

MARGARETTING

VILLAGE DESIGN STATEMENT

Interim planning guidance. Approved by Chelmsford Borough Council March 2007

EB 154



FOR THE MARGARETTING VILLAGE
A MEMORIAL TO THE
VILLAGE OF MARGARETTING
WHO GAVE THEIR LIVES
IN THE GREAT WAR 1914-1918
THIS MEMORIAL IS DEDICATED BY THE PARISHIONERS
BARTON WILLIAM B. ELLER GORDON D. C.
BRYAN EDWARD B. FLAHER GEORGE J.
BUTTS GEORGE H. HARRIS JOSEPH
BUTTS GEORGE A. HORSLEY HERBERT
GILPIN GEORGE W. RICE JOHN
CURRY THOMAS H. SAWYER FRANK H.
COPPIN WILLIAM H. WILLIS HERBERT J.

Aerial photograph of Margaretting settlement



Photograph: Peter Rogers

The photograph illustrates the open countryside which surrounds the built up area of the village and the contribution that the tree canopy makes to the approaches and the overall character of Margaretting.

Front cover:
War memorial at the village crossroads

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Introduction

The VDS and its purpose

The Village Design Statement (VDS) is a record of Margaretting village and its country setting as seen through the eyes of those living in the village in 2004/5. It sets out guidelines affirmed by these residents as to how the history and character of the village should be respected in any development or change. The purpose of the VDS is to :

- **Guide owners and occupiers on care for this place.**
- **Guide developers on design aspects that are regarded as acceptable to the community, including the setting of buildings and the use of materials.**
- **Guide people undertaking small scale building work.**
- **Assist in the protection of local heritage buildings and artefacts particularly in the conservation area.**
- **Protect and visually improve open spaces and the street scene.**
- **Ensure the conservation and protection of those qualities and characteristics of the village and its environs which are most valued by its inhabitants.**

- **Propose environmental enhancements.**
- **Assist Council officers and Members of Chelmsford Borough Council in the determination of planning applications in the VDS area.**

VDS Production

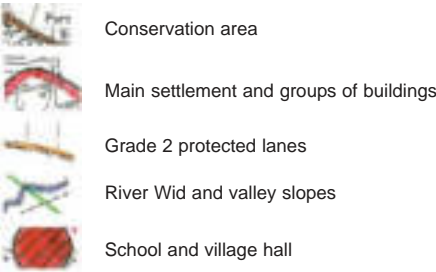
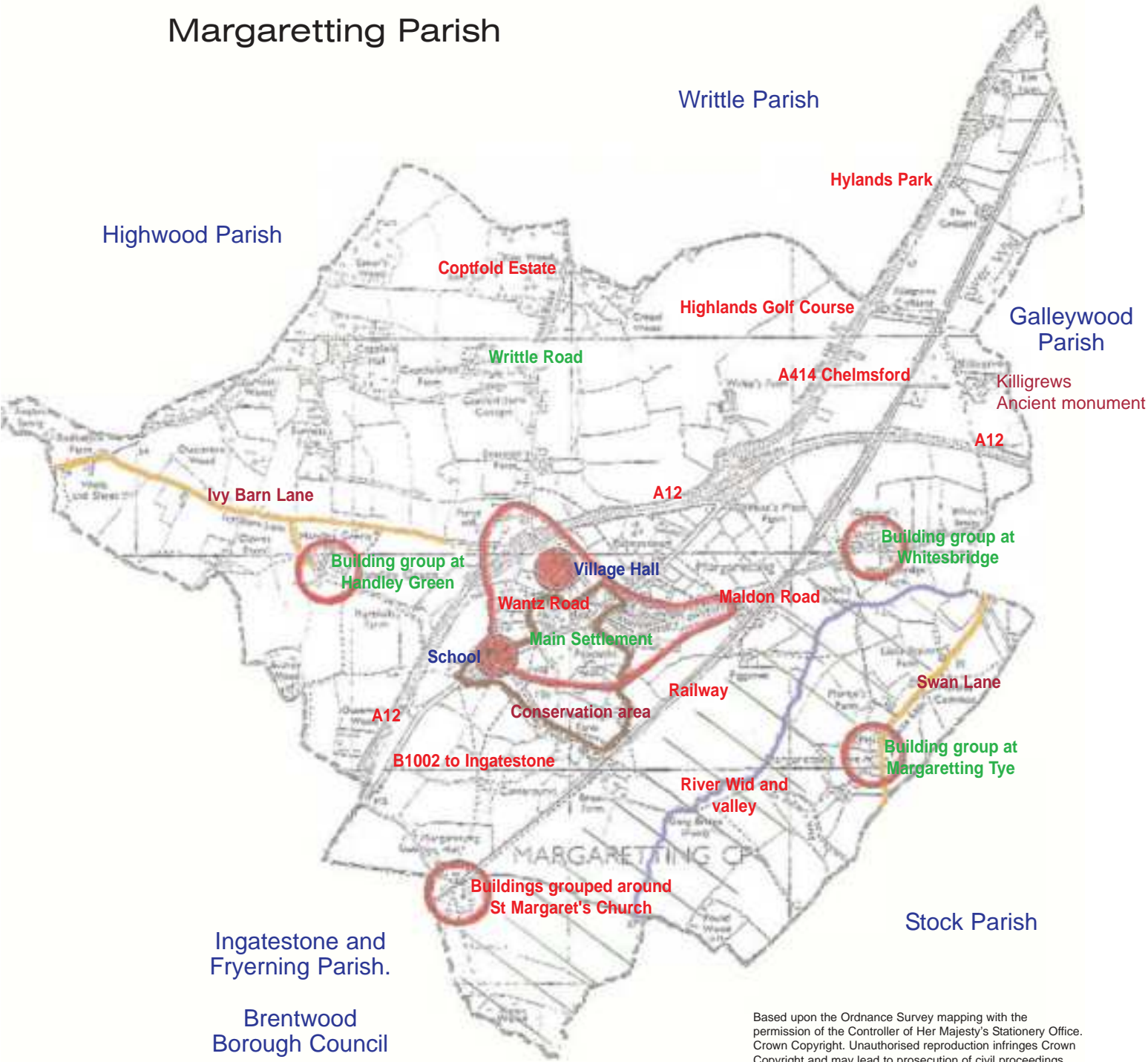
The Borough Council has encouraged communities to produce individual Village Design Statements based upon consensus following full consultation of village residents. The Parish Council has been fully supportive of the project and several parish councillors have served upon the Village Statement team. In early 2002 a working party was set up to undertake the work for Margaretting.

Consultation

The Parish Council's decision in late 2001 to support the preparation of a statement was reported via the village Newsletter in December and in the following January some 54 businesses, landowners and village organisers were individually approached for support and comment and invited to attend a meeting in March. During the spring of 2002 a number of people undertook 'walkabout' surveys of all parts of the village and submitted reports and photographs.



