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AECOM

Chevington

Design Guidance and Codes

Final Report

February 2025

Delivering a better world

Quality information

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Revision History

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2	10.02.2025	Final report issue	Nicholas Pascalli	Graduate Urban Designer
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	17.01.2025	1st draft comments and feedback	Parish Council Working Party	-
	24.12.2024	1st draft issue	Chatnam Lee	Consultant Urban Designer

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Introduction

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View over pond towards Chevington Hall from Church Road.

1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Support Programme led by Locality, AECOM was commissioned to provide design support to Chevington Parish Council.

As the National Planning Policy Framework (NPPF) (paragraph 131) notes, 'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities' (see **page 8**).

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

1.1 Purpose of this document

This document sets out design guidance and codes based on the existing features of Chevington. The document is intended to sit alongside the Neighbourhood Plan to provide guidance for applicants preparing proposals in the NA and as a guide for the Parish Council and West Suffolk Council when considering planning applications.

1.1.1 What is Guidance versus Codes?

Design guidance identifies how development can be carried out in accordance with good design practice. Design codes are requirements that provide specific, detailed parameters for development. Proposals for development within the NA should demonstrate how the guidance has informed the design and how the design codes have been complied with. Where a proposal cannot comply with a code (or several) a justification should be provided.

Figure 01: Grade I listed All Saints' Church with surviving features dating back to the 12th Century and a notable mediaeval tower.

Figure 02: The local pub, The Greyhound, is located central to the village and is one of the key community hubs in Chevington.

1.2 Area of study

Found in the West Suffolk District of Suffolk, Chevington is a small village and civil parish, covering 972 hectares, with a recorded population of 591 in the 2021 Census. The parish contains the hamlets of Broad Green and Tan Office Green, both of which can be found along Chedburgh Road towards the south of the village.

Chevington has remained a predominantly linear settlement through its development history, with Mill Road/Church Road and Chedburgh Road remaining as the central routes. The village's setting is notably rural, connected to surrounding villages and settlements by a network of rural routes. The closest main road is the A143, providing a direct connection to Bury St Edmunds, a larger market town located around 10km northeast of the NA.

Public transport options are limited due to the village's rural location. There is one bus stop, offering a route to Bury St Edmunds via Horringer, and Haverhill, with limited service, mainly at school times. The nearest railway service is accessed from Bury St Edmunds with regular services to Ipswich, Cambridge and Ely.

Chevington's public facilities include The Greyhound public house, the Village Hall, Chevington All Saints' Church and a few local services and businesses. Due to the few amenities contained locally within the village, goods and services are primarily accessed in Bury St Edmunds.

591 Residents

972 Hectares

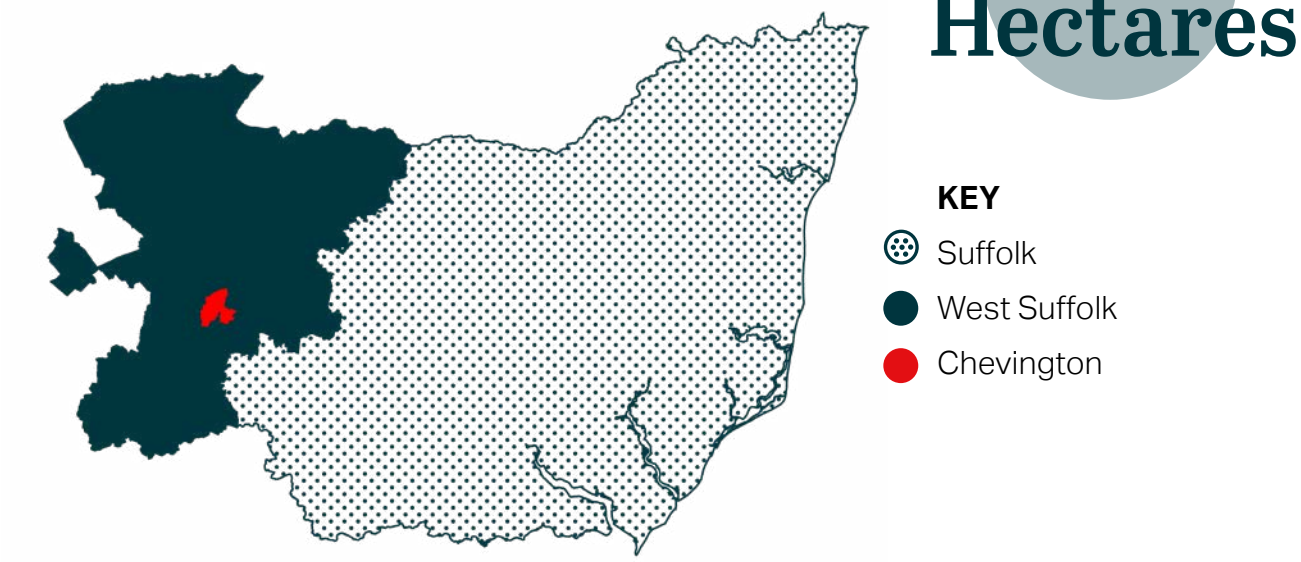


Figure 03: The Neighbourhood Area in Suffolk context. *Data source: Esri OS data*

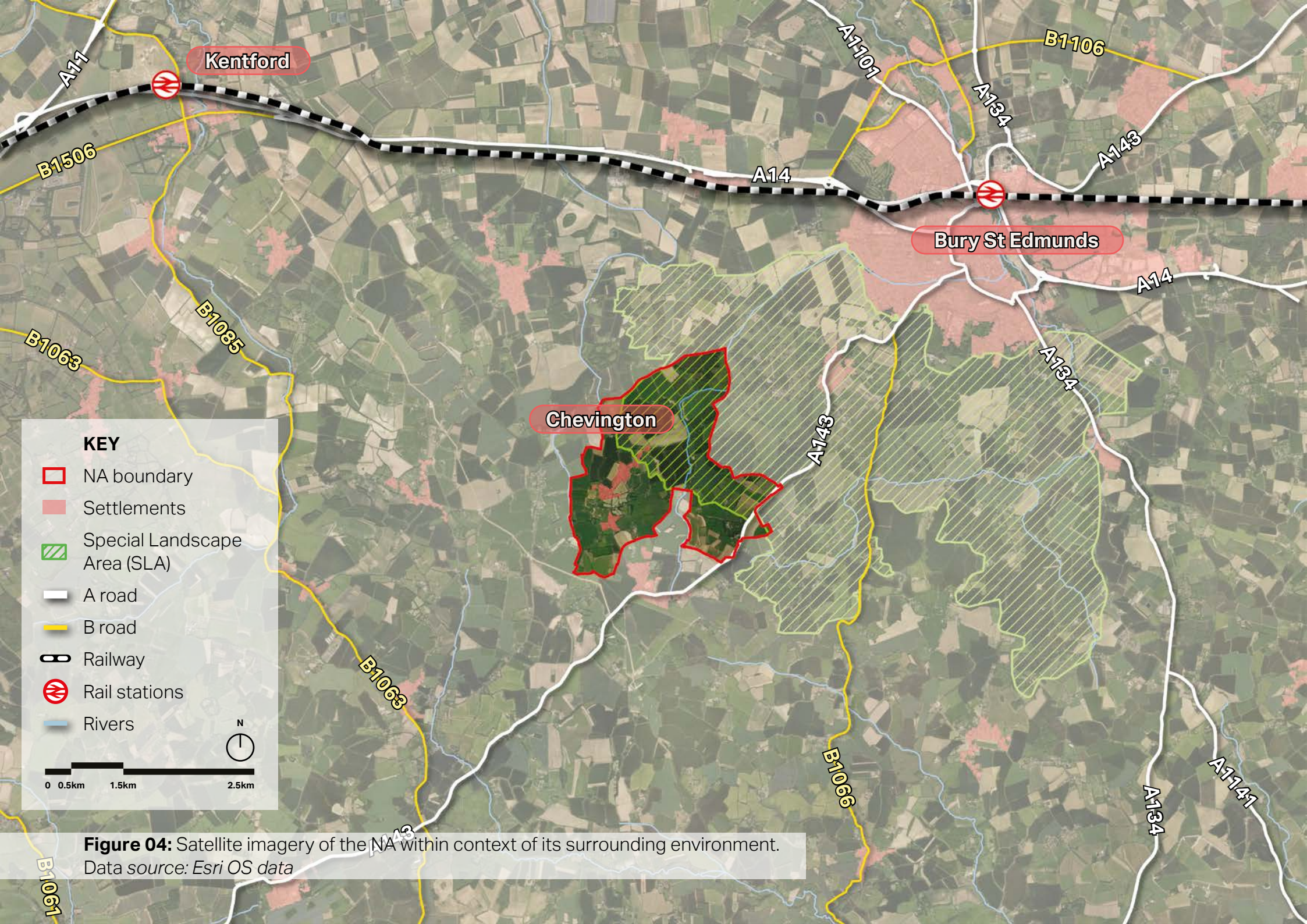


Figure 04: Satellite imagery of the NA within context of its surrounding environment. Data *source: Esri OS data*

Current advice to Local Planning Authorities (LPAs) suggests a nested approach, with clear links between different codes. This symbol will indicate that guidance exists for a specific theme and which of these documents should be referred to.

1.3 Planning policy context

The NPPF 2024, paragraph 132 states that:

'Plans should… set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development…'

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

Therefore this report's main objective is to develop design codes to sit alongside the Neighbourhood Plan to inform design proposals within the parish and ensure that they remain sympathetic to the character.

Other 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.

Therefore this document seeks to harness an understanding of how quality design can sensitively incorporate the best aspects of Chevington's overall character into any future development.

Additionally, these following documents have informed the design guidance and codes within this report to ensure they are best aligned with the needs and opportunities identified for the NA:

[1]Available at: https://www.designcouncil.org.uk/our-resources/archive/reports-resources/value-good-design/

National planning documents

2007 - Manual for Streets
Department for Transport

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

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.

2020 - Building for a Healthy Life
Homes England

Building for a Healthy Life (BHL) is 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 developments.

County planning documents

2022 - Suffolk Design: Streets Guide
Suffolk County Council

This guide focuses on urban design of the public realm. It states that 'good placemaking is more than many of us appreciate it to be and our streets are essential parts of our environment. Streets are more than just routes to travel or park, they provide places to enjoy, where people meet and socialise, areas for trees and other plants, they define the character of our towns and villages.' Therefore this guide aims to 'provide a basis for designers to interpret and deliver streets and places that reflect much broader objectives such as increasing social value, improved accessibility, helping to achieve a low carbon future, ensuring better air quality and enhanced biodiversity'. This document can be read in conjunction with Suffolk County Council's 2022 *Development Design Manual* for more detailed specifications.

2023 - Suffolk Guidance for Parking
Suffolk County Council

This document makes the link between parking and urban design by acknowledging that 'parking is part of the palette that creates a high-quality environment and sense of place. The form and functionality of the parking can have a determining influence on the success of the development design concept.' The guidance in this document 'seeks to provide a balance between reasonable expectations of car ownership, efficient use of land and the need to encourage a more sustainable approach to meeting all future transport needs'.

2020 - Suffolk Green Access Strategy Rights of Way Improvement Plan
Suffolk County Council

This document should be referred to concerning the management of sustainable active travel. 'The Suffolk Green Access Strategy focuses on walking and cycling for commuting, accessing services and facilities [...] and for leisure reasons. Specifically, the Suffolk Green Access Strategy (2.1) "seeks opportunities to enhance public rights of way, including new linkages and upgrading routes where there is a need, to improve access for all and support healthy and sustainable access between communities and services."'

2023 - Suffolk Flood Risk Management Strategy
Suffolk County Council

The objectives of this document are to understand and reduce flood risks as well as promote resilient growth, planning, development and communities. Appendix A of this document, *Sustainable Drainage Systems (Suds): A Local Design Guide*, provides guidance to maximise opportunities with surface water management such as for water quality, quantity, amenity and biodiversity.

Webpage - Suffolk: Creating the Greenest County
https://www.greensuffolk.org/about/

The goal of this webpage is to support 'Suffolk's communities, businesses and residents to reduce their carbon emissions, realise the economic benefits of reducing energy consumption and adapt to the future impacts of climate change' with the objective of making the county of Suffolk carbon neutral by 2030. This page should be referred to for Biodiversity related guidance, net zero and sustainable housing and Sustainable Drainage Systems (SuDS) management.

District and Borough planning documents

2021 - Landscape Character Assessment
West Suffolk Council

This LCA provides a detailed understanding of the landscape and identifies 25 unique landscape character areas in West Suffolk. 'By classifying, analysing and describing the distinctive characteristics of these different landscape character areas, the LCA can be used to inform decisions about landscape planning and management which guide positive landscape change'.

