Haydon Parish, Northumberland Design Code

July 2020

Quality information

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01

Introduction

1. Introduction

1.1. Introduction

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide consultancy support to Haydon Parish Neighbourhood Plan Group (HPNPG).

The HPNPG is making good progress in the production of its Neighbourhood Plan and has requested technical advice in respect of design guidance to inform future developments within the area, working directly with the Built Environment sub-group, herein, referred to as the Steering Group.

1.2. Objective

The main objective of this report is to develop design guidance in the form of a design code, for the Neighbourhood Plan. This is intended to be used by developers to inform and influence the design of future proposed developments within the area so that they provide a 'good fit' with the Neighbourhood Plan Area.

This document provides design codes to inform all scales of development across the parish. This includes sections on; working with the site character and its context, connectivity and public realm, pattern of built form, architecture and materials, and sustainability.

1.3. Process

Following a site visit and an inception meeting with members of the Steering Group, AECOM carried out a high-level assessment of the Neighbourhood Plan Area including the settlement of Haydon Bridge and smaller settlements within the surrounding countryside. The following steps were agreed with the group to produce this report:

- Built design analysis.
- Preparation of design codes to be used to inform the design of future developments in Haydon Parish Neighbourhood Plan Area.
- Draft report with area wide design codes.
- Issue Final report.

Figure 1: View from Shaftoe Street

02

Context

2. Context

2.1. Background

2.1.1. Area of Study

Haydon Parish is located within the South Tyne Valley in West Northumberland. The Neighbourhood Plan Area designation was approved by Northumberland Council in June 2018 and by Northumberland National Park Authority in December 2019.

The parish is a predominantly rural area surrounding the village of Haydon Bridge, which is situated at the historic crossing of the River South Tyne. The Old Bridge forms the centre point of the village, with the settlement extending to both sides of the river. There are a number of facilities including a railway station, shops, churches, schools, pubs, small businesses, a medical practice and a community library within Haydon Bridge. The number of residents within the Neighbourhood Plan Area was 2,184 at the 2011 Census.

The valley sides surrounding Haydon Bridge are composed of mainly pasture or uplands, interspersed with woodland. Several hamlets are found here including; Chesterwood, Elrington, Lipwood, Grindon and Langley, as well as a number of other isolated properties and farmsteads. The northern reaches of the Neighbourhood Plan Area lie within Northumberland National Park and include part of the Hadrian's Wall World Heritage Site. The North Pennines Area of Outstanding Natural Beauty (AONB) designation also lies within the boundary to the south west. Haydon Bridge is located approximately 7 miles west of Hexham, 28 miles west of Newcastle-upon-Tyne and 31 miles east of Carlisle.

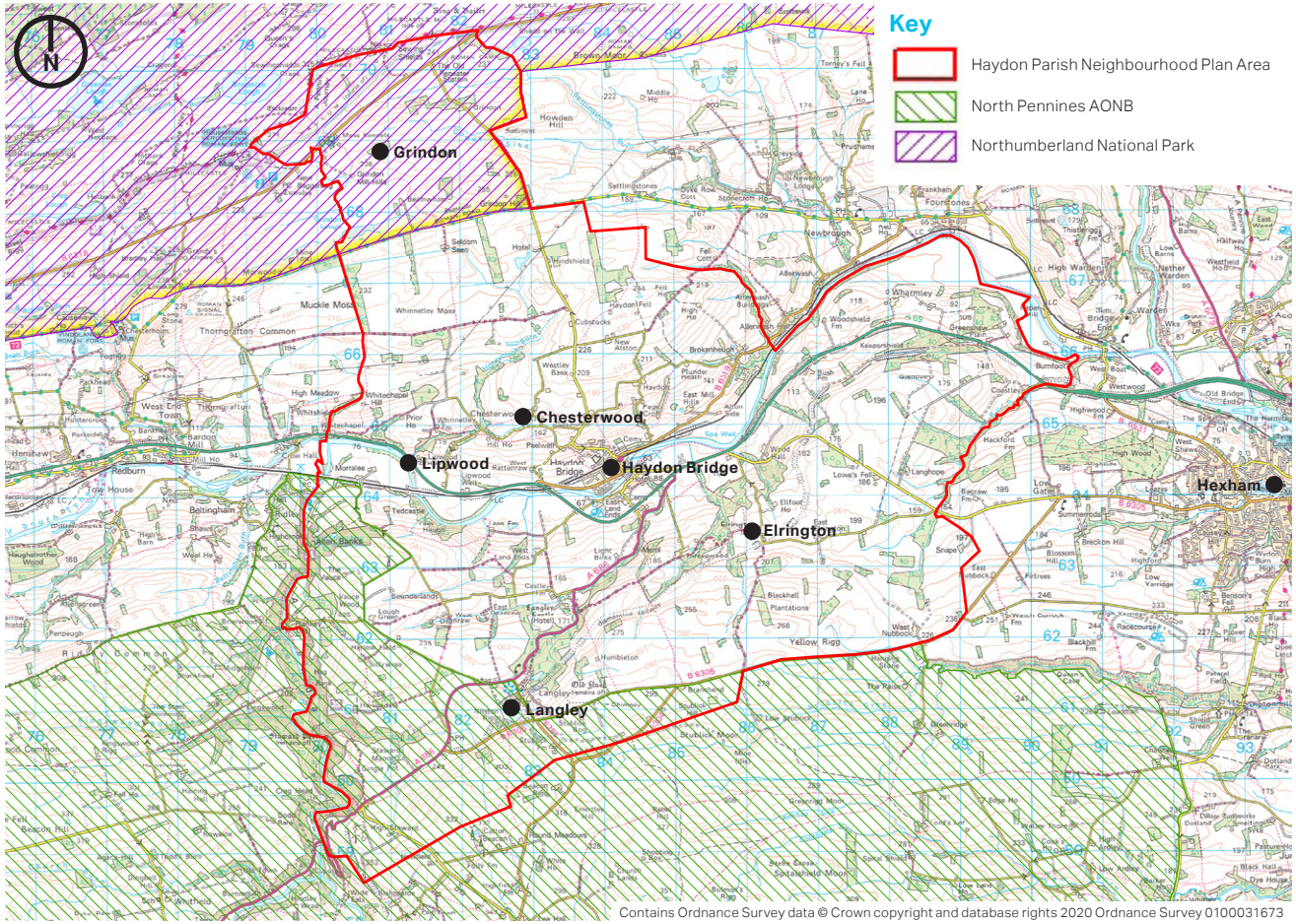


Figure 2: Study Area

2.1.2. Heritage Summary

Haydon Bridge grew historically about the crossing point of the River South Tyne. The river has provided a strong attraction for human settlement in the Tyne Valley for thousands of years and evidence of human occupation extending back to Neolithic times is found at Tony's Patch, just two kilometres north west of the village. The land surrounding the village has been farmed throughout history with evidence of medieval 'ridge and furrow' ploughing still visible above the raised river terrace south of the village. The core shape of the village would likely have been established by the fourteenth century with dwellings, inns and other shops clustered around each end of the bridge.

In the eighteenth and nineteenth century coal mining and the completion of the Newcastle and Carlisle Railway diversified the economy, with over 100 trades and professions being carried out in the village by the late nineteenth century. The Victorians built high quality private housing, such as the mansions at North Bank, and the building of housing continued throughout the twentieth century. Several large housing developments were started in the 1940s, adding about 200 houses to the village over the following years. Greenwich Gardens was completed in 1968 and later Langley Gardens was added in 1974 with its distinctive roofs. Ironically, as the housing stock and population has increased over time, the number and range of facilities in the village has decreased. By the 1960s, the Old Bridge could no longer cope with the volume of traffic using the A69. The new bridge was completed in 1970 to alleviate congestion, however this resulted in an increased volume of traffic including heavy goods vehicles, until the completion of the A69 bypass in 2009, which diverts traffic away from the village.

Maps showing the historic development of Haydon Bridge in the nineteenth century

Reproduced by permission of the National Library of Scotland of behalf of HPNPG

Figure 3: Haydon Bridge 1860-1861

Reproduced by permission of the National Library of Scotland of behalf of HPNPG

Figure 4: Haydon Bridge 1865

2.1.3. Landscape Character

The following published landscape character assessments identify homogeneous areas of similar characteristics know as Landscape Character Areas (LCAs) or Landscape Character Types (LCTs). The Neighbourhood Plan Area is part of the National Landscape Character Area 11- Tyne Gap and the studies below provide locally specific assessments.

Northumberland County Council

Most of the parish is covered by 'Northumberland Landscape Character Assessment'[1], which identified four LCTs including; Lower Dale, Upland Commons and Farmland, Glacial Trough Valley Sides and Glacial Trough Valley Floor.

Northumberland National Park

The earlier 'Landscape Character Assessment of Tynedale District and Northumberland National Park'[2] covers the full Neighbourhood Plan Area, including the northern section within Northumberland National Park. Relevant LCTs include: Upland Commons and Farmland and Parallel Ridges and Commons.

Overview

The character of the Neighbourhood Plan Area is distinguished by the glacial trough between the North Pennines and Northumberland with various LCTs forming a roughly similar pattern of landscape character to either side of the River South Tyne.

Haydon Bridge is largely located within a lowland landscape along the River South Tyne valley, which is part of the Glacial Trough Valley Floor LCT and as properties climb the valley sides at the village peripheries they enter the Glacial Trough Valley Sides LCT. The Glacial Trough Valley Floor is a linear and generally flat landscape along the meandering path of the River South Tyne, which forms an important transport corridor containing the A69 and Newcastle and Carlisle Railway. This landscape is contained by the adjacent valley sides but often has open views along the valley and across the river's open path.

The rising valley sides, part of the Glacial Trough Valley Sides LCT, are well settled and enclosed landscapes formed of pasture fields, occasional woodland compartments and some nucleated settlements and recent settlement expansion, as well as scattered properties. Historic estates such as Langley Castle are also found here.

On higher land, to both the north and south, the Upland Commons and Farmland LCT includes open pasture landscapes which are less settled than the lower slopes and form a transitional landscape between the more remote moorland and forests beyond. Pasture becomes less improved and more rushy at higher elevations. The elevated position and open panoramic views across to the adjacent valley side are a key characteristic.

To the north, Upland Commons LCT within Northumberland National Park give way to the Parallel Ridges and Commons LCT, which includes large expanses of mostly unsettled upland ridges and shallow troughs formed of open moorland, improved pasture, commons and loughs. This landscape contains extensive Roman archaeology including Hadrian's Wall, which along with the elevated views of Wark Forest to the north and across the Tyne Gap to the south, make this a popular area for recreation.

Figure 5: Valley floor looking towards Haydon Bridge

Figure 6: Upland landscapes

1.Land Use Consultants for Northumberland County Council, 2010, Northumberland Landscape Character Assessment.

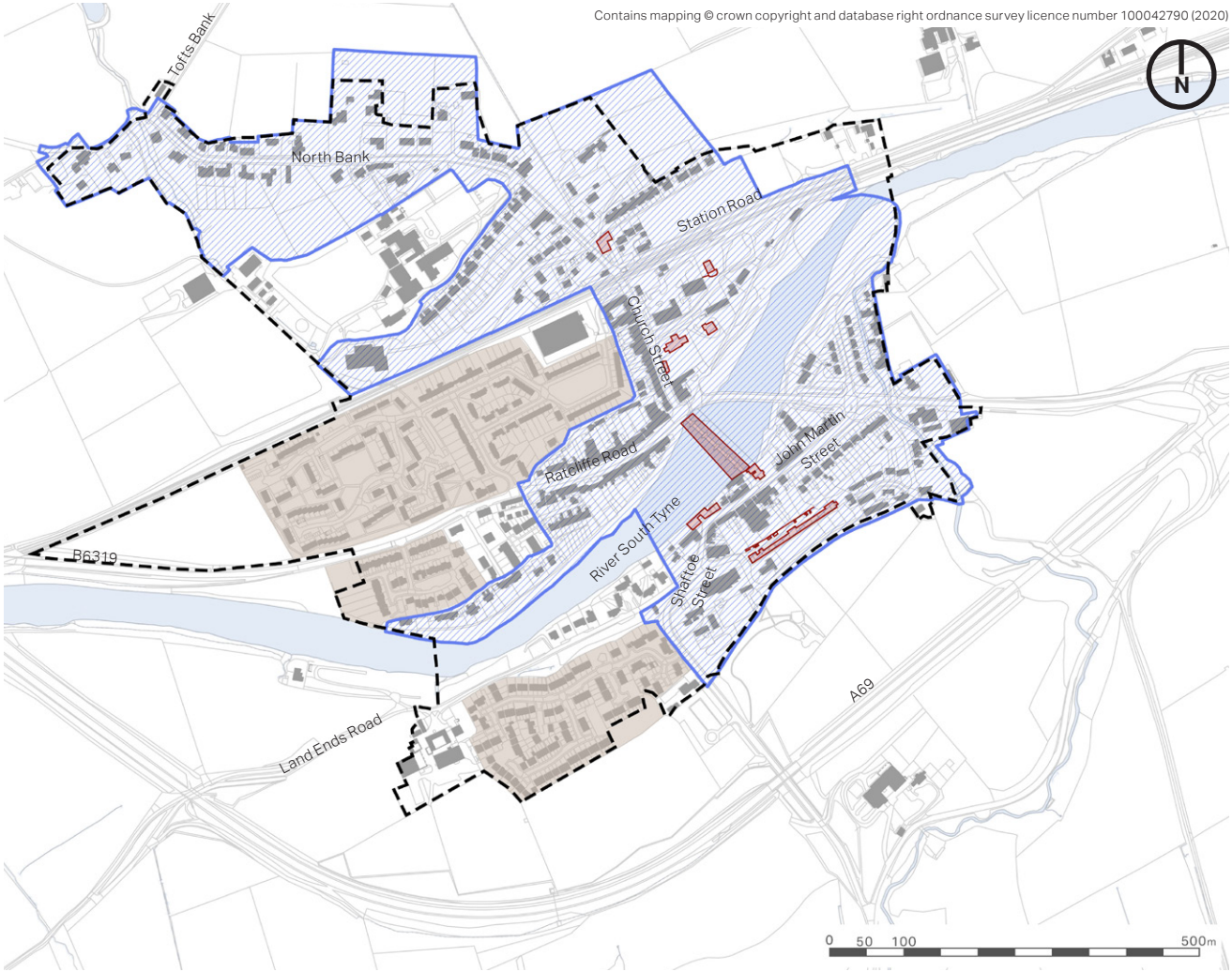
2. Julie Martin Associates, Alison Farmer Associates and Countryscape for Tynedale District Council and Northumberland National Park Authority, 2007, Landscape Character Assessment of Tynedale District and Northumberland National Park.

2.1.4. Characteristics of Haydon Bridge

This section focuses specifically on the character of settlement within Haydon Bridge.

STREETS	Haydon Bridge is organised around its historic narrow primary routes to either side of the River South Tyne, with the village centre focused at the Old Bridge and the streets immediately adjacent. To the north of the river, Station Road, Church Street and Ratcliffe Road are primary routes and to the south John Martin Street and Shaftoe Street provide access to the village along with the recent A69 bypass. Ratcliffe Road (B6319) was once the main thoroughfare and part of the A69 arterial route, however, since 2009 the Haydon Bridge Bypass (A69) has diverted heavy traffic away from the village centre. This has had a very positive impact on the character of the village as the segregation of the north and south sides of the village by the busy road has been significantly reduced. A number of smaller tertiary routes provide access to clusters of residential developments, sometimes in the form of cul-de-sacs.
PUBLIC REALM AND OPEN SPACE	Footpaths along key routes are often narrow although pockets of small public spaces can often be found at corners between buildings. The Old Bridge is an important public space and pedestrian only crossing which takes in views across the village. The banks of the River South Tyne provide the main public open spaces and include a large sports ground at Low Hall Park, which clearly shows the haugh shape of the landscape within the valley base. There are also several smaller public green spaces integrated within residential clusters and these sometimes include playgrounds. Rural landscapes are easily accessible from the village via signed routes, often located along wooded river corridors.
PATTERN AND LAYOUT OF BUILDINGS	The most common housing typologies in Haydon are terraces along primary streets. Away from the primary routes and towards the village peripheries the layout of buildings becomes more varied and lower densities provide more space between buildings, creating a looser grain of settlement.
BUILDING HEIGHTS AND ROOFLINE	Building heights are most commonly two storeys or one storey bungalows. There are also a small number of taller buildings most notably St. Cuthbert's Church, which is a key feature of the village's roofscape. Residential rooflines are either pitched or hipped and most have chimneys. The larger detached houses along North Bank usually tend to include more complex architectural roofs and other detailing.
CAR PARKING	Along primary routes, parking tends to be limited to street parking. Larger houses and housing clusters are usually served by private parking either at the front of the plot or in an adjacent covered garage space, sometimes there are communal garages, as seen at Langley Gardens.

