Design Guidelines for

North Weald Bassett

AECOM

R.04

October 2018

locality

the power of community

Limitations

This document has been prepared by AECOM Limited ("AECOM") in accordance with its contract with Locality (the "Client") and in accordance with generally accepted consultancy principles, the budget for fees and the terms of reference agreed between AECOM and the Client. Any information provided by third parties and referred to herein has not been checked or verified by AECOM, unless otherwise expressly stated in the document. AECOM shall have no liability to any third party that makes use of or relies upon this document.

Quality information

Project role	Name	Position	Action summary	Signature	Date
Qualifying body	Adriana Jones	North Weald Bassett Parish Council	Review		19.11.2018
Director / QA	Ben Castell	Technical Director	QA		19.11.2018
Researcher	Simona Palmieri Graziano Di Gregorio	Urban Designer	Research, site visit, drawings		19.11.2018
Project Co-ordinator	Mary Kurchaska	Co-ordinator	Review/ QA		19.11.2018
Project Manager	Luis Juarez	Project Manager	Review/ QA		19.11.2018

Contents


NORTH WEALD

Introduction

01

1. Introduction

1.1. Background

Through the Ministry of Housing, Communities and Local Governments (MHCLG), Neighbourhood Planning Programme delivered by Locality, AECOM has been commissioned to provide Design support for the North Weald Bassett Neighbourhood Plan (NP).

In the context of growth and additional development being introduced into the Parish, consultation carried out by the Neighbourhood Plan Steering Group identified that the individual village should not be lost. Thus there is a need to develop a number of design guidelines that would help to inform and influence new development as well as the modification and extension of existing properties. To that end, the NP has already received support to carry out a Heritage and Character Assessment study.

This body of work can be found in the "North Weald Bassett Heritage and Character Assessment", published in April 2018. This document has informed the present document and work undertaken by AECOM. They should be read jointly to gain the full picture about the NP aims regarding characterisation and design guidance.

1.2. Objective

The main objective of this document is to ensure that any new development is designed and planned with regard to the existing context of the villages within the Neighbourhood Plan: North Weald, Thornwood and Hastingwood.

The document summarises a number of strategic issues identified during the consultation carried out by the Neighbourhood Plan Steering Group. The aspirations by the communities involved, although not strictly design issues, need to be considered in the context of any design proposal.

The main body of the document develops a series of design guidelines related to the residential context of the three villages. Firstly, it focuses on general rules applicable to all contexts. Secondly, it moves onto the issue of extensions/ modification to existing properties. Finally, the document identifies the notable built form features of North Weald Bassett. The themes covered should be used as guidance and tools to assess new development and/or modifications. A special section outlining design guidelines on industrial units has also been developed in response to the potential allocation of employment and/or industrial units in parts of the existing Airfield and other industrial areas, as specified in the Epping Forest Local Plan.

1.3. Method and process

Following an inception meeting and a site visit, AECOM and members of both the Parish Council and the Neighbourhood Plan Steering Group carried out a site visit and assessment of the different areas within the Parish of North Weald Bassett. Members of the Parish Council, and the Neighbourhood Plan Steering Group, were invited to share their knowledge and experience of the village, together with the feedback received following high level consultation undertaken with the local community. Their collective observations, and the evidence collected as part of the consultation, has been used to inform this document. From these activities the outline content for this report was agreed. It covered the main design issues as well as other themes that the group considered important such as the strategic issues affecting the villages, highlighting the village built form character, the RAF historical influence, the future of the airfield and the links with Epping and other masterplan areas.

1.4. Area of Study

The Area of Study for the design guidance encompasses the Neighbourhood Plan boundary as shown in Fig. 1. The design guidelines are based on the existing urban form of the villages.

1.5. Structure of this document

This document is presented in five main chapters as follows:

a. Chapter 1: Introduction and main objectives of the report;
b. Chapter 2: Strategic issues based on the feedback received by the Neighbourhood Plan Steering Group;
c. Chapter 3: General design guidelines outline the relevance of the Essex Design Guide and sets general urban design principles related to residential environments and the potential industrial units on the airfield;
d. Chapter 4: Design guidelines reflecting the character of North Weald Bassett Parish outlining the key elements to provide a village feel to new development;
e. Chapter 5: Next steps that the Neighbourhood Plan Steering Group could follow to implement the guidelines developed in this document.

Figure 1: Area of Study


North Weald Bassett

Strategic Issues

02

2. Strategic Issues

2.1. Introduction

The main objective of this section is to outline a number of strategic issues that are considered particularly important. These issues have been identified at a wider scale and represent strategic aspirations that need to be considered for future design developments. In order to boost the character and identity of the three villages in North Weald Bassett Parish, it is recommended to take into consideration the following issues.

The emerging Epping Forest District Local Plan includes an allocation for 1,050 new homes in the village of North Weald, plus 172 in Thornwood and 1,050 at Latton Priory, as well as employment uses at North Weald Airfield and other locations. These allocations are shown in figure 2. This represents significant growth and the District Council has initiated masterplanning exercises for the major allocations in North Weald village and at Latton Priory.

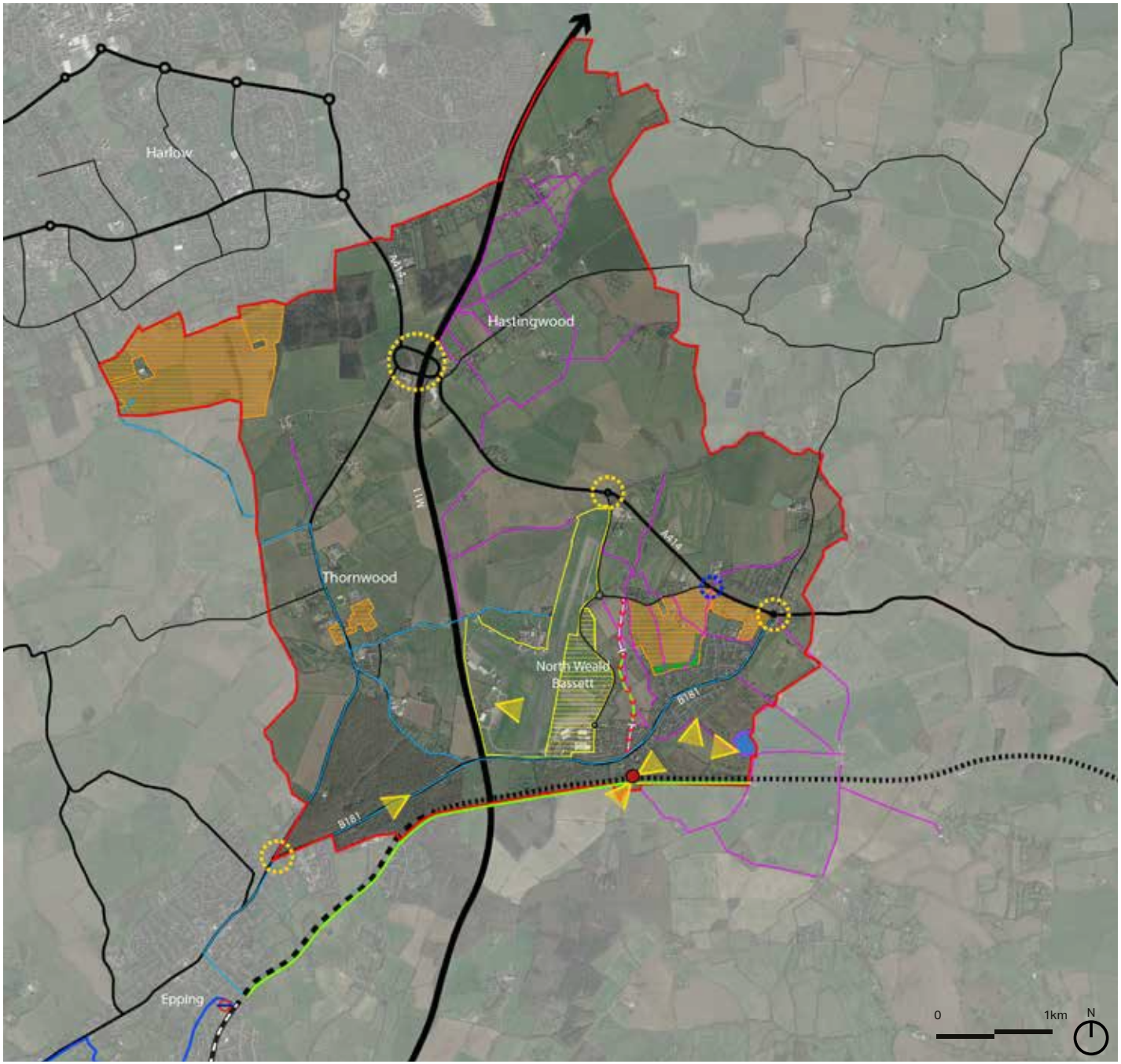


Figure 2: Opportunities and constraints plan also showing the main allocations for future growth in hatched orange

2.2. Traffic on Church Lane, North Weald

Church Lane connects Vicarage Lane West to the High Road. It runs to the east of the airfield and is the the only road providing direct access to the village from the north. A site has been allocated in the emerging Local Plan 2017 in accordance with Policy SP2 to the east of Church Lane. The road is surrounded by countryside, with views towards the wider agricultural landscape and the airfield visible through gaps in the hedgerows. The road width varies between 4.60 metres to the south and 4.00 metres to the north and has no footways. The road is rural in character with meanders, countryside views and hedgerows on each side.

There are concerns regarding the use of the road after the new development. The road appears unable to support the future traffic expected. Therefore, a detailed study and transport assessment investigating capacity, traffic management and and improvement of the road section should Church Lane be under pressure is suggested prior to submission of a planning application.

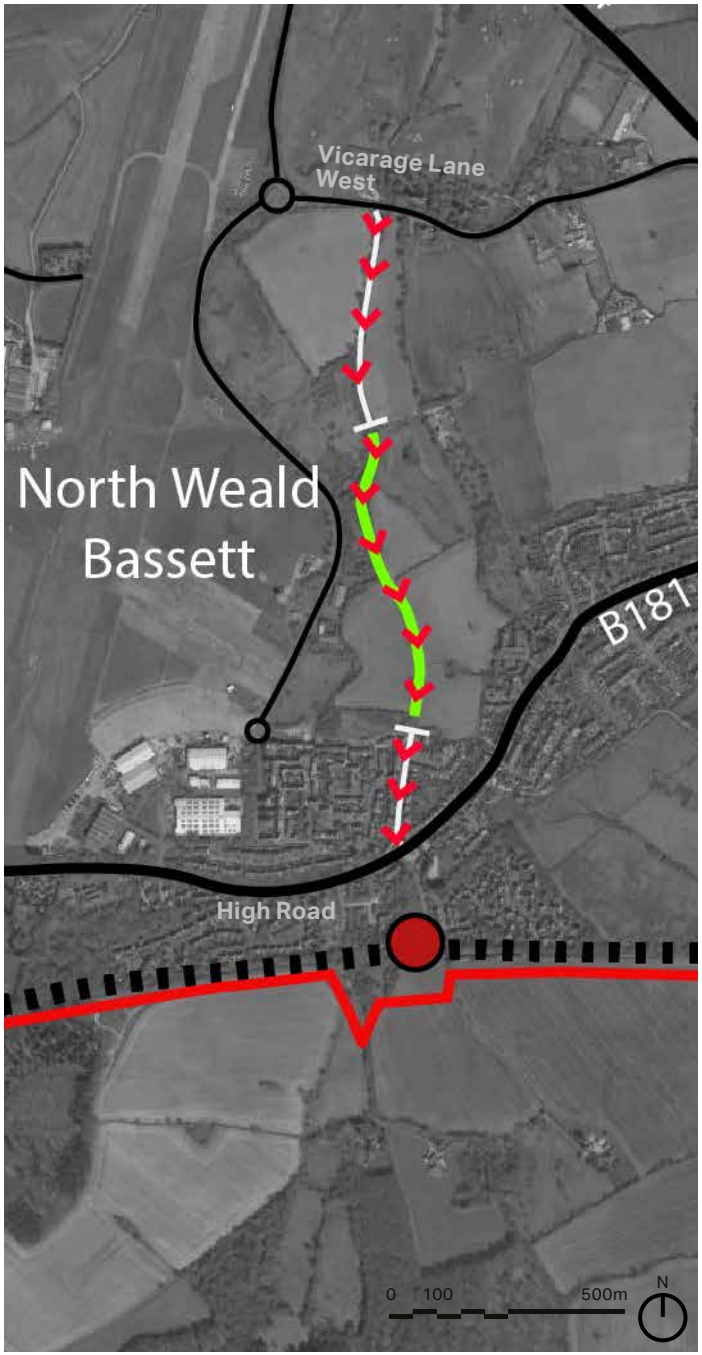


Figure 3: Traffic Church Lane

Figure 4: Church Lane looking north

Figure 5: Church Lane looking south

2.3. Vehicular capacity on Rye Hill Road

Rye Hill Road is the only direct access road from the B1393 to the proposed Latton Priory site allocation either coming from Thornwood or from the M11. The site is expected to provide capacity for 1,050 homes, alongside employment facilities, social infrastructure and green spaces to serve the needs of the new development.

Currently, Rye Hill is a minor road without pavements. This road is a typically narrow two way road, lined by hedgerows and intersected infrequently by driveways. The surface is generally in good condition. However, there is concern over the amount of traffic the road is able to take following the new development. Therefore, a detailed transport study investigating the vehicular capacity of the road and any highway and transport improvements that are required is recommended prior to the submission of a planning application.

Figure 6: Rye Hill Road looking north

Figure 7: Rye Hill Road looking south

2.4. Cycle link to Epping Centre and Epping Underground Station

Cycling contributes to improving quality of life and represents an alternative mode of transport. The Epping Forest cycle route includes a cycle path within the forest up to Epping station from the south. The Essex Cycling Strategy, November 2016, highlights the importance of cycling and summarises the main benefits.

Sustainable modes of transport for short a-to-b trips should be encouraged. Currently, the railway line, the M11 and the airfield area form a barrier to pedestrians and cyclists and the existing facilities are fairly poor. Therefore, the local environment is not particularly attractive for cycling. In particular, the B181, that connects North Weald Bassett to Epping, is a relatively narrow and busy road. It is suggested to include cycling routes within new developments and facilitate shared lanes with vehicular traffic with signage and traffic calming measures. A further detailed study should be undertaken to evaluate the possibility of creating a dedicated cycle lane alongside the railway between North Weald and Epping.

