AECOM locality the power of community

DESIGN GUIDANCE AND CODES

Copford with Easthorpe

FINAL REPORT | SEPTEMBER 2021

Quality information

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Revision History

Revision	Revision date	Details	Name	Position
6	210920	Final Review	Ben Castell	Director
5	210813	Addressing the comments	Hoorieh Morshedi	Graduate Urban Designer
4	210812	Review	Graham Barney	Copford with Easthorpe Parish Council
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1	210630 200416 200410	Research, site visit, drawings Policy review Graphic design	Hoorieh Morshedi Yanny Tsang Gaia Scaduto	Graduate Urban Designer Urban Planner Graphic Designer

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Introduction

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1. Introduction

01

Through the Ministry of Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Copford with Easthorpe Parish Council. This document includes design guidance and codes for the three character areas covering the built up part of the parish.

1.1 Objectives

The main objective of this report is to provide a bespoke design code and guidelines that future developments within the neighbourhood plan area must follow, in order to respond to Copford's special character.

1.2 Process

Following an inception meeting, AECOM and the members of Copford with Easthorpe Parish Council carried out a high-level assessment of the village. The following steps were agreed with the group to produce this report:

1. Initial meeting to discuss brief between AECOM and Copford with Easthorpe Neighbourhood planning Group. As this was during the national Covid 19 lockdown, a joint virtual site visit was carried out via Teams
2. Urban design and local character analysis for three character areas
3. Preparation of the design principles, guidelines and codes to be used to inform the design of the Parish and future developments
4. Draft report with design guidelines and codes
5. Submission of a final report

1.3 Area of study

Copford is a village in Essex, England, situated 3km west of the edge of Colchester. As well as the village, the Parish includes the hamlets of Easthorpe and Copford Green, the former situated on a Roman road.

Copford's name derived from Coppa's ford which presumably was the ford across the Roman river where the London Road crosses it on the eastern Parish boundary, and where Stanway Bridge was built.

Copford was predominantly rural in character until the late 18th century, with small isolated farmsteads and settlements. In the early 19th centrury, some of these small settlements started to expand and became attractive as residential areas, albeit still within a wider context that might be described as 'deeply rural'.

The village landscape of gently rolling topography underlain by Boulder Clay, sand and gravel, supports a mix of small pasture and large arable fields through which runs the gentle slopes of the Roman River valley. Despite the long history of farming there are still profuse areas of deciduous woodland, which includes a substantial proportion of oak trees.

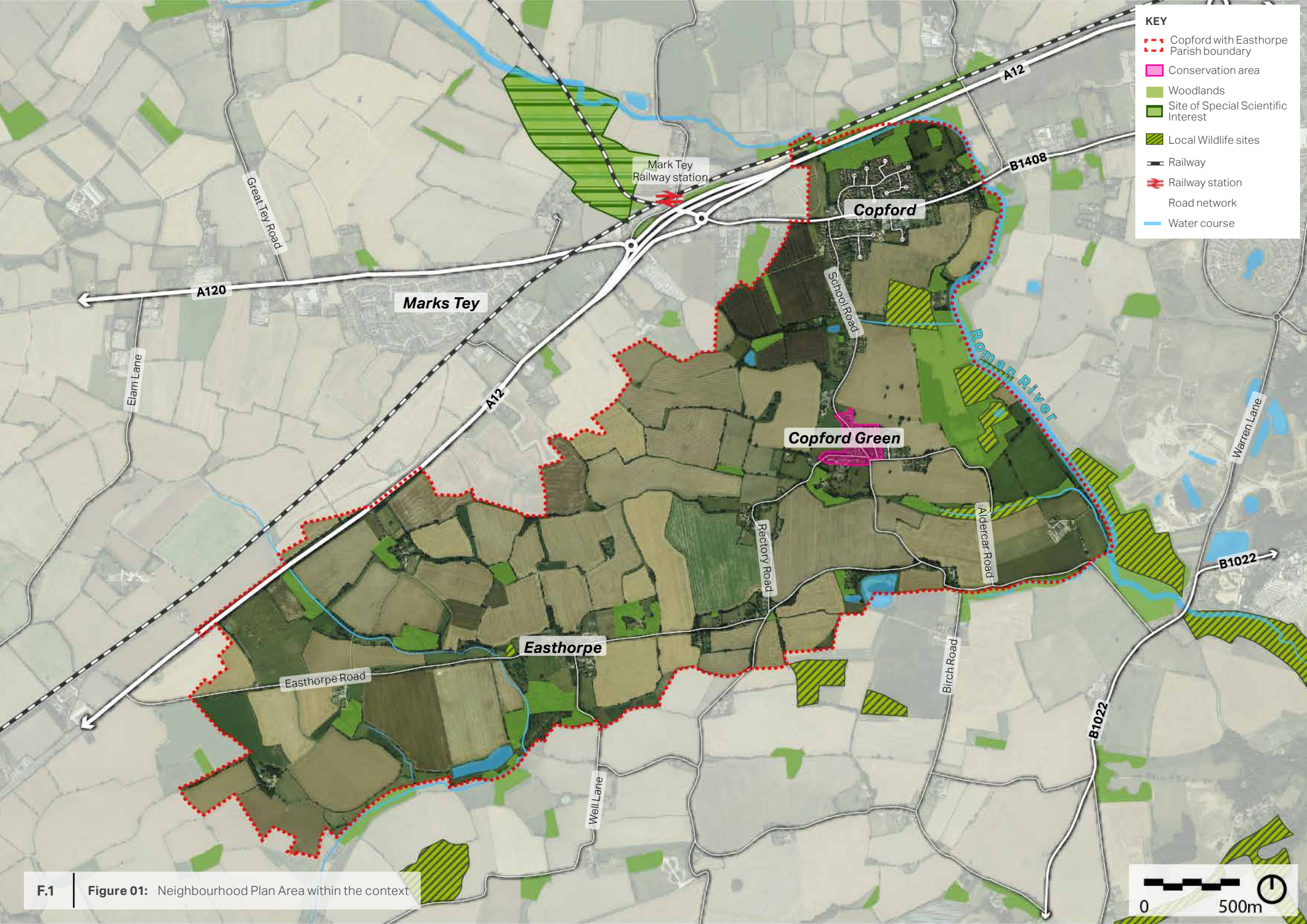
The topography of Copford with Easthorpe consists of a broad, low plateau 30-40m above sea level with the Roman River and Domsey Brook being the main water courses, both of which have flood plains and flood risk areas along their length.

London Road (B1408) lies on a former Roman road and is the main road within the Parish. The Roman road extends from London and Kelvedon and joins Stane Street at Marks Tey before crossing Copford with Easthorpe Parish from west to east and continues east to Colchester.

Marks Tey Station is located to the north of Copford and on the main line from London to Colchester.

There are 44 listed buildings within the Parish. There is a conservation area in Copford Green along with a number of facilities such as the Alma Pub, Copford Primary School, St. Michael's & All Angel's Church - a Grade II listed building - and Copford Cricket Club. Other facilities within the Parish include village and church halls, together with some playing areas and green spaces.

The population of Copford with Easthorpe Parish was 1,700 at the time of the 2011 census.



F.1 | **Figure 01:** Neighbourhood Plan Area within the context

Policy and Evidence Base Review

02

2. Policy and Evidence Base Review

This section summarises the relevant design policy, guidance and evidence base produced at national, county and district levels which have informed this design code. Any new development application should be familiar with those documents. The **Appendix** also provides a detailed review of the key planning policies.

National Design Guidance

2019

National Design Guide - Ministry of Housing, Communities and Local Government

The National Design Guide sets out the government's ten priorities for well-designed places and illustrates how well-designed places can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021

National Model Design Code - Ministry of Housing, Communities and Local Government

The draft National Model Design Code provides guidance on the production of design codes, guides and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends methodology for capturing and reflecting views of the local community.

2020

Building for a Healthy Life - Homes England

Building for a Healthy Life updates Homes England's key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods distinctive places and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the design quality of developments.

2018

Essex Design Guide - Essex County Council

The Essex Design Guide is a web-based reference for creating high quality places with an identity specific to the context of Essex, where Copford is located. While the most recent version of the Essex Design Guide (2018) has not been adopted by Colchester Borough Council, the guide remains informative in setting out best practice principles, covering a range of topics including emergency services, layout, highways, air quality, new communities, parking design, SuDS, built context and architectural details.

Various

Colchester Adopted Local Plan (Development Plan Documents) 2001-2021 - Colchester Borough Council

The adopted Development Plan Documents (DPD) in Colchester that guides growth and development up to 2021 consists of:

- Core Strategy (adopted 2008, amended 2014);
- Site Allocations DPD (adopted 2010);
- Development Policies DPD (adopted 2010, amended 2014;
- Proposals Map (adopted 2010);
- Tiptree Jam Factory DPD (adopted 2013); and
- Adopted Neighbourhood Plans.

It should be noted that the adopted North Essex Authorities' Shared Strategic Section 1 Plan also forms part of the adopted planning framework in Colchester. In addition,existing Supplementary Planning Documents (SPD) also forms part of the adopted planning framework in Colchester. SPDs relevant to this design code are:

- Provision of Open Space, Sport and Recreational facilities (July 2006. charged updated 2012);
- Car Parking Standards (Essex County Council) (September 2009);
- Shopfront Design Guide (June 2011);
- Sustainable Drainage Systems Design Guide (April 2015); and
- Sustainable Construction (June 2011).

Appendix A provides a detailed review of the key adopted and emerging planning policies relevant to the design codes of this document.

2021

Colchester Borough Local Plan 2013-2033: North Essex Authorities' Shared Strategic Section 1 Plan - Tendering District Council, Colchester Borough Council and Braintree District Council

Adopted in February 2021, the North Essex Authorities' Shared Strategic Section 1 Plan sets out a joint-up development strategy for Tendering, Colchester and Braintree. The Section 1 Plan highlights the key strategic vision of the area to deliver significant growth to 2033 that build well-designed new homes. It sets out key growth locations and infrastructure needed to support existing and new communities, including a new garden community. It replaces in part a number of strategic policies contained within the Colchester Borough Core Strategy.

Emerging

Emerging Colchester Local Plan 2017-2033 - Colchester Borough Council

The emerging Local Plan for Colchester (including the adopted Section 1 Plan) will provide the spatial growth strategy for the Borough up to 2033, The Plan includes adopted strategic policies and allocations jointly prepared with Tendering and Braintree Councils and emerging Colchester specific allocations and policies in Section 2. The emerging Local Plan was submitted to the Planning Inspectorate in October 2017. Section Two of the Local Plan is currently under examination. Once adopted, it will replace the Colchester Borough Local Plan in full.

The emerging Local Plan is supported by a range of Evidence Base documents, including:

- Townscape Character Assessment of Colchester, Tiptree, West Mersea and Wivehoe (June 2006), which provides a analysis of the townscape character of Copford (Area J1, H1 and I1) by identifying existing features and threats, as well as by evaluating its sensitivity to new development;
- Colchester Borough Council Assessment of Open Countryside between Settlements in the Borough of Colchester (July 2009);
- Colchester Characterisation Report 2009; and
- Colchester Borough Council Landscape Character Assessment 2005.

Local Character Analysis

03

3. Local Character Analysis

This chapter describes the local context and key characteristics of Copford Village, Copford Green and Easthorpe.

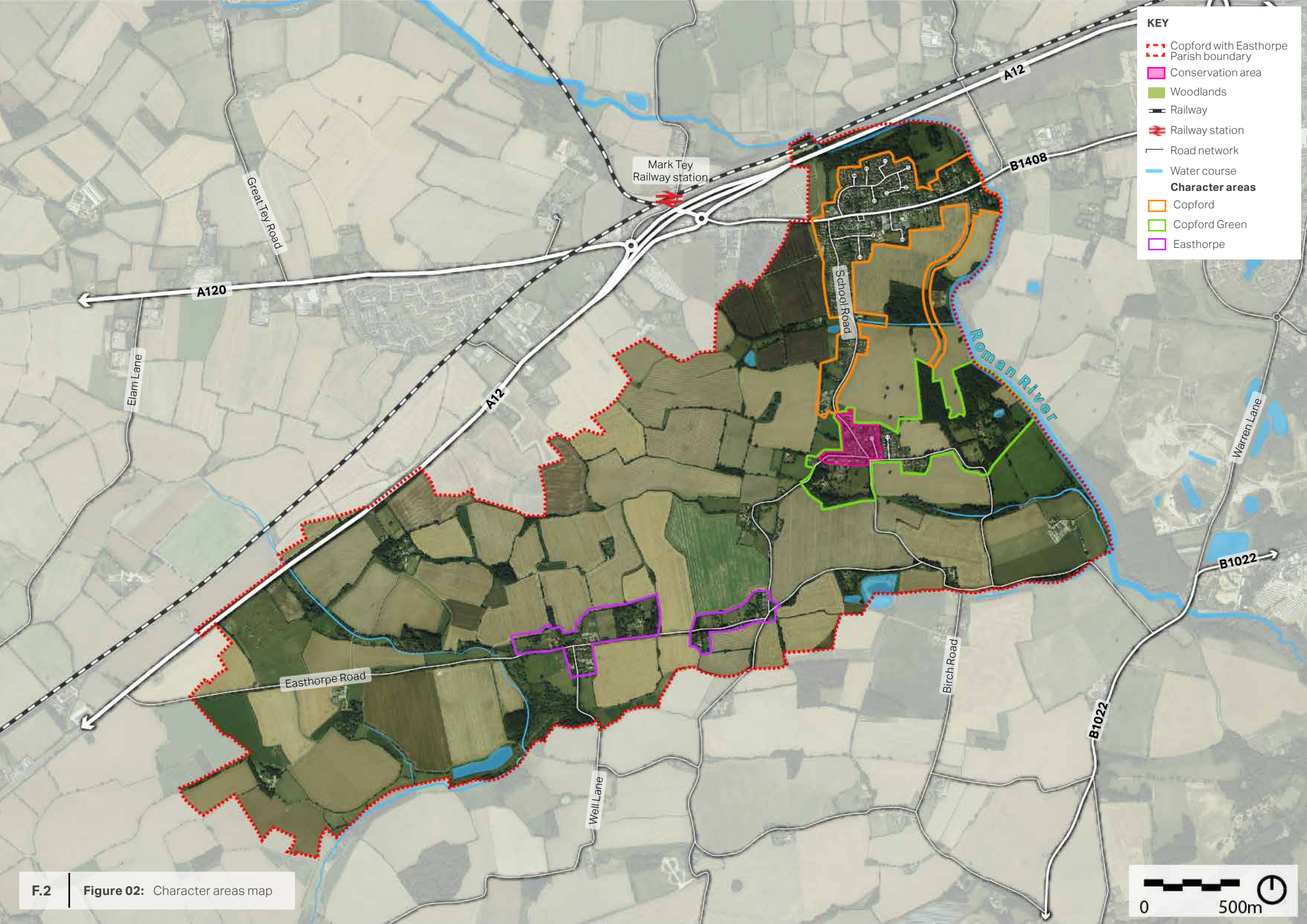
3.1 Introduction

It is important that all design proposals are based on an understanding of the context and this should be clearly set out in planning applications. Context refers to the current and sometimes future condition at a number of scales.

3.2 Character areas

The Parish has three different character areas, namely Copford, Copford Green and Easthorpe (See Figure 02). The following pages set out the analysis for the character areas and introduce the sub-character areas within each of the principal character areas.

These different areas are characterised by variations in topography, movement, views and landmarks, green space and landscape cover, public realm and streetscape, built form and architectural details.



F.2 | **Figure 02:** Character areas map

1 Copford

LOCATION: Copford is located to the north of Copford with Easthorpe Parish.

TOPOGRAPHY: The undulating topography, combined with subtle changes in the building alignment, provide varied and attractive street views.

MOVEMENT: The main link to Copford is London Road which follows the line of Roman Stane Street, linking the Parish to Stanway and Colchester to the east. It also connects to the A12, Marks Tey and Marks Tey railway station to the west.

VIEWS AND LANDMARKS: There are a number of medium and longer views towards the countryside, especially on School Road, which provide a sense of openness and connectivity with the wider landscape.

GREEN SPACE, PUBLIC REALM AND STREETSCAPE: The significant areas of agricultural fields and mature trees make up 85% of the Parish. The land to the north and south of London Road plays a crucial role in defining the distinct character of Copford. There are substantial arable fields situated to the rear of development along the southern edge of London Road, bordered by Hall Road, Pits Wood and School Road. To the north of London Road, open fields and woodland address an important rural boundary with the A12 trunk road. Pits Wood is an important local amenity with its woodland-covered gravel pits and pond. These green spaces are important in that they provide a rich habitat for numerous animal and plant species plants including a number which are considered to be under threat.

ARCHITECTURAL DETAILS: The following section illustrates some of the local buildings and architectural details which are important to the character of Copford. The succession of modification and adaptation of building of different ages makes for diversity of form that is an important part of Copford's character. Specific elements of the built environment are discussed further in Chapter 4. In terms of architectural details that are prominent in the village, the following listed buildings/structures are of interest:

- Stanway Bridge (List Entry Number: 1239079), a Grade II structure built in the 18th century which is a red brick single span bridge with low parapets;
- Brook Cottage (LEN:1239137), a Grade II house built in the 17th century, timber framed and plastered with red plain tile and gambrel half hipped roof; and
- Old Mill House (LEN: 1273846), a Grade II listed building built in the 18th century with red brick and red plain tile roof and two gabled dormers.

Other listed buildings include Copford Place on London Road, Milstone Green and the Manor House on London Road, and the mix of brick, render and timber on a number of buildings is a key part of their character and interest. Low walls, often faced or constructed with red brick are a common boundary treatment. Many buildings have casement and sliding sash windows which gives a certain aspect and quality to the building façades. There are some scattered cottages along Rectory Road, built from 1740 onwards, which add to the historical rural character.

