Stapleford and Great Shelford

Design Guidance and Codes

Final Report
July 2023

Delivering a better world

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
1	15/05/23	Draft report	Jack Wilton-Cooley	Graduate Planner
2	15/06/23	Draft comments	Jenny Flynn	Stapleford and Great Shelford Neighbourhood Plan Steering Group
3	30/06/23	Second draft report	Jack Wilton-Cooley	Graduate Planner
4	06/07/23	Second draft comments	Jenny Flynn	Stapleford and Great Shelford Neighbourhood Plan Steering Group
5	12/07/23	Locality review	Jack Wilton-Cooley	Graduate Planner

Executive Summary

This document has been prepared by AECOM Limited ('AECOM') in accordance with its contract with Locality (the 'Client').

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme led by Locality, AECOM was commissioned to provide design support to Stapleford and Great Shelford Parish Councils.

As the National Planning Policy Framework (NPPF) (paragraph 126) notes, *'good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities'.*

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

The design guidelines and codes set out in this report will provide a detailed framework that should be followed by any future design proposals that come forward within the villages to ensure they meet a consistent, high quality standard of design and positively contribute to the unique character of Stapleford and Great Shelford.

It is intended that this report becomes an integral part of the Stapleford and Great Shelford Neighbourhood Plan by informing policies that will influence the design of new development and have weight in the planning process.

The report includes the following chapters:

Chapter 1 sets out a brief summary of the scope of this report and outlines existing policy context.

Chapter 2 provides an analysis of both parishes and villages within the Neighbourhood Area (NA). This analysis has informed the design guidelines and codes.

Chapter 3 divides the NA into distinct character areas, providing a physical analysis for each. This will inform character area specific design guidance in Chapter 4.

Chapter 4 presents a set of bespoke design guidance which is specific to the character of the NA. This guidance aims to influence future development, of any scale, including infill development and house extensions.

Chapter 5 provides an overarching checklist for new development. This aims to outline the considerations relevant for all types of future development.

1 The Value of Good Design.

Contents

Introduction

01

1. Introduction

This chapter details the aims and methodology of this Design Guidance and Codes report.

1.1 Preparing the design guide

The Neighbourhood Plan Steering Group has prepared the following draft vision to underpin the NP. This has been taken into account in the preparation of this report

"In 2040, Stapleford and Great Shelford will be thriving, rural villages distinct from Cambridge, where people want to live, work, shop and play. We value and want to protect our landscape setting, improve its biodiversity and reduce our contribution to climate change. Reflecting this, modest new development, which is sensitively and sustainably designed, will focus on addressing identified housing needs within our community. Where appropriate, it will also support the creation of new amenities and infrastructure to meet the needs of our population. Part of this infrastructure will be a safe and sustainable travel network supporting everyday journeys and healthy recreation."

The following steps were agreed with the Group to produce this report:

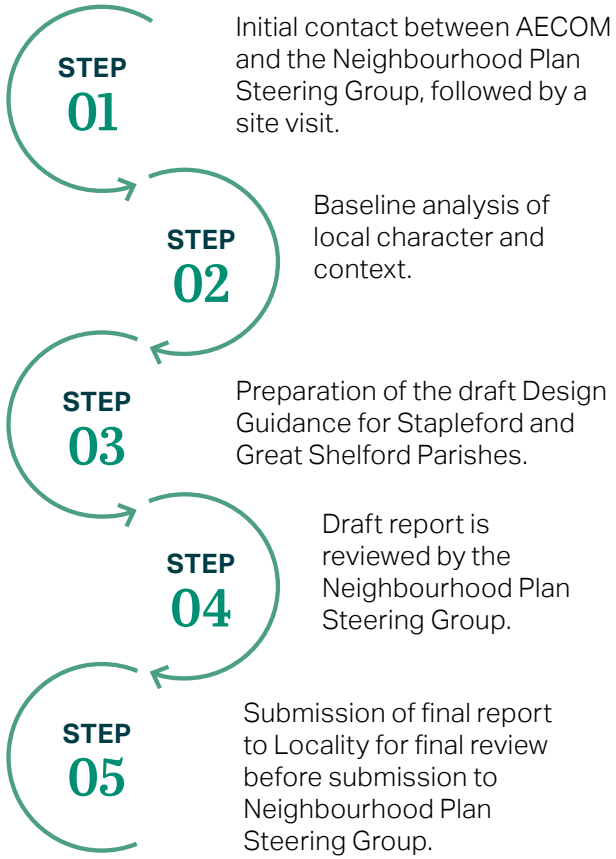


Figure 01: Steps undertaken to produce this document.

1.2 Purpose of design guidance and codes

The design codes in Chapter 4 are linked to the ten characteristics defined by the Government in the National Design Guide[1]. These characteristics work together to create well-designed places, illustrating how well-designed places that are beautiful, enduring and successful can be achieved in practice.

1 Found here.

The ten characteristics are as follows:

- Context
- Identity
- Built form
- Movement
- Nature
- Public Spaces
- Uses
- Homes & buildings
- Resources
- Lifespan

1.3 Area of study

The adjoining villages of Stapleford and Great Shelford lie in the district of South Cambridgeshire, approximately 5.2 miles south of Central Cambridge via Hinton Way and Hills Road.

Shelford station can be reached from Cambridge within 5 minutes by train or 16 minutes by car during off-peak traffic.

The Neighbourhood Area (NA) boundary extends to the north and northeast of the villages' settled areas. The majority of the NA consists of rural agriculture.
The villages of Stapleford and Great Shelford are identified as a "Rural Centre" in the adopted South Cambridgeshire Local Plan 2018: this is the third level in the district's settlement hierarchy.

Great Shelford is the larger of the two villages, with a population of 4,533 (2021 census). Stapleford has a population of approximately 2,001 (2021 census).

The geographical centre of Great Shelford is located at the junction of London Road (A1301), Tunwells Lane, and Station Road. The heart of the village is based around Woollards Lane, to the west.

Shelford Railway Station is situated to the northeast of this point and the River Cam lies approximately 300m south. The village extends northwest along London Road (A1301), connecting to the south of Cambridge at Trumpington, forming a linear belt of settlement which straddles both sides of the road.

Stapleford lies immediately east of Great Shelford, stretching towards Haverhill Road. Stapleford's built-up area is mostly contained to the north of Bury Road and the A1301. By the junction of the A1301 and Church Street there is a small village shop, Stapleford Primary School and Jubilee Pavilion lie northeast of this location.

A number of small villages surround Great Shelford and Stapleford, including Sawston, Little Shelford and Whittlesford.

Figure 02: Retail units on Woollards Lane, Great Shelford.

Figure 03: Office at junction of Station Road and London Road.

Figure 04: Map showing the Neighbourhood Area of Stapleford and Great Shelford Parishes.

1.4 Planning policy context

National and local policy documents put adequate planning regulations in place to ensure development is both fit for purpose and promotes sustainable, thriving communities.

This section outlines the national and local planning policy and guidance documents that have influenced, and should be read in conjunction with, this design guide.

1.3.1 National policy

2021 - National Planning Policy Framework

Department for Levelling Up, Housing and Communities (DLUHC)

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that: *"the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and outlines 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."*

2020 - Building for a Healthy Life

Homes England

The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

2007 - Manual for Streets

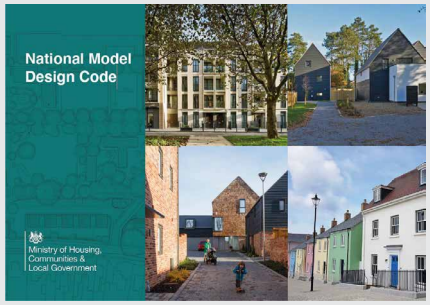
Department for Transport

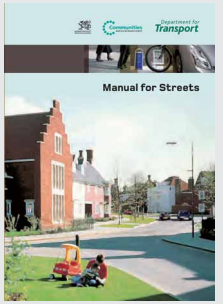
Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.

2021 - National Design Guide

DLUHC

The National Design Guide (Department for Levelling Up, Housing and Communities, 2021) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.





1.3.2 Local policy

2018 - South Cambridgeshire Local Plan

South Cambridgeshire District Council

The South Cambridgeshire Local Plan sets out the planning policies and land allocations to guide the future development of the district up to 2031. It includes policies on a wide range of topics such as housing, employment, services and facilities, and the natural environment.

2020 - Greater Cambridge Sustainable Design and Construction Supplementary Planning Document (SPD)

Greater Cambridge Shared Planning

This SPD sets out the standards required to meet the visions, objectives and policies of the Cambridge and South Cambridgeshire Local Plans as sustainably as possible.

2016 - Cambridgeshire Flood and Water SPD

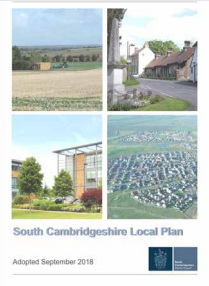
South Cambridgeshire District Council

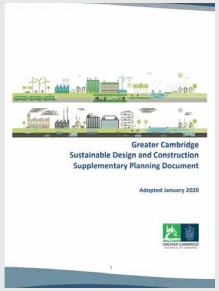
This SPD has been developed by Cambridgeshire County Council (as Lead Local Flood Authority (LLFA)) in conjunction with LPAs within Cambridgeshire, and other relevant stakeholders, to support the implementation of flood risk and water related policies in the Local Plans.

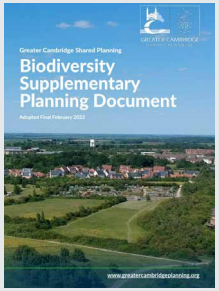
2022 - Biodiversity SPD

South Cambridgeshire District Council

This SPD provides practical advice and guidance on how to develop proposals that comply with the National Planning Policy Framework and the district-wide policies adopted in the Cambridge Local Plan.







1.3.3 Neighbourhood Area policy

2019 - Stapleford and Great Shelford Landscape Character Assessment (LCA)

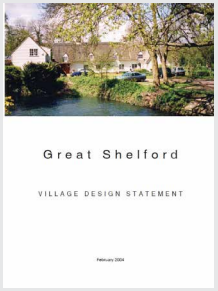
Stapleford and Great Shelford Neighbourhood Plan Group

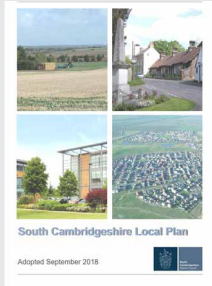
The study is undertaken at Parish scale and covers the unbuilt areas within the Neighbourhood Plan Area for both Parishes. The purpose of the study is to provide an evidence base to assist the formation of Neighbourhood Plan policies and to provide background to assist in planning decision making.

2004 - Great Shelford Village Design Statement

Great Shelford Parish Council

Provides guidance for development proposals and influences the way the planning system works locally. Ensures that new developments are designed and located in a way that reflects the local characteristics and qualities that people value in their village and its surroundings. Adopted by South Cambridgeshire District Council as supplementary planning guidance in 2004.





Local character analysis

02

2. Local character analysis

This chapter details the local context and key characteristics of the NA. It sets outs analysis of the heritage, built environment, streetscape, views, landscape and topography of the NA.

2.1 Access & movement

The NA has a varied network of routes enabling multi-modal movement through and beyond the two villages.

There is a clear hierarchy of routes within the villages. Each vary in their role and contribute to Stapleford and Great Shelford's overall characters. Examples include A-roads, local connecting routes, and public cycle and footpaths.

Motorway: The M11 provides a connection between London and Cambridge with junction 11 being the closest to the villages, located to the west of Great Shelford Parish.

A Roads: The A11 lies to the east of Stapleford Parish linking London to Norwich with a network of smaller roads off it, which provide connections to rural parts of south Cambridgeshire. The A505 also runs westward from the south of the Parishes toward the M1 which connects London and Newcastle. The A10 connects up with junction 11 of the M11, providing a connection with Royston and other villages to the south west of the NA. The A1301 and the A1307 both pass through the NA, running parallel northwest - southeast, both provide access to Cambridge.

Local roads: A number of local roads such as Babraham Road and Limekiln Road provide connections to rural parts of south Cambridgeshire and the surrounding villages, such as Sawston.

Public Rights of Way: Both villages have a limited network of internal footpaths. However, there are no public footpaths providing access from the villages to the surrounding countryside. This is evidenced in figure 5.

Cycle routes: The National Cycle Route 11 runs through both Great Shelford and Stapleford from Waterbeach to Stansted Mountfitchet in Essex.

Railway and bus services: One railway line passes through Great Shelford. The West Anglia Main Line provides a connection to Cambridge and London Liverpool Street from Great Shelford Station.

The number 7 bus runs through the villages with connections to Cambridge and Saffron Walden.

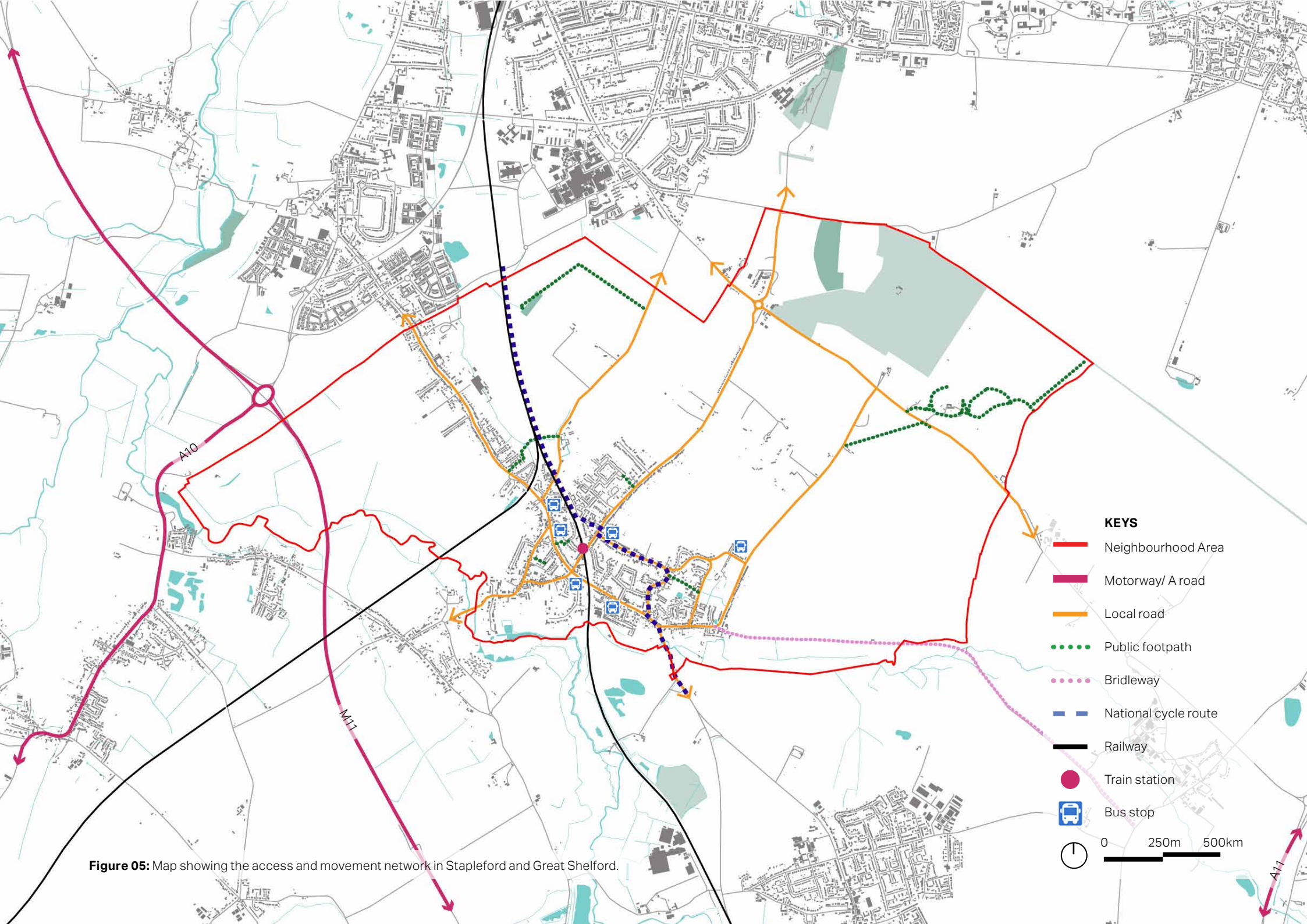


Figure 05: Map showing the access and movement network in Stapleford and Great Shelford.