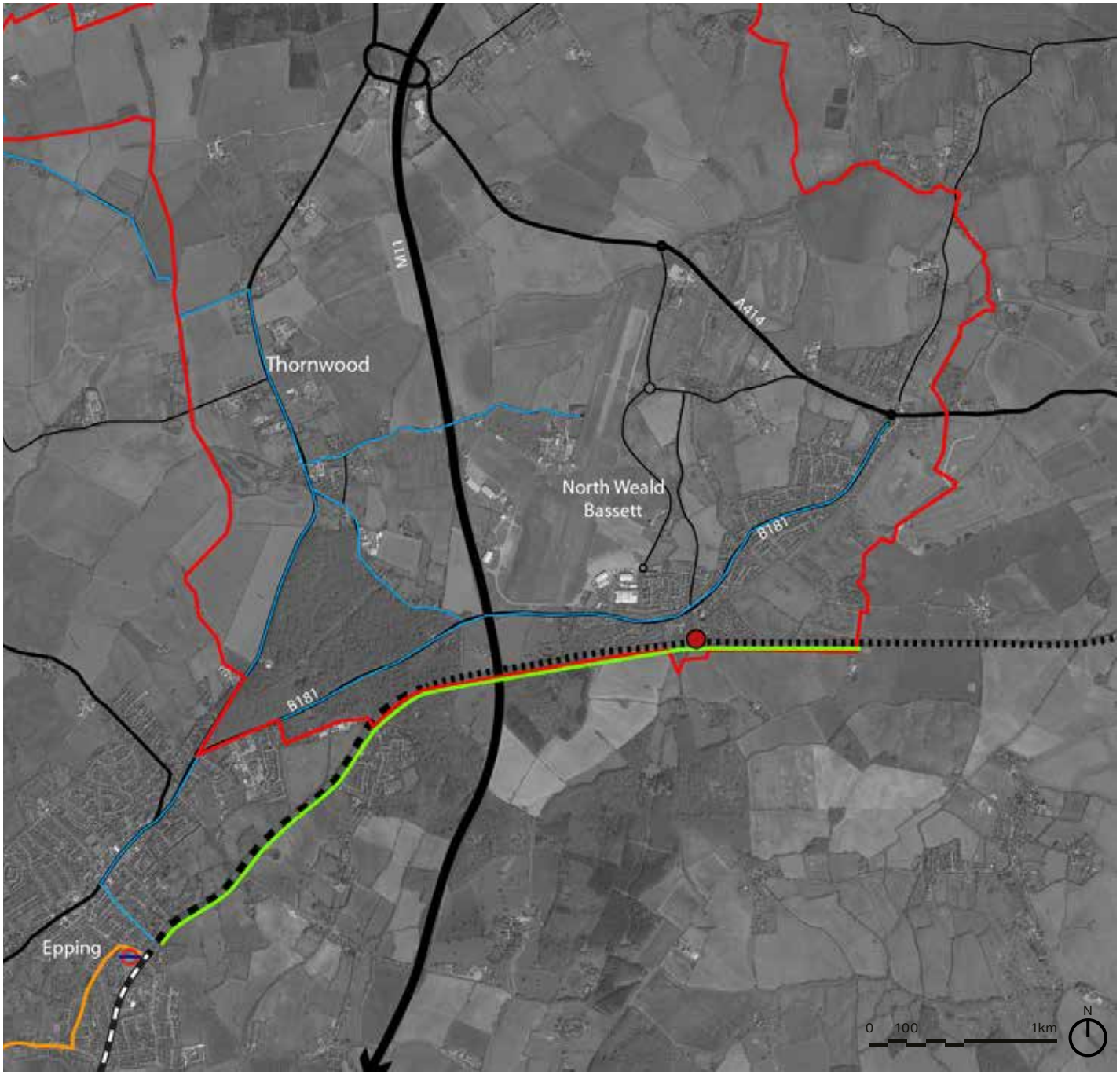


Figure 8: Potential cycling route

2.5. Long distance views

North Weald Village benefits from expansive and panoramic views across the whole village.

As stated in the North Weald Bassett Heritage and Character Assessment (p.11), the topography creates a 40m height difference between the north-west and south-west areas within the North Weald Bassett Neighbourhood Plan area. This allows for important long distance views across the rural landscape sloping between the ridge of the hill to the north and the hill to the south of the study area. This feature helps to hide the urban expanse of Harlow and Epping from most of the area. Similarly, it makes views to and from the central areas of North Weald Bassett particularly sensitive. There are also panoramic views across the Airfield towards the surrounding distant wooded skylines.

Similar issues seem to be the case for Thornwood and Hastingwood in the sense that these villages enjoy long distance views to the countryside.

Therefore, it is recommended that when new development or modifications to the existing built form are proposed, a study of visual impact is carried out to ensure that there is no significant harm.

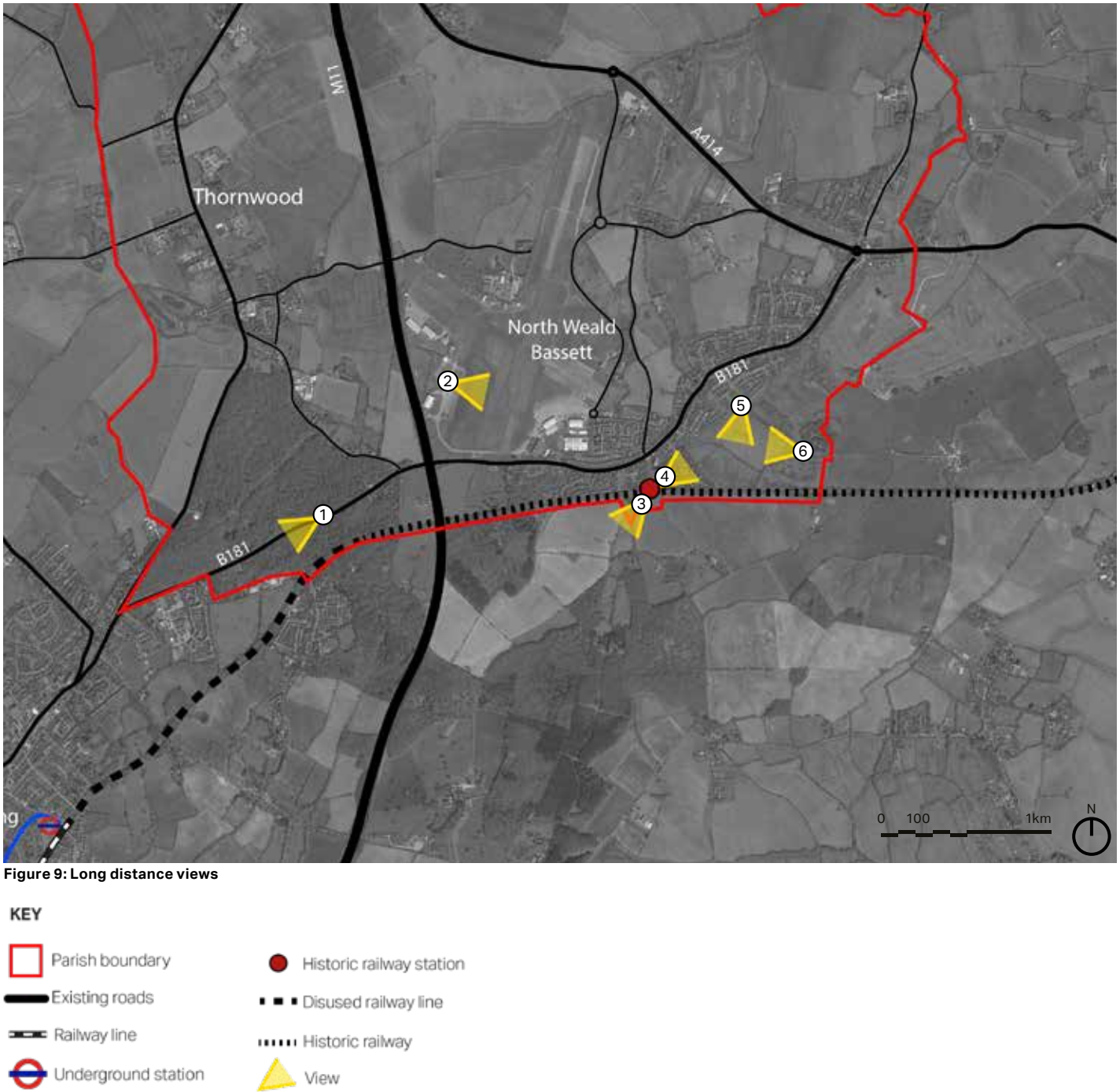


Figure 9: Long distance views

Figure 10: View along Epping Road

Figure 11: View of the Airfield looking North East

Figure 12: View from the historic train station looking south-west

Figure 13: View of the village rooftops looking North -West from the historic railway station

Figure 14: View of Weald Common looking south

Figure 15: View of the village roofscape

2.6. Green buffer for new development

It is recommended that a green buffer is created between existing development and future development so that residents who once enjoyed a position on the edge of a settlement do not find themselves in the middle of one and continue to have some form of access to open space. The green buffer zone should be between 15 and 20 metres and accommodate recreational facilities with cycling and pedestrian paths. Considering that the buffer area will be faced by the back gardens of the existing development, it is strongly suggested that the new buildings should overlook it. The new buildings must have the main facades and entrances facing the buffer zone in order to create active frontages and provide natural surveillance.

Figure 16: Example of green buffer area overlooked by residential buildings

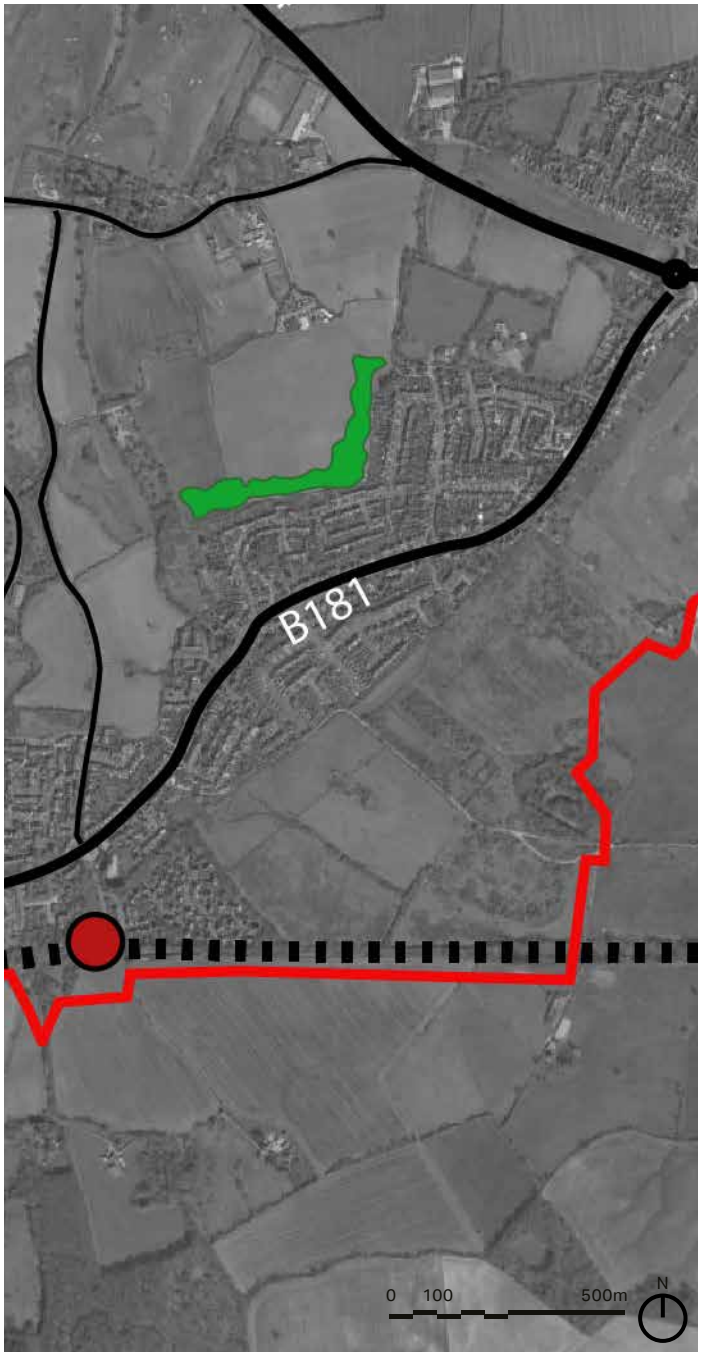


Figure 17: Buffer Area

2.7. Location and access of shopping facilities

Shops should be located in strategic areas that are easily accessible to the whole village. This will also enhance the use of sustainable modes of transport, such as cycling and walking, although it is recommended to accommodate enough car parking for everyday shopping and dedicated parking space for delivery. Sufficient space needs to be allocated at the front to accommodate vehicles and promote accessibility for the elderly and those who are less able. Design guidance for shop frontages is included in Chapter 3 below.

Figure 18: Example of green buffer area

General Design Guidelines

03

3. General Design Guidelines

3.1. Introduction

This chapter covers three topics:

- Section 3.2 briefly introduces the Essex Design Guide for this document.
- Section 3.3 is a set of general urban design principles that are applicable to all new development or areas subject to change. These guidelines aim to establish the approach for successful placemaking. The guidance specified here is applicable to small as well as large scale development. These guidelines have been derived from established national guidance such as the Urban Design Compendium, Building for Life and Better Places to Live.
- Section 3.4 talks about guidance for the modification of individual buildings. It is important to note that the guidelines developed in this document focus mainly on residential environments. Chapter 4 develops guidance on the urban design aspects of industrial/employment units.

For the production of this document, local images have been used to reflect positive examples of local architecture and design. Where no local example has been found, positive examples from elsewhere have been used. The following sections elaborate on the design qualities that should be observed in the three villages that make up North Weald Bassett when bringing forward a design proposal. It is important to emphasize that other guidance and regulations may apply to built form.

3.2. Overview and relevance of the Essex Design Guide for North Weald Village, Thornwood and Hastingwood

The Essex Design Guide (EDG) for Residential Areas was first published by Essex County Council (ECC) in 1973. Since its initial publication and through subsequent revisions (1997 and 2005) the document has guided development in Essex for almost 45 years. Published initially by ECC, later revisions of the EDG have been produced collaboratively with the Essex Planning Officers' Association (EPOA) up to the 2018 edition available at https://www.essexdesignguide.co.uk/

Figure 19: Tempest Mead Road is a typical example of an Essex Design Guide development within North Weald Bassett

The EDG provides a source of information to guide new development, particularly with a view to preserving the traditional and vernacular qualities of villages. In this context the EDG guidance is relevant for this document given the desire to preserve the existing and perceived village feel. It is important to note that the EDG is an advisory document that should be read jointly with this report when proposals aim to recreate a village feel in the Essex vernacular style. See section 4 in this document which describes the elements that define the 'Village' character in North Weald.

3.3. Guidelines for placemaking

This section considers the design elements that apply to all areas, irrespective of style and architecture. These are elements that reflect national guidance and best practice in the UK accrued over more than 20 years. This section is in two parts: Guidelines for the Place and Guidelines for Buildings. The first part outlines the guidelines aiming to establish the basic framework for place making; the basic structure of a coherent neighbourhood that other elements can be added to.

The National Planning Policy Framework encourages the securing of good design and its importance is increasingly recognised by the development industry. In the past there has been a tendency to view design solely as a visual concern. Currently there is a consensus to consider the social and environmental elements of design, such as the potential of a high quality public realm to contribute to public health, quality of life and the sustainability agenda. High quality design should ensure that new development is visually attractive, responsive to local character, helps to promote healthy communities and creates buildings which are durable, adaptable, and function well within the surrounding area to create a safe and accessible environment. Good design should enable and encourage people to live healthy lifestyles, reduce the risk of crime, create accessible environments which are inclusive for all sectors of society, and increase opportunities for social interaction.

