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Hatfield Peverel

Design Guidelines and Codes

Final Report

November 2022

Delivering a better world

Quality information

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Revision History

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6	18/11/2022	Updates following BDC comments	BC	Ben Castell	Director
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3	02/03/2022	Second draft	LG & BC	Luis Juarez Galeana	Associate Director
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Contents

Introduction

01

1. Introduction

Through the Department for Levelling Up, Housing and Communities (DLUHC) Programme led by Locality, AECOM was commissioned to provide design support to Hatfield Peverel Parish Council.

1.1 The importance of good design

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

Research, such as for the Government's Commission for Architecture and the Built Environment (now part of the Design Council; see, for example, The Value of Good Design[1]) has shown that good design of buildings and places can improve health and well-being, increase civic pride and cultural activity, reduce crime and anti-social behaviour and reduce pollution.

This document seeks to harness an understanding of how good design can make future development as enduringly popular as the best of what has been done before.

Following an analysis of the Parish and good practice, those elements of good design are set out clearly as design principles which any development within Hatfield Peverel Parish should follow in order to comply with this Design Guidelines and Codes document.

1.2 What is a design code

The Governments Planning Policy Guidance defines design codes as:

'… a set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area. The graphic and written components of the code should be proportionate and build upon a design vision, such as a masterplan or other design and development framework for a site or area. Their content should also be informed by the 10 characteristics of good places set out in the National Design Guide. They can be …appended to a Neighbourhood Plan…'.[2]

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1. https://www.designcouncil.org.uk/sites/default/files/asset/document/the-value-of-good-design.pdf

2. Paragraph: 008 Reference ID: 26-008-20191001 - Revision date: 01 10 2019.

1.3 The purpose of this document

The NPPF 2021, paragraphs 127-128 states that:

'*Plans should... set out a clear design vision and expectations, so that applicants have as much certainty as possible about what is likely to be acceptable. Design policies should be developed with local communities so they reflect local aspirations, and are grounded in an understanding and evaluation of each area's defining characteristics. Neighbourhood plans can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development...*'

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

The Government is placing significant importance on the development of design codes in order to set standards for design upfront and provide firm guidance on how sites should be developed.

It is intended that the Design Guidelines and Codes report becomes an integral part of the Neighbourhood Plan and be given weight in the planning process. The Government intends to make it clear that decisions on design should be made in line with design codes.

1.4 Preparing the design code

Following an inception meeting and a site visit with members of the Neighbourhood Plan Group, the following steps were agreed with the Group to produce this report:

STEP 1

Initial meeting between AECOM and the Hatfield Peverel Neighbourhood Planning Group followed by a site visit.

STEP 2

Review of existing baseline documents.

STEP 3

Urban design and local character analysis.

STEP 4

Site analysis and concept plans for the selected site and preparation of the design guidelines and codes.

STEP 5

Draft report with the design guidelines and codes.

STEP 6

Submission of the final report.

1.5 Area of study

Hatfield Peverel is a village and Parish that is located in north Essex, between the city of Chelmsford and major town of Colchester.

The Parish is strategically located alongside the A12 which provides excellent north and south connectivity. As well as this, the Hatfield Peverel train station provides routes that connect local people to London in approximately 45 minutes. This makes the area attractive for speculative development, hence the importance of this design code.

As well as the railway network, Hatfield Peverel is served by 8 bus routes providing links to Chelmsford, Colchester, Witham, and Maldon but limited to the main roads.

There are a number of local facilities and services in the Parish such as the health and wellbeing services at Synergy and the Chiropractor in the historic gateway into the village. There are several pubs and restaurants in the village as well as other amenities. Such examples include the Doctors Surgery, a pharmacy and a local supermarket plus shops in Maldon Road and Hadfelda Square. Despite this wealth of services, they are beginning to suffer as a result of the high influx of housing development.

Despite the variety of amenities available in the village, the predominant land use throughout the Parish is still residential. The village of Hatfield Peverel is encompassed by arable farming land in the countryside. As a result, outside of the village, any other settlements are farm buildings.

Figure 01: Example of a typical street scene in Nounsley with a green boundary treatment running along the road.
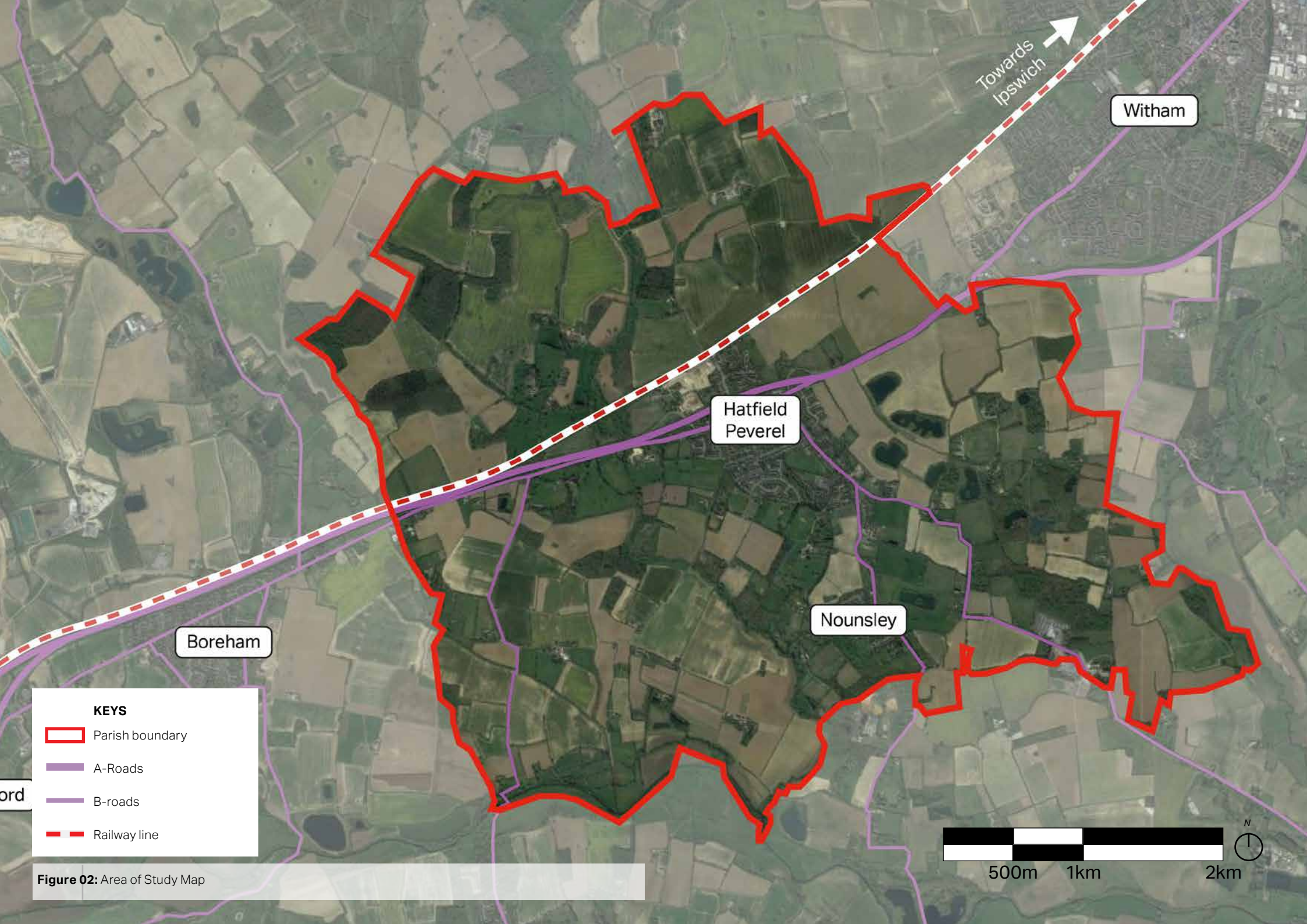
Figure 02: Area of Study Map

KEYS

Parish boundary

A-Roads

B-roads

Railway line

Towards Ipswich

Witham

Hatfield Peverel

Nounsley

Boreham

500m 1km 2km

N

Local character analysis

02

2. Local character analysis

This chapter describes the local context and key characteristics of Hatfield Peverel Parish related to heritage, built environment, streetscape, views, landscape and topography.

2.1 Introduction

The analysis in this section allows for the area to be better understood and informs the design codes. This means that the design codes are more specific to Hatfield Peverel as a place.

This section is vital to understanding which general design codes need to be put in place for Hatfield Peverel and where site specific new codes and guidance needs to be created in order to retain the place identity of the village.

Figure 04: Local characterful house with pink render.

Figure 03: local signage with a timber frame

2.2 Land based-designations

Hatfield Peverel Parish is situated in the centre of Essex where there is beautiful low-level countryside. In the north west of the Parish there is a scattering of ancient woodland which is currently being preserved by a grant scheme. As well as this there are areas of deciduous woodland which contain trees with broad leaves, such as oak, beech and elm. They occur in places with warm summers and cooler winters and lose their leaves in winter.

There are also areas of parkland surrounding the village of Hatfield Peverel, the most significant of these is the Hatfield Priory which as stated in the heritage section, dates to the late 1700s.

Figure 07: Example of local mature woodland surrounding an open field.

Figure 05: Example of rural footpath with timber signage.

Figure 06: The Hatfield Peverel recreation ground.

KEYS

☐ Parish boundary

▬ A-Roads

▬ B-roads

┅ Railway line

▨ Ancient woodland

▨ Improved ancient woodland

▨ Traditional orchards

▨ Deciduous woodland

● Great crested newts
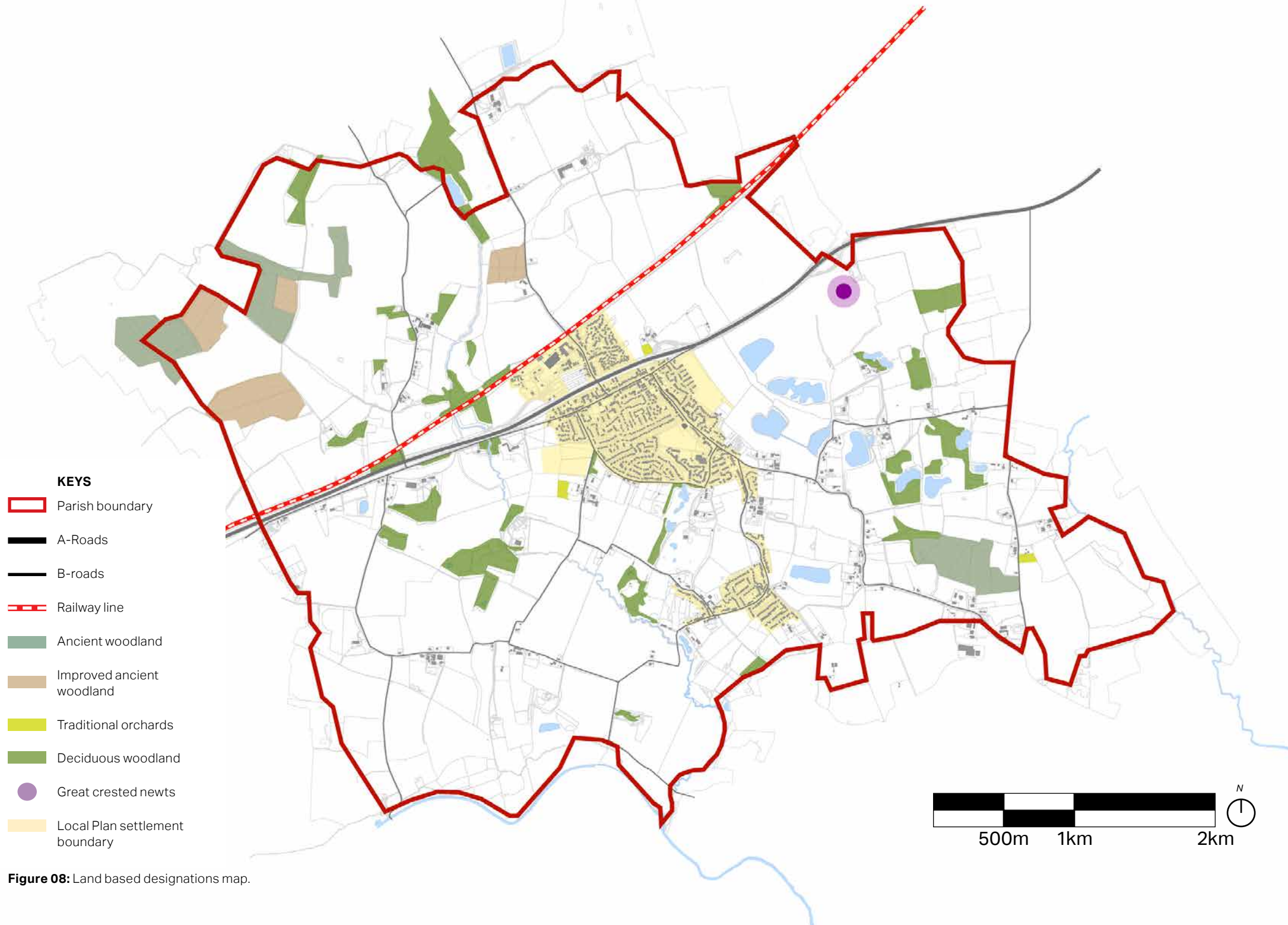
▨ Local Plan settlement boundary

500m 1km 2km

N

Figure 08: Land based designations map.

2.3 Heritage, views and landmarks

Hatfield Peverel is the site of a priory founded by the Saxon Ingelrica, wife of Ranulph Peverel and reputed to be the mistress of William the Conqueror, to atone for her sins, and was dissolved by Henry VIII.

Within Hatfield Peverel and Nounsley there are 50 listed buildings, structures and features. Listings include grade 2, grade 2*, a scheduled monument and registered parkland. Many listed buildings date to the 1700s – one to 1300s. Non-designated heritage assets are also important. On the south end of The Street there is a cluster of listed buildings which create a historic entrance to the village, and this is seen by the community as worthy of conservation area status.

Hatfield Priory is another landmark building within the Parish. The house was built between 1769 and 1771 for John Wright and has large gardens expanding towards Church Road.

Figure 10: Example of a locally important building with pink render walls and a timber door.

Figure 09: Georgian style red brick house fronting on the street.