Characteristics of Haydon Bridge - Settlement Pattern



Key

- Cluster developments
- Haydon Bridge Conservation Area
- Listed building/ structure
- Settlement Boundaries*

*Policy STP1 - Northumberland Local Plan: Publication Draft Plan (Regulation 19), Policies Map

Figure 7: Plan of settlement pattern

2.1.5. Heritage Assets

The Neighbourhood Plan Area is rich with heritage features including a World Heritage Site associated with Hadrian's Wall and within Haydon Bridge there is a conservation area which covers much of the village. Heritage features within Haydon Bridge are represented on Figure 7.

Some of the most notable heritage features within Haydon Parish include (this list is focused on designated assets):

- Frontiers of the Roman Empire (Hadrian's Wall), World Heritage Site
- Hadrian's Wall, Scheduled Monument
- The Old Bridge at Haydon Bridge, Scheduled Monument
- Mining industrial heritage at Langley and north of Chesterwood
- War Memorial, Grade II Listed
- Church of St Cuthbert, Grade II* Listed
- Haydon Old Church, Grade I Listed
- Langley Castle, Grade I Listed
- Shaftoe Terrace and Castellated Walls, both Grade II Listed
- Station Cottages, Grade II Listed
- Anchor Hotel, Grade II Listed
- Langley Cross, Grade II Listed

Figure 8: Langley Cross

Figure 9: Old Bridge

Figure 10: St. Cuthbert's Church

Figure 11: War Memorial

Figure 12: Castellated Wall at Shaftoe Terrace

Continued...

- Haydon Spa Well, Grade II Listed
- Congregational Chapel, North Bank, Grade II Listed
- Threepwood Hall Farmhouse, Grade II Listed
- Lipwood House, Grade II Listed

2.1.6. Planning Policy Context

Haydon Parish falls within two local authority boundaries and its neighbourhood area designation was approved by Northumberland County Council in June 2018 and subsequently by Northumberland National Park Authority in December 2019. As the plan area crosses two administrative boundaries planning guidance recommends that a lead authority is identified. As the majority of the plan area lies within the Northumberland County Council local planning authority area and this includes the village of Haydon Bridge, the County Council has been identified as the lead authority.

The concept of neighbourhood planning was introduced in England under the Localism Act in 2011, to give communities greater power in shaping the development of their local areas. Haydon Parish Neighbourhood Plan is one of many being produced by parish councils across Northumberland and England.

Paragraph 125 of the National Planning Policy Framework (NPPF) highlights the importance of design and identifying local character within neighbourhood plans, it states that; *"Design policies should be developed with local communities, so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood Plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development."*[13]

Neighbourhood plans are part of the development plan. They must have regard to national policies and advice and be in general conformity with the strategic policies contained in the development plan for the area. The relevant development plan policies for Haydon Parish are set out within the Tynedale District Core Strategy (2007) and the saved policies of the Tynedale District Local Plan (2000). For the small part of the parish that sits within the Northumberland National Park, the relevant policies are contained within the National Park Core Strategy and Development Policies (2009). Both the County Council and the National Park Authority are updating their planning policies, with the new local plans both at examination stage.

This Design Code aims to provide an analysis of the special characteristics of Haydon Parish and set out practical design approaches to show how future development can preserve and enhance local distinctiveness.

If the Neighbourhood Plan is approved, future development within the Neighbourhood Plan Area will be assessed against the policies it sets out. This Design Code will be used to inform the Neighbourhood Plan.

2.1.7. Design Guidance

In addition to the wider policy context, design guidance can provide additional detailed and technical advice at both the local and national level. Within the Haydon Parish Neighbourhood Plan Area, several local studies exist for the Conservation Area, built-form, landscape character and the natural environment. Development proposals should, where relevant, and in addition to other published technical guidance and adopted policy documents, consult the following identified studies for further guidance and information.

Local Guidance

For Haydon Bridge the following documents are of most relevance:

- Mike Parkin for Haydon Parish Council, 2008, 'Haydon Bridge Village Design Statement'; and
- Tynedale Council, March 2009, 'Haydon Bridge Conservation Area Character Appraisal'.

Other useful documents for Haydon Parish include:

- Land Use Consultants for Northumberland County Council, August 2010, 'Northumberland Landscape Character Assessment';
- Tynedale Council, 2006 'SPD New housing: Planning obligations for sport and play facilities'. and
- Julie Martin Associates, Alison Farmer Associates and Countryscape for Tynedale District Council and Northumberland National Park Authority, 2007, 'A Landscape Character Assessment of Tynedale District and Northumberland National Park'.

Applications in Northumberland National Park should refer to:

- Northumberland National Park Authority, 2011, 'Design Guide Supplementary Planning Document';
- Alison Farmer Associates for Northumberland National Park Authority, 2019, 'Update of Landscape Character Assessment for Northumberland National Park'; and
- Northumberland National Park Authority, 2011, 'Landscape Supplementary Planning Document'.

3. Ministry of Housing, Communities & Local Government, 2019, National Planning Policy Framework.

National Guidance

- Ministry of Housing, Communities and Local Government, 2019, 'National Design Guide';
- Design Council, 2015, 'Building for Life 12'; and
- Historic England, 2017, 'Adapting Traditional Farm Buildings'.

2.1.8. Strategic Issues and Public Consultation

The HPNPG have carried out a number of consultation events since the Neighbourhood Plan Area was approved in June 2018. Most recently, the Steering Group have held consultation events in April 2019 and February 2020.

From the consultations, the Steering Group identified several key strategic issues and challenges that have informed the preparation of the Design Code. They are summarised below:

- Maintaining the 'village' character and identity of Haydon Bridge.
- Retaining its strong historic and cultural associations.
- Responding to the climate emergency, by moving from carbon fuels to renewable green energy supply, and reducing flood risk from the river and drainage.
- Conserving the built heritage by protecting and enhancing the character of the Conservation Area.
- Discouraging architectural styles and materials that are not in keeping with the historic character of the parish, in particular large scale use of red brick and large clusters of housing with generic designs.
- Retaining key views of the surrounding landscape and accessible open space within the built environment of the village.
- Addressing parking issues in the village centre through alternative parking provision for cars and bicycles, and electric car charging points.
- Improving local sustainable transport networks beyond trains and buses, by focusing on walking and cycling networks; and north-south links.
- Stimulating the growth of services, shops and businesses in the village and parish.
- Championing tourism to the village and wider parish and as a gateway to the surrounding countryside.

Figure 13: The Steering Group are keen to promote Haydon Parish as a tourism destination

Figure 14: The climate emergency is a key concern for Haydon Parish and flooding events have become more frequent

2.2. Vision - Haydon Parish Neighbourhood Plan

The HPNPG have set out the following emerging vision to guide the development of the Neighbourhood Plan. This has also influenced the approach to this report.

Haydon Parish Neighbourhood Plan's vision is to ensure that Haydon Parish is a great place to live, work and flourish by:

- Protecting and enhancing its heritage and valued environment;
- Tackling sustainability, environmental and accessibility issues, including reducing our carbon footprint;
- Addressing local housing need for different social, economic and age groups; and
- Preserving and promoting community buildings, facilities, and green space to promote quality of life.

Thereby sustaining the village of Haydon Bridge and its surrounding smaller settlements including Langley and Chesterwood as a thriving community, and not a dormitory town.

"Haydon Bridge – a real Northumberland village with a warm welcome"

"The special character features of the village itself – lovely landscape and views; features such as the Old Bridge and the river at the heart; the stone buildings and the Conservation Area; the range of village walks available"

"The range of sports and recreational pastimes available "

"The excellent transport links to Hexham, Carlisle and Newcastle, and our own railway station"

"The good sense of enclosure fosters community and a sense of belonging"

"The friendliness of people, retailers and service providers. They give us a sense of home not just place"

"The comparative affordability of housing which probably contributes to the varied and interesting demography of the population – a real working village that serves a community that reaches across West Tynedale"

"The beautiful situation of the village within the rural landscape, which makes it very special; the connection between the village and the surrounding countryside and beautiful views from the village and other parts of the parish"

Figure 15: Haydon Parish Photomontage

03

Design Vision

3. Design Vision

3.1. Design Vision - 2036

The Design Vision has been developed by AECOM through discussions with the Steering Group. It has been informed by the consultation workshops which took place on 5/6th April 2019 and 15th February 2020 with residents in the parish, as well as by the 'Haydon Bridge Village Design Statement'[1]. The design vision looks forward to 2036 to describe how new development in the parish will address the key design issues as well as delivering the wider Neighbourhood Plan Vision set out in Section 2.2.

4. Mike Parkin for Haydon Parish Council, 2008, Haydon Bridge Village Design Statement.

Landscape and Views

New development protects the natural environment and important green spaces of the parish as well as retaining and enhancing existing landscape features and important views.

Connectivity

The public realm is people, not car, centred, supporting walkers, cyclists and horse riders.

Built Form and Materials

The design, materials, layout and views of all new housing supports and reinforces the character and distinctiveness of Haydon Bridge and its surrounding hamlets. Large clusters of developments of uniform design and materials which do not reflect the local area, particularly red brick, have been avoided.

Heritage

New development protects the historic and heritage assets both in the Conservation Area and the wider parish. Planning decisions are informed by the Haydon Bridge Village Design Statement (2008) and this Design Code.

Figure 16: The strong connection to the surrounding countryside both physically and within views will be protected and enhanced

Figure 17: The public realm will be focused on pedestrians, cyclists and horse riders and not vehicles alone

Figure 18: New buildings will reflect the local vernacular

Sustainability

The sustainability of the parish has been promoted and its carbon footprint reduced. Specific initiatives have been supported, particularly those focusing on:

- Carbon capture;
- Energy efficient technologies and initiatives for existing housing, and innovative new low energy housing to support this aim, without compromising the integrity of other aspects of the Design Code; and
- Green energy generation.

Engagement with Developers

Potential developers engage with the Parish Council about how and where to develop and describe how their proposals accord with this Design Code, as well as the Haydon Bridge Village Design Statement **before** planning applications are submitted. High quality proposals that address housing need in terms of design, dwelling type, size and sustainability are supported. The local authorities use this Design Code (in conjunction with the Haydon Bridge Village Design Statement) to refuse developments that do not meet required standards or are not consistent with the criteria set out in these documents.

Design aims to support the distinctiveness of the parish

The future of the parish should be distinguished by:

a) Its character as a genuine village community, not as a town or dormitory suburb of Hexham.

b) Its strong sense of place, rich countryside, built and intangible heritage, and historic and characterful village and hamlets.

c) A range of affordable housing, tenures and services to support and sustain the valued diversity and needs of our resident population.

d) Its 'greenness', characterised by a strong focus on green space, the natural environment visible from all parts of the village, sustainability and carbon reduction.

e) Its valued sense of enclosure, together with the close links that exist between the village, its neighbouring hamlets and the surrounding countryside.

Developers must ensure their proposals support this vision and should also refer to the Design Checklist in Appendix A to ensure proposals follow good design practice.

Figure 19: Green energy generation will replace the current reliance on fossil fuels

Figure 20: Developers should engage with design guidance and the Parish Council to fully understand the local context of Haydon Parish

04

Design Codes

4. Design Codes

4.1. Approach

The design codes have been set out in a hierarchy to show a best practice approach to site design which is consistent with the local vernacular. Environmental sustainability is a constant thread which should be considered at all stages of design and not as an add-on.

The first steps should be to study the existing site and its attributes, next is how to create a series of different types of connected routes which informs how buildings are then laid out within the site, for example, in clusters or as a ribbon. Finally, architectural styles and details such as roofs and materials are selected and should be complementary to the surroundings. The diagram opposite shows how layers of the design process can be built up to create well designed places.

Local Vernacular

Development which is consistent with local vernacular is likely to be most successful and for many planning applications evidence of this is required. Where a Design and Access Statement is required developers must:

"Demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account."[51]

There are similar requirements for Heritage Statements for development within conservation areas and further information can be found within the 'Planning Application Validation Checklist'[52].

5. Northumberland County Council, 2017, Planning Application Validation Checklist.

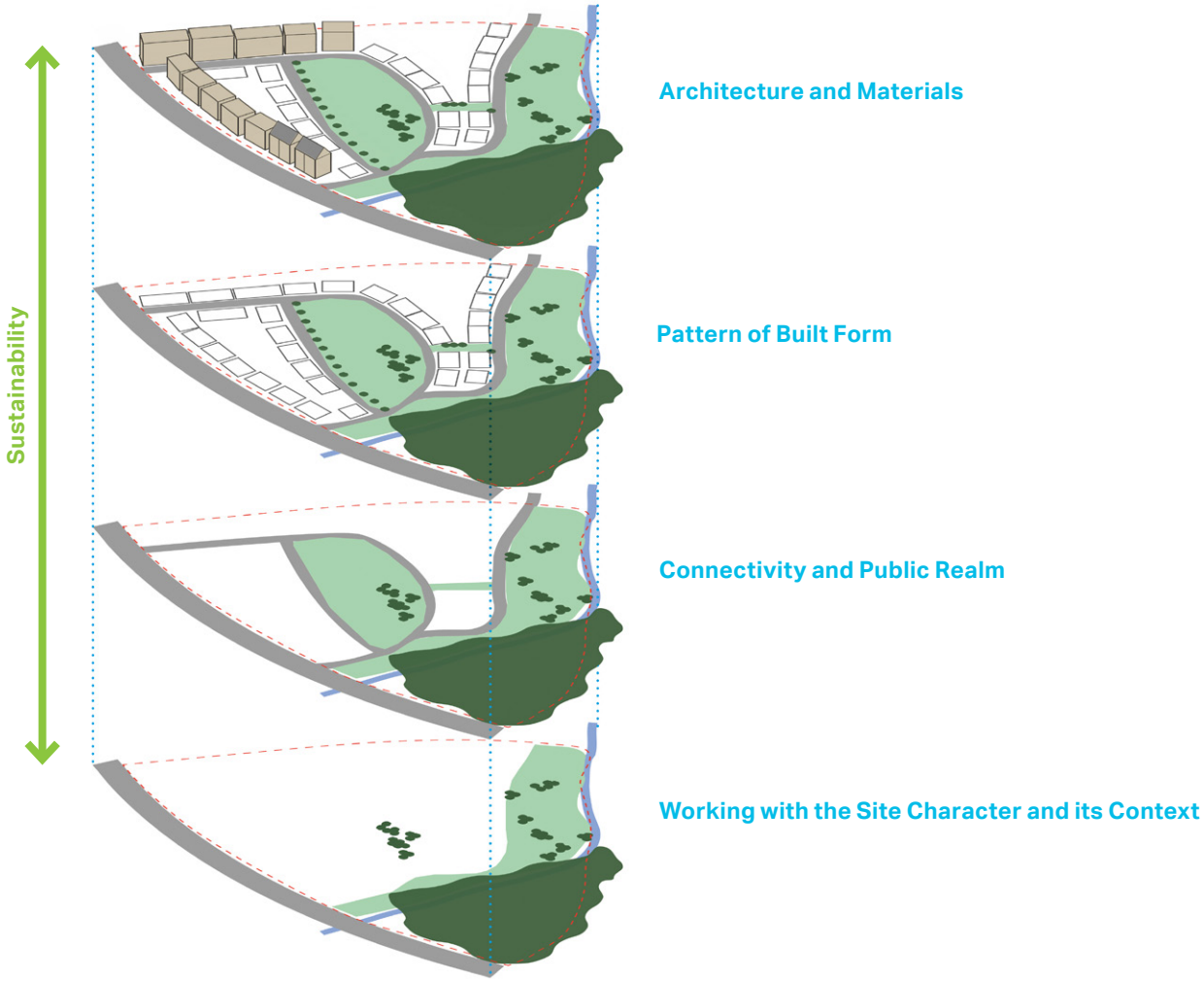


Figure 21: Layered approach to site design

4.2. Working with the Site Character and its Context

New development should show an understanding of its context and positively contribute to the character of its surroundings. An understanding of context includes ***"responding positively to the features of the site itself and the surrounding context beyond the site boundary"*** [16]**.**

6. Ministry of Housing, Communities & Local Government, 2019, National Design Guide.

4.2.1. HA.CC.01 Retaining Existing Landscape Features

- Existing landscape features, for example: notable or distinctive landform, watercourses, hedgerows, woodland and trees, should be retained where feasible and used to inform the layout and character of new development including buildings, streets and public open space.
- Existing trees, hedgerows and natural features should be retained on site, wherever possible, and be incorporated into the design of the scheme. Where vegetation loss is unavoidable, replacement planting should be carried out to achieve a net biodiversity gain.
- New development should ensure trees and planting have sufficient space to thrive. Buildings should be laid out in such a way that there is sufficient room for appropriate buffer zones to proposed and/ or retained trees and opportunity to mature and grow to their full size and maximise the potential for canopy growth.
- New development proposals should identify locally native tree and shrub species which are appropriate for the rural location and vary species to encourage diversity; to ensure longevity and to provide resilience of green infrastructure within new development to pests and disease.
- Planting within new development should consider the different conditions of leaf and canopy throughout the seasons and have a maintenance regime in place.
- Hard and soft landscaping should be reflective of local landscape character, with a sympathetic choice of materials and spatial arrangement.

Figure 22: Landscape features to the east of Haydon Bridge include rolling landform, hedgerows and woodland

Figure 23: Views from Tofts Bank showing regular field pattern with woodland parcels

4.2.2. HA.CC.02 Green and Blue Infrastructure

Green and blue infrastructure refers to the natural and semi-natural features such as woodland, hedgerows, planting, rivers and ponds, which all contribute to the function of the area and create a network.

