

Report to Deeping St James Parish Council**Planning and Transport 14 November****Full Council 21 November**

**Briefing Note to Deeping St James Parish Council:
Review of Deepings Neighbourhood Plan (DNP) and prospective Design Code Work.**

Source. DSJ Councillors Gordon Smith and Kate Shinkin.
6 November 2023

a. Purpose of note

The purpose of this report is to provide information on:

- a. the process of updating the Deepings Neighbourhood Plan
- b. an early review on radically improving our influence on the design of new developments.

b. Revising the Neighbourhood Plan Click here for information [About us \(deepingsplan.org\)](https://deepingsplan.org)

The Neighbourhood plan was adopted in June 2021. It will generally be reviewed on a 5-year cycle. Over its 2.5 years of use it has had a considerable influence on local planning decisions - noticeably in relation to larger development across both parishes (e.g. the Town centre retail store, various industrial developments, and early influence on larger new housing estates that are in the pipeline).

To ensure the DNP remains relevant to local needs, the process of revising that plan has started.

Initial work will seek residents' views on the issues that the replacement Neighbourhood Plan should cover. This will start in December with publicity in the Deepings Advertiser and a presence at the Christmas market on 30 December.

Recommended action: to note this forthcoming work.

c. New design code work

Design Codes are explained in the attached appendix. They are:

"a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area" Click here for information [Office for Place - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/consultations/office-for-place)

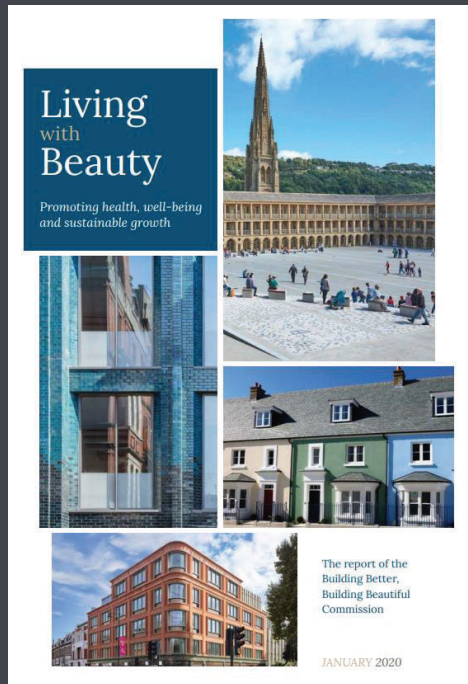
The new DNP will provide enhanced guidance on the design of new development. The DNP group has decided to accelerate this work given several large developments likely to be proposed over the next few years in Deeping.

This work will be incorporated within the revised DNP to give it full weight as a 'material considerations' in planning decisions.

The DNP Group applied for and secured direct assistance from the Government to do this work (at no cost to DSJ and MD Parishes). A national Design Consultancy *Aecom* has commenced and will produce first drafts shortly. This work represents best practice with the DNP Group proactively promoting better development.

Recommended action: to note this work has started.

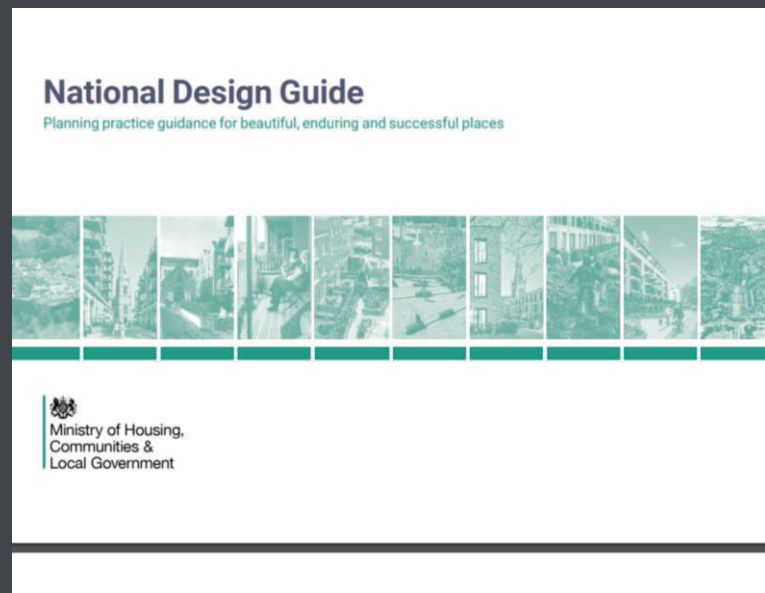
National Government design agenda 2019 - 2023



Ministry of Housing,
Communities &
Local Government

National Planning Policy Framework

Stronger wording –
refuse mediocre



Ask for Beauty - Refuse Ugliness - Promote Stewardship



LTN
1/20



What is a Design Code?