Figure 11: A mock Tudor façade (1938) on an old building (1643)

KEYS

- ▭ Parish boundary
- ▬ A-Roads
- — B-roads
- ▬▬ Railway line
- ▮ Local Plan settlement boundary
- ● Listed buildings
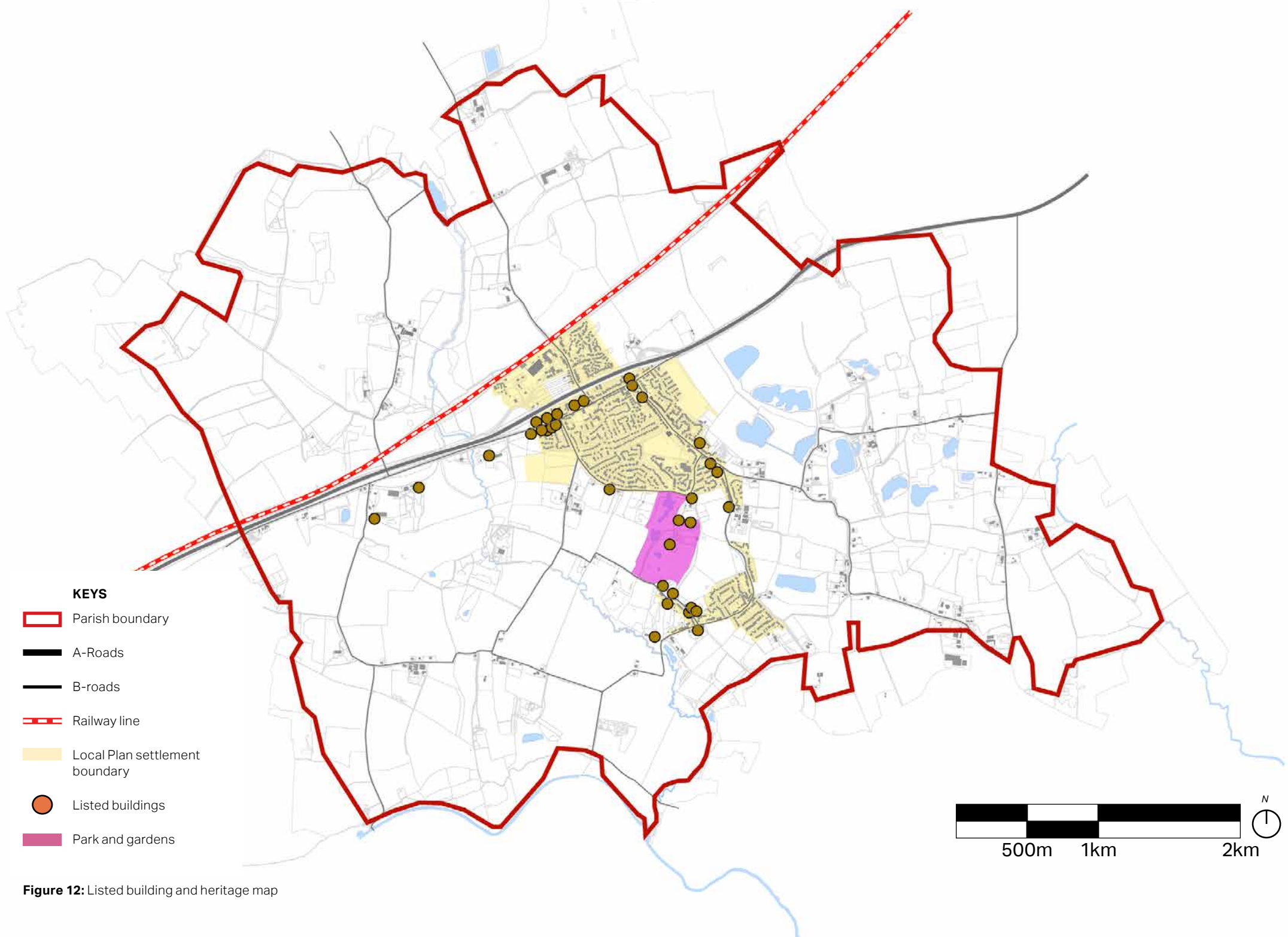- ▮ Park and gardens

500m 1km 2km

N

Figure 12: Listed building and heritage map

2.4 Flood Risk

While the topography of the site isn't exactly dramatic, there is still a change of level from 45m above sea level at the highest point to 20m above sea level at the lowest. This is the valley in which the River Ter flows through.

The River Ter flows from the north of the Parish to the south where it heads towards the River Blackwater. While this provides natural beauty and opportunity for aquatic wildlife there is a flood risk that comes with it. Following the river is risk zones 2 and 3.

Given this, any future development near these areas should integrate flood mitigation strategies such as SUDS. As well as this the risk of surface water should be taken into accound when laying down impermeable surfaces.

Figure 13: Manor Park, Sheffield – the first of three basins in the foreground collecting runoff from 300 houses

Figure 14: Example of sustainable drainage incorporated into the street scene.
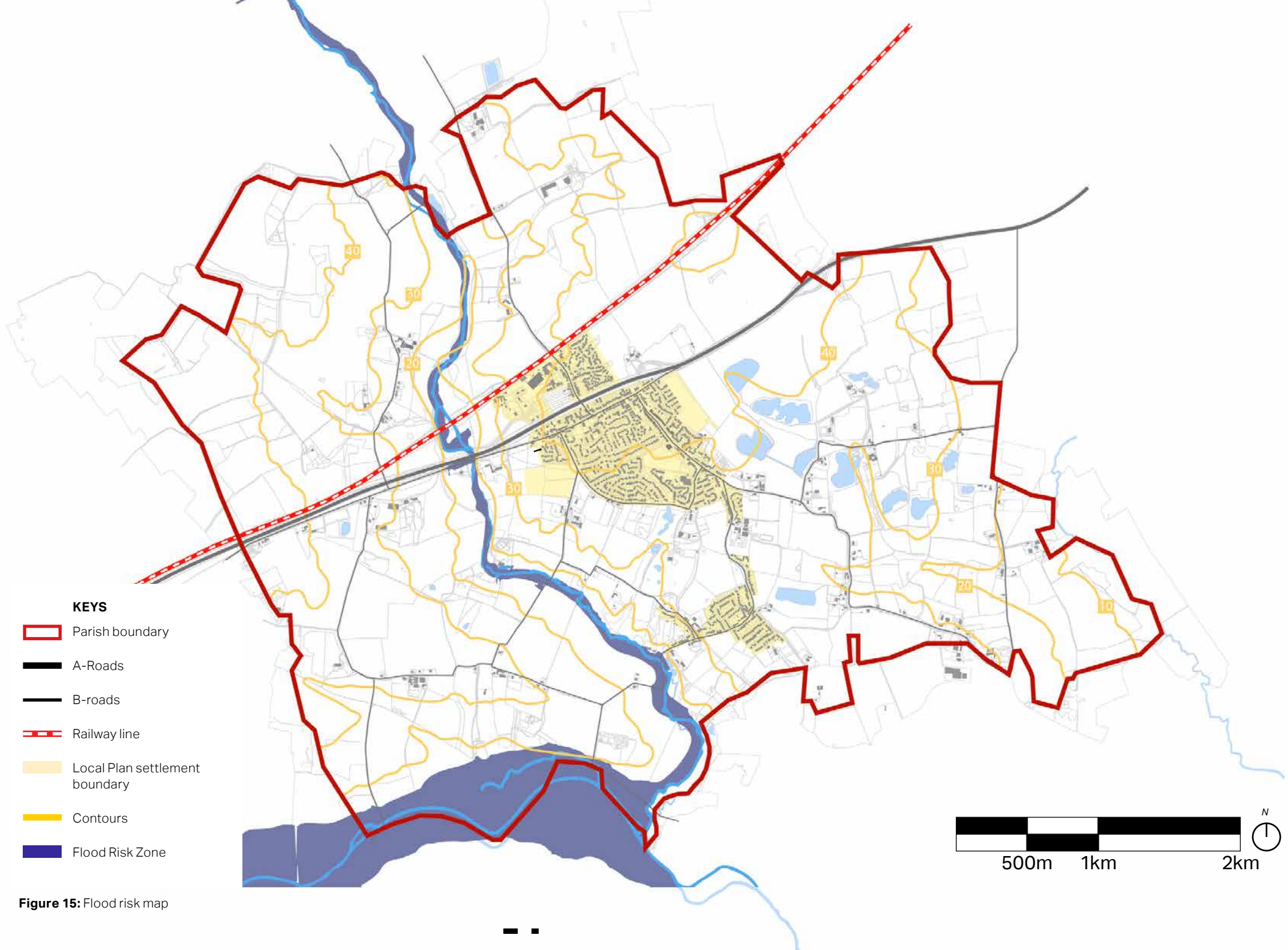
KEYS

▭ Parish boundary

▬ A-Roads

— B-roads

╌╌ Railway line

▭ Local Plan settlement boundary

▬ Contours

▬ Flood Risk Zone

Figure 15: Flood risk map

500m   1km   2km

N

Character area appraisal

03

3. Character area appraisal

This chapter explores the unique features of each of the character areas in Hatfield Peverel Parish. The findings in this chapter are used to inform the design codes and guidance in chapter 4.

3.1 Introduction

The findings in this chapter are used to inform the design codes so that these characteristics are preserved and enhanced by any new development.

Within Hatfield Peverel parish there are currently 6 different character areas. These are shown in figure 16 each has been coded with its own colour.

A settlement is often made up of several character areas. These are areas with similar urban features which makes for a distinctive place identity. It is therefore important that these areas are treated differently in order to retain the charm and individuality of them.
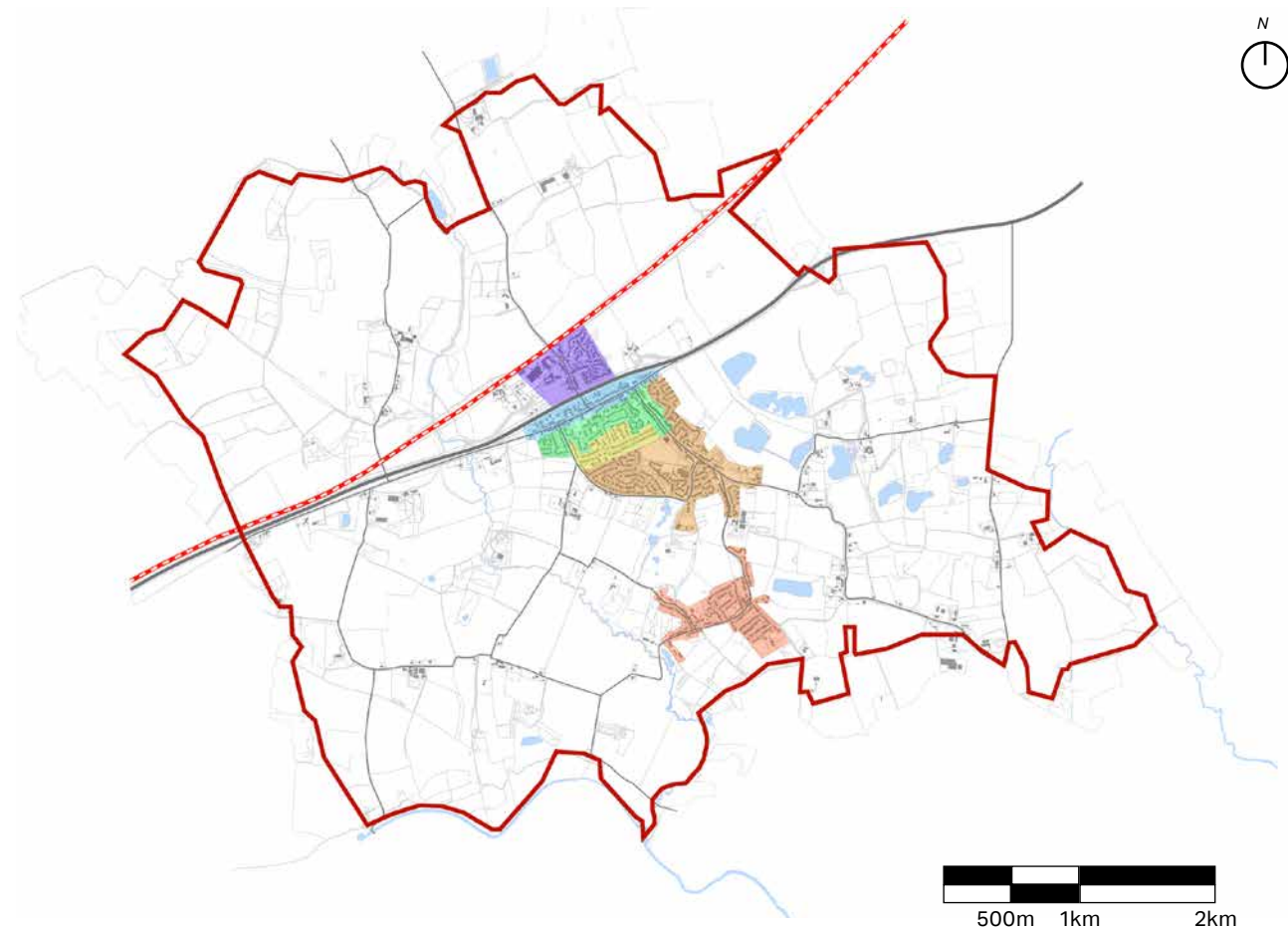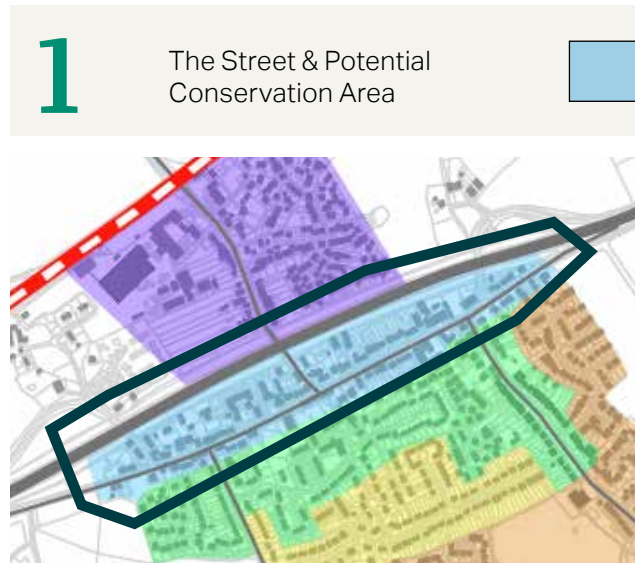
3.2 Character areas

Figure 16: Map showing the 6 character areas

1 The Street & Potential Conservation Area

This character area runs along The Street which is both one of the oldest and the busiest roads in the village. Some of the main characteristics of this area include:

– At the southern end of the street there is a group of 7 listed buildings, which makes up a historical gateway to the village and the local community believe this could be considered as a conservation area.

– Setbacks and facades vary as you move along the street as a result of the period that it has developed over. The same point can be made about the building materials.

– Boundaries are defined by vegetation or high walls which allows the feel of the area to slowly fade from the rural countryside towards the main high street.

– This is the historic centre point of the village and as a result there are a mix of uses in this character area.

– The roofline varies along the street as a result of the period of time that different buildings have been built from.

Figure 17: The historic gateway into the village (potential conservation area).

Figure 18: Example of a commercial use building along The Street.
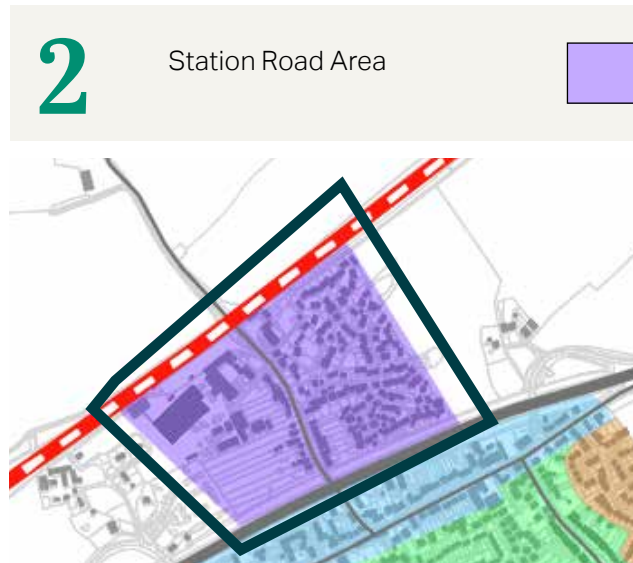
2   Station Road Area

The second character area is the Station Road area which is just north of the A12. It hosts several developments which sprawl off Station Road such as the Pines. The most recent of these is opposite the railway station. The Local community felt initially the flats did not reflect the character of the village as a whole. Some of the characteristics of this area which are worth noting include:

– The Pines just off Station Road, which is a 1980s development made up mainly of detached housing, making it a less dense area.

– There are heritage features surrounding the railway station.

– Plots along Station Road have reasonable setbacks from the road with long back gardens. These plot sizes become less generous inside the Pines estate.

– Bricks, wood and render are used to create a mock Tudor style in the Pines.

– Vegetation is ever present on the boundaries to create a softer tone amongst the hard infrastructure.

Figure 19: Image showing the view down Station Road towards the exit of the village.

Figure 20: Hatfield Peverel Railway Station.

3   Stone Path Drive, St Andrew's Road & Maldon Road

This character area which is located just south of The Street, is made up mostly of homes spanning the 20th century with some notable exceptions that are older. Some of the key characteristics that create the place identity of this area include:

– The fronts of the buildings face onto the road, promoting active edges.

– Predominantly semi-detached housing.

– The area is typified by long front gardens with low hedges setting the boundary between private and public spaces.

– Buildings are 1.5, 2 and 3 storeys.