Margaretting Parish





However, a suggestion in the summer that Margaretting might again be eligible for major development put the VDS work ‘on hold’. In February 2003 a questionnaire was submitted to the 363 households in the village and there was a 40% response. The responses were evaluated and used to develop recommended guidance for future developments and in July a major exhibition was staged at the annual Village Fete. In October a Village Character Day was held at the Village Hall with some 40 people attending. During 2004 several draft statements were prepared and further photography undertaken. In May 2005 the final draft text as prepared by the team was submitted to over 152 village residents considered as representing a cross section of the community and their comments were taken into account in the preparation of the final draft. A further presentation of the document was made at the Village Fete on July 2nd 2005. The final published document was agreed after consultation with Margaretting Parish Council.

pictured above:
Consultation at the village fete

Area covered

The VDS covers the village envelope and all the surrounding countryside within the parish boundary extending in all to 1126.37 hectares (2783.29 acres). See map on page 5.

Planning policy context

- Planning policy affecting Margaretting is contained in the Chelmsford Borough Local Development Framework and government planning policy guidance (PPG and PPS) replacing the Local Plan 1997.
- The VDS also complements the Essex Design Guide, and CBC Residential Design Guidance.
- Borough planning policies direct development and change across the Borough as well as being responsible for the Defined Settlements and the countryside.
- A strategic objective of planning policies is to contain development in existing built-up areas and prevent unplanned intrusion into the countryside.

- Margaretting is designated as a Defined Settlement (enclosed by the Metropolitan Green Belt) where policies are more supportive for limited development, including infilling, compared to areas outside the Defined Settlement boundary. Local planning policy and PPG2 seek to protect the Green Belt from inappropriate development, including infilling.
- In Margaretting there are areas of loose ribbon development or low density scattered development such as to the west side of Wantz Road and north side of Maldon Road which are in the Green Belt and these have been purposely excluded from the Defined Settlement, as designated in the Chelmsford Borough development plan, to prevent consolidation into a continuous ribbon.
- Outside the village the land is recognised by planning policy for its nature conservation and landscape values.
- Margaretting has a conservation area and 24 listed buildings covered by specific policies.
- Another strategic objective is to secure the best built environment design for present and future character.

pictured right:
Killigrews

The development of Margaretting – a brief history

Although the historic settlement pattern of Margaretting we see today is essentially medieval in origin, there was earlier activity and occupation. However, little is known of the pre-occupation in the area, although flint artefacts have been recovered from the Wid valley indicating pre-historic activity, and there are Roman materials in the church.

The settlement sits astride the Roman Road between London, Chelmsford and Colchester and its present strongest focal point is the area around the cross roads. A limited number of old buildings and other evidence indicate that over the centuries development has been concentrated around the crossroads, with a secondary group of properties close to the watercourse near the junction of what is now Pennys Lane. ➤



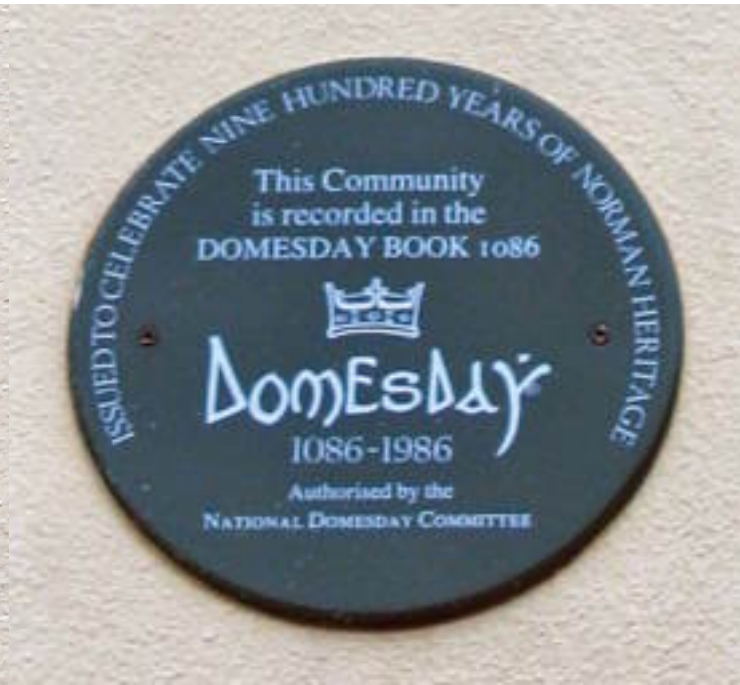
However, at Domesday (1086) and into the medieval period the predominant parish church – much extended in the 15C - and associated hall, would have formed the major focus of life in Margaretting, possibly because the living of the church incumbent may have been in the patronage of the Lord of Margaretting manor. It was only later that a change of focus occurred with a disassociation of church and congregation and this may have been caused by the increased importance of the crossroads to traffic passing through the village.

house adjacent to the church was demolished with the arrival of the railway in 1841 and John Attwood of Hylands demolished the Coptfold manor house in about 1850. Today, only Killigrews, the house to Shenfields manor remains on its ancient moated site on the north-eastern edge of the parish.

A map of 1777 depicts some of the older buildings of the village including the church, Canterburys, the Red Lion, Peacocks, the Parsonage, Coptfold Hall, Bearmans and Killigrews together with small clusters of buildings elsewhere, whilst a map of 1873 shows the addition of several large houses including Eweland Hall, Park Lodge, Bishops Court, Furze Hill and Ivy Hill. Larger scale development of smaller dwellings did not commence until the early 1920s and fuller details of this development and others are given elsewhere in this statement. It is recorded that the population of the village in 1851 was 517 and in 1901, 551. The latest census figure for the village is 825. In 1851 there were 106 inhabited houses and in the early 1900s 125. Today's figure is 363. Over the last several decades planning policies have severely restricted development and over the last 25 years only 17 new houses have been built. The slow rate of development has been the main contributor to the character of the village as it exists today.

The Domesday entry refers to Margaretting as forming part of the King's land "held by Frebert in the name of King Edward as a manor.....". In all there were three manors and three manor houses. The Margaretting manor

*pictured above:
Domesday plaque*



The landscape and shape of Margaretting

The Village and its landscape setting

The village is set within a rural and unspoilt area of Essex forming part of the Metropolitan Green Belt. The mostly arable land rises on both sides of the river Wid valley to become gently undulating hills and ridges. The soil is a complex mosaic of well-drained, fine and coarse loam and seasonally waterlogged slowly permeable clay. The main settlement is situated on the north slope above the river Wid floodplain. The raised embankment of the railway screens a view of the village from the Wid valley to the south-east, and the valley itself is best viewed beyond the level crossing at Parsonage Lane. For the most part the village is only glimpsed from the surrounding countryside and the edge of the village is perhaps most clearly viewed from the B1002 Main Road on approaching from the A12 but even here only at a distance. All approach roads to the village are tree lined, although the B1002 from the A12 and Maldon Road with less maturity. The effect on approaching the village is to suddenly arrive at the village centre directly from the surrounding countryside. Beyond the A12 trunk road the A414 dual carriageway road to Chelmsford is attractively landscaped and extensively planted with mature trees especially to the central reservation and is a role model for trunk roads throughout the area. This part of the parish abuts the parkland of Hylands and emphasises the open aspect of the village and its separation from Widford. There should be continued protection of the open countryside for the benefit of all.



Design guidelines.

