

Appendix B.1

Baildon Design Guidance & Design Codes

Extract
March 2026

Revision History

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This document has been prepared by AECOM Limited (“AECOM”) in accordance with its contract with Locality (the “Client”) and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and

Extract Contents

1. Introduction

- 11 Aims
- 12 Objectives
- 13 Engagement
- 14 Who Will Use The Design Guides And Codes
- 15 Baildon Vision
- 16 Baildon Study Area

2. Neighbourhood Context

3. Townscape Character Assessment and Design Guidance

- 3.1 Understanding place

4. Design Codes & Guidance

- 4.1 Code Structure
- 4.2 Design Code A: Context
Responsive Design
- 4.3 Design Code B: Identity
What Makes Baildon Special?
- 4.4 High Street Frontages
- 4.5 Design Code C: Built Form
- 4.6 Design Code D: Movement
- 4.7 Design Code E: Natural Environment
- 4.8 Design Code E: Settlement Edges
- 4.9 Design Code E: Views
- 4.10 Design Code F: Public Spaces
- 4.11 Design Code G: Sustainability

1 Introduction

Baildon Neighbourhood Plan 2026 to 2040 lays out in Policy 16: BP16/1 “The design of any new developments should be informed by the Baildon Design Guidance and Codes 2024 Appendix B. Whilst there may not be substantial new developments, any adaptations/extensions and improvements to existing property will be expected to adhere to the Design Codes”.

This Extract comprises the Baildon Design Guidance and Design Codes A-G. It is underpinned by a series of place-specific design principles and overarching aims outlined by Baildon Town Council with a particular focus on revitalizing Baildon’s centre, ensuring it maintains its village-like and historic character. This design guidance will cover place-specific issues and topics including heritage, residential, design, retail frontages and responding to landscape.

This design code document covers the whole neighbourhood plan area. The guidance and design codes are underpinned by a baseline assessment (available on request) of the built and landscape character across Baildon, as well as its landscape edges surrounding the settlement.

1.1 Aims

- To positively influence the character and design of new development within the Neighbourhood Area.
- To produce a detailed appraisal of the
- Neighbourhood Area’s urban and landscape environment.
- To identify the character and opportunities of Baildon’s Village Centre and its surrounding suburbs.
- Provide design guidance and codes to support context-sensitive development and proposals.

1.2 Objectives

The following objectives will help to achieve the overarching aims .

Review of planning and design policy and guidance covering the Baildon Neighbourhood Area

- Produce a baseline analysis of Baildon’s place-specific features and neighbourhood context
- Detailed character analysis of Baildon’s built form, inclusive of both historic and more recent development
- Design guidance and codes covering the whole Neighbourhood Area
- Design guidance and codes focused on the prevailing issues and themes outlined during neighbourhood analysis and consultation stages.

1.3 Engagement

The Baildon Neighbourhood Plan Working Group were asked for feedback on the priorities for the Baildon Design Code.

A questionnaire was issued to the Neighbourhood Plan Group and the findings were collated and summarised below.

High Priority

- Landmarks, gateways and distinctive features - Monuments, churches, bridges. Key buildings i.e., churches and places of religion
- Movement and access - Street hierarchy, connectivity and moving around easily.
- Street character - Street trees, furniture, verges, footpaths
- Public realm and open space - Pavement. Space character i.e. squares, village green, sports pitches. Space Use and activity. Surfaces and materials.

Density - how much development occupies an area i.e. high density is urban character and low density is more rural in character.

- Boundaries - Garden sizes and depths, thresholds and frontages. Boundary treatment i.e., walls, hedges, or railings.
- Building setbacks – dimensions from building to back edge of footpath.
- Roofscape - Roof pitch, gable, Dutch gable, hip, mansard. Varied or consistent.
- Quality - Examples of dead-end cul-de-sacs with poor legibility. Barriers to movement. Urban blight i.e., damaged, run down or poor quality, safety issues.

Medium Priority

- History and urban morphology
- Car parking
- Uses – retail, residential, education etc.
- Landscape character

- Scale and massing
- Architectural detail

Low Priority

- Settlement structure – how development has evolved over time.
- Development dimensions.

Key Topics

All issues are considered to be important. The topics below will be assessed and taken forward within this design code.

- Landmarks, gateways and distinctive features
- Public realm and open space
- Density
- Boundaries
- Roofscape
- Quality - examples of dead-end cul-de-sacs with poor legibility
- Barriers to movement
- Urban blight i.e. damaged, run down or poor quality.

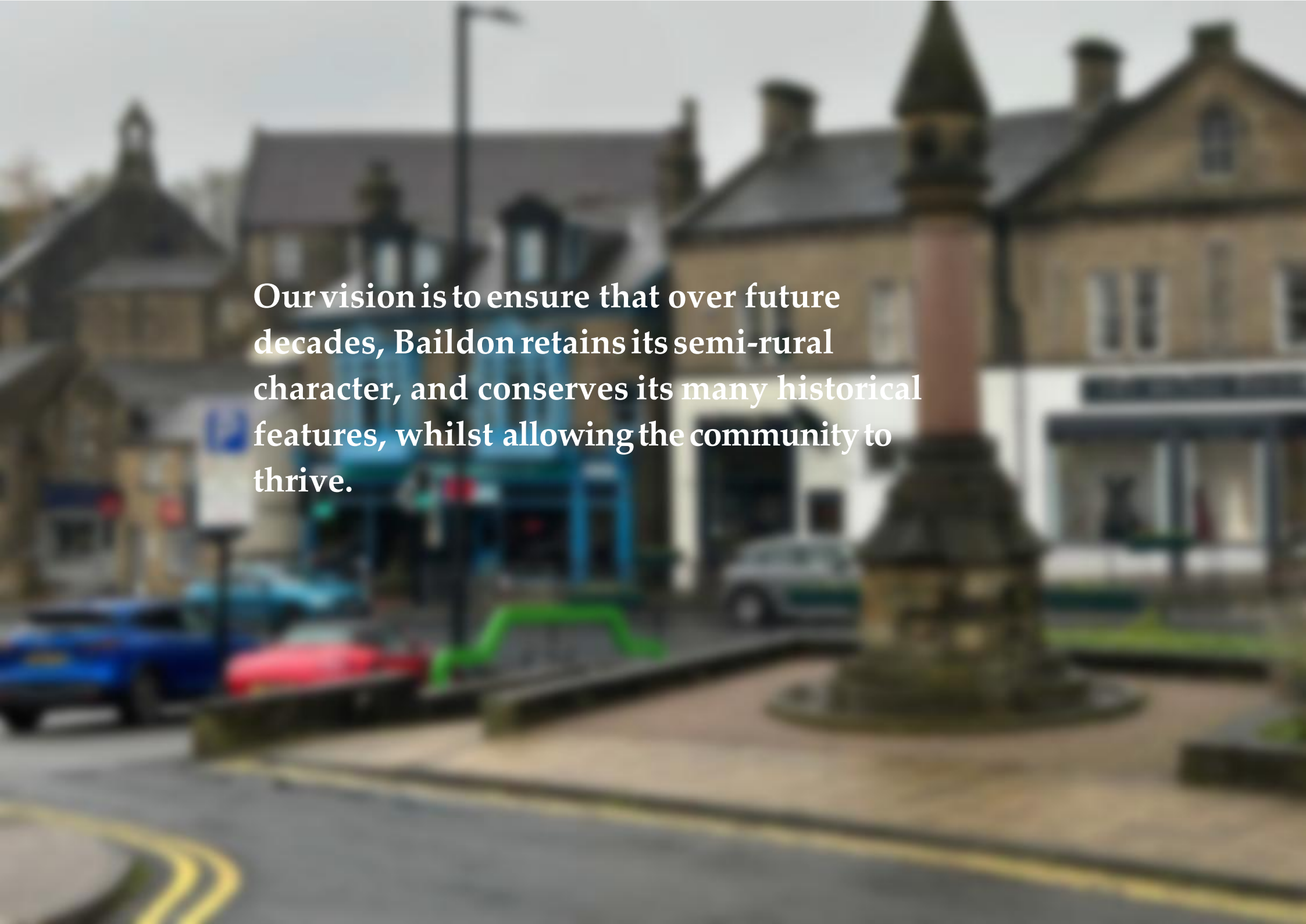
1.4 Who Can Use The Design Guides And Codes?

The Design Code is a valuable tool in securing context driven, high-quality development in the Neighbourhood Area.

It will be used in different ways by different users in the planning and development process, as summarised in the table.

The guidance and codes can be used as part of a process of co-design and engagement that further understands, and takes account of, local preferences and expectations of design quality. Design Codes facilitate conversations focusing on key issues that are relevant to the place, helping to align expectations and achieve an informed and balanced approach. A Design Code alone will not automatically secure optimum design outcomes, however it provides a useful tool and guidance for users, helping to raise standards and overall design quality of a place.

Potential users	How they will use the design guidelines
Applicants, developers, & landowners	As a guide to community and Local Planning Authority expectations on design, allowing a degree of certainty – they will be expected to follow the Guidelines as planning consent is sought.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Town Council or Neighbourhood Plan Group	As a guide when commenting on planning applications, ensuring that the Design Guidelines are complied with.
Community groups & Local Residents	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.



Our vision is to ensure that over future decades, Baildon retains its semi-rural character, and conserves its many historical features, whilst allowing the community to thrive.

1.5 Baildon Vision

The Baildon Neighbourhood Development Plan describes the following vision objectives:



Baildon Moor

Baildon Moor must be protected from development, as well as other surrounding special open spaces, such as Shipley Glen, Ghyll Beck Valley and Tong Park, and Baildon Riverside and canal.



Historic Baildon

Historic Baildon should be conserved for future generations, and good design should be paramount in new development



Baildon's Community

Baildon's community is strong and over the period of the plan further development of facilities to meet the needs of the many neighbourhoods across Baildon has been achieved.



Baildon's Economy

Over recent years facilities for small businesses have been lost from Baildon. Priority should be given to the creation of small business units to enable "step-up" accommodation for growing businesses, so retaining them in the Baildon community and reducing unnecessary travel.



Baildon Transport

Baildon would like to see significant improvements in connectivity so that its many assets provide real benefit to local residents. Baildon welcomes creative approaches to reduce carbon emissions whilst still promoting independent travel for all.

1.6 Baildon

Baildon is a historic settlement with heritage assets distributed across several core heritage areas and Conservation Areas. This blended with its distinct landform make it a unique and attractive place to both live and visit.

Natural Assets

Stretching from the River Aire in the south, up to Baildon Moor in the north, Baildon is built on a steep hill, rising to 925 feet at the trig point. This has many consequences for everyday life, especially transport.

Baildon is surrounded on 3 sides by open countryside, which makes the quality of life superb. It is bounded by the River Aire and the Leeds Liverpool Canal.

Heritage

Baildon benefits from being adjacent to the World Heritage site at Saltaire with all it has to offer, whilst also having its own local history stretching back around 3,000 years.

Community

With a population of approximately 16,000, Baildon has a wide range of housing and a warm and inclusive community. Baildon provides a variety of desirable lifestyles for people of all ages – families with children, older people, and young people starting out.

Economy

Whilst Baildon is ideally placed for those who commute to Leeds and Bradford (and further afield from the Airport), Baildon retains its own vibrant local economy.

