Little Bealings

Design Guide

Final Report

May 2024

Delivering a better world

Quality information

Prepared by	Check by	Approved by
Daniel Mather	Tiernan Drasdo	Ben Castell
Graduate Urban Designer	Graduate Planner	Director

Revision History

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Contents

Introduction

01

1. Introduction

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

1.1 About this document

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

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, The Value of Good Design[1]) has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

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

Following the analysis of the parish, in Section 2, a set of architectural and design qualities are set out in Section 3.

This set of qualities combined with good design practice will form the design guidelines that any development within Little Bealings Parish should follow in order to comply with this Design Guide document.

1.2 Signpost to other documents

The Government's Planning Policy Guidance defines design codes as:

'… a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by the 10 characteristics of good places set out in the National Design Guide. They can be …appended to a Neighbourhood Plan…'

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

The following documents provide guidance at national, district and local level and have been used to inform this report.

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

NATIONAL LEVEL

2023 - National Planning Policy Framework

DLUHC

The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced.

2021 National Model Design Code

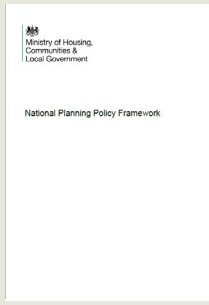
DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide.

2020 - Building for a Healthy Life

Homes England

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



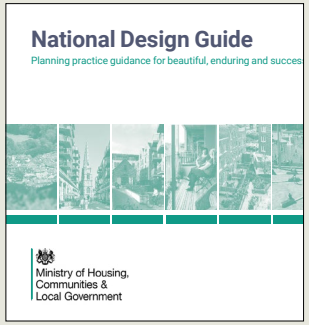
NATIONAL LEVEL

2019 - National Design Guide
MHCLG

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

2007 - Manual for Streets
Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and place the needs of pedestrians and cyclists first.



DISTRICT LEVEL

2020 - Suffolk Coastal Local Plan
East Suffolk Council

The Suffolk Coastal Local Plan includes policies that cover Little Bealings.

The Local Plan stipulates relevant policy for matters such as the local economy, climate change, housing, transport and tourism, as well as laying out and identifying Area Specific Strategies.

EASTSUFFOLK COUNCIL

Supplementory planning documents
East Suffolk Council

Supplementary Planning Documents (SPDs) and Supplementary Planning Guidance (SPG) provide additional guidance on matters covered by the Local Plan and are material considerations in decision making.

East Suffolk has a range of SPDs which are relevant to Little Bealings and the neighbourhood plan. These include:

- Housing in Clusters and Small Scale Residential Development in the Countryside (2022)
- Affordable Housing (2022)
- Sustainable Construction (2022)
- Historic Environment (2021)

1.3 How to use this document

The NPPF 2021, paragraphs 131-132 states that:

'*Plans should, at the most appropriate level, set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers…'*

'To provide maximum clarity about design expectations at an early stage, all local planning authorities should prepare design guides or codes consistent with the principles set out in the National Design Guide and National Model Design Code, and which reflect local character and design preferences. Design guides and codes provide a local framework for creating beautiful and distinctive places with a consistent and high quality standard of design. Their geographic coverage, level of detail and degree of prescription should be tailored to the circumstances and scale of change in each place, and should allow a suitable degree of variety.'

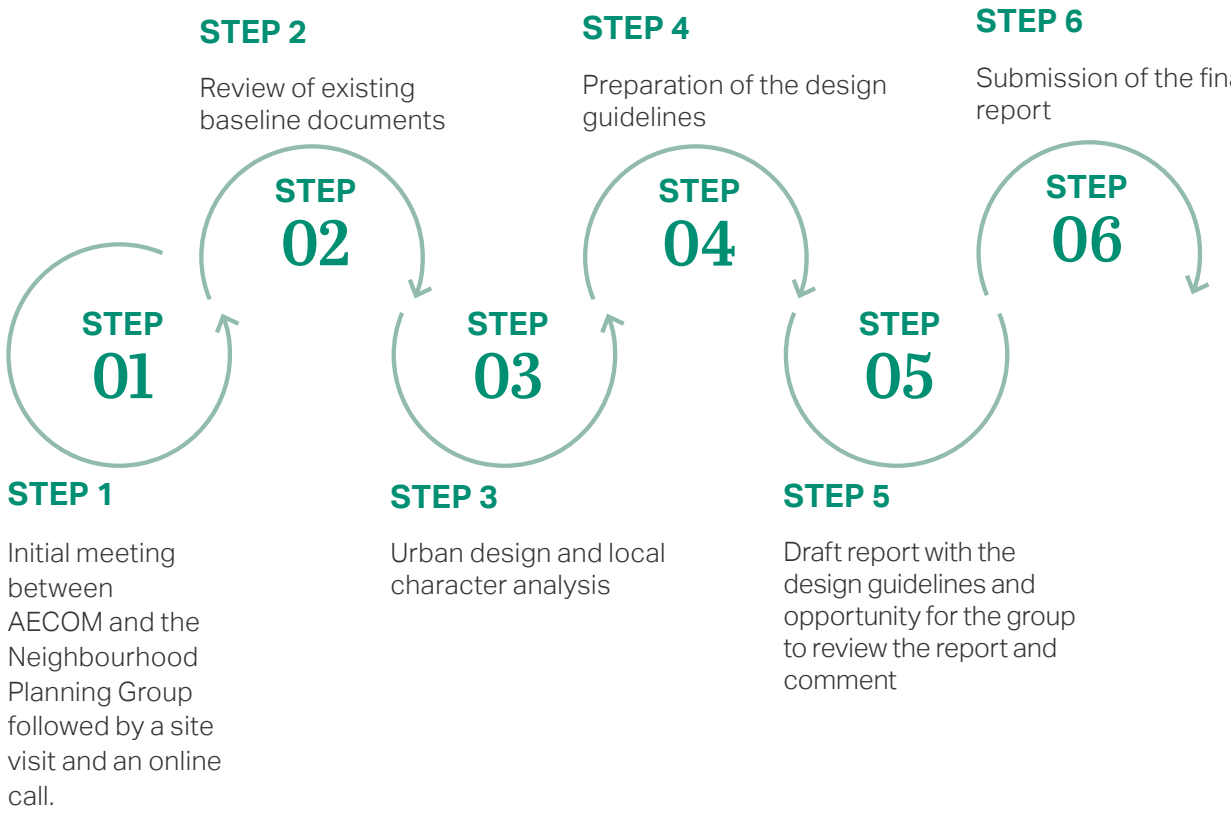
The Government is placing significant importance on the development of design guides in order to set standards for design upfront and provide firm guidance on how sites should be developed.

