AECOM

HARGRAVE
Design Codes

DRAFT REPORT

February 2021

locality
the power of community

Quality information

Project role	Name	Position	Action summary	Signature	Date
Qualifying body	Jonathan Gunthorpe	Hargrave Parish Council Chair	Draft Report Submitted for Comments	Jonathan Gunthorpe	14.01.2021
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Contents

Introduction

01

1. Introduction

1.1. Introduction

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

The Steering Group is making excellent progress in the production of its Neighbourhood Plan and has requested to access professional advice on design guidelines for future development within the village of Hargrave. This document should support Neighbourhood Plan policies that guide the assessment of future development proposals and encourage high quality design. It advises on physical development helping to create distinctive places integrated with the existing villages.

1.2. Objective

The main objective of this report is to develop design guidelines that future housing and other development in Hargrave should follow to retain and protect the rural, tranquil character and scenic beauty of the area.

1.3. Process

Following an inception meeting and a virtual site visit, owing to Covid-19 government restrictions on social gathering in October 2020, AECOM and the Hargrave Neighbourhood Plan steering group members carried out a high level assessment of the village. This was informed by some notes on important design principles that the steering group had prepared. Later, the steering group provided photographs for this report. The following steps were agreed with the group to produce this report:

- Initial meeting and virtual site visit using videos provided by the Steering Group (owing to Covid-19 government restrictions on social gathering in October 2020);

- Built environment design analysis;

- Preparation of design principles and guidance to be used to assess future developments;

- Draft report with design guidance; and

- Final report.

Figure 1: Grade II* listed Church of All Hallows' in Hargrave.

Figure 2: Village scene in Hargrave.

Figure 3: The local plateau landscape in summer.

KEY

- Parish boundary
- Settlement built-up area
- Main roads
- Railway line

Towards Peterboro'

A6116

A605

TITCHMARSH

THRAPSTON

Towards Kettering, Corby

A14

WOODFORD

B660

B662

MOLESWORTH

RINGSTEAD

BYTHORN

ALCONBURY

GREAT ADDINGTON

KEYSTON

B663

LITTLE ADDINGTON

A45

RAUNDS

A14

CATWORTH

SPALDWICK

Towards Huntingdon, Cambridge

STANWICK

HARGRAVE

COVINGTON

ELLINGTON

IRTHLINGBOROUGH

B645

B645

TILBROOK

SHELTON

KIMBOLTON

GRAFTHAM WATER

A6

UPPER DEAN

STONELY

RUSHDEN

PERRY

B661

IRCHESTER

GREAT STAUGHTON

Towards Bedford

B660

Figure 4: Map showing Hargrave Neighbourhood Plan Area and surroundings.

RISELEY

0   1   5 km
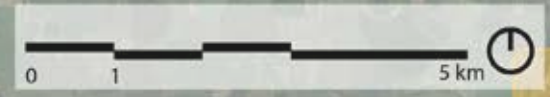
1.4. Area of study

Location

The parish of Hargrave is located in the district of East Northamptonshire in the county of Northamptonshire. The parish is located 7 miles south of Thrapston, 19 miles west of Huntingdon, 20 miles north of Bedford, 7 miles north east of Rushden and 3 miles south east of Raunds. It is situated in a gently undulating landscape in a broad shallow valley close to the borders of Bedfordshire and Cambridgeshire. The parish is predominantly agricultural and lies on an elevated plateau between the River Nene to the north and River Great Ouse to the south.

Landscape

Hargrave lies in a shallow valley of approximately 60 metres elevation in a plateau of 80-90 metres elevation. This plateau is the north east extremity of the limestone Yardley Whittlewood Ridge (National Character Area 91) which acts as a watershed between the River Nene and River Great Ouse river valleys. Hargrave lies close to the end of this ridgeline where it merges into the Northamptonshire Vales to the north and Bedfordshire and Cambridgeshire Claylands to the east. The Northamptonshire Current Landscape Assessment describes the Hargrave area as the Chelveston and Caldecott Claylands. This is an expansive landscape with sparse settlement, and villages tend to be linear in nature formed around natural topographic features. The underlying geology is mudstone, and limestone and brick are the most common local building materials. There is a derelict railway line which is a significant landscape feature running through the parish.

Settlement

The parish of Hargrave is named after its sole settlement Hargrave which is a small village lying towards the south of the parish. The 2011 census recorded 241 residents. Hargrave is adjacent to the border of Bedfordshire to the south and close to Cambridgeshire to the east. Hargrave is a characteristically small settlement of this part of East Northamptonshire which tends to be sparsely populated and rural. Hargrave is still very much part of the rural community of small villages and hamlets in its immediate surroundings - the neighbouring villages of Covington, Chelveston, Upper and Lower Dean, Shelton and Tilbrook and the small market town of Kimbolton – which all straddle the borders of the three counties and enjoy their own rural ambience.

In this manner the village is entirely distinct from a more urbanised corridor running north-south through Northamptonshire including the towns of Wellingborough, Rushden, Kettering and Corby. However, these towns generate traffic on local roads which sometimes impacts negatively on the agriculture and natural environment in and surrounding Hargrave. This is an impact and enroachment on rural life which the steering group seeks to constrain appropriately through its neighbourhood plan and this design guide. Whilst the small village of Hargrave has no facilities other than a village hall, the closest town, Raunds, which lies slightly to the north west of the village, provides a modest array of basic services including schools and healthcare.

Hargrave itself is a small linear settlement focused around three spokes: Church Road connecting the B645 to the village centre, Church Street running towards Raunds and Nag's Head Lane which is a quiet dead end road. Nag's Head Lane is a single track lane, and parts of Church Road and Church Street (which meet at right angles by the village church) are also single width in parts. At the village's centre lies the Grade II* listed Church of All Hallows', some of which dates to the 12th century. There are 7 further listed buildings in the parish and 4 listed monuments.

The layout of the village encompasses green areas and screening into which the houses are set, providing a discrete and rural ambience to the heart of the village settlement. The wider parish includes several farmhouses and an extensive network of public rights of way which are used frequently by the village residents for exercise, dog walking and horseriding. There are several patches of woodland and most fields have mature hedgerows which contribute to the visual quality of the landscape and the bountiful quality of both wildlife and flora.

Transport

The nearest station is in Wellingborough which lies 11 miles to the west and approximately a 20 minute drive. The station offers regular rail services on the Midland Line with East Midlands Railway to destinations including Corby, Kettering, Leicester, London and Nottingham. Nearby Raunds has a bus service to Northampton, the X47, which also stops at Rushden and Wellingborough. However, Hargrave itself is not served by a bus route. Raunds is 3 miles or 5 minute drive to the north west and has a wide service array including several shops, supermarkets, schools, a library and post office.

The village has certain issues with road safety and traffic as a result of its proximity to urban areas and arterial routes. Commercial vehicles use the village as a short cut and reduce the quality of the pedestrian environment. In terms of noise pollution, the Kimbolton Road (B645) running south of the villages generates some nuisance.

1.5. The Importance of good design

Paragraph 124 of the National Planning Policy Framework (NPPF, February 2019) states that, "Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities."

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, 'The Value of Good Design'[1]) has shown that good design of building and places can:

• Improve health and well-being;

• Increase civic pride and cultural activity;

• Reduce crime and anti-social behaviour; and

• Reduce pollution.

Figure 5: Footpaths connect Hargrave to the scenic countryside beyond.

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

Figure 6: The parkland quality of the village is reinforced by large front gardens and mature trees.

Area analysis

02

2. Area analysis

This section outlines the broad physical, historical and contextual characteristics of Hargrave. It provides a review of the area's relevant planning policy context. It analyses the parish's settlement pattern, heritage, landscape, green infrastructure and housing. Images in this section have been used to portray the built form and landscape of Hargrave.

2.1. Introduction

Hargrave is a distinctive and historic rural village which is an ancient civil parish. This Design Code requires a detailed analysis of the villages unique and valued character. It is firstly important to review the local policy context as part of this area analysis, as Neighbourhood Plans and Design Codes should work in harmony with national and local planning policy. Secondly, the parish's significant built heritage is described, including specific listed buildings. In addition, this section analyses the landscape character, green infrastructure, which includes open space and public rights of way, and existing housing across the parish.

Figure 7: The distinctive patterned brick of the village hall.

Figure 8: All Hallows' Church.

Figure 9: Much of the parish is rural and cultivated.

Figure 10: Vegetation gives the village an enclosed feel.

KEY

- Parish boundary
- Main roads
- Local access
- Restricted local access
- Footpath
- Bridleway
- Byway open to all traffic

Raunds Road

Shelton Road

Church Street

Church Road

B645

B645

0   100   1km

Figure 11: Map of street networks and PRoW.

2.2. Policy context

National Planning Policy Framework (NPPF)

National policy is set out in the National Planning Policy Framework (2019)[1] and is supported by Planning Practice Guidance (PPG).[2] The NPPF is a high-level document which sets the overall framework for the more detailed policies contained in local and neighbourhood plans.

Paragraph 8 requires that plans meet economic, social and environmental objectives in mutually supportive ways. To support strong, vibrant and healthy communities, plans should foster accessible services and open spaces. Plans should also contribute to protecting and enhancing the natural, built and historic environment, including by improving biodiversity.

Paragraph 11 sets out that plans should apply a presumption in favour of sustainable development. Plans should seek opportunities to meet development needs and be sufficiently flexible to adapt to rapid change.

Paragraph 68 encourages the use of small and medium sized sites to meet the housing requirements of an area.

Paragraph 69 adds that neighbourhood planning groups should consider the opportunities for allocating small and medium-sites suitable to accommodate housing in their area.

Paragraph 77 sets out that, in rural areas, planning policies and decisions should be responsive to local circumstances and support housing developments that reflect local needs.

Paragraph 78 adds that, to promote sustainable development in rural areas, planning policies should identify opportunities for villages to grow and thrive, especially where this will support local services.

Paragraph 91 stipulates that plans aim to achieve healthy, inclusive and safe places which foster social interaction through mixed-use developments, strong neighbourhood centres and street layouts that allow for easy pedestrian and cycle connections. Pedestrian routes should be clear and legible, and public space should encourage the active and continual use of public areas. Plans should support healthy lifestyles by providing safe and accessible green infrastructure, local shops and layouts which encourage walking and cycling.

Paragraph 92 adds that plans should encourage the provision and use of shared spaces, community facilities and other local services to enhance the sustainability of communities.

Paragraph 96 encourages plans to use opportunities for new provision of open space, sport and recreation facilities as these are important for the health and wellbeing of communities.

Paragraph 125 sets out that plans should set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is required. Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans play an important role in identifying the special qualities of an area and explaining how this should be reflected in development.

Paragraph 126 supports the preparation of design guides and design codes as visual tools to provide maximum clarity about design expectations. These should set out a framework for creating distinctive places, with a consistent and high-quality standard of design.

