

Collingham

Design Guidance and Codes

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Quality information

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Introduction

01

1. Introduction

This document aims to empower the local community to influence the design and character of their neighbourhood, and deliver attractive, sustainable development that meets the needs of local people.

1.1 Background

Through the Ministry for Housing, Communities and Local Government (MHCLG) Neighbourhood Planning Programme led by Locality, AECOM has been appointed to provide design support to the Collingham Neighbourhood Plan Steering Group (NPSG) by preparing this Design Guidance and Codes document.

The NPSG seek to establish design guidance and codes to influence the character and design of future development across the Collingham Neighbourhood Area (NA), an area equivalent to the parish. This includes both Collingham village and the surrounding countryside.

Collingham is a principal village within Newark & Sherwood District Council. It is to provide 176 dwellings in the between 2013 and 2033. This included land in between Swinderby Road and Station Road, which was allocated for mixed use under Policy Co/MU/1. Previous completions and committed developments have contributed to the achievement of this target - there is currently no unmet need.

The design codes and guidance intends to ensure any windfall and infill development is appropriate for the village and wider parish.

This document seeks to provide important clarity for future development by setting codes and guidance which meet the aspirations of local stakeholders and support the delivery of high-quality, sustainable development.



Figure 01: Drainage ditches at the eastern edge of Collingham, highlighting a connection to the countryside.

1.2 Design coding

Design codes and guidance aim to raise the quality of new development by providing a clear framework for creating healthy, safe, green, sustainable, and distinctive places. They are a set of concise, often illustrated, design requirements for how to develop a housing site, or housing generally within an area. They can provide greater assurance for communities and clarity for developers about the design of new development.

1.2.1 The purpose of Neighbourhood Plan design guidance and codes

At a local level, design codes offer detailed guidance tailored to specific neighbourhoods or development sites. In the case of Collingham, this document is relevant to all new residential developments within the Neighbourhood Area which requires planning permission, including changes or extensions to existing buildings.

Neighbourhood Plan design codes should (where these exist) build upon the standards outlined in an District Wide Design Code (DWDC). As there is no DWDC in place or in development, a discussion with the Local Planning Authority (LPA) should be undertaken to determine the likely priorities and coding to come forward in any future District Wide Design Guidance document.

1.2.2 Process

This document has resulted from a collaborative effort between the Collingham Neighbourhood Plan Steering Group (NPSG) and AECOM, reflecting the priorities of local residents. The design coding process includes the following steps (see adjacent).

1.2.3 Comply and justify

If a planning application deviates from the requirements of Collingham's design code (as set out in this document) applicants should submit factual evidence to support their proposed variations; they should demonstrate that the built result will be visually coherent and of the highest quality consistent with goals of this design code.

Proposals that do not adhere to this guidance, and that do not furnish strong rationales, supporting documentation and comprehensive examination of available solutions, may be refused.

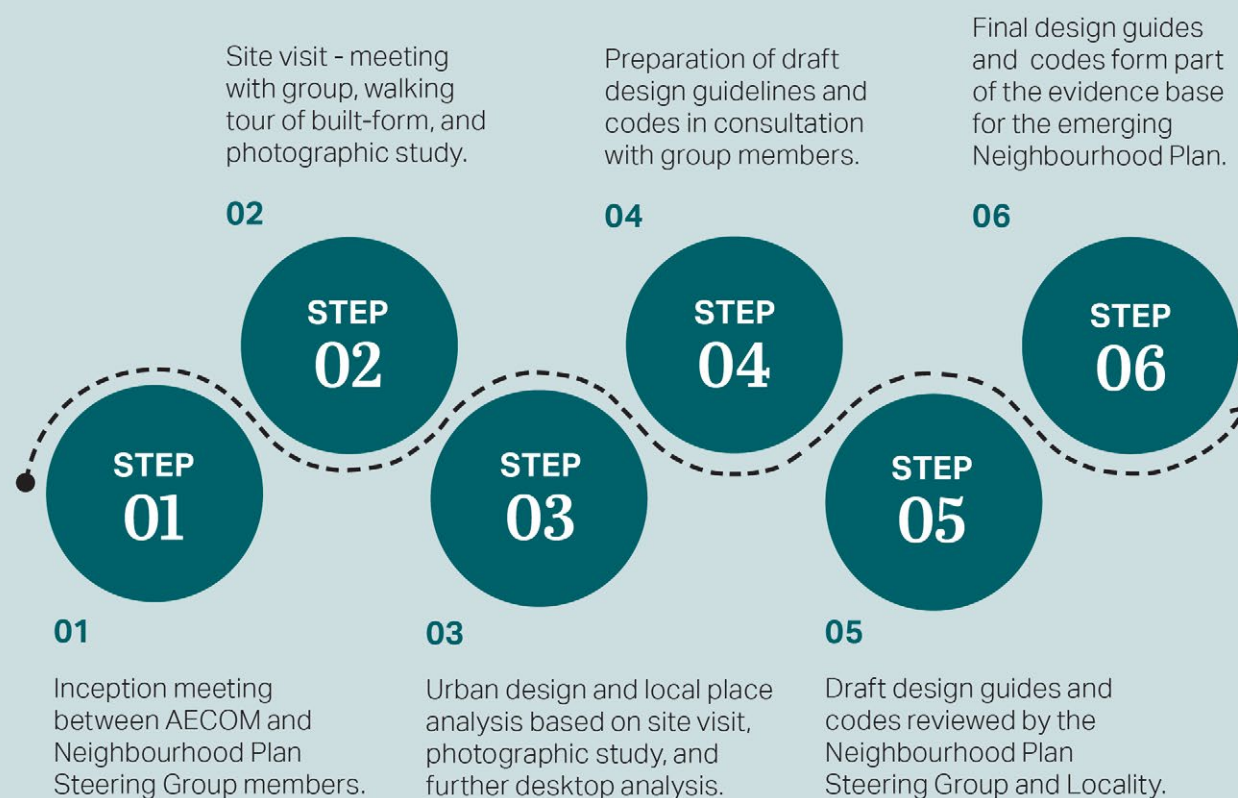


Figure 02: Design Code production process

1.3 Who should use the guidance and codes

This document will be used differently by different people in the planning and development process, as summarised in the adjacent table.

A valuable way codes and guidance can be used is as part of a process of co-design and involvement that seeks to understand and takes account of local preferences for design quality. As such the codes and guidance can help to facilitate conversations to help align expectations, aid understanding, and identify key local issues. The resulting design codes and guidance can then set out how to adequately respond to these issues in future development.

Design codes and guidance alone will not automatically secure quality design outcomes, but they will help to prevent poor outcomes by creating a rigorous process that establishes expectations for design quality.

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

Table 01: User groups and how they will use the codes and guidance.

1.4 Neighbourhood Plan vision and community objectives

“Collingham’s vision for 2036 is not just a plan, it’s a heartfelt promise to its residents a pledge to nurture a village that thrives by honouring its past while embracing a sustainable and inclusive future. Imagine a place where the echoes of laughter and neighbourly chats resonate through time, a village that feels as familiar and comforting as it does exciting and progressive.

At its heart, the vision for Collingham in 2036 is about preserving the cherished village identity.

Residents envision a community that remains untouched by the sprawling reach of suburban development, a place where the “village feel” is not just a memory, but a vibrant daily reality. This means controlling development to ensure Collingham retains the character of a village and avoids the pitfalls of over-expansion. Any new housing will be built with longevity and afford-ability in mind, ensuring that the young and the local have a place to call home.

Picture a village where the streets are safe and inviting, not dominated by the roar of traffic. The 2036 vision includes a commitment to traffic management, aiming to reduce the volume and speed of vehicles, especially large lorries through the village centre to ensure the village remains a haven of peace and tranquility.

Residents will enjoy improved infrastructure and amenities, with better public transport, cycling lanes, and footpaths, all contributing to a more connected and accessible village. There will also be a wider range of local shops and facilities creating hubs for community life.

Our village in 2036 will be a beacon of environmental responsibility, a place where the beauty of the natural world is respected and protected. The vision includes a pledge for Net Zero for all new developments, with a focus on renewable energy sources and the preservation and improvement of our green and open spaces.

Imagine a village where the air is clean and biodiversity flourishes. A place where people are deeply connected to their environment.

Collingham in 2036 will be an intergenerational community, where everyone feels a sense of belonging and have opportunities to thrive. It will be a place where young and old connect and learn from one another. There will be improved facilities for the elderly, enhanced activities for young people, and better sporting facilities, all designed to create a dynamic and inclusive village life.

Collingham’s residents believe that the future they are building together will be vibrant, resilient and a testament to the power of community spirit. The key is a collaborative approach and careful planning, to make Collingham a place where the best of the past melds seamlessly with the promise of a brighter future.”

Collingham Neighbourhood Plan vision.

Eight draft community objectives have also been developed, reflecting the focus of the Neighbourhood Plan. Again, please note that these are a draft and could be subject to change. Please see the latest version of the Neighbourhood Plan for the most up to date wording.



Objective 1 - Sustainable Development

To ensure that proposals for new development are presented within the wider social, economic and environmental context and that informed decisions about future growth can be made.



Objective 2 - Environment, Climate Change & Flood Risk

To effectively protect and manage the natural environment in and around Collingham to achieve sustainable development and mitigate the effects of climate change and flooding.



Objective 3 - Design & Heritage

To ensure that all future development, regardless of type or location, does not have a negative impact on the village's unique character, historic environment and landscape setting.



Objective 4 - Accessibility, Transport & Communications

To facilitate safe movement and access to services and all forms of communications for residents and visitors, through and around Collingham, maximizing the use of sustainable modes.



Objective 5 - Community Facilities & Amenities

To protect and enhance the range of community facilities and amenities within the village to improve the quality of life for people both living and working in Collingham.



Objective 6 - Housing & Employment

To support limited residential and commercial development within the village, through meeting the strategic requirements for growth whilst maximizing the benefits for the community.



Objective 7 - Green Space & The Open Countryside

To protect and enhance the green spaces and ecological corridors in the village and improve connectivity of the public right of way network with access for all.

1.5 Study area

The Collingham Neighbourhood Area (NA) falls in the Newark and Sherwood district of Nottinghamshire. The area is located 17.5 km (10.85 miles) west-southwest of Lincoln and 8.5 km (5.3 miles) north-northeast of Newark-on-Trent, to which is very well connected through the A46. It has a population of 3,053 (2021 Census) and the total area is 2,240 ha.

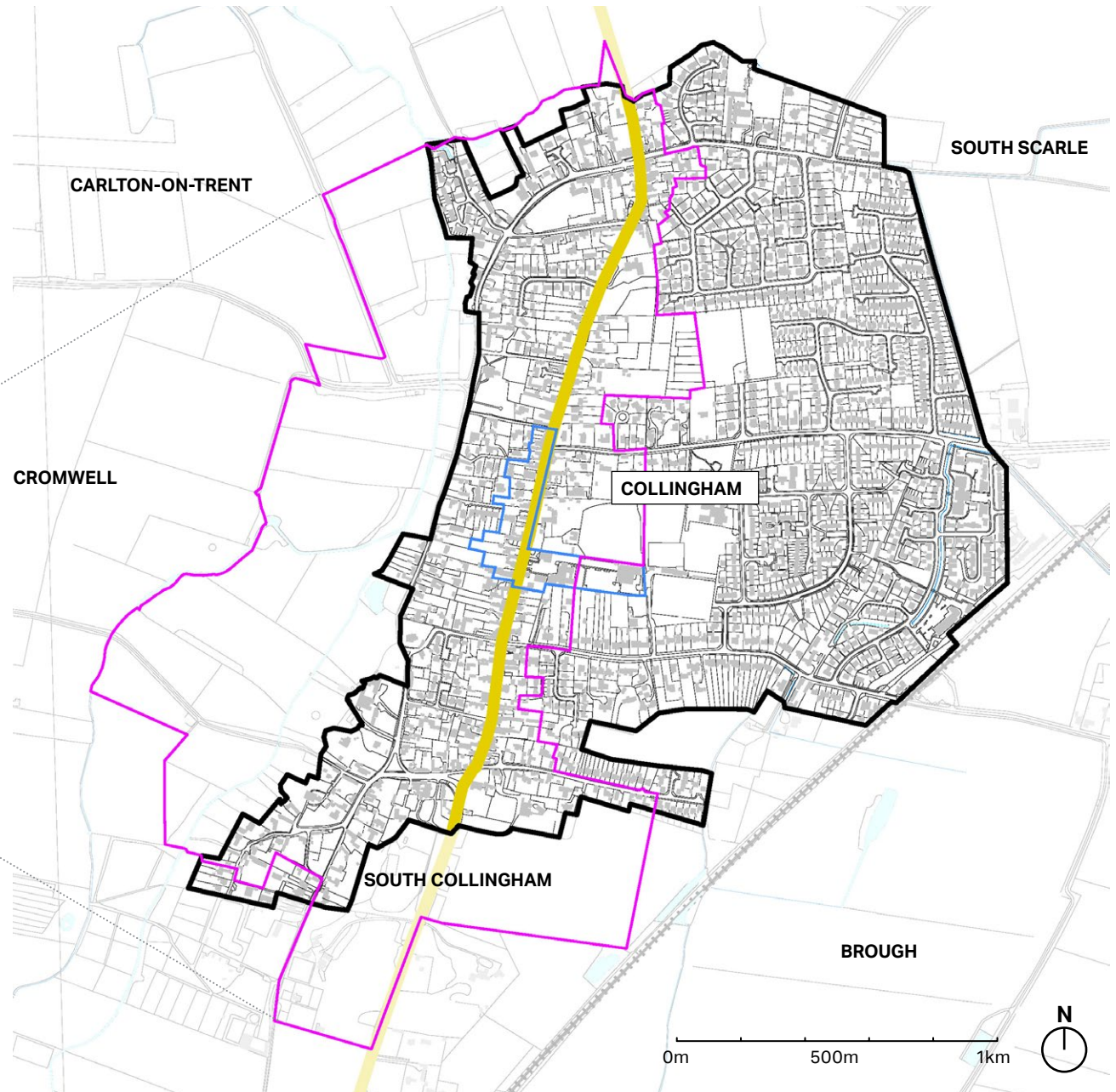
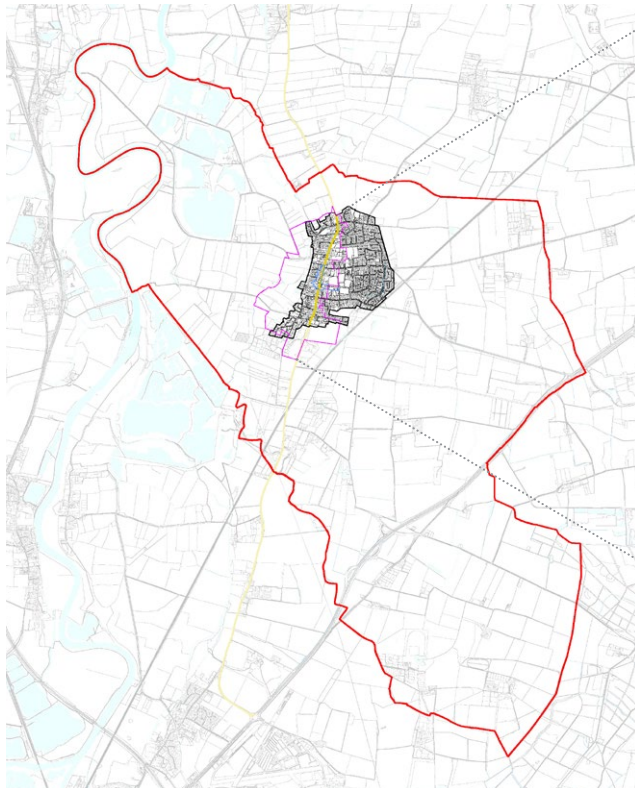
Collingham is a principal village, which includes a wide range of notable buildings and facilities such as St John the Baptist's Church, All Saints' Church, Collingham Medical Centre, Collingham railway station, Collingham Youth & Community Centre, a community library as well as other amenities (post office, pubs and shops). The area is also crossed by the Nottingham to Lincoln railway line.

The northern end of the Neighbourhood Area boundary is drawn by the River Trent, which runs just west of Collingham.



Key

- ▭ Neighbourhood Area (NA)
- ▭ Village envelope
- ▭ Conservation Area
- ▭ Local centre
- ▬ A1133
- ▬▬▬ Railway line



1.6 Site visits and engagement

A one-day site visit took place on Tuesday 3 December 2024, commencing with an in-person meeting between AECOM and representatives of the Collingham Neighbourhood Plan Steering Group (NPSG). The purpose of this meeting was to explore the group’s key aims and objectives and to address any initial concerns or queries. This was followed by a tour of the Neighbourhood Area (NA), via car and on foot.

This activity allowed consultants to appraise local character and the features informing its sense of place, such as heritage and landscape features. The exercise also provided valuable local insight into the area’s pertinent design issues and opportunities, good and bad practice, as well the overall context for which the evidence-base of the Neighbourhood Plan will reflect.

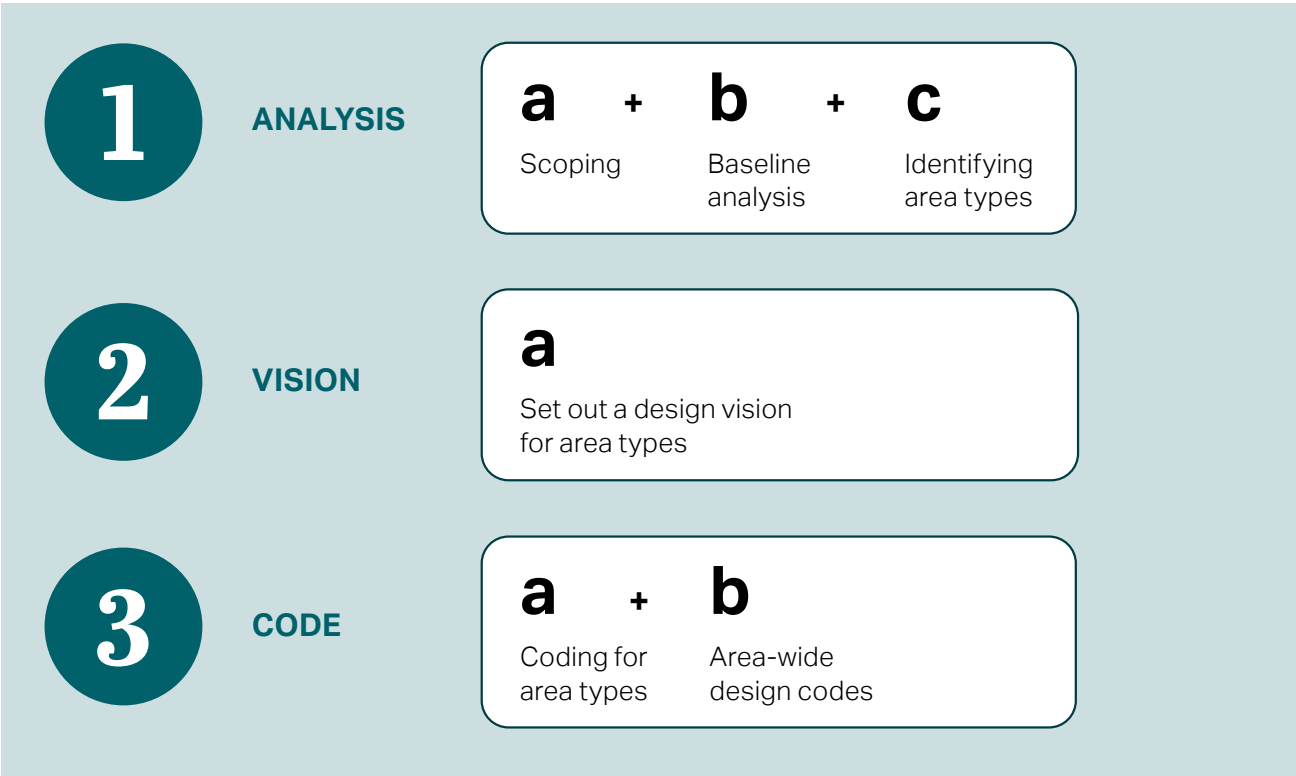


Figure 03: Diagram highlighting the design code process for the Neighbourhood Plan Area (adapted from National Model Design Code).

1.7 Place questionnaire responses

Neighbourhood Plan design codes align with the national planning policy requirement for taking account of local design preferences. This involves communities in early discussions about the design of new homes and other development in their area.

The following data has been used to understand local design preferences:

- issues highlighted in the Collingham Neighbourhood Plan;
- opinions gathered from conversations during the site visit;
- the findings of a Place Questionnaire supplied to the NPSG (details adjacently provided).

Place questionnaire

The NPSG were asked for the priorities for the Collingham Design Code. A questionnaire was issued on 15 November 2024 to the group and the findings are summarised and organised in four themes:

- A Connections**
- B Built Form**
- C Nature**
- D Activity**

The four themes have been taken from Locality's 'Place Assessment Toolkit', which simplifies the '10 Characteristics of a well-designed place' as set out in the National Design Guide (NDG).

These themes have been used to guide the structure of guidance and codes later in this document.

A: Connections

- Some footpaths very difficult for wheelchairs/pushchairs/mobility scooters.
- High Street difficult to cross, parking at junctions is rife.
- Surrounding area good for cyclists but not so good in centre of village.
- Pedestrian crossing on High Street badly needed.
- There's lots of walking and cycling routes to local facilities, there is a footpath and cycle route all the way to Newark.
- Some pavements are too narrow for wheelchair users.
- Generally too car-centric, often with carriageway prioritised over footpaths. Traffic on through-roads limits their use for pedestrians.
- Lots of cul de sacs and no signage from station.
- More difficult in some c20th estate roads: winding streets and dead ends frustrating navigation.