- Design tool that tells you exactly what to do: a set of prescriptions or instructions – a template
- Highly technical: not aspirational but sets the expected performance specification
- Ideally: clear, focussed, graphic, measurable, attractive and concise (many are too long)



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COUNCIL**

What is a code's purpose and use?

- Increase clarity about what is acceptable design quality
- Increase certainty for all about outcomes
- Speed up the delivery of high quality new development
- Used by developers, designers and planners: not for the general public
- Variety of scales, from district-wide, areas of places, site specific, parts of larger sites, or small scale self-build developments



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Market Deeping and Deeping St James code options



The South Lincolnshire Communities of Market Deeping and Deeping St James

Adopted 29 June 2021



- Appended to review of Neighbourhood Plan
- Efficient to do NP review and code at same time (e.g. community engagement)
- Scale options: NP area –wide or particular development site (decide at scoping stage)
- Select what to focus on (decide at scoping stage)
- Funding available ('additional grant funding' includes Design Codes)

www.neighbourhoodplanning.org



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Arbury Design Code - Nuneaton and Bedworth Borough Council, 2022

Relates to an allocated site in Local Plan, by LPA to inform planning applications
Focus: NDG - Open space and nature, movement and connectivity, built form, character

3.2. Street Types

3.2.1. PRIMARY STREET

- + A primary link road is required to connect from the south of the site to Heath End Road

A key function of the primary road is to alleviate traffic on the existing network and provide connectivity through the site towards the A444. The connectivity beyond the southern boundary / Harefield Land is to be determined at application stage in conjunction with highways modelling and a transport assessment and as per section 3.4.3 of the HSG2 Concept Plan SPD.



Alcebury Wood (Urban and Civic)



Trumpington Meadows Primary School (Barrocks Eastern Counties)

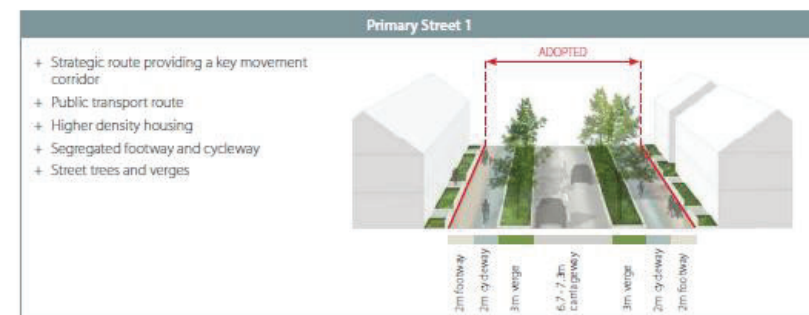


Bio-diverse verge and street trees at Cours Seguin, Paris

Overview	
Street type	Primary
Location	Main route connecting north-south through the site to Heath End Road
Direct vehicle access to properties	No
Street Design	
Total adopted width	20 - 21m
Carriageway width	6.7 to 7.3m
Footway / cycleway	Yes - 2m each (min 4m total) with clear delineation and fully segregated from carriageway
Verge	Min 3m to both sides to include trees / swale
Bus route	Yes
On street parking	No. Any properties along this type of street must be served by off-street parking solutions.
Design speed	30 mph (reduction to 20mph in local centre and by primary school)
Traffic calming measures	Pedestrian refuges and horizontal shifts in carriageway spaced at maximum 70m intervals
Statutory services	Drainage under carriageway, other utilities under footway. To be confirmed at detailed design
Road markings	Yes
Adopted	Yes

Street Landscaping	
Street trees	Yes - within verge on both sides of the carriageway. To be guided by landscape narrative. Consideration should be given to visibility plays and street lighting.
Defensible space	Yes. Min 2m. Boundary treatment to be defined by landscape narrative
Street lighting	Yes - to be outlined at application stage

Street Level Design Principles (Advisory)	
Building relationship	Continuous built edge, with entrances to properties from the street frontage. Some building setback permitted to create variety
Character and density	Formal in character and anticipated to be higher density zone
Uses	Some retail at ground floor in local centres, habitable rooms facing the street to maintain active frontages
Building heights	Typically 2 and 3 storey to create a varied roofscape. Taller elements permitted within the local centre, subject to testing of development parameters at application stage



Arbury Design Code Example

Example

Arbury Design Code Built Form

4.11. Parking and the Built Form

4.11.1. PARKING TYPOLOGIES

A variety of parking typologies are expected to be used within the Arbury masterplan to fulfil the parking requirements for each home, the users and the character of the area. These include garages and car ports for on-plot resident's parking and undesignated on-street parking bays for visitor parking. On-plot parking spaces should be set behind the building line to reduce the visibility and therefore the impact of parking on the street scene. Likewise, parking bays are integrated with street landscaping to create a streetscape that is not dominated by cars. Parking for apartments and non-residential uses should be located in undercroft where this is viable, or in landscaped parking courts contained within the block for the purposes of enhanced security.

