# Redenhall with Harleston

## Design Guidance and Code

**FINAL REPORT**

JUNE 2021

## Quality information

| Document name | Ref | Prepared for | Prepared by | Date | Reviewed by |
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| Redenhall with Harleston Design Code | v4 | Redenhall with Harleston Town Council | AECOM | 100921 | Ben Castell |

## Revision history

| Revision | Revision date | Details | Name | Position |
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| 7 | 160621 | Review | - | Locality |
| 6 | 100921 | Review | Ben Castell | Director |
| 5 | 100921 | Research, drawings | Hoorieh Morshedi | Graduate Urban Designer |
| 4 | 090921 | Review | Carolyn Malinowski | NP steering Group |
| 3 | 080621 | Review | Ben Castell | Director |
| 2 | 080621 | Research, drawings | Hoorieh Morshedi | Graduate Urban Designer |
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| 0 | 190521 | Research, drawings | Hoorieh Morshedi | Graduate Urban Designer |

# Contents

# Introduction 01

# 1. Introduction

## 1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Redenhall with Harleston Town Council.

This document includes design codes for nine character areas covering the built up parts of Harleston and Redenhall, and for major development sites .

This document is intended to support Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high quality design.

It advises on physical development helping to create distinctive places integrated with the existing town.

## 1.2. Objective

The main objective of this report is to provide a bespoke design code that future developments within the Neighbourhood Plan area must follow in order to respond to the special character of the parish.

The core method to meet this aspiration can be divided in the following steps:

1. Context analysis
2. Policy and design guidance review
3. Design principles and design codes

## 1.3. Process

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

1. Initial meeting to discuss brief between AECOM and Redenhall with Harleston Neighborhood Plan Steering Group. As this was during the national Covid 19 lockdown, a joint virtual site visit was carried out via Microsoft Teams
2. Analysis of the area including a site visit
3. Preparation of design codes to be used to assess future developments
4. Draft report issued for comment
5. Final report

## 1.4. The area of study

Redenhall with Harleston is a civil parish with an elongated shape that stretches almost 5 km from north to south. It is located in South Norfolk District. The parish is bordered by Wortwell and Alburgh parishes to the east, Starston and Needham parishes to the west, Shelton and Hardwick parishes to the north, and Weybread and Mendham parishes to the south.

The parish includes the market town of Harleston and part of Redenhall village. Harleston lies 25 kilometres south of Norwich and about 40 km to the north east of Bury St Edmunds.

The Redenhall with Harleston parish sits on a plateau between the valleys of the Beck to the north and the River Waveney in the south and east.

Harleston has a rich heritage of historic buildings and has a large conservation area at its heart. To the north east, Redenhall has a rural feel and includes the magnificent parish church, St Mary's Church, which is a Grade I listed building that dominates the surrounding countryside. There are over 130 listed buildings in the parish.

The South Norfolk Council Landscape Character Assessment identifies two landscape character areas in the parish: Character Area A5 Waveney Rural River Valley to the southern part of the parish and Character Area B4 Waveney Tributary Farmland to the northern part (see Chapter 3). The northern part of the parish includes Gawdyhall Big Wood Site of Special Scientific Interest (SSSI).

Other notable features in the parish include the market square, historic shop fronts, the Clock Tower, St John the Baptist Church and the Swan Hotel.

At the 2011 census the Parish population was 4,541. The town's hinterland population is growing.

## 1.5. Engagement

A number of engagement exercises have taken place to inform the Neighbourhood Plan. A number of issues that are relevant to design have been raised, including:

- A need for houses with gardens.
- Houses need to be built in a way that it would be possible to extend.
- The surrounding landscape should be protected.
- The town's residents are car dependent.
- Control light pollution.
- Protect open spaces and gardens.
- Create community orchards/woodland areas.
- Buildings should include swift bricks and blue tit/sparrow nooks with walls to include hedgehog gateways.
- A need for improving the amenity recreation spaces, meeting spaces and community buildings.
- Provide for local employment and independent shops.
- Design housing to incorporate working from home arrangements.
- Enhance natural environments.
- Promote the built environment to respect local character.

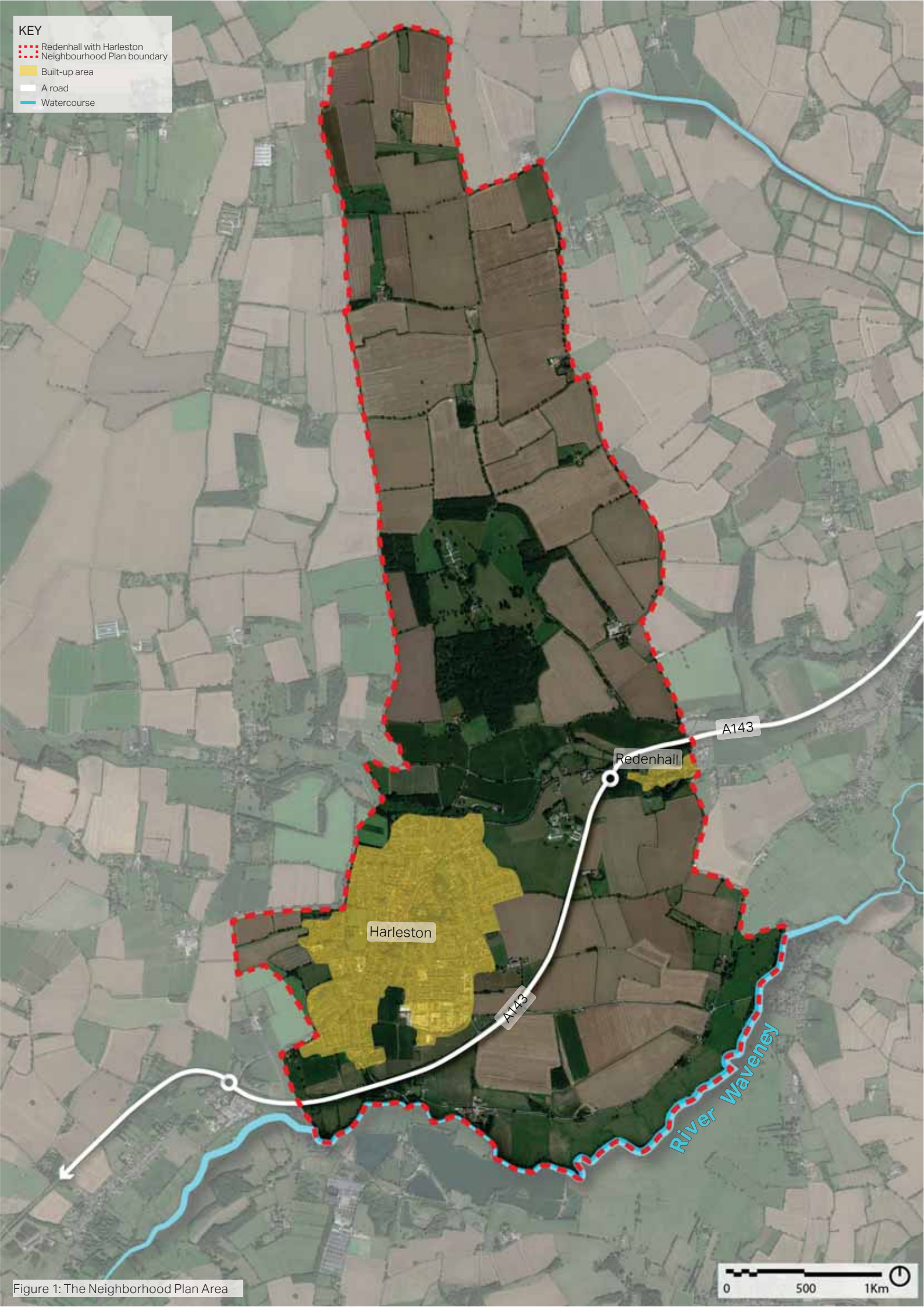



Figure 1: The Neighborhood Plan Area

# Policy and design guidance review

# 02

# 2. Policy and design guidance review

## 2.1. Policy and design guidance

The following documents have informed this Design Guidance & Code document.

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

**National design guidance**


**National Design Guide**

**Ministry of Housing, Communities & Local Government, 2019**

The National Design Guide (NDG) makes clear that creating high quality buildings and places is fundamental to what the planning and development process should achieve.

The NDG should be read in conjunction with the design codes in this document to achieve the best possible development.


**National Model Design Code**

**Ministry of Housing, Communities & Local Government, 2021**

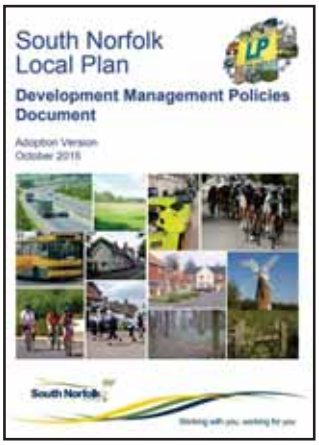
The purpose of the National Model Design Code is to provide detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on the ten characteristics of good design set out in the National Design Guide, which reflects the government's priorities and provides a common overarching framework for design.


**Building for a Healthy Life**

**Homes England, 2020**

Building for a Healthy Life (BHL) updates England's most widely known and used design tool for creating places that are better for people and nature. The original 12 point structure and underlying principles within Building for Life 12 are at the heart of BHL.

## District-wide policy & design guidance




**Development Management Policies Document**

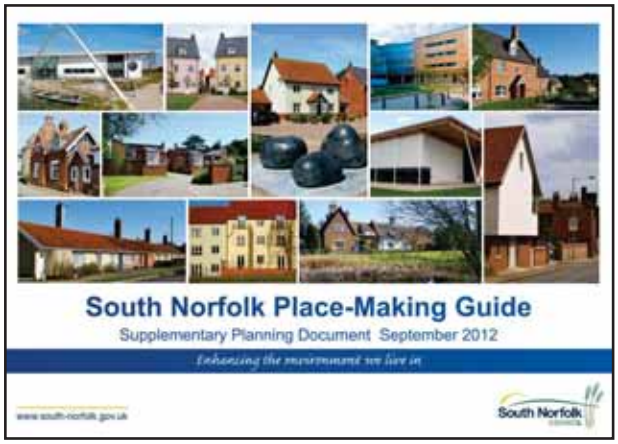
**South Norfolk Council, 2015**

This document determines how the council carries out its development management responsibilities to promote sustainable development and how it will determine planning applications. The policies influence the type and quality of future homes and new development.


**Site Specific Allocations & Policies Document**

**South Norfolk Council, 2015**

This document designates areas of land for particular uses, most notably land to deliver housing, but also for other forms of development.




**South Norfolk Place-Making Guide SPD**

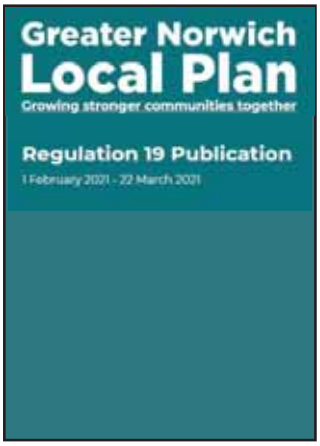
**South Norfolk Council, 2012**

The guide sets out the policy context and generic design guidance relevant to all developments - including advice on the character of each area and ways of appraising sites and their local settings.


**Harleston Conservation Area Character Appraisal and Management Guidelines**

**South Norfolk Council 2016**

The document is an assessment of the current condition of the Conservation Area built environment.




**Greater Norwich Local Plan Publication**

**March 2021**

When adopted the Greater Norwich Local Plan will supersede the South Norfolk Council Site Specific Allocation & Policies Document.

# Area analysis

# 03

# 3. Area analysis

## 3.1. Introduction

It is important that all design proposals are based on an understanding of the context of the place which should be set out in planning applications. Context refers to the current, and sometimes future, condition at a number of scales including the site, adjacent buildings, spaces and routes, and the wider town and countryside.

This chapter introduces elements of context at the town scale and the concept of character areas.

## 3.2. Analysis

The following sections describe the local context and key characteristics of the parish related to movement, green and blue infrastructure, housing, topography and views, heritage and character areas.

### Movement

Strategic links are provided by the A143. This primary road used to run through the centre of the town until the by-pass in 1981. There is no longer a rail service

Harleston originally developed around the triangular area forming the extent of the historic market area, at the meeting place of the Thoroughfare, Broad Street and Exchange Street. The width and alignment of the streets vary, with small alleyways and yards often tightly enclosed with converted commercial buildings.

There are different configurations for roads close to the core triangle. London Road is relatively linear and quite narrow, but it meanders as it approaches the Market Place providing evolving views. Broad Street widens out at its southern end and branches into Church Street to the west. Old Market Place to the east broadens out with buildings and leads into the narrow Mendham Lane to the south east.

Figure 2 shows the street networks, Public Rights of Way and national cycle routes for the parish. The Angles Way, a 150 km trail along the Norfolk/ Suffolk border from Great Yarmouth to Thetford, runs through Harleston.

There are three local bus services which serve Redenhall with Harleston Parish. Service 581 travels to Beccles from Diss via Harleston. Service 84 runs to Norwich via Hempnall and Service 38A travels from Harleston to Norwich via Long Stratton. However, the general consensus is that bus services are poor.


Figure 2: Mobility plan

## Green and blue infrastructure

'Blue infrastructure' is dominated by the River Waveney.

Some key characteristics of Waveney Rural Valley landscape character area (A5) are:

- A relatively large-scale open valley landscape with some long views within the valley;
- A number of attractive fords and small bridges along the river course;
- A strong market town character at Diss and Harleston;
- Settlements occur on the northern slopes of the valley side, predominantly clustered;
- Open grassy commons of many of the town centres are a reminder of the historic landscape;
- Watermills, windmills and churches, including round tower churches, form distinctive landmark features within the valley; and
- Red brick and coloured render are distinctive building materials, contributing to the attractive vernacular character of the area.

The other character area is Waveney Tributary Farmland (B4) which slopes down to the low lying Waveney Valley. The key characteristics of this landscape area are as follows:

- Large scale open landscape on higher ground with some distant views;
- Round tower and isolated churches are distinctive landmarks and often significant in rural views;
- Moats and earthworks are a feature usually associated with old halls and farms;
- Historic parkland and associated halls and mansions occur throughout the area;
- Large farm and processing units present in the wider landscape are often visually dominant;
- Older farm buildings characteristically red brick and pantiled; and
- Building styles include a mix of traditional to the more suburban edges.

Woodlands are the most important part of South Norfolk's environmental context. Woodlands on poorer draining soils consist of stands of Oak, Hornbeam, Hazel and Ash. Some of these types of woodlands are designated as Sites of Special Scientific Interest (SSSI) such as Gawdyhall Big Wood Harleston SSSI.

There are three County Wildlife sites (CWS) in the parish which add high value to the green infrastructure of the area. These are as follows:

- CWS 79 Blake's and Ladies Grove: This site consists of two areas of broad-leaved woodland along the western edge with a large area of parkland on the east side;
- CWS 80 Shadow Hill and Chestnut Grove: This site is largely an area of old parkland but contains small fragments of possible ancient woodland; and
- CWS 81 Gawdyhall Wood: This is a small area of woodland which contains an ancient moat, earthbanks and two ponds. It stands immediately to the south of Gawdyhall Big Wood SSSI and is separated from it by a dry ditch.

There are two natural open spaces in the parish: Caltofts on Broad Street and the Church of the Assumption of the Blessed Virgin Mary churchyard in Redenhall. There is also a giant Redwood outside Selbourne House on London Road and other mature trees scattered in the town, adding character to the area.

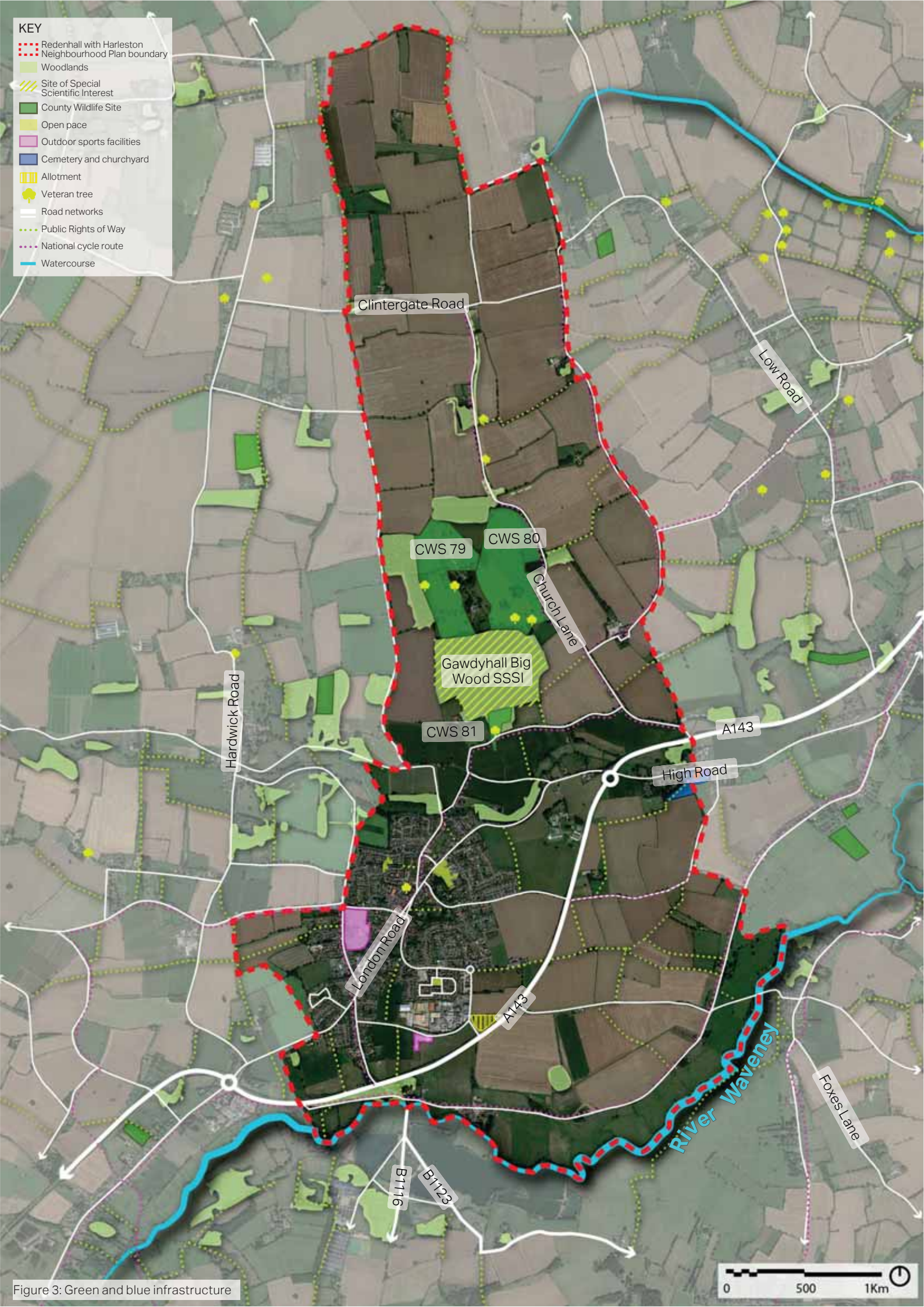



Figure 3: Green and blue infrastructure

## Housing

According to Redenhall with Harleston Housing Needs Assessment (AECOM, 2021), the parish has a slightly higher density housing than the wider district. There is a mix of housing typologies in distinct areas. There are a substantial number of bungalows which are mostly located near the edge of the settlement such as the developments on Cherrywood and Lovat Close. Semi-detached and detached housing forms about 40% of dwellings. Terraced houses and flats are the least common dwellings type within the area. The housing types are scattered in all the settlements with flats found mostly in the town centre.

Within the town different key characteristics are predominant such as medieval buildings behind later 18th and 19th century facades, historic enclosed yards off main streets with artisan dwellings and workshops, a variety of Georgian and Victorian doors and door surrounds, and civic architecture.