The general design guidance provided in this document aims to influence any development within the parish.

Chapter 4 in this document is a checklist for any development occuring in the parish to help ensure good quality design.

1.4 Preparing the design guide

Following an inception meeting and a site visit with members of the Neighbourhood Plan Group, the following steps were agreed with the Group to produce this report:



1.5 Area of study

Little Bealings is a small village along the Fynn Valley in East Suffolk. In 2021, the census showed the population of Little Bealings to be 458. The typical dwelling in Little Bealings is a four-bedroom detached home and the Neighbourhood Area spans 322ha.

The closest large settlement to Little Bealings is the market town of Woodbridge, which is approximately a 10-minute drive away. Ipswich is also just a 20-minute drive, 6 miles away. Little Bealings is connected to the main road network via local roads, giving the village ready access to the A12 which connects to important settlements such as Colchester, Chelmsford and, eventually, London to the southwest.

As Little Bealings no longer has a rail station, public transport is exclusively based on bus connections. The Neighbourhood Area has two bus stops: Sandy Lane and Beacon Hill Crossroads. The main link running through both stops is the 59 Village Links route, linking Little Bealings to Ipswich; though there is no service on Sundays. The bus to Ipswich only runs once a day, leaving in the morning and returning at lunch time. Connections to Woodbridge are available outside of the Parish boundaries, from Dobbs Lane bus stop at Kesgrave.

Figure 02: The John Belstead Playing Fields.

Figure 01: View up The Street towards the Church.

Figure 03: View from the land behind the properties on the south side of Martlesham Road, overlooking paddocks.

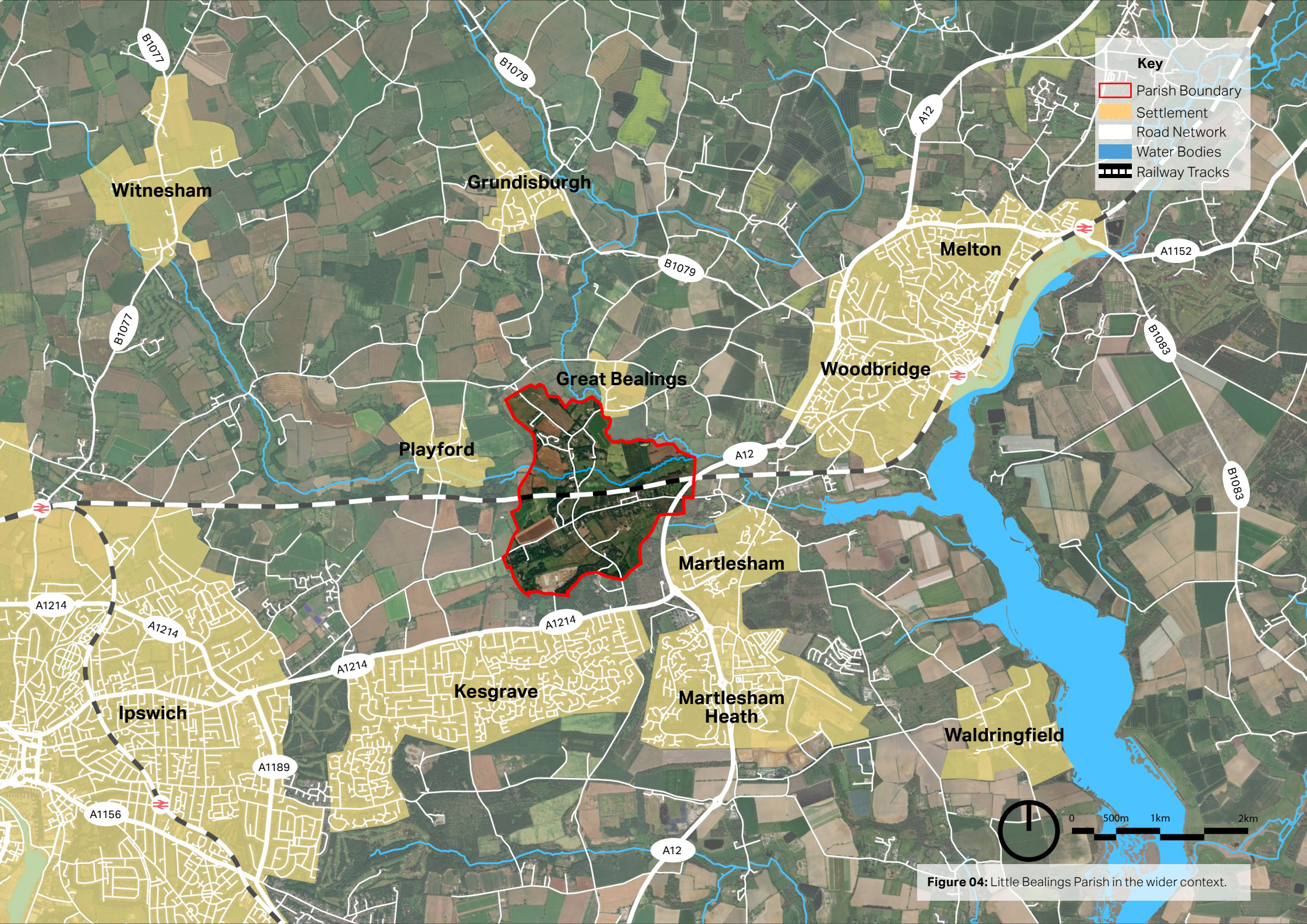
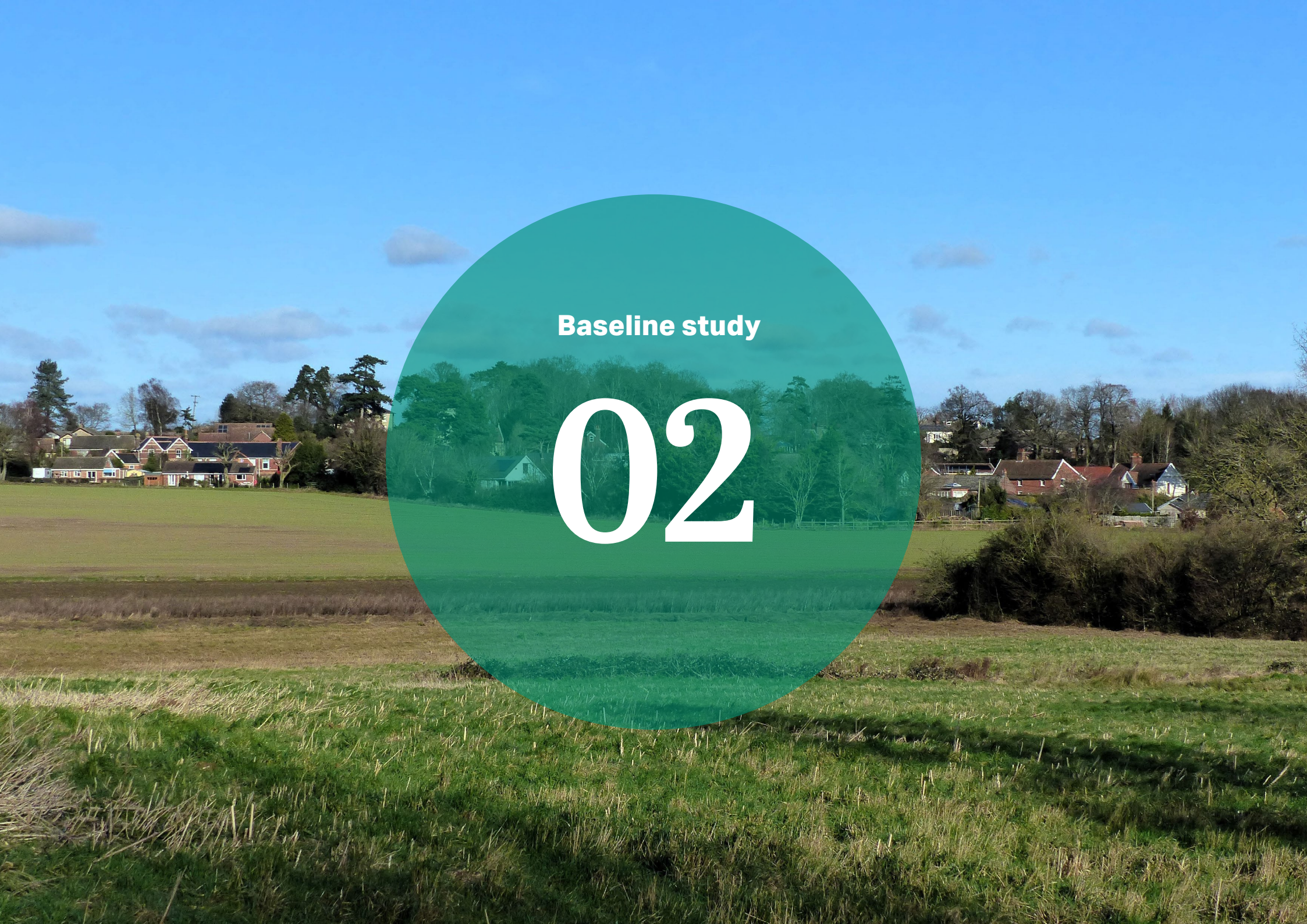


