

# 9

## Design of new development



### High Quality Design

- 9.1** The NPPF and the Neighbourhood Plan recognises that well-designed buildings and places improve the quality of life and that it is a core planning principle to secure good design. Good design is not just about appearance, but also functionality and the relationship to surroundings and it is not about copying past styles or preventing innovative modern design. The aim is to create site-specific creative design, which is contextual by referencing form and materials to surroundings. Good design in relation to building and spaces should put people and the local environment first. Good design adds value, can reduce long-term costs and improve people's quality of life.
- 9.2** Modern building techniques should be used to provide well-designed, energy efficient buildings, whilst supporting or complementing local character.
- 9.3** The Neighbourhood Plan wishes to reflect community opinion and aspirations and add a local dimension to the assessment of proposals for new housing by utilising the relevant principles from Building for Life 12 and other design standards.
- 9.4** Haynes produced a Village Design Statement. Whilst the planning policy context has moved on and the Parish lies within Central Bedfordshire, the design principles set out in that Statement remain valid and are incorporated into this Neighbourhood Plan.
- 9.5** Development proposals should include a Design and Access Statement, or other written statement related to the scale and complexity of the scheme, which shows that the development has been designed to specifically relate to its setting. This is essential to ensure that the special character of the village is protected and its local distinctiveness is enhanced and reinforced.



## Policy D1: The Design of New Development

**Proposals for good quality new development (including new buildings and extensions to existing buildings) will be supported, where they address the following criteria.**

### **All new development will:**

- Relate to the existing development pattern in terms of enclosure and definition of streets/spaces;
- Be well integrated with surroundings; reinforcing connections, taking opportunities of new ones;
- Provide convenient access to community services and facilities;
- Create a place with a locally inspired or distinctive character;
- Take advantage of the local topography, landscape and water features, trees and plants, wildlife habitats, existing buildings, site orientation and microclimate;
- Provide buildings, landscaping and planting to create well defined streets and spaces;
- Take advantage of views into/from the site to enable easy access and navigation through;
- Integrate car parking within landscaping so that it does not dominate the street;
- Provide convenient, well-screened storage for bins and recycling, bicycles and motor vehicles;
- Be of an appropriate scale and density in relation to its setting;
- Use materials appropriate to the development's context.
- Street lighting should be minimal and only installed where it is absolutely needed. It should reflect a rural village – for “lamp post” design and street architecture.
- All new development should make use of traditional local building materials (bricks, timber frame. tiles etc.) and be designed to complement any adjacent or nearby heritage buildings.
- No new developments should exceed two stories in height.





## Designated Heritage Assets

- 10.1** Heritage Assets hold significant values to their communities. Haynes contains both designated and non-designated heritage assets including listed buildings, the conservation area, buildings of local interest and archaeological remains. These heritage assets help define the village's character and portrays its history. They are irreplaceable and need to be conserved. Designated heritage assets are already afforded protection under the national system of heritage preservation. The Neighbourhood Plan attaches great weight to the conservation of heritage assets both designated and non-designated in Haynes.
- 10.2** Haynes Park is the most prominent heritage asset in the Parish, situated next to the Conservation Area of Church End. Over the years, the manor house has been rebuilt several times, resulting in the impressive Grade 1 listed house and parkland. The house has always been associated with the village of Haynes, providing village work and a focus to the rural community. Over the years, the manor has provided much noble accommodation, private education facilities and now hosts the UK headquarters of a global, faith based religious charity. The society retains its private but close connection with the Haynes community. The house, footpaths, rural landscape and associated parkland provide many surrounding viewpoints, especially from St Mary's church.
- 10.3** The Church End Conservation Area is believed to be the smallest such area in the UK. It contains the parish church of St Mary's, the old vicarage, old school, village pump and several listed buildings including the old lodge house to Haynes Park.