2.2 Heritage

There are a number of land designations across the NA, which contribute positively to the character of the two villages. Stapleford and Great Shelford's character is influenced by the Chalk Hills to the north and east; the Granta River Valley to the east; and open arable farmland on all sides.

Great Shelford Conservation Area[1]: The Great Shelford Conservation area was first designated in 1976 and was focused on the area between High Street and the A1301, stretching to Church Street to the west, which is the oldest part of the village. The Conservation Area was extended southeast to include Woodlands Road in 2007. The area contains a mix of 17th, 18th and 19th century architecture.

Stapleford Conservation Area[2]: Stapleford's Conservation Area was originally designated in 1989 and encompasses the historic core of the village centered around the Church and the junction between Church St, Mingle Lane and Gog Magog Way.

The built form of the area is that of large dwellings setback within large plots on curved streets. Mature tree clusters are characteristic of the area.

At the time of writing, Greater Cambridge Shared Planning proposes to delete some 20% of the area from the Conservation Area boundary within its draft appraisal of January 2021.

Local vernacular: Both Great Shelford and Stapleford have a broad variety of architectural character with substantial 19th and 20th century development.

In Great Shelford particularly, there are numerous timber framed 17th century buildings, such as medieval halls. These structures often have weatherboard and rough cast render with clay peg roof tiles or thatched roofs. White, grey and yellow gault brick façades paired with slate roofs were common in the 18th century and, by the 19th century, red brick is used frequently for detailing. Edwardian era arts and crafts dwellings with red brick façades and clay peg roofs are another common feature. Stapleford hosts a wide variety of 20th century building styles with either modernist forms or emulations of earlier styles. Stapleford's St Andrew's Church is Grade II* listed and originates from the 12th century with later additions.

Listed buildings: There is a collection of Grade II and Grade II* listed buildings in Stapleford and Great Shelford as well as one Grade I listed structure at St Mary's Church. Notable Grade II listed dwellings in Great Shelford include The Grange which is a 16/17th century Manor House redeveloped in the late 19th century. 15, 17, and 19 Church Street is a set of cottages thought to once be in use as a guildhall. The structure is early-mid 16th century with a timber frame and part rendered. St Andrew's Church in Stapleford is 12th century in origin with a flint, pebble stone and Barnack limestone façade.

Scheduled monuments: Great Shelford Parish holds three scheduled monuments of archaeological interest with evidence of agricultural activity from the neolithic period. Stapleford has an additional three.

1 Great Shelford Conservation Area Appraisal.
2 Stapleford Conservation Area Appraisal and Management Plan.

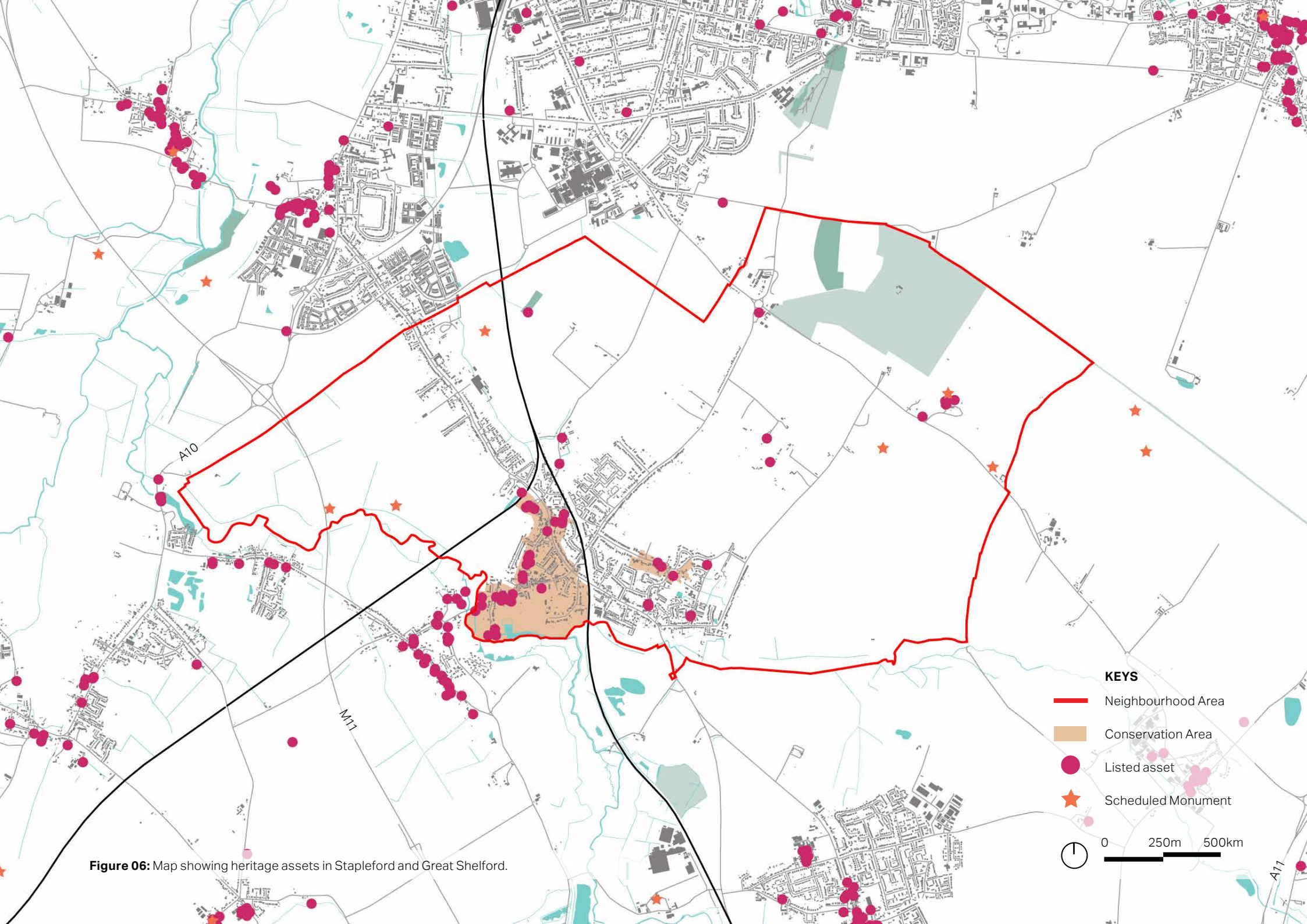


Figure 06: Map showing heritage assets in Stapleford and Great Shelford.

2.3 Landscape

Green Belt: The two villages are surrounded by the Cambridge Green Belt, serving to separate the villages from the City of Cambridge and other villages in the area.

Deciduous woodlands: The NA contains pockets of deciduous woodland, mainly broadleaved woods. Much of these are designated as priority habitats. Notable locations include Wildlife Trust BCN Beechwoods Nature Reserve and Wandlebury Country Park in the northeast of the NA.

Flood risk zones 2 & 3: There are some areas affected by flood risk which run alongside the River Cam and the River Granta to the west and south of the Parish boundaries. The flood risk zones reach the southern edge of both villages with interfaces at Bury Road and Welchs Crescent.

Green spaces: There are several public green spaces within both villages. The most substantial green space is Great Shelford Recreation Ground, located off Woollards Lane. This space is diverse and features a wildflower meadow, woodland copse, riverbank walk, playspace, and sports facilities for cricket and football.

In Stapleford there are two smaller green spaces. Stapleford Recreation Ground includes a playspace and is located at the Jubilee Pavilion, and Collier Field is located adjacent to Stapleford Community Primary School.

Figure 07: View north west on Babraham Road from Wandlebury Country Park, illustrating the gently undulating landscape.

Figure 08: Great Shelford Rec with playground to the left of frame.

Topography and hydrology: The chalk hills of Gog Magog occupy a local high point in the northeast of the NA. The highest points are situated either side of the A1307 Babraham Road at 77m Above Ordinance Datum (AOD). This is in distinct contrast to the majority of the surrounding landscape which is flat and low lying, generally below 20m AOD. This is a noticeable characteristic consistent with the landscape character of south Cambridgeshire.

The River Cam originates in Debden, Essex, and travels north passing through the landscape west of the villages. The River Granta passes east-west along the southern edge of Stapleford and connects with the River Cam south of Great Shelford. The river cuts a shallow meandering valley through the landscape and forms a distinct feature. The River Cam joins the River Granta west of the West Anglian Main Line Railway before heading north into Cambridge.

Landscape designations: The NA is particularly rich with biodiversity assets. This includes two designated Sites of Special Scientific Interests (the Gog Magog Golf Course and, along the NA boundary, the Roman Road, part of Babraham Road (A1307)). ; three Local Nature Reserves (Nine Wells, Stapleford Pit and Beechwoods), three county wildlife sites (Wandlebury Country Park, The River Cam/Granta and Magog Down).

Views: There are several key views identified in the Landscape Character Assessment (LCA - link on the following page). From the northern edge of both Stapleford and Great Shelford, there are largely uninterrupted views the Gog Magog Hills. East of Stapleford there are uninterrupted views of arable farmland, and Magog Down, while west of Great Shelford there are views towards the Granta River Valley. An outline of key views in the NA can be found on Figure 13.

Figure 09: View across arable field to the north of the Neighbourhood Area.

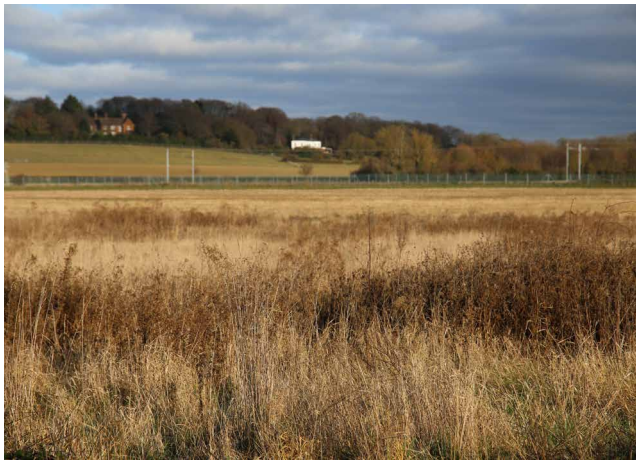


Figure 10: View east towards White Hill.

Local Landscape Character: The local landscape is contrasting. The complex texture and conservation value of the chalk grassland, woodland hills and the river corridor with its bordering meadows and pastures, contrasts with wide expanses of rolling arable hills and flat open lowland arable areas with their extensive views of the countryside.

Notable local character elements are the settled hilltop estates, enclosed farmland pastures, the water meadows and riverside pastures, and a historic country park.

The Stapleford and Great Shelford LCA[1] divides the Parishes across the following character types and areas:

i. Arable hills
ii. Arable lowland
iii. Golf courses
iv. Historic country parks
v. Settled hilltop estates
vi. Enclosed farmland pastures
vii. Sports and recreation fields
viii. Woodlands
ix. Campsites
x. Water meadows and riverside pastures

Further detail on each Character Area and type can be found within the LCA.

Figure 11: Millpond on the River Cam, southwest of Great Shelford village.

Figure 12: The River Granta at Stapleford, 'Clerk's Piece'.