- New development should seek to integrate with, join-up and enhance existing green/ blue infrastructure networks adjacent to and within site boundaries and strengthen biodiversity and the natural environment.
- The locations and typologies of new green/ blue infrastructure delivered as part of new development should be used to strengthen and draw the rural character of the setting through the settlement, for example, at the rural edge and within new public space and on street frontages.
- Existing habitats and biodiversity corridors must be protected and enhanced.
- New development proposals should aim to create new habitats and wildlife corridors; e.g. by aligning back and front gardens.
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species.

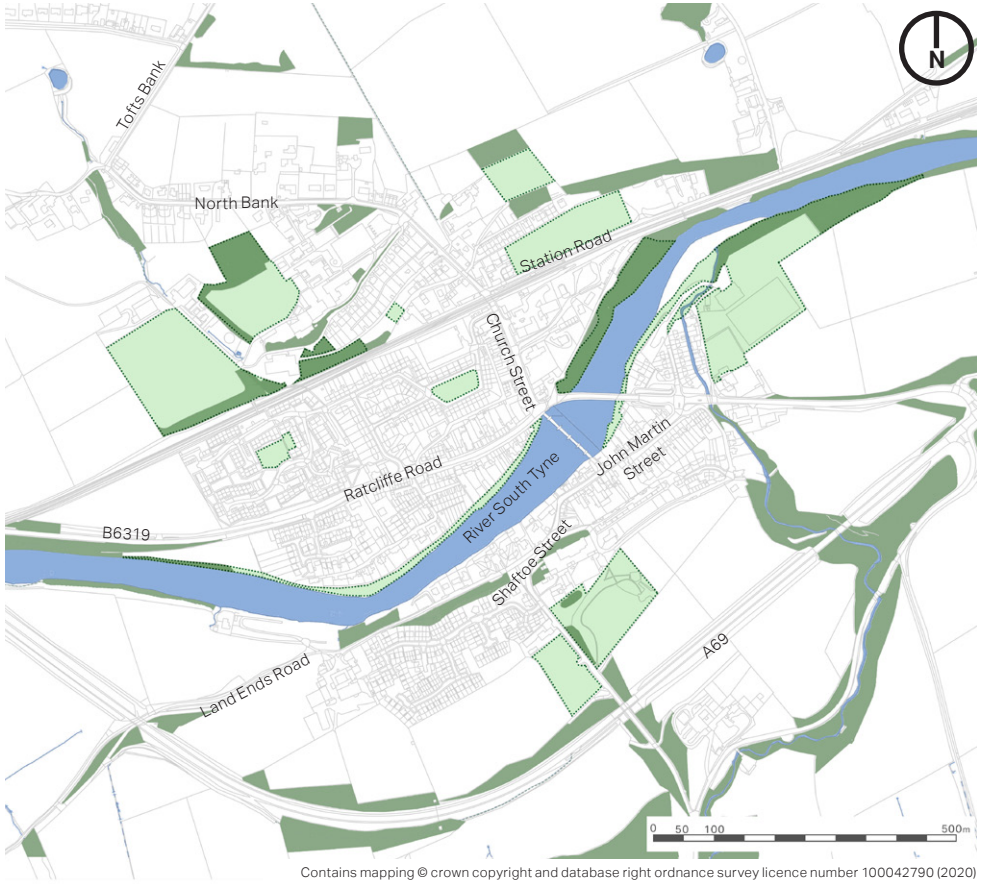


Figure 24: Plan of existing green and blue infrastructure

4.2.3. HA.CC.03 Views

The low-lying nature of most of the village means that both inward and outward views have a rural character focused on the surrounding agricultural valley sides and prominent ridge lines. Within the village the Old Bridge and Church Street provide a hub for the enjoyment of open outward views across the village, along the river and to the valley beyond. Whereas, from the surrounding outlying settlements and public rights of way at higher elevations, the path of the River South Tyne is the focus.

- New development should reinforce key views, identified in Figure 25 opposite, outwards towards the rural surroundings of Haydon Parish.
- New development should be orientated to benefit from surrounding rural and river views.
- Consideration should be given to maintaining existing slot views and ensure that gaps are created within new development to maintain the strong visual connection between settlements and countryside.
- New development should recognise and, where feasible, incorporate opportunities for views from new public space and streets to existing landmarks such as the river, Old Bridge, church tower and valley sides.

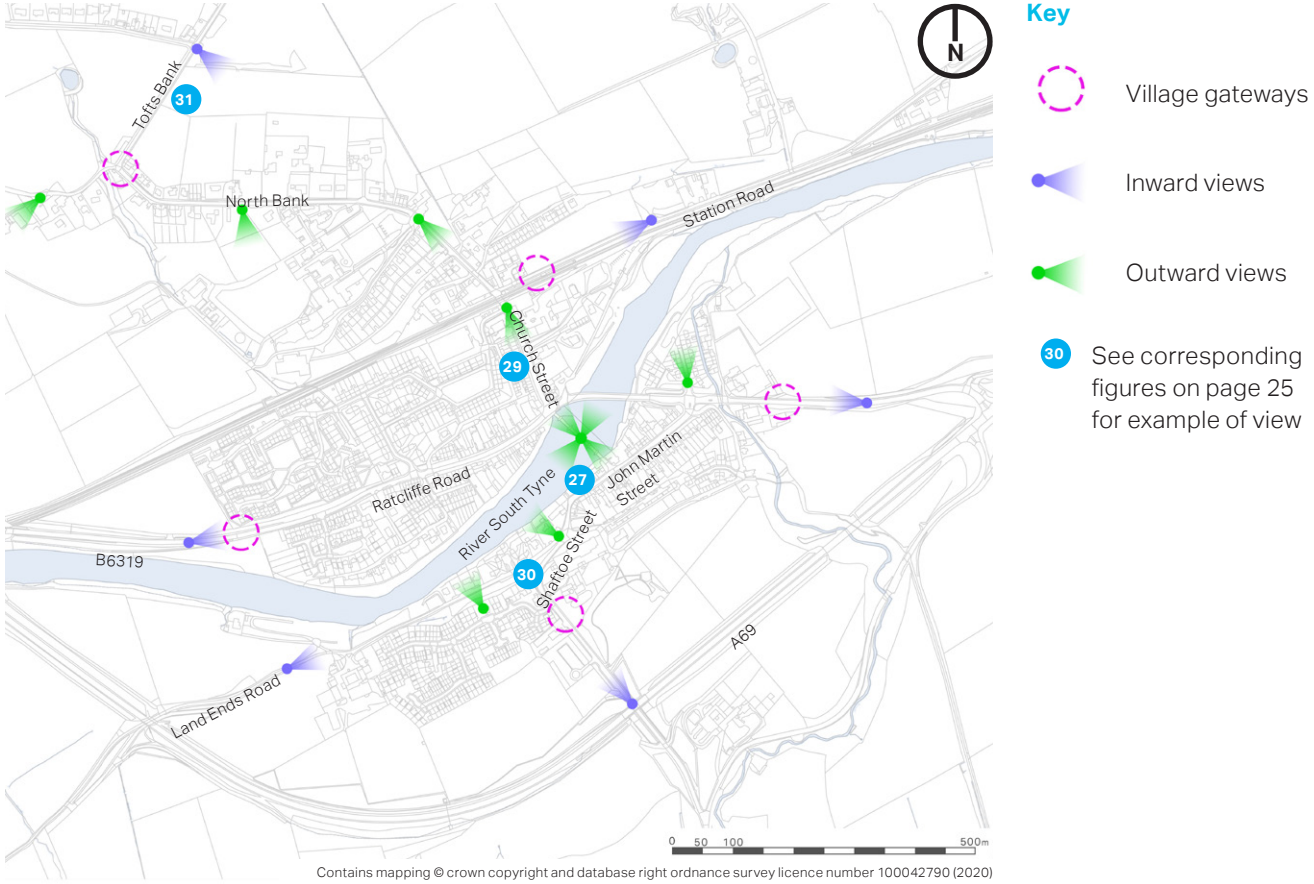


Figure 25: Plan of views

Views Continued

The following are typical views from within Haydon Parish and the locations of some of these views are shown on Figure 25.

Figure 26: St. Cuthbert's Church is a key landmark within views

Figure 27: Views from the Old Bridge, looking west

Figure 28: Views across the Tyne Gap, looking southwest

Figure 29: Channelled views along Church Street

Figure 30: Outward views to valley sides north of Haydon Bridge

Figure 31: Views from Tofts Bank

4.2.4. HA.CC.04 Gateways and Rural Edge

- New development should be sited carefully to fit within the existing settlements pattern and where extending the rural edge, development should create a soft urban edge which is graduated towards the village centre.
- New settlement boundaries should retain existing landscape features, for example hedgerows and/ or trees, and new property curtilage should be large enough to accommodate vegetated boundaries, to help to integrate development within the rural surroundings.
- Interfaces between the existing settlement edges and any village extension must be carefully designed to integrate new and existing communities. This is particularly important where new residential buildings will face existing residential properties that currently back onto fields.
- The edges of new development should respond positively to existing settlement by facing existing frontages and being of a similar scale, mass and height.
- Where new development extends settlement approaches, they must retain the existing scale and character of current gateways. For example, development should retain the existing rolling landform on all approaches into Haydon Bridge which descends to the village core. Existing gateways are shown in Figure 25.
- Where proposed new development would define the new edge to the settlement it must demonstrate that it responds to local landscape character and enhances the rural setting to existing settlements.
- Distinctive buildings can also define gateways, as seen by Low Hall Farm, which defines the eastern approach to the village, or provide closure, such as at Watson's Garage at Shaftoe Street, as shown in Figures 33 and 34 below.

Figure 32: View along B6319 at west gateway, adjacent to Strawberry Fields

Figure 33: Low Hall Farm

Figure 34: View along Shaftoe Street to Watson's Garage

4.3. Connectivity and Public Realm

Streets are the places where people walk, meet and interact; they should be considered as places in their own right. They are also often the most enduring features of our built environment and within Haydon Bridge the historical street pattern has shaped the growth of the existing settlement.

This section outlines design guidance for all scales of streets, including; primary, secondary and tertiary routes. The hierarchy of existing streets within Haydon Bridge is identified in Figure 36. New development is unlikely to result in any new primary routes, however, the enhancement of existing primary routes may be possible in locations that are not constrained by narrow carriageway widths. The points below provide general guidance for all new routes or modifications to existing routes.

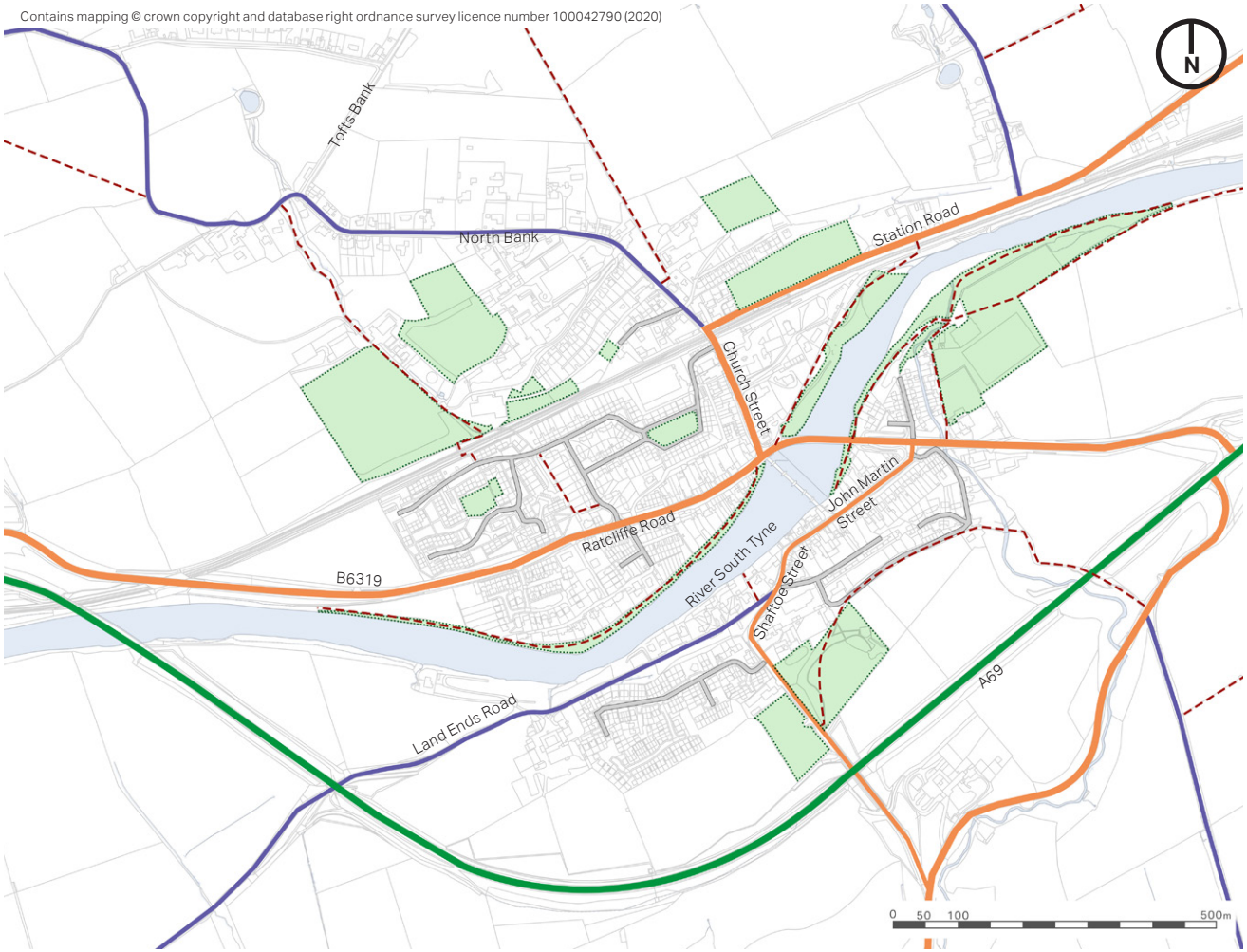
General Guidance

- Whilst streets must meet technical highways requirements, within settlement boundaries, they should not be built to maximise vehicle speed or capacity and should contribute to an attractive public realm.
- All routes should incorporate provision for walking, cycling and horse riding, with strong overall connectivity, as described in Code HA.PR.04. Filtered permeability, where cars are unable to pass but pedestrian and cyclist movements are facilitated, may be suitable in some locations.
- Aim to create spaces that incorporate integrated and subtle methods of traffic calming such as; narrowing down the carriageway, use of planting and build-outs to incorporate street trees, use of clearly marked and allocated on-street parking areas, change of colour/ materials, use of shared surfaces and varying the alignment of the vehicular route and use of tight junction radii.
- Streets must incorporate opportunities for landscaping, green infrastructure and sustainable drainage, which can greatly contribute to the streetscape.
- New streets should be linear with gentle meanders, providing interest and evolving views while helping with orientation.
- Routes should be laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot. The incorporation of cul-de-sacs should be minimised in favour of connected streets but where proposed, cul-de-sacs should be relatively short and provide onward pedestrian links. When designing turning areas at the end of roads, think of imaginative solutions that move away from formulaic responses (e.g. hammerheads at the end of a road). For example, a small local square or front court could provide the turning space for refuse vehicles and HGVs whilst also creating an interesting enclosed space.
- The distribution of land uses should respect the general character of the area and street network, and take into account the degree of isolation, lack of light pollution, and levels of tranquillity.
- Pedestrian access to properties should be from the street, where possible.

Figure 35: Historic primary routes at the village core

Connectivity

The below plan shows the hierarchy of existing routes within Haydon Bridge.



Key

- A69
- Primary route
- Secondary route
- Tertiary route
- Public right of way
- Protected Open Space*

*Policy INF5 - Protected Open Space, Northumberland Local Plan: Publication Draft Plan (Regulation 19), Policies Map

Route Codes:

The following pages provide design codes for primary, secondary and tertiary routes. Detailed measured sections are provided within Appendix B for further information.

Figure 36: Plan showing existing connectivity

4.3.1. HA.PR.01 Primary Routes

Primary routes are the widest neighbourhood roads and the main accesses into the village. It is unlikely that there is a need for any new primary routes within Haydon Parish, however there may be opportunities to enhance existing primary routes, as shown opposite. The points below apply to modifications to existing routes or to the creation of new routes.

- The design and character must strike a balance between their place-making role at the heart of the new community and their role as through-routes.
- Primary roads must be defined by strong building lines. Blank frontages must be avoided.
- Carriageways must accommodate two-way traffic and parking bays, where required. They may also include green verges with street trees or planted SuDS features on one or both sides. Verges may alternate with parking to form inset parking bays.
- The quality of the public realm must be of a high standard and consistent along a primary route, for example through the planting of trees and/ or green verges along the road.
- Because primary roads are designed for comparatively higher traffic volumes, they may be more appropriate locations for cycleways that are segregated from traffic, for instance in the form of 'greenways' shared between cyclists and pedestrians.
- Examples of existing primary routes in Haydon Bridge include; Church Street, Ratcliffe Road, Shaftoe Street and John Martin Street.

