COPDOCK & WASHBROOK

Design guidelines

FINAL REPORT

October 2024

Limitations

Quality information

Project role	Name	Position	Action summary	Date
Qualifying body	Copdock & Washbrook Neighbourhood Planning Group	Copdock & Washbrook Neighbourhood Planning Group	Review	10.12.2019
Director / QA	Ben Castell	Technical Director	Review	10.12.2019
Researcher	Niltay Satchell	Associate Director	Research, site visit, drawings	10.12.2019
	Stela Kontogianni	Urban Designer		
Project Coordinator	Mary Kucharska	Project Coordinator	Review	10.12.2019
Researcher	Jack Wilton-Cooley	Urban Planner	Revise	29.10.2024

Contents

Introduction

01

1. Introduction

1.1. Introduction

Through the Ministry for Housing, Communities and Local Government's Neighbourhood Planning Programme led by Locality, AECOM has been commissioned to provide design support to Copdock and Washbrook Parish Council. The support consists of design guidelines based on the character and special qualities of the parish.

The objectives of this report are twofold, and were agreed with Copdock and Washbrook Parish Council at the outset of the project:

Design Guidance

This report provides general design guidance that will influence the form of development in the Neighbourhood Plan Area by advising on how it can reflect local character. The guidance is based upon observations of the character of the area, as analysed in Chapter 2.

1.2. Process

The following steps were undertaken to produce this report:

- Initial meeting and site visit;
- Desktop research and policy review;
- Preparation of draft design guidance;
- Preparation of a draft report, subsequently revised in response to feedback provided by the Copdock and Washbrook Parish Council; and
- Submission of a final report.

Figure 1: Aerial photo of Copdock & Washbrook Neighbourhood Plan Area

KEY

- Copdock & Washbrook Parish Boundary and Neighbourhood Plan Area
- Road network
- Water Feature
- Green Feature

Figure 2: Copdock & Washbrook Neighbourhood Plan Area

1.3. The importance of good design

As the National Planning Policy Framework, updated December 2023 (paragraph 131) notes:

'The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interests throughout the process.'

Research such as for the Government's Commission for Architecture and the Built Environment, now part of the Design Council[1]) has shown that good design of buildings and places can:

- Improve health and well-being;
- Increase civic pride and cultural activity;
- Reduce crime and anti-social behaviour; and
- Reduce pollution.

Figure 4: Rural character

Figure 3: Footpaths around the village

1. See, for example, The Value of Good Design at: http:/www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

Figure 6: Coloured façades

Figure 5: Good quality boundary treatment

1.4. The area of study

Copdock and Washbrook is a civil parish in Suffolk's Babergh district, just south of Ipswich. The population was measured at 1,114 in the 2011 Census. The Copdock and Washbrook Neighbourhood Plan Area covers the same area as the Parish. It borders the A14 to the north east, the Copdock Interchange, and the A12 to the south east. Neighbourhood settlements include Chapel St Mary to the south west and Chattisham to the north west.

The main settlements within the Parish are Washbrook, positioned on the valley sides of Belstead Brook, and Copdock, which holds an elevated position on the plateau. Other smaller hamlets are Mace Green, Washbrook Street and Folly Lane.

Figure 7: Copdock & Washbrook Neighbourhood Plan Area

Local character analysis

02

2. Local character analysis

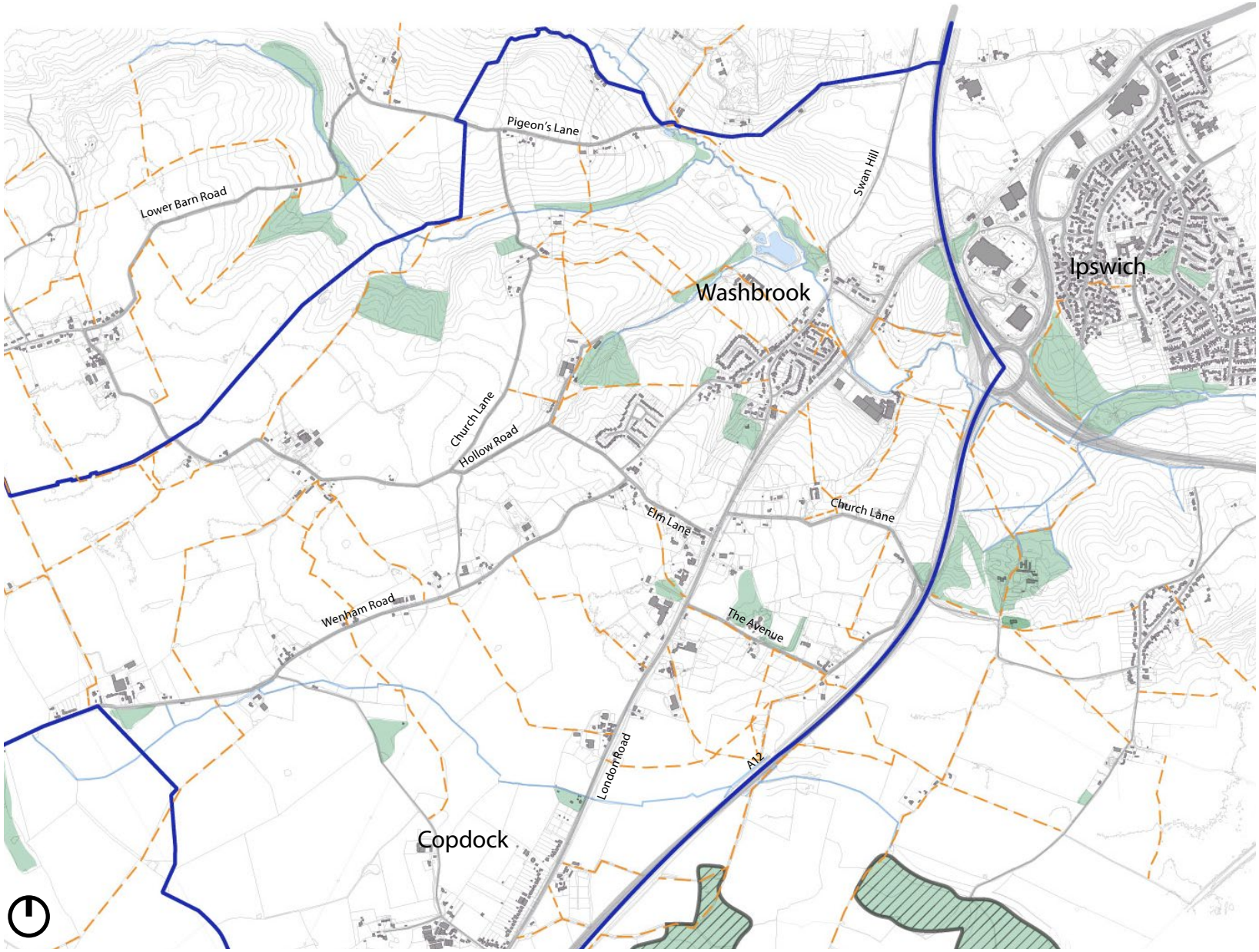
This section outlines the spatial and contextual characteristics of Copdock and Washbrook. It analyses the pattern and layout of buildings, hierarchy of movement, topography, building heights, and parking as observed during the site visit. The features and characteristics outlined in this section are used as the basis for the design guidance.

2.1. Settlement pattern and urban form

Copdock and Washbrook are evolved from two separate settlements. They both started evolving along the Roman Road (now London Road) as a small settlement with few houses. Washbrook grew towards Back Lane whereas Copdock continued growing with a linear precense along Elm Lane. Both of the settlements developed and established in isolation with St Peter's Copdock Church and St Mary's Washbrook.

The settlement pattern of these villages was significantly influenced by transport routes. The former A12 road that runs through Washbrook and connects to Swan Hill follows the route of the Roman Road. In the Medieval Period it was an important route connecting Ipswich to London. The settlement developed on this route and at the crossing point of the Belstead Brook.

By the end of the 19th century Washbrook experienced small infill development around the crossing and along the main thoroughfare in the village. Alterations to the road layout around the villages had an impact on their urban pattern. In the 1950s the main road was diverted to the south to form the A12 bypass. Around 1960s there was a further growth to the north-west of Back Lane with cul-de-sac developments. In the 1970s there was further cul-de-sac development between Back Lane and A12 bypass which created the broad layout of the villages that can be sen today. A12 bypass was altered again in the 1980s with the construction of the current A12 and A14, turning the old A12 bypass, which is London Road now, into a cul-de-sac at both ends.



KEY

- Copdock & Washbrook Parish Boundary and Neighbourhood Plan Area
- Road network
- Water Features
- Green Features
- Public Rights of Way

Figure 8: Settlement pattern in Copdock & Washbrook Neighbourhood Plan Area

2.2. Landscape designations

Landscape Setting

Copdock and Washbrook are classified as Hinterland Villages within the Ipswich Fringe. The settlement of Washbrook is located on the southern valley slopes of the Belstead Brook, at the crossing point of the stream course at Washbrook Bridge[1]. The main stream is Belstead Brook which flows in the north of the parish through a well-defined valley. A number of tributary streams feed into the Brook: one south of Washbrook Street and the other at Amor Hall. Both form gentle undulations in the valley sides.

Designations

- Copdock and Waskbrook Parish is covered by National Character Area - (NCA 86) South Suffolk and North Essex Claylands (see Appendix 1).
- The Parish is divided predominately by two landscape types, identified by the Suffolk County Assessment: Ancient Estate Claylands and Rolling Valley Farmlands (see Appendix 1).
- The land in the north of the Parish is associated with the Belstead Brook Valley and is designated as special landscape area (SLA). These are identified the District Council Planning Policy and have been designated locally because of their landscape sensitivity and scenic quality[2].