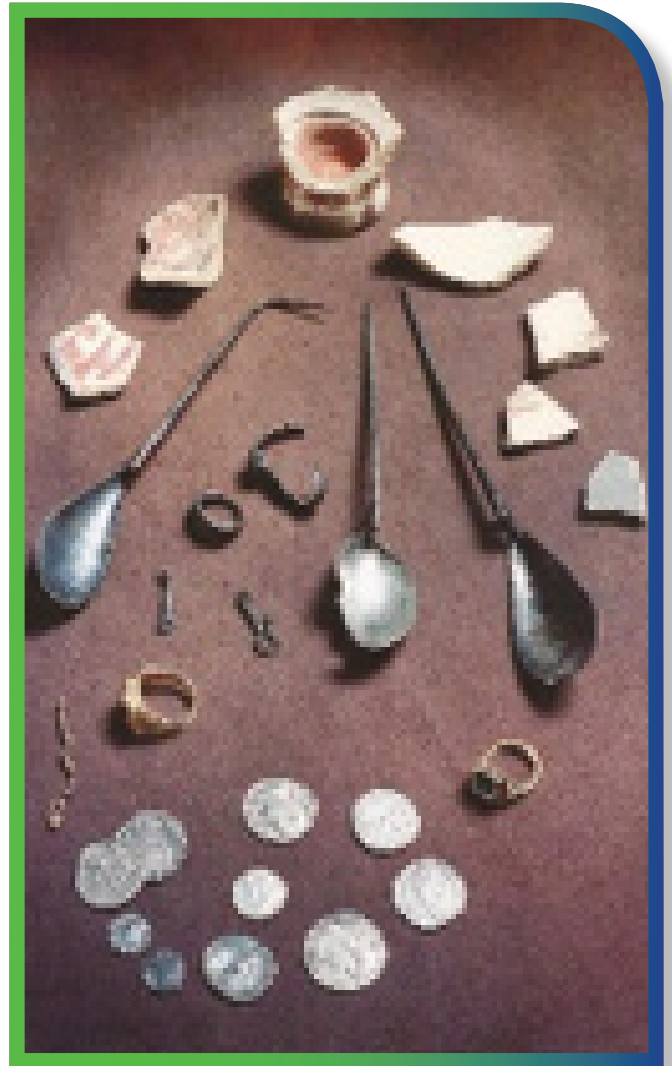


- 10.4** There are 17 Listed buildings in Haynes. In addition, during consultation, the following were seen as of importance to the Parish heritage; the old oak tree on Northwood End/playing field; North Lane, all places of religious faith and Haynes Community Garden.

### Archaeology

- 10.5** Haynes has a long history of settlement, dating back to the Iron Age. There is evidence of an Iron Age (and Roman and Saxo-Norman) settlement to the west of the church. Roman pottery and building materials have been found near Northwood End Farm, while a hoard of Roman coins have also been found at what is now Plummers Copse. North Lane (and the continuation of) is thought to be a Roman road leading from Haynes to Bedford, while the A6 trunk road is a former Turnpike road.

- 10.6** Early medieval settlement began around the church and up to the ridge in the north, but thirteenth century pottery evidence suggests that population pressure led to the establishment of hamlets at Silver End and Northwood End. Interestingly cropmarks suggest that the current hamlet at Church End may have 'shrunk' from its previous size. The list of Historic Environment Records can be found at Appendix 2 of the Haynes Green Infrastructure Plan.







- 10.7** The identification and protection of local sites of archaeological interest and their investigation and enhancement, will be supported. Development proposals affecting a site with potential archaeological interest shall be accompanied by an archaeological desk-based survey and, where applicable, a field evaluation. Any reports should be made available to Haynes Parish Council (HPC) for public viewing previous to discussion with relevant groups and individuals in the Village and potentially exhibitions and tours for members of the local community.
- 10.8** Development proposals should demonstrate that they have considered the potential impact on above and below ground archaeology and identify mitigation strategies to ensure that evidence of past environments is not lost.
- 10.9** The historic settlement pattern, clusters of old buildings throughout the Parish and the agricultural heritage of the area should be taken into account when development is proposed as set out in Chapter 12 of the NPPF (conserving and enhancing the historic environment) and Policy HE1-HE3 of the Central Bedfordshire Local Plan which refers to Heritage assets.



