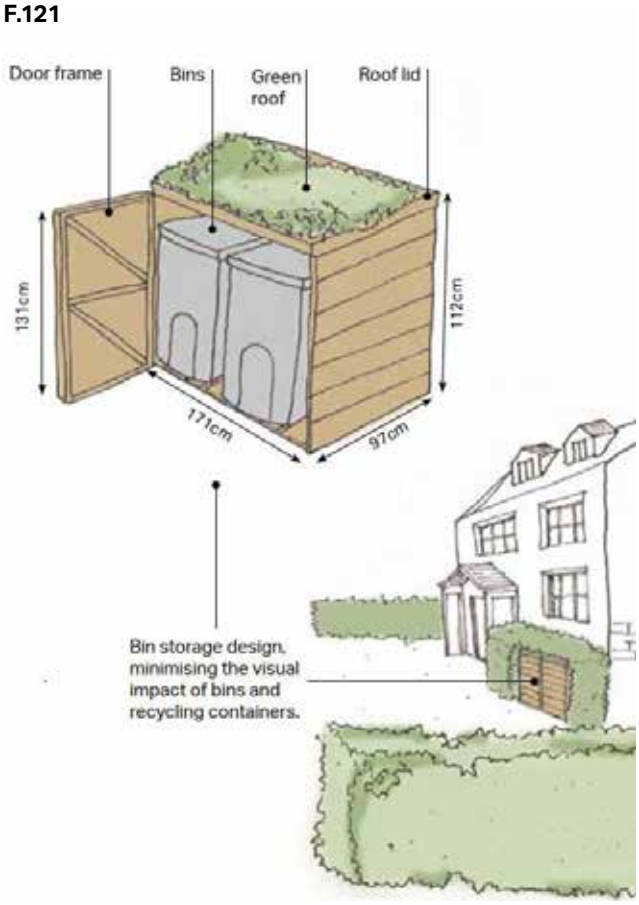


Figure 121: Bin storage design solutions

Green and brown roofs

Green roofs are increasingly accepted and are often seen integrated in new building design. Whether the roof is partially or completely covered with vegetation, their design should follow some design principles such as:

- Plan from the start;
- Easy to reach and maintain;
- To complement (where applicable) the surrounding landscape;
- To help integrate the building with the countryside; and
- Design comprehensively with other eco designs such as water harvesting and pavements.

Figure 122: Detail of a green roof integrated into the fabric of the historic town or Rheda-Wiedenbrück, Germany.

Biodiversity and preservation of trees and hedgerows

Biodiversity and woodlands should be protected and enhanced where possible. Trees in the parish may not all benefit from the protection of a Tree Preservation Order (TPO). Therefore, new developments and any change in the physical environment must:

- Incorporate existing native trees and shrubs and avoid unnecessary loss of flora.
- Replace any tree or woodland lost to new development. Native trees and shrubs should be used to reinforce the more rural character of the area.
- Promote rich vegetation in front and rear gardens to improve the visual impact and mitigate air pollution. New and retained vegetation at the edges of new developments are particularly important for their successful integration into the wider landscape.
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function.
- Include the creation of new habitats and wildlife corridors. This could be by aligning back and front gardens or installing bird boxes or bricks in walls. Wildlife corridors should be included to enable wildlife to travel to and from foraging areas and their dwelling areas.

F.123

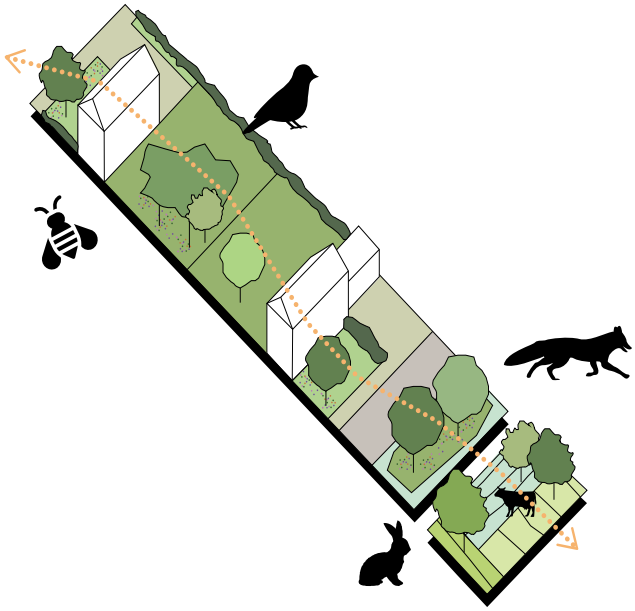


Figure 123: Diagram highlighting the importance of creating wildlife habitats and corridors