The following pages illustrate preferred parking typologies and solutions for Arbury and their relationship with built form. This should be read in conjunction with the parking principles outlined in section 3.4 and the Parking SPD.

- + Planning applications must demonstrate how they have considered the integration of parking solutions and how they intend to be used across the design

The appropriate parking typology should be selected based on the streetscape, dwelling typology, efficient use of space and viability of the development. An indication of the appropriate combinations of parking and street type and parking and building typologies is provided within this section.



On-street parking integrated within the landscape at Horsted Park (Countyside Properties)

Residential car parking:

- + Combination of on-plot, off-plot and on-street parking is considered to be most appropriate in relation to both the streetscape and efficient use of space
- + Parking will be provided in the form of garages, driveways, parking courts and on-street spaces, depending on the types of home
- + Details of these typologies are set out on the following pages
- + Designs need to consider regular home deliveries to private residences and associated access

Local centre and community parking:

- + Walking and cycling to the local centre, community uses and the primary school will be encouraged
- + Car parking will be provided on-street and on-plot
- + Sufficient provision should be included in the design for servicing and deliveries

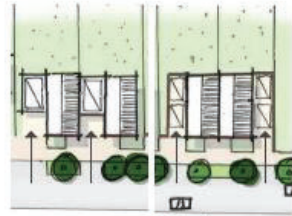
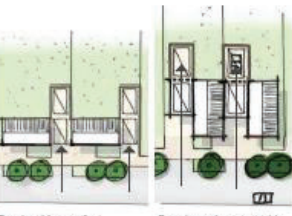

Principles for parking typologies and the built form:

- + All parking typologies must be integrated within the urban form and public realm, with minimal visual intrusion and obstruction to pedestrians or service / emergency vehicles
- + Bus travel, walking and cycling must be the priority modes of travel; this must be reflected in the amount of parking provision
- + Parking must be provided in the form of garages, car ports, driveways, undercroft parking, rear parking courts and on-street spaces. The appropriate typology will be based on streetscape, dwelling typology, efficient use of space and development viability



Mews garage parking with studio room above to activate the street, Bell School, Cambridge (Hill)

IMAGES
FOR
REFERENCE
ONLY

On-plot Allocated Parking	
Typology	Description
On-plot tandem (between buildings)	
 Garage/car port  On-plot driveway	<ul style="list-style-type: none"> + Allocated parking provided in garages, car ports and driveways within the ownership of individual dwellings + Spaces must be designed to prevent parking projecting beyond the building line; it must be of an appropriate dimension to allow adequate space, but not oversized to encourage additional parking + Garages / car ports should be positioned flush to the rear of the dwelling. Where an additional parking space is required by parking standards, garages / car ports can be set back and hard-standing provided in front to provide an additional parking space on the driveway, or have an open back to allow run-through for cars to park behind the garage + Must be a maximum width of 2 spaces to limit impact of parking on the streetscene. Depth to be designed accordingly to accommodate required number of vehicles + Footpaths should crossover driveways to indicate pedestrian priority
Appropriate building typologies: <ul style="list-style-type: none"> + Semi-detached + Detached Appropriate street types: <ul style="list-style-type: none"> + Secondary Street + Tertiary Street + Shared Surface and Private Drives 	
Detached	
 Detached	<ul style="list-style-type: none"> + Garages located to side or rear of dwelling; may be paired with neighbour + Must be a maximum width of 2 spaces to limit impact of parking on the streetscene + Where required by parking standards, hard-standing should be provided in front of garage to provide an additional parking space on plot + Enclosure to the sides of the driveway must be provided, such as through walls or hedges. These should be adequate width to allow for pedestrian/cycle access and refuse collection.
Appropriate building typologies: <ul style="list-style-type: none"> + Semi-detached + Detached Appropriate street types: <ul style="list-style-type: none"> + Tertiary Street + Shared Surface and Private Drives 	

Trumpington Meadows, Cambridge

Example

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1.3 What is unique about Trumpington Meadows?