Paragraph 127 adds that the design of developments should establish a strong sense of place, using the arrangement of streets and spaces to create attractive, welcoming and distinctive places to live, work and visit. Plans should optimise the potential of a site to accommodate an appropriate amount and mix of development, including green and other public space, and support local facilities.

Paragraph 149 requires that plans take a proactive approach to mitigating and adapting to climate change, and take into account the long-term implications for flood risk, biodiversity and landscapes.

Paragraph 170 sets out that plans should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes and sites of biodiversity in a manner commensurate with their statutory status. They should also recognise the intrinsic character and beauty of the countryside.

Paragraph 185 states that plans should set out a strategy for the conservation and enjoyment of the historic environment and seek new development which makes a positive contribution to local character and distinctiveness.

1. www.gov.uk/guidance/national-planning-policy-framework
2. www.gov.uk/government/collections/planning-practice-guidance

North Northamptonshire Joint Core Strategy (Local Plan Part 1)

The statutory local plan-making authority for Hargrave and East Northamptonshire District Council, which in association with Corby Borough Council Kettering Borough Council and the Borough Council of Wellingborough adopted the North Northamptonshire Joint Core Strategy 2011-2031[1] in July 2016. This forms Part 1 of the Local Plan.

The North Northamptonshire Joint Planning and Delivery Unit covers an area including Corby, East Northamptonshire, Kettering and Wellingborough. These 4 authorities are due to merge into one combined unitary authority, North Northamptonshire, in April 2021 with the first round of local elections in May 2021, delayed by a year owing to the Covid-19 pandemic. Northamptonshire County Council will also be simultaneously abolished and replaced by West Northamptonshire and North Northamptonshire Unitary Authorities. The replacement North Northamptonshire Unitary Authority will have a total population of approximately 350,000. The Local Plan Part 1 therefore corresponds to the future plan-making authority area for Hargrave.

The plan notes that North Northamptonshire is located on key strategic transport routes including the A14 which links Continental Europe to the Midlands via the Haven Ports. The Midland Mainline offers connections to the North, Midlands and South-East and there is access to the Birmingham, East Midlands and London Luton Airports. However, there is no form of public transport serving Hargrave itself and car ownership is essential for daily needs.

1. http://www.nnjpdu.org.uk/publications/adopted-north-northamptonshire-joint-core-strategy-2011-2031/

The region's main settlements are Corby, Kettering, Rushden and Wellingborough located on a north-south corridor. Further east, the town of Raunds with a population of 8,641 serves a large rural catchment including the village of Hargrave. In terms of employment, smaller and more remote villages tend to have more local employment, and do not rely as much on key centres. Hargrave lies far from the industrialised corridor, having much more in common with the rural villages that straddle Bedfordshire/Cambridgeshire border with Northamptonshire around the historic market town of Kimbolton. There is a marked contrast between the urban spine and tranquil rural areas which include a diverse mix of landscapes each with its own distinctive visual, historic and ecological character.

Although not far from Raunds, few residents of Hargrave work in that town, which offers only limited employment opportunities. Most employment in Hargrave is either agricultural or consists of home working and/or self employment.

There are challenges for North Northamptonshire because of its fast population growth and deficiencies in infrastructure provision. The population is anticipated to reach 382,300 by 2031 from approximately 350,000 in 2020. This will place pressure on the limited higher education, retail, leisure and public transport services in the region and may also exacerbate congestion on the road network. Most settlements in the region are largely reliant on car use and 31% of the labour force commute to areas outside of North Northamptonshire. Bus services are limited, particularly in rural areas where they do not provide an attractive alternative to car use.

Policy 2 - Historic environment requires that the distinctive historic environment will be preserved and enhanced. Proposals should conserve and enhance the heritage significance of an asset or group of heritage assets. Proposals should complement their surrounding historic environment in form, scale, design and materials. Where appropriate, the re-use of buildings and conservation of heritage assets at risk will be encouraged.

Policy 3 - Landscape character requires that development is located and designed in a way which is sensitive to its setting, retaining and enhancing the distinctive qualities of each landscape character area (for example, in Hargrave, development over the last century has predominantly been limited linear development within the settlement boundary, along either Church Road and Church Street or Nag's Head Lane).

Policy 4 - Biodiversity and geodiversity seeks a net gain in biodiversity by: protecting existing biodiversity assets, enhancing ecological networks, supporting the protection and recovery of priority habitats and species.

Policy 5 - Water environment, resources and flood risk management sets out that development should be designed from the outset to incorporate Sustainable Drainage Systems wherever practicable, to reduce flood risk, improve water quality and promote environmental benefits.

Policy 8 - North Northamptonshire place shaping principles adds that development should create connected places by allowing for movement and integrating into the wider settlement. Development should prioritise the needs of pedestrians and cyclists, contribute to public realm, create a distinctive local character by responding to the site's context

and the overall form, character and landscape setting of the settlement and ensure the design is ecologically sensitive.

Policy 9 - Sustainable buildings requires that development will incorporate measures to ensure high standards of resource and energy efficiency and reduce carbon emissions. All residential development should maximise the use of passive solar design.

Policy 11 - The Network of urban and rural areas sets out that only small scale infill development will be permitted in Villages where this would not materially harm the character of the settlement.

Policy 15 - Well-connected towns, villages and neighbourhoods sets out that developments should create safe, direct and convenient crossing points on roads that present a barrier to movement, where feasible; design development to give priority to sustainable means of transport; improve local integration by ensuring well-connected street networks, very limited use of cul-de-sacs (which should be short in length) and low design speeds for residential roads to allow cycling on street and pedestrian priority; and extend the existing Green Infrastructure network into new development and linking existing open spaces together through the provision of either new Green Infrastructure or 'Green Streets'.

Policy 26 - Renewable and low carbon energy supports proposals for sensitively located renewable and low carbon energy generation where the landscape impact is minimised, avoids harm to a heritage asset and mitigates any adverse impacts.

Policy 30 - Housing mix and tenure requires that development provides a mix of dwelling sizes and tenures. There is a need to accommodate smaller houses with 1-3 bedrooms including dwellings designed for older people. The mix should reflect the existing housing stock in order to avoid an over-concentration of a single type of housing.

Emerging East Northamptonshire Local Plan (Local Plan Part 2)[1]

East Northamptonshire District Council started preparing a district wide Local Plan to replace the 2011 Rural North, Oundle and Thrapston Plan and 1996 East Northamptonshire District Local Plan, where such policies have not been, or are being, replaced by an equivalent policy in a Neighbourhood Plan. The initial Regulation 18 consultation ran from January to April 2017, with the first draft consultation running from November 2018 to February 2019. The emerging plan is undergoing further rounds of consultation on site allocations at present. The chief purpose of the emerging Local Plan Part 2 is site allocations.

Hargrave is designated as a 'Small freestanding village' with an emphasis on smaller scale locally significant development opportunities where these are necessary to fulfil a defined local need adjacent to or within defines settlement boundaries.

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1. https://www.east-northamptonshire.gov.uk/info/200193/adopted_local_plan/65/development_plan_documents/6

2.3. Heritage

Historic development

Hargrave is a linear village formed around the junction of three lanes: Church Road, Church Street and Nag's Head Lane. The village is of ancient origin and is recorded in the Domesday book written in 1086. The Landscape Character Assessment for Northamptonshire[1] notes that this part of the landscape is on a raised plateau above the River Great Ouse and Nene valleys, and was likely wooded up to medieval times. Increasing population pressure in the valleys encouraged cultivation of the more remote and forested areas of Northamptonshire, Hargrave was not close to major settlements or Roman roads and remains in a relatively sparsely populated part of the county.

Natural England's report for the Yardley Whittlewood Ridge National Character Area 91[2] notes that the area has maintained a much more rural, tranquil and sparsely populated character than other parts of the East Midlands which have seen intense urban development and industrialisation. Villages are nucleated and far between, developing as agricultural communities. Locally quarried limestone is commonly used as a building material in villages, particularly for churches which have spires visible for miles across the broad plateau landscape. Thatch, red bricks and pantiles are also used, with examples of these building materials in Hargrave.

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1. https://www.northampton.gov.uk/downloads/file/12149/08-northamptonshire-current-landscape-character-assessment
2. http://publications.naturalengland.org.uk/publication/6441192149483520?category=587130

Heritage assets

The village includes 10 designated heritage assets including 6 listed buildings and 4 listed monuments. The most important listed building is the Church of All Hallows' which is Grade II* listed (NHLE: TL0365970638). The oldest parts of the church fabric date to the late 12th century with additions in the 13th and 14th centuries. The tower was later rebuilt and restored in the mid-19th century. It is composed of regular coursed limestone with ashlar dressings. It has a complex layout with an aisled nave, chancel, north transept, west tower and south porch showing centuries of incremental modifications and decorations. Remarkably, one of the doors dates to the late 12th century and so is well over 800 years old. There are also some fragments of medieval stained glass and wall paintings.

The churchyard provides a very scenic setting for the heart of the village and includes 4 listed monuments. These include a Grade II listed 13th or 14th century stone coffin (NHLE: TL0366670630), a Grade II listed pair of 17th and 19th century chest tombs (NHLE: TL0365770624), a Grade II group of 3 18th century chest tombs (NHLE: TL0367770641) and the Grade II listed Hargrave War Memorial which was built after the First World War (NHLE: TL0368270618). The War Memorial is a granite wheel-head cross rising from a plinth inscribed with the names of 10 men from the village who lost their lives in World War I later updated with 1 in World War II and 1 in Suez. The churchyard and environs on Church Road have had archaeological evidence of Roman and even earlier artefacts.

Immediately opposite the churchyard to the north is the Grade II listed Nag's Head Public House (NHLE: TL0369770678). The pub has now closed and the building lies derelict, potentially at risk. The building dates to the mid-17th century and is timber framed and brick, with a part thatched and part tiled roof. The thatched roof is a major landmark, distinctive with its multiple levels and decorative pattern. The building housed a village pub until 2001 when it closed, leaving this asset derelict and at risk for two decades.

The Grade II listed Box Tree Cottage and Attached House (NHLE: TL0364570688) lies to the west on Church Street and is a timber framed thatched roof building dating to the late 17th or early 18th century. Just opposite is the former rectory which is Grade II listed and dates from a similar period (NHLE: TL0359970637). This very grand house uses coursed limestone with a tile roof with an interior rich in 17th and 18th century decoration.

Two further listed buildings lie to the north-west. Grade II Wildacre (NHLE: TL0332070860) dates to the late 17th or early 18th centuries with 19th century modifications. The house is timber framed with wattle infill and brick, with a thatch and slate roof. It is a distinctive landmark entering the village along Church Street. Hillstone Cottage lies further into the countryside near Bottom Farm on Brook Street in an area devoted to more agricultural uses. Grade II listed Hillstone Cottage (NHLE: TL0334171142) is a farmhouse with coursed limestone and a tiled roof.

The maps on the following two pages show the location of heritage assets in the village.

