

The Longhoughton, Boulmer and Howick Neighbourhood Plan Design Guidance and Design Codes

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Quality information

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1. Executive Summary

1.1. Executive Summary

This document is intended to guide and inform the design of future development within the Longhoughton, Boulmer and Howick Neighbourhood Plan Area.

Delivering good design is essential to protect and enhance the unique qualities of the Neighbourhood Plan Area, its distinctive and individual villages - Longhoughton, Boulmer, and Howick - and landscape context that includes the nationally-important Northumberland Coast Area of Outstanding Natural Beauty (AONB).

The National Planning Policy Framework (NPPF; 2019), accompanying National Planning Practice Guidance, and National Design Guide, promote good design as a key aspect of sustainable development and to create better places in which to live and work.

Design Guidance and Design Codes are a valuable tool in securing context-driven, high quality future development. They will be used in different ways by different users in the planning and development process, including applicants, developers, residents, and landowners.

This document is an annex to the Neighbourhood Plan. Its purpose is to add depth and illustration to the Plan's policies on design and development, offering guidance on the community's expectations for new development, which must:

- Reflect the local character and distinctiveness of the landscape and settlements;
- Enhance the sense of place of each settlement;
- Enhance the natural beauty and protects the environment and cultural heritage;
- Minimise the use of the earth's resources including water, energy and waste;
- Enhance biodiversity
- Give a sense of continuity but accepts appropriate innovative solutions; and

- Provide for the connectivity, movement and access including the development of green networks.



02

Introduction

2. Introduction

2.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide consultancy support to Loughoughton Parish Council to develop a Design Guidance and Design Code document to inform future developments within the Neighbourhood Plan Area.

2.2. Purpose

The main objective of this document is to develop design guidance and design codes to be part of the Loughoughton, Boulmer and Howick Neighbourhood Plan. This is intended to be used by those developing new buildings, or alterations, extensions or conversions to existing buildings. It will also be used for landscape schemes, the design of green spaces and wildlife corridors. This document will inform and influence the design of future developments, so that they provide high quality and 'good fit' within the natural and built character of the Neighbourhood Plan Area.

This document provides guidance and coding to inform different aspects of development, including: working with the site character and its context; creating well defined streets and attractive neighbourhoods; external spaces; and the public realm .

2.3. Process

This document builds on the existing work of Loughoughton Parish Council on the development of their Neighbourhood Plan, which has been underpinned by a series of public consultation events.

An inception meeting and a 'virtual' site visit with members of the Neighbourhood Plan Steering Group was undertaken on 27/08/20. The following steps were agreed with the Steering Group to produce this report:

- Review of background papers produced for the emerging Loughoughton Neighbourhood Plan which provided information on the area and key issues, particularly in respect of the natural environment, heritage, and travel routes;
- Site fieldwork and appraisal undertaken by AECOM;
- Preparation of design guidance and codes to be used to inform future development within the Neighbourhood Plan Area;
- Issue of a draft report with design codes to the Steering Group for review and comment; and
- Issue of final report, approved by Locality, to the Steering Group.

2.4. The Importance of Good Design

The National Planning Policy Framework (NPPF; 2019), accompanying National Planning Practice Guidance, and National Design Guide, promote good design as a key aspect of sustainable development and to create better places in which to live and work (NPPF, pp.124). The NPPF also states that "neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development" (pp.125); this document undertakes that role for the Loughoughton, Boulmer and Howick Neighbourhood Plan Area.

This document is an annex to the Neighbourhood Plan. Its purpose is to add depth and illustration to the Plan's policies on design and development, offering guidance on the community's expectations. There is increasing need for additional housing in the Neighbourhood Plan Area and the Design Guidance and Design Codes document has been developed to ensure it meets high standards and responds appropriately to the character of the local area.

This document will be a valuable tool in securing context-driven, high quality future development. They will be used in different ways by different users in the planning and development process.

In addition to the wider policy context, design guidance can provide additional detailed and technical advice at both the local and national level. Within the Neighbourhood Plan Area several local studies exist for cultural heritage, landscape character, and the natural environment.

2.5. Policy Context and Guidance

This document sits within the wider UK planning policy context and should be read in conjunction with all other relevant statutory policy and guidance. This will include, but is not limited to, the Longhoughton Neighbourhood Plan, the Northumberland Local Plan, and the National Planning Policy Framework.

Parts of the Neighbourhood Plan Area fall within the Northumberland Coast Area of Outstanding Natural Beauty (AONB) and the Northumberland Heritage Coast. The protection of the AONB landscape designation and Heritage Coast status is set out in the National Planning Policy Framework paragraphs 172-173. Further Guidance and Management for the AONB has been produced by the AONB Partnership on behalf of Northumberland County Council, identified below.

Neighbourhood Plans need to be in general conformity with the strategic policies in the corresponding Development Plan. Where new policy requirements are introduced (that carry costs to development) over and above Development Plan and national standards it is necessary to assess whether development will remain deliverable. The principles and guidance set out in this document and within the Neighbourhood Plan's policies are aligned with national policy and non-statutory best practice on design.

The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design (architecture, placemaking etc.) and finish; and the market conditions at the point of marketing the properties. The guidelines herein constitute place making principles and guidance to

help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good placemaking can result in uplifts in value.

Development proposals should, where relevant, and in addition to other published technical guidance and adopted policy documents, consult the following:

- Ministry of Housing, Communities and Local Government, 2019, National Design Guide
- Homes England, 2020, Building for a Healthy Life
- Land Use Consultants for Northumberland County Council, 2010, Northumberland Landscape Character Assessment
- Alnwick District Council Alnwick, 2010, Landscape Character Assessment Supplementary Planning Document
- Alnwick District Council, 2007, The Conversion of Rural Buildings - Design Guidance
- Alnwick Civil Society for Alnwick District Council, 1997, Design Guide for Stonework Repairs
- Northumberland County Council and Northumberland AONB Partnership, Northumberland Coast AONB Management Plan 2020-2024
- Northumberland County Council and Northumberland AONB Partnership, Northumberland Coast AONB - Design Guide for the Built Environment
- Northumberland County Council and Northumberland AONB Partnership, 2013, Landscape Sensitivity and Capacity Study.

The emerging Local Plan is well-advanced, and had Stage 2 examination hearings in November 2020. The Local Plan should be reviewed for emerging policies and guidance relevant to the Design Guidance and Design Codes document.

2.6. Vision and Objectives of the Longhoughton, Boulmer and Howick Neighbourhood Plan

This section summarises the work undertaken by Longhoughton Parish Council to establish a vision and set of formal objectives that underpin the Neighbourhood Plan. The Vision and Objectives have been approved through consultation with residents in the Neighbourhood Plan Area.

The 'Vision' for the Neighbourhood Plan Area is:

In 2036 the Parish of Longhoughton, which includes the unique and distinctive villages of Boulmer, Howick and Longhoughton, will be an attractive place to live and grow with a community that is sustainable, cohesive, and thriving. The diverse needs and wellbeing of the existing and future residents will be provided for and the community will be sustainable in relation to the facilities and infrastructure available to residents. Residents will have good access to facilities and be well connected. The natural, historic, and environmental character of the area will be maintained and enhanced for future generations by ensuring that new developments are of an appropriate quality, scale and design and embed important habitats for wildlife. New development will minimise environmental harm by ensuring the prudent use of natural resources in both construction and occupation. It will be designed to be resilient to the effect of climate change. All people who live in the parish will have the opportunity to participate in shaping their surroundings and feel proud of where they live.

Delivery of the Vision will be achieved through the following 'Objectives':

Objective 1 – Housing: The location, quantity and type of housing built in the parish, is appropriate to its sustainability and reflects the distinct character and needs of the villages of Boulmer and Howick and Longhoughton.

Objective 2 – Business: Supporting and encouraging appropriate and sustainable levels of business growth and development across the Parish.

Objective 3 – Environment: Protecting and improving the natural environment of the parish by: conserving and enhancing the natural beauty of the Northumberland Coast Area of Outstanding Natural Beauty; protecting the integrity of the internationally designated coastal sites; and supporting the creation, protection and enhancement of biodiversity and green infrastructure networks.

Objective 4 – Heritage: Protecting and enhancing the distinctive character of the villages and the built heritage of the parish

Objective 5 – Community: Protecting and supporting the development of key community facilities and infrastructure to ensure that the community is inclusive and sustainable.

Objective 6 – Transport and Access: Promoting access to facilities and services for all residents and creating safe and high-quality roads, pavements and green routes including footpaths, cycle routes and bridleways.

Objective 7 – Sustainable Development: Ensuring new development makes a positive contribution to social, environmental or economic needs and that any negative impacts, particularly those contributing to climate change, are adequately mitigated.

2.7. Using the Design Guidance and Design Codes

Illustrative diagrams and images, and indicative dimensions, are provided throughout this report to demonstrate how the approaches to design can be applied to new development or changes to existing buildings where planning permission is required. This document is advisory where planning permission is not required. These are not intended to be prescriptive. Aspects that are more general should be used as design guidance within the Neighbourhood Plan. Other elements are more prescriptive, or set out parameters, are specifically 'coded' to this locality based on AECOM's observations of the area as a whole; they may be more relevant in some parts of the Neighbourhood Plan Area than others.

Users	How they might use this document
Applicants, developers, residents and landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Design Guidance and / or Design Codes as planning consent is sought. The Design Guidance and Design Codes are advisory where planning permission is not required
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidance and Design Codes document should be discussed with applicants during any pre-application discussions. Where planning applications require a Design and Access Statement, the Statement should explain how it has been followed.
Town and Parish Councils	As a guide when commenting on planning applications, ensuring that the Design Guidance and Design Codes is complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.



03

Context

3. Context

3.1. Introduction

The purpose of this section is to give an high-level (not exhaustive) summary of the Neighbourhood Plan Area context in terms of; its spatial location; its landscape; and, the settlements of Longhoughton, Boulmer and Howick, their built form and historic settlement pattern.

It is intended as an aid to help inform the questions presented in Section 4, and application of the subsequent Design Guidance and Design Codes in Section 5.

3.2. Area of Study

The study area used to inform this report covers the Neighbourhood Plan Area (see Figure 1) which is located towards the east coast of Northumberland. The three principal settlements within the Neighbourhood Plan Area are Longhoughton, Boulmer, and Howick. The Neighbourhood Plan Area includes the villages, surrounding rural land, and the coastal edge.

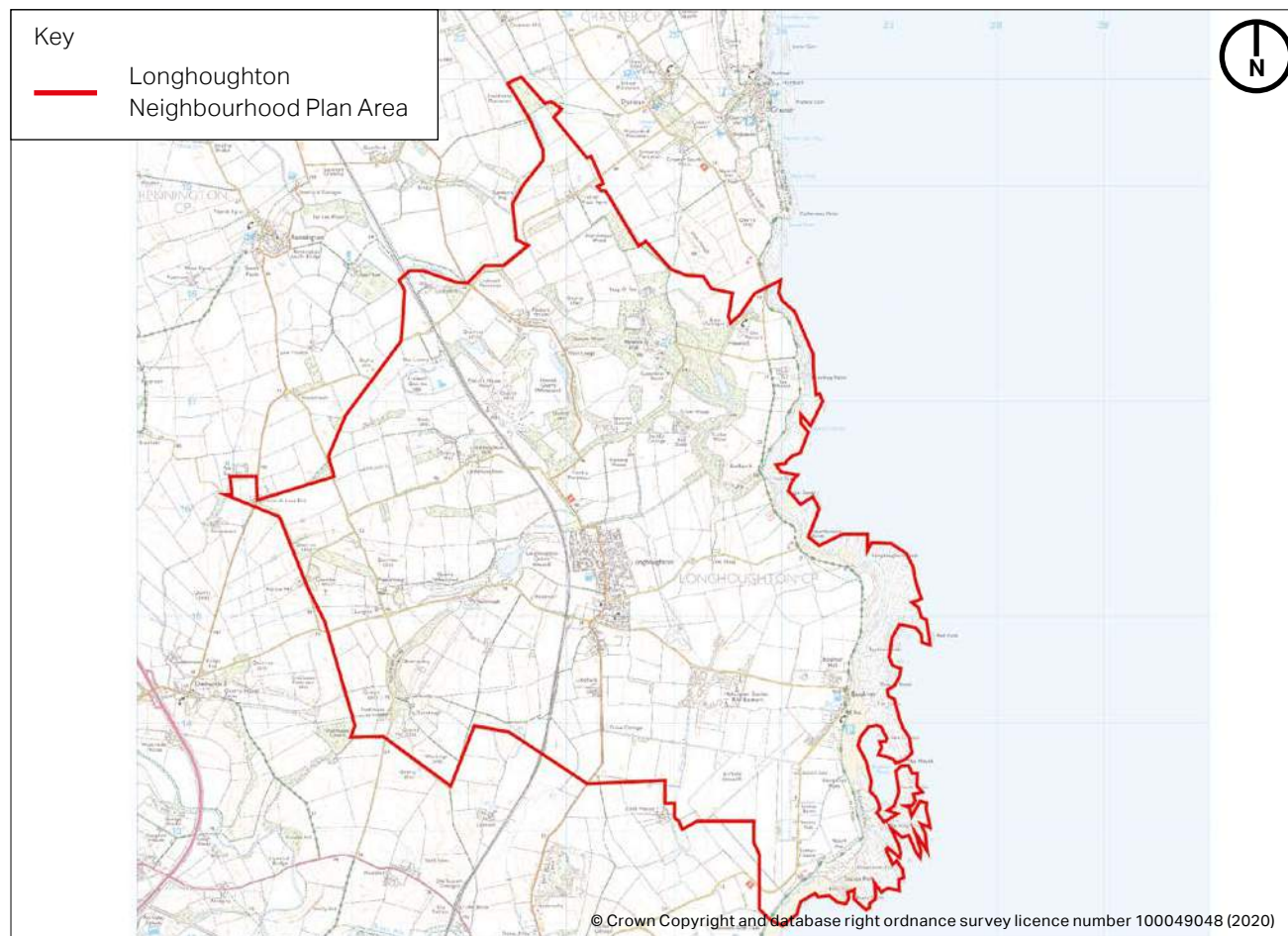


Figure 1: Study Area

3.3. Designations

This section provides an overview of designated areas and the landscape and townscape context of the Neighbourhood Plan Area.

Figure 2 shows the context of statutory designations in respect of the landscape conservation, nature conservation, and cultural heritage within the Neighbourhood Plan Area. These include:

- The Northumberland Coast AONB (which is also defined as Heritage Coast).
- Howick Registered Parks and Garden.
- Northumbria Coast Ramsar Site.
- Northumberland Shore Site of Special Scientific Interest (SSSI).
- Howick to Seaton Point SSSI.
- Longhoughton Quarry SSSI.
- Berwickshire and North Northumberland Coast Special Area of Conservation (SAC).
- Northumbria Coast Special Protection Area (SPA).