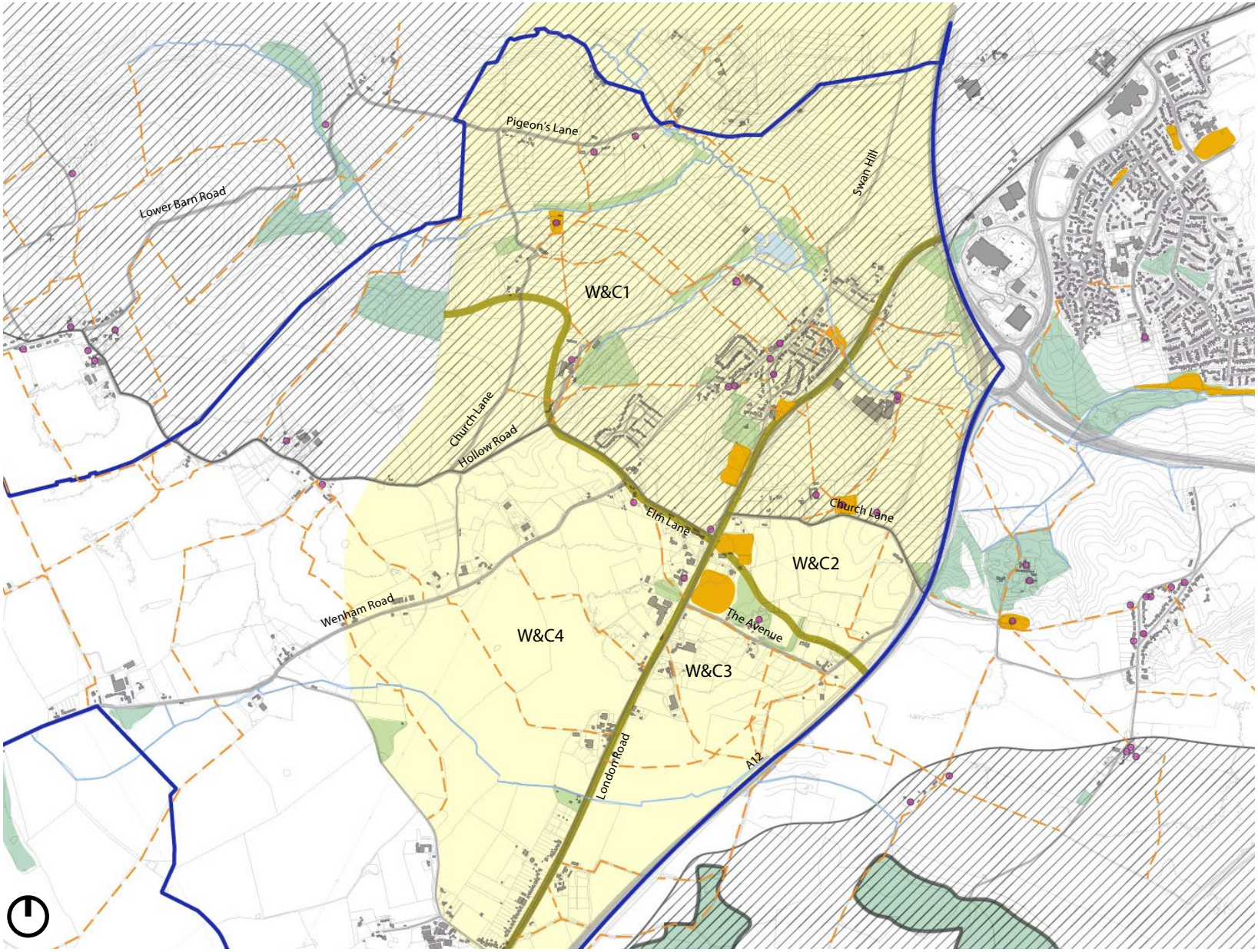
Sensitivities

The Settlement Sensitivity Assessment for Landscape Fringes of Ipswich (Volume 1, July 2018) identifies four peripheral areas to the west of Ipswich.

W&C1 is a sensitive area due to its high visual quality, created by the undulating topography. The rural valley of Belstead Brook is a significant feature within the area and its value within the local heritage adds to its sensitivity. The valley also plays an important role as a physical and visual buffer from Ipswich. It is advised that the land to the north of Elm Lane is less sensitive to accommodate new development owing to the well-established existing plantation.

1. Copdock and Washbrook Neighbourhood Plan: Landscape Appraisal Draft Report, June 2019

2. The SLA which is illustrated on the opposite map was sourced in this link: https://www.suffolk.gov.uk/planning-waste-and-environment/suffolks-countryside-and-wildlife/designated-areas-of-wildlife-and-landscape/



KEY

- Copdock & Washbrook Parish Boundary and Neighbourhood Plan Area
- Road network
- Water Feature
- Woodland
- Special Landscape Area (SLA)
- Ancient Woodland
- Local Green Space[1]
- Public Right of Way
- W&C peripheral areas
- Listed Buildings

1. Settlement Sensitivity Assessment Volume 1:Landscape Fringes of Ipswich, July 2018

Figure 9: Landscape designations in Copdock and Washbrook Neighbourhood Plan Area

2.3. Key landmarks and views

The following key local landmarks, landscape features and views are identified in Copdock and Washbrook Neighbourhood Plan Landscape Appraisal are summarised here to inform the Masterplanning Framework in chapter 4.

Local landmarks:

1. Washbrook Church of St. Mary, Grade II;
2. Amor Hall, Grade II, located off The Street, Washbrook;
3. Copdock Primary School, a Victorian red brick school located on The Street, Washbrook;
4. Tithe Barn (16th century), Grade II;
5. Copdock Church of St. Peter, Grade II; and
6. Copdock Mill and Mill House, both Grade II.

Important landscape features:

- Pigeon Lane - sunken lane;
- Woods Hill - distinctive hillside and woodland;
- Hollow Road - sunken lane;
- Lime avenue associated with Felcourt; and
- Folly Lane - ancient track.

Nine important views have been identified in the Copdock and Washbrook Neighbourhood Plan Landscape Appraisal:

- Viewpoint 1(key view) - Views from the North looking towards Washbrook (Swan Hill);
- Viewpoint 2 - Views from the West towards Washbrook;
- Viewpoint 3 - Views from London Road looking North;
- Viewpoint 4 - Views from Wenham Road looking East;
- Viewpoint 5 - Views from Wenham Road looking North;
- Viewpoint 6 - Views from Chattisham Road looking North;
- Viewpoint 7 - Views from Church Lane looking North;
- Viewpoint 8 - Views from the East towards Ipswich; and
- Viewpoint 9- Views along London Road looking North.

Gateways and focal points

There are three arrival points into Copdock and Washbrook; these gateways are not strongly defined due to existing urban character. The junction of Elm Road and London Road is the southern gateway of Copdock. The presence of the large residential building at the northern side of the junction, which is also a listed building, creates visual interest and a sense of arrival. The junction of Swan Hill, The Street and Chapel Lane is the physical entrance point to Washbrook at the north of the village. However this gateway does not provide a real sense of arrival.

The space along the fork of The Street and Back Lane is an historic focal point where the first houses of Washbrook clustered around. Although there is no propper public space or square, the triangular space created at the meeting point of the Street and Back Lane provides a sense of focal point. As well as the light colour rendered buildings to the north-west, the bus shelter, the mature tree behind the bus shelter and the mature garden hedgerow to the south of it.