Figure 12: Church of All Hallows' and Hargrave War Memorial

Figure 13: Grade II listed Wildacre

KEY

- ▭ Parish boundary
- ▭ Buildings
- ▭ Listed buildings - Grade II*
- ▭ Listed buildings - Grade II
- ▬ Main roads
- ⊶ Restricted local access

Church Street

Nag's Head Lane

Elm Close

Church Road

B645

B645

B645

Figure 14: Map of heritage assets, part 1.
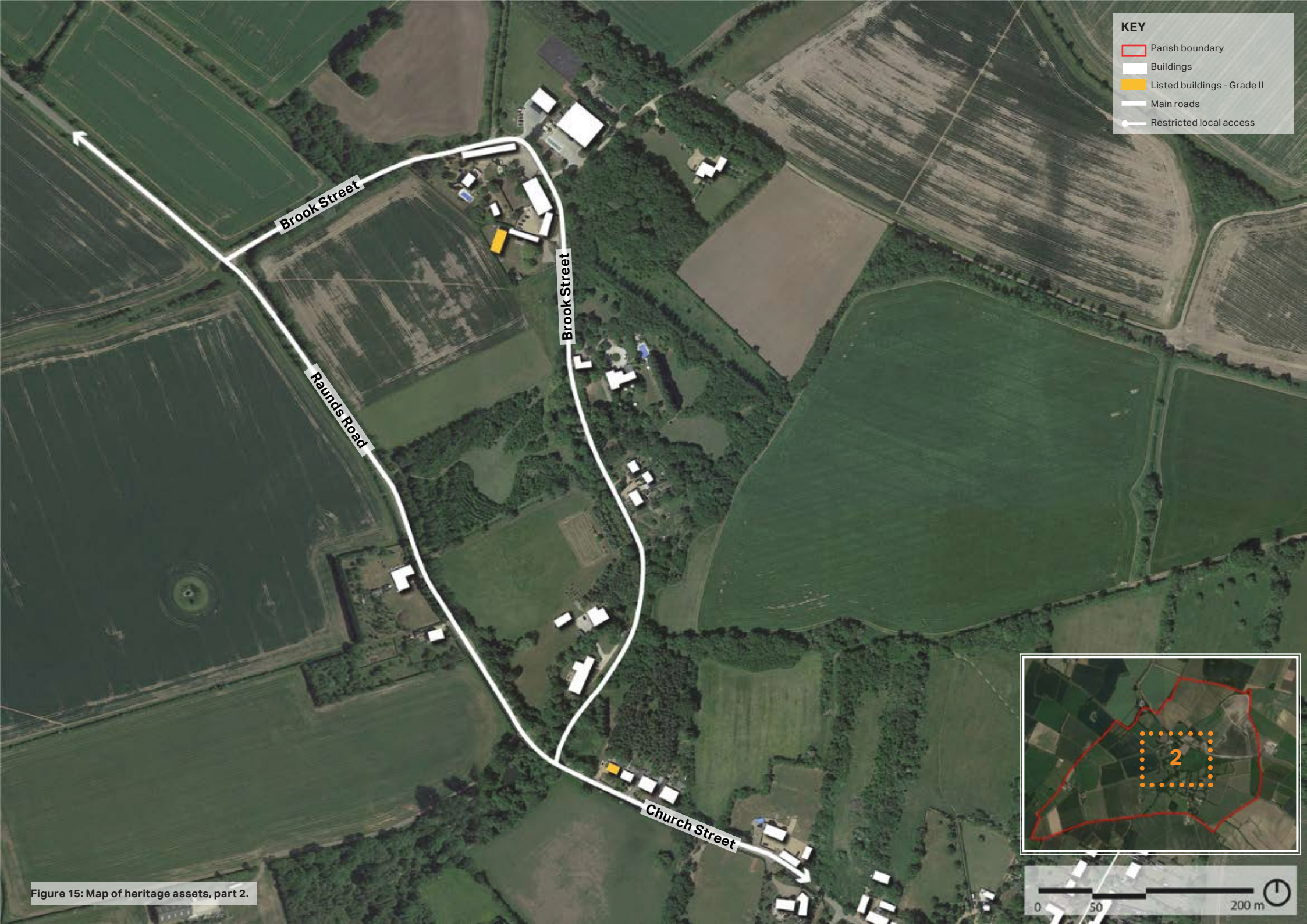
0   50   200 m

KEY
- Parish boundary
- Buildings
- Listed buildings - Grade II
- Main roads
- Restricted local access

Brook Street

Brook Street

Raunds Road

Church Street

2

0   50   200 m

Figure 15: Map of heritage assets, part 2.

2.4. Landscape character

National character area

Hargrave lies within the Yardley Whittlewood National Character Area 91.[1] This is a low and gently undulating ridge which also has areas with a plateau like quality. It extends south west to north east across the southern reaches of Northamptonshire from the Cotswolds before dissipating towards flatter land in Cambridgeshire and Bedfordshire. Hargrave lies at the eastern end of the ridge, where it is still a distinctly raised area between the River Nene and River Great Ouse Valleys.

This landscape tends to have significant areas of ancient woodland and hedgerows, and was historically later to be cultivated. Villages tend to be sparsely spread across the landscape and no part of the ridge is densely populated. Despite the proximity to major urban centres such as Northampton and Milton Keynes, the area maintains a tranquil and rural quality.

The Northamptonshire Current Landscape Assessment describes the Hargrave area as the Chelveston and Caldecott Claylands. This is an expansive landscape with sparse settlement, and villages tend to be linear in nature formed around natural topographic features. The underlying geology is mudstone, and limestone and brick are the most common local building materials. Villages and hamlets tend to line the direct roads cutting through the landscape and have a distinctive linear arrangement. Hargrave, like other villages in this area, is surrounded by expansive landscapes but within the settlement, has an enclosed feel.

1. http://publications.naturalengland.org.uk/
publication/6441192149483520?category=587130

Figure 16: Mature trees are found on field boundaries.

Figure 17: Footpaths offer long distance views across the plateau.

2.5. Green infrastructure

Hargrave has a dense network of Green Infrastructure provided by shrubbery, individual trees, hedgerows and woodland along with numerous Public Rights of Ways shown in Figure 11.

Public rights of way

The parish has a notably dense network of Public Rights of Ways (PRoW) which provide walking and horseriding routes around the local countryside, and as far as other villages. Some sections of the roads through the village have pavements, but pedestrians also have to walk along the roads in places. A future opportunity for new development is to help link any sections of pavement and public footpaths to improve connectivity. The more that new development links into existing PRoW, the more that this can improve pedestrian safety and comfort.

Open space

The Neighbourhood Plan Steering Group are designating open spaces with the aspiration that these will provide cherished places for gathering, play, recreation and sports. Villages' open spaces are often essential to the wellbeing of the community and therefore open spaces should be usable and useful. Open spaces should ideally link to the network of PRoW, maximising pedestrian access.

KEY
- Parish boundary
- Woodland
- Proposed local green spaces
- Shrubbery
- Hedgerows
- Road networks

Raunds Road

Shelton Road

Church Street

Church Road

The Grove

B645

B645

Figure 18: Map of landscape types.

0   100   1km

2.6. Housing typology

Hargrave is predominantly comprised of detached houses, especially along Church Road and the west side of Nag's Head Lane. Houses tend to be more clustered together, even if detached on Church Road and Nag's Head Lane. Further beyond, especially on Church Street, houses tend to be more dispersed. The densest part of the village is on Nag's Head Lane where there are several terraced houses and semi-detached houses. Elm Close is a notable concentration of bungalows but otherwise most detached homes tend to be two-storey.

KEY
- Buildings
- Terraced houses
- Semi-detached
- Detached
- Bungalow
- Flat
- Main road
- Restricted local access

Figure 19: Map showing building typology, part 1.

0   50   200 m

KEY

- Buildings
- Terraced houses
- Semi-detached
- Detached
- Bungalow
- Flat
- Main road
- Restricted local access

Brook Street

Brook Street

Raunds Road

Church Street

2

Figure 20: Map showing building typology, part 2.

0   50   200 m

Design codes

03

3. Design guidance

This section sets out the guidance that will influence the design of potential new housing and other development and inform the retrofitting of existing properties in Hargrave. Where possible, images from Hargrave are used to exemplify the design guidelines. Where these images are not available, best practice examples from elsewhere are used.

3.1. Introduction

21 design codes are introduced below. They are organised under four principles that are particularly relevant to what makes Hargrave special. They have been generated based on discussions with members of the Neighbourhood Plan Steering Group (informed by wider community engagement), on the virtual site visit and the area analysis included in chapter 2 of this report, and on good practice relevant to the Hargrave village context.

Some of the content is more general and is therefore best describe as design guidance. Other elements are more prescriptive, setting out specific parameters that development proposals will be expected to meet. These are called design codes.

3.2. Hargrave design principles and codes

Maintaining a rural character

MRCH 1. Patterns of growth and layout of buildings;

MRCH 2. Sensitive landscape design;

MRCH 3. Views and landmark; and

MRCH 4. Enclosure.

Safe movement

SM 1. Setting in a tranquil rural area;

SM 2. Slowing traffic;

SM 3. Enhancing / improving public rights of way;

SM 4. Making open spaces / play areas usable and meaningful;

SM 5. Off -road parking as a placemaking exercise; and

SM 6 Service.

Quality of place

QP 1. Housing mix;

QP 2. Boundary treatment - soft screening of properties;

QP 3. Space between properties;

QP 4. Architectural details

QP 5. Materials and colour palette;

QP 6. Street lighting and night skies;

QP 7. Household extensions; and

QP 8. Noise pollution mitigation.

Sustainability

SU 1. Energy efficient housing and energy production;

SU 2. Biodiversity; and

SU 3. Sustainable drainage (SuDS).

3.2.1. Maintaining a rural character

MRCH 1. Patterns of growth and layout of buildings

- Any new development in the countryside should be carefully sited to minimise negative impacts on the appearance of the landscape. New buildings should be located away from ridge tops or prominent locations; instead, they should be placed where they can be screened by existing mature trees and where there is a backdrop of woodlands so that they do not break the skyline.

- The linear layout of the village should be enhanced and preserved and any new development should retain the village's highly rural character and avoid any urbanising impacts. The plan has identifed suitable sites capable of containing the level of development planned.

- New development should be roadside, as opposed to any backland development or backfill, and face the road to reflect the existing village layout. New homes should also be set back from the road to provide generous front gardens and make space for soft screening. The overall architectural appearance from the roads should be softened by screening and planting. The village's existing linear character is enhanced by typically continuous setbacks and large front gardens between properties and the roads. These provide a parkland quality with trees and soft screening such as shrubbery.

- Soft screening consisting of trees and shrubbery should be incorporated rather than tall hedgerows, walls or fences which detract from this parkland quality and are associated with a suburban style development.

- New developments must demonstrate an understanding of the scale, building orientation, enclosure, and façade rhythm of the surrounding built environment to respect its highly rural character.