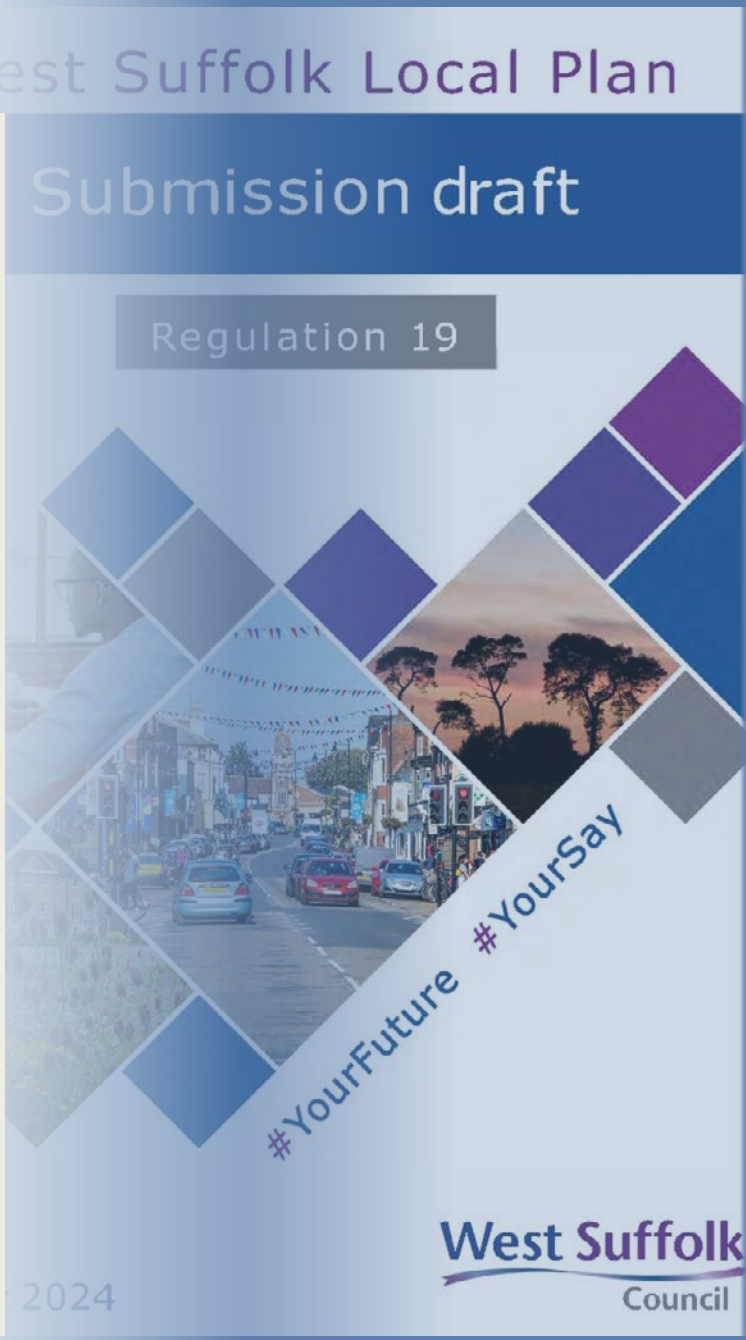
2015 - Shopfront and Advertisement Design Guidance
West Suffolk Council

This document 'provides guidance to improve the general standard of shopfront design and advertisements throughout West Suffolk. It aims to provide an understanding of design of shopfronts and advertisements that the local planning authority'. It should be used where a commercial presence, such as a local business or service, occurs and where there is a presence of advertisement or displays to the front of these properties.

2024 - West Suffolk Local Plan (EMERGING)
West Suffolk Council

This document sets out a vision for West Suffolk alongside strategic objectives. The local plan vision states that the aim of the document is to have 'All our settlements from towns to rural villages will be places where families and communities can live safe and healthy lives with infrastructure to be provided to accompany growth, particularly in respect of transport including highway improvements, providing pedestrian and cycling routes, social infrastructure and access to blue and green infrastructure.'

The strategic objectives are outlined in a series of categories, with relevant ones to this document including *Climate change mitigation and adaption, Homes, Rural areas, Environment* and *Connectivity and accessibility.* This is directly aligned with the vision and objectives for Chevington and will be emphasised in these guidelines and codes.



1.4 Process and engagement

A one-day site visit took place on October 4 2024 commencing with an in-person meeting between AECOM and representatives of the Chevington Parish Council Working Party to explore the key aims and objectives and to address any initial concerns.

This was followed by a tour of the parish, via car and on foot. This activity allowed consultants to appraise local character and the features informing its sense of place, such as heritage and landscape features. The exercise also provided valuable local insight into the area's pertinent design issues and opportunities, good and bad practice, as well the overall context for which the evidence-base of the Neighbourhood Plan will reflect.

This document has resulted from a collaborative effort between the Chevington Parish Council Working Party and AECOM, reflecting the priorities of local residents. The design coding process includes the following steps:

Figure 05: A brief chronological breakdown of the key elements and milestones used throughout the duration of the production of this document.

1.4.1 Community Engagement

Community engagement began with a village survey in September 2023 to work out what the important issues were to villagers. There were 280 paper surveys distributed to all households in the parish and QR links to an online version. 201 forms were filled out.

On November 3rd 2023 a community engagement session was held in Chevington Village Hall to gather the views and opinions of the local residents on the questions asked.

Following the meeting the Parish Council agreed to undertake a Neighbourhood Plan to try to get the ideas crystallised into a legal document. After the preparatory process a Drop-In session was held on September 19th 2024 to highlight various aspects of the project. Some 78 villagers attended. They were heavily encouraged to share their thoughts and ideas about the focus topics: this was done by sticking post-it notes to posters featuring design and planning-related questions, highlighting their top three priorities for a well-designed home, and asking other questions relating to local amenities. The questions were also made available on-line and some 10 more responses were received.

This community-driven interactive approach aimed to ensure that the future plans for the village prioritises the voices and options of Chevington's residents.

The survey results from the initial survey and the Drop-In event, paired with the site visit with AECOM, and a desktop study of the NA, have helped to determine the design guidance themes included within this document. These themes were chosen to highlight and preserve the positive assets of the NA and address some of the current challenges and potential opportunities for improvement. These themes, and an overview of the survey results, challenges, opportunities and assets, have been outlined overleaf:

Figure 06: Photos provided by the NP Working Party of the engagement event.

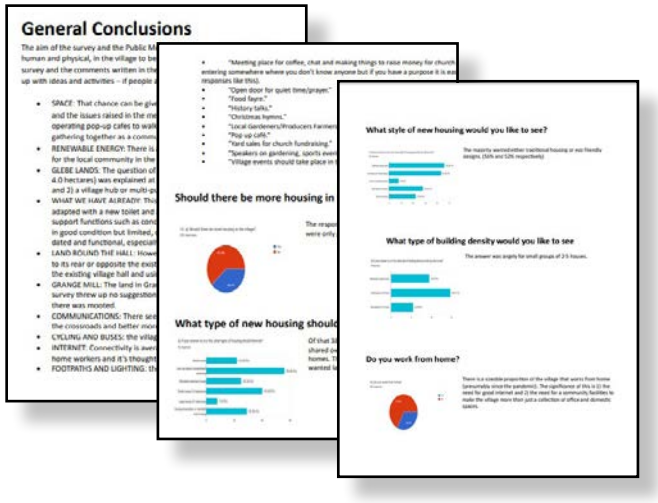


Figure 07: Pages taken from the Survey.

Engagement and survey results:

- When asked what the parishioners liked most about living in Chevington, the top responses were the **countryside** (93%), the **village atmosphere** (54%) and **access to neighbouring towns for work, school and shops** (37%).

Concerning new housing, 61.5% said there **should not** be more housing and 38.5% said there **should be more**. Of those who were in favour, these results were compiled:

- When asked what type of new housing should be introduced, the top answers were **low cost/starter homes** (68%) and **family homes of 3–4 bedrooms** (49%). The least popular answer was **large homes of 5+ bedrooms** (10%).
- When asked what style new housing should be, the top answers were **traditional building styles** (56%) and **eco-friendly design** (52%). There was also a mention of **small detached housing** (34%) and **terraced housing** (27%).
- When asked what type of building density wold be appropriate, the responses were **small groups of 2–5 houses** (71%), **infill between existing houses** (46%) and **new estates of 6–10 houses** (26.5%).

In addition to these results, other responses are summarised in **Figure 08**.

Alongside the results of the engagement events and conversations with the Working Party, a series of challenges and positive attributes and assets were determined. These then were collated into themes of the guidelines and codes provided in this document. These are explained in further detail in *Section 2.1* of this document.

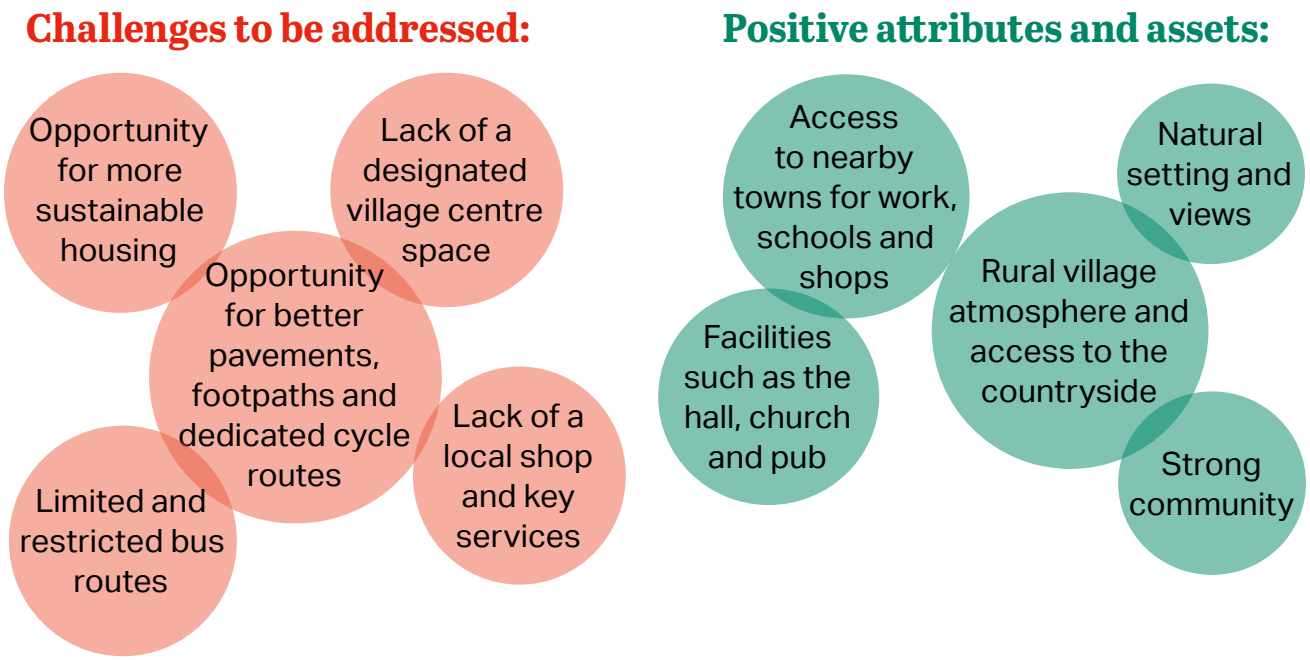


Figure 08: Positive attributes and challenges that aided in determining the design guidance themes to be included.

1.5 How to use this document

This document will be used differently by different people in the planning and development process.

A valuable way codes and guidance can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences for design quality. As such the codes and guidance can help to facilitate conversations to help align expectations, aid understanding, and identify key local issues.

The resulting design guidance and codes can then set out how to adequately respond to these issues in future development.

Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes expectations for design quality.

What follows is a list of actors and how they will use the design guide:

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

Table 01: A list of potential users of this documents and how they will apply the design guidance and codes.

1.6 Reading the guidance and codes

The goal of these guidance and codes is to promote the best possible delivery of residential and public realm development, which will support sustainable and contextually appropriate designs.

If there is variation from the compliance requirements outlined in this document, it must be supported by factual evidence. Under such circumstances, developers and their design teams must show that the plan will produce a final proposal of the greatest quality that is consistent with the main goals of this document and, therefore, the objectives of the Chevington Neighbourhood Plan.

Submissions that do not adhere to this guidance, and that do not furnish strong rationales, supporting documentation and comprehensive examination of available solutions, may be refused.

The guidance and codes provided in the next section are arranged into themes and are supported by relevant analysis. These include detailed mapping, descriptions, diagrams and images taken from the NA and appropriate precedents.

Accompanying the guidances and codes are references to existing policies from Supplementary Planning Documents (SPDs) relevant to the local context. These support a nesting approach to link to relevant policies to ensure that there are no gaps in information and that all guidance and codes are bespoke to the context of Chevington.

These nested policies will appear throughout the next section as shown below:

Reference to existing policy:

Where there is already reference to a topic in existing local policy or guidance, this has been highlighted alongside the below icon.