– There is a very green feel to the area, almost like an early garden city.

– Buildings are typically red brick with steep pitched roofs that create space for an extra floor.

– There are some outliers along Maldon Road such as the mock Tudor houses which are different to the typical built forms without disturbing the feel of the area too much.

Figure 21: Example of a fair and typical garden size in this character area.

Figure 22: The hedgerow dominated boundary treatment along St Andrew's Road.

4   New Road

This part of the village has got an interesting back story to it. Many of the homes in this area were developed in the inter-war years as 'homes fit for heroes' with large gardens. Building resumed after 1945 for veterans to live in with the same objective. For this reason, it is a part of the village that the community are very proud of. The characteristics of this area include.

- The setback of properties along New Road is the same throughout creating a very uniform and linear feel to the area when combined with the consistent building roofline.

- Predominantly semi-detached housing.

- Buildings are 2 storeys.

- As with the rest of the village the boundaries of plots are typified with vegetation.

- Building materials include red brick, yellow brick and grey slates. These materials are quite religiously used throughout the character area, therefore any infill development should respect this.
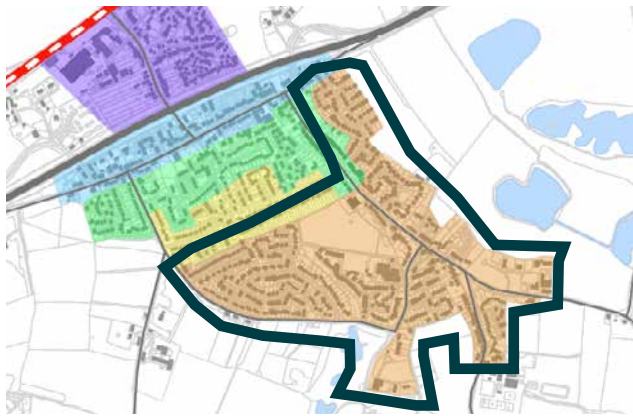

Figure 23: Example of the semi-detached building typology in the area.

Figure 24: New Road and its well vegetated linear pattern.

5 — Gleneagles Way & Southern Edge

The Southern Edge makes up the main bulk of Hatfield Peverel. Buildings in this area have the feel of a suburban American development. The majority of these developments were originally built in the 1970s and 1980s creating a large area with similar attributes. Some of these attributes include:

-Cul de sac typology.

– Plots are linear, setback from the road.

– Space for at least two cars deterring people from parking on the road.

– Vegetation is used to create a soft boundary between properties as well as adding to the garden village feel to the area.

– Road colour is lighter than pavement creating more of a shared space feel to the street.

– Local pocket parks/greens help break up the built environment creating a rural character.
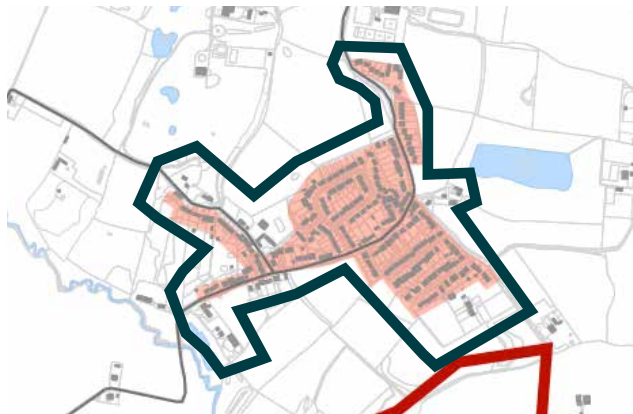

Figure 25: Example of the semi-detached building typology in the area.

Figure 26: Example of a typical street scene in the Gleneagles estate.

6 Nounsley

Nounsley is a small hamlet which is located just south of the village of Hatfield Peverel. The built environment and street structure reflect the fact that the settlement is closer to the countryside. While many of the buildings in the hamlet differ, this does not mean that there is not a structure that future development should follow. Some of the key characteristics of this area that should be noted include:

– Greater space between plots and buildings creating a more rural feel to the area.

– Buildings are well setback with taller hedges acting as a privacy orientated boundary treatment.

– While building materials vary, the roofline is fairly constant with a pitches style.

– Priory farm is an example of the bungalows which were purpose built with high roofs to allow for roof extensions. Elsewhere in the hamlet there are also 2 storey family homes (intergenerational).

– Buildings are between 1 and 2 storeys in height. Bungalows are designed with tall roofs to create space for roof extensions.

– There is a significant cluster of listed, non-designated herritage assets and old structures in Nounsley.

Figure 27: Example of historical building that is well setback in Nounsley.

Figure 28: Sportsman's Lane which is a typical street layout in the hamlet.

Design guidelines and codes

04

4. Design guidelines and codes

This chapter provides guidance on the design of development, setting out the expectations that applicants for planning permission in Hatfield Peverel Parish will be expected to follow.

4.1 Place making

What urban designers and planners call 'placemaking' is about creating the physical conditions that residents and users find attractive and safe, with good levels of social interaction and layouts that are easily understood.

The placemaking principles set out in the following pages should be used to assess the design quality of future development or regeneration proposals.

These key principles should be considered in all cases of future development as they reflect positive place-making and draw on the principles set out in many national urban design best practice documents.

Figure 29: The 10 characteristics of well-designed places. (Source: National Design Guide, page 8).

4.2 Walkable places

Creating new walking routes which are well connected to the existing network should be a prerequisite for any new development in Hatfield Peverel Parish.

The success of a place is influenced by how walkable it is. It is good practice to plan new homes within a 400 metres walking distance (= 5 minutes) of bus stops and within 800 metres (= 10 minutes) of convenience stores or community buildings.

400m → 5 min walk

800m → 10 min walk

1000m → 5 min cycle
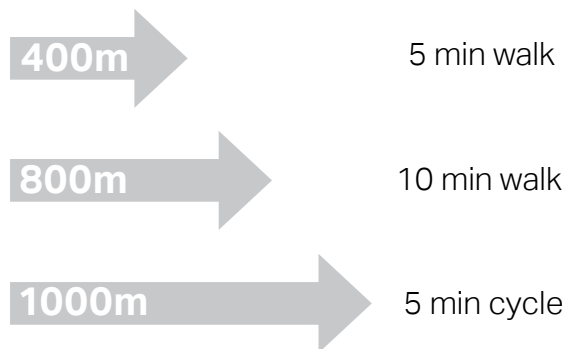
4.3 General principles and guidelines

The design guidelines and codes, with reference to Hatfield Peverel Neighbourhood Area, will follow a brief introduction of the general design principles.

The guidelines and codes developed in the document focus on residential environments.

In any case, considerations of design and layout must be informed by the wider context, considering not only the immediate neighbouring buildings, but also the landscape and rural character of the wider locality. The local pattern of streets and spaces, building traditions, materials and natural environment should all help to determine the character and identity of a development.

It is important 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. Therefore, some design principles that should be present in any design proposal are:

- Respect the existing pattern of the village and the surrounding hamlets to preserve the local character;

- Respect the heritage, landscape and key views identified in the Parish;

- Aim for high quality design that reflects and respects the local vernacular within and outside the potential conservation area;

- Integrate with existing paths, streets, circulation networks and reinforce or enhance the established character of streets, greens and other spaces;

- Harmonise and enhance existing village and hamlet in terms of physical form, architecture and land use; and

- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other.

4.4 General design guidelines and codes

This section introduces a set of design principles that are specific to Hatfield Peverel Parish. These are based on:

– Baseline analysis of the area in Chapter 2;

– Understanding national design documents such as National Design Guide, National Model Design Code and Building for Healthy Life 12 Documents which informed the principles and design codes; and

– Discussion with members of the Neighbourhood Plan Group.

The codes are divided into **5 sections**, shown on the next two pages, each one with a different number of subsections. Each section and subsection is numbered (e.g. DC.01) to facilitate its reading and consultation. The first section applies to any future development within Hatfield Peverel village and the surrounding hamlet.

Theme	Code	Title
DC.01 In keeping with local character	1	Heritage, views and landmarks
	2	Patterns of growth within the rural landscape
DC.02 Access and movement	1	Accessible and attractive footpath network / access to the countryside
	2	Prioritise walking and cycling
	3	People friendly streets
	4	Street lighting
	5	Parking and servicing
	6	Cycle parking
DC.03 Landscape, nature and open space	1	Create a green network
	2	Biodiversity
	3	Water management
	4	Trees
	5	Open spaces
DC.04 Built form	1	Boundary lines, boundary treatment & corner treatment
	2	Continuity and enclosure
	3	Legibility and wayfinding
	4	Building heights, density and housing mix
	5	Materials and architectural details
DC.05 Sustainability	1	Minimising energy use
	2	Lifetime and adaptability
	3	Minimising construction waste

Figure 30: General Design Codes table of contents.

DC.01 In keeping with the local character

Code. DC01.1 Heritage, views and landmarks

Hatfield Peverel Parish has a rich heritage dating back to pre-history times both in terms of structures, buildings, landscape, views and landscape features. Therefore, any new development needs to be aware of their existence and stimulate ways in which those assets (both designated and non designated) could be further promoted and protected. While it is difficult to translate views into policy, it is important to show how they contribute to the village character so that design codes can preserve them. Some design guidelines are:

– Scenic values and tranquillity of the countryside views should be retained and enhanced in future development;

– New development proposals should maintain visual connections to the surrounding landscape and long views out of the Parish. Development density should allow for spaces between buildings to preserve views of

countryside setting and maintain the perceived openness of the hamlets;

– Creating short-distance views broken by buildings, trees or landmarks helps to create memorable routes. Creating views and vistas allows easily usable links between places;

– Gaps between buildings, open views and vistas should be respected and aim to demonstrate the significance of a landmark asset; and

Figure 31: The old Westgate Farm building fronting on to Nounsley Road and Sportsmans Lane.

Figure 32: Example of differing building styles in the parish.

DC.01 In keeping with the local character

Code. DC01.2 Patterns of growth within the rural landscape

The Parish owes much of its character to the historic pattern and layout of the roads and buildings as well as its close relationship with the surrounding countryside. Some design guidelines for small scale development within Hatfield Peverel village and the surrounding hamlet are:

–   New development in close proximity to designated and non-designated heritage assets must propose green screenings to mitigate any unpleasant visual impact, while also preserving key views;

–   New development should be within the village footprint or a modest development annexed to it, while also protecting important views as identified in F.33;

–   New development must demonstrate a good understanding of the scale, building orientation and enclosure of the surrounding built environment (no.1);

–   Development densities should reflect the character of the village and surrounding hamlet;

–   The size of plots and their pattern should be varied to contribute to the rural character (no.2);

–   New development should create a diversified building line to shape short and long-distance views (no.3);

–   Any proposal that would adversely affect the physical appearance of a rural lane, or give rise to an unacceptable increase in the amount of traffic, noise, or disturbance must be avoided;

–   Existing hedges, hedgerows and trees should be integrated into design, whilst more planting and vegetation is encouraged to form part of the green network strategy (no.4); and

–   Appropriate signage should be incorporated along the road or in central 'village greens' to indicate the low speed limits or provide navigation (no.5).
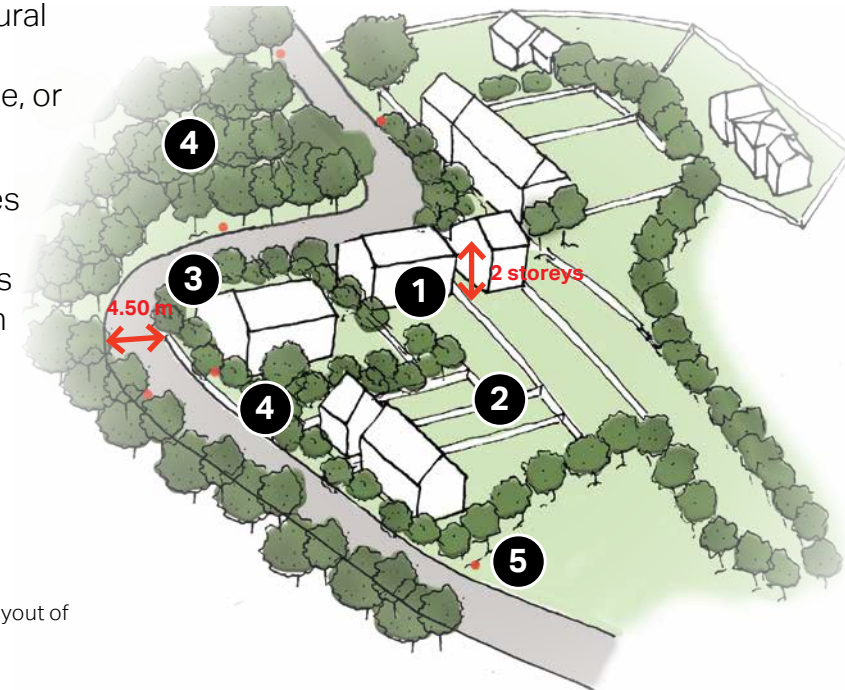

Figure 33: Illustrative plan for a rural edge development highlighting design elements, related to the pattern and layout of buildings.

DC.02 Access and movement

Code. DC02.1 Accessible and attractive footpath network/ access to the countryside

There are a number of footpaths within Hatfield Peverel Parish which link the village and hamlet to the surrounding countryside, while also providing scenic walks. Footpaths allow people to get closer to nature, enjoy a tranquil environment and do physical exercise by walking and cycling. Therefore, protection, improvement and design of new footpaths should be considered in new developments. Some design guidelines are:

 – Where possible, newly developed areas must retain or provide direct and attractive footpaths between neighbouring streets and local facilities. Establishing a robust pedestrian network across new developments and among existing developments is key to achieving good levels of connectivity and promoting walking and cycling;

 – Where possible, new proposed footpaths should link up green spaces and woodlands to create a network of green walking routes and promote biodiversity. For example, the Strategic Wildlife Corridors could include footpath connections and other green links that could connect new development and form part of an integrated green infrastructure network;

 – Design features such as gates or barriers to footpaths must be kept to a minimum and the latter must be avoided;

 – Strategically placed signposts can assist pedestrians and cyclists with orientation and increase awareness of publicly accessible paths beyond the Parish. However, new signposts must respect the rural character of the Parish and avoid creating visual clutter; and

 – The footpath network needs to be in place before first occupation of houses on the site.

Figure 34: Good example of clear signage in a rural environment

Figure 35: Tarmac footpath in the village park creating better accessibility for wheelchair users.

DC.02 Access and movement

Code. DC02.2 Prioritise walking and cycling

There is an extensive network of public footpaths and rights of way within and out of the built areas which are maintained and supervised. New developments should introduce well connected and attractive pedestrian and cycling routes to encourage residents to walk and cycle. Some guidelines for future development are:

– Varied links should be enabled and created to favour pedestrian and cycle movement. These routes should be overlooked by properties to create natural surveillance and offer good sightlines and unrestricted views to make people feel safer;

– Cul-de-sac development pattern should be avoided in new developments. However, if it is proposed then it should be connected to footpaths to avoid blocking pedestrian and cycle flow;

– Design features such as barriers to vehicle movement, gates to new developments, or footpaths between high fences must be avoided; and

– All newly developed areas must provide direct and attractive footpaths between neighbouring streets and local facilities. Streets must be designed to prioritise the needs of pedestrians and cyclists.

Figure 36: St Andrew's Road view

Figure 37: Example of a green link (source: https://www.sustrans. org.uk/our-blog/opinion/2020/august/how-does-the-uk-government-s-gear-change-relate-to-the-national-cycle-network).