- New properties should aim to provide rear and front gardens. Where the provision of a front garden is not possible, small buffers to the public realm such as planting strips and soft screening are still beneficial.

- The layout of new development should optimise the benefits of daylight and passive solar gains as this can significantly reduce energy consumption.

- Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance would be inappropriate. Developments with a suburban character should always be avoided, especially any car-dependent layouts based on the monotonous repetition of a uniform building typology arranged along cul-de-sac or loop roads. Such developments would have an urbanising impact on the village's distinctly rural character.

- Given the space within the village for roadside infill development exceeds the expected growth of the village over the Neighbourhood Plan period, all village residential development should be contained within the defined settlement boundary, unless some exceptional, express and as yet unidentified need determines that enroachment into the surrounding countryside would be necessary.

Figure 21: 1960s detached house with open fronted garden set back from and facing Church Road.

Figure 22: Wildacre, the Grade II listed building which is one of only three thatched properties, rebuilt in 1990/2000s on Church Street.

The diagram below applies relevant site and building layout principles to a small hypothetical site in the neighbourhood plan area.
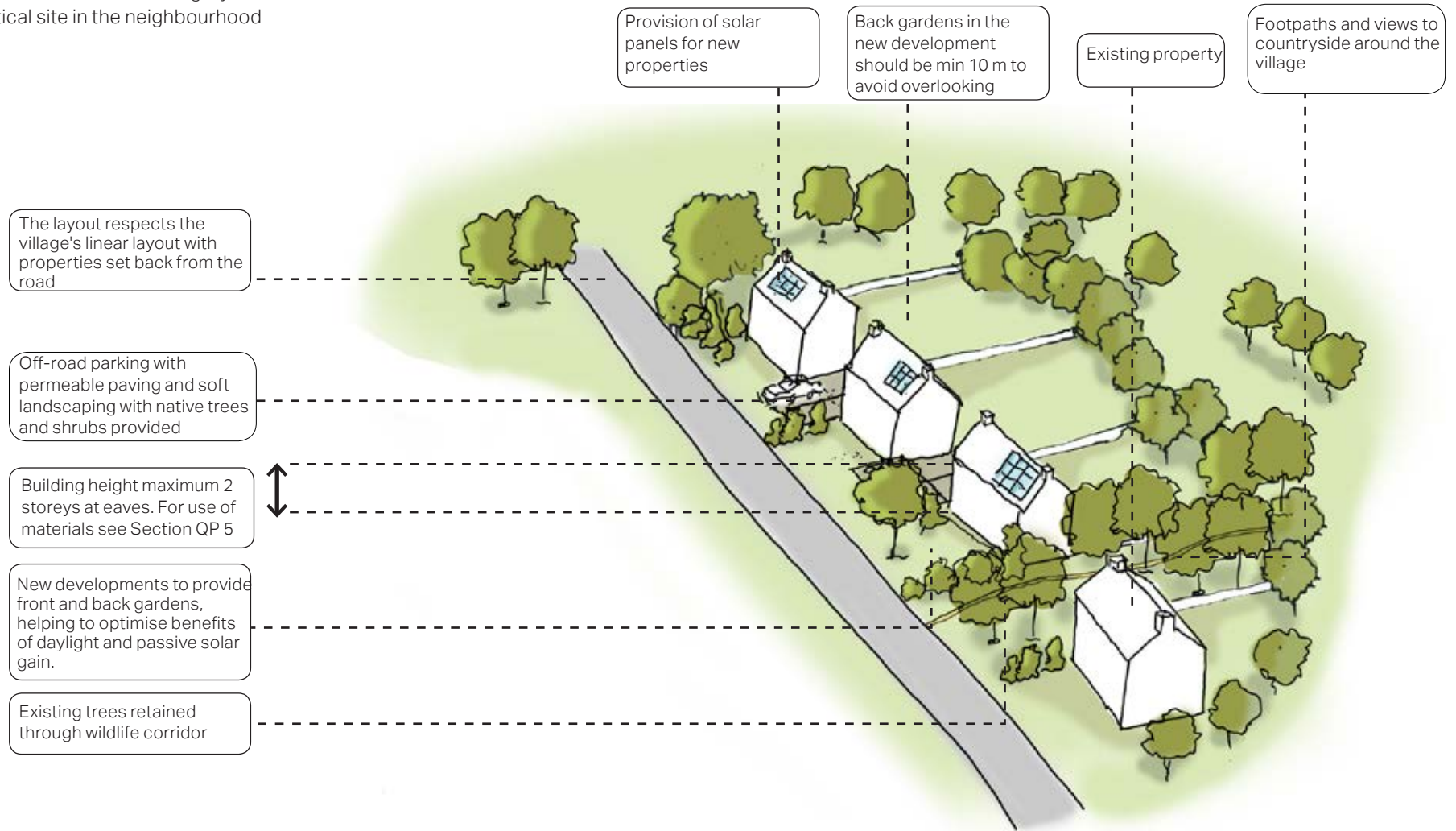
Provision of solar panels for new properties

Back gardens in the new development should be min 10 m to avoid overlooking

Existing property

Footpaths and views to countryside around the village

The layout respects the village's linear layout with properties set back from the road

Off-road parking with permeable paving and soft landscaping with native trees and shrubs provided

Building height maximum 2 storeys at eaves. For use of materials see Section QP 5

New developments to provide front and back gardens, helping to optimise benefits of daylight and passive solar gain.

Existing trees retained through wildlife corridor

Figure 23: Illustrative plan for a small hypothetical development highlighting many of the elements of the Hargrave design guidelines where they relate to the pattern and layout of buildings.

MRCH 2. Sensitive landscape design

Hargarve has a distinctive rural character including wildlife habitats, paths and distinct views as well as local green spaces. All developments within Hargrave should incorporate the following principles to respect the landscape within the village and the surrounding area.

- Any new housing should respond to their landscape setting. Mitigation of any adverse impacts should be sought.

- Schemes are encouraged to utilise native tree and shrub species that are appropriate to the natural rural environment.

- Native trees should be planted where feasible to break up the boundary lines between properties and whenever gardens meet the open countryside.

- Retaining mature trees should be a priority and where it is not feasible, replacement native tree species should be planted.

- The transition from the built environment to rural landscapes should be softened by screening and tree planting.

Figure 24: A view from footpath along a field edge near Hargrave and surrounding landscape.

Figure 25: Church Road in springtime with native trees and flowers .

Figure 26: Mature trees and shrubs allow broken views of properties.

MRCH 3. Views and landmarks

- Key views of landmarks should be maintained and incorporated as development features to safeguard the settlement's distinctive identity.

- Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e. properties facing onto them to improve natural surveillance) or a soft landscaped edge.

- Where possible trees or woodland lost to new development should be replaced. Mature trees and trees protected by a Tree Preservation Orders (TPO) should be preserved and incorporated into the landscape design.

- The spacing of development should reflect the rural character and allow for long distance views of the countryside from within the village. Trees and landscaping should be incorporated in the design. The existing quiet and tranquil atmosphere of Hargrave should be preserved.

- New development proposals should maintain visual connections to the surrounding landscape and long views out of the settlement. Development density should allow for spaces between buildings to preserve views of countryside setting and maintain the perceived openness of the settlement.

- Retention of existing long distance views is important to residents and these views should be protected in any new developments in the future.

Figure 27: A view to the north west of the village.

Figure 28: Example of the rural character of existing housing.
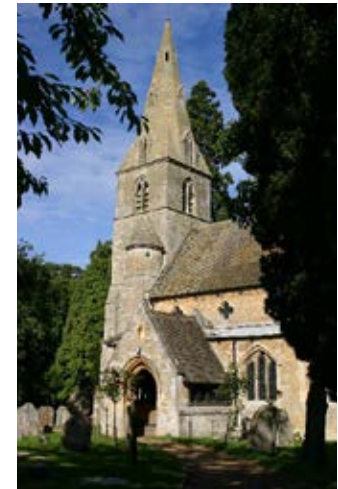

Figure 29: Former Nag's Head Pub.

Figure 30: All Hallows' Church, a local landmark.

Figure 31: A view towards the village centre from Ridge and Furrow Field looking towards village centre, church steeple and wellingtonia tree.

MRCH 4. Enclosure

Focal points and the public realm in new developments should be designed in good proportions and delineated with clarity. Clearly defined spaces help in achieving a cohesive and attractive built form. They also create an appropriate sense of enclosure - the relationship between a given space (lane, street, square) and the vertical boundary elements at its edges (buildings, walls, trees).

The opposite sections illustrate the existing sense of enclosure in Hargrave. There are various levels of building enclosure in Hargrave. Church Road is less enclosed owing to the higher prevalence of large front gardens and more distinctive building setbacks adding interest in the area. On the other hand, outlying areas, especially along Church Street and Brook Street, are more enclosed because of the tall hedges along the roads and properties with a smaller proportion of front gardens. Nag's Head Lane is between these two ranges with a smaller road width and relatively large open front gardens. The average enclosure ratios for Church Road, Church street/ Brook Street and Nag's Head Lane are 1:4, 1:2 and 1:3, respectively.

The enclosure level of new developments must reflect that of their surrounding built environment. The following principles serve as general guidelines that should be considered for achieving satisfactory sense of enclosure:

- When designing building setbacks, there must be an appropriate ratio between the width of the street and the building height.

- Buildings should be designed to turn corners and create attractive start and end points of a new frontages. Generally, building façades should front onto roads. Variation to the building line can be introduced to create an informal character.

- In the case of terraced and adjoining buildings, it is recommended that a variety of plot widths, land use, building heights, and façade depth should be considered during the design process to create an attractive streetscape and break the monotony of the street wall.

- Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.
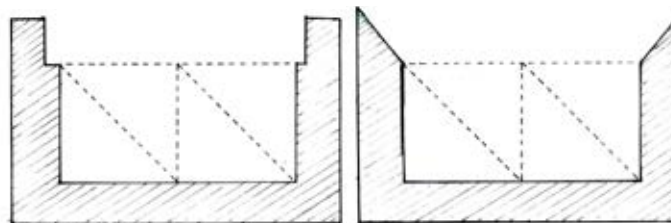

Generally effective 1:1 ratio

Generally effective 1:2 ratio
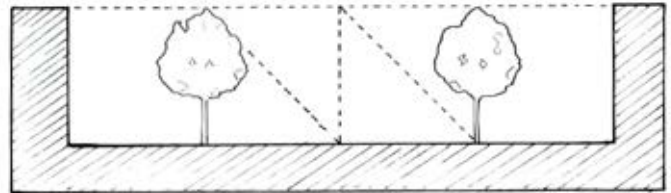
Spatial definition by tree canopy

Spatial definition by recess line

Spatial definition by building heights

Figure 32: High levels of building enclosure with 1:2 enclosure ratio on Brook Street.
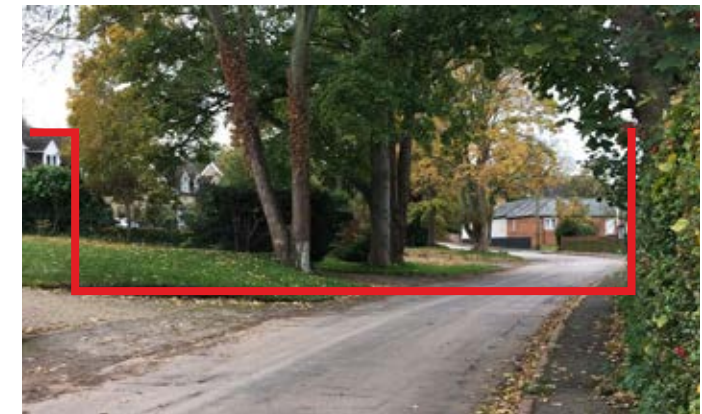

Figure 33: Less enclosed area created by different building setbacks and deep front gardens along Church Road with 1:4 enclosure ratio.