Redenhall and Harleston are dominated by mid-sized homes with 2-3 bedrooms. The majority of dwellings, and buildings in general, are two-storey.

The frontage character for the central core of Harleston is mostly tight with buildings set back from the pavement.

In other parts of the settlement there are larger properties with spacious front gardens. There is some late Victorian and Edwardian suburban development grouped in larger plots and terraces with small front gardens with low walls and railings.

Harleston has a rich and wide variety of buildings of architectural and historic importance.

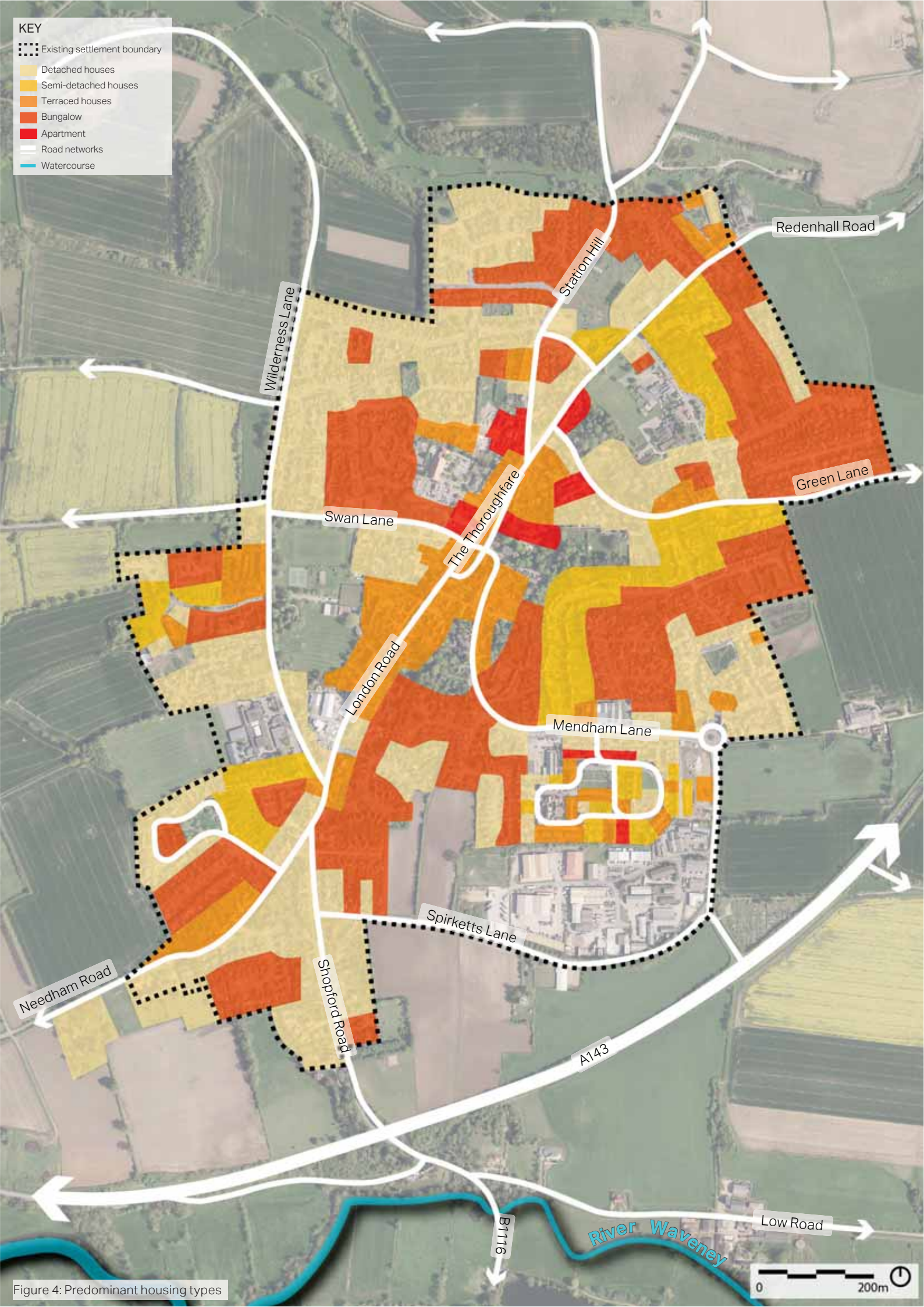


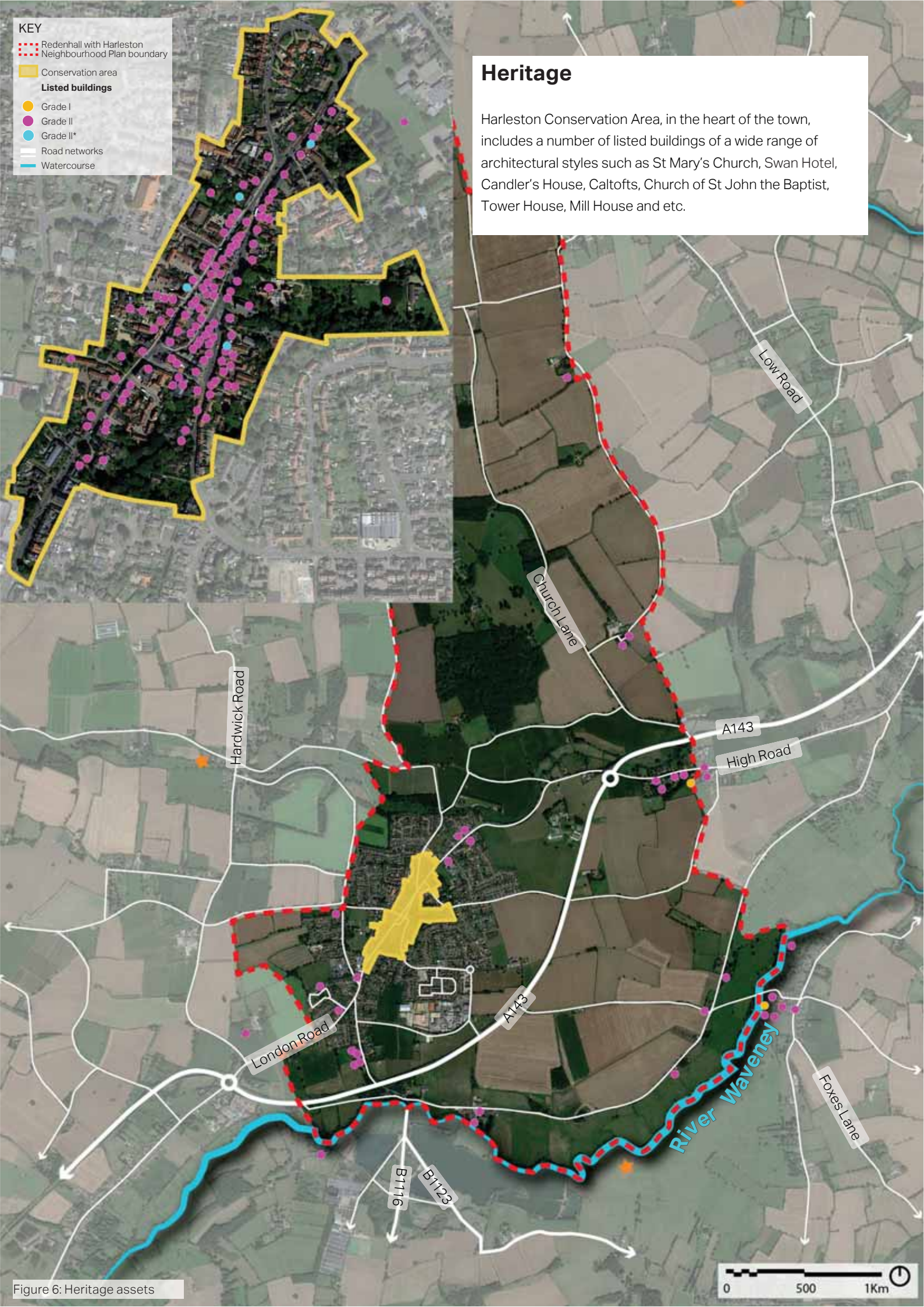

Figure 4: Predominant housing types

## Topography

The topography of the two landscape character areas in the parish is varied. Waveney Rural River Valley is flat, with a wide floodplain and gently sloping valley sides forming a broad valley.

To the north, where the land falls within the Waveney Tributary Farmland landscape character area, the land is undulating. Land is higher and flatter towards the north of the character area adjoining the great Moulton Plateau Farmland.


Figure 5: Topography plan




## Heritage

Harleston Conservation Area, in the heart of the town, includes a number of listed buildings of a wide range of architectural styles such as St Mary's Church, Swan Hotel, Candler's House, Caltofts, Church of St John the Baptist, Tower House, Mill House and etc.

Figure 6: Heritage assets

## Character areas

Following on from the analysis set out above, this part of the report focuses on the different character areas within Redenhall with Harleston Neighbourhood Plan Area.

Identified by the Neighbourhood Plan Steering Group, these different areas are characterised by (among other things) variations in street pattern, car parking arrangements, layout of buildings, rooflines/ building heights, public realm and landscape setting.

Descriptions of the character areas are included on the following pages.

1 Character area 1: Harleston Conservation Area

2 Character area 2: Shotford Road & Willow Walk

3 Character area 3: Industrial area between Mendham Lane and Spirketts Lane

4 Character area 4: Briar Road, Mendham Close and Rainey Court

5 Character area 5: Triangular area bounded by Redenhall Road / Broad Street on the NW, School Lane to the NE and Jay's Green / Straight Lane to the south.

6 Character area 6: The area between Green Lane and Redenhall Road

7 Character area 7: Harleston North West (Pilgrims Way and Station Road)

8 Character area 8: Harleston West (Zone west of Wilderness Lane and of the top of London Road)

9 Character area 9: Redenhall

10 Major development sites

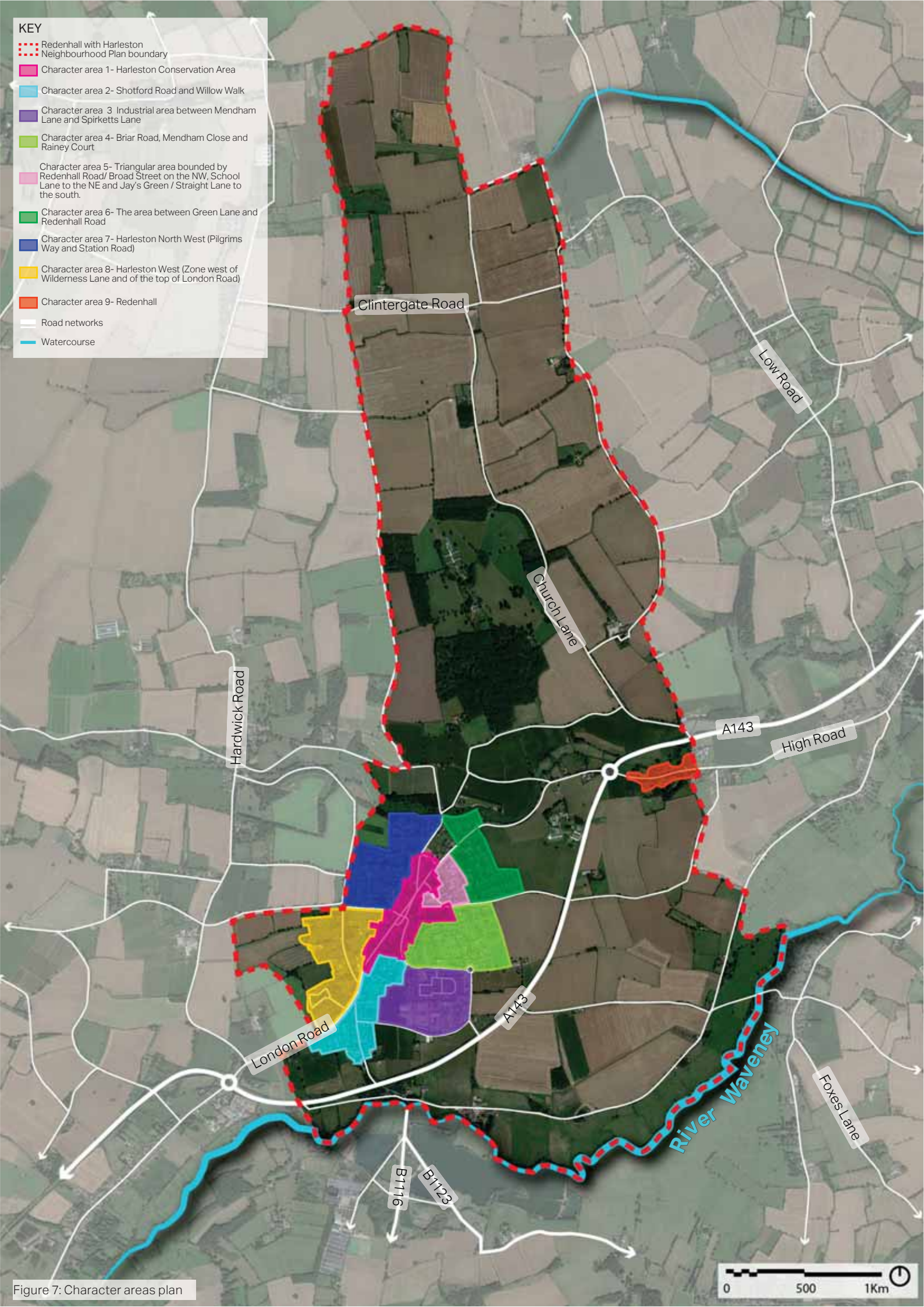



Figure 7: Character areas plan

## 1 Character area 1: Harleston Conservation Area

The Conservation Area boundary includes the historic core of the town. The Thoroughfare is the main street with yards leading off it. The core area is the triangle bounded by The Thoroughfare, Broad Street and Exchange Street. The significant Clock Tower landmark, dating back to 19th century, is visible from with the Conservation Area from various places in the town. Another notable feature is an area of mature landscaping which was the former extended garden of Caltofts.

Figure 8: Character area 1

| Place-making | |
|---|---|
| **Morphology** | The street pattern originates from the 13th century and later become the market. Historic enclosed yards off lead off from the main street located at the core of the Conservation Area with artisan dwellings and workshops. |
| **Enclosure** | The enclosure ratio varies depending on the width of the road and height of buildings in a given area. The average enclosure ratio is **1:2**. |
| **Land uses** | **Residential, commercial** land uses |
| **Legibility and wayfinding** | The presence of the **Clock Tower** at the heart of Conservation area as a significant townscape feature increases the legibility of the place. |
| **Public and private space** | Public and private space is clearly defined along the streets with properties set back from the pavement and with rare hedges and green space in front of St John The Baptist's Church and Caltofts on Broad Street. |
| **Topography** | The zone lies on a relatively **flat** plateau. |
| **Views** | **The Clock Tower** is a significant landmark glimpsed above the rooftops from various locations within centre. See also Figure 5 above. |

| Building scale and form | |
|---|---|
| **Density** | The density of the area rises to about **80 dwelling per hectare** (dph). |
| **Typology** | Medieval buildings behind later 18th and 19th-century facades. Properties range from ornate civic buildings to more humble cottages. There are several later Georgian / early Victorian style houses in the conservation Area. Properties are mostly **terraced and semi-detached** in this zone. |
| **Building lines and set backs** | Building lines vary. A tight, setback of the pavement street frontage characterises development for most of the central core. |
| **Front and back garden** | The majority of properties do not have front and back gardens. |

| Materials and details | |
|---|---|
| **Roofs** | Pitched roofs with **pantiles** are common. The previous material used for roofs was thatch but none have survived. There is a high proportion of black glazed tiles on principal elevations. Slates have been used in some part of the town. |
| **Aspect and orientation** | The properties **facing the main roads** mostly have active frontages. |
| **Building heights** | There are mostly **two-storey buildings** within the historic core with a couple of three storey buildings enclosing the town centre. |
| **Boundary treatment** | The properties mostly do not have boundary treatment with few having hedges and railings. |
| **Materials** | **Brick facades** are common in the town usually with **soft Norfolk reds** although some are the local **grey/white gault brick**. A couple of properties have later **brick fronts over clay lump or timber framing** and **some painted**. **Flint** is also rarely found with the exception being the Church of St Johns and largely on boundary walls. Architectural details such as **ornamental doors and windows** are common in Harleston. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | The grounds of the school to the east of Redenhall road are of visual importance but are not open to the public. |
| **Public realm** | The **market square** is the key public space in Harleston which still in use as a market on Wednesdays. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | The town has a one way system. The streets and lanes have varying atmosphere, with The Thoroughfare having the town's historic shops and Candler's Lane having a very rural character. |
| **Pedestrian movement** | **Stone Court** and **Union Street** are **pedestrianised**. The majority of streets have a **narrow footpath** on either sides. |
| **Parking typologies** | **Courtyard car parking** and **on-street parking** are common in this zone. |

Figure 9: Market Place

Figure 10: Two-to-three storey buildings along the Thoroughfare

Figure 11: View to Candler's House, a Grade II* listed building and adjacent properties

Figure 12: Broad Street and the view to the Clock Tower


Figure 13: Living over the shop

Figure 14: View to Station Road with terraced houses closing the view

## 2 Character area 2: Shotford Road &Willow Walk

The character area is located on the southern edge of Harleston. The area is bordered by London Road to the west, and Mendham Lane to the north east. The main road is Shotford Road (B1116), which branches off the A143 to meet London Road to the west. Willow Walk, which branches off London Road, is a cul-de-sac of two-storey detached houses with bungalows located in Pine Close.