Example of a nested policy:

Guidance for residential cycle parking plots can be found in *Suffolk Guidance for Parking* Section 3.2. Cycle Parking.

Please note:

Both design codes and guidelines are contained within this document, highlighted within boxes as shown here. The difference between codes and guidelines is summarised below:

- Codes: Design codes are mandatory requirements for design issues and are expressed with the word **MUST**.
- Guidelines: Design guidelines set out aspirations for design that is expected to be delivered and are expressed with one of two words:
    - **SHOULD** reflects design principles that are strongly encouraged.
    - **COULD** reflects design principles that are suggestions.

Area wide guidance and codes

02

A fenced in grass field along Chedburgh Road offering open views.

2. Area wide guidance and codes

This section supports decision-makers and designers when producing or reviewing planning applications in the NA. This applies to development in allocated sites, infill development and windfall development that may come forward, with a focus on proposed residential development.

It is acknowledged that there is not always agreement on aesthetic issues and opinions may vary. The following guidance and codes therefore allows for flexibility and design innovation, whilst ensuring that any new development is appropriate and complementary to the surrounding context.

To enable a clear design process, new development proposals must use the this section to ensure that development proposals enhance the setting and sustainability of Chevington, while not detracting from its context, local character and sense of place.

2.1 Guidance and code themes

The guidelines outlined in this chapter apply to the whole of the NA. These have been derived from current urban design best practice and are considered essential for a successful development.

These guidelines advocate the use of context for design cues. In this sense it is expected that a design proposal will make reference to different design elements such as layout of buildings, building envelope, materials, building forms, colours, roofs and fenestrations.

These guidance and codes were decided based on meeting with the Parish Council Working Party as well as the results compiled through the engagement events. Each of these themes will be accompanied by relevant supported analysis completed through a desktop study.

Codes and guidance are arranged under the following overarching themes:

- **A. Settlement Pattern (SP)**
  - SP.1 Village layout
  - SP.2 Development at the settlement edge
  - SP.3 Infill, extensions and conversions
- **B. Built Form and Public Realm (BF)**
  - BF.1 Architectural vernacular and materiality
  - BF.2 Boundary treatments
  - BF.3 Rural lanes and roads
  - BF.4 Views and vistas
- **C. Sustainable Development (SD)**
  - SD.1 Open spaces and biodiversity
  - SD.2 Active travel
  - SD.3 Eco-housing
  - SD.4 Sustainable Drainage Systems (SuDS)
  - SD.5 Dark skies and lighting

2.2.1 SP.1 Village layout

Chevington village has a predominantly linear development settlement pattern along the central main road of Mill Road/ New Road and Chedburgh Road, which links to Tan Office Green. Development extend off the central main road along New Road, Old Post Office Road and Hargrave Road which connect the village to surrounding settlements. This is a historic settlement pattern that reinforces the rural setting of Chevington and influences built form characteristics such as density.

Newer development often takes the form of higher density cul-de-sac development and have more formal settlement patterns, such as Grange Mill and Barn Field. These all lead off of smaller local roads rather than the central main road.

Additionally, there are also small lanes that lead to farmsteads, such as Tan Office Lane and Factory Lane, with less formal layouts and are reflective of Chevington's rural setting.

Figure 09: Map of settlement patterns within the village and hamlet shown through the highlighted road network.

Guidance on Designing within context can be found in *Suffolk Design Streets Guide (2022)* - 1.6 Designing for Suffolk (p.17-22)

- The village has linear development along the outlined main road through the NA. This settlement pattern is a defining characteristic of the village and, where it is established, **must** be reflected by neighbouring development along these streets;
- A defining feature of linear development distinct to Chevington is that the dwellings maintain a single-plot depth backing onto the countryside. This settlement pattern helps to regulate density in the village and supplements the rural setting of the village by allowing for long views between dwellings out of the settlement. Where this pattern is established, development **must not** disrupt it by introducing tandem development from these streets;
- Development along the linear roads **should** be in the form of individual infill to best preserve the linear settlement pattern. This **should** only occur where there is an appropriate sized gap between buildings, and ensure that views to the countryside are preserved;
- Cul-de-sac development is found in the village, mostly along the secondary streets of New Road and Hargrave Road, and may be an acceptable settlement pattern for future development. These **must** maintain a simple, rural character and avoid being of a complex layout;
- A limited depth of cul-de-sac development **should not** exceed 100m in length, as this would help to maintain an organic feel and visual link to the surrounding countryside;
- Future cul-de-sac development **must** ensure they do not significantly restrict the access and movement network across the village. These **should not** disrupt active frontages overlooking the main road which may have an adverse effect on traffic speeding; and
- The road leading to the cul-de-sac development **should** be narrower than the street it leads off from to signify a hierarchy of road typologies. These streets **must** be wide enough to incorporate pavement that is appropriately accessible for all mobilities.

Figure 10: Linear settlement pattern and development along the main route (New Road pictured) through the NA.

Figure 11: Example of a cul-de-sac settlement pattern along Grange Mill, the longest cul-de-sac within Chevington.

- All future development **should** follow the pre-existing building line of the surrounding context, but **could** have slight variations to emphasise the rural context and add visual interest;
- Setback of development **must** allow for adequate space to accommodate on-plot parking, and preferably, **should** allow room for a landscaped front garden;
- The massing and placement of development **should** allow for space on all sides of the plot. It **should not** necessarily be centred on the plot but **should** allow adequate gaps between development to prevent overlooking;
- The positioning of garages and detached outbuildings **must** reflect and respect its surrounding context. Generally, these **should** be positioned to the side or rear of development. These **should** also be positioned and oriented so as to not fill gaps between buildings. For attached garages, best design practice is to have the garage set slightly back from the original building to ensure it is not the dominant built feature; and
- Building orientation slightly varies throughout the parish, but generally building frontages **should** be street-facing. This **could** be slightly varied to reflect the more informal building arrangement of the village, especially where this best benefits from solar gain. Refer to *section SD.3 Eco-housing* for more guidance on passive heating and solar gain.

Figure 13: Positive example of how new development can preserve long views out of the settlement through built gaps.

Figure 12: Illustrative map showing the building line and setback within the parish which has slight variations but is largely regular (pictured: the north–south Mill Road, east–west Old post Road and Hargrave Road and Grange Mill).

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2.2.2 SP.2 Development at the settlement edge

The settlement edge refers to the boundaries of built up areas within the village and hamlet. It excludes isolated developments such as farmsteads and individual dwellings in the surrounding countryside. As it only focuses on the built up sections, surrounding fields and gardens will also be excluded from this boundary.

Development at the settlement edge can influence factors such as density, coalescence and suburban sprawl. These are all factors that contribute to the rural atmosphere of the settlement and should be carefully considered by all potential forthcoming development, whether that be single infills, extensions or entire new cul-de-sac developments.

The guidance and codes in this section will be focused on how potential forthcoming development in these areas should be designed. It is not suggesting allocations for development in these areas and should not be used as such.

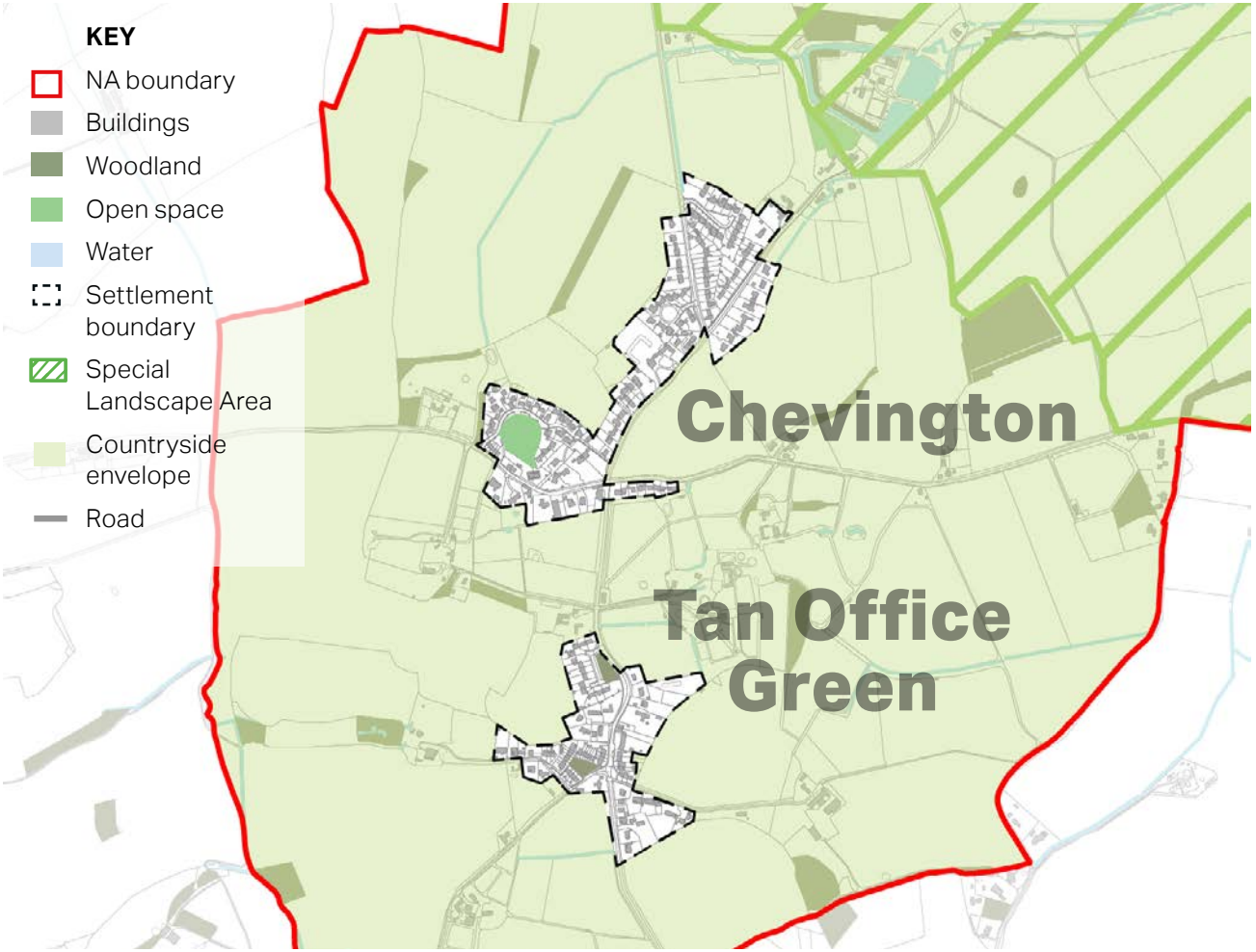


Figure 14: Boundaries of the settlement edges for the village and hamlet within the NA.

Guidance on development within the surrounding landscape can be found in *West Suffolk Local Plan - Policy LP18 Development in the countryside*

- Future development **must not** result in the village coalescing with surrounding settlement clusters. In particular, the gap between Chevington and Tan Office Green **must** remain intact and unobstructed physically or visually. This would result in a significantly extended village boundary without any break which is unfitting with the rural setting;
- Edge of settlement development that backs onto the countryside **should** gradually transition into the landscape by utilising comprehensive buffering, or 'green curtains', implemented along the back plots. Abrupt edges to development with little vegetation or landscaping **should** be avoided. Long rear gardens **could** be preferable here;
- Materials are key for boundary treatments for back gardens as this will have a major impact on views. The rear boundaries of properties **should** either follow existing hedgerow boundaries or be planted to form new hedgerows. Low walls and fences **could** be appropriate if they do not obscure views;
- Gateway sites are situated at the settlement edge near a main local route and marks the point of arrival into (and departure from) a settlement. Chevington has gateways to the north from Church Road and New Road and to the south from Chedburgh Road. Development **could** enhance the sense of arrival and departure of the village through bespoke landscaped and built structures. This would be a natural, unobtrusive way to make the village and hamlet distinct and identifiable by visitors and passer-bys;
- The sense of departure and arrival **could** be achieved by a noticeable change in building scale, street enclosure, or road configuration. Gateway buildings and features **should**, however, reflect the local character and respond to existing development and landscaping; and
- If a gateway plot is developed with a group of buildings, the corner of the site **should** act as the key landmark. The corner building **could** be slightly taller or display a notable built element, signalling its importance within the grouping.

Figure 15: Positive example of a development on the edge of the landscape that has appropriate landscape screening.

Figure 16: Building situated at the western gateway on Hargrave Road which positively uses orientation and an active facade to signify the entrance to Grange Mill.

Guidance on Infill development in rural settings can be found in *West Suffolk Local Plan - Policy LP26 Housing in the countryside*

Guidance on Extensions can be found in *West Suffolk Local Plan - Policy LP1 Sustainable design and construction, LP29 Alterations and extensions to dwellings and residential annexes* and *SP3 Design*

2.2.3 SP.3 Infill, extensions and conversions

Extensions and conversions are typically the most commonly occurring type of development within the NA. Conversions will typically affect farmstead buildings and will have a greater impact on the countryside, while extensions occur in and affect the village. The guidance and codes in this section will focus on how this development can best fit within the context of the NA.

