Little Dunmow

Design Guidance and Codes

Draft report Rv.01

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Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
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Contents

Introduction

01

1. Introduction

Through the department for Levelling up, Housing and Communities (DLUHC) Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Little Dunmow Parish Council. The support is intended to provide design guidance and codes based on the character and local qualities of the area to help influence residential development.

1.1 Purpose of the report

The government is placing significant importance on the quality of design through the development of design codes which aim to set standards for design upfront and provide firm guidance on how sites should be developed. The role of design guidelines and codes in the development of a Neighbourhood Plan is expressed in the NPPF 2021, paragraph 128 which states that:

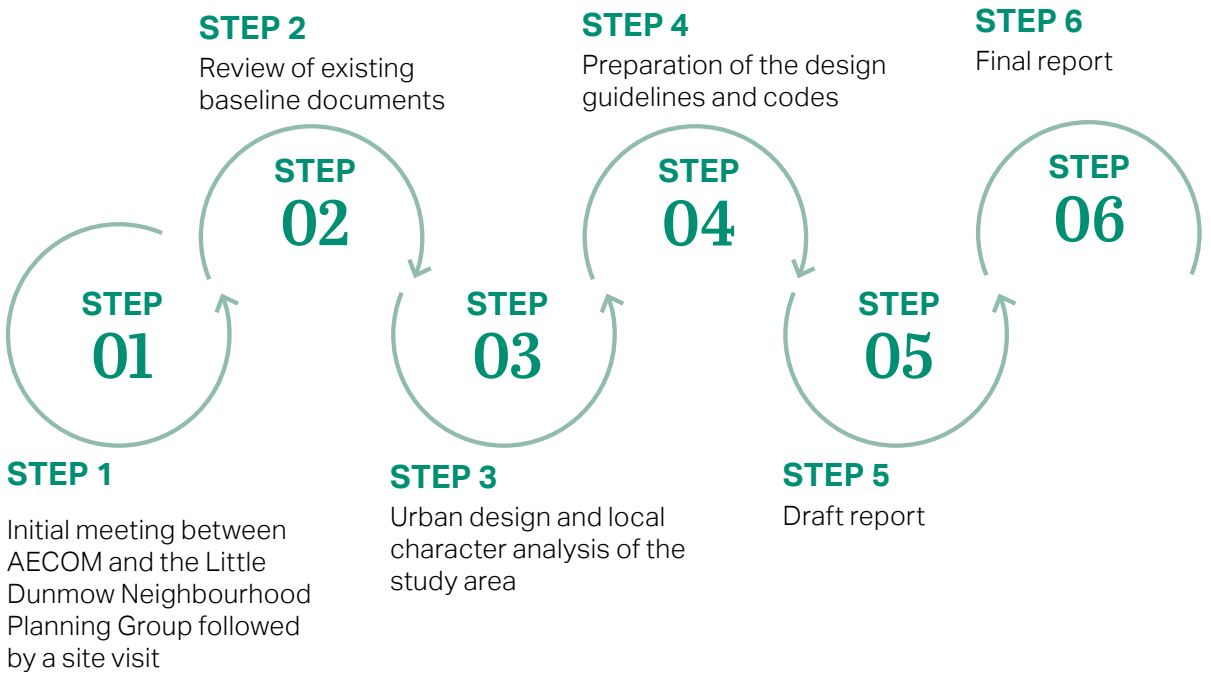
'To provide maximum clarity about design expectations at an early stage, plans... should use visual tools such as design guides and codes. These provide a framework for creating distinctive places, with a consistent and high-quality standard of design. However, their level of detail and degree of prescription should be tailored to the circumstances in each place and should allow a suitable degree of variety where this would be justified.'

The design guidelines and codes set out in this report will provide a detailed framework that should be followed by any future design proposals that come forward within the neighbourhood area to ensure it meets a consistent, high-quality standard of design and positively contributes to the unique character of Little Dunmow.

It is intended that this report becomes an integral part of the Neighbourhood Plan by informing policies that will influence the design of new development and have weight in the planning process.

1.2 Preparing the report

The following steps were agreed with the Neighbourhood Plan Steering Group to produce this report, which draws upon policy development and engagement work undertaken by the Group:



1.3 Area of study

Little Dunmow is a village and parish located in rural Essex within the vale of the River Chelmer. Just to the northwest of the village is the town of Great Dunmow and to the east is Braintree which is located along the A120. London Stansted Airport is also located along the A120 to the west of Little Dunmow.

The A120 runs east to west through the centre of the parish and provides the primary access to the village and the recent Oakwood Park development which lies just outside the parish to the south. The village is not accessible via train with the nearest railway station in Braintree.

The development at Flitch Green increased the population and by 2008 exceeded that of the old village. As a result of this in 2009 Flitch Green became a separate civil parish. This development shows how Little Dunmow comes under development pressure due to its rural, countryside location. Any large scale new development would significantly alter the character of Little Dunmow, therefore it will need to be planned and designed carefully to ensure it is in keeping with the character of the village.

To the east of the village along Station Road lies the Cromwell Place estate, a new residential development that is not in keeping with the rest of Little Dunmow.

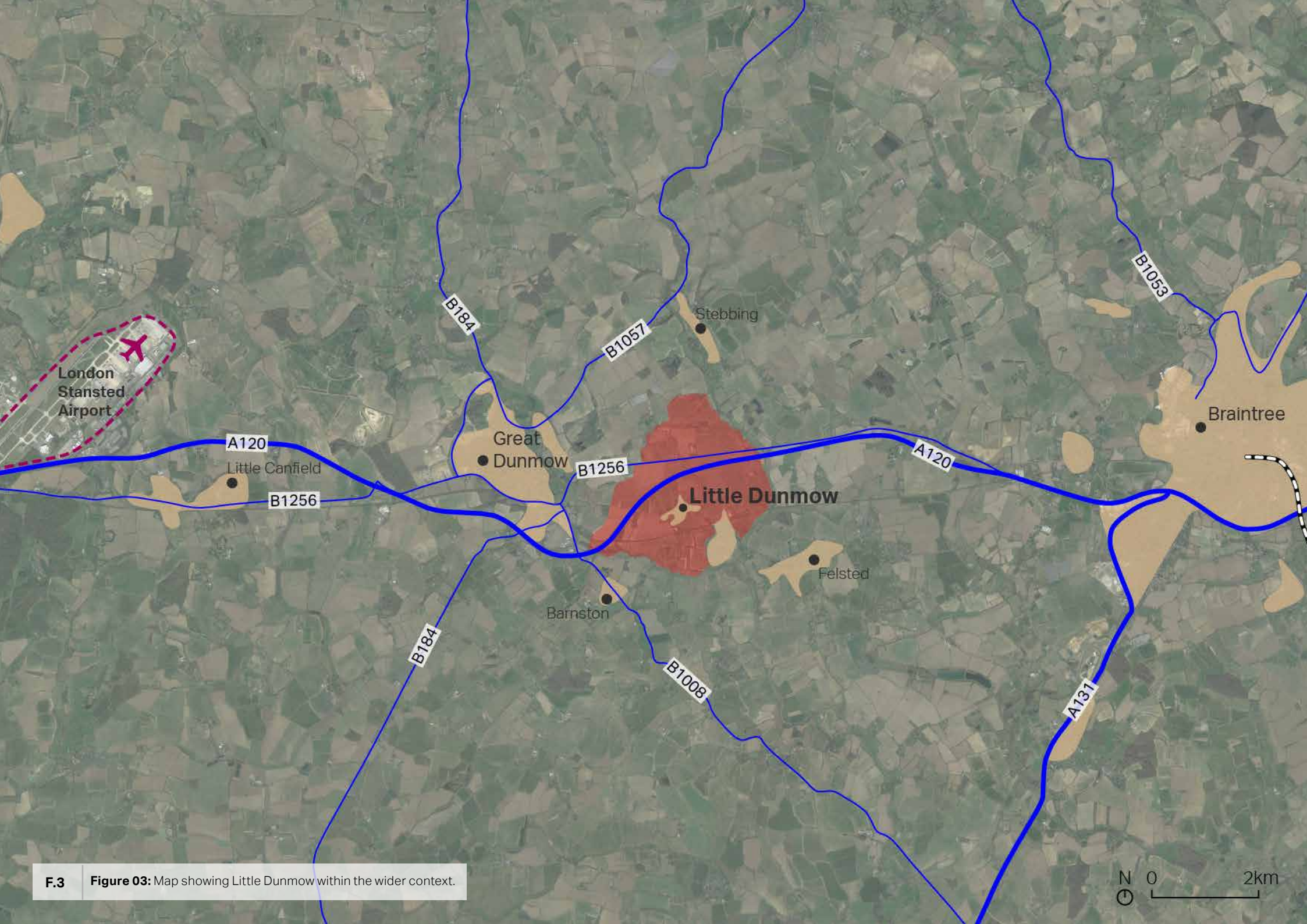
To the south west of the village there is a large private estate along Brook Street.

Within the parish there are two outlying hamlets; Stebbingford located on the eastern edge of the parish and Brookend located to the north of the parish along the road Brookend. Each of these hamlets has a distinctive character as Stebbingford has some thatched cottages and high walls or hedges at the edges of the properties.

Brookend had multiple barn conversions that are located nearer to the road with no boundary treatments. The other buildings within the hamlet have brick walls at the property edge.

Figure 01: Grade II Listed iron village pump along The Street.

Figure 02: Countryside setting of Little Dunmow.



F.3 **Figure 03:** Map showing Little Dunmow within the wider context.

Policy Review

02

2. Policy Review

2.1 National planning policy and guidance

As the National Planning Policy Framework (paragraph 126) notes, "good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities".

National and local policy documents can provide valuable guidance for bringing about good design and the benefits accompanying it. Some are there to ensure adequate planning regulations are in place so that development is both fit for purpose and able to build sustainable, thriving communities. Other documents are more technical and offer specific design guidance which can inform design codes and masterplanning activities.

Developers should refer to these key documents when planning future development in Little Dunmow. The following documents at a national level have informed the design guidance within this report:

2021 National Model Design Code DLUHC

This report provides detailed guidance on the production of design codes, guides and policies to promote successful design. It expands on 10 characteristics of good design set out in the National Design Guide. This guide should be used as reference for new development.

2020 - Building for a Healthy Life Homes England

Building for a Healthy Life (BHL) is the new (2020) name for Building for Life, the government-endorsed industry standard for well-designed homes and neighbourhoods. The new name reflects the crucial role that the built environment has in promoting wellbeing. The BHL toolkit sets out principles to help guide discussions on planning applications and to help local planning authorities to assess the quality of proposed (and completed) developments, but can also provide useful prompts and questions for planning applicants to consider during the different stages of the design process.

2019 - National Planning Policy Framework DLUHC

Development needs to consider national level planning policy guidance as set out in the National Planning Policy Framework (NPPF) and the National Planning Policy Guidance (NPPG). In particular, NPPF Chapter 12: Achieving well-designed places stresses the creation of high-quality buildings and places as being fundamental to what the planning and development process should achieve. It sets out a number of principles that planning policies and decisions should consider ensuring that new developments are well-designed and focus on quality.

2019 - National Design Guide
DLUHC

The National Design Guide (Ministry of Housing, Communities and Local Government, 2019) illustrates how well-designed places that are beautiful, enduring and successful can be achieved in practice.

2007 - Manual for Streets
Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts but that do place the needs of pedestrians and cyclists first.

2.2 Local planning policy context

Local planning policy can provide guidance that is tailored to the local context where the development is located which is supported by analysis taken directly from the area. Therefore, is it vital that local policy is considered when proposing development within Little Dunmow.

2005 - Uttlesford Local Plan
Uttlesford District Council

The Local Plan was adpoted in 2005, however there is currently a new Local Plan being developed with the intention for it to go to examination in April 2024.

The current adopted Local Plan aims to preserve the quality of life in the towns and many villages of the district. The policies in this document focus on addressing housing needs, the natural environment, access to services and crime.

Neighbourhood Area Context Analysis

03

3. Neighbourhood Area Context Analysis

This section outlines the broad physical, historic and contextual characteristics of the Neighbourhood Area.

3.1 Access and movement

The primary vehicle access points to the parish are along the B1256 to the east and west. This road then provides access to the north and south of the parish as well as to the hamlet of Stebbingford which is located along the road in at the eastern edge of the parish. To the north Brookend provides a route to the hamlet of Brookend and to the south the B1256 connects to Station Road with two primary vehicle access points to the village and access to Cromwell Place.

Station Road also acts as the main access road to Flitch Green to the south of the village resulting in high levels of traffic along Station Road causing noise pollution for the nearby residents of Little Dunmow. Furthermore, the fast-moving traffic creates an unsafe environment for pedestrians and cyclists along Station Road.

Within the village, The Street forms a loop connecting at both ends to Station Road. All the streets within the village form local roads used by the residents of Little Dunmow.

There are two bus stops within the village along The Street offering services east and west with services once an hour going each way. The nearest train services are from Stansted Airport to the west, Braintree to the east and Chelmsford to the south, however they not in close proximity to the village.

Most of the streets within the parish do not have a footpath on either side of the road creating a countryside character. An exception to this is The Street which has a footpath on one side of the road.

There are a number of Public Right of Ways throughout the parish linking the countryside to residential areas. This includes a disused railway track that runs east to west along the south of the village forming the Flitch Way Country Park. There are a number of pedestrian access points to the parish via footpaths, however there are significantly more footpaths in the southern half of the parish leading to higher pedestrian permeability in and around the village than in the north including Brookend.

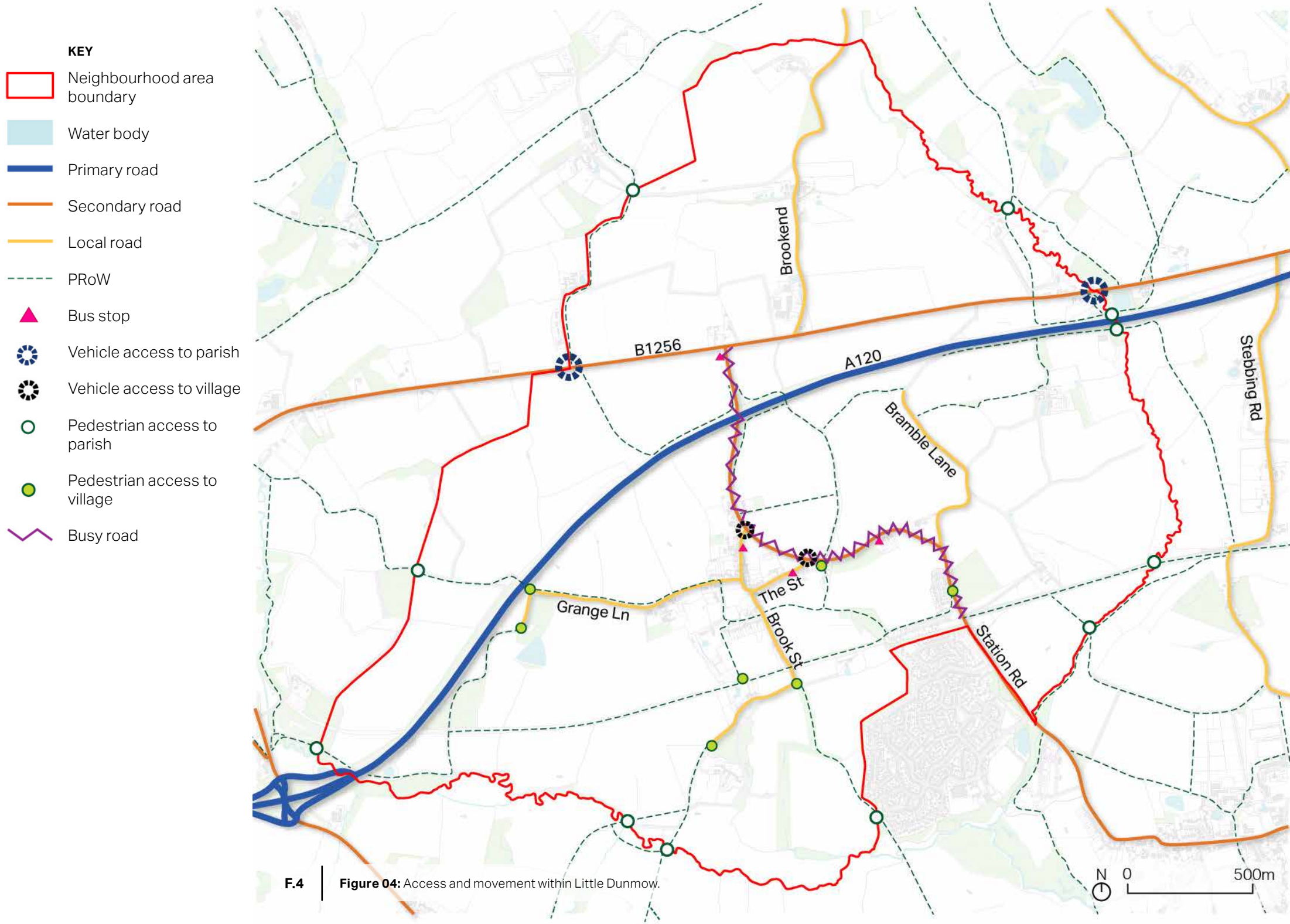


Figure 04: Access and movement within Little Dunmow.