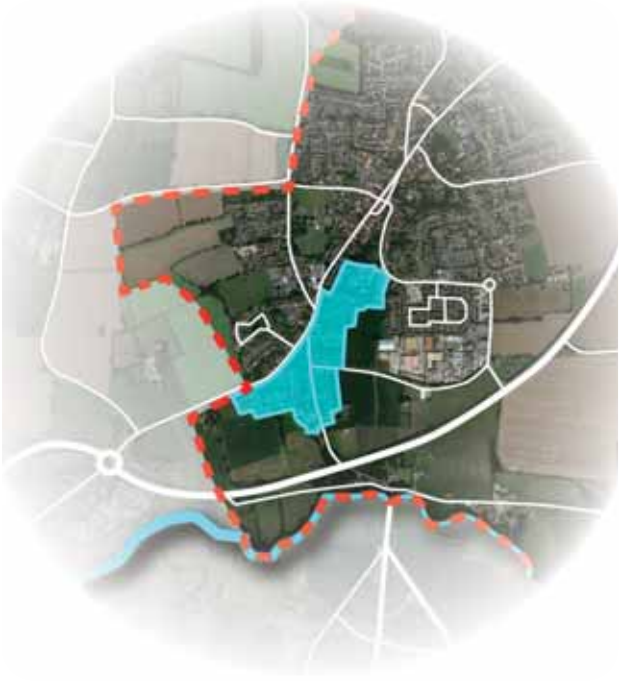


Figure 15: Character area 2

| Place-making | |
|---|---|
| **Morphology** | Houses on either side of Shotford Road create a **linear development**. There are some crescents and cul-de-sacs in this character area. |
| **Enclosure** | Enclosure ratio vary with **1:6** on Shotford Road to **1:4** on Willow Walk. |
| **Land uses** | This character area is **residential**. |
| **Legibility and wayfinding** | There is a **Grade II listed dovecote** in Southgate but it is set back from the road in a private house and not easily visible. The use of **tall trees** increases legibility. |
| **Public and private space** | The private and public space are separated clearly with **hedges**, **green verges** and **local mature trees**. |
| **Topography** | There is a **hill** on the approach from the south towards the first houses on Shotford Road with the rest of the area remaining flat. |
| **Views** | Approaching Harleston from the South, a **short hill** provides a natural boundary. There are some interesting **views towards the tall trees** adding interest to the area. |

| Building scale and form | |
|---|---|
| **Density** | The average density is relatively low at about **15 dph** due to the large size of front and back gardens. |
| **Typology** | There are 1950s two-storey **detached** houses with some **bungalows**. **Victorian terraces** line the east side of London Road. |
| **Building lines and set backs** | Although **mostly consistent**, there are **small variations** in building set backs through the area. |
| **Front and back garden** | There are a wide variety of **well-kept front gardens** with tall trees which add interest to the streetscape. The properties along Shotford Road have large front and back gardens with long driveways. The properties on Willow Walk have shorter front gardens and larger back gardens. |

| Materials and details | |
|---|---|
| **Roofs** | **Hipped** and **pitched roofs** are common within this character area. |
| **Aspect and orientation** | The buildings facing to the street have good proportioned casement windows. There is no active frontage to Needham Road from Dove Close to Shotford Road. |
| **Building heights** | **Two-storey family houses** on Shotford Road. |
| **Boundary treatment** | Use of different types of boundary treatments such as **hedges**, **trees** and **low walls** along the green verges. |
| **Materials** | **Pantile roof**, **red brick walls** and **chimneys** are predominant in the area with the use of **casement** and **PVC** and **bay windows**. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | Big green verges along Shotford Road separating properties curtilage from the footpaths. The presence of **local trees** and **hedges** in private front gardens is a feature in this area. |
| **Public realm** | The presence of trees and well-kept front gardens along with other landscape features give the area a green aspect. |
| **Spaces** | The character area is surrounded by **agricultural fields** to the east, west and south. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | The main road of Shotford Road is a **tertiary road** with vehicular roads such as Spirketts Lane and Pemberton Road leading off it to the east and Northgate, and Southgate and Dove Close to the west. Cherrywood stems from Dove Close, where there is pedestrian connection to Shotford Road. |
| **Pedestrian movement** | There are **pavements** on either side of Shotford Road. |
| **Parking typologies** | Typically **on-plot** with **garages**. |

Figure 16: Bungalows on Cherrywood with large front gardens

Figure 17: The two-storey houses on Cherrywood

Figure 18: Properties and on-plot parking on Willow Walk

Figure 19: Bungalow to the south of Shotford Road with low wall and existing landscape

Figure 20: Chalets on Pine Close

Figure 21: Hedges along green verge as boundary treatment

## 3 Character area 3: Industrial area between Mendham Lane and Spirketts Lane

The industrial area enclosed by Spirketts Lane to the south, Mendham Lane to the east and north and the agricultural land to the west. This zone has a smaller urban grain compared to other areas in the town. There are various retail and services in this area along with a large recently built housing development.

Figure 22: Character area 3

| Place-making | |
|---|---|
| **Morphology** | This character area has a **small grain** development pattern with the larger grain existing on Oak Tree Way. |
| **Enclosure** | The enclosure ration is **1:1** on Bullfinch Drive and **1:3** on Oak Tree Way. |
| **Land uses** | It is a **residential** and **commercial** area. |
| **Legibility and wayfinding** | Lings Workshop on the corner of Mendham Lane and Parklands Way act as a landmark. |
| **Public and private space** | There is a good level of **separation** between public and private spaces. |
| **Topography** | Considerable gradient from town to roundabout. |
| **Views** | None |

| Building scale and form | |
|---|---|
| **Density** | The density average is **35 dph** in this area due to small front and back gardens especially in the centre of the character area. |
| **Typology** | Varied typologies including **bungalows**, **semi-detached**, **terraced** and **detached** housing. The latter mostly located on Oak Tree Way. |
| **Building lines and set backs** | There are a few variations in building setbacks and building orientation in two different areas, such as the properties along Oak Tree Way having a continuous building line and properties well set back from the pavement. The remaining houses in the area follow the road networks using corner buildings as a feature. |
| **Front and back garden** | **Front and back gardens** are less that 3m width especially in the area where the vehicular loop is located. Properties on Oak Tree Way have an average of 12m in larger front gardens. |

| Materials and details | |
|---|---|
| **Roofs** | **Pitched** and **hipped** roofs are prevalent in the area. |
| **Aspect and orientation** | The buildings **should face the street** to increase safety and encourage active frontages. Bulfinch Drive is an example of **poor active frontage.** |
| **Building heights** | Building heights are usually between **1 and 2 storeys**. |
| **Boundary treatment** | Boundary treatments are very limited on Oak Tree Way. Pedestrian paths and green verges are seamless. This creates **minimal separation** between the public and private spaces and a sense of shared environment. The **low wall** and **hedges** are other types of boundary treatment. |
| **Materials** | **Pantile roofs**, **red and yellow brick** form some of the main material features in the area. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | Some small trees on green verges add interest and character to the character area. Some large green squares at the centre of developments specially on Robin Avenue and Chaffinch Mews. |
| **Public realm** | There are **no seats** in the area. There is a **well-used play area** on green space on Bullfinch Drive with adjacent properties overlooking it. |
| **Spaces** | There is an allotment to the south east of this character area and also some agricultural fields to the west, east and south of the area. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | This area has **well-connected development** with some wide roads leading to Harleston Industrial Estate and by-pass. The tertiary roads of Mendham Lane and Spirketts Lane and primary A143 road provide access to the area. There is a newly-built roundabout at junction of Mendham Lane and Harvest Way. Some of the roads are very narrow making it very difficult for two-way vehicular travel and leads to pavement parking. |
| **Pedestrian movement** | **Narrow footpaths** are very common in the area. There is **no footpath** on Spirketts Lane. |
| **Parking typologies** | **Courtyard car parking** is common in the area with some **side-plot, on-plot garages**. On Sprikett's Lane there is **on-street parking**. |

Figure 23: Two-storey houses on Bullfinch Drive with no front gardens

Figure 24: The mix of railings and well-kept front gardens

Figure 25: Mix of red brick and weatherboarding material on Kestrel Close

Figure 26: Well-defined public space with footpaths on both sides of the road

Figure 27: Housing overlooking the green space on Robin Avenue

Figure 28: Narrow road and lack of space for car parking

## 4 Character area 4: Briar Road, Mendham Close and Rainey Court

The character area is located to the east of the town and includes a council estate dating back to 1950s, along with modern bungalows and two storey houses. Howard Close is connected with Harvest Way to the south of this character area via a pedestrian link.

Figure 29: Character area 4

| Place-making | |
|---|---|
| **Morphology** | Briar Road is **the longest road** in Harleston with junctions to Howard Close and Martin Road. From Mendham Lane to Jay's Green there are tarmacked pavements and a road with long curve and acute left-hand turn towards the end. |
| **Enclosure** | The enclosure ratio is between **1:2 and 1:3**. |
| **Land uses** | Almost exclusively **residential**. |
| **Legibility and wayfinding** | There is no specific landmark for this zone. |
| **Public and private space** | There is a **well-defined boundary** between public and private spaces. These spaces are normally separated by **hedges or railings**. |
| **Topography** | In Briar Road there is a **slight gradient** from Mendham Lane to Jay's Green along some grassed areas. |
| **Views** | Some tall trees to rear of back gardens to the west side of the character area closing the view. |

| Building scale and form | |
|---|---|
| **Density** | The overall density is about **25 dph**. |
| **Typology** | Housing built in mid 1950s for Council Tenants, which include **semi-detached** ,**terraced** and **maisonettes** and also bungalows for the elderly. Other properties built in late 1960's include **semi-detached bungalows.** On Rainey Court there are some semi-detached bungalows. |
| **Building lines and set backs** | The majority of the housing have **continuous building lines** with **consistent** set backs with front gardens separated from the pavement by hedges or railings. |
| **Front and back garden** | There are **large front gardens** from Mendham Lane to the middle of Briar Road where the road bends sharply, with **smaller front gardens** to the end when the road meets Howard Close. Back garden widths range between 15 to 35m. |

| Materials and details | |
|---|---|
| **Roofs** | There are **pitched roofs** along Briar Road with **chimney stacks**. |
| **Aspect and orientation** | The properties **face the main roads** and mostly have active frontages. |
| **Building heights** | Buildings are mostly **two-storeys** on Briar Road. |
| **Boundary treatment** | The use of **hedges** and **railings** for boundary treatment on Briar Road is predominant. |
| **Materials** | The materials on Briar Road are mostly **brick** with **pantile roof.** |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | Two small green spaces on Briar Road. |
| **Public realm** | **Two small areas of grass** and **two blocks of four Garages** exist along Briar Road. Modern lamposts have recently been installed. Electric sub-station and overhead power cables from Timber Poles are used in the area. A lot of houses have solar panels on roofs. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | Briar Road is a **tertiary road**. Both Mendham Close and Rainey Court have cul-de-sacs developments. |
| **Pedestrian movement** | There are **footpaths** to the town centre, along Rainey Court to Parklands Way, as well as from Martin Road to Jay's Green. The footpaths on Harvest Way are very narrow. |
| **Parking typologies** | **On-street parking** is predominant on Briar Road and Harvest Way. |

Figure 30: Configuration of buildings around the new roundabout

Figure 31: On-plot parking on Harvest Way and view to an open field

Figure 32: Gated path in character area 4

Figure 33: Older Council housing

## 5 Character area 5: Triangular area bounded by Redenhall Road/ Broad Street on the northwest, School Lane to the northeast and Jay's Green / Straight Lane to the south.

The area is enclosed by Straight Lane and Jay's Green to the south, School Lane to the east and Redehall Road to the north. Harleston CE Primary Academy is located to the north east of the area.

Figure 34: Character area 5

| Place-making | |
|---|---|
| **Morphology** | The area has old properties forming the structure of the area, with newer estate properties providing infill. The area is **triangular** in shape, with the older Candler's Lane bisecting the triangle. |
| **Enclosure** | The enclosure ratio is **2:1** on Candler's Lane. |
| **Land uses** | The area is primarily **residential**. |
| **Legibility and wayfinding** | There are **17 listed buildings** on the south side of Redenhall Road/ Broad Street which add to the local character and increase legibility. One of the oldest building in the town, **Candler's** is a Grade II* listed building located on Redenhall Road. Trees Nursing Home, Halrleston Pre-School Nursery, Harleston CE Primary Academy located on School Lane and Bupa Dentist's Practice on Redenhall Road are some of the social services in this area. |
| **Public and private space** | The use of **well-defined boundary treatments**, such as **adequate neat front gardens, low walls with hedges** and **railing** are present in the area which define public and private spaces. |
| **Topography** | The land falls from Jay's Green/School Lane **sloping down** to Redenhall Rd/Broad Street. |
| **Views** | There is no important views in the area. |

| Building scale and form | |
|---|---|
| **Density** | The enclosure ratio varies depending on the size of gardens and plots, with an average of **20 dph**. |
| **Typology** | Housing is a mix of relatively new properties. The various typologies such as **bungalows**, **detached** and **semi-detached** houses are built within the area with the former found in closer proximity to The Thoroughfare and the latter on developments around Church View. |
| **Building lines and set backs** | There is a sense of **unity and coherence** in terms of the built form, even where there are variations in style of typologies, largely due to the consistency of the building line. |
| **Front and back garden** | There are smaller front and back gardens in the properties to the west of Candler's Lane, however the houses in the rest of the character area have larger gardens. In some places, such as east side of School Lane, the size of front and back gardens reach from 7m and 57m. |

| Materials and details | |
|---|---|
| **Roofs** | The majority of properties are **pitched** with a couple of **hipped** roof styles. |
| **Aspect and orientation** | All of the properties facing the road provide **natural surveillance**. |
| **Building heights** | Buildings height varies between **1 to 2 storeys**. |
| **Boundary treatment** | The town end of Straight Lane narrows to a very tight passageway, with **tall brick walls** providing a very confined feeling. **Low wall** and **hedges** predominate in other parts of this character area. |
| **Materials** | Properties use **red, yellow brick** for facades and **pantile and brown weatherboarding** for roofs. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | **Trees** on Candler's Lane, which extend to the edge of the Conservation Area are subject of a Tree Preservation Order (TPO). A belt of trees in the former grounds of Caltofts in the area bounded by St John the Baptist Church and the pond are also worthy of mention.<br><br>There are some significant large Coniferous trees on the east side of Candler's Lane. |
| **Public realm** | The roads are all metalled, allowing **two way traffic**. There is a large green space on Church View parallel to St Mary's Close which adds visual interest and enhances the quality of the environment. |
| **Spaces** | The Pre-School Nursery and Harleston CE Primary Academy has a shared sizeable playing field area behind the school buildings. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | Redenhall Road/Broad Street is now designated the B1134 and forms part of the main road through the town. Prior to the 1980s and construction of the town by-pass, this was the main highway between Lowestoft and Bury St Edmunds. Candler's Lane, a narrow lane, has a rural character despite being close to the town centre. |
| **Pedestrian movement** | Straight Lane is **mainly pedestrian** and provides a direct route to the town centre. It emerges adjacent to the Broad Street bus stop. Other roads have at least **one footpath** while Candler's Lane has none. |
| **Parking typologies** | **On-plot** and **on-street parking** are common in the area. |

Figure 35: Small pocket green space adds interest to the public realm

Figure 36: Rendered houses and chimney projection

Figure 37: Two-storey houses with casement windows

Figure 38: Access to the character area via Candler's Lane

Figure 39: School Lane, a meandering narrow lane with hedges separating public/ private spaces

## 6 Character area 6: The area between Green Lane and Redenhall Road

This character area is bounded with Green Lane and Jay's Green to the south, School Lane to the west and Station Hill to the north east. A part of Redenhall Road falls within the area.

Figure 40: Character area 6

| Place-making | |
|---|---|
| **Morphology** | **The buildings** and the **relationship with the streets and open spaces** should be harmonious with the existing morphology. |
| **Enclosure** | The **enclosure ratio** on Lovat Close is **1:4.** |
| **Land uses** | The area is **residential**. |
| **Legibility and wayfinding** | **Harleston CE Primary Academy** and the **linear strip of green space** along Church View increase the legibility and wayfinding. |
| **Public and private space** | Most of the area is a shared environment, but public and private spaces are **well-defined** with the presence of front gardens. |
| **Topography** | The area **slightly slopes** from north to south. |
| **Views** | There are no significant views. |

| Building scale and form | |
|---|---|
| **Density** | The overall density is about **20 dph**. |
| **Typology** | There are 1980 council houses on Jay's Green. There are various typologies such as **detached**, **bungalows** and **semi-detached houses**. |
| **Building lines and set backs** | There building lines are **consistent** in most of the area with **some variations** on St Mary's Close and Church View. |
| **Front and back garden** | The majority of properties have front gardens. There are some **large back gardens** (about 30m) on School Lane and smaller gardens (less than 12m) in other parts of the area. |

| Materials and details | |
|---|---|
| **Roofs** | **Pitched roofs** dominate the roofscapes with some **rare hipped roofs**. Several properties have **chimneys**. Bungalows usually do not have chimney stacks. |
| **Aspect and orientation** | Normally, buildings overlook the roads which increase natural surveillance and safety. |
| **Building heights** | The majority of buildings are **1-2 storeys**. |
| **Boundary treatment** | **Hedges, railings** and **low walls** are common in the area, however many buildings do not have vertical boundary treatments with front lawns defining the property boundary. |
| **Materials** | **Bricks** are used with **pantile** for roofscape. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | There is a **linear green space** on one side of Church Lane which adds visual interest in the area. |
| **Public realm** | The **local strip of green spaces** along Church View provide a nice public realm. |
| **Spaces** | Some green verges on School Lane. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | Redenhall Road and Green Lane are the main roads which run through the character area, both link to A143. School Lane perpendicularly meets both roads to the north and south. Some cul-de-sacs branch off from Church View. |
| **Pedestrian movement** | There are two Public Rights of Way linking Redenhall Road to Station Hill to the north and Green Lane to Redenhall Road to the east of the character area. |
| **Parking typologies** | **On-plot**, **side-plot** with a few **on-street parking** are common. |

Figure 41: Medium-sized front gardens along a meandering road

Figure 42: Detached red brick house

Figure 43: Rendered house with wide drive way

Figure 44: Semi-detached houses and a large green space along School Lane

Figure 45: Two-storey houses on Bridge Close

## 7 Character area 7: Harleston North West (Pilgrims Way and Station Road)

The area located to the north west of the town including various roads such as Pilgrims Way, Weavers Croft, Herolf Way, Doune Way, Tudor Rose Way, Maltings Drive, Millers Green and Beck View. There are a mix of buildings from different periods, mainly ranging from 1960s to 2010s.

Figure 46: Character area 7

| Place-making | |
|---|---|
| **Morphology** | Pilgrims Way, Beck View, Maltings Drive and Millers Green are all dead ends but with additional cul de sacs leading off them. |
| **Enclosure** | The average **enclosure ratio** is **1:3**. |
| **Land uses** | The area is mostly **residential** with other uses such as **Fire and Police Stations** plus **Public Library** adjoining Swan Lane. |
| **Legibility and wayfinding** | **Training Tower** at Fire Station. Glimpses of **Clock Tower** at Market Place which is also audible. Glimpses of **farmland along Redenhall Road** and **wind turbines** help to increase the legibility of the area. |
| **Public and private space** | There is a defined separation between public and private spaces. |
| **Topography** | Generally **flat but falling away** to the north where the Beck forms a natural barrier. Land beyond the watercourse is **very undulating**. |
| **Views** | There are different views such as the view to west across **field to Starston**; northwards **farmland** leading down to the Beck. Eastward there is some glimpses of **farmland plus Redenhall Church**. |

| Building scale and form | |
|---|---|
| **Density** | Varies depending on plot sizes and presence of front/back gardens.The overall density is about **30 dph**. |
| **Typology** | Pilgrims Way is a 1970s development with mixture of **detached**, **semi-detached** and **bungalows**. Doune Way has a mock Georgian and red brick "Country" look. Maltings Drive is mixed with **bungalows** prominent.1950s **bungalows** and some Edwardian/Victorian villas are located near the site of the old station. |
| **Building lines and set backs** | Houses are generally **well set back** from pavements with some **recessed** further. The building line is **continuous** in most of the area, with subtle variations where properties line do not follow the roads. |
| **Front and back garden** | Most houses have good-sized front gardens with a few with smaller front gardens. The size of back gardens are fairly small (some with less than 8m). |

| Materials and details | |
|---|---|
| **Roofs** | Roofs are mostly **pitched** with some **hipped**. **Red-brick chimney stacks** are predominant in the area with bungalows having less chimney projections. On Station Road there is consistent roofscape due to terracing with uniform red-brick chimneys. |
| **Aspect and orientation** | The majority of properties **face the main roads**, with some exceptions especially on Herolf Way and Weavers Croft. |
| **Building heights** | Most of the buildings are **1-2 storeys**. There are some **3 storeys** properties on Doune Way. |
| **Boundary treatment** | Some of the properties relate to the pedestrian paths and green verges seamlessly in some parts of the area. This creates minimal separation between the public and private spaces and a sense of a more **shared environment**. In other parts of the area, railing, hedges and low walls are used as boundary treatment. |
| **Materials** | The majority of buildings are **red brick** with **pantile** roofscapes, with some properties having **rendered walls**. The Edwardian villas on station Road look like cottages with **timber ornaments** on the **porches**. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | **Trees** scattered throughout, in particular along the old railway line, which forms a barrier behind Pilgrims Way. Good treescapes are present to the West and North in open countryside. |
| **Public realm** | There are tarmacked roads with some **speed humps** with paviours adjoining newer developments. The **street lights** were recently upgraded to L.E.D. |
| **Spaces** | A play area in Doune Way is linked to green space in Pilgrims Way. Green spaces in Henry Ward Road overlook the Beck. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | The main roads through the area are **Station Road** from the east and **Weavers Croft** leading off Swan Lane. |
| **Pedestrian movement** | **Pilgrims Way**, **Doune way** and **Tudor Rose Way** have pedestrian walkways linking to the Town Centre and Co-op Supermarket. |
| **Parking typologies** | **On-plot**, **on-plot garages** and **on-street parking** predominate. |

Figure 47: Various building set backs along meandering road and well-landscaped public space

Figure 48: Well-kept front garden on Doune Way

Figure 49: Low density development with bungalows on Maltings Drive

Figure 50: Yellow and red brick material used in houses with sash windows

Figure 51: Two-storey houses with spacious front garden

Figure 52: Filtered path on Doune Way

## 8 Character area 8: Harleston West (Zone west of Wilderness Lane and at the top of London Road)

The zone is located to the west of the town. Wilderness Lane runs from north to south with some cul-de-sacs branching off it. Harleston Memorial Leisure Centre is located to the east of the zone. This character area has a more rural atmosphere due to the presence of a vast open space in Harleston Memorial Leisure Centre. Archbishop Sancroft Secondary School is located in the southern part of the character area.