Figure 04: Little Bealings Parish in the wider context.



Baseline study

02

2. Baseline study

This chapter describes the local context and key characteristics of Little Bealings parish related to built form, heritage, built environment, streetscape, land use and green infrastructure.

2.1 Parish structure

Little Bealings Parish consists primarily of linear and cul-de-sac developments. The main village core of Little Bealings is centred around the School, Church and Angela Cobbold Hall, while some housing developments along Martlesham Road and Playford Road can be found about 800 metres further south.

Main Village

Little Bealings village is primarily anchored on the junction between The Street and Sandy Lane. Sandy Lane runs about 250 metres west and connects to two cul-de-sacs (Michaels Mount and Richards Drive), a private driveway and a public right of way (PRoW) that leads to Playford. Development along these cul-de-sacs is mainly residential barring Bealings School. Most homes are bungalows, though some two-storey structures exist in a detached or semi-detached configuration.

Along The Street, the majority of homes are detached, though some semi-detached and former terraced housing is also present. Homes tend to be two-storeys tall and as The Street runs northward, plot sizes also increase considerably.

Another area with considerable development is the Holly Close cul-de-sac, off Holly Lane. Homes here are typically two-storeys tall, with a blend of detached and semi-detached homes.

Outlying areas

Martlesham and Playford Roads hosts Little Bealings' second main area of development. Development is primarily residential and consists of mainly two-storey developments with generous plots and considerable setback from the road. The generous setback and large plots help buffer housing units from road traffic. This buffer is augmented by extensive woodland and green infrastructure within the area, especially closer to the A12 which runs perpendicular to Martlesham Road.

Beacon Lane, an unpaved cul-de-sac housing development, also hosts some smaller homes. There is a mix of bungalows and two storey properties.

The concrete plant, located south of Playford Road and the village, is a large industrial site. It is often noisy and has an impact on some of those who live in the parish. Beyond adding character to the area, this is another reason why vegetation buffers around the village boundary are important in Little Bealings.