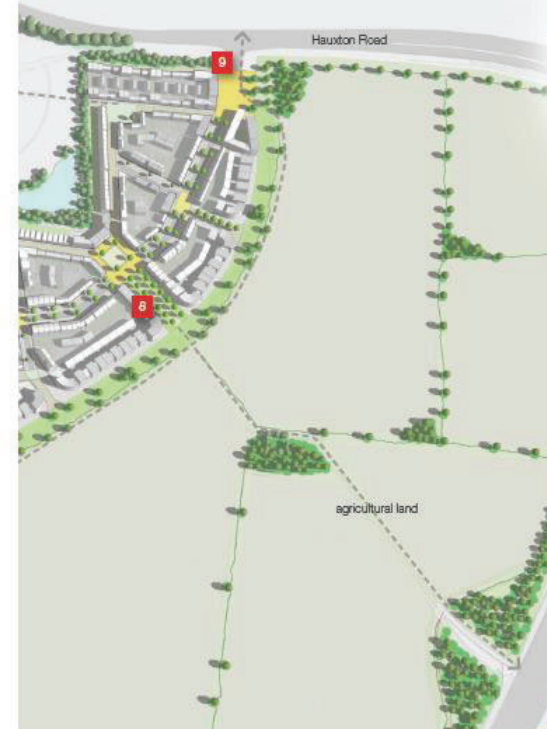
A series of design principles are set out below that must be adhered to and that will make the scheme unique and create a strong sense of place. The design principles are mandatory but the master plan is illustrative.



Above: The master plan vision

Design Principles M

- 1 Northern gateway**
Entrance to development denoted by a small square. Line of Corsican pines along Hauxton Road provide strong enclosure either side of entrance.
- 2 Anstey Hall place**
Public square created to acknowledge view of Anstey Hall. Strong formal building line contains squares and closes off view from conservation area to rear of Robert Sayle.
- 3 Trumpington church**
Church to become a strong landmark in views from the development.
- 4 Church green**
Intimate public space aids legibility on a key intersection of routes.
- 5 Local centre and primary school**
This will become the community heart with the primary school, community facilities, local shop all located at this central point within a 5-minute walk of all parts of the development.
- 6 Primary street**
A key feature to aid with legibility, the primary street has been designed to achieve a safe environment for pedestrians and cyclists.
- 7 Green corridors**
A series of green corridors, evenly spaced directly connecting the internal public spaces to the country park and allowing green space to flow into the development. The green link denoted is aligned to follow the old railway line.
- 8 Shepherds Way**
The primary public space in the southern half of the development, aligned to provide a direct commuter cycle routes to Trumpington park and ride from the south.
- 9 Southern gateway**
Located on the new southern urban edge, this new gateway will signpost the development along Hauxton Road. The southern perimeter creates a strong urban edge carefully punctuated at development corners.
- 10 Community park**
Closely allied with the primary school, this will be the primary formal play and sports area with a range of facilities for all age groups.
- 11 Trumpington Transport Interchange (park and ride)**
The development has been designed to wrap around this transport interchange with direct pedestrian and cycle links on all sides to buses.
- 12 Country park**
Following the River Cam, a major new public park has been designed to provide informal recreation for existing and new residents at Trumpington, and it is hoped, to help engender community cohesion.
- 13 Trumpington conservation area**
A mature existing tree belt contains development on the edge of conservation area – a habitat corridor / green buffer along this boundary will strengthen this sensitive edge.



Trumpington Meadows, Cambridge – local character

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Village quarter

Building, detail & decoration

Simple material palette is used. Richness is achieved through varied roofscape, building styles and careful detailing.

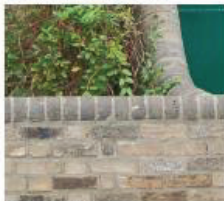


Although mixed building types, use of one material for each dwelling or 'group' creates simple street scene

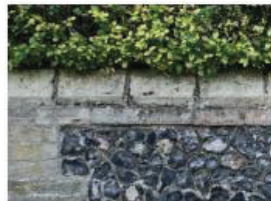
Use of chimneys is common. Contrast between grand houses and traditional domestic buildings is important and a feature



Common coping details



Half round brick coping



Stone quoins



Half round red brick coping – random flint wall

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Common windows types are timber sash (horizontal and vertical sliding) and casement windows. Dormer windows add interest to the roofscape.



Dormer windows (plain tile dormer and later lead box)



Timber casement window



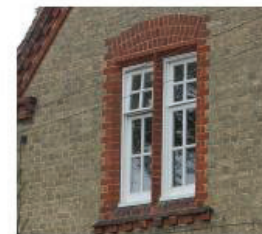
Timber sash window

Common

- Distinctive 3 course brick lintel arch with timber windows
- Brick lintel flushed with walls

Features

- Stone painted lintels
- Windows with brick dressing



Brick arch lintel

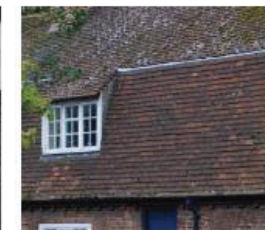


Stone painted lintel

Use of hanging tiles or weather boarding is infrequent, but important to overall village character. Note crow-stepped gable.



Weatherboarding



Detail of hanging tiles