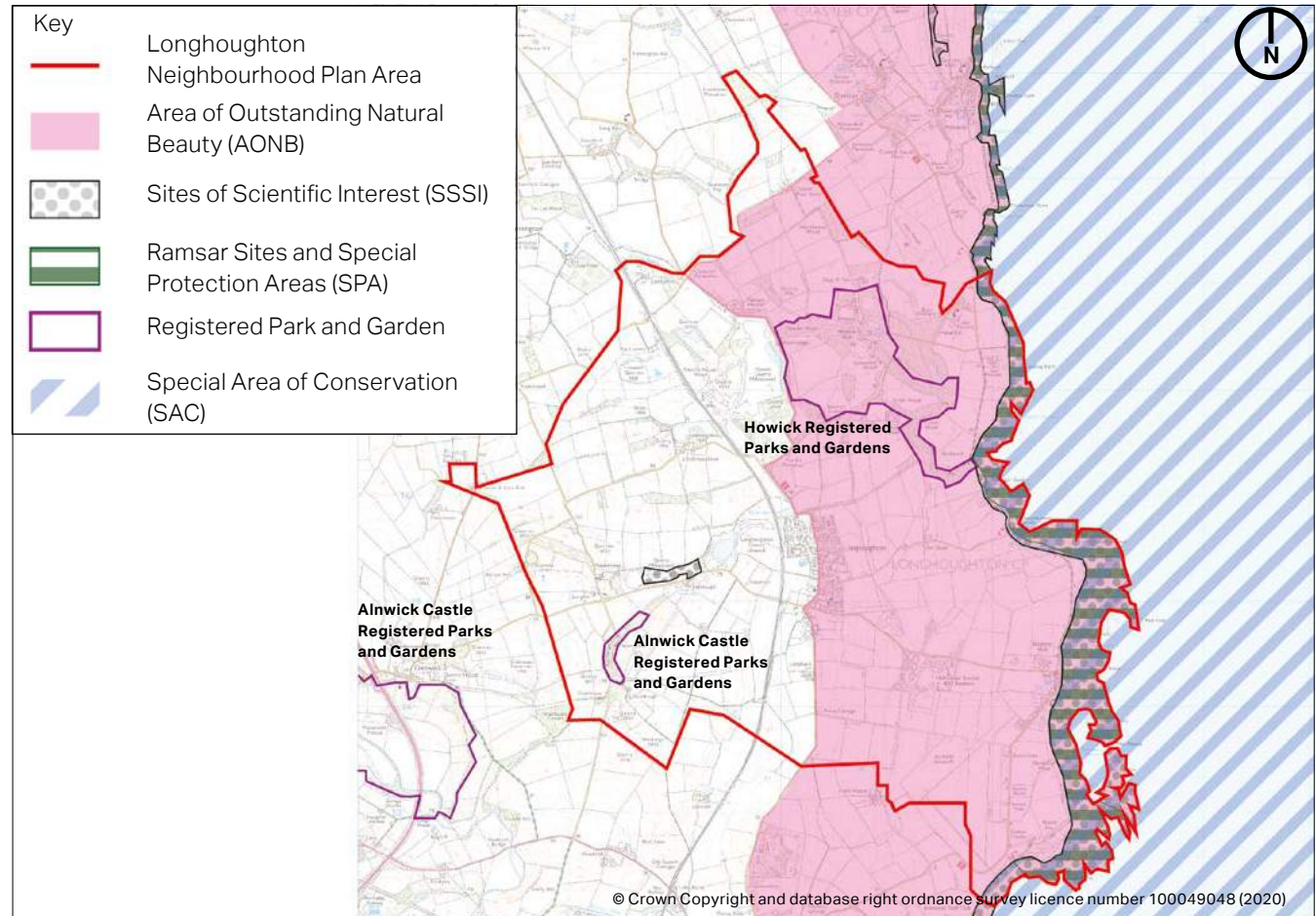


Figure 2: Landscape and Ecological Designations

3.4. Landscape Context

The landscape context of the Neighbourhood Plan Area is described in detail in the published Northumberland Landscape Character Assessment (2010), prepared for Northumberland County Council by Land Use Consultants. The landscape character assessment provides a comprehensive evaluation of the evolution of the landscape that includes (*inter alia*) physical influences, human influences, lands cover and land use, habitats and biodiversity, settlement, cultural heritage and access and recreation.

This section provides an overview of key characteristics identified within the Neighbourhood Plan Area.

The underlying landscape character is broadly divided into the 'Farmed Coastal Plain' Landscape Character Type (LCT) which lies within the western part of the Neighbourhood Plan Area, and the 'Rocky Coastline' LCT to the east. Parts of both LCTs fall within the Northumberland Coast AONB.

The 'Key Characteristics' of the Farmed Coastal Plain are described as:

- Open, coastal location, although sea views are not always possible.
- Gently rolling or almost flat farmland, dominated by large arable fields.
- Generally low-lying, with some small hills and raised plateaux.
- Intensive farmland, often with weak field boundary pattern.
- Occasional wooded estates.
- Large farmsteads comprising traditional and modern buildings.

The character description notes that this LCT is predominantly a gently rolling landscape or mainly arable farmland, well settled and with a coastal influence. It identifies localised high points around Longhoughton, which typically take the form of small rounded hills. Historic features are identified around Howick, notably Howick Hall Registered Park and Garden. In the more detailed Landscape Character Area (LCA) description 3c: Rock,

the assessment notes the characteristic shelterbelts and woodland that are found across parts of the Neighbourhood Plan Area landscape, as well as frequent hedgerow boundaries. The character description identifies that the landscape is well settled, albeit with no large settlements. Larger villages including Longhoughton are noted as having traditional stone buildings as well as other buildings that are less reflective of local character.

The 'Key Characteristics' of the Rocky Coastline are described as:

- Rocky coast of cliffs and headlands.
- Dramatic shoreline with offshore rocks and islands.
- Prominent coastal landforms offering views.
- Small former fishing villages now centres of tourism.
- Exposed coastal landscape of windblown hedges.
- Major historic features are popular tourist attractions.

The character description notes that this LCT is defined by the narrow coastal strip that is dominated by the shore, and inland sections that are farmed mainly for pasture due to exposed context. It identifies the influence of the sea and maritime character, in particular the extensive views along the coast and out to sea. The description also highlights the accessibility through the area through an extensive network of coastal footpaths, foreshore, and beaches – reflected in its popularity as a tourist destination. In the more detailed Landscape Character Area (LCA) description 4c: Craster Coast, the assessment notes that the Neighbourhood Plan Area is host to a straight section of coast has few bays and little sand, the exception being the natural harbour of Boulmer Haven.

3.5. Typology

Housing typologies found across the Neighbourhood Plan Area vary in frequency by settlement, as shown in Figure 3.

Within Loughoughton, traditional housing along primary streets tends to be characterised by detached villas, short terraced rows comprising a mix of houses and bungalows, and paired bungalows. Other traditional buildings in the historic centre of the settlement include St. Peter and Paul's Church.

Detached and semi-detached housing is more common in recent development. Semi-detached houses, short rows of terraced housing, and detached and semi-detached bungalows are often concentrated in more peripheral areas.

Within Boulmer traditional housing predominantly comprises cottages and cottage terraces and converted steadings. Detached houses are few in number.

Housing typologies in Howick largely comprise short terraced rows of cottages and houses,

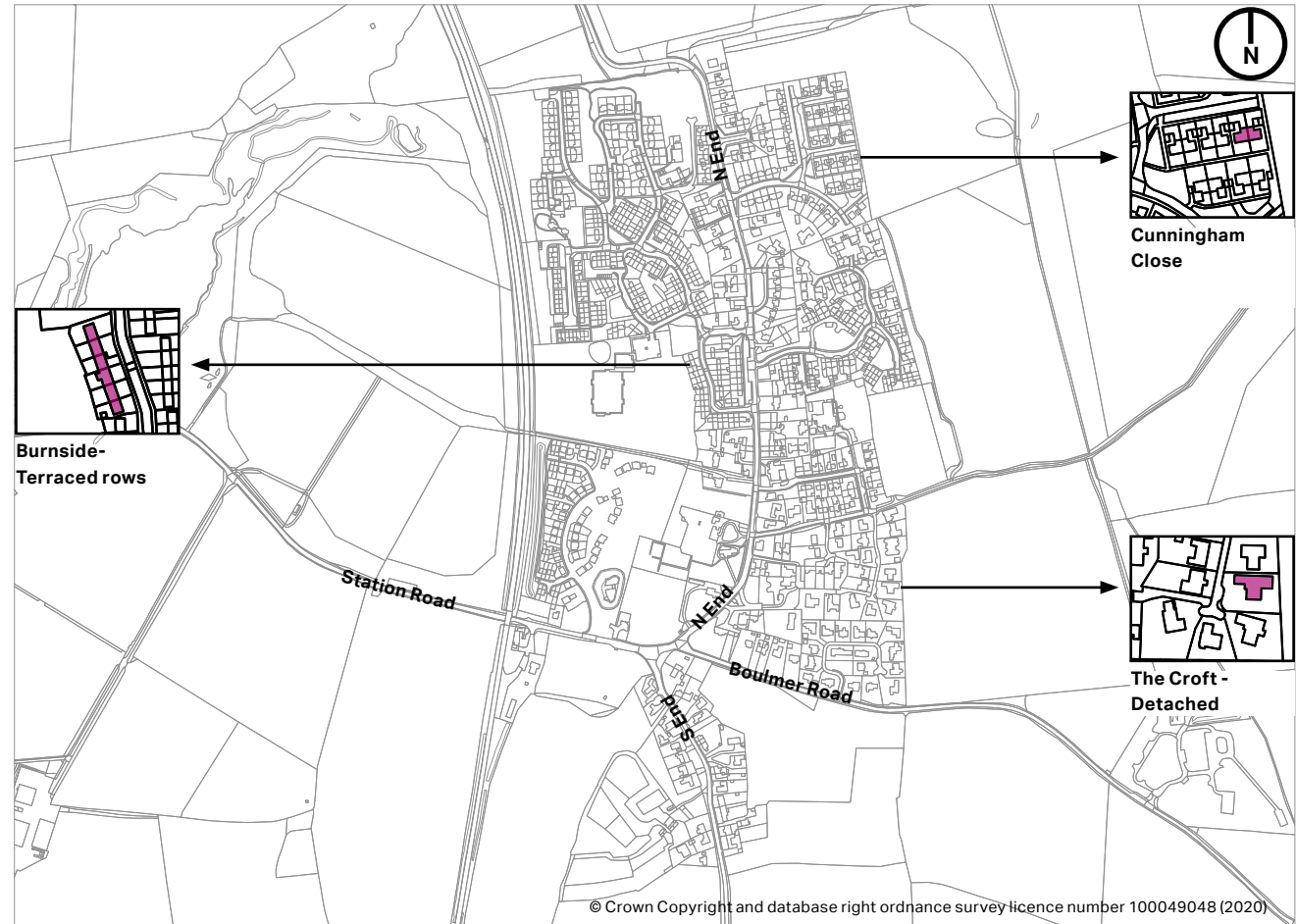


Figure 3: Housing Typologies

Typology Continued

Photographic examples are shown below. The pattern and distribution of typologies can also be seen on the mapping in Figures 10-12.



Figure 4: Longhoughton: Example of paired bungalows



Figure 5: Boulmer: Detached properties are less common in Boulmer than other villages. Examples are typically farm buildings, and in more recent extensions to the village



Figure 6: Longhoughton: Examples of traditional semi-detached properties are common throughout each of the settlements.



Figure 7: Boulmer: Other typologies include short terraced rows of bungalows / cottages, or converted buildings such as the steadings shown above.



Figure 8: Howick: Semi-detached houses are the prevailing typology.



Figure 9: Howick - Semi-detached bungalows to the east of Howick.

3.6. Density

Density is a measure by which the intensity of land use within a given area can be quantified. It is typically applied to residential contexts for a simple comparison of housing layouts.

There are a number of means by which to measure density. A standard measure is simply the number of units (dwellings) per hectare (dph); this approximates a 'gross density' i.e. it includes built plots, roads and other hard landscape areas, open space, and areas of soft landscape. It does not account for multiple occupancies / building heights, nor does it consider population.

The village of Longhoughton displays the greatest range of densities of the three principal settlements within the Parish. Selected densities are shown on the Figure opposite.

Typically, lower densities are found within the historic core of the village. Post-war extensions to the settlement pattern tend to be higher density, which has resulted in some areas having a less progressive transition from settlement centre to rural edge.



Figure 10: Approximate range of gross densities within Longhoughton.

Density: Boulmer

The linear village of Boulmer has a consistent pattern of density. Selected areas are shown on the Figure opposite.

Higher densities are found to the north and south of the settlement, within the historic core of the village and post-war development at 'Bowmere' to the south. The linear village form between these two areas has lower density.

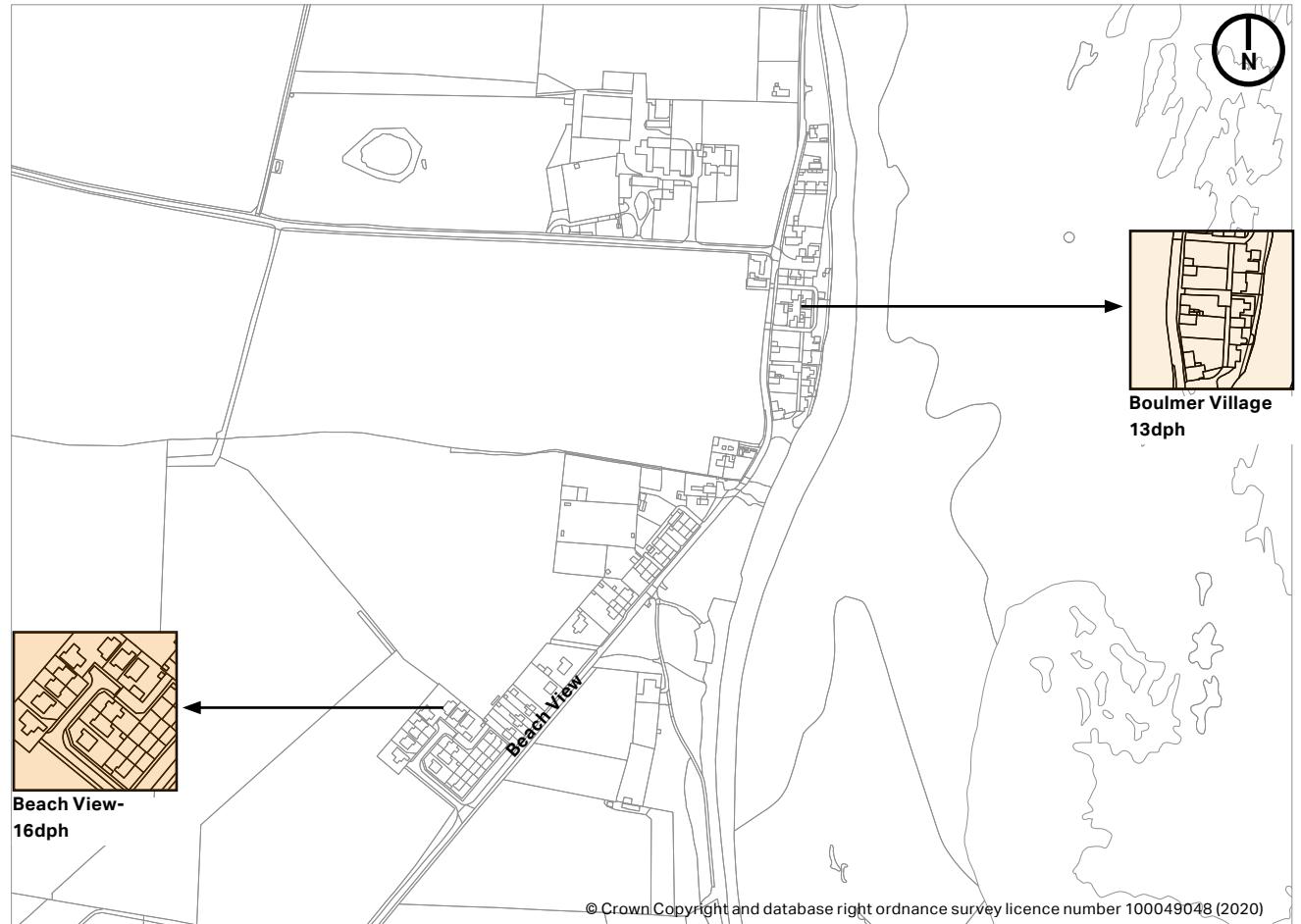


Figure 11: Illustrates the approximate range of gross densities found across Boulmer.