Potential Enhancement to Existing Primary Routes

Less options for modification

More options for modification

Figure 37: Some primary routes in Haydon Bridge are very narrow and will not be able to accommodate changes such as street trees or parking, Shaftoe Street

Figure 39: The wide verge opposite Langley Gardens could accommodate improvements, such as additional tree planting, improved pedestrian/ cyclist route or planted SuDS features

Figure 38: In locations where wide pavements are used for parking, such as Ratcliffe Road, purpose-designed parking bays, which could be integrated with vegetation, may improve the appearance of existing primary routes

Figure 40: In locations with potential for new development to join an existing primary route, for example at Strawberry Fields, enhancements should include shared pedestrian and cycle paths as well as street trees

4.3.2. HA.PR.02 Secondary and Rural Routes

Secondary routes provide access between primary roads and neighbourhoods or are rural routes connecting smaller settlements. They should be designed for lower traffic volumes compared to primary routes.

Within Settlements

- Within settlements, secondary routes may also accommodate parallel street parking and tree verges on one or both sides. On-street parking may consist of either marked bays or spaces inset into green verges.
- Carriageways must be designed to be shared between motor vehicles and cyclists. Within settlements, vertical traffic calming features such as raised tables may be introduced at key locations, such as junctions and pedestrian crossings.
- Examples of existing secondary routes in Haydon Bridge include North Bank and Land Ends Road.

Figure 41: Good example of local secondary route, North Bank

Rural Routes

Secondary routes tend to be those in rural areas. These are often narrow with two-way traffic and typically, footpaths are not provided. They must be designed for lower traffic volumes compared to primary roads, despite often being national speed limit outside of settlements.

- Secondary routes must accommodate carriageways wide enough for two-way traffic and grass verges should be provided to both sides of the carriageway for the passing of larger vehicles.
- Lay-bys should be provided at key locations or attractive viewpoints to provide informal parking and stopping places.
- Field boundaries to either side of the carriageway should be retained or reinstated and may include stone walls or hedgerows/ tree belts. Improvements could include the planting of trees within hedgerows or verges.

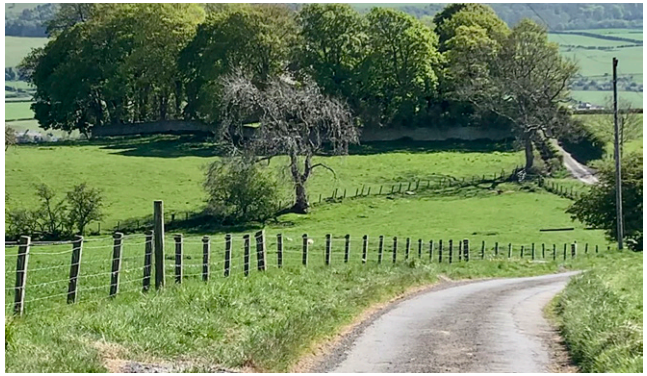


Figure 42: Example of existing typical secondary rural route

4.3.3. HA.PR.03 Tertiary Routes

Tertiary Roads

Tertiary roads have a strong residential character and provide direct access to residences from the secondary/ primary roads. They should be designed for low traffic volumes and low speed.

- Carriageways should accommodate two-way traffic and parking bays. They may also include green verges with small trees on one or both sides. Verges may alternate with parking to form inset parking bays.
- This type of tertiary road should also accommodate footways with a 2m minimum width on either side and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.
- Greenwich Gardens is a good local example which includes street trees and some parking bays.

Lanes/ Private Drives

Lanes and private drives are the access-only types of streets that usually serve a small number of houses.

- They must be minimum 6m wide and serve all types of transport modes including walking and cycling whilst allowing enough space for parking manoeuvres.
- Opportunities for green infrastructure, for example, hedges and/ or private gardens to soften the edges must be incorporated.
- Examples of existing lanes and private drives in Haydon Bridge include, Rock Springs Crescent, Whittis Hill and Whittis Crescent.

Edge Lanes

Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space or fields on the other.

- Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Low upstand kerbs, variations in paving materials and textures can be used instead of high upstand kerbs or road markings.
- Examples of edge lanes within Haydon Bridge include Strother Close and other examples exist in the outlying hamlets where development fronts on to green spaces and surrounding fields, for example, at Chesterwood, Heugh House Lane and Elrington.

Figure 43: Example of a car/ parking dominated tertiary route, which would benefit from increased landscaping to soften its appearance, The Showfield

Figure 44: Lane at Low Hall, which is consistent with the rural character of Haydon Bridge

Figure 45: Edge lane at Elrington, which is consistent with the rural location of Haydon Parish's hamlets

4.3.4. HA.PR.04 Pedestrian and Cyclist Connectivity

Pedestrian connectivity through Haydon Parish includes both on and off-road routes and which provide access through the village and also to the surrounding countryside. Journeys include those for leisure and those for necessity.

- New development should have a connected street layout creating different travel options and routes. Good practice favours a generally connected street layout that make it easier to travel by foot, cycle, and public transport. The aim is to provide natural surveillance, activity and paths with good sight-lines and unrestricted views which make people feel safer.
- This connected pattern creates a 'walkable neighbourhood'; a place where streets are connected and routes link meaningful places together. Short and walkable distances are usually defined to be within a 5-minute walk, or a five-mile trip by bike. If the design proposal calls for a new street or cycle/ pedestrian link, make sure it connects destinations and origins. The use of a connected pattern also helps the accessibility of service and emergency vehicles; this creates a smoother operation, improved services and faster response times.
- Connected streets must provide a safe and pleasant environment at all times of the day. It is important that in the case of new developments, streets are integrated with green spaces. In addition, The Secured by Design[1] police guidelines warn against the "security of the development being compromised by excessive permeability, for instance by allowing the criminal legitimate access to the rear or side boundaries of dwellings, or by providing too many or unnecessary segregated footpaths".
- New developments should consider connectivity to existing public rights of way as shown on Figure 36 and the creation of new public rights of way where they would integrate with and benefit the existing movement patterns.
- Secure cycling parking facilities should be provided at key destinations such as Church Street, Haydon Bridge Railway Station and at entrances to the network of river paths beside the River South Tyne.
- A wayfinding strategy should be developed for Haydon Bridge to encourage greater use of active travel and to aid navigation for visitors. This is further described in Code HA.PR.06.

Figure 46: The cul-de-sac dominated layout of the Showfield Estate hinders pedestrian connectivity

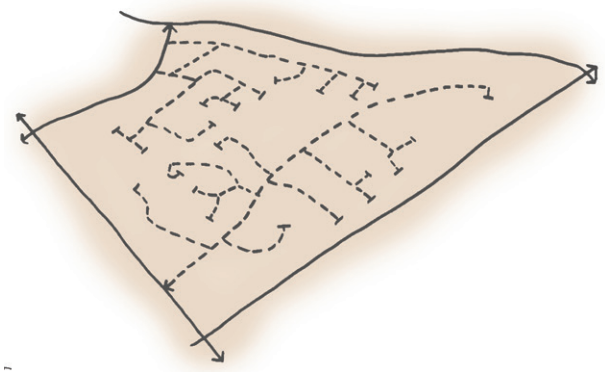


Figure 47: A layout dominated by cul-de-sacs encourages reliance on the car for local journeys. Where cul-de-sacs are used, police guidance is that they are not connected by narrow pedestrian footpaths

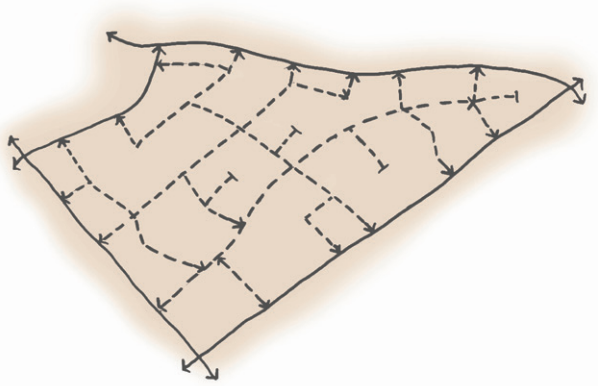


Figure 48: A connected layout, with some cul-de-sacs, balances sustainability and security aims in a walkable neighbourhood

7. Secured by Design, 2019, Secured by Design Homes - https://www.securedbydesign.com/guidance/design-guides

4.3.5. HA.PR.05 Public Open Space and Play Code

Haydon Parish contains a number of dedicated public open spaces which are important to creating a positive village environment and fostering community spirit. In addition, natural features such as the surrounding valley landscape and river corridor are important to the identity and character of the parish and provide an extensive recreational resource on the doorstep. This code should be read in conjunction with Code HA.CC.02 Green and Blue Infrastructure. Protected Open Space is shown on Figure 24/ 36.

- All open space should have a purpose and be of a size, location and form appropriate for the intended use. Avoid the creation of left over space or allocated open space being pushed to the periphery of development.
- New and existing public open spaces should be located within walking distance from the intended users. If appropriate, these should be linked to form connected green networks, which link with the surrounding landscape. These networks are often more useful for visual amenity, recreational use, and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surface, and streets. Tree lined avenues can achieve a visual and physical connection to open space.
- New and existing public open spaces should be flexible to accommodate future changes to ensure that spaces meet the needs and desires of all users. For example, outdoor gym equipment, productive gardens, wildlife gardens, allotments can be included within public open spaces to encourage healthier lifestyles. It is also important to ensure that there are quiet spaces where people can simply be.
- Play areas and public open spaces should be overlooked by surrounding buildings where possible and appropriate. Public spaces should be central to each neighbourhood in order to encourage social gatherings. If play areas are proposed or required, the location of play spaces needs to take into account the surrounding context. Factors to consider will be the intended age of the children using the play space, the size of it, the type of equipment and the proximity to existing residential properties.
- Reference should be made to existing national guidance on inclusive play. Play areas could also include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the local authorities.

Figure 49: Positive example of play park with good natural surveillance at Langley Gardens

Figure 50: Positive example of play area for younger children at Shaftoe Green picnic area and park

Figure 51: The green at Strother Close is a positive example of a flexible green space that is well used for events

4.3.6. HA.PR.06 Place-making, Tourism and Public Events

The identity of Haydon Bridge is carried through its people, history, built fabric, landscape and through local events. It is this identity that draws many visitors each year and which the Steering Group wish to focus on in their ambition for an improved tourism offer. The group feel that the village has much to offer visitors and identified Haydon Bridge as a 'gateway village'; providing a base for visits to the surrounding countryside and attractions such as Hadrian's Wall World Heritage Site, Northumberland National Park and the North Pennines Area of Outstanding Natural Beauty.

The village is also host to a number of local events which draw in people from a wider area, most notably, the growing Haydon Hundred Cyclo Sportive. It is hoped that these types of events continue to grow and introduce more people to the parish. For more information on the village and local events refer to the village website:

www.haydon-bridge.co.uk

The group identified improvements to village facilities, such as, wayfinding, additional shops and restaurant/ café and parking provision, as key elements to encourage more tourists.

The public realm plays its part in supporting Haydon Parish's distinctiveness and must therefore be coherent and respectful of place.

Street furniture such as street signs, posts, luminaries, light columns, seating, post boxes, bins, cycle racks, bollards as well as items designed to house utilities, can all support the village identity, with the exception of elements which are governed by specific standards, where their aesthetics or format cannot be changed.

For street furniture where customisation is an option, the following guidelines should be followed:

- Consider the location of street furniture and routes of utilities from the early stages of the design process;
- Analyse how all the elements will be seen and perceived when placed and viewed at once;
- Aim to make them pleasant, comfortable and safe;
- Provide seating places in convenient and gathering spaces;
- Boxes containing utilities and meters should be concealed by housing them with similar materials as those used in the public realm;
- If due to size or technical reasons, these cannot be concealed, celebrate them with a bold design that celebrates the place; and
- Create a palette of street furniture and signage that is complementary and contributes to street scene, whilst also standing the test of time.

Figure 52: The Haydon Bridge logo is well established with existing place-making signage at key gateways into the village

Figure 53: The Bridge, community library

4.4. Pattern of Built Form

4.4.1. HA.BF.01 Pattern and Layout

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

- Where cul-de-sacs are necessary, layouts should end with an informal turning head to correspond with the informal arrangements of dwellings and include green space and planting.
- New development proposals must comprise a variety of dwelling types, including terraces within Haydon Bridge.
- Architectural styles should avoid 'pastiche', they should incorporate architectural character typical of Haydon Parish and the region, to enhance a sense of place.
- The arrangement and design of gable ends should be carefully considered to avoid blank façades in prominent locations, at entrances to new development, or adjacent to pedestrian routes.
- The size of plots and their pattern should reflect that of Haydon Parish and be sympathetic to existing residential areas adjacent to new development sites.
- New development and alterations to existing buildings, should respect the position of existing buildings relative to the street and within the plot. The proportions of proposed houses should match adjacent houses of the same building type.

Density

The approximate densities of various areas within the village are shown on Figure 54.

- Development should reflect the range of densities found within the settlements, which is typically a around 30 dwellings per hectare (dph), this does not account for properties which include multiple dwellings, such as apartments.
- Density should be used to reinforce a transition from denser central areas to the rural edge, and to define the character of different street typologies.

Housing Typology and Density

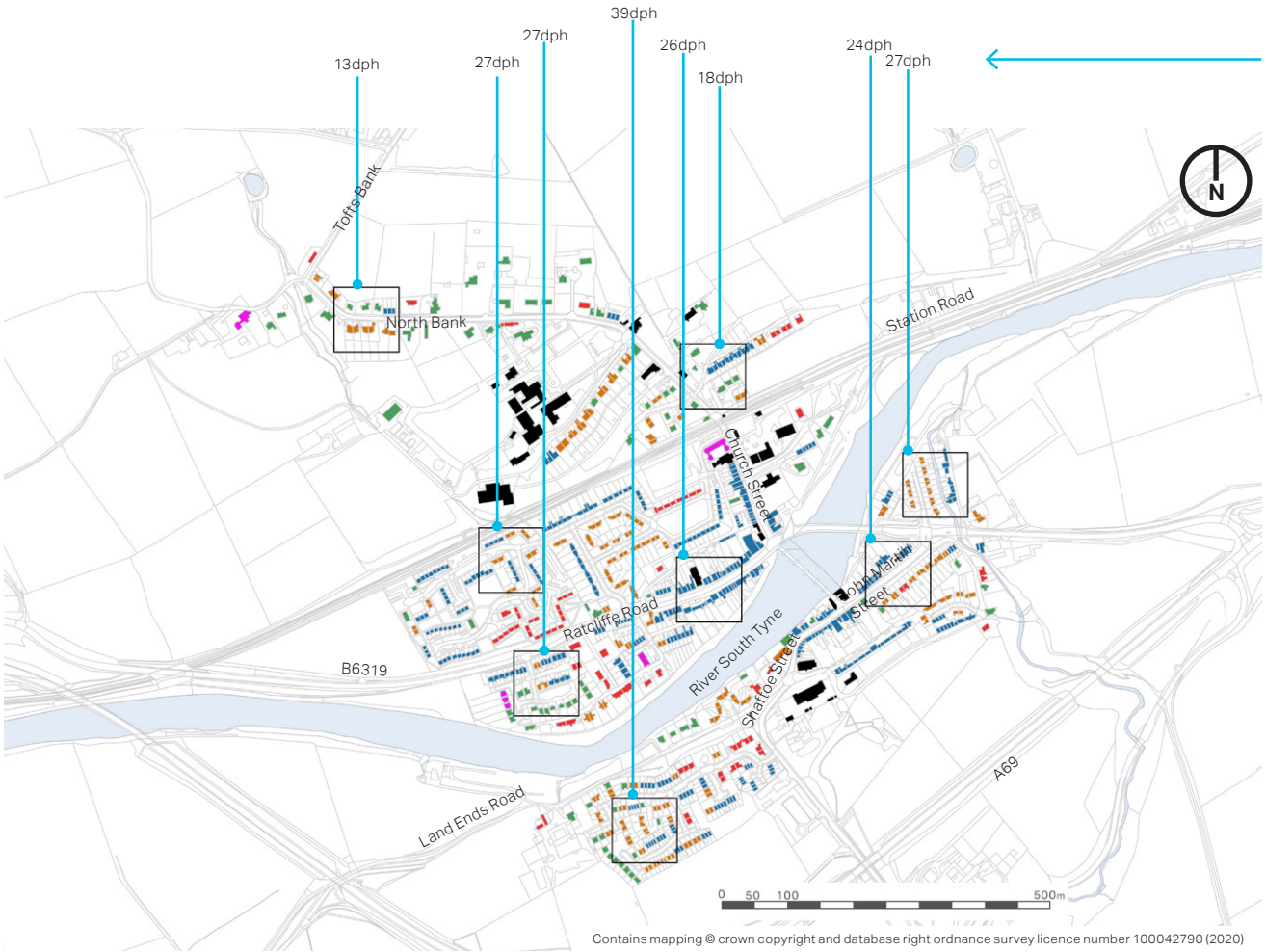


Figure 54: Plan showing the pattern of housing types and density in Haydon Bridge

4.4.2. HA.BF.02 Housing Typology

Scale, height, massing and roofline

New development will be more likely to integrate successfully if the scale, height, massing and roofline demonstrates consideration for the context of the existing buildings within the area. The following points should be used to inform the selection of future housing typology within Haydon Parish.