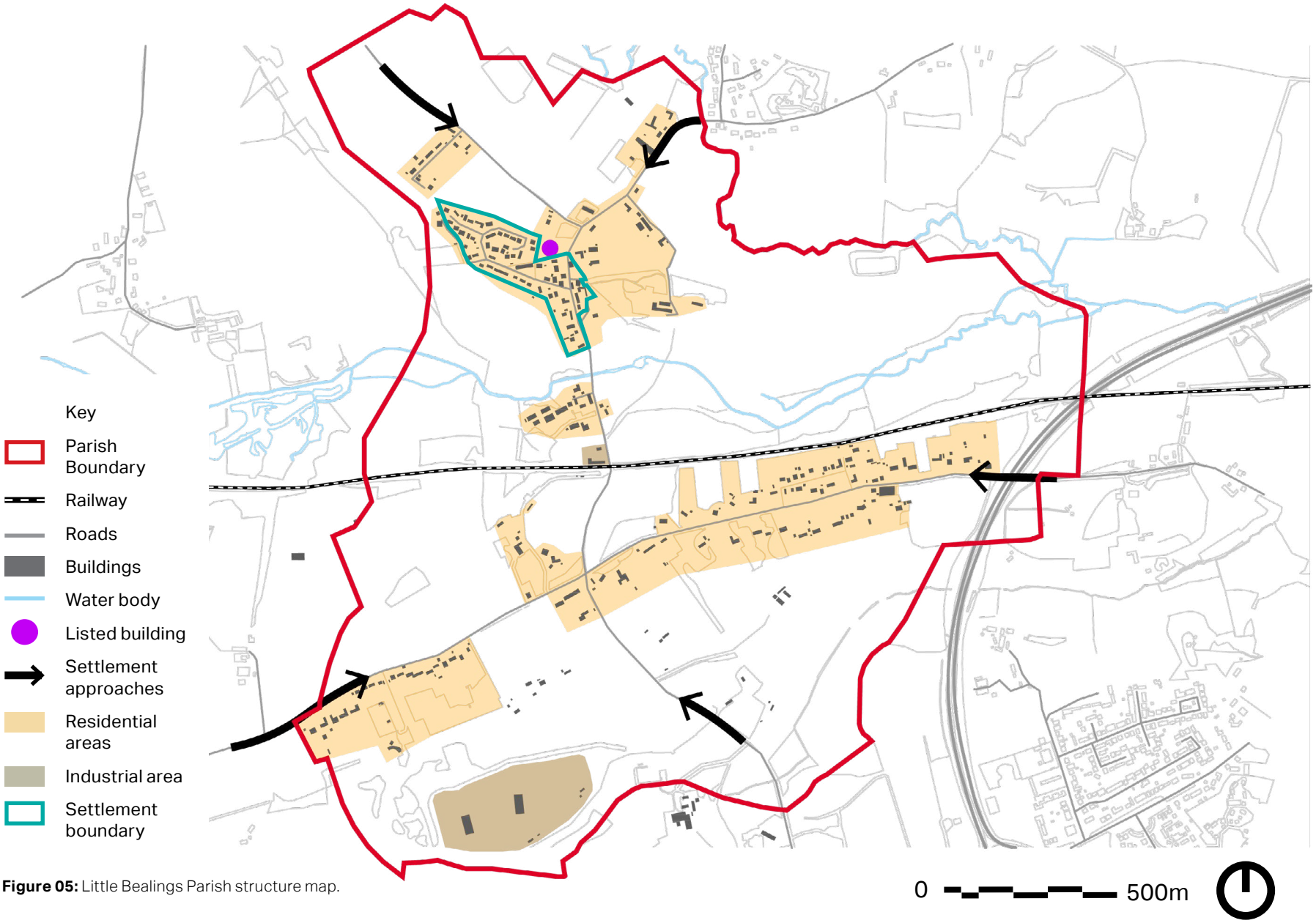


Figure 05: Little Bealings Parish structure map.

2.2 Connectivity

Little Bealings has not had an active rail service since 1956. Accordingly, Little Bealings' connections to neighbouring settlements are through the highway network and PRoWs.

As mentioned in the previous section, bus services to Ipswich or Woodbridge are limited due to infrequent buses or lack of direct routes. Nevertheless, Little Bealings' close proximity to collector and arterial roads, such as the A1214 and A12, means that train stations at Ipswich and Woodbridge are only at a 20 and 10 minutes drive away from the village core of Little Bealings.

Considering the East Suffolk Council's village profile of Little Bealings, which reports 1.84 cars per dwelling, road connectivity appears adequate for commuter demand.

PRoW connections to neighbouring parishes are also present. From the village core, there are connections to Playford from Sandy Lane and Great Bealings from Holly Lane. Connections to Ipswich (Rushmere St. Andrew) and Woodbridge are available from The Street. The housing development at Martlesham Road is linked to the village core via a footpath at the junction between The Street and the railway tracks. There is also a footpath from Playford Road to The Street and from The Street to Martlesham.

Figure 06: View down The Street from All Saints Church.

Figure 07: Public footpath connecting the village core to Martlesham.

2.3 Heritage

Much of the current development within the Neighbourhood area occured during the 20th century and, as seen today, has been overwhelmingly residential.

Little Bealings' strategic location in East Anglia and its proximity to Ipswich means that the area was frequently host to temporary settlements from the Bronze Age right through to Roman times. There have also been finds of archaeological remains from the Mesolithic Era (c. 5,000 to 15,000 years before present)[1], though permanent settlement is unlikely to have occured before the latter stages of the Saxon Period.

The Church of All Saints (Grade II) was erected in the late 13th century, and has been altered and modified throughout the centuries. It is also Little Bealings' only Listed Building.

Figure 08: All Saints Church.

Figure 09: The old railway station which is now a business centre.

1 Suffolk Heritage Explorer (2019). Find Spot record BEL 018 - West of Osierbed House, Little Bealings, (Mesolithic). Available here.

2.4 Green infrastructure

Little Bealings has an attractive green infrastructure network, in no small part because of the picturesque east Suffolk countryside surrounding the Neighbourhood Area.

This is also due to the extensive network of deciduous woodlands within the Parish, especially along the southern and eastern boundaries, which act as effective buffers to Kesgrave and the A12 respectively.

There are also three Sites of Special Scientific Interest (SSSI) along the southern boundary of the Parish, on the Sinks Valley.