1 See the LCA here.

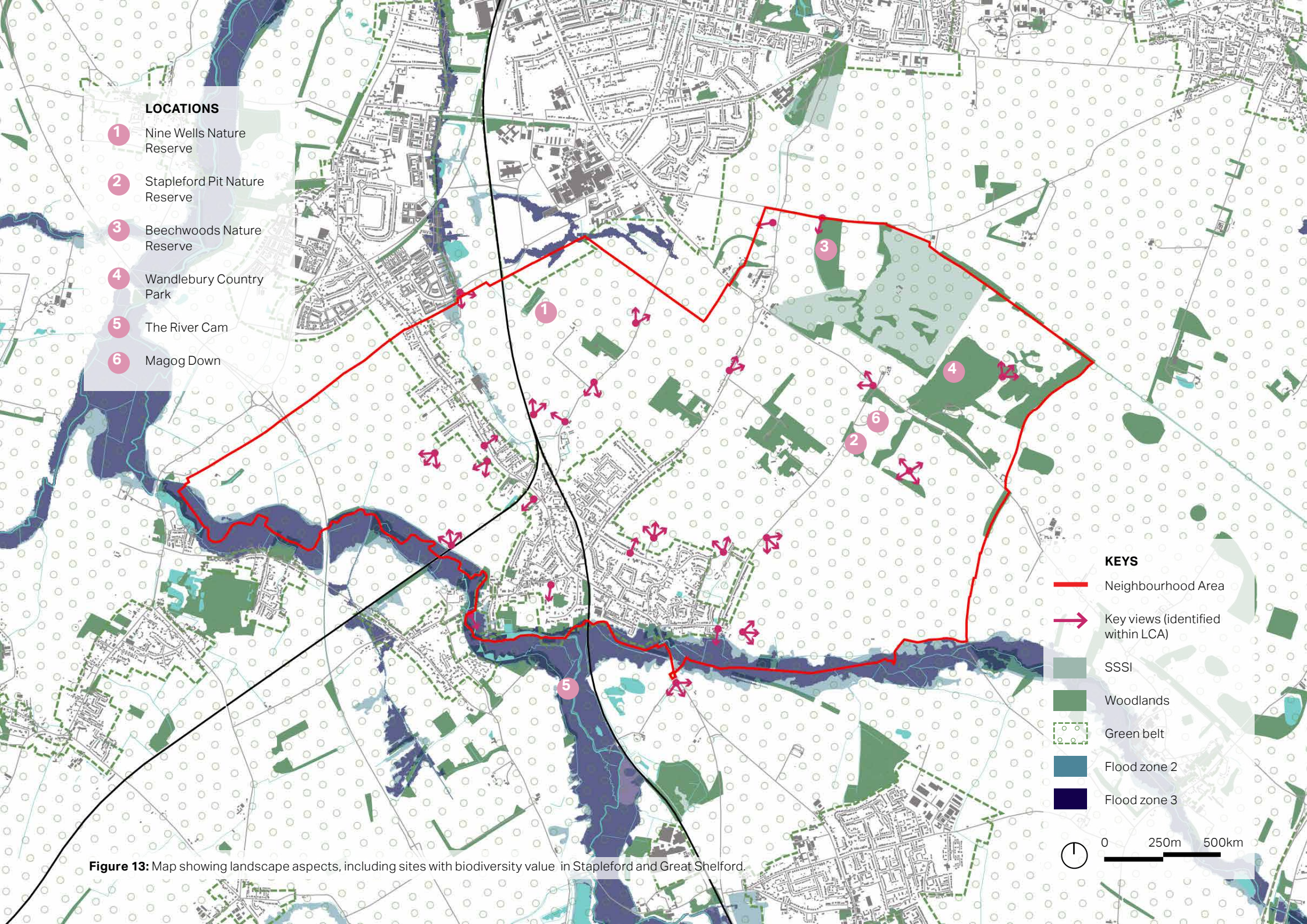


Figure 13: Map showing landscape aspects, including sites with biodiversity value in Stapleford and Great Shelford.

2.4 Built environment and patterns of growth

Patterns of growth - Stapleford

Development has mainly taken place along the northeast of London Road (A3101) leading to Bury Road/ Haverhill Road. Development mainly consists of single dwellings (terraced or semi-detached properties) flanking either side of Bury Road and Haverhill Road up to the edge of the settlement at Gog Magog Way. Haverhill Road then heads northeast to Babraham Road, passing through the rural countryside with open boundaries either side.

Stapleford has a largely connected layout with a mix of curved and right angled streets. There are many examples of 1950s cul-de-sacs across the settlement. Stapleford is bordered to the south by the River Granta, which forms a natural boundary to the village. The streetscape in Stapleford is made up of broad streets which are characterised by green spaces such as grass verges and front gardens. Dwellings generally follow a common building line and have generous spacing. These features inform the green and open feel and semi-rural atmosphere across the village.

The prominent green spaces provide focal points for social interaction and leisure. The regimented built form creates a strong sense of coherence while the layers of development over decades provide a range of styles, adding visual interest and variety to the streetscape.

Patterns of growth - Great Shelford

Great Shelford has a nucleated settlement layout with roads radiating out from the centre of the village where development was historically concentrated. Great Shelford's Design Statement[1] refers to retaining the village's distinct mixture of forms, local materials and colour palette.

Ribbon development has expanded to the northwest along Cambridge Road (A1301), linking Great Shelford with the southern edge of Cambridge at Trumpington and forming a continuous line of built form between the two villages.

The alignment of the West Anglia Main Line railway passing north-south through the centre of Great Shelford has influenced the layout of the settlement by concentrating development at the crossing point of the railway line, London Road and Station Road. Networks of smaller roads lead from these main roads, typically culminating in cul-de-sacs, resulting in limited legibility. This development emerged as infill over a number of decades, closing the gap between the two villages and resulting in coalescence at some points.

The streetscape in Great Shelford is intimate, with meandering roads resulting in a sequence of views through the village. This intimate character is punctuated by a sequence of green spaces throughout both villages. This small scale road structure and built form are distinctive features of Great Shelford. The human scale of buildings, mature tree canopies, and short front gardens add to the intricate character of the village.

1 See the Village Design Statement here.

Boundary treatments

Central locations in Great Shelford exhibit buildings which have a mix of frontages, some which front straight onto the road and have little or no garden with front doors opening straight on to the footpath, typical of the time they were constructed. Those with front gardens feature a range of boundary treatments using a diverse palette of materials, including brick, stone, flint and timber.

Stapleford has a mix of solid and natural boundary treatments. Hedges and mature trees are evident on Church Street and Mingle Lane. Dwellings across the area have a generous setback from the road with planted front gardens, adding to the green and lush atmosphere. Low brick walls are also common which retain sight lines across the street.

There are many examples of Cambridgeshire gault brick which enhance the distinctive character of both villages and are typical of South Cambridgeshire. Gault brick can be found in many boundary walls across the NA. These features complement the neighbouring buildings best when they share the same materials and style.

Feature brick walls are also important elements of the character of the villages. One of the most distinctive walls is the 2m high flint wall with brick coping along London Road forming a defining feature within the landscape. Painted black metal railings to front gardens are also typical along Tunwells Lane.

Building heights and roofline

The majority of buildings in both villages are residential, commonly two storeys high. A range of styles and plots sizes create a mosaic of built form, contributing to the villages' strong sense of character. A variety of roof materials including thatch and slate, often on high pitched roofs, are present on buildings located on roads leading out of Great Shelford, notably on Church Street.

A range of architectural styles and housing types are present in both Great Shelford and Stapleford. Hipped roofs, many with chimneys, are a consistent feature of the architecture of the villages and inform the characteristic of the area. Typical roof features such as chimney stacks, gables, and slate tiles form distinctive elements of the historic character of the villages.

Lower density development forms a small proportion of the built form within Great Shelford. This is where a number of larger properties with larger footprints are set within larger grounds typically along private residential roads, such as those along Woodlands Road.

Car parking

The prevailing car parking typology is on-plot front or garage parking. There are also examples of on-street and courtyard parking.

There are two small areas of surface level car parking across the NA, namely off Woollards Lane, which facilitates commercial activity on the street.

Materials and roof types

Thatched roof

Clay peg tiles

Slate tiles on gabled roof

Dormer windows

Hipped roof

Walling & window types

Flint boundary wall

Blonde brick with red brick detailing around fenestration

Bay vertical sash windows

Timber frame gable wall with rough cast render

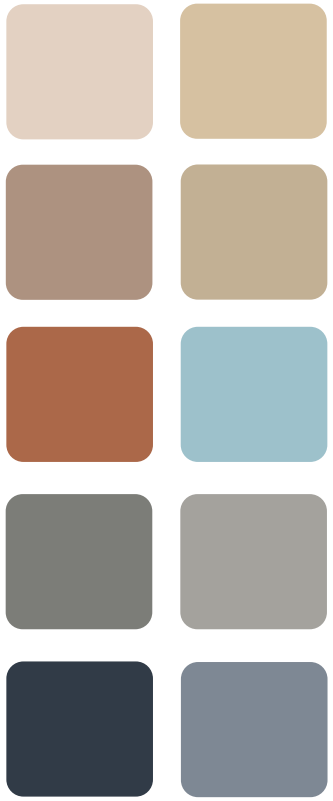
Smooth plaster render

Vertical casement windows

Post-war housing with redbrick façades

Blonde brick façade in contemporary dwelling

Redbrick façade with limestone lintels



Colour Palette


Character study
03

3. Character study

This chapter outlines the different Character Areas within the Stapleford and Great Shelford Neighbourhood Area. The characters of these areas are influenced and formed by the period and style of development within them.

3.1 Defining Stapleford and Great Shelford's Character Areas

For the purposes of applying specific design guidance, the NA has been divided into four Character Areas, which are briefly outlined as follows.

The character area map can be found overleaf.

Both villages have a Conservation Area, with Great Shelford's being the larger of the two. Great Shelford also saw considerable 19th century development in comparison to Stapleford. See page 14 for further detail on heritage assets within the NA.

The Civic Core contains a higher mix of land uses and provides either community infrastructure or commercial services.

Stapleford in particular is characterised by post-war 1950s development, which is notable for its simple built form and cul-de-sac layouts. Both Parishes have seen contemporary development at their periphery in recent decades.

The remainder of the NA is best recognised for its agricultural roots with development nestled within the landscape. The Character Area outline is not intended to represent the settlement boundary and is illustrative only.

HS **Historic Streets**

Consisting of Great Shelford and Stapleford Conservation Areas.

PD **Post-war Development**

Post-war and more recent development from the 21st century.

CC **Civic Core**

Overlaid area at the centre of the settlement adjacent to services.

RH **Rural Hinterland**

Specifically covering one off, small scale development in the surrounding countryside.

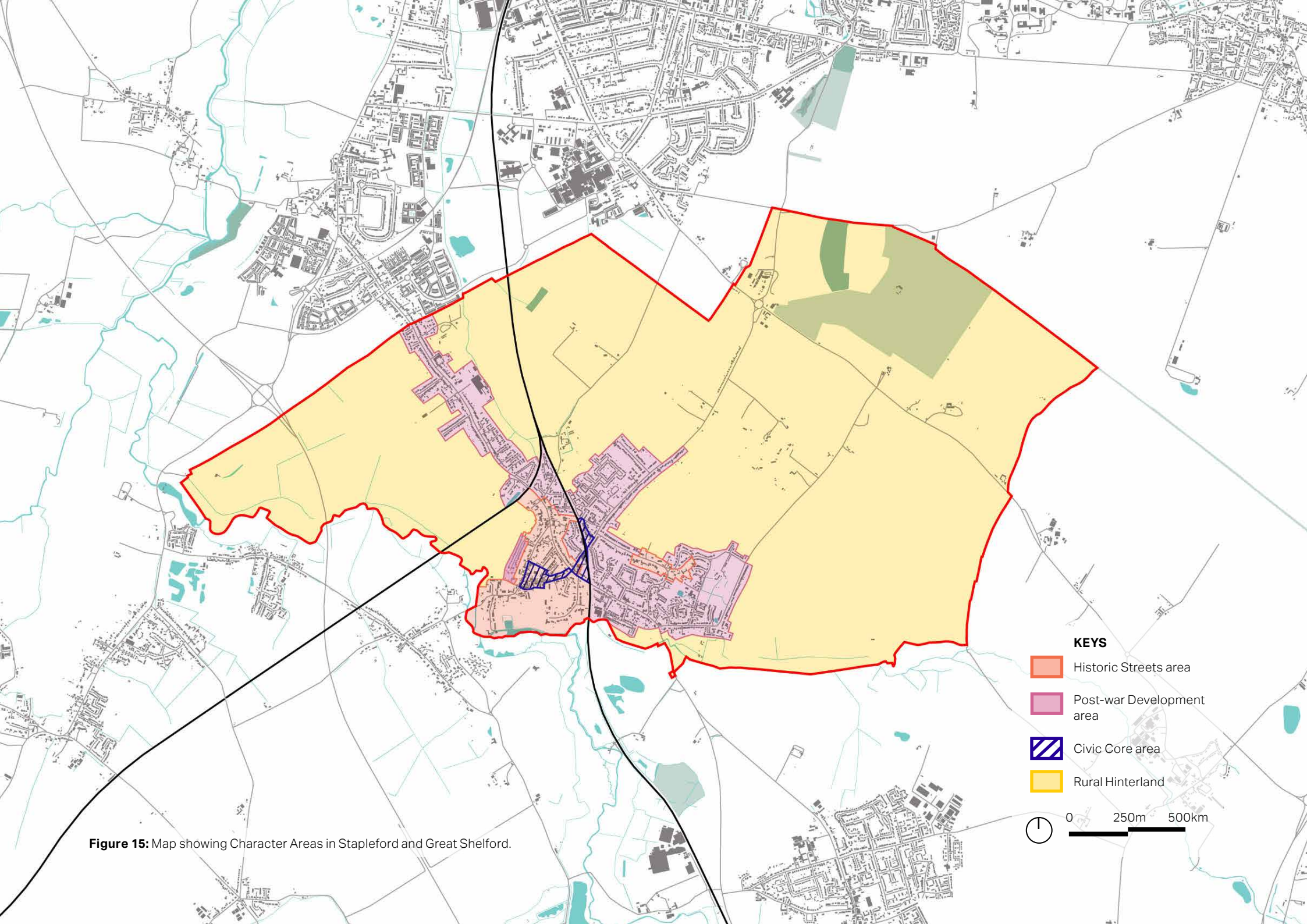


Figure 15: Map showing Character Areas in Stapleford and Great Shelford.

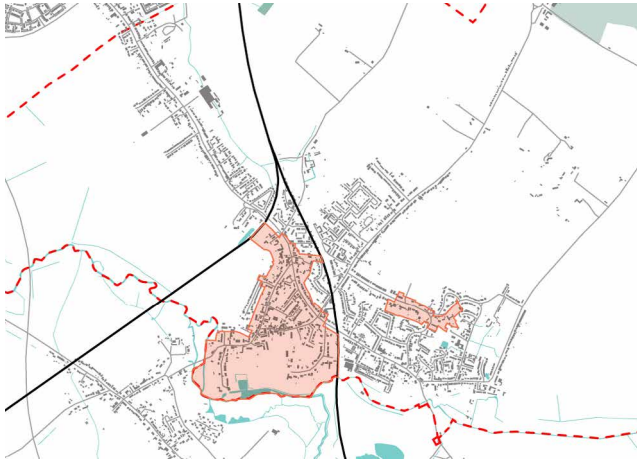


Figure 16: Historic Streets Character Area

3.1.1 Historic Streets

Guidance for this area will seek to protect and enhance the sense of architectural variety, high quality heritage features, green and natural aspects, and visual interest.

This Character Area is made up of both Conservation Areas and has a distinct character and atmosphere in comparison with more contemporary development within the NA.

Figure 17: Row of Victorian terraces with bay windows addressing the street, High Street (top).
Figure 18: Thatched cottage with steep angled roof adjacent to the Square & Compasses Pub, High Street (bottom).

Character analysis

The Historic Streets Character Area has a quaint and intimate feel. The organic layout of the street pattern is the result of incremental historical development which has culminated in a rich tapestry of built heritage spanning centuries. Prominent mature trees provide a dramatic backdrop, creating depth and a lush natural atmosphere.