Density: Howick

Howick comprises a small number of properties.

The upper range of density within the historic settlement is approximately 10dph. Beyond this area the density reduces as the settlement pattern loosens to individual dwellings and occasional semi-detached properties. Within the Howick Estate, the Hall has two wings and the stable block that are used for residential purposes and there are residential houses close by on the Estate.



Figure 12: Illustrates the approximate range of gross density within Howick.

3.7. Streets

This section intends to describe key routes through and between the settlements of Longhoughton, Boulmer and Howick, and how, in turn, this informs the settlement form and character.

Figure 13, opposite, illustrates the broad hierarchy of selected streets between settlements within the Neighbourhood Plan Area, according to Northumberland County Council Road Hierarchies online map (December 2020).

Longhoughton is located on the B1339. Boulmer lies on a minor road 'Boulmer Road / Beach View'. Howick is accessed by an unnamed minor road.

The subsequent photographs and descriptions have been used to describe the character of these streets.

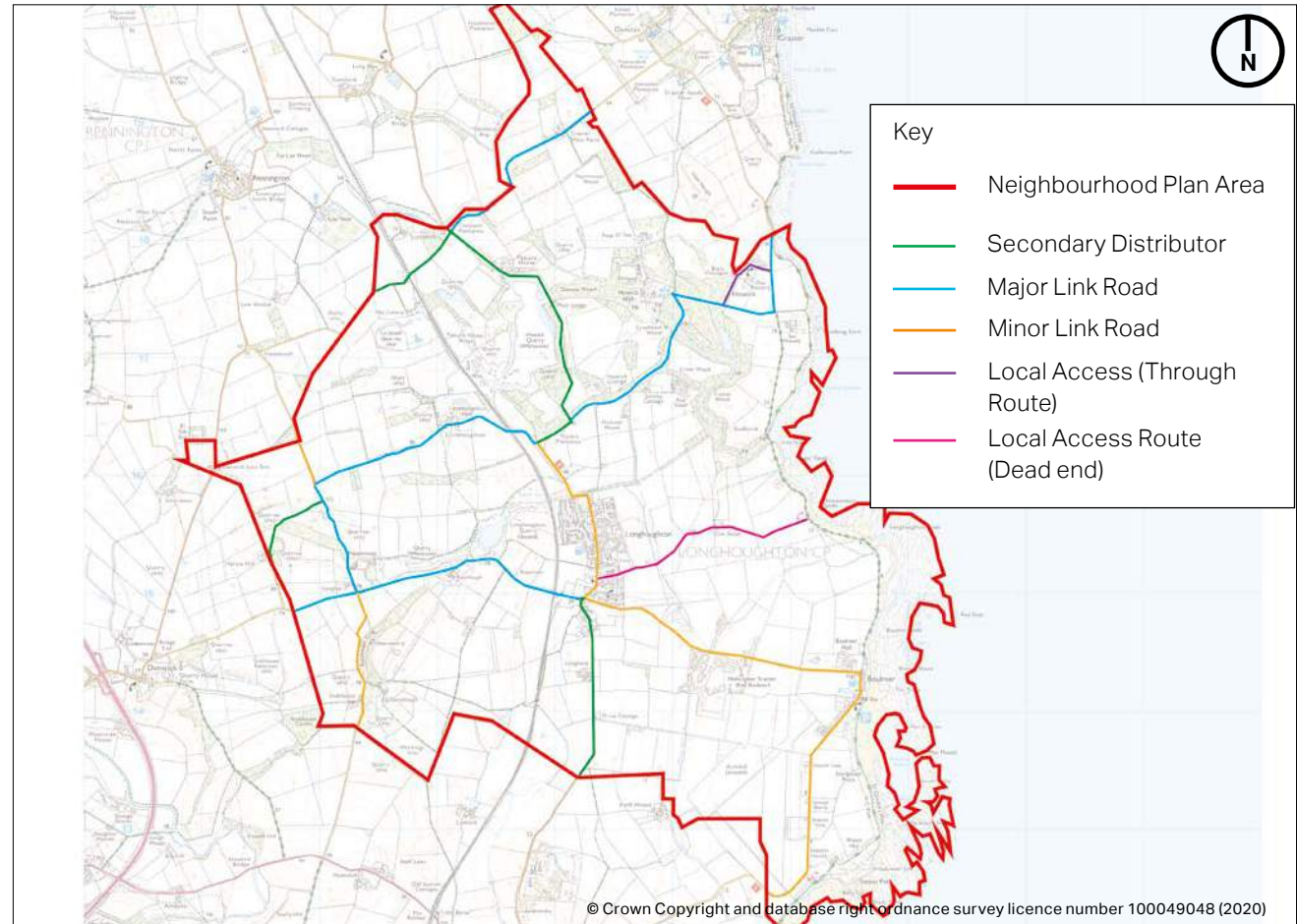


Figure 13: Illustrates the hierarchy of streets and main settlements in the Neighbourhood Plan Area

<https://northumberland.maps.arcgis.com/apps/MapJournal/index.html?appid=f9f829e217ae415a88ccb8676a9a0c88> (accessed 11/01/21)

3.8. Streets (continued)



Figure 14: Longhoughton: Illustration of positive street character on the B1339, North End.



Figure 15: Boulmer: Illustration of positive street character on the minor road 'Beach View' to the south of the village.



Figure 16: Howick: Illustration of positive street character on the western approach to the village.



Figure 17: Longhoughton: Illustration of positive street character on the B1339, South End.



Figure 18: Boulmer: illustration of positive street character on the minor road 'Boulmer Road', north of the village.



Figure 19: Howick: illustration of positive street character on the eastern approach to the village core.

3.9. Historic Settlement Pattern

Figures 20-28 illustrate the change in the settlement pattern of the villages of Longhoughton, Boulmer and Howick between 1867, 1966, and 2020. More detailed information on the cultural and built heritage of the Neighbourhood Plan Area can be found in the references listed in Section 1.5.

Notable changes in the settlement pattern include:

- Large post war expansion of Longhoughton primarily to the north, east and west. Westward expansion has been limited by the railway. Modern development is beginning to infill the parcel of land north of Station Road.
- Limited expansion of Longhoughton around South End.
- Post-war linear expansion of Boulmer to the south, including a more recent inland parcel of housing located behind properties on Beach View.
- Howick has remained largely as it appeared in the mid-19th Century, aside from the development of the school and two converted bungalows to the east of the settlement.



Figure 20: Illustrates Longhoughton's historic settlement pattern c.1867.

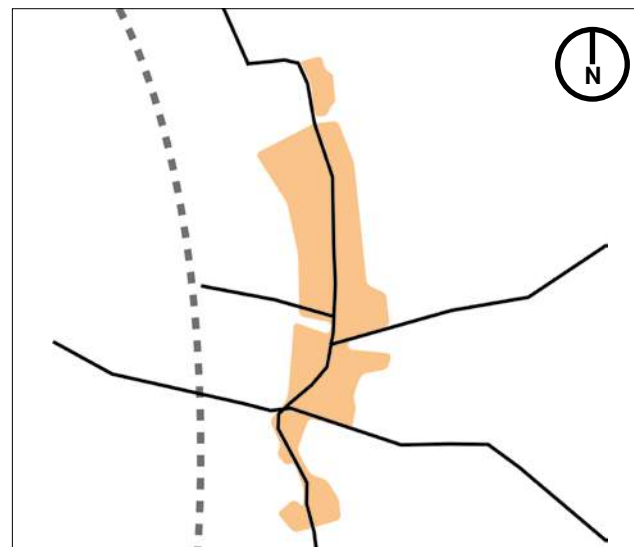


Figure 21: Illustrates Longhoughton's settlement pattern c.1966.

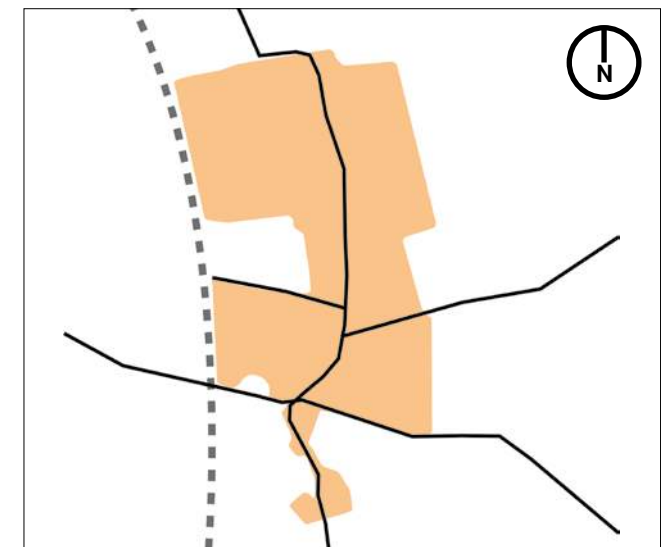


Figure 22: Illustrates Longhoughton's settlement pattern c.2020.

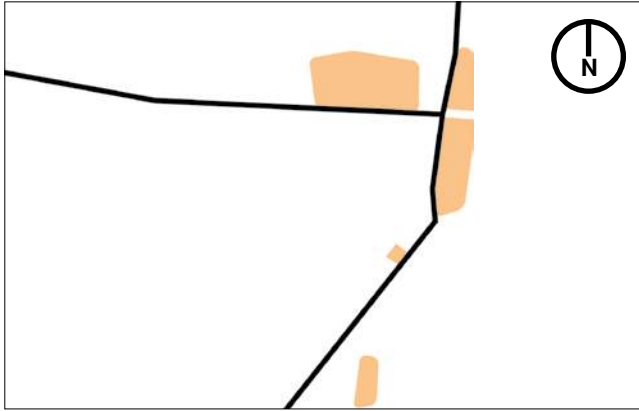


Figure 23: Illustrates Boulmer's historic settlement pattern c.1867.

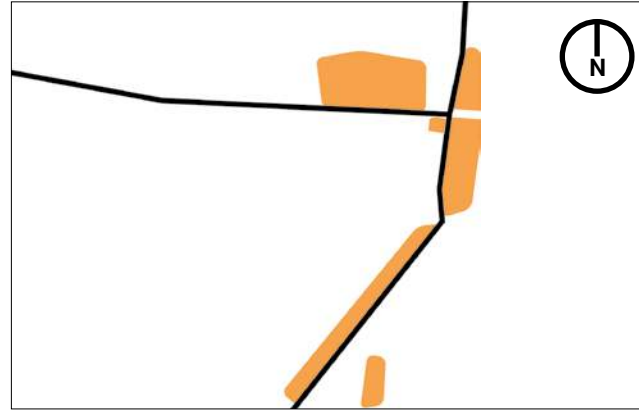


Figure 24: Illustrates Boulmer's historic settlement pattern c.1966.

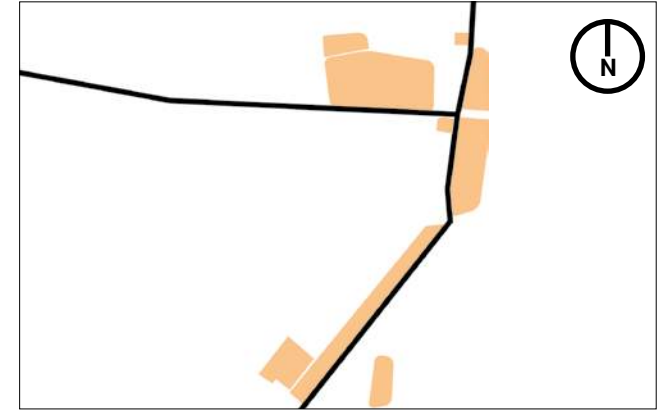


Figure 25: Illustrates Boulmer's historic settlement pattern c.2020.

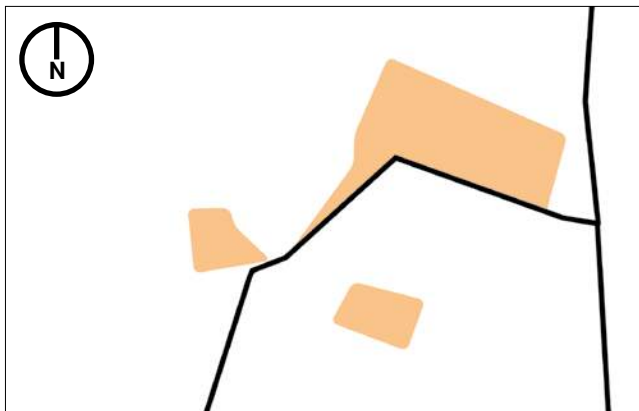


Figure 26: Illustrates Howick's historic settlement pattern c.1867.

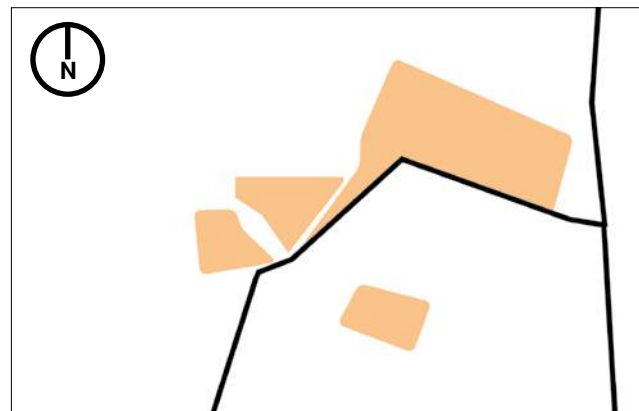


Figure 27: Illustrates Howick's historic settlement pattern c.1966.

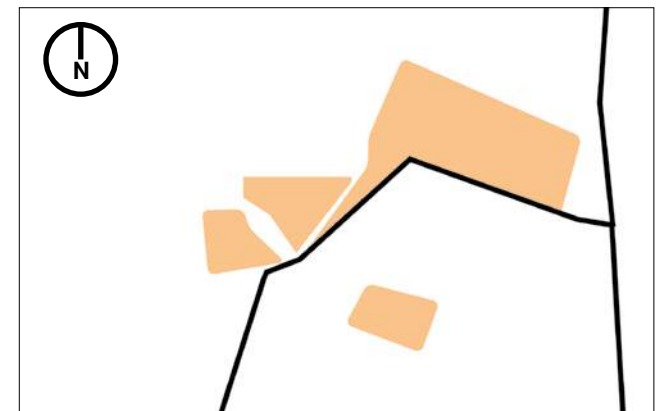


Figure 28: Illustrates Howick's historic settlement pattern c.2020.



04

Design Questions

4. Design Questions

This section provides a set of general questions which should be considered as a first step when assessing a design proposal. As the design guidance and design codes cannot cover all design eventualities, these questions have been prepared based on established good practice, to provide a logical approach to evaluating the design of development proposals.

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development.

In addition to the questions provided, those involved in the proposals for new development should refer to industry standards to measure the quality of design. For example, Homes England, 2020, Building for a Healthy Life is a government endorsed standard for the development of new houses and communities.

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

As a first step there are a number of ideas or principles that should be present in the proposals. The proposals or design should:

- a) Integrate with existing paths, streets, circulation networks and patterns of activity;
- b) Reinforce or enhance the established town or village character of streets, greens, and other spaces;
- c) Respect the rural character of views and gaps;
- d) Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- e) Relate well to local topography and landscape features, including prominent ridge lines and long distance views;
- f) Reflect, respect, and reinforce local architecture and historic distinctiveness;
- g) Retain and incorporate important existing features into the development;
- h) Respect surrounding buildings in terms of scale, height, form and massing;
- i) Adopt contextually appropriate materials and details;
- j) Provide adequate open space for the development in terms of both quantity and quality;
- k) Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- l) Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- m) 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; and
- n) Positively integrate energy efficient technologies.