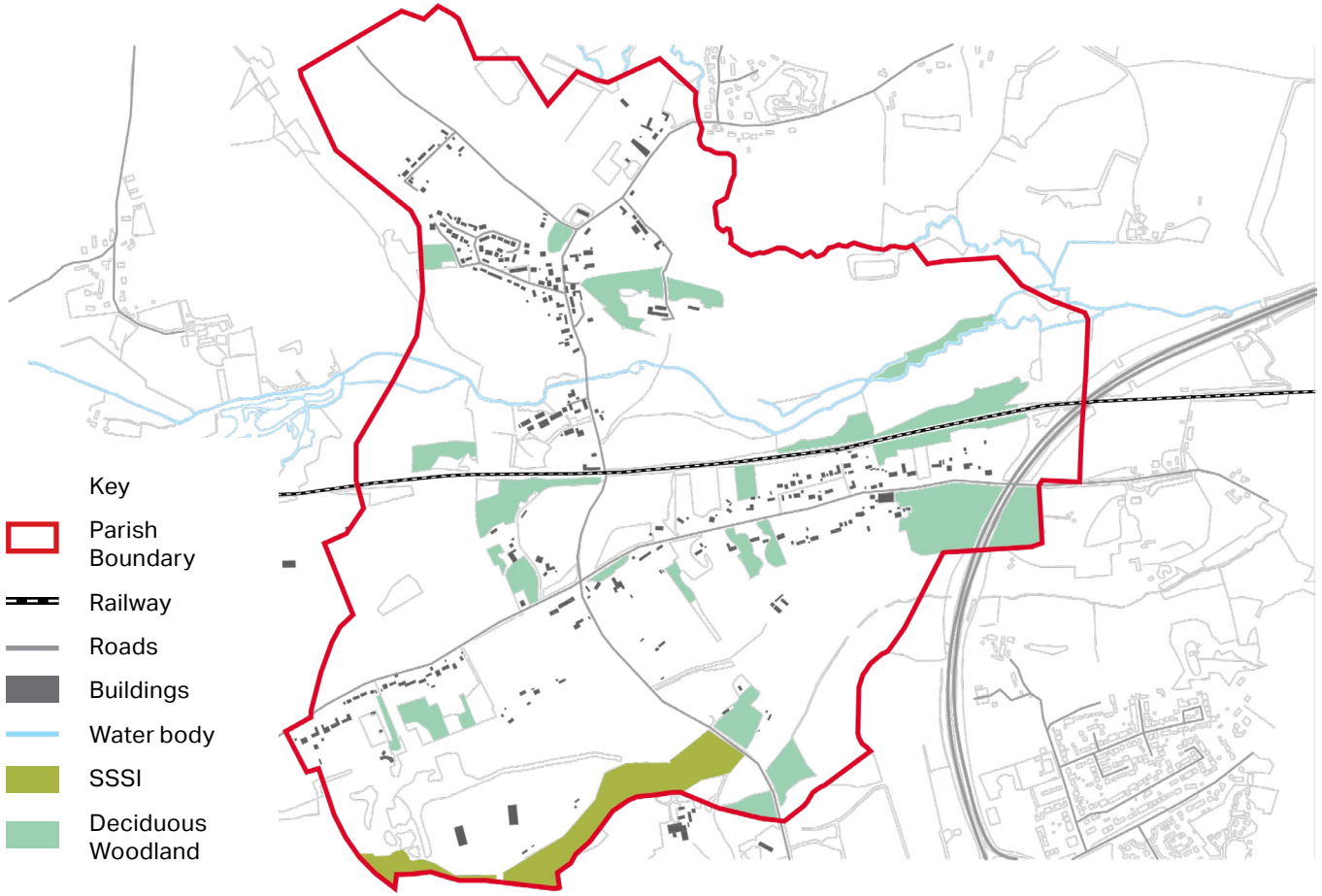


Figure 10: Green Infrastructure within Little Bealings Parish.

2.5 Flood risk

The Rivers Fynn and Lark both run across and around the Neighbourhood Area, respectively, and so most of the flood risk in Little Bealings is along the banks of the two rivers.

The banks of the Fynn fall under Flood Risk Zone 2, and the portion of the river which passes under the bridge at The Street also falls under Flood Risk Zone 3 - including residential and commercial plots in the vicinity of the river banks, as well as adjacent fields. Nonetheless, the majority of the main village core is exempt from this risk.

On either side of the northeastern boundary with Great Bealings, there are a few residential plots under Flood Risk Zone 3 along the River Lark on Lodge Road, as well as some farm land. There is also a small portion of farmland south of Martlesham Road that falls under Flood Risk Zones 2 and 3, in close proximity to a tributary of the Fynn.

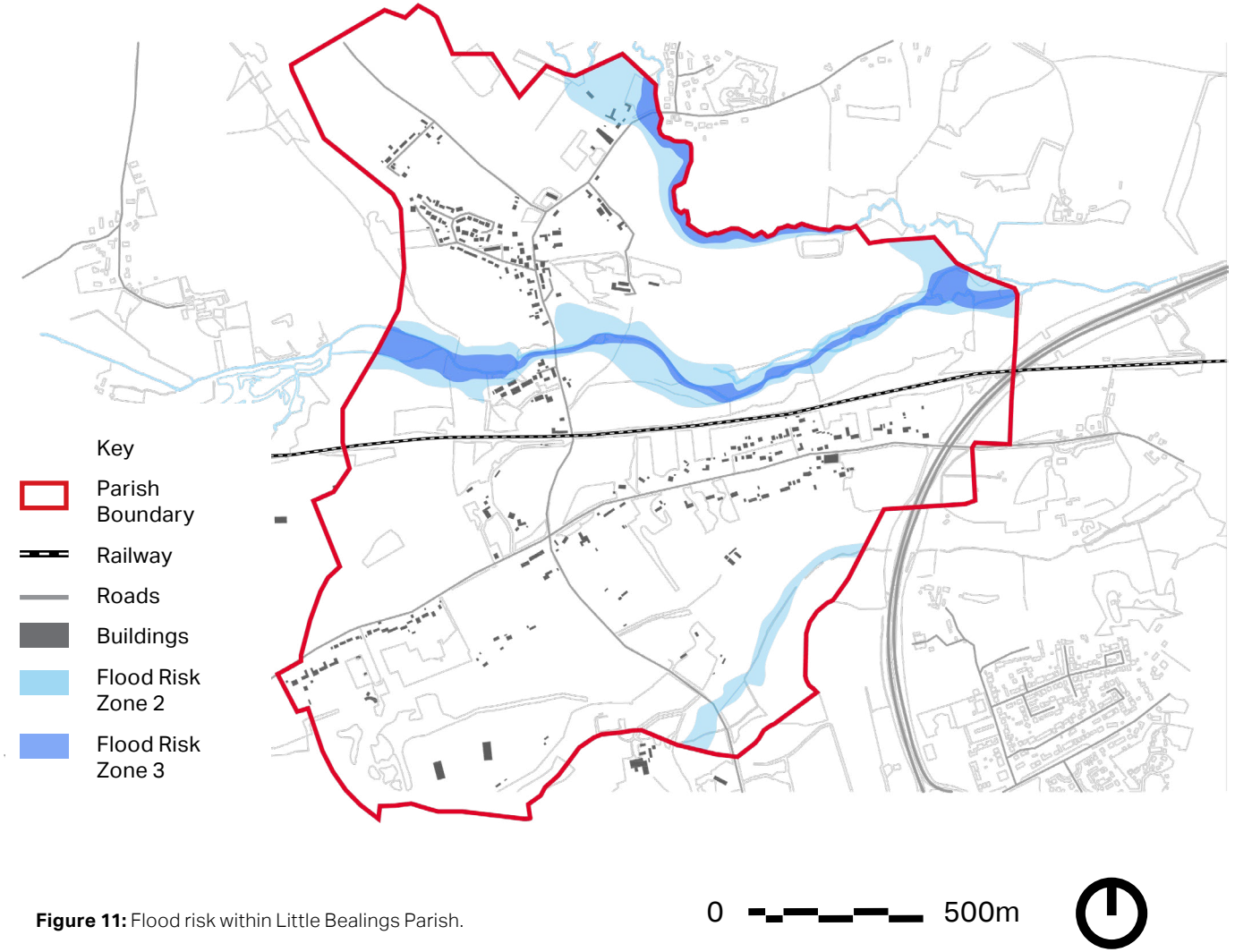


Figure 11: Flood risk within Little Bealings Parish.