Conversions and extensions also provide an opportunity for contemporary design that is appropriate within the historic setting, working from features of the existing structure as a reference for materiality, form and bespoke detailing which will be covered in this section through case studies.

It is important to note that many household extensions are covered by permitted development and so do not require planning permission. However, due consideration to the following should be prioritised to ensure that good design is implemented throughout the parish.

- Extensions **must** be appropriate to the scale, massing and layout of the main building. The general dimensions (width, depth and height) of the extension **should** be less than the original building. The original building **should** remain the dominant element of the property, in terms of form, style and fenestration, regardless of the number of extensions;
- Overly complicated extensions and associated roof forms that may overshadow the character of the original building **should** be avoided;
- Extensions **must not** result in a significant loss to the privacy and loss of amenity to neighbouring properties or the streetscape, in particular overshadowing is not acceptable;
- All modifications to listed and locally designated buildings **should** preserve and, if possible, enhance the existing building's architectural style. In occasional cases, it **could** be appropriate for modifications to be stylistically different to create distinction from the original building and make it stand out;
- Development **should** retain original features such as openings, which should not be filled in, as well as ventilation slots, timber frames and brickwork, inscriptions and any use-specific historic additions. If there is a dominant feature of strong historical character on the original building, the addition **should** be more modest to accentuate this feature;
- The general layout of the building setting that are characteristic of historic working buildings **must** be retained and not filled in with infill development. For example, farmsteads that utilise a courtyard style layout would be expected to retain this;
- Working building conversions for farming use in high grade agricultural land **should not** change the land use unless this will significantly support community benefits; and
- Contemporary designs for barn conversions **could** be utilised and are a welcome addition if they are designed sensitively to the context. Case studies for this are presented overleaf.

Case studies of contemporary barn conversions:

Cat Hill Barn

Yorkshire, UK

A late 1700s agricultural warehouse redesigned by Snook Architects in 2011 to create contemporary living conditions while preserving the architecture and atmosphere of the original building. Most of the contemporary changes were limited to the interior, but wide glazing (in addition to the preserved openings of the original barn) allows for glimpses of the interior to be seen as well as providing scenic views of the surrounding landscape.

Source: https://www.blog.awx2.pl/powrot-do-przeszlosci-przebudowa-kamiennej-stodoly-snook-architects/

Ditchling Museum of Art + Craft

East Sussex, UK

The original Victorian buildings have been linked and sensitively redesigned by Adam Richards Architects, whose design combines contemporary architecture whilst retaining the original building's vernacular. There are glimpses of the village from various points in the museum, enabling the works to be seen in the context in which they were created. The space also acts as new community centre, with a shop, cafe and village green offerings.

Source: https://www.ditchlingmuseumartcraft.org.uk/our-collection/history/

Barn Conversion

Oxfordshire, UK

This barn conversion is designed to retain as many elements of the original barn as possible both within the interior and exterior. The layout of the farmstead is a courtyard and sensitive landscaping efforts preserved the historic setting of this barn. The interior retains historic assets such as structural timber beams and engravings. The exterior utilises complementary materials in a style that mimics the original design, such as a re-imagined barn door entrance.

Source: https://ksrarchitects.com/architecture-project/barn-conversion

Extension and conversion best practices:

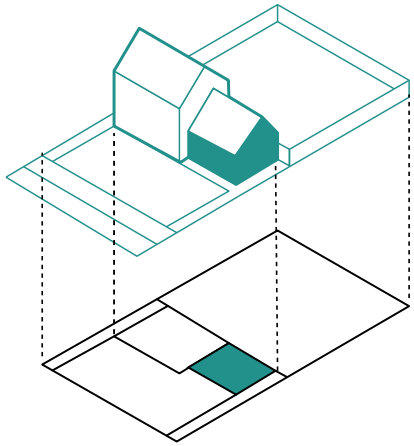


Figure 17: Drawing showing side extension

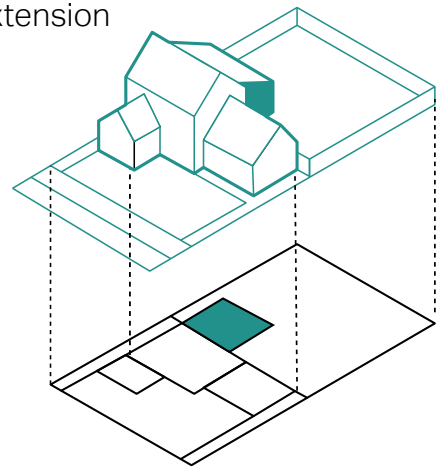


Figure 18: Drawing showing rear extension

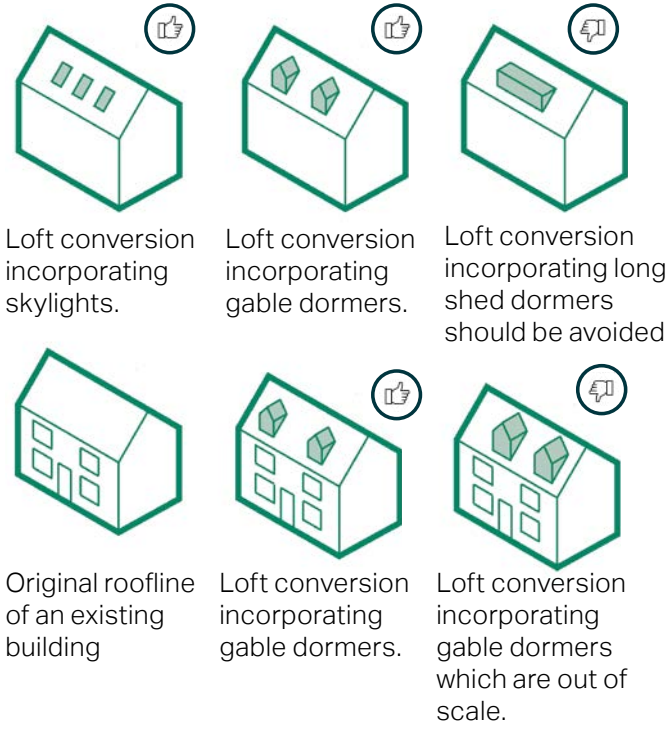


Figure 19: Examples of loft conversions and key principles

Figure 20: Positive local example of a well-proportioned side extension that is in keeping with the original building's roofline, fenestration positioning and use of material.

Figure 21: Positive local example of a barn conversion with black weatherboard facades, a steep pitched gable roof and well-proportioned fenestration.

2.3.1 BF.1 Architectural vernacular and materiality

This section includes a palette that demonstrates an overview of the highly characteristic material and vernacular use within the parish, analysing features such as roofs, façades and fenestration. Development proposals should demonstrate that the materials used have been selected based on an understanding of the surrounding built environment and refers to the outlined Chevington palette.

This includes how listed heritage assets can be a reference point for future development in the village, including for extensions and conversions. However, the provided palette should not be used as a justification to replicate historic buildings nor to discourage contemporary design. Rather, the palette should be used to ensure that development is integrated into the historic built form of Chevington in well-designed and innovative ways which faithfully complements the heritage assets and rural context.

- The proportion, size, symmetry, profile and rhythm of fenestration are all important elements of good building design. New development **should** reference and complement the existing fenestration in the village (especially that of listed buildings) based on what is appropriate to the style of the building;
- Most older buildings exhibit flush side-hung casement and slightly depressed sash windows, with casement windows being more common in newer builds. Any new development **should** reference the traditional design of the windows that are found in the surrounding context. Bay and bow windows are not common throughout the village but **could** be used by new development to break up the bulk of building façades and add visual interest to the streetscape;
- Fenestration, particularly where development involves multiple dwellings, **should** all have consistent colour schemes, materiality and thickness of frame and pane detailing across neighbouring façades;
- Newer homes often use white PVC window frames, while many of the traditional windows have timber framing which **should** be used wherever possible in new development. Powder coated aluminium or plastic frames may be appropriate, but **should** be done with consideration for the historic character of the area, such as by having a thinner frame and detailing such as lintels (brick, stone or timber), cills, stone mullions and decorative glazing bars;
- Porches **could** be used for dwellings to add visual variety to the streetscape. These **should** be proportional to the fenestration and fitting with the building materials. These **should** also have a roof form and materiality that matches that of the attached building;
- Development proposals **must** demonstrate that the materials used has been selected based on an understanding of the surrounding built environment and refers to the outlined Chevington material and vernacular palette presented overleaf;

Façades

Red brick with flint stone

Red brick

Off-white render

Off-white render paired with red brick

Flint stone dressed with grey stone quoins

Fenestration

Casement window

Sash window

Dormer windows

Casement window dressed with stone mullions

Timber framed casement window

Roofing

Thatched roof with red brick chimney stack

Brown clay tile pitched roof with chimney stack

Clay tile pitched roof with PVC panels

Cross-gabled red clay tile roof

Brown gabled clay tile roof with dormer and external chimney breast

Guidance on Vernacular and materiality can be found in *West Suffolk Local Plan - Policy SP3 Design, LP10 Well-designed spaces, LP18 Development in the countryside* and *LP38 Re-use and replacement of buildings in the countryside*

- Proposals **must** reflect the density, height, building type and variety, scale and layout currently present within the parish. Currently, the common building types are detached and semi-detached houses and bungalows. New development **should** encourage a mix of building types to create accessible homes for a range of affordability, family sizes and ages;
- The roofline within the parish generally has a maximum height of 2.5 storeys and development **must not** go above this height so as to preserve views of the roofline as well as the historic significance of the Grade I listed All Saints' Church;
- Development **must** ensure that roof design integrates with the surrounding context, with the scale and pitch referencing neighbouring dwellings. The most common roof typologies in the village are gable variations and occasional hipped and traditional thatch. A combination of these may be appropriate, however development **should** avoid overly complex roof forms and additions;
- Roof pitch is also related to material, i.e., thatched roofs are likely to have a steeper pitch than slate roofs. Therefore the chosen pitch **should** be suitable to the used roofing material;
- The roofline **should** have a rhythmic pattern of chimneys as is currently present throughout the village and which **should** be preserved;
- Dormers are not a typical occurrence throughout the parish but **could** enhance the character of new and retrofitted developments. These **should** be of the forms of the main building roof, such as gable dormers. These dormers **must** be of an appropriate and proportional size to the original building and not increase the overall height of the dwelling. Additionally these **should** be placed so they are symmetrical to the roof and façade fenestration; and
- Concerning rooflights, these **should** be aligned to fenestration on the front façade and be flush to the roof tiles. These **should** be of an appropriate scale and proportionate to other fenestration;

Figure 22: Gable dormers that are appropriate to the form and scale of the existing roof and have consistent alignment and proportion throughout the facade.

Figure 23: A positive example in Chevington of well-proportioned fenestration that are consistent in size, symmetry and alignment.

2.3.2 BF.2 Boundary treatments

Boundary treatments can greatly affect the streetscape for aesthetic atmosphere, pedestrian safety and residential privacy. For instance, a street lined with visually impermeable boundary treatments that are placed directly to front a street or pavement may make for a sterile environment. However, a street lined with natural green boundary treatments could result in a leafy setting that complements the countryside and supports local biodiversity efforts.

Chevington has a wide range of boundary treatments found along its road network. Positive examples from the NA have been outlined in the examples adjacent, while negative ones have been provided from other parishes with a similar built context.

This section should be used for the placement and design of boundary treatments, but will not include pavement design including dimensions and materiality. Additionally, this section will not include street tree design, but further guidance and codes for this can be found in *Section BF.3*.

Hedgerows paired with timber gates

Flintstone boundary walls

High, non-permeable slatted timber fencing fronting the pavement.

Hedges paired with low red brick wall

Shrubs and red brick wall

Solid concrete, render or cement walls with little detailing.

Long hedgerows and tree with grass verge

Iron railing with decorative feature and timber gate

Wired mesh fencing which could create a sterile atmosphere.

Guidance on Boundary treatments can be found in *West Suffolk Local Plan - Policy LP30 Extensions to domestic gardens in the countryside*

- Proposed boundary treatments **should** reflect locally distinctive forms and materials, such as low brick walls and agricultural style gates or well-defined green boundaries such as hedges. Tall, impermeable boundaries that create a sterile and monotonous street scene **must** be avoided, such as high walls and close boarded fencing. Development **should** refer to the provided boundary treatment positive and negative examples;
- Landscaping and vegetation **should** be prioritised for boundaries to preserve and enhance the overall sense of rural character. Proposals **could** incorporate landscaping and natural features such as trees, both those that are retained and those introduced, shrubbery, grass verges and hedgerow. These also provide the opportunity to complement the ecological network for biodiversity;
- Original boundary treatments of traditional building plots **should** be left intact, and not chopped through or significantly reduced for access;
- Landscaped boundaries **must** be well-defined and **should** avoid being too high so as to not infringe onto pavements and disrupt safe and active travel or be visually obtrusive to vehicles from the street. These **should** consist of appropriate native flora species for the NA;
- Boundary walls **should** remain under 1.5m in height to retain visual connections to the surrounding countryside;
- Where hard boundary treatments are used, these **should** reflect and complement the local vernacular and building materials. For instance, a open boarded timber gate **could** be more appropriate for a farmstead building, or a tile capped low brick wall for dwellings within the village;
- Boundary treatments **could** be used to screen on-plot parking and **could** combine low walls or fences with soft landscaping to achieve this; and
- Parking areas and driveways **should** be designed to minimise impervious surfaces through the use of permeable, porous paving and soft landscaping.