This includes:

- A vibrant and characterful hospitality sector
- A modest local retail centre in Baildon
- A wealth of small businesses and self-employment with many working from home
- Some larger employers along the Otley Road corridor

Getting Around

Baildon is fortunate to have retained its local railway station, although the service is infrequent. Bus services are limited.

Leeds Bradford Airport is 4 miles away. The Airedale corridor along Otley Road is a main arterial route for the Aire Valley but is very heavily congested with road traffic. The steep gradient of Baildon Hill means that for many, car and bus transport underpins their ability to enjoy local retail and community facilities.

2. Neighbourhood Context

This chapter outlines the constraints, landscape character, built heritage and context of the Neighbourhood Area.

Baildon is located to the northeast of Bradford (3 miles) and is located to Shipley via the B6151 which runs from Baildon centre. As well as the B6151 the A6038 (Otley Road) is the area's strategic transit corridor providing links between Bradford to Otley and Guiseley via Baildon. Baildon Station and several bus services serve Baildon.

Baildon Station provides hourly services to Bradford Forster Square and Ilkley. While there is no direct service to Leeds, passengers can change at Shipley or Guiseley railway stations.

Baildon is also 9 miles east of Leeds, Yorkshire's largest city. The area is surrounded by open countryside on three sides, giving Baildon its tranquil and rural character. It is positioned at the interface between the urban centres of Bradford and

Leeds and the vast moorland of the surrounding countryside.

The towns of Guiseley and Bingley are located to the east and west of Baildon respectively, albeit both separated from Baildon's built area via significant green gaps. This separation between the settlements contributes to Baildon's rural character and distinctiveness, making the settlement gaps an important feature that the Baildon community intends to maintain.

The settlement is located north of the River Aire Valley and Leeds and Liverpool Canal, with the Aire forming much of the Neighbourhood Area's southern boundary. Historically, the canal was a strategic movement network for the wider region's textile industries, with surrounding settlements such as Baildon, Bradford, and Leeds, beneficiaries of the canal's strategic commercial network.

There are several key gateways into the Baildon Neighbourhood Area. These are marked on the adjacent plan and include:

- Glovershaw Lane at Glovershaw Farm
- Potter Brow Road
- Otley Road at Tong Park
- Otley Road at River Aire bridge

Neighbourhood Context:

Key Considerations

- Key transit corridors should be protected, with development respecting their importance in Baildon's strategic movement network.
- There is an opportunity for Baildon's gateway locations to foster a sense of arrival so visitors are aware of a change in destination.
- Key destinations include Baildon Village Centre and Saltaire, both commercial and historic centres sensitive to any new development.
- Significant heritage designations of Baildon Village Centre and Saltaire require a sensitive design response.

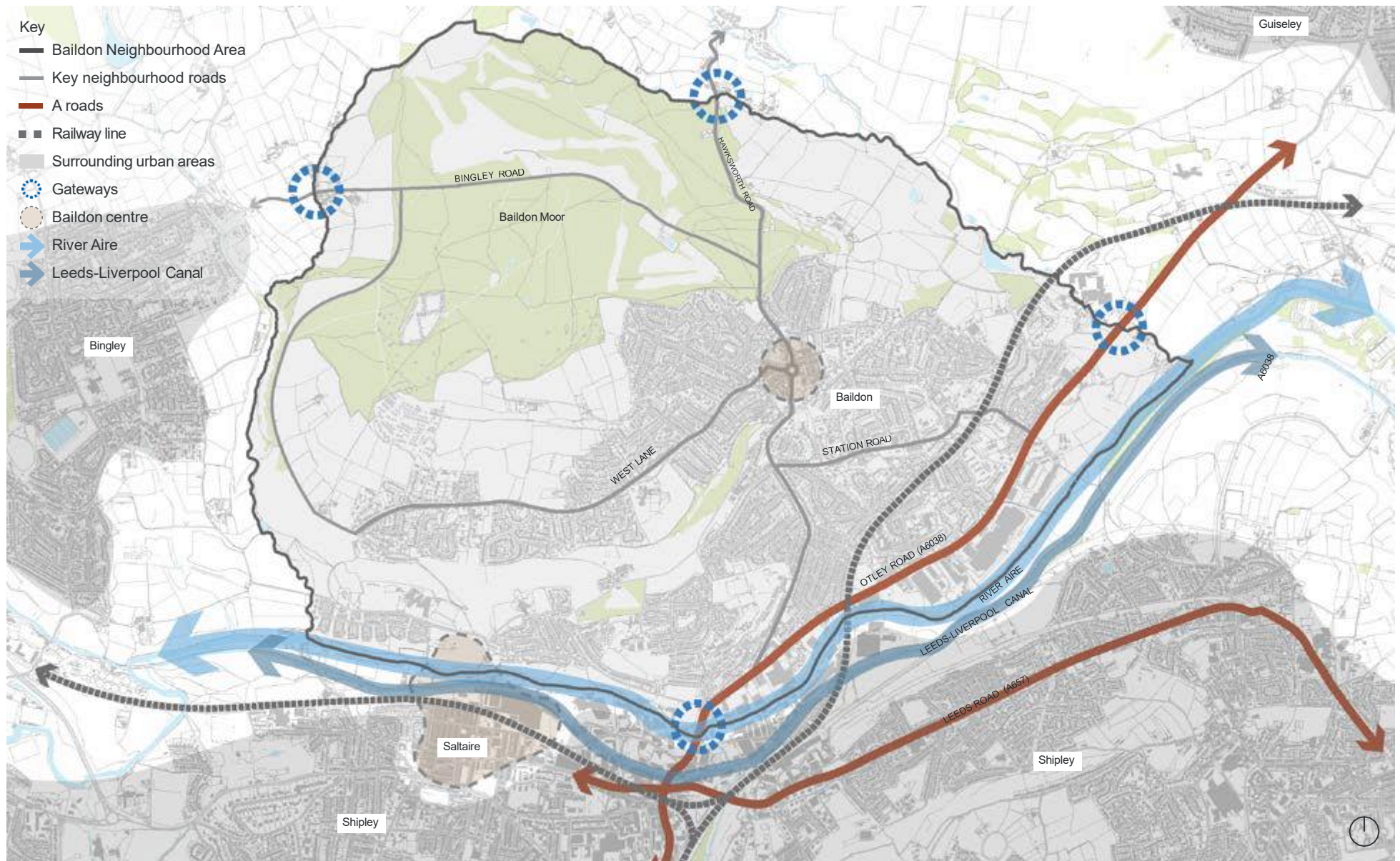


Figure 01: Strategic Context

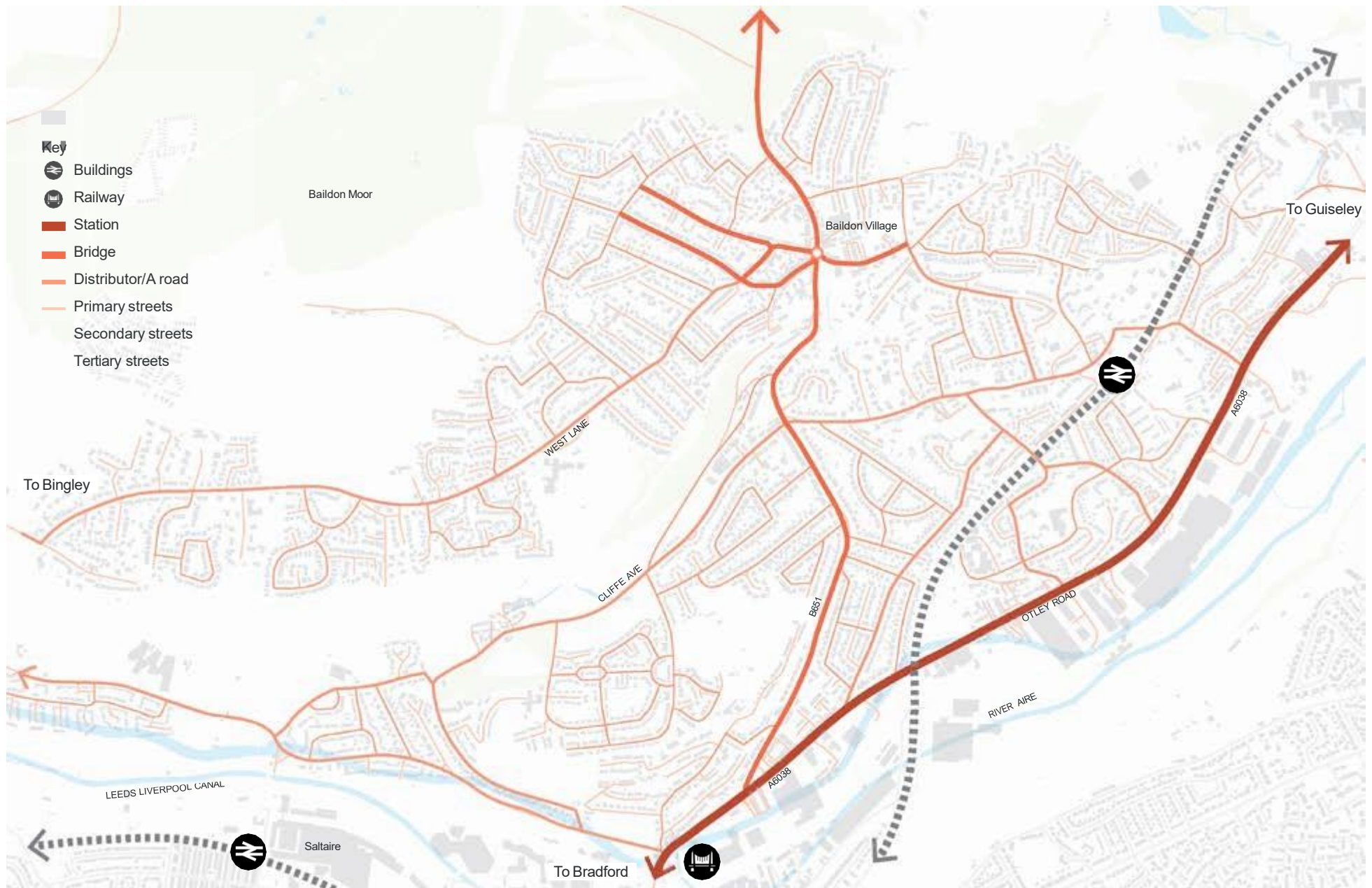


Figure 02: Street hierarchy and public transport plan



3. Townscape Character Assessment and Design Guidance

3.1 Understanding place

Achieving quality development starts with a comprehensive understanding of the place.

All places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people.

A character analysis was developed by creating a holistic picture of Baildon and a full copy is available on request.

All proposed development in Baildon must undertake its own comprehensive analysis of place to understand a proposal's broader context and establish aspirations and place-specific responses to the location, siting and design of new development.

A primary purpose of this document is to help generate sensitive and characterful design responses to existing settlements and their landscape settings.

A character analysis helps understand both the landscape setting and the detailed pattern of settlement growth that underpins the variety of character features across Baildon.

With due consideration of the Character Analysis Baildon will continue to acquire new layers with design approaches and concepts that are innovative and look to meet the future challenges of sustainability and biodiversity net gain. However, these responses must still seek to tie in with the landscape and townscape appeal that contribute to Baildon's distinctive character.

4. Design Codes

This chapter provides codes on the design of development, setting out expectations that relevant planning applications in the Neighbourhood Area will be expected to address.

The codes developed in this section focus on residential environments. Development should not be viewed in isolation and the design and layout of the rural built form must respond to the wider development pattern and landscape context.