## Policy C1: Heritage

Planning applications which result in the loss of, cause unacceptable harm to, or negatively impact on, the significance of heritage assets (designated and non-designated) will not be acceptable, unless it can be demonstrated that the substantial harm is unavoidable and is justified by the substantial public benefits of a scheme.

Proposals will be expected to submit a heritage statement that sets this information out clearly in a proportionate way.

Proposals that preserve those elements of the setting of a heritage asset that make a positive contribution to the heritage asset will be treated favourably.

Development proposals affecting a site with potential archaeological interest shall be accompanied by an archaeological desk-based survey and, where applicable, a field evaluation. Development proposals should demonstrate that they have considered the potential impact on above and below ground archaeology and identify mitigation strategies to ensure that evidence of past environments is not lost.



# 11

## Traffic and Transport



- 11.1** As part of the underlying approach to achieving sustainable development in the Neighbourhood Plan, any development should encourage walking, cycling, and the use of public transport. The proximity of new housing to services is an important factor in deciding where new housing should go and reinforces the need to avoid new housing development in outlying areas of the parish, given that walking between the Ends is not very pedestrian friendly.
- 11.2** Most villagers (96%) have a car and there was little demand for taxis or car share schemes but groups already exist to give lifts when necessary. Only about a third of villagers used the bus services and suggestions were made for cheaper fares to encourage usage, but more, 85% used the train and only 3% are daily commuters.
- 11.3** Currently, Haynes Park (RSSB), for a few days in August, each year holds two extensive 1-day conferences, in a large tent for the benefit of their European supporters. Up to 17,000 people can attend, creating local traffic congestion, mainly in Haynes Church End: the event requires special traffic management services. Public consultation has recently occurred, indicating a proposal to replace the temporary (old) tent structure, with a large permanent steel framed “Green Dome” structure, capable of supporting up to 25,000 people. There is considerable local concern about the large increase in traffic such a building will generate and RSSB intend to make use of the Dome throughout the year. Any such development should be critically examined by CBC Planning and Highways departments concerning additional traffic congestion in Haynes Parish and the effect on the rural environment: a new roadway directly to the A6, may be required.
- 11.4** Access to Haynes Lower School is mainly provided from Foresters Close and Rooktree Way. Both roads experience considerable and unacceptable traffic congestion with parking problems, especially during the school run. The school currently has 120 children but there are proposals to increase this up to 230. As a result, there is even greater concern about the traffic issues.





Any future expansion of the school must consider extensive traffic management and additional parking for the area. Expansion to the east, with additional road access to the A600 is a possible consideration.



- 11.5** The possible expansion of the school highlights concerns about the best possible, longer-term development of the principle Settlement Envelope for Haynes Parish; located around Silver End and Northwood End roads. As already stated, a new road link to the A600, could reduce local traffic and improve access and parking at the school.
- 11.6** Local Buses normally run hourly from/to Bedford (via Haynes) to Hitchin. The nearest rail stations are Bedford (North/South - to London, St Pancras and East/West - Bletchley) and Arlesey (North/South - to London, King's Cross). Accordingly, there is limited public transport and the use of the private car to access work, local facilities and services is critical to residents. New development that would add to the traffic must be mindful of the impact on local roads, pedestrians, cyclists and horseriders.

## **Policy TT1: The traffic impact of new development**

**Proposed developments that would generate a significant amount of movement or would potentially affect a known traffic hazard should be supported by realistic measures to maintain highway safety and avoid vehicular/pedestrian conflict. Where appropriate it may be necessary to consider off site measures where these are required to accommodate the traffic impact of the scheme.**

**Where they are proposed, new roads, junctions, footpaths and traffic management measures should be designed to complement the rural character of the village and reflect local heritage.**





## Parking

- 11.7** It is important that the design of new housing development is not dominated by car parking but a failure to make proper provision can result in problems in terms of appearance and safety. In terms of design, the provision of off-street car parking in sight of properties is primary concern.
- 11.8** Car ownership levels in the parish are high (in the 2011 Census 50% of households had 2 or more vehicles compared to 46.7% in Central Bedfordshire and 32% in England), reflecting both the rural location and limited availability of public transport. Off-road parking is limited in the village and is a frequent source of frustration for residents. Adherence to Central Bedfordshire Council's parking standards reflect these local factors and seek to ensure that new development does not add to current levels of congestion.
- 11.9** There was support for more off-road parking, although 87% of people did not regularly park on the road but more parking spaces were needed especially round the shop.