B: Built form	C: Nature	D: Activity
• Mix of houses, 1-2 storeys. Historical buildings and modern homes. • Some conversion of retail or light commercial to residential. • Red brick, pantile, concrete tile, blue Lias, slate, render. • Brick boundary walls and hedges. Historic relationships to street: non car-dominated frontages. • Houses positioned gable-on to the street (eg historic cottages on Dykes End) are characterful. • The old car showroom on the High Street/Challands Garage could be redeveloped • View over cricket club from main road, views out to the west across the fields from Low Street, views along the Trent river, the north and south village Greens. • "Gusto site" - Recent development on the eastern side of the village noted as good. • Collingham Brook area has well designed houses, though the housing density is arguably too great.	• Examples of green space include: RSPB Langford lowfields, wildlife trust reserve, the green, community orchard, the cricket club, Vine Farm paddock. • The village green as you enter at the south Collingham end is iconic. • There is a plan to install some benches which I think will help people to enjoy the small green areas in the village. • There should be an increased focus to protect and also plant trees. • There are woodlands up on Wheatley Hill. Danethorpe hill, • Drainage ditches around the village are not well maintained • Flooding caused by the Fleet and Trent. There is also risk of flood water coming down into the village from the fields. • Village centre parking and shops, lacking in central amenity space. It would be nice if it looked like a village centre and not so much like a car park. • There is a superb children's play park, located off Swinderby Road.	• There are vacant shop units which should be let. • Not a lot of affordable housing, which is needed. • Residents come to Planning Committee (PC) meetings and put their case if they would like the PC to respond in a particular way to applications. The PC posts all local applications on the website.



**Place analysis and
area types**

02

2. Place analysis and area types

This chapter presents a place analysis of the Collingham Neighbourhood Area (NA), setting out five area types. This helps to inform a series of design guidelines that are both sensitive and responsive to local context, landscape setting, and character.

2.1 Understanding place

Achieving quality development starts with a comprehensive understanding of place. Places have a clear and strong identity and character. They are a combination of their physical form, their activities and their meaning to people. The adjacent diagram shows how these factors come together to create a successful place.

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

For the purposes of this document, the analysis contained within Section 2 helps to illustrate the variation in character, and thus the sense of place across the Collingham NA.

A series of three 'area types' have been identified with further analysis showcasing what makes each location special and distinctive. Developments should take note of the area type in which it is located, as any design proposal will require a tailored response based on its specific location within Collingham. Each section of analysis concludes with a set of design guidelines specific to the area type.

This in turn informs the series of area-wide design guidance and codes (Section 3) - applicable to all development within the Collingham NA.

Figure 04: (To the right) A diagram showing how different factors come together to form a sense of place.



- 1 Physical conditions of existing built development including layout, form, scale, appearance, landscape character, waterways and flood risk.
- 2 Use, vitality and diversity, including community facilities and local services.
- 3 How a place is perceived, including local heritage, views inwards and outwards and social histories.

2.2 Identifying Collingham's area types

Defining 'area types' and establishing what the key features or distinctive attributes are in each area helps to determine the appropriate design codes and to support future development. Area types divide the NA into portions and present each area's distinctive features, its function and performance.

For the purposes of this Design Code, Collingham has been divided into three area types. From this, two areas are Focus Areas (FAs).

Area types within Collingham:

FAs

Historic core

Suburban development

Open countryside

The following analysis is based on a desktop study (see Appendix) and engagement with the Collingham Neighbourhood Plan Steering Group (NPSG). This analysis was cross-checked on site as part of the walking tour and photographic study.

Proponents must adhere to all guidance detailed in Section 3 (Area-wide design codes and guidance) and will refer to the assigned area type to understand the applicable guidelines relating to the location. Designers should also consider neighbouring area types and their specific local context and characteristics.

The following descriptions give a broad understanding of what constitutes a typical area type. These are extrapolated in the analysis of each area:

Historic core

Historic cores have an organic and irregular layout and main roads bisecting the area. They have a mix of uses. Corners and focal points are occupied by notable buildings. They are set within a rural context with a fine grain pattern and distinctive, agricultural character.

The village has its own distinctive character, often with 1 and 3 storey buildings in an informal layout with the original village occurring in a line along two roads - High Street and Low Street.

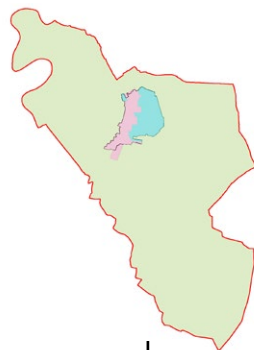
Suburban development

Homes are arranged on curvilinear/cul-de-sac street layouts - diverging from traditionally distinctive layouts and built form. Contains a large proportion of 20th-21st Century development with strong links to the open countryside. Recent suburban areas have a local hub, green spaces, road or rail infrastructure. Homes range in housing mix and architectural style.

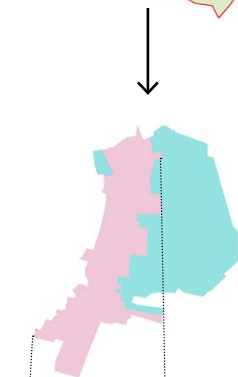
Open countryside

Open countryside refers to rural areas with scenic qualities, where land outside of towns, settlements, or villages is either used for farming or left in its natural state. The countryside is sparsely populated, with isolated clusters of farmsteads or dwellings set amongst a patchwork of field boundaries. The countryside may also include blue infrastructure, woodlands, nature reserves, and scheduled monuments.

Step 1. The Neighbourhood Area (NA) is divided up into area types



Step 2. Focus Areas (FAs) are identified.



Step 3. A place analysis is undertaken for each Focus Area (FA), and area-type specific guidance is provided.

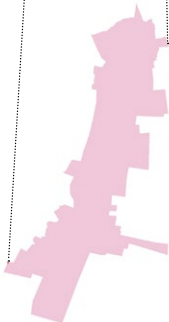
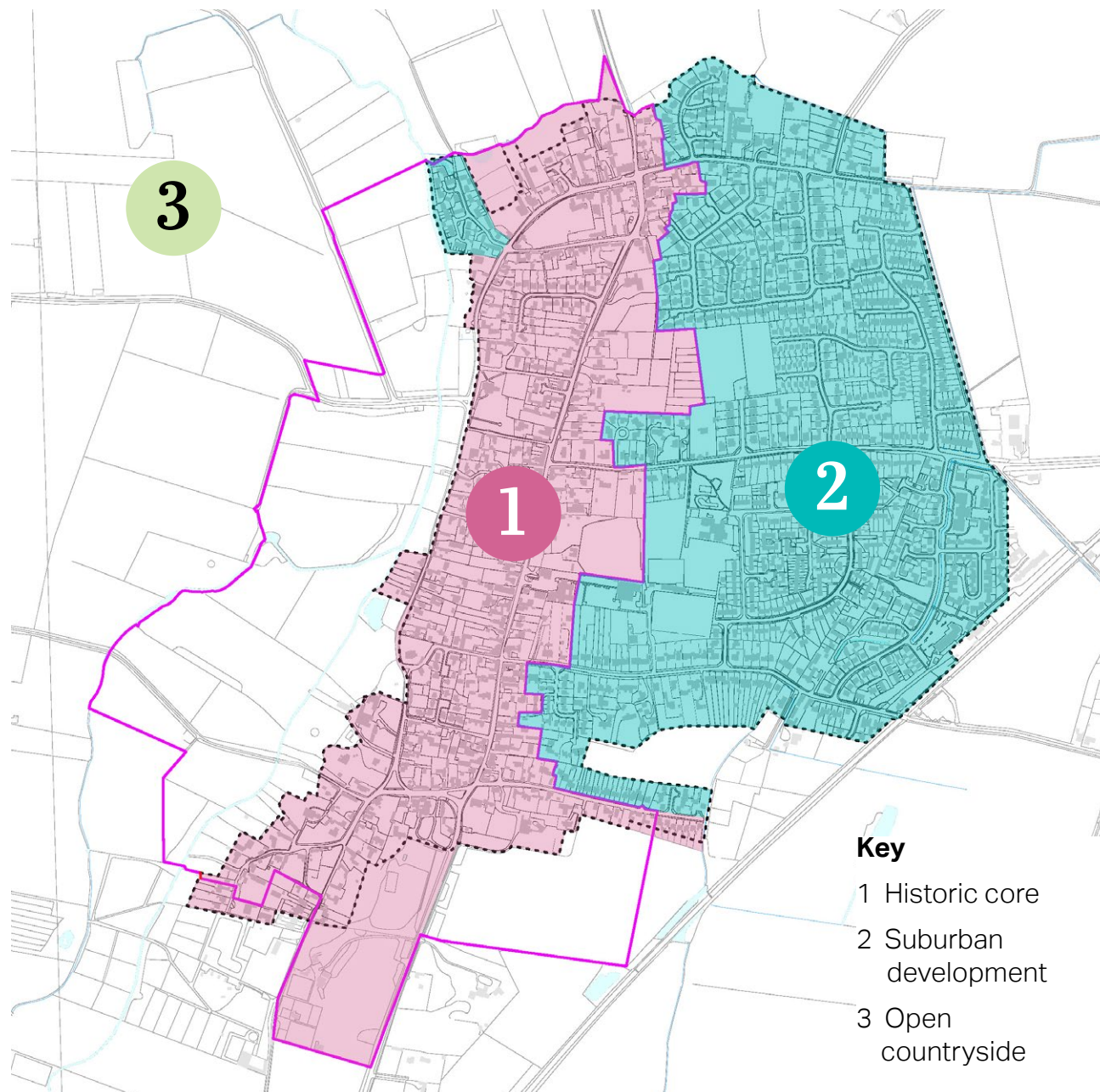
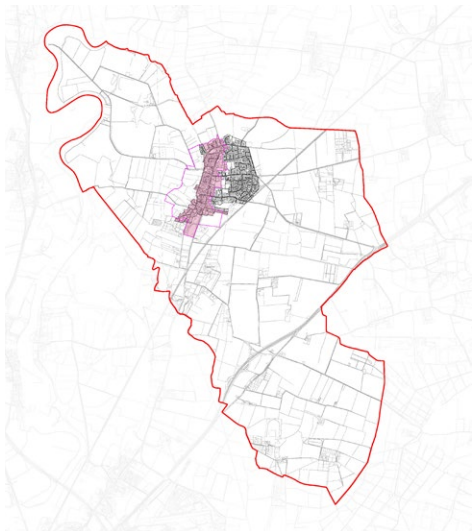


Figure 05: The process of area type application, and the how the focus of the place analysis was defined.



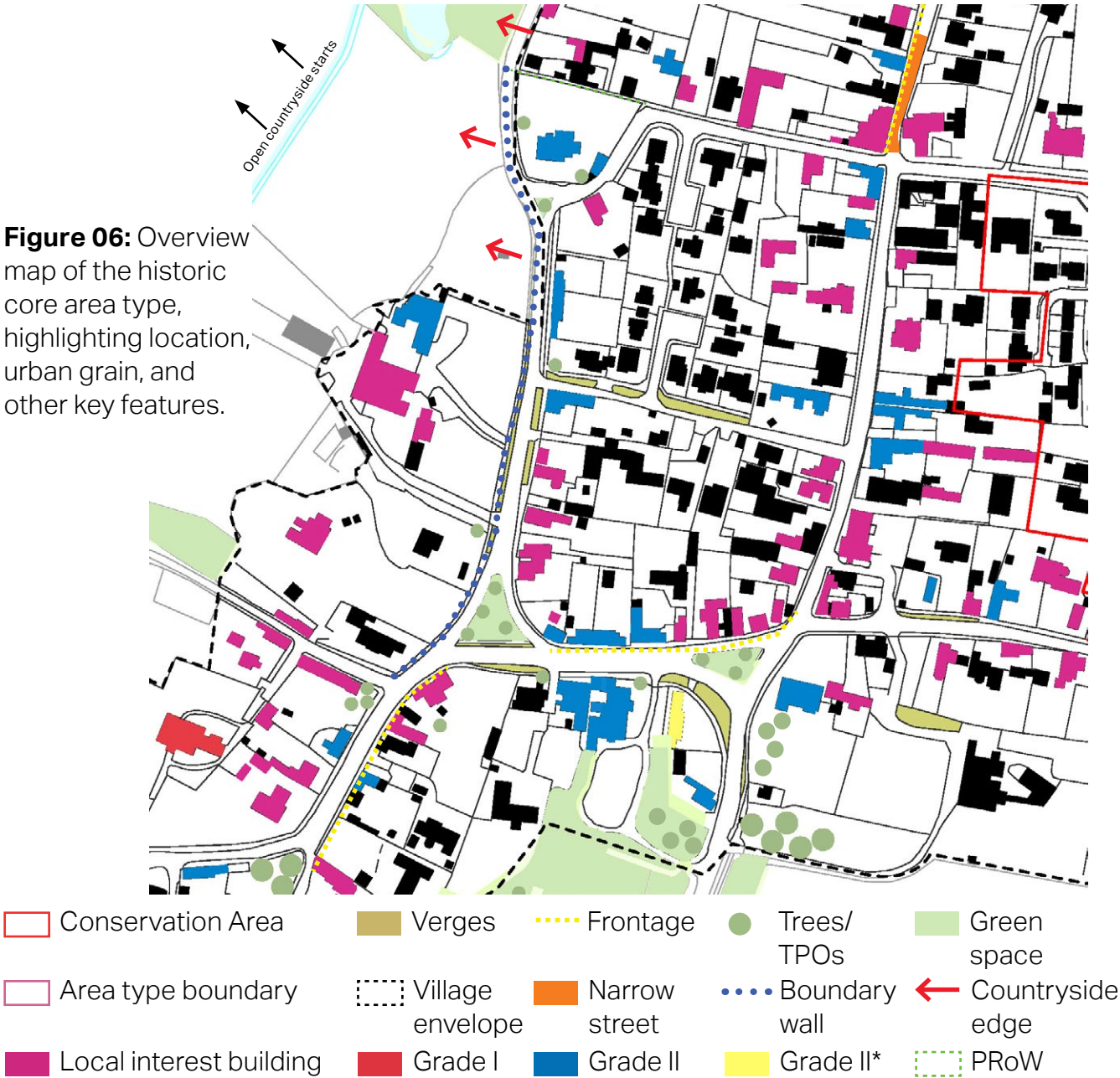
1 Historic core



Historic core	Calculations
Indicative Dwellings per Hectare (DpH)	13-26 DpH
Typical plot size range	15m (W) x 36m (D) 20m (W) x 100m (D)
Typical block size range	100m (W) x 190m (D) 150m (W) x 235m (D)

Table 02: A guide to density, plot and block sizes. Density refers to net densities.

Figure 06: Overview map of the historic core area type, highlighting location, urban grain, and other key features.



Topic	Written analysis
Connections: Context, urban form, layout, movement	Grass verges, hedgelines and mature trees at the village's north and south entrance. At the southern gateway, the village opens up at The Green with historic buildings such as the Thatched Cottage. A linear village with a Medieval road pattern running north-south along High St and Low St with linking lanes such as Church Lane and Temperance Lane. At the periphery, lanes become more rural (South End). The village centre has a medical centre and Co-op shop, which is car-dominated with poor quality public realm. High Street is the A1133, which creates significant traffic and unpleasant experience. At the junction of High Street, Bell Lane and Station Road the road is so narrow it becomes single lane.
Built form: Building massing, scale and type, block and plots, boundary treatments, setbacks, building lines	Buildings are 1-3 storeys. Buildings range from Georgian, Victorian and Edwardian styles. C17 cottages have steep pitched roofs and are perpendicular to the street with the gable end to the road (notably Low Street). C18 and C19 cottages are parallel to the street and are typically flat-fronted. There are country houses (South Collingham House, The Manor and The Old Hall) and farmhouses (e.g. Manor Farm) with 'L' shaped plans.
	Grand detached homes (The Manor, Chestnuts) are set back from the street featuring tall chimney stacks, tumbled brickwork, Dutch gable roofs and thatch. Materials tend to be red/orange brick, often with Flemish brickwork bond with pale headers and red stretchers, and pantile. Some corner buildings have curved brickwork at ground floor. Extensive use of a stone known locally as Blue Lias. Windows tend to be paned vertical sashes or horizontal Yorkshire sliders.
	Boundary walls are either blue lias (notably around The Manor on Low Street) or red brick. Walls can be up to 2m tall.
	Even where buildings are set back there remains a strong sense of enclosure and frontage, especially along High St.
Nature: Landscape, green and blue infrastructure, open and public spaces	The area is enclosed on the western edge by a well-ordered pattern of hedged fields and lanes. The regular and medium to large scale field pattern tends to be the most dominant landscape element. Many of the fields are bounded by drains and ditches. There are several footpaths leading out into the surrounding countryside allowing for outward views. In South Collingham there are allotments and grassed areas.
	The Green is a residual green space, formerly the village green. There are privately-owned informal green spaces such as the paddock adjacent All Saints church along the western edge; land bounded by Church Street, Little Lane and South End; and the field next to the church on Carlton Ferry Lane. Views east along The Green are terminated by The Lodge. On-plot trees at South Collingham House contribute to the attractiveness of the Green. In front of the Chestnuts there is a small-grassed triangular green space with a mature tree, which marks the convergence of Low Street and Bell Lane. There are rows of trees or hedges as well as TPOs, mostly along Low St and in South Collingham.
Activity: Uses, community	The Co-op and medical centre act as the village centre. High St has historic shopfronts and pubs. There are relatively few shops remaining with many converted to residential use. The retention of the shopfront is important to local character. The agricultural origins of the area are noted in the former threshing barn on Church Street. There are two notable churches: in the north All Saints and in the south St John The Baptist's.

Table 03: Outlining the characteristics of the area.

2.2.1 Streetscapes and enclosure

The historic core encompasses many of the oldest buildings in Collingham, including the Grade I Listed All Saint's and John The Baptist churches. This area contains the traditional 'heart' of the village, and has evolved in a linear arrangement with two parallel north-south roads: High Street and Low Street.

Enclosure describes the proportion of street width compared to building heights. The National Model Design Code suggests an enclosure ratio of approximately 1:2. High Street is 1:1.5 at its narrowest (but this does increase further north) and Low Street is 1:4.5.



Figure 07: Looking north along High Street.



1. Gable front addressing the street
2. Strong building line, homes tight to street
3. Curved corner brickwork
4. Consistent roof plane
5. No pavement
6. Single lane with lights



Figure 08: Looking east along Low Street.

1. Gable front cottages
2. Grass verges and street trees
3. Pavements
4. Wider road with on-street parking
5. Steep pitched hipped roofs and lias base
6. Brick wall boundaries

2.2.2 Materials and architectural details

A mixture of red clay pantiles and grey roof slates are the typical roof treatments throughout the historic core. Within facades, multi-tonal red brick, pale painted brick, or a pale render are typical. There are examples of dentil brickwork detailing along eave lines.

The variation in building ages in this area leads to a variety of architectural features on display. Some of the most characteristic include Blue Lias for plinth detail or for ground floors, Flemish bond brickwork raised parapet and dentilated or cogged eaves, tumbled brickwork, thatch, pantile, and slate tiles.

Many former farm buildings are elongated or 'L' shaped

Windows tend to be paned vertical sashes or horizontal Yorkshire sliders.

Boundary walls are very significant in Collingham. They are either in blue lias, brick or a mixture of both.

Figure 09: A selection of characteristic materials and architectural features found within the historic core.



2.2.3 Design vision

The Historic core will enhance a sense of place and identity through sympathetic, small scale development that has a good relationship to the street and greenery.

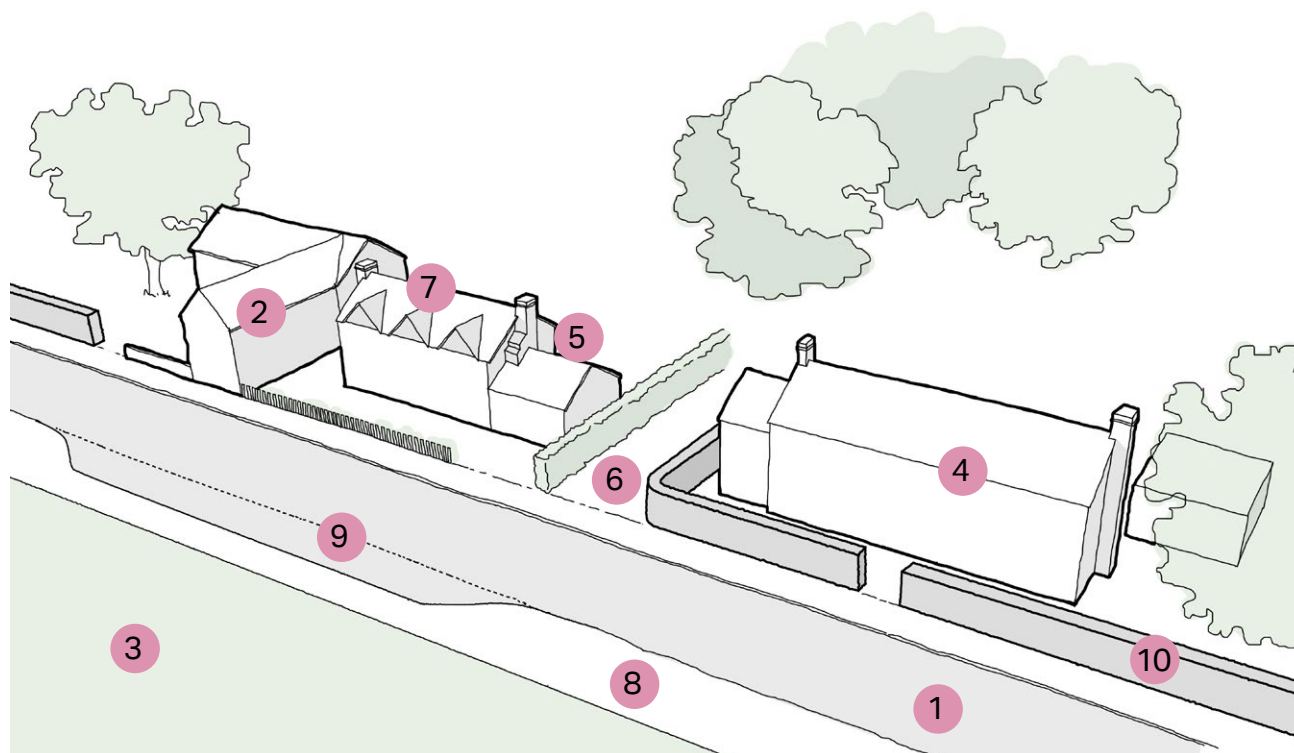


Figure 10: An annotated illustration creating a design vision for the area type based on site visits, analysis, and co-design processes with the NPSG. **Note:** this is not an existing streetscene. The highlighted items shown here have codes on the following page.