Understanding the character across the Neighbourhood Area is key to all new design proposals. The local pattern and use of streets and spaces, building types, materials and their interplay with the natural environment and wider landscape in which they sit will help to improve the character and identity of new developments, and make them

more accepted locally. It is important that any proposal takes full account of the local context and that the new design embodies the ‘sense of place’, both in terms of local character and distinctive features, particularly the listed buildings and the conservation area.

Responding to the context means recognising existing positive design solutions and using existing cues as inspiration. Proposals for a new scheme could adopt a traditional approach or a contemporary design that is innovating with purpose, whilst being in harmony with the built environment and landscape. There is not always agreement on aesthetic issues and architectural taste but using appropriate design precedents and a clear design process will give results that are less subjective and represent ‘good design’.

Contemporary design must improve and enhance the setting and sustainability of the site/ Neighbourhood Area whilst

not detracting from the appearance of landscape character.

4.1 Code Structure

The codes in this section has been structured under the following themes:

- A **Context**
- B **Identity**
- C **Built Form**
- D **Movement**
- E **Nature**
- F **Public Spaces**
- G **Sustainability**



Policy and Guidance

The relevant planning policy and government guidance is highlighted alongside the design codes for easy reference to detailed guidance, in addition further policies are listed in [Section 6, Appendix](#).



Please
click here to
read
[Building for a Healthy
Life](#)

A

Design Code A: Context

4.2 Responsive Design

Baildon has evolved over time in response to its undulating topography, rural history and strong connections to the surrounding countryside. The local patterns of streets and spaces, building traditions, materials and the natural environment should inform the character and identity of any new development.

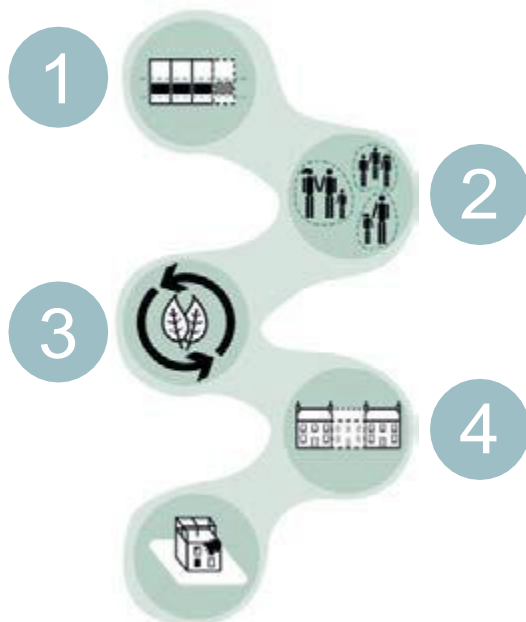


Figure 03: Diagram illustrating Design Guide A2 (DevelopmentGoals)

A1 – Local Context

All new development must:

- set out a clear and positive response to the area in which development is sited or adjacent to;
- explain how this document has been considered and how the local context has informed the design in the design and access statement, supporting the planning application;
- sensitively respond to the surrounding context by incorporating high quality materials and design that complement neighbouring buildings in terms of scale, form, massing, and proportions. Designers do not necessarily need to imitate the existing design profile of the Neighbourhood Area. Successful, complementary and modern interpretation

is successful if an authentic, innovative, and contemporary approach to design is adopted;

- integrate, organize, and arrange new buildings and streets with the existing street pattern, urban grain and layout of the surrounding buildings and streets.

A2 – Development Goals

Any new development should:

- Protect residential amenity, both of new and existing residents.
- Contribute to the creation of diverse communities, places and spaces.
- Be of good design and encompass sustainability principles.
- Respond to the context and character of the area.
- Make efficient use of brownfield land (previously developed).

Design Code B: Identity

4.3 What Makes Baildon Special?

Identity is about celebrating Baildon's special character and identity. Any new development should be complementary and consistent with the surrounding context and character and reflect the areas heritage.



Please click here to read the [Bradford Core Strategy DS1 Achieving good design](#)

B1 – Design Response

New development must respond to the character and surrounding context of the Neighbourhood Area with the following design approaches:



Harmonize

Clearly respond to the existing characteristics within the Neighbourhood Area, street and site, including scale, form, massing, set-back and materials.



Complement

Do something slightly different that adds to the overall character and quality in a way that is nonetheless fitting, for example, the incorporation of additional high quality materials, but harmonizing in scale, form, massing, set-back and complementary materials.



Innovate

A high quality design that is different but contributes positively to the built-form and character and is considered an exemplar approach raising the standards for other development to follow. For example, developing innovative building form and using low embodied energy and high quality materials that add to the overall design quality, sustainability and richness of the area.

The following precedent photos illustrate examples of new development that have successfully implemented these approaches, please note not all examples shown are local to Baildon and demonstrate good practice.



Harmonise



Figure 04: Local example showing successfully integrated development

- 1 Buildings are arranged in a courtyard pattern set back from the street, in keeping with Baildon's street pattern
- 2 Slate pitched roof's are consistent with surroundings roofscape.
- 3 Stone walls and architectural details and proportions are consistent with Baildon's character.
- 4 Stone walls connect new buildings to existing high street.



Complement



Figure 05: National example demonstrating new development integrated with historic street

- 1 Historic urban fabric has been restored and a consistent street line has been maintained.
- 2 Strong level of enclosure frames views to countryside at the end of the street.
- 3 A carriageway entrance provides access to courtyard parking, reducing on-street parking and connects the buildings
- 4 The mixed use of sandstone, ironstone and red brick respects the materials of neighbouring buildings.
- 5 Proportions of doors and windows respects the proportions of neighbouring buildings.



Innovate



Figure 06: National example of innovative design complementary to historic buildings

- 1 The extension is in a contemporary style but there are clear similarities. The roof heights are the same, as are the angles of the pitches.
- 2 Modern red brick, although less detailed, complements the rustic red brick of the school. Grey slate is used on both buildings.
- 3 Building line is consistent and set back to the same level.
- 4 The extension's window is a modern interpretation of the original school's gothic windows. The combination of the rose window, gothic window, smaller mullion windows is enhanced by the addition of the modern window.

B2– Incorporating Characteristic Features

- Development should reflect positive local characteristics and make efforts to harmonize with adjacent buildings with matching or complementary features.
- It is recommended that all new development should incorporate Baildon’s distinctive features that are intrinsic to its identity such as those set out in the townscape character assessment in [section 3](#) of this document.

B3 - Stepped Rooflines

- On several of Baildon’s streets, including Hall Cliffe, The Grove, Westgate, Browgate, Hillside Terrace and Green Road the buildings respond to the gradient with stepped rooflines. No building should dominate and spoil this effect by being too tall or out of scale. Please refer to ‘scale and massing’ paragraphs on pages 66, 80, 92, 96, 100, 104, 108 and 115 for the prevailing building heights. In the “Historic Core” character area, a maximum step of 0.5m is recommended between buildings.

B4 - Characteristic Roof Materials

- Grey slate is the most characteristic roof material and can be seen on most of the Neighbourhood Area’s stone and red brick buildings. Characteristic features include steep pitches and chimney stacks. Several buildings have dormer windows which reduces the height impact of buildings.

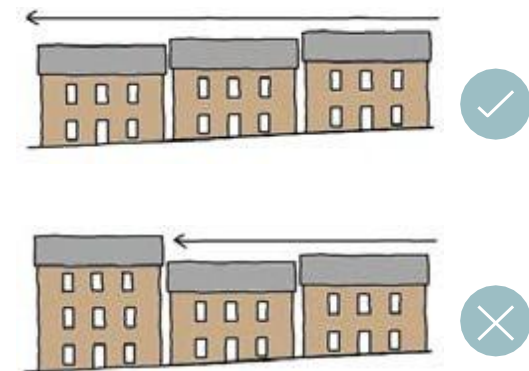
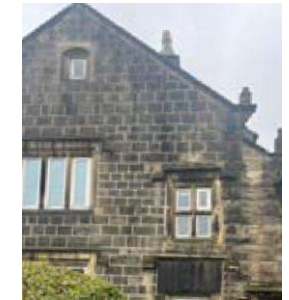


Figure 07: Diagram showing that the stepped roofline should be maintained with no building being out of scale.

Characteristic Roof Materials

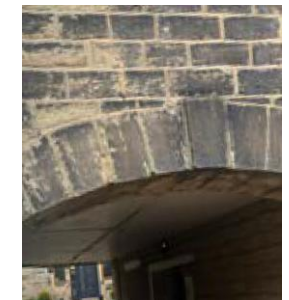
Grey slate is the most characteristic roof material and can be seen on most of the Neighbourhood Area's stone buildings. Characteristic features include varied roof pitches and chimney stacks. Several buildings have dormer windows which reduces the height impact of buildings.



Characteristic Building Materials

Traditional local stone including Rough Rock, Sandstone Flags and Millstone Grit are predominant characteristic building materials of the historic buildings in the conservation areas.

Further afield, there are examples of modern developments including brick and render, however successfully integrated modern developments include the use of stone. Timber cladding is not typical within this area and should be avoided.



Characteristic Boundary Treatments

Traditional local stone including Rough Rock, Sandstone Flags and Millstone Grit are predominant. Traditional stone walls help to maintain enclosure and consistency, often connecting buildings. These vary in height and with various styles of coping and decoration. Railings are often used on top of stone walls. There are also examples of hedges which bring nature to the historically narrow streets. In Baildon Village, cottages are located directly to the back edge of the pavement, with no boundary treatment.



Figure 8: Local character examples



Please click
here
for relevant local
policy: [Saltaire
Shopfront Guide](#)



Please click
here for
relevant
local policy [Local
Development
Framework for
Bradford Shop
Front Design Guide](#)

4.4 High Street Frontages

Designing a shop front in a conservation area requires special consideration to respect the historical and architectural significance of the area.

B5 - Understand Conservation Area Requirements

- Historic features should be retained and enhanced.
- Adhere to local conservation area guidelines and regulations.
- Engage with local planning authorities or conservation officers early in the design process to ensure compliance.

B6 - Respect Historical Context

- Retain and restore original architectural features where possible. This includes windows, doors, moldings, and other decorative elements.
- Design your shop front to be sympathetic to the surrounding buildings and the historical context. Avoid modern designs that clash with the period character of the Baildon Village Conservation Area.

- Outdoor seating and displays are acceptable where the width of pavements is 2m or more and seating does not obstruct the movement for pedestrians.

B7 - Materials and Finishes

- Use traditional materials that are in keeping with the historical character of the area.
- Ensure high-quality craftsmanship in all repairs and new additions. Poor-quality work can detract from the overall aesthetic.
- Choose colors that are appropriate for the period and style of the building.
- Use muted and natural tones that blend well with the surrounding buildings.