AECOM

3.2.2. Safe movement

SM 1. Setting in a tranquil rural area

Hargrave is well-served by a range of attractive green spaces and woodlands like The Grove from which the village took its name. The harmonious interaction between the built environment into the surrounding landscape has created a pleasant environment for residents and helped preserve local wildlife. All developments within Hargrave should incorporate the following landscape principles:

- Development adjoining public open spaces and important gaps should enhance the character of these spaces by either providing a positive interface (i.e. properties facing onto them to improve natural surveillance) or a soft landscaped edge.

- New developments should incorporate existing native trees and shrubs and avoid unnecessary loss of flora. Any trees or woodland lost to new development must be replaced. Native trees and shrubs should be used to reinforce the more rural character of the area.

- Abrupt edges to development with little vegetation or landscaping on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged.

- Habitats and woodlands should be protected and enhanced where possible.

- New development proposals should include the creation of new habitats and wildlife corridors where possible.

- The layout and spacing of new buildings should reflect the rural character and allow as much as possible for long-distance views of the countryside.

- The village is served with a network of public footpaths. Opportunities to create or enhance these pedestrian links with green and open spaces must be sought.

Figure 34: Footpath leading from Hargrave to surrounding countryside.

Figure 35: A view to the north west of the village just above Brook Street to south.

SM 2. Slowing traffic

Traffic often travels through the village too quickly to be safe for pedestrians and cyclists. The design of the highway needs to be rebalanced in their favour. Through traffic that does not need to pass through the village should also be discouraged. Imaginative solutions to the traffic problems – ones that do not detract from Hargrave's special character and also allow agricultural vehicles to pass – need to be explored.

- There is no need for any vehicles to be passing through the village at speeds greater than 20mph. This requires more than just upgrading the current 30mph zone to 20mph. It also requires the highway to be redesigned to ensure that drivers are prompted to reduce their speeds.

- The Northamptonshire Place and Movement Guide[1] notes that the County Council actively discourages the use of vertical traffic calming measures like speed humps, and suggests that speed control options include:

    i. Reduced visibility at junctions

    ii. Narrow carriageway widths

    iii. Shared surfaces

    iv. Encouraging walking and cycling.

- The Netherlands leads the field in this area. Common techniques for slowing traffic include narrowing street widths, changes in texture (such as pavers and cobblestones) and introducing friction.

- Hargrave is a working agricultural farming village with many local businesses relying on farm machinery which should still be able to pass freely through the village.

1 Available at http://cmis.northamptonshire.gov.uk/CMIS5Live/

- An approach – pictured – that is worth considering for the length of Church Street and Church Road is the reallocation of road space to pedestrians and cyclists by removing the centre line where they exist and using painted lines to indicate walking/cycle space. It is a low cost, lightly engineered solution which raises the profile of those users and slows traffic down because there is always the possibility of another vehicle coming towards the driver in the same lane. Vehicles can pull into the pedestrian/cycle zone to let others pass. The approach is included in UK government guidance (see Department for Transport's LTN 1/20 on cycling infrastructure) but not yet widely adopted.

- Hargrave's almost total lack of paved footpaths lends itself to adopting this low cost solution in conjunction with a 20 mph speed limit through the village in order to protect pedestrians and slow traffic.

Figure 36: Road in the Netherlands with low cost traffic solution.

Figure 37: Simple white line pedestrian and cycle lane markings, leaving a single lane for traffic.

SM 3. Enhancing / improving public rights of way

- All newly developed areas must retain or provide safe, direct, and attractive pedestrian links. Establishing a robust pedestrian network is key in achieving good levels of permeability in any part of the Parish.

- Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the village. However, new signposts must respect the rural character of the parish and avoid creating visual clutter.

- The Parish has a well-used and well-established network of footpaths, which are valued by residents. They link the village, open spaces and countryside. New developments should always retain and enhance the network of footpaths where possible. Enhancements could include providing new footpath routes and improving pedestrian infrastructure on the side of roads as part of the development scheme.

Figure 38: Footpath bridge to the north est of the village.

Figure 39: The view from footpath near Brook Street to south east.

SM 4. Make open spaces / play areas usable and meaningful

Open spaces and play areas play a vital role in creating a positive built environment. These are places fostering community and gathering.

- All open space should have a purpose and be of a size, location and form appropriate for the intended use.

- 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 spaces.

- Play spaces should be accessible to all children. Reference should be made to existing national guidance on inclusive play. When designing and planning play areas also consider seating areas for carers, shaded spaces and avoiding hidden spots.

- 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.

SM 5. Off-road parking

The amount, type and location of car parking have a major influence on the design of housing. The character or appearance of roads is directly affected by how parking is accommodated.

- In Hargrave, cars should be placed at the side (preferably) or front of the property.

- When placing parking at the front, this should be designed to minimise visual impact and to blend with the existing surroundings and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of low walls, hedging, planting, and the use of quality paving materials.

- Car parking design should be combined with landscaping to minimise the presence of vehicles.

- Parking areas and driveways should be designed to ameliorate impervious surfaces, for example, through the use of permeable paving. This page illustrates two types of on-plot front and side car parking.

On-plot side or front parking

- On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscaping. Front car parking should not be encouraged to give adequate space to front gardens and soft screening, and therefore side parking is preferable.

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

- Hard standing and driveways must be constructed from porous materials to minimise surface water runoff, and also maintain the rural character of the village.

- Space for bicycle parking should be incorporated wherever possible.

Figure 40: A combination of on-plot garage parking with landscaping in order to minimise the visual impact of cars.
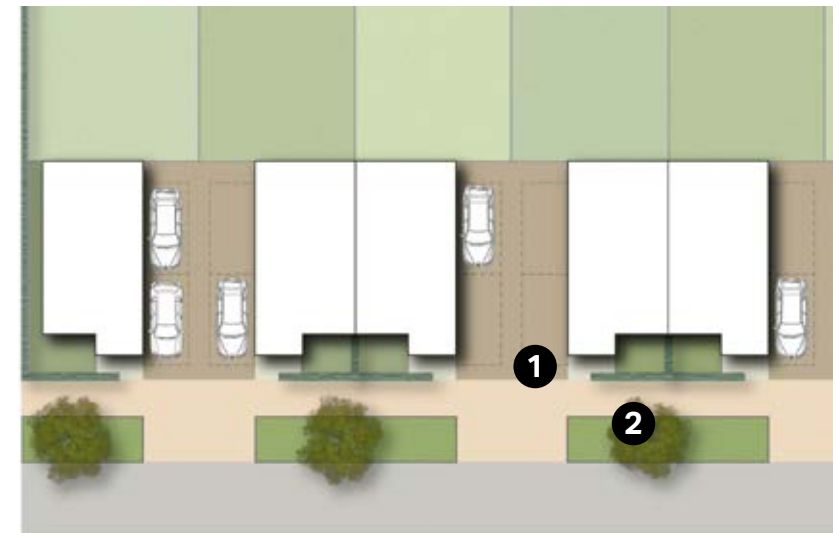
1. **Side parking set back from the main building line. Permeable pavement to be used whenever possible.**
2. **Boundary hedges to screen vehicles and parking spaces.**

Figure 41: Illustrative diagram showing an indicative layout of on-plot side parking.

SM 6. Service

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. Therefore, we recommend the following:

- When dealing with waste storage, servicing arrangements and site conditions should be taken into account; in some cases waste management should be from the front of the building and in others, from the rear. It is recommended that bins are located away from areas used as amenity space.

- Create a specific enclosure of sufficient size for all the necessary bins.

- Bins should be placed as close to the dwelling's boundary and the public highway, such as against wall, fence, hedge but not in a way as to obstruct the shared surface for pedestrian and vehicle movements.

- Place it within easy access from the street and, where possible, with the ability to open on the pavement side to ease retrieval.

- Refer to the materials palette to analyse what would be a complementary material.

- It could be combined with cycle storage.

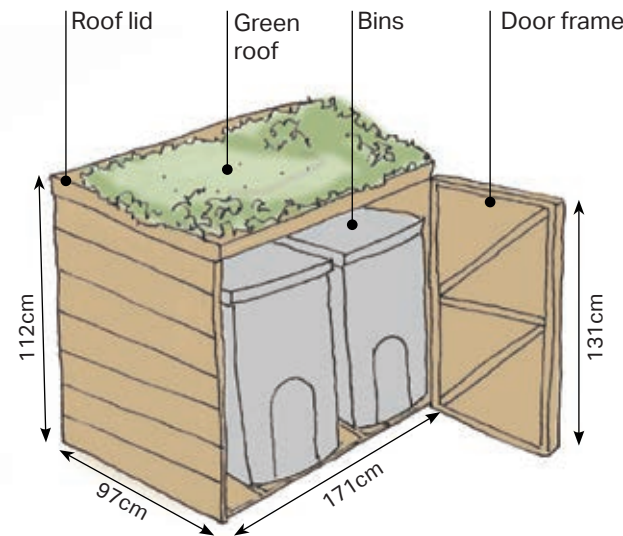Bin storage design, minimising the visual impact of bins and recycling containers.

Roof lid   Green   Bins   Door frame
                roof

112cm   97cm   171cm   131cm

Figure 42: Bin storage design solution.

3.2.3. Quality of place

QP 1. Housing mix

The settlement of Hargrave has a variety of houses, small and large, ranging from one to two storeys.

- It is important that all newly developed areas provide a mixture of housing to allow for a variety of options and bring a balance to the population profile. A mixed community is important for viability.

- The Local Plan encourages that developers provide a greater range of smaller homes, and also a mix of housing types which will improve the choice and affordability of homes.

- New development should ensure that a range of sizes and types of dwelling are provided for the needs of different groups in the community. Encouraging the building of houses that could sustain first-time buyers and extended families on the same site, and homes suitable for residents to downsize to.

- It is important that new developments respond to the need for high quality housing which is realistically affordable to the local population.

Figure 43: Detached houses on Church Road.

Figure 44: Terraced cottages on Church Street.

QP 2. Boundary treatment - soft screening of properties

- Buildings should be aligned along the road with their main façade and entrance facing it. The building line should have subtle variation in the form of recesses and protrusions but will generally form a unified whole.