Typology

The following describes the distribution of typical housing typologies found across the parish and as shown in Figure 54 for Haydon Bridge. This should be used to inform the selection of future housing typology alongside the information provided within the 'Haydon Bridge Housing Needs Survey'[18].

Within Haydon Bridge, the terrace is the dominant building type along primary streets and particularly within the Conservation Area. Larger semi-detached and detached properties are concentrated along North Bank within the Conservation Area and elsewhere also towards the edge of the village.

There are also a small number of modern purpose-built apartments within Haydon Bridge such as Old Foundry Yard Flats and South Gables. Apartments are acceptable as they provide smaller dwellings.

Within hamlets properties tend to be clustered around former or existing farmsteads or estates such as Langley and in these locations a range of typologies including detached and short-terraced are acceptable.

8. Northumberland Community Action for Haydon Bridge Parish Council, 2020, Haydon Bridge Housing Needs Survey.

Roofs

The most common roof styles are gables, often continuous along terraces with occasional variation of height among buildings, hipped styles are more frequently found on semi-detached buildings. Roofs are uncluttered and compliment the rectangular forms of buildings.

Dormers are infrequent and where included should be small in scale and not interrupt the overall roof plane, large and horizontal styles should be avoided.

New developments should tend towards gabled or hipped roofs. The modernist 'shed' style roofs at Langley Gardens should be avoided within new development.

Typical roof features such as chimney stacks, eaves and gables should be incorporated into new development proposals to correspond with the historic and rural character of the village.

Figure 55: Chimneys create a varied roofscape

The height and roofline of proposed development should respond to adjacent buildings and should typically not exceed two storeys.

Height, Scale and Mass

It is important that future development is scaled such that it encloses spaces to the benefit of their character, for example, streets and open spaces, and that it relates well to adjoining built form.

Buildings within Haydon Parish mostly vary between one and two-and-a-half storeys.

Three storey buildings are the exception and will typically not be appropriate as they are out of scale with most existing development.

Single storey dwellings are appropriate but should be sited in a way to ensure they provide enclosure to streets and public open space, for example in a short-terrace.

Buildings of a larger mass, sometimes former/ existing farmsteads, tend to be found at the outskirts of the village and can help to define the village boundary. For example, Low Hall Farm at the eastern gateway. See Figure 33/ 59.

The following images summarise the most common typologies of residential properties found within the Neighbourhood Plan Area. Future development should consider using similar typologies to these, particularly in relation to scale, height, mass and roofline.

Terraced

- Height: Two storey
- Roof: Gable and occasional pitched (e.g. Alexandra Terrace)
- Mass: Linear, rectangular
- Distribution: Primary routes and village core

Figure 56: Terrace properties along Ratcliffe Road

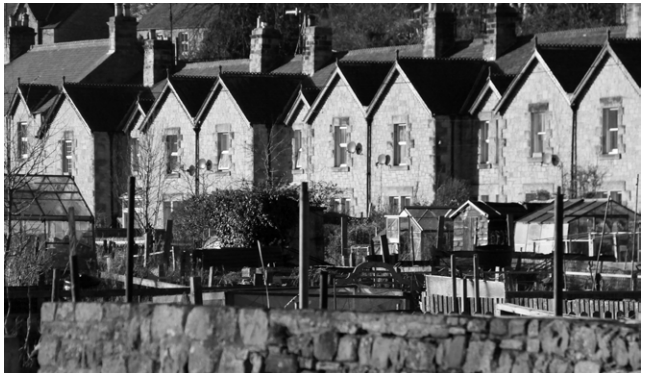


Figure 57: Terraced townhouses at Alexandra Terrace

Detached

- Height: Two/ two and a half storey sometimes with one/ two extensions
- Roof: Hipped, gable or cross-gabled/ hipped
- Mass: Rectangular with/ without extensions
- Distribution: Village edge

Figure 58: Small scale detached house, North Bank

Figure 59: Low Hall Farm

Semi Detached

- Height: Two storey
- Roof: Hipped and gable
- Mass: Rectangular
- Distribution: Inter-war/ post-war/ recent housing clusters

Figure 60: Semi detached properties at Whittis Crescent

Figure 61: Semi detached properties at Martins Close

Bungalows

- Height: One storey
- Roof: Gable or cross-gable
- Mass: Low-rise linear, often in a short terrace
- Distribution: Post war/ recent clusters developments

Figure 62: Bungalows at Greenwich Gardens

Figure 63: Bungalows at The Showfield

Apartments

- Height: Two/ two and a half storey
- Roof: Gable, hipped or cross-gable
- Mass: Courtyard/ radial block
- Distribution: Infrequent but some examples within village core and modern cluster developments

Figure 64: Old Foundry Yard Apartments

4.4.3. HA.BF.03 Building Line

This code refers to the building lines at the front of properties in relation to neighbouring buildings.

- Changes to existing buildings should preserve the building line at the frontages. No major outbuildings or roof projections should be allowed where visible from the street.
- New buildings should match the surrounding alignment of the main façade facing the road. In this case small alignment variations of up to +/- 1m are acceptable to provide interest to the streetscape.
- Buildings should maintain a visual connection to the street and usually should not be setback further than 10m from the street edge.
- The building line of new development should be used to shape views and define enclosure of adjacent streets or open space.

Figure 65: Building line diagram

Figure 66: Good example of a continuous building line along Church Street which frames the road

Figure 67: The staggered building lines at Langley Gardens are better suited to tertiary roads

4.4.4. HA.BF.04 Sloping Sites

Green undeveloped valley sides and sloping topography are key characteristics of Haydon Parish, as described in Section 2.1.3 and it is essential that development is carefully designed to reflect topography and is integrated within the valley form, so that it does not erode these distinct characteristics. Where future development is proposed for sloping sites the following guidance should be followed.

- Retain existing landscape features such as streams and associated woodland which flow down valley sides and connect these features to new development through public rights of way.
- Vary rooflines and building lines to avoid strong vertical lines which appear in strong contrast to the surroundings when viewed from elsewhere in the village and surrounding countryside.
- The layout of housing should be in a terraced form avoiding large areas of cutting and flattening.
- Public open space and gardens can be helpful for transitions in gradient between buildings.
- Figure 68 shows an illustrative example of an appropriate development response to a sloping site.

Figure 68: Illustration of development on a sloping site

4.4.5. HA.BF.05 Corner Buildings

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

- If placed at important intersections, the building could be treated as a landmark and thus be slightly taller or display another built element signalling its importance as a way-finding cue.
- The aim should be to create a positive outlook that improves the building, the street scene and generates local pride.
- All the façades overlooking the street or public space should be treated as primary façades.
- They should have some form of street contact in the form of windows, balconies, or outdoor private space.
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing will not be suitable. See Code HA.BF.06 Boundaries.
- Perimeter walls should be made in high quality materials.

The distinctive corner between the Old Post Office and The Railway Hotel positively contributes to the character of the village core and is analysed below.

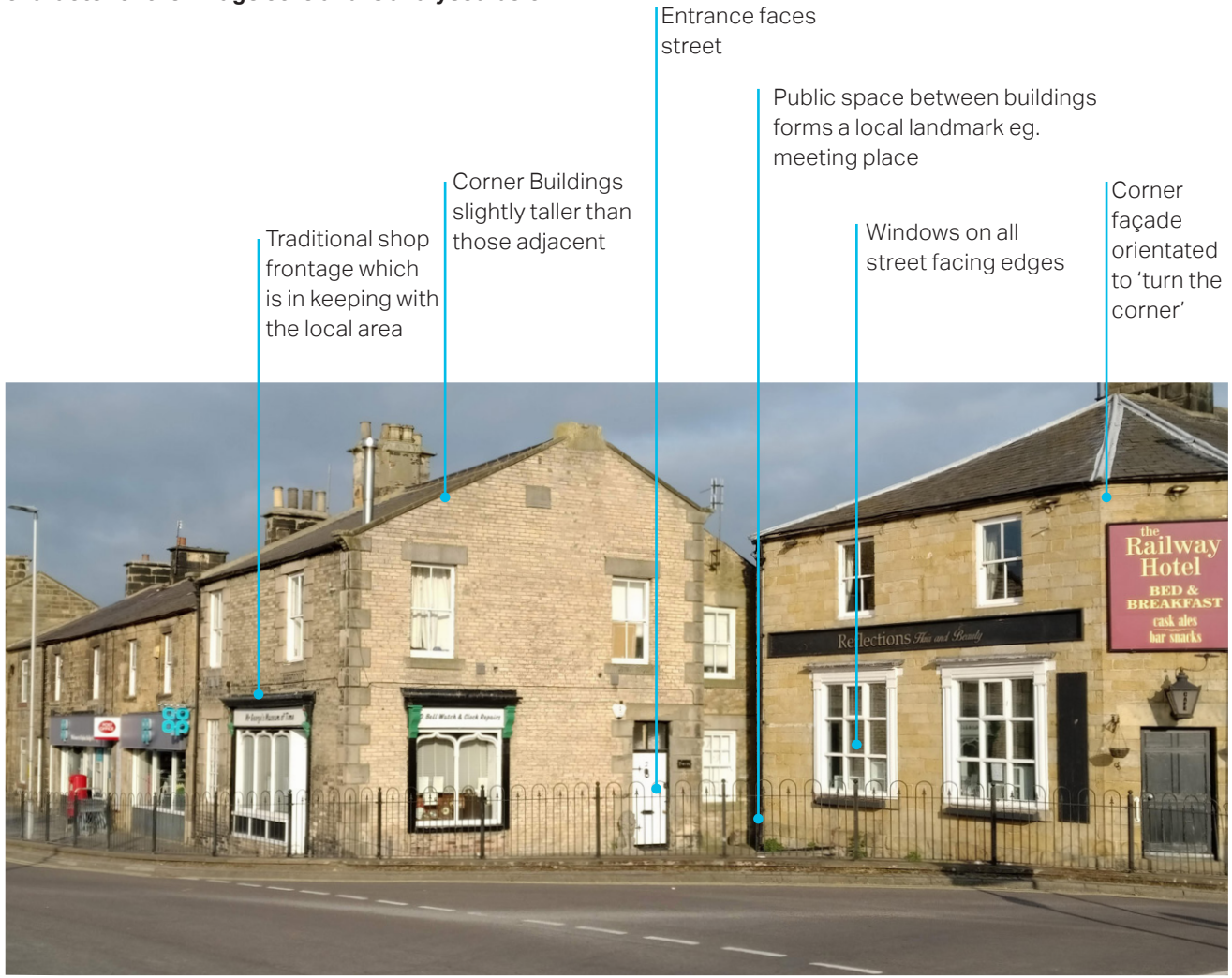


Figure 69: Corner buildings, Ratcliffe Road

4.4.6. HA.BF.06 Boundaries

The following describes typical boundary features within Haydon Parish which should be included within new development.

- Along primary routes buildings often front on to the street. Where development is located within this type of environment front boundaries may not be required and development should follow the adjacent building line (see Code HA.BF.03 Building Line).
- Distinctive archways are seen in several locations within the village and can be used to create boundaries into courtyards.
- Where buildings are setback further from the street, stone wall boundaries are typical.
- Existing field boundary stone walls are key landscape features and should be retained (see Code HA.CC.01 Retaining Existing Landscape Features).
- New stone walls should be constructed of natural stone rubble with matching coping stones. Coping stone styles vary but are often hogsback (curved) or saddle (pointed) style.

The following general principles should also be followed:

- New development should use boundary features which are complementary to the street and that enhance the rural character of the village or hamlet.
- The materials proposed for new boundary features should be of high quality, responding to the village character and have strong attention to architectural detailing. Suitable boundary treatments should be consistent along a street frontage and in-keeping with the village vernacular, for example, stone walls with painted metal gates.
- Boundary treatments should be used to reinforce the continuity of the building line along the street.
- A maximum height of front boundary wall, fence or hedge should be 1.2m, for improved surveillance and connectivity with the street.
- A height of 1.8m is appropriate for back garden or side boundaries, where privacy is required.
- Close-board panel fencing should not be used to demarcate property boundaries along street frontages or from prominent publicly visible locations e.g. edge of settlement. In these location hedgerows or other soft landscaping would be more appropriate to soften the appearance of new development.

Figure 71: Taller boundaries can be used where there is a need for privacy eg. back garden facing on to road or side boundaries, although lower walls are often most suitable for street facing façades

Figure 70: Archways can form the boundary to courtyards

Figure 72: Positive example of low stone wall boundaries, with distinctive gateway pillars

4.4.7. HA.BF.07 Private Gardens

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

Garden types vary throughout the village and wider parish as some properties have no front garden and others very large grounds. The following provides minimum sizes for various dwelling types which are based on the average sizes of existing private gardens.

- Front gardens should be a minimum of 8m for detached properties and 5m for terraced or semi-detached properties and a maximum 10m setback from street frontage. Front gardens should accommodate trees and planting, where possible.
- It is only acceptable to have no front garden where the existing building line adjacent to a development site is front-on to the street. In this situation a small privacy strip of 1.5m could be considered.
- Within areas of greenfield development outside of the existing settlement footprint, the back to back distance between houses should be a minimum of 21m for privacy.
- Back to back distance should increase when properties are taller than those adjacent or if they are located on higher ground; 21m plus 3m per storey (3m increase).
- Rear gardens should, at a minimum, be equal to the ground-floor footprint of the building; however, it is expected that rear gardens in new development should be a minimum of 10.5m in length.
- Rear gardens could be terraced to accommodate a change in topography.

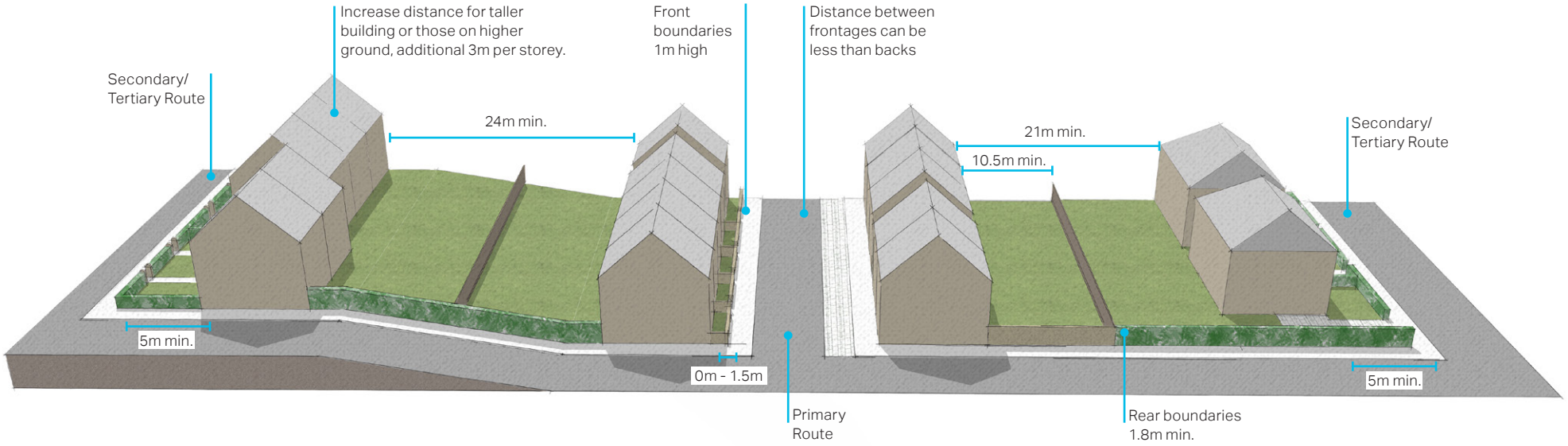


Figure 73: An illustrative diagram showing an indicative depths for front and back gardens

4.4.8. HA.BF.08 Vehicle Parking

Parking areas are a necessity of modern development and should be appreciated as integral to creating distinctive places through good design. When needed, residential car parking can be a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking. Car parking design should be combined with landscaping to make the presence of vehicles less obvious and where feasible, contribute to surface water management, for example using permeable paving.

Visitor Parking

It is recognised that much of Haydon Bridge's historic street layout reduces the viability for vehicle parking. Many residents feel that there is a lack of parking close-by to the village centre. In locations where there is not sufficient space for street parking, other alternatives should be explored for additional parking, for both visitors to the village and for local access to services.

Residential Parking

The following typologies should be followed for residential parking in addition to the local parking standards.