F.124

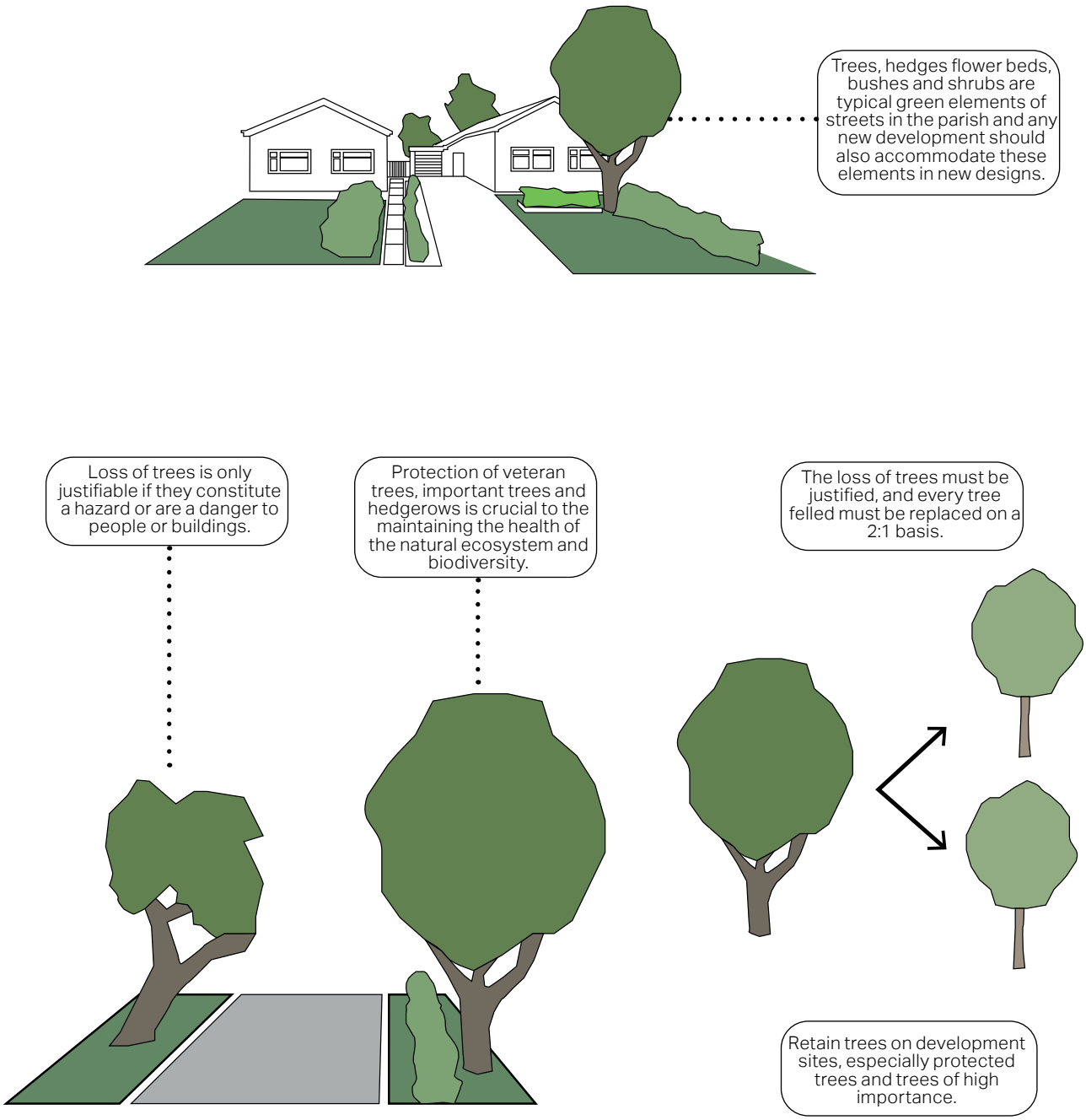


Figure 124: Diagram to highlight guidance related to tree preservation

3.6 Industrial/employment development areas

These guidelines are mostly relevant to Mendlesham Airfield, Town Lane Haulage Depot and the borders to the A140 but should also be used for any future industrial or employment development within the parish.