Figure 10: The community pub is located at the centre of the village

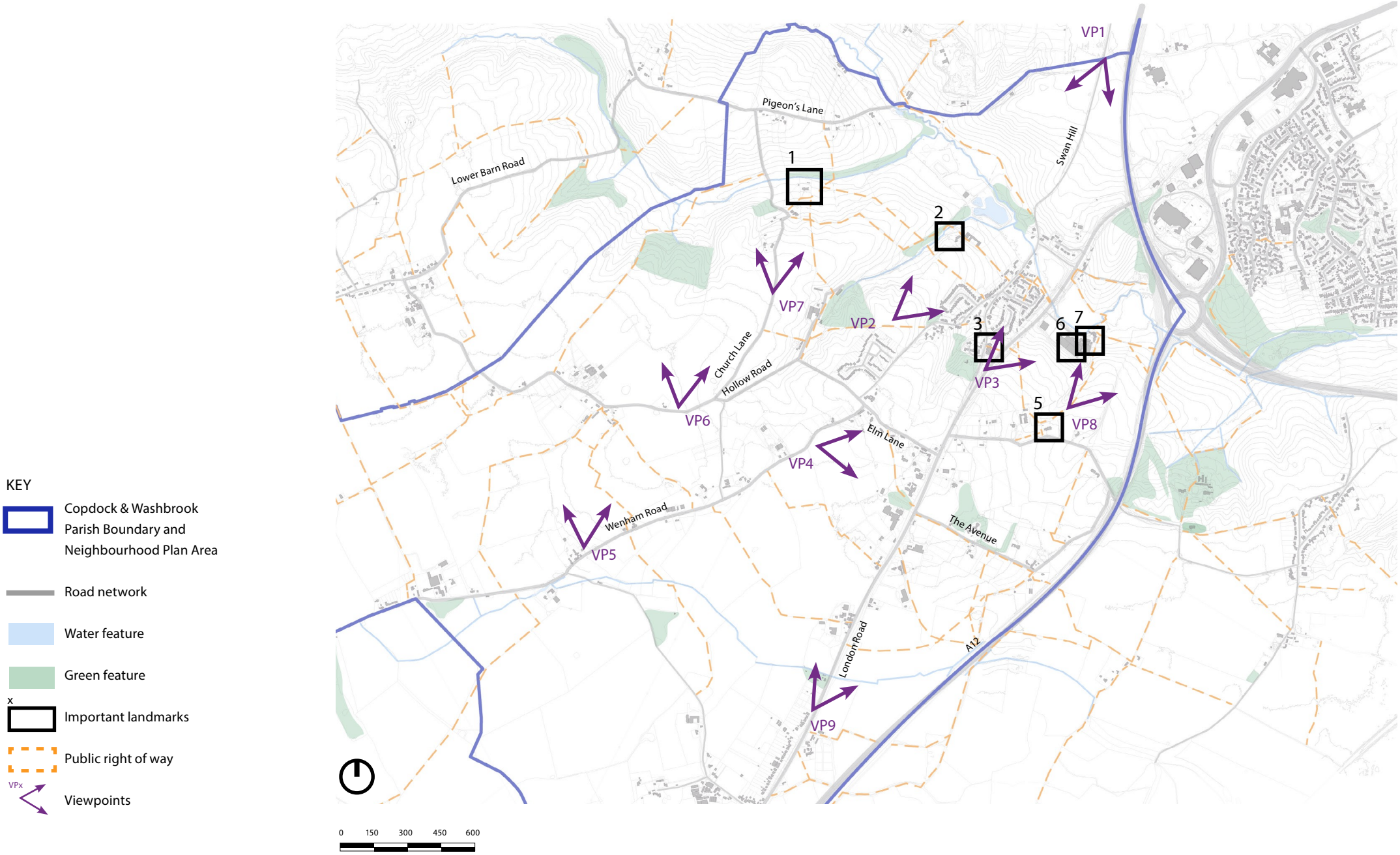


Figure 11: Important landmarks and viewpoints in Copdock and Washbrook Neighbourhood Plan Area

2.4. Green Infrastructure and Open Space

The Parish contains a number of Areas of Open Space as defined in local development plan document[1]. They include:

1. Playing field and cricket pitches east of London Road;
2. Allotments west of London Road;
3. Open space at Fen View housing;
4. Woodland associated with Washbrook Primary School; and
5. Linear area of woodland along Belsted Brook west of the A12.

The NPPF (2018), Section 8 enables communities to identify green areas that are particularly important to them for special protection. It also sets out the criteria for designating LGS sites that are:

- In reasonably close proximity to the community they serve;
- Demonstrably special to a local community and hold a particular local significance; and
- Local in character and are not an extensive tract of land.

The table below shows the average existing provision of open space in hectares for Copdock and Washbrook. The Sports Club Space has the highest area (6.38 ha). Allotments and Parks and Recreation Grounds have areas of 1.05 and 1.34 ha respectively. The rest of the facilities (Outdoor sport, Play, Cemeteries, Churchyards and Education) represent less than 1 ha of open space.

1 Copdock and Washbrook Neighbourhood Plan: Landscape Appraisal Draft Report,June 2019

Table 11 *Existing provision of open space (hectares) in Parishes (Babergh District)*

Parish	Allotments	Amenity Green Space	Parks and Recreation Grounds (Combined)	*Parks and Recreation Grounds*	*Outdoor Sport (Fixed)*	Play (Child)	Play (Youth)	Accessible Natural Green Space	Cemeteries and Churchyards	Education	Sports Club Space
Cockfield	0	1.57	4.01	4.01	0	0.09	0	18.13	0.71	0.62	0
Copdock and Washbrook	1.05	0	1.74	1.34	0.4	0.08	0	0	0.78	0.62	6.38
East Bergholt	0.83	0	0.45	0	0.45	0.7	0	0	0.42	11.4	0

Reference: Babergh and Mid Suffolk Open Space Assessment table 1

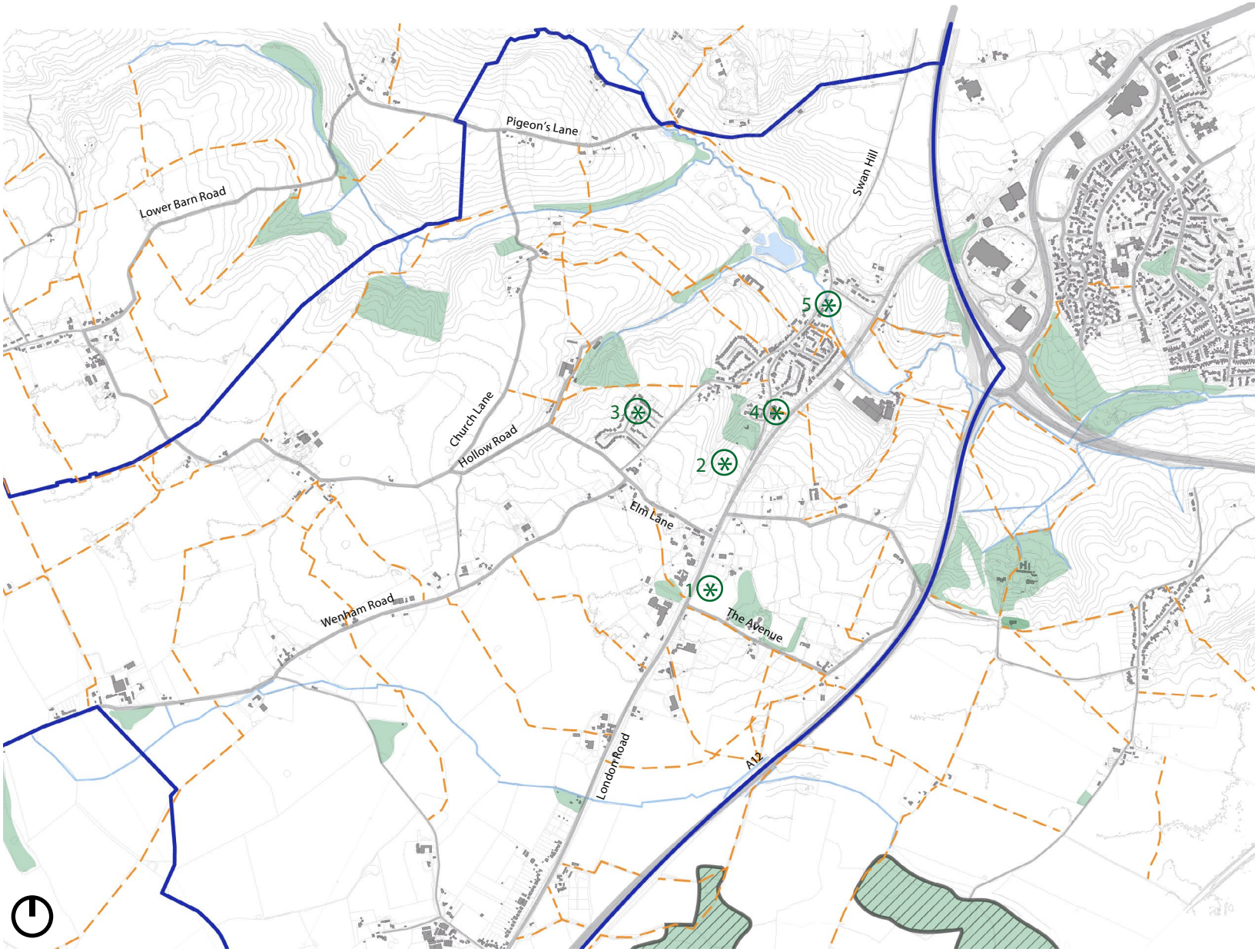


Figure 12: Green Open Spaces in Copdock and Washbrook Neighbourhood Plan Area

2.5. Housing

Building typology

The map opposite shows that the Parish has a mix of detached houses, semi-detached houses, and bungalows, with small amounts of terraced.

Detached houses can be found along the main road, London Road, as well as on Back Lane. The Street and Pearsons Way also have pockets of detached houses.

Semi-detached houses can be found along the main road, London Road, Back Lane, and in the new development at The Marvens.

Bungalows are spread around the settlement in pockets that can be found on Back Lane, Pearsons Way, Charlotte's Lane, The Street, and Fen View Lane.

Examples of terraced housing can only be found in Copdock village along Elm Lane.