On-Plot Garages

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

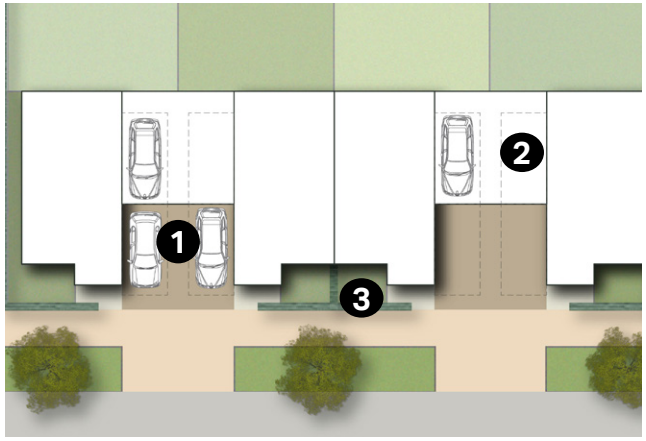


Figure 74: An illustrative diagram showing an indicative layout of on-plot side parking and garage

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

Figure 75: Built-in garage at property on North Bank

On-Plot Side or Front Parking

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

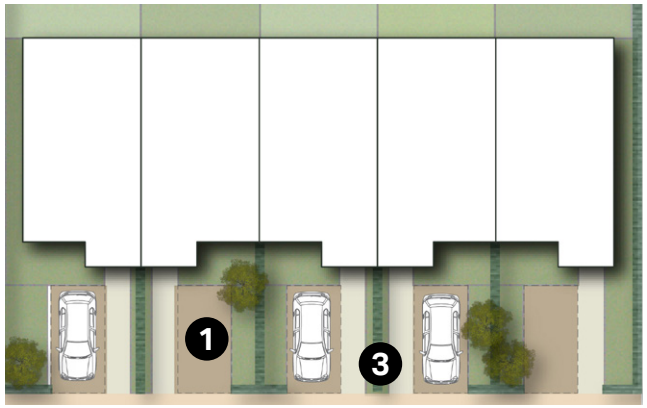


Figure 76: An illustrative diagram showing an indicative layout of on-plot front parking

Figure 77: Front parking and garages at Heugh House Lane

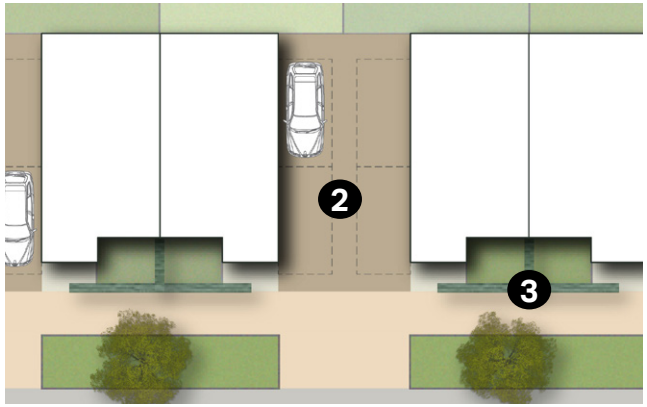


Figure 78: An illustrative diagram showing an indicative layout of on-plot side parking

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

Figure 79: Front parking with soft landscaping at The Showfield

Street Parking

- Street parking is often not preferred by residents over private parking. However, it may be appropriate in more settled areas within Haydon Bridge where terraced housing predominates.
- Potential negative impacts on the street scene can be ameliorated by the use of recessed parking bays with planting between.
- Parking for residents can be provided adjacent to the highway in the form of parallel parking bays, angled parking bays or parking squares. Likewise, visitors' parking can be provided on street, either in the form of parallel parking bays, angled parking bays or parking squares.

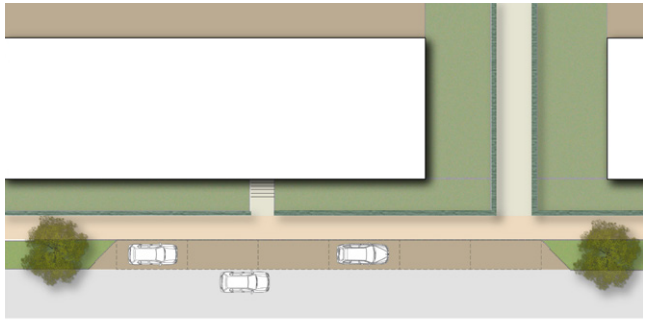


Figure 80: An illustrative diagram showing an indicative layout of street parking

Figure 81: Street parking along Church Street

Courtyard Parking

- This parking arrangement can be appropriate for a wide range of land uses such as housing that fronts busier roads where it is impossible to provide direct access to individual parking spaces.
- Ideally, all parking courts should benefit from natural surveillance.
- Parking courts should be an integral part of the public realm, hence it is important that high quality design and materials, both for hard and soft landscaping elements, are used.
- Parking bays must be arranged into clusters with widths of 4 spaces maximum and interspersed with trees and soft landscaping to provide shade, visual interest, and environmental benefits.

Figure 82: An illustrative diagram showing an indicative layout of courtyard parking

Figure 83: Parking court at Langley Gardens

4.4.9. HA.BF.09 Inclusion of Employment, Commercial and Industrial Uses

Haydon Bridge has a range of employment provided by local businesses including retail, pubs and restaurants, agriculture and a factory. Future development should continue to provide places for working as well as combined live-work units for smaller businesses or individuals.

Commercial Shop Frontages

Commercial uses in residential areas (for example, mixed use premises) contribute to the village's character and thus the design of shop fronts should consider the effect on the rest of the street.

- The proposed proportions, materials and details should reinstate or maintain the original design between each building.
- Shop fronts should respect the original proportions, materials, and details of the existing building as a whole.
- Original design details should be retained and restored where necessary to maintain the quality of architecture.
- New shop fronts in existing buildings must respect the proportions, scale, vertical or horizontal emphasis, materials, and type and amount of decoration on the original building.
- Shop signage along main roads should be unified using well-proportioned and well-designed fascia. The style and font used for lettering within the fascia may be individual however this must not conflict with other shop fronts or building elements.
- Signs, lighting, and security measures must be integrated within the design of the shop fronts. A competent designer, high quality materials and craftsmen must be used. Materials should be selected to complement the character of the building, keeping the number and type of materials to a minimum. Selected materials must be durable, high quality and easy to maintain. Proposed palettes of materials for walls, windows, doors, and signs should ensure their quality and appropriateness.

Live-Work

The term live-work relates to multi-purpose buildings that are residential but also function as places of work. Within Haydon Bridge these types of properties have historically been in the form of homes located above shops or restaurants, such as those along Church Street. The following guidance is relevant to development which falls into this category.

- Live-work units should be flexible for a variety of types of work which will inform the individual requirements of built form. For example, a hairdresser's needs will differ from those of a mechanic or an architect. Consultation will be very important to understand the requirements of the village.
- Check planning guidance as some live-work arrangements will require planning permission.
- Consider neighbouring land uses to ensure live-work units can sit in harmony with their surroundings.
- Adjacent outbuilding can be beneficial as places of work.
- Homes above places of work such as shops should be located within the village core, where they best serve the community.

Figure 84: Traditional shop frontage enhances the streetscape

Figure 85: Good example of a former shop frontage that has been retained within a residential conversions, Shaftoe Street

Light Industry

The guidelines below aim to inform the potential inclusion of small-scale light industry. Light industry in particular can be highly visible and therefore should be treated with sensitivity towards the more traditional pattern and urban form of the village. Current industrial areas include a woodworking business in Langley, industrial units at California Gardens and a small industrial estate next to Haydon Bridge Railway Station.

Building layout and groupings

- Road networks should be laid out in a way to facilitate the circulation within the industrial area.
- Proposals for new industrial developments should avoid the creation of access conflicts with surrounding residential areas.
- Building layout should optimise the use of land according to the proposed land use, whilst ensuring the other design guidelines contained within this document are not compromised.
- Building height and mass should not create abrupt changes in proximity to existing residential areas but should be integrated within the surrounding context.

Views and connections with the countryside

- Landscape within the area should be designed as an integral part of the industrial development to ensure the environmental quality of the area.
- Landscape buffer zones should be provided between the residential and the industrial area to soften the visual impact of the new developments.
- Views to the open countryside should not be obstructed by new industrial buildings.
- Landscape screening and building orientation should be used to minimise the visual impact of new development over the surrounding settlement and countryside.
- The general design of the development should maintain and enhance view corridors from and to the site and potential focal points and gateway functions.

Building architecture and appearance

- New buildings should provide façade solutions which are visually attractive from the street and engaging and respectful of the streetscape.
- The design of new buildings in the industrial area should be consistent in scale with nearby industrial buildings.
- New developments should be attractively designed and use high quality contemporary building forms and materials.
- Buildings adjacent to open space areas and residential land uses should use a transitional scale and appearance to interface the adjoining environs.

Materials

- A common material palette should be adopted and used throughout the area to provide a unified and identifiable image of the industrial area.
- Light and/ or neutral colours should be used on industrial buildings to help reduce their perceived size into the surrounding landscape.
- Parking areas should not dominate the area and should be screened by vegetation and mature trees and where possible located to the rear of buildings.

Boundary treatment

- Buildings should be well setback from main roads to provide opportunity for landscape planting to improve the visual quality of the streetscape.
- Boundary treatment for new developments should be designed to frame the building and improve the overall streetscape.
- Plot boundaries should be screened with native vegetation or other landscape design solutions.

Figure 86: A small industrial area is located next to the railway station

4.5. Architecture and Materials

4.5.1. HA.AM.01 Architectural Character and Materials

The material palette of Haydon Parish takes its origins from the predominance of stone buildings built during the 18th, 19th and early 20th centuries. These buildings, which are concentrated within the Haydon Bridge Conservation Area and the surrounding hamlets, are typically constructed of locally quarried sandstone or river stone and welsh slate roofing, and this is considered to be the key unifying architectural feature within the parish. The following points should be followed when selecting materials and architectural details. See Code HA.BF.02 Housing Typology for more detail on appropriate scale, height, massing and roofline for built form.

- The materials and architecture of built form must contribute to the character of the area and the local vernacular, as described in Table 1.
- Locally distinctive architectural features as detailed in Figure 91 and page 54 should be incorporated within new development.
- Avoid materials that are conspicuous against existing built form, such as bright red bricks and red clay pantile roofs which jar with the more subdued tones of older buildings.
- Dormers should only be included where they do not interrupt the overall roof plane and horizontal or overly large styles should be avoided as these can detract from the understated simple rooflines which are most typical of the local area.
- Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Example of modern development which is inconsistent with local vernacular

Figure 87: Birds eye view of modern development at The Showfield and Innerhaugh Mews

Examples of modern developments which are consistent with local vernacular

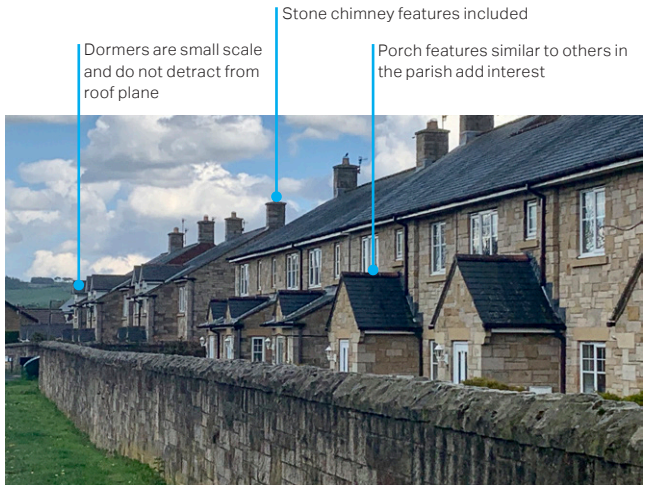


Figure 88: Properties facing Ratcliffe Road, Innerhaugh Mews

Figure 89: Old Foundry Yard Apartments, Strother Close

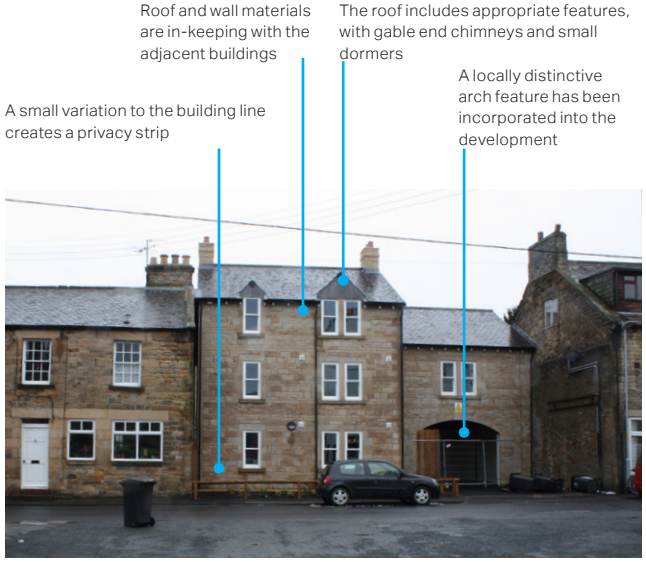


Figure 90: Anchor Court, Shaftoe Street, infill development within the Conservation Area

Summary of Haydon Parish Vernacular

The materials and details which represent the local vernacular and are summarised below, within Figure 91 and through photo examples on Page 54. These resources should be used to inform the design of future development.

For more detail on architecture and materials within the Conservation Area reference should be made to 'Haydon Bridge - Conservation Area Character Appraisal' (2009, Tynedale Council).

Table 1 - Summary of Local Vernacular

Feature	Most Consistent with Local Vernacular	Least Consistent with Local Vernacular
Roofs	Simple understated roofs formed of welsh slate are most suited. Roof lines may include some slight variation and include chimneys and/ or water tabling features. Where dormers are included they should be small pitched forms.	– Red clay pantile roofs – Large horizontal dormers – Shed style roofs
Windows and Doors	Multi-pane, sashed and bay windows with white frames and prominent sandstone lintels and occasional quoins. Doors tend to be located to the side of properties within terraces or centrally on larger properties and constructed of timber.	– PVC frames/ doors can have a low quality appearance
External Walls	Locally quarried buff sandstone has historically been the main building material. Where other materials such as pebble dash or brick are used, the tones are subdued and include sandy, brown or buff colours, which sit well within the landscape.	– The use of large volumes of red/ orange brick is not in keeping with local character
Public Realm	A simple palette of stone boundary walls and occasional sandstone flags. Benches, picnic tables and information boards are found in several locations. Green areas with trees and/ or planting soften the built environment.	– Overuse of asphalt or concrete surfacing and a lack of vegetation
Pattern of Built Form (Refer to Section 4.4)	– Strong continuous building lines with small variations for interest – A mix of housing typologies, most notably terraces – Stone wall or occasionally hedgerow boundaries of around 1m high – Distinctive corner and gateway buildings	– Over dominance of detached properties instead of other housing typologies – Timber panel fencing along boundaries

Architecture and Details Illustration

Figure 91: Illustration of ways which modern development can incorporate materials and architectural details that fit the local vernacular

How will development 'fit' the local context?

Figure 92: Aerial view of Haydon Bridge

Haydon Bridge

Roofs

Gabled roof with gable dormer

Natural stone water tabling

Chimney stack and skylights

Hipped roof

Cross-gables

Simple gable welsh slate roof

Doors

Tyneside style doors

Victorian door with porch roof

Victorian door and archway

Windows

Bay windows

Wooden sashed windows

Georgian windows

External Walls

Squared sandstone

River stone rubble with quoins

Buff/ brown toned brick

Public Realm

Stone wall boundaries

Signage

Brick edging

Hamlets

The architecture and materials of properties outside of Haydon Bridge are mostly traditional in style and typical of the wider Northumberland and Pennine areas. Many of the buildings are historic and associated with existing or former farms or larger estates and often date back to the sixteenth century or earlier. Farmsteads and agricultural buildings are common, in addition to a number of larger properties such as Langley Castle and Threepwood Hall. Similarly to Haydon Bridge, buildings tend to be constructed of sandstone rubble walls with slate roofs and many are listed buildings.

The adjacent photos show a range of examples across the parish which demonstrate the local vernacular and key design features are annotated.

Figure 94: Low rise workers cottage in Elrington

Figure 96: Staward Manor, extended bastle house

Figure 93: Small cottage at Greenshaw, off the A69

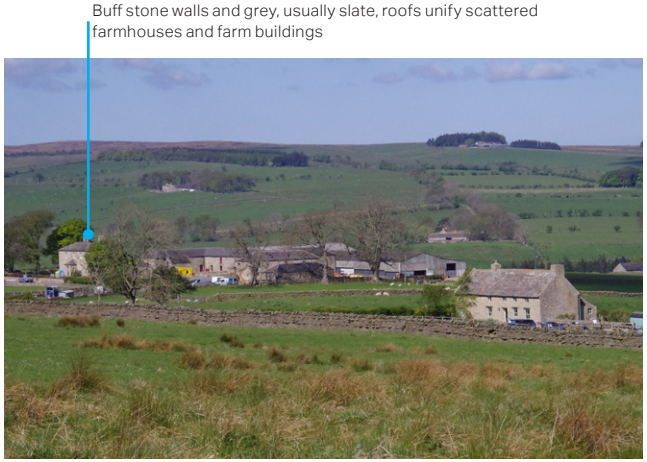


Figure 95: Scattered sandstone farmhouses including High Shaw to front and High Staward to back

Figure 97: Pebble dashed farmhouse at Chesterwood

4.5.2. HA.AM.02 Farmstead Conversions/ Extensions

Conversions and extensions of former farmsteads to residential development can be found throughout the Neighbourhood Plan Area. The architecture style and materials of these developments have many similarities as they involve the conversion of former farm buildings, which are often clustered around a main farmhouse. The developments tend to be constructed of natural stone blocks with gabled slate roofs and have small simply detailed windows and doors.