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Figure 03:
Brewers Cottage on London Road

Figure 04:
Stanway Bridge, a Grade II listed structure with low parapets

Figure 05:
View to three-storey detached house which was formerly Windmill Hotel, a Grade II listed building in grey gault

Figure 06:
The Swan pub and restaurant on London Road, although not within the Parish, is a landmark building in the local area and a gateway into the village, from the east.

F.7 | **Figure 07:** Copford local context

Sub-character areas in Copford

- London Road
- Hall Road
- Queensberry Avenue
- School Road

London Road

- London Road is a key route connecting Marks Tey to Colchester;
- London Road follows the line of Roman Stane Street, crossing the Roman River over Stanway Bridge, which occupies the likely site of Coppa's Ford;
- The width varies in different parts of the road from 6.2m to 8.5m;
- The footpaths are narrow at some points;
- This ancient road is abutted by residential and commercial development; and
- Small number of modern houses with a variety of older styles.

Figure 08:
Two-storey detached house with gabled porch on London Road

Figure 09:
A view to London Road from west to the east

Hall Road:

- Hall Road, a formerly protected lane (see SM 01 in Chapter 4 and Chapter 7) with archaeological significance, is an ancient single-track lane branching off London Road and lies on the line of a pre-Roman road;
- There is no footpath on either side with issue of safety created for pedestrian and cyclists;
- A few detached dwellings with private front gardens, historic banks and retaining walls and proximity to Pits Wood Local Wildlife Site are some features of this sub-character area. These provide a very rural atmosphere to the setting with a sense of tranquility; and
- The road is abutted by hedgerows which are important habitats for wildlife.

Figure 10:
Hall Road is a narrow road with no footpath on either side

Figure 11:
Small number of houses along Hall Road with pitched and gambrel roof styles

Figure 12:
Tranquil atmosphere in Hall Road. This road is well-used by residents, but is sensitive to over-use and needs to be protected

Figure 13:
Detached house with weatherboarding and red brick and adequate front garden

Queensberry Avenue:

- The main and single access to the culs-de-sac development is from London Road. All the roads in the area have footpaths on both sides.
- It is connected to London Road via a shared Public Right of Way (used by pedestrian and cyclists) through Westbury Close;
- 1990s development with Queensberry Avenue Playground registered as an area of public openness at the western edge of the area;
- The plots are large and majority of homes have two garages, front and back gardens; and
- The wooded area contains a number of mature trees such as oak, beech and conifers.

Figure 14:
Detached houses along Hedgelands which is a cul-de-sac development

Figure 15:
Timber-framed houses are a feature in this character area

Figure 16:
Well-kept landscape and front gardens

Figure 17:
Pedestrian access to Westbury Close connecting London Road to Queensberry Character Area

School Road:

- The road situated to the western part of the Parish and winds down a gentle hill. It branches off of London Road passing Copford Primary school, the Village Hall and Pits Wood, before leading down to Copford Green to the south;
- The carriageway is bordered by footways and, typically, verges adjacent to front gardens;
- School Road has views toward the countryside from most of the properties, giving a feel of openness;
- The road is bordered by single depth, residential development with a mix of arable and pasture fields behind (which often relate to standalone farmsteads) set back from the road;
- Residential development is a mix of bungalows and 1.5/2 storey detached homes;
- Generous back gardens with more than 30m length add to the rural and open character of this area; and
- To the south of School Road, and beyond the school and village hall, the open fields provide long distance views past Pits Wood Local Wildlife Site situated to the east.

Figure 18:
A bungalow built with painted brick and mix of casement and bay windows

Figure 19:
Little Cottage, a two-storey listed building, built early 19th with grey gault and slate roof

Figure 20:
A view to Copford Primary School and the mature tree as a focal point

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2 Copford Green

LOCATION: Copford Green is a hamlet near the A12 and A120 roads, located 3km south west of Colchester.

TOPOGRAPHY: The area is relatively flat.

MOVEMENT: The village is connected to Easthorpe by Rectory Road which meanders towards the south western edge of the Parish.

VIEWS AND LANDMARKS: The historic core of the village incorporating St. Michael's & All Angel's Church is hidden behind thick oak trees and hedges along Aldercar Road.

GREEN SPACE, PUBLIC REALM AND STREETSCAPE: The churchyard, burial ground and Copford Cricket Club are the main green spaces in the area. Copford Plains is an arable area east of Copford Green and provides a broad vista of farmland interspersed with a number of oak trees.

The Plains was a wooded area originally and then it became an enclosed area of pasture from the mid-18th century.

Copford Hall Wood is located to the east of Copford Green Character Area. A mix of deciduous and coniferous trees can be found in this woodland.

ARCHITECTURAL DETAILS: There are distinctive and handsome houses dating back to the Roman occupation. In terms of architectural details that are prominent in the village, the following listed buildings/ structures are of interest:

- Church of St Michael and All Angles (LEN: 1274018) situated on Aldercar Road, is Grade I listed built in 12th century with walls of rubble and Roman brick under a plain tiled roof;
- Alma Public House (LEN: 1238921), a Grade II house built in 18th or 19th century by red brick, grey brick dressings, grey slate hipped roof;
- Copford Green Post Office (LEN:1238959), a Grade II, built in 19th century with timber frame and weatherboarding, grey slate hipped roof; and
- Green Farmhouse (LEN: 1273948), a Grade II house constructed in 18th century by timber frame, plaster, some brick, red plain tile roof and hipped dormers.

Figure 21:
St. Michael's & All Angel's Church, a Grade I listed building, on Aldercar Road

Figure 22:
Copford Green Post Office on School Road

Figure 23:
Two-storey family houses built in 1960s with well-kept front gardens on Orchard Close

Figure 24:
Alma Pub built in 19th century with red brick and grey brick dressings

F.25 | **Figure 25:** Copford Green local context

Sub-character areas in Copford Green

- Conservation area
- East Copford Green
- West Copford Green

Conservation area:

- This is the historic core of Copford Green with a registered Conservation Area;
- The area comprises Church Road, St. Michael's Chase, some part of School and Rectory Road;
- Historic settlement, is generally open with large front and back gardens;
- Property typologies vary, with mainly large detached houses and some small number of semi-detached properties; and
- The majority of properties have a large set back from the road.

Figure 26:
The Pinks, a timber framed two-storey house on School Road

Figure 27:
Trellis House and Trellis Cottage, Grade II listed building with well-kept front garden

East Copford Green:

- St. Michael's & All Angel's Church is the most important landmark in the area hidden within tick layer of oak trees and located just next to Copford Cricket Club;
- The majority of woodlands in this area are along PROWs which cross the area;
- All the properties have deep front and back gardens; and
- Property typologies include large detached to semi-detached dwellings on large plots.

Figure 28:
St. Michael's & All Angel's Church built with coursed rubble and Roman brick with red plain tile roof on Aldercar Road

Figure 29:
Well-used footpath connecting to Hall Road to the north of the Church Road/Alrdercar Road junction

Figure 30:
Copford Cricket Club on Aldercar Road

Figure 31:
A semi-detached house with deep front garden on Church Road

West Copford Green:

- Rectory Road is narrow and meandering connecting Copford Green to Easthorpe. This road is a popular amenity route which is well-used by pedestrians and cyclists;
- The majority of properties are detached houses on Rectory Road on a relatively large plot;
- Springfield's Nursing Home, a three storey home is a Grade II listed building and landmark in the area; and
- Most of buildings have a continuous building line, often located to the back of road with adequate amount of front gardens.

Figure 32:
Springfield's Nursing Home in stuccoed brick, with rusticated quoins and grey slate roof on Rectory Road.

Figure 33:
Two-storey family houses on Rectory Road with gabled roof and adequate front gardens

Figure 34:
Rectory Road, a narrow route without footpath on either sides

Figure 35:
Pink bungalow with gabled roof and gabled porch

3 Easthorpe

LOCATION: Easthorpe hamlet, about 11km south-west of Colchester and nearly about 7km north-west of Kelvedon, situated on Easthorpe Road.

TOPOGRAPHY: The area slopes down from north east to south west with 10m level difference.

MOVEMENT: The main route is Easthorpe Road which is a straight lane connecting Rectory Road to the A12. Well Lane branches off Easthorpe approaching Messing to the south.

VIEWS AND LANDMARKS: The ancient Church of St Mary is the significant landmark in the village setting. There are impressive long distant views to open farmlands off Easthorpe Road which has been used for growing cereal crops.

GREEN SPACE, PUBLIC REALM AND STREETSCAPE: Easthorpe remained deeply rural through the centuries with limited amenity spaces. The Churchyard and burial ground are the most important green spaces in the area. Domsey Brook Pasture, the flood plain to Domsey Brook situated to the west of Easthorpe, is a central feature of the village.

ARCHITECTURAL DETAILS: In terms of architectural details that are prominent in the village, the following listed buildings are of interest:

- Church of St. Mary (LEN: 1238968) a Grade I listed church built in 12th century by mixed rubble and septaria with dressings of Roman brick and clunch, red plain tile roof;
- Little Badcocks Farmhouse (LEN: 1273899) a Grade II house built in 17th century by timber frame plaster, grey brick clad, red plain tile hipped roof and chimney stack; and
- Well Cottage (LEN: 1238925) a Grade II listed cottage built in 15th century by exposed timber frame, plaster infill, red plain tile roof and decorated bressumers.

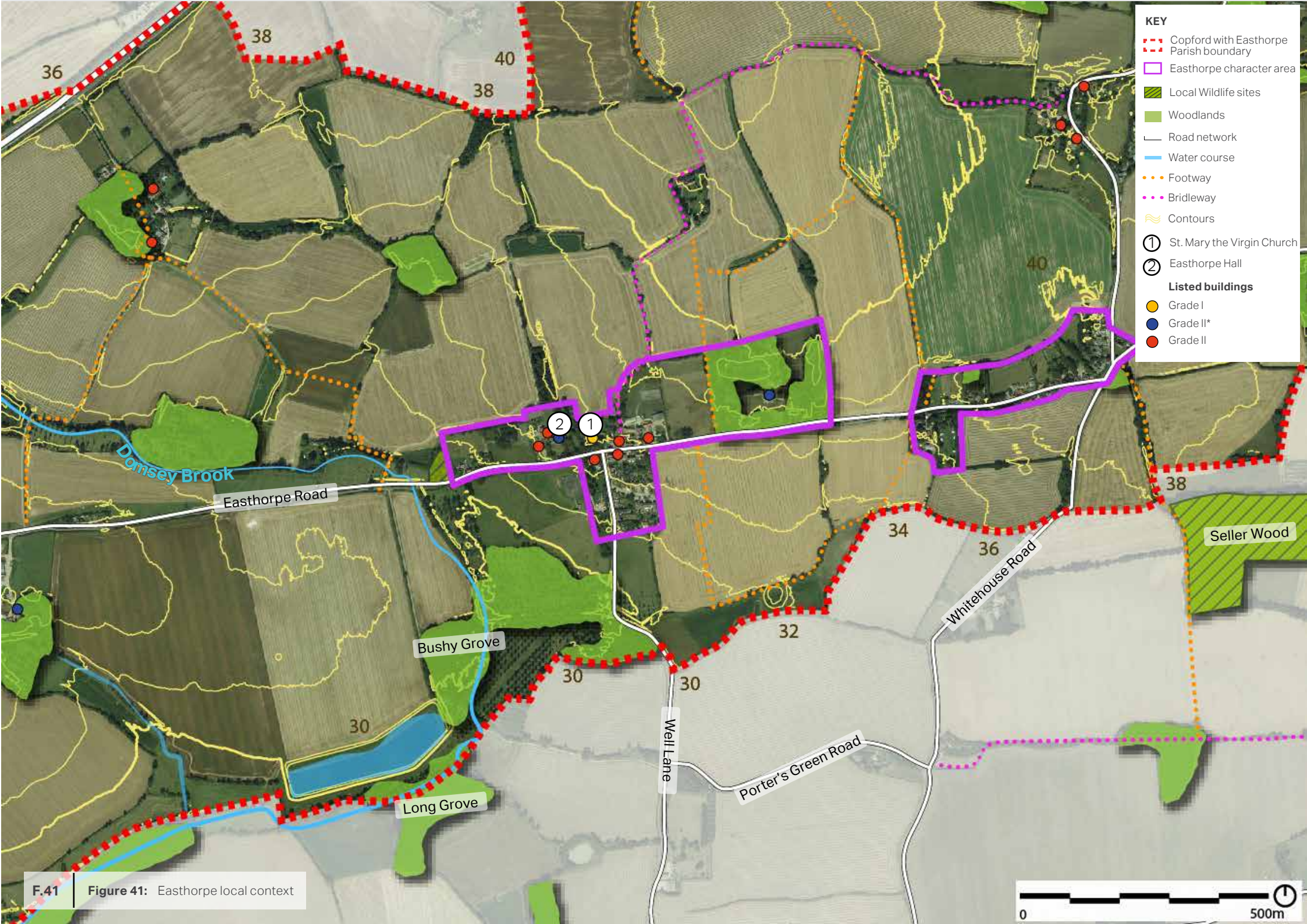
Figure 36:
Little Badocks Farmhouse a Grade II listed building built with plastered and grey brick clad

Figure 37:
Well Cottage, a 15th century Grade II listed building which is extensively restored

Figure 38:
Half-timbered house with a mix of ochre rough cast and brown brick

Figure 39:
Church of St Mary, a Grade I listed building with mixed rubble and septaria with dressings of Roman brick

Figure 40:
Easthorpe Hall, built in 15th century with plastered and red plain tile roof with hung vertical sliding sash windows



F.41 **Figure 41:** Easthorpe local context

Design Guidance and Codes

04

4. Design Guidance and Codes

The aim of this chapter is to ensure that future development within the parish is well designed and conceived to last. It intends to give thought to how the distinctive features within the village can be enhanced by creating high quality, places, thriving communities and prosperous places to live. The following pages introduce a set of design principles for Copford.

4.1 Introduction

New development, at any scale, should not be viewed in isolation, but considerations of design and layout must be informed by the wider context and respond to each character area.

The general design principles that will look at the pattern of streets and spaces, building traditions, materials and the natural environment should all respond to the character and identity of each character area recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient.

It is important that the new design embodies the 'sense of place' and also meets the aspirations of people already living in that area, maintaining a harmony between any new development and the surroundings.

The set of design principles shown on the following pages are specific to Copford and are based on the analysis of the character areas and discussions with members of the Neighbourhood Plan Steering Group.

How do the design principles relate to each character area?

This table links the design principles to the different character areas in the Parish, which are introduced in the next section.

The aim of the design codes is to specify the design actions that explain how to achieve the design principles.

Key:

\+ This design principle does relate to this character area

\- This design principle does not relate to this character area

Applicable design principles		Related character area		
SL	**Settlement layout**	**1**	**2**	**3**
SL01	Pattern of developments	+	+	+
SL 02	Site situation	+	+	+
SL 03	Layout of buildings	+	+	+
RC	**Rural character**			
RC 01	Proportion and scale	+	+	+
RC 02	Enclosure	+	+	+
RC 03	Boundary treatment	+	+	+
RC 04	Building line and setback	+	+	+
RC 05	Roofline	+	+	+
RC 06	Extension and alteration	-	+	-
RC 07	Architectural details	+	+	+
RC 08	Materials and colour palette	+	+	+
RC 09	Street lighting/ dark skies	+	+	+
LC	**Local character**			
LC 01	Views and landmarks	+	+	+
LC 02	Trees and landscaping	+	+	+

Applicable design principles		Related character area		
BH	**Built heritage**	**1**	**2**	**3**
BH 01	Respect setting	+	+	+
BH 02	Respect the character	+	+	+
SM	**Safe movement**			
SM 01	Interconnected street network	+	-	-
SM 02	Traffic calming	+	-	-
SM 03	Parking typologies	+	+	+
SM 04	Legibility and signage	+	+	+
SU	**Sustainability**			
SU 01	Energy efficient housing and energy production	+	+	+
SU 02	Biodiversity	+	+	+
SU 03	Sustainable drainage (SuDS)	+	+	+
SU 04	Permeable pavements	+	+	+

1 SL. Settlement Layout

4.2 Settlement layout (SL)

Future developments should be sympathetic to the local character and history, and establish or maintain a strong sense of place.

The relationship between different components of settlement should be carefully designed. Of those important elements within settlement layout, the pattern of developments, site situations and layout of buildings need to be taken into account. These are elaborated in more detail on the following pages.

SL 01. Pattern of developments

SL 02. Site situations

SL 03. Layout of buildings

SL 01. Pattern of developments

Copford Green has a nucleated development pattern connecting to Copford by the linear School Road. Rectory Road and Easthorpe Road surrounded by rising fields growing cereal crops. The fieldscape is interspersed with a mix of houses.

Any future developments should reflect the local context ensuring that it makes a positive contribution to the existing built form.

To ensure a good fit between new and old it is important that any new development seeks to conserve and enhance the character of the existing settlement in terms of urban form as well as character.

- Developments affecting the transitional edges between a settlement and countryside should be softened by landscaping to complement the character of the adjacent or surrounding countryside.

There are long views to open fields following School Road toward Copford Green and the Village Hall. Also there are long views toward nature conservation and amenity site of Pits Wood.

- The key views across the countryside and openfields should be protected.

SL 01.1. Linear pattern

London Road and School Road in Copford

London Road and School Road have elements of linear arrangement, along major routes. Development in these settlements should reflect the following conditions:

- Proposals should maintain the continuity of built form along the main route. However, buildings should not be repetitive, and should provide variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include tall trees, hedgerows and the boundary walls typical of the village to increase the sense of enclosure and linear form; and
- Linear pattern settlement always orientates inwards towards the main road and turns its back towards the landscape. Buildings front should reinforce the linearity of the street where possible. Boundaries on the settlement edge should be planted. Residential development with a hard edge which imposes on adjacent landscape and surround countryside should be avoided.