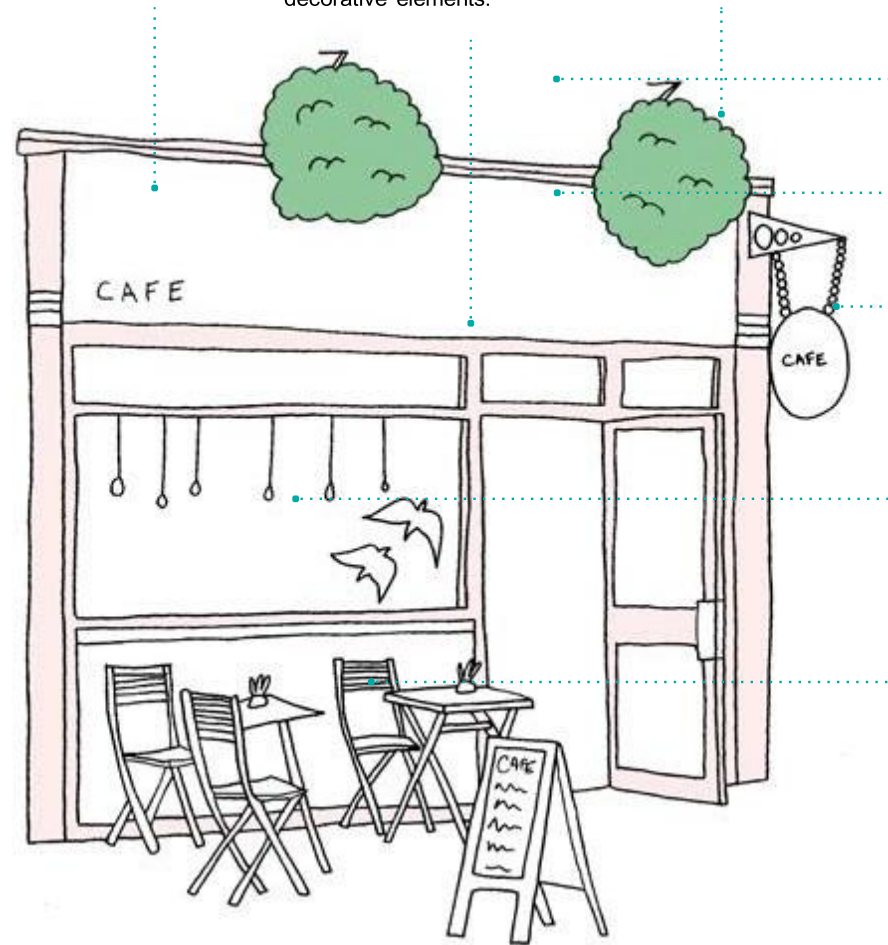
B8 - Signage

- The design of signage should be discreet complementary and consistent with the overall aesthetic of the neighbouring high street.
- Hanging baskets and plant boxes are encouraged to soften building frontages.
- Ensure signage is proportionate to the shop front and positioned to complement architectural features.
- Shop front shutters are acceptable and must be positioned internally, external shutters must be avoided.
- Hanging signs are established as part of existing streets. If appropriate in terms of visual amenity, one hanging sign is normally acceptable. The sign should be of a size not to be over-intrusive, and to relate to

Ensure signage is proportionate to the shop front and positioned to complement architectural features.

Retain and restore original architectural features where possible. This includes windows, doors, mouldings, and other decorative elements.

Hanging baskets and plant boxes are encouraged to soften building frontages.



Proportionate depth of signage not more than 1/4th of the total height of the shop front

Hanging signs are established as part of existing streets. If appropriate in terms of visual amenity, one hanging sign is normally acceptable. The sign should be of a size not to be over-intrusive,

Clear windows should account for 2/3rds of the shop front apart from window frames and mullions forming vertical separation.

Outdoor seating and displays are acceptable where the widths are 2m or more and seating does not obstruct the movement for pedestrians

others in the vicinity.

- The overall number of signs displayed on a building should be limited and coordinated to avoid a cluttered appearance harming the appearance of the building and streetscape.
- Where space on fascias or signs is limited, there may be scope for lettering or transfers on the glazing of the shopfront, either in the upper transom area or the main windows. This again needs consideration to colour and effect to avoid a cluttered or excessively garish appearance.



Figure 09: Hanging signs, planters and basket enliven the street vertically, and avoids street clutter, York



Figure 10: Shop front at Baildon Village

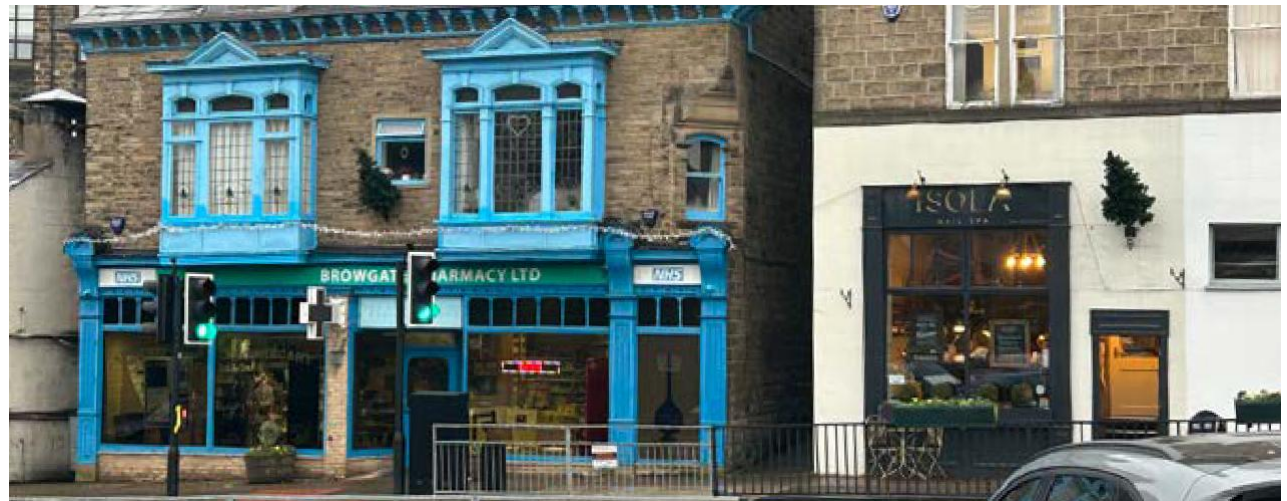


Figure 11: Baildon's high street



Design Code C: Built Form

4.5 Design Code C: Built Form

Baildon's buildings are some of the Neighbourhood Area's most defining features.

They act as important links to the village's rural history. Any new development should be in keeping with these buildings in order to maintain the Neighbourhood Area's strong sense of place. "Identikit" housing does little to acknowledge local vernacular and creates places that could be seen anywhere in the UK. The scale, massing, building heights, frontages, facades, fenestration and entrances are crucial to shaping the overall look and feel of a neighbourhood. All new development must adhere to the following codes.

C1 – Scale and Massing

- Building scale and massing should be in keeping with the prevailing development pattern. Plot depths and widths must be in keeping with the typical plot depths and widths of the surrounding buildings.

C2 – Heights

- The prevailing existing building heights for each character area are set out in sections 3.3.5 and 3.4.5 and should inform the design of new buildings. A variable eaves line and ridgeline is encouraged to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys in general.

C3 - Building Line and Set-backs

- The building line and set-back should reflect the street and be set back no more than a maximum of 1.5m from adjacent

buildings unless additional landscaping or tree-planting is being introduced to maintain the enclosure of the street scene. Where buildings are set back from the pavement, boundary features should define the plot and connect to the adjacent buildings (for example, hedges or local stone walls).

C4 - Facades

- Building facade design should respect the horizontal rhythm of plots and building subdivisions on the street in order to maintain visual continuity or add to the visual interest where required.

C5 - Fenestration

- Building fenestration and pattern should be in keeping with the predominant positive building character on the street or harmonize with adjacent buildings of good character.



Please click
here to
read the
[Bradford Core
Strategy, Section
5.2. Transport and
movement](#)

C6 - Entrances

- Building entrances should address the street with a main access and fenestration that emphasizes the main front access from the street. Where buildings are located on corners and junctions, the building facades must be designed to address both streets by incorporating fenestration. The entrance can be located on either facade of the building, subject to access requirements which should adhere to Approved Document M of the UK Building Regulations (Access to and use of buildings).

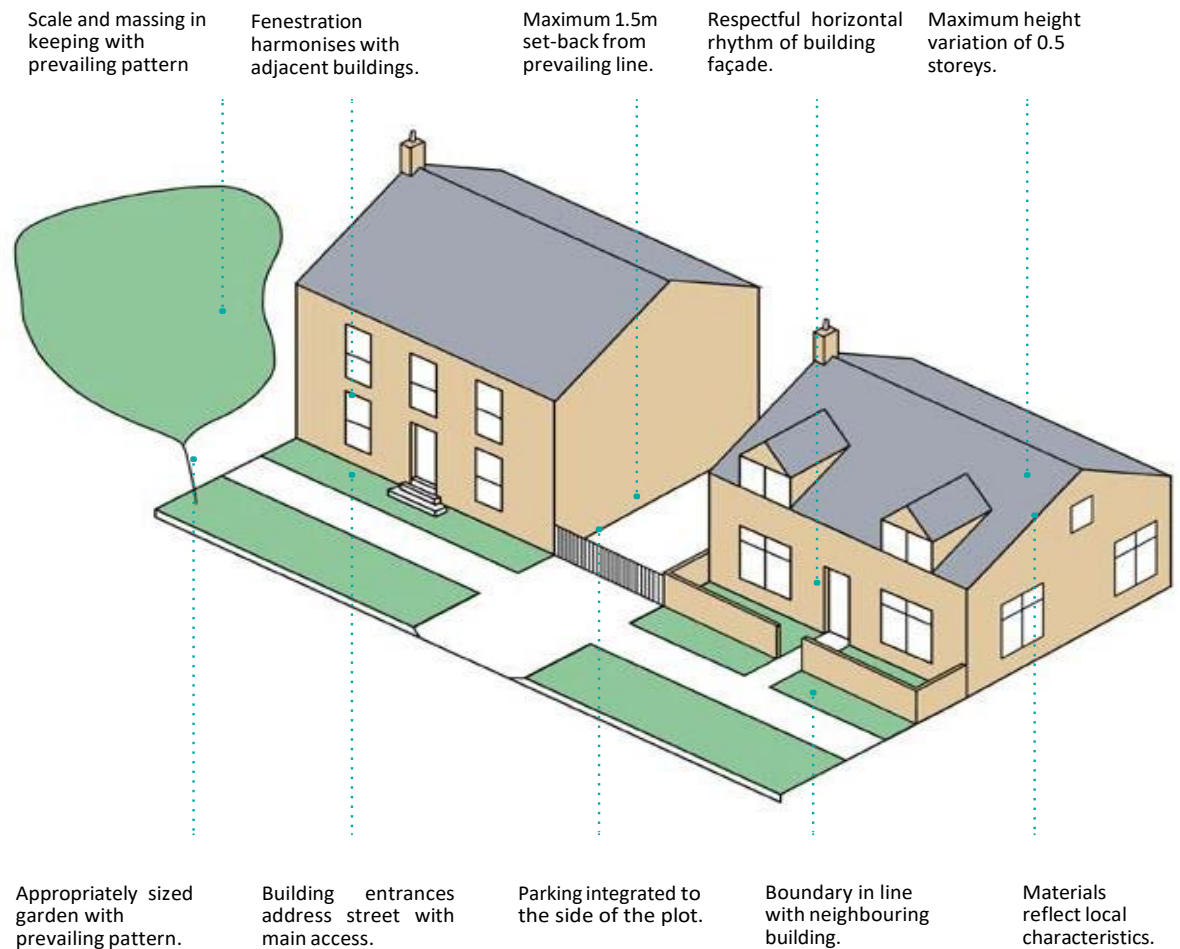


Figure 12: Diagram showing built form design and parking responses to neighbouring buildings.