Figure 13: Example of bungalows in Washbrook

Figure 14: Example of terraced housing in Copdock village

Figure 15: Example of detached house in Copdock village

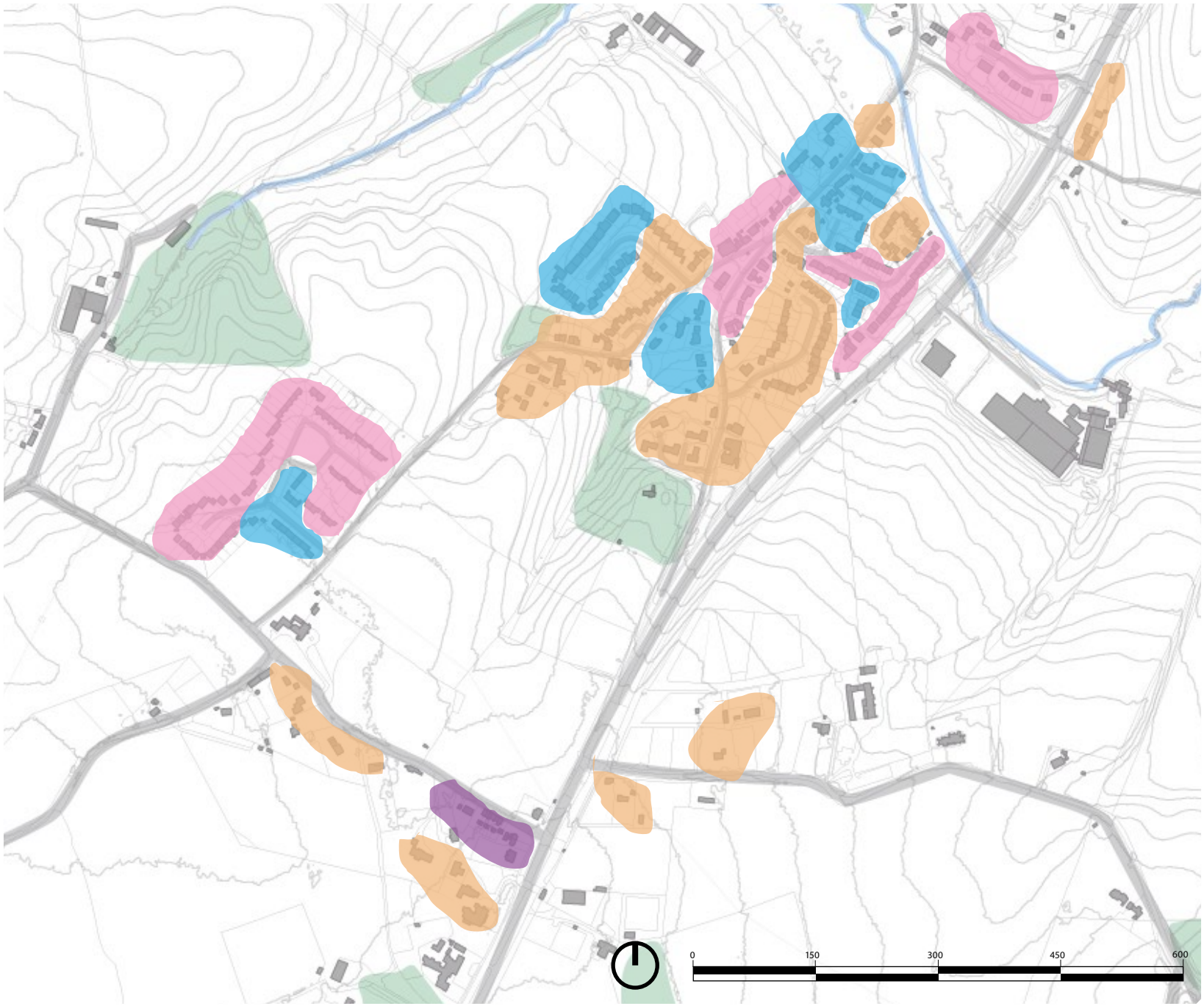


Figure 16: Housing typologies in Copdock and Washbrook Neighbourhood Plan Area

Building Density

There are different ways to measure housing density. A standard measure, used in this report, is simply the number of dwellings (units) per hectare (dph).

The map opposite shows a narrow range of densities across Copdock and Washbrook - ranging from over 40 dph to below 10 dph. The highest density can be found on Pearson's Way.

In general, Copdock has lower density than Washbrook.

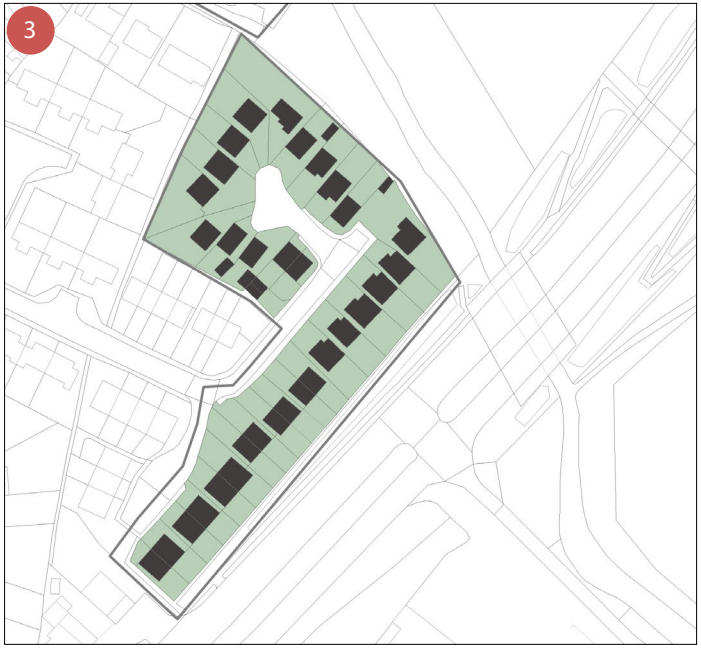


Figure 18: Example of an area with a 41 dph density

Figure 17: Example of an area with a 7 dph density

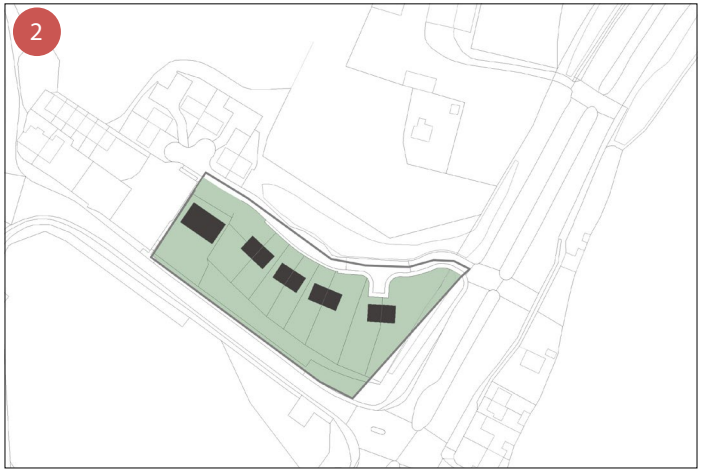


Figure 19: Example of an area with a 17 dph density

Figure 20: Location map

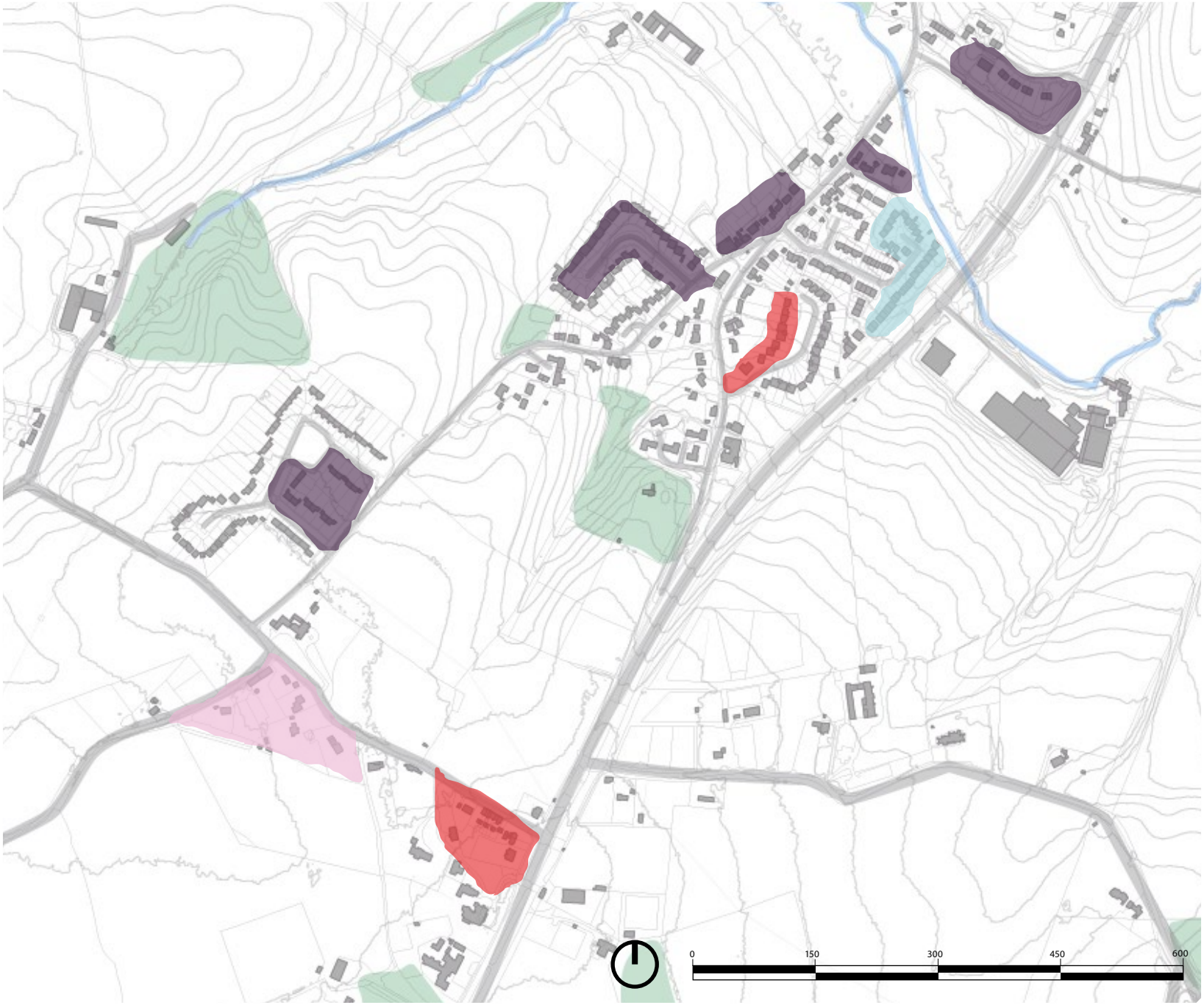


Figure 21: Housing densities in Copdock and Washbrook Neighbourhood Plan Area

Design guidance

03

3. Design guidance

3.1. Introduction

The aim of this Design Guidance is to ensure that future development considers local character and enhances the existing character and local distinctiveness of Copdock and Washbrook by creating high quality places, thriving communities, and prosperous places to live.