The area affords highly intricate streetscapes due to the plethora of architectural details and materials. The culmination of natural planting, handsome boundary treatments, elegant public realm and lovingly maintained heritage homes is successful in creating a strong sense of place and a tangible vernacular character.

Figure 19: A grand Victorian semi-detached dwelling, Tunwells Lane (left).
Figure 20: A large detached farmhouse style Victorian dwelling on Church Street (top-right).
Figure 21: The Grange C16/ C17 dwelling remodelled in the 19th century in vernacular revival style. Church Street (bottom-right).

Attribute	Description
Land Use	Mix of uses but primarily residential, including community uses such as leisure and ecclesiastic, as well as commercial uses.
Pattern and Layout of Development	To the west (Great Shelford Conservation Area) there is fine grained development with a uniform street edge and shallow setbacks. Woollards Lane and High Street act as a central point to Great Shelford village. Buildings tend to have street frontage and are laid out in a linear pattern. To the east (Stapleford Conservation Area) buildings are arranged in a linear pattern, generally they have large plots and generous setbacks with lush mature boundary treatments.
Built Form	Buildings range from Georgian to Edwardian and are generally two storeys in height. Architectural flourishes add relief to the streetscape. Features such as porches, bay windows, dormer windows, decorative coving, brick detailing, chimney stacks and complex roofscapes add visual interest and provide architectural variety. A mix of materials is common from brick to render and windows are typically timber framed, either casement or sash style.
Public Realm	Natural features dominate the public realm: mature trees and hedges are prominent. Low brick and flint walls are also used as boundary treatment. There is a vibrant streetscape, with fenestration fronting onto the street and a strong sense of enclosure. Properties have a variety of garden spaces; on-plot parking is evident across larger properties.

Table 01: Character description of Historic Streets area.

Figure 25: Low boundary wall with flint detailing and wooden gate (top).
Figure 26: Georgian house with solid porch and symmetrical chimneys, High Street (bottom).

Figure 27: Post-war Development Character Area

3.1.2 Post-war Development

This is the largest area within the NA and dominates the settled areas to the east and northwest of the railway line.

Development in this area consists of post-war housing development ranging from the 1950s to recent decades. The built form in this area contrasts with the Conservation Areas and is mainly made up of detached and semi-detached residences on rectilinear streets. Dwellings are laid out in neat linear blocks and cul-de-sacs are a common feature.

Figure 28: Example of a row of brown brick semi-detached dwellings (top).
Figure 29: Example of a two story detached dwelling with side and front parking space (bottom).

Character analysis

This Character Area has a neat and orderly feel due to a generally consisted form and layout. A restrained material palette also serves to relay a sense of homogeneity.

The atmosphere in this area ranges from rural to suburban due to slightly varying built densities. However, plot ratios with a lower proportion of built area and hardstanding remain relatively consisted throughout. Green spaces and long vistas are two of the primary characteristics. The nature of the long and straight roads provides clear views across the area, conveying a sense of distance and space.

Both cul-de-sacs and through roads are successful in creating a sense of enclosure, while well-tended gardens as well as mature allotments reveal the strong community.

Figure 30: Example of 1970s dwelling with generous front garden, on-plot parking and garage provision (left).
Figure 31: Typical example of 1950/60s semi-detached dwellings featuring solid boundary treatments and brown brick façades (top-right).
Figure 32: Example of terraced bungalows with modest front gardens (bottom-right).

PD Post-war Development

Attribute	Description
Land Use	Primarily residential with some community uses, and commercial use concentrated around the A1301.
Pattern and Layout of Development	Development tends to be linear in pattern, arranged on a network of radial streets which are located on the outer periphery of both villages. Connectivity in this area is poor due to the prevalence of cul-de-sac development which provides few pedestrian or vehicular links to the surrounding village streets. However, there is good vehicular links to the London and Cambridge Roads. The scale of buildings is modest, although larger dwellings on generous plots are also evident throughout. Building heights range from one to two storeys.
Built Form	Façades tend to be flat and simple: brown or yellow brick façades are common across much of the 1950s-1970s built stock. Dwellings tend to face directly onto the road with frontages which are parallel to the street, end-on development is highly irregular. Roofs are gabled with a gentle slope and dwellings are set back from the road, often featuring front gardens and on-plot parking, as well as garages. Built gaps between dwellings are also more common in this area.
Public Realm	The prominence of front garden space in this area creates a green and natural atmosphere throughout. Streets are generally broad and homes include on-plot car parking, which removes car clutter from the road. Both solid and natural boundary treatments are common, with brick walls and hedges seen across the area. There is a uniform built edge across many of the streets in this area.

Table 02: Character description of Post-war Development area.

Figure 33: Example of a bungalow with a planted front garden providing a distinction between public and private space (top).
Figure 34: Example of a contemporary two storey detached dwelling with a clean white rendered finish (bottom).

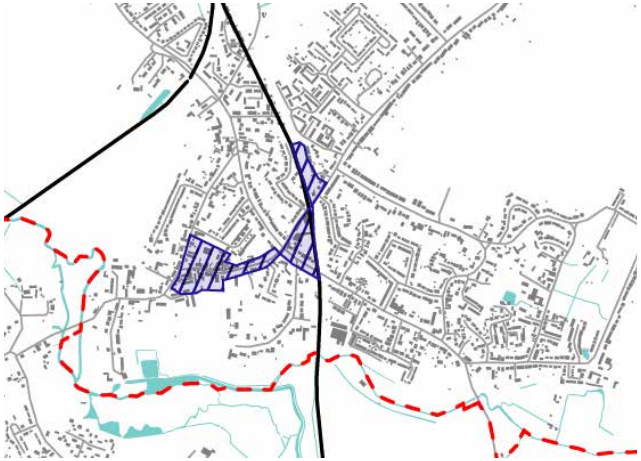


Figure 35: Civic Core Character Area

3.1.3 Civic Core

Guidance for this area will support the denser built form and its civic, social and commercial role as village centre.
Taller and mixed use development may be appropriate in this area due to its adjacency to facilities such as shops, community facilities and the railway station.

The Civic Core area overlays both the Historic Streets and Post-war Development Areas. When Civic Core guidance is specified, it should take priority over other guidance.

Figure 36: View down Church St (top).
Figure 37: Barker Bros Butchers, High Street (bottom).

Character analysis

This area forms part of the heart of the settlement. The Civic Core Character Area has a bustling atmosphere and high levels activity due to the advantageous mix of uses which range from civic, retail, leisure and residential. This collection of services is a highly valued and much utilised segment of the NA.

The prominence of ground floor residential uses interspersed with retail and commercial offerings underpins the "village centre" feel of the area. The spatial combination of housing and services provides a more comfortable atmosphere than that of a retail parade and must be protected and encouraged in this area.

Figure 38: Office premises at Mill Court (left).
Figure 39: Two storey buildings with ground floor retail, Woollards Lane (top-right).
Figure 40: Two storey buildings with ground floor retail, Woollards Lane (bottom-right).

CC Civic Core

Attribute	Description
Land Use	Currently residential and commercial use, with a care home and retirement apartments are under construction at the time of writing.
Pattern and Layout of Development	There is a mixed development pattern with a mix of one, two, and three storey buildings. There is a strong street edge in places with a variety of built forms and setbacks. Development is generally fronted along Station Road and Hinton Way.
Built Form	Buildings in the area range from single storey to three storeys and make up the civic and commercial centre of the area. The area hosts a variety of styles from historic buildings to contemporary infill. There is variety in rooflines as well as material finishes.
Public Realm	This area has a strong street edge with a consistent building line in places, creating a sense of enclosure. Front gardens are uncommon in this area and on-street parking is evident throughout. Natural features are less prominent in this area, although trees, hedges and verges can still be seen lining the street.

Table 03: Character description of Civic Core area.

Figure 41: Great Shelford Free Church (top).
Figure 42: Days Bakery, adjacent to residential properties on Woollards Lane (bottom).

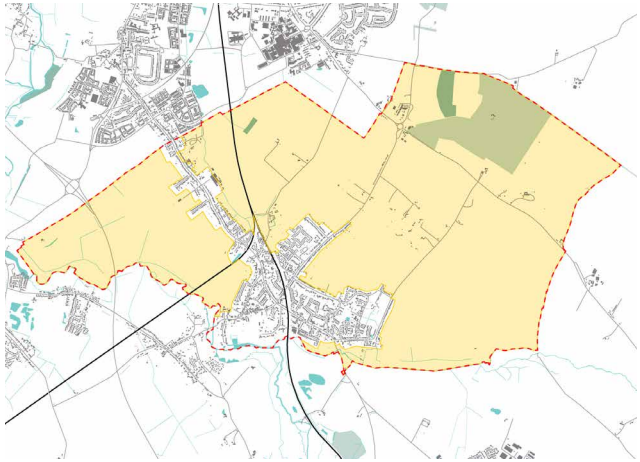


Figure 43: Rural hinterland Character Area

3.1.4 Rural Hinterland

This represents the remaining land within both Parishes which is outside of the existing built-up area. This area will likely experience only small scale and one off development, given its greenbelt protection and lack of access.

Figure 44: View from Haverhill Road looking northeast (top).
Figure 45: Cluster of residential dwellings (bottom).

Character analysis

This area is distinct from the other Character Areas due to the sparse levels of development and wide expanses of open space which provide relief and contrast to the fine grained built up core of the NA.

The relatively flat and undulating typography affords broad vistas of the surrounding agricultural landscape, stretching northwards to Cambridge and rising eastwards at Gog Magog Hills. Development in this area is limited to small clusters of housing or agricultural buildings.

RH Rural Hinterland

Figure 46: Example of rural road with one-off dwelling in the middle distance (left).
Figure 47: Example of a rural vista in the NA which is framed by mature trees and hedgerows (top-right).
Figure 48: Further example of a rural road flanked by arable farmland (bottom-right).

RH Rural Hinterland

Attribute	Description
Land Use	Low density residential and agricultural use.
Pattern and Layout of Development	Sporadic development of individual dwellings which are generally arranged in a linear pattern on large plots with generous setback from the road edge.
Built Form	Two storey dwellings are most typical, with some examples of dormer bungalows. A range of styles and building materials are present with off-street parking and garages. Roofs are commonly gabled.
Public Realm	Area consists of open countryside and is accessed via car; lack of pedestrian-centered public realm.

Table 04: Character description of Rural Hinterland area.

Figure 49: Open view of arable fields (top).
Figure 50: Open view of arable fields (bottom).

Design Guidance and Codes

04

4. Design Guidance and Codes

This section sets out the design guidance and codes which will influence the design of any new development and retrofit of existing properties in the Neighbourhood Area. The design guidance and codes support the Neighbourhood Plan and should be read in conjunction with relevant local policies.

4.1 Introduction

Design codes will be applied to ensure development is place specific, and responds adequately to the local context. New proposals will be expected to apply the codes to reflect the vernacular style of the NA.

What is guidance and what is code?

Codes are specific instructions which give clear directions for the development of design proposals. Additional suggestive information including diagrams should be understood as best-practice guidance only.

The following codes should be applied to oversee the design of new development proposals in the NA:

CD.01 Context driven design

CN.02 Connected streets

LS.03 South Cambridgeshire landscape

PL.04 Building and plot layouts

HR.05 Height and roofline

EM.06 Extensions and modifications

GF.07 Green features

CP.08 Car and bicycle parking

MD.09 Materials and details

BT.10 Boundary treatments

RH.11 Rural Hinterland design principles

SU.12 Sustainable features

SS.13 Services and storage

The guidance has been developed based on site visit observations, desktop research, and liaison with the Neighbourhood Plan Steering Group.

Some codes include additional specification which is character sensitive and provide bespoke design guidance relevant to the existing built form and character of the area.

As previously outlined, the NA has been spatially divided into four Character Areas:

- **Historic Streets**
- **Civic Core**
- **Post-war Development**

Covered under general guidance in this chapter

- **Rural Hinterland**

Covered in RH.11

The first three areas: Historic Streets, Civic Core, and Post-war Development, fall within the existing built up area and will be covered in the following general guidance.

The final area, Rural Hinterland, falls outside of the existing built-up area and will be covered in a single code by an overview of design principles relating to one-off rural development in the open countryside.

In cases where no Character Area specification is provided, guidance and codes should be applied generically to all development in any Character Area.

CD.01 Context driven design

Great Shelford and Stapleford benefit from a strong sense of place which is underpinned by the wealth of vernacular features which are evident across the NA.

To maintain the NA's distinctiveness, development should contribute to a sense of place; it should respond to the local historical, cultural and landscape context and enhance and feel part of the existing settlement and landscape. This should be achieved by:

a. Responding to both built and natural attributes, for instance reflecting construction methods, built forms and patterns. It may also include retaining or enhancing key views, landscapes and buildings that provide a tangible link to the NA's heritage as well as ensuring that local place names and character are understood and form part of the development proposals.

b. Making reference to existing local built typologies and styles, drawing from examples within the NA and not from more urban contexts.

c. Aiming to underscore the distinct character and atmosphere of the NA by providing bespoke development proposals.

d. Engaging early with the local community and work in parallel, aligning with the aspirations of the Neighbourhood Plan.

The following design codes in this section expand upon the importance of context driven design and provide more detailed guidance on matters relating to this.

Figure 51: Old School Court, a contemporary development which successfully draws on the vernacular features of Stapleford and Great Shelford.

CN.02 Connected streets

Good practice, as set out in the Manual for Streets and the National Design Guide, favours a generally connected street layout which makes it easier to travel by foot, bicycle, and public transport. Outward connections to the surrounding countryside enable residents to interact with nature. The following codes apply:

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

b. Cul-de-sacs should generally be avoided, however when this is not possible they should be relatively short and provide onward pedestrian links.

c. New development should ensure that pedestrian and cycle routes are incorporated into new designs ensuring that the option to travel on foot or by bike is incentivised.

d. Where there is a choice, new developments should be located where they generate the least amount of car movements and can be within comfortable walking or cycling distance to local services.

e. Outward connections to the surrounding landscape should be facilitated in new developments and Public Rights of Way should be expanded and enhanced where possible.