## Policy TT2: Car Parking

Proposals for new housing developments will provide parking in line with Central Bedfordshire's parking standards and have adequate on-site parking to meet current and future needs, unless alternative and accessible car parking arrangements can be made which do not add to on-street congestion.

New development should not result in the loss of publicly accessible off-street car parking. Developments which propose to remove off-road parking spaces will only be supported where alternative provision is made which increases or maintains the number of accessible parking spaces available on or within the immediate vicinity of the site. Proposals for new development that provide additional off-road car parking spaces, to alleviate parking congestion will be encouraged.



While there was general support for a reduction in speed limits, traffic calming was not seen as a solution.

- 11.10** Foresters Close, being narrow and being the direct access to the local school, caused problems. Suggestions were made for school parking outside of Foresters Close, as the road was unsafe and congested at School taking and fetching times. The loss of any of the limited parking in the village could exacerbate these problems. This and other transport policies are intended to manage the impact of traffic arising from new development to improve the well-being of local residents.

### Provision for pedestrians and cyclists

- 11.11** Most people (77%), believed pavements needed improving and new pavements were needed in Plummers Lane and Church End to improve pedestrian safety.
- 11.12** A partnership approach between the Parish Council, Central Bedfordshire Council and developers will be required to improve highway safety and minimise conflicts between road traffic, cyclists and pedestrians. It is intended to support new ways of managing the traffic throughout the parish by promoting pedestrian and cyclist safety and resident well-being through lower traffic speeds and traffic volumes.

## Policy TT3: Transport improvements: Better provision for pedestrians & cyclists

New development, including housing sites, must make provision (through Legal Agreements, planning conditions and funding) to focus on the highways most affected as a result of those developments. Such provision should be used to help fund schemes that reduce traffic speeds and volumes and improve the provision of pavements and access for pedestrians and cyclists.





### Local facilities

**12.1** The village has a lower school, a pub, a shop, a garage and a Village Hall and Mission Hall. There are also a number of community activities and groups. These include an art group, badminton club, a choir, reading groups, yoga, amateur dramatics, and carpet bowls. The places of worship are active and include St Mary's Church. Church of England (CoE), located at Church End, the Mission Hall (CoE), located in Northwood End Road, the Methodist Church, located in Silver End Road, and the Ebenezer Strict Baptist Church, also located in Silver End Road.



**12.2** The Greyhound public house and the village shop were both seen as very important assets for the village. Over 90% thought they were either very important or sometimes useful. The pub was most valued as somewhere to meet friends (64%), and for good food (55%). It is intended that the pub is listed as an asset of Community Value and its change of use to any other use would be strongly resisted.

**12.3** The Parish has leisure facilities which include a children's play area, which is maintained by the Parish Council. Adjacent to the play area is a Community Garden being developed by a group of villagers which resulted from the writing of the comprehensive Haynes Parish Plan. An Environmental Group was quickly established to enhance the village environment with flower boxes - and constructed the Community Garden. The group entered the Anglia in Bloom Competition to much acclaim and is well supported.

## Local Businesses

- 12.4** | There is now very little employment based in and around the village, with most residents either going out of the village to work or being retired. The main employment within the village and its environs, relates to small businesses housed in redundant farm buildings. The Neighbourhood Plan does not allocate employment sites, but it supports the viability of local businesses and their expansion, where this is proportionate and appropriate in the individual circumstances. Home working is also seen as a means of encouraging business and creating a sustainable community with less commuting and a more sustainable lifestyle, saving individuals the cost of travel and increasing their leisure time.