Following these ideas and principles, there are number of questions related to the design guidelines outlined below.

4.1.1. Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? 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?
- Does the street layout and design conform to good-practice principles (for example, MHCLG 'Manual for the Streets')?

4.1.2. 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?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Has the proposal been considered in the wider landscape 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 affect trees on or adjacent to the site?
- How does the proposal affect the character of a rural location?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?

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

4.1.3. Gateway and Access Features

- What is the arrival point and how is it designed?
- Does the proposal affect or change the setting of a listed building or listed landscape?
- Is the landscaping to be hard or soft?

4.1.4. Buildings Layout and Grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

Building Line and Boundary Treatment

- What are the characteristics of the building line?

- How has the building line been respected in the proposals?
- Have the appropriateness of the boundary treatments been considered in the context of the site?

4.1.5. 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 is proposed, what would be the reason for making the development higher?

4.1.6. Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, or 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 extension, 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?

4.1.7. Building Materials and Surface Treatment

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves, and roof 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?

4.1.8. Car Parking Solutions

- 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?

4.1.9. Architectural Details and Contemporary Design

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



05

**Design Guidance and
Design Codes**

5. Design Guidance and Design Codes

The following Design Guidelines and Design Codes are broadly ordered by scale; from the site; to the street; to the plot. It is important that the different scales at which the codes work are cross-referenced throughout the design of new development. Aspects that are more general should be used as design guidance within the Neighbourhood Plan. Other elements may be more prescriptive, or set out parameters 'coded' to this locality based on AECOM's observations of the area as a whole; they may be more relevant in some parts of the Neighbourhood Plan Area than others. Future development must demonstrate how the Guidance and Codes have informed the design response, with reference to the Vision and Objectives of the Neighbourhood Plan set out in Section 2.

- Such features should be retained, where feasible, and used to inform and enhance the layout and character of new development including buildings, streets, and public open space. Development should be laid out in such a way that there is sufficient room for appropriate buffer zones to retained (and proposed) trees and vegetation and opportunity to mature and grow to their full size and maximise the potential for canopy growth, and to enable good management.
- New development proposals should identify the right tree species for the location to encourage diversity, to ensure longevity, and to provide resilience of green infrastructure within new development to pests and disease. Species selection should be consistent with the aims of the Northumberland Coast AONB Management Plan and Landscape Character Assessments guidance.
- Planting within new development should consider the maintenance regime as well as the different conditions of leaf and canopy throughout the seasons.

5.1. Working with the site character and its context (CC)

5.1.1. Existing Landscape Features (CC-01):

- The design of new development proposals should work with existing site characteristics and important or valuable landscape features, for example notable or distinctive landform, contours, watercourses, hedgerows and / or trees – and as described in published landscape character assessments.



Figure 29: Locally distinctive landscape features include hedgerows and field trees.



Figure 30: Locally important landscape features add structure to the landscape and can make an important contribution to visibility of development and / or its 'fit' within its context.

5.1.2. Green and Blue Infrastructure (CC-02):

Green and blue infrastructure refers to the natural and semi-natural features including (but not limited to) woodland, hedgerows, planting, rivers, and ponds, all of which contribute to the function of the area and create a network. Some notable green and blue infrastructure around the settlements of Longhoughton, Boulmer and Howick is highlighted (not exhaustive) on Figures 31-33.

- New development should integrate with, join-up, and enhance existing green / blue infrastructure networks identified in relevant published Green Infrastructure strategies; green / blue infrastructure assets identified adjacent to development site boundaries (to strengthen biodiversity); and the natural environment (Refer also to CC-01).
- The locations and typology of new green/blue infrastructure delivered as part of new development should be used to enhance its setting; for example, in development at the rural edge, at the interface with new public space, integrated with pedestrian / active travel routes and streets.
- Existing habitats and biodiversity corridors must be protected and enhanced.
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens.
- Gardens and boundary treatments must allow the movement of wildlife and provide habitat for local species.



Figure 31: Plan illustrating notable green and blue infrastructure features within Longhoughton



Figure 32: Plan illustrating notable green and blue infrastructure features within Howick.



Figure 33: Plan illustrating notable green and blue infrastructure features within Boulmer.

5.1.3. Views (CC-03):

An indication (not exhaustive) of the nature of views to and from the settlements within the Neighbourhood Plan Area is illustrated on Figures 34-36, and subsequent photos.

- New development should reinforce and utilise views outwards, towards the rural and coastal surroundings of settlements.
- New development must give consideration to views inwards towards the settlements. Where feasible, views that contribute to an appreciation of the settlement and landscape character context should be retained. Likewise, views that contribute to an appreciation of the sense of arrival at the settlement, and the character of the leading edge of the settlement, should enhance these qualities.
- New development should recognise, and where feasible incorporate, opportunities for views from new public space and streets to existing landmarks, for example, to the coastline or to notable landforms.

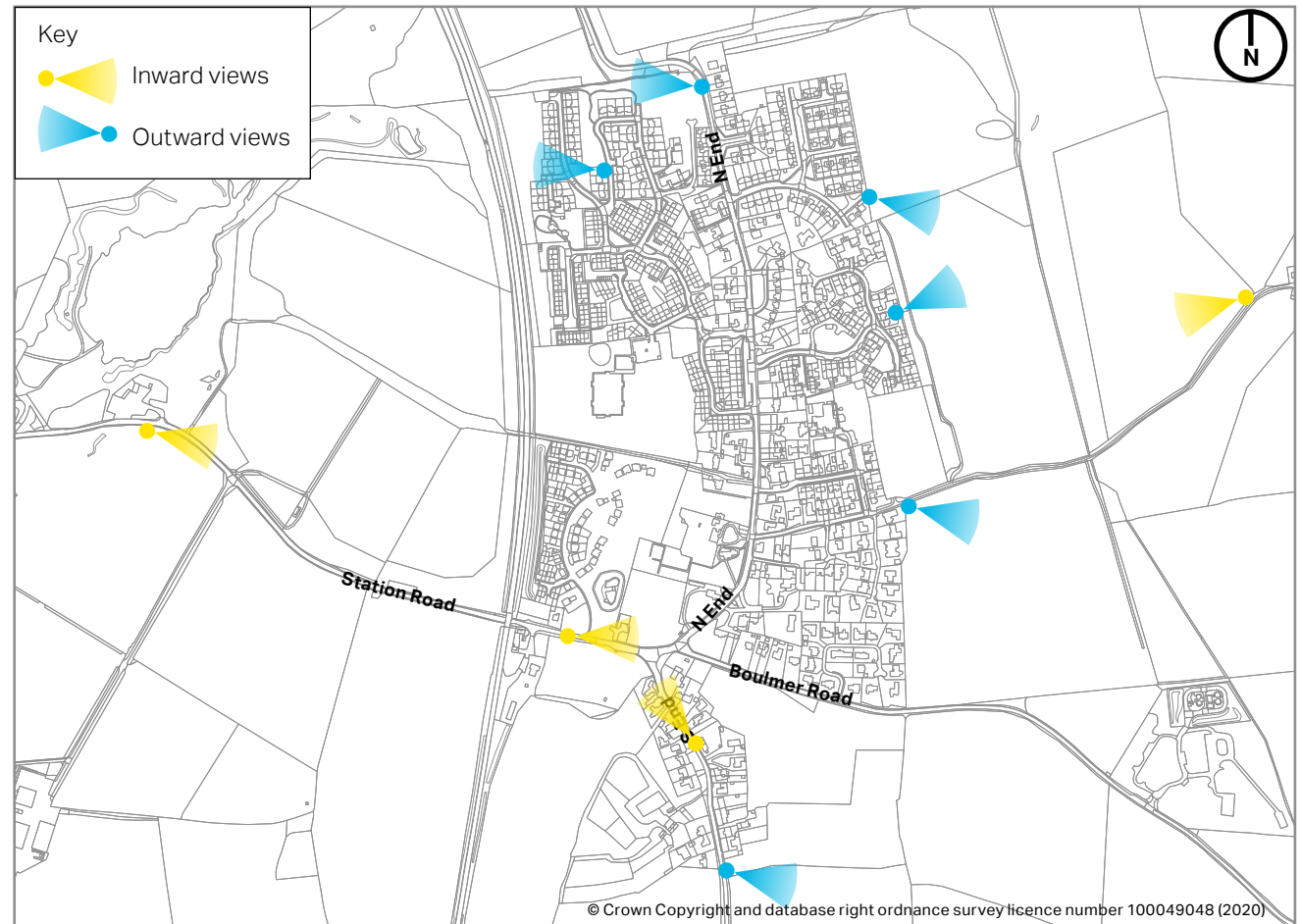


Figure 34: Location of some of the notable views within Longhoughton.

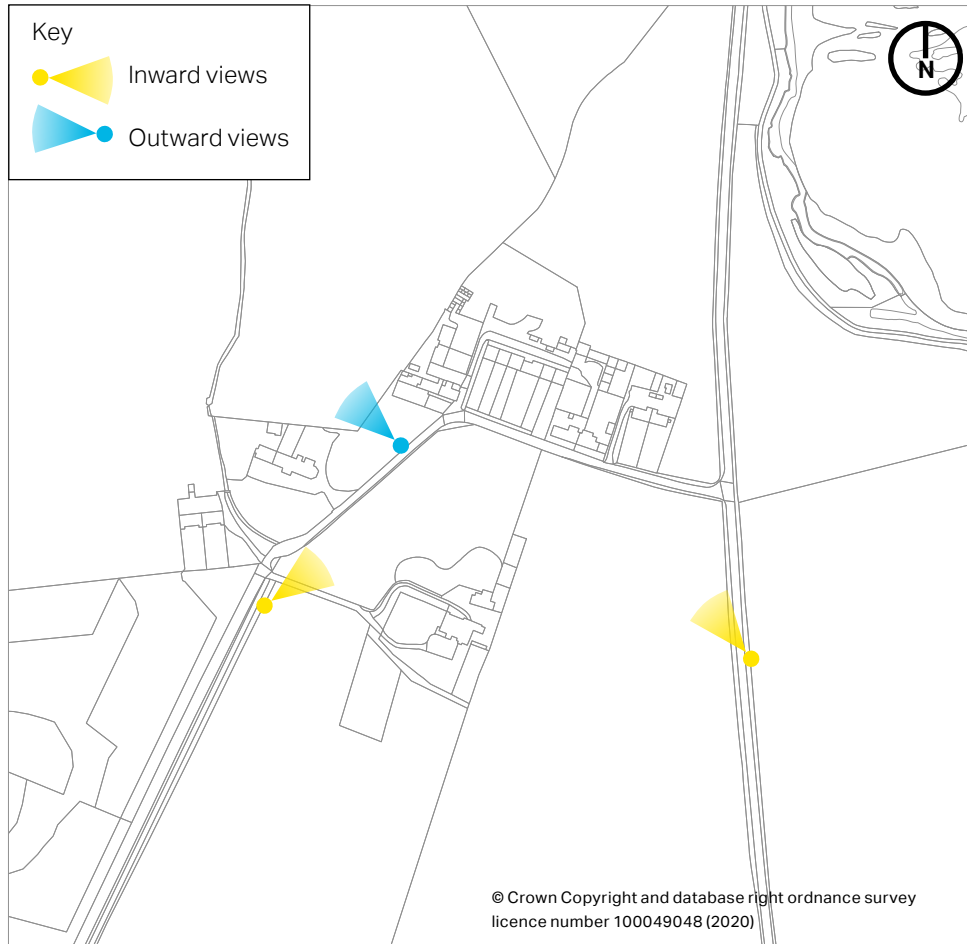


Figure 35: Location of some of the notable views in Howick.

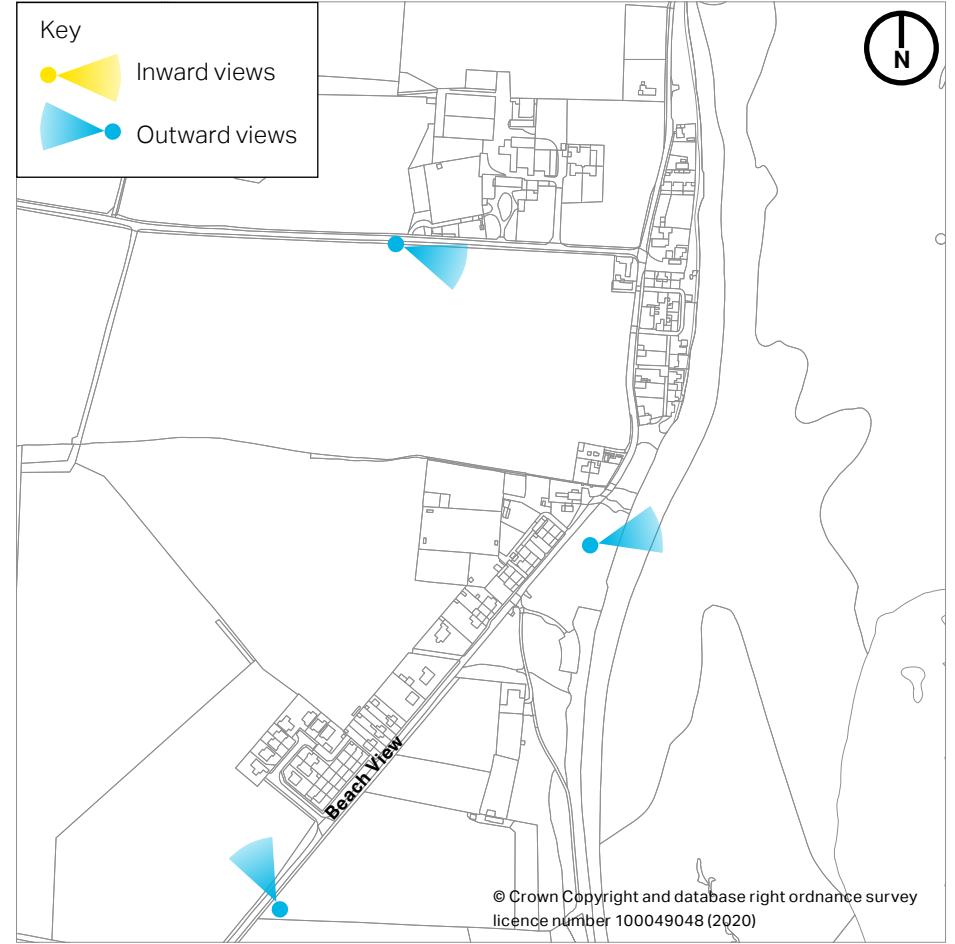


Figure 36: Location of some of the notable views within Boulmer.

Views Continued

The following images are a selection of views found within Longhoughton Parish. Figures 34-36 indicate where some other notable views are to be found; however, this is not an exhaustive map and new development proposals must undertake their own appraisals of visual context.



Figure 37: Longhoughton: View into the village shows the relationship between the settlement and topography.



Figure 38: Boulmer: The narrow, linear arrangement of the village and open, level landscape allows panoramic views inland.



Figure 39: Howick: Views into the village from surrounding higher ground allow an appreciation of the settlement's relationship to topography.



Figure 40: Longhoughton: Slot views outwards towards the coast are important to a sense of place.



Figure 41: Boulmer: The linear arrangement of the village closely reflects the coastline, and panoramic views of the seascape are intrinsic to a sense of place.



Figure 42: Howick: Views out from the village include attractive vistas to the undulating wooded slopes and farmed hills.