Figure 53: Character area 8

| Place-making | |
|---|---|
| **Morphology** | There is a large recreation ground off Wilderness Lane, with leisure centre and sports pitches and two large retail buildings along London Road. A few homes are also located on both streets. On the west side of Wilderness Lane there are two residential areas with secondary school between. |
| **Enclosure** | The sense of enclosure is less in the area due to large front and back gardens and also the low density. The overall enclosure ratio is more than **1:4** in some of the area such as Titow Road with some places being more enclosed such as Cranes Meadow with a **1:2** enclosure ration. |
| **Land uses** | There are different land uses in the area such as **leisure**, **retail**, **business**, **education** and **residential**. |
| **Legibility and wayfinding** | In some places such as **leisure centre**, **Archbishop Sancroft Secondary School**, **the Common**, **Budgen Supermarket**, **Factory Shop**, **terrace of three storey buildings**, **Terence Airey Court** there is increased legibility. |
| **Public and private space** | The public and private spaces along Wilderness Lane are well defined by **hedges**, **low wall** and **trees** along Recreation Ground green. |
| **Topography** | The areas is relatively **flat**. The west side of Wilderness Lane slightly inclines northwards. |
| **Views** | There are some **pleasant views across the Recreation Ground** and good views over farmland from the western boundary of the district. Also there is views from the east across Wilderness Lane to the Recreation Ground. |

| Building scale and form | |
|---|---|
| **Density** | The area has relatively **low density** with overall density of approximately **20 dph**. |
| **Typology** | Three large modern buildings, the Leisure Centre, Factory Shop and Budgens/petrol station, with smaller business buildings. There are a mix of social housing and private housings. Typologies include **bungalows**, **terraced**, **detached** and some rare **semi-detached** buildings. To the north, there are modern developments of bungalows with old peoples' accommodation. |
| **Building lines and set backs** | Buildings are set back from the pavements and are consistent with subtle recession at some points. |
| **Front and back garden** | There are spacious front gardens in the area, especially to the south with medium-sized back gardens. Some well-kept front gardens are present on Gothic Close. |

| Materials and details | |
|---|---|
| **Roofs** | **Pitched roof** are very common in the area with some **rare hipped roofs** present also. Almost all of houses have **chimney projections**. |
| **Aspect and orientation** | The majority of properties are facing onto the main roads which increase the natural surveillance and overall safety in the area. |
| **Building heights** | The majority of buildings are **1-2 storeys**. Older homes alongside London Road have **three storeys**. |
| **Boundary treatment** | The use of **hedges**, **low wall**, and **railings** are common. |
| **Materials** | **Painted brick**, some **flint** work on low walls. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | Various striking **mature trees** exist in and around the Recreation Ground. **The Common**, a central tree-lined green, is located to the west of Wilderness and provides a good quality environment. |
| **Public realm** | Some public realm elements include benches, playgrounds and sports pitches around the Recreation Ground. Garish signage is seen outside the garage and Factory Shop. |
| **Spaces** | The zone contains Harleston's main park and playing fields, including its own car park. The west side of Wilderness Lane includes a mown green space with established trees. A pond is located to the north of the area with many ducks. In addition, a small playground and several small green spaces are situated in the area. |

| Access, movement and street design | |
|---|---|
| **Street typologies** | Swan Lane and Wilderness Lane are two busy tertiary roads. The Common has a more rural atmosphere situated at the edge of development with a narrow local access. |
| **Pedestrian movement** | There is pedestrian and cycle access into and across the recreation ground. |
| **Parking typologies** | **On-plot parking** is dominant in the area with some **on-street parking**. |

Figure 54: Two-storey family house with bay and casement windows on Wilderness Lane

Figure 55: The green space at junction of Wilderness Lane and Cranes Meadow

Figure 56: The green space in Harleston Memorial Leisure Centre

Figure 57: Spacious well-kept front garden with views to mature tree closing the view

Figure 58: Well-defined public and private spaces

Figure 59: Mature trees and well-landscaped front garden

## 9 Character area 9: Redenhall

Redenhall Village is located to the east of the Parish and is part within the Parish boundary. The magnificent parish church, the Church of the Assumption of the Blessed Virgin Mary known as St Mary's Church dominates the countryside and can be viewed from various parts of the parish.

Figure 60: Character area 9

| Place-making | |
|---|---|
| **Morphology** | Redenhall village is a **ribbon development** on Redenhall Road. |
| **Enclosure** | The area is enclosed mostly with trees and this creates a rural atmosphere. The enclosure ratio is about **1:2**. |
| **Land uses** | The village is **residential**. |
| **Legibility and wayfinding** | **St Mary's Church,** built in 15th century with flint and stone dressings is visible in Redenhall and other parts of the parish and is a significant feature dominating the countryside and adjacent dwellings. |
| **Public and private space** | The private and public spaces are clearly defined due to the existence of low wall and hedges as boundary treatments separating the properties from the footpath. |
| **Topography** | Redenhall is a relatively **flat village** with **slight slope** toward the south. |
| **Views** | There are significant views towards **St Mary's Church**, a Grade I listed building. |

| Building scale and form | |
|---|---|
| **Density** | The village is of **low density** with less that **10 dph**. |
| **Typology** | **Detached** houses and **bungalows** are predominate in the area. |
| **Building lines and set backs** | The building line on Church Close and Cook's Lane are consistent, and those on Redenhall varied with some protruding and some recessed. |
| **Front and back garden** | Some buildings have very small front gardens along Redenhall Road, with some having no front gardens. The majority of homes however have large front and back gardens. |

| Materials and details | |
|---|---|
| **Roofs** | All the roofs are **pitched**, most of them with **chimney stacks**. |
| **Aspect and orientation** | Al the properties face the main road. |
| **Building heights** | The building height varies between **1 to 2 storeys**. |
| **Boundary treatment** | The mix of **low wall** and **hedges** are used as boundary treatment, with some **railings** especially on Church Close. |
| **Materials** | **Red brick** and **white render** used for walls and **pantiles** and **slate** for roofs. |

| Green and blue infrastructure | |
|---|---|
| **Green and natural features** | Redenhall is a small village set in a rural context. A strip of green verge on one side of the road adds interest to the area. |
| **Public realm** | The area around the church plays a crucial role in the public realm. |
| **Spaces** | None |

| Access, movement and street design | |
|---|---|
| **Street typologies** | Redenhall Road is a tertiary main road with Church Close and Cook's Lane the other minor roads. |
| **Pedestrian movement** | There is a footpath on one side of the road. There is a Public Rights of Way which links Redenhall to the town centre through the church cemetery. The **National Cycle Route** is in a good proximity with the village. |
| **Parking typologies** | **On-plot parking** is a key parking type in the village. |

Figure 61: Church of the Assumption of the Blessed Virgin Mary

Figure 62: Rural atmosphere along Redenhall Road

Figure 63: A modern house in Redenhall Village

Figure 64: Low wall built in red brick

# 10 Major development sites

## SL.02 Major development sites

A total deliverable housing commitment for Harleston of 727 homes is proposed in the Draft (Regulation 19) Greater Norwich Local Plan. The numbers below are taken from this document.

There are two proposals in place as preferred options (shown in Figure 65) providing 555 new homes. The remaining commitment of 172 homes includes one carried forward residential allocation of 95 homes. The policy for each of the allocated sites are as follow:

- 'POLICY GNLP2108 Land South of Spirketts Lane, Harleston 7.10 ha is allocated for residential development. The site is likely to accommodate at least 150 homes, 33% of which will be affordable, and open space';
- 'POLICY GNLP2136 Land at Briar Farm, Harleston 27.00 ha is allocated for mixed-use development. The site is likely to accommodate at least 405 homes, 33% of which will be affordable as well as care, employment, retail, open space and community facilities'; and
- 'POLICY HAR 4 Land at Spirketts Lane, Harleston (approx. 3.19 ha) is allocated for residential development. This will accommodate approximately 95 homes'.

All new and carried forward allocations are expected to comply with the design code presented in this report where possible.

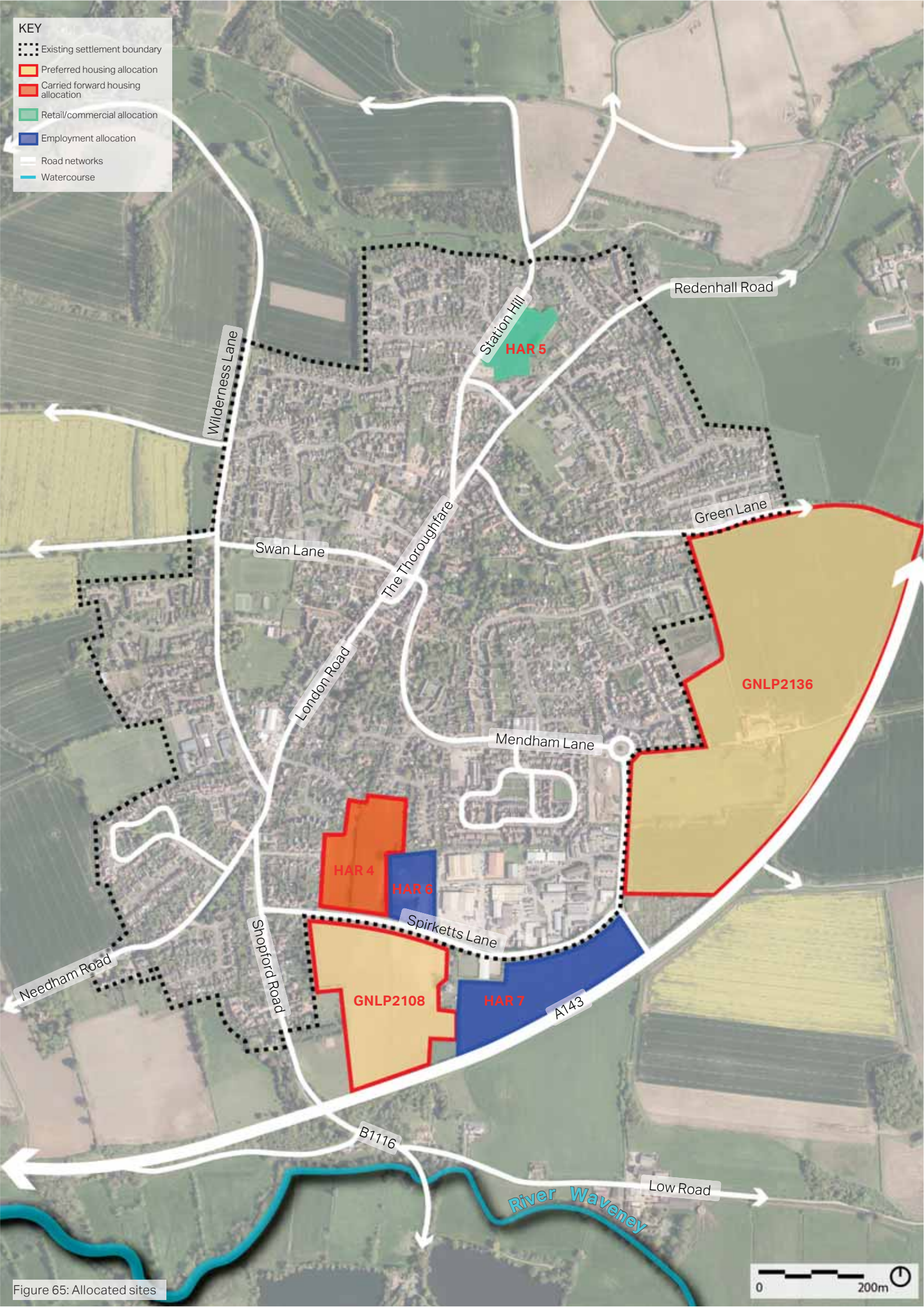



Figure 65: Allocated sites

Figure 66: Site HAR 5 looking east

Figure 67: Western edge of site GNLP2136

Figure 68: Site HAR4 looking north

Figure 69: Site GNLP2136 from Green Lane

# Design principles

# 04

# 4. Design principles

## 4.1. Introduction

The aim of this design code is to ensure that future development within the town, and particularly on its edge, is well designed. It intends to give guidance as to how the distinctive features within the town can be enhanced by new developments which create high quality, thriving communities and attractive places to live.

New development, at any scale, should not be viewed in isolation, but considerations of design and layout must be informed by the wider context and respond to each character area.

The general design principles will look at the pattern of streets and spaces, building traditions, materials and the natural environment and should all respond to the character and identity of each character area recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient.

It is important that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area, maintaining a harmony between any new development and the surroundings.

The design principles shown on the following pages are specific to Harleston and Redenhall and are based on the analysis of the character areas and discussions with members of the Neighbourhood Plan Steering Group, which have been informed by engagement with the community.

**SL** **Settlement layout**

**SM** **Safe movement**

**BU** **Buildings**

**QP** **Quality of place**

**SU** **Sustainability**

## How do the design principles relate to each character area?

This table links the design principles and code elements to the different character areas. Some apply everywhere but others are of relevance to different parts of the parish.

**Key:**

Does relate to this character area

Less relevant to this character area

**Character areas**

1- Harleston Conservation Area

2- Shotford Road & Willow Walk

3- Industrial area between Mendham Lane and Spirketts Lane

4- Briar Road, Mendham Close and Rainey Court

5- Triangular area bounded by Redenhall Road / Broad Street on the NW, School Lane to the NE and Jay's Green / Straight Lane to the south

6- The area between Green Lane and Redenhall Road

7- Harleston North West (Pilgrims Way and Station Road)

8- Harleston West (Zone west of Wilderness Lane and of the top of London Road)

9- Redenhall

10- Major development sites

| Applicable design principles | | Related character area | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| **SL** | **Settlement layout** | **1** | **2** | **3** | **4** | **5** | **6** | **7** | **8** | **9** | **10** |
| SL01 | Pattern of developments | | | | | ■ | ■ | | ■ | ■ | ■ |
| SL 02 | Layout and grain | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| **SM** | **Safe movement** | | | | | | | | | | |
| SM 01 | Interconnected street network | | | | ■ | | ■ | ■ | | | ■ |
| SM 02 | Pedestrian and cycle paths connectivity | ■ | ■ | ■ | | ■ | ■ | | ■ | ■ | ■ |
| SM 03 | Parking typologies in residential areas | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| SM 04 | Cycle parking | | | | | | | | | | ■ |
| SM 05 | Legibility and signage | ■ | | | | ■ | | | | ■ | ■ |
| **BU** | **Buildings** | | | | | | | | | | |
| BU 01 | Scale form and massing | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| BU 02 | Well defined public and private space | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| BU 03 | Roofline | | | | ■ | | ■ | ■ | | | ■ |
| BU 04 | Building line and setback | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| BU 05 | Corner buildings | | | | ■ | | ■ | ■ | | | ■ |
| BU 06 | Active frontage | ■ | | | | | ■ | | | | ■ |
| BU 07 | Aspect and orientation | ■ | | | ■ | | ■ | ■ | | | ■ |
| BU 08 | Building proportion | ■ | | ■ | | ■ | | ■ | ■ | ■ | ■ |
| BU 09 | Landmarks and articulation | ■ | | | ■ | | ■ | | ■ | ■ | ■ |
| BU 10 | Enclosure | ■ | ■ | ■ | ■ | | ■ | ■ | | ■ | ■ |
| BU 11 | Designing workspace into new developments | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| BU 12 | Lifetime homes | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| BU 13 | Extension and alteration | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| BU 14 | Boundary treatment | | | | ■ | | ■ | ■ | | | ■ |
| BU 15 | Shopfronts | ■ | | | | | | | | | |
| BU 16 | Employment buildings | | | ■ | | | | | | | |
| **QP** | **Quality of place** | | | | | | | | | | |
| QP 01 | Open/green spaces | | ■ | ■ | | ■ | ■ | ■ | ■ | | ■ |
| QP 02 | Architectural details | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| QP 03 | Materials and colour palette | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| QP 04 | Street lighting / dark skies | | | | | ■ | | | | ■ | ■ |
| QP 05 | Mitigating the noise and air pollution | ■ | ■ | | ■ | | | | | | ■ |
| **SU** | **Sustainability** | | | | | | | | | | |
| SU 01 | Energy efficient housing and energy production | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| SU 02 | Biodiversity | | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ | ■ |
| SU 03 | Sustainable drainage | | | | | | | | | | ■ |
| SU 04 | Permeable paving | | | | ■ | | ■ | ■ | | | ■ |

# SL Settlement layout

## SL.01 Pattern of developments

Any future developments should reflect the local context ensuring that it makes a positive contribution to the existing built form.

To ensure a good fit between new and old it is important that any new development seeks to conserve and enhance the character of the existing settlement in terms of urban form as well as character.

i. Developments affecting the transitional edges between a settlement and countryside should be softened by landscaping to complement the character of the adjacent or surrounding countryside;

ii. The long views within Waveney Rural Valley should be protected, and the impact of the massing, height and architectural quality of any new developments within the view corridor should be considered; and

iii. The key views across the River Waveney and surrounding green infrastructure should be protected.

## SL.02 Layout and grain

Future developments should be sympathetic to local character and history, and establish or maintain a strong sense of place. Understanding and appreciating the local historic environment and the different character areas can help to ensure that potential new development is properly integrated with the existing settlement and does not result in the loss of local distinctiveness.

i. Developments should respect the historic locally distinctive grain with mix of form, layout and size; and

ii. Siting and layout of new developments must be sympathetic to the specific character areas and must respect the historic heritage of the town.

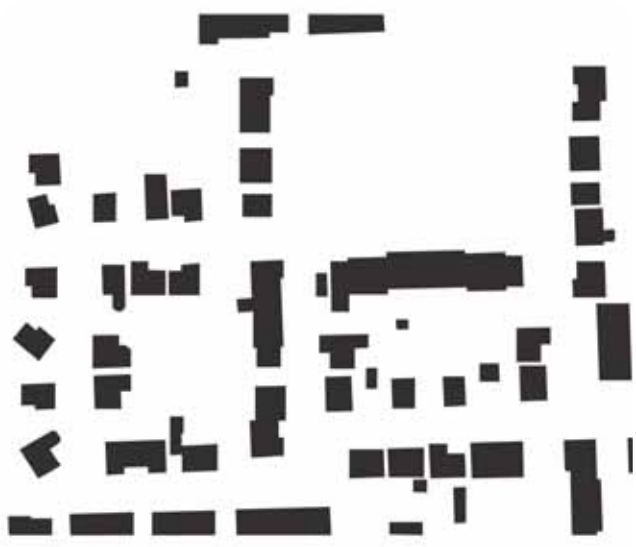


Figure 70: Small grain in Character Area 3

Figure 71: Medium grain in Character Area 7

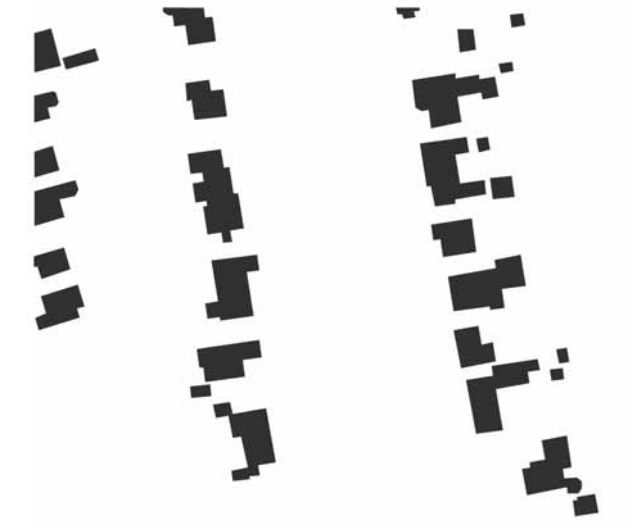


Figure 72: Large grain in Character Area 2

# SM Safe movement

## SM.01 Interconnected street network

The arrangement and grouping of buildings, the relationship between one building and another and with the street, open spaces and the surrounding area, are all important elements in defining the character of an area. Streets should be connected with each other and different travel options and routes should be considered.