C7 - Orientation

- Buildings must be orientated to address public spaces to provide overlooking and safety.

C8 - Urban Grain

- The grouping of buildings is important in the organization and arrangement of new developments of more than one dwelling. The grouping and combinations of housing typologies must reflect the surrounding existing development, i.e. terraced, semi-detached and detached buildings, and the combination must be studied and reflected in the layout.

C9 - Density

- The prevailing density described in section 3 should inform the density of any new development. If new development departs from

the surrounding densities, this should be justified and discussed as part of planning applications.

C10 - Interfaces

- New development must respond to the surrounding interfaces, which can vary depending on the position of the site within the village. For example, significant new development may interface with both the “Rural Edges” and the “Historic Core” character areas. Large scale development must successfully transition between both interfaces. It is recommended that large scale development establishes a clear hierarchy of street designs that integrates with the surrounding interfaces.

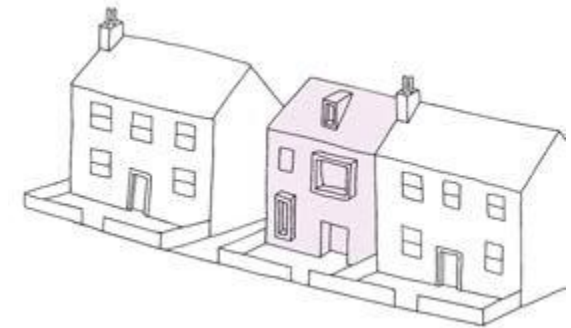


Figure 13: Diagrams illustrating infill development successfully integrated with the surrounding context in terms of scale and massing, roof pitch and building alignment.

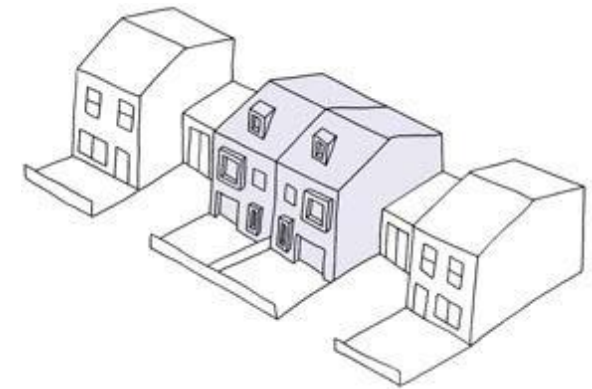


Figure 14: Diagrams illustrating infill development that matches the clustering, orientation, building proportions of neighbouring properties

C11 - Conversions, Extensions and Outbuildings

- Conversions, extensions and outbuildings should emulate or reference the architectural detailing and character of the primary dwelling. Details (e.g. finials, coping string courses and window and door surrounds) of the existing dwelling should be carefully considered.
- Outbuildings should ideally be positioned behind screening to be out of the public view (e.g. trees, hedges, planting and existing buildings).



Figure 15: Example of building extension successfully complimenting the existing building at Baildon Green.
Source image KM Maxfield Ltd, Saltaire



Design Code D: Movement



Please click
here to
read the
[Bradford Core
Strategy DS4 Streets and
Movement](#)

4.6 Design Code D: Movement

Moving around easily is essential to the success of well-designed places.

The routes between public transport nodes and activity hubs, such as High streets at Baildon Village Centre and Otley Road, should be enhanced. These routes are crucial for making active travel a viable alternative to car use, enhancing interchange, and providing an attractive public realm, to achieve this, the following guidelines should be followed:

- Active Travel first
- Way-finding and signage
- Streetscape design
- Car parking
- Access and Refuse

D1 - Active Travel First

The following codes provide guidance for the creation of a new Active Travel network in the Neighbourhood Area:

- New developments should be laid with a clear street hierarchy and facilitate multiple modes of transit.
- Developments should facilitate direct routes to key places of travel such as towards bus stops and local amenities.
- New development must prioritise active transport by providing direct, safe, and attractive routes for pedestrians and cyclists.
- Using high-quality surfaces and defining a specific material/ colour palette to create a safe, attractive and legible network;
- Active Travel routes on main streets should be off-carriageway and should be separated to provide a safe and continuous network for pedestrians, wheelchairs and cyclists;
- Cycling routes should generally be off-carriageway routes within the green infrastructure network and connect to key destinations / onward routes.
- Crossings should be raised and highlighted with appropriate signs;
- Existing green areas, public spaces and local amenities should be integrated in the new Active Travel network as focal points as identified at Section [2.4 Heritage Designations](#) and [Section 2.5 Nature](#), and should be included in the network to provide safe connections to / from these places.



Please click here to read the [Bradford Core Strategy, Section 5.2. Transport and movement](#)

D2 - Way-Finding And Signage

- Destinations should be clearly signposted and make use of way-finding with convenient formal crossing opportunities.
- Incorporate appropriate signage to make existing footpaths easily accessible
- Signage and way-finding should compliment the local character and material palette, providing consistency throughout Baildon.
- Way-finding and signage should be positioned to be visible for the user and not obstructed,
- Signage must not detract from the character of the street and street clutter should be avoided.



Figure 16: Opportunity to improve existing Baildon signage



Figure 17: Street clutter in The Stocks, Baildon



Figure 18: Public art and way-finding at Sheffield



Figure 19: Way-finding and branded signs at Sheffield

D3 - Streetscape Design

To enhance the visual and functional quality of streetscapes and enclosures in Baildon, ensuring they contribute to the overall aesthetic appeal, safety, and community cohesion of Baildon

- The enhancement and protection of key pedestrian routes such as Providence Row could be considered as part of new development.
- New streets should feature unified street furniture, consistent landscaping, and lighting that respects the historical context while improving pedestrian safety and comfort.
- New development should employ integrated traffic calming measures like raised pedestrian crossings, narrowing of lanes,

and chicanes to slow vehicular speeds, particularly in residential areas and near schools.

- New streets should be designed considering the wider picture of Baildon's street network to avoid impacting local traffic.
- Consider treating tertiary routes / residential access lanes with other materials than tarmac, to highlight the priority of pedestrians over vehicles;

D4 - Street Surfaces

- The excessive use of tarmac should be avoided wherever possible. It is preferable to use high quality local paving that positively contributes to the street scene.
- Consider utilizing cobbled surfaces, such as examples at East Parade in Baildon Village Centre.



Figure 20: Pedestrian crossings and on street parking reduce traffic speeds



Figure 21: Integrated traffic calming measures such as street trees and chicane in the road



Please click
here to read
government
guidance,
[Manual for streets 2](#)

D5 - Pedestrian-Friendly Environments:

- Pedestrian zones could be developed as part of new development, in areas with high foot traffic, where streets can be partially or fully closed to vehicular traffic during peak times.
- New development should ensure pavements are wide, well-maintained, and barrier-free to accommodate pedestrians of all abilities, including those with mobility impairments. Pavements should be provided within new development and improved where narrow or in a poor condition.

D6 - Enclosure Treatments:

- Baildon's movement network includes existing snickets, boundary treatments to new

dwelling adjacent to snickets should be designed to consider the character of the snickets. Boundary treatments in keeping with local character.

- Encourage low stone walls or traditional iron railings in residential areas to maintain open sightlines and historical character. In cul-de-sac developments, design enclosures should promote a sense of community and safety without creating visual barriers.
- Street should integrate green buffers such as hedges or shrubs to soften the visual impact of parking areas and driveways.
- Streets and footpaths should be laid out in a permeable pattern, allowing for multiple connections and choice of routes, particularly on foot.



Figure 22: Traditional cobbles at East Parade



Figure 23: Example of Snickets featured at Baildon. Source image - Geoff Shaw-Crompton

D7 - Parking

- Parking should be integrated on plot and, where possible, with parking spaces set behind the building line, generally to the side of the plot being advisable. For narrow dwellings it is preferable to retain a small front garden with a boundary wall, as opposed to an open hard surface parking space.
- Where parking is required at the front of the plot it should be accorded sufficient space. Street trees and planting must be provided to break up cars, avoiding over dominance of the cars on the street.
- Carriageway entrances are arched entrances to rear courtyard parking which

maintain the building lines of dense historic areas such as the “Historic Core” character area.

- Rear parking must be integrated within courtyard development in keeping with the character of courtyards within the “Historic Core” character area. Courtyards must combine both parking and dwellings. The sole use of courtyards for parking should be avoided. Rear parking can be delivered on plot and must be within the curtilage of the plot.
- Integrating electric charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture.



Figure 24: Tree lined cycleway



Figure 25: Public electric vehicles charging points



Figure 26: On street parking and electric parking provision

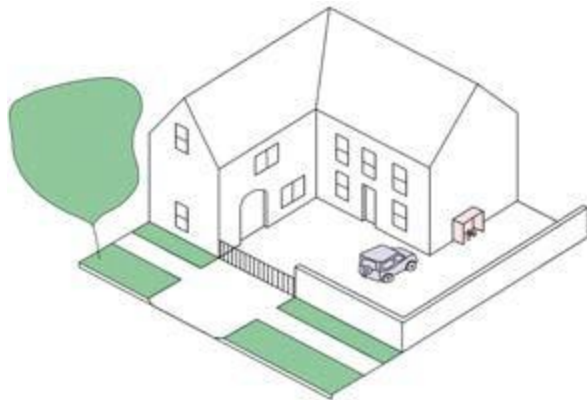
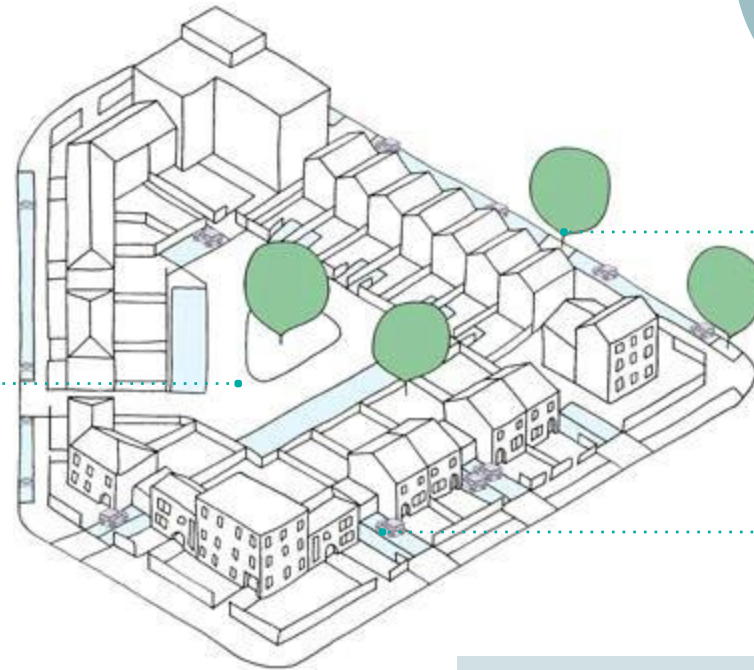


Figure 27: Designated bin storage within the plot boundary.

Courtyard parking removes cars from the street.



Street trees break up cars at front of plot parking

Parking within boundary to the side of plot.

Figure 28: Parking solutions for new development.



Please click here to read the [Bradford Core Strategy TR2 Parking Policy](#)

- For further advice on parking design, designers must refer to best practice design guidance within Manual for Streets (2007) and Building for a Healthy Life (2020).
- See the Appendix to this document for further details.