Tempest Mead

Thornhill

High Road

Figure 20: Collage of photos showing a sample of the diverse characters within the different character areas in North Weald Bassett

Thornwood

Hastingwood

Figure 21: Collage of photos showing a sample of the diverse characters within the different character areas in Thornwood and Hastingwood

GP01. Analyse the Context

Understanding the site features and its setting is essential. The philosophy behind these guidelines is that new housing development as well as modifications to the existing built environment should not be viewed in isolation. It is not only about buildings, but how streets, spaces and buildings work together to create a place that people want to live, visit and care for. When dealing with small infill and building alterations, design must be informed by the wider context, considering not only the immediate neighbouring buildings but also the townscape and landscape of the wider locality. The local pattern of streets and spaces, building traditions, materials and ecology should all help to determine the character and identity of a development recognising that new building technologies are capable of delivering acceptable built forms and may sometimes be more efficient. It is important with any proposals that full account is taken of the local context and that the new design embodies the "sense of place" and also meets the aspirations of people already living in that area. Reference to context doesn't mean to copy or use pastiche solutions. It means using what is around as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings. This guide will outline the elements that make an important reference point.

Designing out crime and anti-social behaviour

The guidelines in the remainder of this chapter should lead to the creation of environments that are high quality on one hand and reduce opportunities for crime and antisocial behaviour on the other. For example, evidence shows that the following factors, all of which are promoted in the pages that follow, can make places safer:

- Neighbourhood that use streets, not segregated paths and alleyways, for all movement;
- Good wayfinding;
- Good overlooking of public space and streets;
- All open spaces having a clearly understood and meaningful purpose;
- Welcoming environments that appear to be well cared for;
- Cars parked adjacent to homes.

GP02. Provide or preserve a connected street layout

This means having streets connecting with each other and creating different travel options and routes. Current best practice favours a permeable street layout to make it easier to travel by foot and cycle, and tends to discourage the use of cul-de-sac solutions.

Streets in the three villages show a mixed pattern of permeable and connected with a number of existing cul-de-sac locations. Although each provide a different character, we suggest that in future streets should be of a connected nature.

This connected or permeable pattern also encourages what is known as a 'walkable neighbourhood'. A place where streets are connected and routes link meaningful places.

Short and walkable distances are usually defined to be within a 5 to 10 minute walk or a five mile trip by bike. If the design proposal calls for a new street or cycle/pedestrian link, make sure it connects destinations and origins.

The use of a connected pattern also helps the accessibility of service and emergency vehicles, allowing faster response times.

Figure 22: An example of permeable neighbourhoods with some cul-de-sacs in the northeastern area of North Weald village

GP03. Make street design work for everyone

Within the context of a residential neighbourhood, streets are the places where people walk, meet and interact. They are also often the most permanent features of our built environment. An attractive public realm enhances people's quality of life and the perception of a place.

One of the features of successful streets is that they are pedestrian and cycle centric but without denying the possible use of a car. Aim to make the street space a shared space in the sense that all modes of transport are as important and all need to co-exist.

The quality of our streets and spaces can be undermined by overly engineered traffic calming measures such as speed humps or highways alignments thought exclusively for car circulation. These approaches are unattractive and can be frustrating for all transport modes. Instead, aim to create spaces that incorporate natural methods of traffic calming such as: narrowing down the carriageway, use of planting and build outs to incorporate street trees, use of clearly marked and allocated on-street parking areas, change of colour/ materials, use of shared surfaces, varying the alignment of the vehicular route and use of tight junction radii.

Also, when designing turning areas at the end of roads, think of imaginative solutions that move away from formulaic responses (e.g. hammerheads at the end of a road). Maybe a small local square or front court could provide the turning space for refuse vehicles and HGV's whilst also creating an enclosed space to look at while not occupied by a vehicle.

Sustainable Drainage Systems can also be incorporated into street designs and used imaginatively to provide unique features that help identify a specific order of street or signal an important route through a site.

Designing for the elderly and disabled is designing for all. This is inclusive design. Research has shown that sensory-rich environments are places that attract a diverse range of visitors and have benefits for disabled people - particularly those with sensory impairments such as visual impairment or learning disabilities. Provide a range of opportunities for people to engage with a place through their senses.

Figure 24: Example of a street in Poynton, Cheshire where the use of materials and vertical deflection, provide a pedestrian priority environment

Figure 23: Examples of streets in North Weald Bassett where there is a pleasant balance between the spaces for pedestrians, landscape and cars as well as public art. Planters along the High Road (left) and Tempest Mead (right)

GP04. Create wayfinding elements

To add meaning to a street layout and the experience of space, it is important to signpost a journey. This means creating and/or preserving distinctive built or natural elements that help people navigate the neighbourhood; they are also called landmarks.

These are, in other words, elements that are out of the ordinary and serve as orientating points. They do not necessary need to be great landmarks in the way Big Ben is; but they need to be differentiators nonetheless.

These are usually placed at corners, crossroads or along a road and come in a variety of forms; for example a church spire or a historic building. At a local level these elements could be a distinctive house, public art or even an old and sizeable tree.

The main feature is that they are unique and help people navigate the urban environment. This means having streets connecting with each other and creating different travel options and experiences throughout the neighbourhood.

Figure 26: King's Head Public House is an example of a local landmark

Figure 25: Wheelers Farm Gardens as an example of a Village Sign

Figure 27: The North Weald Methodist Church with community connotations

GP05. Turn the corner

Together with creating potential local landmarks, one of the crucial aspects of a successful townscape and urban form is the issue of corners. In particular buildings placed at the corner of a block. Because these buildings have at least two public facing facades they have double the potential to influence the street's appearance. Thus the following guidelines apply to corner buildings.

- If placed at important intersections the building could be treated as a landmark and thus be slightly taller or display another built element signalling its importance as a way finding cue;
- The aim should be to create a positive outlook that improves the building, the street scene and generates local pride;
- All the facades overlooking the street or public space should be treated as primary facades;
- They should have some form of street contact in the form of windows, balconies or outdoor private space;
- In the case of fencing for back gardens or perimeter walls, the quality of the materials should be high. Panel fencing should be avoided instead use a different treatment such as: dry wall or masonry wall with reveals creating patterns similar to the main building windows, patterns created with bricks, a green wall, hedges and planting, a combination of timber and brick, country fencing, etc;
- At least one of the perimeter walls sides should be a low wall.

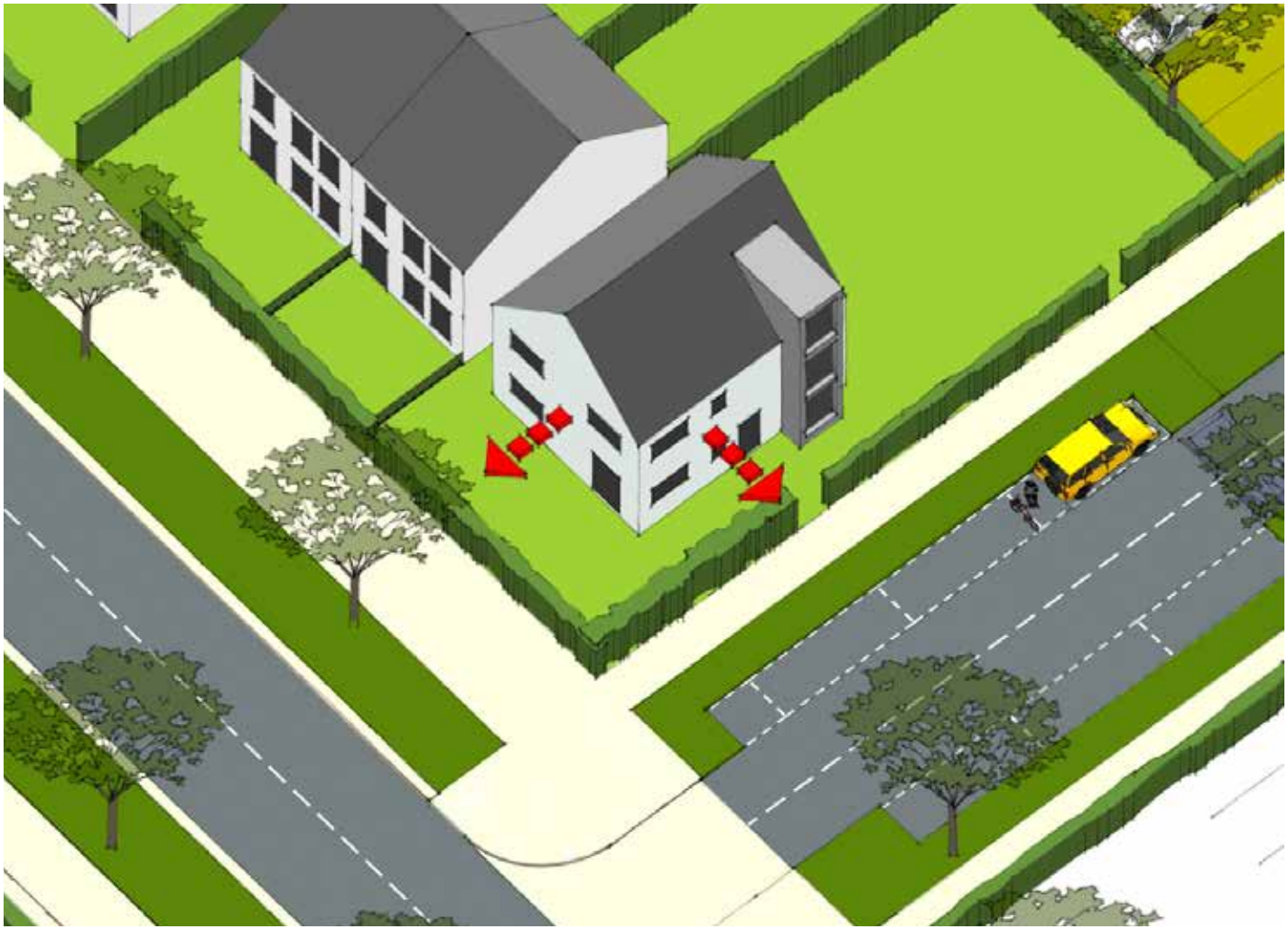


Figure 28: Diagram showing the way corner buildings should address the street

GP06. Make open spaces / play areas usable and meaningful

There are no large public green spaces within the area and the primary green infrastructure is therefore largely made up of private gardens and allotments.

Open spaces and play areas play a vital role in creating a positive urban environment. These are places fostering community and gathering; thus creating lively places in the neighbourhood. All open space should have a purpose and be of a size, location and form appropriate for the intended use, avoiding space left over after planning or pushing open space to the periphery of development. Landscape should not be used as a divisive measure between new and existing development however green buffer zones which distinguish between older and new development are acceptable.

New and existing landscapes and open spaces should be located within walking distance from their intended users. If appropriate, these should be linked to form connected green networks. The networks are often more useful for visual amenity, recreational use and wildlife corridors than isolated parks. Where direct links are not possible, it may be appropriate to link these together through green routes, shared surface and streets. Tree lined avenues can achieve a visual and physical connection to open space.

Open spaces need to offer choice for the needs and desires of all users. For example, outdoor gym equipment, productive gardens, vertical gardens, allotments, etc.

Offering choices will encourage healthier lifestyle choices. Do not forget the importance of quiet spaces where people can simply be (relaxation and contemplation/mindfulness).

Make surrounding buildings overlook play areas and public spaces and where possible and appropriate make them central to the neighbourhood or part of the neighbourhood in order to encourage social gatherings.

If play areas are proposed or required, the location of play spaces needs to take into account the surrounding context. Factors to consider will be the intended age of the children using the play space, the size of it, the type of equipment and the proximity to existing residential properties.

Play spaces should be accessible to all children. Reference should be made to existing national guidance on inclusive play. When designing and planning play areas also consider seating areas for carers, shaded spaces and avoiding hidden spots.

Play areas could also include elements relating to nature and landscape. The equipment and fittings considered should be of high quality, durability and conforming to the relevant standard as defined by the Local Authority.

Figure 31: Open space in Blenheim Square

Figure 29: Local play area next to housing in North Weald village

Figure 30: Quiet space near Wheelers Farm Gardens

GP07. Make buildings overlook public space

A crucial feature of successful places is to make buildings enclose and define public space. This is achieved when the main facade and entrance of a building face the public space. This creates what is known as active frontage; a feature that fosters social interaction and natural surveillance. It strengthens the sense of place by creating an enclosed space and by making good quality design visible for everyone.

Figure 33: Diagram and example of an overlooked street (e.g. Park Close)

GP08. Make buildings overlook streets

As with public spaces, neighbourhood streets should be defined by buildings around them. This creates enclosure and definition of the street space. The main entrances to buildings should face the street as this helps to encourage natural surveillance and to create a positive streetscape; similarly it creates the possibility of contact between buildings and streets as well as between neighbours, thus fostering a socially rich environment.

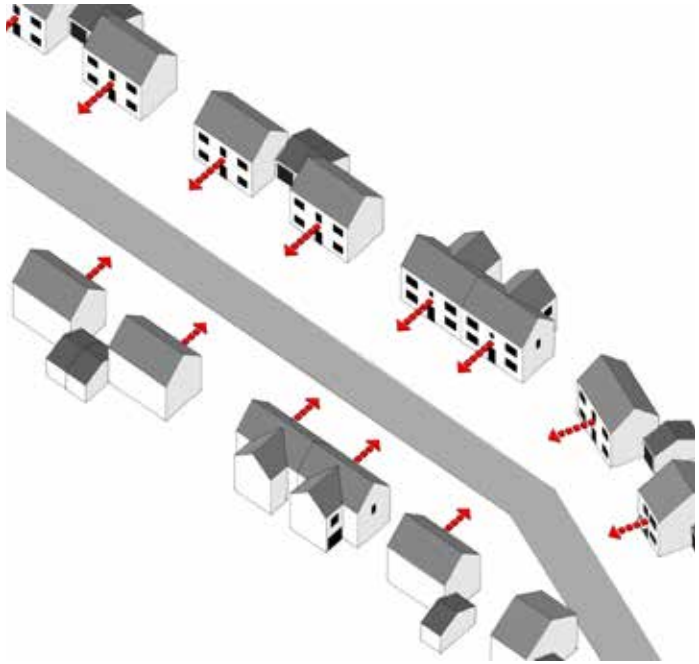


Figure 32: Diagram and example of an overlooked street

GP09. Signage, street furniture and utilities

Street furniture includes street signs, posts, luminaries, light columns, seating, post boxes, bins, cycle racks, bollards as well as items designed to house utilities. For the purpose of this guide we will include here manholes, meter casings and other parts of utilities used to house or cover said utilities. Some of these elements are governed by specific standards and their aesthetics or format cannot be changed. However, if the possibility for customisation is an option, the following guidelines should be followed:

- Consider the location and routes of street furniture and utilities from the early stages of the design process;
- Analyse how all the elements will be seen and perceived when placed and viewed at once;
- Aim to make them pleasant;
- Provide seating places in convenient and gathering spaces;
- Boxes containing utilities and meters should be concealed by using or housing them with similar materials as those used in the public realm;
- If due to size or technical reasons, these cannot be concealed, celebrate them with a bold design that celebrates the place;
- Make street furniture and signage contribute to the street scene;
- If appropriate create a palette of street furniture and signage that is complementary and is likely to stand the test of time.