## SM.02 Pedestrian and cycle paths connectivity

The following are principles for interconnected streets, pedestrian/ cycle paths.

i. Proposals shall have regard to existing relationships between buildings and the street or other surrounding open spaces and how the siting and position of any new buildings can positively respond to this;

ii. New streets should be considered a space to be used by all, not only vehicles. Therefore, it is essential that street design prioritises the needs of pedestrians, cyclists and public transport users. The pedestrian and cycle path can be connected or circular depending on the site;

iii. There should be a clear hierarchy of streets to facilitate different levels of activity. Streets should incorporate opportunities for landscaping, green infrastructure and sustainable drainage;

iv. The design of the street network should respond to the topography and natural desire lines. Any new development should consider the existing back alleys which is part of area character and protect them and improve the connectivity throughout the town; and

v. Proposing short and walkable distances which are usually defined to be within a 10 minute walk or a 5 mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins providing multiple access points where possible.

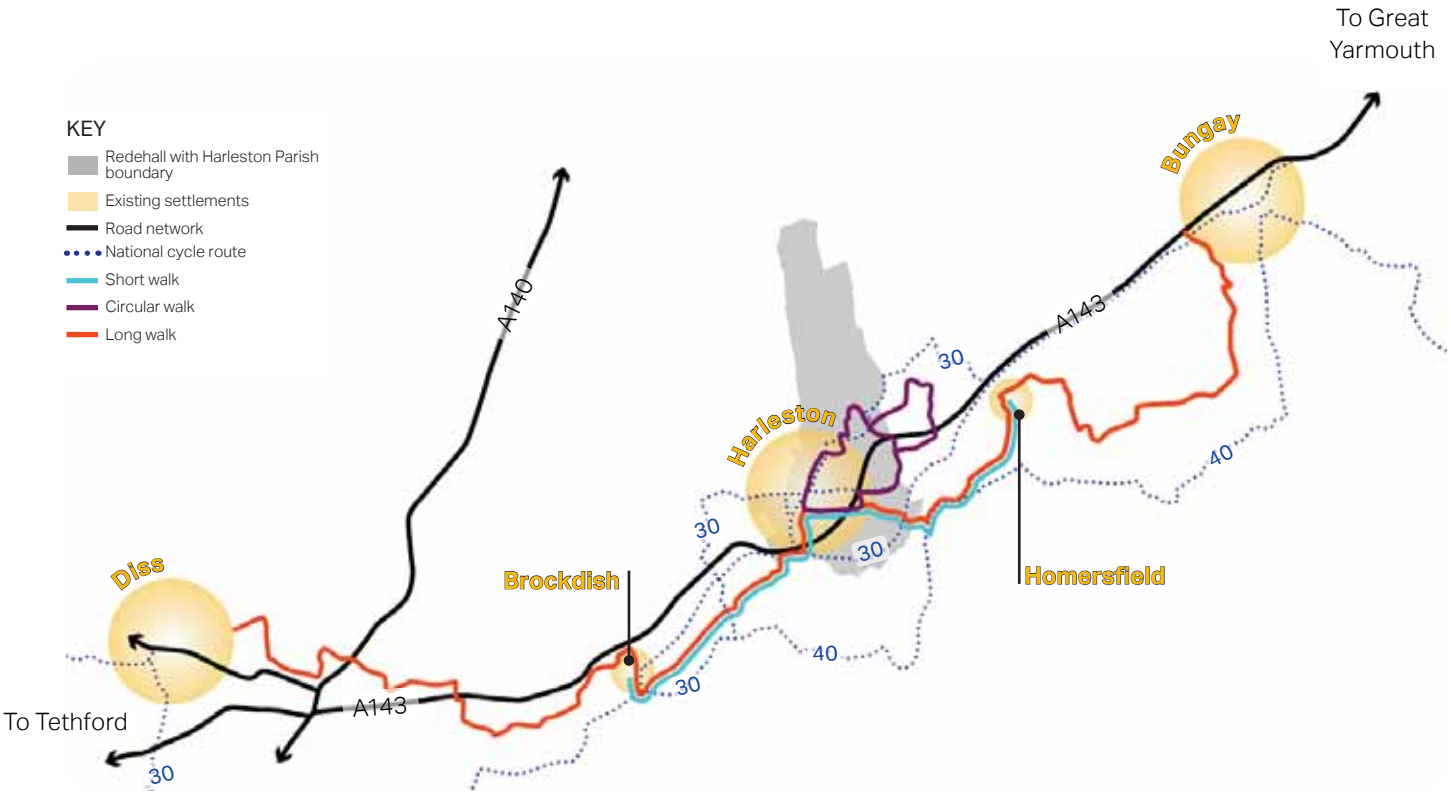



Figure 73: Part of a strategic network for walking and cycling

## SM.03 Parking typologies in residential area

Adequate parking solutions need to be integrated into neighbourhoods and new developments.

There is no single best approach to domestic car parking. A good mix of parking typologies should be deployed, depending on, and influenced by location, topography and policy requirements.

The main types to be considered are shown in this section. Generally:

i. For family homes, cars should be placed at the front or side of the property. For small pockets of housing, a front or rear court is acceptable;

ii. Car parking design should be combined with planting to minimise the presence of vehicles;

iii. Parking areas and driveways should be designed to minimise impervious surfaces, for example through the use of permeable paving;

iv. When placing parking at the front, the area should be designed to minimise visual impact and to blend in 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 by means of walls, hedging, planting, and use of differentiated quality paving materials; and

v. Cycle parking should be integrated into all new housing.

## On-plot parking without a garage

i. 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 should be sufficient for a large family car;

ii. 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; and

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

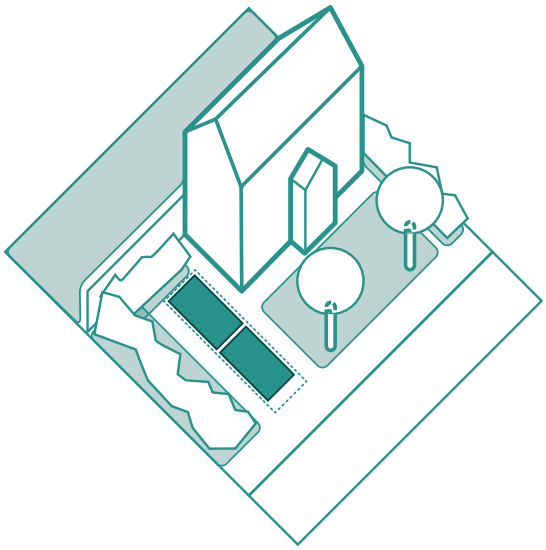


Figure 74: Diagram showing side-parking.

Figure 75: Side-parking in Character Area 8

## On-plot parking with a garage

i. Where provided, garages must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit;

ii. 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 considered that garages are not prominent elements and they must be designed accordingly; and

iii. Consideration must be given to the integration of bicycle parking and/or waste storage into garages.

Figure 76: On-plot parking with garage

Figure 77: On-plot parking

## Rear parking courtyards

i. Rear parking courtyards, if provided, must be overlooked by neighbouring properties and well lit in a way that it does not affect the amenity of residents;

ii. Access to the parking courtyards should be through archways where possible to ensure the continuity of the street frontage;

iii. Car parking courtyards should be kept small in scale, limited up to maximum 8 cars (where possible), and they should have an easy access; and

iv. Public and private spaces should be very clearly defined to avoid confusion and necessary design mitigations should be applied for maximum safety such as gates or barriers.

Figure 78: An overlooked rear parking courtyard

Figure 79: Rear parking courtyard in historic form

## On-street parking

i. Unallocated on-street parking uses land more efficiently than other types;

ii. Where possible, tree planting and other gaps between parking bays should be incorporated. It is suggested to insert trees every 5-6 parking spaces where possible;

iii. On-street parking can be in parallel, perpendicular or echelon in relation with the traffic speed and the traffic volume;

iv. On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;

v. Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay in order to avoid impeding traffic;

vi. On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of markings but must be of a different level to the pedestrian way e.g. with a kerb. This will provide drivers with an indication of where to park. The street must be sufficiently wide so that parked vehicles do not impede motor vehicles or pedestrians;

vii. Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Such provision must be located conveniently throughout the development and designed to minimise street clutter; and

viii. Electric vehicle charging points should be integrated into buildings where there is off-street parking. In areas without off-street parking, charging points should be provided at kerb-side and in a way that does not block the pavement. Integration into lamp posts reduces street clutter.

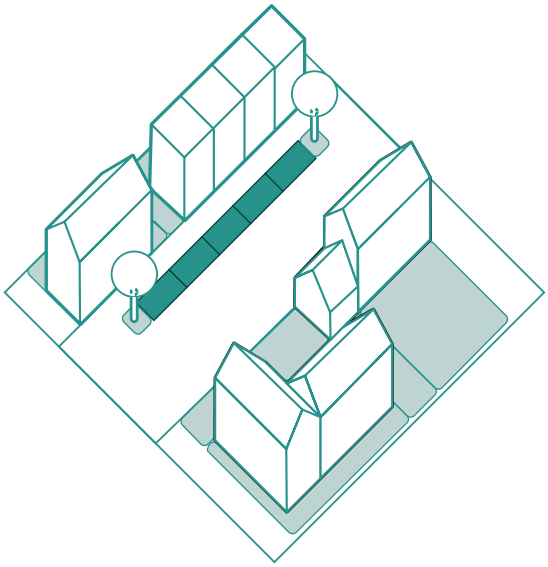


Figure 80: Diagram showing the on-street parking

Figure 81: On-street parking on The Thoroughfare

Figure 82: An example of inset parking with electric vehicle charging point

## SM.04 Cycle parking

A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.

### Houses without garages

i. For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage;

ii. Cycle storage should be provided at a convenient location with an easy access;

iii. When provided within the footprint of the dwelling or as free standing shed, cycle parking should be accessed by means of a door at least 1.3m and the structure should be at least 2m deep;

iv. Parking should be secure, covered and it should be well integrated into the streetscape if it is allocated at the front of the house; and

v. The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

### Houses with garages

i. The minimum garage size should be 7mx3m to allow space for cycle storage;

ii. Where possible cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;

iii. The design of any enclosure should integrate well with the surroundings;

iv. The bike should be removed easily without having to move the vehicle. New development should promote cycling by providing more cycle routes and monitor the condition of the existing ones; and

v. In the cases of apartments, cycle parking should be allocated in the basement or ground floor.

## SM.05 Legibility and signage

A legible and well signposted place is easier for the public to understand as people can orient themselves with visual landmarks and direct routes. Being able to navigate around a place makes people feel safer as well as offering a more pleasant living environment that functions well.

i. New developments in Harleston should use a variety of identifiable landmarks, gateways and focal points to create visual links and establish a clear hierarchy between places;

ii. New developments should be complemented by distinctive architectural elements around gateways and nodes;

iii. New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape; and

iv. Wayfinding must be clearly established throughout the town, particularly along pedestrian and cycle routes and should be designed to complement and not clutter the public realm.

Figure 83: St Mary's Church, a Grade I listed building as a significant landmark in the Parish (Source: http://www.harleston-norfolk.org.uk/gallery)

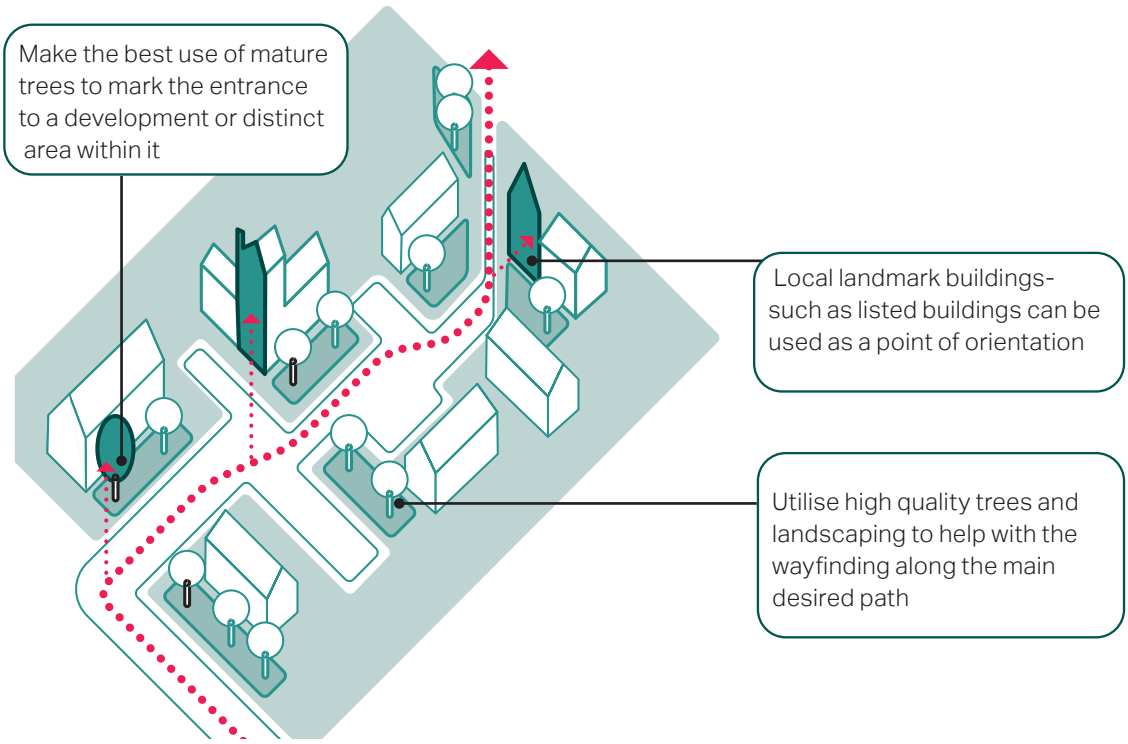



Figure 84: Diagram showing the wayfinding elements in public realm

# BU Buildings

## BU.01 Scale form and massing

The scale, form and massing of buildings are important to the character of a place; therefore, the existing context needs to be considered and new development needs to react sensitively to preserve and enhance the best characteristics of a place ensuring a harmonious relationship with neighbouring buildings, spaces and streets.

Building heights within Harleston are very consistent, with the majority of the buildings being two-storey.

i. The scale and massing of new buildings should be consistent with the form and massing of neighbouring properties;

ii. New developments should seek to respond to the surrounding context by using similar configurations with a modern interpretation. Buildings and developments that do not respect the existing townscape should be avoided;

iii. The height of new buildings should respond to the surrounding context and should not be over-bearing or dominant in the existing street scene; and

iv. Development within Harleston should be of a scale and design to reinforce the locally distinctive character of each character area.

Figure 85: Two-storey family housing on Shotford Road in Character area 2

Figure 86: Two-story semi-detached properties on Briar Road in Character area 4

Figure 87: Massing and building height along Green Lane in Character area 6

## BU.02 Well defined public and private space

A clear definition between public and private space is a fundamental principle for good place-making. Buildings fronting the streets and open spaces give life to the public realm, primary access and principal frontages should therefore always face onto public spaces.

i. In residential areas, the distances between the backs of the properties need to be proportioned giving consideration to privacy;

ii. Setbacks from the street and front garden landscaping, together with more detailed architectural design should seek to balance privacy for front living rooms with natural surveillance of the streets, and the need for street enclosure;

iii. The privacy distance between the backs of the properties should be a minimum of 20m. When this is not possible, the layout should be a back to-side arrangement, or should use single-aspect buildings to avoid creating overlooking issues;

iv. Appropriate boundary treatments including low walls, hedges and railings must be incorporated into design proposals to clearly distinguish public and private space; and

v. Private open amenity space is important to wellbeing and is, in the form of back gardens, also part of the character of Harleston. All new houses will be expected to have usable outside amenity space, with the exception of the town centre character area where more compact building typologies, such as the mews house, may be appropriate.

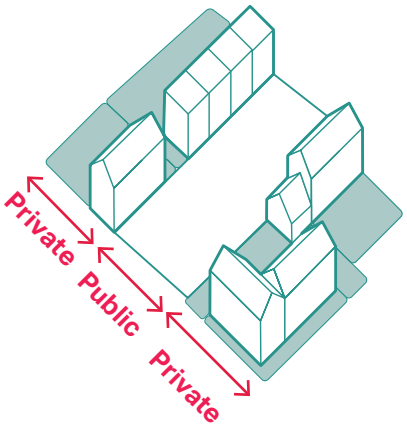



Figure 88: Public and private spaces on The Thoroughfare in Character Area 1

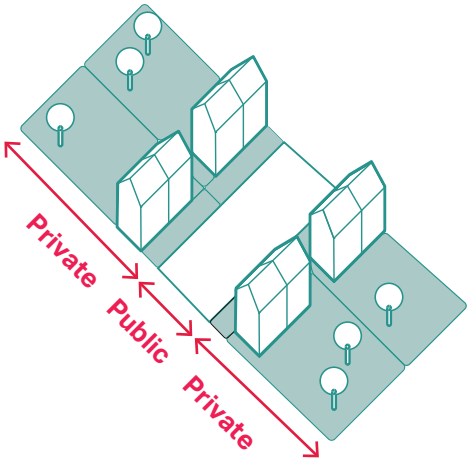



Figure 89: Public and private spaces on Pilgrims Way in Character Area 7

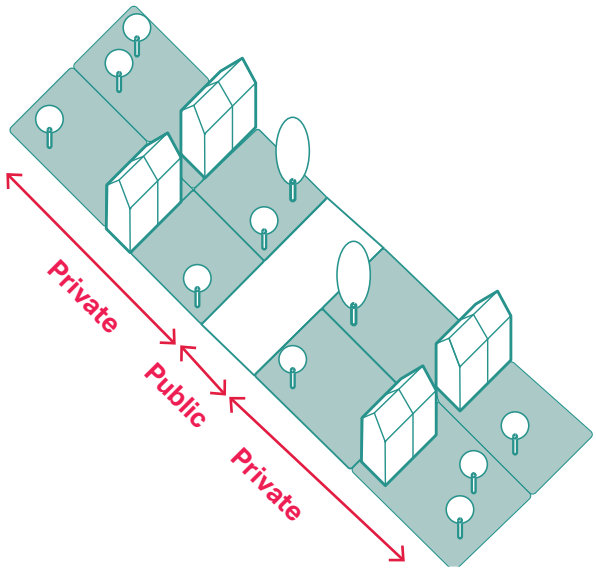



Figure 90: Public and private spaces on Briar Road in Character Area 4

## BU.03 Roofline

Traditional buildings within the town are unified by their simplicity of form, with gables and pitched roofs, which combined with variations in the height of eaves and ridges levels and the number of storeys, make an important contribution to defining the character of the area.

i. Varied rooflines can help to create a more visually appealing and distinctive townscape;

ii. The scale of the roof should be in proportion with the dimensions of the building with subtle changes in the roofline to avoid monotonous elevations; and

iii. The roofline should respect the view corridors and not obstruct them, and also be considerate of topography and existing landmarks when designing new development.

Figure 91: Early 20th Century terraces with gabled roof on station Road in Charater Area 1

Figure 92: Various roofline types on Doune Way in Character Area 7

Figure 93: Subtle variation in gable roofline in Character Area 8

## BU.04 Building line and setbacks

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

i. To ensure sufficient street enclosure private frontages should accommodate a garden or area for plantation;

ii. Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and

iii. Front gardens can be much deeper where the topography require so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces, and built environment.