Place-making:

- New development should focus on the refurbishment or re-purpose of existing facilities/structures before considering allocations of new sites.
- Where new development is planned, a range of open spaces should be provided to strengthen the connection between business sites and adjacent residential areas.
- New development should be sympathetic to its village and rural setting.

Location:

- New development of employment sites should be located outside residential areas, ideally on previously developed land.
- Proposals on greenfield sites should be avoided where possible.

Site Layout and Frontage:

Design of future employment sites should consider:

- Building with a consistent set back to neighbouring buildings to create a cohesive character and remove the need for fences.
- Locating yard and loading spaces away from the street edge and towards the middle or rear of the site.
- Positioning active uses or operating main areas at ground floor, along the street.
- Ensure ground floor uses adjacent to the street have higher level of visual permeability.
- Massing, heights, and materials, ensuring that they are sympathetic and unintrusive.

Figure 125: Built Structure of Mendlesham Industrial Estate

Movement:

- Ensure HGV routes connect to the strategic road network as efficiently as possible to reduce conflict between HGV's and other road users.
- Impacts on the traffic levels of the A140 at the main accesses to the parish should be considered as well as the separation of traffic.
- Consideration must be given for pedestrians to access employment sites.
- Promote businesses working together to consolidate deliveries where possible to reduce HGV movements.

Access yards, servicing, and parking:

- Segregate servicing and pedestrian routes.
- Take advantage of sites with access from multiple sides to separate access.
- Consider shared yards to optimise space on smaller sites.
- Incorporate sufficient space for HGV turning circles within the site to prevent HGV manoeuvring on highways or local roads.
- Consider provision of shared HGV parking for units that only require occasional HGV access.
- Integrate parking within buildings and away from the street edge and separate yard-space, employee parking and visitor parking.

Amenity space and adjacency:

- Create well designed public spaces and meeting places at the edge of employment or industrial sites.
- Use ancillary uses such as parking or cycle storage and landscaping to provide a buffer between any residential areas and employment or industrial uses.
- Use landscaping to buffer sites adjacent to main roads such as the A140 to limit the noise and pollution impact of the busy roads.

Lighting:

- The type and design of lighting should be appropriate to the individual building and be respectful of the existing context.
- Avoid using visually distinct sources of illumination that result in disproportionate signage that may be intrusive to the countryside and character of the area, such as internally illuminated box signs and totem pole.

Signage:

- The signage should be maintained to established principles.
- Hanging signs should be appropriately sized in relation to building and street. They should use an appropriate material, shape, and form.
- In the case of corporate brands, they should be sensitive to the existing context, size and scale and use materials and textures from the local vernacular of the area.