- **The clear lines of the valley slopes are an important feature and care should be taken to maintain their character by resisting any further intrusions of buildings, telecommunication radio masts or other construction.**
- **Retention of the open farmland between settlements is essential in preserving the individual identities of communities - in particular the spaces between Margaretting and Widford, Ingatestone and Galleywood.**

*pictured above:
The leafy B1002 approach road from Ingatestone*



- **The semi-wooded approaches to the village are distinctive in this area of Essex and tend to emphasise the compactness of the developed area of the village. Care should be taken to ensure that this character is not eroded by the urbanising influence of new buildings and structures.**

Landscape character overview

The area is characterised by numerous small woods and larger areas of woodland with frequent hedgerows containing trees set in a patchwork of small irregular pasture and arable fields, with some larger arable fields east of the railway. It is crossed by a number of rivers and streams and there are numerous small ponds with hamlets, cottages and farmsteads strung out along the country lanes. The Parish is



pictured above:
View of Margaretting across the Wid Valley

dissected by the river Wid, the A12 trunk road and the railway. The area of farmland which surrounds the village centre is recognised for its landscape value. Natural features such as woodlands, lynchets and other boundary features are likely to be some of the oldest visible features in the landscape with great historic and nature conservation value. Margaretting has ten officially recorded wildlife sites and the largest of these are to be found on the north and north-eastern boundaries of the parish. Just beyond Hylands Golf Course and just outside the north-eastern parish boundary is the similarly recorded 172 hectare Repton landscape of Hylands Park. For the most part land in the village is held in a limited number of ownerships and much of it in large blocks. Modern farming practice impacts upon footpath and bridleway access and visually in relation to hedge retention and maintenance and tree cover in the open countryside, and these aspects deserve careful consideration by the village and farming communities. A particular feature is the extent of mature tree cover in the park of Peacocks in the centre of the village and to the Coptfold Hall estate to the north. These among other areas in the village plus the wider countryside provide a wealth of fine mature oaks. The Parish Council has supported a scheme of village tree planting in public open spaces within the village since 1973 and the greater part of the work has been undertaken in roadside verges. There is an appointed tree warden and the village participates in the Chelmsford Borough Tree Warden scheme. These plantings have added to the original high level of tree cover which contributes so much to the overall character of the village. An earlier farm policy of hedge removal has tended to emphasise the importance and value of those hedges which remain, but in some cases a higher level of maintenance is desirable. There is ongoing tree protection through Tree Preservation Orders.

Design guidelines.

- **Protection by landowners and farmers of the historic elements of the countryside such as hedgerows, copses, woodlands, lynchets is of great importance.**
- **Tree cover is an essential element of the character of the village and it must be safeguarded and strengthened where appropriate.**
- **Any new agricultural buildings should be carefully sited and designed to reduce their apparent mass so as to minimise impact on the wider landscape e.g. by tree screening or careful location within the land form.**
- **Agricultural and forestry uses of farmland are supported; manicured rural landscape is discouraged.**



- **There should be vigilance to ensure that the attractiveness of the countryside is maintained and where possible enhanced.**



- **Special features such as the 1770 White's Bridge and ancient milestones should be safeguarded.**
- **Landowners should be encouraged to maintain roadside hedges and trees in an ecological way and to undertake further tree planting within the wider landscape.**
- **Consideration should be given to a better management of hedgerows close to the village centre. Views of the countryside could be opened up by improved maintenance of roadside hedgerows in Wantz Road and Main Road.**

pictured above:
White's Bridge built 1770

pictured left:
Dairy herd grazing on pasture at Margaretting Tye



Settlement patterns and shape

Development in the village is concentrated to the south-east of the Main Road and in a lineal fashion along Maldon Road and this configuration has tended to create an imbalance of housing and population to the areas north and south of Main Road. As a result, the village lacks a strong focal point but the relatively small open area around the crossroads forms a significant village central space (see page opposite). Housing densities vary but nowhere in the village would the densities be regarded as high by modern day standards and the village centre lacks the concentration of development which is evident in so many Essex villages of comparable size. The village is fortunate in having three small greens at the crossroads and another at Parsonage Lane with other small greens within areas of higher density housing. Their inclusion makes a valuable contribution to overall character and enables greater flexibility in design and layout. Margaretting Tye

pictured above:
Wid Valley viewed from B1002 Main Road

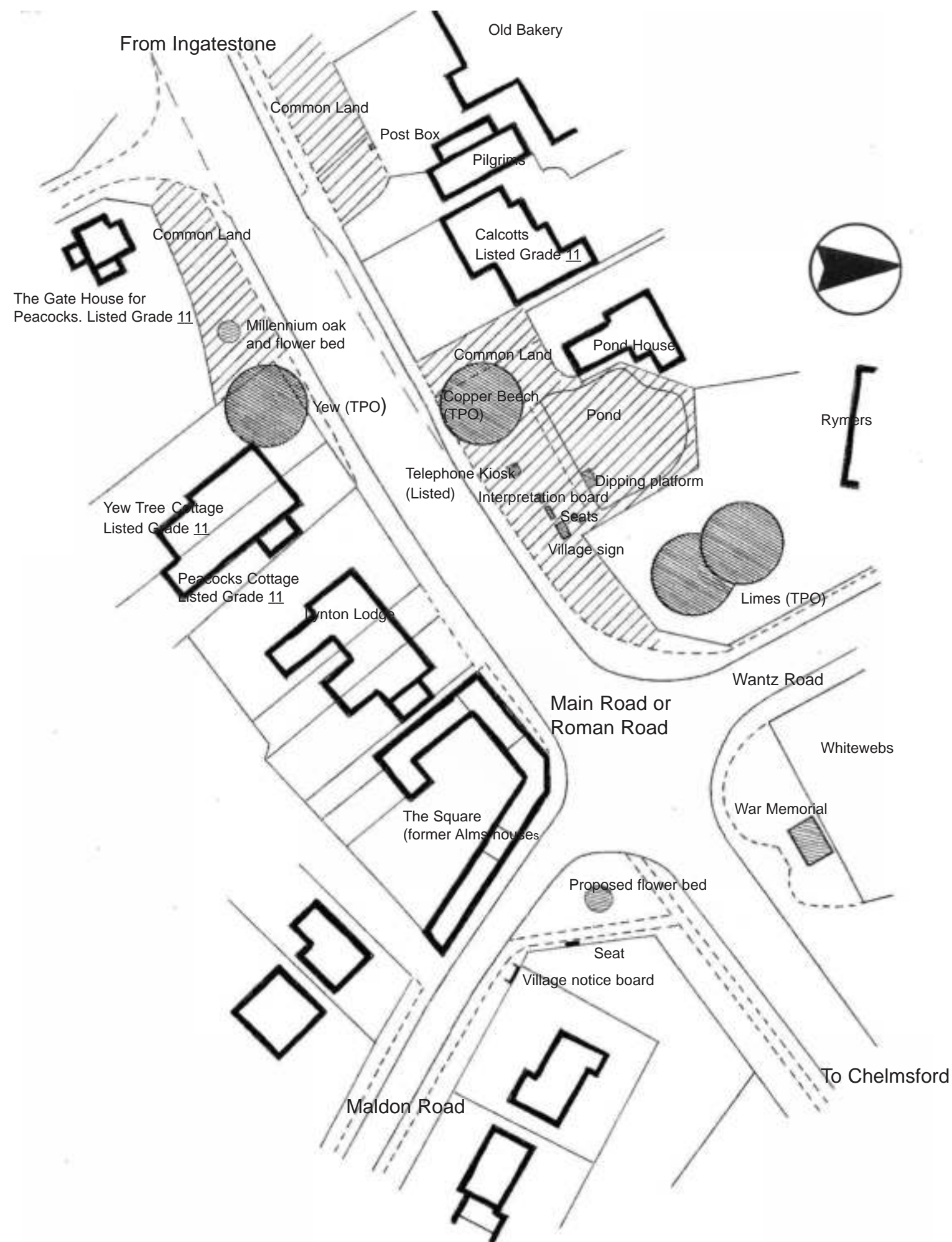
enjoys the largest and most open green in the village.