### Policy LS1: Community facilities

**Development proposals that will result in either the loss of or significant harm to a community facility will be strongly resisted, unless it can be clearly demonstrated that its continued use is no longer viable. This will require evidence that the property has been actively marketed, commensurate with its use, at an open market value for a period of at least 12 months.**

**Facilities include;**

- |                     |                    |
|---------------------|--------------------|
| ● The Village Halls | ● The Village Shop |
| ● The Public House  | ● The Mission Hall |

Proposals to improve a community facility by way of the extension or partial replacement or redevelopment of buildings, structures and land, will be supported, provided the design of the scheme respects heritage in terms of traditional frontages and character in general, and the resulting increase in use are appropriate in design terms and will not have negative impact on the amenities of adjoining residential properties.





# 13

## Implementation and Monitoring



- 13.1** This section outlines the approach to the implementation of the Haynes Neighbourhood Plan, including: working in partnership, funding mechanisms, priority projects and monitoring/review. The approach will be that new development should be supported by the timely delivery of infrastructure, services and facilities necessary to provide a balanced, self-sufficient community.

### Working in partnership

- 13.2** Haynes Parish Council is committed to Localism and locally informed influence over planning decisions and it will be the key organisation in the implementation, monitoring and review of the Neighbourhood Plan. The Council will build upon its excellent track record in engaging in planning decisions (reactively through consultation and proactively through promoting the policies of this plan) and by delivering related projects for the local community. However, it is recognised that partnership working is needed for the potential of the plan to be realised. Partnership and joint working will be key elements in the successful implementation of the plan. The main organisations and the roles that they can play are summarised on the right.





- **Central Bedfordshire Council** - Planning Policy, Development Control, Housing Management and Improvement, Economic Development, Open Spaces, Recreation and Community Facilities and unitary authority functions, including: Drainage, Highways and Transport, Education, Landscape and Social Services.
- **Highways England** – traffic and transport on the A6.
- **Adjoining Parish Councils** – Assessing impact of large scale planning applications.
- **South East Midlands Local Enterprise Partnerships (SEMLEP)** The LEP is a potential partner for joint working, funding and implementation and activity may be relevant to rural businesses.
- **Environment Agency** The planning, design and delivery of development, taking account of: Flood risk management; Water quality and water resources, (3) Waste management,
- (4) Land contamination & soil and (5) Environmental permits and other regulation.
- **Site owners and developers** will need to liaise with the Parish Council as well as the other agencies involved in development.



## Funding and Implementation Mechanisms

- 13.3** Financial contributions will be sought from developers through Section 106 agreements and the Community Infrastructure Levy (CIL) which provides a legal framework to raise funds to provide the infrastructure needed to cope with new developments. Central Bedfordshire is working on CIL at present and when it is introduced in the area, contributions will be sought as appropriate under CIL Regulations and the NPPF.
- 13.4** The Neighbourhood Planning Regulations of the 2011 Localism Act enable areas with a Neighbourhood Plan in place to receive at least 25% of the CIL raised in their area to direct to their own local infrastructure priorities. These contributions will be targeted on the priority need to deliver new community infrastructure.
- 13.5** In addition, the Parish Council will seek to influence annual and other budget decisions by Central Bedfordshire Council on housing, open space and recreation, economic development, community facilities and transport, through the Local Transport Plan.
- 13.6** The Parish Council will also work with the appropriate agencies and organisations to develop funding bids to help to achieve Neighbourhood Plan policies and objectives. This might include: The Lottery; UK Government programmes; land fill tax credits, EU Funds and LEP funding.



# PARISH ASPIRATIONS

## Aspiration 1:

The Parish Council will continue to support and work towards maintaining and enforcing:

The existing 30mph speed limit through the village.

Traffic calming schemes which have community support.

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## Aspiration 2:

Proposals which promote the improvement of bus services in the Parish will be supported; including the provision of a direct service to local rail stations.

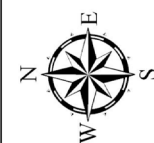
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## Aspiration 3:

Additional land will be identified, if required, for the provision of Parish allotments. The existing allotments will be retained for that use.