F.126

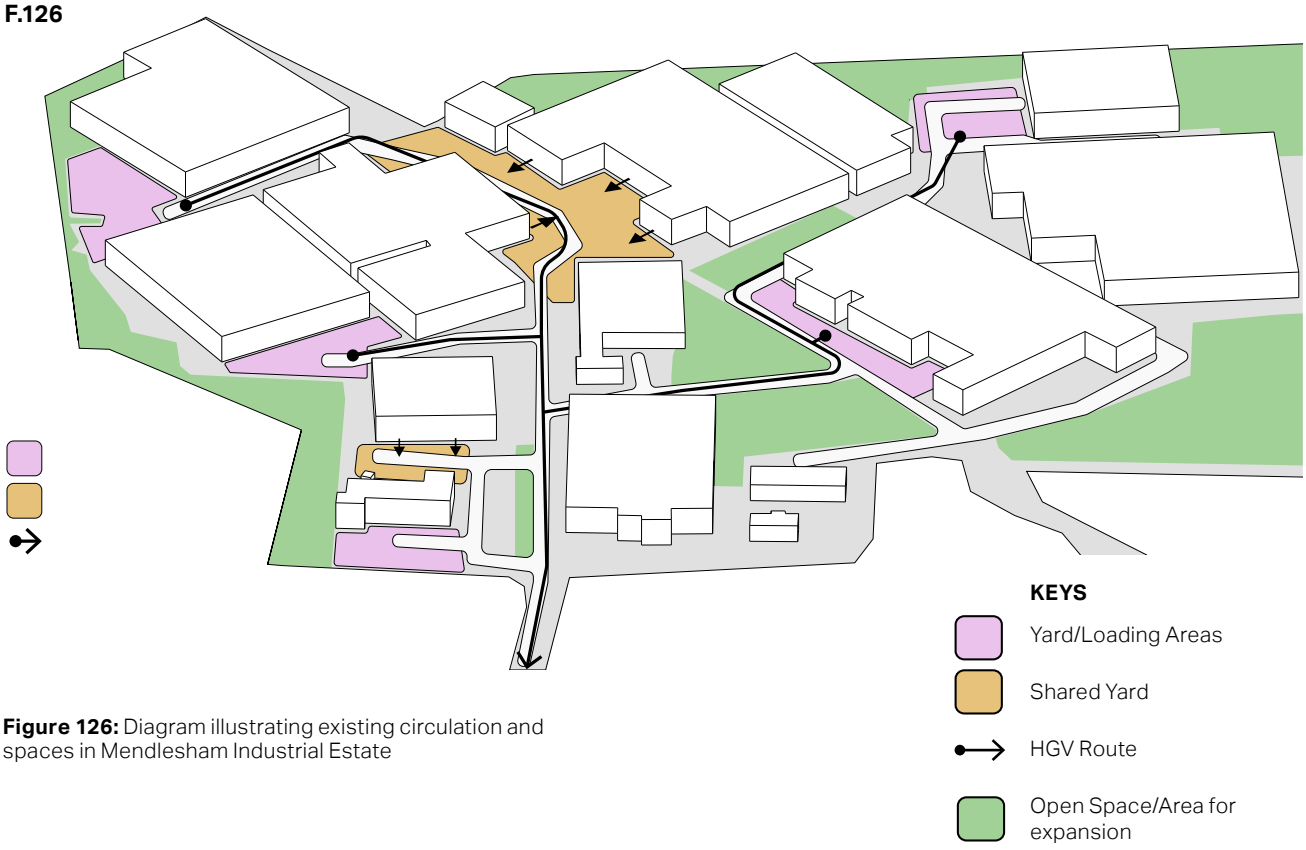
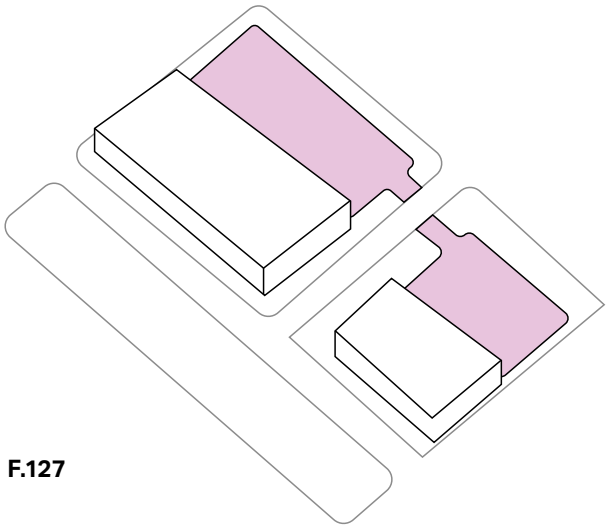


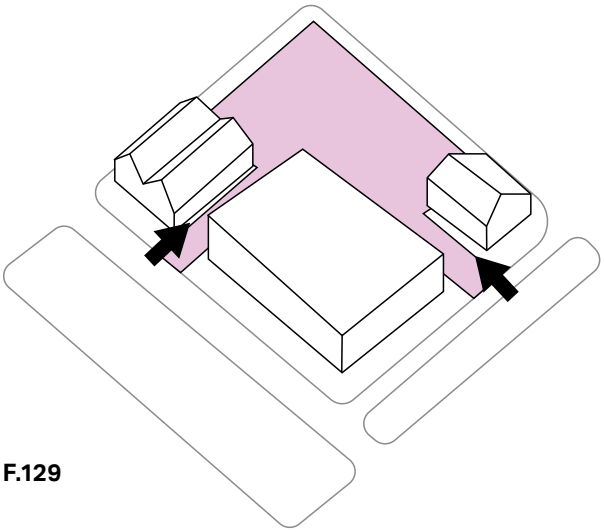
Figure 126: Diagram illustrating existing circulation and spaces in Mendlesham Industrial Estate

Key Aspects for Future Development:



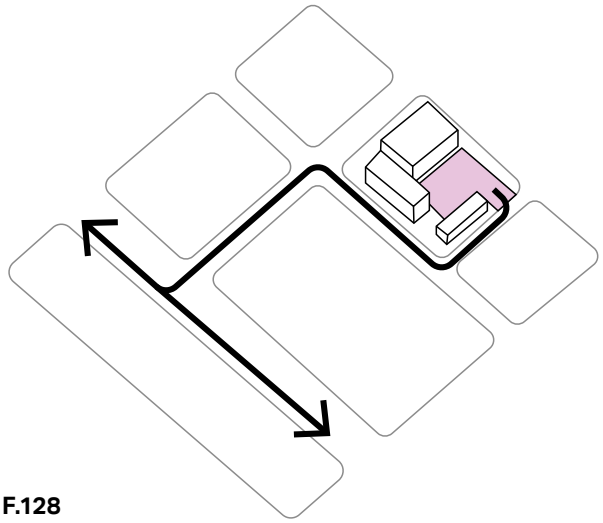
F.127

Figure 127: Yard and Loading space should be situated to the rear of industrial buildings



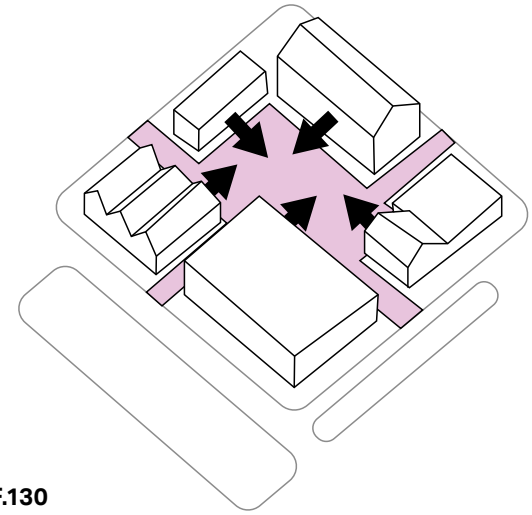
F.129

Figure 129: If possible, site access from multiple sides would be favoured to separate access points



F.128

Figure 128: HGV Routes should be connected to road network efficiently to promote clusters of businesses to minimise impact of HGV movements



F.130

Figure 130: Shared yards should be incorporated to optimise operation space on smaller sites

3.7 Character Area Guidance

The following provides guidance for each of the Character Areas within Wetheringsett-cum Brockford that should be considered for any new development located in or adjacent to each of the areas.

Principles and Guidance - Church Street

- Style and atmosphere of the village should be protected, enhanced and carefully considered in any new development.
- The character and ecological quality of the river Dove should be protected and enhanced. There is perhaps scope to emphasise the river's location within the village and provide more pedestrian friendly access in turn.
- Improvements could be made across the pedestrian network. A more connected system of road-side footpaths would be beneficial, with the potential to connect All Saints churchyard and cemetery to the primary chool and village hall.
- Ensuring the direct access for pedestrians from the village to the surrounding landscape and the public right of ways (footpaths) is enhanced and signposted where possible forming a more visible network.

Principles and Guidance - Hockey Hill

- Building heights should be no more than 2 storeys, but any proposal should make strong reference to the massing in its immediate context.
- Encourage a high degree of greenery along the public road and in gardens. Consider hedgerows containing native species as boundary features, and fences and walls should be similar to existing examples.
- Parking should be on-plot and set within planting and greenery.
- Existing views across the countryside should be protected.

Principles and Guidance - Hall Lane

- Potential for public footpath route at end of Hall Lane to be signposted at the junction that meets with Hockey Hill and Station Road.
- Potential for more thorough integration of existing industrial buildings with screen planting and softening of any harsh boundaries.
- Woodland and countryside nature of Hall Lane should be protected.

Principles and Guidance - Brockford Street

- Improvements could be made across the pedestrian network. A more connected system of road-side footpaths would be beneficial and would mitigate the considerable impact of the A140 and provide far safer streets.
- Protect the character and historic buildings along Brockford Street.
- Building heights should be no more than 2 storeys, but any proposal should make strong reference to the massing in its immediate context.
- Potential for public footpath routes into and away from Brockford Street and the surrounding areas to be more clearly signposted.
- Ensure the direct access for pedestrians from the character area to the surrounding landscape is enhanced.