This chapter provides a set of clearly defined principles that can be applied to all new developments. Place-making principles that are fundamental in guiding any development in Copdock and Washbrook are set out in the following pages and include:

- Pattern of Growth
- Views and Landmarks
- Housing Mix
- Legibility and Wayfinding
- Building Lines and Boundary Treatment
- Enclosure
- Biodiversity and Landscape
- Materials and Building Design
- Eco design
- Rainwater Harvesting
- Solar Roof Panels
- Housing Extensions
- Servicing
- Bicycle parking

3.2. Pattern of growth

Any new housing should respect the existing settlement pattern in order to preserve its character. Copdock and Washbrook are characterised by moderate housing development surrounded by a rural high-quality rural countryside. Thus, ribbon development along lanes that causes the urbanisation of rural lanes should be avoided. In addition, distinct areas of settlement should be respected.

Coalescence - development that visually intrudes upon or physically undermines the sense of separation between the two villages, Copdock and Washbrook, and Ipswich - should be avoided.

The provision of additional public spaces and green amenity spaces must also be considered to preserve the rural character of the village.

Figure 22: Map showing key green features (in asterisk) in relation to the existing settlements

3.3. Views and landmarks

Well-designed streets, open space and public realm together with building forms are crucial for places to create their own stories in people's minds. Landmarks and views are the tools to achieve places that are easy to read and allow users to easily orientate themselves.

Landmarks

Landmarks create a visual guide to help users navigate through places and reinforce the sense of identity. They are also used to emphasise the hierarchy of a place. The topography of both Copdock and Washbrook gives the opportunity for important views that influence the location of gateways and the sense of place.

Views and Vistas

Short-distance views broken by buildings, trees, or landmarks help to create memorable routes. The key local views within and around Copdock and Washbrook should be protected where possible. New developments should mitigate the impact on the views by introducing screening plantation. In particular, as mentioned in 2.3 section, there are many viewpoints with the viewpoint 1 being a key screening consideration.

Figure 23: View of undulating landscape

Figure 24: View from Old London Road towards Back Lane

3.4. Housing mix

Any new housing should provide a mixture of options that enhance flexibility for their occupants and meets all housing needs. New dwellings should demonstrate an understanding of the scale and detailing of traditional properties in Copdock and Washbrook villages.

This could be a mixture of first-time buyers homes, social housing, shared ownership, social enterprise and privately owned houses. New houses should offer a variety of one, two, three, and four bedrooms suitable to a wide range of household types. It is also important to consider the provision of affordable housing when planning for new development.

Figure 25: Example of a detached house

Figure 27: Examples of semi-detached houses

3.5. Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to comprehend and more likely to both function well and be pleasant to live in or visit. People feel safer when they can easily memorise places and navigate around them. It is easier for people to orientate themselves when the routes are direct, visually articulated by landmarks, and communicate a clear hierarchy of the place.

In Copdock and Washbrook, the pub and the Primary School clearly play this role, as they act as landmarks that help people navigate along The Street.

Figure 28: The pub and the Primary School help with navigation along The Street

Figure 29: Community pub as a focal point to navigate people around

Figure 26: View of the Primary School

3.6. Building lines and boundary treatment

The use of continuous building lines and setbacks contribute to the overall character of the area and the sense of enclosure of the streets and public spaces.

Continuous building lines create a strong distinction between public and private spaces and provide definition to the public realm. Where buildings step back from the building line, this should be designed in order to create usable and attractive spaces.

Figure 30: An illustration from an edge alignment responding to the context of the landscape

3.7. Enclosure

Focal points and public squares and spaces in new developments should be designed in good proportions. Clearly defined spaces help achieve a cohesive and attractive urban form to create an appropriate sense of enclosure.

The following principles are general guidelines to achieve a satisfactory sense of enclosure:

- An appropriate ratio between the width of the street and height of buildings is needed (see diagram below);
- Buildings should be designed to turn corners and terminate views;
- Generally, building façades should front onto streets. Variation to the building line can be introduced to create an informal character; and
- Terraced buildings must show a variety of plot widths, land uses, and façade depth to create a visually interesting townscape.

Figure 31: An example for 1:1 mews ratio

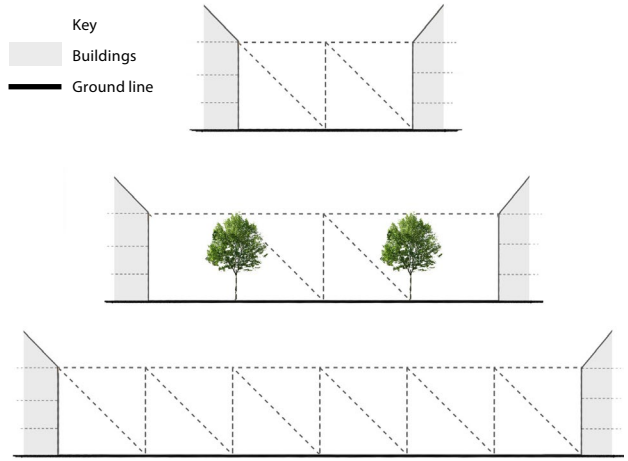


Figure 32: Images adapted from Urban Design Compendium (Homes England)

3.8. Biodiversity and landscape

New developments must preserve the parish's treasured landscape. The Clayland landscape should be strengthened with appropriate planting and settlement patterns.

Biodiversity and woodlands should be protected and enhanced where possible. Creation of abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided.

Wildlife friendly environment

- New developments should aim to strengthen biodiversity and the natural environment. For example, Copdock and Washbrook have a network of rural narrow sunken lanes that should be preserved;
- Existing habitats and biodiversity, particularly local birds and bats, should be protected and enhanced; and
- New development proposals should include the creation of new habitats and wildlife corridors; in the village there are mature veteran oaks in hedgerows and along lanes that need to be preserved.

Figure 33: Paddock adjoining built-up area

3.9. Materials and building design

This section showcases the architecture detailing and building materials that contribute to the local distinctive character of Copdock and Washbrook.

New developments can draw inspiration from the varied details of the village's existing architecture that is presented on the next pages.

It is important that any new development positively responds to the character of the area. The idea of welcoming new development at the same time with preserving the architectural style can be challenging.

New housing should be of a style that blends with the existing older houses in the village and respects the listed buildings around the area without resulting in pastiches of historic styles.

There is also a need to introduce innovative eco-friendly designs that fit with the existing architectural styles of the Parish.

Figure 34: Respect the existing landscape

Figure 37: Example of a positive fence treatment

Figure 38: Coloured façades

Figure 39: Quality entrance treatment

Figure 36: New development to fit into the surroundings

Figure 35: House displaying a variery of local building materials

RED BRICK

ROOF DETAILS

COLOURED RENDER

PLANTED, WELL KEPT BOUNDARIES

OFF-ROAD FOOTPATHS

RED BRICK BOUNDARY WALL

3.10. Eco-design

Energy efficient or eco-design combine all around energy efficient construction, appliances and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity.

Starting from the design stage, the passive solar heating, cooling, and energy efficient strategies can be informed by local climate and site conditions.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances allow for. New developments in Copdock and Washbrook should aim for innovative designs and eco-friendly buildings while respecting the architectural heritage and tradition of the Parish.

Figure 40: Example of ecological housing using traditional and contemporary materials

3.11. Rainwater harvesting

Rainwater harvesting refers to the systems that capture and store rainwater as well as those that enable the in-situ reuse of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, some design recommendations would be to:

- Conceal tanks by cladding them in complementary materials;
- Use attractive materials or finishing for pipes;
- Combine landscaping/planters with water capture systems;
- Underground tanks; and
- Utilise water bodies for storage.

Soakaways and sustainable urban drainage systems (SUDS) should be used to mimic natural drainage.

Figure 41: Examples of concealed tanks used for rainwater harvesting

3.12. Solar Roof panels

The aesthetics of solar panels over a rooftop can be a matter of concern for many homeowners. Some hesitate to incorporate them because they believe that they diminish the home aesthetics in a context where looks are often a matter of pride among the owners. This is especially acute in the case of historic buildings and conservation areas, where there has been objections for setting up solar panels on visible roof areas. Thus, some solutions are suggested as follows:

On new buildings:

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

On retrofits:

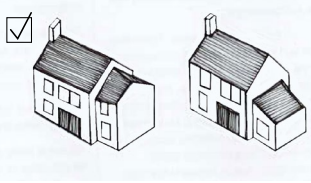
- Analyse the proportions of the building and roof surface in order to identify the best location and sizing of panels;
- Aim to conceal wiring and other necessary installations;
- Consider introducing other tile or slate colours to create a composition with the solar panel materials; and
- Conversely,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

Figure 42: Solar panels do not need to be obtrusive. Here, they make a positive contribution to appearence by blending with roof tiles.

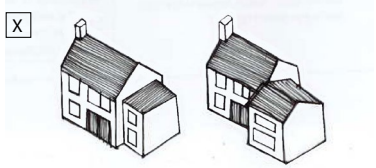
3.13. House extensions

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

- The original building should remain the dominant element of the property regardless the amount of extensions. The newly built extension should not overwhelm the building from any given point;
- 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;
- Extensions should consider the materials, architectural features, window sizes, and proportions of the existing building and recreate this style to design an extension that matches and complements the existing building;
- Side extensions 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; and
- Rear extensions should not have a harmful effect on neighbouring properties in terms of overshadowing, overbearing or privacy issues.

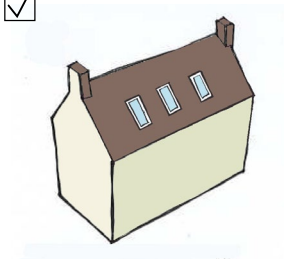


Good example for side extensions, respecting existing building scale, massing and building line.