- Buildings should be designed to ensure that roads and lanes have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows overlooking the street.

- Boundary treatments should reinforce the sense of continuity of the building line and help define the road or lane in a way appropriate to the rural character of the area.

- The use of panel fencing, tall hedges, metal or brick walls in publicly visible boundaries should be avoided, instead establishing native soft screening with trees and shrubbery is encouraged. Boundary treatments should also not impair natural surveillance.

- Spacious and well setback front gardens should be encouraged in Hargrave as a traditional boundary treatment.

- Properties should tend to have a generously proportioned front and rear gardens surrounded by trees and shrubbery;

- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers.
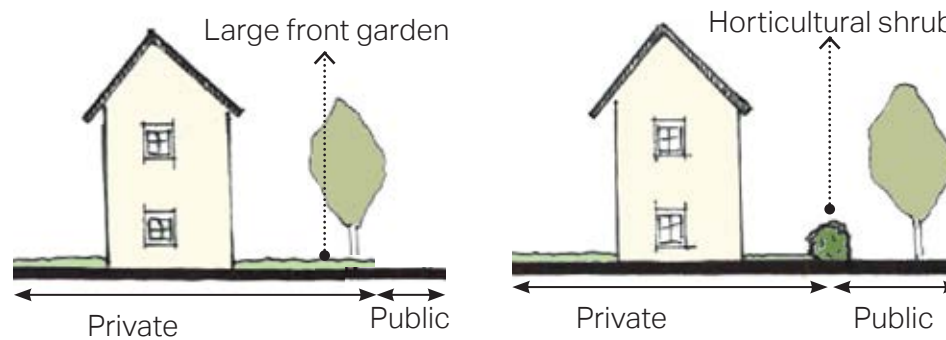

Figure 45: Elevations showing different boundary treatments.

Figure 46: Well-vegetated and large front gardens and use of native trees.

QP 3. Space between properties

In the village, the majority of properties are detached, with a small number of semi-detached and terraced cottages. The properties' layouts generally allow for space between them by giving space for planting vegetation which consequently allows for softening the appearance of the buildings. This kind of amenity space helps to improve the privacy as well. New development should promote amenity with the following principles.

- In any new development appropriate privacy measures should be taken into account from the early design stage.

- Issues such as overlooking from roads, private gardens and open spaces into private property (particularly homes) should all be considered.

- Setbacks from roads, front garden landscaping and detailed architectural design should help in balancing the privacy of front living spaces and the importance of maintaining an attractive village character.

- It is important to clearly distinguish between private and public space. Clear ownership boundaries should be established so that spaces feel safe and are appropriate for those who will use them.

Setting private-public boundaries:

- Landscape barriers using hedging, small walls or setbacks,

- Minimum front garden should be 1.5 metres deep,

- Retaining the existing green spaces and trees and planting native trees, local shrub and vegetation should be encouraged in space between properties.
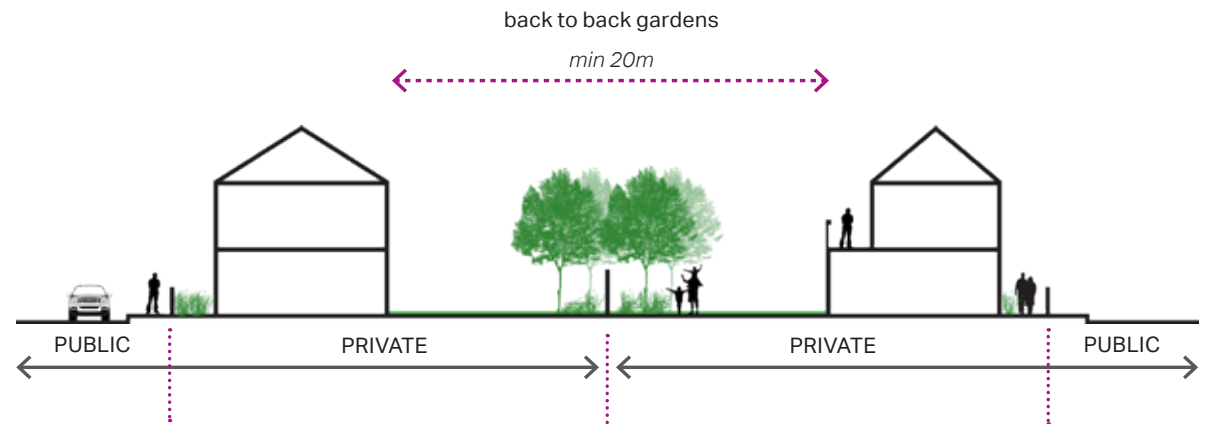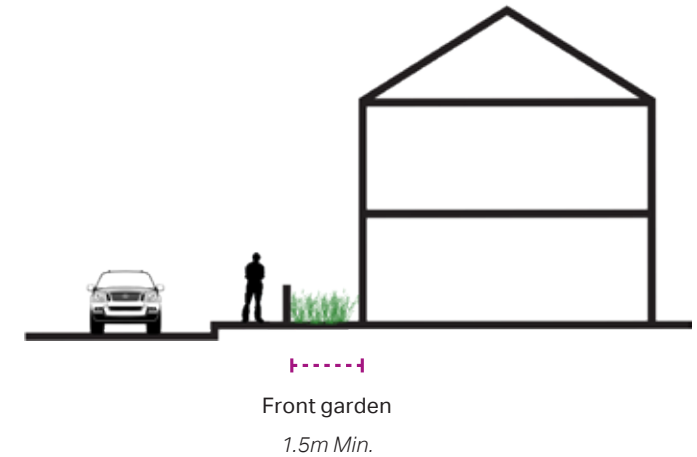
Front garden
1.5m Min.

back to back gardens
min 20m

PUBLIC   PRIVATE   PRIVATE   PUBLIC

Figure 47: The diagram showing the space between properties and the dimension for back to back gardens and front garden.

QP 4. Architectural details

It is important that the materials used in new developments are of a high quality and reinforce the local distinctiveness of Hargrave. Red brick represents the local vernacular, so whenever possible it should be used both for the buildings and boundary walls. Limestone can also serve as a material just for the dressing of the dwellings and also as a building material - there are several examples within the parish of this practice. The following principles should be sought in terms of architectural details:

- Development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

- Materials proposed for use in new development and building extensions should match or be guided by those used in existing buildings or the area and subtle variations by street. The images on the following pages show the local materials which have been used in the village.

- Architectural detailing shall typically display elements that equate to those on existing traditional buildings which provide interest, scale and texture to form and elevations.

Figure 48: Topography and street layout both allow for views (local vernacular).

Figure 49: Village hall constructed with red brick and high level of architectural detailing materials.

Figure 50: All Hallows' Church.

Figure 51: A Grade II listed building with a thatched roof on Church Street.

QP 5. Materials and colour palette

The materials and architectural detailing used throughout Hargrave contribute to the rural character of the area and the local vernacular. It is therefore important that the materials used in proposed development 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.

Many of Hargrave's buildings are built with local Hargrave brick which was made in a now former brickworks within the parish.

This section includes examples of building materials and details that contribute to the local vernacular of Hargrave, which could be used to inform future development.

RED BRICK WALL WITH DETAILING

HOUSE DORMER

SLATE ROOF

LIMESTONE AND BRICK COMBINATION

WHITE RENDER

GREY PANTILE

BRICK WITH SHIPLAP DETAIL, PANTILE
ROOF WITH HERITAGE ROOF LIGHTS

RED PANTILE

PANTILE ROOF

BRICK PATTERN SLABS AS POROUS
SURFACE MATERIAL

PITCHED DORMER

LEADED WINDOW

THATCHED ROOF WITH CHIMNEY DETAILS

WELL-KEPT GREEN SPACE

THATCHED ROOF

CHIMNEY DETAIL

CHIMNEY DETAILS

GRAVELS AS POROUS SURFACE
MATERIAL

QP 6. Street lighting and night skies

For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time. Lighting schemes can be costly and difficult to change, so getting the design right and setting appropriate conditions at the design stage is important. The following guidelines aim to ensure there is enough consideration given at the design stage.

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

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

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

- The needs of particular individuals or groups should be considered where appropriate (e.g. the safety of pedestrians and cyclists). Schemes designed for those more likely to be older or visually impaired may require higher levels of light and enhanced contrast, together with more control, as the negative effects of glare also increase with age.
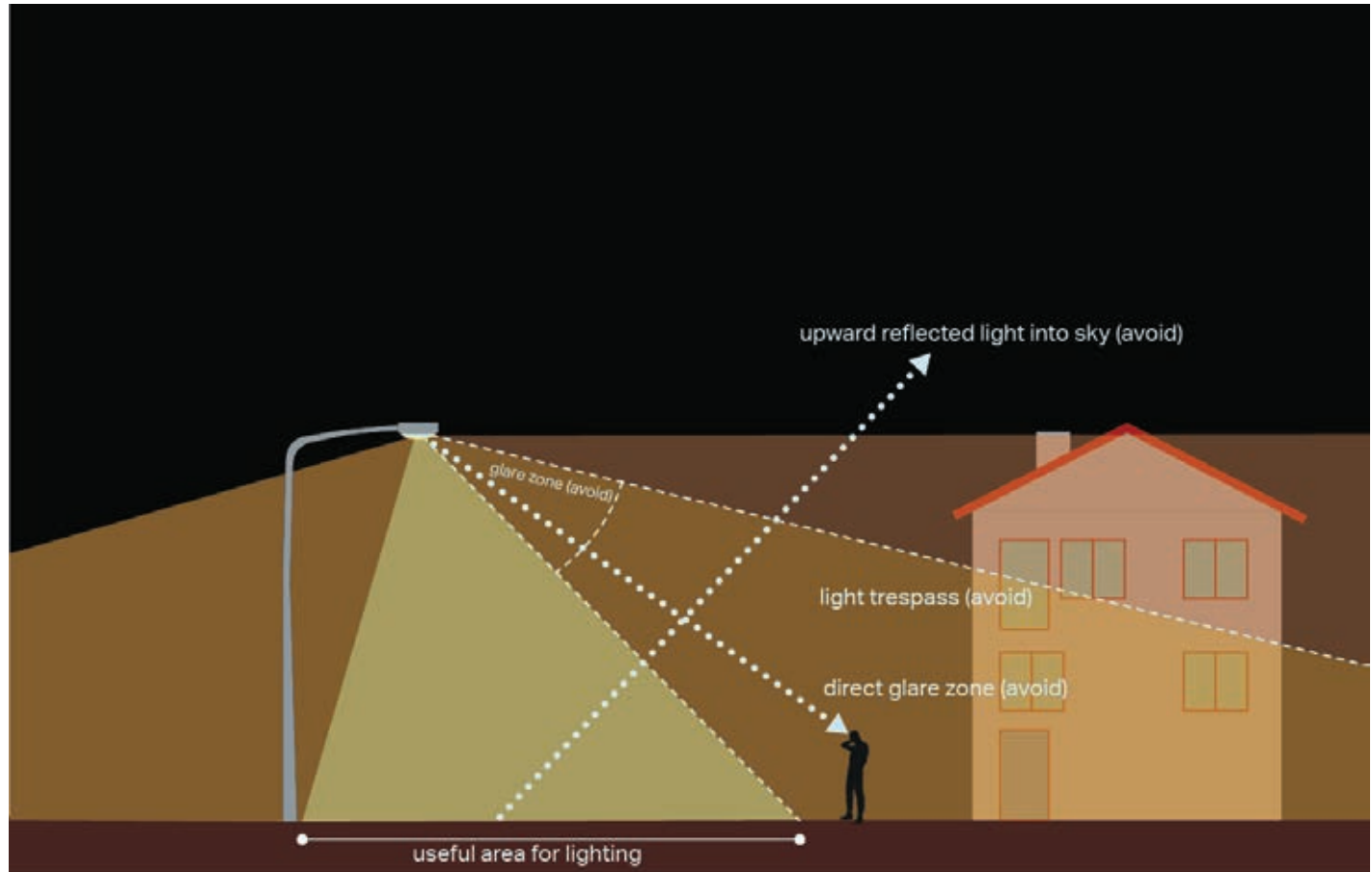