Design guidelines and codes

03

3. Design guidelines and codes

This section outlines the positive physical, historic and contextual characteristics of Little Bealings and how these features should be factored into new development or retrofit of existing buildings.

3.1 Rural character

The Parish owes much of its character to the historic pattern and layout of the roads and buildings as well as its close relationship with the surrounding rolling hills of the countryside.

The pattern of development that has occured over time has allowed every house within the village to be in close proximity to the countryside. As well as this, the building heights and topography of the village allow for views outwards for many properties within the village.

Some design guidelines for new development within Little Bealings are:

Code	Implementation
RC.01 **Views**	The roofline should be set lower than the vegetation backdrop, avoiding hard lines of the silhouette against the sky. Existing viewing gaps towards the countryside should not be blocked out by new development. New trees should also be considered to help frame key views.
RC.02 **Landscape features**	Development should have regard to the key landscape features of the vicinity which are identified in the separate Neighbourhood Plan Landscape Appraisal.

Figure 12: Looking back towards the main village from the other side of the railway line, showing how it is surrounded by woodland and other greenery.

Figure 13: Countryside to the east of the village.

3.2 Preserving 'The Street'

The Street in Little Bealings is synonymous to its character as a settlement. It is a road that gently winds up a hill towards the All Saints Church, flanked by many of the village's historic properties. This is supported by historic maps which show where development in recent times has occured.

The Street has an irregular pattern of development in that houses are typically set back with low brick walls and vegetation dominating the boundary, however the variation in height (due to the topography), orientation, and the presence of street trees creates a memorable streetscape that should be preserved.

Future developments should seek to reflect this character by adhering to the following codes:

Code	Implementation
HS.01 **Boundary treatment**	Greenery should be considered for the boundary of development that takes place on The Street where appropriate.
HS.02 **Detailing**	Any development along the Street should pick up on the façade detailing from existing buildings.
HS.03 **On-plot car parking**	On-plot car parking should be provided for any new development along The Street in order to avoid street clutter.
HS.04 **Street trees**	Existing street trees and mature woodland should be retained and any development in the area should look to add to this leafy character.

Figure 14: View down The Street looking south.

Figure 15: Example of red brick property on The Street.

3.3 Vernacular, architecture and features

Little Bealings has a wide variety of architectural styles spanning several historical periods.

In the village, buildings are generally two storeys tall and are generously spaced out to allow for views towards the countryside.

Red brick buildings across the parish are broken up by rendered buildings, typically painted white, cream or Suffolk pink. The use of timber paneling is also relatively common.

Future developments should seek to reflect this character by adhering to the following codes:

Code	Implementation
VA.01 **Architectural variety**	New development should complement the village's existing architectural variety by providing variation in built form and style.
VA.02 **Detailed façades**	New development should seek to support visual interest in the streetscape by including design details on frontages and avoiding blank facades or buildings which ignore their street or corner frontage.
VA.03 **Fenestration**	Where fenestration is street facing in new developments, timber fittings will be preferable. Plastic windows should be avoided, especially as replacements to existing windows.
VA.04 **Materials**	New development should reference or complement the existing palette of materials in Little Bealings as displayed on the next page.

Figure 16: Beechwood.

Figure 17: Grove Farm House.

Fenestration

Sash window

Casement window with flint walling

Decorative window frames on a flint building

Dormer window

Timber door

Porch

Roof

Red pantiles

Grey tiles

Grey slates

Facades

Red brick detached building

Suffolk pink painted cottage

Cream render on a sideways facing detached house

Colour palette

Cream

White

Yellow brick

Grey

Red

3.4 Spacing

Spacing between buildings is important in Little Bealings parish for several reasons.

Having space between properties allows:

- Space for vegetation such as hedges and trees which are symbolic of the rural streetscape.
- The density to be controlled and stops the area from becoming too urban in nature.
- Views towards the countryside on the edge of the settlement as displayed in Figure 18. This adds to the rural character of the area and allows people to feel even more connected to the countryside.

Future developments should seek to reflect this character by adhering to the following codes:

Code	Implementation
SP.01 **Space between buidings**	The appropriate spacing between buildings should be retained to retain both service space and the views towards the surrounding woodland/countryside.
SP.02 **Edge of settlement development**	Edge of settlement development should gradually transition to the surrounding landscape context, with a soft, lower-density edge.

Figure 18: Spacing between buildings creating views towards the countryside on Sandy Lane.

Figure 19: Example of typical Suffolk dormer bungalow with vegetation surrounding it.

3.5 Infill and cluster development

As a small settlement, Little Bealings presents opportunities for infill at small scales across the village, as well as potential for modification and reuse.

The village has varied typologies, ranging from bungalow, detached and semi-detached dwellings. The historic core of the village has a fine grained urban structure, while the further out parts of the settlement are more spaced out, creating gaps towards the countryside. Martlesham Road has recently seen the most development pressure, with sporadic infilling taking up open green space. These green spaces are essential to the character of the parish.

East Suffolk local plan has a 'clusters policy' for areas outside of the settlement boundary to define what sort of infill is acceptable and is accessible online.

Future infill development, within the confines of East Suffolk District Councils clusters policy, should be controlled by the following codes:

Code	Implementation
IN.01 **Tandem development**	Tandem development (often referred to as backland development) refers to the development of land set back behind existing properties, which creates urbanised levels of density, should be avoided.
IN.02 **Backland development**	Large scale backland development behind existing dwellings should be avoided.
IN.03 **Setback and street edge**	Plot infill should largely respect the existing setback if there is a standard street edge.
IN.04 **Regard for context**	As well as potential for modification and reuse, new infill development should display regard for visual integration with neighbouring buildings by using a complimentary material palette.