Figure 35: Example of the current state of public realm in North Weald Bassett

Figure 34: New Road, Brighton showing an improved public scheme combining seating, materials and luminaries

GP10. Shopfronts, signs and advertising

The design of each shop front should consider its effect on the rest of the street. The proposed proportions, materials and details should reinstate or maintain the original design between each building. Shop fronts should respect the original proportions, materials and details of the existing building as a whole. Original design details should be retained and restored where necessary to maintain the quality of architecture. New shopfronts in existing buildings must respect the proportions, scale, vertical or horizontal emphasis, materials, and type and amount of decoration on the original building

Shop signage along main roads should be unified through the use of well-proportioned and well-designed fascia. Signage should be contained within fascia panels which should be consistent in size along the street and they should be situated at the same height on each building. The style and font used for lettering within the fascia may be individual however this must not conflict with other shopfronts or building elements.

Signs, lighting and security measures must be integrated within the design of the shopfronts therefore a competent designer, high quality materials and craftsmen must be used.

Materials should be selected to complement the character of the building, keeping the number and type of materials to a minimum. Selected materials must be durable, high quality and easy to maintain. Proposed palettes of materials for walls, windows, doors and signs should ensure their quality and appropriateness.

Figure 36: Examples of desirable shopfront designs, scale and character

GP11. Use of trees and landscaping

Trees and planting are important. They provide shading and cooling, act as habitats and green chains for species and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with ill health recovery, and create a sense of mental health and well-being. The following guidelines focus on the design aspects and appearance of trees in private gardens as well as public open spaces and streets.

General

- Consider trees and planting from the outset;
- Aim to preserve large trees;
- Pick the right tree species and mix and match to encourage diversity, as well as to ensure longevity;
- Consider the maintenance regime as well as the different conditions of leaf and canopy throughout the seasons;
- Consider using trees and planting to define spaces.

Trees near buildings

- Ensure trees and planting have sufficient space. Buildings should be laid out in such a way that there is sufficient room for appropriate buffer zones to trees and opportunity to mature and grow to their full size and maximise the potential for canopy growth;
- Make trees, hedges and planting contribute to the street scene;
- Consider trees and planting as focal points and place making elements.

Figure 39: top and bottom examples of large tree to be preserved

Figure 37: When siting and planting new trees make sure the future size and canopy of the tree is considered in relation to buildings and adequate distance between them

Figure 38: Make sure existing trees are provided with a root protection buffer, compliant with current standards

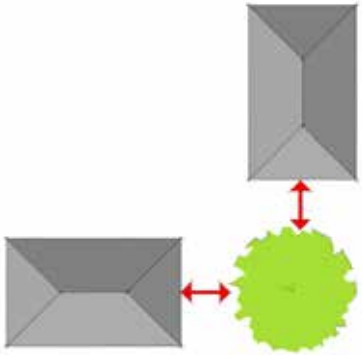


Figure 40: Diagram showing a typical neighbourhood junction with trees and their relationship with properties, parking spaces as well as tree-pit and verge sizes; dimensions shown in meters

Trees on streets

Aside from their environmental benefits, trees on streets contribute to create the character and pleasant feel of the neighbourhood. The following are general guidelines to observe when placing trees as part of the street scene. These area aspirational guidelines and each site should be considered in detail to find the best solution for the location of trees and dimensioning of tree pits / verges.

- Aim to preserve large size trees and consider using these as landmarks where appropriate;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest long term impact;
- 'Size of tree pit should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Allow for vehicular circulation sight lines;
- Create a tree palette according to the place, the tree's needs as well as the maintenance regime;
- Aim to mix and match the species to ensure resilience and avoid cross contamination should disease break out on one type.

GP12. Manage car parking

Providing sufficient car parking that meets the needs of residents and visitors, whilst not negatively affecting the appearance and character of a place is a significant challenge. Too much parking can dominate the street scene whilst too little could result in indiscriminate parking. There is not a single best solution, but a combination of on plot, and allocated on street according to location, topography, type of dwelling and market considerations is usually the best approach. The guidelines below, aim to provide some guides for on and off plot, as well as street parking.

On plot

This refers to parking occurring in private areas, usually on individual homes but could also be in semi-public or communal areas that are not public space.

1. Plan for the access of vehicles at the front of properties aiming to keep a line of sight between the dwelling and the parking space;
2. Cars at the front need to be softened with landscape, planting and materials as well as clear property boundary solution;
3. Cars on the side of the main building need adequate space and landscape treatment to soften the presence of cars;
4. A side of property garage should complement the main building in terms of proportion, roof and materials;
5. Where possible an integral garage could be combined with a room above as part of the main building;
6. Paving materials should be complementary to the building;
7. Avoid the use of bare parking courts (at front or back). If parking courts are unavoidable, introduce landscape and planting to soften the presence of cars; make sure there is a well defined property boundary. Similarly aim to have a drive through access that is clearly intended as an entrance.

Figure 41: Local examples showing different ways to address on-plot car parking

Figure 42: Diagram showing the effect of keeping on plot parking subservient to landscape and property boundary treatment

On street

'On street' refers to car parking on public streets.. This is usually the most successful and convenient form of parking.

Parking on the street is a very efficient solution and people know how it works and, unlike rear parking, it encourages activity and street surveillance.

The following guidelines are for this type of parking are:

- On-street parking should be designed from the outset;
- Make parking spaces clear and unambiguous by delineating them with materials or marking;
- Consider what is the best parking alternative, according to function, location and place-making aims. Typical arrangements include: parallel, perpendicular and right angled layouts. The right solution will emerge from analysis of the site and expected amount of traffic;
- Aim to get the space as close as possible to the entrance of the dwelling;
- Add planting to soften the presence of the car; e.g. verges, hedges and trees on street;
- If possible group cars and add a break made up with planting such as trees or hedges, usually groupings between 3 and 6 work best;
- Put visitor parking on visible areas and on the front of properties to encourage active places.

Figure 43: Positive local examples of on-street car parking; with verges and trees

GP13. Managing Lighting

Artificial light provides valuable benefits to society, including through extending opportunities for sport and recreation, and can be essential to a new development.

Equally, artificial light is not always necessary, has the potential to become what is termed 'light pollution' or 'obtrusive light' and not all modern lighting is suitable in all locations. It can be a source of annoyance to people, harmful to wildlife, undermine enjoyment of the countryside or detract from enjoyment of the night sky.

For maximum benefit, the best use of artificial light is about getting the right light, in the right place and providing light at the right time. Lighting schemes can be costly and difficult to change, so getting the design right and setting appropriate conditions at the design stage is important. The following guidelines aim to ensure there is enough consideration given at the design stage.

- 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 skyes are enjoyed;
- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; e.e. when a business is closed or, in outdoor areas, switching-off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to require this;
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. It is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered where appropriate (e.g. the safety of pedestrians and cyclists). Schemes designed for those more likely to be older or visually impaired may require higher levels of light and enhanced contrast, together with more control, as the negative effects of glare also increase with age;
- Consider the location of premises where high levels of light may be required for operation or security reasons, such as transfer depots, sports fields, airports and the like.

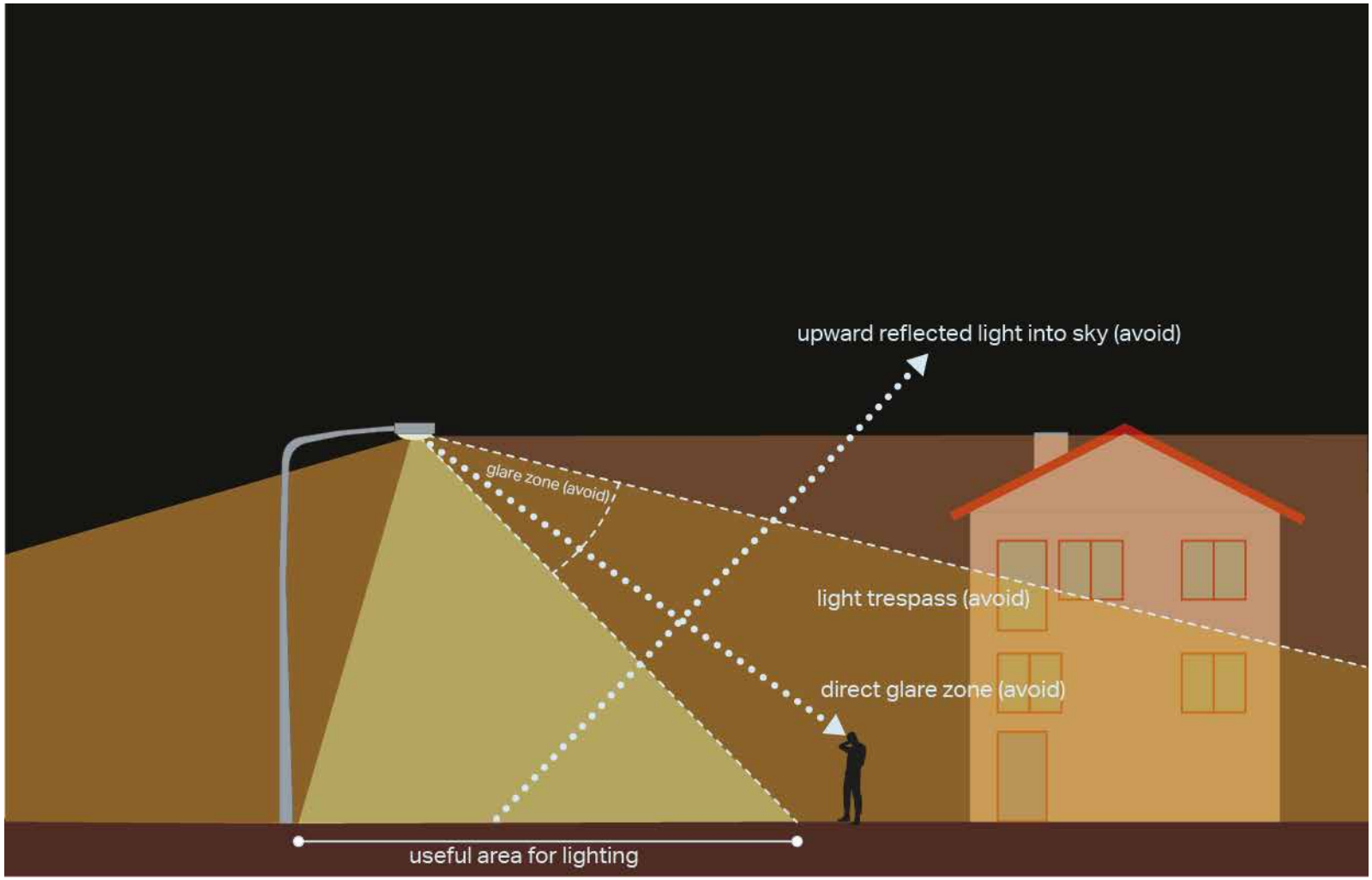


Figure 44: Lighting considerations diagram

3.4. Guidelines for buildings

This section outlines the guidelines for alterations to existing buildings or extensions added. In general these transformations happen in one of the following categories:

- Building alignment;
- Rear extensions;
- Side extensions;
- Roof extensions and/or alterations;
- Chimneys;
- Facades and Porches;
- Outbuildings in gardens.

The issues discussed here are the most common types of alterations. However these guidelines cannot cover every eventuality. Also, some existing buildings as well as new proposals will be subject to conservation area or listed building regulations. These should be higher than this guide in the hierarchy of planning documents to consider. If a property is in a conservation area or listed building register, a higher number of restrictions will be placed. Also a number of overarching aims should be followed. These are:

- Extensions and alterations must respect the quality, character, materials and scale of the principal building, be subordinate to it, and prevent overdevelopment;
- Extensions and alterations should complement the original building, harmonise with adjoining properties and maintain the character of the general street scene and the character and value of private spaces (including rear gardens). The starting point for any alterations to a dwelling should be to appear subordinate to the host property and not to dominate it, so that the existing character of the dwelling and surrounding area may still be appreciated;
- Extensions or alterations that create an unacceptable sense of enclosure or appear overbearing when seen from neighbouring gardens or rooms should not be permitted. This could be due to the height, scale or how close the proposals are to neighbouring properties. The final test of acceptability will depend on the particular circumstances of the site. For example: proximity to neighbouring properties; height next to the boundary; materials used and layout of neighbouring sites may lead to refusal of planning permission even in cases where the guidelines recommendations are followed;
- Residents are entitled to a reasonable level of privacy, inside their homes and outside in their private gardens. In dense urban areas there is always going to be some degree of mutual overlooking. Extensions and alterations should not result in any substantial loss of privacy to neighbours' dwellings and gardens;
- Residential development should create high quality living conditions and minimise any significant loss of daylight. or sunlight to habitable rooms or gardens in neighbouring homes. It is the position of the extension relative to the path of the sun, combined with its height, shape and bulk which will determine the amount of shadow that would be created;
- Normally the Council requires properties to be of the highest quality internally and externally, and to meet the demands of everyday life for intended occupants. The retention of good quality, usable amenity space is considered to be essential to this. Therefore, extensions should not lead to a substantial reduction in garden areas / amenity space. If a property has a small garden this may restrict the size of any acceptable extension to ensure that a usable open space is kept;
- When designing an extension, the potential light pollution that may be caused through excessive use of roof lights and / or glazed roofs should be considered. This is particularly important when a property is subdivided into flats;
- In principle, trees should be protected because they play an important role in defining the local character, and are valuable in protecting the appearance of an area, its local ecology and biodiversity and improve air quality. It is suggested that an arboriculturalist advises on proposals affecting trees and trees subject to Tree Preservation Order (TPO) should be protected.
- The following pages show the general guidelines that affect built form.

GB01. Building alignment

This refers to keeping a consistent building line at the front of the property in relation to neighbouring buildings. For this feature the guidelines are as follows:

- Existing buildings should preserve their existing general alignment. No major outbuildings or roof projections should be allowed;
- New buildings should match the surrounding alignment of the main facade facing the road. In this case small alignment variations of up to +/- 1m are allowed to provide interest to the streetscape.

Figure 46: Local example showing a typical and consistent building line amongst buildings

Figure 45: Example map showing a consistent building line along North Weald village main roads

GB02a. Extension to the rear - single storey

This is considered the most common type of extension to houses. It is often the easiest and most obvious way to extend a house and provide additional living space.

Scale

It is important that this type of extension is secondary to the original house. It should not project too far from the rear wall of the original house as this could cause unacceptable enclosure and block daylight and sunlight received by neighbours.

To help prevent this, the following diagrams set out the most common maximum depths depending on the type of house. These must be measured from the main rear wall of the original house. The measurements must include any overhanging roof added to the rear wall of the extension.

The height of a single storey rear extension should appear in scale with and subservient to the host dwelling. It should be set below any first floor window and be designed in a manner that minimises harm to neighbouring properties.

It is important to remember that these limits apply to first time extensions. Second extensions, canopies or conservatories added to existing extensions (and therefore exceeding the limits) can severely overshadow and enclose neighbours' houses and can raise design issues.

If the property has a small rear garden then the need to retain amenity space will be considered. A property will be expected to retain a garden area and provide enough privacy with surrounding properties.