D8 - Access

The design for access roads and refuse can significantly influence whether a development feels car-centric or people-friendly.

- The character of existing snickets must be protected and remain for the use of pedestrians. Avoid access, parking and bin storage directly adjacent to snickets.
- A refuse strategy must be developed as part of planning applications, which must comply with planning policy and technical standards.
- Access and storage for bins should be designed to be integrated with plot boundaries.
- Access roads should serve multiple properties to reduce the amount of hard surfaces.

- Access roads should consider using alternative materials to tarmac.
- Cycle storage should be provided and integrated within the building, street scene, and parking areas

Dealing with clutter is part of everyday life. Refuse must be integrated and cycle storage must be provided to encourage active modes of transport

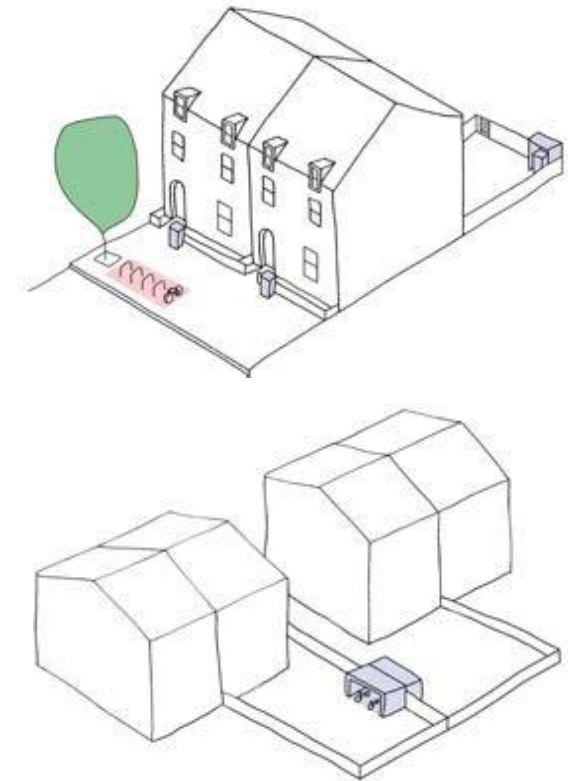


Figure 29: Integrated refuse and cycle storage



Figure 30: Example of integrated bin storage in rural South Wales.



Please click
here to read
the
[Bradford Core
Strategy, Section
WM1 and 2 Waste
management](#)

D9 - Bin Storage Requirements

All new development should make provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimization where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;

Bin storage space should be:

- Integrated into the site layout, incorporating landscaping and/ or built structures.
- Easy to manage with waste and recycling for residents, straightforward access for waste operatives, especially in communal or restricted areas.
- Within 10 meters of vehicle

access and within three meters of the entrance from the public highway or access road where possible.

- Allow space to accommodate at least two wheeled bins (landfill and recycling) and a smaller food bin per home.
- Able to handle communal bins with sufficient capacity for fortnightly landfill and recycling collections and weekly food waste collections.
- Bin storage for non-residential schemes should integrate commercial waste bins into servicing areas for ease of use by both users and operatives.

Communal Bin Storage should:

- Accessible storage at ground level.

- Provide sufficient space for required bins with 15 cm clearance between them.
- Not traverse buildings or parking spaces.
- Be within 30 meters of the entrance door. Additional to minimum internal requirements, directly accessible from the street.

Individual Bin Access should:

- Ensure bins are accessible without moving other containers.
- Ensure doors open outwards with a 1500 mm clearance and have a mechanism to hold them open during collection.



Design Code E: Nature

4.7 Design Code E: Natural Environment

Baildon's intrinsic connection to the surrounding countryside, with its established green infrastructure network, is particularly characteristic.

It is important to nurture this network by maintaining a robust system of grass verges, pocket parks, hedges and street trees and ensuring that new development incorporates these features as a priority.

E1 – Retain, Replace, Improve

The National Design Guide and National Planning Policy Framework (NPPF) put great emphasis on tree-lined streets and integrated green infrastructure design to provide 'green islands' and connected corridors which contribute to localized cooling and provide habitats and public amenity.

Retain

Tree surveys and arboricultural reports must be provided which highlight the trees on a site which are to be retained and those which are to be removed.

It is recommended that trees are retained wherever possible, unless there is justification for removal.

Where significant trees are located on site, independent surveys to assess the development impact must be

completed. This should inform the local community and could lead to objections where significant trees are impacted.

Replace

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

Where trees are to be replaced, planning policy for the replacement of trees must be followed.



Please click here to read the [Bradford Core Strategy, Section 3. Green Infrastructure](#)



Figure 31: Glimpse views to the countryside from Baildon Village Centre



Figure 32: One of Baildon's many walking routes filled with planting, creating an attractive and permeable network of footpaths



Figure 33: Holden Lane footpath connection to Baildon Moors. Source Image - Geoff Shaw-Champion



Figure 34: The Potted Meat Stick is a focus for Baildon Village Centre



Figure 35: Roundabout at Baildon Village Centre, opportunity for this focus point to become accessible and functional for visitors



Figure 36: Example of existing surface treatment at Baildon, potential to provide a more uniform surface material



Please click
here to
read government
guidance:
[Building with Nature](#)

Improve

To just replace removed trees or do nothing if trees are not removed is commonly misunderstood to be acceptable. However, the NPPF requires 'improvement', 'enhancement' and 'net gain'. These are not words that aim to maintain a status quo on trees.

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

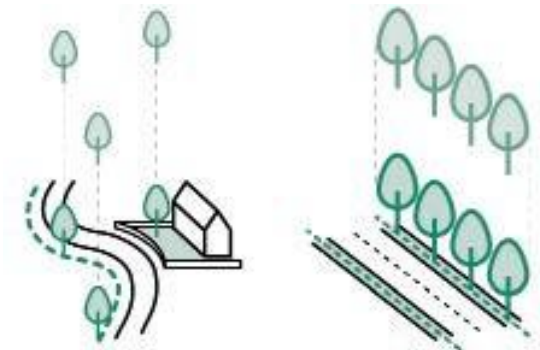
E2 –Hedges

Mature and well-maintained hedges are an important part of the Neighbourhood Area's character and should be incorporated to emphasize gardens and soften buildings, particularly at the interfaces with the countryside.

Native species in particular should be encouraged. Such species include hawthorn, hazel, purple or copper beech, blackthorn, dogwood, box hedge, holly and hornbeam.

E4 - Gardens

Front and rear gardens should be sufficient size and landscaped appropriately to fit with the prevailing native trees and planting pattern or to enhance the Biodiversity Net Gain (BNG).



Example of tree replacements positions along a narrow and winding lane

Example of tree replacements positions along a straight avenue

Figure 37: Diagram illustrates tree positioning depending on size.

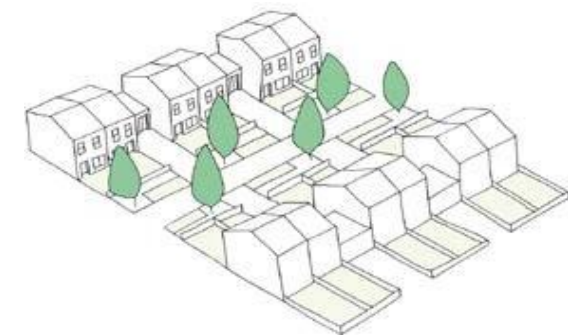


Figure 38: The suburban areas that form a transition to the countryside such as West Baildon and South Baildon provide opportunity for street tree planting. This has numerous positive effects including wildlife habitat, air quality improvements and carbon sequestration.

4.8 Design Code E: Settlement Edges

Baildon is surrounded by open countryside making it particularly important to make the settlement edges as attractive as possible.

These codes aim to provide a seamless transition between Baildon and the countryside. Please see [section 3.20, Baildon's Countryside](#) for further guidance on settlement edges.

E6 – Sensitive Peripheral Development

Integrate development sensitively with the surrounding landscape, particularly on the periphery of each settlement. Lower building heights and smaller scale development are most appropriate for locations such as these.

E7 – Transitioning Between Baildon And The Countryside

Proposals that include buildings of lower heights (i.e. 1-1.5 storeys) should be considered in areas with key view and landscape sensitivities. Proposals on the settlement edges should be configured to produce a harmonious transition between both the surrounding landscape and the urban area. This can be achieved via a mixture of lower height development and using natural screening (e.g. hedges, tree cover and green roofs) to mitigate a

development's visual impact.

E8 – Settlement Edge Gateways

Gateways into Baildon, should maintain a sense of visual prominence by fostering a sense of arrival. This can be achieved through the use of mature trees and hedges, utilizing key views and vistas, large setbacks and public realm.

E9 - Building Layout and Orientation

Wherever possible, and particularly for larger scale development, building frontages should be orientated towards the open countryside (i.e. be outward facing). Backs of buildings and wooden fences are less attractive. Views out into the open countryside down side roads aid legibility and permeability. Pedestrian connections linking edge of settlements with open countryside should be encouraged.

Developments that interact poorly with a landscape have a negative impact. Beautiful landscapes suddenly book-ended by wooden fencing can be jarring.

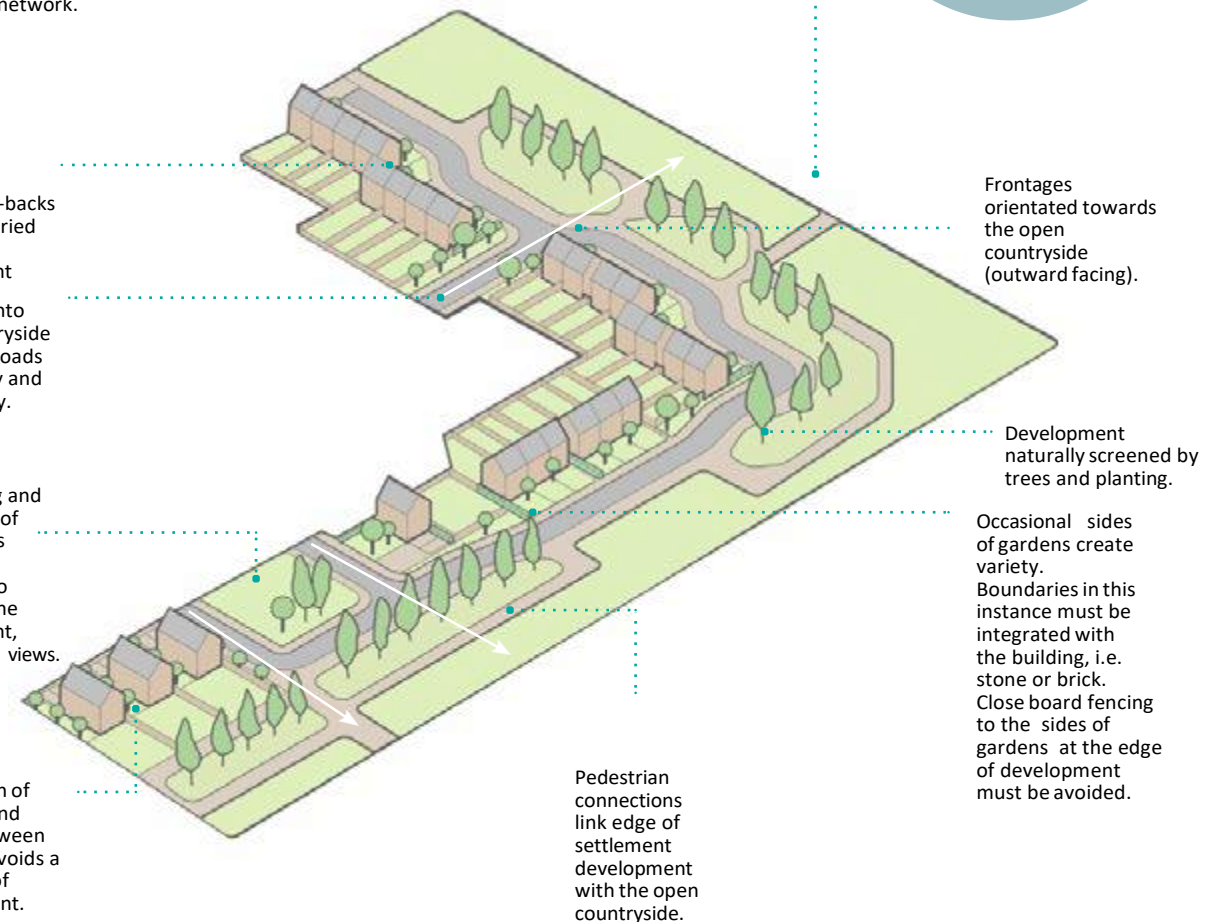
Development should maintain existing pedestrian movement and any new pedestrian connections should be integrated with the surrounding movement network.