Figure 94: Building with no set back on The Thoroughfare in Character Area 1

Figure 95: Building set back varied which provides an interesting streetscape on Church View in Character Area 6

Figure 96: Deep front garden On Briar Road with the building line follow the meandering form of the road layout in Character Area 4

## BU.05 Corner buildings

An important townscape principle is for buildings to satisfactorily address the corner. Where corner sites are visually prominent buildings should define the corner architecturally.

i. Buildings should have multiple entrances if possible and two active frontages should be created by incorporating prominent entrances and windows;

ii. On corners which are less visually prominent, such as within the lower density residential areas, continuous built frontage should address the corner by using a series of linked dwellings where possible; and

iii. When a terraced, detached or semi-detached house faces out onto the corner, the buildings should have the main entrance and habitable room windows facing both sides to create activity, and should overlook the street. This building can also be taller or have a distinctive architectural element to ensure a greater presence.

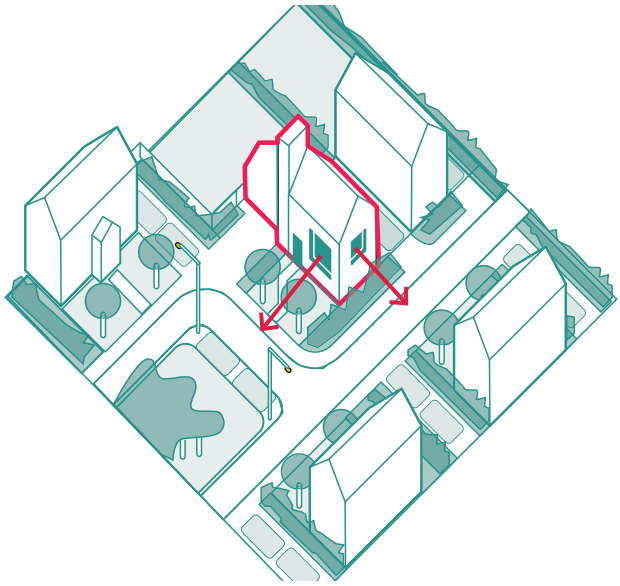


Figure 97: The diagram showing the corner building with two active frontages.

Figure 98: Corner building with multiple entrances in Character Area 1 facing both roads

Figure 99: A corner building in Character Area 7 with brick chimney projection

## BU.06 Active frontages

Active frontages bring life and vitality to streets and public spaces.

i. Introducing regular doors, windows, front gardens and front parking, providing it does not dominate, can stimulate activity and social interactions;

ii. Narrow frontages with a vertical rhythm can create a more attractive and interesting streetscape, while ornamentation on façades and use of bays and porches can create a welcoming feeling; and

iii. Exposed blank façades facing the public realm must be avoided. They should normally be fully fenestrated.

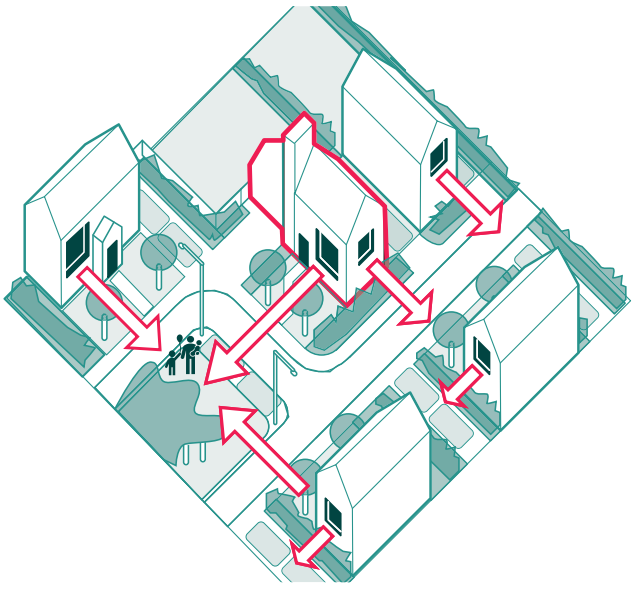


Figure 100: The active frontages with a well-supervised public realm.

Figure 101: Active frontage in the Character Area 1 with fenestration looking to the street.

Figure 102: Two-storey buildings overlooking to street in Character Area 3

## BU.07 Aspect and orientation

Buildings should be designed to maximise solar gain, daylight and sun penetration, while avoiding overheating. Subject to topography and the clustering of existing buildings, they should be orientated to incorporate passive solar design principles. These principles include:

i. One of the main glazed elevations should be within 30° of south to benefit from solar heat gain. Less glazing would be expected on north-facing facades to minimise heat loss on this cooler side (see Figure 103).

ii. If houses are not aligned east-west, rear wings could be included so that some of the property benefits from solar passive gain (see Figure 104).

iii. Homes should be designed to avoid overheating through optimisation of glazed areas, natural ventilation strategies including high- and low- level openings, longer roof overhangs, deep window reveals and external louvres/shutters to provide shading in hotter summer months (See Figure 103).

iv. North facing single aspect units should be avoided or mitigated with the use of reflective light or roof windows.

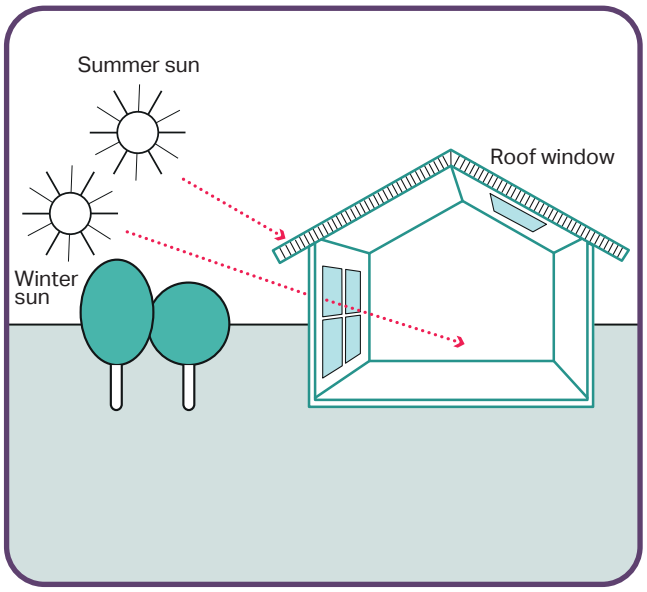



Figure 103: The use of roof window, pitch roof, location and size of windows in favour of maximising solar gain

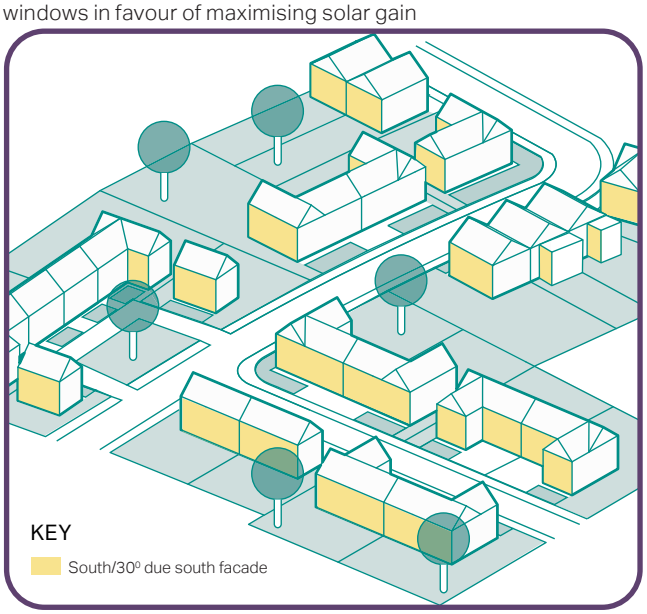



Figure 104: Elevations that would benefit from passive solar gain

## BU.08 Building proportion

The relationships between the building and its elements can provide visual interest and enhance the local character.

i. The proportions of a building's elements should be related to each other as well as the scale and proportion of the building;

ii. The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape;

iii. The front elevation of the buildings must be arranged in an orderly way to avoid creating cluttered facades; and

iv. Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.

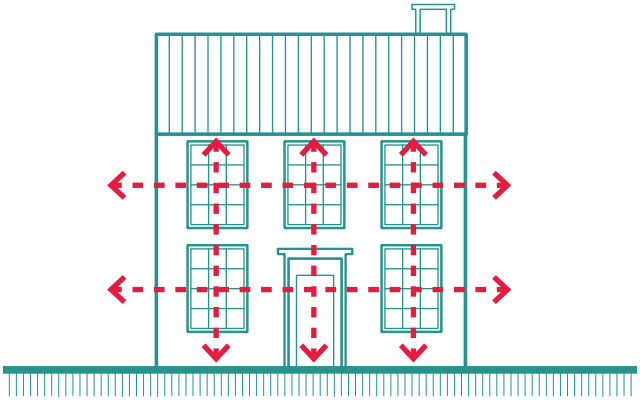


Figure 105: Elevation showing typical building proportion in a detached house.

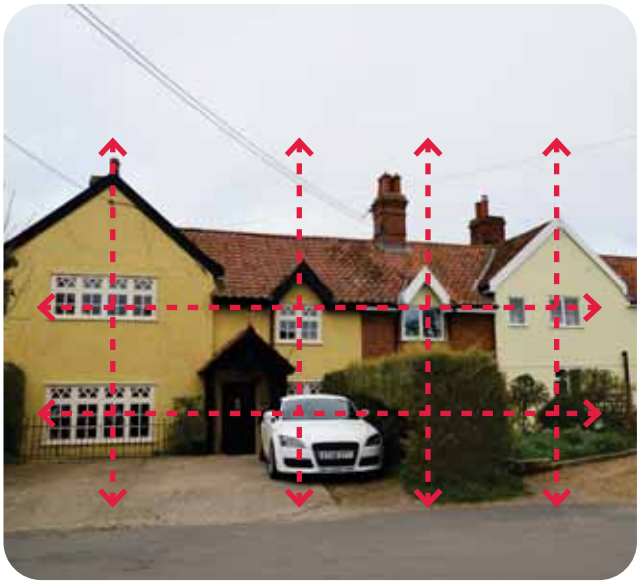


Figure 106: Horizontal and vertical window alignment in Character Area 5

Figure 107: Windows spaced evenly along the building elevations in Charcater Area 7

## BU.09 Landmarks and articulation

Landmark buildings should be easily recognisable and memorable as they often mark the end of vistas or long views as well as being able to address prominent corners.

i. In appropriate locations, buildings should be designed with a number of different features that can create a landmark, such as, projecting bays, large window openings, expressive roof forms and taller elements;

ii. To provide articulation and a welcoming feeling, building facades should have occasional projections such as bays and porches; and

iii. New developments can include some landmark buildings to improve legibility and provide varying features to create articulation which allows visual interest.

Figure 108: The view toward The Clock Tower - a significant local landmark on the Thoroughfare

Figure 109: Market Place forms the town's heart

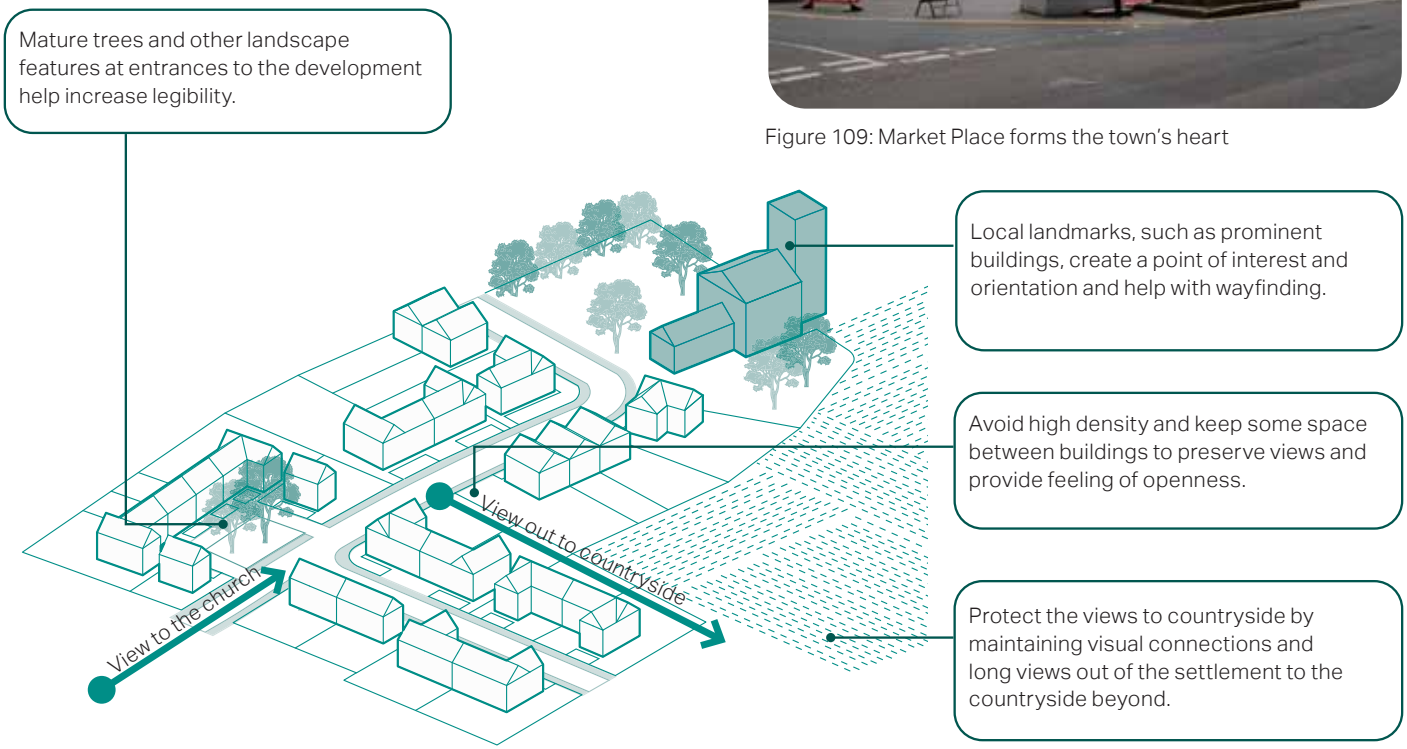



Figure 110: Diagram showing the wayfinding elements in public realm

## BU.10 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.

The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

i. Façades should have an appropriate ratio between the width of the street and the building height;

ii. Buildings should be designed to turn corners and terminate views;

iii. Narrow gaps between buildings must be avoided, they should be either detached/semi-detached or properly linked;

iv. Building lines should run parallel to the back of the pavement;

v. In places with lower density, the sense of enclosure is provided from the use of natural elements such as trees and hedges; and

vi. In the case of terraced buildings, it is recommended that a variety of plot widths, and facade alignments should be considered during the design process to create an attractive townscape.

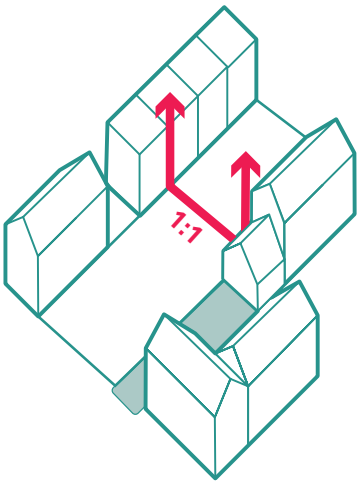



Figure 111: The enclosure ratio on the Thoroughfare in Character Area 1 is typically 1:1

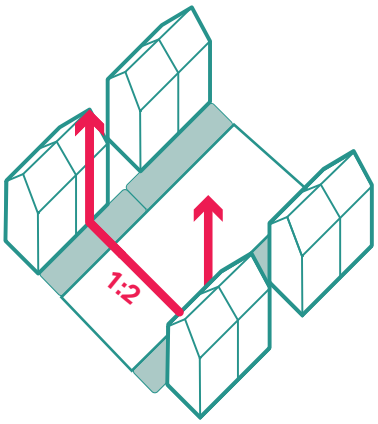



Figure 112: Enclosure ratio on Doune Way in Character Area 7 is about 1:2 and works well for an edge of town centre location

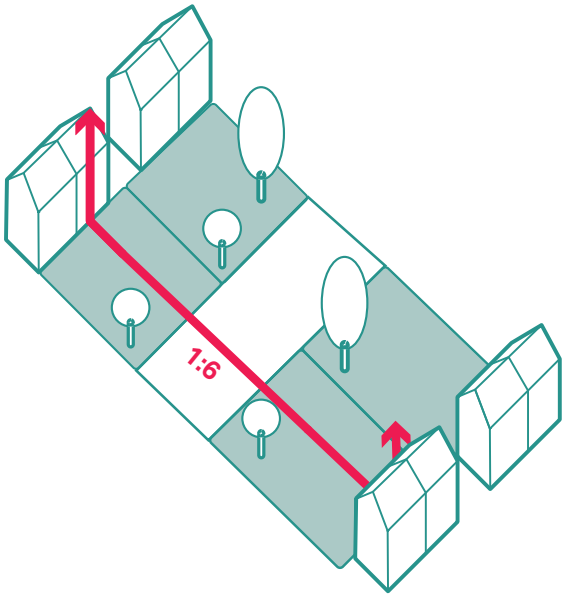



Figure 113: Enclosure ratio on Briar Road in Character Area 4 can be more than 1:6

## BU.11 Designing workspace into new residential developments

After the pandemic impacted the world, many people made the abrupt shift to working from home. More home working should now be expected. The following principles should be considered in this regard:

i. Create areas that can adapted into or used as a designated work area free from distraction;

ii. If not designed in from the start, design gardens in such a way that home office structures can be installed, subject to planning permission; and

iii. Build flexibility into new homes so that they can be adapted to changing needs.

Figure 114: New houses in Cambridge designed with a studio above the garage, ideal for use as a home office

## BU.12 Lifetime homes

Houses should be designed to meet the differing and changing needs of households and people's physical abilities over their entire lifetime. One way to achieve this is to incorporate Lifetime Homes Standards design criteria in the design of new homes and to assess whether they can be retrofitted in existing properties.

The diagram on this page illustrates the main principles of inclusivity, accessibility, adaptability and sustainability.