It is important to design the extension to ensure that no part of it, including guttering, crosses or overhangs the property boundary.

A flat roof is normally acceptable for a single storey rear extension. However, some types of house may require a pitched or hipped roof. No roof should be too high as this could spoil the design of the scheme and block sunlight and daylight to the neighbouring house and garden. To help prevent this, it is recommended that the angle of the roof pitch is as shallow as possible.

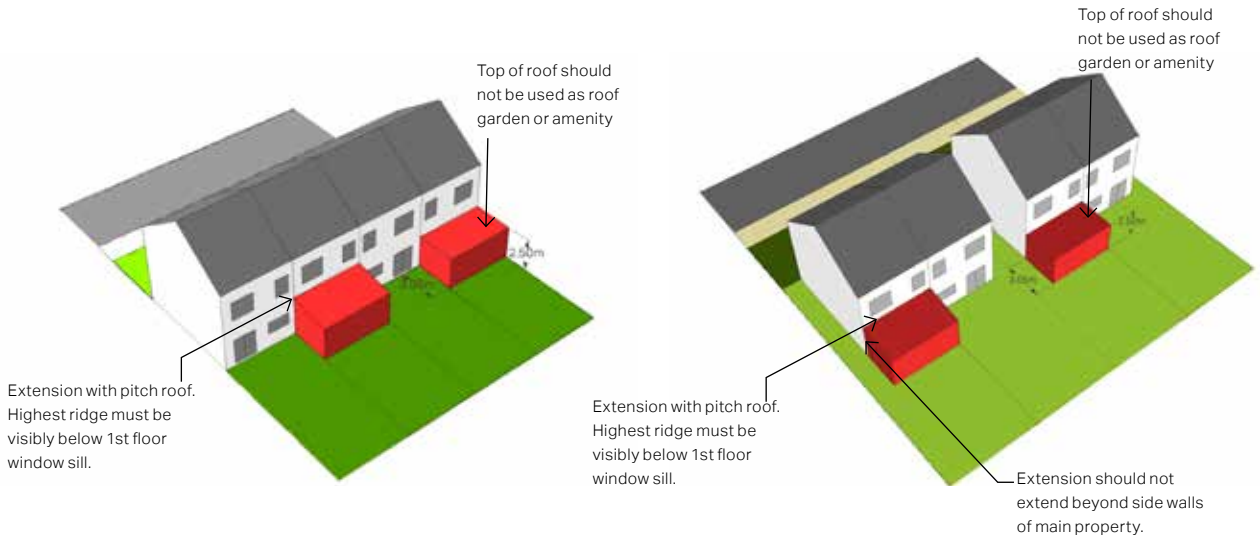


Figure 47: Diagram explaining the basic guidelines for a single rear extension

GB02b. Extension to the rear - two storey

Sometimes it will be possible to add a double storey rear extension, although these are not common as they usually affect access to light and privacy of neighbours. Yet sometimes the size and style of property as well as its relationship with its neighbours may allow double storey extensions. In these cases:

- Two storey rear extensions should not normally project beyond a side wall to a building, and should sit within, and not replace, the boundary wall/fence;
- Two storey rear extensions to terraced properties will generally be unacceptable owing to their close proximity to neighbouring properties and windows.
- The roof form and pitch should reflect that of the host building, and should normally be set lower than the main ridge of the building. Flat roofs are generally unacceptable unless the host building has a flat roof or flat roofs at the proposed level are a common feature of the particular style of building to be extended;
- Materials and detailing should normally match that of the main building, especially on terraced or semi-detached buildings;
- Window design, positioning and method of opening should match that of the main building. Side-facing windows should not be allowed. However where windows are required for light, they should either be high level or obscurely glazed and fixed shut to prevent overlooking;
- In most cases a minimum separation of 21m should be retained to the rear of the building opposite if it has habitable windows or 12m if it is a blank wall or property boundary in order to avoid loss of amenity and visual intrusion.
- All two storey extensions should comply with the 45° rule both extending to the rear and upwards (see diagram) to avoid harming neighbouring amenity;
- The 45° refers to a general assessment rule that checks if the proposed extension would cut a line drawn at 45 degrees (both horizontally and vertically) drawn from the mid point on the nearest ground floor window (of a kitchen or habitable room) on a neighbouring residential property. In the case of two storey extensions the quarter point of the nearest ground floor window is used instead. The proposed extension should be clear of the imaginary lines created by the 45° rule.

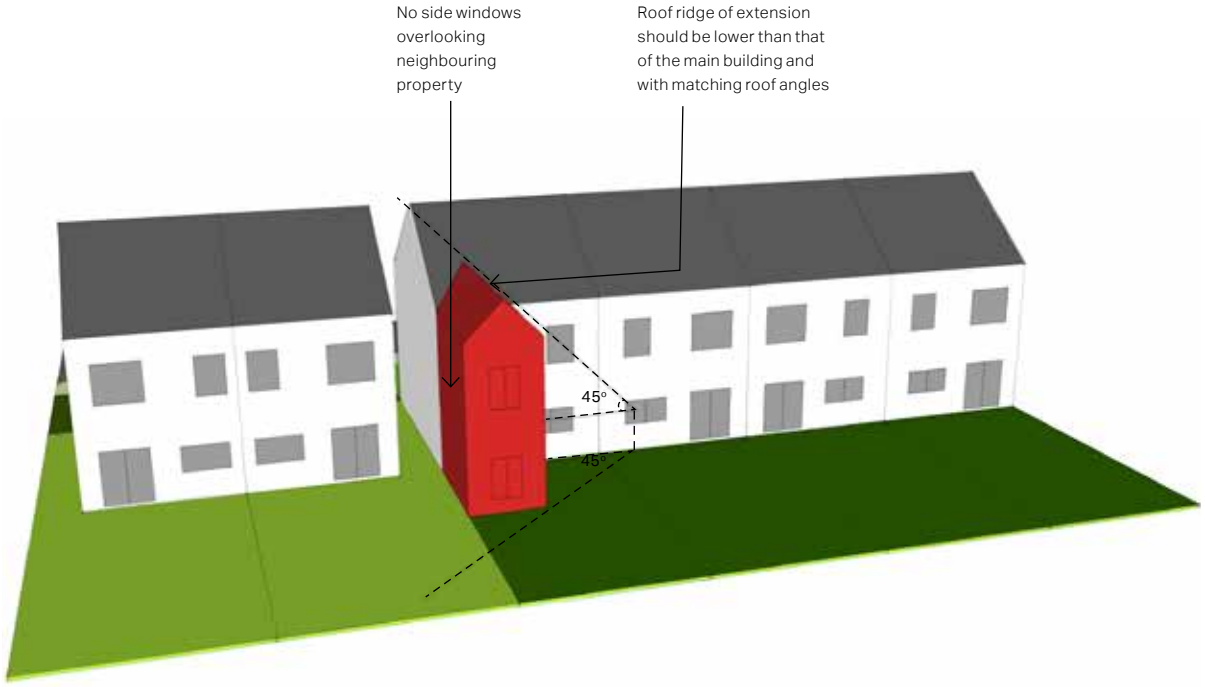


Figure 48: Diagram explaining the basic guidelines for a two storey rear extension

GB03. Side extensions

Side extensions are another popular way to increase the living area of a building.

The most simple type is an infill extension. In this type it is common practice to seek to infill the garden/yard area to one side in order to create modern open plan living accommodation at ground floor. If treated insensitively, such extensions can result in an increased sense of enclosure and loss of light to neighbouring residents. Thus the acceptability of such extensions is generally reliant on the design proposed, the land levels between properties and whether the adjacent properties themselves have an existing infill extension

A second type is a single storey side extension. This can add extra living area or provide a garage space. If these are poorly designed, they can harm the appearance of the street scene by excessively infilling the rhythm of spaces between buildings to create a 'terracing' effect, removing the continuity within a street scene, or by over-extending buildings in a disproportionate and unbalanced manner.

Thirdly, two (or more) storey side extensions in particular can have a greater dominance in the street scene and therefore greater care has to be taken to ensure that they assimilate well with the host building and street scene. The space between detached or semi-detached buildings in which the extension would sit is usually an important component of the character and rhythm of a street. This sense of space and separation can be lost if adjacent property owners seek to build two storey extensions which join up, or sit too close together.

For the side extensions outlined above the following guidelines should apply.

Infill side extension

- Infill extensions should not have an overbearing impact or cause adjacent properties to be excessively overshadowed or enclosed. The bulk of the extension alongside the shared boundary should therefore be kept to a minimum; a rule of thumb is between 2m – 2.5m high maximum. This is also dependent on the ground levels;
- Infill extensions should not overhang neighbouring properties and should not replace the boundary wall/ fence (unless the adjacent property has an existing extension itself and the loss of the wall is required for better maintenance purposes);
- Infill extensions should not normally extend beyond the rear wall of the existing building or wrap around to the rear elevation in order to preserve the original plan of the building, to avoid loss of garden and avoid excessive amenity harm to adjacent properties;
- Two storey infill extensions will be considered generally unacceptable as they would disrupt the original layout and form of the building and likely excessively harm the amenities and privacy of adjacent properties.

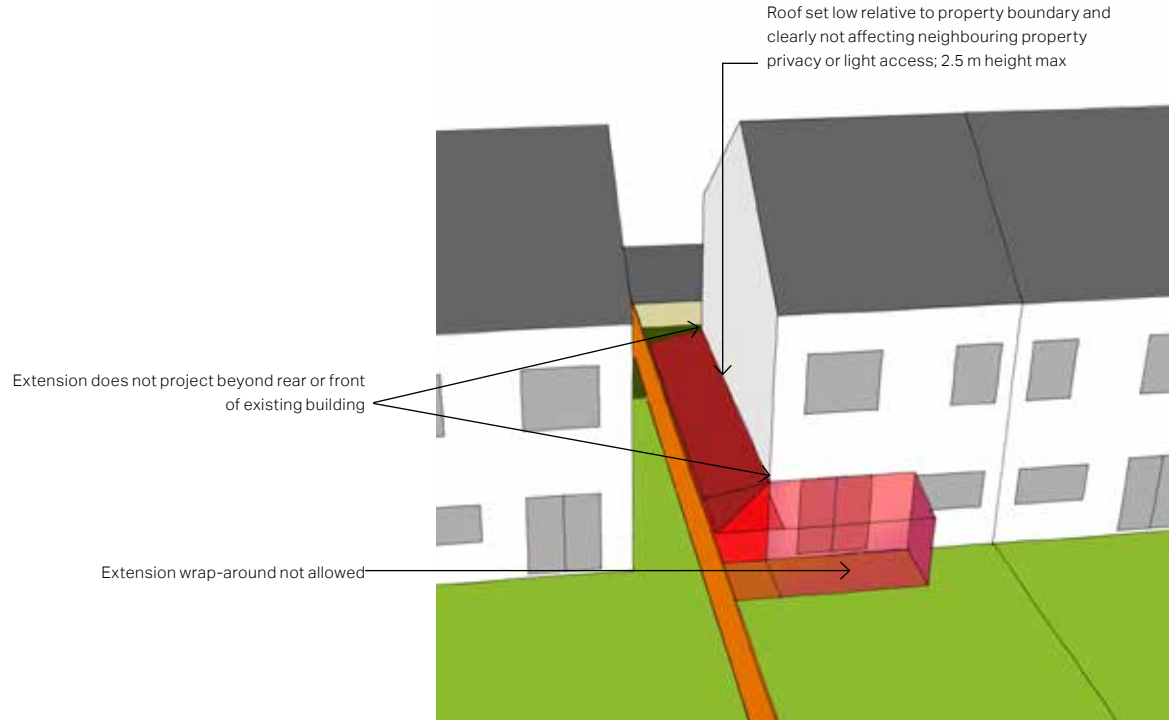
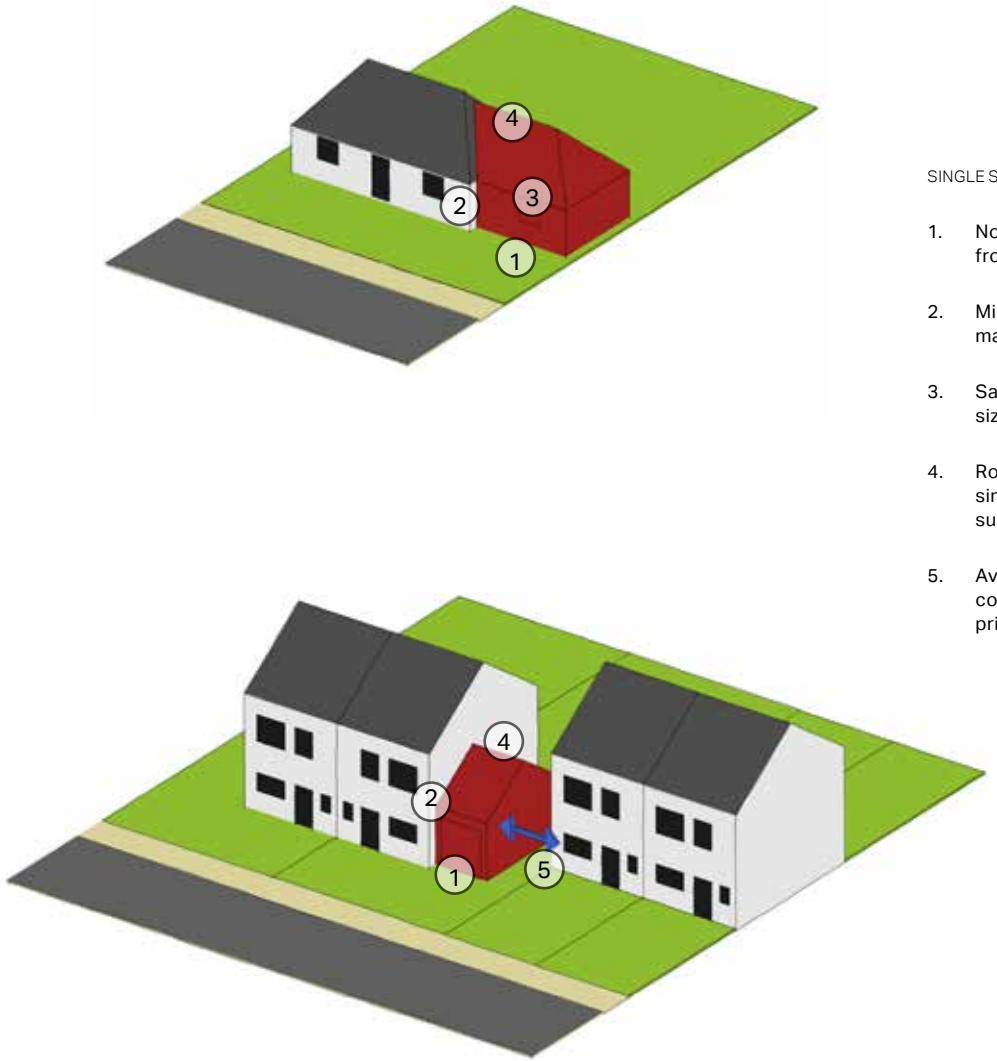


Figure 49: Diagram explaining the basic guidelines for an infill extension

Single storey side extensions (including garages)

- The extension should normally be no wider than half the frontage width of the host building, and set back from the front of the building by a minimum 0.5m in order to ensure a subordinate appearance that retains the integrity of the original building. A minimum 0.5m set back also helps avoid difficulties in matching and aligning old and new materials. Extensions that sit flush with the front elevation will only rarely be considered appropriate in instances where it can be clearly demonstrated that the extension integrates well with the design of the host building;
- For on street elevations, the design, detailing, and materials used in the extension, including window proportions, style and method of opening, should match those of the main building. Extensions should also aim to generally align the windows with those of the neighbouring properties to ensure a continuity of appearance and to avoid harm to the rhythm of the street scene;
- Where the extension is set close to the front of the building, the roof form and pitch of the extension should compliment that of the main building. Flat parapet roofs or dummy 'false' pitched roofs will normally only be permitted on garage extensions or extensions that are recessed considerably from the front elevation;
- Side windows should generally be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.