5.1.4. Gateways and Rural Edge (CC-04):

- The edges of new development should respond positively to the existing settlement.
- Where new developments extend settlement approaches they should retain the existing scale and character of current gateways. For example, in Longhoughton, development should avoid localised high points, natural stone walls and woodland should be used to frame routes into the settlement views of built form, and the building line of new development at the rural edge should be set back from the road corridor. In Boulmer, natural stone walls frame routes to the historic core, agricultural land directly adjoins settlement delineated by soft field boundaries. In Howick rural edges are defined by a combination of undulating to rolling topography, natural stone walls and garden boundaries along roads, and a backcloth of substantial woodland planting; together tying the settlement into the landscape.
- Interfaces between the existing settlement edges and any village extension must be carefully designed to integrate new and existing communities. This is particularly important where new residential buildings will face existing residential properties that currently back onto open fields.
- Where proposed new development would define a new edge to the settlement (that is to say, where it would extend the 'leading edge' of a settlement and / or be located at the gateway / entry to the settlement) it must demonstrate, through good design principles,

that it responds to local landscape character and enhances the setting to each settlement.

- Edges of new development must be designed to link to, rather than segregate, existing and new neighbourhoods.
- Distinctive buildings can also define gateways, as seen by Longbank, which defines the southern approach to the Longhoughton. Historic farms tend to be isolated within the rural landscape and their setting should be carefully considered in new development.

- Existing landscape features, for example hedgerows and / or trees, that define the existing settlement edge should, where feasible, be integrated into the green infrastructure framework of new neighbourhoods by providing a shared back hedge (See Figure 45, and CC-01 and 02).



Figure 43: Longhoughton: open agricultural fields enclosed by stone walls, buildings nestled within variation in the local topography, and mature vegetation define the gateway / rural edge from Station Road.



Figure 44: Boulmer: low stone walls and open fieldscapes immediately adjacent to the settlement define the gateway / rural edge.

5.1.5. Gateways and Rural Edge (CC-04) (Cont.):

- A 21m minimum back to back distance between rear windows for one or two storey properties of the same height should be provided for privacy. Additional storeys will result in a need to increase this distance by 3m per additional storey. Where properties face window-less gables the distance can be decreased to 14m. Development may vary from this distance where there are specific local constraints.

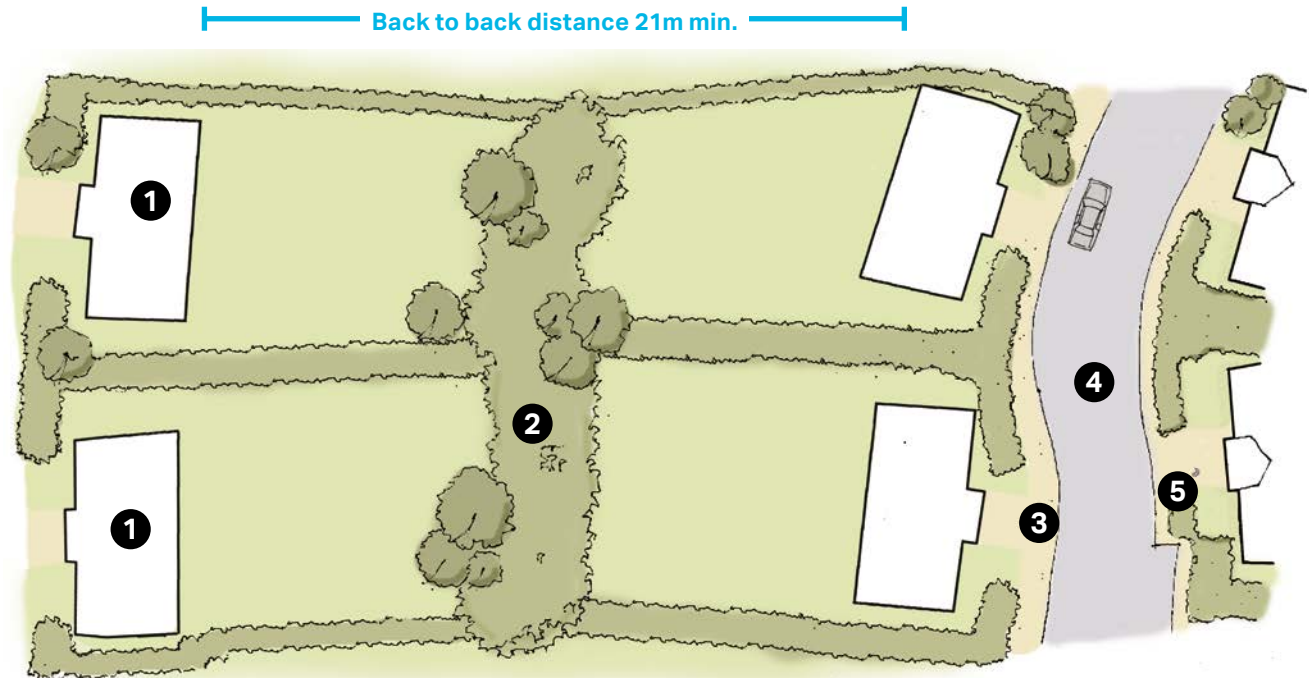


Figure 45: Sketch of potential interface between new and existing development using shared back hedges

1. Existing properties.
2. Retained shared back hedges at the back of existing properties.
3. New footpaths.
4. New street.
5. New residential frontage with boundary hedges and front gardens.

5.2. Streets and Public Realm (ST.PR)

Streets are the places where people walk, meet, and interact; they should be considered as places in their own right. They are also often the most enduring features of our built environment. An attractive public realm enhances people's quality of life and the perception of a place.

Within the Longhoughton, Boulmer and Howick Neighbourhood Plan Area streets have a distinctly rural character and settlements are typically arranged around one primary route passing through. It is therefore highly unlikely that development will result in any new primary routes; however, development may join on to existing primary routes and result in modifications in this sense.

The following provides general guidance for all new routes, more specific guidance on primary, secondary, and tertiary routes follows.

Streets must meet technical highways requirements. Within the settlement boundaries, streets should not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind and may introduce a range of traffic calming measures.

Aim to create spaces that incorporate integrated and subtle methods of traffic calming such as: narrowing down the carriageway, use of planting and build outs to include street trees, use of clearly marked and allocated on-street parking areas, change of colour, change of materials, use of shared surfaces, varying the alignment of the vehicular route and use of tight junction radii.

New streets should tend to be linear with gentle meandering, providing interest and evolving views while

helping with orientation. Routes should be laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot.

The incorporation of cul-de-sacs should be minimised in favour of connected streets but where proposed these should be relatively short and provide onward pedestrian links. When designing turning areas at the end of roads, think of imaginative solutions that move away from formulaic responses (e.g. hammerheads at the end of a road). For example, small local square or front court could provide the turning space for refuse vehicles and HGVs whilst also creating an enclosed space to look at while not occupied by a vehicle.

The distribution of land uses should respect the general character of the area and street network, and take into account the degree of isolation, lack of light pollution, and levels of tranquillity.

Pedestrian access to properties should be from the street where possible. Filtered permeability, where cars are unable to pass but pedestrians and cyclists are, is an increasingly popular way of deterring 'rat running'.

Streets must incorporate opportunities for landscape, green infrastructure, and sustainable drainage to create a high quality and attractive 'streetscape'.



Figure 46: Public realm spaces in Longhoughton are found around the memorial and at small village greens along roads. Buff natural stone and simple details are used throughout the village.



Figure 47: The use of natural stone materials, such as these square setts, and natural stone kerbs, adds quality where it appears and should be used in new development.

5.2.1. Primary Routes (ST.PR-01):

Settlements within the Neighbourhood Plan Area are structured along primary routes which form the village spines and provide the main access. They are also used for utility and emergency vehicles, as well as buses. Future development is highly unlikely to result in any new primary routes and change will be focused on modifications to existing primary routes where development is located adjacent. Thus, new development should maintain the existing character of primary routes. Figures 48 and 49 show indicative treatments of new Primary Routes. Figure 48 is more typical of a Primary Route in Longhoughton; Figure 49 is more typical of both Boulmer and Howick.

- The setback of new buildings should respect the existing building line, with generously sized front gardens. Front gardens are key to the character of primary routes within the three settlements of the Neighbourhood Plan Area, and well vegetated front gardens should be provided within new development. See SS-05: Private Gardens.
- Buildings should be orientated to have frontages facing on to primary routes so that they are outward facing.
- Dwarf and low stone wall boundaries with distinctive coping stones are often found along primary routes and contribute to the streetscape. These features should be continued where there is new development along primary routes. Boundaries and building lines are dealt with in SS-04.
- Carriageways must accommodate two-way traffic and provision for cyclists and pedestrians, with the exception of traffic calming areas.
- The quality of the public realm must be of a high standard and consistent throughout the whole primary route.
- In Longhoughton, Primary Routes must include green verges, with or without street trees, on one or both sides and at changes of direction along routes. Such spaces should be multifunctional, see ST.PR-06.
- Street clutter such as cables and signage should be minimised, and services located underground where possible.
- Street lighting should be limited to key areas where required for safety or at entrances to key buildings.

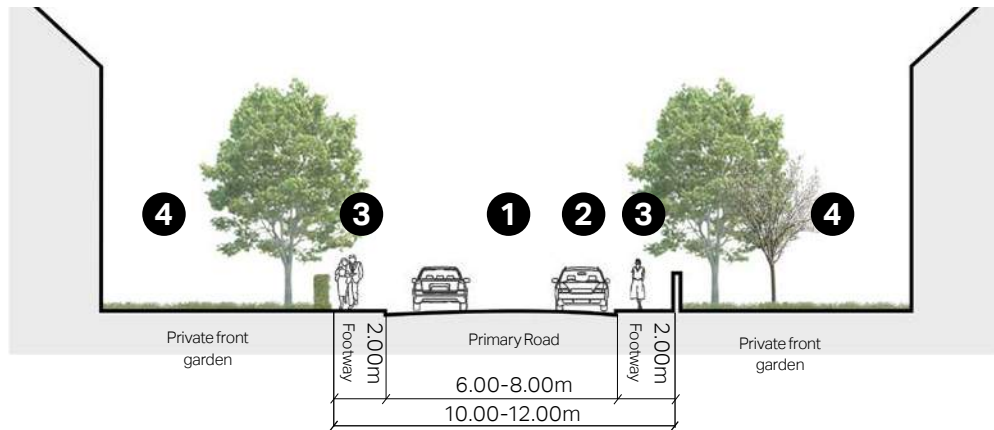


Figure 48: Section showing indicative dimensions for primary routes (road width may vary to provide space for parking)

1. Primary road for two way traffic
2. Space for street parking
3. Footways to either side of the road
4. Residential frontage with boundary hedges or stone walls and front gardens

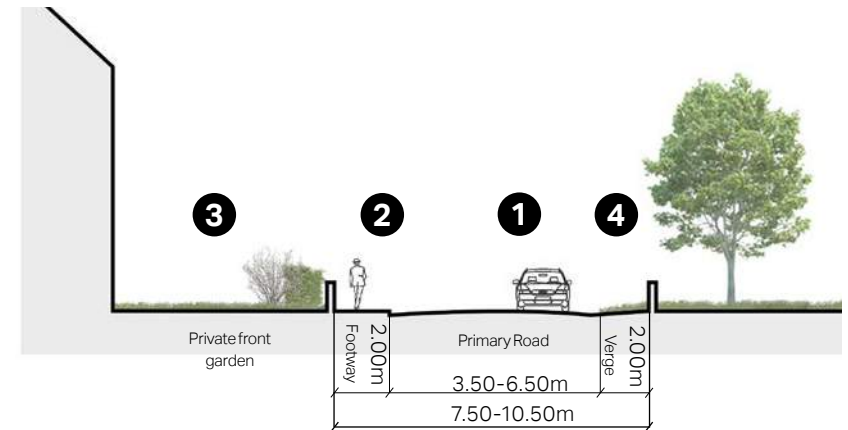


Figure 49: Section showing indicative dimensions for primary routes at rural edge (road width may vary to provide space for parking)

1. Primary road located to the rural edge of settlement
2. Pedestrian footway
3. Residential frontage with boundary hedges or stone walls and front gardens
4. Grass verges and field boundaries
5. Adjacent green space or fields

5.2.2. Secondary Routes (ST.PR-02):

Secondary roads provide access between primary roads and neighbourhoods and clusters. They should emphasise the human scale and be designed for lower traffic volumes compared to primary roads.

Secondary roads should accommodate carriageways wide enough for two-way traffic and on-street parallel car parking bays. They may also include tree verges on one or both sides. On-street parking may consist either in marked bays or spaces inset into green verges.

Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced at key locations such as junctions and pedestrian crossings.

Figure 50 is more typical of secondary routes in Loughoughton and post-war parts of Boulmer; Figure 51 is more typical of secondary routes in historic parts of Boulmer and Howick where footpaths are not provided, and the context is more rural, small scale and intimate.

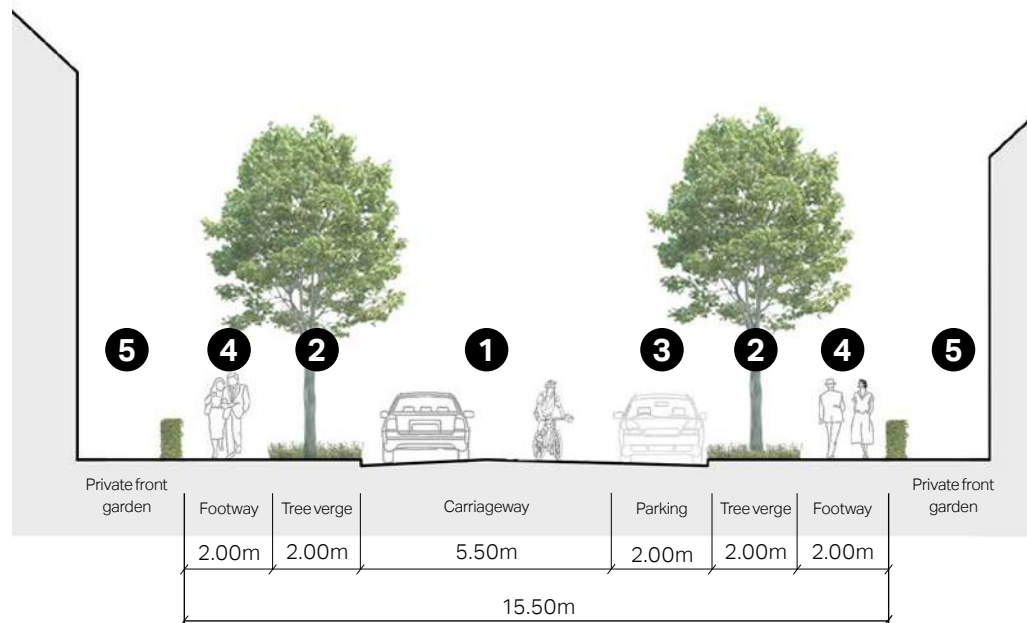


Figure 50: Section showing indicative dimensions for secondary roads. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges.

1. Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations.
2. Green verge with medium-sized trees. The latter are optional but would be positive additions.
3. Parking bay (may also be inset into verges).
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

5.2.3. Tertiary Routes (ST.PR-03):

Lanes and edge lanes are the access-only types of streets that usually serve a small number of houses. Within the Neighbourhood Plan Area these are often found within the older parts of the three settlements. Lanes and private drives have a strong residential character and provide direct access to residences. They should be designed for low traffic volumes and low speed.

Lanes:

Figure 51 indicates the treatment of lane access.

- Carriageways typically consist of a single lane of traffic in either direction and must be minimum 5m wide and serve all types of transport modes, including walking and cycling, and allow enough space for parking manoeuvres.
- Opportunities to include green infrastructure, for example, hedges, and/or private gardens to soften the edges, must be incorporated.
- Traffic calming features such as raised tables can be used to prevent speeding, particularly at entrances to these streets.
- Allocated off road space should be provided for parking so that this does not conflict with movement and turning of other vehicles.
- Shared space or home zone¹ streets may be suitable

1. Home Zone - A street or group of streets designed primarily to meet the needs of pedestrians, cyclists, children, and residents, and where motor traffic is limited.

within cluster developments.