The area to the south-west of the crossroads mostly comprises the parkland of Peacocks whilst the former parkland of Eweland Hall together with adjacent land has for the most part been developed with detached houses set in large plots. The area surrounding the village is largely open countryside but there are a number of small groups of buildings set at some distance from the village centre and these add character and visual interest to the country scene. The historic location of St. Margaret's church makes it isolated from the main core of Margaretting but its history as an original focus of the village gives explanation to the multi-focal nature of Margaretting.

Design guidelines.

- **Any new infill development should be closely associated with the layout of the existing main settlement so as to reinforce the feeling of compactness.**
- **Any new development should incorporate open spaces and landscaped areas together with suitable tree planting.**
- **Any development of land or buildings surrounding village greens should not encroach upon those spaces.**
- **Care should be taken to maintain the character of the spaces between building groups outside the main settlement.**

Special features of central village space (within the conservation area)



Details of special character in Margaretting

For ease of reference the principal settlement of the village has been divided into a number of areas as shown on the plan, page 16. The conservation area falls within the numbered areas and is dealt with separately.



Some conservation area design features

Pictured top left:
Sliding sash window and eaves.

top right:
Traditional door casing and head

Centre left and right:
Ornate chimney heads and lead flashing

bottom:
Materials in harmony with nature.



Conservation area

The number of buildings within the conservation area is relatively small in relation to its total area and most are located around the crossroads. Thus within the conservation area, and in the village generally, there is a feeling of openness which is enhanced by the wide verges on either side of Main Road and along the



other principal roads and by the concentration of houses in relatively small areas. Furthermore, approximately seventy-five per cent of the conservation area comprises the mature parkland of Peacocks and the effect of this is to bring the surrounding countryside right into the very centre of the village. At the central crossroads, only the buildings of the former almshouses which form The Square force a presence onto the road edge and each of the other three corners of this junction has a grassed area, which in one case extends to embrace the open area of the village pond. Much of the conservation area has good tree cover both in roadside verges, and in private gardens and parkland. In consequence, many of the remaining buildings within the conservation area are wholly or partly screened from the road. Conservation area policy in Margaretting therefore impacts not only upon its buildings but also, and perhaps more importantly, upon those aspects which provide the rural character of the village such as trees, hedges, greens and spaces.

pictured above:
Red Lion public house - building which has evolved over time.

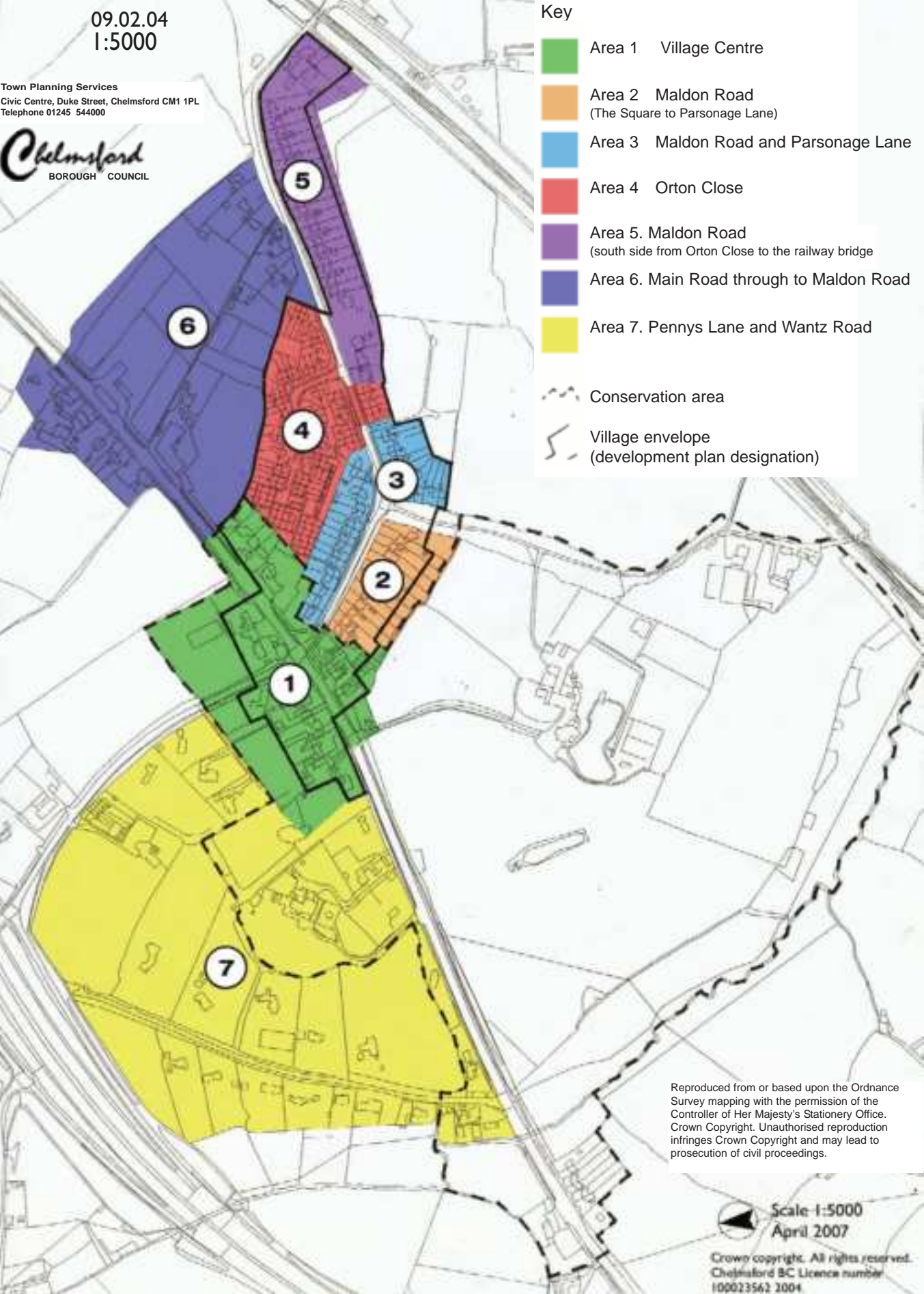
It is these aspects as well as the built environment which need to be safeguarded and enhanced where possible. There is some concern about pollution from street lighting and in particular the design of light standards and the use of sodium lighting in Main Road.

Design guidelines.

- The design of new buildings or extensions within the conservation area should be of the highest quality.
- Construction should incorporate materials sympathetic to those used elsewhere on the building and in the vicinity.
- Conservation area policies in regard to tree preservation should be rigidly enforced.
- Existing granite kerbs should be retained and used in all repair work.
- The location of street signage should be carefully considered and grouped wherever possible to avoid a cluttered appearance. Signage should be limited to the minimum necessary for its function both as to content and size.
- Sodium lighting should not be used in any new development and existing lighting of this type should be replaced with an alternative which creates less light pollution. Any new or replacement street lighting should be chosen in consultation with the Parish Council.
- The present 'low key' level of advertising in respect of commercial activity within the village should be maintained.