DC.02 Access and movement

Code. DC02.3 People-friendly streets and green links

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

– Streets must meet the technical highways requirements, as well as being considered a 'place' to be used by all. It is essential that the design of new development includes streets and junctions that incorporate the needs of pedestrians, cyclists, and if applicable, public transport users;

– It is important that on-street parking, where introduced, does not impede the access of pedestrians and other vehicles and is well vegetated;

– Within the development boundaries, streets should not be built to maximise vehicle speed or capacity. A range of traffic calming measures should be introduced by design;

– New streets should be linear with gentle meandering, while also providing evolving views to the surrounding countryside;

– Routes should be laid out in a permeable pattern, allowing for multiple choices of routes, particularly on foot. Any cul-de-sacs should be relatively short and provide safe, open and wide onward pedestrian links;

– Streets must respect the existing vegetation, while also incorporating new opportunities for landscaping, green infrastructure, and sustainable drainage; and

– Any new development should provide well-connected streets of varied character. A legible street hierarchy should include primary, secondary, tertiary roads and edge lanes. The next pages present illustrations examples of those street typologies.
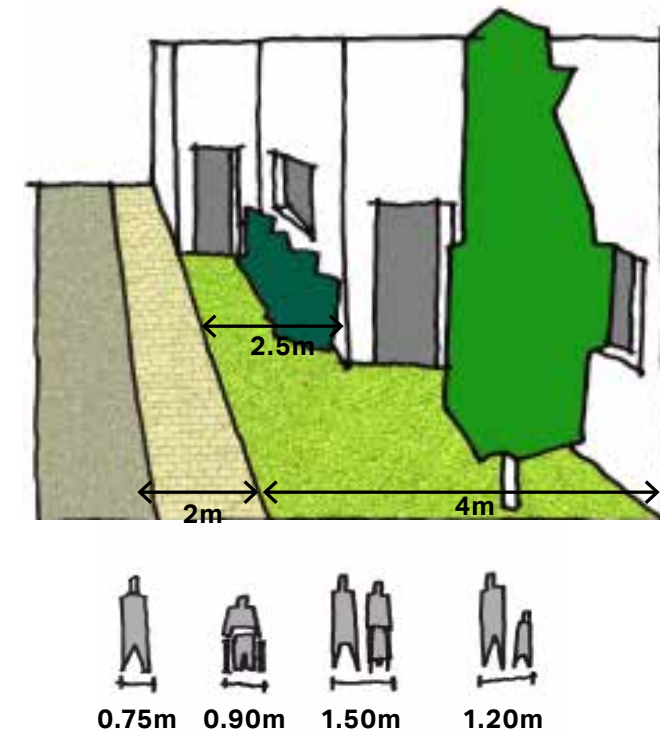

Figure 38: Graphic showing the structure of a generous street.

DC.02 Access and movement

Primary streets

– Primary streets are the widest neighbourhood roads and they are also the main routes used for utility and emergency vehicles, as well as buses;

– Primary streets must be defined by strong building lines. Primary frontages alongside the road should include taller and more dense developments; and

– Street trees and/or green verges along the road should be provided to contribute to local biodiversity, and provide cooling and shading.
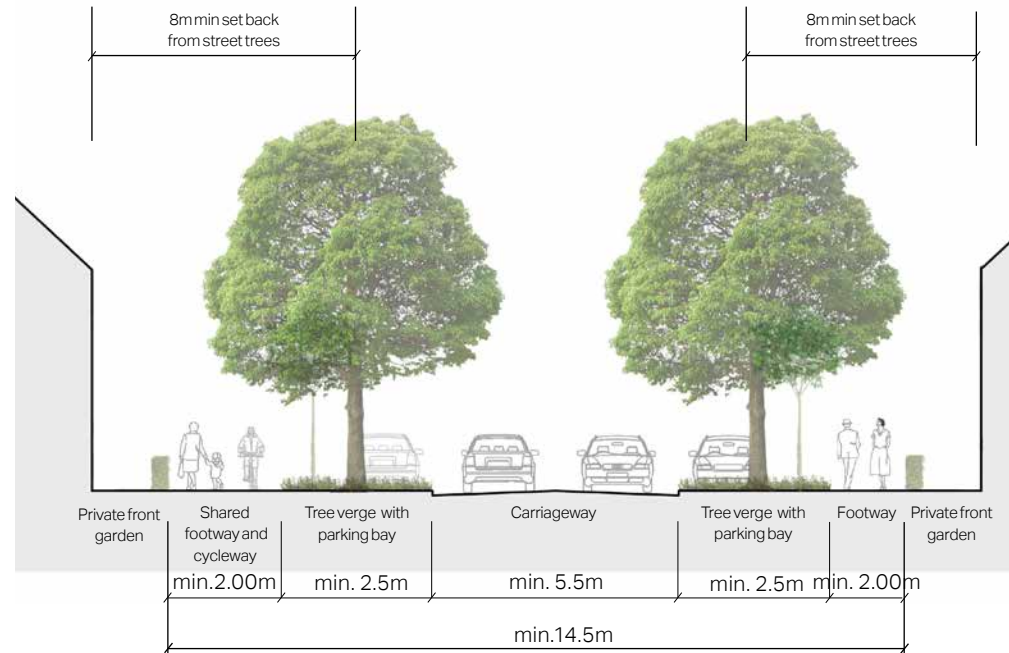
Secondary streets

– Secondary streets should accommodate carriageways wide enough for two-way traffic. On-street parking may be on or accommodated on the street or inset into green verges;

– Carriageways should be designed to be shared between motor vehicles and cyclists. Vertical traffic calming features such as raised tables may be introduced; and

– Where possible, secondary streets should be tree-lined on both sides.
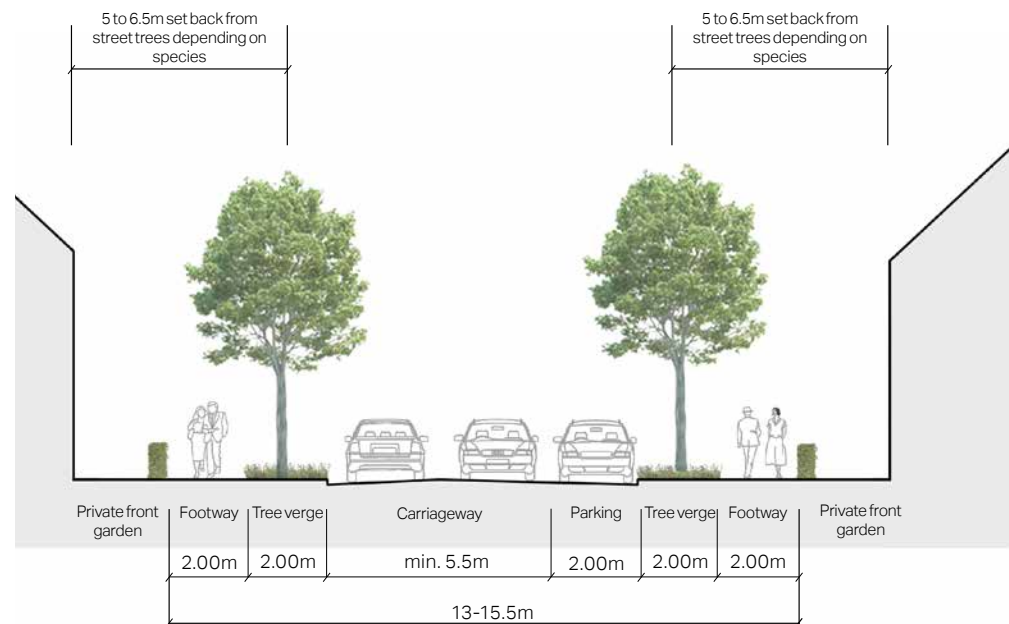

8m min set back from street trees   8m min set back from street trees

Private front garden	Shared footway and cycleway	Tree verge with parking bay	Carriageway	Tree verge with parking bay	Footway	Private front garden
	min.2.00m	min. 2.5m	min. 5.5m	min. 2.5m	min. 2.00m	

min.14.5m

Figure 39: Cross-section to illustrate some guidelines for primary streets.

5 to 6.5m set back from street trees depending on species   5 to 6.5m set back from street trees depending on species

Private front garden	Footway	Tree verge	Carriageway	Parking	Tree verge	Footway	Private front garden
	2.00m	2.00m	min. 5.5m	2.00m	2.00m	2.00m	

13-15.5m

Figure 40: Cross-section to illustrate some guidelines for secondary streets.

DC.02 Access and movement

Tertiary streets

– Tertiary streets have a strong residential character and they should be designed for low traffic volumes and low speeds, ideally 20 mph;

– These streets must be designed for cyclists to mix with motor vehicles. Traffic calming features such as raised tables can be used to prevent speeding;

– Tertiary streets should be formed with a high degree of built form enclosure, with consistent building lines and setbacks; and

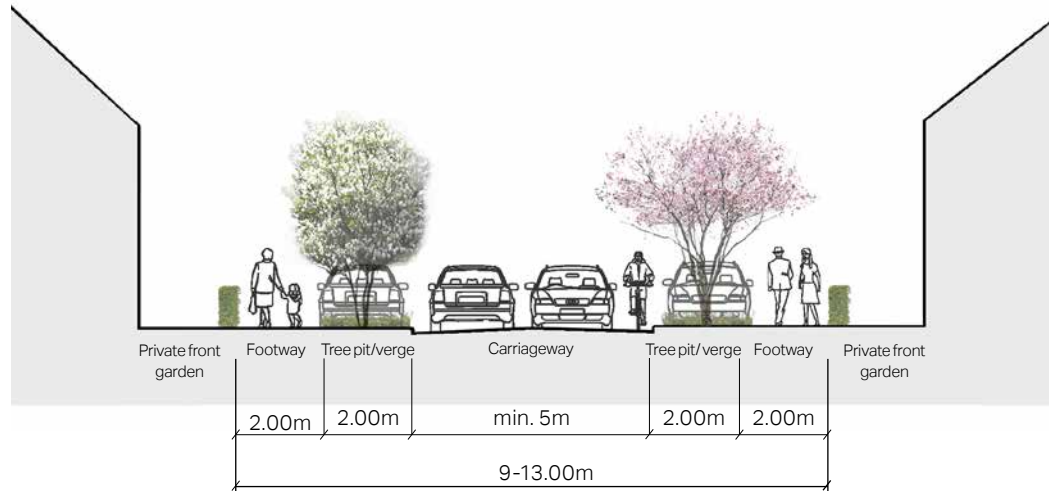– Street trees should be provided with suitable gaps, wherever possible.

Figure 41: Cross-section to illustrate some guidelines for tertiary roads.

Figure 42: Example of a primary street with large street trees and green verges along the carriageway, Cambridge.

Figure 43: Secondary street with inset parking bays alternating with street trees on both sides of the street in Derwenthorpe, York.

Figure 44: Tertiary street with inset parking bays alternating with trees on both sides in Derwenthorpe, York.

DC.02 Access and movement

Edge lanes

– All the edges of new development areas should be served by continuous Edge Lanes to provide high level of connectivity;

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

– Variations in paving materials and textures can be used instead of kerbs or road markings.

Green links

– Green links should be located within minimum 7.5m wide corridor adjacent to retained green assets;

– Shared or segregated footpath and cycleway to be provided within corridor;

– Footpath and cycleway to be hard surfaced and constructed of bound material which may also combine with vehicle access;

– Combined width of unsegregated footpath and cycleway to be a minimum of 3.0m; and

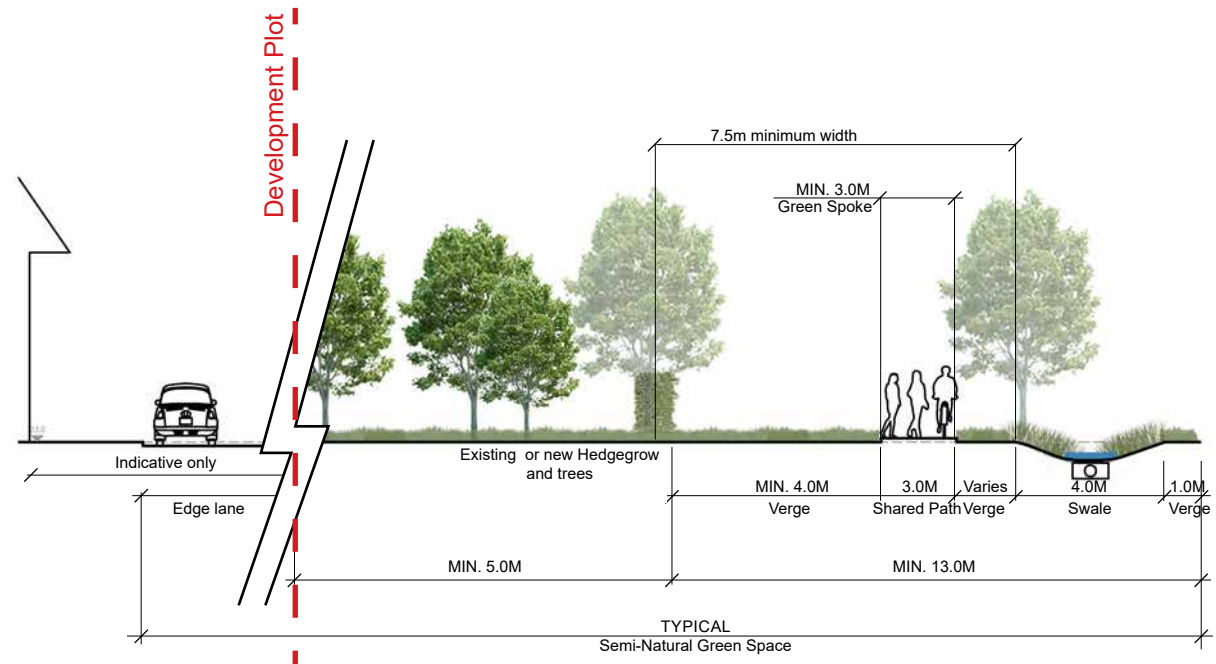– Where required, SUDs features to be incorporated into corridor beside the surface of shared footpath and cycleway.

Edge Lane

3.70 - 6.50m

Figure 45: Cross-section to illustrate some guidelines for edge lanes.

Figure 46: Section to illustrate some guidelines for green links.

DC.02 Access and movement

Code. DC02.4 Street lighting

Artificial light provides valuable benefits and it makes areas feel more welcoming on a night-time. However, in rural areas, like Hatfield Peverel Parish, street lighting needs to be sensitive to the surroundings and issues of light pollution must be avoided. The 'dark skies' character of the countryside should be protected since it benefits both people and wildlife.

Therefore, any new development should minimise impact of lighting within the Parish and reduce light pollution that disrupts the natural habitat and human health. The following guidelines aim to ensure there is enough consideration given at the design stage:
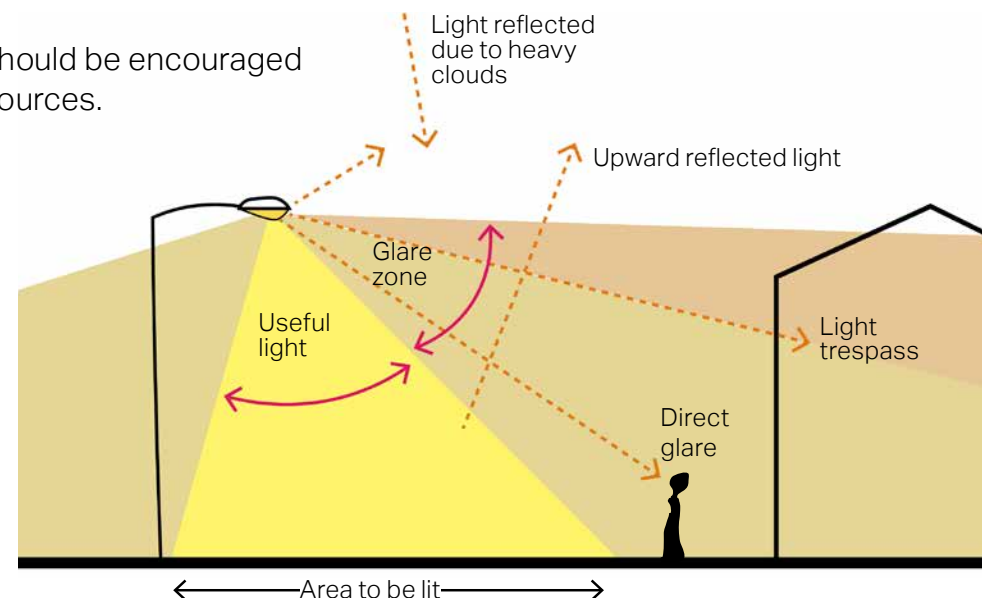
– Ensure that lighting schemes will not cause unacceptable levels of light pollution particularly in intrinsically dark areas. These can be areas very close to the countryside or where dark skies are enjoyed;

– Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects;

– Foot/cycle path light should be in harmony with surrounding rural landscape. Lightings, such as solar cat's-eye lighting, reflective paint and ground-based lighting could be introduced;

– Choice of lighting should be energy-efficient and sustainable. The installation of motion sensors on the lights should be encouraged; and

– Any new designed should be encouraged to use natural light sources.