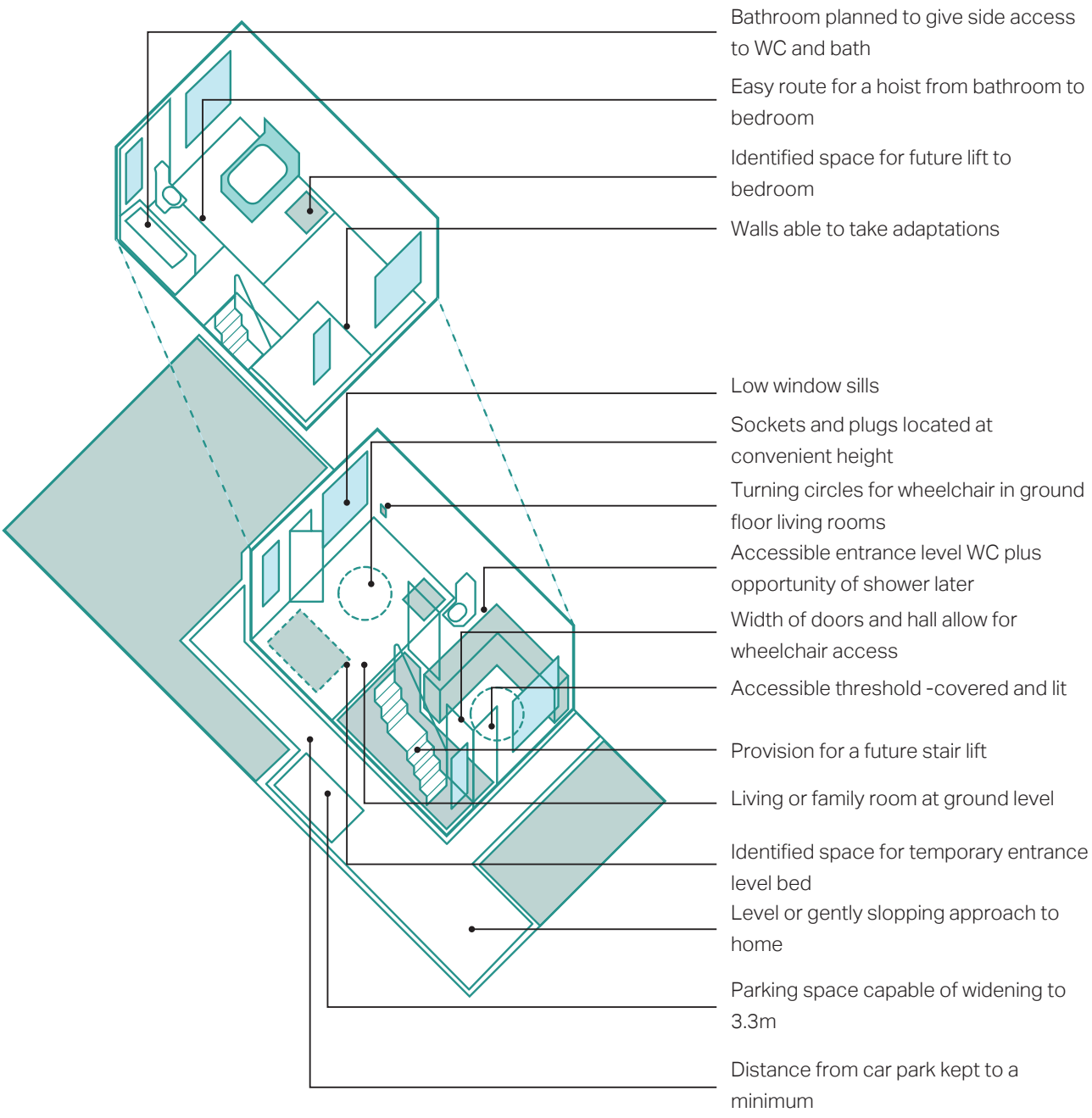



Figure 115: Diagram showing the principles for Lifetime Homes

## BU.13 Extension and alteration

There are multiple ways to create extra space within a building using different types of extensions. Extensions must be designed to an appropriate scale and be secondary to the original building. The pitch and form of a building's roof forms part of its character, therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features and proportions of the original building and be designed to complement these existing elements.

Many household extensions are covered by permitted development rights, meaning that they do not need planning permission. There are exceptions, though, that will be relevant here, such as conservation areas. Check the latest guidance here: https://www.planningportal.co.uk/info/200130/common_projects/17/extensions

i. The character of the existing building, along with its scale, form, materials and details should be taken into consideration when preparing proposals for alterations and/or extensions;

ii. External extensions should respect or enhance the visual appearance of the original buildings and the character of the wider street scene;

iii. Extensions should be subordinate in term of scale and form and shall not be visually dominant or taller than the existing building;

iv. 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;

v. Extensions should be designed using materials and details to match the existing building or alternately, use contrasting materials and details with a contemporary design approach. However, in either case extensions should create a harmonious composition overall and a strong degree of unity with the original building.

vi. Extensions should safeguard the privacy and daylight amenity of neighbouring properties;

vii. Extensions should retain on-site parking capacity and a viable garden area to meet the needs of future occupiers; and

viii. Extensions of existing buildings should help to reduce carbon emission by complying with high energy efficiency standards and utilising low energy design.

## 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. Single-storey and double storey side extensions should be set back from the main 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, and flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

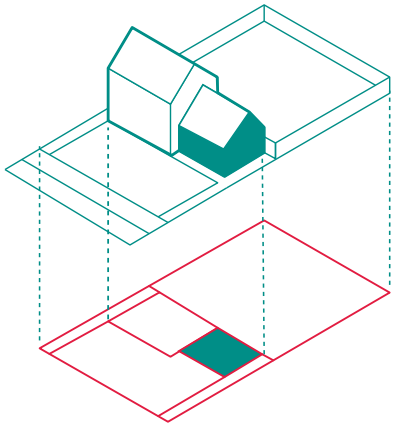


Figure 116: An example diagram of a side extension.

## 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 main ridge of the building.

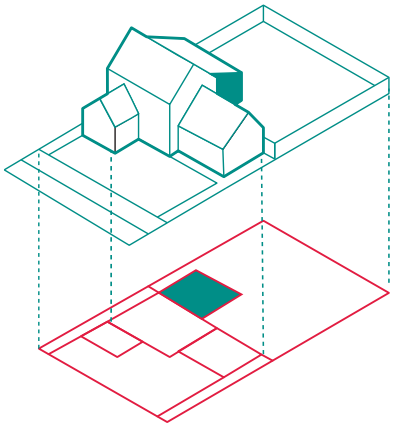


Figure 117: An example diagram of a rear extension.

## BU.14 Boundary treatment

Boundary treatments, such as hedges, low walls and railings should be included in design proposals to clearly distinguish public and private spaces.

i. Boundary treatments should reflect locally distinctive forms and materials, consisting of predominance of red brick and wooden fence but also occasional use of flint for boundary walls; or hedgerows, trees or wooden fence;

ii. Development shall identify existing boundary treatments in the context of the site and consider appropriate boundaries for new development to ensure integration with existing context;

iii. Existing boundary trees and hedgerow should be retained and should be reinforced with native species; and

iv. Boundary treatments should use locally distinctive traditional materials or hedging comprising native species. The boundary treatment should allow safe paths for hedgehogs.

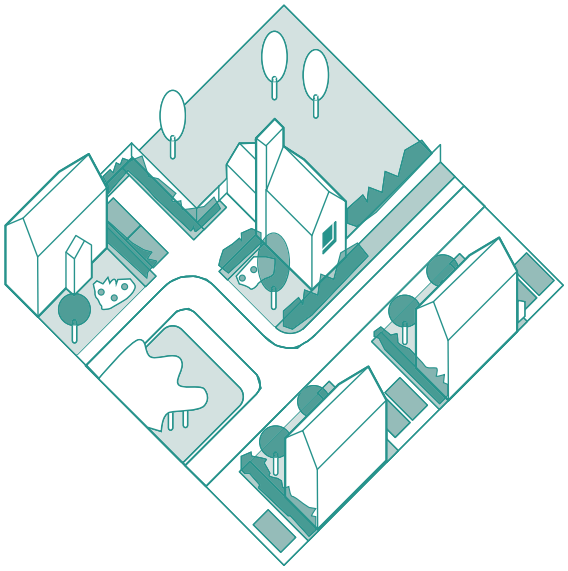


Figure 118: Diagram showing the boundary treatment such as low wall and hedges in front of houses

Figure 119: Hedges and trees used as a boundary treatment in Character area 2

Figure 120: Hedges and wooden fence create a strong definition between public and private space in Character area 4

## BU.15 Shopfronts

### Signage

i. The fascia is the most important area of a shopfront for advertising the business. Signage should be located within the established proportions and confines of the fascia board. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height;

ii. The most appropriate signage at fascia level is individual letters applied or painted directly onto the fascia board;

iii. Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space. They should use an appropriate material, shape, and form avoiding large box signs;

iv. Hanging signs should be held by slender, well-designed brackets using a high quality material; and

v. In the case of corporate brands, those should be sensitive to the existing context, size and scale and use materials and textures from the local vernacular of the area.

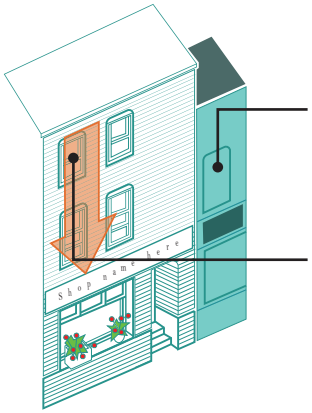
### Lightning

vi. Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs.

### Safety

vii. Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front; and

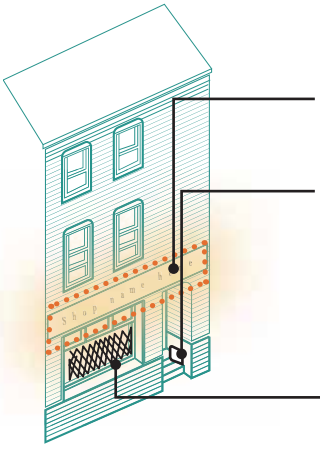
viii. Conceal alarms from the shop front facade and integrate them discreetly within the shop front design or to the side of a building.



**Character & Design**

Integrate the shop front with the surrounding streetscape. Consider adjacent buildings and typical details in the area

Incorporate the overall proportion, form, and scale of the building's upper floors into the design of the shop front

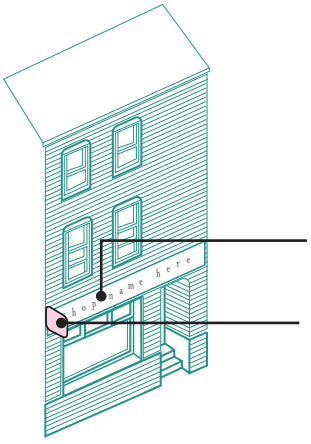


**Lighting & Safety**

Avoid using internally-illuminated box signs

Conceal alarms from the shop front facade and integrate them in the design

Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front



**Signage**

Avoid unnecessary visual clutter

Signage should not be placed on upper floors

Use the fascia as the predominant position for signage

Hanging signs should be in proportion to the building and street and should not dominate pavements

## Good examples of shop front design

### Stall riser

i. A stall riser should be incorporated into the design for the full width of the shopfront, except for the door opening. The height of the stall riser should be between 0.3m and 1m.

### Materials

ii. Window frames, doors, pilasters and fascias should be of timber construction with a painted finish and not a stained finish.

### Panelling

iii. Any timber panelling used in doors, stall risers, pilasters or other elements of the shop front should comprise a constructional timber panel and should not comprise the application of timber beading to a flat timber surface.

### Fascia

iv. The shop front design should include a full-width projecting fascia. The fascia should consist of a surrounding frame, creating an area for a shop-sign. Fascia with lettering of between 250mm and 300mm will read well from street level and from across the road; the size of the fascia is defined by the building typology or detailing, the font size should be proportionate to the fascia.

### Lighting

v. If lighting is incorporated into the design of the shop front, then it should comprise projecting light to create external illumination of the shop sign area.

### Shutters

vi. If shutters and shutter boxes are incorporated into the design, then they should be placed internally, behind the shop front. When in an open position, shutters should not block the shop window opening.

Fascia should be projected with full width with shop sign lettering

Window frames, doors, pilasters and fascia should be of timber construction with paint finish and not stain finish

Timber framing should be used as panelling for doors, windows, stall risers and other elements of shop front. Use of plastic or constructional timber should be avoided

# Town centre development

## Living above shops

i. Active frontage adds to the vitality and vibrancy of the street and public realm and enhances the user experience of the town centre. The design guidelines seek to create an active commercial centre by promoting a vibrant street scene; and

ii. High level of natural surveillance should be provided to create vibrancy and vitality along The Thoroughfare in both upper floors and shopfronts. Use of larger well-proportioned windows or floor to ceiling windows on ground floors help achieve adequate overlooking. The above floor fenestration should be well proportioned and aligned with the ground floors.

## Spill out space (in-out spaces)

iii. In-out spill out spaces are encouraged across the town centre to create activity on streets. Businesses such as restaurants and cafés which have seating on the street should locate them within well-organised spaces, subject to licensing, that do not impede pedestrian movement. These are recommended to be located on wider pavements and not create street clutter.


Figure 121: Diagram to illustrate some of the design guidance related to the town centre development.


Figure 122: The spill out space in front of Hungry Cat Cafe

## Public realm

i. The public realm is physically, visually and culturally accessible to the public and is vital to the quality and identity of Harleston;

ii. Well-connected public spaces of high quality are essential because they create informal meeting places and venues, as well as offering a place to rest, gather and to organise community events;

iii. The public realm within the town centre should be coordinated and strengthen local distinctiveness to enhance user-friendliness and aid wayfinding; and

iv. Furthermore, pedestrian flow and access to cycle stands should be facilitated. For that reason, new railings should be avoided to create the feeling of a more shared space.

Figure 123: Spilling out into the public realm. Seated planters on Market Place

Figure 124: The existing bollards, a bin and seated planter on Church Street

## Street furniture

i. Street furniture provides a primary function in the public realm by unifying the street scene. It also helps create a sense of place and identity and makes a place feel welcoming; and

ii. Street furniture design should be simple, robust and easy to maintain. Street furniture design across Harleston town centre should be complementary based on a unified design palette for Town centre Zone, and should be used to strengthen the legibility of key routes and spaces.

### Benches

iii. Benches should be wide enough for at least three people and should be of a simple design. In addition, they should also cater for different user groups; and

iv. Materials can be contemporary (to be agreed with Harleston Town Council).

### Bins

v. Bins should be well designed and covered. They can be traditional or more contemporary in design and material (to be agreed with Harleston Town Council).

### Planters

vi. Planters should be robust and simple in design. They should be well integrated within the public realm and should be spaced sensibly to avoid street clutter; and

vii. The planters used within Harleston are good examples of robust and simple design. The use of planters for shrubs, grasses and small trees should be considered to enhance the green streetscape.

### Bollards

viii. Bollards should be simple in design and well integrated within the public realm to avoid street clutter.

Figure 125: Example of wooden and metal bench without armrest on Broad Street

Figure 126: Example of timber bench

Figure 127: Example of street planting found along pavement in front of historic Swan Hotel on the Thoroughfare

## BU.16 Employment buildings

### Site layout & frontage

i. Locate yard and loading space away from the street edge towards the middle or rear of the site;

ii. Position the most active uses or operational making areas at ground floor along the street; and

iii. Ensure that ground floor uses adjacent to the street have high levels of windows.

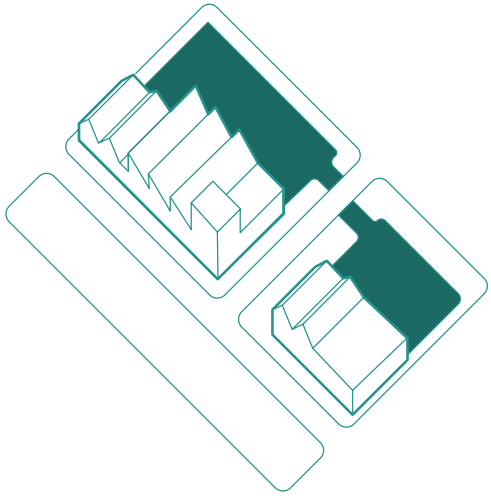


Figure 128: Locate yard, parking and loading space to the rear

### Movement

iv. Ensure Heavy Goods Vehicle (HGV) routes connect to the strategic road network as efficiently as possible to reduce conflict between HGVs and other road users;

v. Separate modes of transport where necessary and consider limiting the types of vehicles that can use particular routes;

vi. Promote businesses working together to consolidate deliveries where possible to reduce HGV movements;

vii. Design junctions that are safe and easy to cross for pedestrians and cyclists; and

viii. Locate higher employment densities such as B1c and studio space in areas with better connectivity.

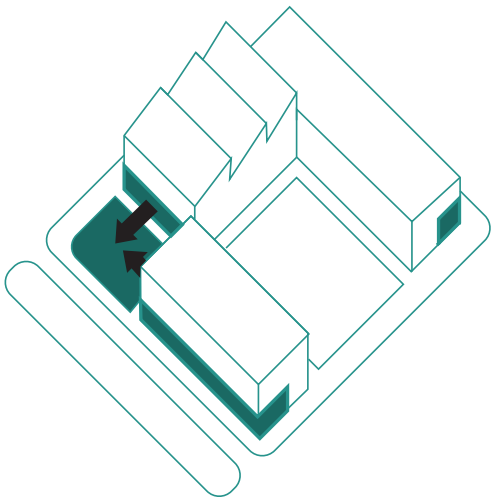


Figure 129: Locate the most active uses on the ground floor fronting the street and enhance their visual permeability

## Access, yards, servicing & parking

ix. Provide a dedicated pedestrian entrance directly from the street and segregate servicing and pedestrian routes;

x. Take advantage of sites with access from multiple sides to separate access;

xi. Consider shared yard to optimise space on smaller sites;

xii. Incorporate sufficient space for HGV turning circles within the site to prevent HGV manoeuvring on highways;

xiii. Consider provision of shared HGV parking for units that only require occasional HGV access;

xiv. If required, consider providing parking on the roof of buildings to meet parking requirements and not reduce yard or industrial space; and

xv. Integrate parking within buildings and away from the street edge and separate yard-space, employee parking and visitor parking.

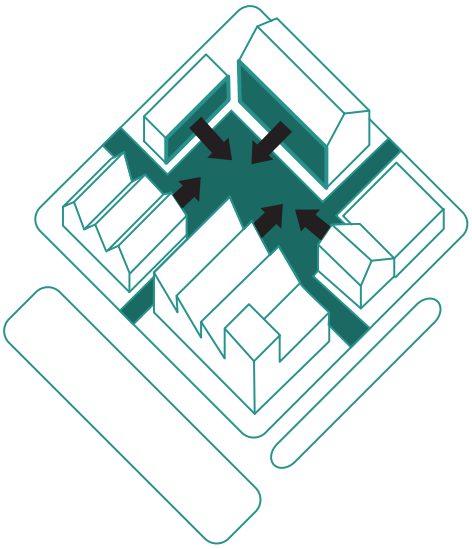


Figure 130: Share yards to optimise operation space on smaller sites

Figure 131: Design public spaces and meeting places, avoid creating new low quality green space at the edge of an industrial site

## Amenity space & adjacencies

xvi. Rather than left-over 'industrial scrub', design any public space with care as attractive places to meet or take a break from work;

xvii. Where co-located, orientate industrial and residential units to minimise overlooking of yard space;

xviii. Incorporate acoustic mitigation measures such as high-quality windows and mechanical ventilation, triple glazing and wall and floor build-ups where adjacent to residential blocks; and

xix. Use ancillary uses and landscaping to provide a buffer between residential and industrial uses such as parking or cycle storage.

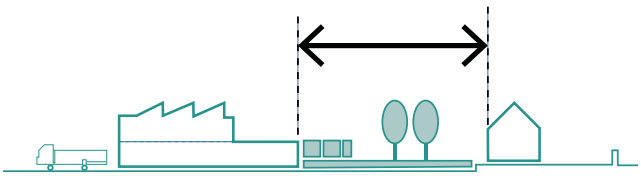


Figure 132: Use ancillary uses and landscaping to provide a buffer between residential and industrial uses

# QP Quality of place

## QP.01 Open/green spaces

Harleston has a good network of footpaths and wide range of green spaces. Future open spaces should be planned considering the following principles:

i. Design new open space to incorporate existing landscape features to create an informal park with opportunities for natural play and recreation;

ii. Planting should be used to soften the mass of the built form. For example, a 'semi-natural' strip of planting of around 50 metres would be adequate for 2 rows of trees with a woodland footpath between;

iii. Green buffers can be a satisfactory transition between old and new neighbourhoods. This could take the form of a 'semi-natural' woodland strip, as above, or more formal open space like playing fields including those belonging to schools;

iv. All existing good quality woodland, hedgerows, trees and shrubs to be retained within the layout of the parks and enhanced with improved management;

v. New trees, grassland and shrubs to be planted to supplement existing vegetation;

vi. Active frontages to face onto green spaces;

vii. Provide allotments or other community garden facilities where appropriate; and

viii. Allow for flexible use of the space allowing temporary uses to fluctuate with a changing programme of events and use.