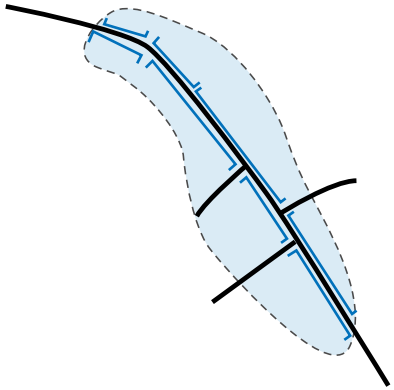


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Figure 42:
Diagram showing linear development

Figure 43:
Aerial view of School Road as a linear development

SL 01.2. Nucleated pattern

Copford

Copford Green

Copford and Copford Green have a nucleated settlement pattern. Copford is shaped along London Road and developed to the north and Copford Green is formed around the historic core where activity and uses like Alma Pub concentrated within the Conservation Area. Development in these settlements should reflect the following conditions:

- Proposals within these settlements should maintain the density and scale of development in the various locations;
- Proposals should maintain the continuity of building line and enclosure within the central areas and maintain a positive aspect onto key spaces and features; and
- Development outside the central areas should be well-connected with the centre and should respect the features of the core development areas.

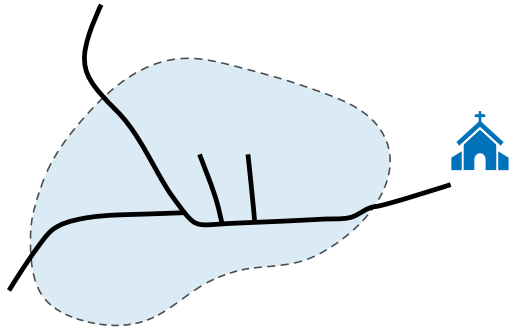

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Figure 44:
Nucleated settlement diagram

Figure 45:
Copford Green as nucleated development pattern and surrounding area

SL 01.3. Dispersed pattern

Easthorpe

The hamlet of Easthorpe is dispersed in small groupings within the landscape. Development is, typically, low density with a discontinuous building line and is very much integrated into with the landscape. Development in these settlements should reflect the following conditions:

- Proposals should seek to limit expansion, whilst any new development that does occur should integrate with the local landscape context;
- Large scale developments are not appropriate in the hamlet. Individual plots or smaller clusters of development are preferable and should reflect the organic growth patterns of the hamlet;
- Proposals should have irregular, soft edges at the interface with the surrounding landscape; and
- Build form can be show some variation in its height, massing and orientation within the plot, while still respecting the built environment features within the hamlet.

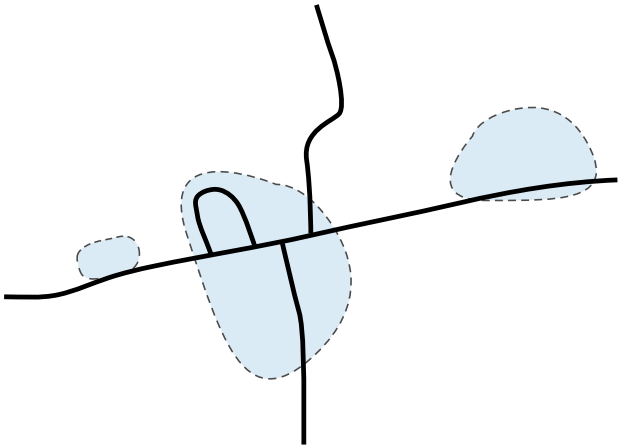

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Figure 46:
Dispersed settlement diagram

Figure 47:
Easthorpe as dispersed settlement

SL 02. Site situations

SL 02.1. Gateway

A gateway site is normally situated at the edge of a settlement, near to a main route into the settlement. It marks the transition from one space to another, and is a point of arrival into (and departure from) a settlement, usually from the surrounding landscape setting.

The sense of departure and arrival can often be achieved by a noticeable change in scale, enclosure, or road configuration. The gateway buildings or features should, however, reflect local character.

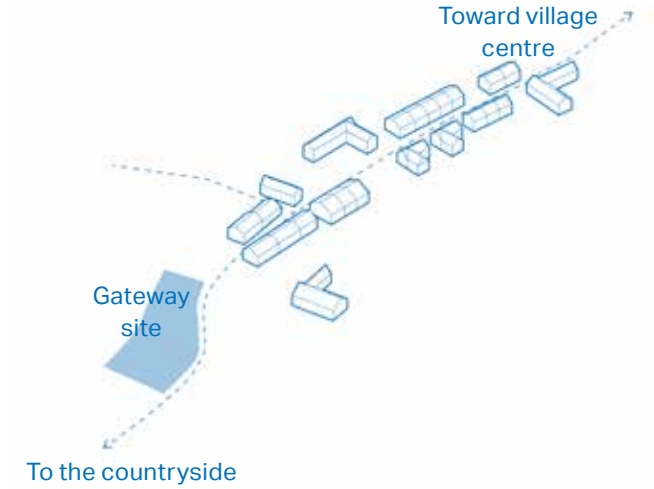

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Figure 48:
An indicative gateway site leading into a linear settlement

Figure 49:
Indicative sketch highlighting elements of design codes for a gateway site

Figure 50:
Cart Lodge a gateway to Copford Green Character Area

Figure 51:
The mature tree and the high quality landscape in front of Copford Primary School act as a gateway to School Road

Figure 52:
A cottage with thatched roof as a gateway to Easthorpe Road

Figure 53:
A cottage on Rectory Road as a gateway

SL 02.2. Edge sites

Edges of settlements are one of the most likely ways in which the majority of growth will be achieved. Developments on the edge of settlements play an important role in defining the interface between settlement and their surrounding context (be it other developments or the wider landscape). It is, therefore, important to respond positively to the different conditions that occur around the edges of a settlement, as shown in Figure 54.

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F.55

Figure 54:
Indicative edge site to a nucleated settlement

Figure 55:
An indicative diagram highlighting elements of design codes for an edge site

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Figure 56:
The edge settlement on church Road and the positive relationship with the surrounding setting

Figure 57:
Visual connection from the development to the surrounding landscape around Easthorpe Road

Figure 58:
The gradual transion between the property boundary and Queensbury Avenue Playground

SL 02.3. Infill

Infill sites will vary in scale, context and location within a settlement. Any new infill can have significant impact on the character and appearance of the built environment. The following principles should be applied in any future infill site:

- Infill development should complement the street scene into which it will be inserted. It does not need to mimic the existing styles but its scale, massing and layout need to be in general conformity with the existing (this is particularly ridge/ eave heights, especially for terraced or dense groupings of buildings);
- The building line of new development should be in conformity with the existing. Very often, with terraced or dense groupings, the building line will be exactly the same, but in other cases it might be acceptable that it closely aligns with the exiting arrangement of buildings where there is an irregular, meandering building line; and
- The density of any new infill development should reflect its context and its location in the village (centre or edge), or in a smaller settlement nestled in a wider landscape. The optimum density will respond to surrounding densities whilst making efficient use of land.

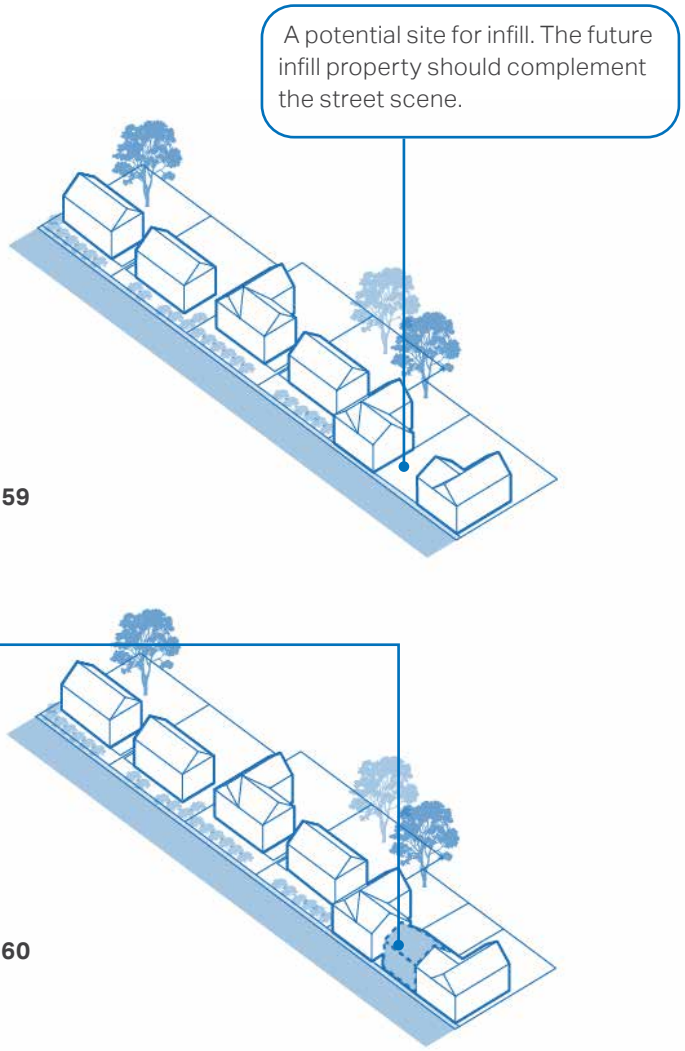

Figure 59:
An indicative diagram highlighting a site before infill

Figure 60:
An indicative diagram highlighting a site after infill

SL 03. Layout of buildings

The parish owes much of its character to the historic pattern and layout of its buildings and settlements. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

- Any new development in the countryside should be carefully sited to minimise negative impacts on the landscape;
- New developments must demonstrate an understanding of the scale, building orientation, enclosure and façade rhythm of the surrounding built environment to respect its character;
- New development proposals should comprise a variety of dwelling types reflecting local and regional vernacular to enhance character and sense of place;

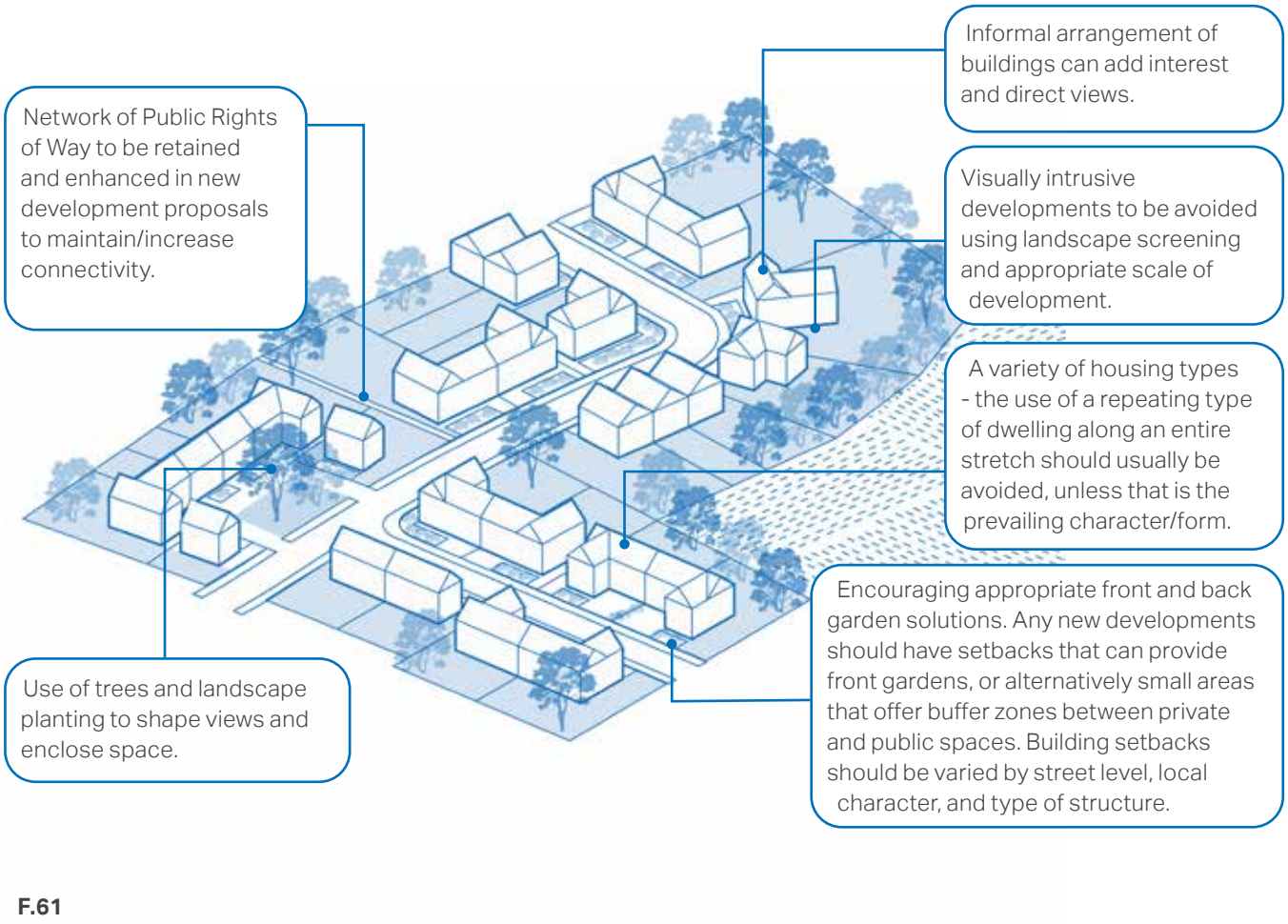

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Figure 61:
Diagram showing layout of buildings elements

- The size and layout of the plot should contribute positively to the character of the surrounding development. Positioning of the building on the plot should reflect the prevailing pattern, with front gardens as appropriate. Where the provision of a front garden is not possible, small buffers to the public realm, such as planting strips, might be appropriate;
- New development should create a cohesive building line which is used to shape views and enclosures;
- The layout of new development should optimise the benefits of daylight and passive solar gain, as this can significantly reduce energy consumption; and
- Any proposal that would adversely affect the rural nature character of the villages, or give rise to an unacceptable increase in the amount of traffic and noise would be inappropriate.

Figure 62:
Existing footpath at the end of Queensberry development enhancing the connectivity in Copford

Figure 63:
Deep front garden in front of detached house on London Road

2 RC. Rural Character

4.3 In keeping with rural character (RC)

Development proposals will need to take a proactive approach to mitigate and adapt to the specific landscape within and surrounding Copford and Easthorpe Parish.

Thus any issue regarding obstructing views, trees and landscaping must be addressed.

RC 01. Views and landmarks

RC 02. Trees and landscaping

RC 01. Views and landmarks

- New development proposals should not be visually intrusive. This should be achieved through appropriate scaling and design, including landscape screening, where appropriate;
- Where possible, scenic values and tranquility of countryside views should be retained in future development;
- Where appropriate, future development proposals should incorporate landscape and built features to create landmarks, helping with legibility; and
- New development proposals should maintain visual connections to the surrounding landscape and long views out of the settlement. Development density should allow for spaces between buildings to preserve views of countryside beyond and maintain the perceived openness of the settlement.

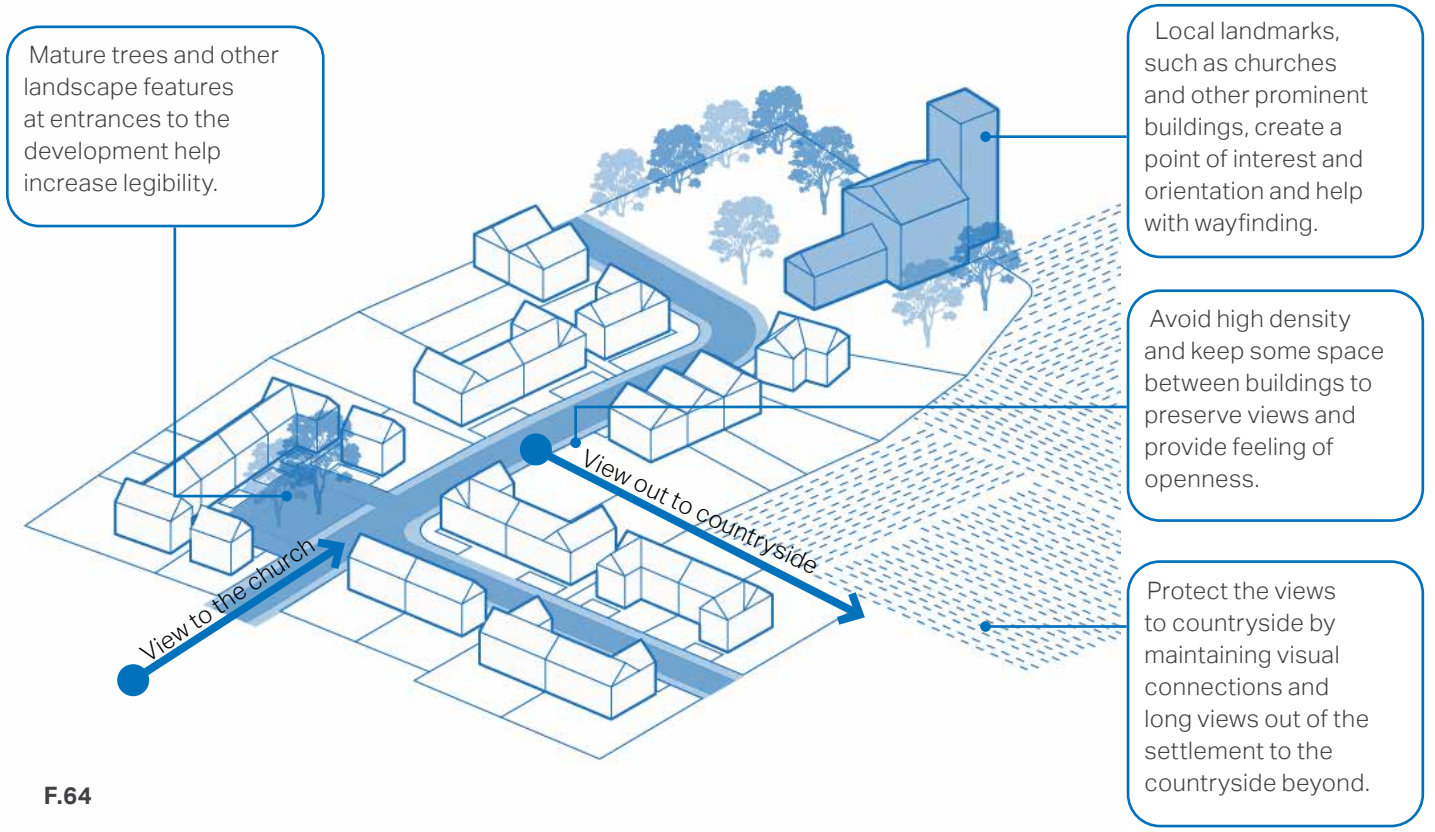

Figure 64:
Diagram showing landmarks and views

- Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes and places, and easily intelligible links between places. New developments should be oriented to maximise the opportunities for memorable views and visual connectivity.