Design principles to achieve the vision:

- 1. Layout** - Maintain a linear layout and enclosure ratio between 1:15 and 1:4.5.
- 2. Orientation** - Allow homes to face the street or be perpendicular.
- 3. Green space** - Provide well-maintained, accessible, and overlooked green space. Ensure views to open countryside.
- 4. Building types** - Allow a mix of detached, semi-detached and terraced homes at 1-3 storeys.
- 5. Design features** - Sympathetic and consistent material palette, no pastiche.
- 6. Streetscene** - Retain or enhance trees, grass verges and green gaps.
- 7. Rooflines** - Align to neighbouring rooflines where possible, use dormers, chimney stacks and gables for features.
- 8. Connections** - Ensure adequately sized pavements flank both sides of the road
- 9. Parking** - Provide a variety of parking solutions (on-plot and on-street).
- 10. Boundaries** - Strongly defined plot boundaries, using characteristic Blue Lias or red brick walls and hedgerows.

2.2.4 Design codes - Historic core

In conjunction with the area-wide codes in Section 3, where relevant, all development **must**:

Layout - respect and respond to positive elements of the existing layout and built form as set out in the illustration on pages 24-25.

Orientation - ensure new homes are orientated to the street or landscape. A perpendicular relationship is permissible.

Green space - Preserve or improve existing verges (as well as create new ones where possible), mature trees and green spaces.

Building types - Development should not exceed the height of predominant building forms to preserve visual harmony and scale.

Design features - materials and details include red brick, white render, lias stone, chimney stacks, dormers.

Streetscene - retain trees contributing to streetscene.

Rooflines - Provide variation with dormers and street-facing gables. A variable eave line and ridge line is encouraged to create interest but variation between adjacent buildings should be a maximum of 0.5 storeys. Dormers to front elevations must have pitched or hipped roofs, set down from the ridge line by at least 200mm.

Connections - Provide a clear pavement of 2m minimum width. Where pavements are narrower, it must not continue for <6m, where possible, and taking into account the immediate context.

Parking - Include on-plot parking behind the building line or adequate on-street parking that is integrated with the footway.

Boundaries - Create consistent building line. Setbacks should be no smaller than 2m with front gardens. Boundary treatments: lias/red brick walls, picket fences, verges, trees, and hedges.

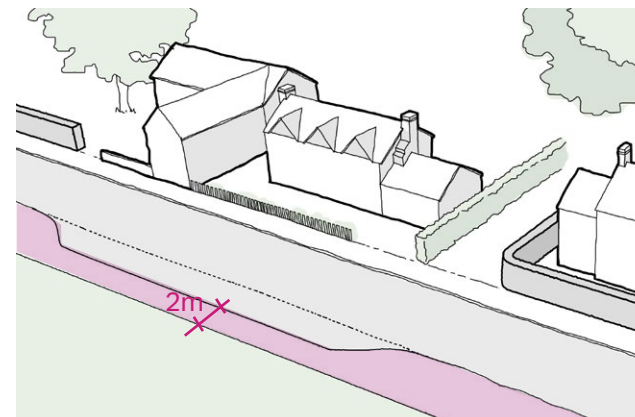


Figure 11: Ensure footways are minimum 2m width and on-street parking is integrated into footways.

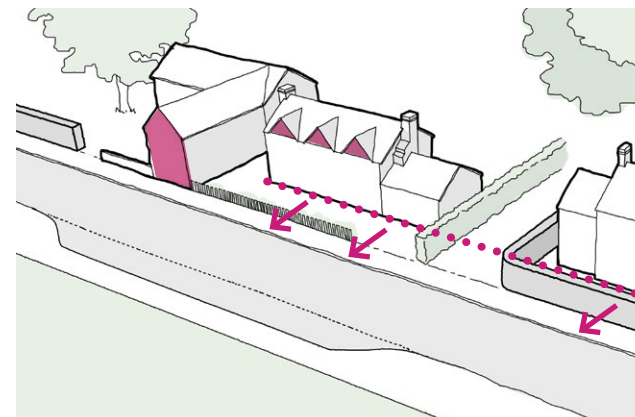
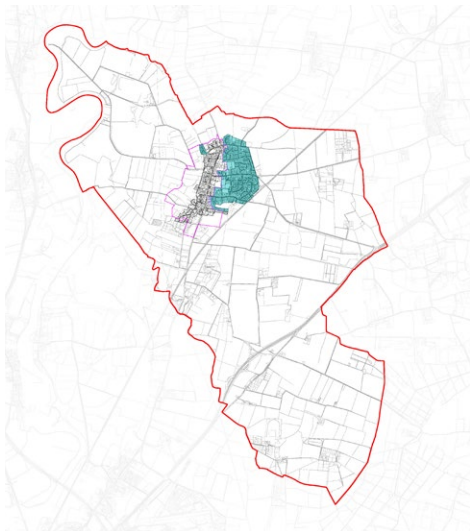


Figure 12: Building lines must be consistent and should face the street where possible. Architectural features should be retained, such as gable fronts.

2

Suburban development



Suburban	Calculations
Indicative Dwellings per Hectare (DpH)	14-38 DpH
Typical plot size range	14m (W) x 28m (D) 11m (W) x 100m (D)
Typical block size range	90m (W) x 190m (D) 170m (W) x 170m (D)

Table 04: A guide to density, plot and block sizes. Density refers to net densities.



Topic	Written analysis
Connections: Context, urban form, layout, movement	Layouts are informal and arranged along the curvilinear streets. Homes generally follow the curvilinear streets and are consistent to the building line. Homes typically face the street with the rear boundary abutting the countryside. Typically have connecting road (Braemer Road, The Hedgerows) with short-run cul-de-sacs or loop roads (The Hemplands). Roads typically have grass verges, pavements and are noted for on-street parking. Sometimes developments are not connected. Several footpaths connect north-south, notably the footpath adjacent to John Blow Primary School. National Cycle Way 64 provides southwest to northeast connectivity for cyclists. The area is characterised by east-west routes, notably Low St becoming Woodhill Road, Swinderby Road, and Station Road. Woodhill Road runs north-south as Cross Lane, flanking the countryside with a drainage ditch.
Built form: Building massing, scale and type, block and plots, boundary treatments, setbacks, building lines	Recent development has occurred around The Hedgerows or Pitomy Drive with a mix of 2-storey detached homes and single-storey bungalows around Blackberry Way. C20 development is generally 1-2 storeys with low pitched roofs. House types include detached, semi-detached, and bungalows. Parking is in integrated garages, side parking, or driveways. Courtyards on Braemer Road connect to the Green Way. New detached 2-storey homes along Brook Lane have high-pitched roofs with solar panels. There is a general lack of design quality in terms of features. Bungalows around Linley Close have footpaths to homes and now street access. .
	Blocks have irregular shapes, reflecting curvilinear streets, ranging between 90m (W) x 190m (D) and 170m (W) x 170m (D). Plots vary between 14m (W) x 28m (D) and 11m (W) x 100m (D). Plots along Station Road follow field boundaries where development has occurred by halving the field creating long narrow plots.
	Setbacks range from 2m in recent development and 5-7m in C20 development. Homes generally have strong building lines on main roads such as Station Road or Swinderby Road but more informal building lines and setback variance in local roads such as The Lawns. Boundary treatments are mixed, including low brick walls, Cheshire fencing and hedges. Sometimes there are no boundary walls or small shrubbery, such as along Peterborough Road. The eastern aspect of the Hedgerows flanks the railine.
Nature: Landscape, green and blue infrastructure, open and public spaces	Grass verges and hedgerows are prominent features throughout. There is a lack of streets trees across the area. Green Way is an unprogrammed green space in new development. Green gaps and footpaths connect to countryside, notably on the southern side of Station Road. Visual connection to countryside is limited, notably on Cross Lane where rear boundaries and tall hedges prevent views outward. Distinct layouts with triangular green space, such as at Braemer Road, create setbacks at curves in the road. Collingham Community Park is a well-used facility at the heart of the village with children's play space.
Activity: Uses, community	The area is mostly residential with few services. Gusto House and The Allotment are commercial amenity and office outlets in new development. On Dykes End there is The Tryst, a small Grade II listed building.

Table 05: Outlining the characteristics of the area.

2.2.5 Streetscapes and enclosure

The suburban development is largely C20-C21 housing with relatively similar streetscene and enclosure ratios. This area is a system of connecting roads with branching short-run cul-de-sacs. The overall layout is organic and irregular with bisecting roads linking Station Road in the south to Swinderby Road in the north: The Hedgerows and Braemer Road.

Enclosure describes the proportion of street width compared to building heights. The National Model Design Code suggests an enclosure ratio of approximately 1:1.5 - 1:5. The Hedgerows is 1:5 and Braemer Road is 1:6.



Figure 13: Looking north along The Hedgerows.

1. Boundaries consist of Cheshire fencing and low shrubbery
2. Front of property parking and driveways
3. Consistent and uniform roofline
4. Variation in form addressing the street with gable fronts
5. Grass verges and low fencing flank pavements on one side.

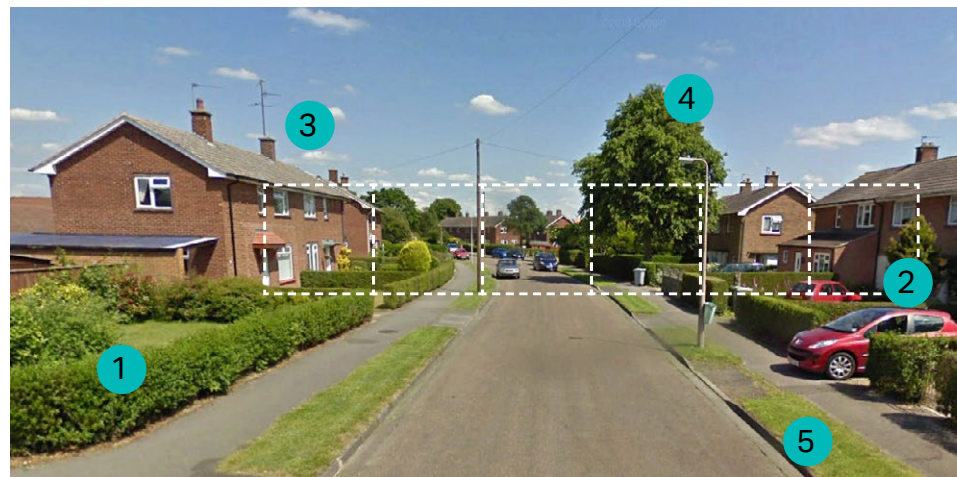


Figure 14: Looking east along Braemer Road.

1. Boundaries consist of hedges and shrubs
2. Front of property parking and driveways
3. Consistent and uniform roofline
4. Mature on-plot trees
5. Grass verges and light poles flank pavements.

2.2.6 Materials and architectural details

Across the recent development and early developments, the suburban material palette and architectural detailing are broadly similar. Mostly red brick with yellow brick used in The Hedgerows. Quoins noted in some new development as well as dormer windows. Roof tiles are mostly grey slate or concrete and roof shapes are mainly pitched. Higher pitches are in more recent development. Examples of asymmetrical frames are found on Station Road.

Windows tend to be casement with white frames while in more modern development charcoal accents offset against the yellow brick. Porches are noted throughout the area with recent development favouring dark coloured cladding systems to create an entry frame.

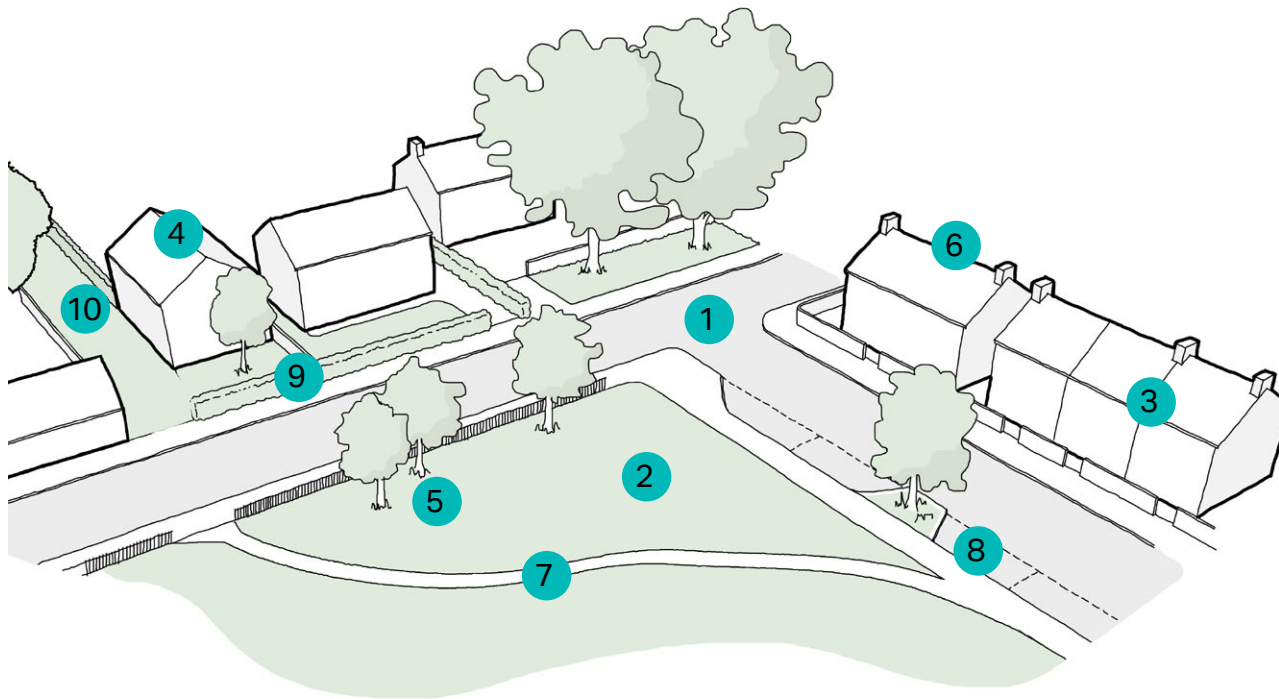
Boundary walls are significant in Collingham's historic core but in the suburban areas they are often open to the pavement with shrubbery or used as driveways with some fencing used on occasion.

Figure 15: A selection of characteristic materials and architectural features found within the suburban development.



2.2.7 Design vision

Suburban development will maintain good connections to the countryside and provide high quality design outcomes that respect local context and character.



Design principles to achieve the vision:

- 1. Layout** - Maintain an organic layout with connecting streets
- 2. Green space** - Provide well-maintained, accessible, and overlooked green space. Ensure views to open countryside.
- 3. Building types** - Allow a mix of detached, semi-detached and bungalows at 1-2 storeys.
- 4. Plots** - Provide good plot coverage of 0.5 of the area, allowing for narrow plots.
- 5. Streetscene** - Retain or enhance trees, grass verges and green gaps.
- 6. Rooflines** - Create a consistent roofline, use chimney stacks/gables for features.
- 7. Connections** - Ensure adequately sized footpaths provide connectivity.
- 8. Parking** - Provide a variety of parking solutions (on-plot and on-street).
- 9. Boundaries** - Plots can be open to the pavement edge or have hedgerows.
- 10. Green gaps** - Ensure green gaps are a distinctive feature.

Figure 16: An annotated illustration creating a design vision for the area type based on site visits, analysis, and co-design processes with the NPSG. **Note:** this is not an existing streetscene. The highlighted items shown here have codes on the following page.

2.2.8 Design codes - Suburban development

In conjunction with the area-wide codes set out in Section 3, where relevant all development **must**:

Layout - Enhance street enclosure through the use of trees and hedges. Avoid cul-de-sac solutions and provide a connected movement network - refer to the Healthy Streets checklist (May 2024)

Orientation - Streets terminated by views of the surrounding countryside. Ensure dwelling frontages are orientated outwards and avoid rear boundaries facing the landscape.

Green space - Preserve or improve existing verges (as well as create new ones where possible), mature trees and green spaces. Retain trees contributing to streetscene. Maintain green gaps.

Building types - Development should not exceed the height of predominant building forms to preserve visual harmony and scale. Materials and details include red brick, white render,

pantile, rosemary tile or slate, chimney stacks, timber fascia, dormers, painted doors.

Roofscapes - Consider variable eave and ridge lines between adjacent buildings to create visual interest. Variation will be a maximum of 1 storey.

Connections - Provide a clear pavement of 2m minimum width. All developments must link to existing footpath networks.

Building line - Create consistent building line. Naturally screen homes with trees and planting. Front gardens must be at least 1.5m deep and include planting to at least 50% of the area.

Parking - Include:

- on plot vehicle parking with side or rear of property garages accessed via a driveway;
- on plot parking at front of homes;
- on street parallel parking for cars.

On-plot parking must avoid being visually intrusive, especially if located at the front of plot. This can be achieved by screening parking areas with trees or planting.

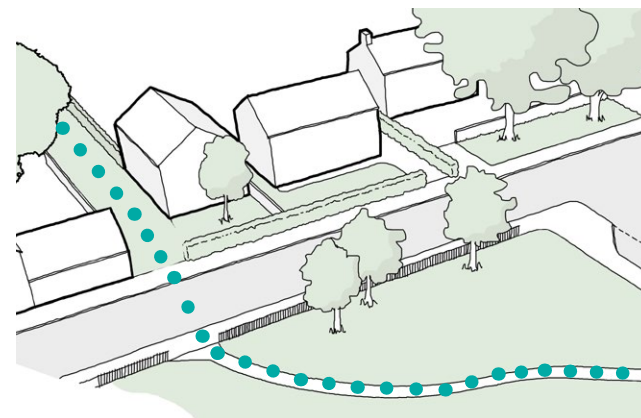


Figure 17: Maintain gaps between buildings and views of surroundings and connect developments with footpaths and accessways.

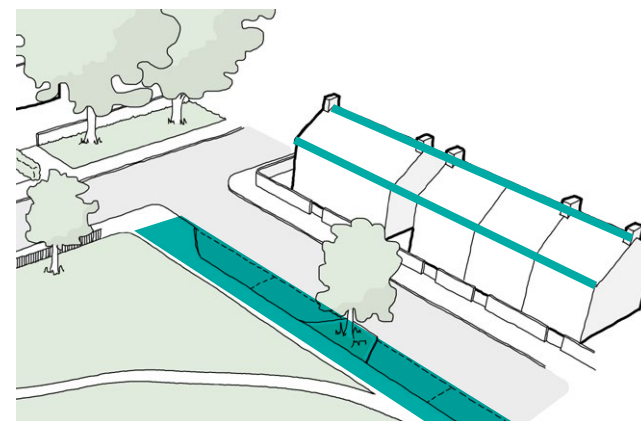


Figure 18: Building lines must be consistent and should face the street where possible. On-street must be incorporated in to the footway.



**Area-wide design codes
and guidance**

03

3. Area-wide design codes and guidance

This chapter presents a series of area-wide design codes, applicable to future development within the Collingham Neighbourhood Area (NA). These design codes should be considered in conjunction with the area type specific design guidelines in Section 2.

3.1 Introduction

This section supports developers and other applicants when producing or reviewing planning applications within the Collingham NA. The featured guidelines and codes apply to the whole Neighbourhood Area, including any future allocated sites, infill development, and windfall development. There is a focus on residential development.

It is acknowledged that there is not always agreement on aesthetic issues and architectural tastes may vary. The following guidance therefore allows for flexibility and design innovation, whilst ensuring that any new development is appropriate and complementary to the surrounding context.

The guidance in this section is focused on topics that help designers and decision makers respond appropriately to context. To enable a clear design process, new development proposals must use the guidance to ensure that development proposals enhance the setting and sustainability of the Neighbourhood Area, while not detracting from its context, local character, and sense of place.

The goal of this document is to promote the delivery of the best possible range of residential development, which will support sustainable and contextually appropriate development.

Please note:

Both design codes and guidelines are contained within this document, highlighted within dark blue boxes as shown here. The difference between codes and guidelines is summarised below:

Design codes: Design codes are mandatory requirements for design issues and are expressed with the word **MUST**.

Guidelines: Guidelines set out aspirations for design that is expected to be delivered and are expressed with one of two words:

SHOULD reflects design principles that are strongly encouraged.

COULD reflects design principles that are suggestions.

A Connections

Streets and roads make up three-quarters of all public space (NMDC, 2021), and their design can therefore have a significant impact on the health and wellbeing of local residents. Street design considerations include design speeds, space to move and rest, and legibility

The following design codes and guidelines aim to enhance the quality of the movement network within Collingham, ensuring routes are welcoming, legible, and safe for pedestrians.

A1 - Designing for low traffic speeds

To help achieve a design speed of 20mph or lower, designing for lower speeds must be integral to the design of the road space. Proponents **must** prioritise the incorporation of appropriate horizontal design measures including:

- road alignment;
- staggered junctions;
- reducing carriageway widths;
- incorporating non-typical highway uses - e.g. planting, sculpture etc. which must be considered for any highways scheme.

Vertical design measures including speed bumps **must** be a last resort.



Figure 19: A sketch highlighting pedestrian crossings and on street trees - inclusion of these features can also help to reduce traffic speeds.



Figure 20: A sketch showing a road with on-street parking and chicanes. New development should consider integrating traffic calming measures such as these to help reduce traffic speeds without the need for speed bumps.

A2 - Space to walk, wheel, and rest

It is important that the design of streets and spaces encourage those of all physical abilities to use them.

Space to walk and wheel

- Streetscapes **should** be designed to prioritise non-vehicular users, particularly in and around junctions - with wide, accessible footways and safe crossing points.
- Pavements **should** provide a defined pedestrian zone of 2m minimum width. Where the footway is narrower, it **must** not be continued for more than 6m in length.
- Level surface crossings for pedestrians at junctions (raised tables for vehicles or dropped curbs) **should** be used to reinforce the priority in residential areas.