Figure 24: Example of a well-maintained hedgerow at an appropriate height to maintain privacy and natural surveillance.

Figure 25: Positive example of a driveway using permeable, porous materials.

Guidance on movement frameworks and street typologies can be found in *Suffolk Design Street Guide (2022)* - Chapter 3: Movement Frameworks + Street Typology (p.66-101)

2.3.3 BF.3 Rural lanes and roads

Lanes and roads make up a large percentage of the public realm and have a direct impact on the atmosphere and rural setting of the NA. Additionally, Chevington has high levels of car ownership which can also greatly impact the visual quality of the public realm.

This section will largely focus on parking, traffic calming and road infrastructure to supplement the character of the overall village. The interventions suggested are focused on changes to the public realm that can be achieved through methods such as landscaping, enclosure and promoting sustainable active transport as an alternative to personal vehicle reliance.

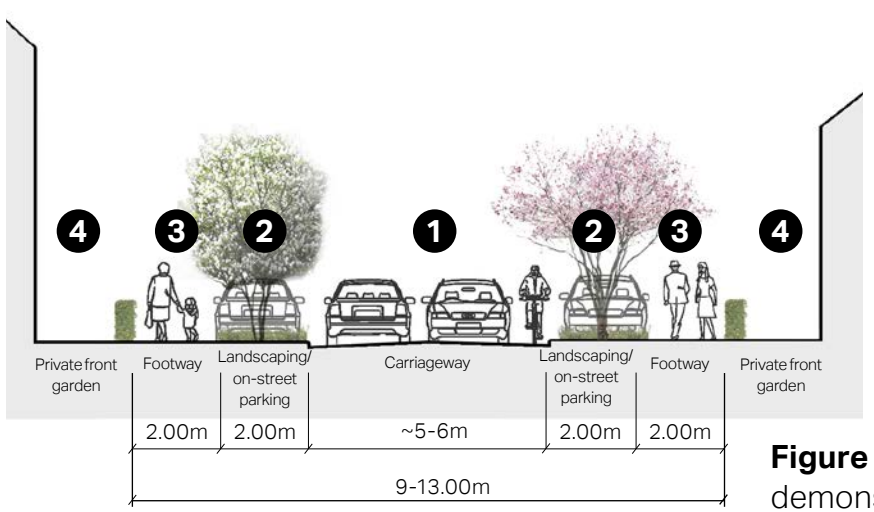
Please note, this design guide should not be used to determine the number of on-plot parking spaces for each dwelling, but rather be used for the design of parking provision. Guidelines for determining the number of plots to be provided by development can be found in *Suffolk Guidance for Parking.*

- Streets **should** be considered a 'place' to be and contribute to the local character of the village. A good understanding of the existing street typologies and characteristics, widths and enclosure is needed so that any new design or retrofits reflect the existing rurality. It is essential that the design of new development incorporates the needs of pedestrians, cyclists and public transport as a priority;
- Development along Chedburgh Road **should** be accessed directly onto the road, rather than through a shared driveway or estate street. These driveways **should** be simple in form and not have obstructed views of the road. These dwellings will create an active frontage onto the road which may reduce speeding and increase caution;
- Lane width **could** vary to discourage speeding and introduce a more informal and intimate character with increased enclosure. Additionally, landscaping additions, such as street trees planters or green verges **could** be used to increase enclosure and increase biodiversity;

Figure 26: Landscaping that narrows the street width for traffic calming and supplements the area's rural setting.

Figure 27: Example of how active facade directly fronting onto the street can be used to create a high level of enclosure that can help control speeding.

- Sustainable active travel **should** be encouraged wherever possible to reduce car reliance for local destinations and relieve the streets from traffic congestion. The Department for Transport Manual for Streets (2007) suggests that in lightly used streets, the minimum width for pedestrians **should** generally be 2m to facilitate mobilities, such as buggies, mobility scooters and wheelchairs;
- Carriageways **should** be designed to be shared between motor vehicles and cyclists, which **could** also act as a traffic calmer. Where routes are shared by pedestrians and cyclists, widths **should** be a minimum of 5m – ideally 6m; and
- Vertical traffic calming features such as raised tables **could** be introduced at key locations such as junctions and pedestrian crossings. However, these **must** be designed to complement the rural nature of Chevington, using materials such as stone and brick rather than tarmac. Avoid using forms of engineered traffic calming like plastic humps, cushions and chicanes.



1. Carriageway should accommodate both vehicles and cyclists (local access). Traffic calming measures may be introduced at key locations.
2. Tree verge or pit with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

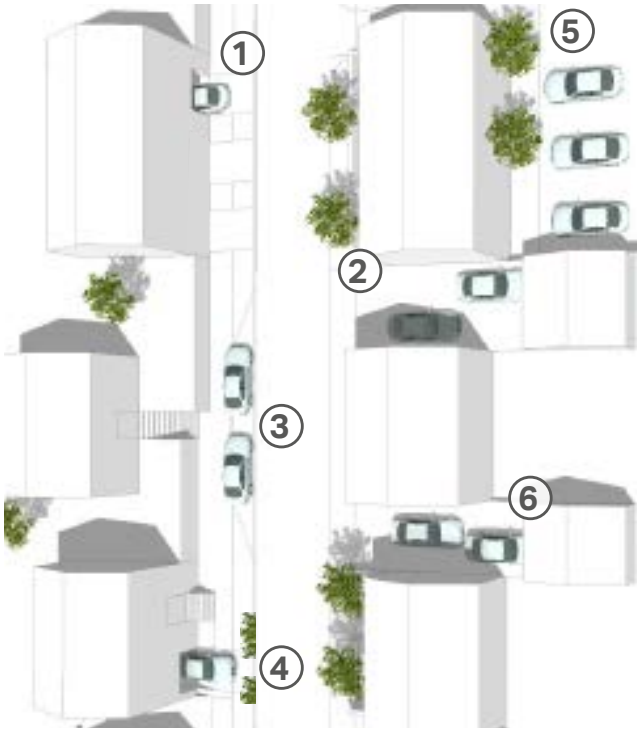
Figure 28: Section diagram to demonstrate indicative dimensions for rural lanes and streets.

Figure 29: Appropriate dimensions of pavement to accommodate for a variety of mobilities.

Figure 30: A poorly maintained landscaped boundary that infringes onto the public realm.

Guidance on Parking arrangements can be found in the *Suffolk Guidance for Parking (2023) - Technical Guidance*

- Parking **should** be integrated on-plot and with spaces set behind the building line, generally to the side of the plot being preferable. Where front-of-building parking is the only possible option, these **must** ensure manoeuvring areas for the parking does not dominate the street frontage. Parking areas **should not** be placed in front of ground floor windows;
- Street parking **should** be avoided wherever possible as this may create traffic congestion and an unattractive streetscape, as well as posing potential pedestrian movement constraints;
- Where on-street parking is unavoidable, parking spaces **must** be integrated within the streetscape and be parallel to the street. These **should** be combined with generous planting to provide visual screening. It is important that on-street parking is more formalised so as to not impede the access of pedestrians and vehicles, therefore there **must not** be more than 3 spaces in a row without a break. These breaks **could** be indicated through street trees or planters;
- Parking courts **should only** be utilised for building clusters. Permeable paving **should** be used for surfacing to preserve the rural setting and assist with flood mitigation and these spaces **should** be landscaped for screening. These spaces **must** be overlooked by properties to increase natural surveillance.
- Garages **should** not dominate the appearance of dwellings and therefore **should** be set behind the building line or to the rear of the plot. Additionally, garages **should** be constructed with the same architectural features and materials as the main building;
- Car ports **could** be a good addition to create formalised parking for plots of more than one dwelling. These **should** be designed so as to sensitively complement the setting , considering form, materiality and placement; and
- EV charging points **should** be integrated into the design of any new developments. These **should** be unobtrusive and placed to the rear and side of the plot or within structures.



1. Attached garage
2. Side of the plot
3. Formalised parking with gap
4. Landscape screening
5. Back of plot
6. Car port / detached garage

Figure 31: Illustrative diagram outlining preferred car parking arrangements.

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2.3.4 BF.4 Views and vistas

Largely due to its placement in the surrounding countryside and its historic settlement pattern, views and vistas are a key component to the rural character of Chevington.

In this case, 'views' refer to long and short sightlines of the countryside, such as through built gaps and along rural roads. 'Vistas' are framed views of a specific vantage point, such as down a street towards the All Saints' Church, for example. These vistas are typically framed by built and landscaped features such as a highly enclosed street with street trees.

The Working Party have provided the locations and, where needed, images of these views and vistas which have been compiled on the adjacent map.

The guidance and codes in this section will focus on how development can best preserve and enhance these views and vistas.

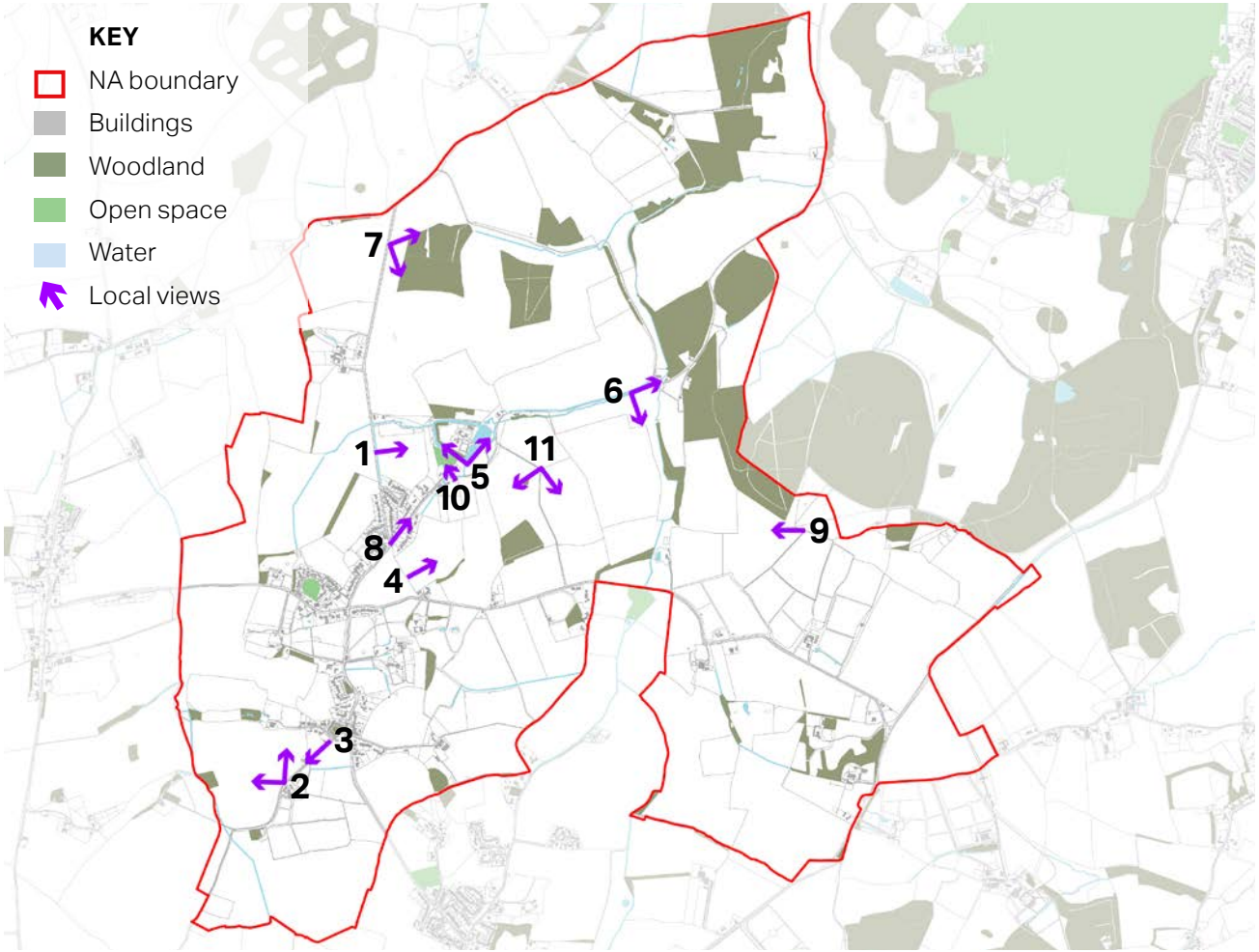

Figure 32: Map showing key views and vistas in Chevington.