- Home zones may include lane widths which vary to discourage speeding and introduce a more informal and intimate character. Low upstand kerbs, variations in paving materials and textures can be used instead of high upstand kerbs or road markings.

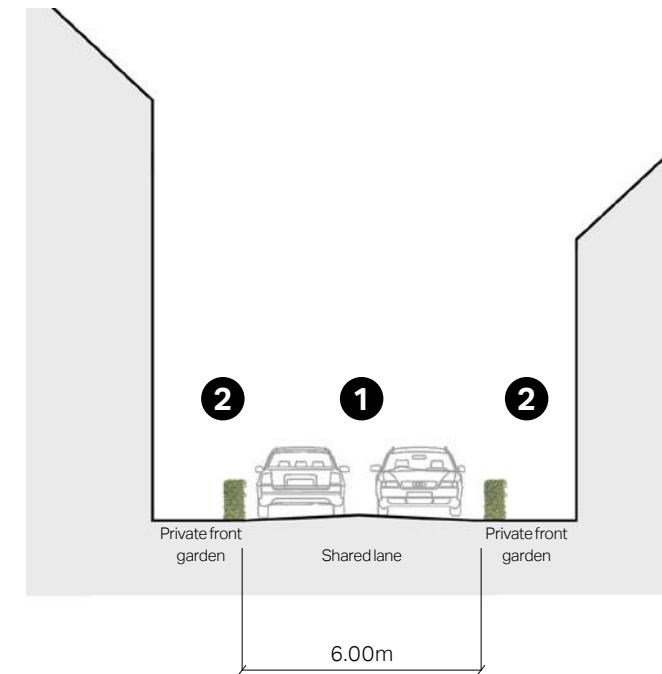


Figure 51: Section showing indicative dimensions for lanes and private drives.

1. Shared lane (local vehicle access, cyclists, and pedestrians).
2. Residential frontage with front hedges and gardens.

Edge Lanes and Greenways:

Figure 52 indicates the treatment of edge lane access.

- Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other.
- Carriageways typically consist of a single lane of traffic in either direction, which is shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Low upstand kerbs, variations in paving materials and textures can be used instead of high upstand kerbs or road markings.

Figure 53 illustrates an idealised 'Greenway'.

- Greenways should be non-traffic routes for cyclists, walkers and horse-riders; either on paths, tracks, footpaths, or bridleways
- They should connect villages and key destinations, such as Lesbury (and railway station)
- They will be safe routes for getting around the Parish, shopping, commuting, exercise, pleasure and for sustainable tourism.
- They must be designed to be accessible to all. They must also deliver biodiversity and habitat enhancement

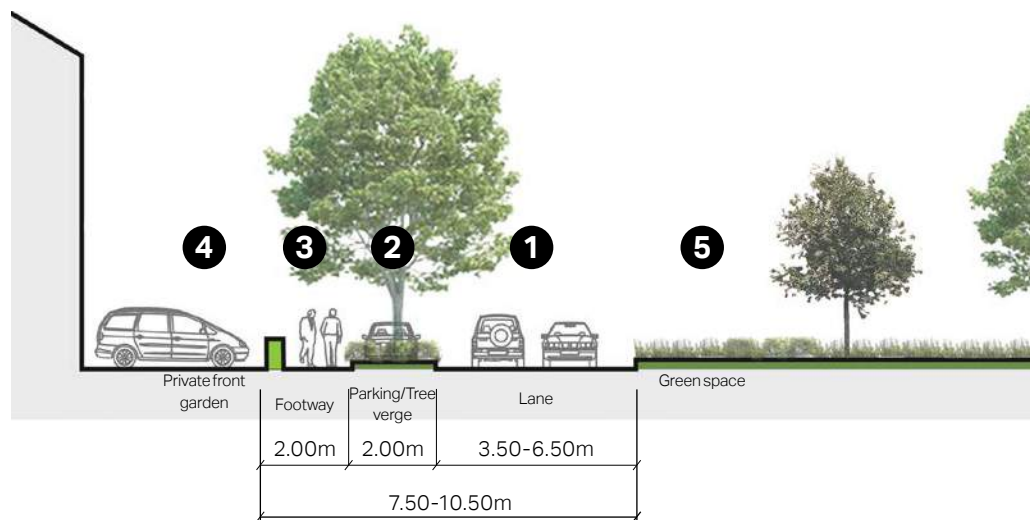


Figure 52: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

1. Shared lane (local access) - width to vary.
2. Green verge with trees. The latter are optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.
5. Green space.

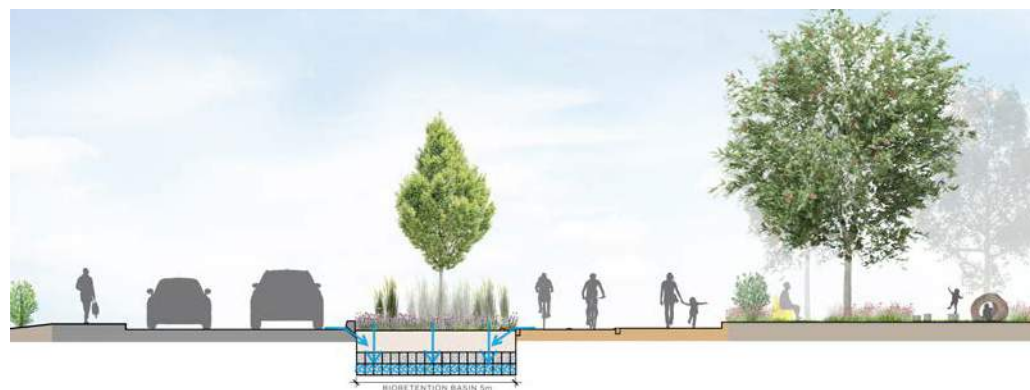


Figure 53: Section showing an idealised segregated 'greenway' cycle path / active travel route, using bioretention sustainable drainage to collect runoff from hard surfaces, incorporating opportunities for play, and providing high-quality accessible greenspace with biodiverse planting

5.2.4. Vehicle Parking (ST.PR-04):

Parking provision should be appreciated as integral to the exercise of creating distinctive places through good design. Example arrangements are shown for illustration and should be developed in tandem with other government endorsed standards for the development of new houses and communities.

When needed, residential car parking can be a mix of on-plot side, front, garage, and complemented by on-street parking. Car parking design should be combined with landscaping to make the presence of vehicles less obvious. Parking areas and driveways should, where feasible, contribute to surface water management, for example using permeable paving.

On-street Parking (Figure 54)

- On-street parking should be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function.
- Parking bays can be inset between kerb build outs or street trees. Kerb build outs between parking bays can shorten pedestrian crossing distances and can be used to host street furniture or green infrastructure. They must be sufficiently wide to shelter the entire parking bay to avoid impeding traffic.
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be marked by paving material changes

instead of markings. This provides drivers with indications of where to park, so that parked vehicles do not impede motor vehicle or foot traffic.

- Opportunities should be created for new public car parking spaces to include electric vehicle charging points. Such provision should be located conveniently throughout the town, and sited / designed to minimise

street clutter.

- Material selection used for vehicle parking should contribute to the enhancement of the street character and quality.
- Planting and landscape should be used to soften the appearance of parking.

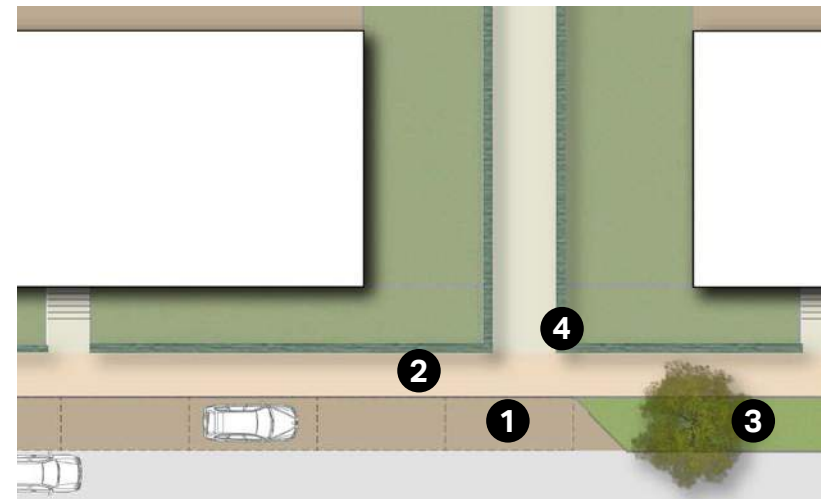


Figure 54: Illustrative diagram showing an indicative layout of on-street inset parking.

1. On-street parking bay inset between kerb extensions.
2. Footway - additional green verge if street width permits.
3. Planted kerb extensions - width to be sufficient to fully shelter parking bay. Trees are optional but would be positive additions.
4. Boundary hedges.

On-Plot Side or Front Parking (Figures 55 and 56)

- On-plot parking can be visually attractive when it is combined with high quality and well-designed soft landscaping. Front garden depth from pavement back should be sufficient for a large family car.
- Boundary treatment is the key element to help avoid a car-dominated character. This can be achieved by using elements such as hedges, trees, flower beds, low walls, and high-quality paving materials between the private and public space.
- Hard standing and driveways should be constructed from porous materials to minimise surface water run-off.

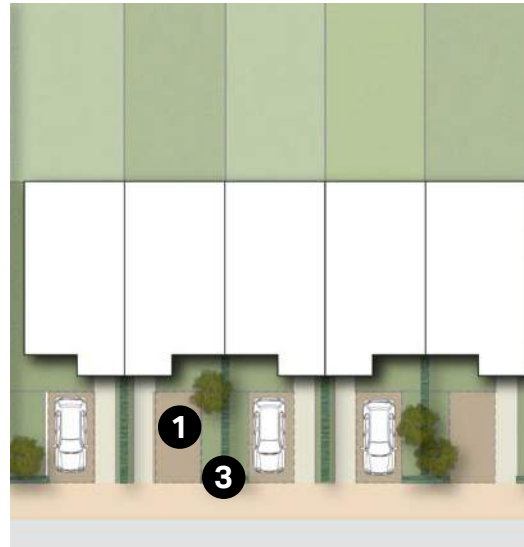


Figure 55: An illustrative diagram showing an indicative layout of on-plot front parking.

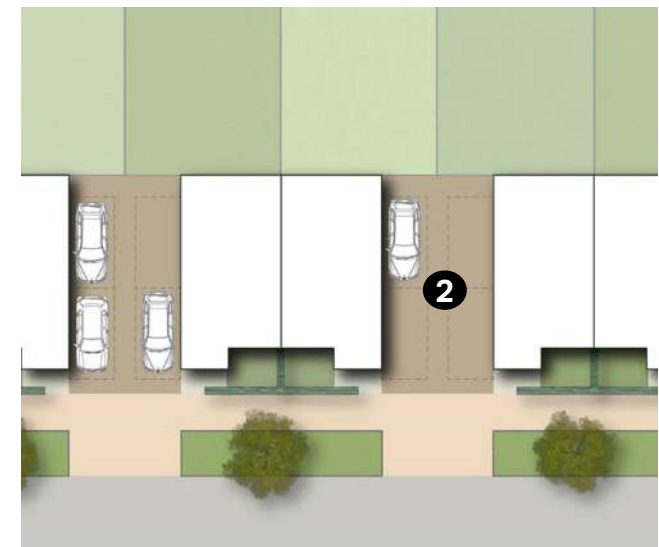


Figure 56: An illustrative diagram showing an indicative layout of on-plot side parking.

1. Front parking with part of the surface reserved for soft landscaping. Permeable pavement to be used whenever possible.
2. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
3. Boundary hedges to screen vehicles and parking spaces.

On-Plot Garages (Figure 57)

- Where provided, garages should be designed either as free-standing structures or as additive form to the main building. In both situations, it should reflect the architectural style of the main building, and visually be an integral part of it rather than a mismatched unit.
- Often, garages can be used as a design element to create a link between buildings, ensuring continuity of the building line. However, it should be considered that garages are not prominent elements and they should be designed accordingly.
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space.
- Garages should be large enough for a modern car to fit into them and if smaller should not count as a parking space.
- Suggested minimum size for a single garage 3m wide x 6.1m long with a door width of 2.7m.
- Considerations should be given to the integration of bicycle parking and/or waste storage into garages.

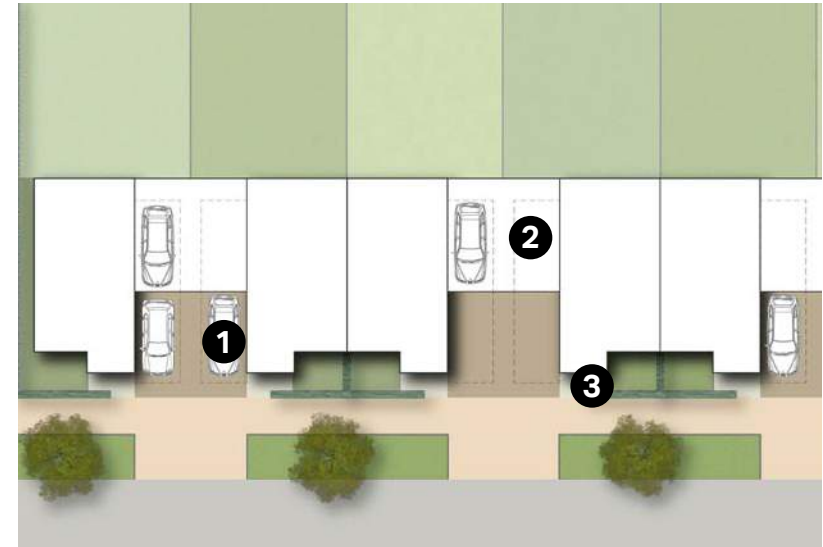


Figure 57: An illustrative diagram showing an indicative layout of on-plot side parking.

1. Side parking set back from the main building line. Permeable pavement to be used whenever possible.
2. Garage structure set back from main building line. Height to be no higher than the main roofline.
3. Boundary hedges to screen vehicles and parking spaces.

5.2.5. Pedestrian Connectivity and Active Travel (ST.PR-05):

General Guidance

- This means having streets connecting with each other and creating different travel options and routes. Good practice favours a generally connected street layout that makes it easier to travel by foot, cycle, and public transport (see Figure 58). Connected streets must provide a safe and pleasant environment at all times of the day. It is important that in the case of new developments, streets are integrated with green spaces. The aim is to provide natural surveillance, activity and paths with good sight-lines and unrestricted views which make people feel safer.
- This connected pattern creates a 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together. Short and walkable distances are usually defined to be within a 5-minute walk, or a five-mile trip by bike.
- If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins. This should take into account the existing network of definitive public rights of way and long-distance recreational routes within the Neighbourhood Plan Area, including the Northumberland Coast Path, St. Oswald's Way, and National Cycle Route 1.
- The use of a connected pattern also helps the accessibility of service and emergency vehicles

which creates a smoother operation, improved services, and faster response times.