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Figure 65:
Mature tree on School Road as focal point and a landmark

Figure 66:
Maintain the visual connection on Queensberry Avenue to adjacent playground and open space

Figure 67:
St. Mary the Virgin Parish Church as a local landmark on Easthorpe Road

RC 02. Trees and landscaping

The abundance of trees, especially oak, is one of the parish's greatest assets. Numerous mature oak trees are scattered within the parish adding visual interest and promoting biodiversity. One of the oldest is the one outside Copford Church, which is 300 years old. Trees provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

F.68

Figure 68:
Diagram showing green spaces and landscape planting

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

RC 02.01. Planting standard

- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should not, however, block key view corridors and vehicular circulation sight lines;
- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;
- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one;

- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;[1]
- Trees in the Townscape: A Guide for Decision Makers;[2]
- Tree Species Selection for Green Infrastructure;[3]
- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations;[4] and
- BS 5837:1991 Guide for trees in relation to construction.[5]

[1] Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

[2] Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesin-thetownscape.pdf

[3] Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespecies-guidev1.3.pdf

[4] British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672

[5] British Standards Institution (1991). *BS 5837:1991 Guide for trees in relation to construction.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000000258384

RC 02.2. Give spatial enclosure, provide screens and create privacy

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for and some of variation to provide added visual interest.

- Existing hedges, hedgerows, trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges, provide continuity of hedge and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

Figure 69:
Use of tall hedges and hedgerows and trees create privacy along Easthorpe Road

RC 02.3. Complement streets, built environment and local identity

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the village. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged; and
- Climbing plants are good at screening features such as garages, blank walls and fences.


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Figure 70:
Plating strip in front of a Grade II listed barn along School Road as boundary treatment promoting the character of the village

Figure 71:
Climbing plants add interest to the local identity

Figure 72:
The use of climbing planting to cover the blank wall

Figure 73:
Planting on walls and top of garages provide a positive relationship between nature and the built environment

RC 02.4. From focal points and frame views

- In addition to the intrinsic value of trees, they can also have practical use value. In a small-scale open space, oak and other trees provide focal point of interest. One of great example of focal points is the oak tree outside St. Michael's & All Angel's Church which adds visual interest in the area.

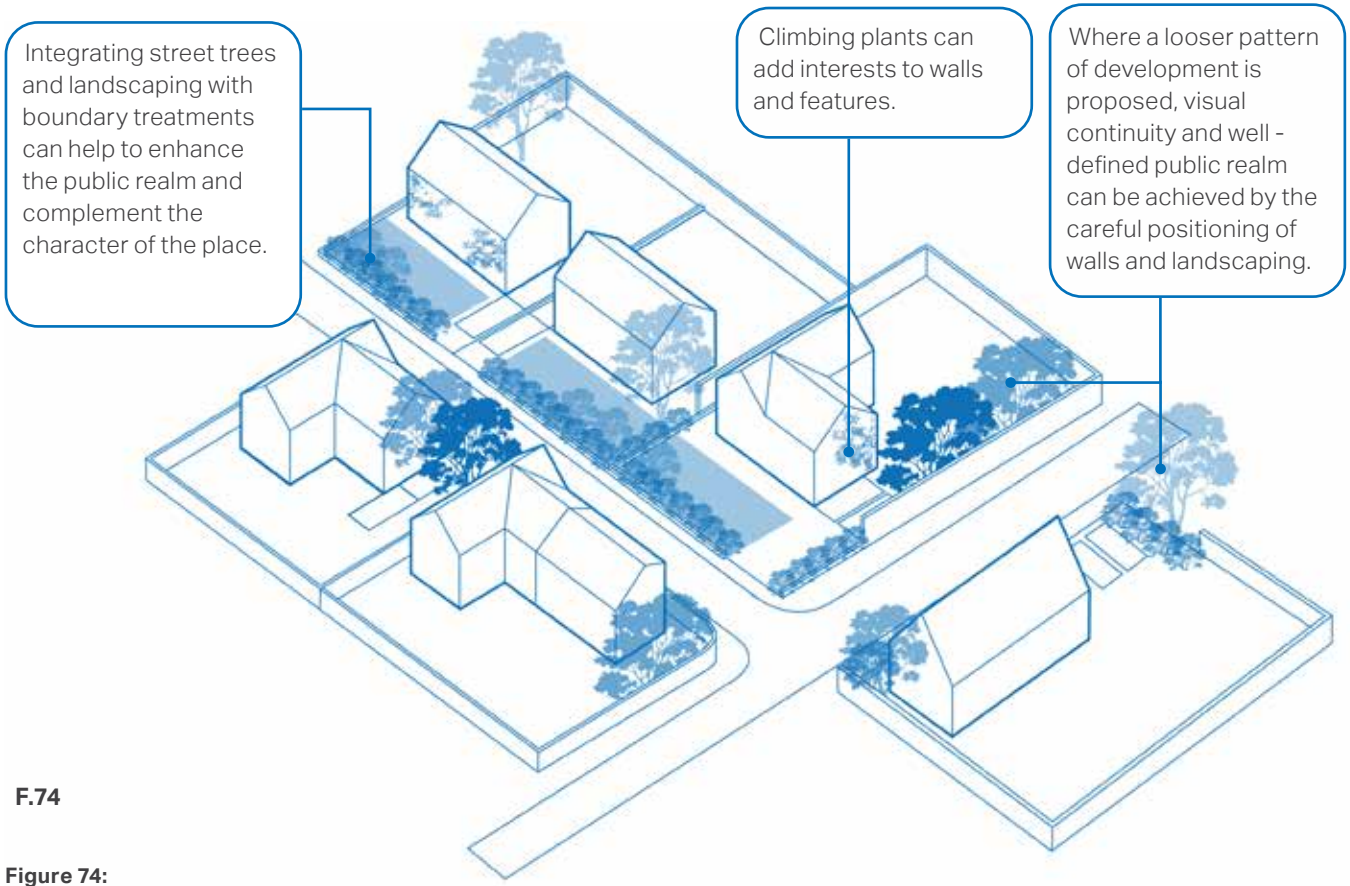


Figure 74:
Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure

F.75 | **Figure 75:** Local green spaces

3 LC. Local Character

4.4 Promote local character (LC)

A place's character can be made up of many different elements which come together to create a unique sense of place. Any proposal will need to respect the existing context as well as create attractive and resilient places that contribute positively to the villagescape, public realm and landscape setting of Copford.

These design principles describe the elements that contribute to Copford's character and new development should pay particular attention to the layout, form, scale, materials and detailing.

LC 01. Proportion and scale

LC 02. Enclosure

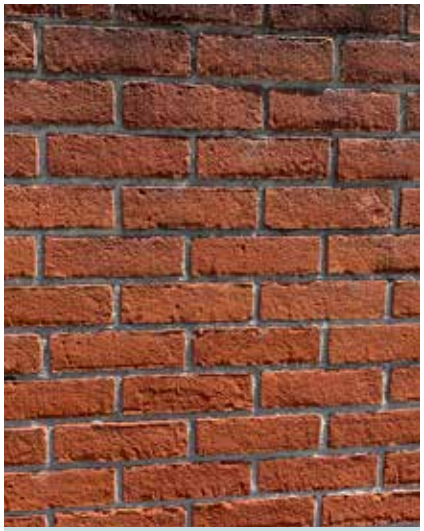
LC 03. Boundary treatment

LC 04. Building line and setback

LC 05. Roofline

LC 06. Extension and alteration

LC 07. Architectural details



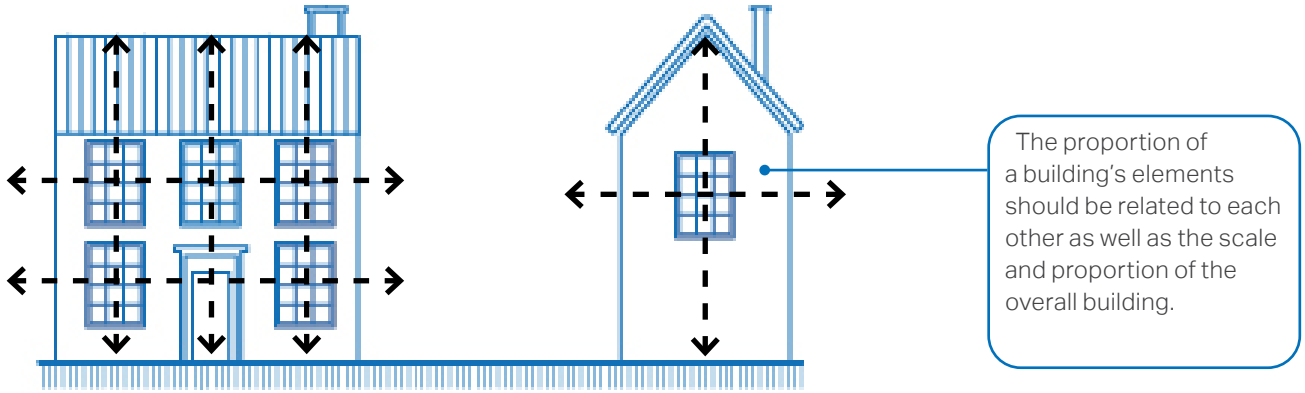
LC 08. Materials and colour palette

LC 09. Street lighting / dark skies

LC 01. Proportion and scale

The relationships between the building and its elements can provide visual interest and enhance the local character.

- The proportions of a building's elements should be related to each other as well as the scale and proportion of the building;
- The proportions should be dictated by and respond to the type of activity proposed as well as the composition of the existing streetscape;
- The front elevation of the buildings must be arranged in an orderly way to avoid creating cluttered facades; and
- Features such as windows, doors and solid walls should create vertical and horizontal rhythms along the façade providing variety.



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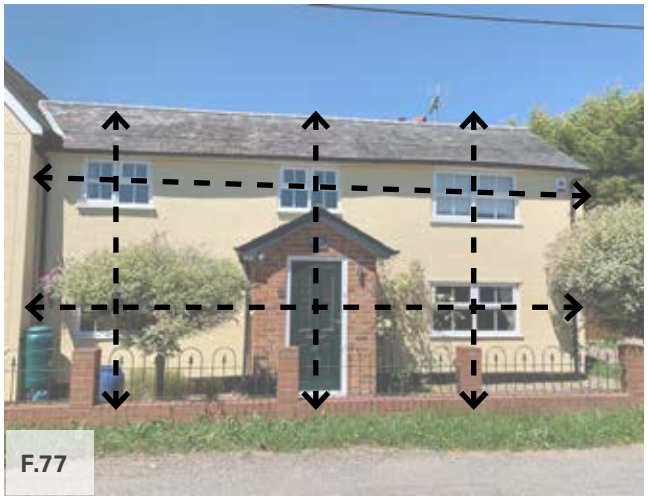

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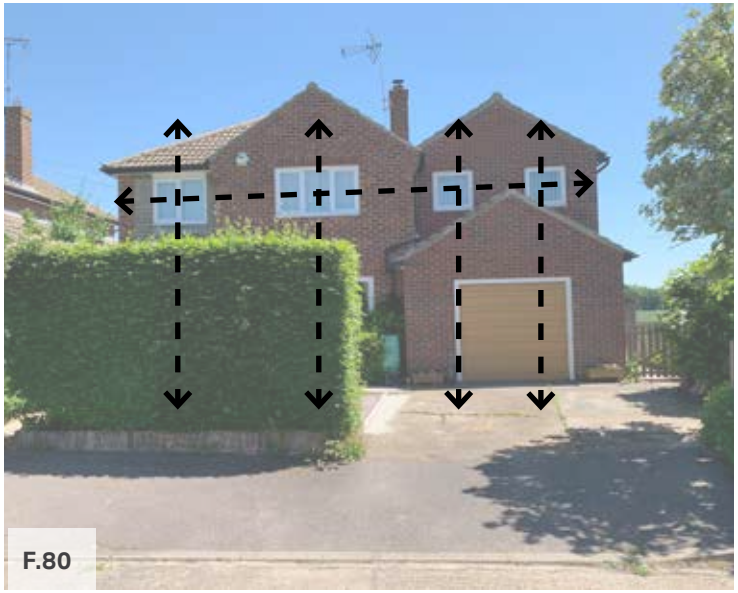
Figure 76:
Elevation showing typical building proportion in a detached house

Figure 77:
Horizontal and vertical rhythms providing diversity on Easthorpe



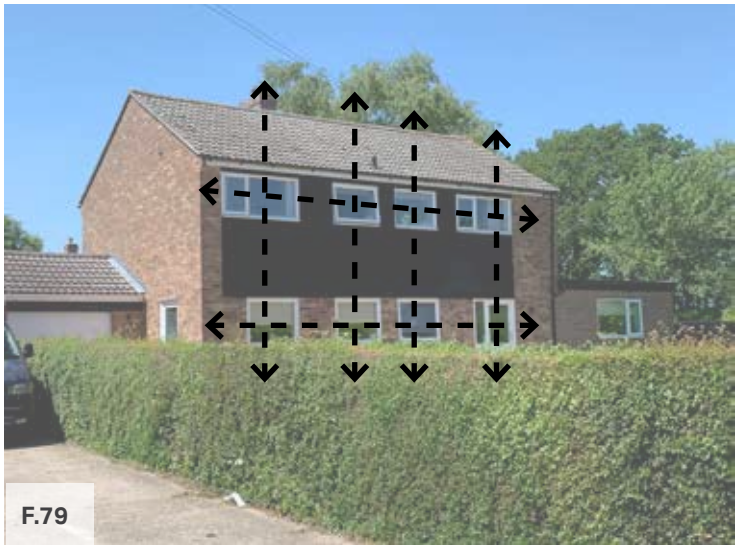


Figure 78:
The vertical and horizontal rhythms on Queensberry Avenue Character Area

Figure 79:
The building proportion on Orchard Close

Figure 80:
The building proportion on Allendale Drive

Figure 81:
Existing composition of a detached building on School Road

LC 02. Enclosure

Enclosure is the relationship between public spaces and the buildings or other features that surround them. A more cohesive and attractive urban form is achieved where this relationship is in proportion.

The following principles serve as general guidelines that should be considered to achieve a satisfactory sense of enclosure:

- Façades should have an appropriate ratio between the width of the street and the building height;
- Buildings should be designed to turn corners and terminate views;
- Narrow gaps between buildings must be avoided, they should be either detached/ semi-detached or properly linked;
- Building lines should run parallel to the back of the pavement;
- In places with lower density, the sense of enclosure is provided from the use of natural elements such as trees and hedges; and
- In the case of terraced buildings, it is recommended that a variety of plot widths, and facade alignments should be considered during the design process to create an attractive townscape.