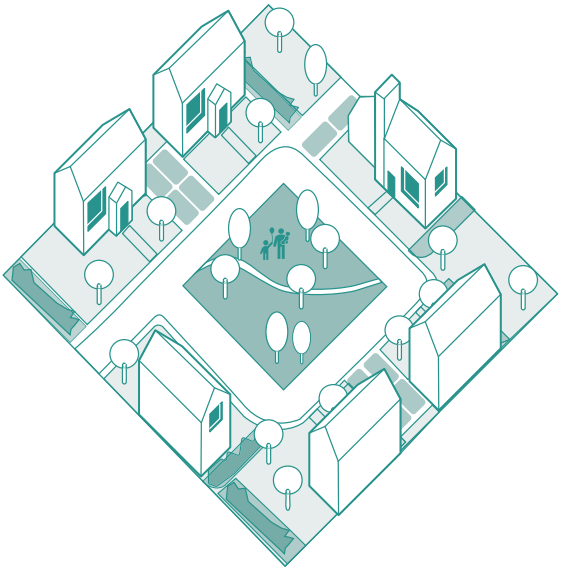


Figure 133: Green space at the heart of a development.

Figure 134: The open space with children's play area on Bullfinch Drive

Figure 135: Overlooked open space on Robin Avenue

## QP.02 Architectural details

Redenhall with Harleston Parish has a rich vernacular architecture which constitutes its distinctive character and identity. There is a rich heritage of historic buildings with various architectural styles such as various Georgian and Victorian doors and door surrounds. Medieval buildings remain behind later 18th and 19th century facades.

There is also a great variety of roof pitches and decorative bargeboards. In addition, door decoration is a feature in the town in terms of styles and quality. Georgian doors, lattice porch and Victorian gothic porches are found in the town.

In general new development or any change to the built environment shall:

i. Use materials and architectural detailing that contributes to the historic and vernacular character of the area. It is important that the materials used in proposed development are of a high quality and reinforce local distinctiveness;

ii. Demonstrate that the palette of materials has been selected based on a solid knowledge of the local vernacular style and traditions; and

iii. Reflect an intelligent understanding of the building details of the historic settlement cores without resulting in low-quality imitations of past styles.

Figure 136: St Mary's Church in Redenhall built by flint with stone dressing


Figure 137: The Corn Exchange (Source: http://www.harleston-norfolk.org.uk/gallery)

Figure 138: Candler's House, a Grade II* listed building, with red brick, hipped tiled roof, sash windows and an attic

## QP.03 Materials and colour palette

There are a range of architectural styles used within the town for walls, roofscape and fenestration.

Predominant materials used in the town is brick, usually soft Norfolk reds with some local grey/white gault brick. Some timber framed buildings have survived and are mostly rendered with some hidden behind brick facades. Althought there are some flint stone examples in the area, it is not a predominant feature in the town. However, there are a mixture of brick and flint walls to be found within the town. Higher status properties are more uniform, being more refined architecturally.

Historically thatch was used as roof materials within the town, however in order to prevent spread of fire this has been changed to pantiles. Overall pantiles, slate, and black glazed tiles are predominant in the area.


i. The materials and architectural detailing used in Harleston contribute to the historic character of the town;

ii. Architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness;

iii. Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment; and

iv. The following materials are used in the town: Traditional red/yellow brick, timber frame, white render and some rare example of flint used for walls.


Figure 139: Positive local examples for wall materials in Harleston

Flint with stone dressing

Sash window

Details of interest

Wooden porch and details

Ocra render

Decorative bargeboards

Mosaic and tile shop front porch steps

Decorated bargeboards on dormer

Red brick

Black weatherboarding

Clay tile and poorly integrated solar panel

Decorative door

Yellow brick with brick quoins

Bay window on rendered wall

Mix of red brick and flint

Mix of red brick and stone

## QP.04 Street lighting/dark skies

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

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

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

i. Ensure that lighting schemes will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;

ii. Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this;

iii. street lighting in new developments should conform to the established pattern of the existing street lights owned by the town council;

iv. Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;

v. Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);

vi. The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists);

vii. Foot/cycle path light should be introduced sensitively and in harmony with surrounding rural landscape. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided; and

viii. Any new developments and house extensions designs should encourage to use natural light sources.

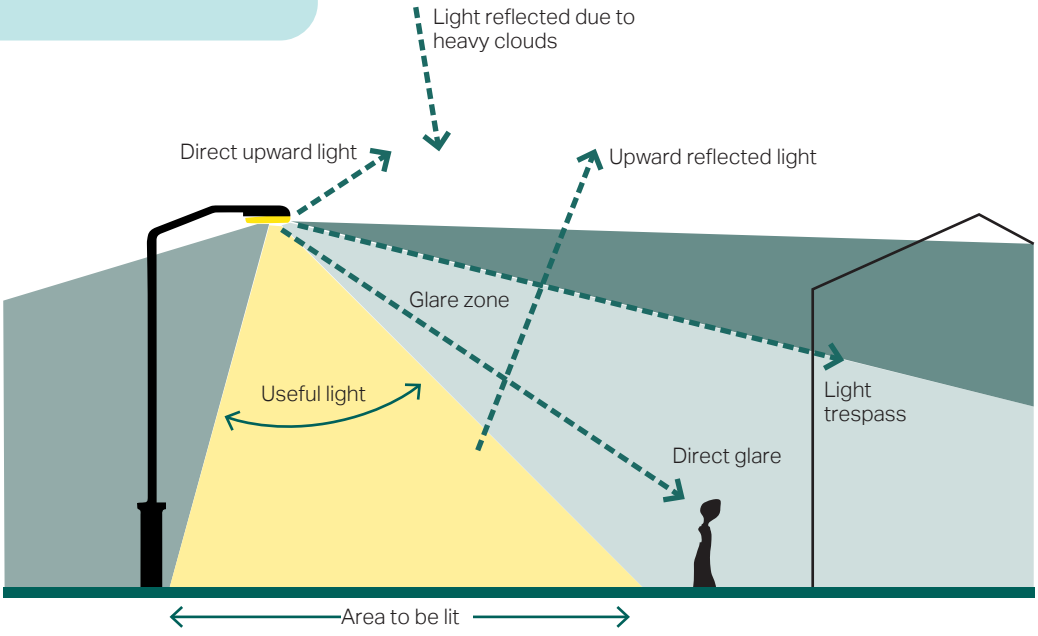



Figure 140: Diagram to illustrate the different components of light pollution and what 'good' lighting means

## QP.05 Mitigating noise and air pollution

Where new development could result in significant adverse effects on the landscape and on visual amenity, appropriate mitigation measures should be provided. Conversely, effects of existing infrastructure- such as ventilation, air conditioning, refrigeration units and pumps which produce disturbing low-frequency tonal sound- traffic noise and pollution on the new homes should be mitigated.

i. Encourage tree planting and landscaping along the development limits for visual appeal, recreation, to reduce traffic noise and to mitigate pollution effects;

ii. Create a safeguarded buffer area between the development and the open countryside and existing infrastructures that could result in inappropriate levels of noise on the new homes; and

iii. Encouraging double-glazed windows in new developments.

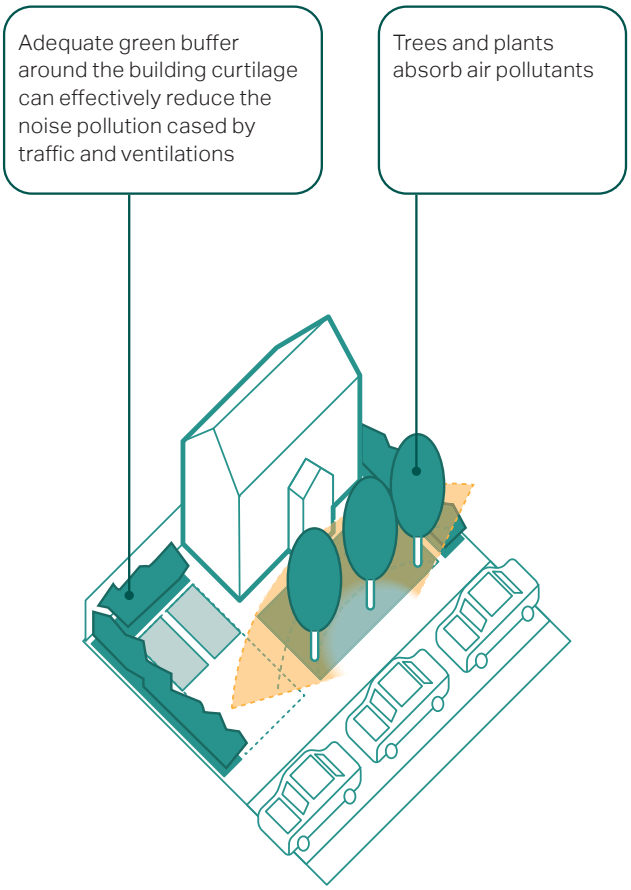



Figure 141: Diagram highlight some guidelines related to noise and air pollution

# SU Sustainability

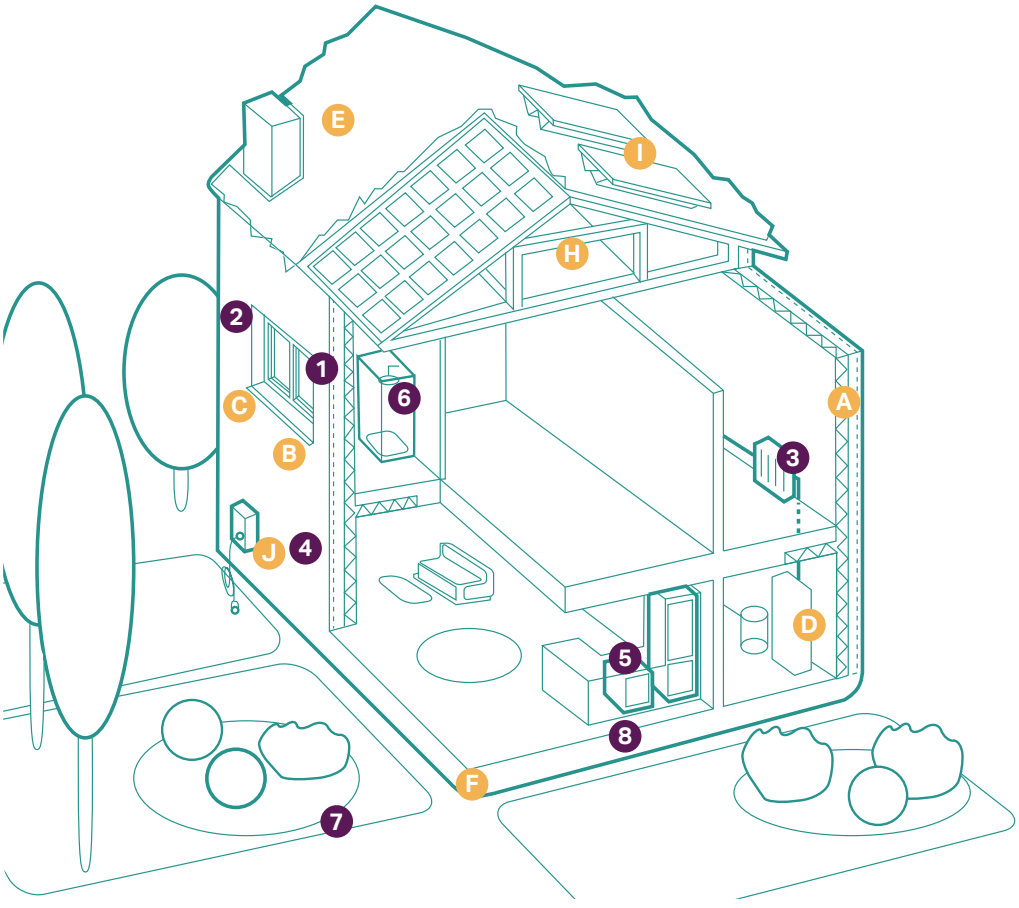
This section introduces energy efficient technologies and strategies which should be encouraged in buildings, landscapes and neighbourhoods.

## SU.01 Energy efficient housing and energy production

## Low-carbon home

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, there are strategies that can be incorporated towards passive solar heating, cooling and energy




**Existing homes**

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

**Additional measures in new build homes**

- A **High levels of airtightness**
- B **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling
- C **Triple glazed windows and external shading** especially on south and west faces
- D **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
- E **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
- F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- H **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- I **Solar panels**
- J **Electric car charging point**

efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged.

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.

It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions is also available to retrofit existing buildings, included listed properties, to improve their energy efficiency[1].

1. Historic England. https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/

## SU.02 Biodiversity

Harleston has a rich and varied landscape character. There are many natural features and assets, such as trees, woodlands, hedgerows, the landscape to the north east of the town, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish especially for swifts and hedgehogs. Therefore, any new development or any change to the built environment should:

i. Protect and enhance woodlands, hedges, trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments;

ii. Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering;

iii. Strengthen biodiversity by providing habitats for species including swifts and hedgehogs. Provide safe paths for hedgehogs.

iv. Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;

v. Include the creation of new habitats and wildlife corridors in the schemes. This could be done by aligning back and front gardens or installing bird boxes or bricks in walls;

vi. Propose wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas; and

vii. Protect mature and veteran trees, wide green verges and species-rich hedgerow as they are essential for biodiversity. Hedgerows in particular, provide habitat for the fauna and contribute also to prevent soil erosion.

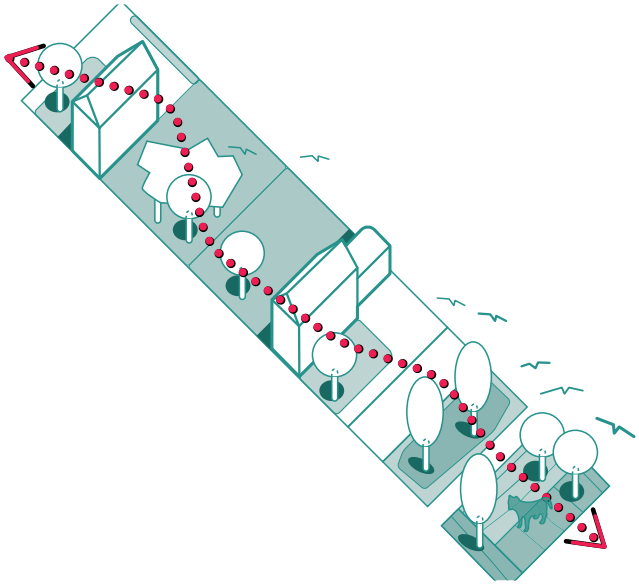


Figure 142: Diagram to highlight the importance of creating wildlife corridors

Figure 143: A swift brick

Figure 144: Example of a bug habitat decorating rear gardens or public green spaces

## SU.03 Sustainable drainage system

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

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources. Water butt should be designed into the new buildings.

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

i. Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and

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

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

iii. Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not overwhelm water courses or the sewer network;

iv. Integrate the measure numbers i to iii into development and improve amenity through early consideration in the development process and good design practices;

v. SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;

vi. Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;

vii. Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and

viii. SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

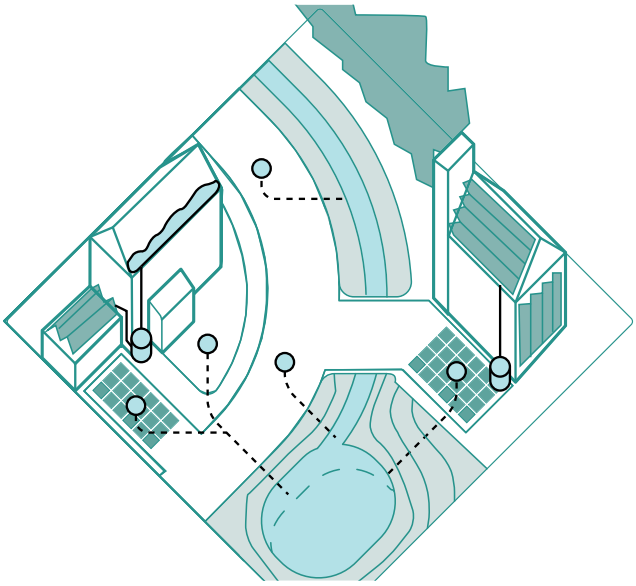


Figure 145: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs..

Figure 146: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden.

## SU.04 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 pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving should be used where possible on footpaths, public squares, private access roads, driveways, and private areas within development boundaries. In addition, permeable pavement must also align with the following Acts:

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

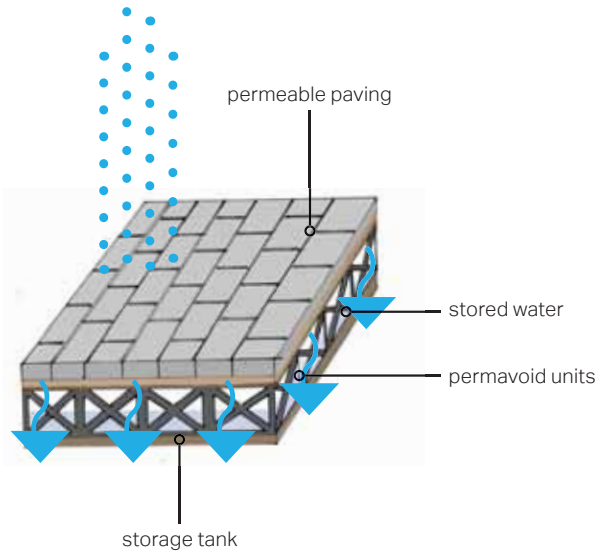



Figure 147: Diagram illustrating the functioning of a soak away.

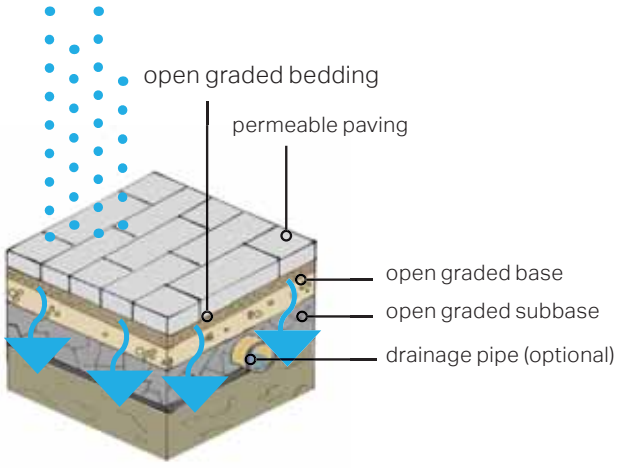



Figure 148: Diagram illustrating the functioning of a soak away.

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

2 Great Britain (2010). The Building Regulations Part H – Drainage and Waste Disposal. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

3 Great Britain (2015). Town and Country Planning (General Permitted Development) (England) Order 2015. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf

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

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems[1];
- The SuDS Manual (C753)[2];
- BS 8582:2013 Code of practice for surface water management for development sites[3];
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers[4]; and
- Guidance on the Permeable Surfacing of Front Gardens[5].

Figure 149: Water butts used for rainwater harvesting.

1 Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

2 CIRIA (2015). The SuDS Manual (C753).

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

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

5 Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at:https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

# General questions

# 05

# 5. General questions

## 5.1. General questions to ask and issues to consider when presented with a development proposal

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

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

# 1

## General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Positively integrate energy efficient technologies;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

## 2

### Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?
- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?

## 3

### Local green spaces, views and character:

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

## 3

### Local green spaces, views and character:

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

## 4

### Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between settlements?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

## 5

### Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

## 6

### Building line and boundary treatment:

- What are the characteristics of the building line?
- How has the building line been respected in the proposals?
- Has the appropriateness of the boundary treatments been considered in the context of the site?

## 7

### Building heights and roofline:

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

## 8

### Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

## 9

### Building materials and surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/ or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

## 10

### Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

# 11

## Architectural details and design:

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

# 06

## Delivery

# 6. Delivery

The design guidance and codes will be a valuable tool in securing context-driven, high-quality development in Redenhall with Harleston Parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

| Actors | How They Will Use the Design Guidance and codes |
|---|---|
| Applicants, developers, and 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 code as planning consent is sought. |
| Local Planning Authority | As a reference point, embedded in policy, against which to assess planning applications.<br><br>The code should be discussed with applicants during any pre-application discussions. |
| Town Council | As a guide when commenting on planning applications, ensuring that the code is 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. |

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