SINGLE STOREY SIDE EXTENSIONS

1. Not wider than half of the frontage of the main building
2. Minimum 0.5m setback from main building
3. Same window proportion, sizes and method of opening
4. Roof angle and style similar to main building and subservient
5. Avoid side windows that could harm neighbours' privacy

Figure 50: Diagram explaining the basic guidelines for a single storey side extension

Two (or more) storey side extensions

- Two or more storey side extensions should be subservient to their host building and generally set back from the frontage and main ridge line by at least 1m with a width no greater than half the frontage width of the main building.
- A minimum 1m gap should be left between the site boundary and the extension. Where the property is located in a more spacious plot, a greater separation may be more appropriate;
- The roof form and pitch should reflect that of the host building so that the extension blends with the character of the building. Flat roofs are generally unacceptable unless the host building itself has a flat roof;
- The design, detailing, and materials used in the extension, including window sizes, proportions, style and method of opening, should match those of the main building to ensure a continuity of appearance and to avoid harm to the rhythm of the street scene;
- Side windows should generally be avoided unless it can be demonstrated that they would not result in overlooking of neighbouring properties.

TWO (OR MORE) STOREY SIDE EXTENSIONS

1. Not wider than half of the frontage of the main building
2. Minimum 1m setback from main building
3. Leave at least 1m gap with boundary of property;
4. Same window proportion, sizes and method of opening
5. Roof angle and style similar, and subservient, to main building
6. Avoid side windows that could harm neighbours' privacy

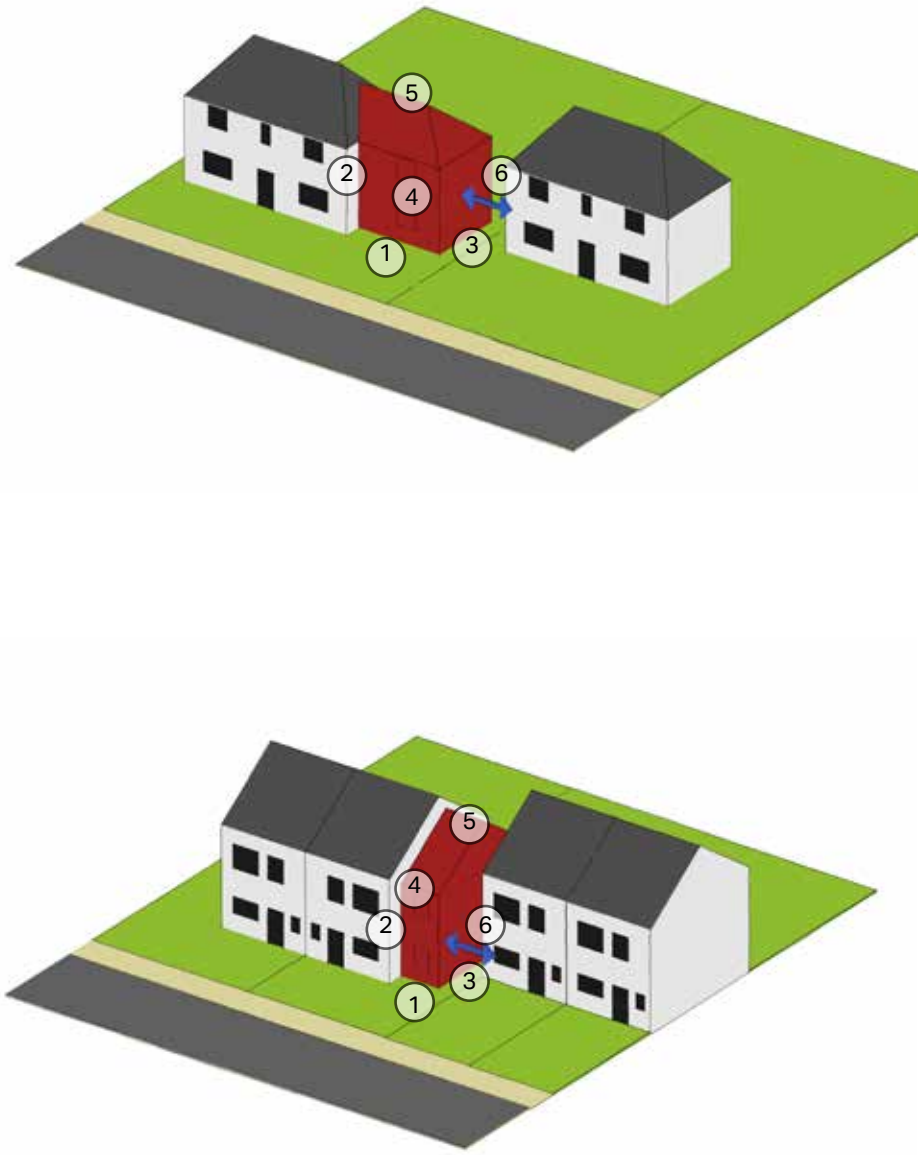


Figure 51: Diagram explaining the basic guidelines for a two (or more) storey side extension

GB04. Roof extensions and modifications

Many streets in the study area are composed of uniform terraces or uniform groups of semi-detached or detached buildings. The rhythm and continuity of the roof lines to such buildings are often a key visible element within the townscape and therefore any poorly designed or excessively bulky additions can have a significantly harmful impact on both the appearance of the property and the continuity of a street scape. This impact can also occur in streets containing varied building forms where the scale and bulk of roofs remains largely consistent.

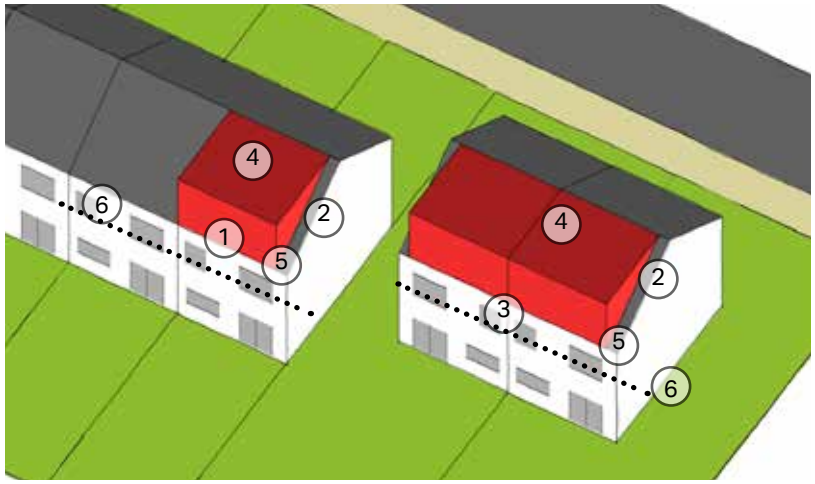
Not all roof spaces are suitable for extension/alteration to provide additional accommodation. For example, the scale of extensions required to enlarge a roof with a shallow or limited roof pitch may add significant and visually harmful bulk to the building and wider street scene.

The presence of inappropriate roof alterations in the street should not be accepted as evidence of an established precedent. However, where the overwhelming majority of roofs to a terrace, semi-detached pair or group of buildings have been altered, it may be possible to allow additions that seek to recreate some sense of unity and coherence. This may in isolated instances entail a more flexible approach to the guidance prescribed below. Such exceptions should always be considered on a case-by-case basis.

Sometimes a habitable room can be gained by extending onto the roof; usually known as a loft extension. As with other extensions, a poor design and building approach can result in a jarring and overbearing structure that can harm the area roofscape, the character and rhythm of the street as well as the amenity, privacy and light access for neighbouring properties. This guidance also covers the issue of placing new windows in roofs, replacing existing windows, porches in main entrance doors, chimneys and communication antennae or satellite dishes.

Loft extensions

- Roof extensions that alter the basic shape of the roof, for example, from a hip to a gable end on a semi-detached house, will be unacceptable where they would result in an imbalance between the semi-detached pair and create a visually heavy roof to one half. However, where one half of a semi-detached pair of houses has previously been altered and this has created an imbalance, a well-designed alteration that returns symmetry to the pair may be acceptable. Such cases should be considered on the individual design merits of the proposed alterations and context;
- Extensions can only be added to the rear of property with materials matching those of the main building;
- Individual extensions should be allowed in terraced properties;
- Minimum 0.50m recess from the edge of side wall building at end of terrace.
- On semi-detached properties loft extensions should be simultaneously erected to maintain the symmetry;
- The maximum height of a new loft has to match existing ridge of house;
- No side windows to avoid harming neighbouring properties' privacy;
- No extension forward of original roof slope should be allowed;
- Loft extensions may be permitted on detached properties where they respect the scale, continuity, roof line and general appearance of the street scene, including its topography. A case by case basis should be examined.



ROOF LOFT EXTENSIONS

1. Loft extension only at rear of property
2. Minimum 0.50m recess from edge of side wall building at end of terrace or edge property to appear subservient;
3. Keep symmetry on semi-detached properties
4. Maximum height to existing ridge
5. Avoid side windows that could harm neighbours' privacy
6. No extension forward of original slope

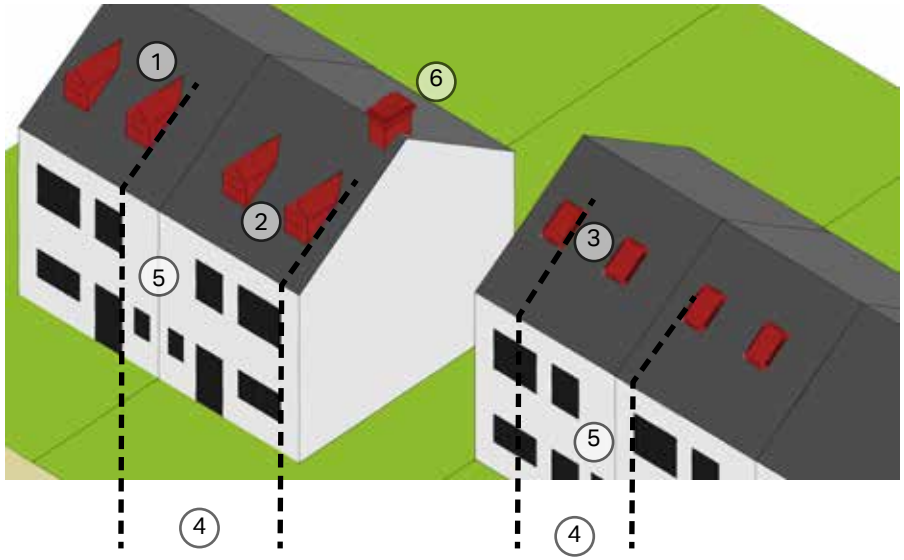
Figure 52: Diagram explaining the basic guidelines for roof loft extension

Dormers and roof-lights

- Dormer windows will not be permitted on front or side roof slopes where they would unbalance a building or disrupt the continuity of a terrace or group. In such cases roof lights will generally be the preferred design solution (subject to the guidance below);
- Where a terrace or group was built with dormers, these original features should not be removed or altered. Where a terrace or group was originally designed without dormers, but over the years a majority of the buildings now have them, new dormers may be acceptable provided their scale, design and positioning is sympathetic to the continuity of the terrace/group (i.e. there is a general sense of alignment and similarity of scale between the proposals and other existing windows in the surrounding properties) ;
- In all cases, box dormers constructed using the full width (and/or height) of the roof are an inappropriate design solution and will not be permitted as they give the appearance of an extra storey on top of the building;
- Dormer windows should instead be kept as small as possible and clearly be a subordinate addition to the roof, set appropriately in the roof space and well off the sides, ridge and eaves of the roof. In some cases a flat roof may be considered preferable to a pitched roof in order to reduce the bulk of a dormer. The supporting structure for the dormer window should be kept to a minimum as far as possible to avoid a "heavy" appearance and there should be no large areas of cladding either side of the window or below. As a rule of thumb a dormer should not be substantially larger than the window itself unless the particular design of the building and its context dictate otherwise;
- Dormer windows should normally align with the windows below however in certain cases it may be preferable for dormers to be positioned on the centre line of the building or the centre line of the space between the windows below;
- Materials should generally match those of the existing roof, with the window materials, placement and opening style relating closely to the scale and proportions of the windows below and aligning where possible.
- Roof lights (particularly to street elevations) should be kept as few and as small as possible and should relate well to the scale and proportions of the elevation below, including aligning with windows where possible or centring on the spaces between them where appropriate. Irregular rooflight sizes and positioning should be avoided and, in general, resisted when facing street elevations.
- Balconies held within dormers or formed from rooflights (e.g. 'Cabrio'-style rooflights) are visually inappropriate and should, generally, not be allowed, especially if they overlook neighbouring properties,

Chimneys:

- Max height is 1m higher than existing roof;
- Of adequate proportions and materials in relation to style of property;
- Removal of original chimneys should not be allowed.



DORMERS , ROOFLIGHTS & CHIMNEYS

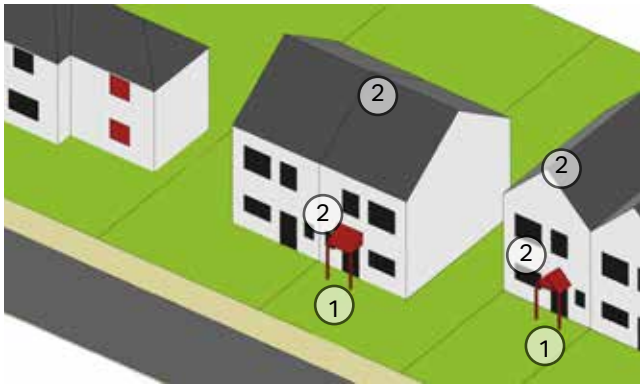
1. Dormers should keep balance, rhythm and symmetry
2. Dormers should be small and subservient
3. Keep rooflights small and to a minimum
4. Keep rooflights aligned in relation to other windows (e.g. it could be aligned with the edges or centres of existing windows)
5. Consider overall composition of street elevation when deciding placement of dormers and rooflights;
6. Chimneys max 1m higher than existing roof

Figure 53: Diagram explaining the basic guidelines for the use of dormers and roof-lights.