Space to rest - The addition of resting points in comfortable and safe locations also supports accessibility.

- Resting points **should** be located in areas of natural surveillance, overlooked by primary frontages to improve feelings of safety.
- Resting points, including some form of perch or seating, **must** be provided at a minimum of 100m intervals along high use areas such as high streets or village centres.
- Resting points **should** include a level of shelter if possible - for example, being located under a tree or within a bus stop.
- At least 50% of resting points **must** have arm and back rests.
- At least 1sqm **must** be provided for a wheelchair user to pull up comfortably and sit alongside a bench.



Figure 21: Bench in the village centre. This bench would benefit from shelter, preferably with a tree canopy, suitable arm and back rests, and space for a wheelchair at either side.



Figure 22: Footways in the historic core are often only on one side or are too narrow.



Figure 23: Footways in the suburban development lack street trees and verges.



Figure 24: Footways must be a minimum width to enable accessible use.



Figure 25: Boundaries are successful when integrating verges and native planting.

A3 - Footways

Footways **must** be designed to be comfortable, durable, accessible, safe, and direct in order to encourage use.

Provide a clear footway zone of 2m minimum width. Where the footway is narrower, it **must** not be continued for more than 6m in length.

A detectable kerb of at least 100mm upstand **must** be provided between footway and carriageway on primary and secondary streets.

Tactile paving **must** be provided at all side-road junctions and crossings.

In high pedestrian flow areas, where access is required across the footway, pre-cast kerb units with an 'integrated drop' **must** be used.

Gateways

There are two main vehicular access points or 'gateways' into Collingham (the intersection between Besthorpe Road and Low Street in the north, and the intersection at The Green, Dykes End and A1133 in the south). The character of these gateway sites sets the scene for the approach to the village.

On the southern approach to the village towards The Green, the roads are lined with grass verges, hedgerows, and mature trees. These tree lined routes screen development and visually soften the transition between open countryside and the more built up areas of the village.

The entrance to the village along Station Road is also a notable area but is somewhat underwhelming as an approach.

A4 - Legibility, key views, and gateways

- Gateway views are of particular importance and **must** be protected. New development must be designed to enhance and frame views.
- Buildings **should** also be oriented to create views/vistas which can contribute to local way-finding. Views of landmark buildings (i.e. All Saint's Church) and surrounding landscape features (i.e., views along green lanes) **should** be utilised to promote legibility within the area.
- New development **must** respect the existing character of gateway sites. Gateway sites **should** provide a 'soft' transition between open countryside and the village by maintaining tree-lined routes which help to screen development.



Figure 26: View looking south at The Green



Figure 27: Looking north along High Street towards the intersection of Low Street and Besthorpe Road

A5 - Parking solutions

All residential parking spaces **must** consider the space requirements of the user. The minimum single driveway width is 3m or 3.6m when access is needed to both sides of the vehicle. A width of 3.6m is also appropriate if a driveway is located between two dwellings or other width restriction. A further 3m is required for a double width driveway with no physical separation between spaces and then a further 2.4m for each additional vehicle to be parked at 90 degrees to the carriageway side by side.

However, the dimensions of bays for electric vehicle (EV) charging takes precedence and **must** be a minimum of 2.8m wide and **must** take account of the minimum space requirements set out for EV charge points in Building Regulations Part S, which vary depending on whether they are free standing, or wall mounted.

The width of parent and child parking bays **should** be at least 3.6m and a length at least 6.6m.

On-street, parallel bays **must** be marked out to ensure parking does not impact footways.

When needed, residential car parking can be on-plot side, front, and garage, complemented by courtyard parking.

Porous surface and green parking spaces, e.g. grass-crete are preferable to impermeable surfaces. Parking areas and driveways **should** consider impervious surfaces, e.g. permeable paving.

Standard single garage must be 6m x 3m, with minimum door width of 2.286m. Garages for use by disabled must be 6m x 3.3m with minimum door width of 2.286m. Double garages must be 6m x 6m, with minimum door width of 4.267m.

1 bedroom dwellings will provide ≥ 1 space per dwelling allocated parking space; 2 - 3 bedroom dwellings will provide ≥ 2 spaces per dwelling allocated parking spaces; and 4 - 5 bedroom dwellings will provide ≥ 3 spaces per dwelling allocated parking spaces.

A6 - Electric Vehicle charging

Design issues to address for public parking: Provision of adequate new charging points and spaces and retrofitting existing parking areas; and, integrating charging infrastructure sensitively within streets and spaces.

Design issues to address for parking at the home: convenient on plot parking and charging points close to homes; and potential to incorporate charging points under cover within car ports and garages.

A7 - Cycle parking

For residential units, where there is no on-plot garage, covered and secured cycle parking **should** be provided within the domestic curtilage.

Cycle storage **must** be provided at a convenient location with an easy access.

For further information see Nottinghamshire County Council's Highway Design Guide.

B Built form

Covering density, layout, building lines, and heights - built form refers to the three dimensional arrangement of buildings, blocks and spaces. These elements are crucial in shaping the overall look and feel of a neighbourhood.

Collingham's buildings are some of the most defining features within the Neighbourhood Area. They act as important links to the villages rural history. Any new development will be in keeping with these buildings to maintain a sense of place.

Although built form varies by area type (as set out in Section 2), there are some commonalities across the Neighbourhood Area. All new development must adhere to the following codes and guidance, as well as referring to the area type specific guidelines within Section 2. Some of the following guidance is directed at development on existing plots, such as extensions and alterations, though many of the suggested principles can be applied across all forms of new development.

B1 - Design response

Designers **must** respond to the character of the Neighbourhood Area with one of the following three approaches, considered in the following order:

Harmonise - clearly respond to existing characteristics within the Neighbourhood Area, street and site, including scale, form, and appearance.

Complement - doing something slightly different that adds to the overall character and quality in a way that is nonetheless fitting, for example, additional high quality materials but harmonising in scale, form and positioning.

Innovate - doing something of high design quality that is different but adds positively to the built-form and character and is considered an exemplar approach for others to follow. For example, developing innovative building form and use low embodied energy and high quality materials that add to the overall design quality, sustainability and richness of the area.

Exceptions - Deviations from this code are permissible but **should** be justified and align with the intent of this Design Code. The code is designed to support, not restrict, creative and outstanding design solutions that either match or complement the historical character of the village, enhance sustainability, or meet local housing needs (such as affordable housing provision, or homes for younger or elder residents).

B2 - Responding to heritage

Development proposals within proximity to a Listed asset or positive buildings including alterations and extensions **must**:

- Respect the historic layout and pattern, responding to positive characteristics in terms of street pattern, density and layout, plot series and boundary treatments - as set out in Section 02.
- Respond appropriately by respecting scale, massing, and height, especially where visible from public routes and spaces.
- Retain and frame key views of Listed assets and positive buildings.

Any development within a conservation area or close to a Listed building will respect the character of the surrounding built form in terms of design, scale, massing, material and height.



Proposals involving the substantial harm to (or significant loss of) Listed Buildings including demolition will not be permitted unless public benefit is demonstrable.

Materials and architectural styles applied by any developments **must** respect the Listed Building, including minimising any work that may negatively affect the heritage assets located near to any development.

New development and any associated landscaping within the curtilage of a non-designated heritage asset, or in close proximity to, **should** ensure that the setting is not compromised. Any loss of the whole or part of such an asset will require clear and convincing justification.

Development within the setting of a non-designated heritage asset will be required to give due consideration to its significance and ensure that the setting is protected or enhanced where possible.

Buildings **should** be orientated to maintain existing key views or to create new views or vistas which will contribute to local wayfinding. Views of landmark buildings (such as the Church of All Saints) and landscape features should be utilised to promote legibility across the NA. Such views also contribute to the character and overall attractiveness of the NA and **should** therefore be considered within proposals.



Figure 28: Images on pages 40-41 demonstrate a selection of views from across the Neighbourhood Area showing Listed or positive buildings or views as well as recent development

Materials and architectural details

Section 2 outlines material usage across the neighbourhood area. Collingham is predominantly a red brick and pantile village. Flemish bond brickwork is typical.

In addition to brickwork there is extensive use of Blue Lias stone. This is seen at both All Saints Church and St John the Baptist, but is also used as plinth detail or for ground floors elevations in some houses. Lias is also used in boundary walls, the most noticeable being that around The Manor on Low Street. Lias stone and red brick walls at the property edge are a distinctive feature for the area. These are often tall walls with coping.

Some of the higher status buildings have a slate roof and good examples can be seen on the Georgian villas on High Street. There are also a few examples of plain tiles, usually on high status buildings, like The Manor and Rutland House, both on Low Street.

B3 - Locally distinctive materials and features

Local character features **must** be preserved and enhanced where possible within Collingham, limiting the creation of standardised designs that are not context-specific. New development **must**:

- Provide a study of local materials and detailing which identifies the prevailing styles and mix in the area.
- Be harmonious with the local material palette (including Lias stone, multi-tonal red brick and red clay pantile roofs).
- Harmonise with adjacent buildings with either matching or complementary features.

- Consider the use of high-quality substitutes for contextual materials where they offer improved energy efficiency or environmental benefits.
- Select materials known for their durability and low maintenance requirements, ensuring buildings withstand local weather conditions and reduce the need for frequent repairs. This includes high-quality bricks and sustainable timber.
- Avoid inauthentic pastiche development.

B4 - Housing mix and density

As a rural village, Collingham has a low to medium density built form which ranges from approximately 13-38 Dwellings per Hectare (DpH) as outlined in Section 2.

- Area type design guidelines and density estimations should be consulted to determine the most appropriate density for a development, based on its context.
- There should be an awareness of balancing density with housing need. Raising the density of new development could help to provide a greater proportion of smaller homes, but this should not be to the detriment of the local character.
- Development must provide a mix of homes including detached, semi-detached, terraced, and bungalows which meet local housing need.

B5 - Building heights

- New development should maintain the traditional low to medium-rise profile of Collingham. Development must not exceed the height of predominant building forms (generally 2 storeys) to preserve the visual harmony and scale of the village.

B6 - Layout

- Buildings should generally be arranged so that their main facade addresses the street. Buildings can be perpendicular to the street to reinforce local character with entrances located within a courtyard or side-entry.
- Avoid cul-de-sac arrangements and ensure roads are connected.

- Development should protect the remnants of green lanes and create other opportunities for 'green gaps' between dwellings in keeping with the character of the village. Green lanes and gaps help to break up long runs of development and provide visual links to the surrounding countryside. This helps dwellings to feel anchored within their rural setting.

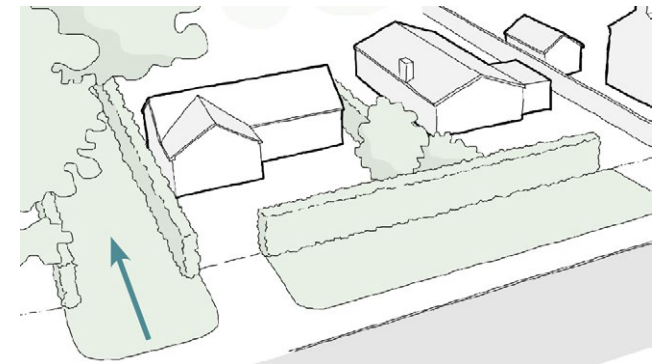


Figure 29: The access lanes to the private fields break up development, providing visual links and pedestrian access to surrounding countryside. This helps anchor development within its setting.

B7 - Building lines

The variation in age of development and house types has led to a wide variety of setbacks across the village, creating a loose-knit, visually interesting streetscene with semi-continuous frontages. This **should** be reflected within new development.

- Variation in building line **should** be encouraged. However, building lines and set-backs **should** nevertheless reflect the predominant character of the street and be set back no more than a maximum of 3m from adjacent buildings, unless additional landscaping or tree-planting is being introduced to maintain the enclosure of the streetscene.
- Facade projections such as porches or gables **could** also help to create variation in building line.



Figure 30: Figure ground highlighting primary frontages and a relatively tight building line. Entries are often perpendicular to the street which creates an interesting streetscene.

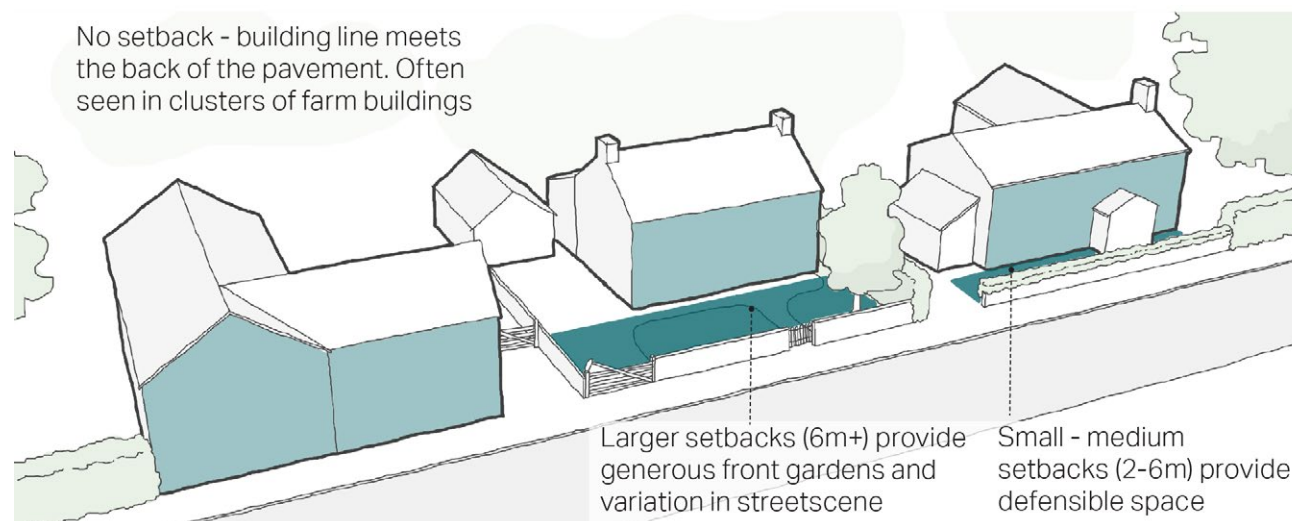


Figure 31: An example of what variation in building line may look like in a low-density village environment. Gaps between buildings and greenery create a 'loose-knit' streetscene where building line is not as dominant as it would be within more urban areas.

B8 - Arriving home: plot boundaries and front gardens

The threshold between public and private provides opportunities for interaction between neighbours, contributes towards feelings of safety, and creates space for planting. As such, the provision and design of front gardens and other areas of defensible space is a key consideration.

- The interface between public and private **must** be clearly defined using characteristic boundary treatments including hedgerows, red brick walls, and rural paddock fencing - or a suitable combination of these.
- Where buildings are set back from the pavement, boundary features **should** define the plot and connect to the adjacent buildings or boundaries (for example, hedges or red brick walls).
- Front gardens **should** be no longer than 6m from the back of pavement to the dwelling in built up areas to maintain a sense of overlooking

onto the street. Occasional longer gardens are permitted where in keeping with immediate vernacular.

- All front gardens **must** include planting to at least 50% of the area to ensure frontages do not become dominated by hardstanding.



Figure 32: A selection of typical boundary treatments from across Collingham.

Infill development

Due to the small size of the village and the lack of allocated sites within the Neighbourhood Area, future development is likely to come forward via applications in the form of infill development of generally fewer than 10 homes. Infill can be defined as:

Infill development: New development that is located in-between two existing properties.

The overarching aim of these design guidelines is to promote context-sensitive infill housing of a high quality. This should help reinforce local character and create sustainable growth in Collingham.

B9 - Infill development

Infill development proposals must:

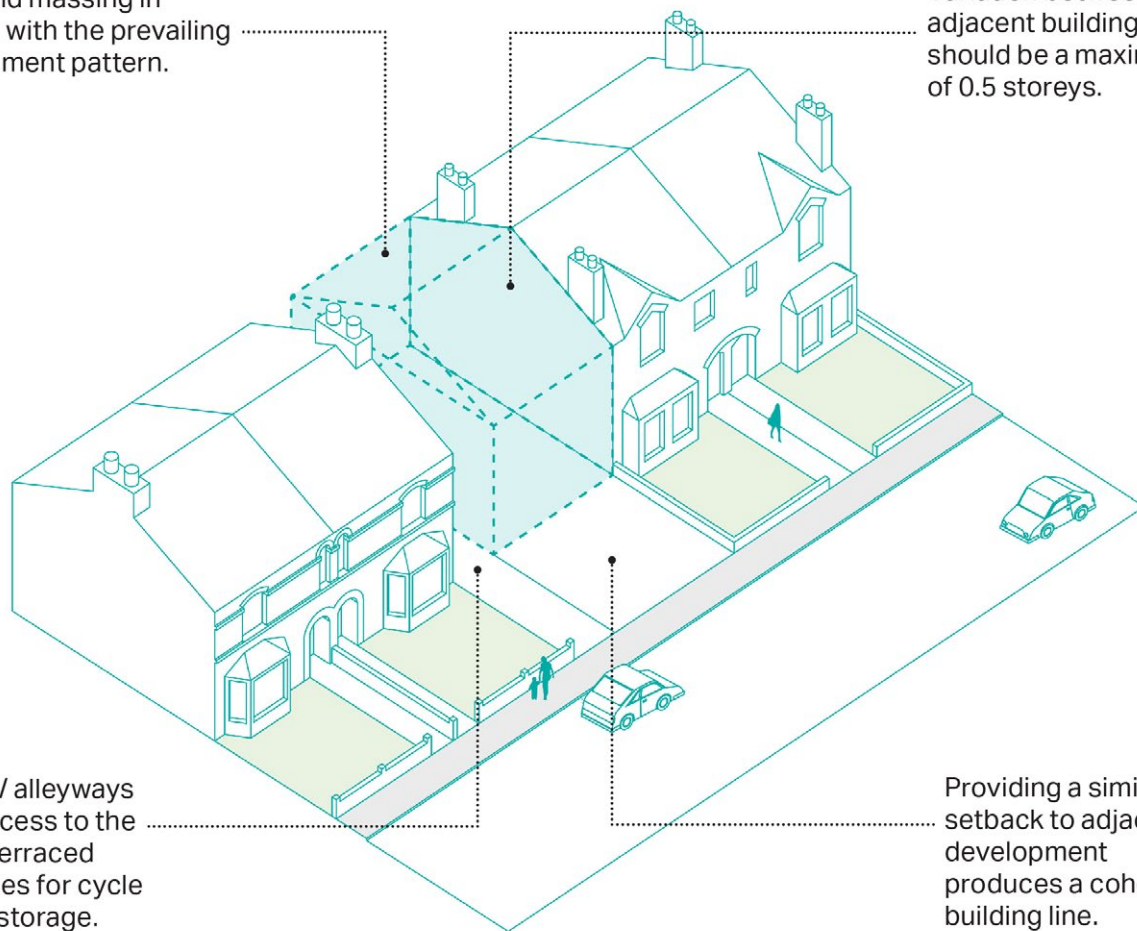
- Be in keeping with the scale and massing found within the prevailing development pattern.
 - Not be overbearing on existing properties or deprive them of light, including overlooking or overshadowing of both windows and amenity space.
 - Respond to existing building lines and be set back no more than a maximum of 1.5m from adjacent buildings (unless additional landscaping or tree planting is being introduced to the street scene).
 - Where buildings are set back from the pavement, boundary features should define the plot and link up to the adjacent buildings (for example, hedgerows or red brick walls).
 - Building fenestration and facade design should be in keeping with the predominant positive building character on the street, or harmonise with adjacent buildings of good character.
- Other than courtyard developments (such as barn conversions and farmstead housing) building entrances should address the street with their main facade. In the historic core, a perpendicular relationship to the street is permissible.
 - Corner buildings should address both streets with fenestration but the main entrance could be on either, subject to access requirements.
 - Building heights should vary from 1-3 storeys depending on adjacent plots. A variable eave line and ridge line is allowed to create interest, but variation between adjacent buildings should be a maximum of 0.5 storeys.

Scale and massing in keeping with the prevailing development pattern.

Variation between adjacent buildings should be a maximum of 0.5 storeys.

Ginnels / alleyways allow access to the rear or terraced properties for cycle and bin storage.

Providing a similar setback to adjacent development produces a cohesive building line.



Additional considerations:

- Backland development should not be larger in height, massing or scale than dwellings in the immediate context. Only on exceptionally large plots would it be deemed acceptable for any backland proposal to be larger or vary in character.
- Backland development must protect the privacy, integrity and amenity of dwellings within the immediate context.
- Backland access should minimise the removal or alteration of existing boundary treatments within the original plot where feasible.

Figure 33: Good practice infill design principles.

Extensions and alterations

Development is also likely to come forward via applications in the form of extensions and alterations.

Although some residential extensions and alterations do not require planning permission (permitted development), the following design codes can still act as best-practice design guidelines for Collingham.

B10 - Extensions and alterations

Extensions:

- Extensions to existing properties **must** be subservient or of an appropriate scale in relation to the original building.
- Front extensions **should** generally be avoided. If proposed, all front extensions **should** have a ridge which is below the existing ridge height, and cover less than 50% of the front elevation.
- Extensions to historic buildings (or within the setting of listed assets) **should** be sympathetic and respond sensitively to the original character of the building or nearby listed assets.
- Materials and architectural style **should** respond sensitively to the form and features of the original building.

Alterations:

- Wherever possible, alterations **should** reuse existing materials on site in order to harmonise with the original structure.
- Alterations **should** seek to restore original features such as windows, chimneys, and brickwork.
- Within the conversion of buildings, any new openings **should** complement the original character in size, form, and location.
- Sustainable-led proposals such as the introduction of renewable energy infrastructure **should** be considered on the grounds of its positive legacy. However, such infrastructure **should** be screened or integrated within development to mitigate visual impact.