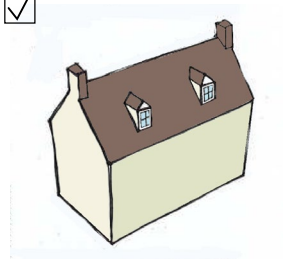


Both extensions present a negative approach when considering how it fits to the existing building. Major issues regarding roofline and building line.

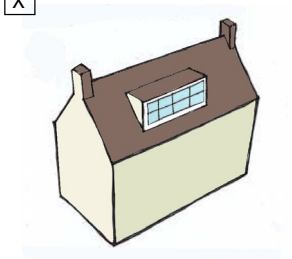
Design treatment in case of loft conversion:



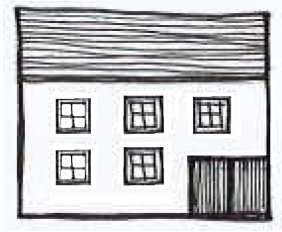
Loft conversion incorporating skylights.



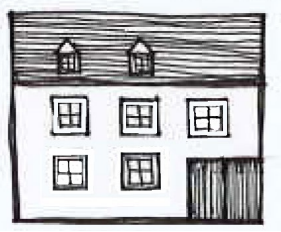
Loft conversion incorporating gabled dormers.



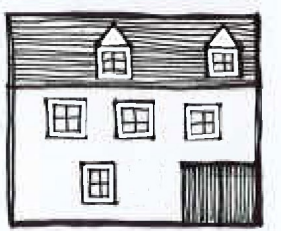
Loft conversion incorporating a long shed dormer which is out of scale with the original building.



Original roofline of an existing building.



Loft conversion incorporating gabled dormers.



Loft conversion incorporating gabled dormers which are out of scale and do not consider existing window rhythm nor frequency.

3.14. Servicing

With modern requirements for waste separation and recycling, the number of household bins quantum and size have increased. The issue poses a problem in relation to the aesthetics of the property if bins are left without a design solution.

Waste storage, if placed on the property boundary, must be integrated with the overall design of the boundary design. A range of hard and soft landscaping treatments such as hedges, trees, flower beds, low walls, and high-quality paving materials could be used to minimise the visual impact of bins and recycling containers.

The images below illustrate design solutions for servicing units within the plot.

Figure 43: Examples of bin storage

Figure 44: Examples of bin storage

3.15. Bicycle parking and storage

A straightforward way to encourage cycling is to provide secured covered cycle parking within all new residential developments and publicly available cycle parking in the public realm.

For residential units, where there is no on-plot garage, covered and secured cycle parking should be provided within the domestic curtilage. The use of planting and smaller trees alongside cycle parking can be used to mitigate any visual impact on adjacent spaces or buildings.

New development should promote cycling by providing more cycle routes and monitoring the condition of the existing ones.

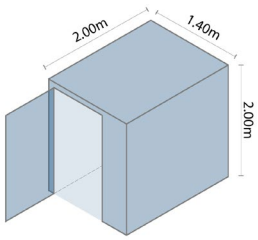
Storage

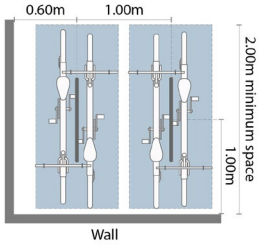
Cycle storage must be provided at a convenient location with an easy access. If it is located in rear gardens, a clear unobstructed access route should be provided. The storage space should be designed for flexible use and well integrated into the streetscape if it is allocated at the front of the house. The storage structure can be either standing alone or part of the main building.

For apartment buildings, cycle parking must be at a convenient location with an easy access. It should be located within the footprint of the building.

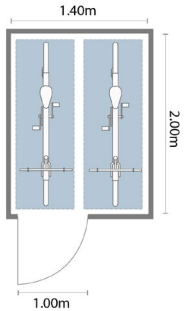
Visitor cycle parking within residential areas should be provided close to the buildings in the form of a suitable stand or wall bar.

For employment, shops and all other non-residential uses sufficient number of open short-term and covered long-term cycle parking should be provided in convenient locations, such as close to main entrances where the parking will be overlooked for both staff and visitors. Cycle parking should be located within a 30 m walking distance of the main building entrance. Short-term cycle parking should accommodate at least 2.5% of peak visitors (minimum of four spaces). Long-term cycle parking should accommodate at least 5% of regular building occupants (minimum of four spaces).

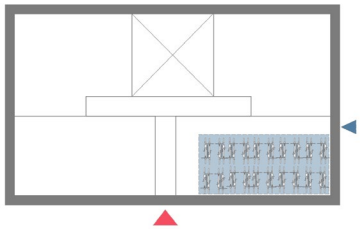




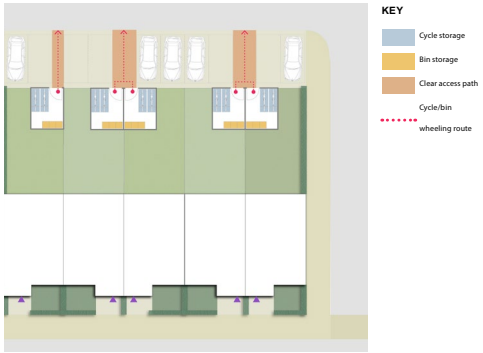
Sheffield cycle stands for visitor cycle parking



Secure covered cycle store for two bicycles



Cycle storage space in an apartment building



Cycle parking and access for terraced houses with rear parking

Cycle parking and access for semi-detached houses with on-plot parking

3.16. New streets

Streets must meet the technical highways requirements as well as be considered a 'place' to be used by all, not just motor vehicles. It is essential that the design of new developments includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable public transport users. It is also important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles.

Within the settlement boundaries, streets must not be built to maximise vehicle speed or capacity. Streets and junctions must be designed with the safety and accessibility of vulnerable groups such as children and wheelchair users in mind and may introduce a range of traffic calming measures.

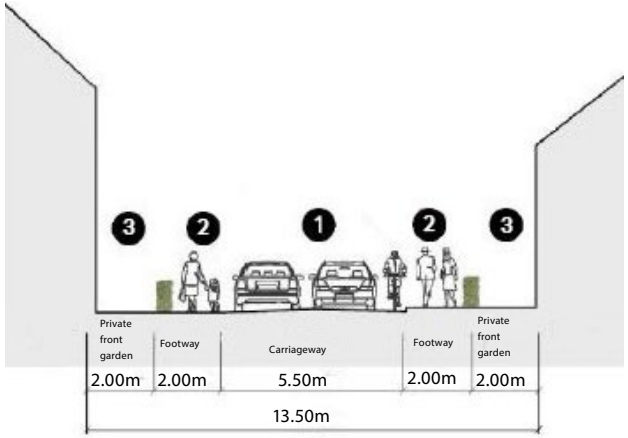
The distribution of land uses must respect the general character of the area and street network, and consider the degree of isolation, lack of light pollution, and levels of tranquillity.

Streets must incorporate opportunities for landscaping, green infrastructure, and sustainable drainage.

The next pages introduce suggested guidelines and design features including a range of indicative dimensions for street types in new residential areas.

Residential streets

- Residential streets have a strong residential character and provide direct access to residences from the secondary roads. They must be designed for low traffic volumes and low speed.
- Carriageways must accommodate two-way traffic and parking bays. These roads must also accommodate footways with a 2m minimum width on either side and must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding.



1. Shared carriageway (neighbourhood traffic). Traffic calming measures may be introduced at key locations.
2. Footway.
3. Residential frontage with boundary hedges and front gardens.

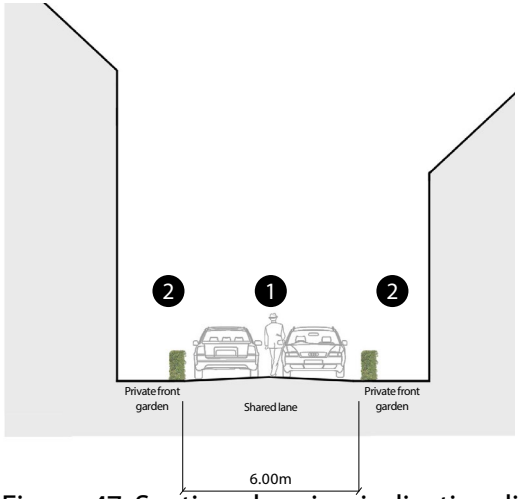
Figure 45: Section showing indicative dimensions

Figure 46: Example of a residential street, Cantebury.

Lanes/ Private drives

– Lanes and private drives are the access-only types of streets that usually serve a small number of houses. They must be minimum 6m wide and serve all types of transport modes including walking and cycling, and allow sufficient space for parking manoeuvre.

– Opportunities to include green infrastructure, hedges, and/or private gardens to soften the edges must be maximised.



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

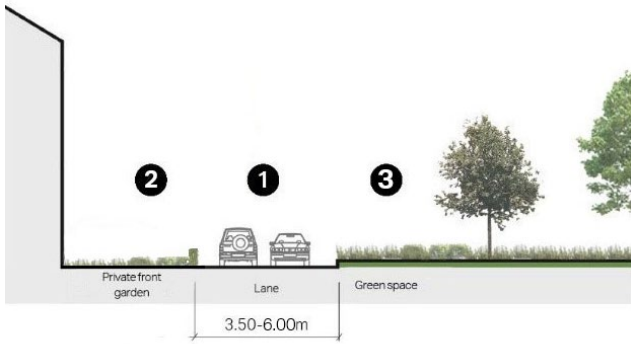
Figure 47: Section showing indicative dimensions for lanes and private drives.