Principles and Guidance - Brockford Green & Knaves Green

- Protect and enhance the high degree of greenscape along Brockford Green and Knaves Green. Consider hedgerows containing native species as boundary features, and any fences and walls should be similar to existing examples.
- Housing should be set back with generous front gardens, or where this is not possible, housing should be well integrated using screening and boundary features sympathetic to existing examples to fit into the surrounding character area.
- Existing views across the countryside should be protected.
- Countryside nature of Brockford Green and Knaves Green should be protected.

Principles and Guidance - Station Road

- Protect and enhance the high degree of greenscape along Station Road. Consider hedgerows containing native species as boundary features, and any fences and walls should be similar to existing examples.
- Housing should be set back with generous front gardens, or where this is not possible, housing should be well integrated using screening and boundary features sympathetic to existing examples to fit into the surrounding character area.
- Existing views across the countryside should be protected.
- Countryside nature of Station Road should be protected.
- Potential for more thorough integration of existing small enterprises with screen planting and softening of any harsh boundaries.

Principles and Guidance - Town Lane

- Protect and enhance the high degree of greenscape along Town Lane. Consider hedgerows containing native species as boundary features, and any fences and walls should be akin to similar examples.
- Housing should be set back with generous front gardens, or where this is not possible, housing should be well integrated using screening and boundary features sympathetic to existing examples to fit into the surrounding character area.
- Existing views across the countryside should be protected.
- Countryside nature of Town Lane should be protected.
- Potential for more thorough integration of existing industrial area towards the northern end of Mendlesham Airfield with screen planting and softening of any harsh boundaries.
- Potential for history of Mendlesham Airfield to be incorporated in some manner. This could include information signage.

Principles and Guidance - Wetherup Street, Park Green & Broad Green

- Protect and enhance the high degree of greenscape within this character area. Consider hedgerows containing native species as boundary features, and any fences and walls should be similar to existing examples.
- Protect the character and historic buildings along Wetherup Street.
- Building heights should be no more than 2 storeys, but any proposal should make strong reference to the massing in its immediate context.
- Housing should be set back with generous front gardens, or where this is not possible, housing should be well integrated using screening and boundary features sympathetic to existing examples to fit into the surrounding character area.
- Parking should be on-plot and set within planting and greenery.
- Existing views across the countryside should be protected.
- Countryside nature of this character area should be protected.
- Potential for public footpath routes into and away from Wetherup Street and the surrounding areas to be more clearly signposted.
- Ensure the direct access for pedestrians from the character area to the surrounding landscape is enhanced where possible.

Principles and Guidance - Pitman's Corner, Blacksmith's Green, Pages's Green & White House Corner

- Protect and enhance the high degree of greenscape within this character area. Consider hedgerows containing native species as boundary features, and any fences and walls should be similar to existing examples.
- Housing should be set back with generous front gardens, and housing should be well integrated using screening and boundary features sympathetic to existing examples to fit into the surrounding character area.
- Parking should be on-plot and set within planting and greenery.
- Existing views across the countryside should be protected.
- Countryside nature of this character area should be protected.
- Ensure the direct access for pedestrians from the character area to the surrounding landscape is enhanced where possible.

3.8 Checklist

This section sets out key elements to consider when assessing a design proposal. These are presented as general questions which should be addressed by developers and their design teams who should provide clarifications and explanation as necessary.

The aim is to assess all proposals by objectively answering the questions below. Not all questions will apply to every development. The relevant ones should provide an assessment overview as to whether the design proposal has considered the context and provided an adequate design proposal.

The guidelines developed in the document focus on residential environments. However, as mentioned previously, new housing development should not be viewed in isolation. Considerations of design and layout must be informed by the wider context, considering not only the immediate neighbouring buildings but also the townscape and landscape of the wider locality.

The local pattern of streets and connectivity, building traditions, materials and natural environment should all help to determine the character and identity of a development, recognising that new building technologies can deliver acceptable built forms and may sometimes be more efficient.

As a first step, there are a number of design principles that should be present in any proposals. As general design guidelines, new development should:

- Respect the existing settlement pattern in order to preserve the character.
- Integrate with existing paths, streets, circulation networks;
- Reinforce or enhance the established character of streets, greens, and other spaces;
- Harmonise and enhance the existing settlement in terms of physical form, architecture and land use;
- Retain and incorporate important existing features into the development
- Respect surrounding buildings in terms of scale, roofline, height, form, and density;
- Enhance and reinforce the property boundary treatments;
- 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; and
- Aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area whilst also integrating them with future development.