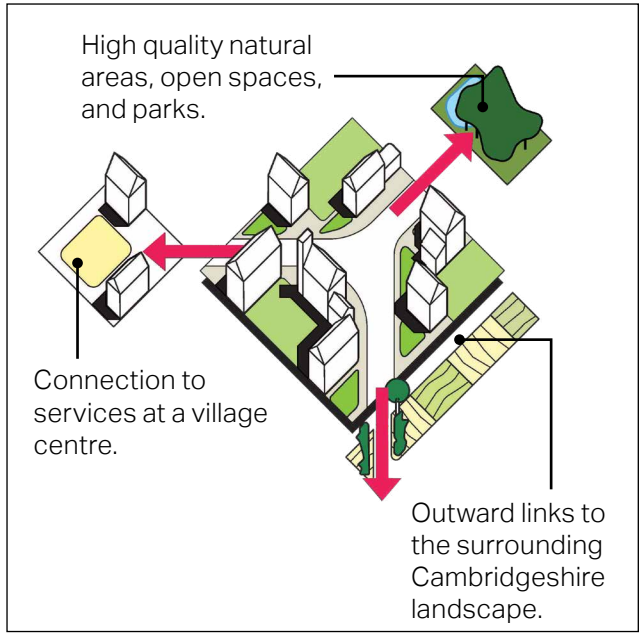


Figure 54: Illustrative diagram showing direct routes from dwellings to amenities.

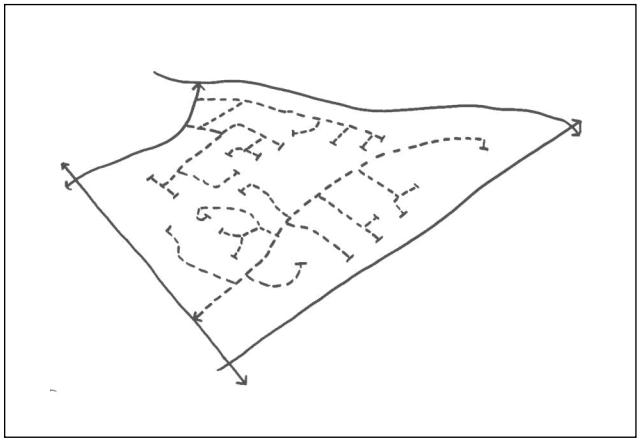


Figure 52: A poorly connected street layout dominated by cul-de-sacs; increasing reliance on cars.

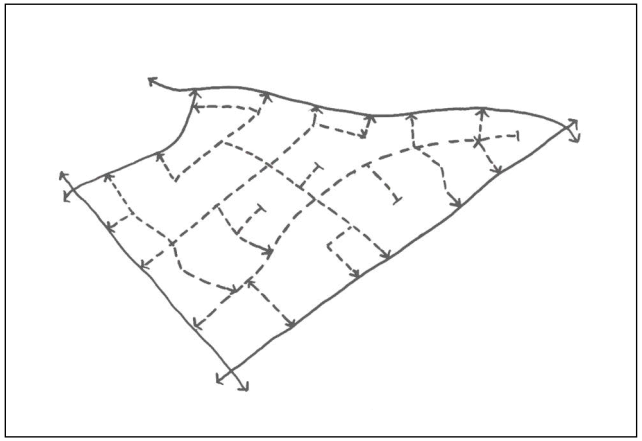


Figure 53: A well-connected street layout which supports mixed mobility, incorporating occasional cul-de-sacs where appropriate.

LS.03 South Cambridgeshire landscape

Development at and adjacent to green gateways on approach to Great Shelford and Stapleford should be sensitive to protecting valued landscape views.

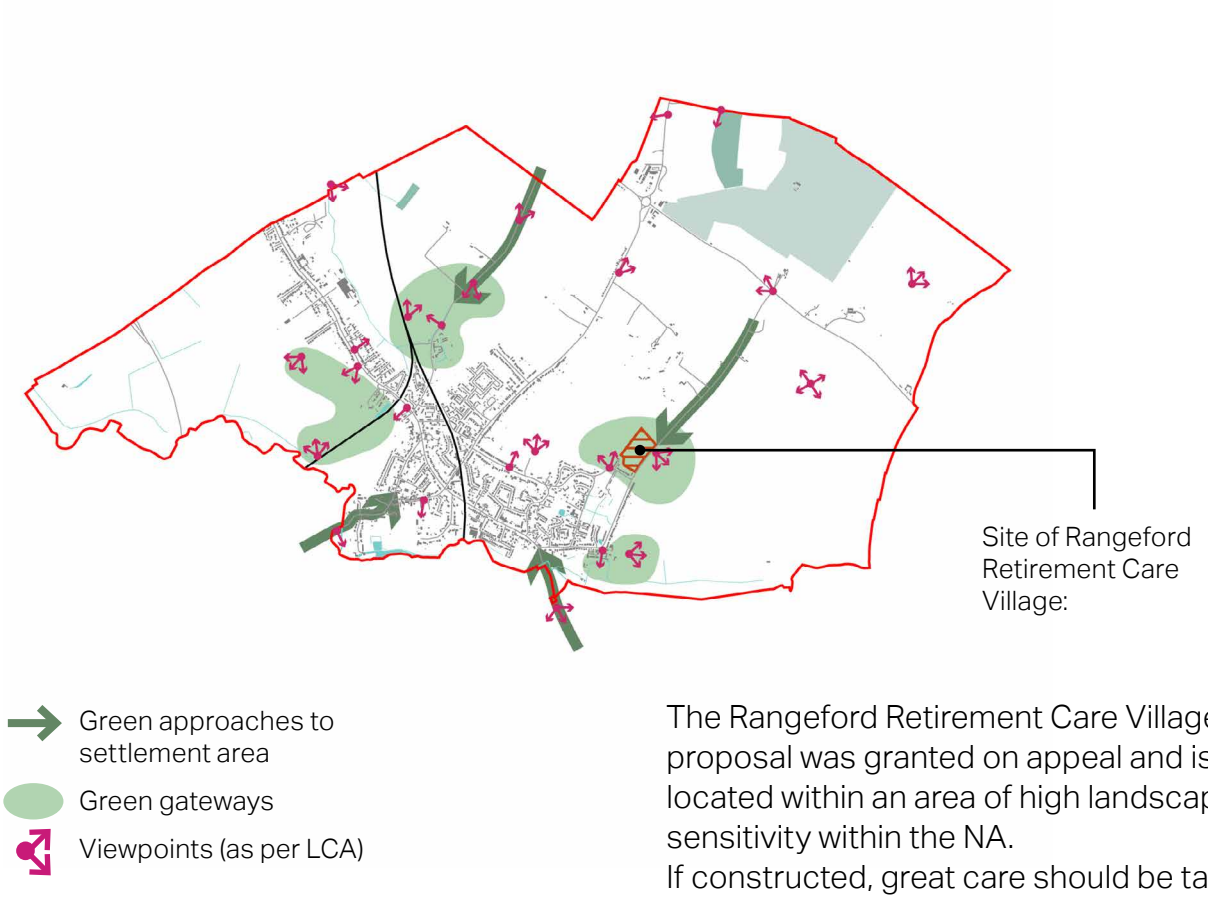
This illustrative map was developed with reference to the LCA[1] as well as the Great Shelford Village Design Statement[2] (2004). All viewpoints included in the map were identified by the LCA, although it is noted at the time of writing that these are under review. Please refer to the most recent guidance as per the Neighbourhood Plan.

The NA is characterised by its setting at the base of the Gog Magog Hills and retains a strong rural character. This must be protected by:

a. Creating a soft built edge to the countryside and placing lower density development at the settlement edge.

b. Protecting both inward and outward views which enhance the area's sense of place and local distinctiveness.

c. Referencing the rural vernacular context in design proposals.



The Rangeford Retirement Care Village proposal was granted on appeal and is located within an area of high landscape sensitivity within the NA.
If constructed, great care should be taken to protect the open rural character of this green gateway and to minimise impact on nearby viewpoints. The proposal in its current form should not be used a reference for future schemes.

Figure 55: Illustrative diagram displaying the location of green gateways across the Neighbourhood Area.

1 Stapleford and Great Shelford Landscape Character Assessment.
2 Great Shelford Village Design Statement.

The following guidance should be applied to development in the **Historic Streets** and **Post-war Development** Character Areas.

When new development occurs on the settlement edge, the built form should seek to incorporate the surrounding landscape character within the built form to provide a soft and natural built edge to the settlement. New developments should improve visual and physical connections to the landscape.

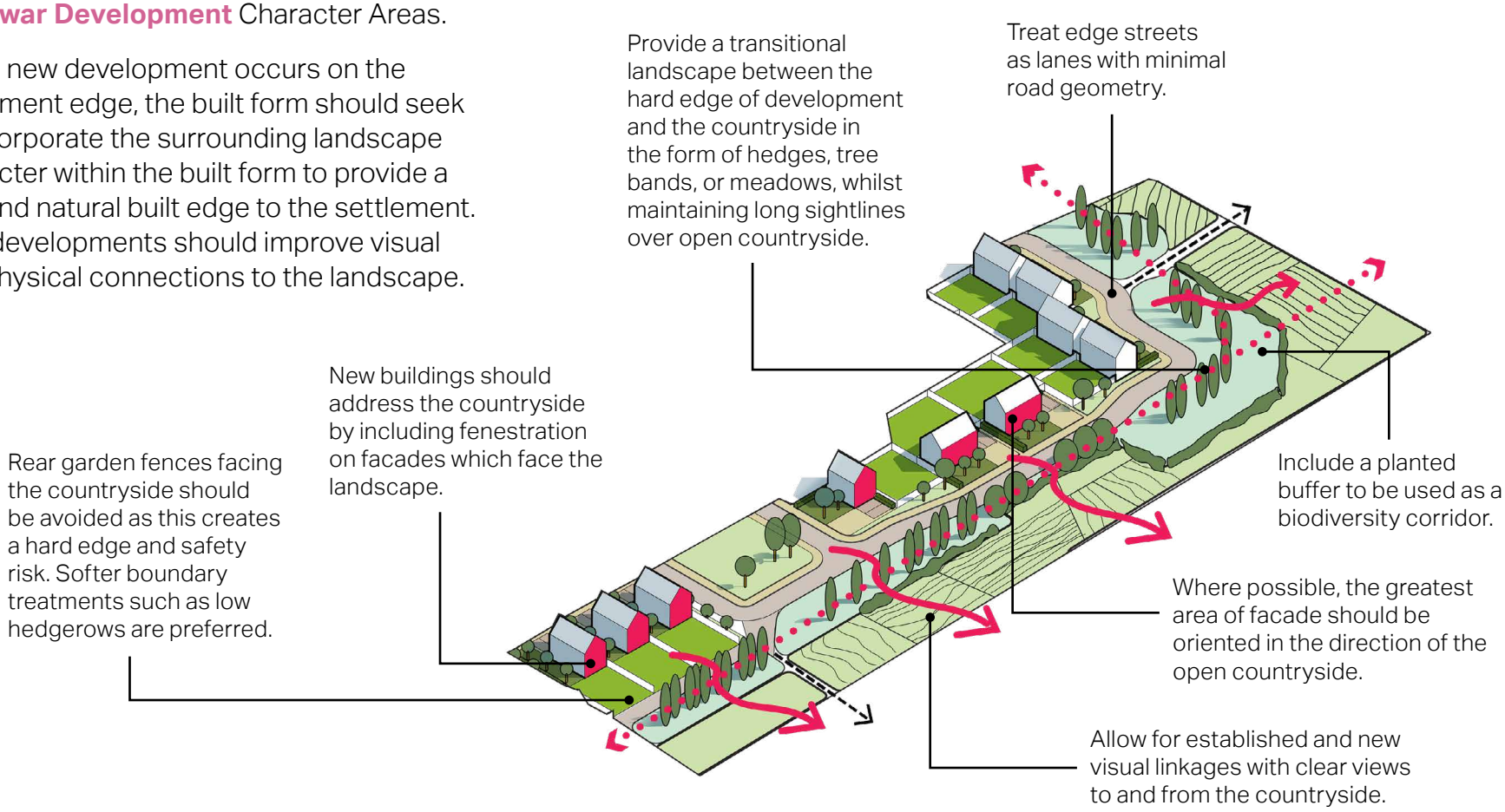


Figure 56: Diagram illustrating desirable features in a settlement edge development.

PL.04 Building and plot layouts

The following guidance should be applied to development in the **Historic Streets** Character Area and the **Post-war Development** Character Area.

a. Where there is a prevalent building line, this must be respected by infill development, particularly in regards to the building frontage.

b. Infill development should reflect the predominant massing and scale of the street.

c. Streets should seek to provide adequate amounts of enclosure (1:4/1:6 ratios)[1] by retaining built lines and incorporating vegetation.

d. If there is a standard built-gap, this should be respected by infill development.

e. Facades should be oriented in parallel to the street, with entrances included on street facing sides. Gable ends should be located perpendicular to the street.

The following guidance should be applied to the **Civic Core** Character Area.

f. Higher enclosure ratios (up to 1:2) may be appropriate in the Civic Core area.

g. New developments should create a definitive street edge by creating a strong building line or through the use of boundary treatment.

h. The presence of a strong street edge in this area may allow for smaller built gaps and narrower plot sizes.

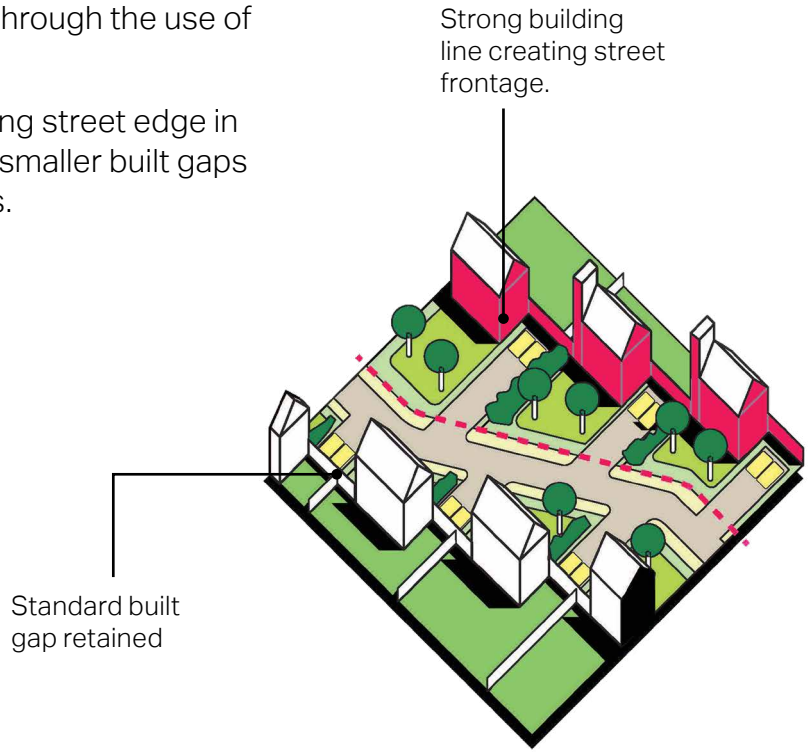


Figure 57: Illustrative diagram displaying a development with a uniform built-line, creating a sense of enclosure, as well as standard built gaps retaining outward views.