3.2 History and heritage

Archaeological Sites

Within the parish there are 9 designated archaeological sites, one of which lies on the boundary of the parish. The area is rich with archaeological remains with more anticipated throughout the area. There is evidence of prehistoric activity with Palaeolithic, Mesolithic and Neolithic flints all recorded, however the majority of the prehistoric settlement evidence dates to later periods such as the Roman times. The evidence from this time period is notable for the quality and quantity of its historic built environment which includes moated sites, church/ hall complex agricultural buildings and farmhouses. For example, throughout the construction of Flitch Green to the south of the parish a Roman Villa and industrial site were recorded.

The area is also rich in medieval remains although the historic settlement is largely dispersed in nature with isolated farms, moated sites and small hamlets located around linear and triangular greens.

Excavations in advance of the new A120 recorded medieval finds including a windmill at Little Dunmow.

There is an extensive archaeological area that forms part of the Conservation Area and extends south towards the former railway line. The area, known as St Mary the Virgin's churchyard and Priory Place has been identified as an ecclesiastical site dating from the 12th Century. Furthermore, there is a medieval fishpond to the southwest of Priory Place.

Conservation Area

The Little Dunmow Conservation Area covers a large portion of the village including The Street which has a loosely scattered collection of buildings or architectural and historic interest. The Conservation Area also includes the buildings grouped around St Mary the Virgin's church and the central area of paddocks. The open, green nature of this area is one of the most important qualities of Little Dunmow as it provides the setting for the Grade I church and several important listed buildings on The Street and Grange Lane. The environmental quality and diversity is further enhanced by the trees and hedgerows in and around the churchyard that also define many of the external boundaries of the paddocks.

There are 15 listed buildings within the Conservation Area, all of which are Grade II listed apart from St Mary's the Virgin church which is Grade I listed. Of the 15 listed buildings in the Conservation Area, nearly 50% date from the 17th Century and over 2-% from the 14th Century. A third of the listed buildings have traditional thatched roofs representative of a historical roofing tradition in the district. Therefore, it is important that this material continues to be protected and replaced with the same material when needed.

Along with thatched roofs other traditional materials and detailing make a significant contribution to the character of the area.

This includes lime render with a plain finish or pargetted decoration. From the 18th Century brick was the predominant material, usually handmade reds with the occasional black stock brick detailing. The brickwork mostly uses Flemish bond, however English bond can be found on earlier buildings and garden walls. Barns and outbuildings are usually clad with weatherboarding which is painted black. Where thatch has not been used as the roofing material handmade red clay plain tiles or natural blue-grey slate tiles can be seen.

There are a few unlisted buildings that add to Little Dunmow's overall quality through their architectural and historic interest, these include the Old Vicarage with distinctive decorative brick chimney stacks, the Old School House and Nos. 1 and 2 The Street and Priory Farmhouse.

There are some utility poles and overhead services in close proximity to some of the listed buildings and the junction of Grange Lane and The Street that detract from the character of the Conservation Area.

Listed buildings

There are 45 listed buildings within the parish and 15 of those are within the Conservation Area. There is one Grade I listed building, the Church of St Mary the Virgin and one Grade II* listed building, Brick House on Brook Street. The remaining listed buildings in the parish are Grade II. Below is a brief description of some of the listed buildings that are representative of the types of buildings found within the parish.

Church of St Mary the Virgin

The church was formerly known as the Lady Chapel 14th Century of the Augustinian Priory of St Mary the Virgin and was founded in 1106 by Juga de Baynard. This is the only part of the church that remains from this time as the rest was demolished in 1536 after the Dissolution. Later additions include a turret built on the base of a former tower pier and clad with grey slate tiles built in 19th Century. The facades of the building are of flint rubble and brick with dressings of limestone and clunch. The church's setting within the churchyard is important to its character.

Clematis Cottage, The Street

A grade II listed building, built in the 17th Century or earlier. The cottage is 1 storey in height with a timber frame and plaster. It has a thatched roof with 4 eyebrow dormers.

Flitch of Bacon Public House

The grade II listed pub is located centrally in the village and was built in 17th Century or earlier but has more recent extensions to the right and left at the rear. The building is timber framed and plastered with a hipped plain red tiled roof.

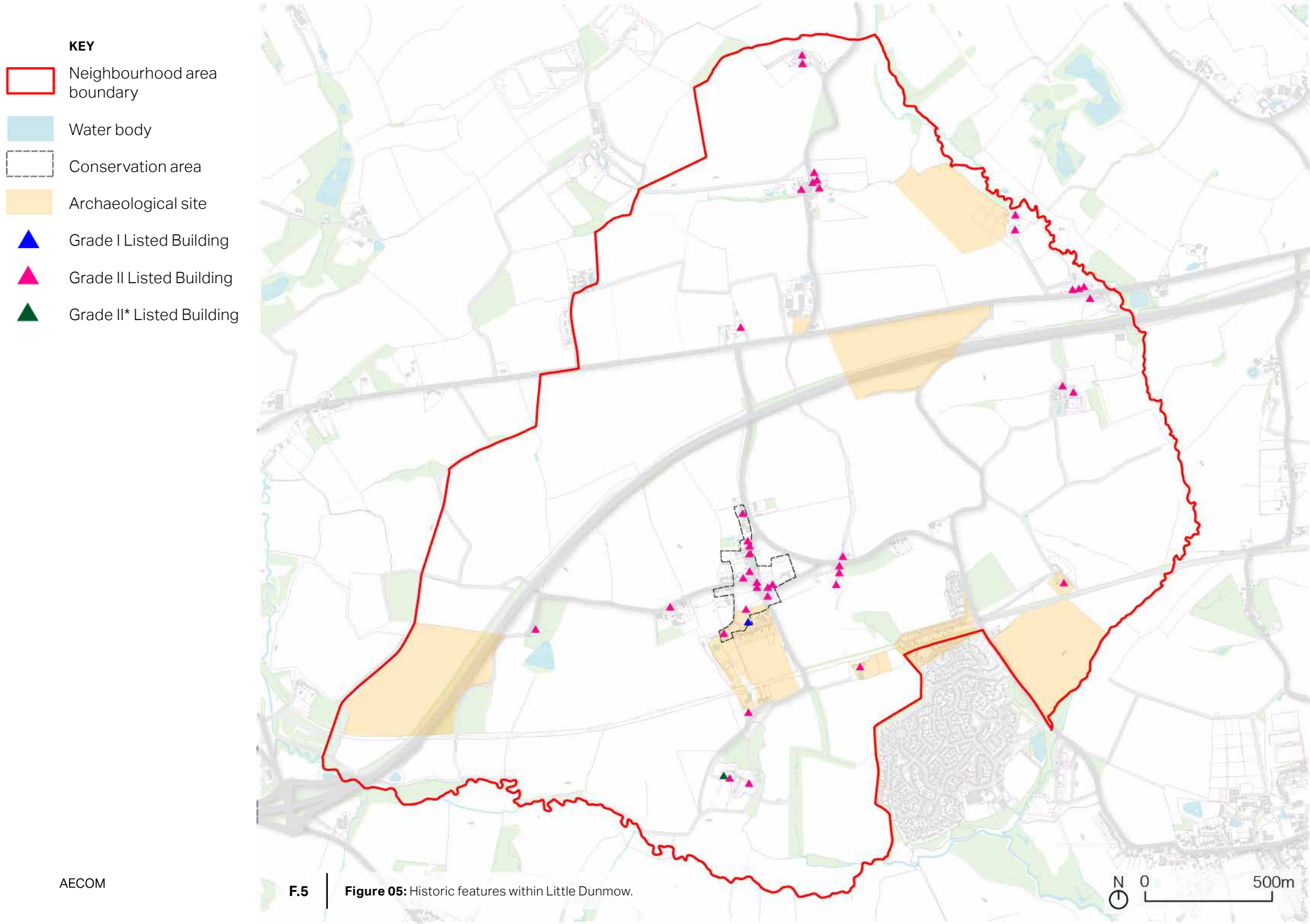


Figure 05: Historic features within Little Dunmow.

3.3 Landscape and green infrastructure

Landscape

The parish of Little Dunmow consists of two landscape character areas as described in the Landscape Character Assessment, which was jointly commissioned by Uttlesford, Braintree, Chelmsford, Maldon, and Brentwood Councils to cover all these district/borough areas. This assessment aims to understand the key landscape characteristics of each area which can be used to inform how the built environment can respond sensitively to the natural environment.

The Upper Chelmer River Valley landscape area covers much of the parish and all the village. This area is a narrow valley within the surrounding gently undulating boulder clay plateau. One of the key characteristics of this landscape area is the undulating valley sides which have an open character with low thick hedgerows and scattered hedgerow trees and only the occasional woods separating the large arable fields. The area has a number of sensitive key characteristics such as the largely surviving pattern of medieval dispersed settlements along with local vernacular buildings with timer frames, colour washed walls and thatched roofs all of which should be protected.

The other landscape character found within Little Dunmow is the Rayne Farmland Plateau covering the northern section of the parish. Some key characteristics include a scattered settlement pattern with a few small hamlets and an irregular field pattern of arable fields. There is a comprehensive network of quiet rural lanes and byways which are sensitive to potential increased traffic flow associated with new development.

Green Infrastructure

Little Dunmow has a countryside setting been surrounded with open fields, however there are relatively few important habitats and publicly accessible green spaces. The Flitch Way Country park is a linear park running east to west through the parish and connecting to the southern edge of the village. The park runs along a former railway line and provides an important pedestrian and cycle connections from Braintree to Bishops Stortford. The park is also a county wildlife site.

Within the village there are four main green open spaces. The recreation ground provides a green connection to Flitch Way county park and the churchyard which is to the north side of the church. Many of the trees surrounding the church yard have are protected with a tree protection order.

The central paddocks are an important green space and provide a setting for the Grade I listed St Mary the Virgin church as well as many important listed buildings. Furthermore, the hedgerows at the perimeter edge of the paddocks are of native species which is important for diversity and environmental quality.

Another important green space is the open space opposite the Flitch of Bacon which contains a small pond.

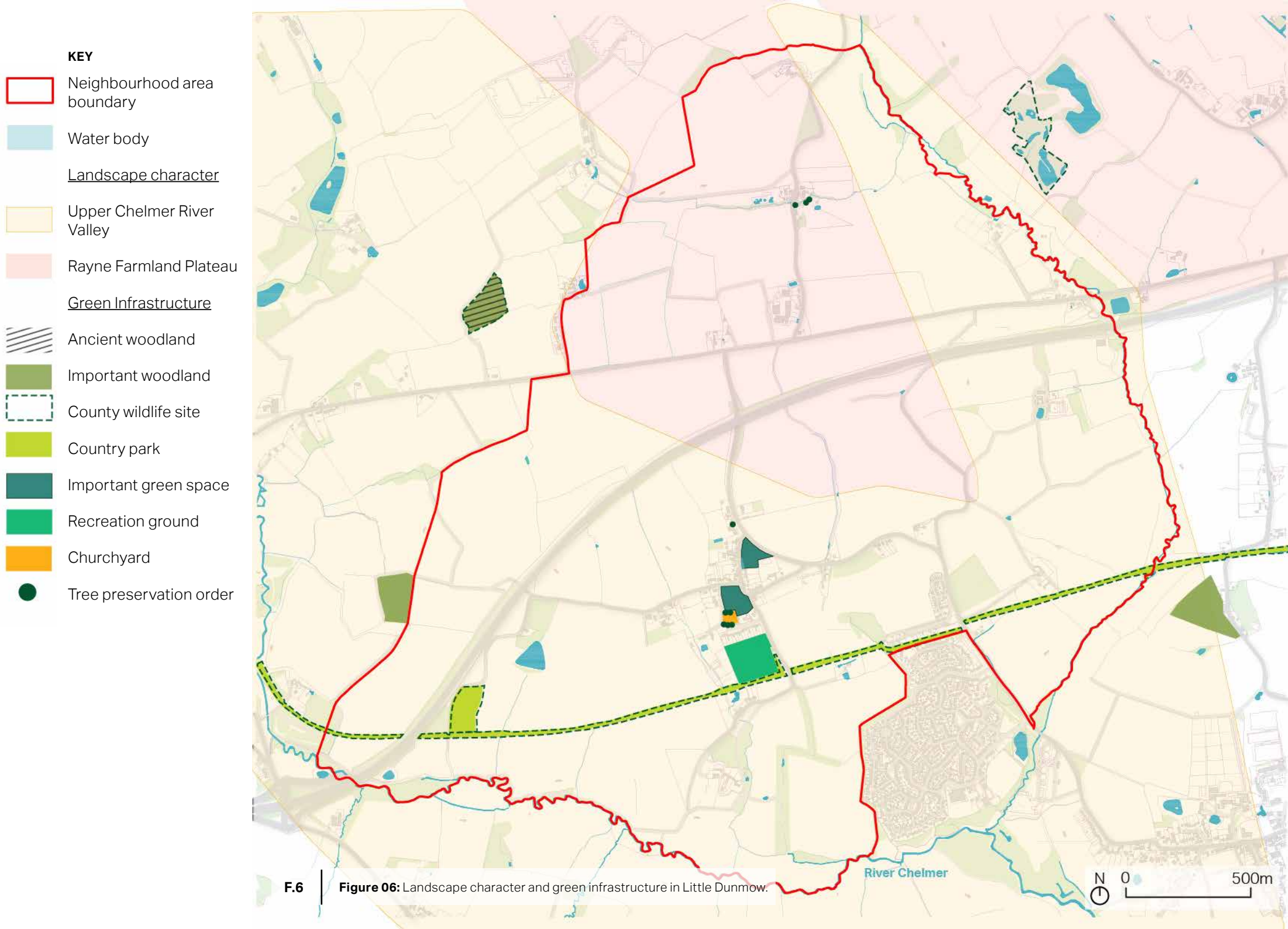


Figure 06: Landscape character and green infrastructure in Little Dunmow.

3.4 Flood Risk

The majority of the parish of Little Dunmow is not at risk of flooding from either surface water or rivers. The biggest areas at risk of flooding are either side of the River Chelmer which runs along the eastern and southern borders of the parish. This potential flooding is classed as high risk meaning it is more likely to flood. Furthermore, if it was to flood along the River Chelmer is could cause significant damage to the surrounding landscape and infrastructure such as the A120 that crossing over the river.

Stebbing Brook runs along the eastern edge of the parish close to the properties at Stebbingford and is at medium to high risk of flooding. This puts those properties at risk of being affected by flooding.

There are other small areas within the parish that are at risk of flooding from surface water, however the areas are fairly small and mostly in rural location that are not highly populated with people or buildings.

It should be recognised that future development has the potential to speed up run off into watercourses which could increase the severity of flooding. Therefore, measures should be taken to ensure that development is not located in areas that at high risk of flooding and all development should mitigate the effects of additional water run off.