GB05. Porches and windows

Extensions to the front of buildings will normally be highly visible in the street scene, therefore particular care should be taken to ensure they do not detract from the appearance of the property, or the general character of the street. Particular regard should be paid to the materials, detailing and fenestration of front extensions to ensure a close match with the host building. For these elements the following guidelines apply:

- All front extensions (i.e. porches) will be expected to respect the building line to the street, particularly where a strongly defined building line forms an important characteristic of the street.
- No outward projections should be allowed in the form of rooms or outbuildings to the front of property if it breaks the general building line;
- Front extensions (excluding small porches) to semi-detached and terraced properties will be considered generally unacceptable where they unbalance a building or disrupt the continuity of a terrace or group;
- On detached properties, a new porch should respect the building line of the street and should normally be of a subservient scale that does not dominate the building;
- The roof pitch of the porch should be at the same pitch as the original building so that the extension blends with the character of the building;
- A small porch is generally acceptable on all building types provided it does not compete with other architectural features on the building, for example by cutting across an adjacent bay window;
- The design, detailing, windows and materials of all front extensions and/or substitutions should normally match exactly that of the main building to ensure a continuity of appearance and to avoid harm to the general streetscape;
- New/replacement windows should match the general orientation and proportion of other windows in the same building as well as those on adjacent properties in order to reinforce the continuity of the streetscape;
- New/replacement windows will match the general alignment of other windows in adjacent properties to reinforce the continuity of the street scape.



PORCHES AND WINDOWS

1. Keep porches small, light and subservient to the building
2. Pitch of porches should match main roof pitch
3. New windows should align with surrounding windows

Figure 54: Diagrams explaining the basic guidelines for the use of porches and windows

GB06. Outbuildings

Owners will sometimes seek to build a detached outbuilding separate from the main house. Given the multiple site conditions that may be present, this guidance only briefly outlines the use, scale, design and location of outbuilding that may prove acceptable. Each case would need to be considered on its merits and the relationship with surrounding properties.

Location:

- An outbuilding should be as far away from the house as possible to stop it from overshadowing adjoining houses and gardens or appearing overbearing;
- Detached outbuildings sited very close to the house should not be allowed.

Scale and appearance:

- The eaves height of an outbuilding and the overall height of a flat roofed outbuilding should be no higher than three metres.
- For an outbuilding with a ridged roof, the top of the ridge should be no higher than four metres. Where an outbuilding is located within one meter of the boundary of a property, steps should be made to reduce its height to minimise impact on this side, such as the introduction of a hipped roof on the boundary;
- An acceptable footprint size would depend on the scale of the garden area of the property, but it would need to appear clearly subservient to the host dwelling. No substantial loss of garden or amenity space should be allowed.
- The external materials should be similar to those used in the rear of the existing house or otherwise be sympathetic to their garden setting.
- The proposed roof style should be suitable to its setting. Guttering should be retained within the application site.
- Rear access to an outbuilding should not be allowed unless it already exists in the property;
- Doors and windows should primarily be installed only within the front elevation to avoid overlooking neighbouring plots;
- Side and rear facing windows should only be permitted where the use and enjoyment of the neighbours garden would not be compromised. The use of frosted glazing may be required.

Use

- It is essential that an outbuilding must only be used in a manner incidental to the main house. Any proposal for an independent residential unit or one that has been designed in a way that may facilitate future use in such a manner should be refused due to impact on neighbours;
- Suitable uses for an outbuilding may include storage, children's playroom, greenhouse or hobby room. Usually primary living accommodation, such as a bedroom, bathroom or kitchen would not be allowed.

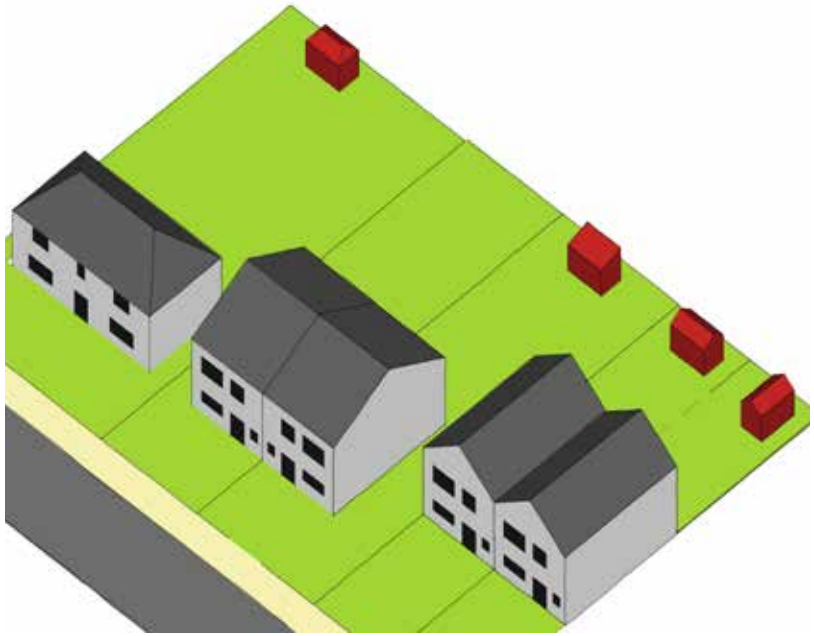


Figure 55: Diagram explaining the basic guidelines for the location and scale of outbuildings.

GB07. Use of environmental and energy efficient solutions

More and more technologies dealing with energy efficiency, waste and services should be incorporated into buildings. In some cases these are retrofits to older properties. This section deals with the principles of what is known as “green building”, and their effect on the appearance of buildings.

Rainwater Harvesting

This refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-situ of grey water. These systems involve pipes and storage devices that could be unsightly if added without an integral vision for design. Some design recommendations would be to:

- Conceal tanks by cladding them in materials complementary to the main building;
- Use of contrasting but attractive materials or finishing for pipes;
- Combine landscape/planters with water capture systems;
- Consider using underground tanks;
- Utilise water bodies for storage, which in turn could be an attractive feature (e.g. pond).

Figure 56: Example images showing different solutions for rain water harvesting that are well integrated with the building

Solar roof panels

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

On new builds:

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

On retrofits:

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

Figure 57: Example images showing different approaches to solar panels; all aiming to make a positive appearance by blending, contrasting or making a main feature

Green roofs and walls

Green roofs and walls are generally acceptable. Whether they are partially or completely covered with vegetation, their design should follow some design principles such as:

- Where applicable plan and design this feature from the start;
- Develop a green roof that is easy to reach and maintain;
- Ensure the design, materials and proportions complement the surrounding landscape;
- Helps to integrate the building with the countryside;
- Design comprehensively with other eco-solutions such as water harvesting and pavements;
- Use them to improve a dull urban element such as a blank wall .

Permeable pavements

Pavements add to the composition of the building. Thus permeable pavements should not only perform their primary function which is to filter water into the soil but also:

- Respect the material palette of the building;
- Help to frame the building;
- Create an arrival statement;
- Be in harmony with the landscape treatment of the property;
- Help define the property boundary.




Figure 58: Example images showing ways to use green roofs and walls



Figure 59: Example images showing the use of permeable paving that complements the building's materials

Cycle storage

- Create a specific enclosure of sufficient size for bikes. The size will depend on the size of dwelling, but as a general rule it should be at least one space per bedroom;
- If not built as part of an enclosure, make sure there are racks or hoops to secure the bikes;
- Whether covered or open, place the spaces so that retrieval and manoeuvring is easy;
- Refer to the materials palette to analyse which would be a complementary material;
- Use it as part of the property boundary;
- Add to the green feel by incorporating a green roof element to it;
- It could be combined with waste storage.

Figure 60: Example images showing ways to address cycle storage

Waste storage

With modern requirements for waste separation and recycling, the number and size of household bins has increased. This poses a problem with the aesthetics of the property. Thus we recommend the following:

- Create a specific enclosure of sufficient size for all the necessary bins;
- Place it within easy access from the street and, where, possible, able to open on the pavement side to ease retrieval;
- Refer to the materials palette to analyse what would be a complementary material;
- Use it as part of the property boundary;
- Add to the green feel by incorporating a green roof element to it;
- It could be combined with cycle storage.

Figure 61: Example images showing the creation and use of waste storage using timber and planting to create an effect of order and to contain multiple bins and containers

Post boxes and deliveries storage

- Flats and housing (including converted houses) must be provided with lockable individual post boxes as well as secured deposit for parcel deliveries;
- Individual homes should have a post box. This could be recessed or added on. It must complement the aesthetics of the main dwelling;

Figure 62: Example images showing ways to address post and delivery storage

Wildlife friendly environment

- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Existing habitats and biodiversity corridors should be protected and enhanced;
- New development proposals should aim for the creation of new habitats and wildlife corridors; e.g. by aligning back and front gardens;
- Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species.

Figure 63: Example images showing gardens and landscape areas acting as biodiversity corridors


NORTH WEALD
1
2
1M
48

Design Guidelines Reflecting the Character of Built Form in the Area of Study

04

4. Design Guidelines Reflecting the Character of Built Form

4.1. Introduction

This chapter provides, from an urban design perspective, a detailed look into what makes up the character of the Area of Study. Section 4.2 outlines the key elements to provide a village feel to new development in line with the desires expressed by the members of the Neighbourhood Plan Steering Group through consultation. Section 4.3 outlines the importance of the RAF and military influenced themes in terms of design. Section 4.4 defines a set of design principles based on typical areas found within the Area of Study, but mainly in North Weald Village being this the largest settlement.

The guidance specified here is applicable to small as well as large scale development and it focuses mainly on residential environments. However guidance on the urban design aspects of industrial/employment units has also been developed at the request of the Neighbourhood Plan Steering Group.

4.2. Preserving the village feel

A strong desire to preserve the village feel was identified following consultation with the local community conducted by the Neighbourhood Plan Steering Group. This applies to all three villages in the Plan area.

From a design perspective this could be achieved by making new development adhere to the character features identified in the North Weald Bassett Heritage and Character Assessment (AECOM, 2018). These are:

- Create linear residential streets with gentle meandering;
- Provide strong visual as well as walking/cycling connections with the surrounding agricultural landscape which provides tree or hedge lined backdrops to views out of the village and a sense of openness to the edges of the village;
- Where needed, locate scattered small commercial developments including local convenience shops, petrol station and public houses. These should be within a short walking distance and direct linkages;
- Favour 2 to 2.5 storey buildings, typically with pitched roofs;
- Respect the gently undulating topography which provides occasional views over the surrounding countryside ;
- Provide occasional elements of green infrastructure such as parks and play areas, preferably linked to the surrounding countryside;
- Develop new architectural language based on the existing built forms and massing in order to provide a sense of continuity.

These elements are explored in more detail in the subsequent sections of this chapter.

4.3. The Royal Air Force and military legacy

North Weald owes a good part of its identity to the Royal Air Force (RAF) presence in the village. Historical accounts mention the RAF presence from 1927 onwards, although the airfield is reported being in operation since 1916. It is after the 1st World War –around 1938- that the RAF and its personnel are firmly established in North Weald Village.

The airfield remained in RAF usage until the 1980s, yet it is still active and continues to serve as an air traffic hub. The control tower, which was built in 1952, is listed at grade II and the officer's mess -Norway House- was built in 1923 and is listed at grade II. The site also hosts local events such as a weekly market. It also boasts its own museum which gives an insight into the history of the airfield and the strong cultural ties with the village and with other nations.

North Weald Redoubt

Another element of North Weald's military legacy is the North Weald Redoubt, which is a Scheduled Ancient Monument and is listed on Historic England's Heritage at Risk Register. It was built in the 1890's and is the northernmost of London's chain of 15 Mobilisation Centres built in a 27 mile long line to protect the capital in the event of an enemy invasion. North Weald Redoubt takes advantage of the elevated position on the hill east of North Weald Village (Historic England, 2017). There is no direct connection with the airfield, but it was used in WWI and WWII.

Buildings

From the design guidelines perspective of this document, it is important to highlight the places that have a connection with the RAF/military presence. These were, at some point in the history of the village, officers' and other RAF staff personnel residences. Today they form part of the historic fabric of North Weald Bassett. These places we identified as part of this study are (in no particular order):

1. Houses along the High Road which probably are some of the oldest examples of houses dedicated to RAF personnel;
2. Houses in Beamish Close, named after the Battle of Britain commandant at North Weald Airfield;

3. Houses in School Green Lane, next to Beamish Close;

4. Houses in Pike Way and Park Close;

All of these show different styles, appearance and architecture of their time and their design features have been captured as design guidelines in section 4.4 below. This section focuses on the traditional village features such as those seen in High Road and School Green Lane as well as modern examples seen in Beamish Close, Pike Way, Park Close and Black Horse Lane.

It is important to stress that any future housing proposal should pay homage to this important aspect of the cultural legacy and identity of North Weald. This could be done by taking architectural cues in terms of massing, size, layout and materials to name a few. Other more subtle ways could include continuing the street naming with reference to military history as well as street furniture such as bollards, benches and luminaries with a military theme. Signage and plaques as well as trail markers could be used to signal different places and areas.

4.4. Typical design layouts

As identified by the North Weald Bassett Heritage and Character Assessment Report and our own study visits, North Weald shows a wide variety of architectural styles and layouts. The village shows a mixture of development from different periods. None of these is more important than any other. They show design aspects local residents consider positive and desirable. These guidelines shown here should inform future residential development and transformation of existing buildings.

One non-residential pattern has been added: industrial and employment. The design features described within this section refer to the potential use of parts of the airfield as employment or light industrial.

Figure 64: Examples of Royal Air Force and military legacy in North Weald Basset Village

DL01 - Essex Design Guide style

Introduced in section 3.2, this is a pattern present in North Weald, notably in Tempest Mead. Although it is dissimilar to the prevalent pattern of linear streets in North Weald, it conforms to the guidelines set out in the *Essex Design Guide* (EDG).

If a proposal aims to follow the EDG it should seek further guidance from the 2018 update at **https://www.essexdesignguide.co.uk/**

New developments and/or extensions should use a sympathetic approach to the traditional Essex style form and design to ensure that new developments are appropriate to the setting and context of the surrounding buildings. Moreover, the use of poor quality materials and design in an attempt to recreate traditional architectural styles in the area should be avoided.

Figure 65: Tempest Mead location map

Figure 66: Some examples showing traditional Essex style approach

Figure 67: Some examples showing characteristic Essex style approach in Tempest Mead

DL02 - Traditional village

These could be considered the prevalent design pattern across North Weald; mostly buildings pre 20th century, from war and interwar periods up to c. 1950. This pattern also covers the early military units associated with the RAF such as those seen in High Road and School Green Lane as well as the villages of Thornwood and Hastingwood.

Building layout and groupings

- Traditional village layout should have a typical medium density built form to create a sense of openness and a small scale residential character;
- Streets should tend to be linear with gentle meandering following the topography of the site with slight variations from one street to another.
- Residential buildings should be facing the main road or run perpendicular to it;
- Plots should tend to have a generous size with well vegetated front gardens and boundaries;
- Residential properties should be well set back from the street behind large hedges or low brick walls.
- New developments should be sympathetic with the existing building style and form and should respect the existing scale, height and material of the surrounding developments.

Figure 68: Location map

Figure 69: Example of buildings layout along High Road

Views and connections with the countryside

1. The built form has strong connections with the surrounding agricultural landscape which provides tree or hedge lined backdrops to views out of the village and a sense of openness to the edges of the village. These features should be respected and where possible enhanced;

2. Height and massing of new built form should be combined with vegetation to provide a sense of enclosure to the village;

3. New developments should respect the urban views over the roofscape of the surrounding residential areas and the long distance and panoramic views towards the surrounding countryside.