- **Front extensions should** generally be avoided. If proposed, they **should** have a ridge which is below the existing ridge height, and cover less than 50% of the front elevation.
- **Rear extensions:** Single storey rear extensions **must** be set below first-floor windows. Rear extensions **must** also be designed to minimise any effects on neighbouring properties. In the occasion the size, style and setting of a dwelling allows for a two storey extension, special consideration **must** be given to how the building might impact neighbouring properties.
- **Side extensions:** Poorly designed side extensions can negatively impact on the streetscene, disrupting existing building lines or the rhythm of spaces between buildings. As such, both single and two storey side extensions **should** be set back from the main building line (at the front of the dwelling) and complement the materials and detailing of the original building.

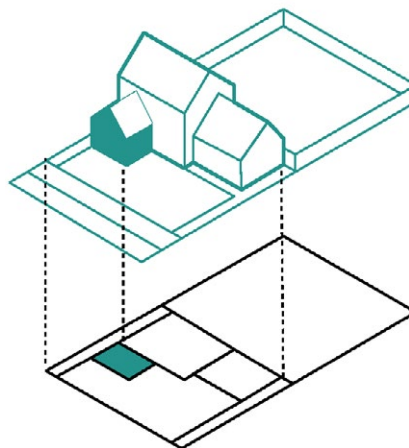


Figure 34: An acceptable example of a front extension which is smaller in scale than the existing building, mirrors the roof pitch, and covers less than 50% of the front elevation.

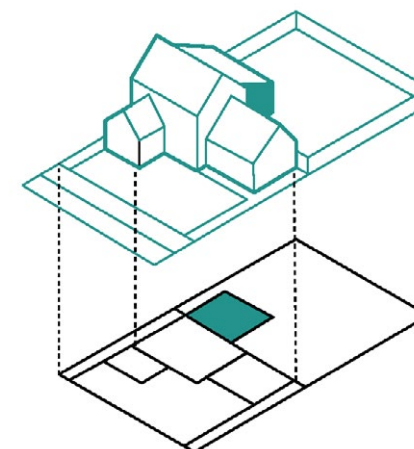


Figure 35: An acceptable example of a rear extension with a roof form and pitch which sits below the main ridge line of the original building.

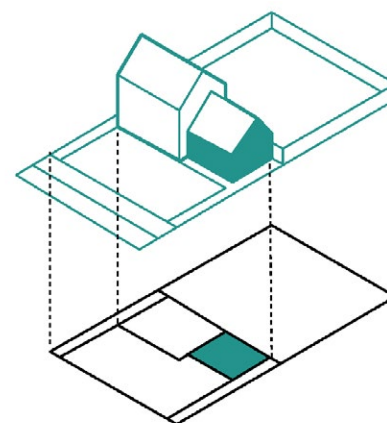


Figure 36: An acceptable example of a side extension which is single storey and set back from the main building line, with a roof form that responds to the original building.

Energy efficiency measures

Existing homes

- 1 Insulation
- 2 Double or triple glazing with shading
- 3 Low-carbon heating
- 4 Draught proofing
- 5 Highly energy-efficient appliances
- 6 Highly water-efficient devices
- 7 Green space (e.g. gardens and trees)
- 8 Flood resilience and resistance

Additional measures in new build homes

- A High levels of airtightness
- B More fresh air
- C Triple glazed windows and external shading
- D Low-carbon heating
- E Water management and cooling
- F Flood resilience and resistance
- G Construction and site planning
- H Insulation
- I Solar panels
- J Electric car charging point

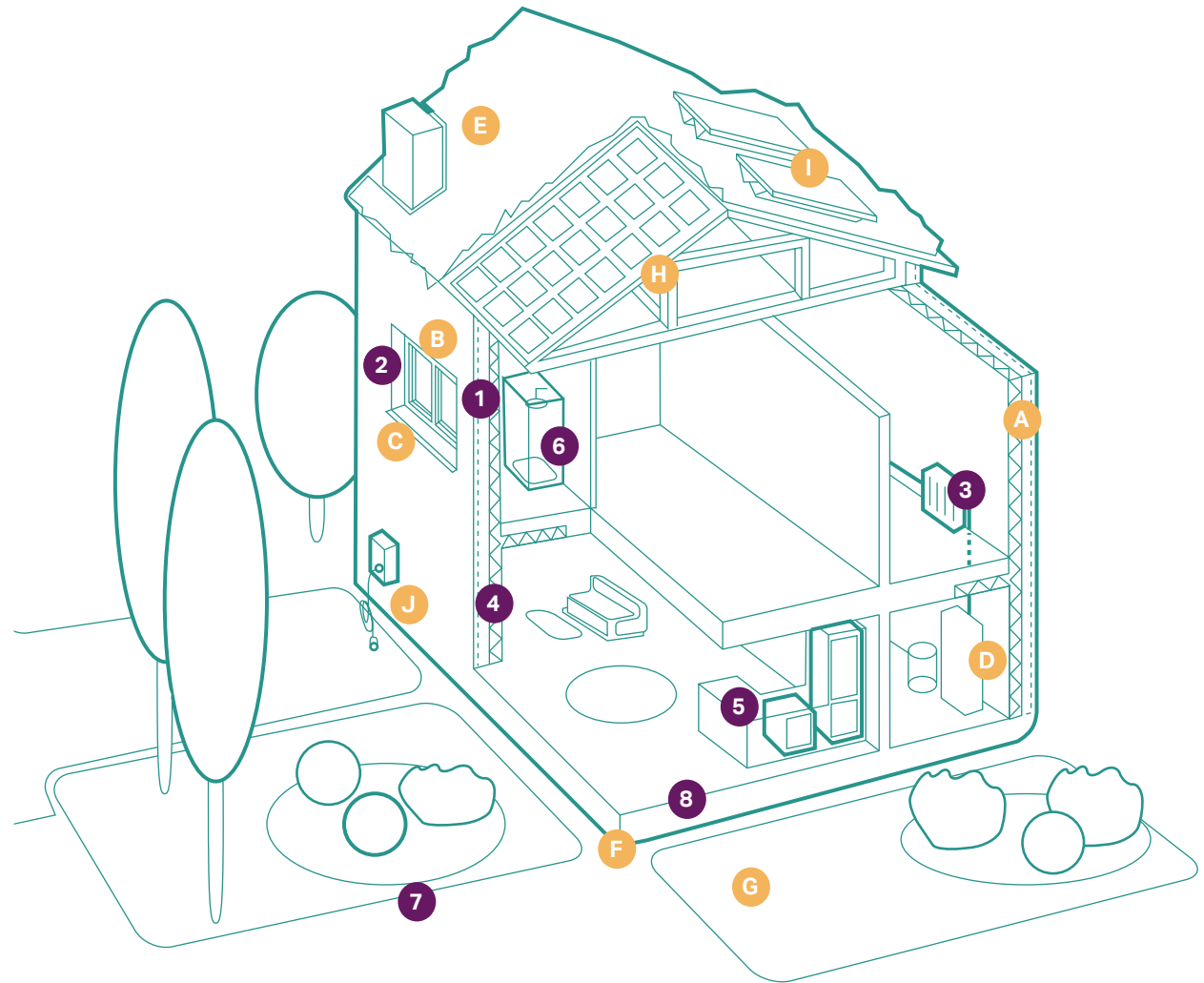


Figure 37: Cut-through diagram of an energy efficient home and its features.



B11 - Energy efficiency measures

Key considerations in the assessment of renewable energy sources for development to be net zero for power generation **should** include (but are not limited to):

- Maximising on-site renewable energy generation where appropriate.
- Considering a heat network for any new development.
- Ground conditions to accommodate loops for ground source heat and space for air source heat pump units.
- Opportunities to create links to local estates for sustainable coppicing, harvesting or recycling of biomass fuels.
- Collaborating with utilities, highway authorities, telecoms companies and other stakeholders when designing and delivering projects to minimise energy usage and disruption during the construction stage and reinforcement of the electricity grid for additional electric vehicles and renewables.

Building fabric

Thermal mass

Thermal mass describes the ability of a material to absorb, store and release heat energy. Thermal mass can be used to even out variations in internal and external conditions, absorbing heat as temperatures rise and releasing it as they fall. Thermal mass can be used to store high thermal loads by absorbing heat introduced by external conditions, such as solar radiation, or by internal sources such as appliances and lighting, to be released when conditions are cooler. This can be beneficial both during the summer and the winter.

Thermal storage in construction elements can be provided, such as a trombe wall placed in front of a south facing window or concrete floor slabs that will absorb solar radiation and then slowly re-release it into the enclosed space. Mass can be combined with suitable ventilation strategies.

Insulation

Thermal insulation can be provided for any wall or roof on the exterior of a building to prevent heat loss. Particular attention **should** be paid to heat bridges around corners and openings at the design stage.

Provide acoustic insulation to prevent the transmission of sound between active (i.e. living room) and passive spaces (i.e. bedroom). Provide insulation and electrical insulation to prevent the passage of fire between spaces or components and to contain and separate electrical conductors.

Airtightness

Airtight constructions help reduce heat loss, improving comfort and protecting the building fabric. Airtightness is achieved by sealing a building to reduce infiltration- which is sometimes called uncontrolled ventilation. Simplicity is key for airtight design. The fewer junctions the simpler and more efficient the airtightness design will be.

An airtight layer **should** be formed in the floor, walls and roof. Doors, windows and roof lights to the adjacent walls or roof should be sealed. Interfaces between walls and floor and between walls and roof, including around the perimeter of any intermediate floor **should** be linked. Water pipes and soil pipes, ventilation ducts, incoming water, gas, oil, electricity, data and district heating, chimneys and flues, including air supplies to wood burning stoves, connections to external services, such as entry phones, outside lights, external taps and sockets, security

The opposite diagram illustrates some of the key considerations.

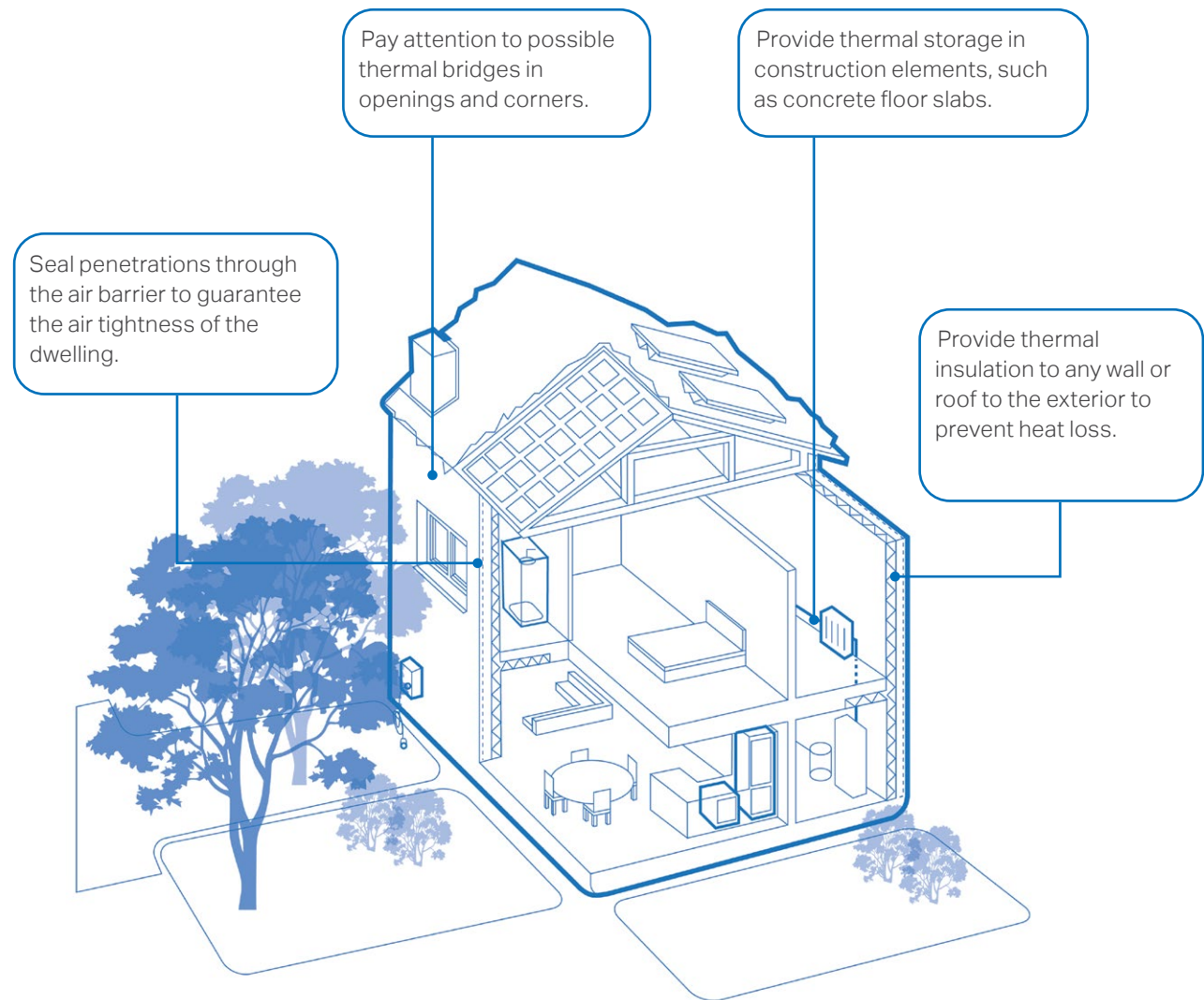


Figure 38: Diagram illustrating aspects of the building fabric to be considered.

C Nature

Collingham's green, open spaces are an important part of its rural identity, and contribute greatly to residents' quality of life. The way in which development responds to its surrounding natural landscape is therefore a critical component of a well designed place.

This section outlines the broad landscape characteristics of Collingham, before providing codes and guidance applicable across the entire of the Neighbourhood Area (NA).

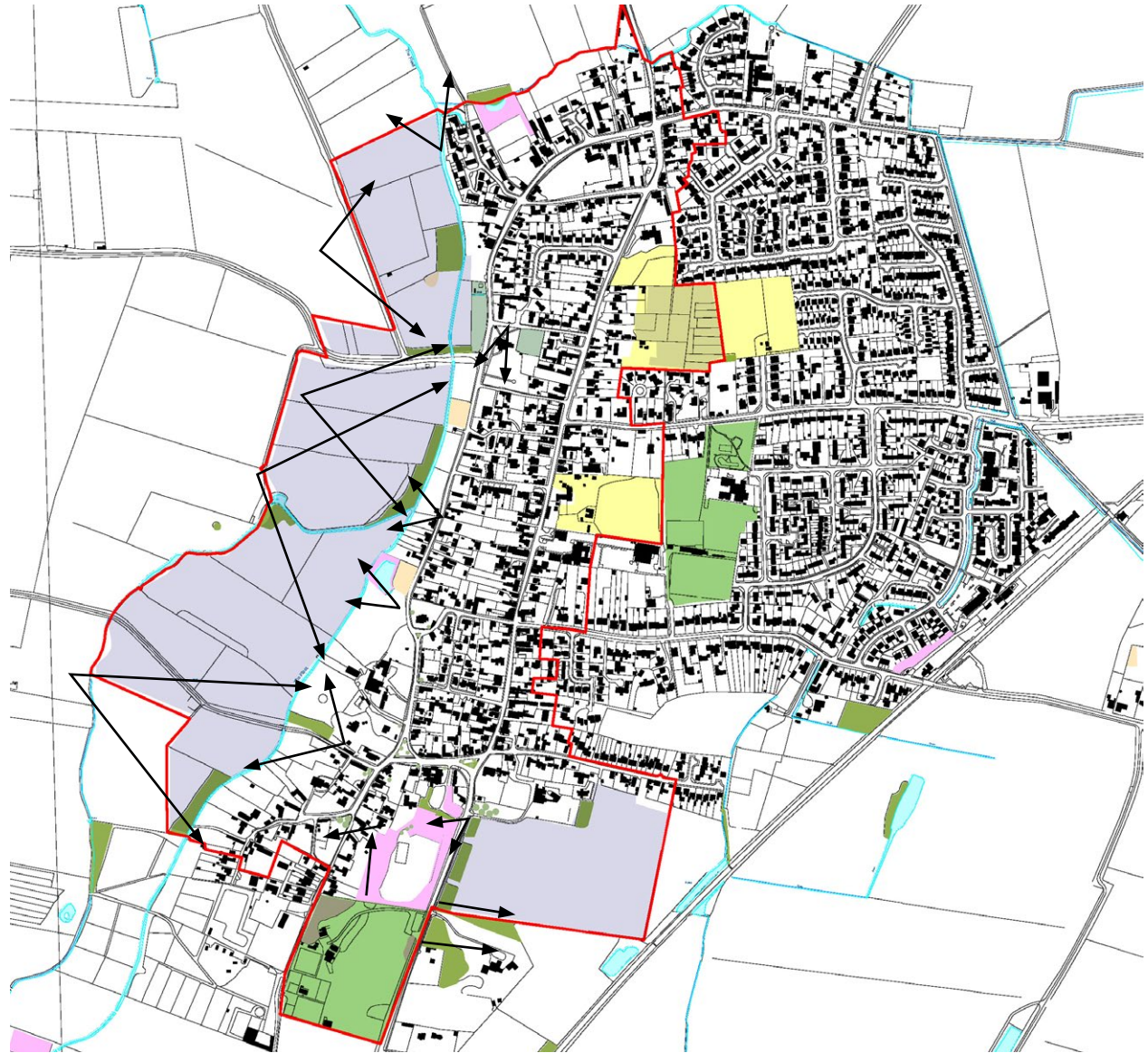
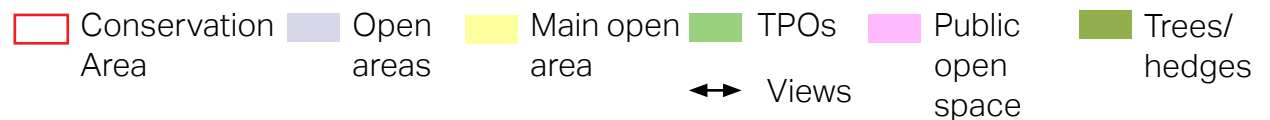


Figure 39: Map showing notable landscape features within and around the Collingham Neighbourhood Area.



Green infrastructure

It is now widely acknowledged that access to nature and green space has an extremely therapeutic effect on the mind. The National Model Design Code recognises this in paragraph 57:

"Nature is good for health and wellbeing, for biodiversity, shading and cooling, noise mitigation, air quality and mitigating flood risk as well as contributing to tackling the climate emergency. Nature is also central to the creation of beautiful places."

Specific opportunities to protect and improve the existing green infrastructure network within the Collingham Neighbourhood Area should be a key driver for all new development.

The Neighbourhood Area (NA) contains several significant trees and open spaces that contribute positively to the character and appearance of Collingham. There are several Tree Preservation Orders in Collingham, however all trees within conservation areas have a degree of protection.

C1 - Green infrastructure network

Development proposals within Collingham **must**:

Maintain Collingham's 'green' identity by protecting important and valued existing open spaces, identified as Local Green Spaces or Protected Open Spaces.

Development **should** contribute to a multi-functional green infrastructure network made up of a variety of elements: including private gardens, tree planting, grass verges, sustainable drainage systems (SuDS), amenity green space, the cemetery, and surrounding countryside.

Meet the National Urban Greening Factors of at least 0.4 for residential development and 0.5 for residential greenfield development.

Verges play an important part of local character. They are often planted with native trees, however, they are managed to a clear stem for visibility.

Any development **should** enhance biodiversity and landscape characteristics wherever possible. This will involve restoring and increasing the total area of natural habitats and landscape features, and provision of a clear landscaping scheme to demonstrate how new development will create positive green linkages and contribute to these assets.

New developments **should** strengthen biodiversity and the natural environment. Biodiversity Net Gain (BNG) **should** be adopted as a requirement for all relevant development.

Strategic and Local Views

Within the Collingham Character Appraisal (map 5), key views were noted. These are primarily located out the outskirts of the village and within the surrounding countryside. There are also views of key buildings and spaces.

Key views make an important contribution to the rural setting of the village. They connect Collingham to its surrounding rural landscape, and provide reference points for wayfinding, by framing significant buildings or landscapes. New development has the potential to preserve existing views and to create new ones.

C2 - Strategic and Local Views

New buildings and development proposals located at the edge of settlement **must** not obstruct key views looking both inwards and outwards of the settlement. Views of the Neighbourhood Area's landscape and built form are a locally defining feature that contributes to identity and wayfinding.

- The key views identified are of particular importance and **must** be protected. New development must be designed to enhance and frame key views.
- Significant developments **must** undertake a Landscape Visual Impact Assessment (LVIA) to ensure the impact on views is minimised and mitigation measures are implemented successfully.

- New development **must** adhere to clearly defined boundaries (including development boundaries and green gaps) and ensure sensitively designed development - to maintain open land and separation between Collingham and its surrounding context.

C3 - Green streets

- New developments **must** ensure existing trees and hedges are retained wherever possible, incorporating them into the new landscape design. Retained trees and hedges **must** be considered at the earliest design stage.
- If any mature trees are lost due to development (for example if they are diseased), they **must** be replaced with a minimum of three new trees (i.e., 1:3). There is allowance for off-site provision.
- New trees **must** be extra heavy standard as a minimum.
- As a village with generally low density development, the sense of enclosure on the street should be enhanced through the use of natural elements such as trees and hedges.

- New trees **must** be UK native deciduous trees. Non-native types **could** however also be incorporated which are suitable for the biodiversity of our nature species. The climate emergency will continue to change the environment and we may need further qualities of resilience that native trees cannot provide. To reflect the existing landscape character, new street trees **should** be located within grass verges.
- A regular maintenance schedule for all street trees **should** be implemented as part as new development to ensure their health and longevity. This includes watering, pruning, and disease control.