Character areas in Margarettling.

The map shows the 7 character areas in the main settlement, followed by a written description.



Area 1 Village centre (Including part of the conservation area)

As in so many villages, the crossing of two important traffic routes provided the initial focus for development and even in Chapman and Andre's map of 1777 Margarettling is shown with a cluster of buildings at this point. Most of the present buildings in the general area of this road junction are of more recent date and show a wide diversity of size, age, style and an irregular disposition one to another particularly near the recently restored pond, all of which add to the charm and character of the village centre. A fine granite War Memorial is prominently sited on its own green at the junction of Main Road and Wantz Road and is backed by the mellow brick facade of Whitewebs - one of the village's oldest buildings. The former almshouses which form The Square on the opposite corner are equally prominent and being decorated as an entity make an important visual statement at this point in the village. Notwithstanding the busy nature of the crossroads, these features together with the several greens in this part of the village form a significant village central



space. Beyond The Square and the adjacent cottages in Main Road stands the charming lodge bungalow beside the imposing gateway, which makes a fitting introduction to the mature parkland and the stately elevations of Peacocks. Beyond the cross roads towards Chelmsford stands the Black Bull public house, a pleasing building with an attractive side garden which includes a group of mature yew trees. Adjoining the Black Bull is a well designed group of four detached houses constructed in recent years. They stand well back from the road behind a line of roadside trees and blend well with earlier development.



pictured top:

The timeless elegance of Peacocks

left:

The restrained style of design of the Black Bull public house

below:

Former alms houses - The Square - uniformity of decoration and mock doorways.



A number of buildings in this part of the village display interesting design features (see page 14). The village centre displays good tree coverage.

Design guidelines.

- **In general, the principles which apply to safeguarding the conservation area apply to the whole of this area.**
- **The Parish Council should take steps to further enhance the crossroads as a focal point for the village by the provision of further planting and seating.**
- **The Highway Authority when proposing any traffic control measures at the crossroads should aim to avoid 'urbanising' influences such as traffic lights, pedestrian islands and bollards.**

**Area 2. Maldon Road
(The Square to Parsonage Lane)**

The greater part of the development in the village dates from the last century. The twelve detached chalet style bungalows, which front Maldon Road between The Square and Parsonage Lane were built in the 1920s by a builder

who lived in the village. They are typical of their period and display an architecture style, which is again popular and sought after. Built originally as bungalows with a floored roof space they have undergone subsequent improvement and extension and most now offer accommodation on two floors. The style of construction ensures that with low-pitched roofs they are not visually intrusive and with the benefit of a wide roadside verge and deep and wide front gardens they impart an air of spaciousness, which is most pleasing. They enjoy large rear gardens with a south-east aspect and have an outlook to the parkland of Peacocks. Although the individual buildings are not of high architectural value, as a group which are styled in a particular manner, they make an important contribution to visual amenity.

Design guidelines

- **The design of alterations and extensions to the houses that front the south-west side of Maldon Road between Main Road and Parsonage Lane should ensure that the 1920's design style is maintained and not fragmented.**

*pictured below left:
Example of chalet style bungalow
below right:
Distinct doorway and arch*



- **Building in front of the existing building line should not be permitted.**
- **Existing roof pitches should be maintained.**

**Area 3 Maldon Road
and Parsonage Lane**

The eight former Local Authority houses and four bungalows which front Maldon Road and the east side of Parsonage Lane slightly pre-date World War Two whilst those prominently raised above Maldon Road on the north-east side were built as further council housing shortly after the war. Many are now in private ownership. The end house near the road junction with Main Road was built as a police house and the two more modern houses, which adjoin, were built later in the former police house garden. The first group of properties are rather plain in design but the latter carry a number of pleasing features. Also noteworthy are the eaves tile 'kneelers' to gable ends and the raking brick

*pictured below right:
Door feature reflecting the style of an earlier period
below left:
Interesting eaves and verge detail*



header courses, which replace the more usual bargeboards to gable verges. The exposed rafter feet to the main roofs and the dormer construction are both worthwhile design 'touches'. Most of the original and somewhat stylised but attractive window shutters have rotted and have not been replaced. Short lengths of an original field hedge remain by the roadside and provide a degree of screening to the houses beyond, and help reduce the urban impact of the buildings.

Design guidelines.

- **Care should be taken to ensure that the existing simple, but effective design features are retained and are reflected in the design of new work.**
- **The roadside hedge in front of numbers 3 to 29 Maldon Road should be retained, together with the ramped footways.**

Area 4 Orton Close

The development of Orton Close and the five old persons' bungalows on the south-east side of Maldon Road dates from the mid-1960s but the differently styled old persons' bungalows at the end of the close built to an open plan design, came later. This development of former Local Authority housing differs in design to the earlier development in Maldon Road, which it adjoins. Terraced housing is introduced for the first time and is mixed with semi-detached houses and bungalows. Plot sizes are smaller but the buildings are pleasingly arranged and five small greens each with some tree planting provide welcomed open space. These trees are an important feature of the street scene



and help to maintain a green aspect. The architectural style is simple but the rather plain fletton brickwork is relieved in a number of cases by the use of horizontal boarding and tile hanging.

Design guidelines.

- **The extent of existing greens should be protected and new access ways should be avoided.**
- **Existing trees should be protected and there may be scope for further planting.**



**Area 5 Maldon Road
(south side from Orton Close to the railway bridge.)**

The greater part of the development in this section of the villages comprises some twenty semi-detached bungalows constructed in the 1950's to a low

pictured above:
Example of a small green - Orton Close
above right:
Senior citizens' bungalows - Orton Close
right:
Typical 1950's bungalow - Maldon Road



housing density and with a partial retention of the original front boundary hedge and ditch. The bungalows are built in pairs on deep plots backing onto agricultural land. The designs are conventional but not displeasing and with low roof levels the buildings are not visually intrusive.

Design guidelines.

- **In particular, roof space conversions need to be undertaken with sensitivity and in accordance with Chelmsford Borough Council guidelines.**
- **Dormer windows should only be installed if they are compatible with the existing street scene.**



**Area 6 Main Road
through to Maldon Road
(including the Shell site.)**

This area covers the north-eastern end of the village with frontage development to Maldon Road at one end and development on one side of Main Road at the other. The former comprises a small mixed group of dwellings constructed at various times over the last fifty years on large and mostly well-screened plots. The larger group fronting Main Road is even more diverse in age and style and includes the attractive Spread Eagle public house, a building of considerable age and character. The two pairs of Edwardian houses close by have been the subject of some alteration and extension but still retain a number of interesting architectural features. The stretch of land between Main Road and Maldon Road is mainly open space and includes the Larmar light industrial building with its associated bungalow and land, a valued contributor to employment in the village. Adjoining, is the virtually cleared former site of the Shell petrol filling station.

pictured top:
Spread Eagle public house
above right:
feature brickwork



Design guidelines.