Key views within the NA:

Figure 33: Viewpoint 3: Depden Lane.

Figure 34: Viewpoint 4: Old Post Office Road to Mill Lane footpath and views of Ickworth House.

Figure 35: Viewpoint 5: Church Road towards Ickworth.

Figure 36: Viewpoint 6: Cottages near Ickworth Park entrance.

Key views within the NA:

Figure 37: Viewpoint 7: View of All Saints' Church from New Road.

Figure 38: Viewpoint 9: View of the Obelisk from a footpath.

Figure 39: Viewpoint 10: All Saints' Church churchyard.

Figure 40: Viewpoint 8: Church Road.

Figure 41: Viewpoint 11: church to Queen's Lane footpath.

Guidance on views and vistas can be found in *West Suffolk Local Plan - Policy SP3 Design, LP14 Landscape, LP50 Listed buildings* and *LP54 Development affecting parks and gardens of special historic or design interest*

- Development **should** maintain visual connections to the surrounding landscape and long views out of the settlement by retaining existing separation distances between buildings;
- Development **should** be oriented to complement views of the church tower. Additions to the roofline **must** not obstruct important views and vistas of the church or the tower;
- Development **should** have an active façade that fronts onto the street. This adds visual interest to the streetscape and frames vistas. Active frontages with distinctive building features such as towers or particularly notable chimneys **could** also be used to aid legibility.;
- The enclosure of the street **should** be used to frame important street vistas. This can be accomplished through landscaping, such as hedgerows or street trees planting; and
- Locally significant views and vistas (*refer to Figure 32*) **should** all be protected from all future development, including extensions and conversions.

Key views within the NA:

Figure 42: Viewpoint 1: view from New Road.

Figure 43: Viewpoint 2: views from Depden Lane.

2.4.1 SD.1 Open spaces and biodiversity

Large parts of Chevington Neighbourhood Area falls within a designated Special Landscape Area, owing to its rural character and close relationship to valuable landscape designations, such a Ickworth Park. Chevington's surrounding countryside comprises of rolling fields, woodlands and pockets of ancient woodlands. Within the village, there are also a notable number of Tree Protection Orders (TPOs). These are most commonly found in copses along Mill Road, Hargrave Road and Chevington Road. Although this document can not influence the designation of TPOs, it can provide guidance for development to enhance and protect these natural assets that are intrinsic to the character of the village.

The design guidance and codes in this section will be supporting local aspirations to create a more coherent and connected green infrastructure network for wildlife protection. This also includes access to the countryside, physical and visual connectivity to the landscape and sensitive development to promote biodiversity.

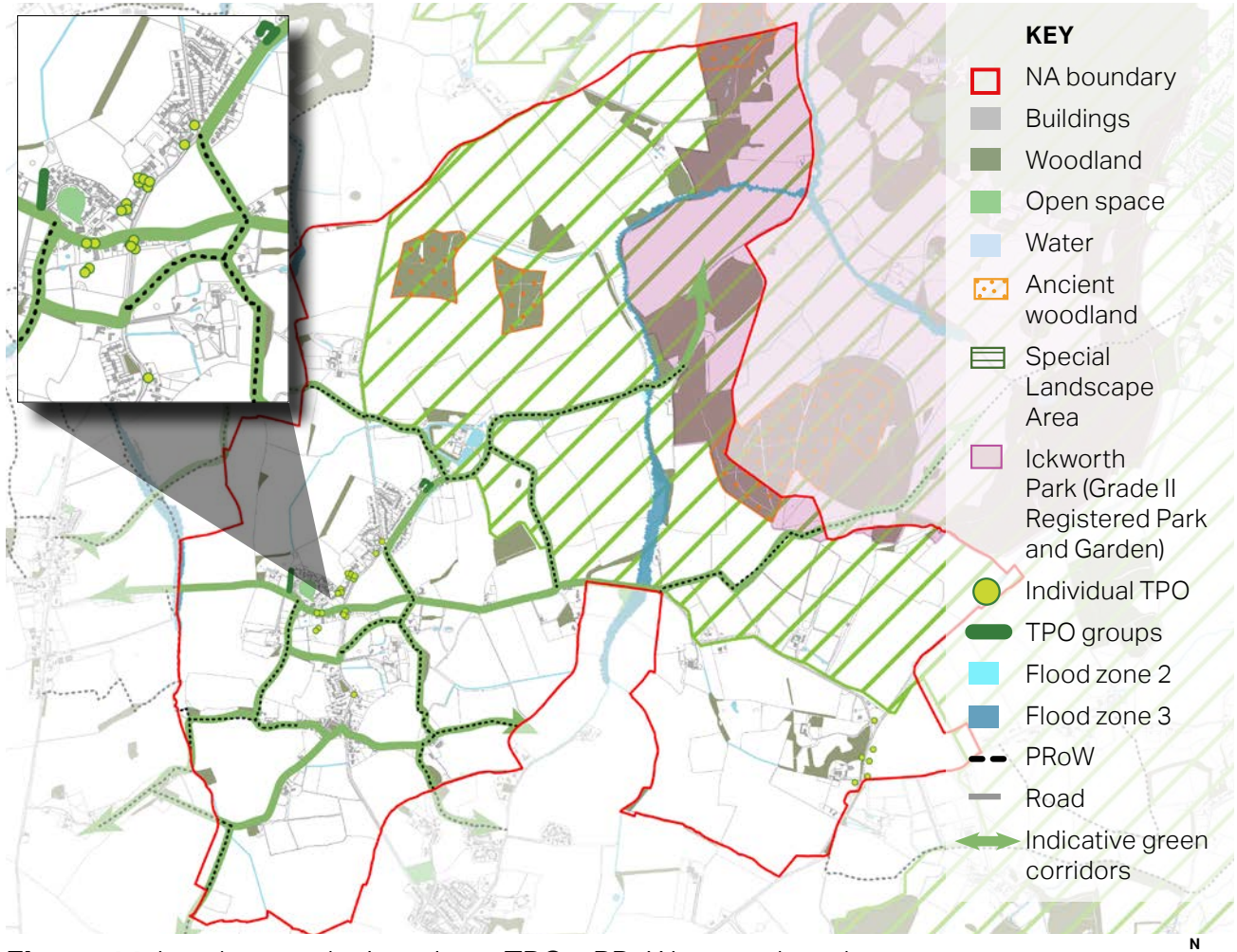

Figure 44: Landscape designations, TPOs, PRoW network and indicative green corridors within NA (with zoomed in inset map for clarity).

Guidance for Street trees and Tree planting can be found in *Suffolk Design Street Guide (2022)* - 2.6 Components of public realm (p.61).

Guidance for Street trees and Tree planting can be found in *Suffolk County Council Development Design Manual* - Series 3000 Landscaping (p.30).

- Development **should** preserve all trees, shrubbery and hedgerow wherever possible as these contribute to the rural, natural character of the village and aid in temperature control and CO_2 absorption. Where removal is unavoidable, developers **must** replace trees lost. These **could** be incorporated into development through tree-lined streets;
- TPOs within the NA **must** be preserved by all development unless a valid reason is provided. Protected trees falling within the Special Landscape Area, notably belts of mature and veteran oaks, **should** be preserved by all development;
- New tree placement **must** be designed with sufficient space around them, laid out in a way that leaves room for appropriate buffer zones to have the opportunity to mature to their full size. Generally, larger trees with more canopy coverage **should** be used over multiple small trees. Large trees in particular **could** be used as a landmark and can also provide shading;

Trees, hedges, flower beds, bushes and shrubs are typical green elements of the street in the area and any new development should also include them in the design

Loss of trees is only justifiable if they constitute a hazard

Protect veteran trees, important trees and hedgerows

Justify the loss of trees, and replace each affected tree on a 2:1 ratio

Retain trees on development sites, especially trees with a Tree Protection Order and trees of high importance

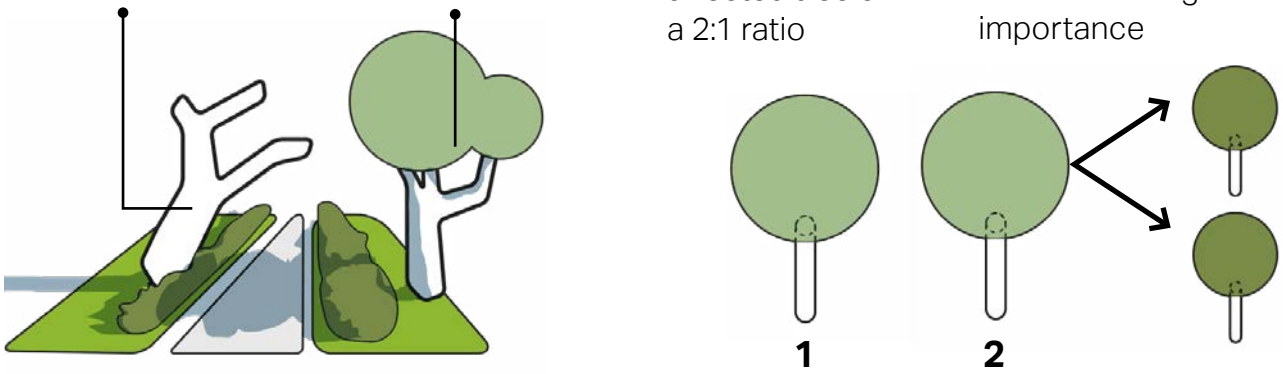

Figure 45: Diagram to highlight some guidelines related to tree preservation.

Guidance on Landscape Character and Management can be found in *West Suffolk District Landscape Character Assessment* - Chapter 2: West Suffolk Landscapes and Chapter 3: Landscape character (p.5-17).

- Trees within open spaces **must** be placed to ensure that they do not overly obstruct natural surveillance. These **should** be placed centrally to open spaces or dispersed around the edge to provide natural barriers and entrances from the street;
- Hedgerows and landscaping along pavements **must** be well-defined so as to not obstruct pedestrian movement. These **should** avoid being too high so as to not infringe onto the public realm and obstruct views of the road and traffic;
- Development **could** expand upon existing wildlife corridors by linking them together. This **could** be achieved by linking to and creating new rights of ways along these corridors. These **could** be placed where existing green and blue infrastructure already exists as a guide. Some indicative green corridors are illustrated in Figure 44;
- Development **should** consider how layouts can create new wildlife corridors by linking green spaces to create a blue and green infrastructure network. For example, this **could** be achieved by aligning rear gardens, connecting gardens to open spaces and providing access to the countryside through undisrupted building gaps;
- Landscaping design **should** be layered with a variety of native species suitable for the local wildlife, soil conditions and climate. Development **should** avoid low maintenance, hard landscaped gardens, which are harmful to wildlife and reduce biodiversity opportunities; and
- Open spaces and gardens **should** be designed with wildlife in mind by incorporating a range of small-scale biodiversity improvements which **could** include: nest boxes, bird feeders, bug hotels, hedgehog holes, bat boxes, log piles, pollinator nest sites and wildflower planting.

Figure 46: Positive local example of an overlooked open space with properties that front onto it to provide passive surveillance, Grange Mill.

Figure 47: Pond by Chevington Hall bordered by mature trees, a key water feature in the village which is accessible via a public footpath enroute to Ickworth Park.

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2.4.2 SD.2 Active travel

A high level of car ownership and infrequent public transport services resulted in high car dependency in Chevington. The parish is home to a good network of Public Rights of Way, linking towards nearby settlements of Chedburgh and Hargrave, as well as the surrounding countryside and Ickworth Park. The NCN Route no.51 runs along the northern edge of the Neighbourhood Area, nevertheless, there are currently no other designated cycle routes within Chevington.

It remains a priority to facilitate more active travel modes as means to create well-connected, accessible and sustainable neighbourhoods across Chevington. The recent community engagement event and survey undertaken in 2023 both reflected public support for more cycle routes, footpaths and bridleways as a solution to improve local connectivity to villages and major town centres. Design guidance and codes in this section will therefore focus on principles to promote and integrate active travel by design.