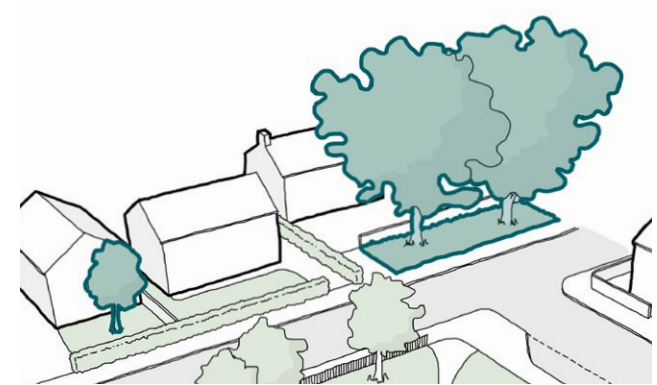


Figure 40: To create green streets, trees are an important feature - enhancing both rural character and the sense of enclosure. These can be street trees (located within grass verges) or trees contained within a property boundary.

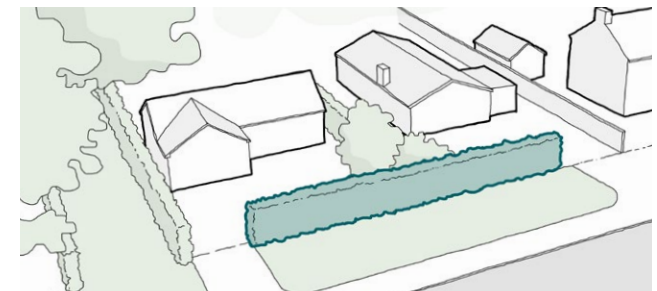


Figure 41: Native hedgerows also make an important contribution to green streets. They help to provide defined thresholds when dwellings have large setbacks, whilst also screening front-parking from view.

Settlement edges

Much of the Collingham Neighbourhood Area (NA) is made up of open countryside, making the treatment of the edges of the village an important consideration. Development that interacts poorly with a landscape can have a negative impact. This guidance aims to promote a sensitive transition between the settlements in the NA and the countryside.

A sensitive response to the settlement edge

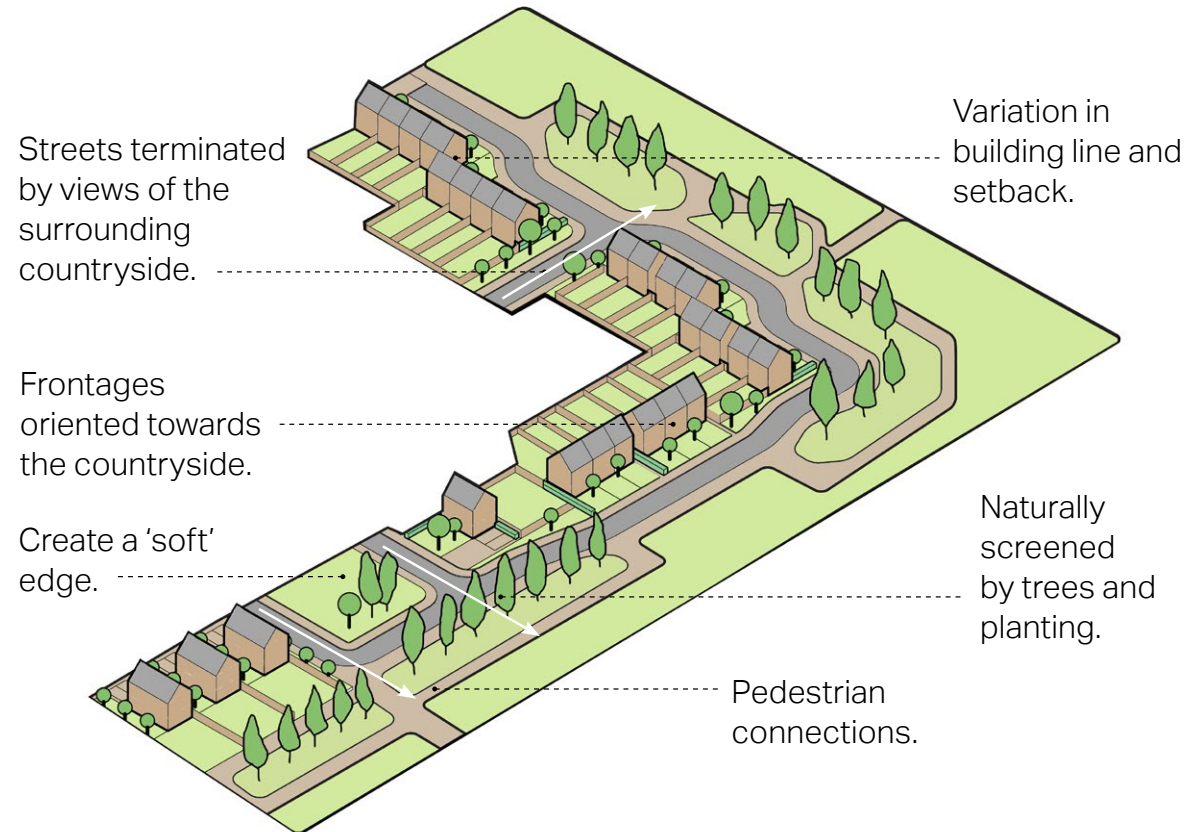


Figure 42: A sensitive response to the settlement edge is required. Indicative edge lane development model example (built form facing surrounding landscape), including trees and hedgerows that soften views to development.

C4 - Landscape setting and the settlement edge

New development **should** integrate sensitively with the surrounding landscape, particularly on the periphery the village. Design principles for sensitive peripheral development include:

- 'Soft' boundaries **should** be created between built form and the wider landscape by encouraging natural screening through landscape planting including hedgerows, wildflowers, and trees, characteristic of the wider landscape.
- Lower density development **should** be prioritised, with buildings not exceeding 2 storeys in peripheral locations.

- Dwelling frontages **should** be orientated towards the open countryside (i.e. outward facing) and avoid rear boundaries facing the landscape.
- Buildings interspersed with tree planting **could** help to soften the visual impact on the surrounding countryside.
- Links **should** be provided for both pedestrians and cyclists to the wider countryside, and where possible, connect to the existing Public Right of Way (PRoW) network.



Figure 43: The remnants of green lanes creates green gaps in developments and provide a visual link out to surrounding countryside, anchoring the village within its setting.



Figure 44: An example of a dwelling on the southern approach along A1133, which is naturally screened by trees and planting,

C5 - Locally distinctive tree planting

The following codes and guidance set out how to consider the retention, provision, and type of trees as a critical part of new developments.

- **Retain** - New developments **must** ensure existing trees and hedges are retained wherever possible, incorporating them into the new landscape design. Retained trees and hedges **must** be considered at the earliest design stage.
 - **Replace** - If any mature trees are lost due to development (for example if they are diseased), they **must** be replaced with a minimum of one new tree. New trees must be extra heavy standard as a minimum.
- To reflect the existing landscape character, new street trees **should** ideally be located within grass verges, or otherwise be specimen trees - planted apart from other trees and used as a focal point within a space.
 - Native UK trees (such as oak or lime) **should** be preferred, but non-native types **could** be incorporated which are suitable for the biodiversity of our nature species. The climate emergency will continue to change the environment and we may need further qualities of resilience that native trees cannot provide.
 - A regular maintenance schedule for all street trees **should** be implemented as part as new development to ensure their health and longevity. This includes watering, pruning, and disease control.

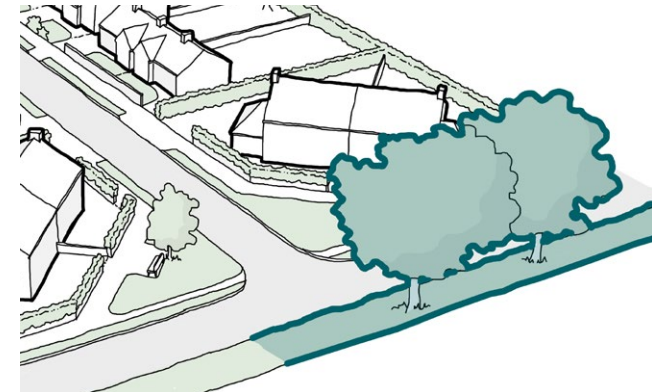


Figure 45: Mature street trees planted within grass verges are reflective of local landscape character, contributing to green and 'leafy' streets.

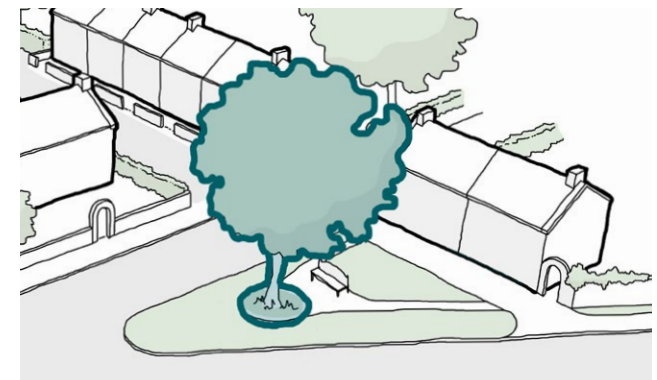


Figure 46: Specimen trees are also reflective of local character, helping to provide a focal point within small pockets of space, or along the streetscene.

Flood risk

The NA includes wide areas of Flood Risk 3, particularly to the west of the main settlement towards the River Trent. See Desktop Study pp78-79.

Any new development must consider the presence of Flood Risk 3 zones between the main settlements and the River Trent.

Managing surface water is an important element of a development's response to nature. All development proposals should promote methods to mitigate increased risk of storms/flooding through water sensitive urban design, including the introduction of sustainable drainage systems (SuDS) and permeable surfaces.

Such on-plot source control opportunities will assist in reducing the rate at which surface water will discharge from plots and in turn reduce the risk of flooding downstream.

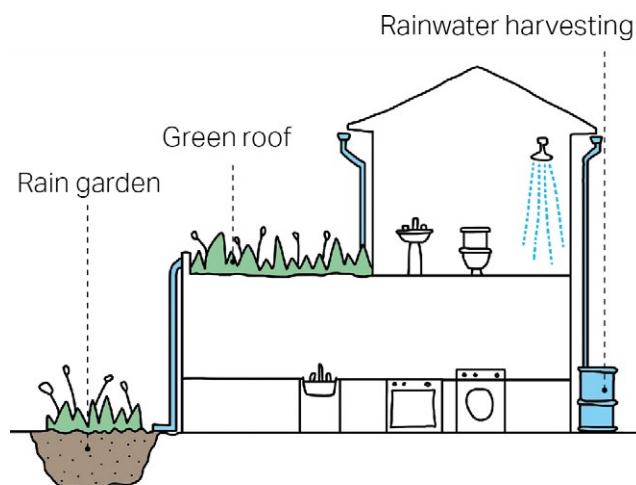


Figure 47: Some examples of on plot water management opportunities including rain gardens, green roofs and water butts for rainwater harvesting.

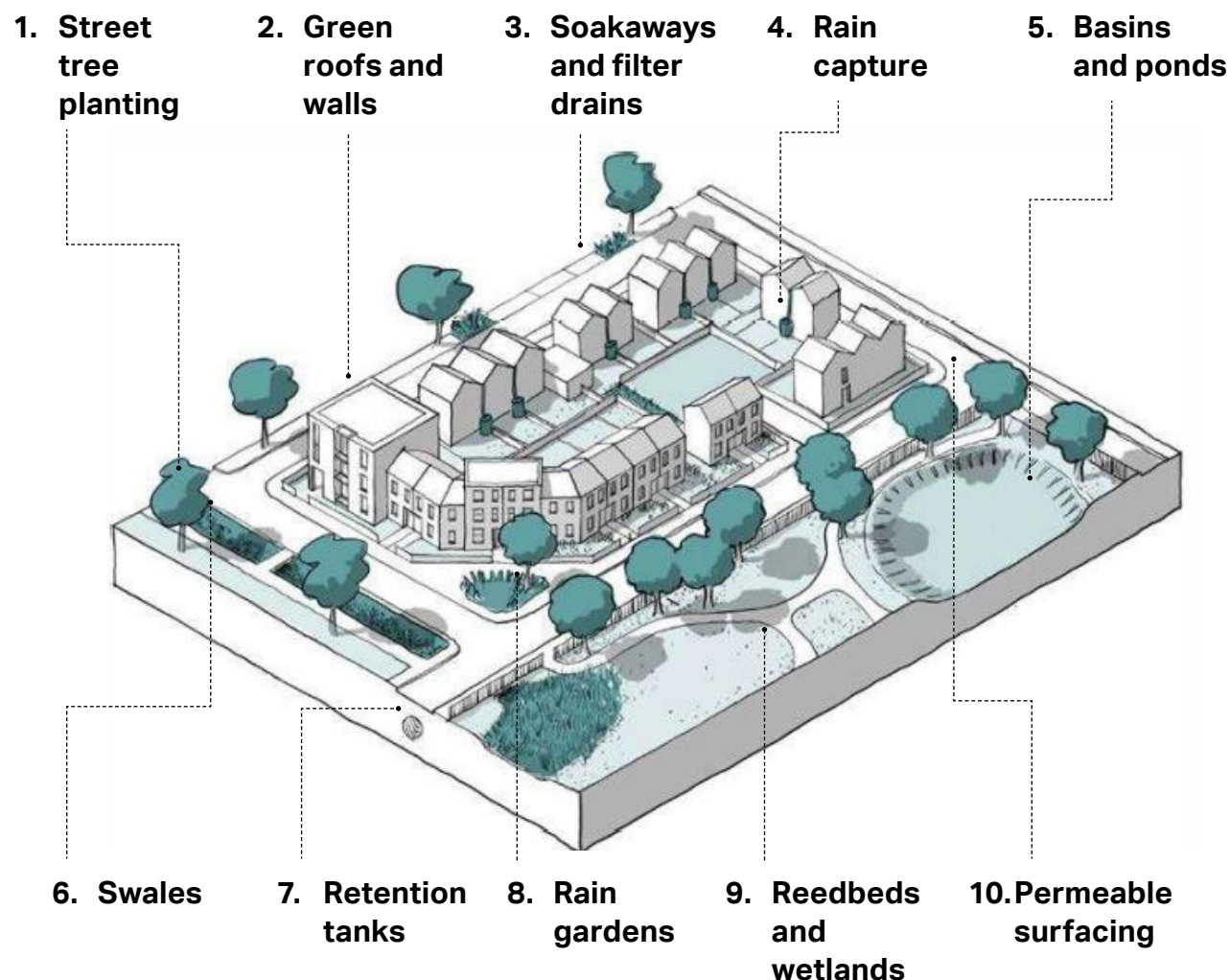


Figure 48: Permeable paving solutions such as grasscrete should be used on-plot wherever possible.

C6 - Water sensitive urban design

New development **must** consider:

- Permeable paving materials for driveways, parking areas, and footways to allow rainwater infiltration and reduce surface runoff.
- Rainwater harvesting systems. For example, water butts can help to harvest run off from roofs and provide a water source on dry days for gardening.
- Green roofs to reduce surface water runoff and provide biodiversity gains.
- Rain gardens to help soak up water runoff within back gardens and reduce pressure on drainage systems.



1. SuDS designed into highway provision can provide dual-use benefits when integrated with street tree provision.
2. Provide capacity to hold/attenuate water run-off, and ecological/leisure benefits
3. Shallow ditches and trenches filled with gravel or stones that collect uncontaminated water and allow it to percolate into the ground.
4. Water butts and other rainwater harvesting systems collect rainwater for use in gardens or for non-potable uses.
5. Attenuation ponds that are normally dry but fill during a rain event and then either store or gradually discharge water.
6. Shallow channels that provide attenuation while also channelling water to other features such as ponds.
7. In high density schemes water can be attenuated in underground structures.
8. Containers and ditches with native drought tolerant plants.
9. Topography used to create wetlands to provide attenuation capacity.
10. Surfaces to allow water to percolate into the ground.

Figure 49: Sustainable drainage system design as set out in the National Model Design Code (NMDC). Not all items are required for all proposals. v

C7 - Water sensitive urban design

The following design guidance applies to new development:

- Avoid siting homes in high risk flood areas and seek to adopt the use of permeable paving in hard landscape areas.
- Integrate SuDS into development and improve amenity through early consideration in the development process and good design practices.
- 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 overwhelm water courses or the sewer network.
- 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. When integrated into the landscape, they can also provide biodiversity and amenity benefits.
- Natural barriers (e.g. planting) and appropriate side slopes **should** be introduced to help manage perceived safety risks.

C8 - Sustainable Drainage Systems

Sustainable Drainage Systems (SuDS) covers a range of approaches to managing surface water to reduce flood risk and improve water quality whilst improving amenity benefits.

- Form a 'SuDS train' of two or three different surface water management approaches;
- 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; and
- The location of SuDS features will respond to the topography on site.



Figure 50: Drainage ditches and brooks are a distinctive feature to be utilised.



Figure 51: Precedent image showing raingardens as an effective strategy for SuDS.

C9 - Biodiversity

Relevant applications **must** be supported by proposals for the incorporation of features for biodiversity enhancement, in addition to what may be required to address any adverse impacts resulting from the development. Appropriate features include:

- Features for nesting birds associated with the built environment such as swifts and house sparrows.
- Features for roosting bats.
- Green walls and green/brown roofs.
- Mixed native species hedgerows.
- Creation of new wildlife ponds.
- Native scrub and tree planting.
- Orchard/fruit trees.
- Creation of species rich grassland.
- Creation of rough grassland suitable for foraging barn owls and provision of barn owl nest boxes.
- Log piles and compost heaps.

- Provision of gaps in boundary fences to allow access by hedgehogs and provision of hedgehog domes. Hedgehog Highways should be marked out on site to ensure they are not blocked up by future landowners.

The loss of trees, hedgerows and native planting **should** be avoided and instead these features should be incorporated into the design of proposed development. All major development **should** be accompanied by a landscape layout which prioritises the use or and incorporation of native species and promotes overall biodiversity net gain.

Aim to develop a multifunctional green infrastructure network made up of a variety of elements: including hedgerow, private gardens, tree planting, grass verges, SuDS, amenity green space, watercourses, cemetery, allotments, orchards, meadows, and playing fields.

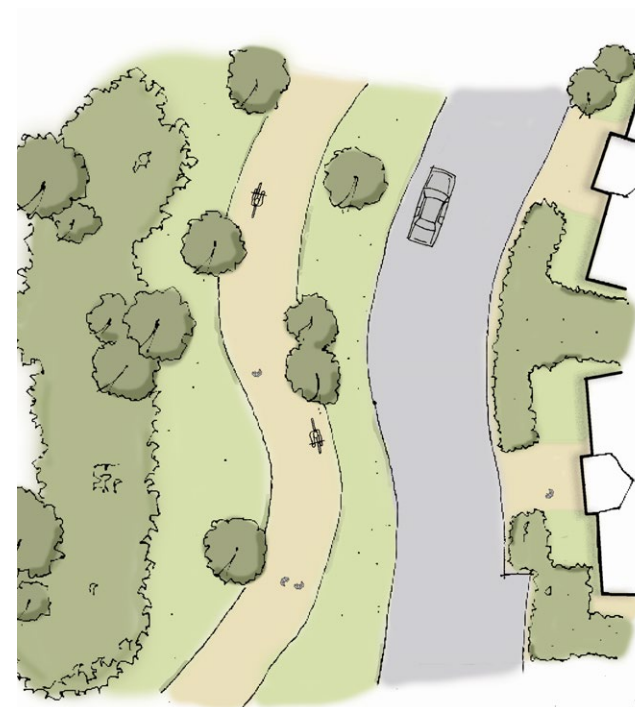


Figure 52: Promoting a multifunctional green infrastructure network including verges, hedgerow, gardens, trees and planting

A photograph of a residential street with red brick houses and a large dark green circle overlaid in the center containing the word 'Appendix'.

Appendix

Appendix: Desktop study

Appendix contains a ‘desktop study’ which outlines the context, landscape character, built heritage, and connectivity of the village and the wider Neighbourhood Area (NA).

3.2 Desktop study

Completed in advance of the site visit, the intention of the desktop study is to provide an initial baseline analysis for the Neighbourhood Area (NA).

This allows consultants to gain an understanding of the place, its opportunities and its constraints in advance of the site visit. At the end of the desktop study, a series of area types were proposed for initial comment. These have since been amended following discussions with the Neighbourhood Plan Steering Group.

This desktop study helps to initially identify the variation in character across the NA, which in turn informs the route traveled around the area on the day of the site visit. This ensures that all key areas of character are visited and documented within the site visit.

The desktop study was issued to the group in advance of the site visit, for their review and comment. The site visit has then been used to cross check the initial information provided, and area types proposed within the desktop study, as well as providing a point of discussion for the group.

Following the site visit and receipt of the groups comments, the desktop study was updated to ensure it accurately reflected factual information, area types, and the groups key priorities. This baseline information was then used to inform the more in depth place analysis undertaken within Section 2.



Figure 53: Close links to the surrounding countryside provide a key benefit for residents of Collingham.

Context

The Collingham neighbourhood area (NA) was designated on the 12th of October 2020. It falls in the Newark and Sherwood district of the Nottinghamshire ceremonial county.

The neighbourhood area is located 17.5 km (10.85 miles) west-southwest of Lincoln and 8.5 km (5.3 miles) north-northeast of Newark-on-Trent, to which is very well connected through the A46. It has a population of 3,053 (2021 Census) and the total area is 2,240 ha.

Collingham is the main settlement in the area. The village includes a wide range of facilities, including St John the Baptist's Church, All Saints' Church, Collingham Medical Centre, Collingham railway station, Collingham Youth & Community Centre, a community library as well as other amenities (post office, pubs and shops). The area is also crossed by a railway line.

The northern end of the Neighbourhood Area boundary is drawn by the River Trent, which runs just west of Collingham.

Figure 54: Context diagram showing relationships with neighbouring locations.





Figure 55: Medical centre and Co-Op store is the village centre.



Figure 56: Churches are reference points in the landscape.