1 Enclosure ratios refer to the visual measure of a street expressed as a ratio of the height of the buildings to the street width.

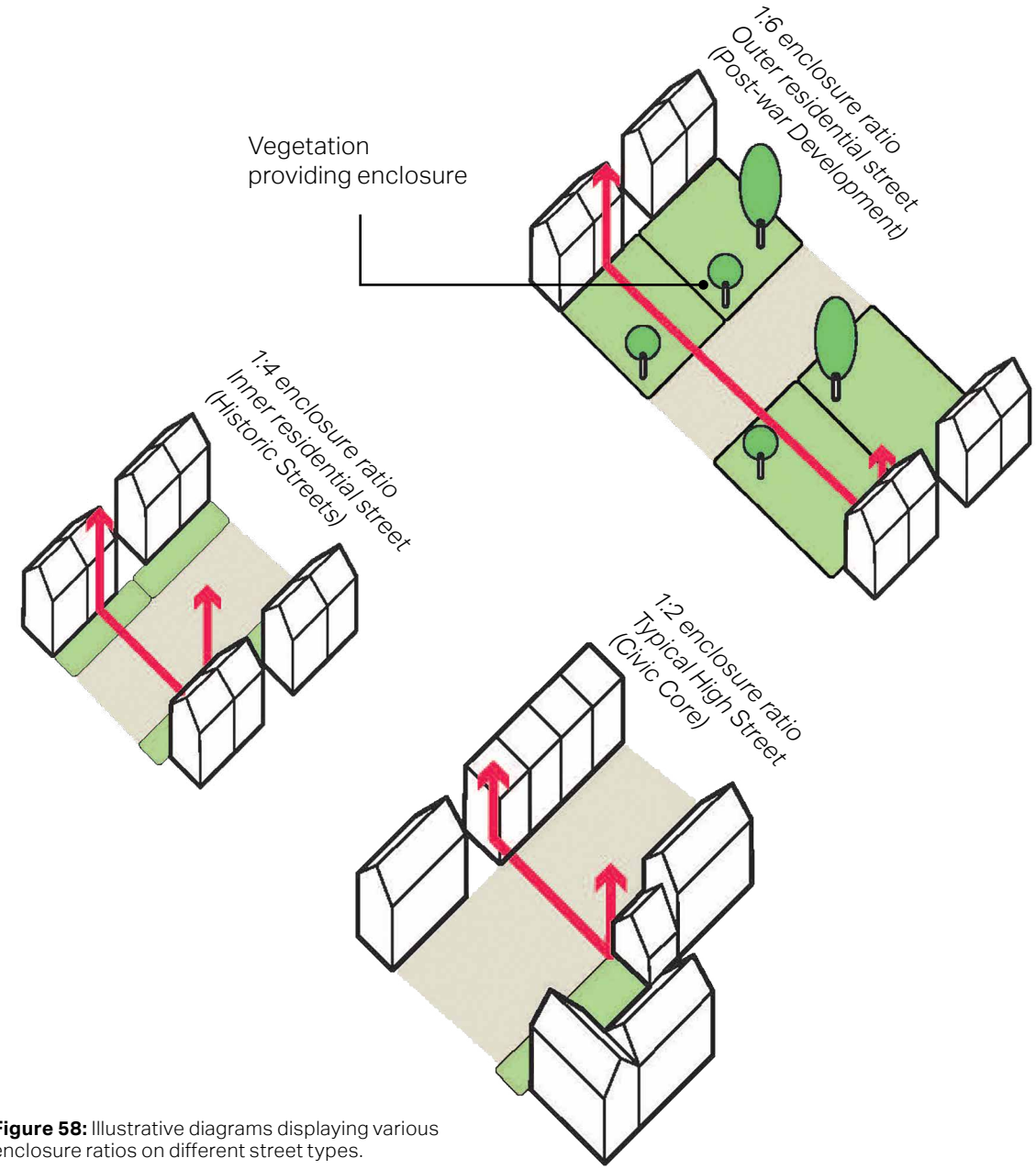


Figure 58: Illustrative diagrams displaying various enclosure ratios on different street types.

Figure 59: Enclosure on Tunwell's Lane supported by mature planting and terraced development.

Figure 60: 1:6 enclosure ratio on Priam's Way.

HR.05 Height and roofline

The following guidance should be applied to development in the **Historic Streets** Character Area.

a. This area has a rich variety of complex roof patterns, fluctuating between its Georgian and Edwardian properties. New development should take reference from neighbouring roofscapes to retain the diversity of the roofline.

b. New development must reflect the heights of neighbouring buildings which are generally 1-2.5 storeys tall.

The following guidance should be applied in the **Post-war Development** Character Area.

c. Roof types in this area are more standard and are typically gable or hipped style. Roof slope tends to have a shallow angle. New development proposals in this area should reflect the roofscape of neighbouring dwellings.

d. New development must reflect the heights of neighbouring buildings which are generally 1-2 storeys tall.

The following guidance should be applied in the **Civic Core** Character Area.

e. This area has a variety of roof types, including flat roofs. New development proposals in this area may reflect the overall character of neighbouring rooflines.

f. Up to 3 storey development may be appropriate in this area in some instances such as on a corner plot or on the end of a vista.

Figure 61: Example of an asymmetrical and complex roofline in Great Shelford.

Figure 62: Example of typical hipped roofline in Stapleford.

Figure 63: Example of shallow roofs with standard edge on Woollards Lane.

EM.06 Extensions and modifications

Some extensions will be covered under permitted development rights and therefore will not need planning permission. However, extensions should be designed to an appropriate scale and be secondary to the original building. The pitch and form of a building's roof forms part of its character; therefore, extensions should respond by enhancing the existing character. Extensions should consider the materials, architectural features, and proportions of the original building and be designed to complement these existing elements.

a. **Front extensions** are generally not acceptable. If proposed, front extensions should take the form of the existing building, mirroring the roof pitch, replicate or have lower cornice height and their ridge should be below the existing ridge height. The extension can project maximum 2 metres beyond the front façade and must not cover more than 50% of the front elevation. Front extensions should not significantly alter the street edge.

b. **Rear extensions** should generally be single storey and set below any first-floor windows to minimise any effects on neighbouring properties, such as blocking day light. Double-storey rear extensions are not common as they usually affect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension.

c. **Side extensions** should usually be set back from the main building line to the front of the dwelling and must complement the materials and detailing of the original building, particularly along the street facing elevation. The roof of the extension should harmonise with that of the original building, highly complex roof junctures will generally be discouraged. High quality and context sensitive extensions will be supported where they have shown consideration for the overall streetscape and for neighbouring dwellings. Built gaps must be retained to an appropriate degree of at least 3-5 metres.

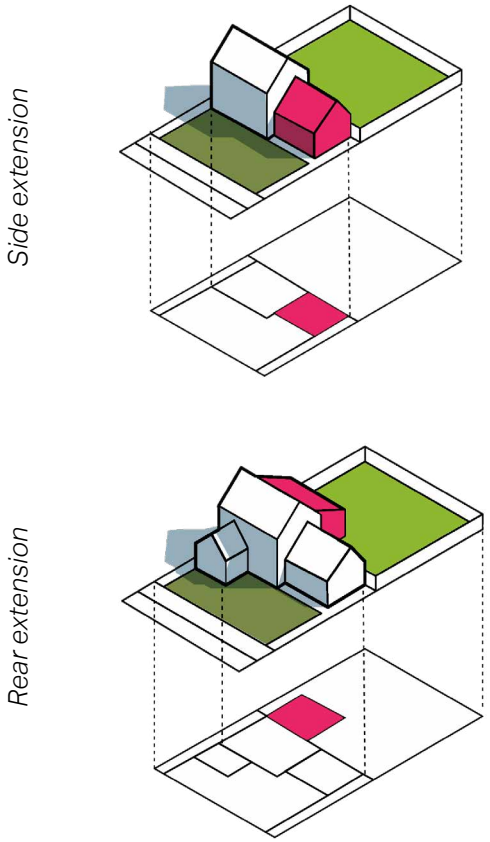


Figure 64: Types of extensions

Figure 65: Outside example of a side extension.

Extension is generally successful due to the use of a similar material finish to the original building, inclusion of complementary fenestration which matches that of the original building, as well as the setback roofline which makes the extension subordinate in form to the original building.

Figure 66: Local example of an side extension.

Extension is unsympathetic to the existing built gaps and alters the relationship between the semi-detached dwellings on the street. This prevents views through the built form and creates uncomfortable depth of space between dwellings.

Figure 67: Local example of a front extension.

Extension is unsympathetic to existing built form and streetscape. Substantial front extension significantly alters the building line and changes the relationship with the neighbouring semi-detached dwelling.

In the case of modifications to a building's façade, the following guidance should be applied:

d. Dormer windows added to a roof should be of an appropriate scale to the original building and should be subservient to the primary form of the structure.

e. Dormer windows should follow the existing rhythm or frequency of fenestration.

f. When porches or protrusions are added to street facing façades, they must be subservient to the existing built form, and must be of a similar style and material to the original building.

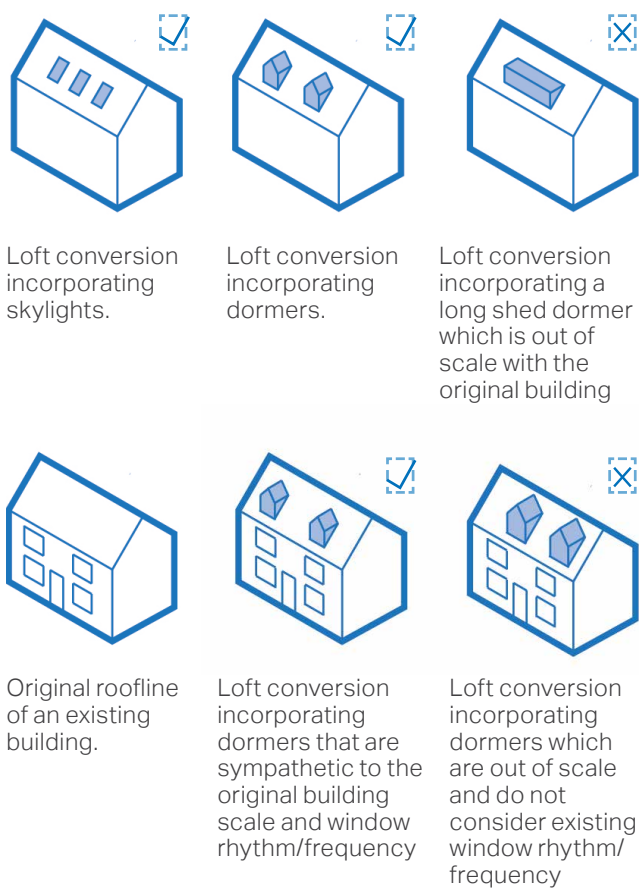


Figure 68: Illustrative diagrams showing appropriate roof extensions

Figure 69: Local example of a porch which is in keeping with the simple form of the existing dwelling and features a sympathetic material palette.

Figure 70: Example of an unsympathetic front extension which substantially changes the building line and interrupts the unified nature of the existing terrace.

GF.07 Green features

The NA has an extensive green infrastructure network running between several green spaces and connected in many places by grass verges and mature trees. This strong matrix of sustainable green infrastructure must continue across any new development.

New development can create and integrate new green infrastructure networks, which add to the aesthetic appeal of the neighbourhood area whilst also addressing sustainability concerns. It can also strengthen the existing network by improving habitat areas.

The following codes overleaf set out how to consider the retention, provision, amount, type and locations for trees and other planting as a critical part of new developments.

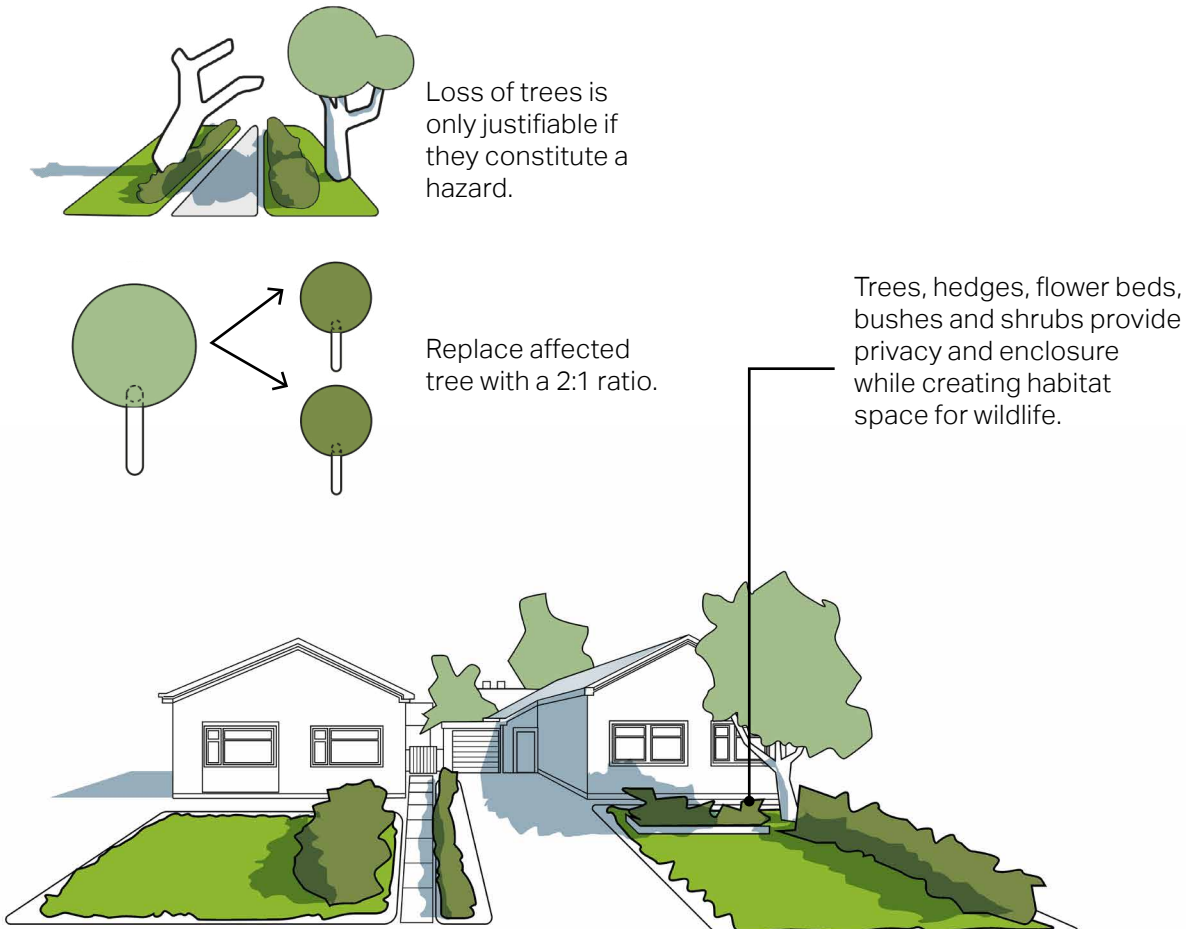


Figure 71: Illustrative diagrams highlighting green measures and natural elements to the streetscape (top and right above).