Figure 52: Lighting considerations diagram.
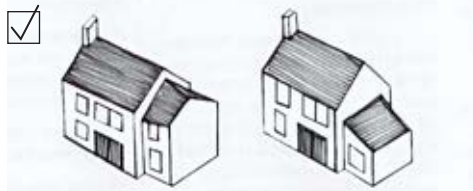
QP 7. Household extensions

- The original building should remain the dominant element of the property regardless of the amount of extension. The newly built extension should not overwhelm the building from any given point.

- Extensions should not result in a significant loss to the private amenity area of the dwelling.

- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided.

- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building.

- In case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new.

- In case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.
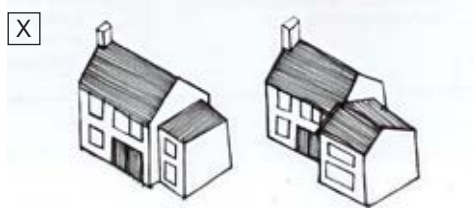
- Extensions should not be made right up to boundary line (plot boundary).

- In most area, but not Conservation Areas, many extensions are covered by permitted development[1].

☑ Good example for side extensions, respecting existing building scale, massing and building line.

X Both extensions represent a negative approach in terms of complementing the existing building. There are major issues in regarding the roofline and building line.

☑ Good example of side extension. The addition of the new part respects the building's mass, character and roofline.

1. https://www.planningportal.co.uk/info/200244/project_advice/136/extensions

QP 8. Noise pollution mitigation

Mitigating the adverse impact of traffic noise on Church Road is important to achieve a calm atmosphere. There are some principles that should be sought to achieve this aim:

- The impact of traffic noise will need to be addressed in development proposals, ensuring there will not be an adverse effect after mitigation.

- Site promoters will be expected to provide suitable noise mitigation which could include, for example, barriers, planting or non-residential buildings.

- The road edge should be softened with planting, avoiding a harsh fence given that this edge will be so prominent.

- Dwelling should be oriented such that habitable rooms and gardens are located furthest from noise sources.
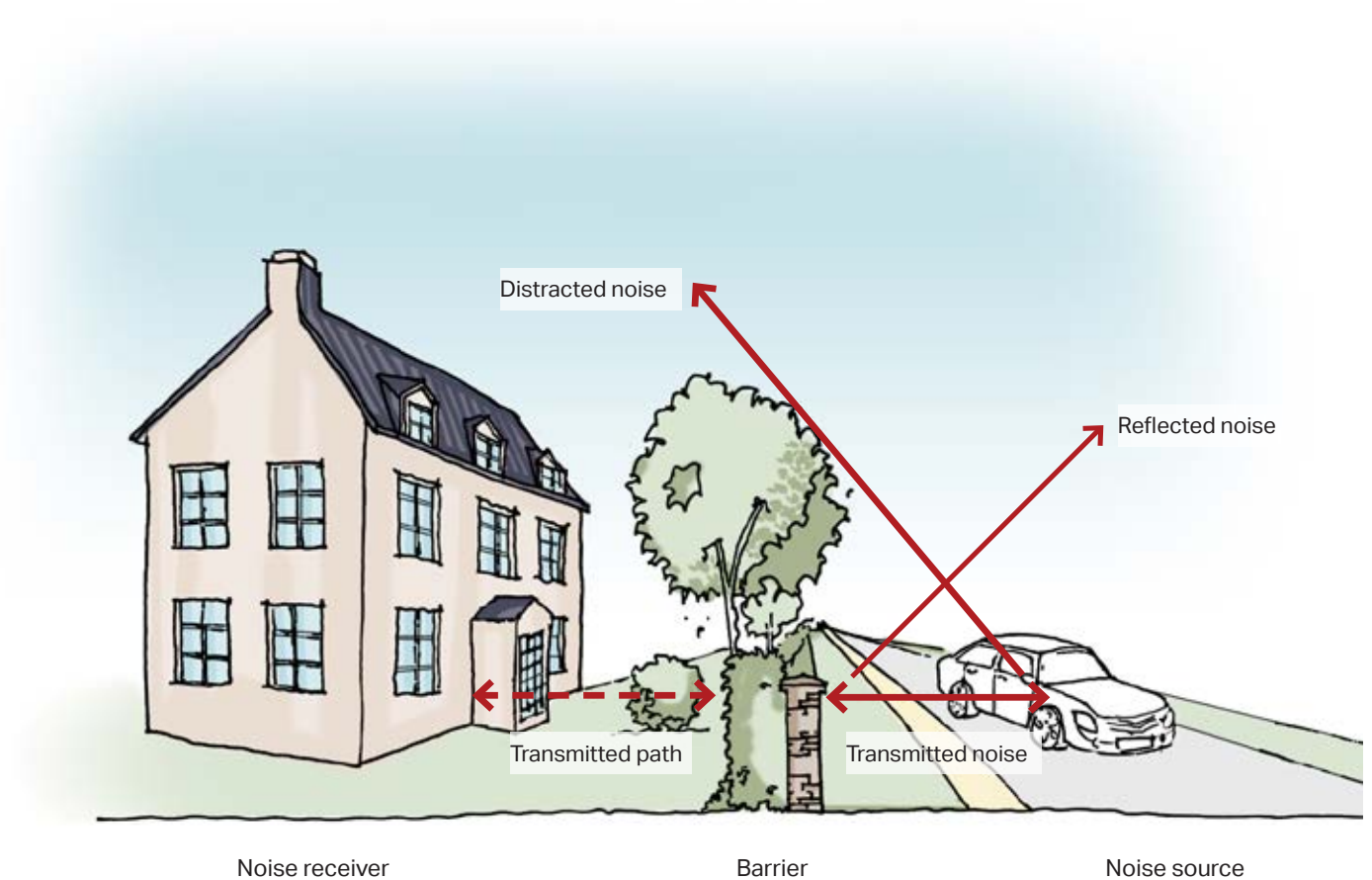

Distracted noise

Reflected noise

Transmitted path

Transmitted noise

Noise receiver · Barrier · Noise source

Figure 53: Diagram showing noise pollution mitigation.

3.2.4. Sustainability

This section introduces energy efficient technologies and strategies that could be incorporated in buildings, landscapes and neighbourhoods. Sustainability is central to the Hargrave NP and the village hosts the UK's first carbon neutral farm.

### SU 1. Energy efficient housing and energy production

Low-carbon home

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

Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged.

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

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

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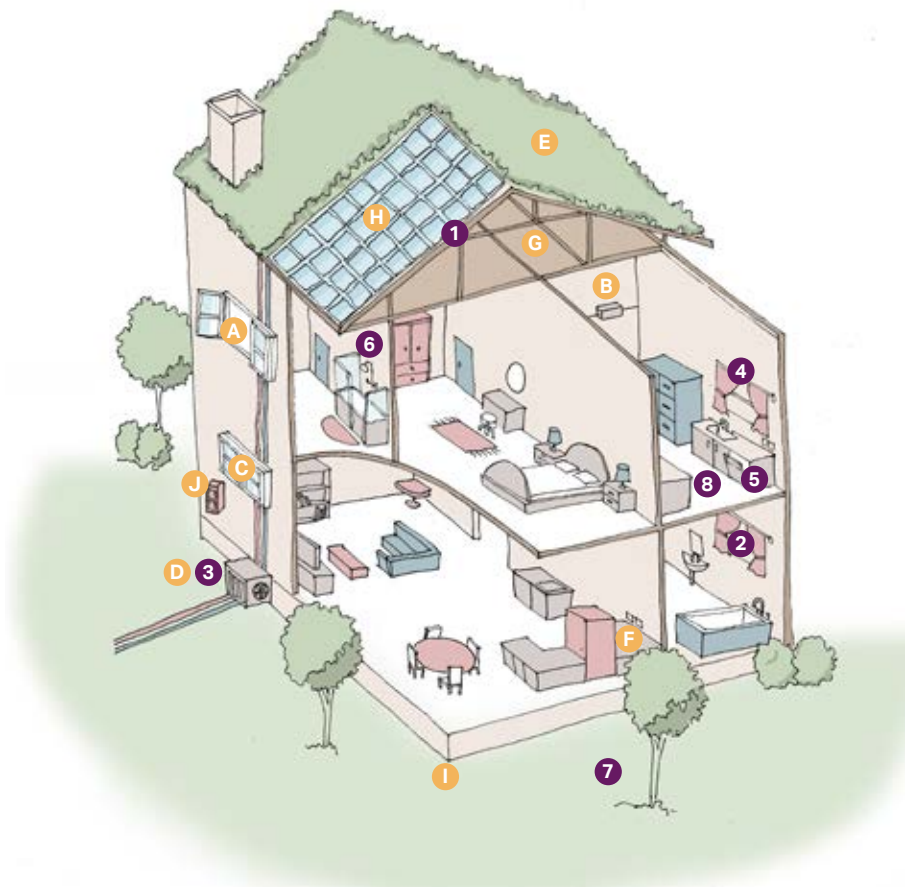
NEW BUILD HOMES

A **High levels of airtightness**

B **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling

C **Triple glazed windows and external shading** especially on south and west faces

D **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

E **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls

F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

G **Construction and site planning** timber frames, sustainable transport options (such as cycling)

H **Solar panel**

I **Building orientation** to maximise solar gain - where practical, the main orientation of the building should be within 30° of south, with trees to shade the building in the summer

J **Electric vehicle charging point** also known as EV charging point

7 **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating

8 **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

EXISTING HOMES

1 **Insulation** in lofts and walls (cavity and solid)

2 **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)

3 **Low- carbon heating** with heat pumps or connections to district heat network

4 **Draught proofing** of floors, windows and doors

5 **Highly energy- efficient appliances** (e.g. A++ and A+++ rating)

6 **Highly waste- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats

Figure 54: Diagram showing low-carbon homes in both existing and new build conditions

Solar roof panels

The aesthetics of solar panels on 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 solar panel features from the start, so that they form part of the design concept. Some attractive options are solar shingles and photovoltaic slates; and

- 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; and

- 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.