- **The wide diversity of design evident to this part of the village is an asset and allows greater scope for variation, if accorded a high standard of design and compatibility with existing house designs.**
- **The old petrol filling station site would benefit from the removal of semi-derelict buildings and it is strongly encouraged that the existing trees are retained.**



Area 7 Pennys Lane and Wantz Road

This part of the village covers a large area of land bounded by sections of Main Road, Wantz Road and the by-pass. The houses which front Main Road are varied in age and style and are mostly set well apart. Main Road also gives access to

Eweland Hall (1866), probably the largest building in this area and now divided into three homes. Some former associated buildings have been converted to dwellings but some disused buildings remain. At the foot of the hill on the corner of Pennys Lane stands the village school on a rather cramped site and adjacent is the site of the former Speedwell garage now the location for light industrial uses associated with the car trade. Permission has been given for the construction of two dwellings on the site. Pennys Lane, converted to a cul-de-sac on the construction of the by-pass provides frontage for a number of mostly large houses constructed in the mid-1950's on plots ranging up to one hectare. The houses are varied in design and perhaps the most important amenity feature is the landscape value of tree cover. Urbanisation in the form of formal kerbs, garden walls and formalised entrance gateways are considered inappropriate in this location. There is a similar small group of large houses, which front or gain access from Wantz Road. The remaining section of this particular area of the village comprises the Recreation Ground and Village Hall and the attractive Wantfield Cottages, which adjoin. Main Road, Pennys Lane and Wantz Road together provide an attractive circular walk enjoyed by many village residents.

Design guidelines.

- The 'country lane' image of Pennys Lane should be maintained.
- The cohesive effect of the picket fences to Wantfield Cottages is preferable to individual walls or rails.

pictured above left:
The leafy aspect of Pennys Lane

below left:
Picket fencing at Wantfield Cottages

Margaretting Tye and other outlying groups of buildings

Beyond the village centre lie a number of small groups of buildings often centred around a principal farmhouse with its own group of outbuildings, many of which are likely to be of some age and character. Nearest to the village centre is the group clustered around the Furze Hill and Ivy Hill Hotel complex at the A12/Wantz Road interchange. Slightly more distant on the eastern edge of the parish is Whitesbridge Farm with its high boundary wall and an interesting collection of buildings whilst Handley Green with its associated strip of common land lies close to the western edge. And in Writtle Road close to the northern boundary is an interesting mix of houses associated with the Coptfold estate and the late 19th century house of Park Lodge. These properties are set amongst mature oaks and are close to King and Chapel woods. A further group of buildings is centred around Whites Place and is dominated by the large industrial style building which houses Ingatestone Saddlery. One of the smallest groups of buildings is centred on the church of St Margaret and this comprises the church itself, the former vicarage, Margaretting Hall and two farm cottages. The Essex Historic

Environment Record shows the church to be Norman in origin, incorporating 12th and 14th century work, but almost completely rebuilt in the early-mid 15th century. The walls are mainly flint-rubble, roughly coursed, intermixed with Roman bricks and tiles with dressings of limestone in the tower-arch. The tower is possibly 12th century and evidence of medieval occupation located around the church is also recorded. Particular features of interest in this fine building ➤

pictured below:
Former farm cottages near Whitesbridge Farm

pictured bottom:
The White Hart public house, Margaretting Tye styled in the best traditions of an English country pub





are the font, the rare Jesse window, the sturdy timber framed tower, spire and belfry and the very early 15C north porch.

The largest group is undoubtedly Margaretting Tye, which possesses its own character and identity with a small but wide variety of dwellings and an attractive and well patronised public house overlooking a carefully maintained green. A short distance from Margaretting Tye is a long established residential caravan site. It is well screened by hedges and is not visually intrusive and its use has not given rise to problems.

All of these small groups of buildings have benefited from Green Belt policy which has prevented an excess of development and any new development in the parish should be centred on the main village envelope so that these smaller groups are left largely undisturbed.

above left:
Building group at Handley Green .

above right:
Buildings grouped around St Margaret's Church



Design guidelines.

- **Care should be taken to ensure that any development permitted within these dispersed areas does not detract from existing rural and historic character.**
- **The large building which houses Ingatestone Saddlery would benefit from additional tree screening.**

pictured opposite page top to bottom:
Extension reflecting original design features
New house using traditional materials
Dormer window in traditional style
New house with jettied first floor projection

Other design factors

Building design, materials and spaces

As will have been noted from the foregoing summaries, the design of individual properties varies considerably and tends to reflect styles appropriate to the date of construction. One and two storey construction is to be found throughout the village, mostly with detached and semi - detached houses but with a few terraced houses on the former Council estate in Orton Close. The density of development is at its highest here but even so there is the same strong sense of space between buildings which typifies the built environment generally. Traditional building materials are to be found throughout, with local hand made bricks evident to the older buildings in the vicinity of the crossroads. There is little timber - framed construction but a number of buildings are plaster rendered and colour washed and this has been applied to the buildings of The Square which originally displayed red facing brickwork. The decoration of this building is undertaken as a coordinated operation notwithstanding separate ownerships and this treatment is important at this prominent location. The newer construction of Orton Close displays some tile hanging and painted boarding. Roofs are generally pitched and have coverings of clay and concrete, plain or interlocking tiles. The use of natural slate is rather limited and flat roof construction is almost totally absent. Double hung sash windows together in some cases, with complementary door cases are to be found in some of the older houses, but in the main, windows are of the casement type. The number of dormer windows is quite limited.



Design guidelines.

- Extensions and alterations should incorporate original or sympathetic materials, components and styling to match as closely as possible those on the existing building.
- Alterations should reflect the original building's characteristics and proportions, particularly in relation to windows and doors.
- All schemes of extension should accord to Chelmsford Borough Council's Residential Design Guidance, and in the interest of improved community safety, design should incorporate the principles of 'Secured by Design' to encourage the provision of safe and secure environments.
- The scale and proportions of roofs, new buildings and extensions should harmonise with neighbouring properties and spaces.
- Flats roofs should be used only in exceptional circumstances and the pitch of new roofs should reflect existing or neighbouring work.
- Dormer windows should only be incorporated if they are compatible with the existing roof scene and with the existing building and will not have an adverse affect on the street scene.
- The density of new developments should relate to surrounding property and the character of the area.
- Infill developments should retain a proper space relationship with neighbouring properties.
- Although modest in size, porches can have an important impact on the street scene and their design and the materials used need careful consideration.
- Except on open plan estates or where there is risk of obscuring sight lines the favoured front boundary treatment is hedging of indigenous species.
- External artificial lighting should not be excessive and should be commensurate to safety and security needs.
- New developments or extensions should not unduly obstruct existing publicly accessible views into or out of settlements.
- Owners of semi-detached and terraced housing are encouraged to work together where unified decoration of colour washed areas would enable a unity of image.

Local employment

Fewer people are now employed in the farming industry. Larmar Engineering remains the largest single employer of labour in the village but many employees are drawn from outside the village. Furze Hill banqueting suite and Ivy Hill Hotel together with four local pubs all contribute to the local economy as do Ingatestone Saddlery, Baskervilles Kennels, Speedwell Garage, P and P Motor Engineers and Hylands Golf Course. Furthermore a recent survey showed that many small firms operate in the village often from quite modest premises and with a wide diversity of operation. The diversity of these activities is regarded as valuable to the character of the village and should be sustained.

Design guidelines.