- New development must provide a network of connections that are attractive, well lit, direct, easy to navigate, well overlooked and safe. Designers must consider that a pedestrian or cycle way through an open space may be attractive as a route during daylight hours, but less so early in the evening and during winter.
- Designers must ensure that all street, pedestrian, and cycle-only routes pass in-front of people's homes, rather than to the rear. Future connections to

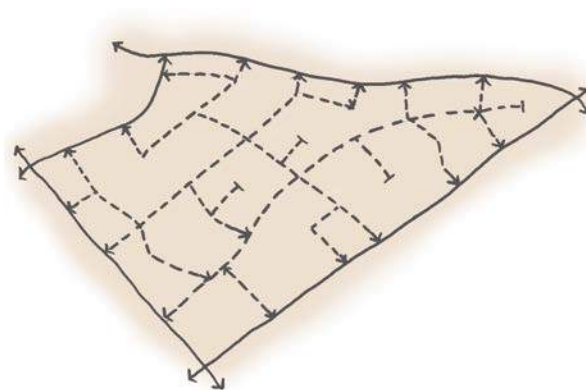


Figure 58: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood.

subsequent phases of new development should be considered at the outset.

- The Police Secured by Design guidelines¹ warn against the "security of development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths".

1. <https://www.securedbydesign.com/guidance/design-guides>

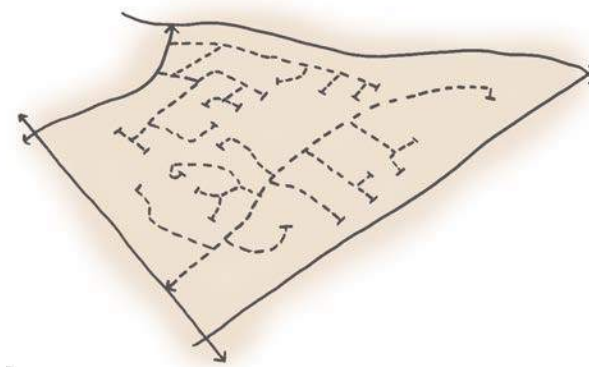


Figure 59: A layout dominated by cul-de-sacs encourages reliance on the car for local journeys. Where cul-de-sacs are used, Police guidance is that they are not connected by narrow pedestrian footpaths.

5.2.6. Public Realm, Landscape and Placemaking (ST.PR-06):

The public realm plays a vital role in creating a positive urban environment. These are places fostering community and gathering; thus creating lively places in the neighbourhood. All open space should have a purpose and be of a size, location and form appropriate for the intended use, avoiding space left over after planning or pushing open space to the periphery of development.

General Guidance:

- Landscape treatment should draw reference from the Northumberland Coast AONB. Planting should be consistent with the aims of the AONB Management Plan and Landscape Character Assessment guidance.
- Landscape should not be used as a divisive measure between new and existing development however,

green buffer zones which distinguish between older and new development are acceptable. This can be achieved by procuring a landscape architect early on in the design process.

- New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful for visual amenity, recreational use, and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surfaces, and streets. Tree-lined avenues can achieve a visual and physical connection to open space.
- Open spaces can be an opportunity to improve climate resilience through sustainable drainage systems (SuDS) that can also deliver multiple benefits through habitat enhancement, outdoor activities and

placemaking.

- Open spaces need to offer choice and be inclusive for a variety of users. For example, outdoor gym equipment, productive gardens, vertical gardens, and allotments. offering choices will encourage a healthier lifestyle. Do not forget the importance of quiet spaces where people can simply be (relaxation and contemplation / mindfulness).
- Surrounding buildings should overlook play areas and public spaces where possible and appropriate (see Figure 67). Make them central to the neighbourhood or part of the neighbourhood in order to encourage social gatherings. If play areas are proposed or required, the location of play spaces needs to take into account the surrounding context. Factors to consider will be the intended age of the children using the play space, the size of it, the type of equipment



Figure 60: Positive example of a central greenspace with good natural surveillance at East Field.



Figure 61: Positive example of a central village green space along the B1339 within Longhoughton, although seating and public amenity space is poorly arranged.



Figure 62: Green space to the north of the village, peripheral to the settlement and with limited multi-functionality e.g. opportunities for play or planting diversity.

and the proximity to existing residential properties.

- Reference should be made to existing national guidance on inclusive play. When designing and planning play areas, shaded and accessible seating areas for carers should be considered. Play areas could also include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the Local Authority.

Placemaking:

Street furniture includes street signs, posts, luminaries, light columns, seating, post boxes, bins, cycle racks, bollards as well as items designed to house utilities.

For the purpose of this document, the following considers typical features such as manholes, meter casings and other parts of utilities used to house, or cover said utilities.

Some of these elements are governed by specific standards and their aesthetics or format cannot be changed. However, if the possibility for customisation is an option, the following guidelines should be followed:

- Consider the location of street furniture and routes of utilities from the early stages of the design process.
- Analyse how all the elements will be seen and perceived when placed and viewed at once.
- Aim to make them pleasant.

- Provide seating places in convenient and gathering spaces.
- Boxes containing utilities and meters should be concealed by using or housing them with similar materials as those used in the public realm.
- If due to size or technical reasons, these cannot be concealed, celebrate them with a bold design that celebrates the place.
- Make street furniture and signage contribute to the street scene. If appropriate, create a palette of street furniture and signage that is complementary and is likely to stand the test of time.
- Reference the local palette of architectural and public realm materials (see examples in 5.4.2, AC-02, and Figures 46 and 47) which compliment the local character. The selection and application of public realm materials should also be informed by the Northumberland Coast AONB design guidance.



Figure 63: Loughoughton signage is clearly visible at the gateways to the village and the use of natural materials reflects its wider rural context.



Figure 64: Boulmer: the informal arrangement of working fishing equipment and boats is an important component of placemaking.

5.3. Settlement Structure (SS)

5.3.1. Pattern and Layout of Buildings (SS-01):

The following guidance and codes provide guidance as to how pattern and layout can be used to create a sense of place.

The Vision and Objectives defined in the Longhoughton, Boulmer and Howick Neighbourhood Plan seek to create attractive places that reflect the unique character and needs of the villages of Boulmer, Howick and Longhoughton, and distinctive character of the Northumberland Coast AONB.

To achieve this, new development proposals must comprise a variety of dwelling types. The density of new development should respond to its immediate context.

Affordable housing should be 'pepper-potted' in new development, such that it is indistinguishable from other tenure.

Future development should respect traditional architectural styles. 'Pastiche' inspired design should therefore be distinguished. It should reference the architectural scale, typology, and character typical of traditional examples in the Neighbourhood Plan Area and AONB to enhance a sense of place.

- Where cul-de-sacs are necessary, layouts should end with an informal turning head that corresponds with the arrangement of dwellings (see Figure 67)
- The arrangement and design of gable ends should be carefully considered to avoid blank façades

in prominent locations, at entrances to new development, or adjacent to pedestrian routes.

- The building line of new development should be used to shape views and define enclosure of adjacent streets or open space.
- The size of plots and their pattern should reflect that of the Neighbourhood Plan Area and be sympathetic to existing residential areas adjacent to new development sites.
- Future development in the Neighbourhood Plan Area should reflect the range of densities found within the existing settlement. Density should be used to reinforce a transition from central areas of settlement to the rural edge, and to define the character of different street typologies.
- Future development must respect the wider landscape context.
- Planting should be an essential and integrated part of street design.
- New development and alterations to existing building, shall respect the position of existing buildings relative to the street and within the plot. The proportions of proposed houses should match adjacent houses of the same building type.

Figure 67 illustrates how some of these principles can be positively applied to new development.



Figure 65: Consistency of boundaries and building line, together with variation in built form scale and mass contribute to a rich street scene in parts of Longhoughton.



Figure 66: Opportunities for back-of-plot development can contribute to raising density and enhancing visual interest.



5.3.2. Building Heights, Massing, and Rooflines (SS-02):

The height of proposed development should respond to adjacent buildings and should generally reflect the two-storey development which is found in the Neighbourhood Plan Area. Where three storey development is proposed however, this should be limited to 'room in the roof' house types (2.5 storey height) in order to limit ridge heights.

- New development proposals should consider pitched, half hipped and hipped roofs.
- A varied and visually interesting roofscape is a characteristic of historic parts of Longhoughton (Figure 68) and Howick (Figure 70), the latter also responding to the undulating topographic setting of the village. The roofscape in Boulmer is typically more consistent, which is particularly evident in the open, level landscape (see Figure 69). Typical roof features such as chimney stacks and gables should be incorporated into new development proposals to correspond with the historic and rural character of the village.
- Buildings within the Longhoughton Parish in general vary between 1 and 2 storeys.
- Dormer extensions to both 1 and 2 storey properties are also found within the area and are classed as 1.5 or 2.5 storeys respectively.
- It is important that future development is scaled such that it encloses spaces to the benefit of their character, for example streets and open spaces, and that it relates well to adjoining built form.

- Single storey dwellings are appropriate across all settlements; however, the siting and layout must consider the adjoining land-uses to ensure enclosure of public space and natural surveillance can be provided.
- Detached properties within the Neighbourhood Plan Area tend to have a large mass that is rectangular and solid, sometimes with extensions. Semi-detached properties and short-terraces share these characteristics, although in single-storey buildings have a low-rise linear mass Cottages have smaller scale, low-rise rectangular, linear forms.
- Massing should be used to create pleasing compositions, and create a legible visual hierarchy of built form (through modulation) and definition of open space.



Figure 69: Boulmer: Broadly consistent roofline is readily apparent in views of the village from the surrounding area. Visual interest arises from the articulation provided by chimneys, and occasional 2-storey buildings.



Figure 68: Longhoughton: varied roofline along North End (B1339).



Figure 70: Howick: varied roofline responding to topography.

5.3.3. Corner Buildings (SS-03):

Corner Plots

Together with creating potential local landmarks, one of the crucial aspects of successful building layouts is the issue of corners. Corner buildings have at least two public facing façades and therefore double the potential to influence the street's appearance (Figure 71). The following guidelines should be applied to corner buildings.

- If placed at important intersections, the building could be treated as a landmark and thus be slightly taller or display another built element signalling its importance as a way-finding cue.
- The aim should be to create a positive outlook that improves the building, the street scene and generates local pride.
- All the façades overlooking the street or public space should be treated as primary façades.
- They should have some form of street contact in the form of windows, balconies, or outdoor private space.
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing will not be suitable. See Code SS-04 Boundaries and Building Lines.

Entrance faces the main street, albeit set-back from the road as a result of the characteristically deep front garden

Distinctive roofline makes building stand out as a landmark



Windows on all street facing edges

Building set back slightly but maintains close relationship with street, with natural surveillance from upper storeys

Figure 71: Example of a corner plot, Loughoughton.

5.3.4. Building Lines and Boundaries (SS-04):

Building Lines:

This refers to keeping a consistent building line at the front of the property in relation to neighbouring buildings. Figures 72-74 illustrate the variety of building lines within the existing settlements:

- Existing buildings should preserve their existing general alignment. No major outbuildings or roof projections should be allowed where visible from the street.
- New buildings should match the surrounding alignment of the main facade facing the road. In this case small alignment variations of up to +/- 1m are allowed to provide interest to the streetscape.



Figure 72: Building line - Longhoughton

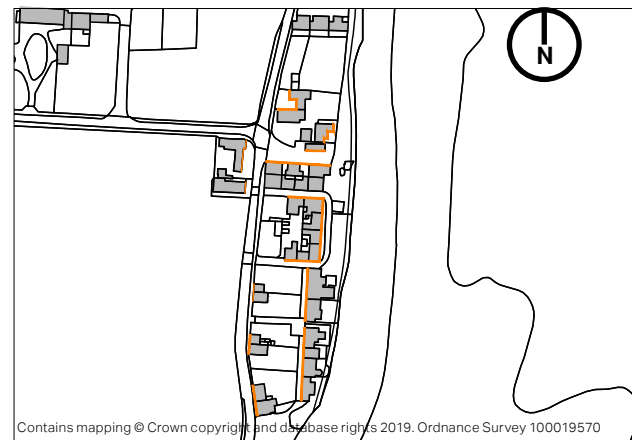


Figure 73: Building Line - Boulmer

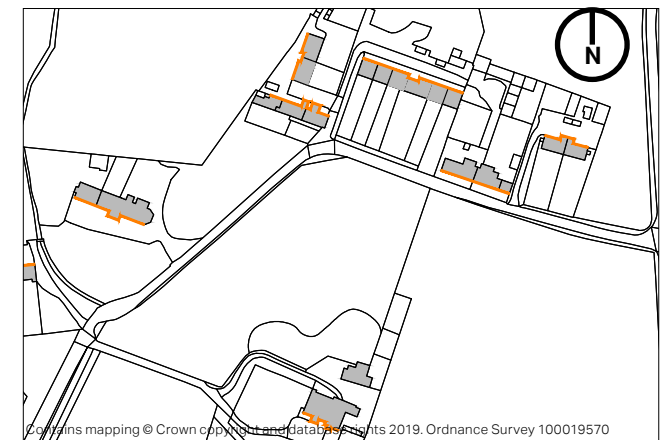


Figure 74: Building Line - Howick

Boundaries:

The following describes typical boundary features within Loughoughton Parish and Northumberland Coast AONB which should be included within new development.

- New development should use boundary features which are complementary to the street and that enhance the rural character of the village. Boundary treatments should be used to reinforce the continuity of the building line along the street. Boundary treatments should, therefore, be consistent along a street frontage.
- The materials proposed for new boundary features should be of high quality, responding to local character and have strong attention to architectural detailing. Stone walls tend to be formed of natural sandstones cut in rustic blocks that have buff / pink / grey hues. Mortar should be matching toned.
- There is distinctive variety to be found in the shape of matching coping stones, with hogs-back (curved) and saddle (pointed) styles common in the area. Pillar stones should be considered at key entrances.
- A maximum height for walls of up to 1.0m is recommended (see Figures 76-77). The minimum height of 'dwarf' walls should be no lower than 0.4m and have a stone coping.
- Creative opportunities to include planting (see Figure 77) to enhance biodiversity will be acceptable variations where they meet other conditions of this code.

- Close-board panel fencing should not be used to demarcate property boundaries along street frontages or from prominent publicly visible locations e.g. edge of settlement.



Figure 75: Unsympathetic use of a close-board fence to demarcate a property boundary



Figure 77: Positive example of low stone wall boundaries, with additional interest provided by the addition of vegetated boundaries, either dividing properties or adding privacy where facing onto a road.



Figure 76: Taller boundaries can be used where there is a need for privacy e.g. back garden facing on to road or side boundaries, although lower walls are often most suitable for street facing façades.



Figure 78: Positive example of low stone wall boundaries, tying in to natural stone gate posts and wooden gate.

5.3.5. Private Gardens (SS-05):

New development should provide sufficient private open space appropriate to the location and size of the dwelling and / or plot, preferably through provision of private gardens. The depth of front gardens will define the setback of built form from the street and sense of enclosure and, therefore, is integral to consider when defining streetscape character.

Garden types have strong variation throughout the Neighbourhood Plan Area. However, they generally include a front and back garden per property, with hedgerow or stone wall boundaries (see SS-04). Tree planting in front gardens is a notable characteristic of properties across the area that contributes strongly to the streetscape character. The following provides minimum sizes for various dwelling types.

- Through most of the settlements properties that adjoin the primary access streets have deep gardens that create a 'soft' edge and rural village character. In Longhoughton, front gardens on primary streets should have a minimum depth of 8-12m. In Boulmer, front gardens should have a minimum depth of between 3.5-6m. In Howick, front gardens should have a minimum depth of 3-4m. Variations may be acceptable, but consideration must be given to the building line of adjacent properties, opportunities for interaction between people and natural surveillance of public space from buildings, and desired level of enclosure of the street or adjoining open spaces.

- Away from primary streets there is generally greater variation in garden sizes. In these areas front gardens should have a minimum depth of 3m.
- If apartments or maisonettes are proposed, they should have private outdoor amenity space such as semi-private garden spaces for ground floor homes, and balconies and terraces for homes above ground floor.
- Rear gardens should, at a minimum, be equal to the ground-floor footprint of the building. However, it is expected that rear gardens in new development should achieve a depth of 10.5m in length. Larger rear gardens may be appropriate in some locations.