Figure 47: Example of a foot/cycle path which is lit by solar cat's-eye providing some light for pedestrian and cyclists without creating any disturbance to the nearby properties or unacceptable levels of light pollution.

Figure 48: Diagram to illustrate the different components of light pollution and what 'good' lighting means.

Light reflected due to heavy clouds

Upward reflected light

Glare zone

Useful light

Light trespass

Direct glare

←————Area to be lit————→

DC.02 Access and movement

Code. DC02.5 Parking and servicing

Although, the aim to create a good network of walking and cycling routes within Hatfield Peverel Parish is a priority, the demand for private cars still remains high, at the time of writing, and therefore car parking has to be carefully integrated into the design.

The car parking typologies found in the Parish are mainly on-plot parking; however, there are also cases of parking courts, on-plot garage parking and on-street parking.

Therefore, the design guidelines on the next pages will focus on the above mentioned typologies.

Guidelines for on-plot or on front car parking

– Parking should be well integrated into design so as not to dominate the public realm;

– High-quality and well-designed soft landscaping, hedges, hedgerows, and trees, should be used to increase the visual attractiveness of the parking and enhance the rural character of the Parish; and

– Hard standing and driveways must be constructed from porous materials, to minimise surface water run-off and therefore, help mitigate potential flooding.

Guidelines for parking courts

– Parking courts should be acceptable for small building clusters and permeable paving should be used where possible;

– Parking courts must be overlooked by properties to increase natural surveillance; and

– Planting and vegetation should be integrated into design to soften the presence of cars and preserve the rural character of the area.

Figure 49: Illustrative diagram showing an indicative layout of on-plot side parking.

Figure 50: A courtyard with informal perpendicular and garage parking in Poundbury, Dorchester.

DC.02 Access and movement

Guidelines for on-street car parking

– The streetscape should not be dominated by continuous on-street parking spaces. Where possible, tree planting and grass areas can be incorporated between parking bays to improve aesthetics;

– On-street parking can be parallel, perpendicular, or echelon in relation with the traffic speed and the traffic volume;

– On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists and other vehicles; and

– On-street parking should be widened to allow each bay to be able to charge electric vehicles.
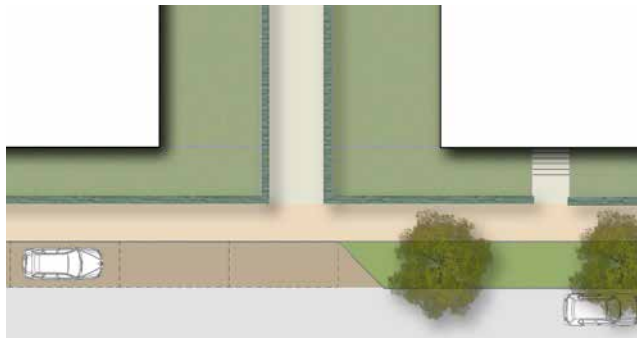

Figure 51: Illustrative diagram showing an indicative layout of on-street inset parking.

Figure 52: Example of on-street parking with parking bays and street trees to mitigate the impact of the cars on the streetscape, Poundbury.

Figure 53: Example of on-plot garage parking, Cambridge.

Guidelines for garages

– Garages must not dominate the appearance of dwellings and must not reduce the amount of active frontage to the street; and

– They should provide minimum 3m x 7m internal space to park a car and provide space for storage to avoid the garage to be used for storage purposes only.
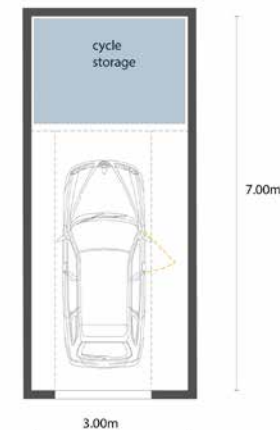

Figure 54: Indicative layout of a garage with a cycle storage area.

DC.02 Access and movement

Code. DC02.6 Cycle parking

Houses without garages

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

– Cycle storage must be provided at a convenient location with an easy access;

– When provided within the footprint of the dwelling or as a free standing shed, cycle parking should be accessed by means of a door at least 900mm and the structure should be at least 2m deep; and

– The use of planting and smaller trees alongside cycle parking can be used.

Houses with garages

– The minimum garage size should be 3m x 7m to allow space for cycle storage;

– Where possible, cycle parking should be accessed from the front of the building either in a specially constructed enclosure or easily accessible garage;

– The design of any enclosure should integrate well with the surroundings; and

– The bicycle must be removed easily without having to move the vehicle.

Min. 2m

Min. 900mm

KEY
Cycle storage
Bin storage
Clear access path
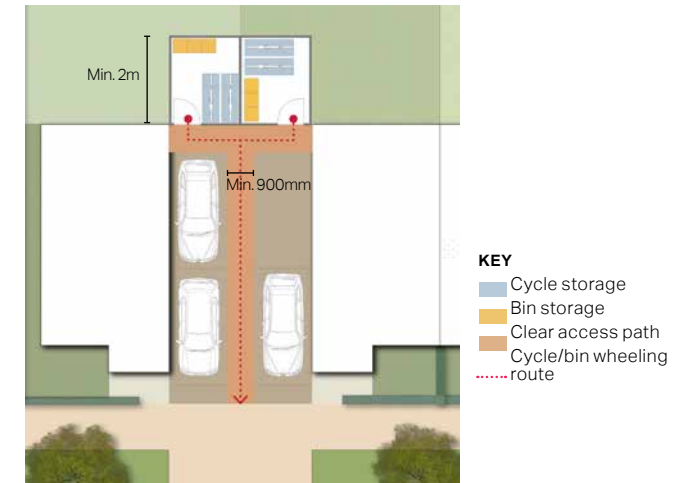Cycle/bin wheeling route

Figure 56: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties.

Figure 55: Example of cycle parking for houses without garages, Cambridge.

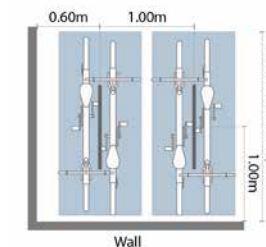0.60m   1.00m

2.00m minimum space

1.00m

Wall

Figure 57: Sheffield cycle stands for visitors and cycle parking illustration.

DC.03 Landscape, nature and open space

Code. DC03.1 Create a green network

A well connected green network should be created throughout the new developments to provide links to the countryside for people as well as habitats. Opportunities should be sought to introduce green assets into design and contribute to biodiversity. Some design guidelines on green networks are:

– Green networks should link existing and newly proposed street trees, green verges, open spaces, villages and the countryside together;

– SuDS should also be introduced, where possible, and incorporated into design of the green network to mitigate any flooding issue;

– New development should front onto green assets and access should be granted for all groups of people;

– The proposed wildlife corridors and landscape gap could also be taken into account when designing for a green network; and

– Green networks could contain some formal provision, such as a Neighbourhood Equipped Area of Play (NEAP), playing fields and an area for active recreation. Their many benefits include the improvement of the health and well-being of individuals and promotion of the development of inclusive communities.

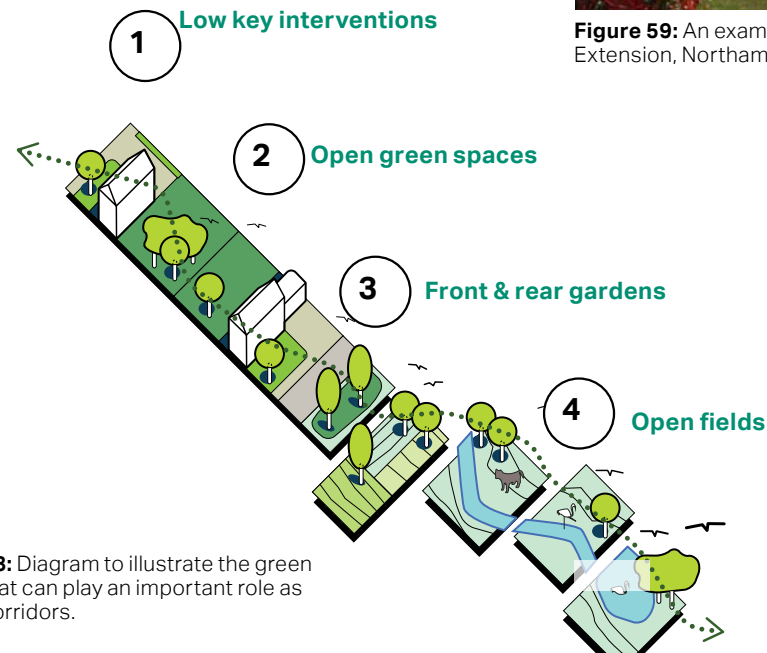**Figure 59:** An example of a SuDS corridor - Upton Urban Extension, Northampton.

1 **Low key interventions**

2 **Open green spaces**

3 **Front & rear gardens**

4 **Open fields**

Figure 58: Diagram to illustrate the green assets that can play an important role as wildlife corridors.

DC.03 Landscape, nature and open space

Code.DC03.2 Biodiversity

The window of opportunity to avoid dangerous levels of global heating is closing and action is required swiftly at all levels from the international to the individual. Biodiversity could be highly affected and therefore new development should prioritise its enhancement through design. Some design guidelines are:

– Biodiversity and woodlands should be protected and enhanced where possible;

– New development proposals should aim for the creation of new habitats and wildlife corridors, e.g. by aligning back and front gardens or installing bird boxes or bricks in walls;

– Gardens and boundary treatments should be designed to allow the movement of wildlife and provide habitat for local species. For that reason, rich vegetation and plantation is suggested;

– Blue assets can also contribute to biodiversity connectivity. Therefore, the existing ditches and lakes should be considered in design proposals when planning for wildlife corridors; and

– All areas of biodiversity that require further planting/ enhancement should be planted before start of construction.

Figure 60: Example of a structure used as a frog habitat corridor located in an outdoor green space.

Figure 61: Example of a bird feeder located on a grass area opposite a public footpath.

DC.03 Landscape, nature and open space

Code. DC03.3 Water management

Sustainable drainage solutions (SuDS)

Due to the presence of several ditches throughout the Parish, there are areas that sit within flood risk zones. Therefore, the use of sustaianble drainage systems, known as SuDS, is needed to manage water, reduce flood risk and improve water quality.

The most effective type or design of SuDS would depend on site-specific conditions such as underlying ground conditions, infiltration rate, slope, or presence of ground contamination. However, a number of overarching principles that could be applied in new development are:

– Manage surface water as close to where it originates as possible;

– Reduce runoff rates by facilitating infiltration into the ground or by providing attenuation that stores water to help slow its flow down, so that it does not overwhelm water courses or the sewer network;

– Improve water quality by filtering pollutants to help avoid environmental contamination;

– Integrate into development and improve amenity through early consideration in the development process and good design practices;

– SuDS are often important in areas that are not directly in an area of flood risk themselves, as they can help reduce downstream flood risk by storing water upstream;

– Some of the most effective SuDS are vegetated, using natural processes to slow and clean the water, whilst increasing the biodiversity value of the area;

– Best practice SuDS schemes link the water cycle to make the most efficient use of water resources by reusing surface water; and

– SuDS should be designed sensitively to augment the landscape and provide biodiversity and amenity benefits.

Figure 62: Example of Swales check dam integrated with a crossing point, somewhere in UK.

Figure 63: Example of SuD designed as a public amenity and filly integrated into the design of the public realm, Stockholm.

DC.03 Landscape, nature and open space

Storage and slow release

Rainwater harvesting refers to the systems allowing the capture and storage of rainwater as well as those enabling the reuse in-site of grey water. It is a principle that Hatfield Peverel aspires to follow.

Simple storage solutions, such as water butts, can help provide significant attenuation. However, other solutions can also include underground tanks or alternatively overground gravity fed rainwater systems that can have multiple application areas like toilets, washing, irrigation. Some design guidelines include:

– Consider any solution prior to design to appropriately integrate them into the vision;

– Conceal tanks by cladding them in complementary materials;

– Use attractive materials or finishing for pipes; and

– Combine landscape/planters with water capture systems.

Figure 64: Examples of water butts used for rainwater harvesting in Reach, Cambridgeshire.

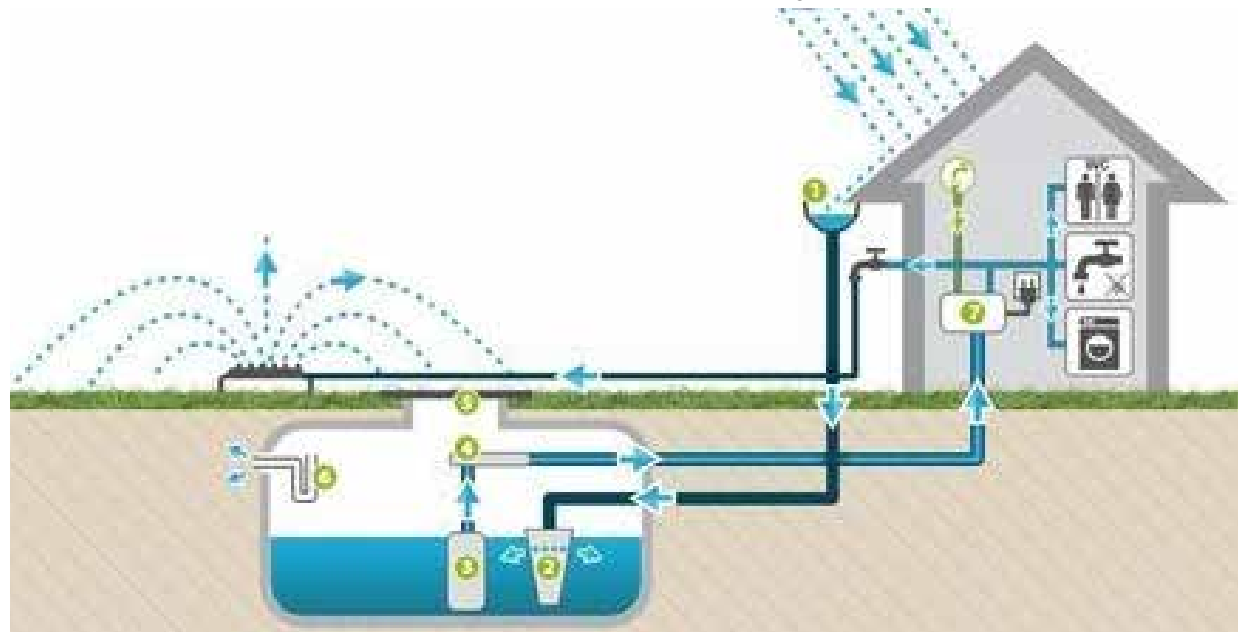**Figure 65:** Example of a gravity fed rainwater system for flushing a downstairs toilet or for irrigation.

Figure 66: Diagram illustrating rainwater harvesting systems that could be integrated into open space and residential developments.

DC.03 Landscape, nature and open space

Permeable paving

Most built-up areas, including roads and driveways, increase impervious surfaces and reduce the capacity of the ground to absorb runoff water. This in turn increases the risks of surface water flooding.

Permeable paving offers a solution to maintain soil permeability while performing the function of conventional paving. Therefore, some design guidelines for new development are:

–   The choice of permeable paving units must be made depending on the local context; the units may take the form of unbound gravel, clay pavers, or stone setts; and

–   Permeable paving can be used where appropriate on footpaths, private access roads, driveways, car parking spaces (including on-street parking) and private areas within the individual development boundaries.