- Any extension of existing commercial uses must take due regard to location and likely impact on the landscape. Consideration should be given to the possible effect to neighbouring properties and the need to provide effective screening.
- Advertising associated with business premises should show constraint and regard to location.
- Care should be taken to ensure that the activity does not overspill the site onto adjacent highways.

*pictured:
Two examples of successful conversions of
redundant farm buildings*



Redundant farm buildings

Because of changes in farming practice many farm building are no longer needed for the purpose for which they were constructed and many are now used for storage or other commercial use often without formal planning consent. However it needs to be appreciated that there can be problems with unsightly external storage and businesses related to car repair tend to require large external areas for vehicle storage.



Government appears sympathetic to this added income to a pressured farming industry and at local level the situation need not give rise to problems if use is exercised responsibly and with due regard to the countryside infrastructure.

Design guidelines.

- **Alternative uses should be considered to promote the regeneration of derelict buildings for occupation by small rural businesses and farm diversification projects. Such schemes should be designed to enhance the existing fabric of the building.**
- **In relation to redundant farm buildings any physical works affecting a building of historic significance should be preceded by an appropriate programme of archaeological recording.**
- **Owners of premises or businesses should be encouraged to reduce external storage and where possible provide additional tree screening of native species in the interest of visual amenity. The use of Cupressus leylandhii is not considered desirable.**
- **A change to commercial use is preferable to residential use, but where the latter is more appropriate because of location, permission should only be granted where the proposal will not lead to loss of form and character of the existing building.**

*pictured below:
A12 trunk road from Wantz Road flyover*



Highways and infrastructure

The A12 by-pass was opened in 1974 and later followed by the Chelmsford southern by-pass and these were intended to remove from the village most of the traffic which until then had used the present Main Road. With the passage of time traffic volumes have increased and once again the former trunk road sees increased use. This also applies to the crossing route of Wantz Road/Maldon Road and the crossroads which form the intersection of these roads can prove very dangerous particularly at peak periods when commuters are driving to Ingatestone station or linking to the A12. Many residents are concerned that present speed restrictions are inadequate and are not sufficiently enforced but people are equally anxious that speed reduction measures which might be undertaken particularly in Main Road should harmonise with the rural aspect of the situation. Other concerns centre on noise and air pollution particularly from the A12 trunk road and light pollution from the sodium lighting standards which serve Main Road. Present levels of street signage are considered adequate. Public demand for the convenience of mobile telephones will ensure a continued proliferation of masts and Margaretting has its share. A number are grouped at Coptfold Hall and there are others adjacent to the A12 Trunk road. Those at Coptfold Hall are located on high ground among trees and are not unduly intrusive. Utility companies should take account of latest Government guidance in formulating their proposals.

Design guidelines.

- **The Highway Authority should aim to reduce noise impact of highways by the use of porous road surfacing materials. In the case of the A12 trunk road consideration should be given to the need for further tree planting and the provision of noise reducing fences.**
- **Whilst road safety must be regarded as paramount, the design of traffic control and speed reducing measures should take full account of aesthetic considerations and be appropriate to a rural village.**
- **Speeding traffic remains a problem and there should be greater efforts to slow traffic at points of entry into the village. This might be achieved by the provision**



*pictured above left:
The clutter of overhead cables*



*pictured above right:
An example of the difficulty in coordinating and limiting street signage*

of ‘gateway entrances’ to the village especially designed to be appropriate to the character of the village.

- **New signage should be the minimum necessary and where possible grouped to avoid a proliferation of individually sited signs. The appropriate authority, agency or body are encouraged to rationalise street furniture, posts and poles wherever possible.**
- **The extent of roadside footways and ramps for the disabled is also regarded as adequate and appropriate.**
- **Present levels of street lighting are regarded as adequate and appropriate to a rural location. However, light standards of improved uniform design, but of variable height according to location would be preferred. In the case of Main Road the older concrete lighting posts and sodium lighting are unsatisfactory and replacements should ensure future uniformity and a reduction in light pollution.**

- **Statutory undertakers should reduce the number of unsightly poles and, wherever possible, place electrical and telephone cables underground. This applies to existing services on renewal and in new developments.**

Steps should be taken to ➤

- ensure that historic features in highways such as post boxes, telephone boxes, granite kerbs and milestones are preserved.
- Any future replacement of the two more modern bus shelters should be similar in style and construction to that which is situated opposite the Bull public house, but with traditional roofing materials.
- Telecommunication masts should not be set in isolation. Utility companies when planning locations for masts need to take the local environment into account and where possible they should be grouped together and sited in association with groups of farm buildings which in some measure can provide a partial screen.

Country lanes, footpaths and bridleways

In addition to the principal roads which serve both local and through traffic the village possesses several lanes which add considerably to its rural and historic character. Swan Lane and Ivy Barn Lane are both protected lanes and the single track Church Lane makes a fitting access to the ancient parish church beyond the level crossing. Parsonage Lane is also single track for much of its length and is effectively a 'no through' road. The narrow and untended strip of woodland on each side of the road is a haven for wild life. The lanes which lead to Stock and to Fryerning suffer from increased traffic including some heavy vehicles. This can lead to the lanes

being effectively widened at the time of repair and resurfacing as for instance in the case of part of Ivy Barn Lane. The long distance public footpath of St. Peter's Way passes through the village and is very well used throughout the year. A good footpath system serves the village generally except to the northernmost section of the parish in the general area of the Coptfold Hall estate. Some paths are obstructed and need attention and the number of bridleways is limited and the provision of a circular route would be an advantage to horse riders. The footpath system incorporates some green lanes.



- Design guidelines.**
- To avoid undue erosion of roadside verges, passing places should be provided in Swan Lane, and must be carefully sited so as not to have an adverse effect on the character of the lane. Ditches should be fully maintained to avoid flooding.
 - Repair and resurfacing work should not encroach on verges and hedges.
- pictured above:
Manually operated crossing gates at Parsonage Lane*

- Footpaths add to the character of the village and the surrounding area and should be kept unobstructed and stiles and gates etc. properly maintained. These should be of wood to a traditional design.
- To help provide further enjoyment of the area's countryside character and by agreement with landowners, permissive footpaths might be created to the north of the village, which currently is not well served with footpaths. Opportunities for creating new bridleways should be considered to reduce the current potentially dangerous use of highways.

Car Parking

Increased car ownership has enabled increased mobility for village people and this has impacted upon employment, shopping habits, the village school, public transport and the environment. Extensive car ownership, with some households owning several cars, has brought with it some attendant disadvantages from a planning point of view. Many households lack car parking space completely, so look to use limited on-street parking space with resultant risk of encroachment on amenity grassed areas and verges and increased risk to pedestrians and road users. In particular roadside parking in Maldon Road has proved a major problem. There is a proposal to have designated parking sections to relieve the problem and maintain a safe flow of traffic. A compromise adopted by some has been the sacrifice of the front garden area to create on-plot parking space. However this may reduce visual amenity of the street scene and also reduce on-street parking space.



- Design guidelines.**
- Where appropriate, the provision of off-street concealed parking facilities should be encouraged and new development should provide adequate parking space.
 - Wherever possible, large areas of hard standing in front of homes should be avoided. Where this is unavoidable owners are encouraged to achieve a frontage that maintains a natural appearance with landscape planting incorporating a surface of setts, grass, paviours, gravel and avoid total covering of black top, concrete or blocks.