Variation in building set-backs creates a varied edge of development

Views out into open countryside down side roads aid legibility and permeability.

Landscaping and positioning of open spaces allows the landscape to penetrate the development, maintaining views.

Articulation of buildings and spaces between buildings avoids a solid wall of development.



Please click here to read the [Bradford Core Strategy Section 5.4 Planning for places, environment](#)

Figure 37: Landscape sensitive edge of settlement development diagram (overview).



Please
click here to
read the
[Bradford Core
Strategy Section 5.4
Planning for places,
environment](#)

4.9 Design Code E: Views

The Neighbourhood Area's topography contributes to a series of key views which are an important part of its distinctive identity.

These views aid legibility and wayfinding and provide an important sense of place by framing significant buildings and landscapes. They should be protected both within and outside Baildon. New development has the potential to preserve existing views and to create new ones. Please refer to [section 2.8 Views](#), for the locations and descriptions of key views that should be maintained and Please see [section 3.20, Baildon's Countryside](#) for further guidance on settlement edges.

E10 – Protecting And Creating Views

- Buildings should be orientated to maintain existing key views or to create new views or vistas which will contribute to local wayfinding. Views of landmark buildings (such as the St John's Church) and landscape features should be utilized to promote legibility across the Neighbourhood Area. Such views also contribute to the character and overall attractiveness of the Neighbourhood Area and should therefore be considered within proposals.

E11 – Protecting Views At The Settlement Edge

New buildings and development proposals located at the edge

of settlement must not obstruct key views looking both inwards and outwards of the settlement. Views of the Neighbourhood Area's landscape and built form are a locally defining feature that contributes to the legibility and wayfinding of the Neighbourhood Area. Significant sized developments must undertake a Landscape Visual Impact Assessment (LVIA) to ensure the impact on views is minimised and mitigation measures are implemented successfully.

E12 - Key Views

The key views identified at [section 2.8 Views](#), of this document are of particular importance and must be protected. New development must be designed to enhance and frame key views.

Diagrams illustrating developments that respond positively to the edge of the settlement

Hedges soften the edges of buildings

Pedestrian connections allow movement to permeate through to the countryside

Variety of roofscape, building typologies and heights

Landscape screening protects views from the countryside looking into the development

Building arrangement framing a courtyard reflects typical farm buildings

Single storey buildings allow views over buildings

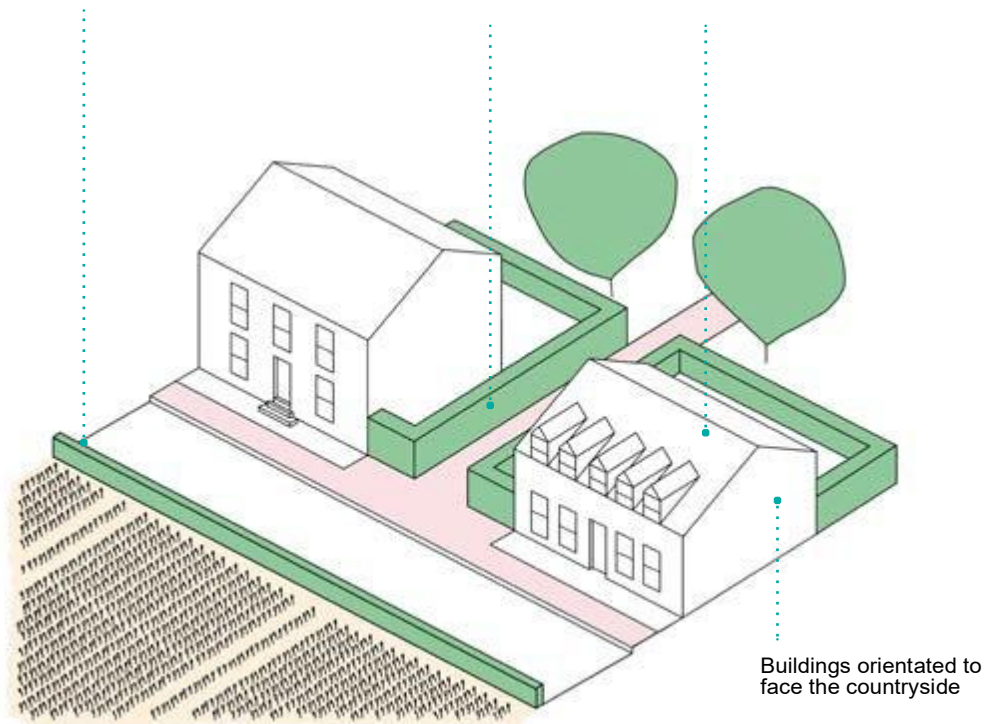


Figure 38: Landscape sensitive edge of settlement development diagram

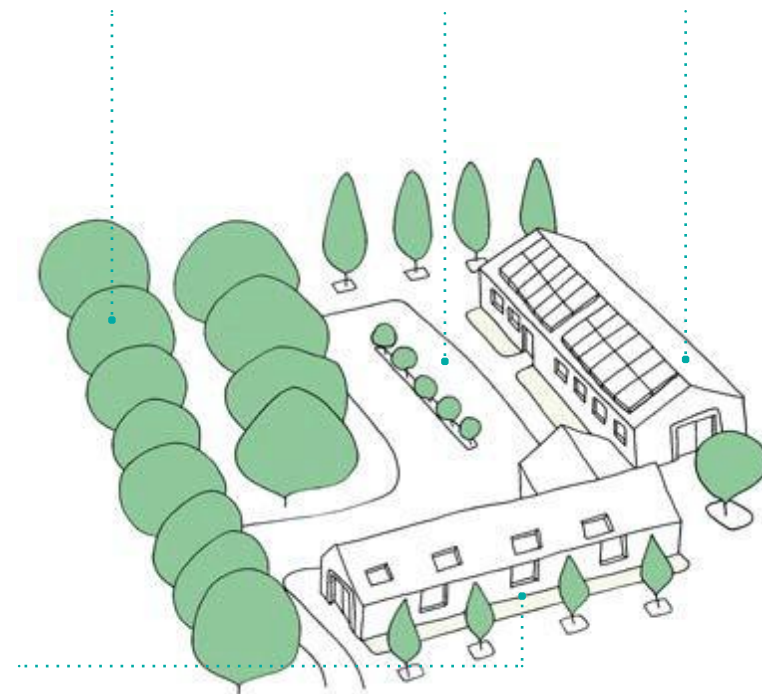


Figure 39: Landscape sensitive edge of settlement development



Design Code F: Public Spaces

4.10 Design Code F: Public Spaces

Objective:

To enhance the quality, functionality, and sustainability of the public realm and spaces in Baildon, focusing on creating inclusive, accessible, and engaging environments that reflect the island's unique character and community needs.

F1. Enhancing Key Public Spaces:

- New development around major public spaces such as the stocks area on Northgate, Baildon, Baildon Golf Club and Jenny Lane playground should prioritise their improvement. These spaces should offer a mix of recreational, cultural, and social activities that cater to all age groups and interests.
- New development close to key landscape areas Baildon Moor, Shipley Glen, Tong Cricket Club and Roberts Park should preserve their natural beauty and historical significance, while improving visitor facilities and interpretation materials.

F2. Integration With Natural Environment:

- New public spaces should be designed to complement and enhance Baildon's rural landscapes. Indigenous plants and sustainable landscaping techniques should be utilized to maintain biodiversity and ecological health.
- New development close to Baildon Moor, Shipley Glen and other sensitive areas should ensure that any interventions are designed to minimise ecological impact, focusing on conservation and natural preservation.



Figure 40: Seasonal illuminations enliven the space, Chester City Centre



Figure 41: Landscape and mature trees incorporated into the public space, Shrewsbury



Figure 42: Informal spill out space for eating and drinking, activates the space during the evening, Manchester



Figure 43: Baildon community gardens, incorporating textured surface, potential for further landscape and planting



Figure 44: Opportunity to reduce street clutter i.e. balustrades, signs and banners at the 'The Stocks',



Figure 45: Example of existing surface treatment at Baildon, potential to provide a more uniform surface material



Please click
here to
read government
guidance:
[Understanding
biodiversity net
gain](#)

F3. Accessibility and Connectivity:

- Within any new development, public spaces must be universally accessible, with appropriate pathways, adequate seating, and accessible facilities.
- These spaces should also be connected with safe and well-maintained pedestrian and cycling paths to promote active travel across the island.
- Clear signage and wayfinding systems should also be provided throughout public areas to enhance visitor experience and accessibility, without causing clutter.

F4. Sustainable Features:

- New development should incorporate sustainable urban

drainage systems (SUDS), renewable energy features, and eco-friendly materials in the design and refurbishment of public spaces to minimise environmental impact.

- New development must design for low maintenance and high durability.

F5. Art and Culture:

- Public art and cultural expressions that reflect the heritage of Baildon could be included within new developments. Local artists and cultural groups could be involved in the creation of installations, performances, and exhibitions within public spaces.
- Community spaces such as Baildon Community gardens should be protected and new

development should contribute towards community initiatives elsewhere in Baildon.

F6. Open Space

- For significant scale new developments, a multi-functional green and blue strategy should be implemented incorporating landscape, amenity, movement, SuDS and Biodiversity Net Gain (BNG).
- Green space and open spaces must be integrated as part of an overarching green and blue strategy, allowing for easy access to public open space to encourage sustainable modes of transport.
- New buildings must be orientated and organized to frame open spaces to provide overlooking.