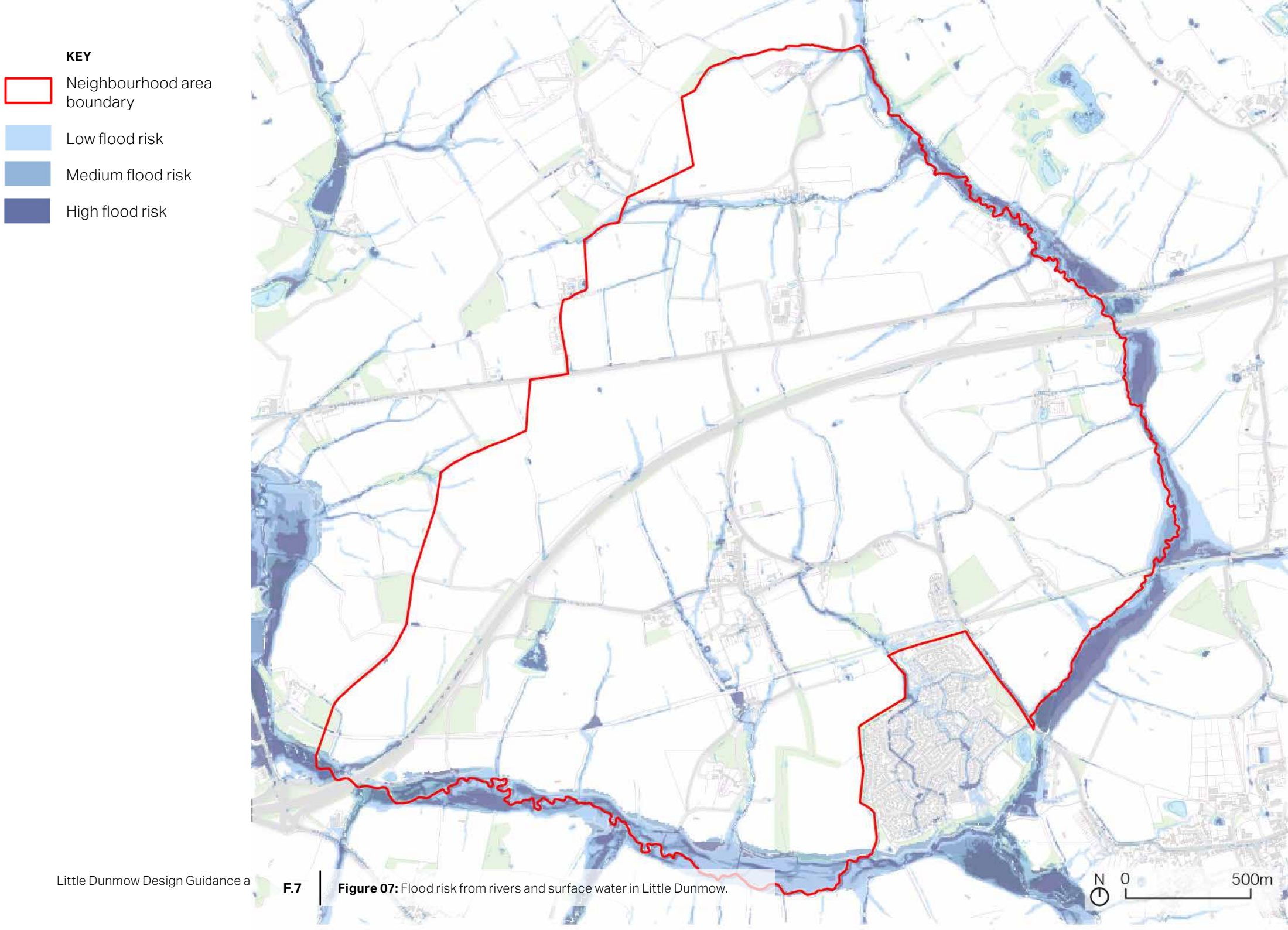


Figure 07: Flood risk from rivers and surface water in Little Dunmow.

Design guidance & codes

04

4. Design guidance & codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties within the Neighbourhood Area. A combination of local images and best practice examples have been used to exemplify the design guidelines and codes.

4.1 Introduction

The guidance and codes provided in this section outlines expectations that applicants for planning permission in the neighbourhood area will be expected to follow in relation to design.

This section sets out the guidelines and codes that can be applied to the whole neighhourhood area relating to the local pattern of streets and spaces, building traditions and materials as well as the natural environment, all of which help to determine the character and identity of the existing built environment and any new development.

4.1.1 The Codes

This section introduces a set of design principles that are specific to Little Dunmow. These are based on:

- Baseline study of the parish and village in Chapter 3;
- Understanding national design documents such as the National Design Guide and National Model Design Code documents to inform the design guidance and codes;
- Discussion with members of the Neighbourhood Plan Steering Committee.

The codes are divided into five sections by theme, as shown on this page, each one with a different number of subsections. A short introductory text with more general design guidance is provided at the beginning of each section followed by a series of more prescriptive codes and parameters. Chapter 5 then presents a set of questions to consider when presented with a development proposal.

Theme	Code	Title
Local identity and placemaking	LD.01	Provide meaningful connections
	LD.02	Layout and grain
	LD.03	Settlement edges
	LD.04	Heritage assets
	LD.05	Important views
	LD.06	Legibility and wayfinding
Built form	BF.01	Enclosure
	BF.02	Building lines and boundary treatments
	BF.03	Corner buildings
	BF.04	Scale, form and massing
	BF.05	Roofline and roofscape
	BF.06	Building heights
	BF.07	Architectural features
	BF.08	Building and public realm materials and colour palette
	BF.09	Extensions and alterations
	BF.10	Housing mix
Access and movement	AM.01	Prioritise walking and cycling
	AM.02	People friendly streets
	AM.03	Parking typologies
	AM.04	Street lighting and dark skies
Landscape, nature, open space	LO.01	Create a green network
	LO.02	Overlook public space
	LO.03	Landscaping and trees
Sustainability and climate change	SC.01	Sustainable buildings
	SC.02	Water management

4.2 Local identity and placemaking

LD.01. Provide meaningful connections

Little Dunmow has a good network of footpaths that provide access to the surrounding countryside, however the connection to the nearby settlement Great Dunmow is poor, particularly by cycle. Furthermore, in winter the Flitch Way becomes unusable for pedestrians meaning they have to walk along narrow pavements next to busy roads.

Future development should seek to connect to the existing village and create easy and direct routes for pedestrians ans cyclists to nearby settlements to alleviate the issue of pedestrians walking along busy roads.

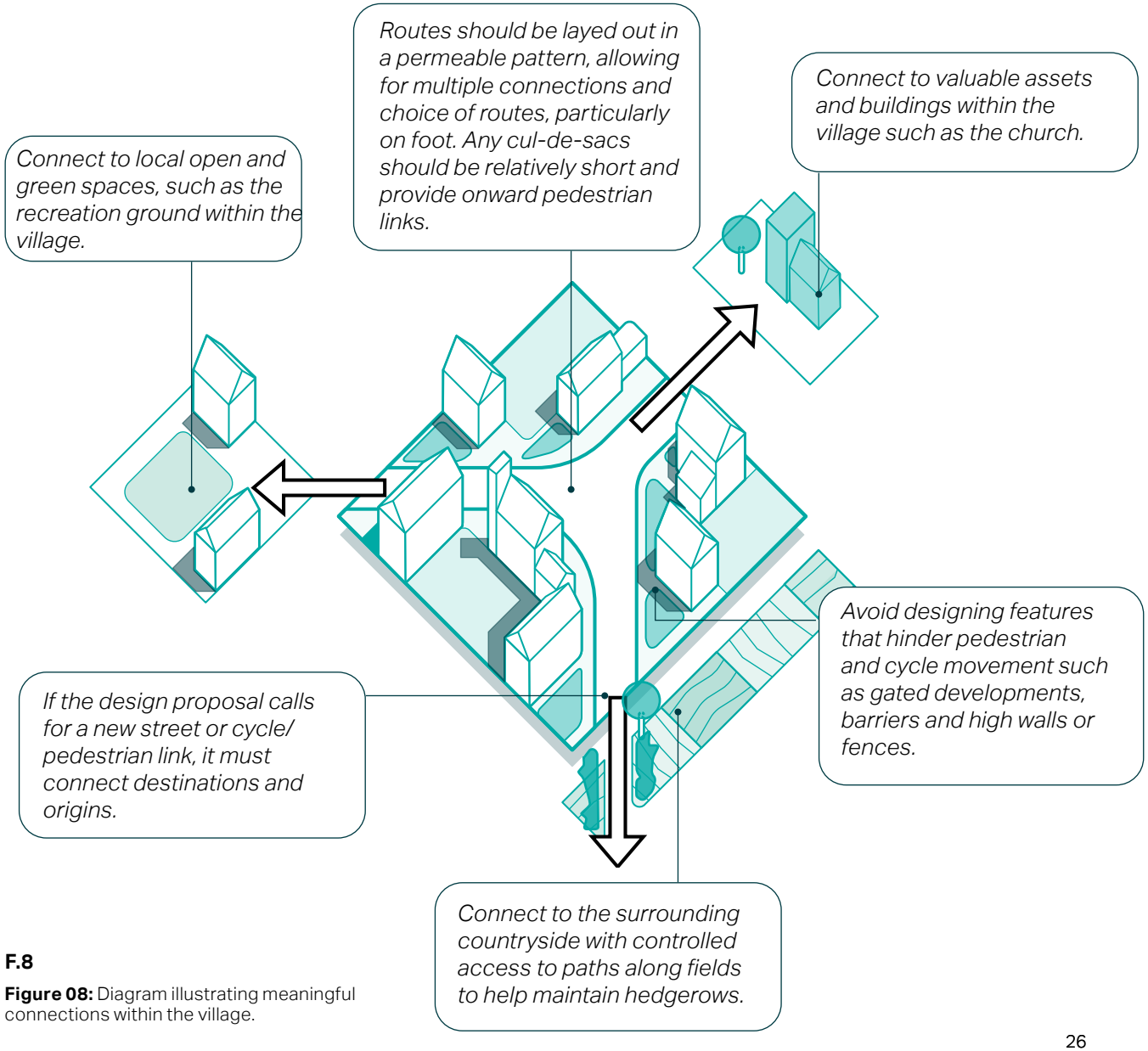


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Figure 08: Diagram illustrating meaningful connections within the village.

LD.02 Layout and grain

Throughout the parish the layout and grain of development varies. Therefore, it is important that any new development considers the historic settlement pattern and how it is integrated within the natural environment so that local distinctiveness is not lost.

Outlying hamlets and rural areas

Any proposed development should respect the historic pattern of scattered dwellings, isolated farmsteads and hamlets throughout the rural parts of the parish. Buildings should not dominate the landscape, therefore the layout, size and siting of dwellings should be considered. Furthermore, housing density should remain very low to retain the rural character of the area.

Little Dunmow Village

The siting and layout of new development must be sympathetic to the Conservation Area, any other heritage assets and their landscape setting. Furthermore, higher density development, such as at Cromwell Place that does not reflect the current grain of the area should be avoided to ensure the rural character of Little Dunmow is preserved.

In order to retain the village's countryside setting development proposals should consider the relationship between the buildings and plot sizes as well as the existing densities within the village.

The existing housing densities within Little Dunmow are generally low at around 15 dph (dwellings per hectare) due to spaced out houses and large gardens. Therefore, introducing higher density development would alter the character of the village and create a more suburban feel which should be avoided.

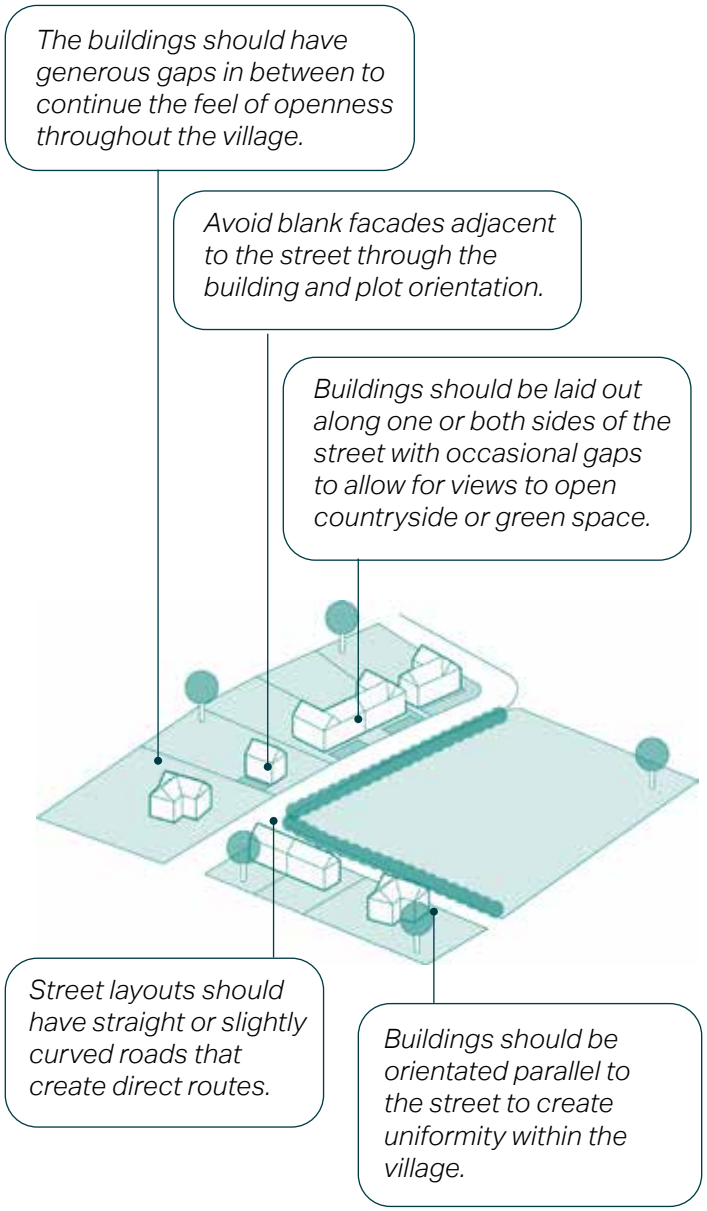

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Figure 09: Diagram illustrating layout and grain within Little Dunmow village.

Layout and orientation for solar gain

The layout of a site and individual buildings should be designed to maximise solar gain, daylight and sun penetration while avoiding overheating. Therefore, passive solar design principles should be incorporated from the start of the design process taking into account the topography and surrounding existing buildings. These principles include:

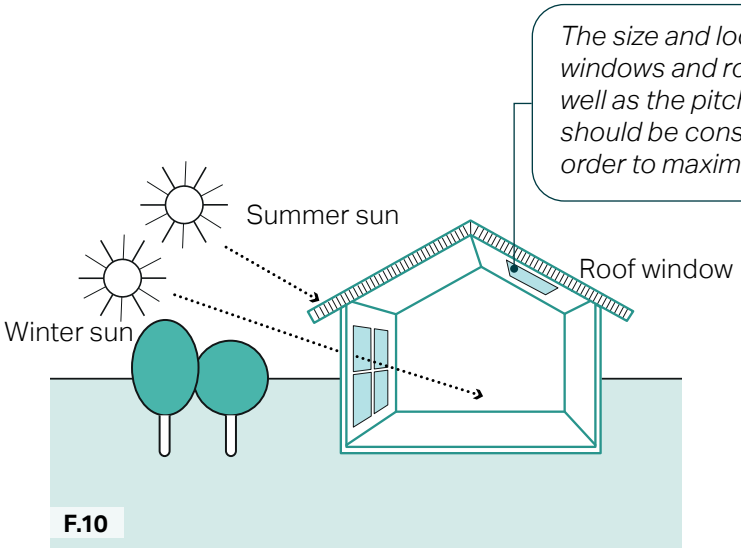


Figure 10: Diagram illustrating the sun light at different times of year.