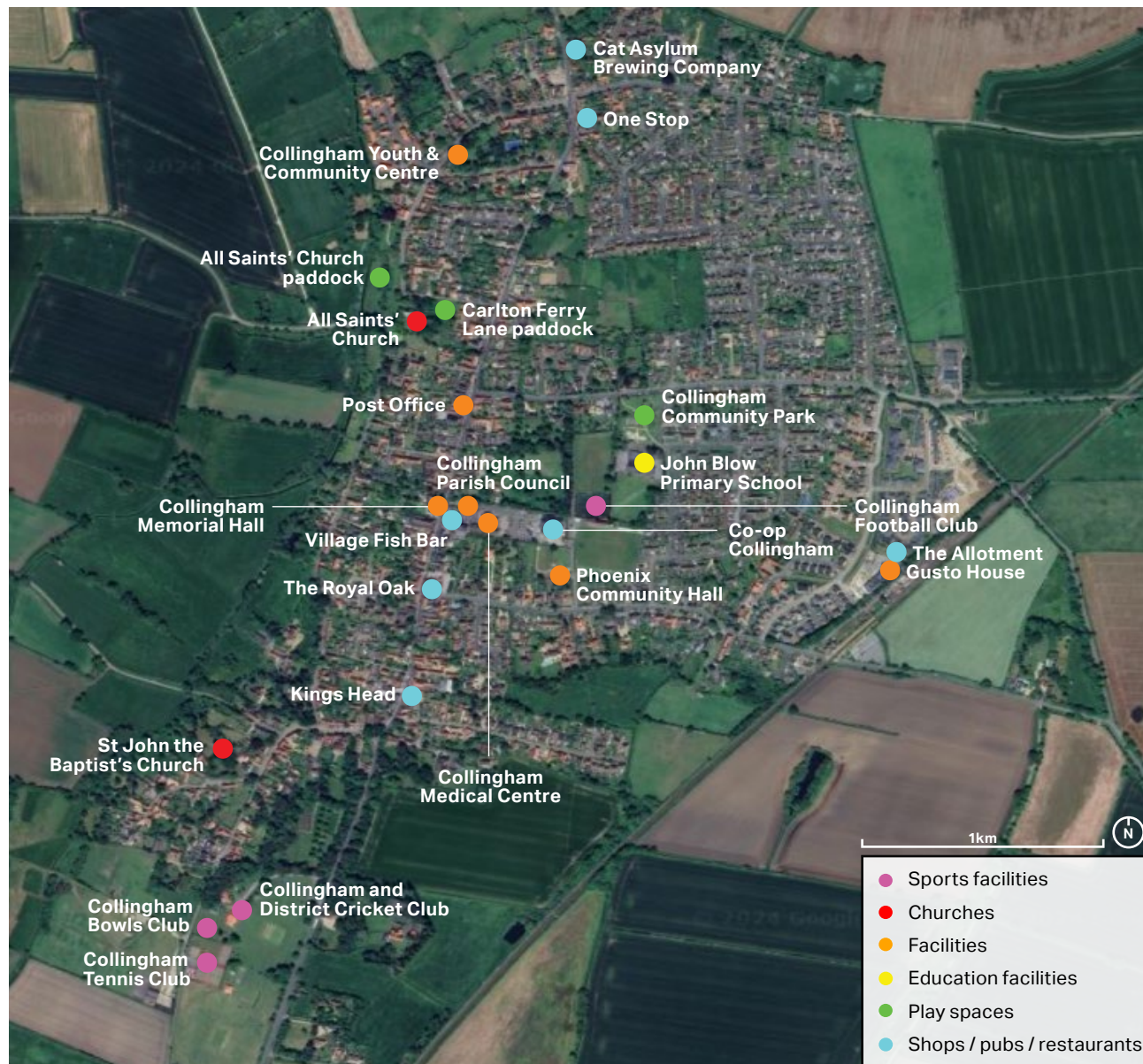


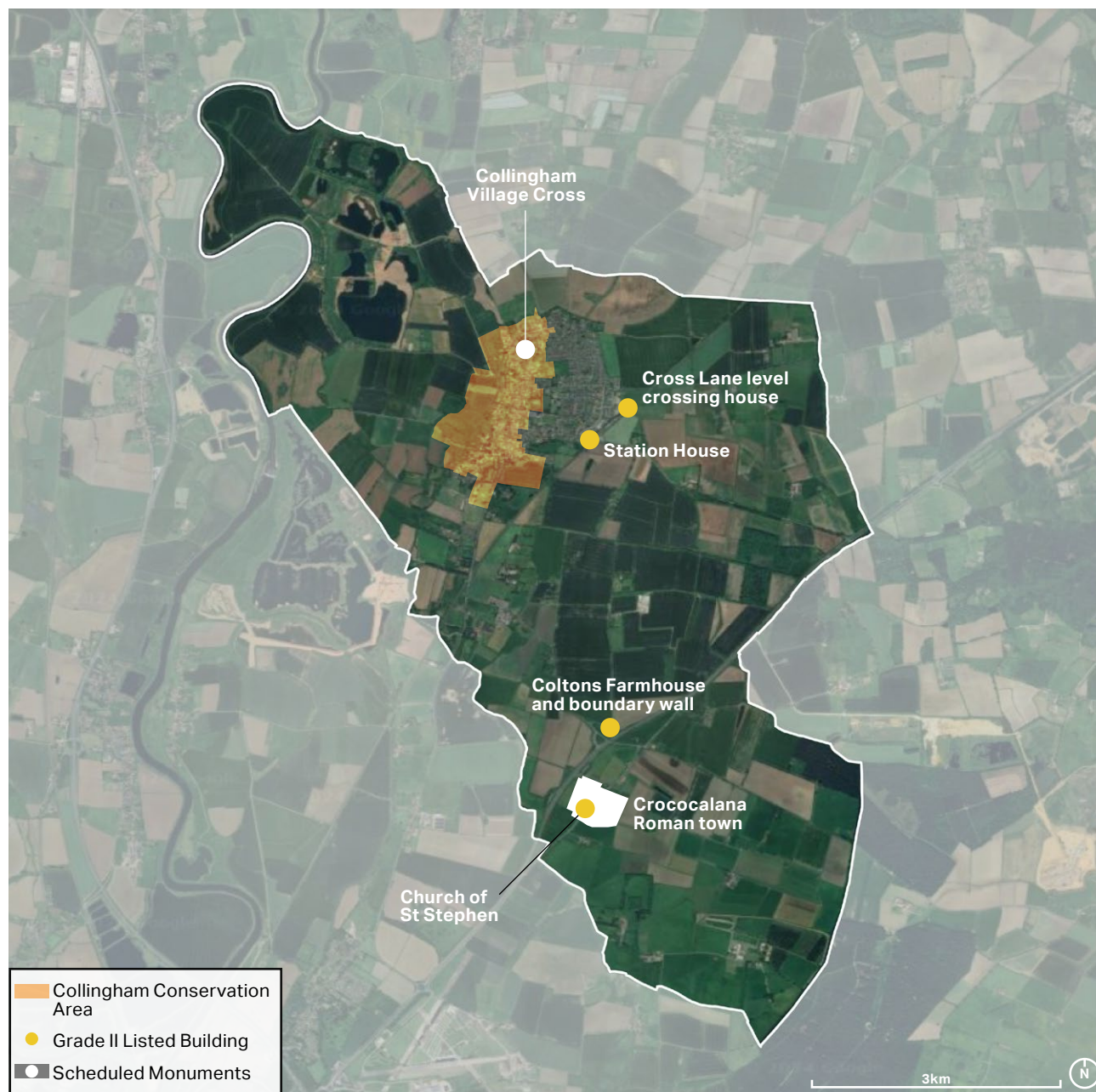
Figure 57: Community amenities across the Neighbourhood Area

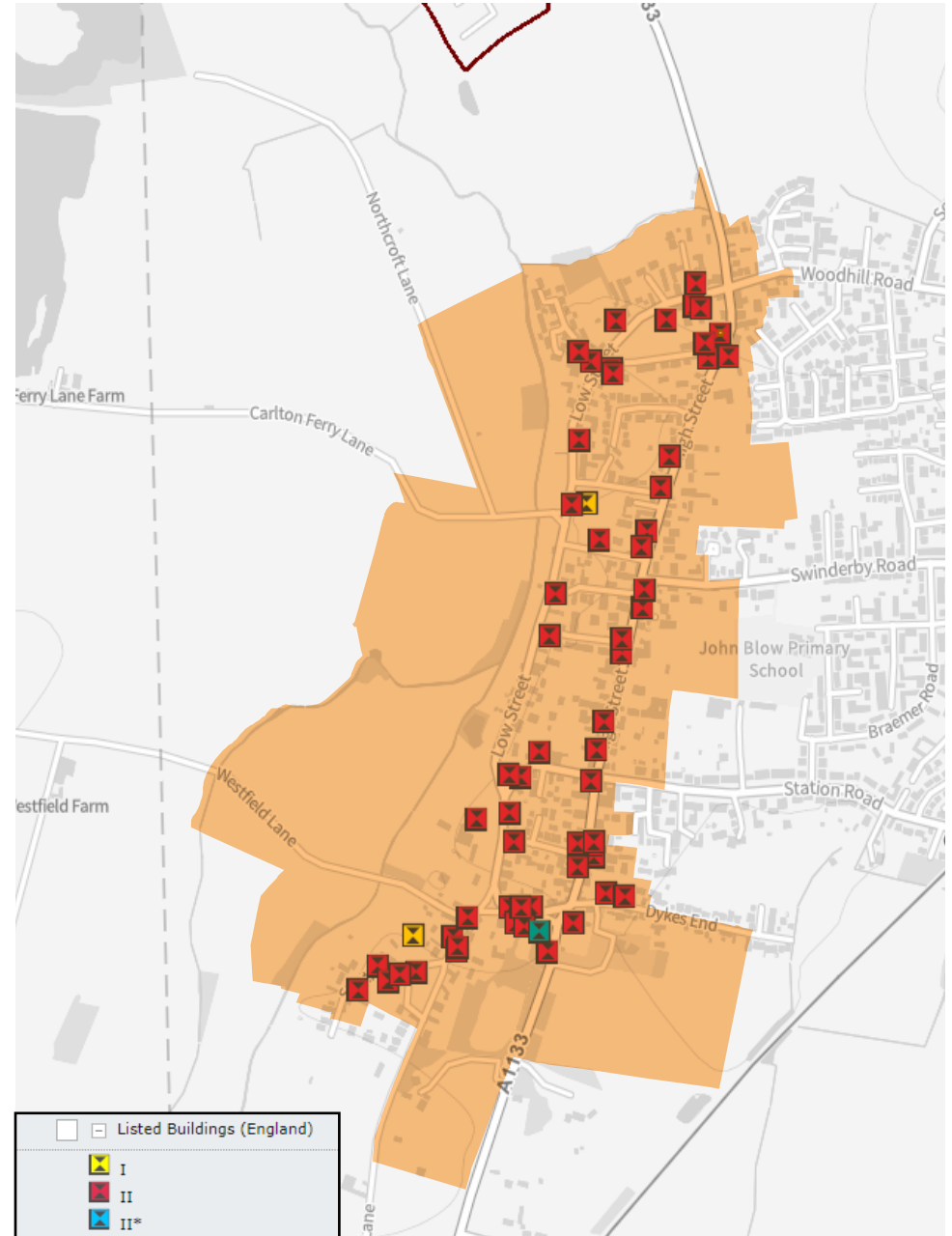
Heritage

There is one Conservation Area (CA) in Collingham covering all the western side of the settlement, which corresponds to the older part. It contains 57 of the 62 Listed Buildings in the NA, which means most of the heritage assets are concentrated in the Conservation Area, particularly along the High Street - Low Street corridor (map on the next page; the adjacent map only shows Scheduled Monuments and Listed Buildings outside the CA). 2 of the 62 Listed Buildings are Grade I, 1 is Grade II* and the rest are Grade II.

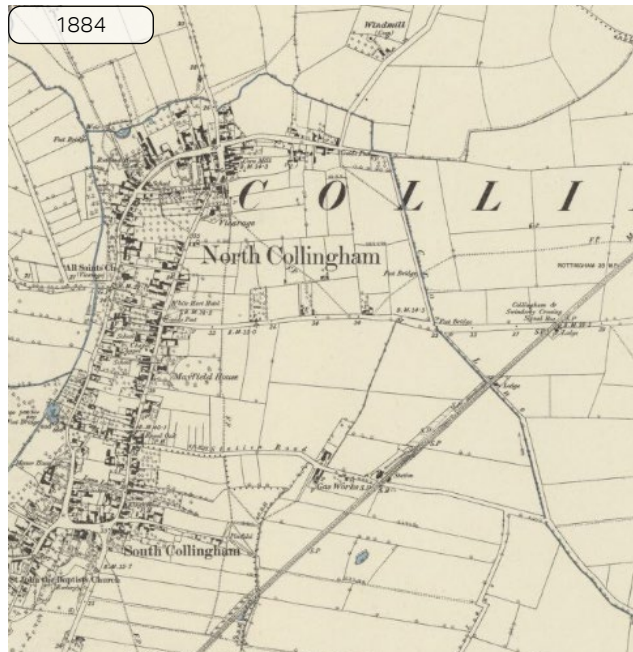
Two Scheduled Monuments can also be found, namely the 'Standing cross on the west side of High Street and 'Crococalana Roman Town'. The latter, together with the 62 Listed Buildings in the NA, highlights the historical relevance of Collingham.

Figure 58: Heritage diagram showing Listed or positive buildings





Historical Development



Collingham's name originates from Saxon terms: "inga" (people), "ham" (settlement), and "Colla" (a chief's name). Though Saxon in origin, evidence of earlier Bronze Age and Roman settlements exists. Danish settlers may have divided "Long Collingham" into "Northbie" and "Southbie," which later became separate parishes during the medieval period, with Peterborough Abbey holding rights over them.



In 1884 and through the first half of C20, the village was linear, arranged along High Street and Low Street, which run parallel linked by narrow lanes (still evident today).

During the 70s, the village expanded to the east, reaching the railway line, which is today the eastern limit of the settlement. The new developments that occurred have different characteristics from the historic part of the village.



In terms of layout and grain, they don't reflect the linear character of the old village and have higher density. The pattern is tighter and buildings are arranged more regularly (setbacks, building-to-building distance).

Nowadays, the settlements have a clear distinction between the old part (to the east, included within the Conservation Area) and the more recent part (to the west).

Connections

The main route through the village is the A1133 (High Street), along which the old part of the settlement distributes.

The A46 also crosses the NA to the south, providing a quick connection to Newark-on-Trent and Lincoln.

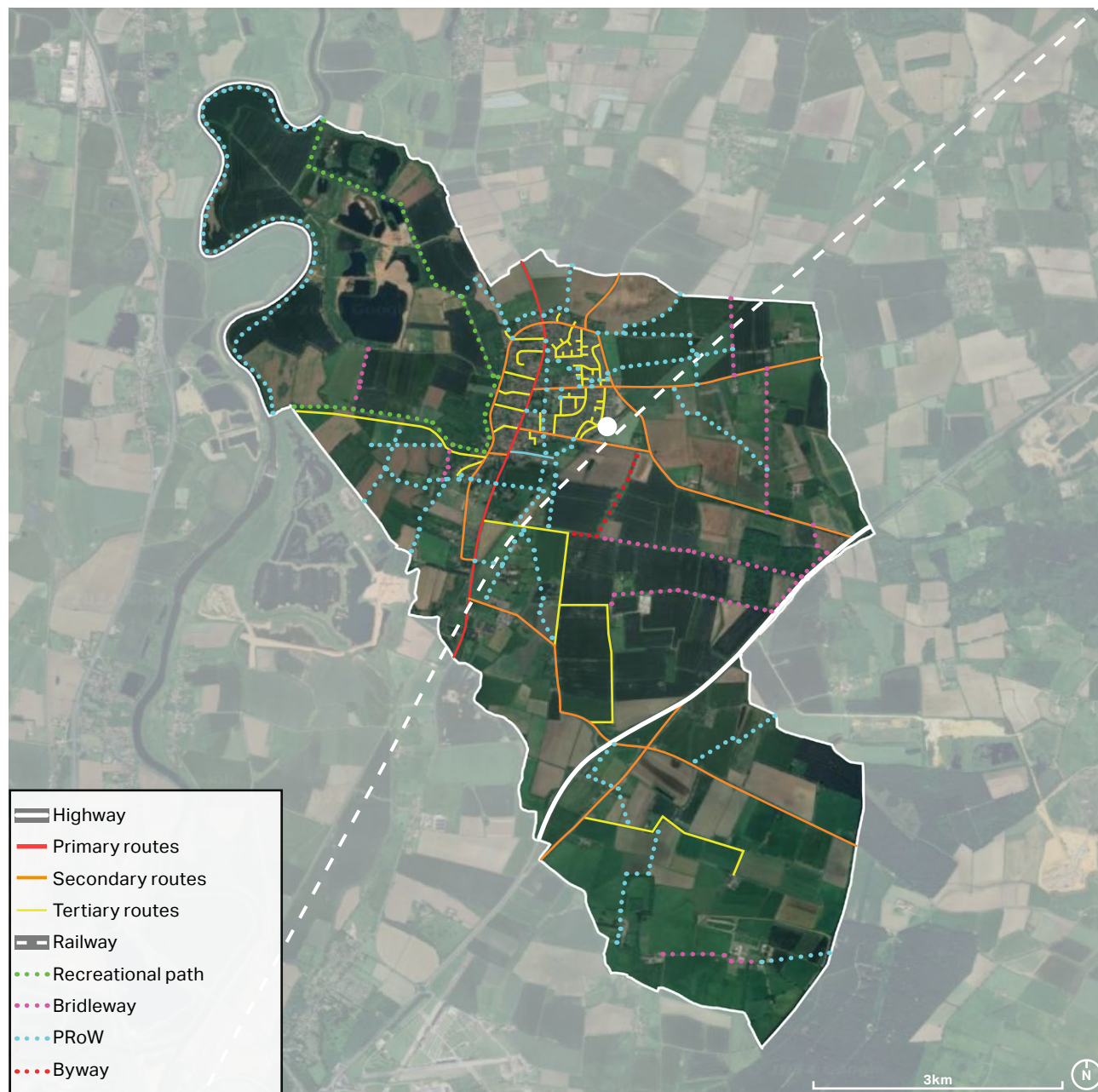
Secondary routes include Low Street (which runs parallel to High Street), Station Road, Swinderby Road, Woodhill Road and Brough Lane.

A network of tertiary lanes connects High Street and Low Street and branches out from the numerous secondary routes mentioned above. Most of these routes are connected, however dead-ends and cul-de-sacs can be found, impacting the connectivity of the area.

A network of PRoW (not always connected) can also be found in the NA. The Trent Valley Way (recreational path) skims the village to the west. Several bridleways are also found.

There is a railway station at the western end of the main settlement. Trains go to Newark-on-Trent and Lincoln. Bus lines also serve the NA.

Figure 59: Diagram showing the connections and road hierarchies.

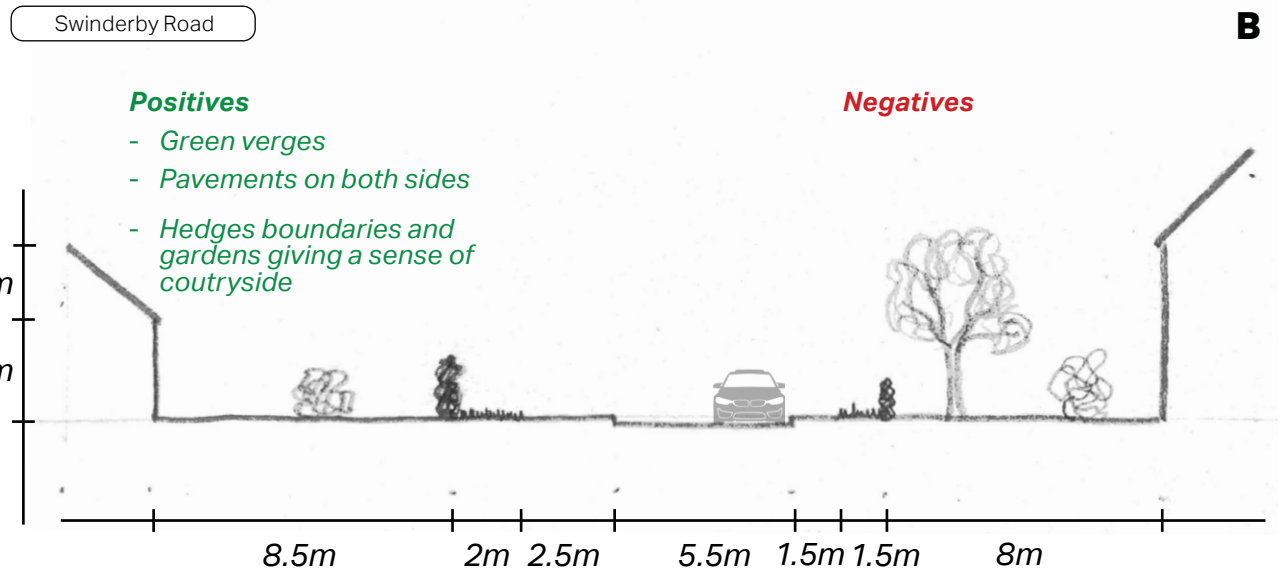
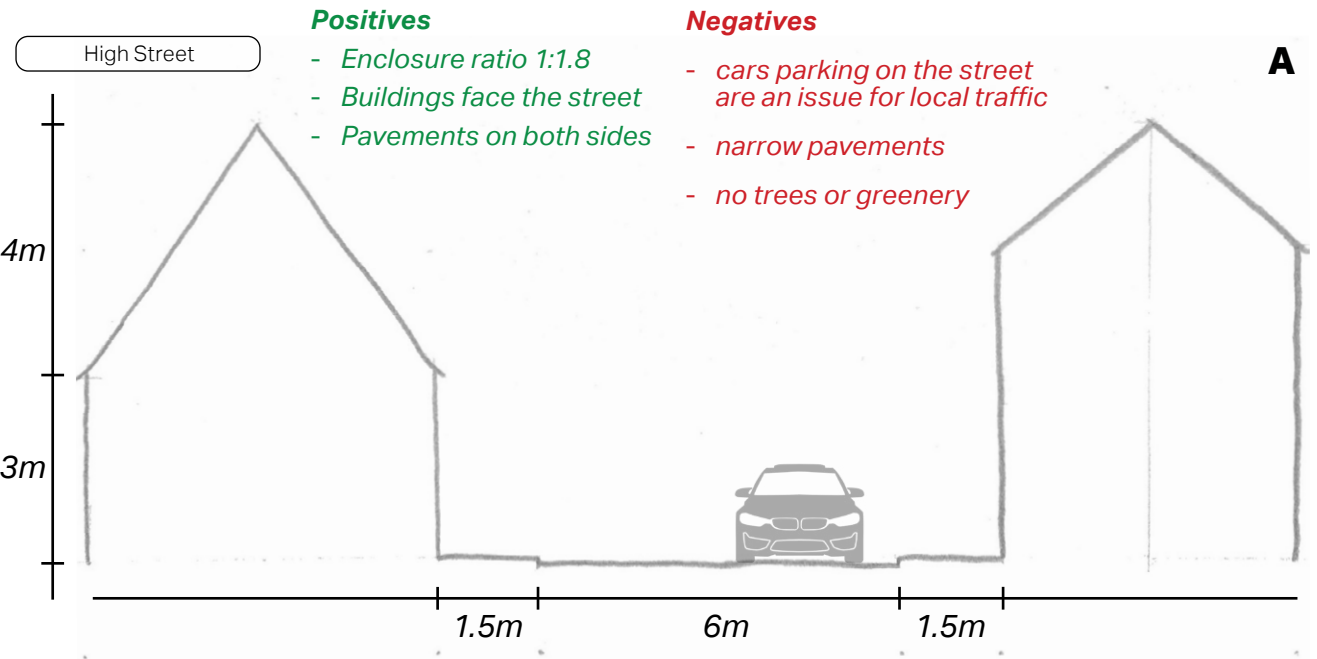


Cross Sections

The cross sections on this page give an indication of common street dimensions in the neighbourhood area.