Regulations, standards, and guidelines relevant to permeable paving and sustainable drainage are listed below:

–   Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems[1].

–   The SuDS Manual (C753)[2].

–   Guidance on the Permeable Surfacing of Front Gardens[3].

Figure 67: Diagram illustrating the funtion of a soak away.

open graded bedding
permeable paving
open graded base
open graded subbase
drainage pipe (optional)

1. Great Britain. Department for Environment, Food and Rural Affairs (2015). Sustainable drainage systems – non-statutory technical standards for sustainable drainage systems. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/415773/sustainable-drainage-technical-standards.pdf
2. CIRIA (2015). The SuDS Manual (C753).
3. Great Britain. Ministry of Housing, Communities & Local Government (2008). Guidance on the Permeable Surfacing of Front Gardens. Available at:https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/7728/pavingfrontgardens.pdf
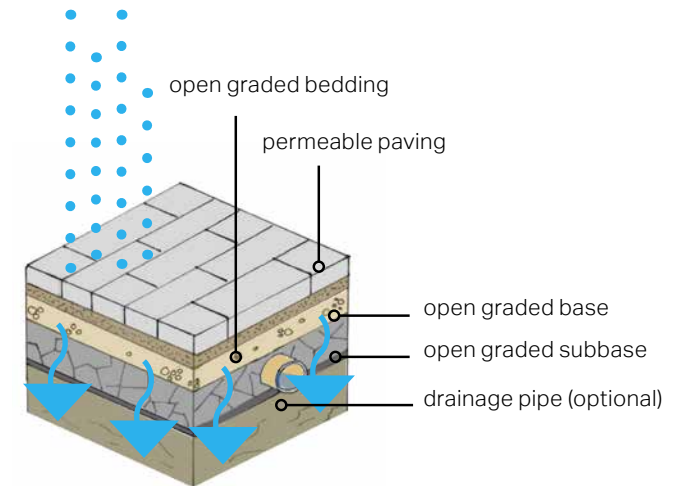
Figure 68: Example of a permeable paving.

DC.03 Landscape, nature and open space

Code. DC03.4 Trees

New street planting helps maintain visual consistency along the public realm. It is associated with better mental health and well-being by reducing stress, lessening heat islands, and providing protection from natural elements such as wind and rain. Some guidelines for new development are:

– Aim to preserve existing mature trees and hedges by incorporating them in the new landscape design;

– To ensure resilience and increase visual interest, a variety of native tree species is preferred over a single one;

– Flower beds, bushes and shrubs should be welcomed in new developments, since they contribute to the livelihood of the streetscape and create visual interest and colour to their surroundings;

– Hedgerows can be planted in front of bare boundary walls to ease their visual presence or they can be used to conceal on-plot car parking and driveways within curtilages;

– Native trees can normally be used to mark reference points and as feature elements in the streetscape. Such examples include: English Oak (Quercus robur), Field Maple (Acer campestre),Holly (Ilex aquifolium; evergreen), Hawthorn (Crataegus monogyna; able to be coppiced to reduce height), Rowan (Sorbus aucuparia), Hazel (Corylus avellana; able to be coppiced to reduce height) and Common Alder (Alnus glutinosa; able to be coppiced to reduce height);

– Native trees should also be present in any public open space, green or play area to generate environmental and wildlife benefits; and

– The success of tree planting is more likely to be achieved when it has been carefully planned to work in conjunction with all parts of the new development, parking, buildings, street lights etc.

Figure 69: Example of street planting along main road with green verges and open views to the surrounding countryside encouraging walking and cycling , Northwest Cambridge.

Figure 70: The green corridor creates a pleasant entrance to the rural countryside of the Parish.

DC.03 Landscape, nature and open space

Code. DC03.5 Open spaces

Open spaces play a vital role in creating a positive environment. These are places fostering community and gathering, thus creating lively places in neighbourhoods. Therefore, new development should prioritise the design of open spaces and some design guidelines are:

– The location of new open spaces within new development should be decided based on the location of the existing ones and considering the needs of the existing population too;

– All recreational spaces should be designed to link up with each other and also link up with existing adjoining sites;

– Substantial recreational space should be provided to include woodland walks, lake walks, sport pitches and play areas;

– Surrounding buildings should overlook play areas and public spaces to encourage movement and natural surveillance;

– Open spaces should be equipped with good quality of street furniture to create pleasant seating areas, shaded spaces avoiding hidden spots; and

– The materials and style of any street furniture in the open spaces should be consistent throughout the Parish and aim to proudly represent the local character.

Figure 71: Positive example of an open space overlooked by properties including a small pond, flowers and vegetation.

Figure 72: Properties overlooking a public open space which is equipped with grass areas, large green trees and street furniture, Poundbury.

DC.04 Built form

Code. DC04.1 Boundary lines, boundary treatments and corner treatment

Together with the creation of potential local landmarks, three more crucial aspects of a successful streetscape and urban form is the issue of corners, boundary lines and boundary treatments. Therefore, the following guidelines should be applied in new development.

– Buildings should front onto streets. The building line should have subtle variations in the form of recesses and protrusions but should generally form a unified whole;

– Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from buildings. This can be ensured by placing ground floor habitable rooms and upper floor windows facing the street;

– Natural boundary treatments should reinforce the sense of continuity of the building line and help define the street, appropriate to the character of the

area. They should be mainly continuous hedges and low walls, as appropriate, made of traditional materials found elsewhere in the Parish such as local bricks and tiles;

– In the case of edge lanes, natural boundary treatments can act as buffer zones between the site and the countryside and offer a level of protection to the natural environment;

– 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 wayfinding cue;

– The form of corner buildings should respect the local architectural character. Doing so improves the street scene and generates local pride;

– All the façades overlooking the street or public space should be treated as primary façades; and

– Road layouts should be designed to slow traffic and advantage pedestrians over vehicles.

Figure 73: Slight meandering residential road with green elements to improve the aesthetics of the environment, York.

Figure 74: Positive example of a meandering edge lane where properties with well vegetated front gardens overlook the adjacent open space, Newquay.

DC.04 Built form

Code. DC04.2 Continuity and enclosure

Focal points and public spaces in new development should be designed in good proportions and delineated with clarity. Clearly defined spaces help create an appropriate sense of enclosure - the relationship between a given space (lane, street, square) and the vertical boundary elements at its edges (buildings, walls, trees).

Some design guidelines that should be considered for achieving satisfactory sense of enclosure are:

– When designing building setbacks, there must be an appropriate ratio between the width of the street and the building height;

– Buildings should be designed to turn corners and create attractive start and end points of a new street or frontage;

– Generally, building façades should front onto streets. Variation to the building line can be introduced to create a more informal character;

– In the case of terraced and adjoining buildings, it is recommended that a variety of plot widths, land use, building heights, and façade depth should be considered during the design process to create an attractive streetscape and break the monotony of the street wall; and

– Trees, hedges, and other landscaping features can help create a more enclosed streetscape in addition to providing shading and protection from heat, wind, and rain.

Figure 75: The relationship between the buildings, the trees and width of the footway creates a sense of enclosure for the pedestrians, Poundbury.

DC.04 Built form

Code. DC04.3 Legibility and wayfinding

When places are legible and well signposted, they are easier for the public to understand, therefore likely to both function well and be pleasant to live in or visit. It is easier for people to orient themselves when the routes are direct and visual landmarks clearly emphasise the hierarchy of the place. Some design guidelines are:

- A familiar and recognisable environment makes it easier for people to find their way around. Obvious and unambiguous features should be designed in new development;

- Buildings which are located at corners, crossroads or along a main road could play a significant role in navigation. For that reason, the architectural style of those buildings could be slightly differentiated from the rest to help them stand out;

- Landmark elements could also be a public art, historic signage totem or even an old and sizeable tree;

- New signage design should be easy to read. Elements likes languages, fonts, text sizes, colours and symbols should be clear and concise, and avoid confusion;

- Signage can also help highlight existing and newly proposed footpaths and cycle lanes, encouraging people to use them more; and

- Signage could be strategically located along walking and cycling routes to signalise location of local and heritage assets and raise people's awareness.

Figure 76: Example of signage that could be integrated along footpaths to navigate people towards important destinations.

- Provision for people with visual impairment, for instance tactile paving or tactile lettering on signs.

Figure 77: Example of signage posts within the urban fabric to help navigate people, Diss.

Figure 78: Example of tactile paving to facilitate movement for people with visual impairment.

DC.04 Built form

Code. DC04.4 Building heights, density and housing mix

The concept of density is important to planning and design as it affects the vitality and viability of the place. The density within the Parish is quite low which is justified by its rural character. Therefore, some guidelines for new development are needed to ensure that the existing housing density numbers are respected.

– Density should be appropriate to the location of any new development and its surroundings and enhance the character of the existing village and hamlets;

– Housing densities should be reduced towards development edges and along rural edges in order to create a gradual transition towards the countryside;

– Pedestrian and cycle movement should be a priority and taken into account in larger development schemes. Housing

density should support a 'human scale' development; and

– Small scale development and in-fills need to follow the scale and pattern and therefore, retain the character of the area. In particular, design guidelines for those two scenarios can be found in Code 4.

Figure 79: Local example of a low density hamlet with generous gaps between properties and good-sized rear gardens.

DC.04 Built form

Housing mix

The aspiration for the Parish is to create a strong rural economy based on local employment, services, and other types of business with infrastructure to support education, health, commerce, and entertainment. This also needs to include the commuting workforce. Therefore, a mix of new housing is proposed to attract a wide group of people. Some design guidelines for new development are:

– New development should propose a mix of housing to include a range of house types and sizes, both developer and self built, to allow for a variety of options and bring balance to the population profile; and

– Affordable housing should be a priority in new development and its quality and architectural design should be of high standards to complement the local vernacular.

Figure 80: Post war semi-detached buildings along Nounsley Road.

Figure 81: Example of a single storey house that has had a roof extension (a common feature of these style of homes).

Figure 82: Large detached house that is well setback from Sportsman's Ln in Nounsley.

DC.04 Built form

Building heights

There is a low housing density in the Parish reinforcing the rural character of the village and hamlet. More specifically, properties tend to be 1- or 2-storeys high with decent-sized rear gardens. The rooflines are irregular and either continuous, where there are clusters of houses, or they get interrupted with nature, where gaps between buildings are generous. Chimneys decorating the roof also interrupt the roofline offering a visual interest.

Maintaining a consistent roofline within Hatfield Peverel Parish is important to allow for long-distance views towards the surrounding countryside and respect the existing context. This means that buildings should be consistent with prevailing patterns, be that regular or varied. Therefore, some design guidelines are:

– New development should propose maximum height of 2.5 storeys;

– Monotonous building elevations should be avoided, therefore we suggest encouraging varied rooflines to create interest and break up larger sections;

– Roof shapes and pitches must employ a restrained palette on a given building; overly complex roofs must be avoided; and

– Locally traditional roof detailing elements such as roofing materials, chimney stacks and edge treatments should be considered and implemented where possible in cases of new development.

Figure 83: Local example of continuous roofline, of 2-storey buildings, interrupted by chimneys.

DC.04 Built form

Code. DC04.5 Materials and architectural details

Hatfield Peverel Parish has a wide variety of architectural styles and details that can act as references for new development. In particular, the most notable building material within Hatfield Peverel village is local clay which has provided the raw material for bricks, light colours of render, clay roof tiles and chimney pots, found in many building structures around the Parish. Some design guidelines for new development are:

- Architectural design shall reflect high quality local design references in both the natural and built environment; and

- Any new development should demonstrate that the palette of materials has been selected based on an understanding of the surrounding built environment.

Roofing

Grey slate tiles

Handmade clay peg tiles

Thatched roof (made from straw)

Walling & building facades

Red Brick

Light Render

Half timber framing (mock tudor facade) with white render.

Red Brick and Timber

DC.04 Built form

Windows

Casement windows

Sash window

Dark brown frame on casement & cottage style window

Front doors (timber and painted)

Blue painted timber door with large windows

Dark painted door with frosted windows either side

Georgian doorway, with flat top pediment and wood pilasters and typical 6 panel solid wood painted door, with vertical fanlight.

DC.05 Sustainability

Code. DC05.1 Minimising energy use

Buildings contribute almost half (46%) of carbon dioxide (CO2) emissions in the UK. The government has set rigorous targets for the reduction of CO2 emissions and minimising fossil fuel energy use.

There are a good number of energy efficient technologies that could be incorporated in buildings. The use of such principles and design tools is strongly encouraged to futureproof buildings and avoid the necessity of retrofitting.

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

F.87 features an array of sustainable design features. Those on the top show the features that should be strongly encouraged in existing homes, while those on the bottom show additional features that new build homes should be encouraged to incorporate from the onset.

Code. DC05.2 Lifetime and adaptability

The fastest route to building a functional, supportive, neighbourly community is to build homes that people can and want to live in for most of their lives instead of having to move every time domestic circumstances change.

'Lifetime' homes means designing in the flexibility and adaptability needed to allow for easy incorporation of wheelchair accessibility, addition/removal of internal walls, and ease of extension - both vertically and horizontally. This is particularly important for the aged, infirm or expanding/contracting families who may be dependent on nearby friends and family for emotional and physical support.

Figure 84: Use of shingle-like solar panels on a slate roof, with the design and colour of the solar panels matching those of the adjacent slate tiles.

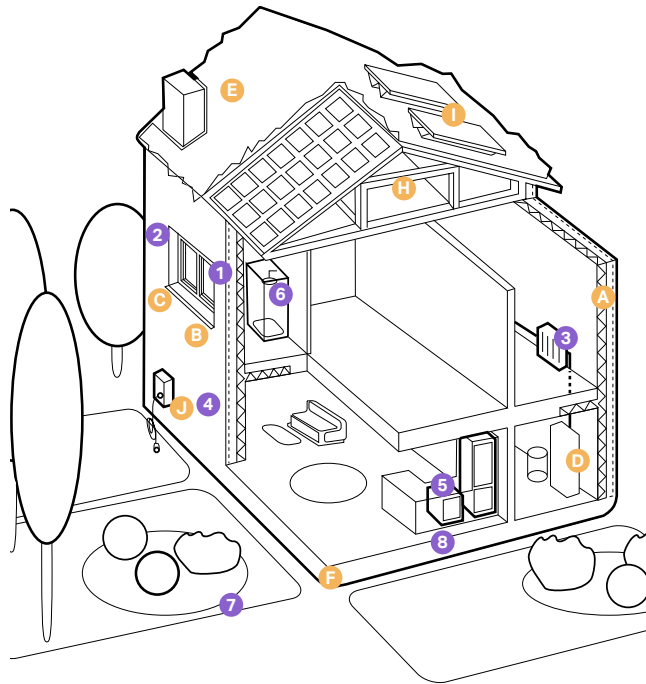**Figure 85:** Positive example of implementing solar panels since the design stage.

Existing homes

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

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

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

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

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

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

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

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

Additional features for new build homes

A **High levels of airtightness**

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

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

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

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

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

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

H **Solar panel**

Figure 86: Diagram showing low-carbon homes in both existing and new build conditions.

In March 2015 the government launched a new approach on space standards that deals with internal space within new dwellings and is suitable for application across all tenures.

This 'space standard' can only be applied where there is a local plan policy based on evidenced local need (e.g. retirement homes, sheltered homes or care homes), and where the viability of development is not compromised. The space standard will replace existing space standards used by local authorities. It is part of the planning system and is not a building regulation. Some of the findings included:

– Room used for sleeping by 1 adult: No smaller than 6.51 sq. m.

– Room used for sleeping by 2 adults: No smaller than 10.22 sq. m.

– Room used for sleeping by children of 10 years and younger: No smaller than 4.64 sq. m.

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
	1p	39 (37)[2]			1.0
1b	2p	50	58		1.5
	3p	61	70		
2b	4p	70	79		2.0
	4p	74	84	90	
3b	5p	86	93	99	2.5
	6p	95	102	108	
	5p	90	97	103	
	6p	99	106	112	
4b	7p	108	115	121	3.0
	8p	117	124	130	
	6p	103	110	116	
5b	7p	112	119	125	3.5
	8p	121	128	134	
	7p	116	123	129	
6b	8p	125	132	138	4.0

Figure 87: Table showing the Minimum gross internal floor areas and storage (sq. m)

DC.05 Sustainability

Code. DC05.3 Minimising construction waste

As part of the environmental management system it is important that the waste generated during construction is minimised, reused within the site or recycled.