In addition to ensuring that farmstead developments contribute to local vernacular as described in Code HA.AM.01 Architectural Character and Materials, conversions of existing farmsteads to residential properties should also:

- Re-use existing openings and resist new openings as much as possible. Sensitively incorporate any skylight windows within the existing roofscape, selecting frames which complement the tones of the roof tiles;
- Resist dormer extensions that change the simple nature of rooflines;
- Ensure extensions to existing buildings should be subservient to the main structure and should match the existing materials;
- Retain existing chimneys and roof features;
- Resist the demolition of existing components of farmsteads and instead aim to incorporate these as part of any conversion;
- Retain existing apertures in place to inform the overall design; and
- Use a consistent material palette across a farmstead development so that properties appear as a unified settlement rather than a collection of individual properties. However, if the farmstead has a variety of existing door types of patterns of windows, this mixed approach could be replicated.

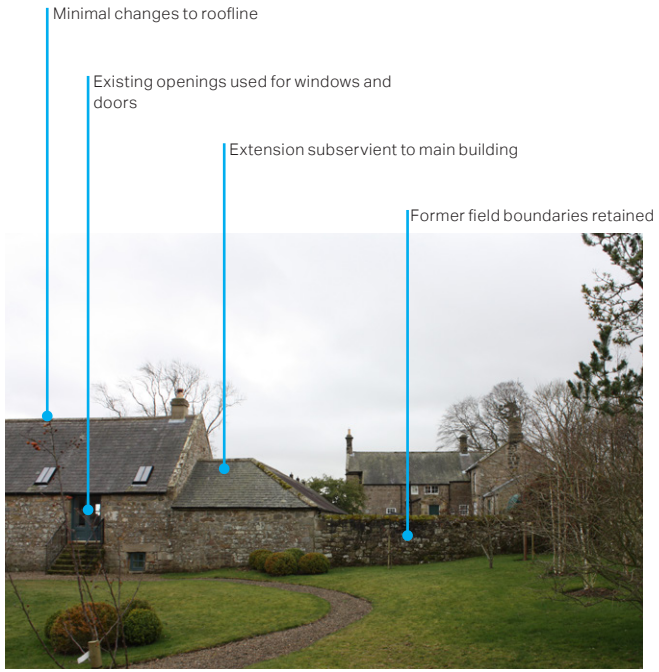


Figure 98: Example of a converted farmstead at West Ditchburn in the wider Northumberland area

Guidance

For adaptation or conversions of farm buildings, the following guidance is relevant.

- **Adapting Traditional Farm Buildings - Best Practice Guidelines for Adaptive Reuse**, 2017, prepared by David Pickles and Jeremy Lake for Historic England.

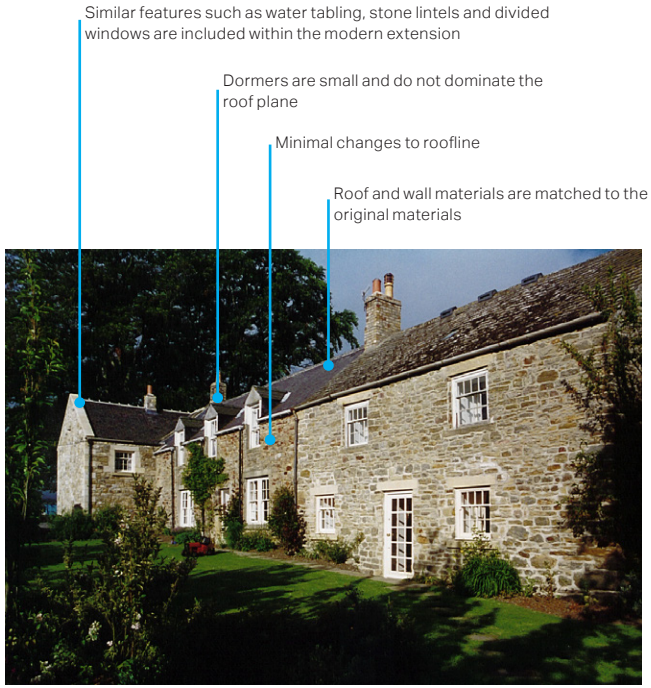


Figure 99: Example of a large extension to a farmhouse at Whitley Chapel

4.5.3. HA.AM.03 Bins, Recycling and Storage

With modern requirements for waste separation and recycling, the number and size of household bins has increased, which can pose a problem to the aesthetics of properties. The following recommendations should be explored in new development:

- When dealing with waste storage and servicing arrangements the site conditions should be considered: in some cases, waste management should be from front of buildings or alternatively from the rear.
- It is recommended that bins are located away from areas used as amenity space.
- Waste bins could be stored at the rear of the properties if they are easily accessible, access does not harm security and safety and rear gardens are not affected.
- Create a specific enclosure of sufficient size for all the necessary bins.
- Place it within easy access from the street and, where possible, able to open on the pavement side to ease retrieval.
- Refer to the local material palette to analyse what would be a complementary material.
- Storage could be incorporated into the property boundary.
- Add to the environmentally sustainable design by incorporating a green roof.
- It could be combined with cycle storage.

4.5.4. HA.AM.04 Cycle Parking

New development should provide specific enclosure of sufficient size for bikes, this is important for encouraging active travel over car usage. The size will depend on the size of dwelling but as a general rule it should be at least one space per bedroom. The points below should also be applied.

- If not built as part of an enclosure, make sure there are racks or hoops to secure the bikes.
- Whether covered or open, place the spaces so that retrieval and manoeuvring is easy.
- Refer to the local material palette to analyse proposed enclosures are complementary.
- Use it as part of the property boundary.
- Add to the environmentally sustainable design by incorporating a green roof element to it.
- It could be combined with waste storage.

Cycle parking dimensions

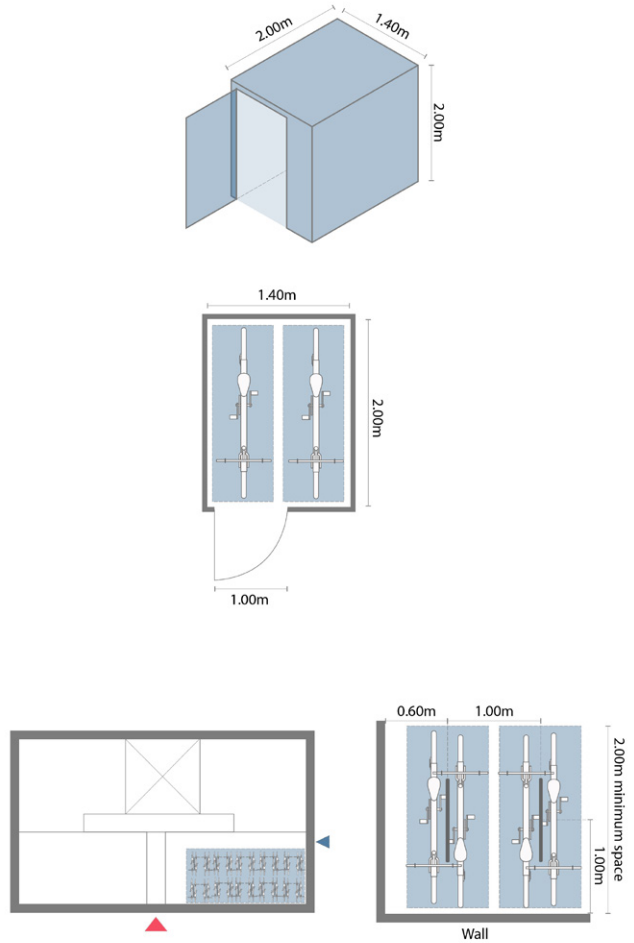


Figure 100: Cycle parking dimensions

4.6. Sustainability

Climate change is one of the key land use planning principles within the NPPF and it is vital that new development is sustainable and equipped for the challenges of climate change. Within Haydon Parish the most imminent concerns in relation to climate change are ensuring that households are fuelled by green energy and preventing properties from flooding.

Progressively more technologies dealing with energy efficiency, waste and services should be incorporated into buildings. In some cases, these are retrofits to older properties. This section deals with the principles of what is known as green or eco building, and their effect on the appearance of buildings.

4.6.1. HA.SS.01 Electric Charging Points

Infrastructure required for charging electric vehicles (EVs) will be increasingly required within residential areas and at the time of writing the Government is undertaking consultation on this as part of their Road to Zero strategy[19]. Building Regulations will provide the technical standards for EV charge points, and other design advice and standards may also become available and should be followed where relevant. The following design considerations should be taken into account.

- EV charge points should be carefully sited to minimise street clutter and come either in the form of a wall box or free standing pillar.
- Maintain a street scene that does not negatively impact on pedestrians or road users and ensures there is adequate room for pedestrian movement.
- EV charge points should be provided within public locations, such as the Railway Station.

Figure 101: Electric charging points

4.6.2. HA.SS.02 Carbon Neutral Homes

Haydon Parish Council would welcome ambitious proposals for new development that can reduce the need for reliance on carbon. Energy efficient or eco homes combine all around energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

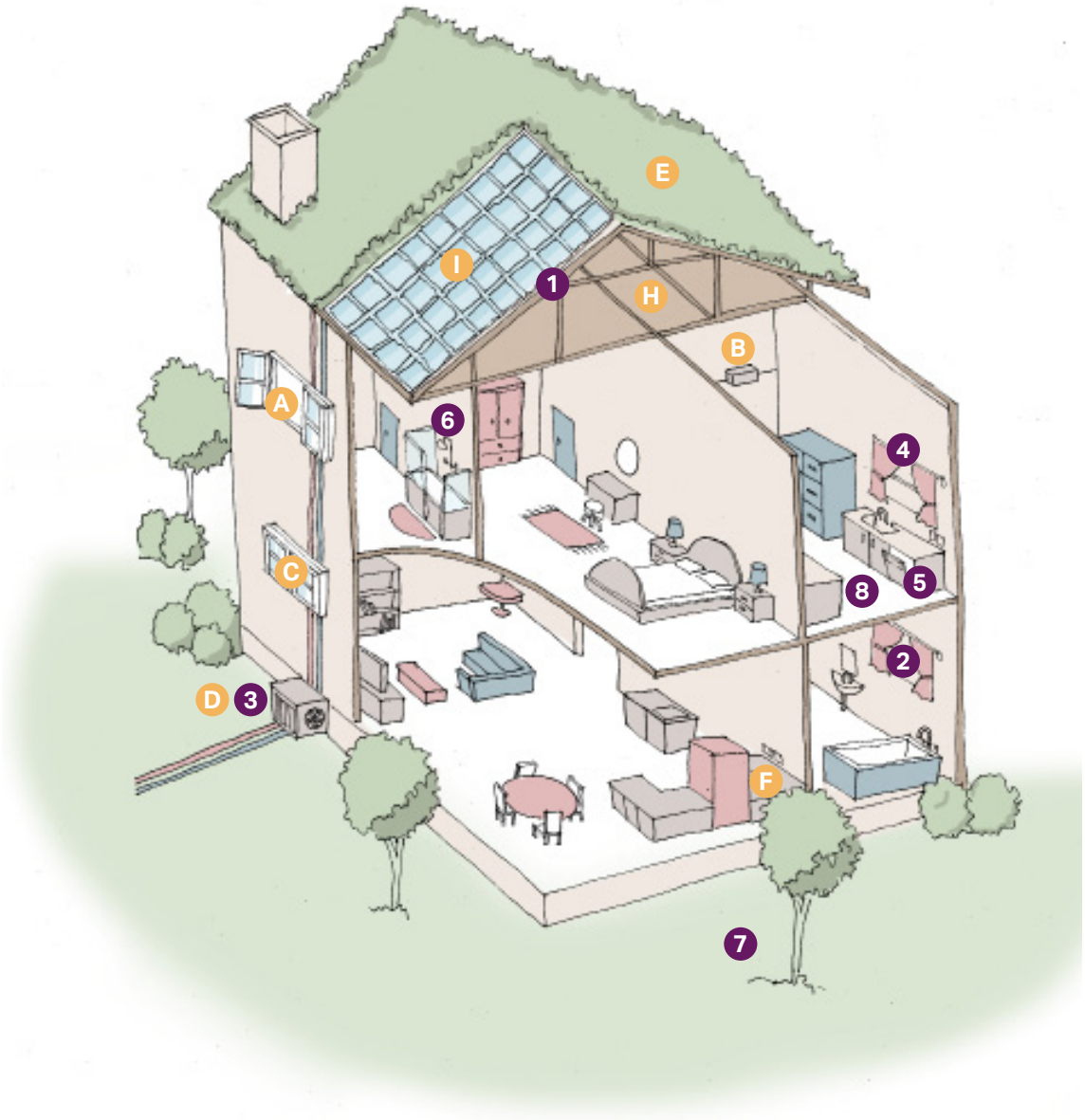
Starting from the design stage there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions. To maximise solar gain, where practical, the main orientation of the building should be within 30° of south, with trees to shade the building in the summer.

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

The Passivhaus principles for high comfort and low energy buildings are becoming increasing recognised within the green building industry and are an international design standard which buildings can be designed and tested against.

The following diagram shows how carbon use can be reduced within new builds or through retrofits to existing properties.

9. Department for Transport. 2018. The Road to Zero - Next steps towards cleaner road transport and delivering our Industrial Strategy.



EXISTING HOMES

1. **Insulation** in lofts and walls (cavity and solid)
2. **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)
3. **Low- carbon heating** with heat pumps or connections to district heat network
4. **Draught proofing** of floors, windows and doors
5. **Highly energy- efficient appliances** (e.g. A++ and A+++ rating)
6. **Highly waste- efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats
7. **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating
8. **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

NEW BUILD HOMES

- A **High levels of airtightness**
- B **More fresh air** with the mechanical ventilation and heat recovery, and passive cooling
- C **Triple glazed windows and external shading** especially on south and west faces
- D **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest
- E **Water management and cooling** more ambitious water efficiency standards, green roofs and reflective walls
- F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- H **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- I **Solar panel**

Figure 102: Diagram showing low-carbon homes in both existing and new build conditions

4.6.3. HA.SS.03 Solar Panels

Solar panels may be classed as permitted development[10], however, within conservation areas they must not be included in street facing façades and would required Listed Building Consent for listed buildings. The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners, thus, some solutions are suggested as follows:

On new builds:

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

On retrofits:

Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;

- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials;
- Conversely, aim to introduce contrast and boldness with proportion. For example, there has been increased interest in black panels due to their more attractive appearance. Black solar panels with black mounting systems and frames can be an appealing alternative to blue panels.

10. Planning Portal,(2020), Solar Panels - https://www.planningportal.co.uk/info/200130/common_projects/51/solar_panels

Figure 103: Solar panels retrofitted at Haydon Bridge Social Club

4.6.4. HA.SS.04 Green Roofs and Walls

Green roofs and green walls can make interesting architectural features which can benefit the environment. Whether they are partially or completely covered with vegetation, their design should follow some design principles such as:

– Where applicable, plan and design this feature from the start and consider their use to improve a dull façade or roof;

– Develop a green roof/ wall that is easy to reach and maintain, climbing plants are a good example of this for green walls;

– Ensure the design, materials and proportions complement the surrounding landscape and help it integrate with the surrounding countryside; and

– Design comprehensively with other eco-solutions such as water harvesting and permeable pavements.

Figure 104: Good example of green roof, The Garden Station at Langley

Figure 105: Good example of a modern extension with a sedum roof, to a Grade I listed building, Langley Castle

4.6.5. HA.SS.05 Sustainable Drainage Features

Haydon Bridge's low-lying riverside position has always made it vulnerable to flooding, although residents have witnessed flood events become an increasingly more frequent occurrence. Whilst water management is complex and concerns various water flows managed across several public and private organisations, it is vital that new development in the parish is resilient in view of this challenge. Foremost, new development should not be located in high risk locations as defined in the NPPF, clause 155;

"Inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere."

In addition, all new development should seek to utilise sustainable urban drainage rather than relying on traditional drainage solutions, as also stated in the NPPF Clause 165. Sustainable urban drainage systems are known as SuDS and can be defined as systems "designed to manage and use rainwater close to where it falls, on the surfaces"[11] to capture and store rainwater thus slowing its flow and making extreme rainfall events manageable. The type of SuDS system should be site specific and will depend on many factors; the diagram opposite, provides a guide to some typical SuDS features which may be appropriate for development in Haydon Bridge.

11. Susdrain, 2020 - https://www.susdrain.org/delivering-suds/using-suds/background/sustainable-drainage.html

SuDS Features

Figure 106: Illustration of selected typical SuDS features

a) Trees in front gardens for interception storage

b) SuDS pond in public space, shallow depth and gently sloping sides

c) Raingarden planters

d) Diverted downpipes

e) Green roof bin store

f) Permeable paving

g) In-ground raingarden and bioretention

h) Street tree planting for interception storage

The following principles should be followed in relation to the inclusions of SuDS within new and existing built development and in all scenarios the design of SuDS should follow industry standards such as those set out in 'The SuDS Manual'[12].