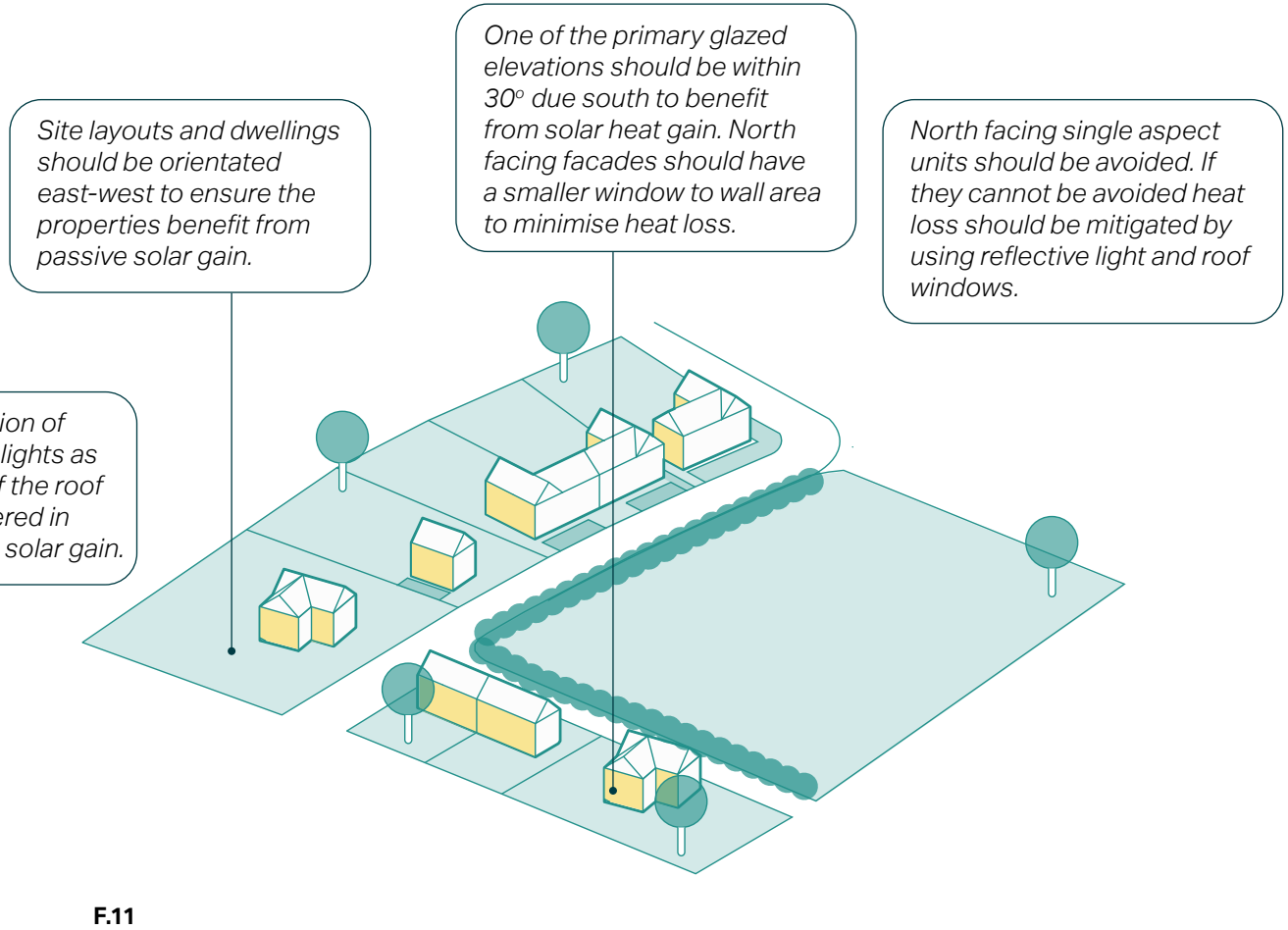
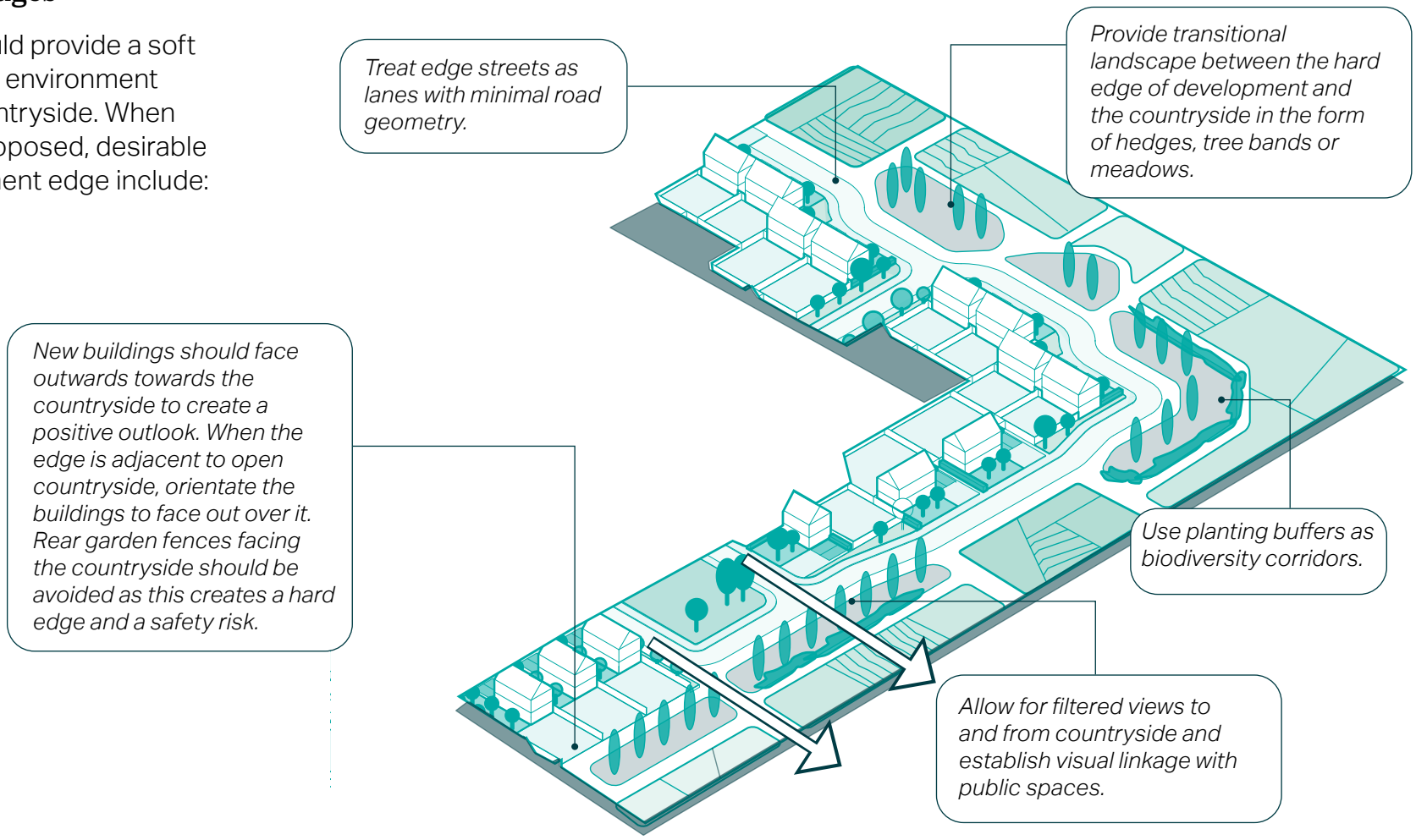


Figure 11: Diagram illustrating the elevations that benefit from passive solar gain.

LD.03. Settlement edges

Settlement edges should provide a soft transition from the built environment to the surrounding countryside. When new development is proposed, desirable features for the settlement edge include:



F.12

Figure 12: Diagram illustrating buffer settlement edges.

LD.04. Heritage assets

Little Dunmow has a long history which has resulted in a number of heritage assets that are essential to its character. The Conservation Area, numerous listed buildings and their settings and non-designated local heritage assets and their historic features must be respected. Any proposed development should be sympathetic to the design and historical significance of these assets.

- New development will need to respect and respond to the historical context of the immediate surroundings as well as the wider area.
- Development which affects any designated and non-designated heritage asset must demonstrate how local distinctiveness is reinforced.
- Particular consideration should be given to framing, punctuating or terminating key views through, out of and into the village as well as key views to the surrounding landscape.
- Consideration should also be given to the retention of open spaces and gaps between buildings to sustain the historic form and pattern of development as well as the setting of the heritage assets.

Figure 13: Church of St Mary the Virgin, Grade I listed.

Figure 14: The Flitch of Bacon, Grade II listed.

LD.05 Important views

Within the parish there are a number of views that contribute to the rural landscape character and the built hertiage of the area.

Throughout the parish there are wide views of the countryside often with scattered trees. These far-reaching views should be retained to maintain the rural character of Little Dunmow.

There are also a number of important views within the Conservation Area including a view across the paddocks to the Church of St Mary the Virgin highlighting the heritage within the village.

Any proposed development should not negatively impact on these important views. Furthermore, development should provide views to the countryside.

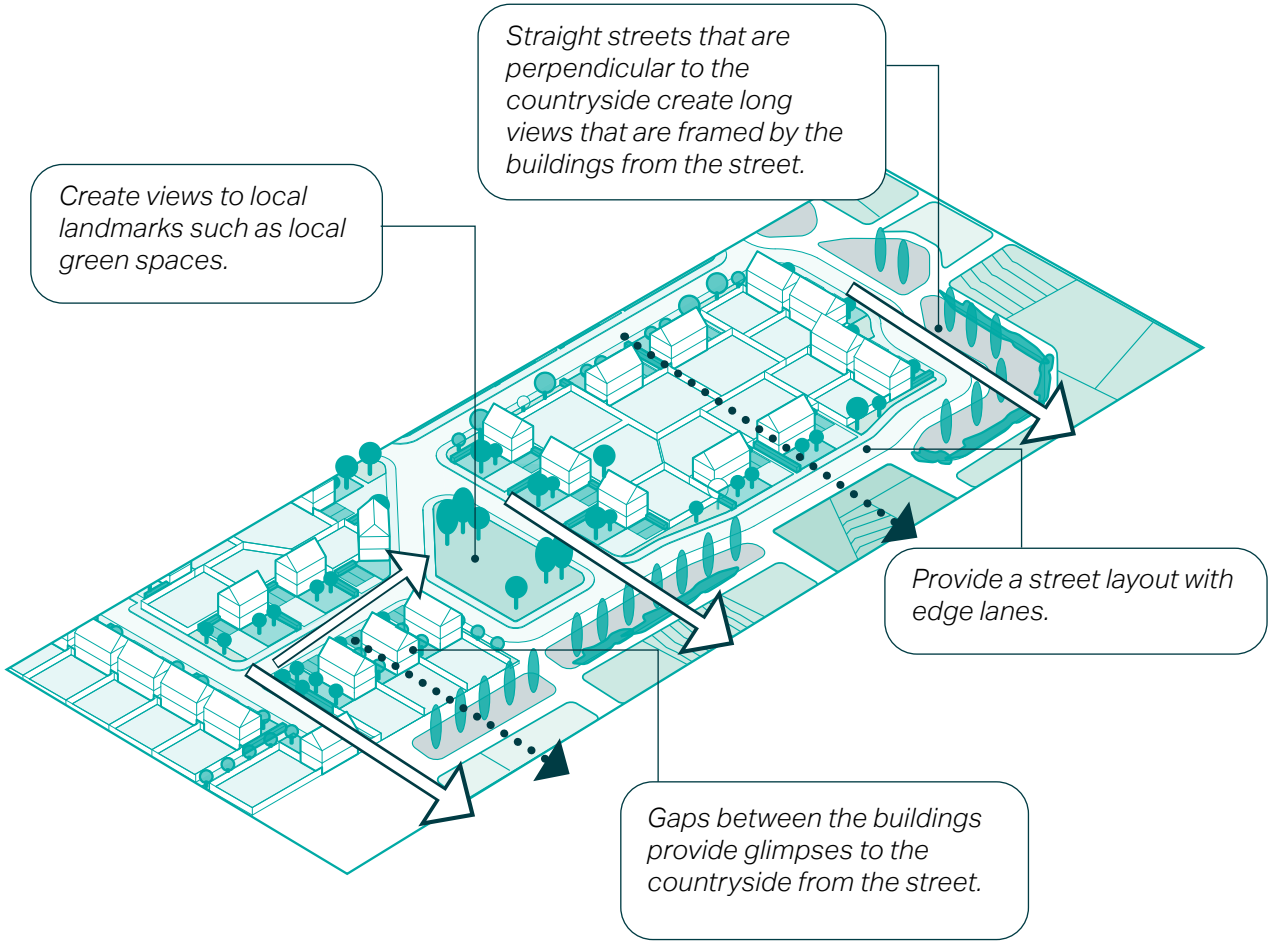


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Figure 15: Diagram illustrating how to create views within a development.

LD.06 Legibility and wayfinding

Signage and wayfinding techniques are an integral part of encouraging sustainable modes of transport as they make walking and cycling easier by ensuring that routes are direct and memorable.

- Places should be created with a clear identity and be easy to navigate.
- Local landmark buildings or distinctive building features such as towers or chimneys can aid legibility.
- Landscape features, distinctive trees and open spaces can also be used as wayfinding aids as well as providing an attractive streetscape.

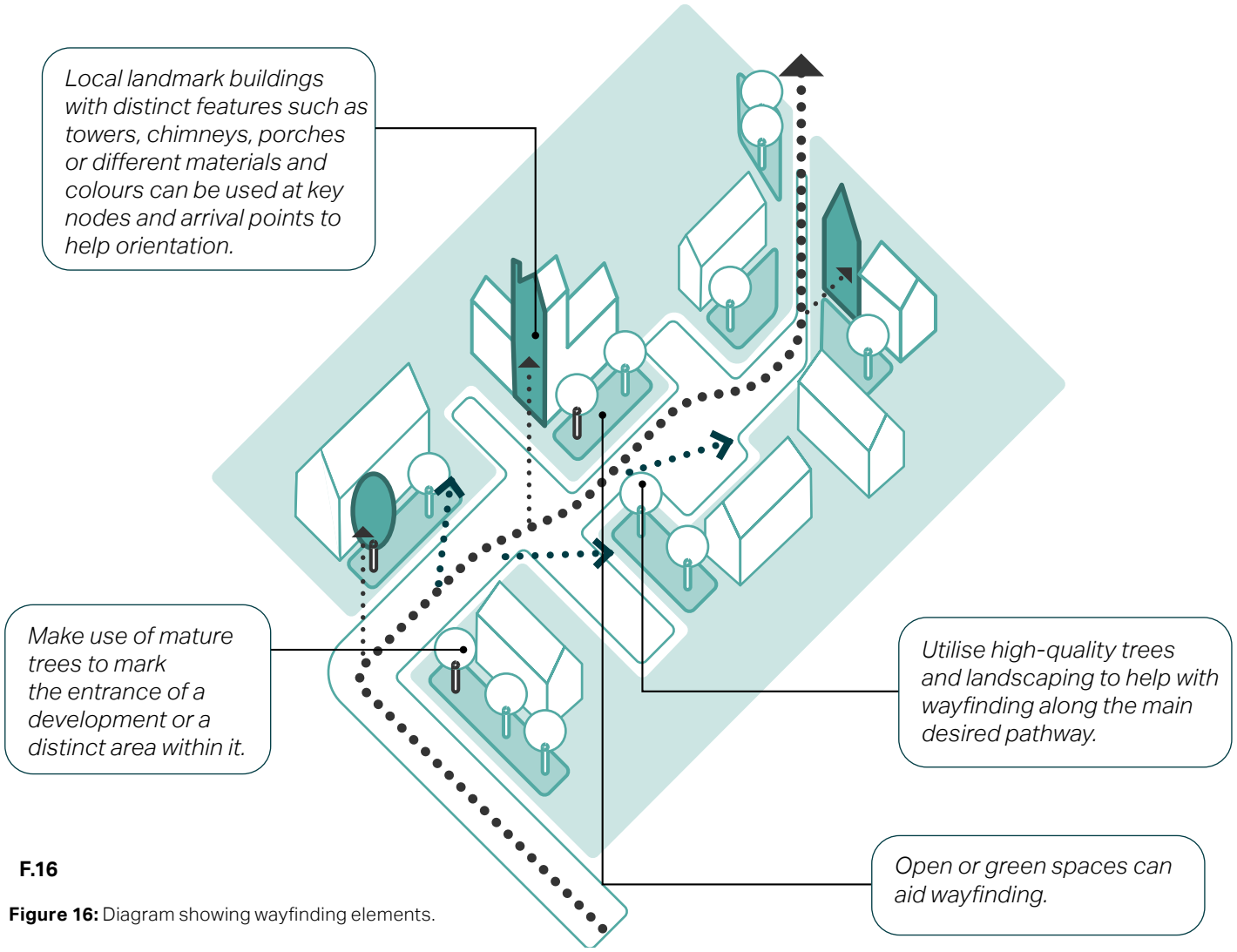

Figure 16: Diagram showing wayfinding elements.

4.3 Built form

BF.01 Enclosure

Enclosure refers to the relationship between public spaces and the buildings that surround them. The level of enclosure along a street has an impact on the overall character of an area.

Within the village buildings are setback from the street creating a more open character. In some areas the boundary treatments such as hedges create a sense of enclosure along the street providing variation.

In the hamlet of Stebbingford the street is lined with hedges and tall trees. The road is wide and the buildings have large set backs from the street, this creates an open, green character.

In contrast to Stebbingford, Brookend has a narrower road with buildings closer to the property edge creating a more enclosed, intimate character.

A lack of greenery and a high level of enclosure within Cromwell Place has created a more urban character that is not in keeping with the rest of Little Dunmow. Additional greenery should be added to provide a more natural character.