Front Gardens Main Routes - Front Street

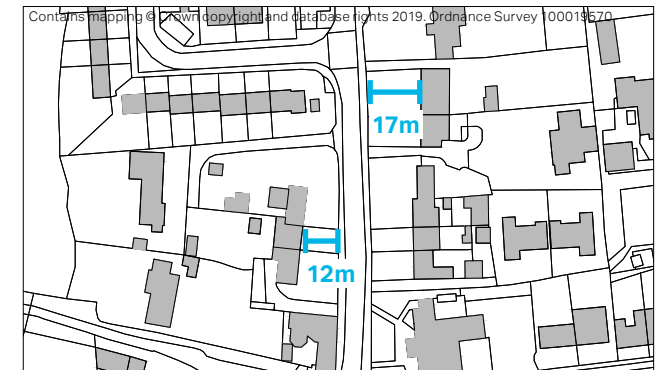


Figure 79: Range of front garden sizes within Longhoughton

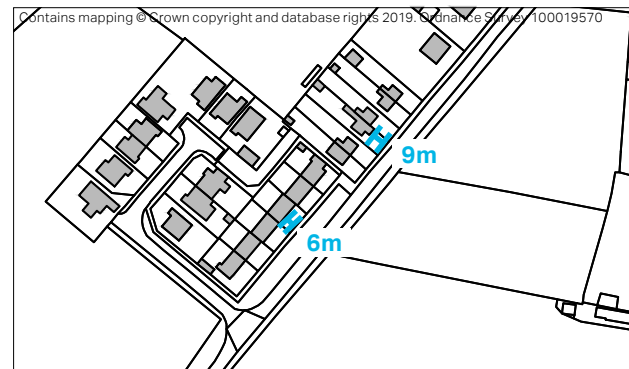


Figure 80: Range of front garden sizes within Boulmer

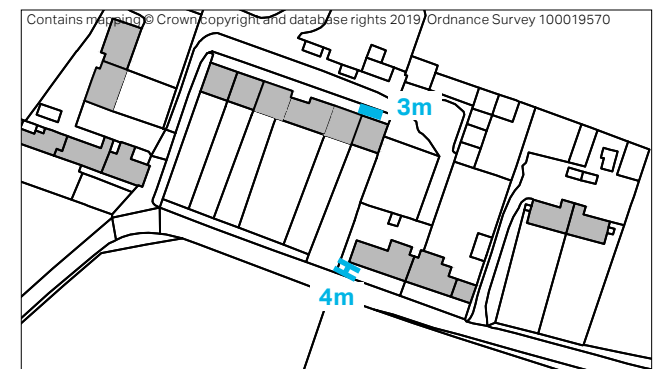


Figure 81: Range of front garden sizes within Howick

5.3.6. External Storage (SS-06):

Bins and Recycling:

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property. The following recommendations should be explored in new developments:

- When dealing with waste storage, servicing arrangements and site conditions should be considered: in some cases, waste management should be from the front of building and in some other from the rear.
- It is recommended that bins are located away from areas used as amenity space.
- Waste bins could be stored at the rear of the properties if they are easily accessible; access does not harm security and safety and rear gardens are not affected.
- Create a specific enclosure of sufficient size for all the necessary bins.
- Place it within easy access from the street and, where, possible, able to open on the pavement side to ease retrieval.
- Refer to the materials palette to analyse what would be a complementary material.
- Use it as part of the property boundary.

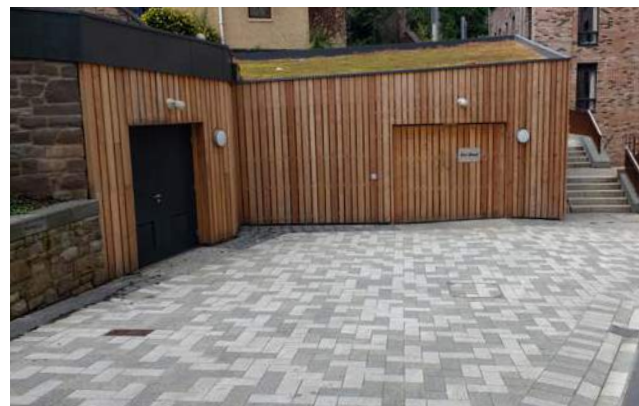


Figure 82: Large timber bin shelter with green roof for flats in Edinburgh.

- Add to the environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with cycle storage.



Figure 83: Bike shelter with habitat provision and green roof, serving commercial and multi-occupancy flat development, Glasgow.

Cycle Parking:

Cycling should be considered as an integral part of creating well-connected new development. Cycle parking is also an important component of the public realm to encourage active travel. It should be secure, high-quality, and attractive.

- Create a specific enclosure of sufficient size for bikes.
- The size will depend on the size of dwelling but as a general rule it should be at least one space per bedroom. The below points should also be applied.
- The siting and design of cycle parking within private gardens (see Code ST.PR-04) must contribute positively and sensitively to the appearance of new development.
- If not built as part of an enclosure, make sure there are racks or hoops to secure the bikes.
- Whether covered or open, place the spaces so that retrieval and manoeuvring is easy.
- Refer to the materials palette to analyse which would be a complementary material.
- Use it as part of the property boundary.
- Add to the environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with waste storage.



5.4. Architectural Character (AC)

5.4.1. Architectural Character (AC-01):

The materials and architectural detailing of built form contribute to the character of the area and the local vernacular. It is therefore important that the materials used in new developments are of a high quality and reinforce local distinctiveness.

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

This section includes examples of architectural styles, building materials and details frequently found within the Neighbourhood Plan Area which contribute to local vernacular and could be used to inform future development. This list is not exhaustive, and each design proposal should explain its material strategy and how it fits within the context of the Neighbourhood Plan Area and, where applicable, the Northumberland Coast AONB Design Guide for the Built Environment.

The following images demonstrate typical architectural styles, which incorporate some of the locally distinctive materials and details identified subsequently.



Figure 84: Detached modern housing.

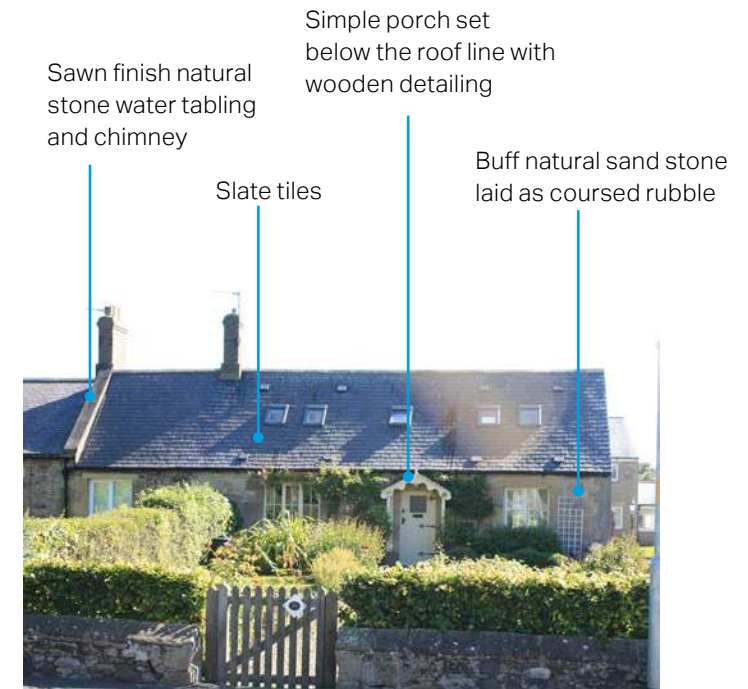


Figure 85: Traditional cottage.

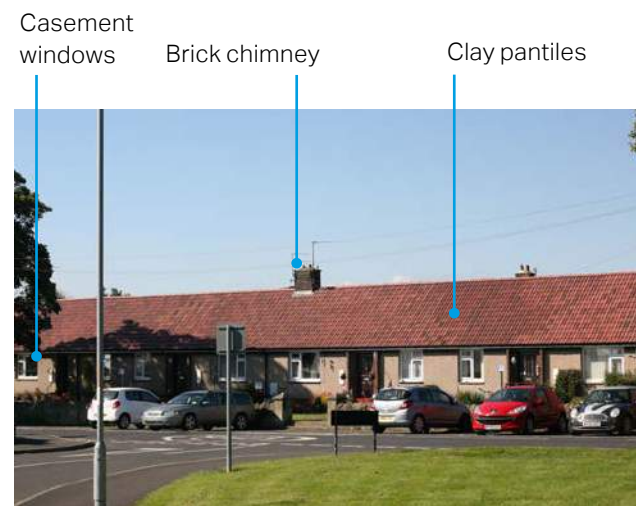


Figure 86: One storey terrace housing.



Figure 87: Traditional two storey semi-detached cottages.

Materials and Details

Roofs - Roofs are generally simple and pitched, although some include dormers, and are primarily finished in welsch slate or red clay pantiles; often juxtaposed. Roofs have with slightly raised stone ridge water table stones, hip / rake edges, sometimes with round clay ridge details, and black cast iron gutters and downpipes. Smaller, subsidiary buildings can invite use of contemporary materials – as seen in Boulmer .

Chimneys - Chimneys often constructed of matching sandstone blocks or brick with clay chimney pots, as either single or multiple chimneys. They often create distinctive gable ends to properties and contribute positively to interest and variety of the roofscape.

Water Tabling - Water table stones form distinctive ridges along gable ends to many buildings and outbuildings. These are typically constructed of a single course of sawn sandstone. This feature has also been incorporated into modern developments.

Walls - Buildings are constructed of local sandstone, typically laid in loosely defined courses with a similar tone and colour of mortar. Stone quoins are used to define corners of buildings.

Windows - Traditional windows are usually white painted, small frame timber construction. uPVC is, however, common throughout; although more positive examples of this construction demonstrate finer detail.

Doors - More successful design tends to have doors central within the front façade, often including a small porch (below the roofline in single-storey dwellings) or canopy with light timber construction and details such as finials. Small details around the doors add ornamentation.

Other/ Public Realm - A simple palette strongly influenced by stone wall boundaries and mature boundary and front garden trees.

5.4.2. Contemporary Architecture (AC-02):

Contemporary interpretations of local traditional architectural forms must be explored.

Achieving local distinctiveness is important, but proposals that demonstrate creativity or design flair, that are appropriate and sensitive to their context, should be encouraged.

There are several examples of appropriate contemporary architectural detail within the Neighbourhood Plan Area.

Roofs



Clay pantiles



Gabled dormer



Slate tiles



Hipped roof



metal roof on outbuilding



Typical pitched roof

Chimneys

Water Tabling

Windows

Doors

Public Realm/ Other



Prefabricated chimneys



Flat sawn finish



Single hung windows



Gated entrance



Hedgerow and hedgerow trees



Stone wall field boundaries



Brick clay pot chimneys



Saddle stone coping



Side slider gable windows



Front porch below roofline



Natural stone planter / wall



Stone sett edging



Natural stone chimneys



Skylights



Decorative wooden door frame



Directional fingerpost



Wooden benches and planters

5.5. Sustainability (SUS)

Northumberland County Council has declared a climate emergency and has vowed to half the County's carbon footprint by 2025 and make the County carbon neutral by 2030.

Technologies dealing with improvements in energy efficiency, waste and services should be incorporated into new buildings. In some cases, these will also be possible to retrofit to older properties.

Sustainability and climate resilience should be a priority, with an overall aim to reduce home energy use and design new homes with a low environmental impact. This section deals with the principles of what is known as "green building", and its effect on the appearance of new and existing buildings and public realm, as shown on the illustration in Figure 88.

1: Ambitious measures for energy capture and generation, sustainable water management and habitats, for example, green roofs and solar panels maximising the benefits of solar gain.

The design and orientation of buildings in new development should prioritise low-carbon heating, and passive cooling.

2: Well insulated double or triple-glazed windows and external shading strategies that can be informed by local climate and site conditions.



Figure 88: Sustainable low carbon homes in existing and new build conditions.

3: Measures to increase energy efficiency such as loft insulation and draft-proofing.

4: Use of highly energy and waste efficient appliances. Considering how potential flood resilience may inform the siting of appliances away from ground floors.

5: Sustainable water management and drainage, for example: rain-water harvesting using down-pipes;

bioretention 'raingardens' and permeable paving within the streetscape and sustainable drainage in public open space; greening / planting within gardens and public open space to intercept runoff, and to enhance micro-climate.

6: External lighting to reduce light pollution with timers.

7: Electric vehicle charging points.

5.5.1. Solar Panels (SUS-01):

The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe these diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and conservation areas, where there has been a lot of objection for setting up solar panels on visible roof areas. Thus, some solutions are suggested as follows:

On new builds:

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

On retrofits:

- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels.
- Aim to conceal wiring and other necessary installations.
- Consider introducing other tile or slate colours to create a composition with the solar panel materials.
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black

mounting systems and frames can be an appealing alternative to blue panels.



Figure 89: Solar Panels on a new build at Levensgrove Park, Dumfries.



Figure 90: Example of retrofitted solar panels in Longhoughton.



Figure 91: Example of retrofitted solar panels in Longhoughton.

5.5.2. Green Roofs and Walls (SUS-02):

Green roofs¹ and green walls² are generally acceptable. Whether they are partially or completely covered with vegetation, their design should follow some design principles such as:

- Where applicable, plan and design this feature from the start.
- Develop a green roof that is easy to reach and maintain.
- Consider suitable species of climbing plants which can create an effective, low-cost, example of a 'green wall'.
- Ensure the design, materials and proportions complement the surrounding landscape.
- To integrate the building with the countryside.
- Design comprehensively with other eco-solutions such as water harvesting and permeable pavements.
- Use them to improve a dull urban element such as a blank wall.

1. A roof covered with vegetation, designed for its aesthetic value and to optimise energy conservation (www.dictionary.com).

2. A structure covered in plants that can be attached to the wall of a building (<https://www.oxfordlearnersdictionaries.com>).



Figure 92: Adnams Distribution Warehouse, Suffolk



Figure 93: Green wall, Leicester

5.5.3. Sustainable Drainage (SUS-03):

This refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse of in-situ grey water i.e. all wastewater except that from toilets. These systems can involve pipes and storage devices that could be unsightly if added without an integral vision for design. Other options include above ground solutions such as rain gardens. Options for design solutions can include:

- Conceal tanks by cladding them in materials complementary to the main building such as timber.
- Minimise visible pipes and consider using contrasting but attractive materials or finishes.
- Combine landscape/ planters with water capture systems.
- Consider using underground tanks.
- Utilise water bodies for storage, which in turn could be an attractive feature, such as a pond.
- Plant rain gardens to add amenity and biodiversity benefits.
- Utilise permeable surfaces which reduce flood risk. These materials should respect the local material palette; be easy to navigate by people with mobility aids; be in harmony with the landscape treatment of the property and help to define the property boundary.



Figure 94: Permeable Paving (Hardscape)



Figure 95: Rural SuDS pond

5.5.4. Electric Charging Points (SUS-04):

Infrastructure required for charging electric vehicles (EVs) will be increasing required within residential areas and at the time of writing the Government is undertaking consultation on this as part of their 'Road to Zero' strategy¹. Building Regulations will provide the technical standards for EV charge points, and other design advice and standards may also become available and should be followed where relevant. The following design considerations should be taken into account:

- EV charge points should be carefully sited to minimise street clutter and come either in the form of a wall box or free standing pillar, located within the curtilage of properties.
- Maintain a street scene that does not negatively impact on pedestrians or road users and ensures there is adequate room for pedestrian movement.
- They may be appropriate in accessible public areas such as the car parks of village halls, or car parking areas.

1. HM Government - Department for Transport, 2018, The Road to Zero