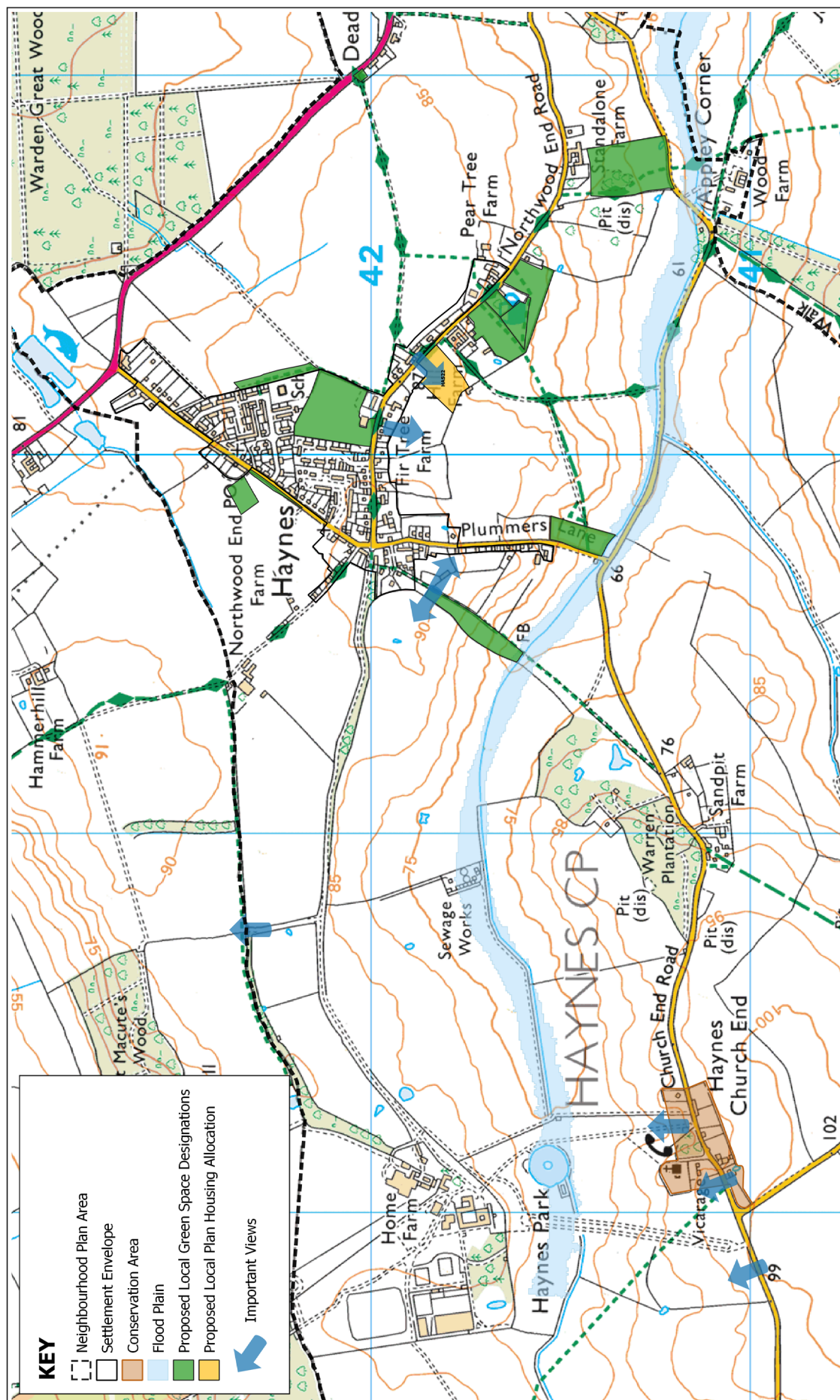
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## HAYNES Neighbourhood Plan Policies Map