The following guidance should be considered to achieve the desired level of enclosure:

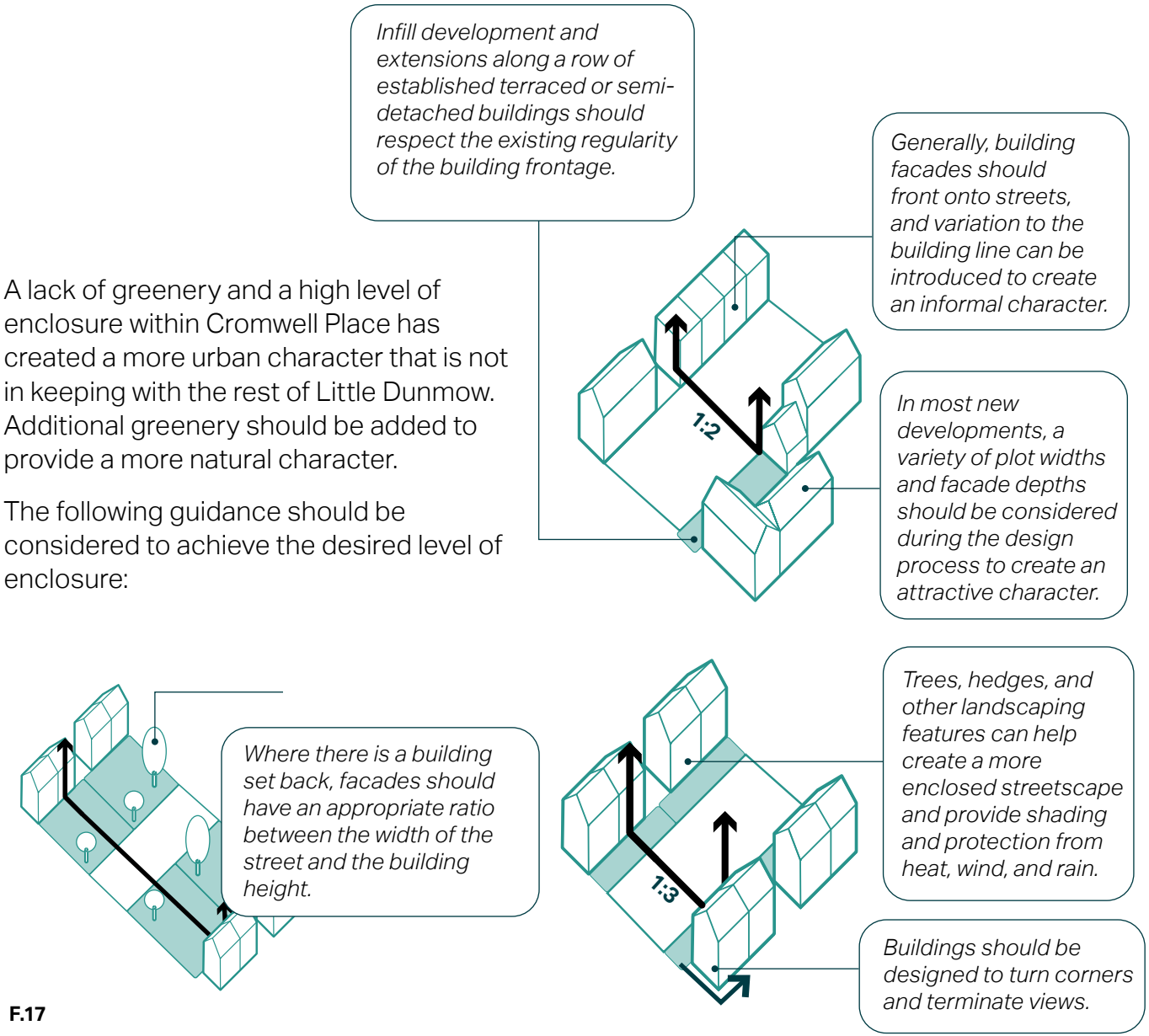

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Figure 17: Diagrams showing different levels of enclosure created by building heights and street widths.

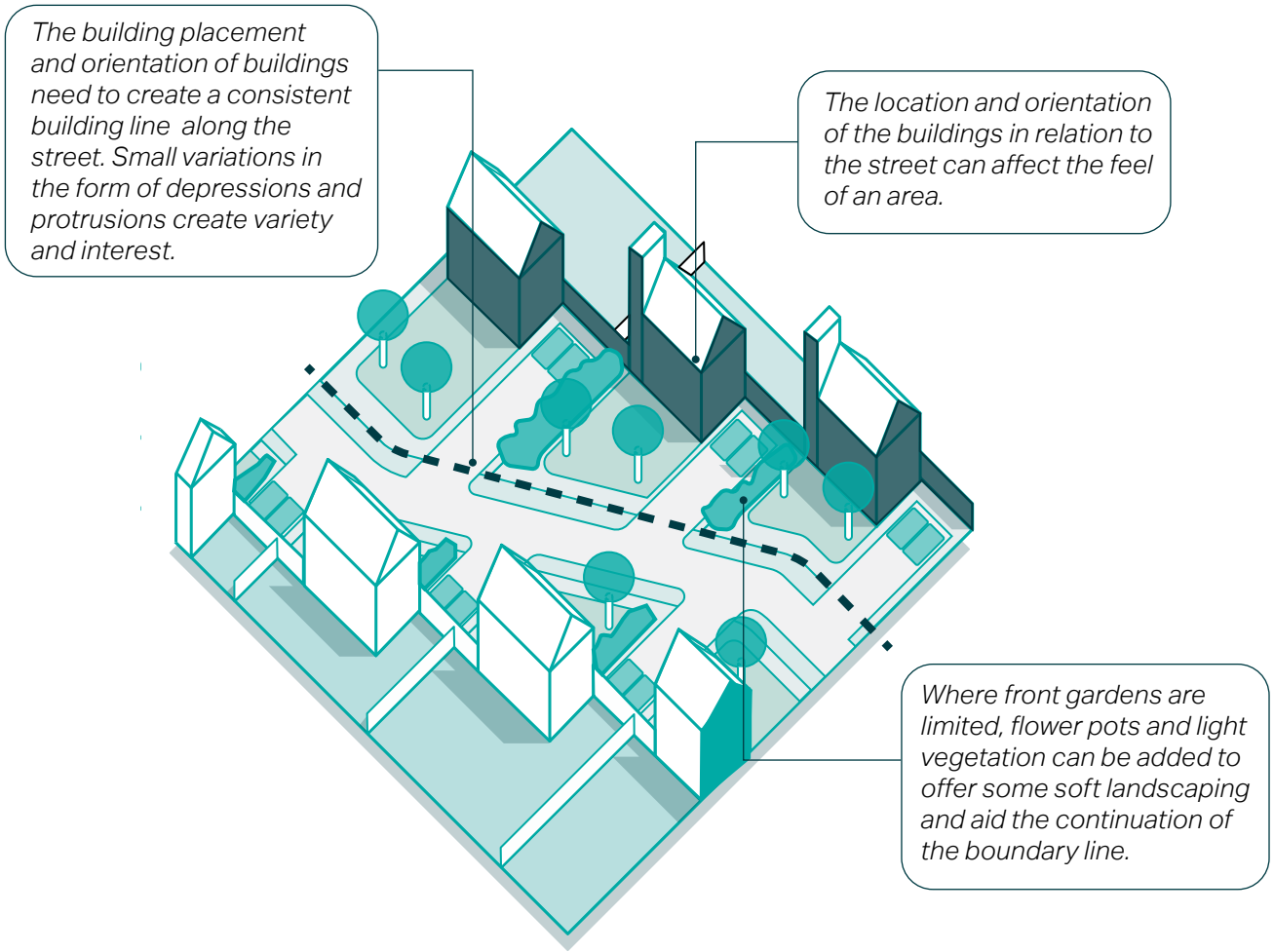
BF.02 Building lines and boundary treatments

Building Lines

Within the village there is a sense of continuity and uniformity which is created by a strong building line.

The outlying hamlets within the parish have a more informal character created by a building line with more variation along the street.

New development should consider the existing building lines within the parish and use the appropriate level of uniformity and variation depending on the intended character. Some other guidelines for building lines are:



F.18

Figure 18: Diagram showing a continuous building line.

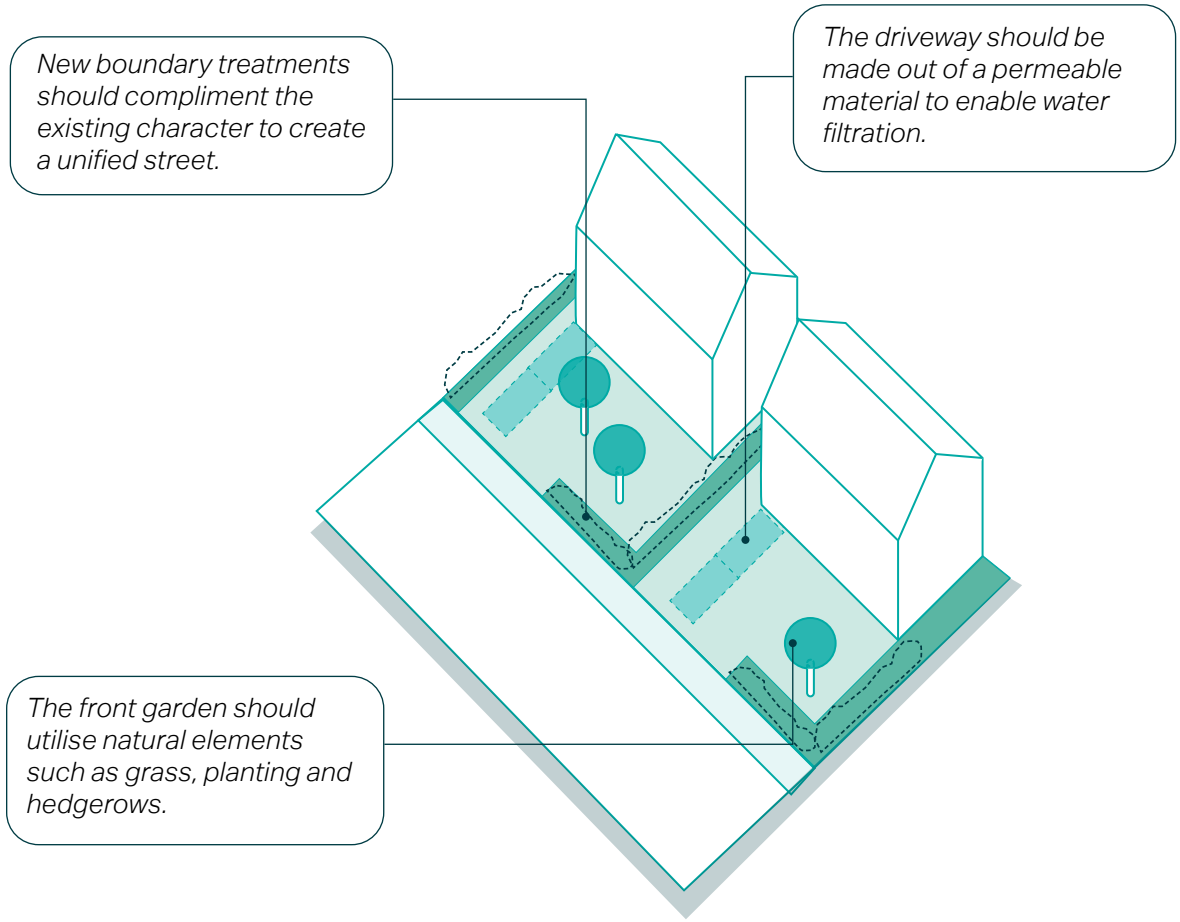
Boundary Treatments

The majority of dwellings within Little Dunmow have a boundary treatment at the edge of the plot. The boundary treatments bring a sense of enclosure to the street and brings uniformity.

Boundary treatments also provide good separation between the public and private domains. Therefore, having no form of boundary treatment should be avoided.

Properties should have a front garden with vegetation and a building set back from the street to create the green, open character of the area.

Using a range of high-quality materials such as brick, flint, timber picket fences, hedgerows, and planting, or a combination of these along the property edge bringing cohesion and provided visual interest. In addition, the height of the boundary treatment should not intrude on neighbouring views and lighting.

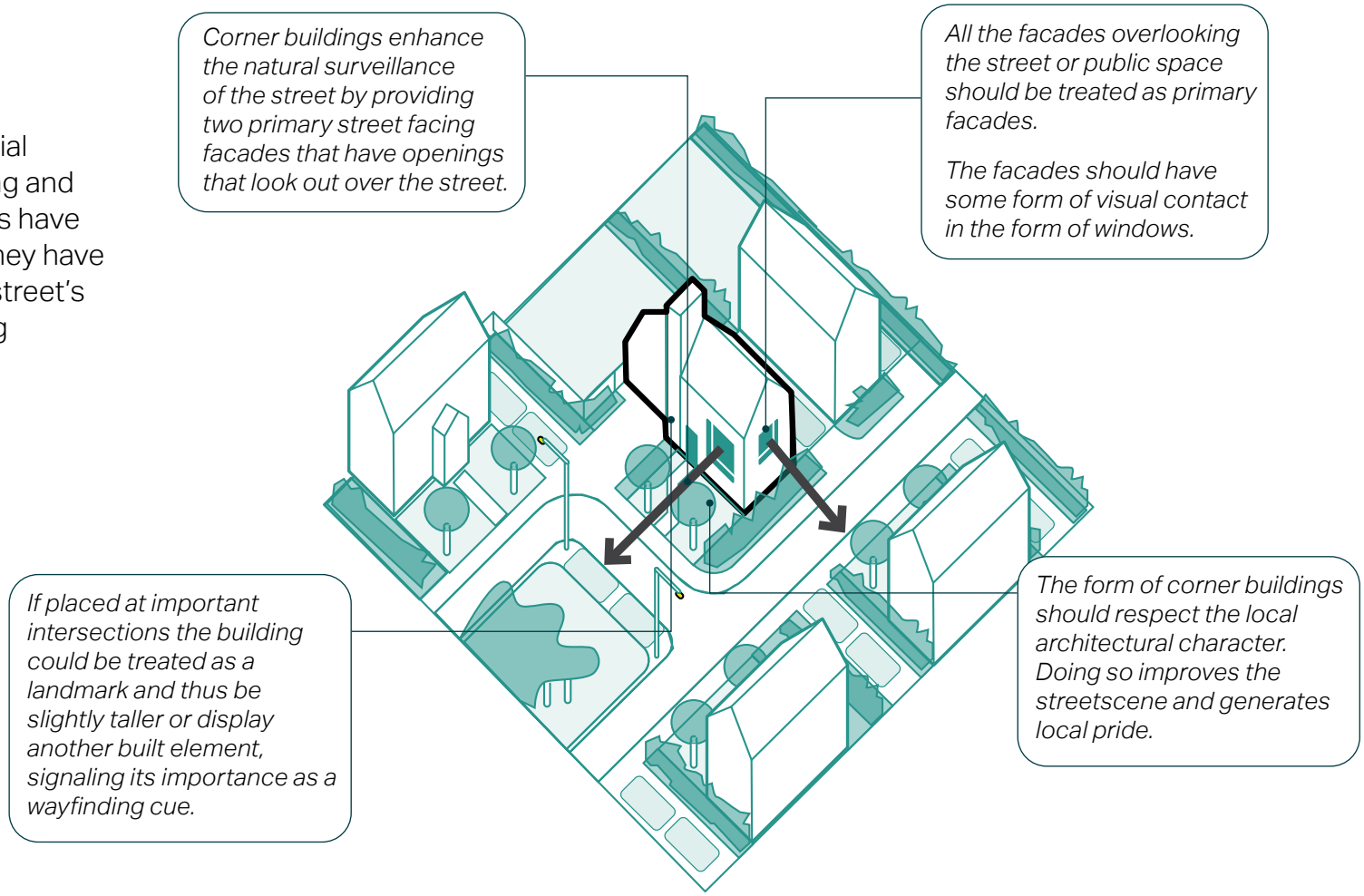


F.19

Figure 19: Diagram illustrating boundary treatments.

BF.03 Corner buildings

Corner buildings are one of the crucial aspects of a successful visual setting and built environment. As these buildings have at least two public facing façades, they have twice the potential to influence the street's appearance. Therefore, the following guidelines apply to corner buildings:



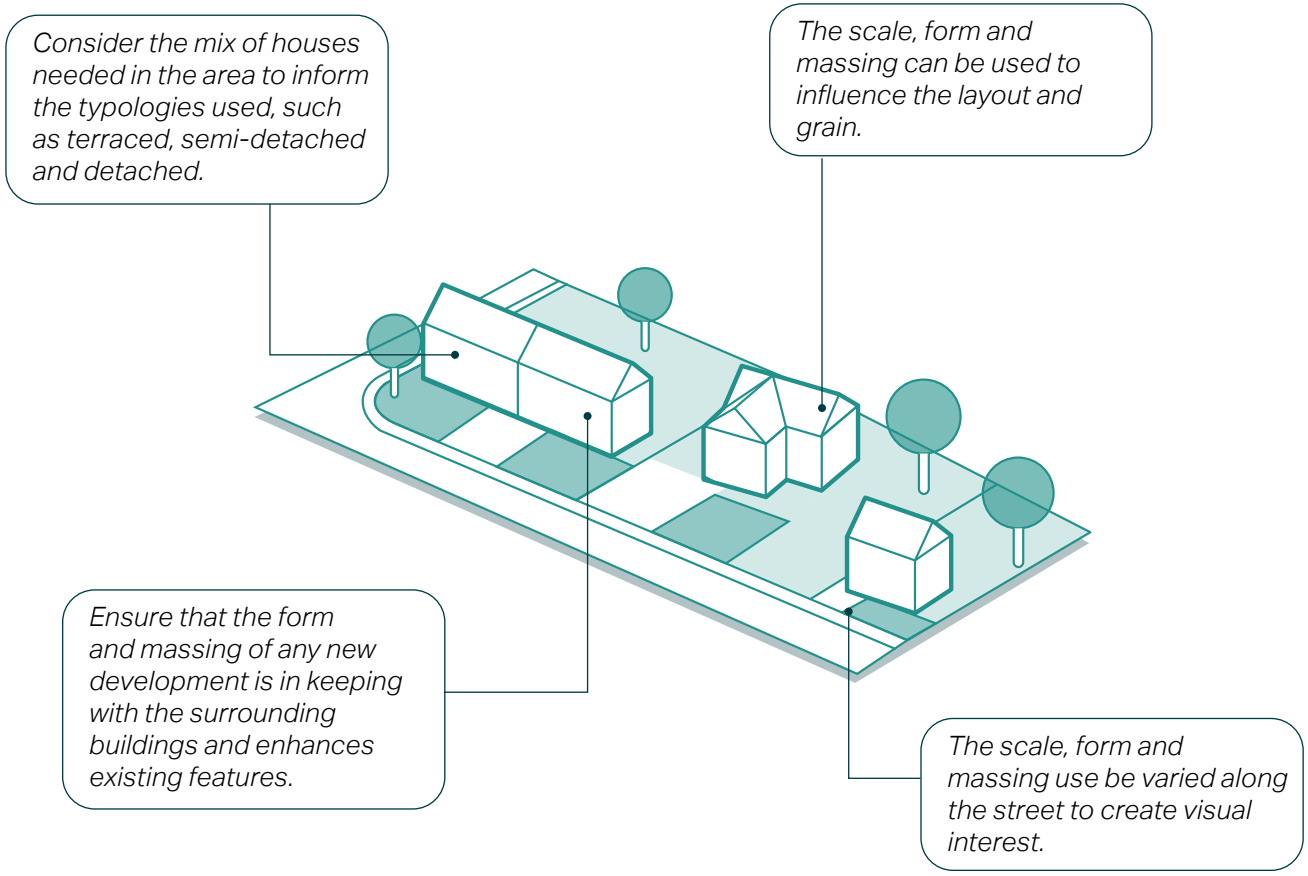
F.20

Figure 20: Diagram showing a corner building with windows on both street facing façades.