Buildings Layout and Patterns

- What is the pattern and layout of existing buildings and have these been respected in the proposal?
- Does the proposal maintain the character of existing building layouts and their relationship with access through the settlement?
- If the design is within or adjacent to a heritage asset, have the elements which contribute to their significance been considered in the proposal? (Heritage assets include listed buildings and registered landscapes)
- Does the proposal preserve or enhance the setting of a heritage asset?
- 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?

Building Structure

- Does the proposal respect, incorporate and enhance local landscape features including topographic features and hydrology?
- What are the important landscape or historic features within and surrounding the site? Have these features, including existing trees been considered in the proposal?
- How does the proposal relate to its setting? Are there any important links both physical and visual that currently exists on and adjacent to the site?
- Are buildings densities appropriate for the development area?

Local Green Spaces

- What are the particular characteristics of this area and the landscape qualities which have been taken into account?
- How does the proposal affect the trees on or adjacent to the site?
- Has the proposal been considered within its wider physical context?
- In rural locations, has the impact of the development on the tranquillity and the character of the area been fully considered and sufficient mitigation included?
- Is there adequate private/communal amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- 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?
- Does the proposal enhance existing green corridors and biodiversity habitat networks, linking to areas adjacent to the site?
- Have aspects of active and passive security been fully considered and integrated with development?

Views

- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can new views be created?
- Are new views and visual connections with the existing settlement and surrounding area incorporated into the proposal?
- Where long distance views exist, does the development fall within key settlement views? How are these respected in the design?

Street Layout

- 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?
- What effect would the proposal have on the streetscape?
- Are the new points of access appropriate in terms of patterns of movement?
- Is active travel promoted across the site, and does this connect to existing networks?

Gateway and Access

- Does the proposal favour accessibility, permeability, and connectivity over cul-de-sac layouts? If not, why not?
- What is the arrival point, how is it designed?
- Do the new points of access and street layout have regard for all users of the development; pedestrians, cyclists, and those with disabilities?
- Are new points of access appropriate in terms of visibility, patterns of movement and road speed?
- 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?
- Do the points of access conform to the statutory technical requirements?

Building Line and Boundary Treatment

- What are the characteristics of the building line?
- Does the proposal respect the existing building line and harmonise with the adjacent properties?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

Building Heights and Roofline

- What are the characteristics of the roofline?
- Does the proposed development height compromise the amenity of adjoining properties?
- Has careful attention been paid to height, form, massing, and scale of new buildings? Is it appropriate to reflect the proximate scale of development?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Are there any proposed dormer roof extensions set within the roof slope?

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?
- 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'?
- If a proposal is an extension, is it subordinate to the existing property?
- 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?

Architectural Details and Materials

- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Has the local geology and architectural character been reflected in the contemporary or traditional design of new proposals?
- Does new development demonstrate strong design rationale, quality material specification and good detailing appropriate to the climatic conditions?
- Is building performance a priority, relating to sustainability, running costs and user enjoyment?
- Has a fabric first approach to energy efficiency been integrated as a primary design driver? Are there opportunities to improve the thermal performance of the building fabric and future proof development?
- Do the proposed materials harmonise with the local vernacular and geology?
- Are the construction details and materials of sufficient high quality?
- Can local materials be specified?
- Have window, door, eave, verge, and roof details been refined and considered in the context of the overall design?