- Consider how surface water will be managed on a new site from the outset and aim to maximise the use of sustainable urban drainage solutions with multifunctional benefits.
- Maximise multifunctional benefits by including planting which is good for biodiversity as well as improving visual amenity.
- Consider carefully the siting of any areas of open water within a public location and design to safety standards so that it is safe and visually accessible for the public.
- SuDS should maximise human interaction, for example, by creating visual interest through planting, providing natural play features and as a stimulus for education on topics such as climate change and biodiversity.
- Individual properties can also contribute by avoiding impermeable surfacing within private gardens and installing domestic scale SuDS which can include SuDS planters and rain gardens, which may connect to downpipes.
- Retrofits within public space should not detract from the historic character of Haydon Bridge and may be better suited to wider streets and public open space located outside of the Conservation Area.

12. CIRCA, 2006, The SuDS Manual (C753).

4.6.6. HA.SS.06 Flood Defences

Flood defences may also be required in the future within Haydon Parish and these would likely be focused on preventing the River South Tyne bursting its banks and slowing the flow of water shedding from the surrounding valley sides. These types of flood defences could include levees, bunds, weirs and flood walls. The principles below should be followed in regard to flood defences.

- The visual impact of any flood defence mechanism should be considered to ensure that it is sensitively incorporated into the surrounding settlement or landscape.
- Consider the use of planting within schemes to help screen views of flood defences and soften hard lines and reduce the scale of defence measures.
- Consult an ecologist and landscape architect to assist with environmental assessment and design of flood measures.

Figure 107: Good example of a flood wall constructed of natural stone, Lipwood

Figure 108: Good example of soft landscaped earth bund flood defence (outside of the parish)

Figure 109: Good example of low flood walls with steps to provide access to the riverside path, Bridgwood

Figure 110: Existing engineered flood defences afford opportunities for further landscape enhancements

05

Deliverability

5. Deliverability

5.1. Delivery

This section concludes the report with recommendations on how to embed the findings of this report within the Neighbourhood Plan.

The Design Code will be a valuable tool for securing context-driven, high quality development in Haydon Parish Neighbourhood Plan Area. It will be used in different ways by different actors in the planning and development process, as summarised in the table below:

Actor	How they will use the design codes
Applicants, developers and landowners	As a guide to the community and local planning authorities' expectations on design, allowing a degree of certainty – they will be expected to follow the design codes as planning consent is sought. Where planning applications require a Design and Access Statement, the Statement should explain how the design codes have been followed.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The design codes should be referred to in meetings with applicants during any pre-application discussions.
Parish Council and Haydon Parish Neighbourhood Planning Group.	As a reference point when commenting on planning applications, ensuring that the design codes are followed.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

The NPPF (paragraph 35) emphasises that a proportionate evidence base should inform plans. Based on a "positive vision for the future of each area; a framework for addressing housing needs and other economic, social and environmental priorities; and a platform for local people to shape their surroundings" (see paragraph 15). Policies should be "underpinned by relevant and up-to-date evidence. This should be adequate and proportionate, focused tightly on supporting and justifying the policies concerned, and take into account relevant market signals" (paragraph 31). Crucially planning policies "should not undermine the deliverability of the plan" (paragraph 34).

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

The values and costs of construction between new developments and within new developments will vary based on location, situation, product type, design (architecture, place-making etc.) and finish; and the state of the market at the point of marketing the properties. This document sets out codes which apply place-making principles to help interpret and apply the statutory policies within the Neighbourhood Plan. Good design is not an additional cost to development and good place-making can result in uplifts in value.

06

Appendix A
Design Checklist

6. Appendix A - Design Checklist

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

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. It is up to Haydon Parish Neighbourhood Planning Group to decide the ones that are relevant to each specific case.

6.1. Initial Questions to Ask and Issues to Consider When Presented with a Development Proposal

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

a) Integrate with existing paths, streets, circulation networks and patterns of activity;

b) Reinforce or enhance the established village character of streets, greens, and other spaces;

c) Respect the rural character of views and gaps;

d) Harmonise and enhance existing settlement in terms of physical form, architecture and land use;

e) Relate well to local topography and landscape features, including prominent ridge lines and long distance views;

f) Reflect, respect, and reinforce local architecture and historic distinctiveness;

g) Retain and incorporate important existing features into the development;

h) Respect surrounding buildings in terms of scale, height, form and massing;

i) Adopt contextually appropriate materials and details;

j) Provide adequate open space for the development in terms of both quantity and quality;

k) Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;

l) Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;

m) Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours; and

n) Positively integrate energy efficient technologies.

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

6.1.1. Street Grid and Layout

- Does it favour accessibility and connectivity over cul-de-sac models? If not, why?
- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists, and those with disabilities?
- What are the essential characteristics of the existing street pattern? Are these reflected in the proposal?
- How will the new design or extension integrate with the existing street arrangement?
- Are the new points of access appropriate in terms of patterns of movement?
- Do the points of access conform to the statutory technical requirements?
- Does the street layout and design conform to good-practice principles

6.1.2. Local Green Spaces, Views and Character

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

- Does the proposal maintain or enhance any identified views or views in general?
- Has the proposal been considered in its widest context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?
- How does the proposal affect trees on or adjacent to the site?
- How does the proposal affect the character of a rural location?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity spaces be created? If so, how will this be used by the new owners and how will it be managed?

6.1.3. Gateway and Access Features

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

6.1.4. Buildings Layout and Grouping

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the settlement?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

6.1.5. Building Line and Boundary Treatment

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

6.1.6. Building Heights and Roofline

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing, and scale?
- If a higher than average building is proposed, what would be the reason for making the development higher?

6.1.7. Household Extensions

- Does the proposed design respect the character of the area and the immediate neighbourhood, or does it have an adverse impact on neighbouring properties in relation to privacy, overbearing, or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials complement those of the existing dwelling?
- In case of side extension, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?

6.1.8. Building Materials and Surface Treatment

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

6.1.9. Car Parking Solutions

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?

6.1.10. Architectural Details and Contemporary Design

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

07

Appendix B
Street Typologies

7. Appendix B - Street Typologies

7.1. Typical Sections

7.1.1. Primary Routes

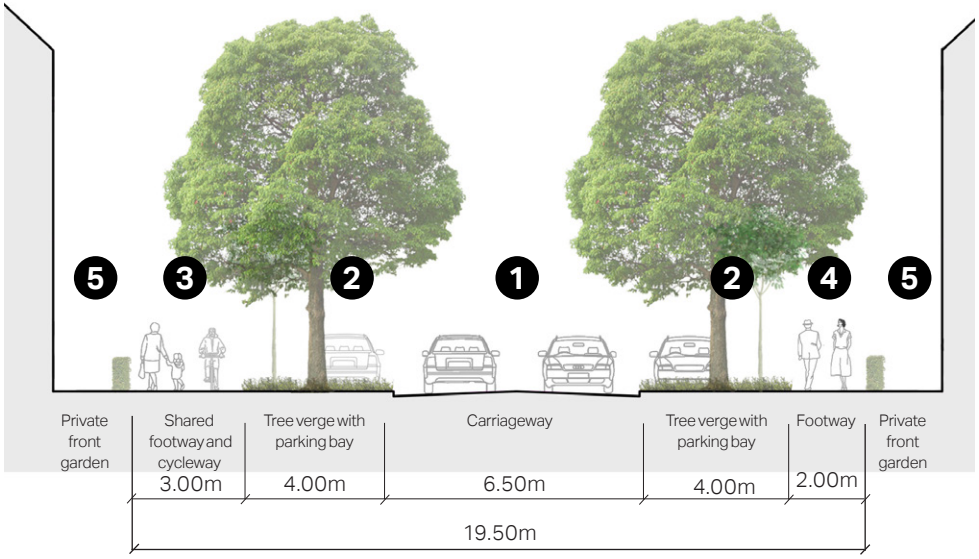


Figure 111: Section showing indicative dimensions for primary routes. In some places trees may be omitted from one or both sides although they help with place-making, contribute to local biodiversity, and create a positive micro-climate

1. Carriageway (village-wide traffic).
2. Green verge with tall trees. The latter are optional but would be positive additions. Parking bays to be inset into the verges to avoid impeding moving traffic or pedestrians.
3. Shared footway and cycleway - cyclists to be segregated from vehicle traffic.
4. Footway.
5. Residential frontage with boundary hedges and front gardens.

7.1.2. Secondary Routes

Secondary route within settled area

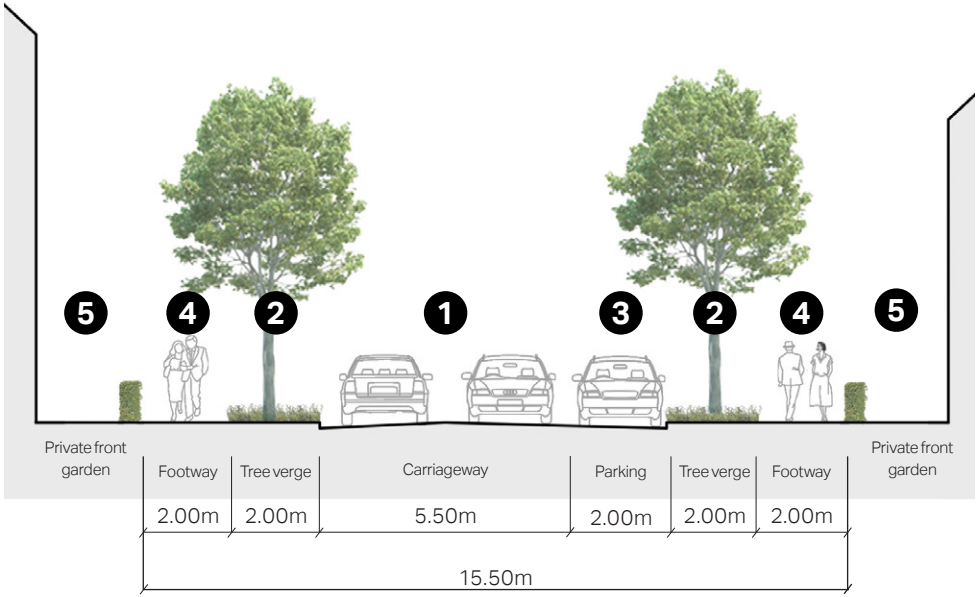


Figure 112: Section showing indicative dimensions for secondary routes. In some places tree verges may be omitted from one or both sides, and parking bays may alternate with tree verges

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

Secondary Rural Route

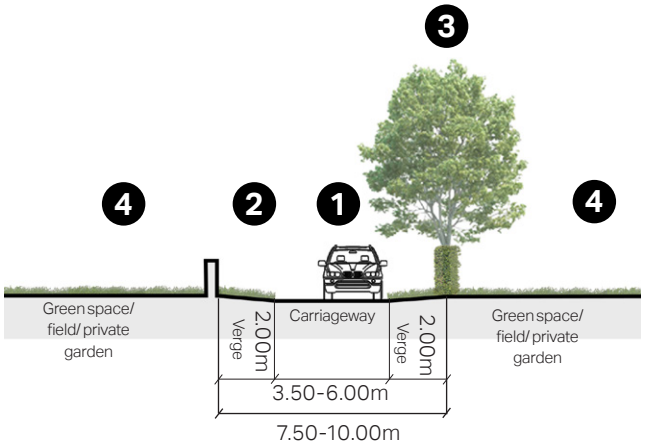


Figure 113: Section showing indicative dimensions for secondary rural route. The carriageway width may vary. This type is found in settlements and rural areas

1. Secondary road.
2. Grass verge and stonewall boundary.
3. Grass verge with hedgerow and trees along field boundary.
4. Adjacent fields, green space or private gardens.

7.1.3. Tertiary Routes

Edge Lane

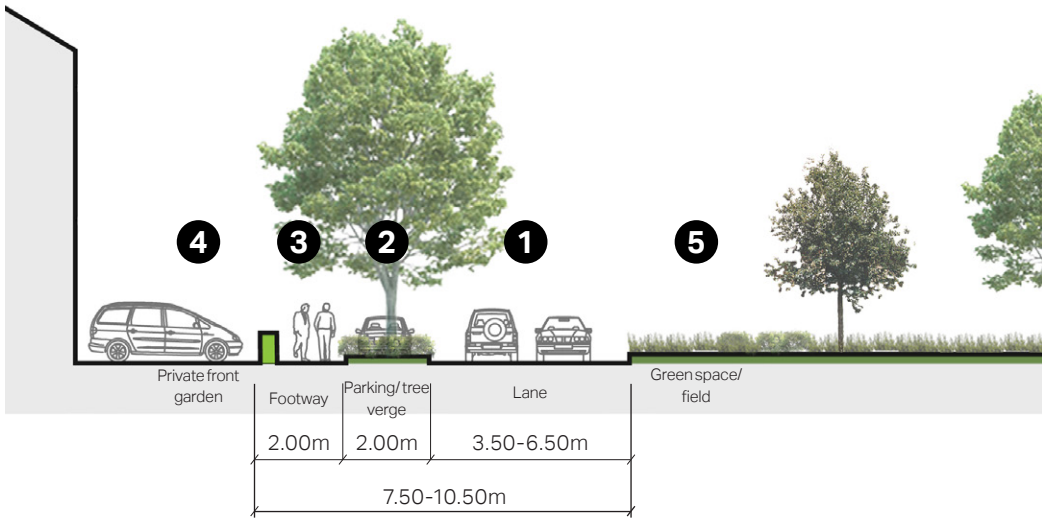


Figure 114: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking

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

Tertiary Route Within Settled Area

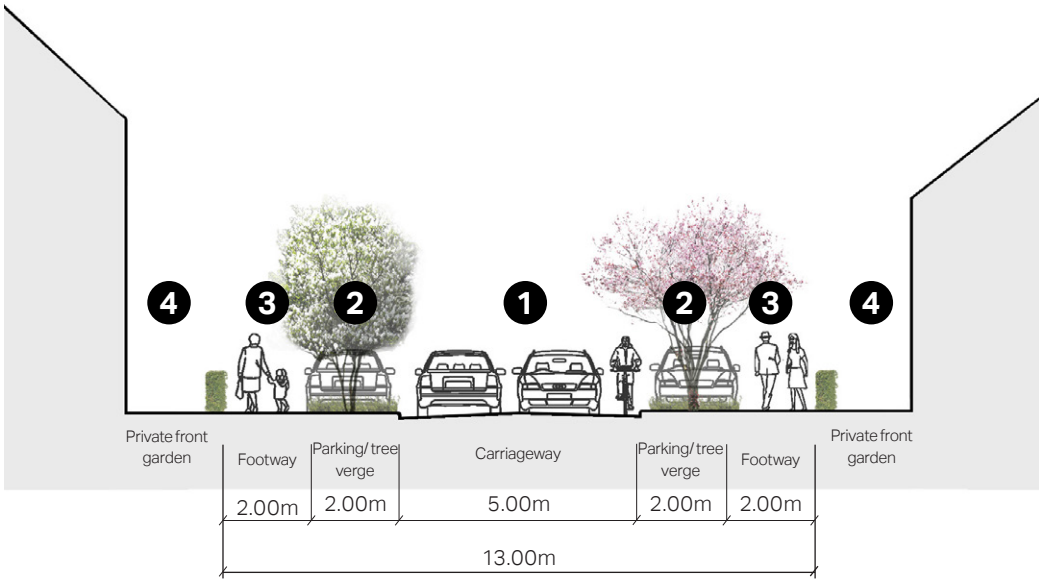


Figure 115: Section showing indicative dimensions for tertiary route. In some places tree verges may be omitted from one or both sides

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

Lane or Private Drive

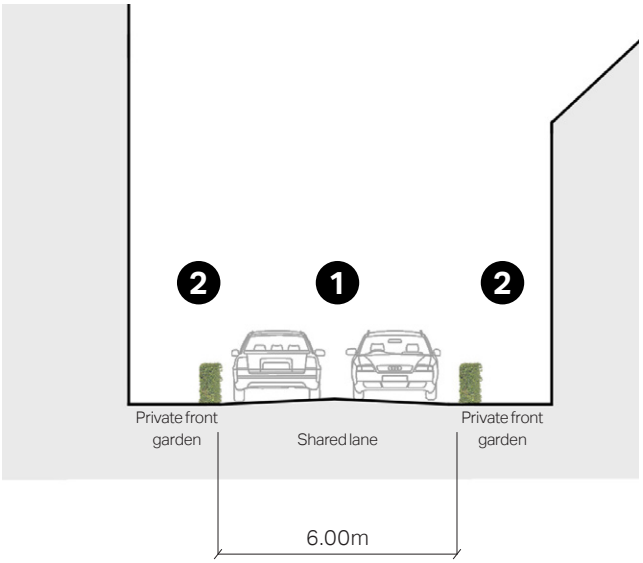


Figure 116: Section showing indicative dimensions for lanes and private drives

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

8. References

8.1. References

Any references are included as footnotes on the relevant pages.

8.2. Image References

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