BF.04 Scale, form and massing

The scale, form and massing of buildings are important to the character of a place and can help distinguish the local identity of an area. Therefore, the existing context needs to be considered so that new development creates a harmonious relationship with the neighbouring buildings, spaces and streets as well as enhancing the best characteristics of Little Dunmow.

Throughout Little Dunmow the buildings are of a similar scale to ensure individual dwellings do not dominate the streetscene. The form and massing of the buildings vary throughout the area, creating visual interest with unique buildings. Therefore, any future development should ensure the scale of dwellings is in keeping with the existing to provide cohesion with variations in the form and massing to strengthen the individuality expressed through the housing in Little Dunmow.



F.21

Figure 21: Diagram showing typical scale, form and massing within Little Dunmow.

BF.05 Roofline and roofscape

Creating a good variety in the roofline helps make a place attractive and within Little Dunmow a rich mix of forms, shapes and architectural details is essential to the village's character. Particular interest can be seen from the single or multiple red brick chimney stacks, some with elaborate designs.

While pitched roofs are the most common within Little Dunmow, the variety in building height and roof pitch creates a unique roofline with lots of visual interest. Furthermore, some of the low cottages have dormer windows that penetrate the roofline providing additional contour and interest. Some general guidance for rooflines and roofscapes includes:

- Rooflines should be well articulated and in proportion with the dimensions of the building.
- Variations in roof heights and angles along the street should be used to avoid monotonous elevations.
- The type of roof can be varied however the most predominant roof typologies, such as pitched roofs and occasionally hipped roofs should be considered first.
- Local traditional roof detailing and materials should be considered throughout the design process.

Figure 22: Pitched roofs with varied heights and pitch angles.

Figure 23: Dormer windows that penetrate the roofline.

BF.06 Building heights

In Little Dunmow the building heights range from 1 storey cottages to 2.5 storey houses, although the most predominant are 2 storey buildings. The building heights are vital to maintaining the village and rural character of Little Dunmow. Therefore, introducing buildings taller than 2.5 storeys should be avoided as this would create a more urban feel not in keeping with the character of Little Dunmow. Some design considerations for building heights are:

- The building heights of new development should respect the surrounding buildings and should not dominate the streetscape.
- Some variety in the building heights should be provided to maintain the character of Little Dunmow.
- The buildings heights should be in proportion with the width of the street to ensure that the level of enclosure along the street is not altered.
- The topography of the area should influence the height of buildings depending on their location and how hight the ground is.

Figure 24: Two storey dwelling.

Figure 25: 1.5 storey cottage with dormer windows.

BF.07 Architectural features

Different architectural features such as bay windows and dormer windows along with their fenestration, porches and chimneys can inform the character of the street. Within the village a number of these features can be seen with a variety of styles, shapes and sizes. Some design consideration for architectural features includes:

- Windows should match the general orientation, proportion and alignment of other windows in the same building to create a sense of uniformity.
- Windows in new developments should have consistent colour, thickness of frame and quality of windows across all elevations.
- Dormer windows should be in proportion to the roof and should be aligned with the windows below or centred in the middle of the roofline. Long shed dormers that are out of scale with the original building should be avoided.

Figure 26: Dormer windows in proportion with the roof.

Figure 27: Windows evenly spaces out along the building elevation.

BF.08 Building and public realm materials and colour palette

The combination of architectural features, materials and the colour palette found in Little Dunmow are unique to the place and create an important link between the built environment and the village's history. Therefore, development within the village should closely align with the materials and colour palette set out here.

Within Little Dunmow the most common materials include lime render which is sometimes colour washed, brick which is most commonly red, flint and black weatherboarding.

The roofing materials include thatch or red clay plain tiles for some of the oldest buildings and natural blue-grey slate found on some of the later buildings. Clay pantiles can be found occasionally on outbuildings.

Red brick

Lime render

Flint

Weatherboading

Thatch

Clay plain tiles

Slate tiles

Clay pantiles

Materials

Red

Pink

Blue

White

Black

Cream

Orange

Grey

Colour Palette

BF.09 Extensions and alterations

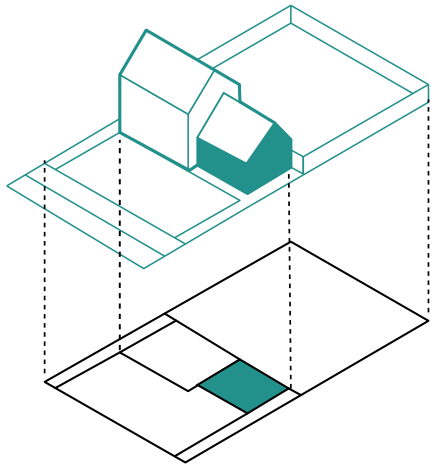
Side Extensions

Side extensions are a popular way to extend a building to create extra living space. However, if they are badly designed, they will detract from the appearance of the building and the wider townscape. Single-storey and double storey side extensions should be set back from the main building and complement the materials and detailing of the original building, particularly along the street elevation. The roof of the extension should harmonise with that of the original building; flat roofs should be avoided. Side windows should also be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

Rear Extensions

Single storey rear extensions are generally the easiest way to extend a house and provide extra living space. The extension should be set below any first-floor windows and designed to minimise any effects of neighbouring properties, such as blocking daylight. A flat roof is generally acceptable for a single storey rear extension.

Double storey rear extensions are not common as they usually effect neighbours' access to light and privacy, however, sometimes the size and style of the property allows for a two-storey extension. In these cases, the roof form and pitch should reflect the original building and sit slightly lower than the main ridge of the building.



F.28

Figure 28: Diagram showing a side extension.

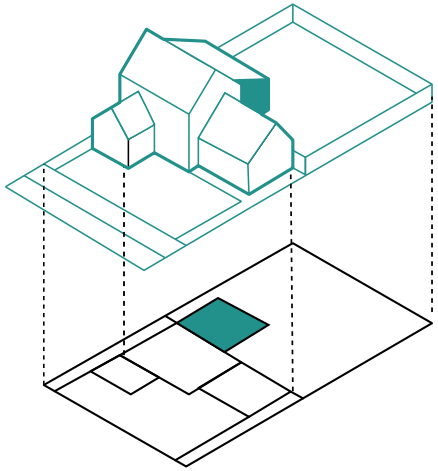


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Figure 29: Diagram showing a rear extension.

4.4 Access and movement

AM.01 Prioritise walking and cycling

It is essential that the design of new development includes streets that incorporate the needs of pedestrians, cyclists, and, if applicable, public transport users. Some guidelines for future development are:

- Routes must be laid out in a connected pattern, whilst cul-de-sacs must be relatively short and provide onward pedestrian and cycle links;
- Streets must incorporate opportunities for street trees, green infrastructure, and sustainable drainage;
- Crossing points must be placed at frequent intervals on pedestrian desire lines and at key nodes;
- Junctions must enable good visibility between vehicles and pedestrians. For this purpose, street furniture, planting, and parked cars must be kept away from visibility splays to avoid obstructing sight lines; and
- Sufficient width of footway should be provided to facilitate a variety of mobilities, such as young family with buggies, mobility scooter, wheelchairs, etc. The Department for Transport Manual for Streets (2007)[1] suggests that in lightly used streets, the minimum width for pedestrians should generally be 2m.

1. Manual for Streets (2007). Available at: https://www.gov.uk/government/publications/manual-for-streets

Figure 30: Footpath within a residential area that creates alternative routes for pedestrians and cyclists, Great Kneighton.

Figure 31: Alleyways with high fences on either side should be avoided.

AM.02 People friendly streets

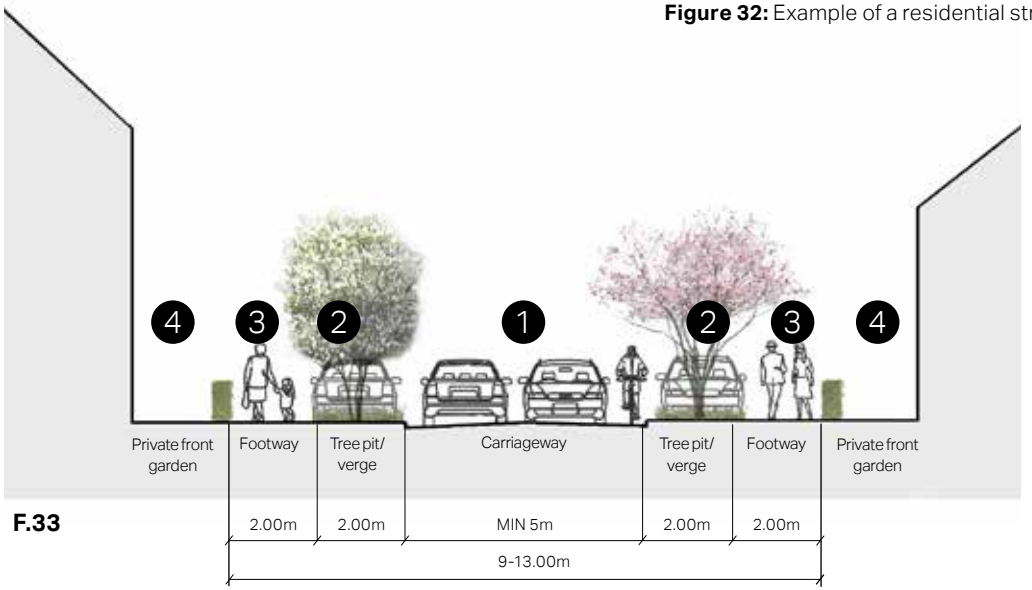
The following pages introduce suggested guidelines and design features including a range of indicative dimensions for street types that may be found in smaller developments.

Residential street

Residential streets should provide access to homes from the surrounding primary roads.

- The carriageway should accommodate two-way traffic as well as cyclists and parking bays. Traffic calming should be achieved by design through traffic calming measures such as landscaping and building layout, avoiding the traditional forms of engineered traffic calming such as humps, cushions and chicanes.
- Residential streets should have a good level of enclosure, created by built form with consistent building lines and setbacks.
- Where possible, street trees and greenery should be provided along the street.

Figure 32: Example of a residential street in Little Dunmow.



F.33

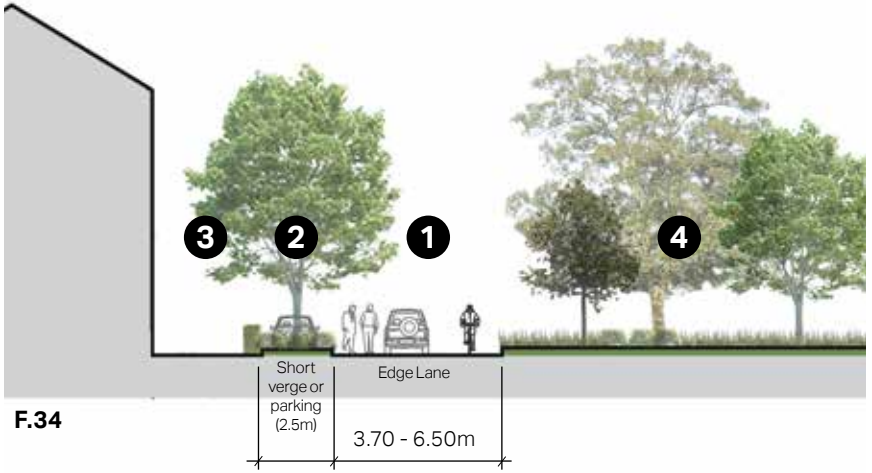
Figure 33: Cross-section to illustrate a residential street.

1. Carriageway should accommodate both vehicles and cyclists (local access). Traffic calming measures may be introduced at key locations.
2. Tree verge or pit with small trees. The latter are optional but would be positive additions. Parking bays on both sides of the carriageway to alternate with trees to avoid impeding moving traffic or pedestrians.
3. Footway.
4. Residential frontage with boundary hedges and front gardens.

Edge Lane

Any development opposite to a green edge should be treated as an edge lane where traffic volume is lower and there is an immediate connection with nature. Some guidelines for edge lanes are:

- Edge lanes are low-speed streets that front houses with gardens on one side and a green space on the other. Carriageways typically consist of a single lane of traffic in either direction, and are shared with cyclists;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures can be used instead of kerbs or road markings; and
- Edge lanes should be continuous providing high level of connectivity and movement. Cul-de-sacs must be avoided.



1. Shared lane (local access) - width to vary.
2. Green verge with trees. It is optional but would be positive additions. Parking bays to be interspersed with trees to avoid impeding moving traffic or pedestrians.
3. Residential frontage with boundary hedges and front gardens.
4. Green space and potential for implementing swales into the landscaping.

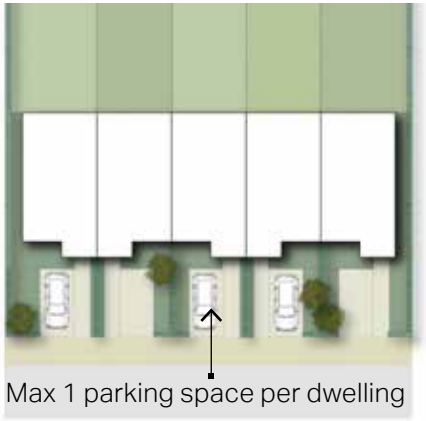
Figure 34: Cross-section to illustrate some guidelines for edge lanes.

Figure 35: Examples of an edge lanes within Little Dunmow.

AM.03 Parking typologies

On-plot parking

- On-plot parking can be located to the front or the side of the main building and can be a covered or open car port.
- High-quality and well-designed soft landscaping should be used to increase the visual attractiveness of the parking.
- Boundary treatments such as hedges, trees, flowerbeds and low walls also increase attractiveness and provide a clear distinction between public and private space.
- Hard standing and driveways must be constructed from porous materials to minimise surface water run-off.



F.36

Figure 36: On-plot front parking.

F.38

Figure 38: On-plot side parking.

F.37

Figure 37: On-plot front parking, Elmstead.

F.39

Figure 39: On-plot side parking, Elmstead.

On-plot garage

- Garages should be large enough to accommodate a car, therefore the minimum internal dimensions are 6m x4m.
- Garages should not dominate the elevation of the building and should be secondary to the main building.
- Garages should reflect the architectural style of the main building and look integral to it.

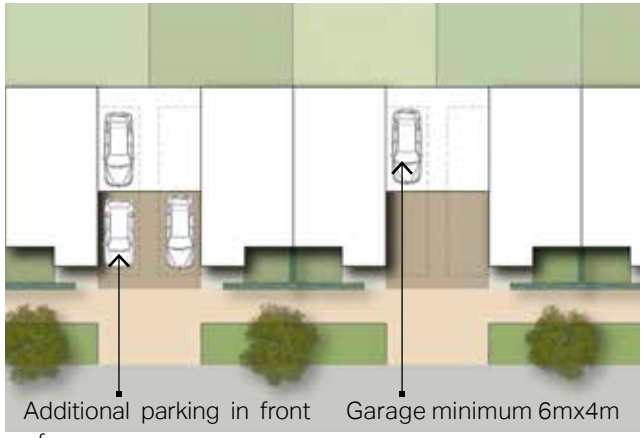


Figure 40: Diagram showing on-plot garage parking.