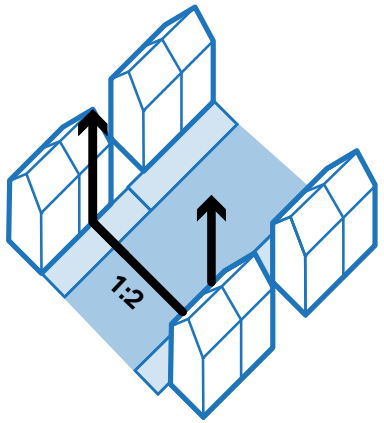


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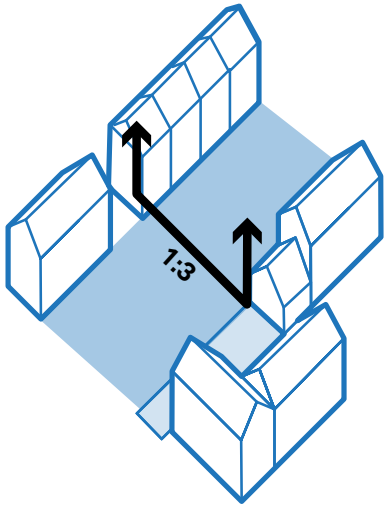
Figure 82:
Enclosure ratio on Easthorpe Road is about 1:2

Figure 83:
Enclosure ration on Wall Lane is 1:2 in Easthorpe



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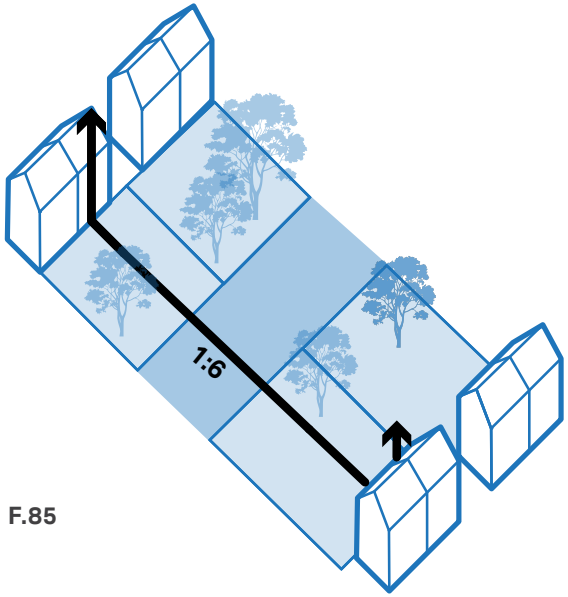

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Figure 84:
Enclosure ratio on Queensberry Avenue is typically 1:3

Figure 85:
Enclosure ratio on School Road can be more than 1:6

Figure 86:
The example of enclosure ration which is 1:3 on Queensberry Avenue

Figure 87:
The enclosure ratio on school Road is about 1:6

Figure 88:
Trees and hedgerows can play a crucial role to a sense of enclosure on Aldercar Road

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LC 03. Boundary treatment

- Buildings should ordinarily front onto streets. The building line can have subtle variations in the form of recesses and protrusions, but will generally follow a consistent line;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from adjacent buildings. This can be achieved by placing ground floor habitable rooms and upper floor windows facing the street;
- Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the village;

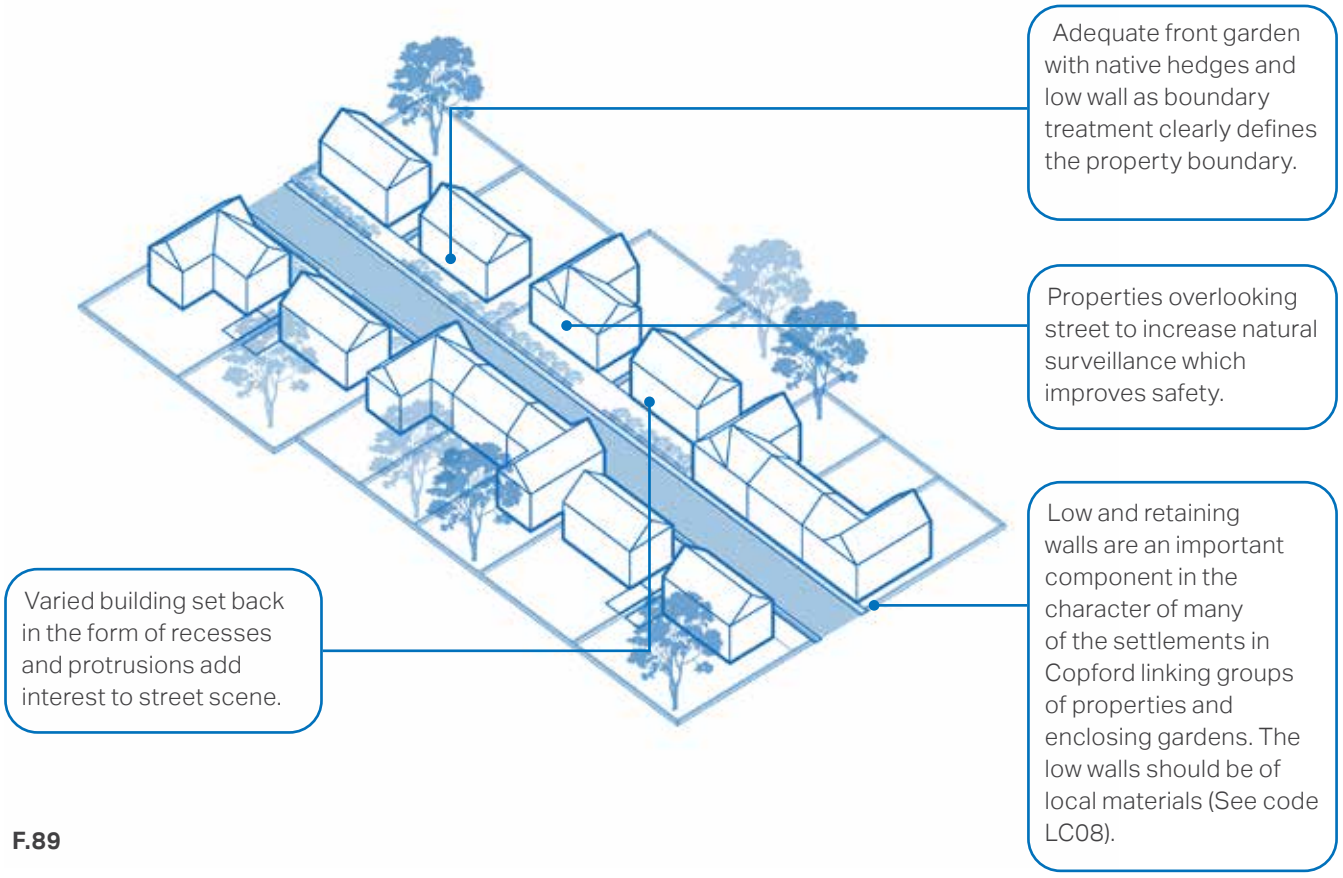


Figure 89:
Illustrative diagram showing boundary treatments

- Front gardens/soft planted shallow setbacks should be provided in most instances, although it is recognised that there are some parts of Copford where the prevailing character and form is one where buildings sit to the back of the footway/ highway;
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers; and
- Locally distinctive landscape features and planting, such as low wall boundary and hedges of native species should be used in new development to define boundaries. Any material that is not in keeping with the local character should be avoided.

Figure 90:
High quality white fences as boundary treatment

Figure 91:
Mix of red brick pillar and hedges as boundary treatment

Figure 92:
Mix of low brick and hedges as boundary treatment

LC 04. Building line and setback

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure private front threshold should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces and built environment.

Figure 93:
Consistent building line with adequate front garden on London Road

Figure 94:
Subtle changes in building lines with small front garden on Easthorpe Road

Figure 95:
Various setbacks along Orchard Close in Copford Green

LC 05. Roofline

Creating variety and interest in the roofscape is an important element in the design of attractive buildings and places. Traditional buildings within the Parish are unified by their simplicity of form, with gables and pitched roofs, which combined with variations in the height of eaves and ridges levels and the number of storeys, make an important contribution to defining the character of the area.

There are certain elements that serve as guidelines in achieving a well-designed roofscape:

- Interesting local traditions should be considered, such as slate and clay plain tiles and pantiles.
- The scale and pitch of the roof should always be in proportion with the dimensions of the building itself.
- Monotonous building elevations should be avoided, therefore, subtle changes in roofline can be achieved during the design process. Roof shapes and pitches must, however, employ a restrained palette on a given building; overly complex roofs must be avoided.
- Rooflines should respect view corridors and not obstruct them. They should also be considerate of topography and existing landmarks.

Figure 96:
The pitch roof proportion in keeping with the scale of buildings on London Road

Figure 97:
Subtle changes in roofline on Queensberry Avenue. Cross-gabled roof provide variety in roofscape

LC 06. Extension and alteration

There are a number of principles that residential extensions and conversions should follow to maintain character:

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided;
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.

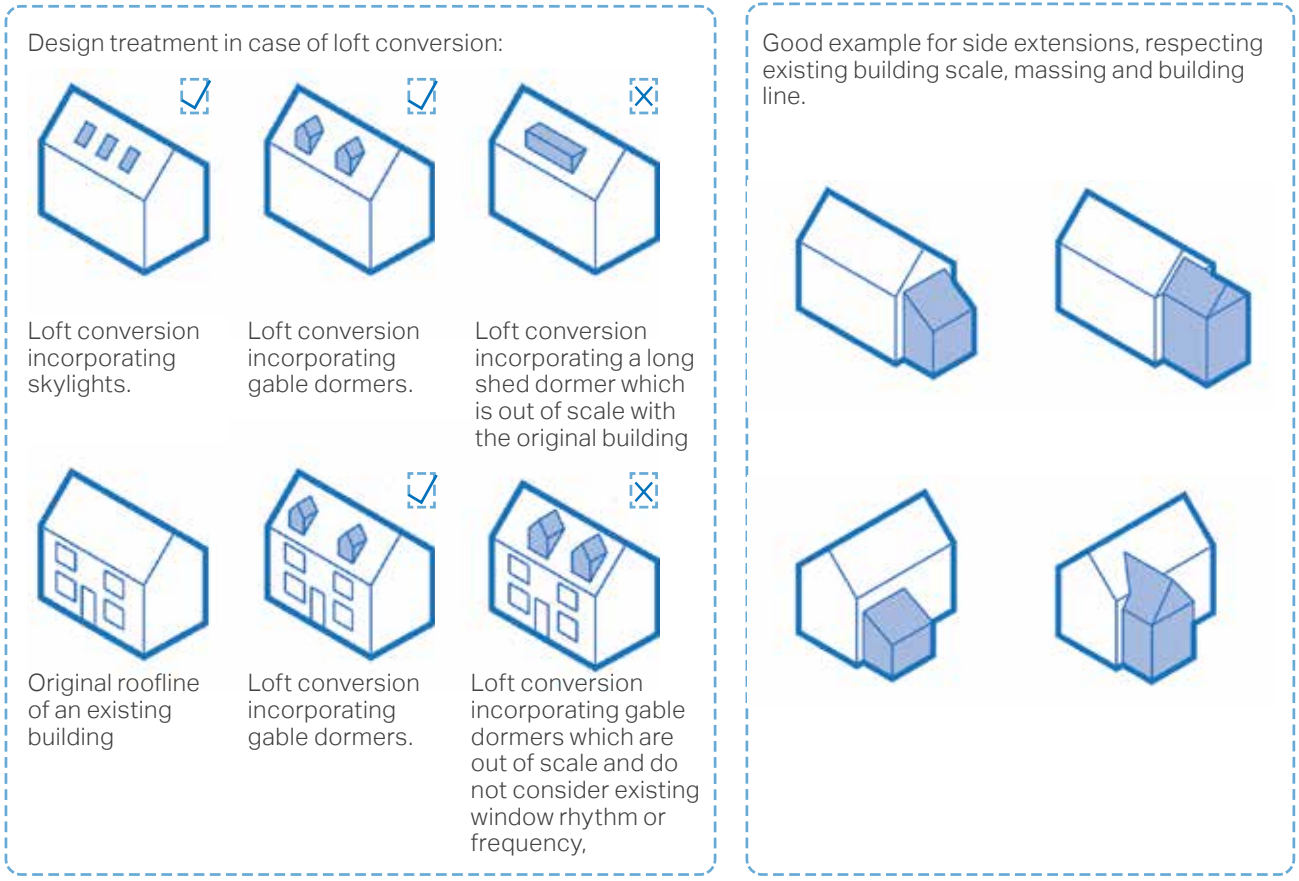


Figure 98:
Some examples for different type of building extensions

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as Conservation Areas;

Figure 99:
Positive example of side extension on Allendale Drive

Figure 100:
Extension using a different roof material

- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.

Figure 101:
Well-proportioned front extension on School Road

Figure 102:
Incongruous side extension

Figure 103:
A good example of side extension with the same colour tone as the main wall, and use of weatherboarding which is a local feature

Figure 104:
Large dormer

LC 07. Architectural details

There are diverse architectural styles in the parish ranging from 17th century cottages to 20th century detached houses.

Casement and bay windows, gable roof, half hipped roof are used in the properties. Some of the buildings have modern extensions and alterations. Uneven fenestration back to Georgian era is a feature in the Parish.

- New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.
- New developments should strive for good quality design that meets climatic targets for CO2 emissions and that can be constructed sustainability maximising opportunities for recycling.

Figure 105:
Little Cottage with leaded light windows and gault brick chimney stacks on School road

Figure 106:
Use of casement and awning windows on Easthorpe Road

Figure 107:
Detached house with sash window and chimney projections on London Road

Figure 108:
Cart Lodge, a timber framed and weatherboarded cart lodge with thatched hipped roof built in 17th century, a Grade II listed building on School Road

Figure 109:
Detached house with grey brick and bow window with red brick dressings on London Road

Figure 110:
Timber framed detached houses on Queensberry Avenue

Figure 111:
Easthorpe Hall, a Grade II* listed building with pink rendered wall and chimney projection on Easthorpe Road

LC 08. Materials and colour palette

There are a range of architectural styles used within the village for walls, roofscape and fenestration.

Common materials in the village are yellow, red bricks and timber frame. Weatherboarding, plaster, timber frame, gault brick, timber frame, painted brick, rendered elevations, grey brick cladding are used in the parish. The roof materials such as slate, plain tile, and thatched roof are predominant in the area. Some details such as bargeboards on roofscape, details of interest on entrances and doors can be seen.

- The materials and architectural detailing used in Copford contribute to historic character of the village;
- Architectural design shall reflect high quality local design references in both the natural and built environment and reflect and reinforce local distinctiveness; and
- Any future development proposals should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Wall

Warm red brick

Timber frame and yellow render

Pargeting

Grey weatherboarding

Painted brick

Gault brick

Fenestration

Casement window

Sash window

Box window

Bow window

Decorative porch

Lancet headed, leaded light window

Roof

Plain tile and red brick chimney stack

Thached roof

Pantile

Slate

Bargeboard and details

Gabled dormer

Colour palette

LC 09. Street lighting / dark skies

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements and reduce light pollution that disrupts the natural habitat and human health.

The following guidelines aim to ensure there is enough consideration given at the design stage:

- Street lighting should be avoided within areas of public realm, in line with existing settlement character;
- Ensure that lighting schemes will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;

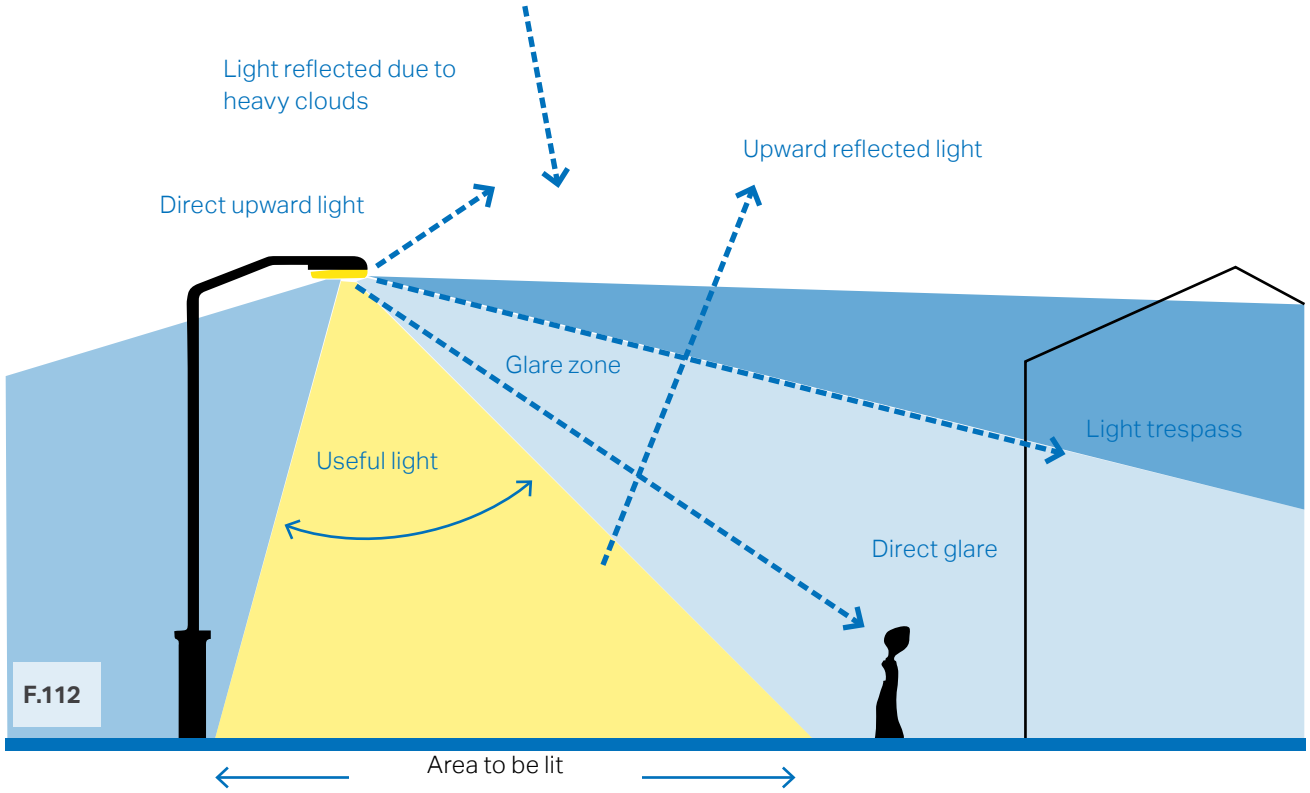


Figure 112:
Diagram to illustrate the different components of light pollution and what 'good' lighting means

- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this;
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists);
- Foot/cycle path light should be introduced sensitively and in harmony with surrounding rural landscape. Light fittings such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced. Full-height lighting should be avoided; and
- Any new developments and house extensions designs should encourage to use natural light sources.

4 BH. Built Heritage

4.5 Built heritage (BH)

This section provides guidance on the design of development, setting out the expectations that applicants for planning permission in the village will be expected to follow regard the built heritage.

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider historic context.

The local pattern of streets and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development.

It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

BH 01. Respect setting

BH 02. Respect the character

BH 01. Respect setting

- The historical relationships between the settlements churches, the halls, woodlands, mature oak trees and pub should be clearly defined;
- Protect the views of St. Michael's & All Angel's Church and St. Mary the Virgin Parish Church;
- Protect the character of the Parish by protecting views to the surrounding countryside and into the Parish; and
- Maximise opportunities for the restoration, enhancement and connection of natural habitats in accordance with the Essex Biodiversity Action Plan[1].