Car Parking Solutions

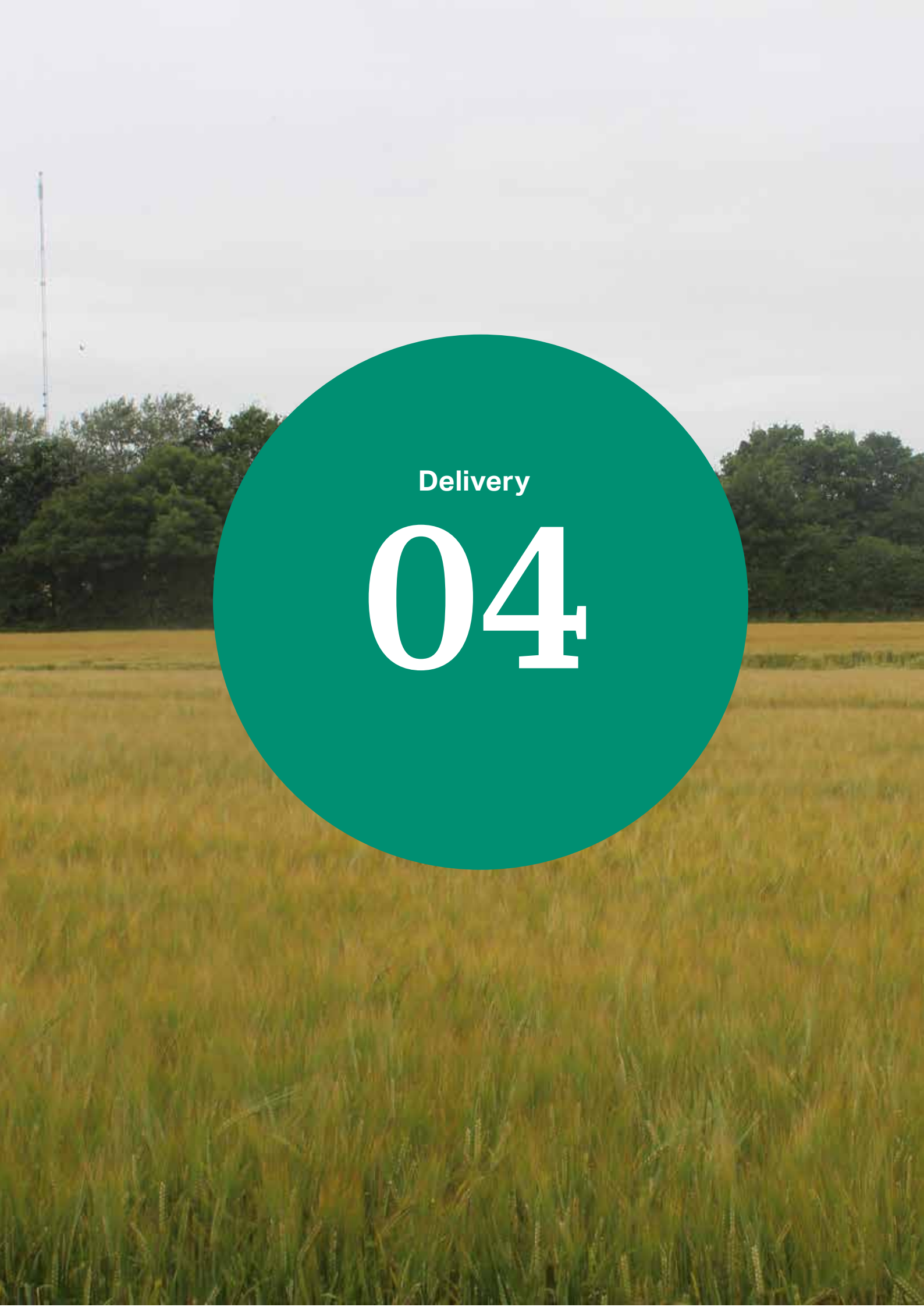
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Has adequate provision been made for car and cycle parking?
- For appropriate housing typologies, are there opportunities to accommodate mobility vehicle storage areas when required?

Utilities Solutions

- Does new development include fast internet speeds and working from home space?
- Has adequate provision been made for bin storage, including communal areas when appropriate with facilities for waste separation and recycling?
- Is the location of bin storage facilities appropriate in relation to the travel distance from the collection vehicle?
- Has the design of bin storage facilities been fully considered, including the quality of materials and location within the development?
- Does the installation of utilities include appropriate access for maintenance/ servicing?
- Is the use of renewable energy and energy saving/ efficient technologies encouraged and maximised? Are these technologies well integrated?
- Does the lighting strategy reflect the strategy of the settlement for both private and public lighting applications?

Contemporary Design

- If the proposal is within a Conservation Area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?



Delivery

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4. Delivery

The design guidance and principles will be a valuable tool in securing context-driven, high-quality development in Wetheringsett-cum-Brockford. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

But in conclusion, the key takeaways from this report are:

- Protect the rural character of the parish and its open spaces;
- Safeguard the parish's existing facilities and encourage their greater use by the whole community;
- Champion sustainable high-quality design and celebrate the village's historic environment and heritage assets; and
- Manage appropriate new housing, business and employment development for the benefit of the community and ensure it meets the needs of the residents.

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

Table 01: Delivery

About AECOM

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

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