Figure 41: On-plot garage parking in Little Dunmow.

On-street parking

- A parallel car parking space should be 2.5m x 6m long. There must not be more than 6 spaces in a row without a break.
- Potential negative impacts on the streetscene can be mitigated by the use of recessed parking bays with planting in between.

Figure 42: Diagram showing on-street parking.

Figure 43: On-street parking, Little Dunmow.

AM.05 Street lighting and dark skies

Street lighting should be used appropriately throughout the village and the countryside to minimise the impact on existing dark skies, reducing light pollution that disrupts natural habitats. Some design considerations for street lighting includes:

- Ensure that lighting schemes will not cause unacceptable levels of light pollution, particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed.
- Consider lighting schemes that could be turned off when not needed (part night lighting) to reduce any potential adverse effects.
- Reduce the impact on sensitive wildlife receptors throughout the year, or at particular times by turning the lighting down or off.

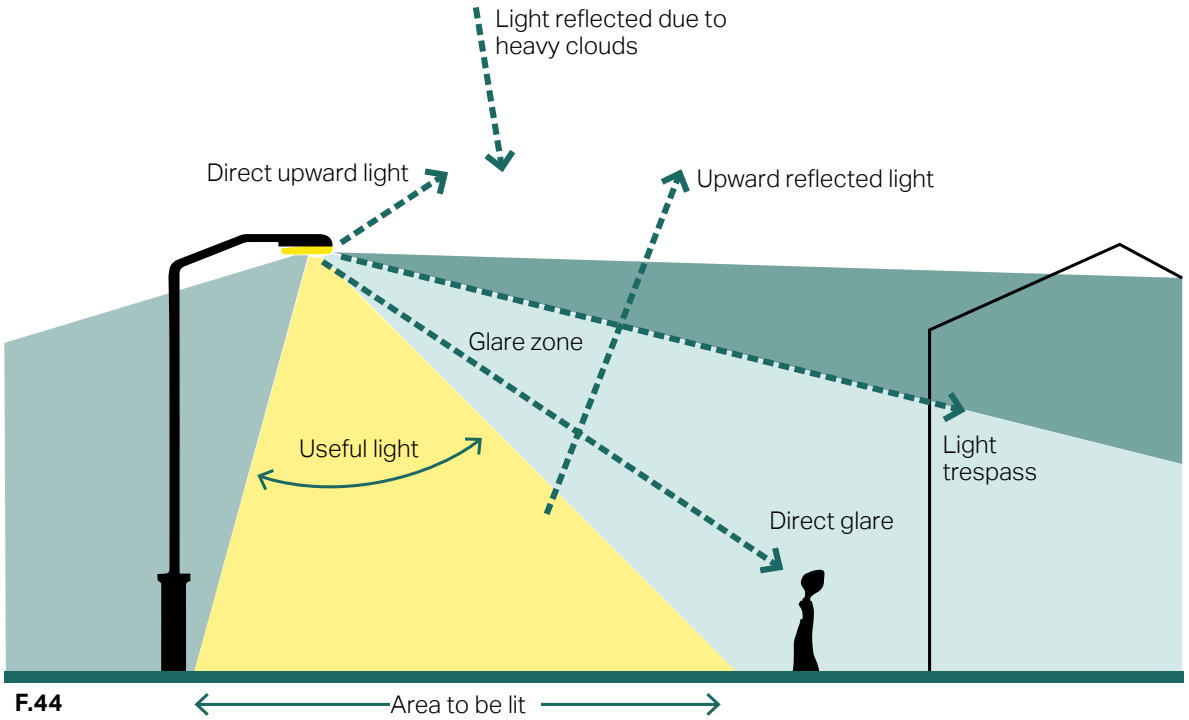


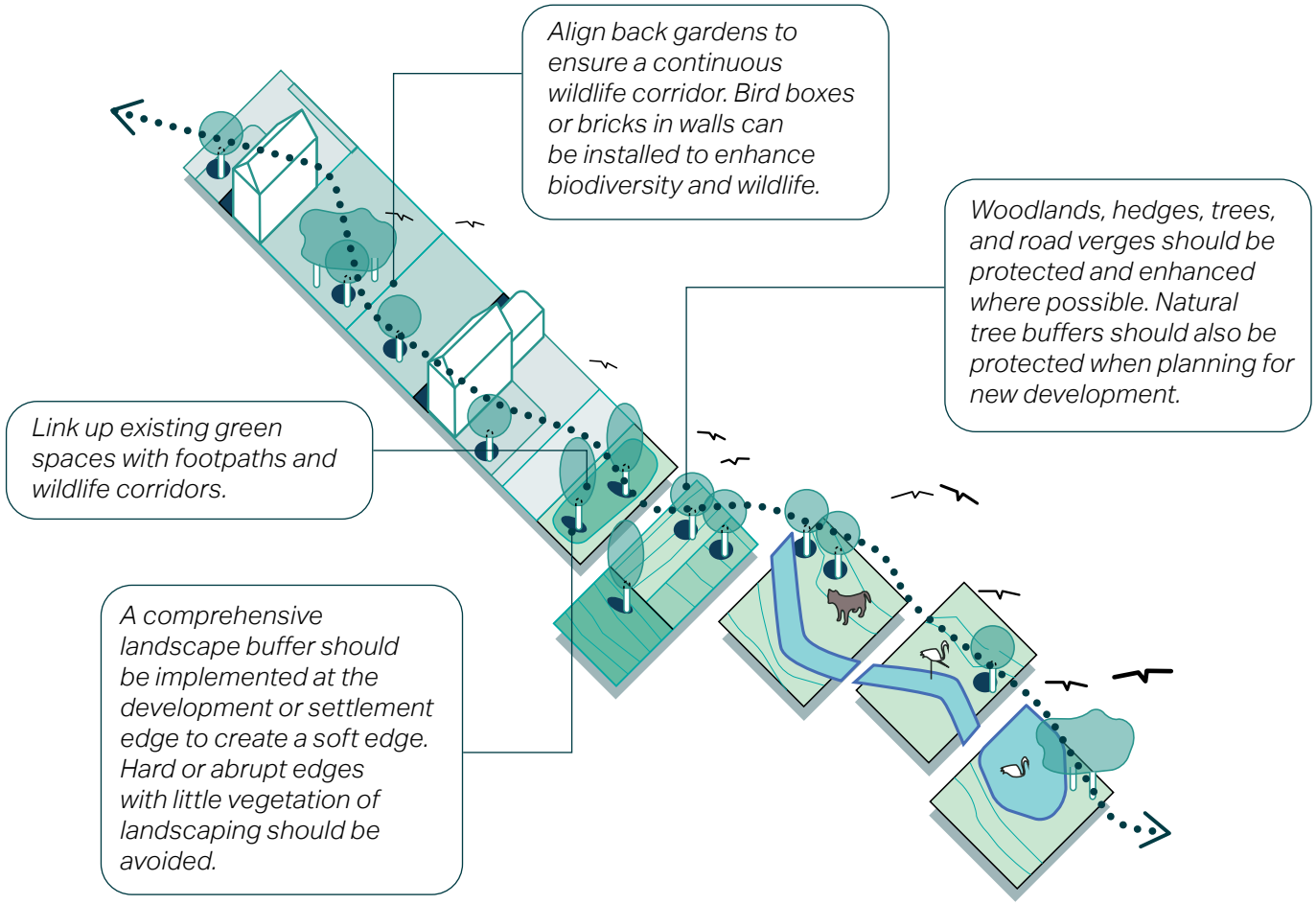
Figure 44: Diagram showing the different elements of light pollution and 'good' lighting.

4.5 Landscape, nature and open space

LO.01 Create a green network

Little Dunmow has rich green infrastructure with open countryside surrounding the village as well as green spaces, front gardens, back gardens, landscaping, trees and hedgerows which all contribute to the green network.

Hedgerows and mature trees that border the perimeter of fields contain many wildlife habitats. Therefore, any new development should retain existing hedgerows and trees to prevent loss of biodiversity.

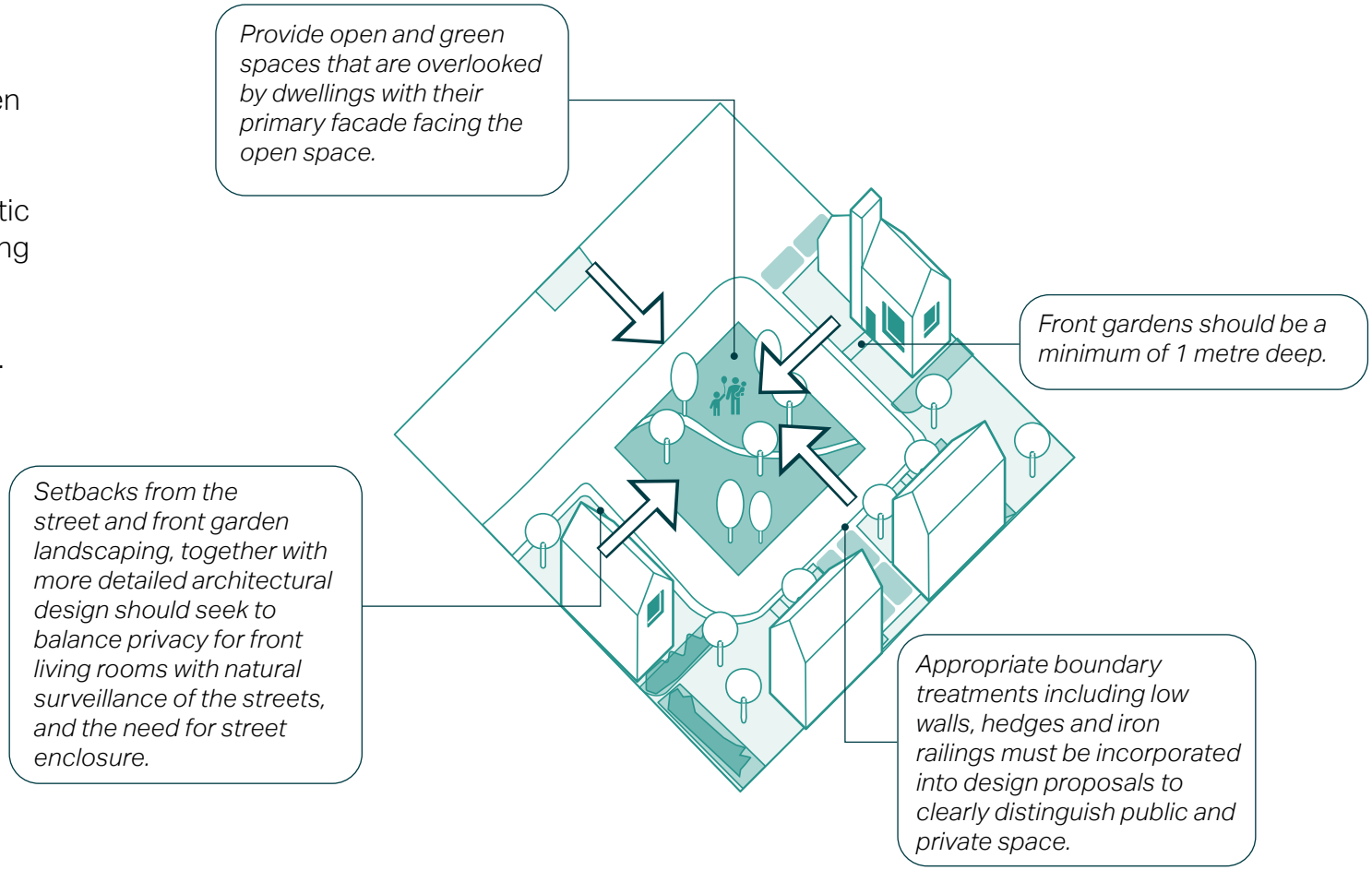


F.45

Figure 45: Diagram showing a green network.

LO.02 Overlook public space

Withing Little Dunmow there are some examples of buildings fronting onto green space, such as along Grange Lane. This arrangement of houses around a central green space is an important characteristic within the village. Therefore, these existing green spaces should be retained and enhanced. New development proposals should include overlooked open spaces.



F.46

Figure 46: Diagram showing dwellings overlooking public space.

LO.03 Landscape and trees

Mature trees and established hedgerows within the village and the surrounding landscape contribute significantly to the identity of the area and local wildlife habitats. These habitats are important for many different species, therefore removal of the trees and hedgerows would be detrimental to biodiversity and replacing established hedgerows with new hedgerows would not replace the habitats.

Furthermore, established trees and hedgerows are aesthetically pleasing and create variation and interest along the street and provide additional benefits such as improving people's physical and mental health.

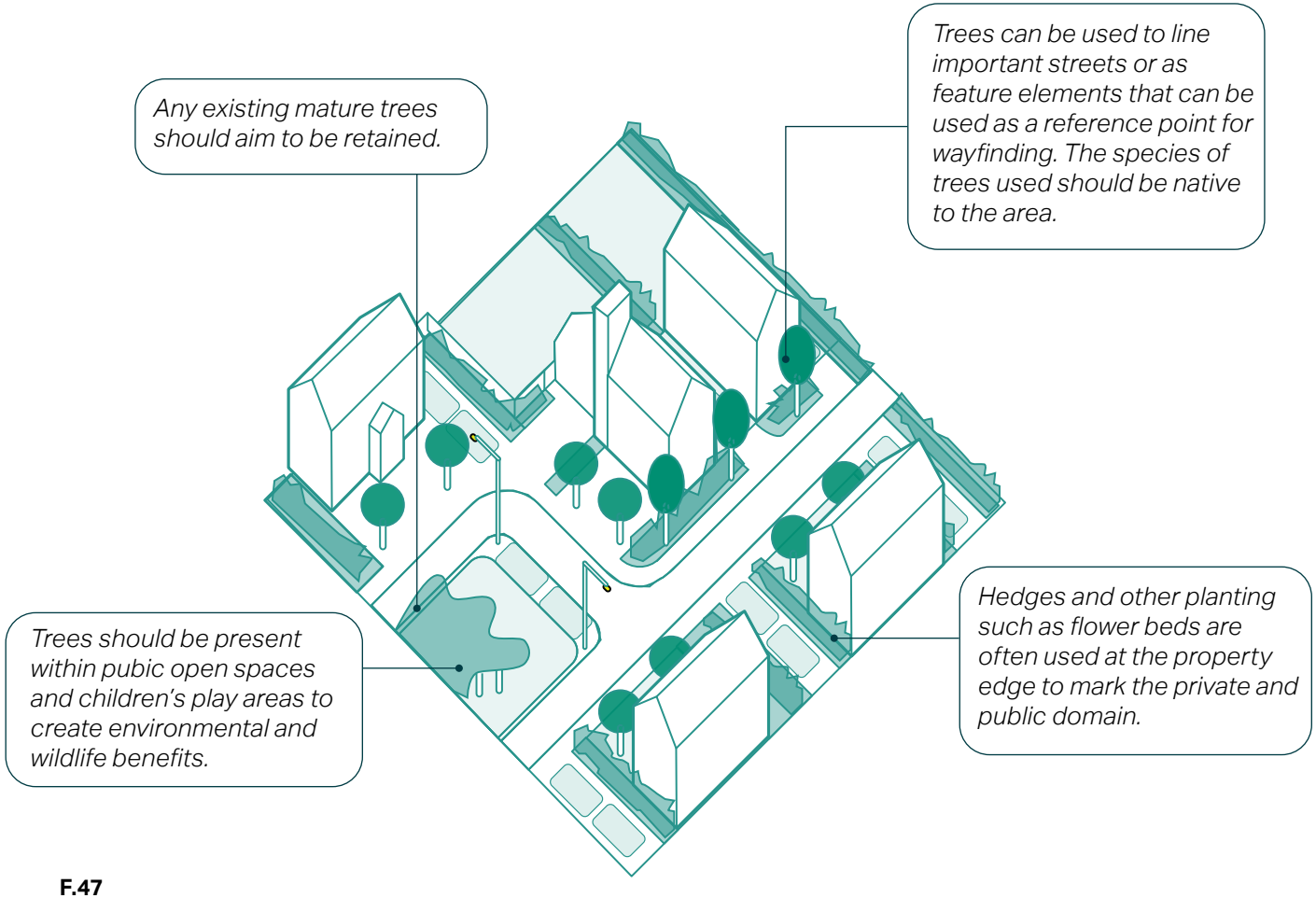


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Figure 47: Illustrative diagram of landscaping and trees in Little Dunmow.

4.6 Sustainability and climate change

SC1. Sustainable buildings

Energy efficient or eco design combines all-round energy efficient construction, appliances, and lighting with commercially available renewable energy systems, such as solar water heating and solar electricity. Furthermore, the majority of the parish do not have mains gas, therefore energy efficency is particularly important in order to mimimise the amout of future use of heating oil.