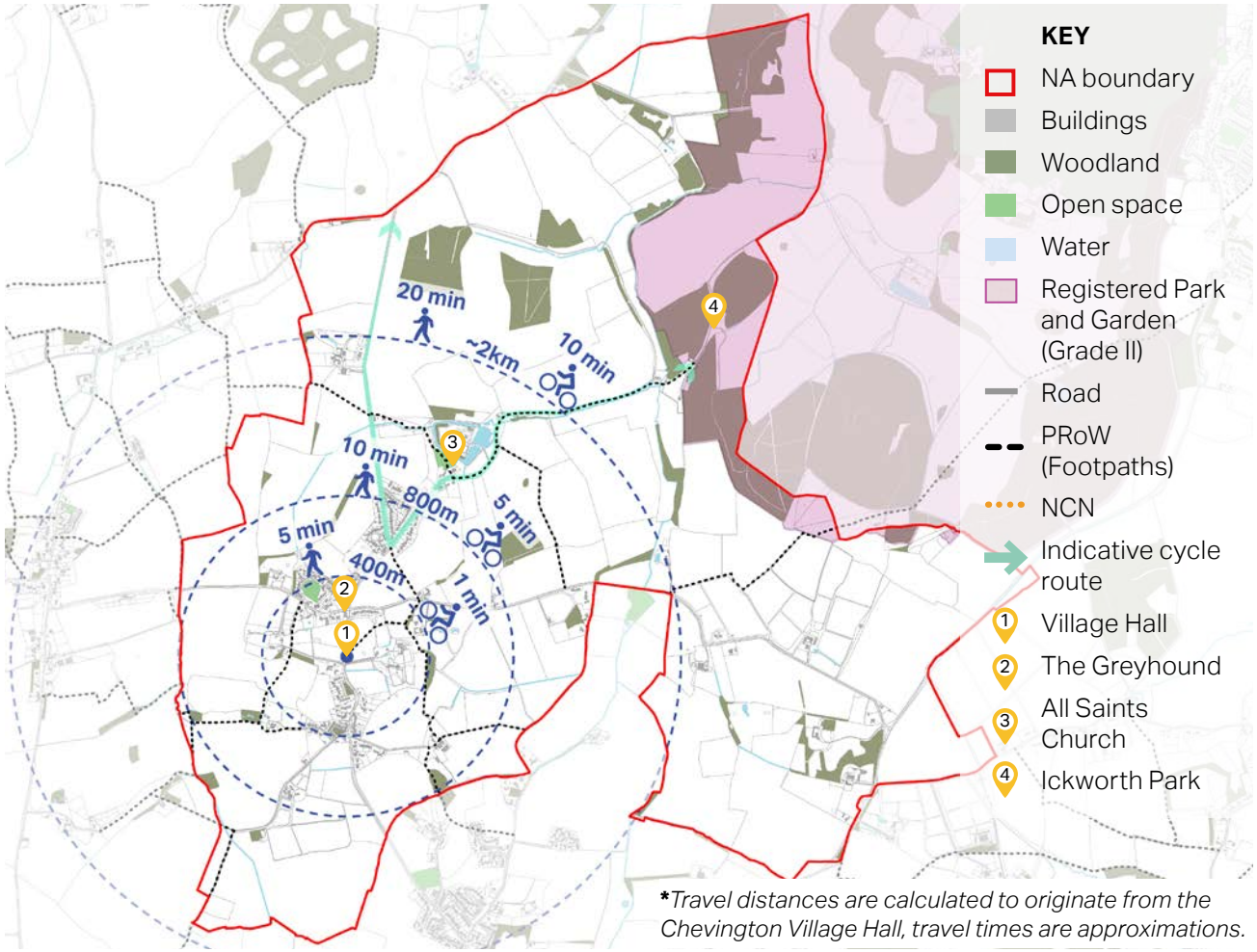


Figure 48: Map showing active travel corridors (including PRoWs, NCN route and an indicative cycle route) with walking radius.

Guidance for Active Travel and PRoW can be found in *Suffolk Green Access Strategy (ROWIP)* - Part 3 - Delivery Plan (p.21-47)

Guidance for Active Travel, pedestrian and cyclist priority can be found in *Suffolk Design Street Guide (2022)* - 3.2 Movement Frameworks (p.68-72)

- Developments **should** facilitate outward connections by linking to the existing PRoW network. These connections **must** be surfaced, have gates where needed, be appropriately lit where this poses a safety risk and be appropriate for all-weather use and accessible for people with buggies and mobility impairments;
- Development in the village **should** aim to provide improved access to the existing open spaces and countryside. Developments **could** provide connections via other green and urban networks such as pavements, tree lined streets and PRoWs to ensure the open spaces are within walking distance;
- Signage **could** be provided around the area to show destinations and travel distances for walking and cycling. Signage **should** be made of high-quality material and designed to be fitting within the setting of the village;
- Cycling routes **would** be a positive addition to the parish to promote sustainable active travel for medium-distance trips into and out of the village. As Chevington is limited in shops and amenities, most trips are travelled by car to nearby centres which has a notable impact on sustainability. For example, the indicative cycle route highlighted in Figure 48 **should** be supported for implementation where possible, to extend connectivity for onward travel along the NCN Route no. 51 and through Ickworth Park; and
- Active frontages with distinctive building features such as particularly notable chimneys or rooflines aid legibility. Additionally, landscape features, distinctive trees and open spaces **could** be used as wayfinding aids as well as providing an attractive streetscape and promoting active travel.

Figure 49: Paved footpath to the north of the village by All Saints Church, which has potential to serve as a designated cycle route for Chevington.

Figure 50: Footpath connecting Chevington village with its surrounding countryside.

2.4.3 SD.3 Eco-housing

In September 2019, West Suffolk Council declared an Environment and Biodiversity Emergency. An Environment and Climate Change Task Force has been established since to monitor progress and develop strategies to help reduce greenhouse gas emissions, including at the residential and household level. It is important that any future development within the Neighbourhood Area are aligned with these aspirations and are designed sustainably.

The guidance and codes in this section will be focused on how potential forthcoming development could be designed with Eco-design principles, as well as how existing development could be retrofitted.

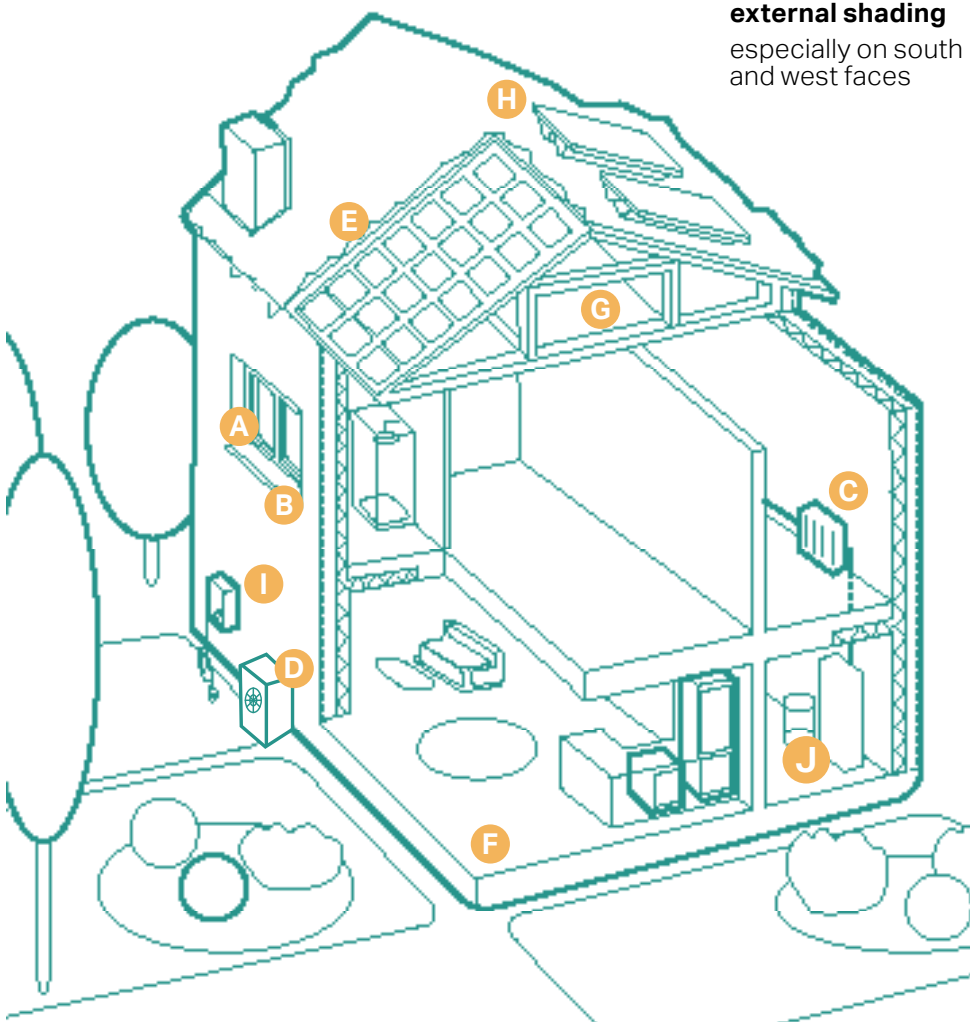


Figure 51: Diagram showing low-carbon homes in both existing and new build conditions.

Guidance for Sustainable Development can be found in *West Suffolk Local Plan - Policy SP1 The climate and environment emergency and sustainable development* and *Section 4.1 Climate change, health and wellbeing*

Guidance for Eco-housing can be found in *West Suffolk Climate Change and Sustainable Building Planning Advice Note*

- All new development **must** demonstrate that it is responding to climate change and reducing its carbon dependency. The Government's forthcoming Future Homes Standard, including changes to Part L and Part F of the Building Regulations, will aim to cut carbon emissions;
- By default, any new development **should** adopt a 'fabric first' approach[1] to attain higher standards of energy conservation. Retrofitting existing buildings with eco-design solutions is also encouraged, such as triple glazed window and smart meter installation, which can be incorporated into traditional dwellings without altering or disrupting the exterior of the buildings. Suggested guidelines are illustrated in *Figure 51* which focus on improving the energy efficiently of properties through the implementation of eco-design principles;

[1] An easy guide to the fabric first approach, 2024. Source: https://build.saint-gobain.co.uk/blog/2019/08/easy-guide-fabric-first-approach

- Dwellings **should** have a 15 and 40 percent window to wall ratio, balancing the NA's local historical context with local climatic conditions. This is to ensure that windows don't contribute to increased energy demand through excessive heat loss in winter and overheating in summer;
- If houses are not aligned east–west, rear elevations **could** be glazed so that some of the property benefits from solar passive gain;

- North-facing single aspect units **should** be avoided or mitigated with the use of reflective light or roof windows;
- Eco-design can be adapted to a wide variety of architectural styles. Historic buildings can also be retrofitted in a way that respects both the environment and their historic features. Any eco-design features **must** be incorporated without visually damaging the historic environment;

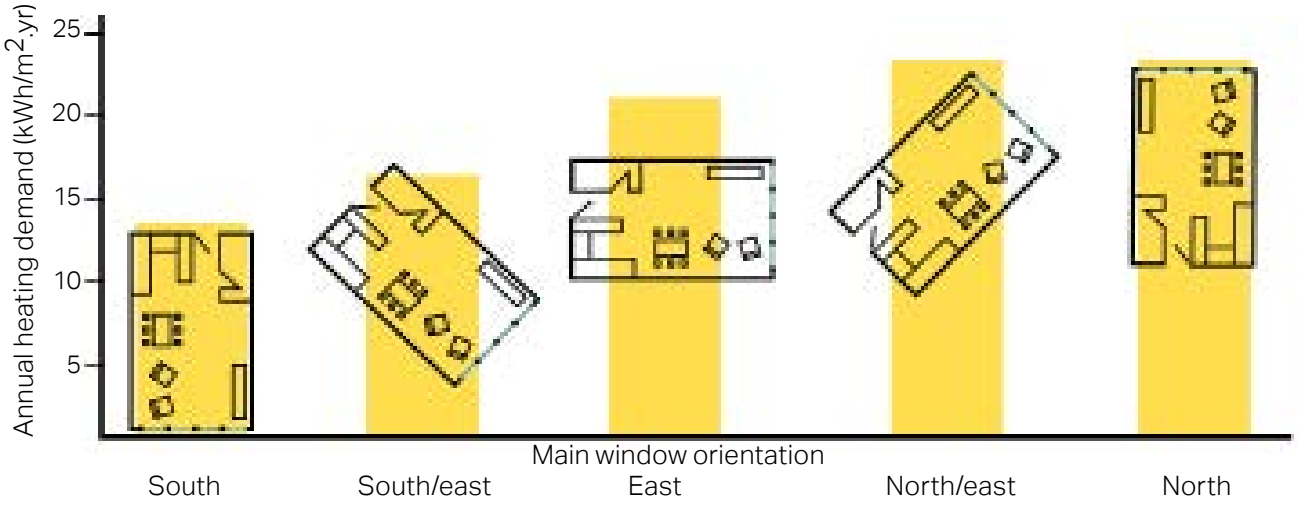


Figure 52: An illustrative graph showing solar orientation of a room against the annual heating demand.