Green roofs

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

- Plan from the start;

- Easy to reach and maintain;

- To complement (where applicable) the surrounding landscape;

- To help integrate the building with the countryside; and

- Design comprehensively with other eco designs such as water harvesting and pavements.

Figure 55: Solar panels on barn in Hargrave.

Figure 56: Example of sensitively incorporated solar panels in Hargrave.

Figure 57: Example of solar panels on a garage roof in Hargrave.

Rainwater harvesting

Rainwater harvesting refers to the systems which capture and store rainwater as well as those enabling the reuse of in-situ grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore design recommendation include:

- Concealing tanks by cladding them in complementary materials;

- Using materials that appear discreet within the elevation or finishing for pipes;

- Combining landscape/planters with water capture systems;

- Underground tanks; and

- Utilising water bodies for storage.

Figure 58: An example of concealed tanks used for rainwater harvesting.

Water tank

Gravity flow from tank to services

Gravity flow from tank to garden

Water used for gardening, car washing etc.
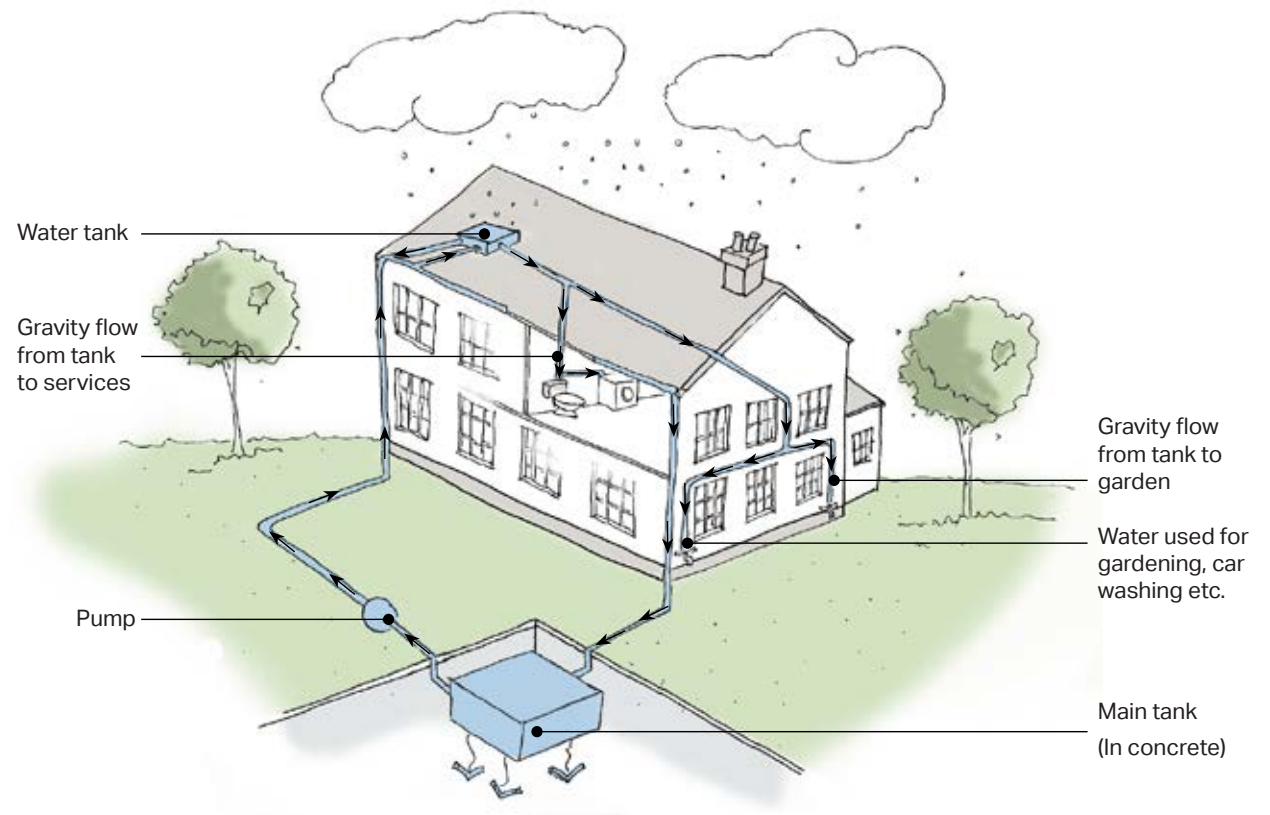
Pump

Main tank

(In concrete)

Figure 59: Diagram showing the rain harvesting process.

Permeable pavements

Pavements add to the composition of the building. Thus permeable pavements should not only perform their primary function which is to let water filter through but also:

• Respect the material palette;

• Help to frame the building;

• Be easy to navigate by people with mobility aids;

• Be in harmony with the landscape treatment of the property; and

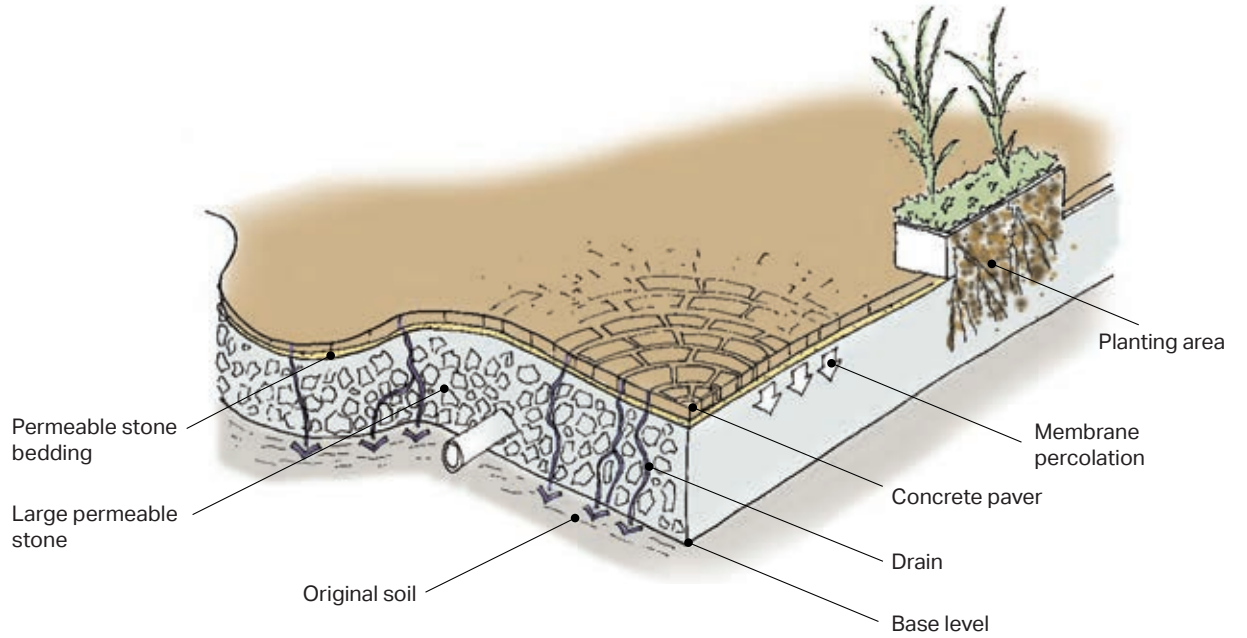• Help define the property boundary.

Figure 60: Permeable paving and considerations diagram.

Figure 61: Examples of permeable paving.

SU 2. Biodiversity

- Biodiversity has a critical role in a dynamic ecosystem. Landscape design should consider and provide habitats for biodiversity migration.

- Existing habitats and biodiversity corridors should be protected and enhanced.

- Gardens and boundary treatments should be designed to allow the movement of wildlife.

- Plant species selection should incorporate a broader range of native and non-native species.

SU 3. Sustainable drainage system (SuDS)

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

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

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

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

- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network.

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

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

- Creative surface water management such as rills, brooks and ponds to enrich the public realm and help improve a sense of wellbeing and offer an interaction with nature[1];

- Manage surface water as close to where it originates as possible;

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

- Improve water quality by filtering pollutants to help avoid environmental contamination;

- Form a 'SuDS train' of two or three different surface water management approaches;

- Integrate into development and improve amenity through early consideration in the development process and good design practices;

1. Building for a healthy life, July 2020

Figure 62: Bughouse.

Figure 63: Frog habitat corridor.

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

- Flood risk is a particularly important issue for Hargrave, as illustrated by Figure 67 showing serious flooding that occurred in December 2020;

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

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

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

Figure 67: Flooding in Hargrave, December 2020

Figure 64: Well-kept SuDS.

Figure 65: An example of SuDS.

Figure 66: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm in Stockholm, Sweden.

3.3. Checklists

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

Based on established good practice, this section provides a number of questions against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution. As a first step there are a number of ideas or principles that should be present in 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 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

n. Positively integrate energy efficient technologies

Following these considerations, there are number of questions related to the design guidelines outlined later in the document.

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?

Local green spaces, views and character

• What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?

• Does the proposal maintain or enhance any identified views or views in general?

• How does the proposal affect the trees on or adjacent to the site?

• Has the proposal been considered in its widest 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 on the character of a rural location?

• How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?

• Can any new views be created?

• Is there adequate amenity space for the development?

- Does the new development respect and enhance existing amenity space?

- Have opportunities for enhancing existing amenity spaces been explored?

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

Gateway and access features

- What is the arrival point, how is it designed?

- Does the proposal maintain or enhance the existing gaps between villages?

- Does the proposal affect or change the setting of a listed building or listed landscape?

- Is the landscaping to be hard or soft?

Buildings layout and grouping

- What are the typical groupings of buildings?

- How have the existing groupings been reflected in the proposal?

- Are proposed groups of buildings offering variety and texture to the townscape?

- What effect would the proposal have on the streetscape?

- Does the proposal maintain the character of dwelling clusters stemming from the main road?

- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

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?

Building heights and roofline

- What are the characteristics of the roofline?

- Have the proposals paid careful attention to height, form, massing and scale?

- If a higher than average building(s) is proposed, what would be the reason for making the development higher?

Household extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?

- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?

- Do the proposed materials match those of the existing dwelling?

- In the case of a 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?

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 details been addressed in the context of the overall design?

- Does the new proposed materials respect or enhance the existing area or adversely change its character?

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?

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?

Next steps and delivery

04

4. Next steps and delivery

The Design Guidelines will be a valuable tool in securing context-driven, high quality development in Hargrave. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Guidelines
Applicants, developers, 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 Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

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