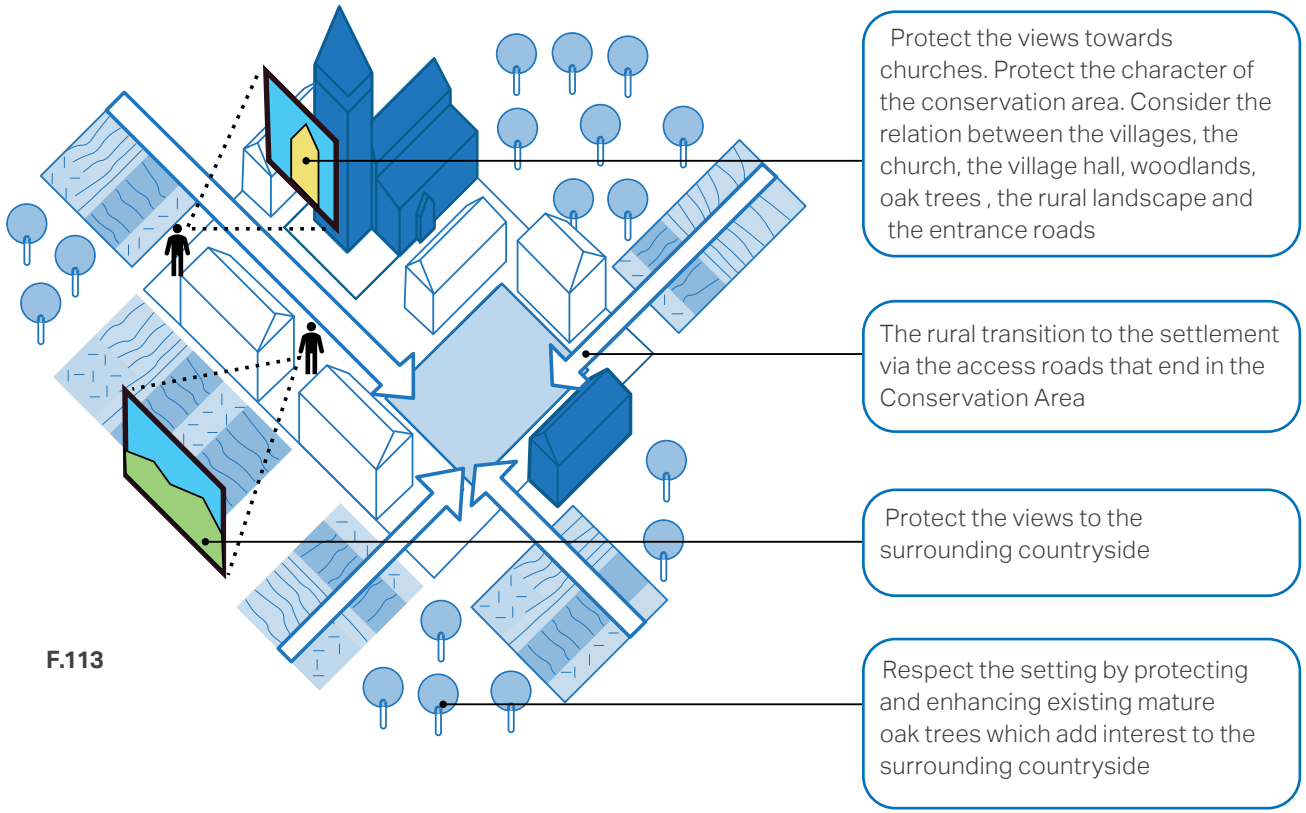


Figure 113:
Diagram to illustrate the different components of respecting the setting

1. http://www.planvu.co.uk/cbc/written/cpt9_dp.htm#dp21

BH 02. Respect the character

There are various architectural styles and diverse traditional materials within the conservation areas and numerous outstanding listed buildings within the Parish. Except from Church of St. Michael and All Angels and St. Mary the Virgin built in 12th century the rest of the listed buildings built from the 15th century onwards.

- Use traditional building materials and feature elements in any new developments, extensions and/ or refurbishment in the area such as red brick, weatherboarding, timber frame, rubbles, Roman brick, gault brick and grey brick cladding; and
- Encourage sue of current roof style and materials such as gabled, hipped roof style, slate, thatched and tiled materials.

Figure 114:
Weatherboarding and red brick for wall on Hall Road

Figure 115:
Timber frame and rendered walls on Queensberry Avenue

Figure 116:
Thatched roof style on Easthorpe Road

5 SM. Safe Movement

4.6 Safe movement (SM)

Safe movement looks at how to create safe, attractive and convenient connections around Copford and to the wider area utilising sustainable modes of transport where possible.

Walking and cycling should be encouraged to support growth, limit the negative impacts of traffic congestion on the roads and create direct and memorable routes.

In addition, public transport should be used to support active travel and provide improved links between places.

SM 01. Interconnected street network

SM 02. Traffic calming

SM 03. Parking typologies

SM 04. Legibility and signage

SM 01. Interconnected street network

The arrangement and grouping of buildings, the relationship between one building and another and with the street, open spaces and the surrounding area, are all important elements in defining the character of an area. Streets should be connected with each other and different travel options and routes should be considered.

Within Copford, London Road and School Road are heavily used and they spilling over into Allendale Drive and Queensberry Avenue.

- Proposal shall have regards the existing relationship between buildings and the street or other surrounding open spaces and how the siting and position of any new buildings can positively respond to this;
- Minimising the number of culs-de-sac should be encouraged to promote permeability. Also there should be a clear hierarchy of streets to facilitate different levels of activity. Streets should incorporate opportunities for landscaping, green infrastructure and sustainable drainage;
- The design of the street network should respond to the topography and natural desire lines;
- Proposing short and walkable distances which are usually to be within a 10 minute walk or a 5 mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, it must connect destinations and origins providing multiple access points where possible. These will encourage sustainable mode of transport; and
- Protected lanes of historic and/or landscape value such as Aldercar Road, shown in Figure 119, should be protected from development that would adversely affect their physical appearance or would give rise to a material increase in the amount of traffic using them[1] (See Apendix).

1. http://www.planvu.co.uk/cbc/written/cpt9_dp.htm#dp21

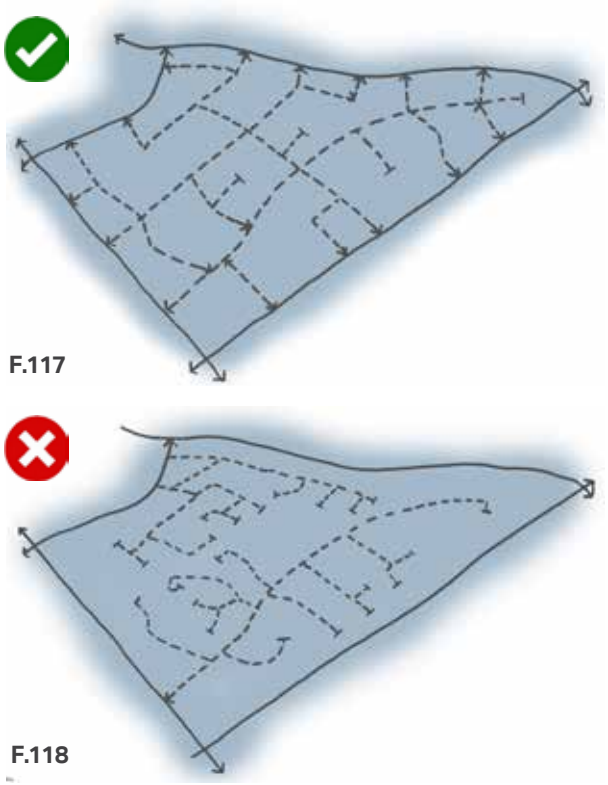
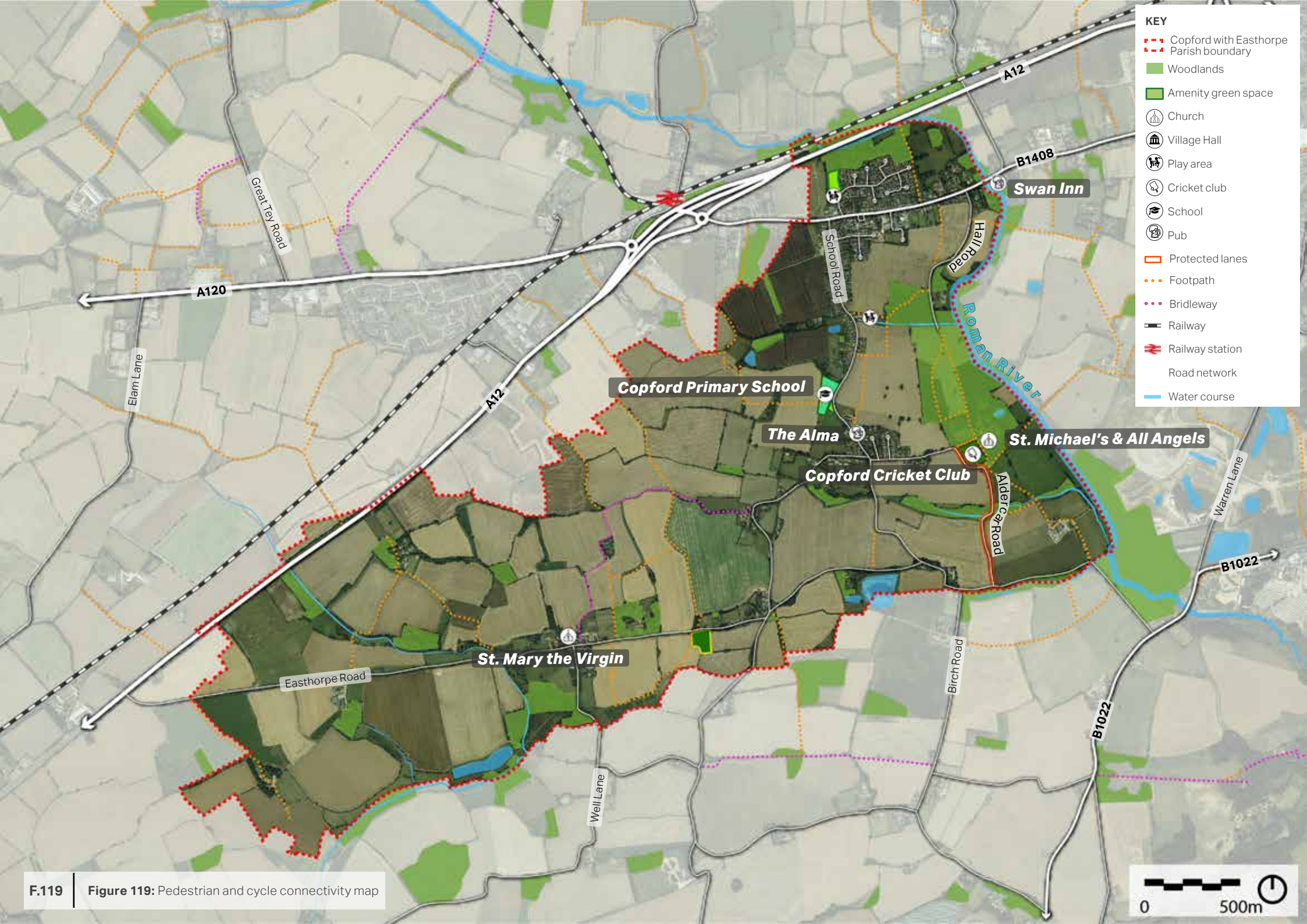


Figure 117:
A connected layout, with some d, balances sustainability and security aims in a walkable neighbourhood

Figure 118:
A layout dominated by d encourages reliance on the car for even local journeys



F.119 | **Figure 119:** Pedestrian and cycle connectivity map

SM02. Traffic calming

Traffic calming uses physical design and other measures to improve safety for everyone. These measures can be applied on roads that have traffic issues such as School Road, London Road, Allendale Drive and Queensberry Avenue.

It aims to encourage safer, more responsible driving and potentially reduce traffic flow. Paving materials in all traffic calming measures should contribute to the character of an area as a place to be read as a coherent whole.

Note that traffic calming is usually outside the remit of neighbourhood planning policies, unless as part of a wider planning application.

SM02.1. Speed bumps / humps and cushions

There are traffic calming devices that use vertical deflection to slow vehicle traffic to improve safety conditions.

SM02.2. Speed tables

A speed table is long flat-topped speed humps that slow vehicles more gradually than humps and provide safer conditions.

SM02.3. Raised pedestrian crossings

Raised pedestrian crossings act as speed tables, often situated at intersections, as well as improving the walking environment.

Figure 120:
An example of raised pedestrian crossing with a plateau in Hemel Hempstead

Figure 121:
Speed cushions

SM 03. Parking typologies

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of quality paving materials;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving.

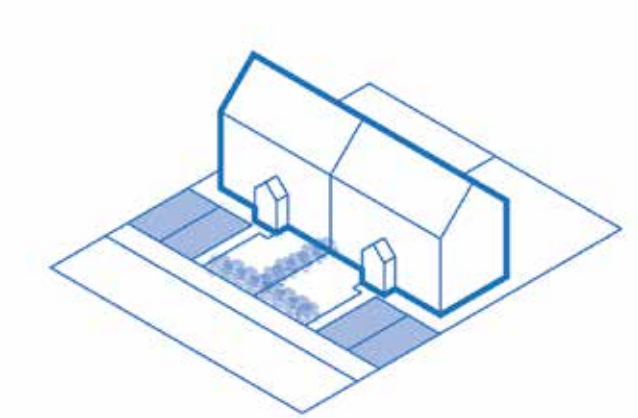
Figure 122:
On-plot garage parking on School Road

Figure 123:
On-plot parking on London Road

SM 03.1. On-plot side or front parking

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

F.124



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F.127

Figure 124:
Illustrative diagram showing an indicative layout of on-plot side parking

Figure 125:
Illustrative diagram showing an indicative layout of on-plot front parking

Figure 126:
On-plot side parking in Copford Green

Figure 127:
On-plot car parking on Easthorpe Road

SM 03.2. On-plot garage

- Where provided, garages must be designed either as free standing structures or as additive form to the main building. In both situations, it must complement and harmonise with the architectural style of the main building rather than forming a mismatched unit;
- Often, garages can be used as a design element to create a link between buildings and ensuring continuity of the building façade. However, it should be understood that garages are not prominent elements and they must be designed accordingly;
- It should be noted that many garages are not used for storing vehicles, and so may not be the best use of space; and
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

F.128

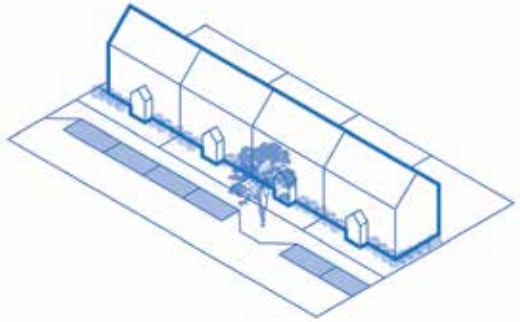
F.129

Figure 128:
Illustrative diagram showing an indicative layout of on-plot garage parking

Figure 129:
On-plot garage parking on Queensberry Avenue

SM 03.2. On-street parking

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of road and street furniture in the public and private realm.



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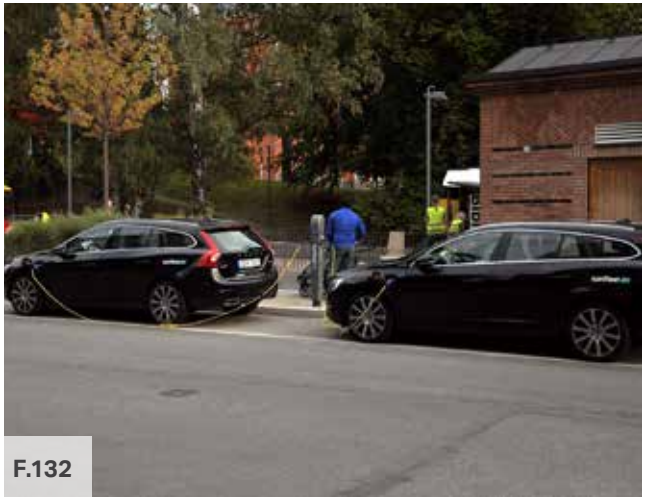

F.132

Figure 130:
Illustrative diagram showing an indicative layout of on-street parking

Figure 131:
On-street parking on school Road

Figure 132:
Inset on-street parking with electric vehicle charging points

SM 03.3. Parking courtyard

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courts should benefit from natural surveillance;
- Parking courts should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

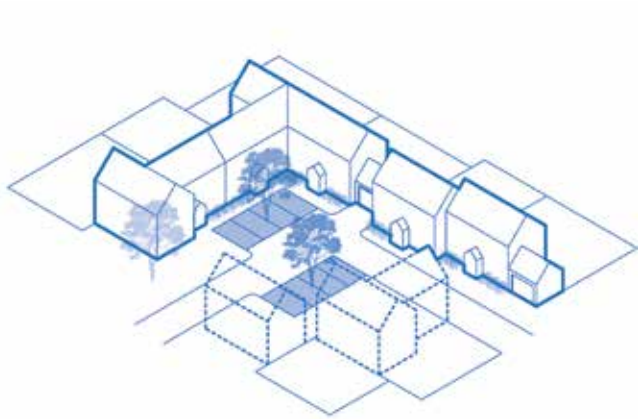

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Figure 133:
Illustrative diagram showing an indicative layout of parking courtyards

Figure 134:
An example of parking courtyard

SM 04. Legibility and signage

A legible and well signposted place is easier for the public to understand as people can orient themselves with visual landmarks and direct routes. Being able to navigate around a place makes people feel safer as well as offering a more pleasant living environment that functions well.

- Copford should use a variety of identifiable landmarks, gateways and focal points to create visual links and establish a clear hierarchy between places;
- The village should be complemented by distinctive architectural elements around gateways and nodes;
- New developments should be designed around a series of nodal points focusing on the relationship with the existing character areas as well as the surrounding landscape ; and
- Wayfinding must be clearly established throughout the village, particularly along pedestrian and cycle routes and should be designed to complement and not clutter the public realm.