Figure 48: Example of a lane/ private drive in Cambridge, with a shared surface for all road users.

Edge Lanes

– Edge lanes are low-speed and low-traffic roads that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction and are shared with cyclists.

– The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings.



1. Shared lane (local access) - width to vary.
2. Residential frontage with boundary hedges and front gardens.
3. Green space.

Figure 49: Section showing indicative dimensions for edge lanes. The lane width may vary to discourage speeding or provide space for parking.

Figure 50: Examples of edge lanes in Dorchester, with low-speed roads shared between motor vehicles and cyclists, and opportunities for on-street parking (note: some localities may prefer clearly defined footways and parking bays).

3.17. Vehicle Parking

- When needed, residential car parking can be a mix of on-plot side, front, garage, and courtyard parking, and complemented by on-street parking.
- For family homes, cars must be placed at the side (preferably) or front of the property. For small pockets of housing, a rear court is acceptable.
- Car parking design must be combined with landscaping to minimise the presence of vehicles.
- Parking areas and driveways must be designed to minimise impervious surfaces, for example with permeable paving.
- When placing parking at the front, the area must 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.
- Parking bays and spaces must be designed for easy access by wheelchairs, loading carts, and buggies.
- The following pages outline the residential car parking solutions that can be employed in Copdock and Washbrook.
- Charging points for electric vehicles should be considered.

Figure 51: New garage built with local traditional materials.

Figure 52: Contemporary development with a mix of courtyard parking (centre) and garages (right).

Figure 53: Disabled parking bay in Cambridge with ramp for easy wheelchair access.

Figure 54: Single-family houses with side garages set back from the main building line.

Figure 55: Apartment building with undercroft parking entrance partly screened with landscaping.

On-Plot Side or Front Parking

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

Figure 56: Informal front and side parking in Cliffe, with landscaped property boundaries preventing a car-dominated character.

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

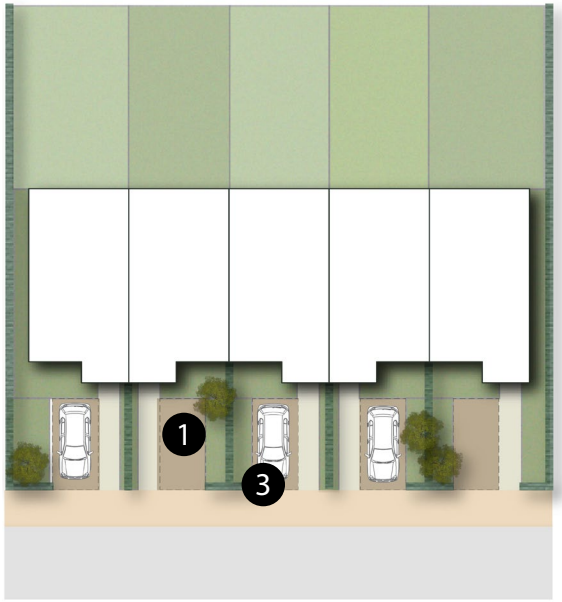


Figure 57: Illustrative diagram showing an indicative layout of on-plot front parking.

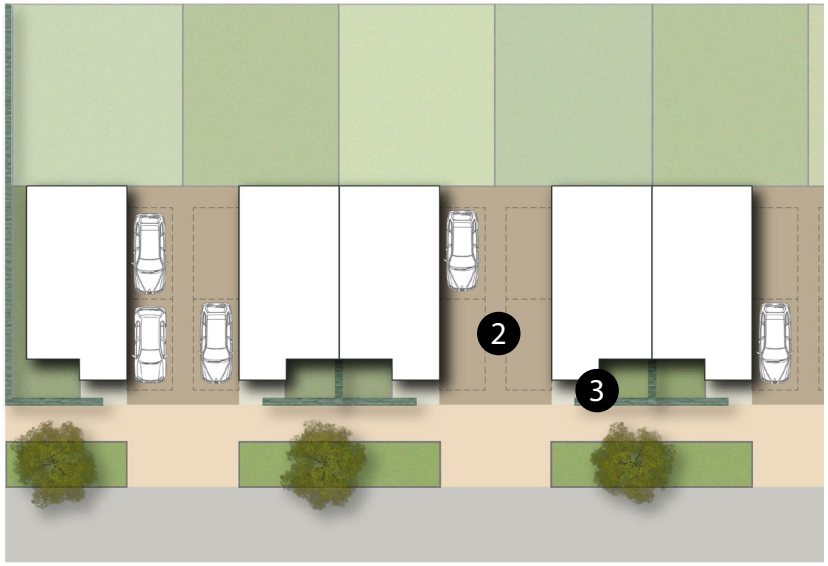
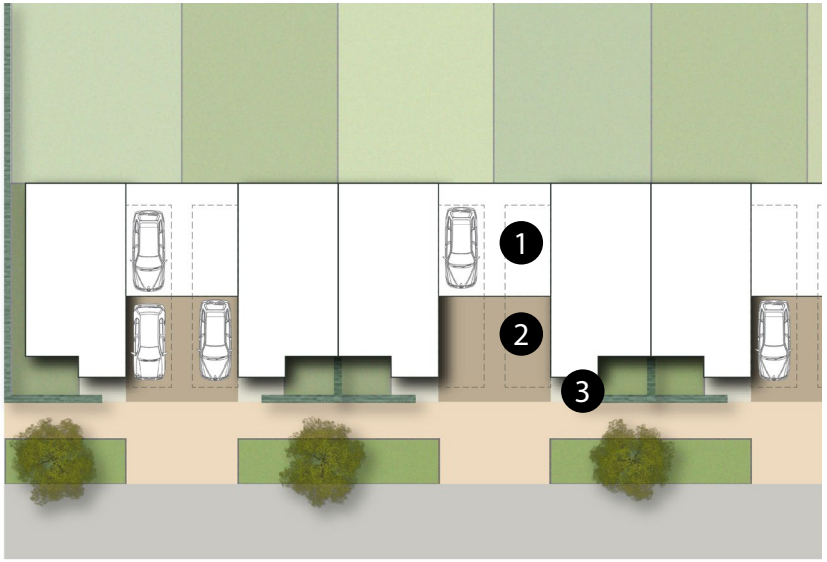


Figure 58: Illustrative diagram showing an indicative layout of on-plot side parking.

On-Plot Garages

- 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, ensuring continuity of the building line. However, it should be considered 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.
- Considerations must be given to the integration of bicycle parking and/or waste storage into garages.

Figure 59: Side garages designed as a secondary mass to the main residential building in Copdock.



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

Figure 60: Illustrative diagram showing an indicative layout of on-plot parking with garages.

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3.18. Issues to consider when assessing a development proposal

This section provides a general design principle followed by a number of questions against which the design proposal should be judged. 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 overview as to whether the design proposal has taken into account the context and provided an adequate design solutions.

The Design Proposal should:

A. Harmonise and enhance existing settlement in terms of physical form pattern or movement and land use.

- What are the particular characteristics of this area which have been taken into account in the design?
- Is the proposal within a conservation area?
- Does the proposal affect or change the setting of a listed building or listed landscape?

B. Relate well to local topography and landscape features, including prominent ridge lines.

- Does the proposal harmonise with the adjacent properties?
- Has careful attention been paid to height, form, massing and scale?
- If a proposal is an extension, is it subsidiary to the existing property so as not to compromise its character?
- Does the proposal maintain or enhance the existing landscape features?
- How does the proposal affect the trees on or adjacent to the site?
- How does the proposal affect on the character of a rural location?

C. Reinforce or enhance the established urban character of streets, squares and other spaces.

- What is the character of the adjacent streets and does this have implications for the new proposals?
- Does the new proposal respect or enhance the existing area or adversely change its character?
- Does the proposal positively contribute to the quality of the public realm/ streetscape and existing pedestrian access?
- How does the proposal impact on existing views which are important to the area?
- Can any new views be created?

D. Reflect, respect and reinforce local architecture and historic distinctiveness.

- What is the local architectural character and has this 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?

E. Retain and incorporate important existing features into the development.

- What are the important features surrounding the site?
- What effect would the proposal have on the streetscape?
- How can the important existing features including trees be incorporated into the site?
- How does the development relate to any important links both physical and visual that currently exist on the site?

F. Respect surrounding buildings in terms of scale, height, form and massing.

- Is the scale of adjacent buildings appropriate to the area?
- Should the adjacent scale be reflected?
- What would be the reason for making the development higher?
- Would a higher development improve the scale of the overall area?
- If the proposal is an extension, is it subsidiary to the existing house?
- Does the proposed development compromise the amenity of adjoining properties?
- Does the proposal overlook any adjacent properties or gardens?

G. Adopt appropriate materials and details.

- What is the distinctive material in the area, if any?
- Does the proposed material harmonise with the local material?
- Does the proposal use high quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?

H. Integrate with existing paths, streets, circulation networks and patterns of activity.

- What are the essential characteristics of the existing street pattern?
- How will the new design or extension integrate with the existing 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?
- Do the new points of access have regard for all users of the development (including those with disabilities)?

I. Provide adequate open space for the development in terms of both quantity and quality.

- 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?
- Are there existing trees to consider?
- Will any communal amenity space be created? If so, how will this be used by the new owners and how will it be managed?

J. Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.

- What visual impact will services have on the scheme as a whole?
- Can the effect of services be integrated at the planning design stage, or mitigated if harmful?
- Has the lighting scheme been designed to avoid light pollution?

K. Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other, to provide a safe and attractive environment.