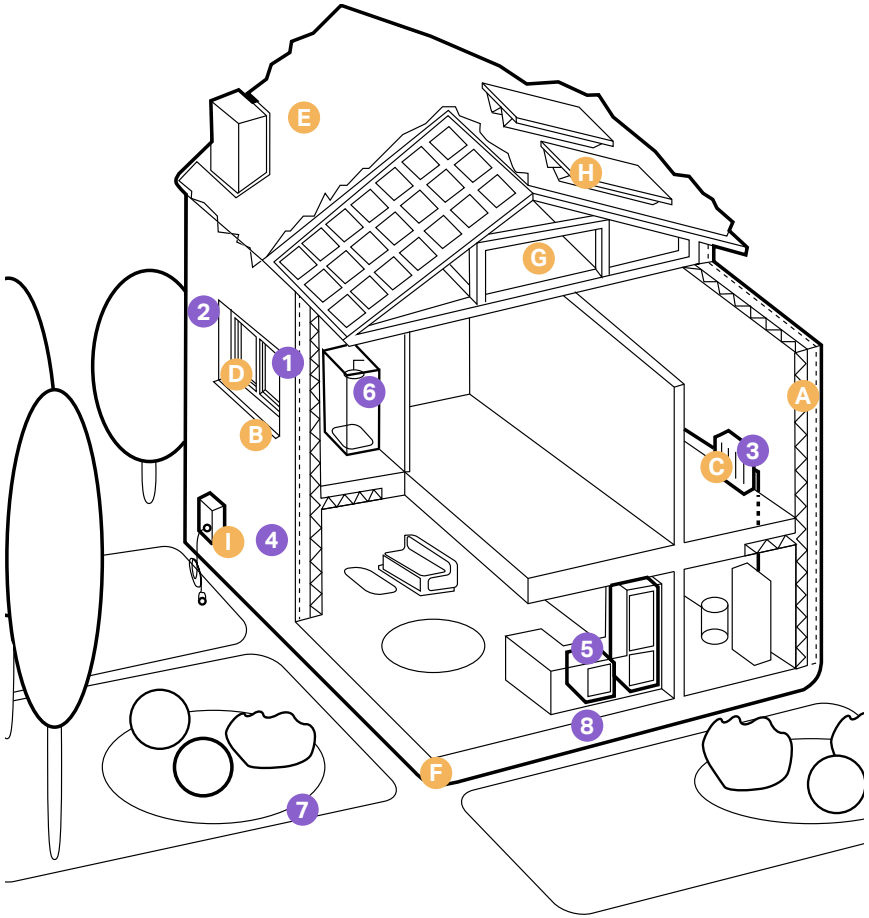
Starting from the design stage, there are strategies that can be incorporated towards passive solar heating, cooling and energy efficient landscaping which are determined by local climate and site conditions. The retrofit of existing buildings with eco design solutions should also be encouraged.

The aim of these interventions is to reduce overall home energy use as cost effectively as the circumstances permit. The final step towards a high-performance building would consist of other on site measures towards renewable energy systems.

It must be noted that eco design principles do not prescribe a particular architectural style and can be adapted to fit a wide variety of built characters. A wide range of solutions are also available to retrofit existing buildings, including listed properties, to improve their energy efficiency[1] to the heritage significance.

- Buildings must be built with high levels of energy efficiency. Construction materials should be effectively reused, recycled and locally sourced. Material should be transported on site in the most sustainable manner and have low embodied energy.
- Buildings must achieve at least a minimum level of carbon reductions through a combination of energy efficiency, on-site energy supply and/or (where relevant) directly connected low carbon or renewable heat and choose from a range of (mainly off-site) solutions for tackling the remaining emissions.

1 Historic England. https://historicengland.org.uk/advice/technical-advice/energy-efficiency-and-historic-buildings/



F.48

Figure 48: Diagram showing low-carbon homes in both existing homes and new builds.

Existing homes

1 **Insulation** in lofts and walls (cavity and solid)

2 **Double or triple glazing with shading** (e.g. tinted window film, blinds, curtains and trees outside)

3 **Low- carbon heating** with heat pumps or connections to district heat network

4 **Draught proofing** of floors, windows and doors

5 **Highly energy-efficient appliances** (e.g. A++ and A+++ rating)

6 **Highly waste-efficient devices** with low-flow showers and taps, insulated tanks and hot water thermostats

7 **Green space (e.g. gardens and trees)** to help reduce the risks and impacts of flooding and overheating

8 **Flood resilience and resistance** with removable air back covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Additional features for new build homes

A **High levels of airtightness**

B **Triple glazed windows and external shading** especially on south and west faces

C **Low-carbon heating** and no new homes on the gas grid by 2025 at the latest

D **More fresh air** with mechanical ventilation and heat recovery, and passive cooling

E **Water management and cooling** more ambitious water efficiency standards, green roofs, rainwater harvesting and reflective walls

F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden

G **Construction and site planning** timber frames, sustainable transport options (such as cycling)

H **Solar panel**

I **Electric car charging point**

Electric vehicle charging points

New development should cater for electric vehicles on both on-street and off-street car parking spaces. Some guidelines for each typology are:

On-street car parking

- Car charging points should be provided next to public open spaces;
- Where charging points are located on the footpath, a clear footway width of 1.5m is required next to the charging point, for a wheelchair user and a pedestrian to pass side-by-side; and
- Charging points should be located in a way that are not blocked by petrol or diesel vehicles.

Off-street car parking

- Mounted charging points and associated services should be integrated into the design of new developments; and
- Cluttered elevations, especially main façades and front elevations, should be avoided.

Figure 49: Examples of on-street car charging points.

Figure 50: Examples of off-street mounted car charging points.

SC2. Water management

The term sustainable drainage system (SuDs) covers a range of approaches to surface water management that reduce flood risk and improve water quality in a more sustainable way. Collecting water for reuse is the most sustainable option and has the added benefit of reducing pressure on important water sources. Where reuse is not possible the most effective type of SuDs depend on site-specific conditions such as the underlying ground conditions or topography. However, a number of overarching principles can be applied:

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

Sustainable Drainage Systems

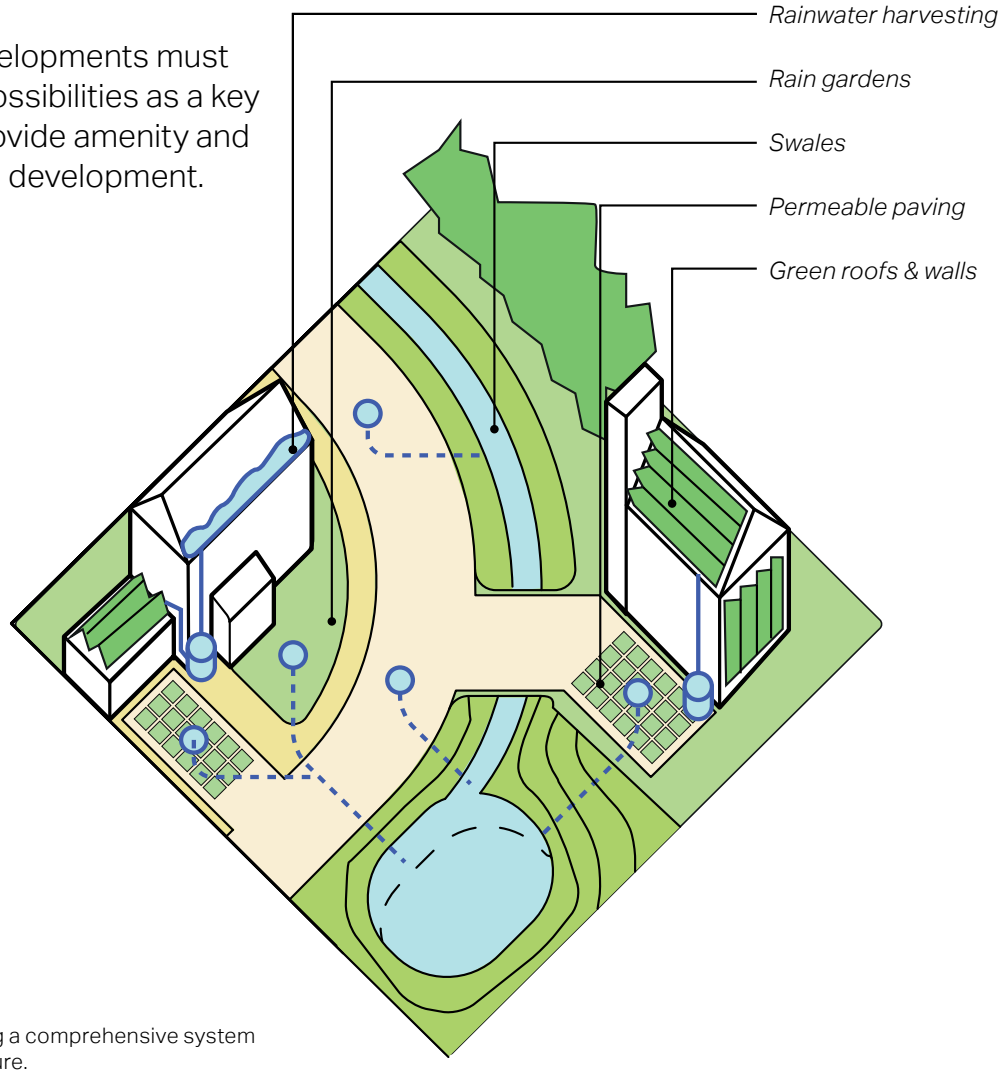
Any development should seek to reduce flood risk overall through the creation of multi-functional green infrastructure and sustainable drainage systems. It is essential to demonstrate that the development will be safe and it does not increase the flood risk elsewhere.

It is important to challenge the traditional approach to managing flood risk and change to one that recognises the value of water as a resource and maximises the benefits through the design process.

New developments should consider the amenity and aesthetic value of surface water in the urban environment alongside long term environmental, biological and social factors in the context of climate change and urbanisation.

SuDS should be considered as a key design tool to achieve those wider goals and not a mere functional requirement.

- New and existing developments must capitalise on SuDS possibilities as a key design element to provide amenity and aesthetic value to the development.



F.51

Figure 51: Diagram showing a comprehensive system of green and blue infrastructure.

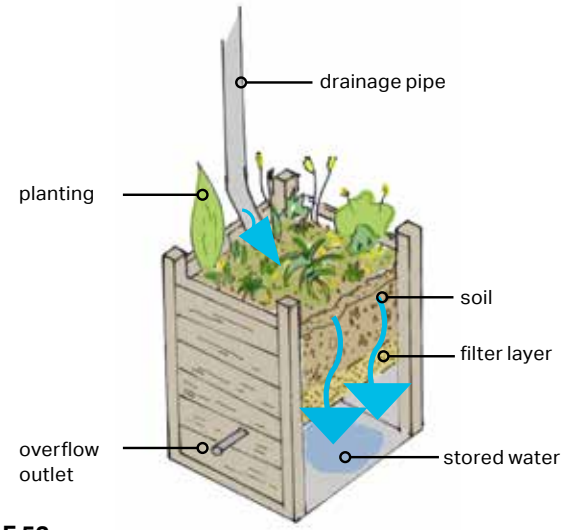
Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water. Simple storage solutions, such as water butts, can help provide significant attenuation. To be able to continue to provide benefits, there has to be some headroom within the storage solution. If water is not reused, a slow release valve allows water from the storage to trickle out, recreating capacity for future rainfall events.

New digital technologies that predict rainfall events can enable stored water to be released when the sewer has greatest capacity to accept it.

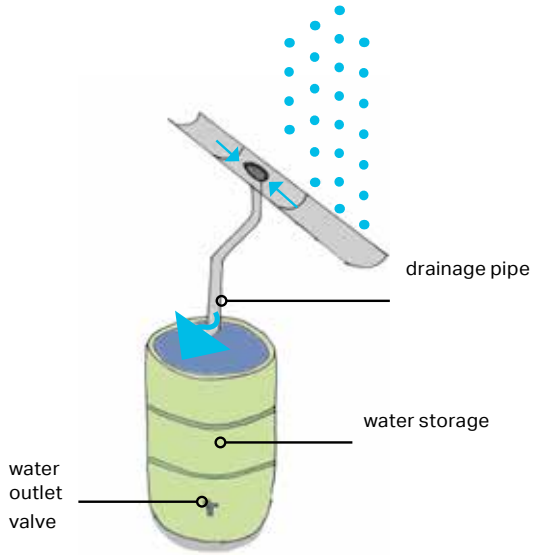
These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Therefore, some design recommendations would be to:

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



F.52

Figure 52: Diagram showing how a stormwater planter.



F.53

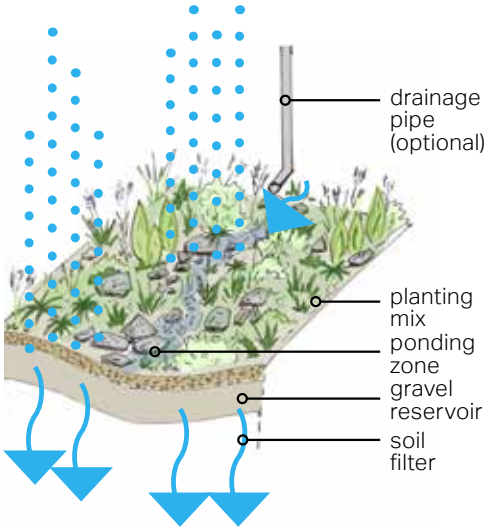
Figure 53: Diagram showing how a water butt works.

Bioretention systems

Bioretention systems, including soak away and rain gardens, can be used within each development, along verges, and in semi-natural green spaces. They must be designed to sit cohesively with the surrounding landscape, reflecting the natural character of the town. Vegetation must reflect that of the surrounding environment.

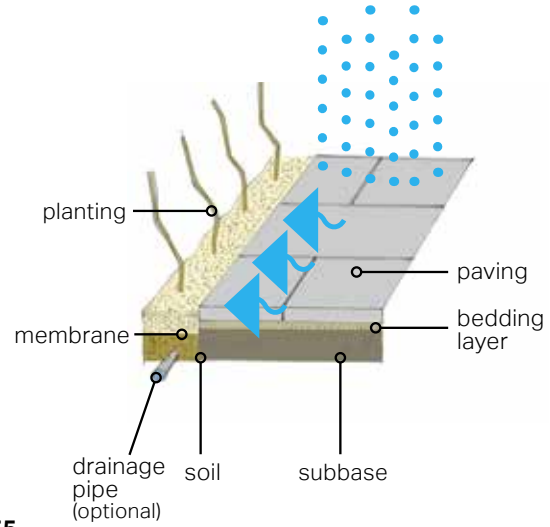
They can be used at varying scales, from small-scale rain gardens serving individual properties, to long green-blue corridors incorporating bioretention swales, tree pits and mini-wetlands, serving roads or extensive built-up areas.

These planted spaces are designed to enable water to infiltrate into the ground. Cutting of downpipes and enabling roof water to flow into rain gardens can significantly reduce the runoff into the sewer system. The UK Rain Garden Design Guidelines provides more detailed guidance on their feasibility and suggests planting to help improve water quality as well as attract biodiversity.[1]



F.54

Figure 54: Diagram showing how a rain garden works.



F.55

Figure 55: Diagram showing how a soak away garden works.

1 UK Rain Gardens Guide. Available at: https://raingardens.info/wp-content/uploads/2012/07/UKRainGarden-Guide.pdf

Development proposal checklist

05

5. Development proposal checklist

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

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

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

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

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity.
- Reinforce or enhance the established settlement character of streets, greens, and other spaces.
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use.
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views.
- Reflect, respect, and reinforce local architecture and historic distinctiveness.
- Retain and incorporate important existing features into the development.
- Respect surrounding buildings in terms of scale, height, form and massing.
- Adopt contextually appropriate materials and details.
- Provide adequate open space for the development in terms of both quantity and quality.
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features.
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other.
- Positively integrate energy efficient technologies.
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours.
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind.
- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Local green spaces, views & character:

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

3

Street grid and layout:

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

4

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?
- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

5

Gateway and access features:

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

6

Building materials & surface treatment:

- What is the distinctive material in the area?
- Does the proposed material harmonise with the local materials?
- Does the proposal use high-quality materials?
- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?
- Does the new proposed materials respect or enhance the existing area or adversely change its character?
- Are recycled materials, or those with high recycled content proposed?
- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.
- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

7

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?
- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?
- Do the proposed materials match those of the existing dwelling?
- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?
- Are there any proposed dormer roof extensions set within the roof slope?
- Does the proposed extension respond to the existing pattern of window and door openings?
- Is the side extension set back from the front of the house?
- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?
- Can any materials be re-used in situ to reduce waste and embodied carbon?

8

Building heights and roofline:

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

9

Building line and boundary treatment:

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

10

Car parking:

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

Next steps

06

6. Next steps

6.1 Delivery

The design guidelines and codes will be a valuable tool in securing context-driven, high-quality development within Little Dunmow parish. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

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

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