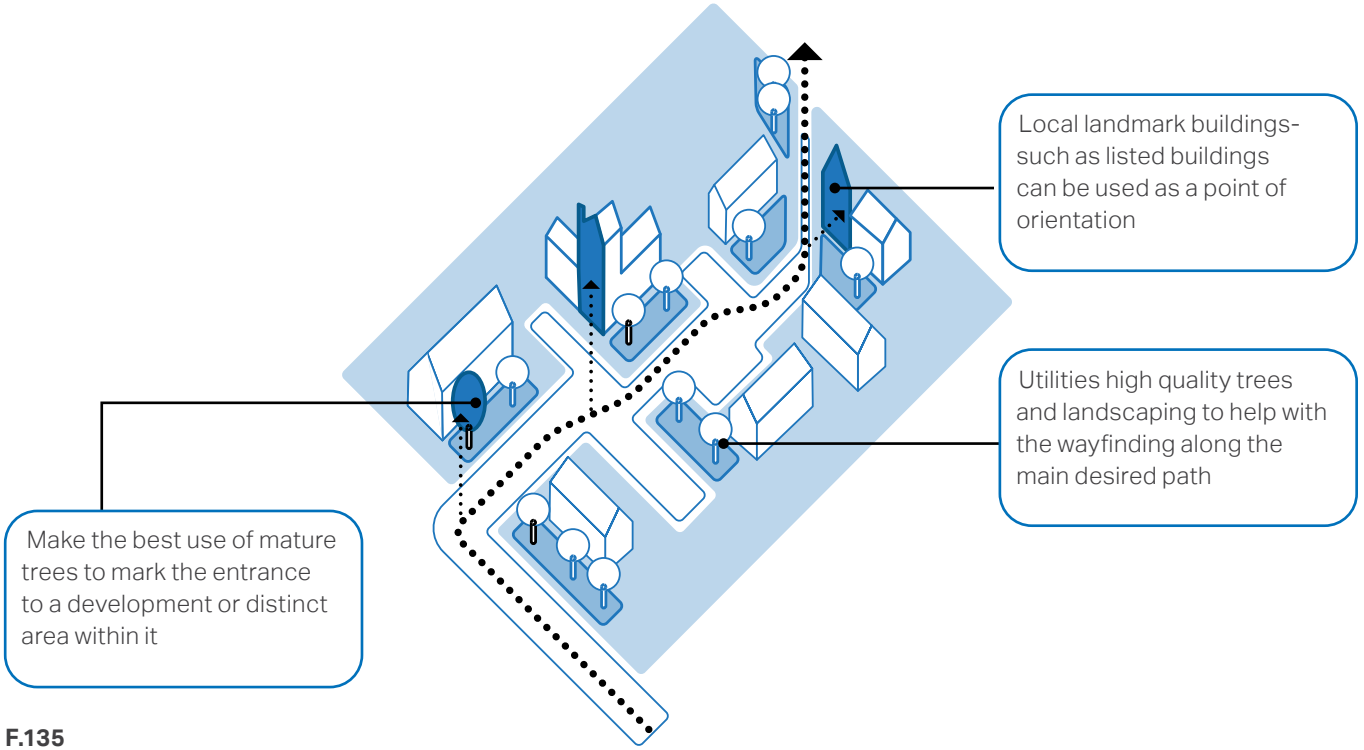

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Figure 135:
Diagram showing the wayfinding elements in public realm

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Figure 136:
Copford signage

Figure 137:
An example of the signage in Copford Green Character Area to promote wayfinding

Figure 138:
A footpath signage next to St. Michael's & All Angel's Church

Figure 139:
Little Cottage as focal point

6 SU. Sustainability

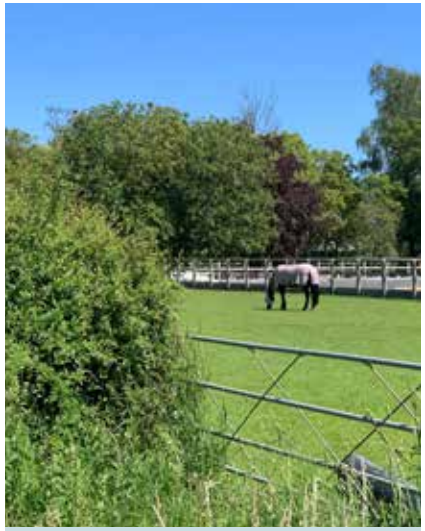
4.7 Sustainability (SU)

New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon source and associated infrastructure, including community-led initiatives.

New developments must strive for good quality design that meets climatic targets for CO2 emissions and that can be constructed sustainably maximising opportunities for recycling.

This section introduces energy efficient technologies and strategies that could be incorporated in buildings, landscapes and neighbourhoods.

SU 01. Energy efficient housing and energy production



SU 02. Biodiversity

SU 03. Sustainable drainage (SUDS)

SU 04. Permeable pavements

SU 01. Energy efficient housing and energy production

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader Parish design scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

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

F.140

Existing homes

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

Existing and new build homes

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

Figure 140:
Diagram showing low-carbon homes in both existing and new build conditions.

SU 02. Biodiversity

Copford has a rich and varied landscape character. There are natural features and assets, such as Gravel Pit Wood oak trees, woodlands, hedgerows, verges, front and back gardens. They all contribute to provide habitats for biodiversity to flourish. Therefore, any new development or any change to the built environment should:

- Protect and enhance woodlands, hedges, oak trees and road verges, where possible. Natural tree buffers should also be protected when planning for new developments;
- Avoid abrupt edges to development with little vegetation or landscape on the edge of the settlement and, instead, aim for a comprehensive landscape buffering;
- Strengthen biodiversity and the natural environment and the habitats for the existing range of animals, including

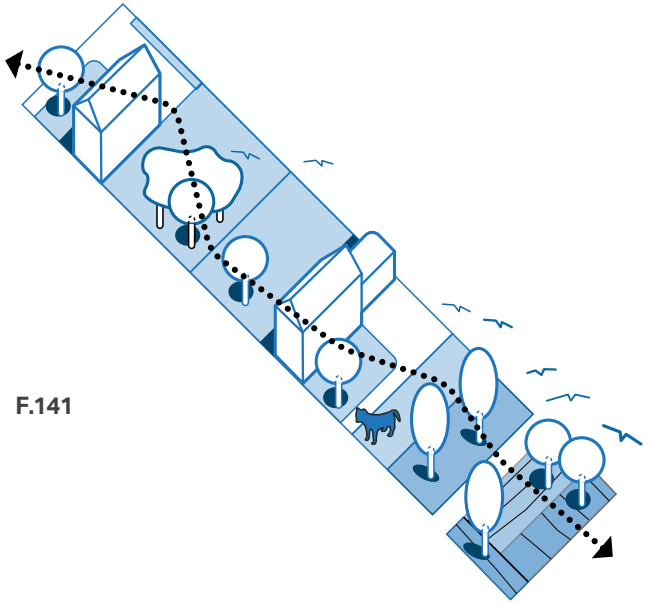


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Figure 141:
Diagram to highlight the importance of creating wildlife corridors.

Figure 142:
Existing biodiversity around Easthorpe

Figure 143:
Existing biodiversity on Rectory Road

deer, rabbits, foxes, badgers and green woodpeckers.

- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;
- Include the creation of new habitats and wildlife corridors and enhancing the existing Colchester wildlife sites in the schemes. This could be by aligning back and front gardens or installing bird boxes or bricks in walls;
- Propose wildlife corridors in the surrounding countryside by proposing new green links and improving the existing ones. This will enable wildlife to travel to and from foraging areas and their dwelling areas; and
- Protect mature and veteran trees such as oak trees, wide green verges and species-rich hedgerow as they are essential for biodiversity. Hedgerows in particular, provide habitat for the fauna and contribute also to prevent soil erosion.

Figure 144:
Examples of a bughouse decorating rear gardens or public green spaces.

Figure 145:
Examples of a frog habitat decorating rear gardens or public green spaces.

SU 03. Sustainable drainage (SUDS)

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. A number of overarching principles can however be applied:

- Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down so that it does not

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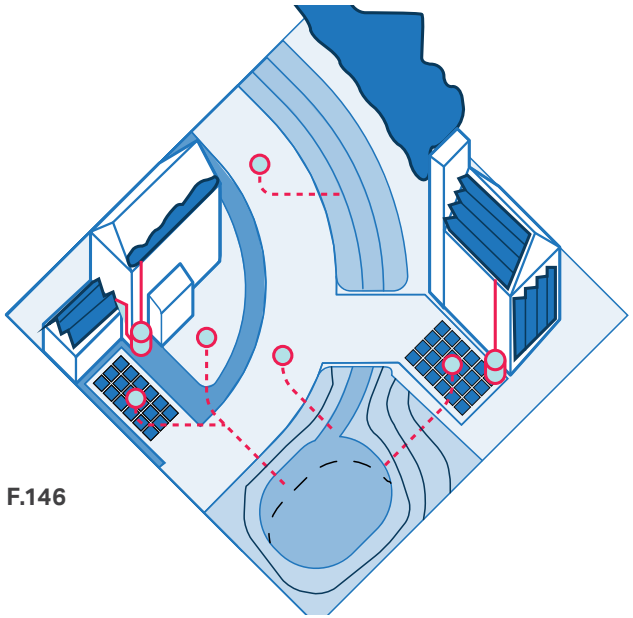


Figure 146:
Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

overwhelm water courses or the sewer network;

- Integrate into development and improve amenity through early consideration in the development process and good design practices;
- SuDS are often as important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;
- Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water whilst increasing the biodiversity value of the area;
- Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and
- SuDS must be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Figure 147:
Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden

SU 04. Permeable pavements

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding. Permeable pavements offer a solution to maintain soil permeability while performing the function of conventional paving. The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries. In addition, permeable pavement must also:

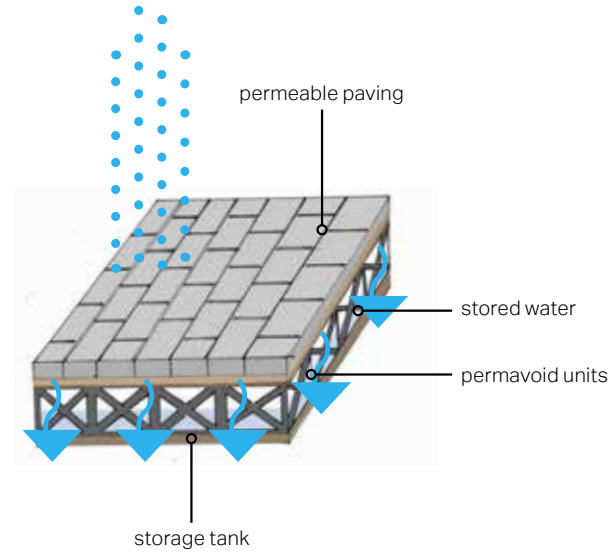
- Flood and Water Management Act 2010, Schedule 3;[1]

[1] Great Britain (2010). *Flood and Water Management Act, Schedule 3*. Available at: http://www.legislation.gov.uk/ukpga/2010/29/schedule/3

- The Building Regulations Part H – Drainage and Waste Disposal;[2]
- Town and Country Planning (General Permitted Development) (England) Order 2015;[3]

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;[4]
- The SuDS Manual (C753);[5]
- BS 8582:2013 Code of practice for surface water management for development sites;[6]
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;[7] and
- Guidance on the Permeable Surfacing of Front Gardens.[8]



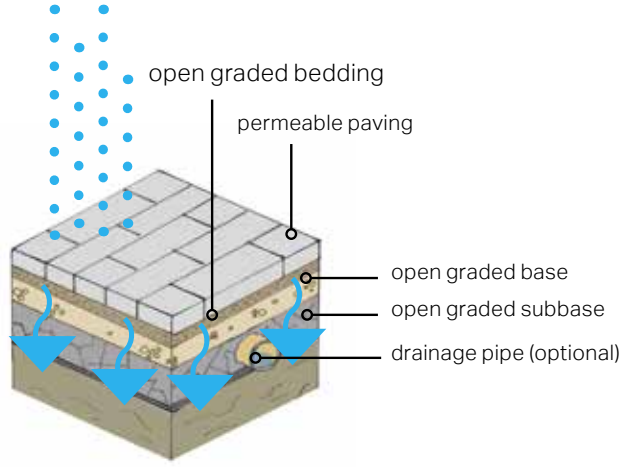


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Figure 148: Diagrams illustrating the functioning of a soak away.

[2] Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

[3] Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf

[4] Great Britain. Department for Environment, Food and Rural Affairs (2015). *Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf

[5] CIRIA (2015). *The SuDS Manual (C753)*.

[6] British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266

[7] British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers*. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352

[8] Great Britain. Ministry of Housing, Communities & Local Government (2008). *Guidance on the Permeable Surfacing of Front Gardens*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf

Checklist

05

5. Checklist

Because the design guidance and codes in this chapter cannot cover all design eventualities, this section provides a number of questions based on established good practice against which the design proposal should be evaluated.

5.1. General questions to ask and issues to consider when presented with a development proposal

The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has taken into account the context and provided an adequate design solution.

As a first step there are a number of ideas or principles that should be present in all proposals. These are listed under "General design guidelines for new development." Following these ideas and principles, a number of questions are listed for more specific topics on the following pages.

1

General design guidelines for new development:

- Does the design respond to the existing settlement pattern and avoid coalescence in order to respect the character?
- How does it integrate with existing paths, streets, and circulation networks?
- Does it reinforce or enhance the established character of streets, greens and other spaces?
- Does it harmonise and enhance the physical form, architecture and land use of the existing settlement?
- Does it retain and incorporate important existing features into the development?
- Does it respect surrounding buildings in terms of scale, roofline, height, form, and density?
- Does it enhance and reinforce the property boundary treatments?
- Are contextually appropriate materials and details adopted?
- Does it provide adequate open space for the development in terms of both quantity and quality?
- Does it incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features?
- Do all components e.g. buildings, landscapes, access routes, parking and open space relate well to each other?
- Does it aim for innovative design and eco-friendly buildings while respecting the architectural heritage and tradition of the area and integrating them with future development.?
- Does it implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources?

2

Street grid and layout:

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

3

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?
- Does the proposal maintain or enhance any identified views or views in general?
- How does the proposal affect the trees on or adjacent to the site?
- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.
- Has the proposal been considered within its wider physical context?
- Has the impact on the landscape quality of the area been taken into account?
- In rural locations, has the impact of the development on the tranquility of the area been fully considered?
- How does the proposal affect the character of a rural location?
- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?
- Can any new views be created?
- Is there adequate amenity space for the development?
- Does the new development respect and enhance existing amenity space?
- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

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

5

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles?
- If any of the buildings were to be heated by an individual air source heat pump (ASHP), is there space to site it within the property boundary without infringing on noise and visual requirements?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night to reduce peak loads? And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

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

7

Building heights and roofline:

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

8

Household extensions:

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

8

Household extensions:

- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials and surface treatment

- What are the characteristics of the roofline?
- Have the proposals paid careful attention to height, form, massing and scale?
- If a higher than average building(s) is proposed, what would be the reason for making the development higher?
- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?
- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective?If so, can they be screened from view, being careful not to cause over shading?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design?For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?
- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?
- Has planting been considered to soften the presence of cars?
- Does the proposed car parking compromise the amenity of adjoining properties?
- Have the needs of wheelchair users been considered?
- Can electric vehicle charging points be provided?
- Can secure cycle storage be provided at an individual building level or through a central / communal facility?
- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

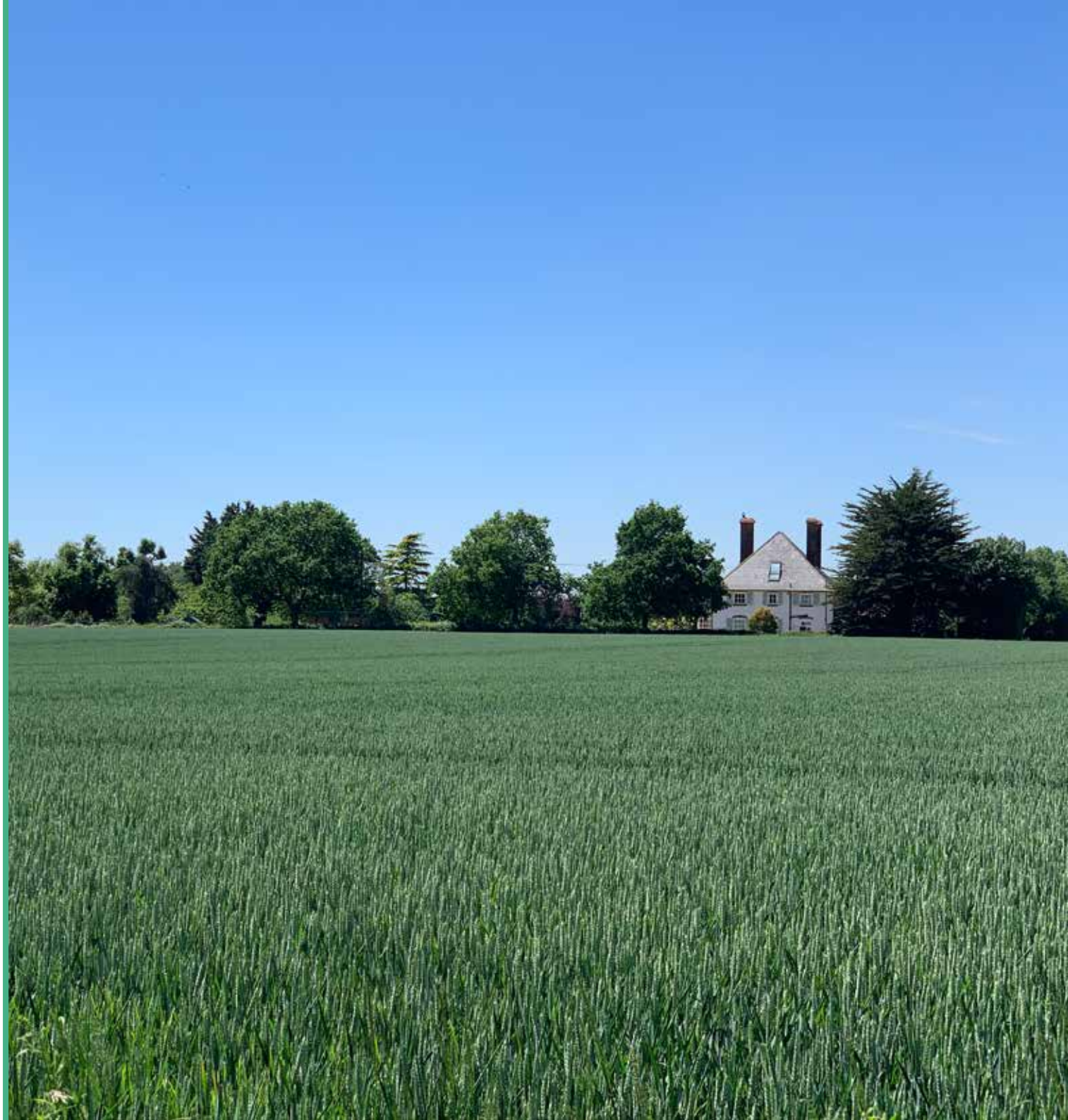
11

Architectural details and design:

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

Delivery

06



6. Delivery

The Design Guidance and Codes will be a valuable tool in securing context-driven, high quality development within Copford and Easthorpe Parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

Actors	How They Will Use the Design Guidelines
Applicants, developers, and 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 Guidance and Codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidance and Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

Appendix

POLICY REVIEW

Appendix. Policy review

This section highlights the key adopted and emerging planning policies relevant to the design codes included in this document. It should be read in conjunction with the Chapter 2 Policy Review of this Report.