The cross-section of High Street shows the more enclosed and traditional streetscape of the historic area of the village. 1 to 2-storey buildings face the street with no setbacks, defining the streetscape. Pavements are located on both sides of the street, pedestrians to walk safely (despite being narrow).

The cross-section of Swinderby Road shows what a typical streetscape in the more recent part of Collingham looks like. 1 to 2-storey buildings have wider setbacks (about 8m) creating a more open streetscape. Green verges and hedges are on both sides of the street.



Built Form

The old village is linear, arranged along the High Street - Low Street corridor. Recent development is more compact and distributes on all the lanes that branch out from secondary routes.

Buildings in the old village generally face the street and develop in depth inside the plot. They can be both perpendicular or parallel to the street. To the west of the settlement, buildings don't develop in depth but still alternate perpendicular and parallel arrangements.

The traditional character of Collingham consists of limestone bases with timber frame and mud or render walling (then replaced by red brick), with minimal setbacks. Red brick buildings are predominant. Red pantiles (once thatched) roofs are also predominant.

Building types include detached (58.8% - bungalows included in this stats), semi-detached (30.5%) and terraces (10.7%). Boundary treatments are usually low, red brick/limestone walls; hedges; timber fences and railings.

Architectural details include: quoins, door canopies, lintels, architraves, floor fascias, dormers and Flemish brickwork.

The development in the newer part of the village dates from the 1970s onwards. Also early C20 ribbon development.



Figure 60: Examples of building types and forms. Each number relates to the image overleaf



Red brick and pantile joined-cottages with no set-back



Red brick cottage with Flemish brickwork, one bay window, architraves and lintels.



Example of traditional house with limestone bases with render walling above



Bungalow with front garden and low brick walls boundary treatments



Red brick and concrete tiles detached house with garage



House in the most recent development of Collingham including solar panels

Density

The highest density housing (at approximately 42 DpH) can be found at the Linley Close - Regents Close, and is characterised by bungalows and terraced houses. Terraced houses have narrow and deep plots that allow for more dwellings in one hectare.

The second highest density housing (at approximately 24 DpH) is at Curtis Close, where bungalows and detached houses can be found. The reduced space between buildings causes the density to be higher than the older areas of Collingham.

Developments in the Conservation Area on High Street have a lower density of 24 DpH, due to deeper plots. Plots are still narrow, giving the impression of a higher density from the street.

The older part of the village has the lowest density (approximately 10 DpH) due to wider plots and organic layouts.

Lower densities (observed in the Conservation Area) better reflect the rural character of the settlement.



Figure 61: Sample densities across the Neighbourhood Area.

Nature

The NA is split between two Landscape Character Areas, identified by the Newark and Sherwood Core Strategy Landscape Character Assessment Supplementary Planning Document (SPD). The two areas are the following:

The East Nottinghamshire Farmlands Regional Character Area. The East Nottinghamshire Sandlands is a rural area east of the Trent Washlands, stretching into Lincolnshire. Historically poor for agriculture, it has been transformed into arable farmland, now covering over 80% of the area. It retains a simple, undeveloped rural character with minimal modern developments outside Newark-on-Trent.

The Trent Washlands Regional Character Area. The Trent Washlands, covering around 10% of the county, consists of broad valleys shaped by the River Trent and characterized by alluvial and river terrace deposits. The River Trent flows in a large arc through Staffordshire, Derbyshire, and Nottinghamshire before reaching the North Sea via the Humber. Major population centres along its route include Stoke-on-Trent, Burton on Trent, Nottingham, Newark, and Gainsborough.

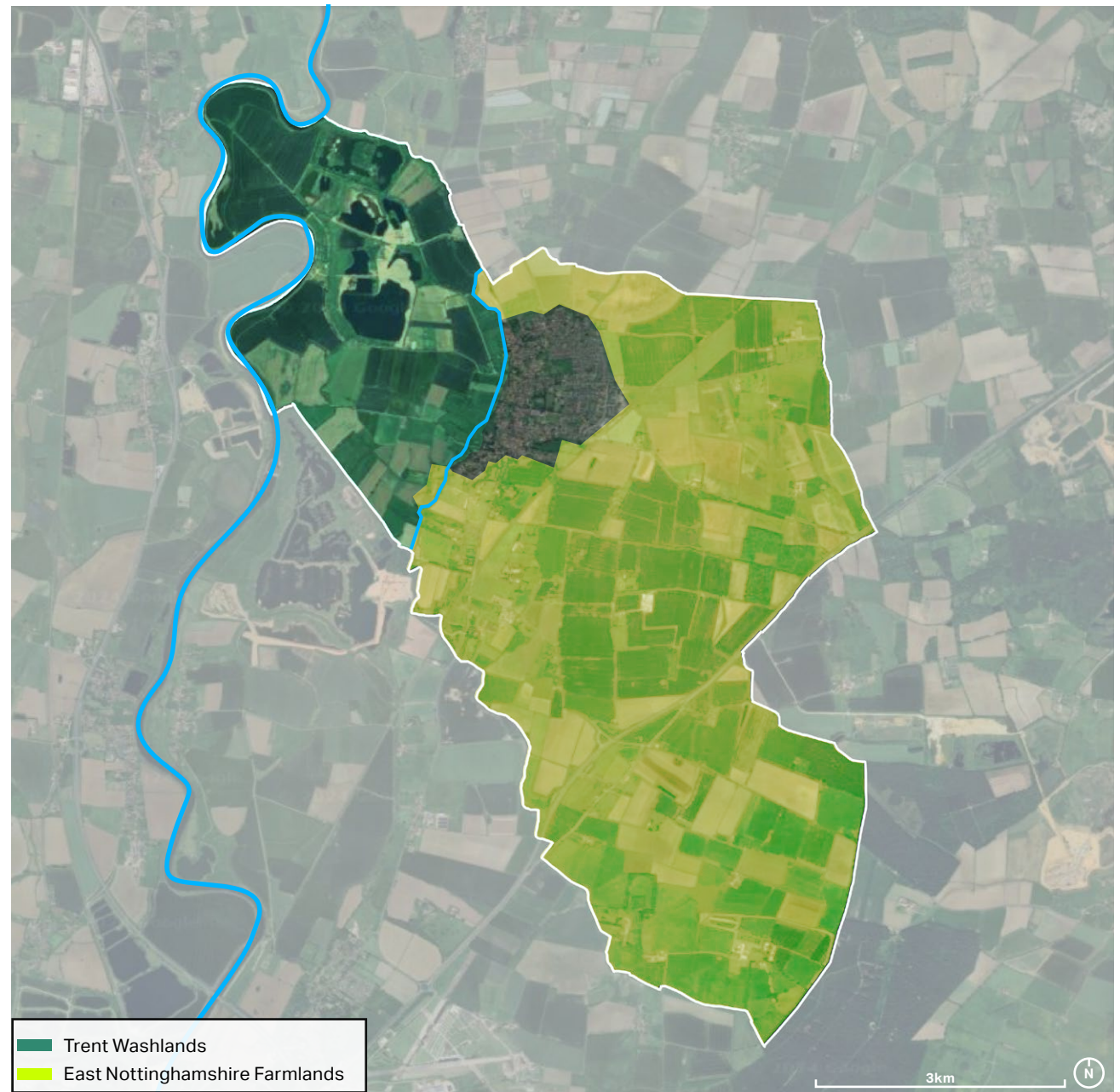


Figure 62: National Character Areas

There are two Nature Reserves in the NA, namely the RSPB Langford Lowfields to the south of the main settlement, and the Besthorpe Nature Reserve, at the north end of the NA, shared with the Besthorpe Parish.

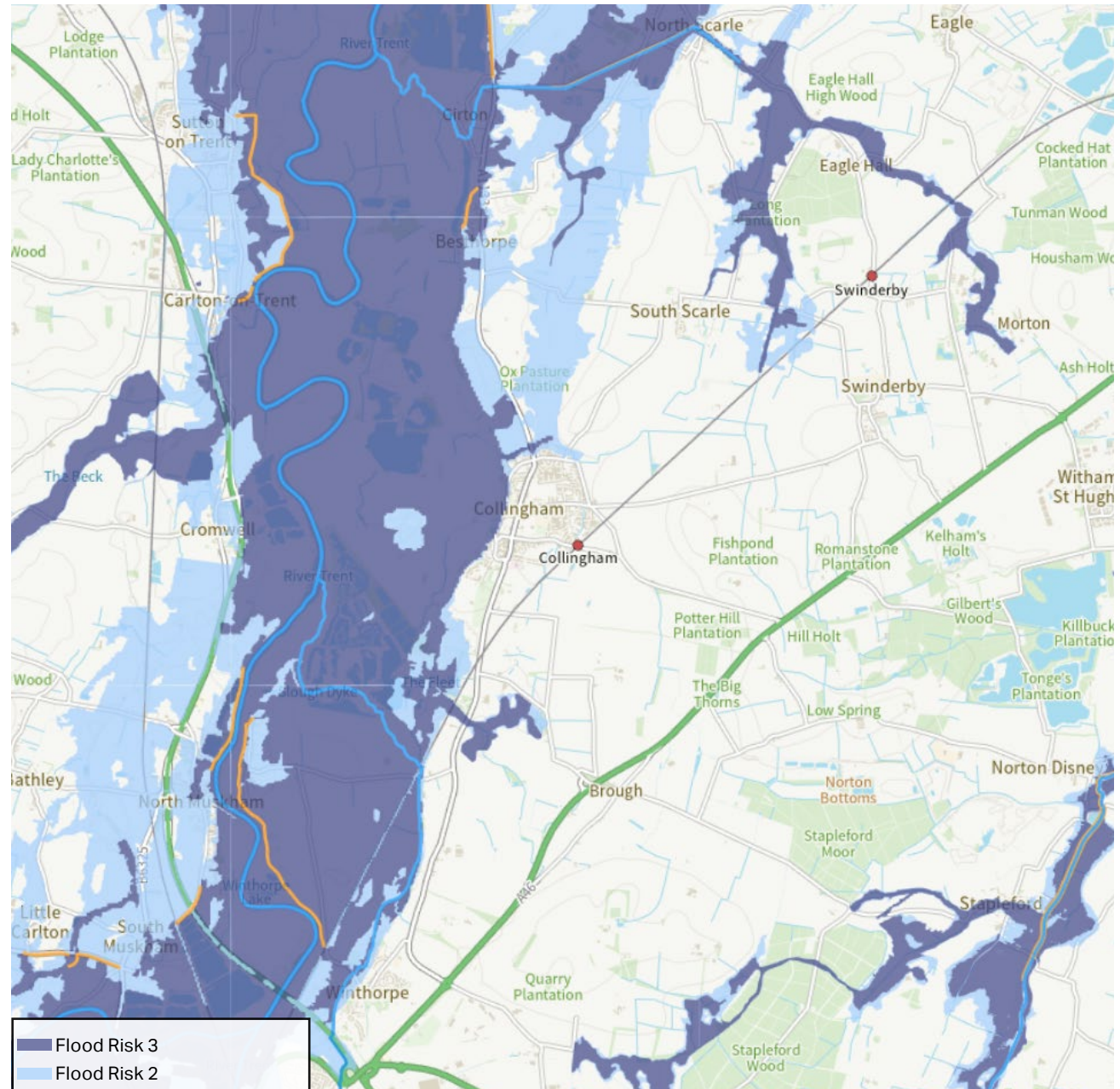


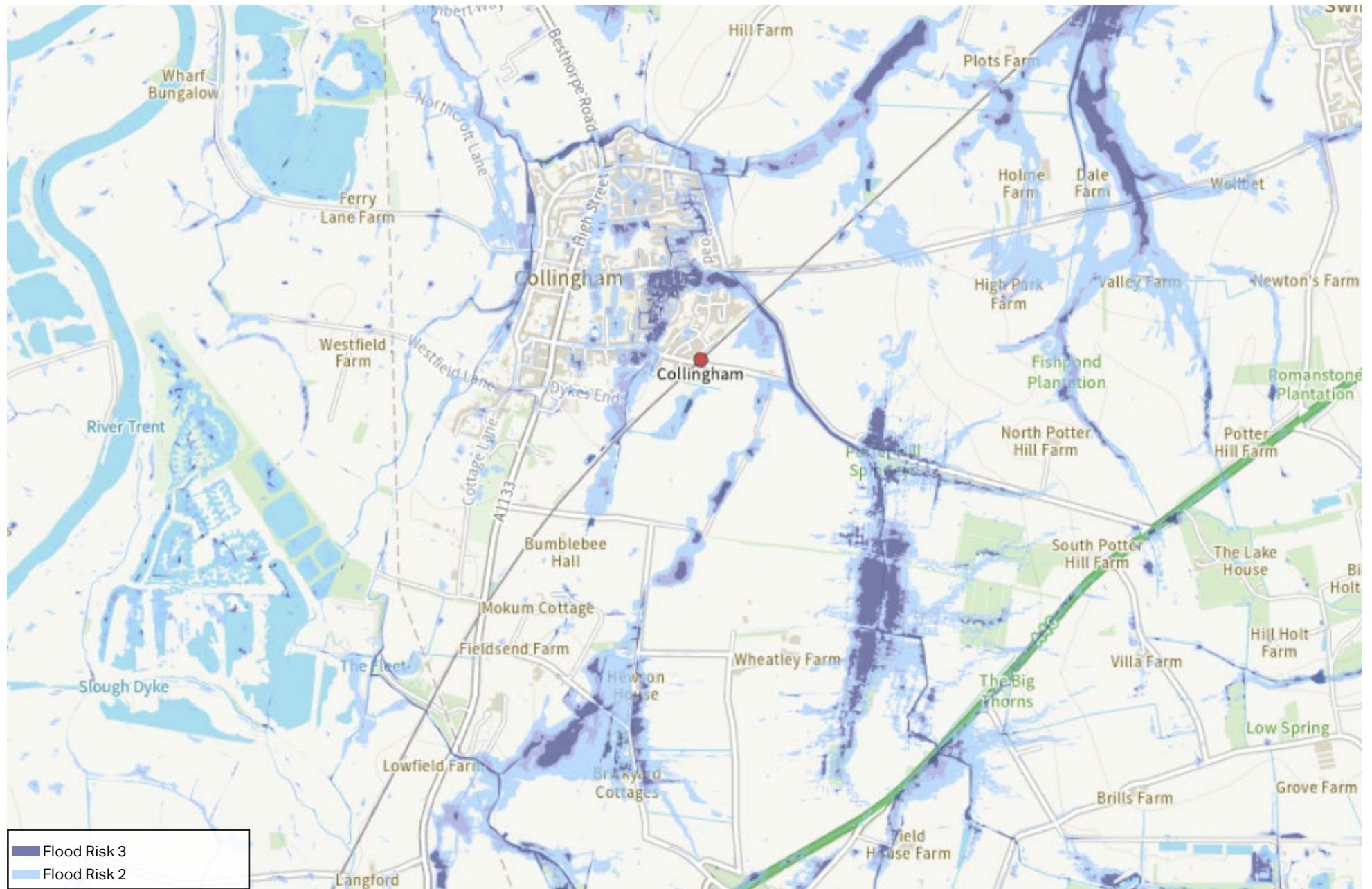
Flood Risk

The NA includes wide areas of Flood Risk 3 from Surface Waters, particularly to the west of the main settlement towards the River Trent.

Flood Risk 3 from Surface Waters are also found in the area (plan on the next page).

Any new development must consider the presence of Flood Risk 3 zones between the main settlements and the River Trent.





Identifying Key Issues

At the time of writing, the planned 176 new homes within the Neighbourhood Area were built. No further homes are planned.

Considering the desktop study findings, the following are noted as key issues:

Connections

- Pavements, footpaths, cycleways and bridleways
- Parking Solutions

Built form

- Scale, massing, height
- Materials and design
- Heritage / rural character (to be preserved)
- Boundary treatments
- Building line and setbacks
- Conversions
- Infill / backland

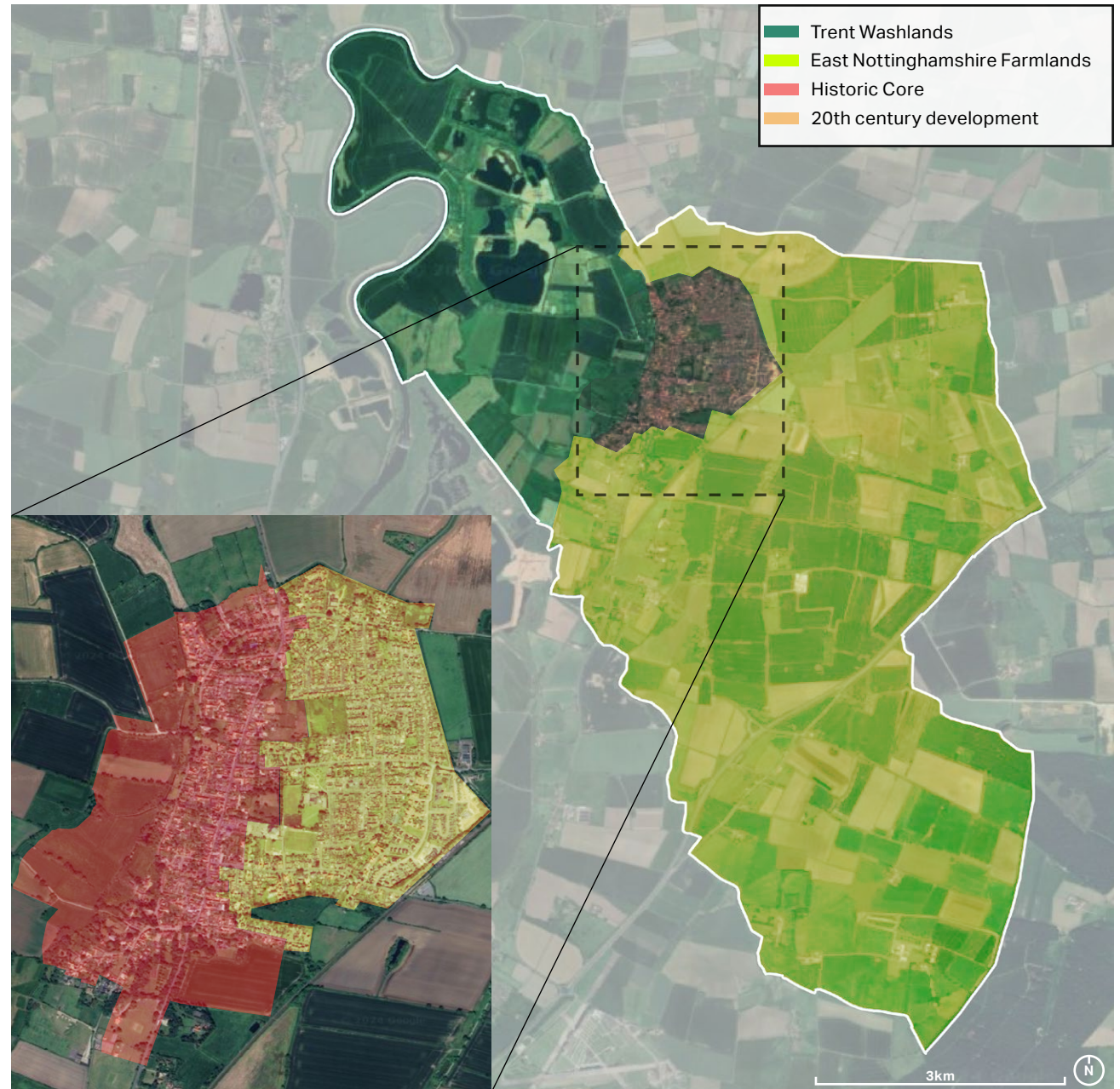
Nature

- Landscape setting
- Settlement edge
- Hedges, verges, street trees
- Open spaces
- Strategic views
- Biodiversity
- Flood risk
- Sustainable drainage systems



How Does This Translate Into Area Types?

- The design code will apply to the entire neighbourhood area, the analysis splits the village into separate area types. The built up area is bounded by two Landscape Character Areas.
- The Historic Core area type matches the Conservation Area, which is characterised by traditional built forms (limestone, red brick or render for elevations, red pantiles and architectural details). Buildings are generally closer to the street and define the streetscape.
- There is differing character within the historic core; South Collingham is quite different to the high street, for instance.
- The 20th century development area type is characterised by more recent development which sets it apart from the rest of the settlement in terms of style, being built from the 70s onwards. These buildings have wider setbacks and create a more regular plot pattern and layout. Density is higher (up to 42 DpH).



About AECOM

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