The National Design Guide and National Planning Policy Framework (NPPF) put great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localised cooling and provide habitats and public amenity. Tree strategy should follow the ***Retain, Replace, Improve*** method.

Retain

Tree surveys and impact assessments should be provided which highlight the trees on a site which are to be retained and those which are to be removed. It is preferable to retain a good quality tree than to replace it.

- Where significant trees are located on site, independent surveys to assess the development impact must be completed. This should inform the local community and could lead to objections where significant trees are impacted.

Replace

Ensuring trees removed from development land are proportionately replaced is important to maintaining current levels of canopy cover and green infrastructure. A common misconception is that replacing on a 1-for-1 basis is proportional. This is not the case. 1-for-1 replacement can reduce canopy cover, green infrastructure habitat and public amenity.

- Where trees are to be replaced, consider using a proportionate scale to determine numbers of replacement trees required based on the size of tree removed (replace to at least a 2:1 ratio).

Improve

The NPPF requires 'improvement', 'enhancement' and 'net gain'. These are not words that aim to maintain a status quo on trees.

- For major development sites, an area of development land could be dedicated for tree planting in the form of a multi-functional community woodland. Relative population density and designated land use types put pressure on a greater density of development and often results in side-lining tree planting and biodiverse green infrastructure design.

The following guidance should be applied to development in the **Historic Streets** Character Area.

The prevalence of green elements in this area contributes to the pleasant and enclosed atmosphere. There are numerous mature trees and shrubs across the area which create soft boundaries, frame views, improve visual amenity, and provide enclosure and cooling in the warmer months.

a. Garden space which can accommodate planting should be included in new dwellings.

b. Gardens should not be overshadowed and should be checked for all open spaces where it will be required[1].

The following guidance should be applied to the **Post-war Development** Character Area.

c. Grass verges should be included in new development proposals to retain the spacious feel of this Character Area.

d. Green front gardens must be included in new development proposals to retain the wide enclosure ratio and the green setting of the area.

e. The proportion of built areas within plots must reflect that of surrounding properties.

Figure 72: Example of a short enclosed front garden in the Historic Streets Character Area.

Figure 73: Example of a deep front garden with a high proportion of greenspace, appropriate for the Post-war Development Character Area.

1 Please see guidance in BRE Site layout planning for daylight and sunlight.

CP.08 Car and cycle parking[1]

Sufficient on-plot parking is key to preventing on-street parking and vehicular clutter on through roads. On-plot parking can be visually attractive when it is combined with high quality and well designed soft landscaping. Front garden depth from the pavement should be sufficient for at least one large family car. Car parking design should be informed by the following principles:

a. For family homes, car parking should be placed at the front or side of the property; for small pockets of housing a front or rear court is acceptable, although on-plot parking is generally preferred.

b. Garages will only count towards car parking capacity if it large enough to accommodate a family car.

c. Car parking should be combined with landscaping to minimise the presence of vehicles; garden space should be greater than parking area where possible.

d. Parking space should minimise impervious surfaces by utilising permeable paving.

e. A mix of parking typologies may be deployed depending on location and typology of development. The main types to be considered are as follows:

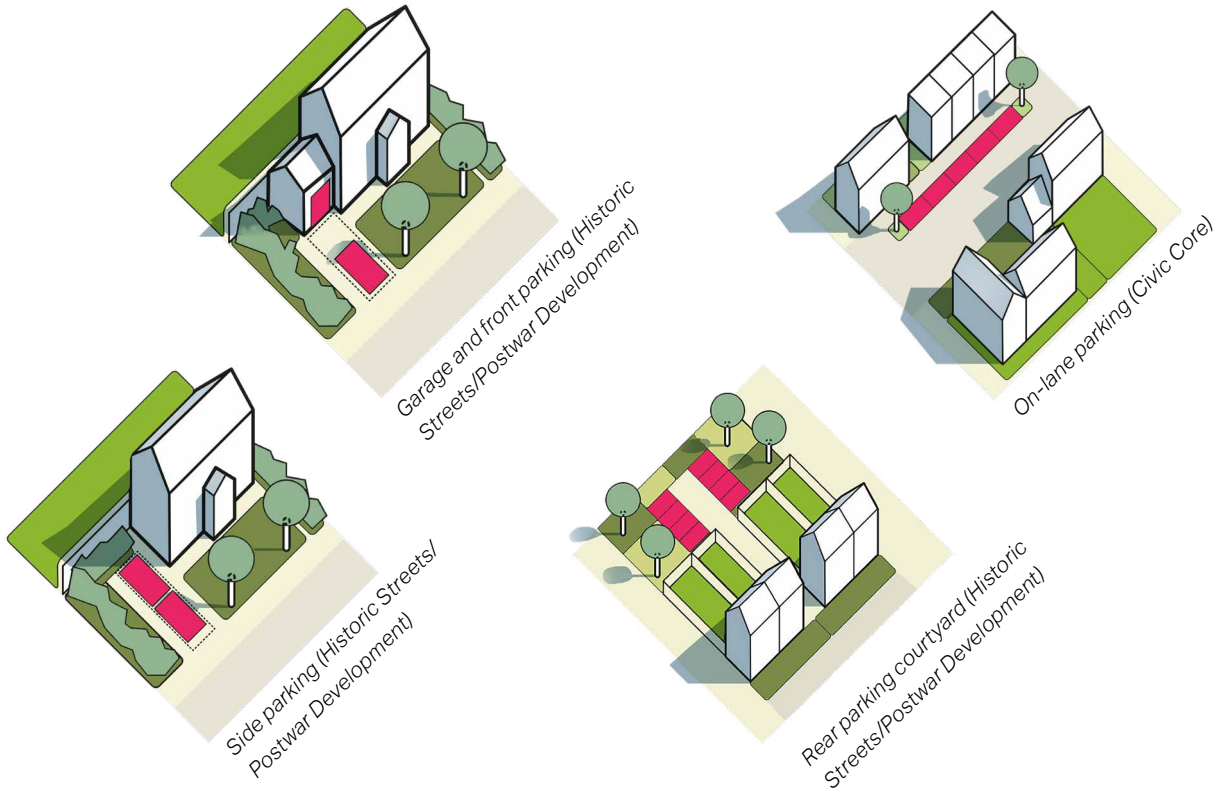


Figure 74: Several examples of parking types (above and right).

1 See South Cambridgeshire Parking Standards here.

New Development must provide sufficient levels of cycle parking to promote access to cycle travel and to decrease reliance on vehicular transport. Cycle parking should also be designed in an attractive and efficient manner.

f. One cycle parking space must be provided per bedroom as per the South Cambridgeshire Local Plan (Chapter 10).

For houses without garages:

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

h. Cycle storage must be provided at a convenient location with an easy access.

i. When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep.

j. The use of planting and smaller trees alongside cycle parking can be used.

For houses with garages:

k. The minimum garage size should be 7m x 3m to allow space for cycle storage.

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

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

n. Bicycles must be removed easily without having to move the vehicle.

Figure 75: Example of cycle parking storage that fits sensitively within a rural environment, elsewhere in UK.

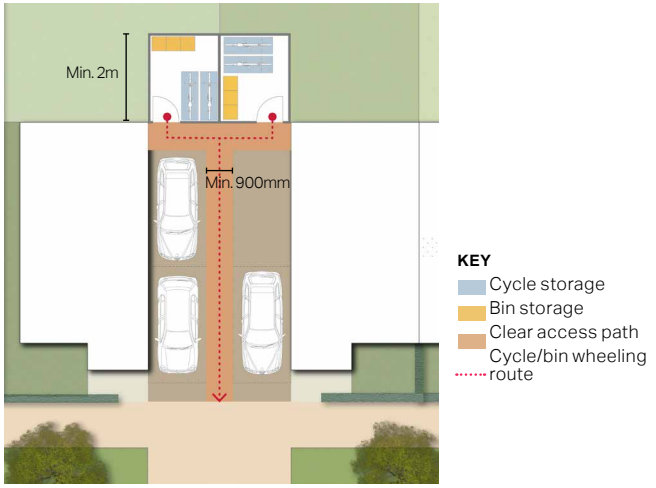


Figure 76: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.

MD.09 Materials and details

The following guidance should be applied to development in the **Historic Streets** Character Area.

a. Façades in this area should take reference from the architectural details of neighbouring buildings to enhance the sense of visual amenity.

b. New developments should utilise the existing range of material finishes which are evident across the area. Please see examples.

c. Street addressing façades should be broken up by protruding relief elements, fenestration, or material details.

d. Multi-unit development proposals should include a variety of styles and architectural features across individual dwellings.

Figure 77: Examples of various architectural features and materials in the Historic Streets area.

The following guidance should be applied to the **Post-war Development** Character Area.

e. Façades in this area should reflect the material finishes of neighbouring buildings. Please see examples.

f. New development proposals should make use of large fenestration openings and simple façades.

Figure 78: Example of dwelling with large asymmetrical fenestration in the Post-war Development Area.

Material finishes in Post-war Development Area

Red brick

Shingles

Brown brick

Timber cladding

Blonde brick

PVC cladding

The following guidance should be applied in the **Civic Core** Character Area.

g. Blank façades should not be visible from the street, façades should be broken up with fenestration or with material details.

h. Timber fenestration is preferred on period buildings in this area to improve the material quality of the streetscape, aluminum fenestration may also be appropriate on contemporary development.

Figure 79: Example of active commercial frontages in the Civic Core Area.

Shopfront design:

The following guidance should be applied in the **Civic Core** Character Area.

The most welcoming of shopfronts are inviting and attractive in themselves; they add to the shopper's experience and lend an area an air of quality and vitality.

Shopfronts should be carefully mixed amongst residential dwellings and should adhere to the following guidance to contribute a cohesive and high quality public realm.

i. Encourage font that is the same across all external signage.

j. Maintain a consistent foreground and background colour.

k. Ensure that the colour palette used is reflective of the colour palette present across the whole façade, including the area above the shopfront.

l. If there is a hanging sign that extends out in front of the building, this should be in keeping with the rest of shopfront, and not have an overbearing impact on the general street scene.

m. Advertising external to retail premises (e.g. A-frames and blackboards) are discouraged where they impede walkways or harm local character.

n. If the premises are in a more modern development, there is potential to explore more innovative and attractive approach to a shopfront. Even though this may involve the use of non-traditional materials, high quality design should always be guaranteed. Shopfront design in this instance should be imaginative and appropriate to the style of the building, utilising high quality materials and be an example of a modern interpretation of the traditional configuration of shopfronts.

o. Shopfronts should use windows to display products or to maintain a visual link between the street and interior of the shop. In turn, shopfronts should avoid advertising displays, such as plastic film, that fully obscures the interior of the shop from the eyes of the pedestrian.

p. Materials should be selected in accordance with the building's character. The number and type of materials should be kept to a minimum, and always be based on the local architectural style of the street. Timber finishes will be preferable on shopfronts on period buildings.

q. Awnings, canopies and blinds should be integrated into the overall shopfront design. Straight canvas canopies with particular retractable rollers design would be preferred and recommended instead of the use of inappropriate plastic coated blinds.

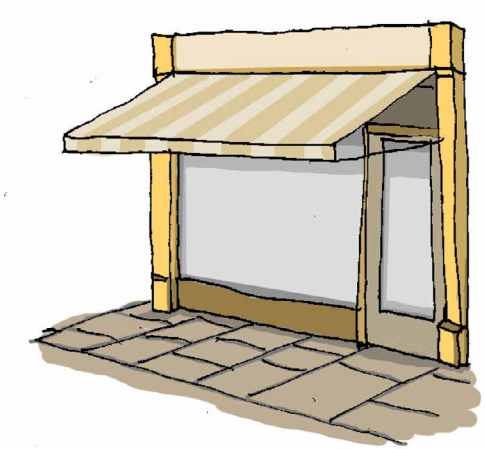


Figure 80: Example-Awning.

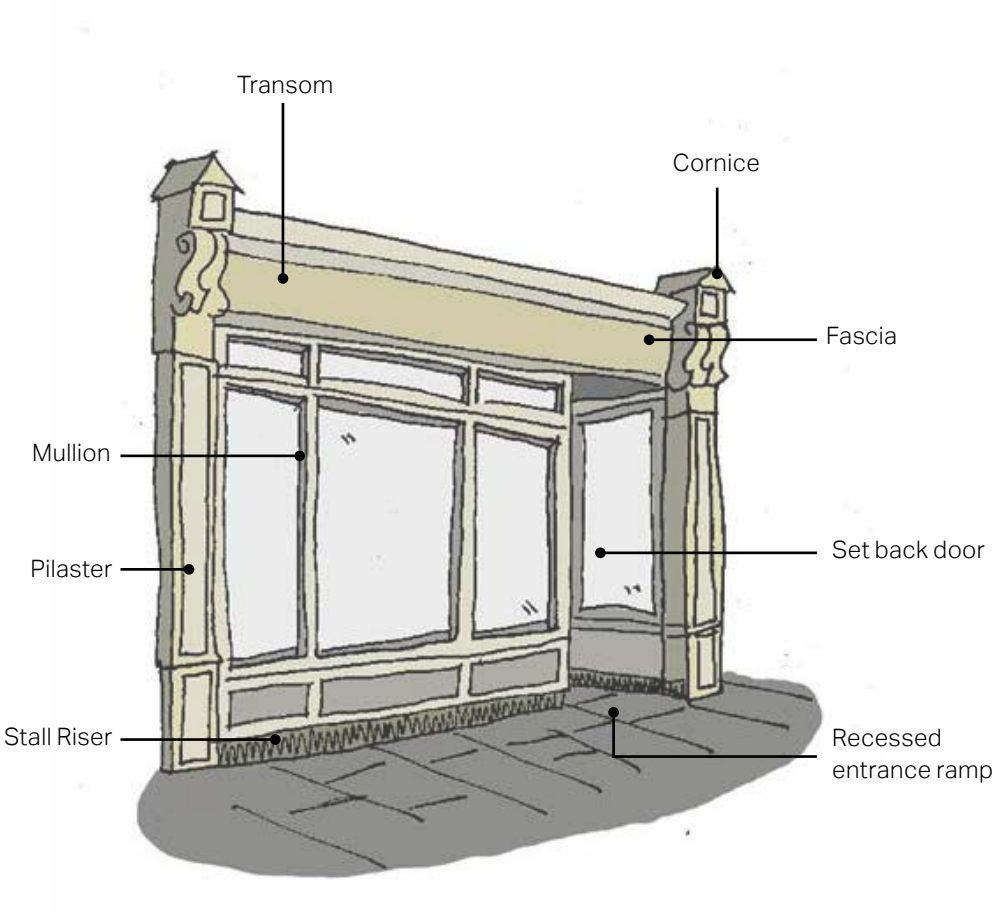


Figure 81: General principles of shop design

Figure 82: Good window design and proportions

Figure 83: Grill type shutters create active shop fronts

Figure 84: Poor window design and proportions, shopfront window out of scale.