- Heat pumps **should** be placed to the rear of properties, ideally in a concealed location, to avoid visually damaging the street scene and the main, front elevation of a building;
- If the only viable location of heat pumps are to the side of the building, covers and landscaping **could** be used to visually screen heat pumps. For example, wooden enclosures can be used and stained to match the colour of the building wall;
- Covers or any planting nearby heat pumps **must** not obstruct ventilation and be easily accessible for maintenance. Additionally, heat pumps **must** also be placed so that they are protected from heavy flooding;
- Further guidance can be found for heat pump installation, specifically for retrofitted historic buildings, on the Historic England website[1];

[1] heat pump installation of historic buildings: https://historicengland.org.uk/advice/technical-advice/building-services-engineering/installing-heat-pumps-in-historic-buildings/

- Mounted charging points and associated services **should** be integrated into the design of any new developments, if possible. These **should** be unobtrusive to the character of the parish and placed discretely to the rear and side of the plot and within garages or car ports where possible;
- Reusing building materials such as bricks, tiles, slates or large timbers all help achieve a more sustainable approach to design and construction. Recycling and reuse of materials **could** be used to minimise the extraction of raw materials and the use of energy in production and transportation. Where appropriate, the re-use or re-purposing of existing buildings and outbuildings **should** be considered as a more sustainable approach to redevelopment; and
- Early stage carbon assessments are recommended to establish a baseline carbon estimate for development, to integrate whole life carbon into the design process and to identify carbon reduction potential where possible.

Figure 53: Example of a visually screened heating pump appropriate to the context of the building vernacular.

Figure 54: Recycled and reclaimed bricks used for an extension to a traditional dwelling in Gretton, UK.

Guidance for SuDS can be found in *Suffolk Flood Risk Management Strategy Appendix A* Section 5 Suffolk Specific Design Principles.

Guidance for SuDS can be found in *Suffolk Design Street Guide* Section 2.4 Sustainable Drainage (p.47-52).

Guidance for property level flood resilience can be found on https://www.reclaimtherain.org/ under the page Flooding: Tackling or Mitigate Flooding.

2.4.4 SD.4 Sustainable Drainage Systems (SuDS)

As highlighted in Figure 44, there are areas of medium to high flood risk within the Neighbourhood Area. However, these areas are located further from the main village settlement hence posing less immediate flood risks to the village.

The guidance and codes in this section will focus on SuDS integration to mitigate against localised flood risk. This will in particular be used for the management of surface water overflow from flooding due to heavy rainfall, which is becoming an increasing issue resulting from climate change.

The SuDS provided in this section will focus on best practice schemes which can be incorporated into all new developments or to retrofit existing streets and properties. It will also be used to further strengthen Chevington's biodiversity efforts and to take advantage of the natural asset of the vast surrounding countryside.

- New developments **should** be sited away from any high-risk flood areas and mitigate increased risk of storms or flooding with SuDS;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources. Typically, the most sustainable option is the collection of surface water to reuse, for example, in a water butt or rainwater harvesting system, as these have the added benefit of reducing pressure on important water sources;
- New housing **should** demonstrate how rainwater will be stored and reused as grey water to reduce demand on main supplies, such as through water heating through underground pumps;
- Swales, basins, and ponds **could** also be integrated on site for more substantial landscaped areas to assist with greater instances of water run-off. These also **should** be set within high quality soft landscaping, abundant in native species and provide biodiversity benefits;
- Sustainable drainage interventions **should** therefore be integrated alongside appropriate soft landscaping. Rain gardens **could** be a primary consideration for these types of interventions;
- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow so that it does not overwhelm water courses or the sewer network;
- Improve water quality by filtering pollutants to help avoid environmental contamination. Effective SuDS are vegetated, using natural processes to slow and clean water; and
- Standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

  - Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;
  - The SuDS Manual (C753); and
  - Guidance on the Permeable Surfacing for Front Gardens.

SuDS implementation strategies:

Green roofs and walls: Provide capacity to hold and attenuate water run-off as well as ecological and leisure benefits.

Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.

Swales: Shallow channels that provide attenuation while also chanelling water to other features such as ponds.

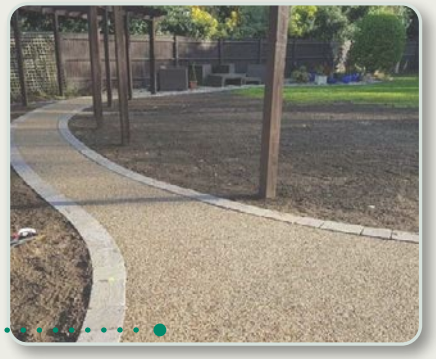
Rain capture: Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses reducing water consumption.

Reedbeds and wetlands: Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.

Basins and ponds: Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water to the system.

Rain gardens: Containers and ditches with native drought tolerant plants release water gradually and filter pollutants.

Permeable surfacing: Surfaces that allow water to percolate into the ground including natural surfaces, gravel and low traffic volume engineered road surfaces and hard-standings in gardens.



2.4.5 SD.5 Dark skies and lighting

Street and development lighting can greatly impact the setting of rural parishes especially for development within the countryside. Chevington is valued by its residents for its tranquil atmosphere which can be attributed to its dark skies at night from a lack of light pollution and streetlights. Additionally, light pollution can be detrimental to wildlife populations and wellbeing.

According to Council for the Preservation of Rural England (CPRE) light pollution level scale for dark skies, Chevington village falls into 0.5–2 NanoWatts/cm2/sr, which falls between 'Darkest' (<0.25) and 'Brighter' (2–4) levels, with the surrounding countryside mostly comprising level 0.25–0.5. Dark skies protection also proves to be important for Ickworth Park and its wildlife as a Grade II Registered Park and Garden, which currently largely falls within the 0.25-0.5 and 0.5-1 level. However, light pollution levels increase to 1-2 for area of the park closer to the more urban Bury St Edmunds.

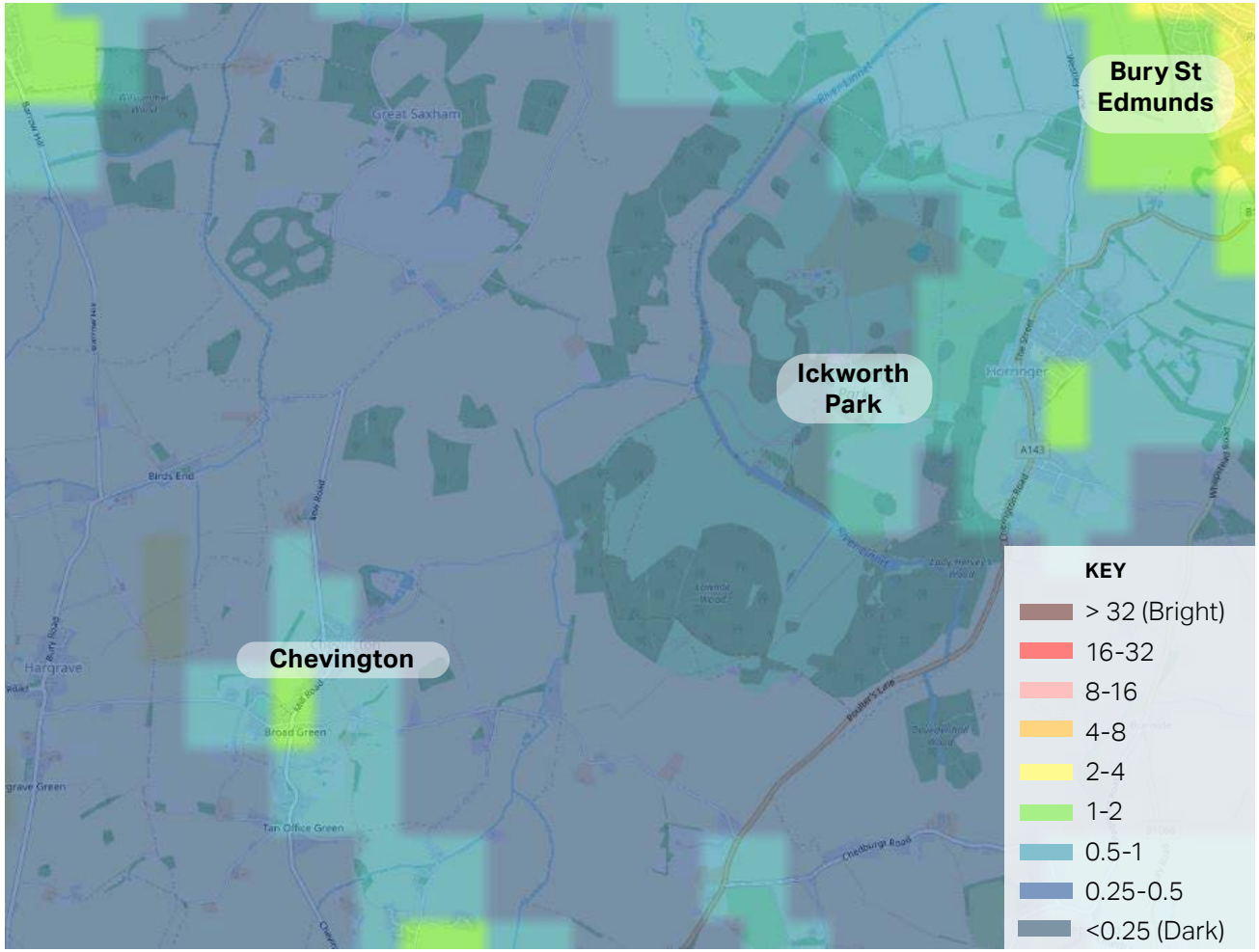


Figure 55: Light pollution and dark skies, Units: NanoWatts/cm2/sr. Each pixel shows the level of radiance (night lights) shining up into the night sky. Source: https://www.cpre.org.uk/light-pollution-dark-skies-map/

Guidance for Dark skies and Street lighting can be found in *Suffolk Design Streets Guide (2022)* - 2.7 Utilities & Street Lighting (p.62-64)

Guidance for Street lighting can be found in *SCC Development Design Manual* - Series 1300. Street lighting (p.26)

- Dwellings **should** complete a home lighting assessment, in line with the International Dark Sky Association flow chart[1], to determine whether or not existing light fixtures are dark sky friendly and for guidance on how to address disruptive lighting;
- 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. Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), **could** be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- External lighting with an output of more than 500 lumens **must** be pointed downwards and fully shielded, warm light sources of between 2700K and 3000K on the Kelvin scale **must** only be used;

[1]Source: https://darksky.org/app/uploads/2020/01/Home-Lighting-Assessment-Print.pdf

- External lighting and street lighting streets **should** be low lying and only be considered for new development where it is necessary for security and safety and to illuminate commercial and community spaces;
- External lighting **must** be kept minimal, at low level and at low intensity, with hoods and baffles used to direct the light to where it is required to ensure that no light is emitted upward;

- Glare **should** be avoided 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; and
- Foot/cycle path lighting **should** be introduced sensitively within the landscape. Fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting **could** be introduced. Full-height lighting **should** be avoided.

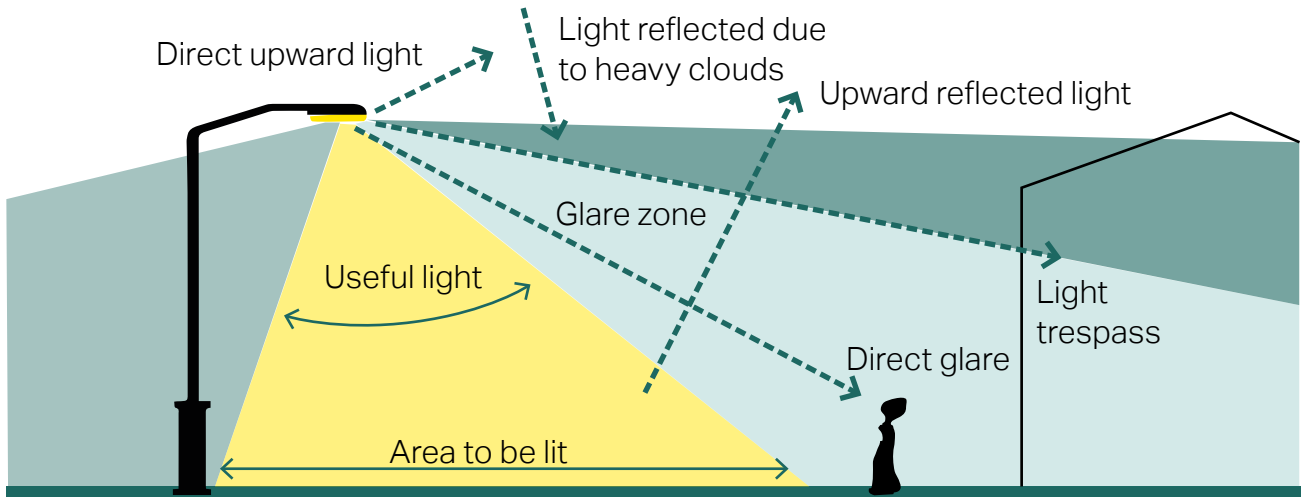


Figure 56: Diagram to illustrate the different components of light pollution and what 'good' lighting means for dark skies.

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