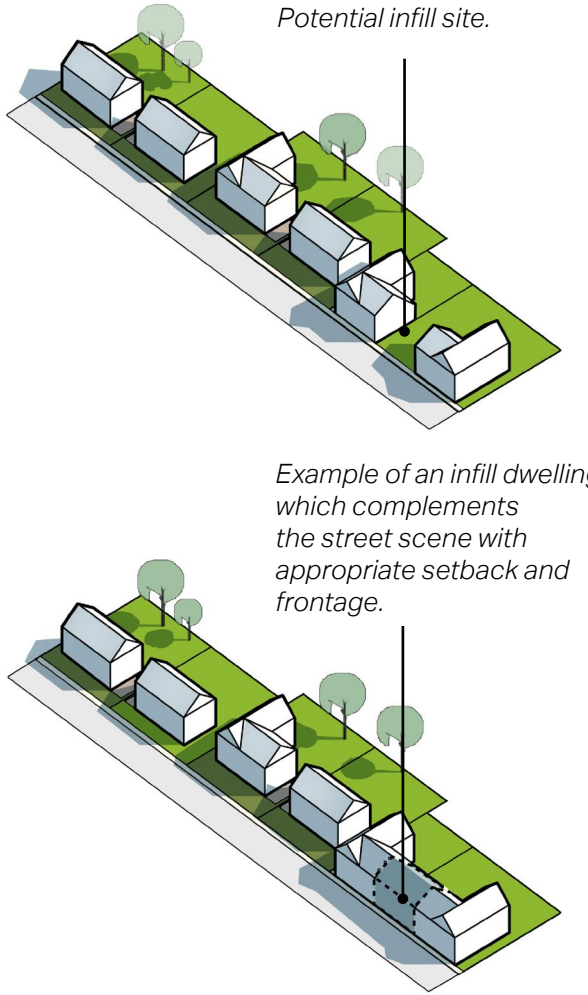


Figure 20: Indicative diagram of infill site.

3.6 Natural environment

The core identity of Little Bealings is that of a small settlement in a rural setting. It is surrounded by countryside and woodland.

The prominence of green space in the village helps to knit it back to surrounding agricultural landscape and provides a gentle transition when moving from outside the village to within. The River Fynn, River Lark and woodland contribute to local wildlife. The Parish is crossed by Public Rights of Way that give access to the countryside and wooded areas.

It is crucial that Little Bealings keeps its own identity as a rural parish surrounded by open countryside.

Future developments should seek to reflect this character by adhering to the following codes:

Code	Implementation
NE.01 **Keep existing setting of the village**	New development should be environmentally sensitive and on a small scale using, where possible, infill or brownfield sites without changing the existing settlement pattern or setting of the village.
NE.02 **Protecting natural corridors**	Natural wooded corridors and hedgerows should be restored and maintained.
NE.03 **Protecting PRoW**	The existing Public Rights of Way network should be protected and promoted, new development should link to PRoW where possible.
NE.04 **Protecting the Fynn Valley**	Preserve the existing gaps between the built-up areas and the Rivers Fynn and Lark.
NE.05 **Enhance biodiversity**	Enhance and promote biodiversity, create habitats for wildlife and reduce noise pollution.

Figure 22: The hill at the back of properties on Playford Road.

Figure 23: Example of the countryside between the village and Playford Road.

3.7 Active transport

Due to the compact form of the streetscape, there are no pavements which makes pedestrian travel quite dangerous. Despite this, people still enjoy walking and cycling in the local area.

Cycle parking that is secure and easy to access is important in helping to encourage active transport. As well as this, given the lack of pavements in the parish at the moment, it is important that greater consideration is given to pedestrians and cyclists in any new developments.

Future developments should seek to achieve this by adhering to the following codes:

Code	Implementation
AT.01 **Wayfinding**	New developments should consider wayfinding elements such as signage and legibility to improve pedestrian mobility. Opportunities should be taken to connect to surrounding public footpath networks.
AT.02 **Public Rights of Way**	Existing Public Rights of Way should be preserved and enhanced where possible, to encourage active transport.
AT.03 **Cycle parking**	Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage

Figure 24: Public footpath from the end of Sandy Lane towards Playford.

3.8 Sustainable drainage systems (SuDS) and flood mitigation

There are various ways to mitigate flood risk such as Sustainable Drainage System (SuDS), rainwater harvesting, and permeable pavements.

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

SuDS and other flood mitigation measures should adhere to the principles in the following design codes:

Code	Implementation
FM.01 **SuDS 1**	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.
FM.02 **SuDS 2**	Integrate SuDS into development and improve amenity through early consideration in the development process and good design practices.
FM.03 **SuDS 3**	Where feasible, SuDS should be vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area.
FM.04 **SuDS 4**	SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

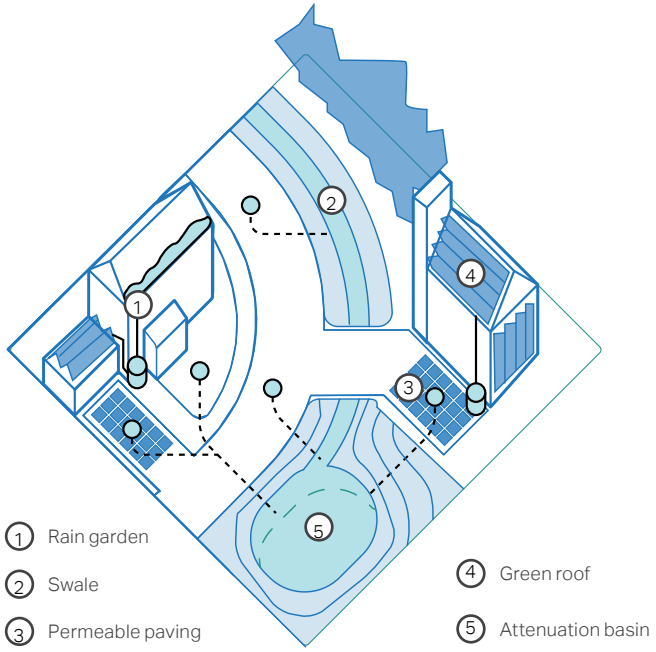


Figure 25: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs.