Developers should plan to re-use materials by detailing their intentions for waste minimisation and re-use in Site Waste Management Plans. The actions that this plan will include are:

– Before work commences, the waste volumes to be generated and the recycling and disposal of the materials will be described;

– On completion of the construction works, volumes of recycled content purchased, recycled and landfilled materials must be collated;

– Identify materials used in high volumes; and

– The workforce should be properly trained and competent to make sure storage and installation practices of the materials is done under high standards.
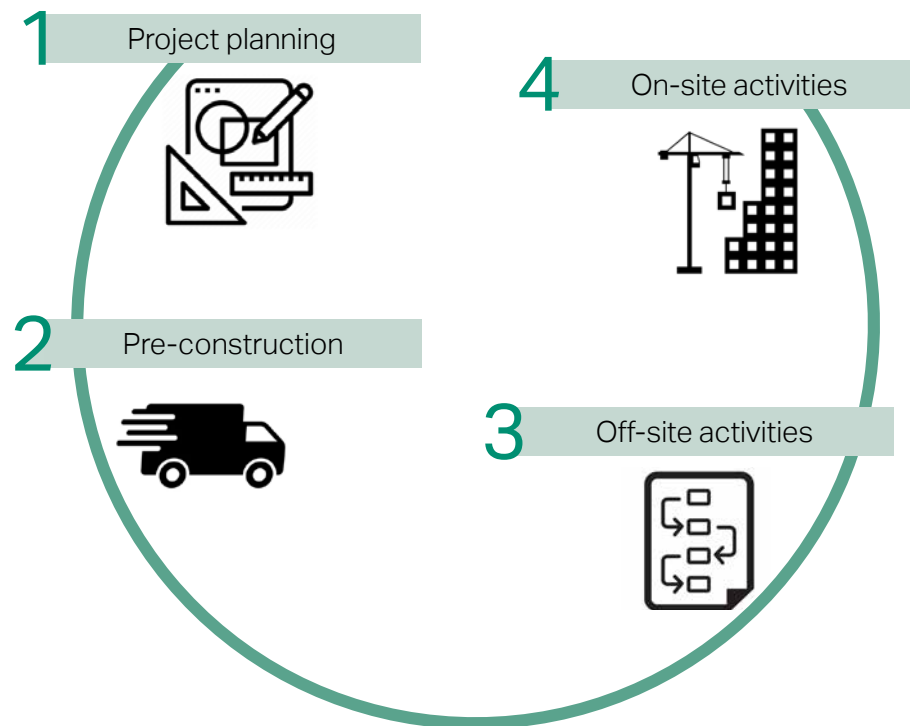

1 Project planning

2 Pre-construction

**3** Off-site activities

4 On-site activities

Figure 88: Diagram to illustrate the 4 main stages where waste management practices can be implemented.

4.5 Character area codes

The character area codes are designed to provide specific guidance to areas within Hatfield Peverel. These areas were set out in the character analysis undertaken in chapter 3. The specific guidance builds upon the general design codes outlined in the previous section and highlights guidelines that will both preserve and enhance the existing character of the area. These should be read jointly with the previous codes.

The codes within each character area are split into street codes and buildings codes to further outline particular features within the areas that need to be protected or improved. Developers seeking to build in these areas should refer to these sections when considering the street layout, placemaking and architectural features of new development.

1	The Street & Potential Conservation Area	
2	Station Road Area	
3	Stone Path Drive, St Andrew's Road & Maldon Road	
4	New Road	
5	Gleneagles Way & Southern Edge	
6	Nounsley	
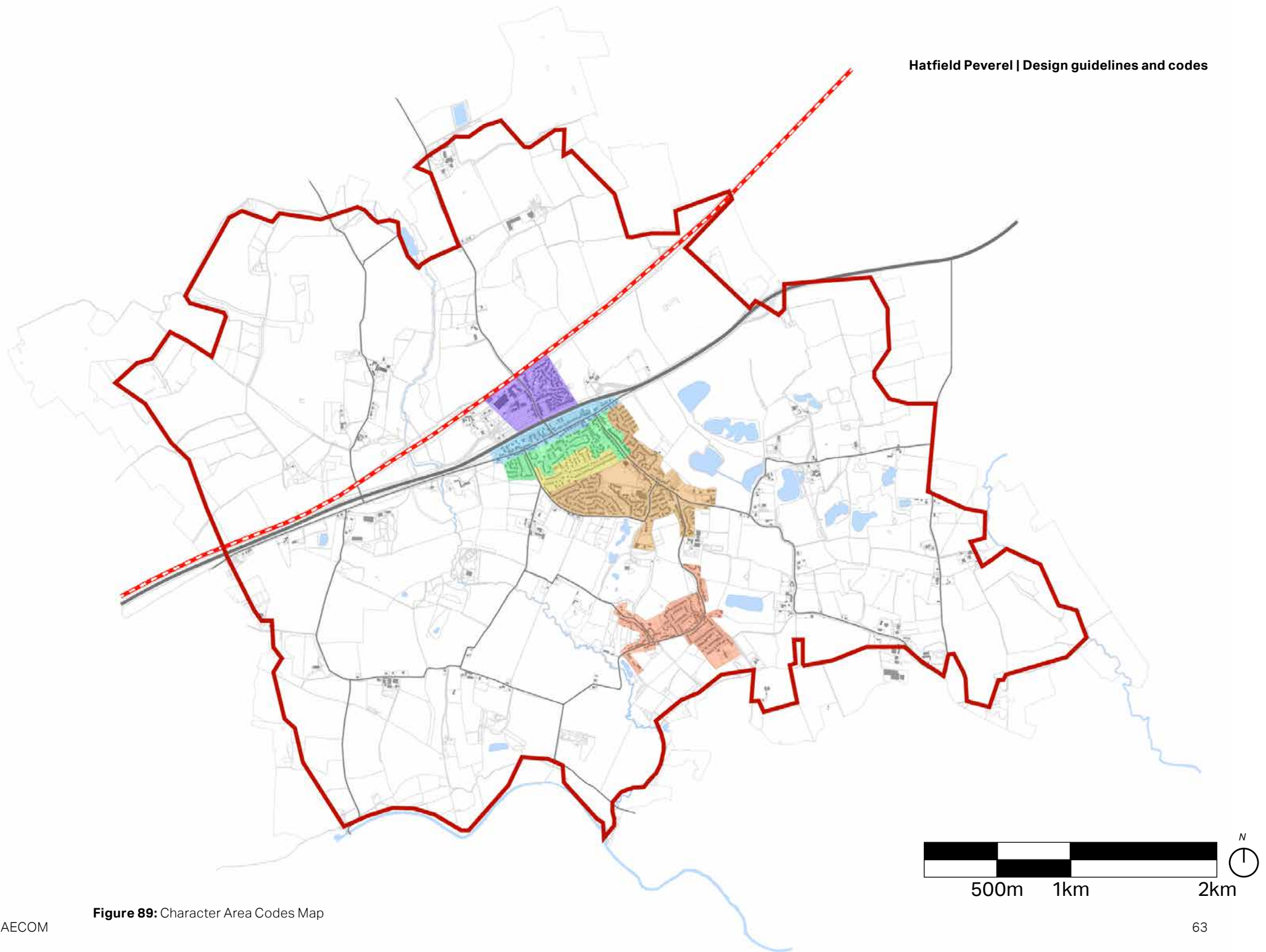
Figure 89: Character Area Codes Map

1 The Street & Potential Conservation Area (TS)

The codes in the following pages address The Street and potential Conservation Area and both its street and built form characteristics.

Existing Characteristics

– There are several listed buildings along The Street, primarily located in the southern end of the village where the potential conservation area site is.

– Setbacks along The Street vary depending on the age of the building. This creates a sense of enclosure and adds richness to the townscape.

– There are a mix of uses along The Street which creates a vibrant feel to the area, however this does lead to the road being dominated by road traffic when combined with it being a thoroughfare to Boreham and Witham and beyond.

Proposed Character

– Heritage assets (designated and non-designated) should be preserved and not impacted by any new development.

– Measures should be put in place to calm road traffic making The Street a more walkable place.

– Preservation of natural features to protect the garden village character including informal green spaces on The Street.

Code. Mixed use street codes.

The following codes highlight policies that relate to The Street which is both the historical and the economic centre of Hatfield Peverel. The codes will help maintain the street character while improving walkability.

TS1

Buildings should be no taller than 2 storeys in order to preserve the view down the street towards any of the listed buildings.

TS4

Any development should respect the compact nature of The Street.

TS5

Public transport should be incentivised.

TS2

Building line should vary along The Street, to maintain the interesting streetscape that is currently there.

TS3

Vegetation should be continued to be integrated along the street front to help soften the feel of the area and maintain the garden village feel to Hatfield Peverel.

Figure 90: Diagram showing an ideal scene along The Street

Potential Conservation area and The Street Building materials and colour pallet.

Buildings along The Street follow a pattern in terms of what building materials they use and the colour palette that goes with them. These are important in that they contribute heavily to how the buildings interact with the public realm. For this reason, any future development in the area should:

– Where possible use the same building materials and colour palettes of the pre existing properties along The Street.

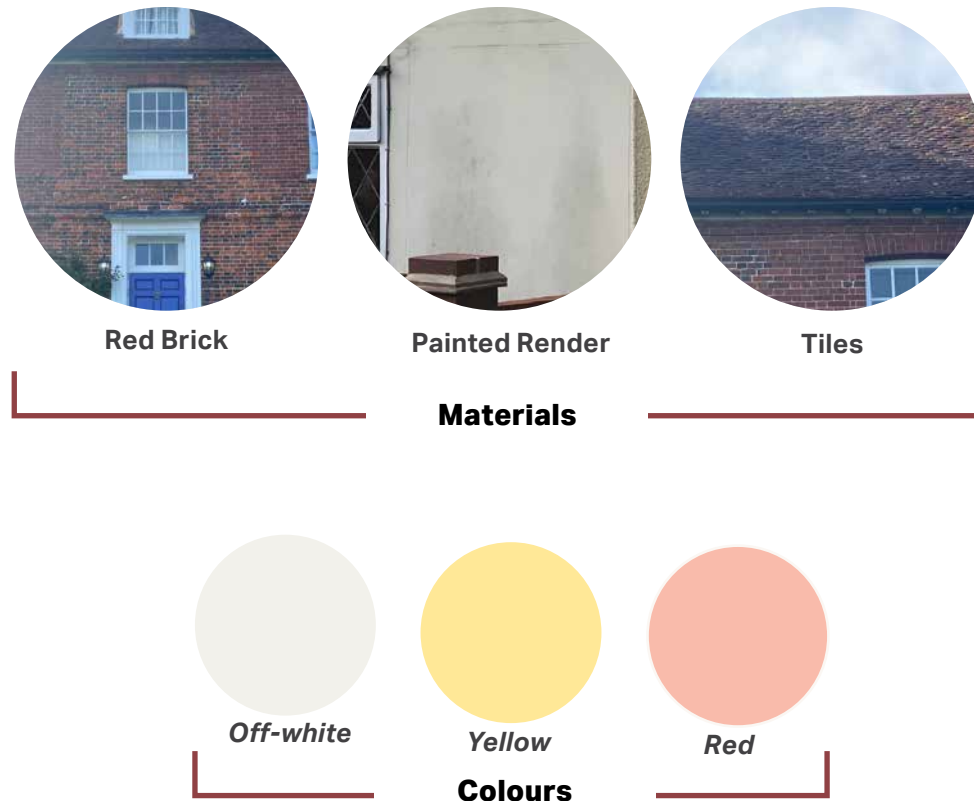– Try to build buildings that are in keeping with the current styles along The Street.

Red Brick   **Painted Render**   **Tiles**

Materials

Off-white   *Yellow*   *Red*

Colours

Figure 91: Examples of building materials and colour palette along The Street

2 Station Road Area (SR)

The codes in the following pages address the Station Road area and both its street and built form characteristics.

Existing Characteristics

– Buildings along Station Road and the developments that sprawl off it take on a detached typology. These buildings are generously spaced out and maintain a fair setback. This creates a linear feel to the area.

– Backland development is typical in this area, for example Rainbow Mead.

– Building materials used in the area are typically red brick and light colours of render.

– Vegetation is a common theme in front gardens as well as defining the boundary.

– Buildings front onto the street creating natural surveillance and making the area feel safe to walk around in during the day and at night. This is important considering the proximity to the railway station where students will be arriving in the evening after school and clubs and commuters leaving early and getting home late.

Proposed Character

– Building materials and styles should be consistent with materials that are currently used in order to maintain the place identity of Station Road.

– The linear streetscape should be protected and new infill development should therefore match the plot layouts of existing buildings.

– Preservation of natural features to protect the garden village character including informal green spaces on The Street.

– Development should allow for on plot car parking to keep the street clear.

Code.Station Road street codes and plot parcels

These codes provide guidance on the structure and appearance of the built form within the Station Road character area.

SR1

Front gardens with grass and vegetation should be provided, also providing space for cars to park on plot. Paving over existing vegetation should be avoided.

SR2

Buildings should be consistently well set back from the road to retain the linear feel to the area also creating space for front gardens, allowing people to put their own touch to their property and thus adding vibrancy to the streetscape.

SR3

Where possible green hedges should be used as boundary treatments to retain the 'garden village' character in the village.

SR4

Principle windows and access doors should be located at the front of the building to promote a feeling of safety.

Figure 92: Diagram showing an ideal street scene along Station Road

Maintaining build form character in the Station Road area.

The buildings in the Station Road character area use much of the same building materials as the rest of Hatfield Peverel, however The Pines development takes on a mock Tudor build form which incorporates a lot of timber into the facades. This has a knock-on effect by adding a dark brown/black to the colour palette of the area. In order for future developments to respect this character it is important for them to:

– Where possible use red brick, light render and timber clad for building facades as these are materials that have been successfully incorporated in the past to create the current identity.

Red Brick   **Light render**   **Timber**

Materials

Off-white   **Black/Dark Brown**   **Red**

Colours

Figure 93: Examples of building materials and colour palette in the Station Road area

3 Stone Path Drive, St Andrew's Road & Maldon Road (SA)

The codes in the following pages address the characteristics of Stone Path Drive, St Andrews Road and Maldon Road in terms of their streets and build form.

Existing Characteristics

– Buildings in this area have generous setbacks allowing space for front gardens and on plot car parking spaces.

– It is a very green area with several open green spaces and hedges dominating boundaries particularly along St Andrew's Road.

– There is a combination of detached and semi-detached housing in this area, with red brick being the common building material.

– There are on street parking issues along St Andrew's Road which obstructs vehicle movement along the road.

Proposed Character

– Preservation of natural features to protect the garden village character including informal green spaces within the streetscape.

– Safe streets for motorists and pedestrians of all ages, which have sustainable parking solutions.

– New development should be of high quality as well as respectful to the build form and materials of current buildings in the area.

– Buildings should maintain a suitable setback from the street in order to keep the linear green feel to the area.

Code. Green streets codes

These codes provide guidance on the structure and appearance of the built form within the Stone Path Drive, St Andrew's Road and Maldon Road areas.

SA1

The building line should be well setback and consistent in order to maintain garden space. This both keeps the linear feel to the area but allows for any new development to respect and add to the garden village identity to these areas.

SA2

Left over green spaces and pocket parks should be maintained as they soften up the built environment and are crucial to maintaining the green character.

SA3

Semi-detached and detached typologies should be developed to match what is pre existing in the area.

SA4

Hedges should be used to define the boundary of any new development, enhancing the garden village feel to the areas.

Figure 94: Ideal scene in the Stone Path, St Andrew's and Maldon Road area

Maintaining build form character in the Stone Path Drive, St Andrew's Road and Maldon Road area.