Colchester Borough Council Adopted Core Strategy 2014 Focused Review

Policy SD1 Sustainable Development Locations seeks to promote sustainable and development and regeneration to deliver at least 14,200 jobs between 2001 and 2021 and at least 19,000 homes between 2001 and 2023.It seeks to sustain the character and vitality of small towns, villages and the countryside, and development will be expected to achieve a high standard of design, sustainability and compatibility with local character. Copford is identified as a village in the settlement hierarchy.

Policy H2 Housing Density states that the Borough Council will seek housing densities that make efficient use of land and relate to the context. In locations with lesser access to centre and public transport, more moderate densities is considered to be appropriate. The density of developments also needs to be informed by the provision of open space and parking, the character of the area and the mix of housing. New developments must enhance local character and optimise the capacity of accessible locations.

Policy H3 Housing Diversity requires development to provide a mix of housing types to suit a range of different households informed by an appraisal of community context and housing need.

Policy H4 Affordable Housing seeks to secure 20% of new dwellings to be provided as affordable housing.

Policy UR2 Built Design and Character seeks to promote and secure high quality and inclusive designs in all developments. The design of development should be informed by context appraisals and should create places that are locally distinctive, people-friendly, provide natural surveillance to design out crime, and which enhance the built character and public realm of the area. High-quality design should also create well-integrated places that are usable, accessible, durable and adaptable.

Policy UR2 also encourages creative design to inject visual interest and to showcase innovative sustainable construction methods. It also seeks to protect features that contribute positively to the character of the built environment.

Policy PR1 Open Space requires all new homes to provide easy access to private or communal open space. New developments

are also required to provide for recreational needs of new communities and mitigate impact son existing communities. The area of open space should be informed by the needs of residents, accessibility of the location and the impact of site development on biodiversity.

Policy PR2 People-friendly Streets seeks to promote and secure attractive, safe, inclusive and people-friendly streets which will encourage more walking,cycling, recreation and local shopping. A list of improvement strategies are referenced in the policy, including:

- Quality pavements and well-coordinated street furniture;
- Improvements to footpaths and cycle routes;
- Street trees and well-maintained landscaping;
- Clear and minimal signage;
- Traffic management schemes;
- Shared spaces and home zones;
- Cycle paths;
- Crime deterrence and safety measures, including lighting and CCTV; and
- Public art.

Policy TA5 Parking requires development to manage parking to accord with the accessibility of the location and to ensure people-friendly street environments.

Policy ENV1 Environment seeks to conserve and enhance Colchester's natural and historic environment, countryside and coastline.

Policy ENV2 Rural Communities requires the design and construction of new village development to be high quality in all aspects, including design, sustainability and compatibility with the distinctive character of the locality. Development should also contribute to the local community through the provision of relevant community needs such as affordable housing, open space, local employment, and community facilities.

Policy ER1 Energy, Resources, Waste, Water and Recycling encourages new development to provide over 15% of energy demand through local renewable and local carbon technology sources. Sustainable construction techniques will also need to be employed in tandem with high quality design and materials to reduce energy demand, waste and the use of natural resources. Residential dwellings are encouraged to achieve a minimum of 3 star rating in accordance with the Code for Sustainable Homes. It will support zero carbon homes from 2016.

Colchester Borough Council Adopted Development Policies 2014 Focused Review

Policy DP1 Design and Amenity requires all development to be designated to a high standard avoiding unacceptable impacts on amenity and demonstrating social, economic and environmental sustainability. Development proposals are required to demonstrate that they and associated ancillary activities will:

- Respect and enhance the character of the site, its context and surroundings in terms of its architectural approach, height, size, scale, form, massing, density, proportions, materials, townscape and/or landscape setting, and detailed design features. Wherever possible development should remove existing unsightly features as part of the overall development proposal;
- Provide a design and layout that takes into account the potential users of the site including giving priority to pedestrian, cycling and public transport access, and the provision of satisfactory access provision for disabled people and those with restricted mobility;
- Protect existing public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance, pollution (including light and odour pollution), daylight and sunlight;
- Create a safe and secure environment
- Respect or enhance the landscape and other assets that contribute positively to the site and the surrounding area;
- Incorporate any necessary infrastructure and services including recycling and waste facilities and, where appropriate, Sustainable Drainage Systems (SuDS), and undertake appropriate remediation of contaminated land; and
- Take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption.

Policy DP2 Health Assessments requires all development to be designed to promote healthy lifestyles.

Policy DP12 Dwellings Standard states that residential development will be guided by high standard for design, construction and layout, with regard to the following:

- The avoidance of adverse overshadowing between buildings or over neighbouring land uses, and of other adverse microclimatic effects resulting from medium and high rise buildings at a high density;
- Acceptable levels of daylight to all habitable rooms and no single aspect north-facing homes;
- Acceptable levels of privacy for rear-facing habitable rooms and sitting-out areas;
- A management and maintenance plan to be prepared for multioccupancy buildings and implemented via planning conditions to ensure the future maintenance of the building and external spaces;
- Flexibility in the internal layout of dwellings to allow adaptability to different lifestyles;
- Vehicle parking (including secure cycle and motorcycle parking) to an appropriate standard, as set by Essex County Council and policy DP19, and provided in a

visually acceptable manner. In the case of flats, secure cycle storage should be incorporated into flat blocks and readily located at the building entrances; and

- An accessible bin and recycling storage area, and external drying areas.

Policy DP14 Historic Environment Assets seeks to protect and enhance the historic environment, heritage assets and any features of specific historic, archaeological, architectural and artistic interests.

Policy DP16 Private Amenity Space and Open Space Provision for New Residential Development requires all new residential development to provide high-standard private amenity space where the sitting, orientation, size and layout make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. It should avoid significant overlooking.

In Copford, the following private amenity space standards shall apply:

For houses:

- One or two bedroom houses – a minimum of 50m^2;
- 3 bedroom houses – a minimum of 60m^2; and
- 4 bedroom houses – a minimum of 100m^2;

For flats:

- a minimum of 25m^2 per flat provided communally (where balconies are provided the space provided may be taken off the communal requirement).

All new residential development will also be expected to provide new public areas of accessible strategic or local open space. The levels of provision will depend on the location of the proposal and nature of open space needs in the area, but at least 10% of the gross site area should be provided as useable open space.

Policy DP19 Parking Standards refers to the Essex Planning Officers Association Vehicle Parking Standards (part of the adopted SPD). For residential uses, specifically, a minimum of 1 car parking space should be provided for each 1-bedroom dwelling or 2 car parking spaces for each dwelling of 2 or more bedrooms, in addition to 0.25 spaces per dwelling for visitors. Cycle parking will be required for all developments. Provision must also be made for disabled and motorcycle parking.

Policy DP20 Flood Risk and Management of Surface Water Drainage requires all proposals to incorporate measures for the conservation and sustainable use of water.

Policy DP21: Nature Conservation and Protected Lanes Development proposals where the principal objective is to conserve or enhance biodiversity and geodiversity interests will be supported in principle. For all proposals, development will only be supported where it:

- Is supported with acceptable ecological surveys where appropriate. Where there is reason to suspect the presence of protected species, applications should be accompanied by a survey assessing their presence and, if present, the proposal must be sensitive to, and make provision

for, their needs;

- Will conserve or enhance the biodiversity value of greenfield and brownfield sites and minimise fragmentation of habitats;
- Maximises opportunities for the restoration, enhancement and connection of natural habitats in accordance with the Essex Biodiversity Action Plan; and
- Incorporates beneficial biodiversity conservation features and habitat creation where appropriate.

Additionally, proposals for development that would cause direct or indirect adverse harm to nationally designated sites or other designated areas or protected species will not be permitted unless:

- They cannot be located on alternative sites that would cause less harm;
- The benefits of the development clearly outweigh the impacts on the features of the site and the wider network of natural habitats;
- Satisfactory prevention, mitigation and compensation measures are provided;
- Protected Lanes of historic and/or landscape value shown on the Proposals Map will be protected from development that would adversely affect their physical appearance or would give rise to a material increase in the amount of traffic using them; and
- The significance of other historic landscape features should be considered and, where appropriate, assimilated in new development.

Colchester Borough Local Plan 2013-2033 Section 1 north Essex Authorities' Shared Strategic Section 1 Plan (Adopted February 2021)

Policy SP7 Place Shaping Principles states that all new development must meet high standards of urban and architectural design, and should reflect the following place shaping principles where applicable:

- Respond positively to local character and context to preserve and enhance the quality of existing places and their environs;
- Provide buildings that exhibit individual architectural quality within well-considered public and private realms;
- Protect and enhance assets of historical or natural value;
- Incorporate biodiversity creation and enhancement measures;

- Create well-connected places that prioritise the needs of pedestrians, cyclists and public transport services above use of the private car;
- Provide a mix of land uses, services and densities with well-defined public and private spaces to create sustainable well-designed neighbourhoods;
- Enhance the public realm through additional landscaping, street furniture and other distinctive features that help to create a sense of place;
- Provide streets and spaces that are overlooked and active and promote inclusive access;
- Include parking facilities that are well integrated as part of the overall design and are adaptable if levels of private car ownership fall;
- Provide an integrated and connected network of biodiverse public open space and green and blue infrastructure, thereby helping to alleviate recreational pressure on designated sites;
- Include measures to promote environmental sustainability including addressing energy and water efficiency, and provision of appropriate water and wastewater and flood mitigation measures including the use of open space to provide flora and fauna rich sustainable drainage solutions; and
- Protect the amenity of existing and future residents and users with regard to noise, vibration, smell, loss of light, overbearing and overlooking.

Emerging Colchester Borough Local Plan 2017-2033 Publication Draft (June 2017)

Policy SG1 Colchester's Spatial Strategy provides the spatial hierarchy of development in Coclchester. Copford and Copford Green is identified as a sustainable settlement which is expected to deliver appropriate growth. Easthorpe is identified as 'other villages', where new development will only be acceptable where it accords with policies OV1 and OV2.

Policy ENV1 Environment seeks to conserve and enhance Colchester's natural and historic environment, countryside ad coastline.

Policy ENV3 Green Infrastructure seeks to protect, enhance and deliver a comprehensive green infrastructure network across the Borough.

Policy CC1 Climate Change sets out a list of measures to achieve a low carbon feature for Colchester, including through encouraging design and construction techniques which contribute to climate change mitigation and adaptation by using landform, layout, building orientation, massing, tree planting and landscaping to minimise energy consumption and provide resilience to a changing climate.

Policy SC3 Transport seeks to protect, enhance and deliver a comprehensive green infrastructure network across the Borough.

Policy DM1 Health and Wellbeing requires all development to be designed to help promote healthy lifestyles.

Policy DM8 Affordable Housing requires 30% of new dwellings on housing developments of more than 10 dwellings in urban areas and above 5 units in designated rural areas to be provided as affordable housing.

Policy DM9 Development Density supports densities that make efficient use of land and relate to the specific opportunities and constraints of proposed development sites, having regard to:

- The character of the site and its immediate surroundings, as well as the wider locality, including where applicable the setting of important heritage assets;
- The adequacy of the access and the local road network to accommodate the traffic likely to be generated by the proposed development as well as the scope to enhance walking and cycling access to local amenities and public transport;
- The existing landscaping, trees and hedgerows on the site and the need for further landscaping;
- The provision of appropriate on-site amenities to serve the development in accordance with policy SG6 and any relevant adopted guidance including the provision of open space and sustainable drainage facilities where suitable;
- The provision of appropriate parking to serve the development in accordance with the relevant standards and policy DM22;
- An adequate standard of residential accommodation being provided for future occupants in accordance with policy DM12; and
- An appropriate mix and type of housing as informed by the various housing policies set out in the Local Plan.

Policy DM10 Housing Diversity seeks to secure a range of housing types and tenures across the Borough to create inclusive and sustainable communities.

Policy DM12 Housing Standards support high standards of design, construction and layout of residential development. Key considerations set out in the policy include:

- New buildings or extensions should be designed to minimise the overshadowing of neighbouring properties as well as to avoid other adverse microclimatic effects;
- Acceptable levels of daylight to all habitable rooms and no single aspect north-facing homes;
- Acceptable levels of privacy for rear-facing habitable rooms and sitting-out areas;
- A management and maintenance plan to be prepared for multioccupancy buildings and implemented via planning conditions to ensure the future maintenance of the building and external spaces;
- Internal space standards demonstrated to be in accordance with the National Described Space Standards (DCLG, 2015) or any future replacement of this;
- A minimum of 10% of market housing and 95% of affordable housing to meet Building Regulations 2015 Part M4 (2) accessible and 206 adaptable standards and 5% of affordable homes to be Part M4 (3)(2)(b) wheelchair user standards;
- Vehicle parking standards as set out in Policy DM22 including the requirements for cycle parking facilities. In the case of flats, secure cycle storage should be incorporated into flat blocks and readily located at the building entrances;

- An accessible refuse and recycling storage area, and external drying areas; and
- Measures to maximise the potential of broadband provision and ensure other infrastructure requirements are met as referenced in Policy SG6.

Policy DM15 Design and Amenity requires all new developments to be designed to a high standard, positively respond to its context, achieve good standards of amenity, and demonstrate social, economic and environmental sustainability. Development proposals must demonstrate that they and any associated ancillary activities will:

- Respect and, wherever possible, enhance the character of the site, its context and surroundings in terms of its layout, architectural approach, height, scale, form, massing, density, proportions, materials, townscape and/or landscape qualities, and detailed design features. Wherever possible development should positively integrate the existing built environment and other landscape, heritage, biodiversity and arboricultural assets and remove problems as part of the overall development proposal;
- Help establish a visually attractive sense of place for living, working and visiting, through good architecture and landscaping;
- Promote and sustain an appropriate mix and density of uses which are well located and integrated, optimise the efficient use of land (including sharing), contribute to inclusive communities, and support retail centres and sustainable transport networks;
- Provide attractive, well connected and legible streets and spaces, which encourage walking, cycling, public transport and community vitality,whilst adequately integrating safe vehicle access;
- Protect and promote public and residential amenity, particularly with regard to privacy, overlooking, security, noise and disturbance, pollution (including light and odour pollution), daylight and sunlight;
- Create a safe, resilient and secure environment, which supports community cohesion and is not vulnerable to neglect;
- Provide functional, robust and adaptable designs, which contribute to the long term quality of the area and, as appropriate, can facilitate alternative activities, alterations and future possible development;
- Minimise energy consumption/emissions and promote sustainable drainage, particularly with regard to transport, landform, layout, building orientation, massing, tree planting and landscaping;
- Incorporate any necessary infrastructure and services including utilities, recycling and waste facilities to meet current collection requirements, highways and parking. This should be sensitively integrated to promote successful place-making; and
- Demonstrate an appreciation of the views of those directly affected and explain the design response adopted. Proposals that can demonstrate this inclusive approach will be looked on more favourably.

Policy DM16 Historic Environment seeks to conserve and enhance the significance of

heritage assets and any features of specific historic, archaeological architectural and artistic interest.

Policy DM18 Provision of Public Open Space requires new residential development to provide for the recreational needs of new communities and new public areas of accessible open space. The levels of provision will depend on the location of the proposal and the nature of open space needs in the area but at least 10% of the gross site area should be provided as useable open space.

Policy DM19 Private Amenity Space requires all new residential development to provide high-standard private amenity space where the sitting, orientation, size and layout make for a secure and usable space, which has an inviting appearance for residents and is appropriate to the surrounding context. It should avoid significant overlooking.

In Copford, the following private amenity space standards shall apply:

For houses:

- One or two bedroom houses – a minimum of 50m^2;
- 3 bedroom houses – a minimum of 60m^2;
- 4 bedroom houses – a minimum of 100m^2;

For flats:

- a minimum of 25m^2 per flat provided communally (where balconies are provided the space provided may be taken off the communal requirement).

Policy DM21 Sustainable Access to Development requires all new developments to enhance accessibility for sustainable modes of transport.

Policy DM22 Parking sets out that the amount of car parking provision in association with new residential development will be assessed using the most recent local parking guidance. Secure cycle parking should be incorporated into all residential development proposals and should be accessible, convenient to use, well laid out and used exclusively for cycle parking. Cycle parking must be useable and function to serve its purpose and Sheffield type stands will be the preferred cycle stand.

Policy DM24 Sustainable Urban Drainage Systems requires all new residential and commercial development, car parks and hard standings to incorporate Sustainable Drainage Systems appropriate to the nature of the site. SuDS design quality will be expected to conform with standards encompassed in the relevant BRE, CIRIA standards and Essex County Local Planning Authority's SuDS Design Guide (and as updated) to the satisfaction of the Lead Local Flood Authority.

Policy DM25 Renewable Energy, Water, Waste and Recycling requires all new residential developments to incorporate water saving measures in line with the tighter optional requirement of Part G2o f national Building Regulations of 110/l/h/d. Residential developments that help reduce carbon emissions and the use of sustainable construction techniques are encouraged.

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