Figure 70: Examples of linear views experiences within the Area of Study

Building architecture and appearance

- Height: residential buildings are mostly detached or semi-detached, regularly spaced and sized; new buildings should match the height of surrounding properties, typically two storey brick buildings, and should not generally exceed 2 storeys;
- Roof and chimney type: traditional village buildings typically have pitched roofs. However properties should match variations of a hip and pitched roof with chimneys punctuating the roofline.
- Fenestration: windows should match the pattern of the surrounding properties;
- Predominant architectural style: buildings are mostly from the 20th century, from the war and interwar periods up to c. 1950; new proposals should be consistent with the existing height and scale of the surrounding properties;
- Gutters and pipes: gutters and pipes should aim to complement the line of the roof and match with a colour that is subservient to the main roof;
- Front gardens and parking areas: buildings are well set back from the street with a paved driveway or with a generous front garden with a hedge or low wall. Car parking areas should not dominate the urban landscape and be well screened by landscape and vegetation.

Figure 71: Some examples showing the architectural style and landscape treatments in the area

Boundary treatment

1. Properties should tend to have a generous front and rear garden surrounded by hedgerows and trees;
2. Buildings and property boundaries facing the street should be defined by well vegetated front gardens with a mixture of hedges, brick walls and high quality wooden fences;
3. Streets should be lined with trees and green verges, with enclosed hedges and soft boundary treatments;
4. Where parking needs to be provided at the front of property, the guidelines stated in GP12 should apply .

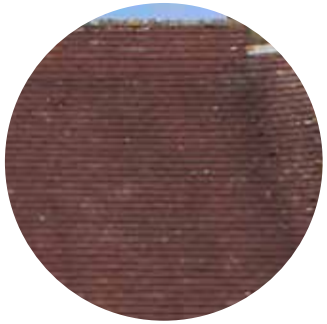
Figure 72: Some examples showing the desired boundary treatments

Materials

This page shows the main materials identified in the area. New buildings, refurbishment and extensions should make reference to these.

Usually there is not a single material on any building, but a combination of these. Thus a combination of elements could be applied.

ROOFS



RED TILES

GREY TILES

WALLS

RED BRICK

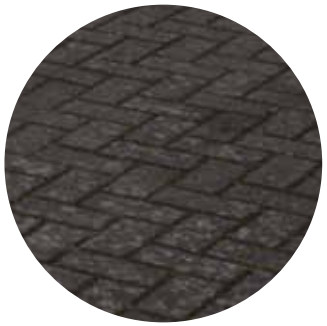
YELLOW BRICK

RED TILES

RENDER

GROUND

GRAVEL



CONCRETE SETTS

GRANITE SETTS

Detailing

The character of the traditional village should be preserved and strengthened by using appropriate detailing and materials.

1. Hanging tiles;
2. Red and yellow brick detailing;
3. Red brick facade;
4. Render and timber detailing;
5. Bay window;
6. Pitched roof with ornament details.

Figure 73: Examples of materials successfuly combined to enhance charater and architecture

DL03 - Modern approach

The guidelines below refer to properties built post 1950 that were influenced by modern design ideas. Examples of these are Emberson Way as well as some of the military dwellings in Beamish Close, Pike Way, Park Close and Black Horse Lane.

Building layout and groupings

- Modern approach layout should have a typical medium to high density built form to create a sense of enclosure and a small scale residential character;
- Streets should tend to be linear or gently curved with wide pavements, footways and verges;
- Residential buildings should be facing the main road and should tend to have the same heights to form a strong building line with large set-backs and some generous front gardens;
- New developments should be sympathetic with the existing building style and form and should respect the existing scale, height and material of the surrounding developments.

Figure 74: Location map

Figure 75: Buildings layout in Beamish Close

Figure 76: Buildings layout in Thornhill

Views and connections with the countryside

1. The mid-range views created by changes in topography of the surrounding open rural landscapes should be protected and enhanced;

2. New developments should not obstruct medium and long distance views towards the surrounding countryside;

3. New developments should maintain the visual connection and integration with the surrounding open countryside.

Figure 77: Examples of visual connections found within the Area of Study

Building architecture and appearance

- Height: residential buildings are mostly terraced, semi-detached or detached houses; new buildings should match the height of surrounding properties, typically two storey brick buildings, and should not generally exceed 2 storeys;
- Roof and chimney type: the large majority of modern buildings have pitched roofs with brick chimneys;
- Fenestration: windows should match the pattern of the surrounding properties;
- Predominant architectural style: new proposal should be consistent with the existing height and scale of the surrounding properties which are mostly post 1950;
- Gutters and pipes: gutters and pipes should aim to complement the line of the roof and match with the surrounding buildings' colour palette;
- Front gardens and parking areas: buildings are well set back from the street with a paved driveway or with a generous front garden with no hedge or low wall. Car parking areas are usually on plot and should not dominate the urban landscape. Where possible, car parks should be well screened by landscape and vegetation.

Figure 78: Some examples showing the architectural style and landscape treatments in the area

Boundary treatment

1. Streets should be designed with green verges and front gardens to soften the urban area;

2. Buildings and property boundaries facing the street should form a strong building alignment;

3. Buildings and property boundaries facing the street should be defined by generous front gardens with a mixture of hedges such as vegetation, brick walls, fences and/or no boundaries as designed to reflect proximity treatments typically found in the area.

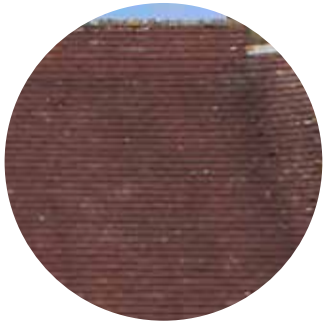
Figure 79: Some examples showing the desired boundary treatments

Materials

This page shows the main materials identified in the area. New buildings, refurbishment and extensions should make reference to these.

Usually there is not a single material on the building walls, but a combination.

ROOFS



RED TILES

GREY TILES

PANTILES

WALLS

RED BRICK

YELLOW BRICK

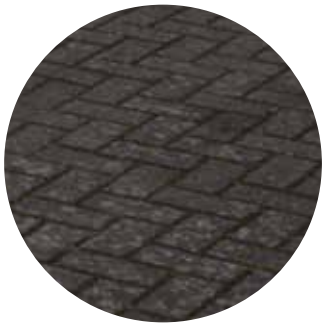
TILES

WOOD PANEL

RENDER

GROUND

GRAVEL



CONCRETE SETTS

Detailing

The modern approach could be preserved by using appropriate detailing and materials.

1. Hanging tiles;
2. Red brick facade;
3. Yellow brick facade;
4. Wooden panel.

Figure 80: Examples of materials successfully combined to enhance charater and architecture

DL04- Industrial and Employment

The guidelines below aim to guide the potential inclusion of employment and light industrial units in the airfield areas. These typologies tend to be highly visible and thus will require to be treated with sensitivity towards the more traditional pattern of North Weald.

Building layout and groupings

- Road network should be laid out in a way to facilitate the circulation within the industrial area;
- Proposals for new industrial developments should avoid the creation of access conflicts with the surrounding residential area;
- Building layout should optimise the use of land according to the proposed land use, whilst ensuring the other design guidelines contained within this document are not compromised;
- Building height and mass should not create abrupt changes in proximity to existing residential areas, but should be integrated within the surrounding context. In addition, it should not compromise current or future aviation at the airfield.

Figure 81: Chiswick Park

Views and connections with the countryside

- Landscape within the area should be designed as an integral part of the industrial development to ensure the environmental quality of the area;
- Landscape buffer zones should be provided between the residential and the industrial area to soften the visual impact of the new developments;
- View from North Weald towards the open countryside should not be obstructed by new industrial buildings;
- Landscape screening and building orientation should be used to minimize the visual impact of new development over the surrounding settlement and countryside;
- The general design of the development should maintain and enhance view corridors from and to the site and potential focal points and gateway functions.

Building architecture and appearance

- New buildings should provide facade solutions which are visually attractive from the street and engaging and respectful of the streetscape;
- The design of new buildings in the industrial area should be consistent in scale with nearby industrial buildings and should not comprise current or future aviation at the airfield;
- New developments should be attractively designed and use high quality comtemporary building forms and materials;
- Buildings adjacent to open space areas and residential land uses should use a transitional scale and appearance to interface the adjoining environs;
- Parking lots should not dominate the area and should be screened by vegetation and mature trees and where possible located to the rear of buildings;
- Design can reference former airfield uses or involve re-use of existing buildings - see figure 82.

Figure 82: Dyson repurposing of aircraft hangar for R+D use at RAF Hullavington

Boundary treatment

- Buildings should be well set back from main roads to provide opportunity for landscape planting to improve the visual quality of the streetscape;
- Boundary treatment for new developments should be designed to frame the building and improve the overall streetscape;
- Plot boundaries should be screened with native vegetation or other landscape design solutions.

Materials

- A common material palette should be adopted and used throughout the area to provide a unified and identifiable image of the industrial area;
- Light and/or neutral colours should be used on industrial buildings to help reduce their perceived size into the surrounding landscape.

Figure 83: Warehouse units. Source: Google

Next Steps and Recommendations

05

5. Next Steps and Recommendations

5.1. Next steps

The recommended next steps for how to use the outcomes of this design options study are to:

- Embed the guidelines in the Draft Neighbourhood Plan;
- Engage with the District Council to develop policies supporting the guidelines; and
- Engage with potential developers/applicants to seek support for ensuring the implementation of the guidelines in upcoming applications.

5.1.1. Embed the guidelines in the Draft Neighbourhood Plan

The objective of this report is to develop a series of design guidelines for development possibilities in North Weald Bassett. The neighbourhood plan can only include land use policies that guide applications that constitute 'development'[1]. Where public realm improvements require planning permission the neighbourhood plan can include criteria-based policy and principles that guide future change within the Neighbourhood Area. The design guidelines can form part of such criteria.

The report can be used as evidence to support the forthcoming neighbourhood plan (and its draft policies) where the analysis highlights relevant issues and opportunities that can be influenced by land use planning interventions.

The focus of this report has primarily been on important local character assets and urban design guidelines to be considered in future development proposals. These suggestions should be considered alongside other non-design interventions, such as exploring opportunities for supporting or restricting certain types of development/land uses and allocating the key sites identified for development. Any policies put forward must be capable of meeting the basic conditions[2] (e.g. having regard to national policies and general conformity with the strategic policies contained in the development plan).

Specific proposals could include:

Built environment design guidelines - The neighbourhood plan can include urban design policy where specific local circumstances demand a more nuanced design approach. The plan could transpose many of the urban design guidelines within this document into statutory land use planning policy where the Local Plan or National Planning Policy Framework does not provide a similar or sufficiently detailed steer on design matters.

Land uses - The plan could specify what uses would be preferred in particular locations or set out design-based policies such as a general residential design guidelines, which could provide a hook to a more detailed residential design guide that sits within the plan as an appendix. The appendix could detail the basic principles and criteria that would be expected within the Neighbourhood Area.

Community use buildings - The Neighbourhood Plan could potentially use site allocations (or a separate Neighbourhood Development Order) to de-risk and incentivise the delivery of new social infrastructure. The plan may also detail what use classes would be acceptable and the most conducive to local needs locally e.g. community café, sports facilities, meeting/ leisure spaces etc. Flexibility and a mixed use approach is likely to be required but this will need to be considered in the context of complementary Local Plan policies that address strategic matters such as the retail hierarchy and treatment of existing commercial floorspace.

Open spaces/local green space designations policy - This document provides an indication of how green space and open space might be arranged to provide benefit for new development. Existing green space should also be considered for the Local Green Space designation where they are locally valued and can be incorporated into future redevelopment of the area thus ensuring sufficient green infrastructure is retained.

5.1.2. Engage with the Council to develop policies supporting the proposals

The inputs from the District Council's policy and development management specialists would be invaluable in advance of formal consultation and submission. The Steering Group should consider how our recommendations can be transposed into policy through discussions with the District Council and use of the best practice guidance from Locality to prepare draft policies for consultation. Locality's 'Writing Planning Policies'[3] guidance sets guidance on how different planning policies are designed to achieve different things. The guide describes the three most common policies as:

Generic - a simple policy which applies universally to development across the entire Neighbourhood Area;

Criteria based - a policy with a series of requirements that should be met by development proposals. These can be set out as separate bullet points; and

Site specific - this is where a policy applies to particular areas of land. One of the most powerful tools for a neighbourhood plan is to allocate land for a particular type of development. As well as allocating land you can use your plan to set out the principles which need to be followed in developing a particular site. This might include specifying what needs to be covered in a design brief to accompany any planning application. If you have site specific policies then you need to include a clear map showing the location and boundaries.

Site specific allocations include associated policy related to land uses, quantum of development, configuration and design. The Steering Group should request a Strategic Environmental Assessment (SEA) screening opinion from the District Council as soon as the objectives and nature of the plan are firmed up. SEA is a process for evaluating, at the earliest appropriate stage, the environmental effects of a plan before it is made. Masterplanning and allocating sites will typically trigger a requirement for SEA. An SEA will provide objective information for local residents and businesses on the positive and negative environmental effects of your plan and wider policy proposals.

In addition, the Steering Group should check with the Local Planning Authority that their emerging preferred options are planning matters (i.e. suitable for inclusion as land use planning policy). Those that are not can be considered as community projects or neighbourhood infrastructure to be included within a delivery and implementation section of the neighbourhood plan (see Section 5 of the Writing Planning Policies guidance).

5.1.3. Engage with developers to seek support for the proposals

In order for the neighbourhood plan to be effective, any design and character-focused policies will require close liaison and co-operation with the Local Authority, landowners, and developers. Co-operation between and among these bodies can be used initially to ensure the proposed policies and strategy are robust and future proofed. At a later date, these discussions will help to refine proposals leading to future planning applications.

Consulting with these key stakeholders in advance of formal consultation will help to establish buy-in to the broad objectives.

Footnotes.

1. Section 55 of the Town and Country Planning Act 1990

2. Planning Practice Guidance (Paragraph: 065 Reference ID: 41-065-20140306 Revision date: 06 03 2014). Accessed at: https://www.gov.uk/guidance/neighbourhood-planning--2#basic-conditions-for-neighbourhood-plan-to-referendum.

3. Writing planning policies: A guide to writing planning policies which will address the issues that matter to your neighbourhood plan (Locality, 2014) Accessed at: https://neighbourhoodplanning.org/toolkits-and-guidance/write-planning-policies-neighbourhood-plan/

About AECOM
AECOM is built to deliver a better world. We design, build, finance and operate infrastructure assets for governments, businesses and organizations in more than 150 countries. As a fully integrated firm, we connect knowledge and experience across our global network of experts to help clients solve their most complex challenges. From high-performance buildings and infrastructure, to resilient communities and environments, to stable and secure nations, our work is transformative, differentiated and vital. A Fortune 500 firm, AECOM had revenue of approximately $17.4 billion during fiscal year 2016. See how we deliver what others can only imagine at aecom.com and @AECOM.

Contact
Luis Juarez
Associate Urban Designer
E luis.juarez@aecom.com

aecom.com