3.9 Agricultural heritage

Little Bealings agricultural legacy is evident through the numerous historic farmhouses and barns spread across the parish area. Many of these structures will provide opportunities for modification and reuse.

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; extensions should therefore respond by enhancing the existing character. The design integrity of original structures must be retained in the event of conversion or extension. The previous agricultural use of the building must also remain evident in its form and composition.

Future conversions and modifications will be controlled by the following codes:

Code	Implementation
AH.01 **External additions**	External additions should be subordinate in scale to the original or primary form of the building.
AH.02 **Materials**	Extensions should be designed to match or complement the existing façade material of the structure.
AH.03 **Sympathetic modification**	Modifications must retain evidence of a structure's previous use where possible.
AH.04 **Appearance**	Modifications must respect or enhance the appearance of the original building and the wider scene.
SC.05 **External add-ons**	External add-ons should be designed unobtrusively or fitting with the surrounding context and should not detract from the surrounding character. Security systems, external lighting and satellite additions should be placed discretely to minimise their impact on the streetscene and night sky.

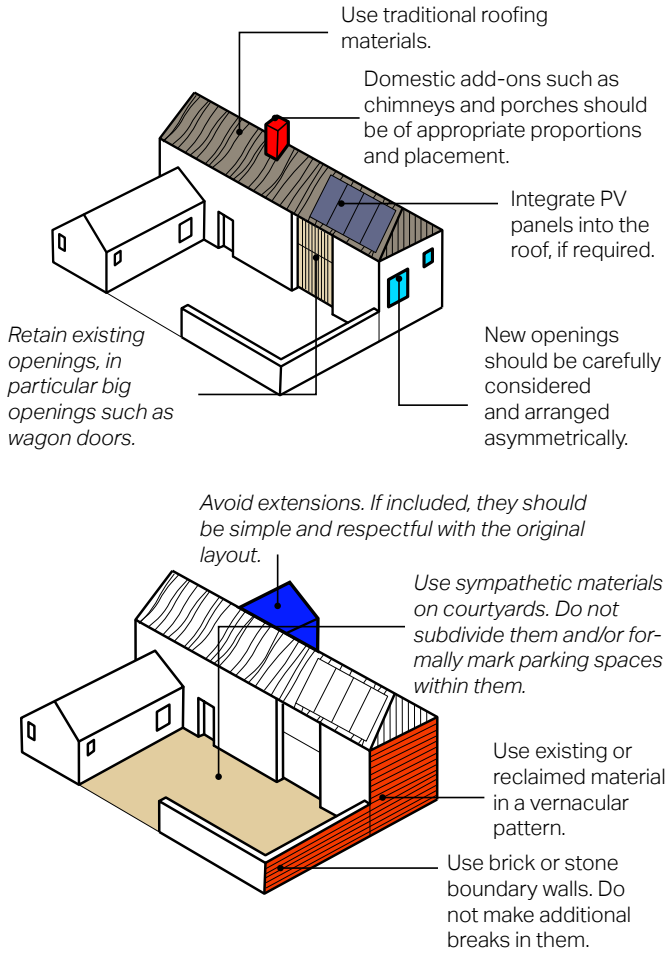


Figure 26: Barn conversions should follow these principles.

3.10 Sustainability

This section focuses on energy-efficient technologies that could be incorporated into existing buildings and new build developments.

Use of such features should be encouraged in order to contribute towards a more sustainable environment. Energy efficient or eco-design combines all around energy-efficient appliances with commercially available renewable energy systems, such as solar electricity and/or solar/ water heating and electric charging points.

Sustainable features in new and existing dwellings will be controlled by the following codes:

Code	Implementation
SS.01 **Design integration**	Sustainable features should be incorporated from the design phase and seamlessly integrated into the built fabric.
SS.02 **Key considerations**	New development proposals must show regard for key considerations such as thermal mass, drainage and low carbon energy solutions.
SS.03 **Attractive features**	Sustainable features should make attractive additions to the streetscape, i.e., SuDs and rainwater harvesting facilities should be visually attractive.
SS.04 **Biodiversity**	Biodiversity net gain should be supported by the inclusion of features such as hedgehog corridors, bird/bat boxes, or bee bricks.

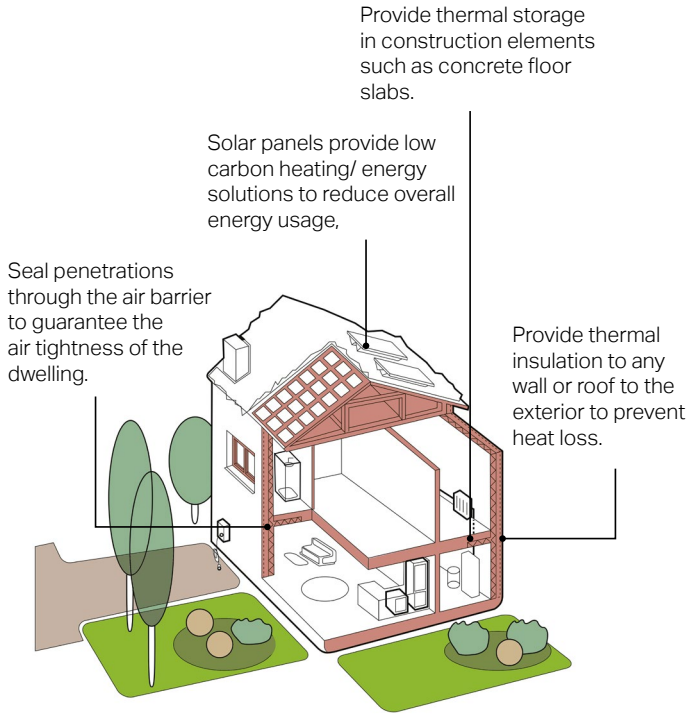


Figure 27: Diagram illustrating some aspects of the building fabric to be considered.

Checklist

04

4. Checklist

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

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

1

General design guidelines for new development:

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

2

Street grid and layout:

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

3

Local green spaces, views and character:

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

3 (continued)

Local green spaces, views & character:

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

4

Gateway and access features:

- What is the arrival point, how is it designed?
- Does the proposal maintain or enhance the existing gaps between hamlets?
- 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 villagescape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5 (continued)

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

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

9

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Do the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?

9 (continued)

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

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


Delivery
05

5. Delivery

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

Table 01: Delivery.

AECOM

About AECOM

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

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