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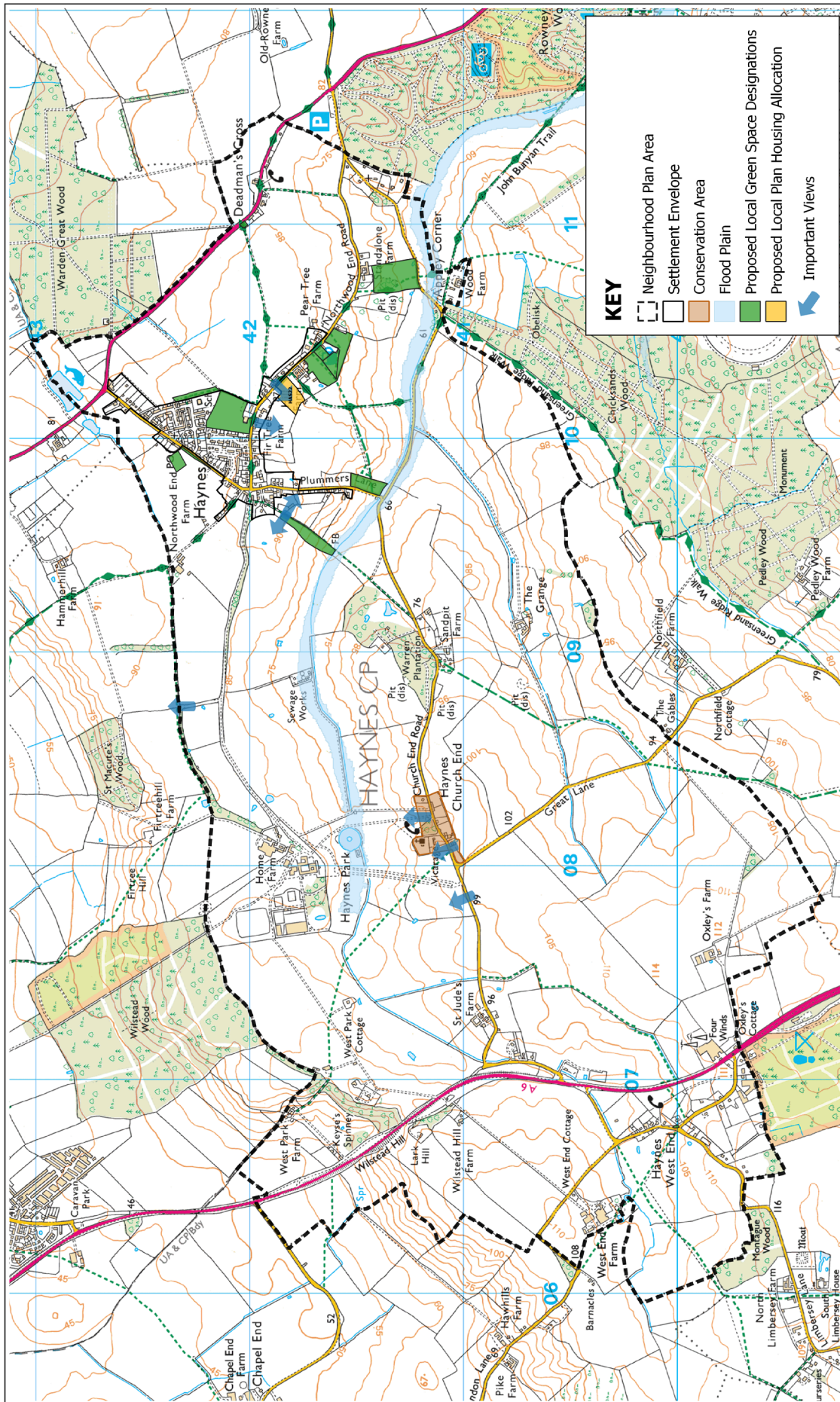


### KEY

- Neighbourhood Plan Area
- Settlement Envelope
- Conservation Area
- Flood Plain
- Proposed Local Green Space Designations
- Proposed Local Plan Housing Allocation

Important Views





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# HAYNES PARISH COUNCIL



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