*pictured above:
Parking problems in Maldon Road*
*below:
Two examples of timber posts to protect grassed areas*



- In areas of housing such as Orton Close incorporating parking areas in front of homes, the use of a surface treatment which also permits the growth of grass is desirable.
- Grassed areas within the central village area should be protected from vehicular encroachment by the provision of small timber posts.
- The proposed management of on-street parking in Maldon Road should be implemented and any painted yellow lines kept to a minimum width.
- In Parsonage Lane along the length of the return frontage to Guestlings the road edge should be kerbed to define the edge of the grassed area and to provide an extended bay for parking: the green opposite should not be kerbed, but provided with strategically placed bollards between the existing trees.



Community facilities and social activity

The Recreation Ground is used by both the local cricket and football clubs. There are modern shower and changing facilities at the ground but the two pitches are squeezed into the available space and the two playing seasons tend to overlap. The site also accommodates the Village Hall together with its two meeting rooms. The hall has been the subject of extensive repair and

*pictured right top:
St Margaret's church
right above:
Margaretting school*

improvement in recent years but improved storage facilities and car park surfacing are required. The smaller playing field in Maldon Road owned by Chelmsford Borough Council provides play space and a limited range of sub-standard play equipment which is owned by the Parish Council. New, and more extensive play equipment is urgently required and a scheme is actively in progress. The site also accommodates a number of allotments behind a screen hedge.

The beautiful, ancient Church of England, parish church of St Margaret's is located at the end of Church Lane beyond the railway. The Bishop who presides over the large diocese, of which it forms a part, resides and works at Bishops Court at the north-eastern end of the village.

Fears a few years ago that the village school would be closed and the pupils transferred elsewhere fortunately came to nothing and the recent major capital expenditure on the building suggests that its future is safeguarded for the present. The village regards its school as an important element in the well being of the community and it would regard its closure as a serious loss. Nevertheless the school labours under considerable difficulty on a small site and with problems of traffic management on the busy Main Road. The school has rejected a suggestion that staff parking should be on Main Road.

*below:
Village Hall*



Design guidelines.

- All alterations and extensions to the village hall should be complementary to the existing building.
- The proposal by the Parish Council to provide new play equipment in the Maldon Road playing field is strongly supported. Natural boundary hedges and trees to the recreation ground and the Maldon Road playing field should be regularly maintained to a high standard.
- Maldon Road playing field is very conveniently situated to houses in Orton Close and Maldon Road and is a highly valued attribute to the village. It offers opportunities for a higher level of use and improved level of management and maintenance.
- The school should reconsider the possibility of locating school and business car parking to the north side of Main Road between the Speedwell Service station and The Red Lion PH.

The future

It is not easy to regulate the future of Margaretting since it is impossible to predict the future needs of the community, or the way in which society may change. This point is well illustrated by the fact that development of the 1960's failed to predict the full impact of car ownership and use, and the effect has been considerable. Furthermore, major planning policy decisions are made at regional and government level. However, the Village Design Statement by providing a thorough understanding of the character of the parish and by suggesting practical ways to care for and enhance, can help, influence, change and seek improvements to the area. This document attempts to influence the design and character of future development in Margaretting. The principal matters for consideration may be summarised as follows:

- Every effort should be made to sustain and enhance the present character of the village and this is especially important in the conservation area.
- Land uses or changes which have an urbanising influence on the character of the village should be resisted.
- There is support for development on a modest scale provided that it is carefully sited and linked to the existing settlement.

right top:
Indigenous country hedge
right bottom:
A traditional picket fence

- New housing should address all local needs, including affordable housing so as to stem the outflow of young people from the village.
- Good tree cover and the interspacing of small greens in residential areas are essential elements of Margaretting's character and should be reflected in any new development.



- Where appropriate, prominent boundaries in new developments should be marked by natural vegetation rather than by formal fences and walls. This point is especially important within the conservation area.
- Where owners use their premises or home in pursuit of business or recreational interest particularly in relation to motor vehicles they should be encouraged to ensure that their activities do not adversely affect their neighbours, visual amenity or the street scene.
- Vigilance should be exercised by local people to identify planning contraventions. The enforcement authority should be notified of alleged infringements as soon as possible for appropriate enforcement action.
- Consideration should be given to the provision of additional playing field/recreational space in the event of future development in the village.
- Business activities in the village both large and small are of value to the character of the village and should be supported, but care should be taken to ensure that residential amenity is not impaired.
- Consideration should be given to the need for tree screening with native species.
- Fuller consideration needs to be given to acceptable traffic calming measures in Main Road, which will not give rise to untidy highway clutter or have an urbanising effect.
- The probability of increased traffic use of the crossroads needs to be anticipated and consideration given to possible solutions which will safeguard both safety and amenity at this focal point of the village.
- Existing hedgerows and trees both in the village centre and in the open countryside make an important contribution to rural amenity and deserve to be retained and properly managed.
- Tree wardens should continue to monitor the trees in the Parish and to report to the Planning Authority those trees that are considered under threat from any anticipated physical changes. Tree wardens and the Planning Authority are encouraged to further communicate with property owners regarding owner's responsibilities.



- Owners of property, land and trees in conservation areas, historic building owners and owners of other historic or archaeologically important features are encouraged to be aware of their rights and responsibilities.
- The Parish Council should encourage farmers in the surrounding countryside to respect rural character and to promote tree planting and environmentally friendly schemes in the wider landscape.
- Every effort should be made to sustain the well being and continued existence of the village school.
- Consideration should be given to acquiring additional permanent recreational space adjacent to, and for the use of the school.



pictured top right:
Listed milestone

right:
Post box in the conservation area

Appendix number 1

LISTED PROPERTIES

01. Church of St Margaret, Church Lane Grade II
02. Margaretting Hall, Church Lane Grade II
03. The Spread Eagle Inn, Main Road. Grade II
04. The Limes, Main Road Grade II
05. Calcotts, Main Road Grade II
06. The Red Lion Inn, Main Road. Grade II
07. Black Cottage, Main Road. Grade II
08. Yew Tree Cottage and Peacocks Cottage, Main Road. Grade II
09. Peacocks, Main Road. Grade II
10. Lodge to Peacocks, Main Road. Grade II
11. Milestone and Cover Plate (45m S.W. of Ivy Cottage) Main Road. Grade II
12. Killigrews A414. Grade II*
13. Brick revetting to moat and octagonal turrets at North-west and south-west angles, Killigrews, A414. Grade II*
14. Whitesbridge Cottages (numbers 1 to 4 consecutive), Maldon Road. Grade II
15. Whitesbridge Farmhouse, Maldon Road. Grade II
16. White's Bridge, Maldon Road. Grade II
17. Barn immediately N.W. of Coptfold Hall Farmhouse, Writtle Road. Grade II
18. Bearmans Farmhouse, Writtle Road. Grade II
19. Barn to S.E. of Bearmans Farmhouse, Writtle Road. Grade II
20. Barn to East of Bearmans Farmhouse, Writtle Road. Grade II
21. Outbuildings at Bearmans Farmhouse, Writtle Road. Grade II
22. Parsonage Farmhouse, Parsonage Lane. Grade II
23. Granary South of Parsonage Farmhouse. Parsonage Lane. Grade II
24. Martin's Farmhouse, Swan Lane Margaretting Tye. Grade II

Notes....



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