Figure 85: Roller shutter detract from the streetscape providing no visual detail.

BT.10 Boundary treatments

The following guidance should be applied to development in the **Historic Streets** Character Area.

a. Natural and solid boundary treatments will be acceptable in this area. Natural boundary treatments may consist of hedges, trees or shrubs, while solid boundary treatments should make use of Cambridge brick or flint.

The following guidance should be applied in the **Post-war Development** Character Area.

b. Natural and solid boundary treatments will also be acceptable in this area. Solid boundary treatments should use complementary material finishes to their respective property and should be low in height. Hedges are preferred as a natural boundary treatment.

The following guidance should be applied in the **Civic Core** Character Area.

c. Solid walls and fences may be acceptable in this area if they positively contribute to the streetscape. Walls should utilise local materials as outlined on page 22, and railings should be of a high quality, visually permeable and be of either simple or traditional style.

Figure 86: Examples of boundary treatments within the Character Area.

Figure 87: Example of low rise boundary treatment in the Neighbourhood Area which serves to create a distinction between public and private space while retaining visual connections across the street.

Figure 88: Local example of a permeable railing which retains sight lines in the area.

RH.11 Rural Hinterland design principles

The following guidance should be considered by development in the **Rural Hinterland** Character Area only.

a. Development in a rural setting should make use a of deep setbacks from the road to retain an open landscape character.

b. Development outside of built-up areas should remain low density with an unobtrusive form to prevent urbanising features.

c. Dwellings should be well-screened from the road using hedges or mature trees.

d. Development should have an informal layout to retain a sense of rural character, therefore building lines, setbacks, and built gaps should have slight variations.

e. Boundary treatments should consist if natural elements such as vegetation and green hedges, wooden fencing and low stone walls may also be appropriate.

f. Development should retain a sense of transition between the built area and the surrounding countryside through the use of planted gardens.

g. Residential development in this character area should be of a high architectural merit and have no negative impact on surrounding landscape setting or views.

Figure 89: Example of rural landscape views at Haverhill Road with low density unobtrusive development in the background © John Sutton.

SU.12 Sustainable features

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

a. The following guidance elaborates on energy efficient features and technologies that should be incorporated in design proposals at the building scale:

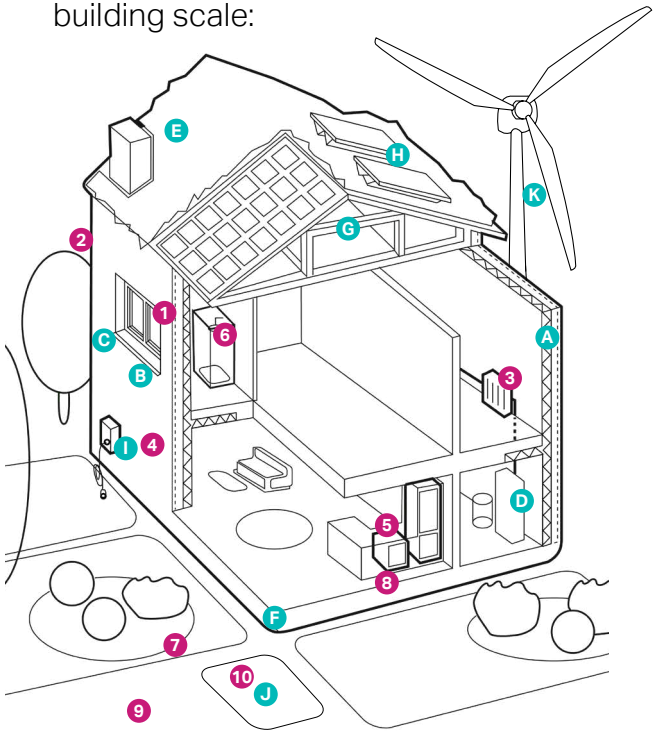


Figure 90: Diagram outlining the location of sustainable features within dwellings.

South Cambridgeshire District Council have set out their aspirations for the area to be net zero carbon by 2050[1].

1 Please see the following guidance:
NPPF (Section 14).
National Design Guide (Nature Resources).
Greater Cambridge Sustainable Design and Construction Supplementary Planning Document.
South Cambridgeshire Local Plan (Chapters 4,6,9).

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 water-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Permeable 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
9. **Permeable hardstanding** on driveways and surface parking
10. **Rainwater harvesting** collected from roofs and other above ground surfaces via a system of above ground pipes and tanks.

New build homes

A. **High levels of airtightness** ideally to Passivehaus standards
B. **Triple glazed windows and external shading** especially on south and west faces
C. **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
D. **More fresh air** with mechanical ventilation and heat recovery, and passive cooling
E. **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
F. **Flood resilience and resistance** e.g. raised electrics, concrete floors and greening your garden, permeable ground surfaces
G. **Construction and site planning** timber frames, sustainable transport options (such as cycling)
H. **Solar panels**
I. **Electric car charging point**
J. **Rainwater harvesting** collected from roofs and other above ground surfaces via a system of above ground pipes and tanks.
K. **Wind turbines** Domestic scale wind turbines subject to height control

Development should seek to include features which improve local habitat networks and increase levels of biodiversity in the NA. This can be achieved using the following guidance:

b. Development should demonstrate biodiversity net gain on site and provide new habitats and wildlife corridors on site.

c. It is important to ensure existing habitats are buffered. Widths of buffer zones should be demonstrably wide enough and based on specific ecological function.

d. Development should create wildlife corridors into the surrounding countryside by proposing new green links and improving existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas such as with hedgehog corridors.

e. Development must actively protect mature and veteran trees, wide green verges and hedgerows as they are essential for biodiversity. Hedgerows are a particularly good habitat for fauna and also prevent soil erosion.

f. Development should show that it has actively incorporated nature friendly ideas such as bird boxes, bee bricks, bug-houses, swift bricks and ponds. To illustrate, swift populations are in decline in the UK as more development and a move towards air-tight buildings has resulted in a loss of habitat. To encourage swifts to live and breed in the area, swift bricks should be considered as they are easily installed, fitting within a multiple of standard UK brick sizes.

Figure 91: Example of a Swift brick under an eave.

Figure 92: Example of a hedgehog corridor within in a garden fence.

All new development should work to moderate extremes of temperature, wind, humidity, local flooding and pollution within the NA:

g. Avoid siting homes in high risk flood areas and mitigate increased risk of storms/flooding with sustainable drainage systems. These reduce the amount and rate at which surface water reaches sewers and watercourses. Often, the most sustainable option is collecting water for reuse, for example in a water butt or a rainwater harvesting system. This reduces pressure on valuable water sources.

h. Eco-systems cannot adapt as fast as the climate is changing leading to loss of biodiversity. Protecting and enhancing woodlands, watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain on major development sites. Use street trees and planting to moderate and improve micro-climate for streets and spaces.

i. The following climate resilience systems outlined in figure 93 should be applied at the street scale:

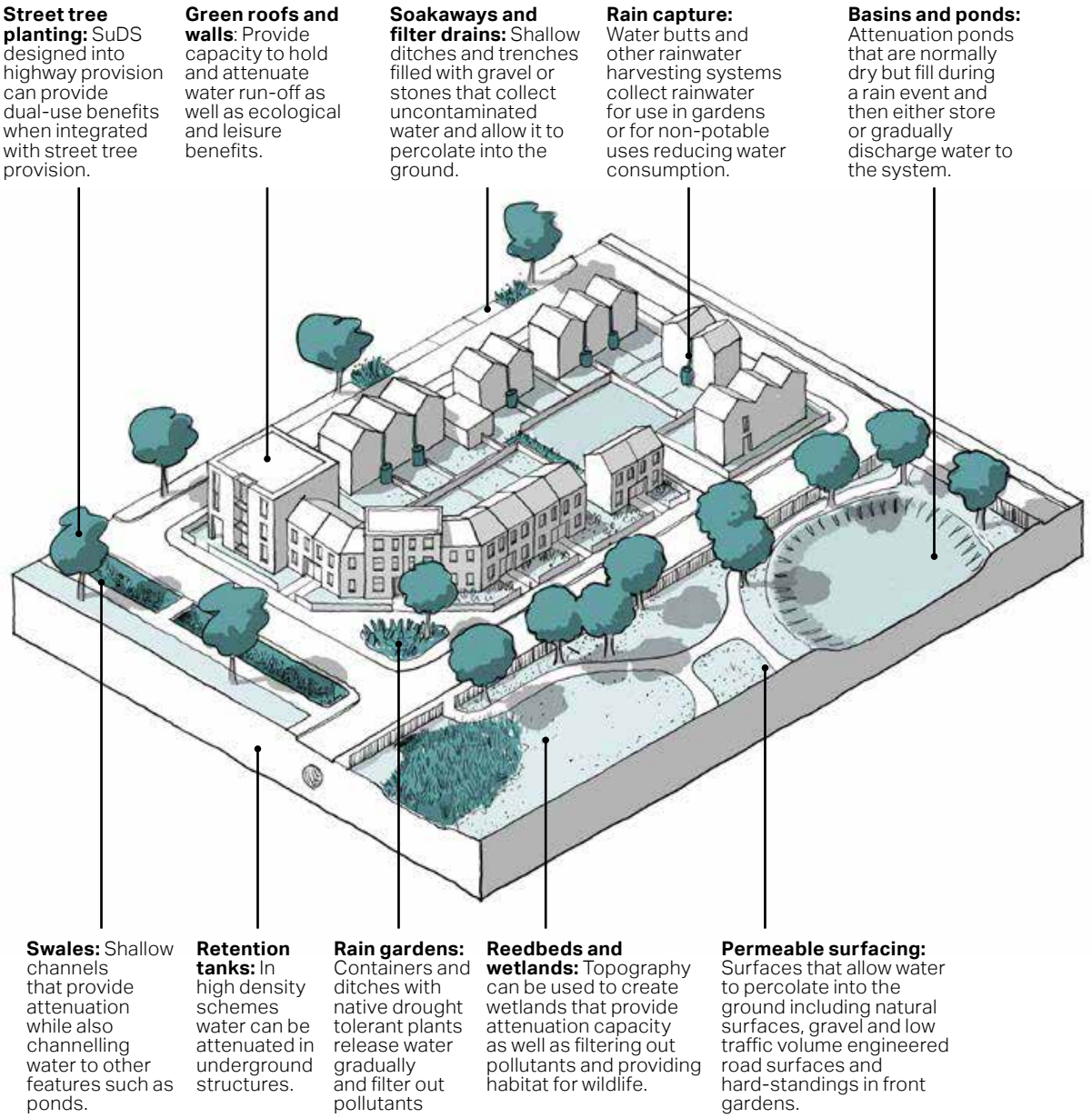


Figure 93: Sustainable drainage systems as set out in the National Model Design Code.

SS.13 Services and storage

With modern requirements for waste separation and recycling, the number and size of household bins has increased, posing a problem with the aesthetics of the property and the management of the bins.

Older dwellings pre-date the need for such storage areas and there is typically no space provided on plot. This means that bins can obstruct the pavement. Therefore, new development should cater for integrating waste storage whilst, retaining the rural context of the villages. Some guidelines for new development are:

a. 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.

b. A specific enclosure of sufficient size should be created for all the necessary bins.

c. Bins should be placed within easy access from the street and, where possible, with the ability to open on the pavement side to ease retrieval.

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

e. Soft surfaces could be added on or around the bins, not only to improve the aesthetics of the front garden, but also to enhance biodiversity.

f. Wheelie bin storages are recommended to improve the aesthetics of the environment.

Figure 94: Example of a successful bin store which incorporates natural elements to improve visual amenity.

Figure 95: Outside example where the bins are stored under the shed, whilst the side wall is decorated with flowers and plants to improve the environment.


Checklist for new development
05

5. Checklist

Because the design guidelines and codes in this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which design proposals in Stapleford and Great Shelford 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 in part 1, there are a number of ideas or principles that may be present in most proposals for new development.

There may be some elements which are not relevant to minor householder applications such as modifications and extensions. These are listed under 'General design guidelines for new development'. Following these ideas and principles, a number of questions are listed for more specific topics.

1 (continued overleaf)

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing landscape or historical features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open green space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components (e.g. buildings, landscapes, access routes, parking and open space) are well related to each other;
- Positively integrate energy efficient technologies with regard for impact on neighbouring properties; and
- Create soft landscape edges in places where development borders open greenbelt at the periphery of the settlement.

1 (continued)

General design guidelines for new development:

- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation) before specification of energy efficient building services, and secondly by incorporate renewable energy sources.

2

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed over the long term?
- Have opportunities to increase the local area's biodiversity been fully explored.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Do all properties have acceptable levels of natural light in habitable rooms?

3

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

4

Street grid and layout:

- Does it favour accessibility and connectivity (especially on foot or bike)? 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?

5

Building heights and roofline:

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

6

Building materials & surface treatment:

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

6 (continued)

Building materials & surface treatment:

- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Is all hardstanding to the front, sides and rear of the properties permeable?
- Can SuDS be incorporated into the landscape design in a considered manner?

7

Buildings layout and grouping:

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

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials relate to or complement those of the existing dwelling?
- In the case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope? If so, are they sympathetic to the original building scale and the existing rhythm of fenestration?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?
- Does the extension incorporate all relevant sustainable features?
- Does the extension reduce existing off-street parking space? If so, how is this mitigated?
- Are any new outdoor hardstanding spaces permeable?

9

Car parking:

- What parking solutions have been considered for car/bicycle/scooter?
- Are the 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 parking space compromise the amenity of adjoining properties?
- Can electric vehicle charging points be provided and integrated within the design?
- Can secure cycle storage be provided at individual building level or through a central facility where appropriate?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels, a biodiverse roof, and or rainwater harvesting, in its design?

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