- Has the proposal been considered in its widest context?
- Is the landscaping to be hard or soft?
- What are the landscape qualities of the area?
- Have all aspects of security been fully considered and integrated into the design of the building and open spaces?
- Has the impact on the landscape quality of the area been taken into account?
- Have the appropriateness of the boundary treatments been considered in the context of the site?
- In rural locations has the impact of the development on the tranquillity of the area been fully considered?

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

- Has adequate provision been made for bin storage?
- Has adequate provision been made for waste separation and relevant recycling facilities?
- Has the location of the bin storage facilities been considered relative to the travel distance from the collection vehicle?
- Has the impact of the design and location of the bin storage facilities been considered in the context of the whole development?
- Could additional measures, such as landscaping be used to help integrate the bin storage facilities into the development?
- Has any provision been made for the need to enlarge the bin storage in the future without adversely affecting the development in other ways?

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Village hall &
playing fields

Delivery

04

4. Delivery

4.1. Delivery Agents

The design guidelines will be a valuable tool for securing context-driven, high quality development in Copdock and Washbrook. They will be used in different ways by different actors in the planning and development process, as summarised in the table below:

Actor	How they will use the design guidelines
Applicants, developers and landowners	As a guide to the 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. Where planning applications require a Design and Access Statement, the Statement should explain how the Design Guidelines have been followed.
Local Planning Authority	As a reference point, embedded in policy, against which to assess planning applications. The Design Guidelines should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidelines are followed.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications

4.2. Deliverability

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

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

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

Appendix

Landscape designations

National Character Area 86 (NCA 86)

The South Suffolk and North Essex Clayland National Character Area covers the four counties of Suffolk, Essex, Hertfordshire and Cambridgeshire. It stretches from Bury St Edmunds in the north-west to Ipswich in the north-east. It then embraces the Colchester hinterland before encompassing the urban areas of Braintree and Chelmsford in the south. It is an ancient landscape of wooded arable countryside with a distinct sense of enclosure. The overall character is of a gently undulating, chalky boulder clay plateau, the undulations being caused by the numerous small-scale river valleys that dissect the plateau. There is a complex network of old species-rich hedgerows, ancient woods and parklands, meadows with streams and rivers that flow eastwards. Traditional irregular field patterns are still discernible over much of the area, despite field enlargements in the second half of the 20th century. The widespread moderately fertile, chalky clay soils give the vegetation a more or less calcareous character. Gravel and sand deposits under the clay are important geological features, often exposed during mineral extraction, which contribute to our understanding of ice-age environmental change[1].

The National Character Area (NCA) for the Suffolk and Essex Claylands (86) is very rich in arable plants: 83 out of 121 rare and threatened plants in the UK have been recorded since 1987, giving a total Important Arable Plant Area (IAPA) score of 386. This is one of the highest scores in the country, and as a consequence the Suffolk and Essex Claylands NCA should be prioritised for conservation measures[2].

1. http://publications.naturalengland.org.uk/publication/5095677797335040

2. NE515:NCA Profile: 86 South Suffolk and North Essex Clayland, Natural England, Plantlife

Ancient Estate Claylands[1]

This landscape character type can be found in eastern Suffolk. Some of the key characteristics are:

- Dissected Boulder Clay Plateau;
- Organic Pattern of field enclosures;
- Straight boundaries where influence of privately owned estates is strongest;
- Parklands;
- Enclosed former greens and commons;
- Villages with dispersed hamlets and farmsteads;
- Distinctive estate cottages;
- Timber framed buildings; and
- Ancient semi-natural woodland.

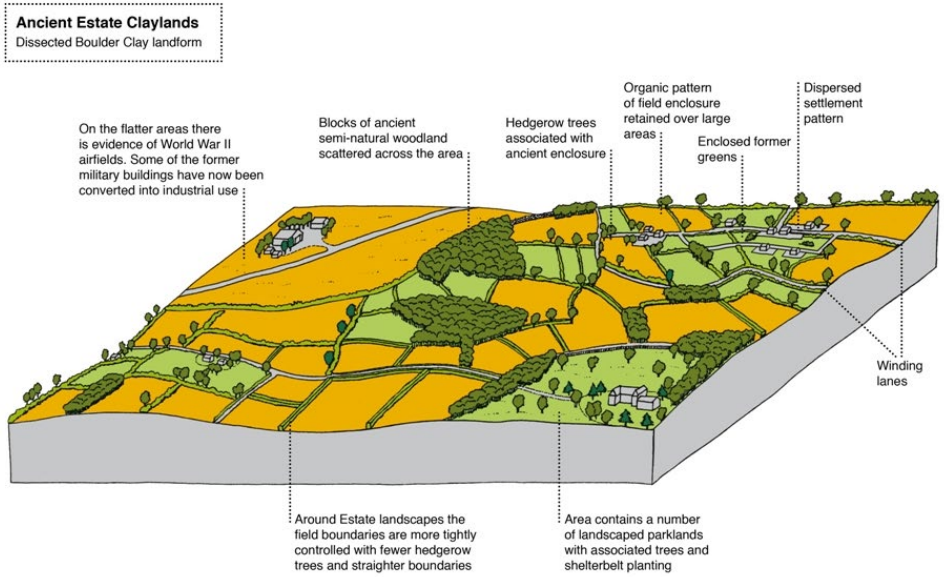

Figure 61: Diagram as exemplar for Babergh

Location

This landscape character type occurs in eastern Suffolk on the indented edge of the central clay plateau. The rivers draining east and south have divided the edge of the plateau into a series of 'fingers' and this landscape is found on those residual areas of plateau.

Visual Experience

Despite the reasonably well-wooded landscape the plateau landform means that the views are open and can be long. However, the comprehensive network of winding lanes and tall hedges means that other areas can be much more intimate.

1. http://www.suffolklandscape.org.uk/userfiles/pdfs/Descriptions%202010/1%20Ancient%20Estate%20Claylands.pdf

Rolling Valley Farmlands

The description[2] of this landscape type highlighted the following:

'This landscape has small and medium sized fields on the valley sides with an organic form which was created by the piecemeal enclosure of common arable and pasture lands'.

Key characteristics[3]

- Gentle valley sides with some complex and steep slopes;
- Deep well drained loamy soils;
- Organic pattern of fields smaller than on the plateaux;
- Distinct areas of regular field patterns;
- A scattering of landscape parks;
- Small ancient woodlands on the valley fringes;
- Sunken lanes;
- Towns and villages with distinctive mediaeval churches;
- Industrial activity and manufacture, continuing in the Gipping Valley; and
- Large, often moated houses

Location

This landscape character type occurs in two main parts of the country:
The Stour valley from Cattawade and Manningtree upstream to Haverhill and Kedington, including the tributary valleys of the Newmill Creek (to Little Wenham), the Brett (to Hitcham and Thorpe Morieux), the Brad (to Lavenham), the Box (to Edwardstone), the Chad Brook (to Brockley) and the Glem (to Wickhambrook).

The valley of the lower Gipping from Sproughton upstream to the southern edge of Needham Market, and those of its western tributaries: the Belstead Brook (including the Spring and Flowton Brook, to Elmsett) and The Channel (to Great Bricett).
Visual experience

This is a rich and varied landscape with its concentration of prosperous medieval towns and villages, contrasting with the smaller and less glamorous settlements of the surrounding plateaux. The steeper valleys and sunken lanes contrast clearly to most of the other valley networks in the county.

This landscape type embraces some of the most famous views and sites of Suffolk, East Anglia and England. The Stour valley is internationally renowned as

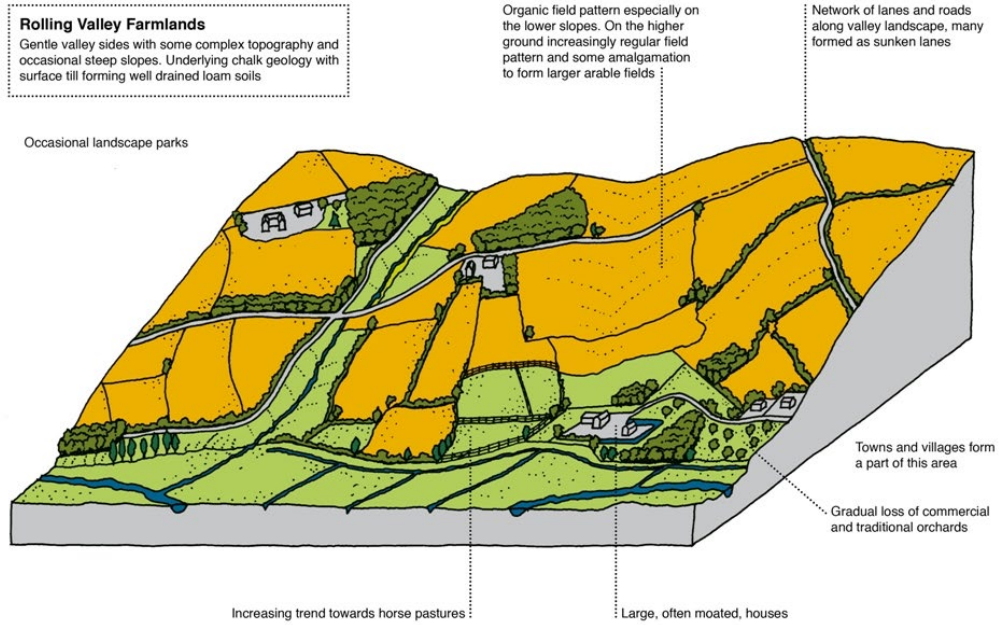

Figure 62: Diagram as exemplar for Rolling

2. Copdock and Washbrook Neighbourhood Plan: Landscape Appraisal Draft Report, 2019

3. http://www.suffolklandscape.org.uk/landscapes/Rolling-valley-farmlands.aspx

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