F7. The Stocks Public Realm Enhancements:

- Create a distinctive arrival space at the entrance points of Baildon Village.
- A pedestrian friendly environment with attractive surfaces such as traditional cobbles.
- Highways improvements to reconfigure the roundabout.
- Provide cycle storage.
- Trees and planting to create an attractive environment for dwell and enhance BNG.
- Street furniture such as cycle storage and seating.
- Create a brand identity reflected in public art, wayfinding, cycle storage and street furniture.
- Integrate community art and sculpture within street furniture



Figure 46: Single uniform surface material allows for flexible use of the space, Shrewsbury



Figure 47: Bike storage and branded way-finding incorporated within the space at Shrewsbury



Figure 48: Level pedestrian crossings and textured materials enhance accessibility at Glasgow



Figure 49: Informal seating encourages dwell time and socializing, York



Figure 50: Sustainable drainage systems encourage biodiversity, colourful way-finding aids legibility, Sheffield

F

F8. Green And Public Spaces

- Existing green spaces should be more connected to the rest of the town and included in a comprehensive green and pedestrian infrastructure. New developments should contribute to this where possible.
- New development should contribute to the local green infrastructure, referring to the Green Infrastructure policy.
- New development should include green verges and tree lines, as well as native hedgerow as boundary treatment.
- Local “village greens” should be considered within new development to include potential existing trees to be maintained. These green spaces will also act as the core of the development

increasing its overall quality.

- Personalization of front and back gardens with plants and flower beds should be promoted to increase the overall quality of the street and avoid standardized housing areas.
- Maintain green infrastructure or green space uses and avoid closing or narrowing the green gaps with built development.
- Opportunities to integrate green roofs, walls and swift bricks into new buildings should be explored to create new habitats and aid biodiversity.
- Proposed public spaces should be safe for pedestrians, have appropriate lighting and include activities and spaces (such as playgrounds) that make them vibrant and used all day.

- Proposed public spaces should include greenery and reduce the amount of hard surfaces in favour of permeable surfaces.
- New public spaces should be well connected with the surroundings including crossings, footpaths and cycleways to improve their accessibility and inclusivity for pedestrians.
- Pedestrians should always be prioritized in the design of new public spaces. Cars and parking should never be predominant in these spaces; and
- Parking for bikes and scooters and abundant seating areas should be available in public spaces to promote walking, cycling and other sustainable travel modes to the detriment of car journeys.

F9. Architectural Features Preservation:

- Key architectural features should be restored or reflected within new development, especially in areas of historic character. For example, stone facades, slate roofs, and traditional fenestrations that are characteristic of Baildon's.
- The maintenance of distinctive Baildon stone should be encouraged, ensuring it is sourced and shaped according to traditional quarrying and masonry practices native to the area.

F10. Boundary Treatment:

- New development should design boundary treatments such as walls, fences, and gates to complement the architectural style of the adjacent building or surrounding area. Materials like Baildon stone and wrought iron that harmonize with the historic environment should be used.
- In residential areas, new development should promote low stone walls or metal railings that do not obstruct the visual continuity of the street facade.

F11. Guidelines For New Constructions:

- New constructions in historical areas should be designed to respect the scale, height, and material palette of existing heritage buildings, thus maintaining a cohesive streetscape.
- New development should integrate modern building technologies discreetly to enhance energy efficiency and sustainability without compromising the historical aesthetic.



Design Code G: Sustainability

4.11 Design Code G: Sustainability

The climate emergency has created the need to decrease our carbon footprint towards net-zero by providing innovative solutions relating to transportation and the energy use of buildings. Sustainable design incorporates innovative practices at all scales to achieve less impactful development footprints, whilst future-proofing homes and natural environments.

G1 - Resilience To The Climate Emergency

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

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



Please click here to read the [Sustainability Appraisal of the Bradford Core Strategy](#)

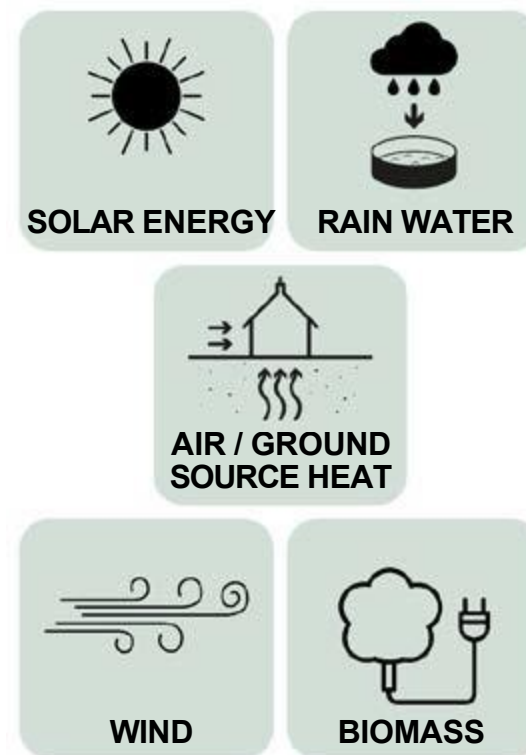


Figure 51: Some key alternative natural energy resources.

- Eco-systems cannot adapt as fast as the climate is changing, leading to loss of biodiversity. Protecting and enhancing woodlands, watercourses and green infrastructure can combat this. Aim to increase ecology through biodiversity net-gain on major development sites.

G2 - Energy Efficiency Measures Towards Net-Zero Carbon

- Energy efficiency: It is paramount that new development strives to achieve a high energy efficiency performance rating through the Government's Standard Assessment Procedure (SAP) calculation process. Development should adopt a fabric first approach in line with the Government's emerging Future Homes Standard and Part L

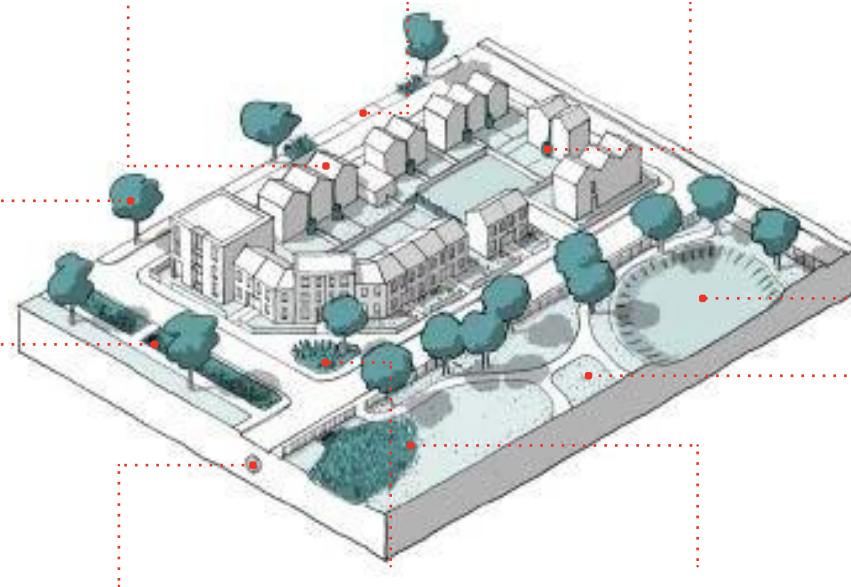
Street tree planting: SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.

Green roofs and walls: Provide capacity to hold and attenuate water run-off as well as ecological and leisure benefits.

Soakaways and filter drains: Shallow ditches and trenches filled with gravel or stones that collect uncontaminated water and allow it to percolate into the ground.

Rain capture: Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses reducing water consumption.

Basins and ponds: Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water to the system.



Swales: Shallow channels that provide attenuation while also channeling water to other features such as ponds.

Retention tanks: In high density schemes water can be attenuated in underground structures.

Rain gardens: Containers and ditches with native drought tolerant plants release water gradually and filter out pollutants

Reedbeds and wetlands: Topography can be used to create wetlands that provide attenuation capacity as well as filtering out pollutants and providing habitat for wildlife.

Permeable surfacing: Surfaces that allow water to percolate into the ground including natural surfaces, gravel and low traffic volume engineered road surfaces and hard-standings in front gardens.

of the UK Building Regulations in order to attain higher standards of insulation and energy conservation.

- Building form: Consider building form and thermal efficiency: point-block / terraced / semi-detached / detached all have different energy efficiency profiles. This must be balanced with local design preference and character considerations to ease acceptance for development.

G3 - Passive Cooling

- The layout and orientation of new buildings contributes to reducing their energy needs by avoiding overshadowing and maximizing passive solar gain, internal daylight levels and ventilation.

- The design of windows should consider orientation to balance heat loss and beneficial solar gain, daylight and sunlight. Southern-facing glazing can be beneficial in contributing to overall energy demand in winter. It can lead to overheating in summer and excessive heat loss on cold cloudy days in winter. Glazing should be sized appropriately for context and passive measures such as external shading devices or provision for future installation of shading devices should be considered to reduce reliance on mechanical ventilation.

G4 – Assessing Alternative Energy Sources

- Where practicable, future development should be in line with the ideals for net zero by:

- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects in order to minimise energy usage and disruption during the construction phase.
- Utilizing local estates for sustainable coppicing, harvesting or recycling of biomass fuels.
- Assessing ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Providing air source heat pumps and integrating solar panels designed to integrate and minimise the visual impact on developments.
- Understanding local wind speed and direction for micro-generation wind turbines.

G5 - Sustainable Drainage Systems (Suds) And Permeable Surfaces

- Any new development should prioritise the incorporation of SuDS and the implementation of permeable surfaces.
 - By integrating SuDS, which include techniques such as green roofs, rain gardens and swales, it is possible to effectively manage stormwater run-off whilst reducing the risk of flooding.
 - These systems encourage natural drainage processes, allowing rainwater to infiltrate the soil, to recharge groundwater and to support biodiversity.
- Permeable surfaces, such as permeable pavements and porous concrete, must be considered to allow rainwater to permeate through, replenishing groundwater reserves and reducing the strain on conventional drainage systems.

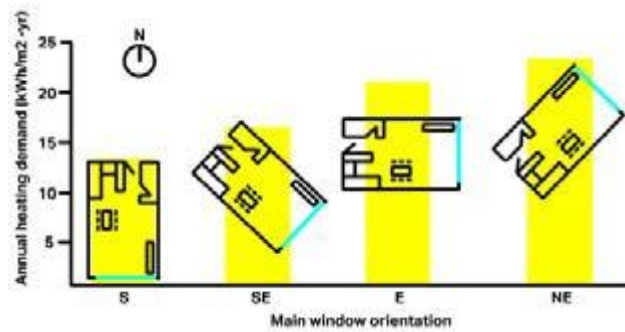


Figure 52: Building orientation influences the annual heating demand.(top left)



Figure 52: Solar panels on a traditional cottage (right)



Figure 53: Air source heat pump housing covers the unit and harmonises with the Neighbourhood Area's rural aesthetic.(bottom left)



Figure 54: Contemporary solar panel design integrated within a traditional roofscape.(top centre)

G6 - Electric Vehicle Charging - Public Areas

The community should seek to:

- Provide adequate new charging points and spaces. In rural locations, village halls are a popular location for public charging;
- Retrofit existing public parking with charging points whilst upkeeping the design quality as well as the ease of servicing and maintenance;
- Integrate charging infrastructure sensitively within streets and spaces, for example, by aligning with green infrastructure and street furniture; and
- Sensitively integrate charging infrastructure within heritage areas.

G7 - Electric Vehicle Charging - Private Homes

Development should seek to:

- Situate convenient on-plot parking and charging points close to homes, integrated within the development to minimise the visual impact;
- Incorporate charging points under cover within car ports and garages;
- Consider visitor parking and charging needs;
- Consider existing unallocated and on-street parking areas and the feasibility of providing electric charging infrastructure not linked to the home; and
- Consider the potential for providing secure, serviced communal parking areas for higher density homes.



Figure 55: Home electric vehicle charging point located at the side of the dwelling to minimise the visual impact.



Figure 56: A public electric vehicle charging point in Tickhill, South Yorkshire.