Buildings in this character area all tend to use similar building materials as well as a specific colour palette that fits in with the green surroundings. These are important in that they contribute heavily to how the buildings interact with the public realm. Given this, any future development in the area should:

– Where possible use red brick or light render for building facades as it blends well with the surrounding vegetation. And;

– Aim to use grey tiles for roofs, which should be quite tall to allow for roof extensions.

Red brick   Yellow brick   Grey slates

Materials

Yellow   *Green*   *Red*

Colours

Figure 95: Examples of building materials and colour palette in the St Andrew's area

4

New Road (HH)

The codes in the following pages address the New Road (Homes for Heroes) area and both its street and built form characteristics.

Existing Characteristics

– The area is made up of predominantly of 2 storey semi-detached housing that dates to the inter-war years (ie 1920s & 1930s) and the 1950s.

– The boundary treatment is dominated by vegetation such as hedges, helping give the area a garden village feel to it.

– The setback of buildings in the area (particularly along New Road) is generous and consistent creating a linear feel to the streetscape.

– Building materials in the area include red brick and render with grey slate tiles.

Proposed Character

– Heights, architectural features and colour palette should be in keeping with Hatfield Peverel's character.

– Preservation of natural features to protect the garden village character including informal green spaces on the street.

– Clear guidance on a colour palette so that future development aligns with the character that is existing.

Code. New Road street codes

Code.The following codes set the precedents for future developments in terms of maintaining the identity of New Road and the surrounding area.

HH1

Developments should respect the semi detached 2 storey building typology in the area, thereby protecting the green and open feel to the area.

HH2

Hedges should be used to define the boundary of properties, maintaining the garden village character of the area.

HH3

Any development should respect the building line in order to not obstruct the view down New Road.

HH4

Red brick, yellow brick and light render should be used as building materials as well as grey slate tiles.

HH5

Developments should allow for a decent sized setback allowing for front gardens and at least 1 car parking space per property.

Figure 96: Diagram showing an idealistic street scene in the Homes for Heroes area

Maintaining build form character in the New Road area.

Given that there is an abundance of vegetation, it is important that the building materials and the colour of them blend in well with the green surroundings. In order to retain the local character of the area the following guidance should be followed:

– Building materials should be subservient to the red and yellow brick currently used in the area as well as the grey slate roofs.

– Any development should respect the current colour palette of the area which is predominantly red. This is both to allow for it to fit in with the current hard infrastructure as well as the nature.
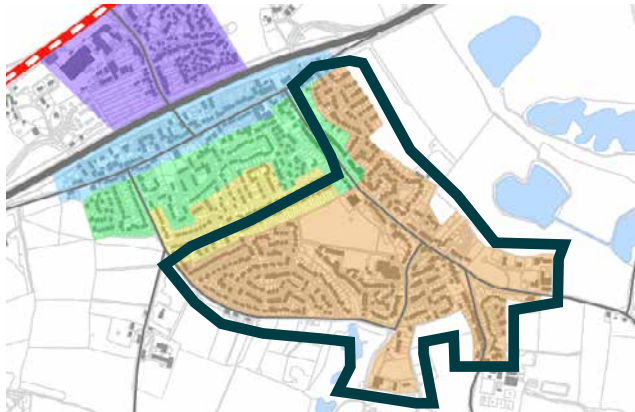

Red brick **Yellow brick** **Grey slates**

Materials

Yellow **Green** **Red**

Colours

Figure 97: Examples of building materials and colour palette in the New Road

5 Gleneagles Way & Southern Edge (SE)

The codes in the following pages address the Gleneagles Way and the Southern Edge and both its street and built form characteristics.

Existing Characteristics

– The area is predominantly made up of detached 1970s housing which use: brick, render and timber frame as building materials.

– Local pocket parks/greens help break up the built environment, creating a rural feel to the area.

– Cul de sacs are a popular street layout, which limits traffic movement and makes the area more pedestrian friendly.

– There are linear building setbacks throughout the village.

Proposed Character

– Heights, architectural features and colour palette should be in keeping with Hatfield Peverel's character.

– Preservation of natural features to protect the garden village character including informal green spaces within the streetscape.

– Plot layouts and proportions should be respected by future developments in order to retain the linear character of the village.

Code.Southern Edge development

The following codes define how future development on the edge of Hatfield Peverel should interact with the countryside.

SE1

Building fronts should face onto the street, maximising natural surveillance and providing stunning views towards the countryside for these homeowners.

SE2

Buildings should be provided with generous front gardens, which adds value both to the property and is in keeping with the garden village feel to Hatfield Peverel.

SE3

Buildings should be oriented back to back, maximising the privacy for people in their back gardens.

SE4

A buffer zone is key to the transition from the village to the countryside. Trees and hedgerows also provide the opportunity for biodiversity to flourish by creating wildlife corridors.
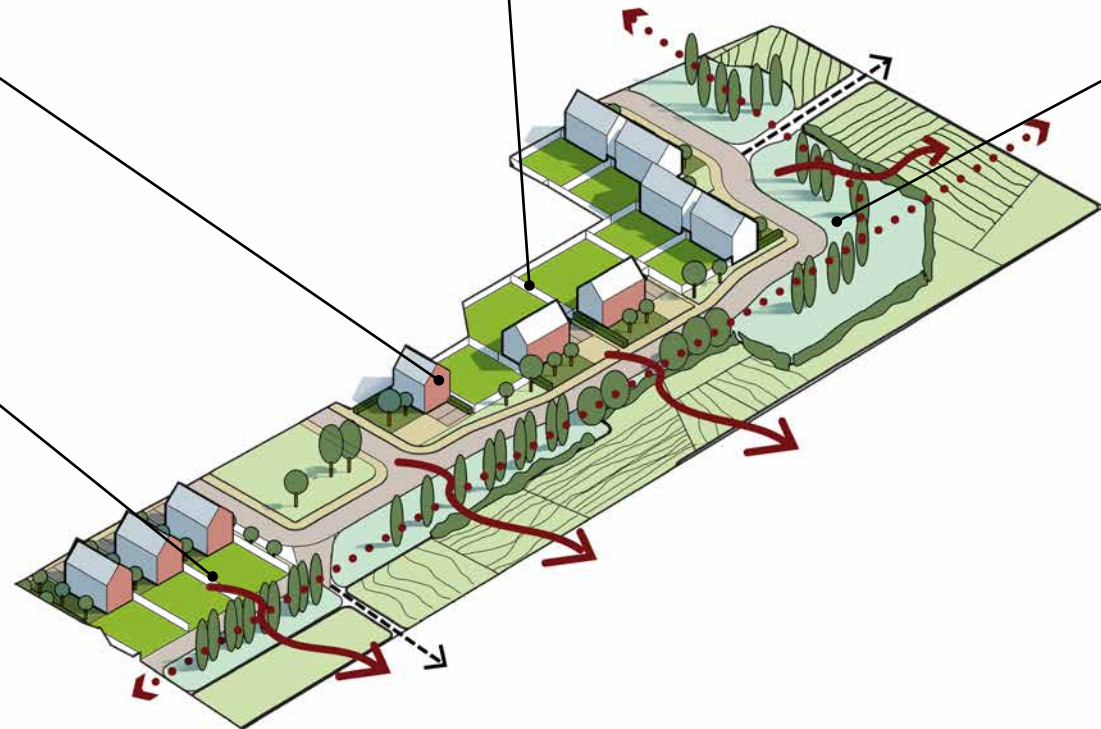
Figure 98: Diagram showing how edge development should respond to the surrounding countryside

Code. Creating a suburban built environment

The following codes define how future development on the Southern Edge of Hatfield Peverel should be designed to represent an American suburb.

SE5

Small left over green spaces and pocket parks should be included in the design of any new development in the Southern Edge character area.

SE6

Well-defined front and backs creating a perimeter block pattern with the primary facades facing the street providing safety and active frontages at street level.

Figure 99: Diagram showing an good block layout in the Southern Edge area.

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Maintaining build form character in the Southern Edge area

Part of maintaining the unique character of the Southern Edge is to make sure that future developments are respectful to the building materials and colour of them. For this reason it is important that any new development:

– Where possible uses yellow brick and white timber as building materials to allow for new buildings to bed in with the existing development. and;

– Promote the use of a colour palette that blends well with the greens of the surrounding vegetation both within the village and in the countryside.
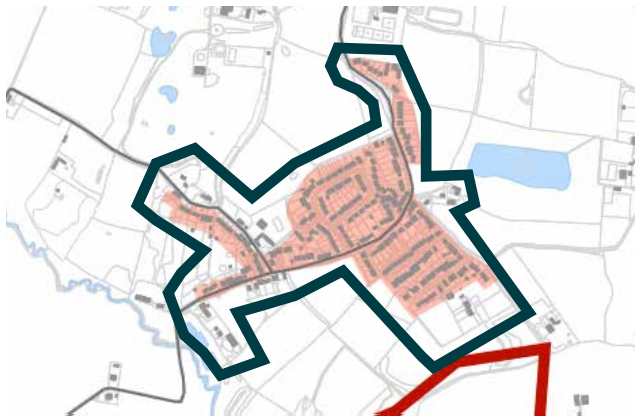

Timber   **Grey tiles**   **Yellow brick**

Materials

White   **Grey tiles**   **Dark Brown/Black**

Colours

Figure 100: Examples of building materials and colour palette in the Southern Edge

6 Nounsley (NN)

The codes in the following pages address Nounsley and both its street and built form characteristics.

Existing Characteristics

– Large spaces between plots and buildings creates a more rural feel to the area.

– Building setbacks vary. However, they are typically long, creating space for driveways and front gardens.

– Vegetation currently dominates the boundary treatment with hedges and shrubs, adding to the rural feel of the area.

Proposed Character

– Preservation of natural features to protect the rural character.

– Preservation of gaps and filtered views into the surrounding countryside.

– New buildings should relate to the existing architectural details and colour palette of Hatfield Peverel and not exceed 2.5 storeys in height.

– Larger plots will maintain an informal layout.

Code.Rural development street and build form codes

The following codes relate to how future developments can be carried out to retain the rural feel to Nounsley.

NN1

Properties should be given generous garden space at the front and back which creates a transition between the streets and the countryside.

NN2

Hedgerows should be used to define the boundary of properties in order to retain the green identity.

NN3

Retain and enhance existing green verges to preserve the rural character.

NN4

Preserve gaps and spaces between properties and woodland to allow for views towards the countryside.

NN5

Buildings in this area should be predominately of a large detached typology.

Figure 101: Diagram showing an ideal street scene in Nounsley

Maintaining build form character in Nounsley

Given the green and rural nature of Nounsley, it is important to make sure that future developments are respectful to the building materials and colour of them. For this reason it is important that any new development:

- Where possible uses yellow brick and timber as building materials to allow for new buildings to bed in with the existing development. and;

- Promote the use of a colour palette that compliments the greens of the grass verges, hedgerows, trees and the countryside.

Timber   **Render**   **Clay tiles**

Materials

White   **Grey tiles**   **Yellow**

Colours

Figure 102: Examples of building materials and colour palette in Nounsley

4.5 Checklist

Because the design guidance and codes in this document cannot cover all design eventualities, this chapter provides a number of questions based on established good practice against which the design proposal should be evaluated. The aim is to assess all proposals by objectively answering the questions below. Not all the questions will apply to every development. The relevant ones, however, should provide an assessment as to whether the design proposal has considered the context and provided an adequate design solution.

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

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;

- Reinforce or enhance the character of streets, greens, and other spaces;

- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;

- Reflect, respect, and reinforce local architecture and historic distinctiveness;

- Retain and incorporate important existing features into the development;

- Respect surrounding buildings in terms of scale, height, form and massing;

- Adopt contextually appropriate materials and details;

- Provide adequate open space for the development in terms of both quantity and quality;

- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;

- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;

- Positively integrate energy efficient technologies;

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

- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; and

- Seek to implement passive environmental design principles by, firstly, considering how the site layout can optimise beneficial solar gain and reduce energy demands (e.g. insulation), before specification of energy efficient building services and finally incorporate renewable energy sources.

2

Street grid and layout:

- Does it favour accessibility and connectivity? If not, why?

- Do the new points of access and street layout have regard for all users of the development; in particular pedestrians, cyclists and those with disabilities?

- What are the essential characteristics of the existing street pattern; are these reflected in the proposal?

- How will the new design or extension integrate with the existing street arrangement?

- Are the new points of access appropriate in terms of patterns of movement?

- Do the points of access conform to the statutory technical requirements?

3 (continues)

Local green spaces, views & character:

- What are the particular characteristics of this area which have been taken into account in the design; i.e. what are the landscape qualities of the area?

- Does the proposal maintain or enhance any identified views or views in general?

- How does the proposal affect the trees on or adjacent to the site?

- Can trees be used to provide natural shading from unwanted solar gain? i.e. deciduous trees can limit solar gains in summer, while maximising them in winter.

- Has the proposal been considered within its wider physical context?

- Has the impact on the landscape quality of the area been taken into account?

- In rural locations, has the impact of the development on the tranquillity of the area been fully considered?

- How does the proposal impact on existing views which are important to the area and how are these views incorporated in the design?

- Can any new views be created?

- Is there adequate amenity space for the development?

- Does the new development respect and enhance existing amenity space?

3

Local green spaces, views & character:

- Have opportunities for enhancing existing amenity spaces been explored?
- Will any communal amenity space be created? If so, how this will be used by the new owners and how will it be managed?
- Is there opportunity to increase the local area biodiversity?
- Can green space be used for natural flood prevention e.g. permeable landscaping, swales etc.?
- Can water bodies be used to provide evaporative cooling?
- Is there space to consider a ground source heat pump array, either horizontal ground loop or borehole (if excavation is required)?

4

Gateway and access features:

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

5 (continues)

Buildings layout and grouping:

- What are the typical groupings of buildings?
- How have the existing groupings been reflected in the proposal?
- Are proposed groups of buildings offering variety and texture to the urban landscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?

5

Buildings layout and grouping:

- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles, with, for example, one of the main glazed elevations within 30° due south, whilst also minimising overheating risk?

- Can buildings with complementary energy profiles be clustered together such that a communal low carbon energy source could be used to supply multiple buildings that might require energy at different times of day or night? This is to reduce peak loads. And/or can waste heat from one building be extracted to provide cooling to that building as well as heat to another building?

6

Building line and boundary treatment:

- What are the characteristics of the building line?

- How has the building line been respected in the proposals?

- Has the appropriateness of the boundary treatments been considered in the context of the site?

7

Building heights and roofline:

- What are the characteristics of the roofline?

- Have the proposals paid careful attention to height, form, massing and scale?

- If a higher than average building(s) is proposed, what would be the reason for making the development higher?

- Will the roof structure be capable of supporting a photovoltaic or solar thermal array either now, or in the future?

- Will the inclusion of roof mounted renewable technologies be an issue from a visual or planning perspective? If so, can they be screened from view, being careful not to cause over shading?

8

Household extensions:

- Does the proposed design respect the character of the area and the immediate neighbourhood, and does it have an adverse impact on neighbouring properties in relation to privacy, overbearing or overshadowing impact?

- Is the roof form of the extension appropriate to the original dwelling (considering angle of pitch)?

- Do the proposed materials match those of the existing dwelling?

- In case of side extensions, does it retain important gaps within the street scene and avoid a 'terracing effect'?

- Are there any proposed dormer roof extensions set within the roof slope?

- Does the proposed extension respond to the existing pattern of window and door openings?

- Is the side extension set back from the front of the house?

- Does the extension offer the opportunity to retrofit energy efficiency measures to the existing building?

- Can any materials be re-used in situ to reduce waste and embodied carbon?

9

Building materials & surface treatment:

- What is the distinctive material in the area?

- Does the proposed material harmonise with the local materials?

- Does the proposal use high-quality materials?

- Have the details of the windows, doors, eaves and roof details been addressed in the context of the overall design?

- Does the new proposed materials respect or enhance the existing area or adversely change its character?

- Are recycled materials, or those with high recycled content proposed?

9

Building materials & surface treatment:

- Has the embodied carbon of the materials been considered and are there options which can reduce the embodied carbon of the design? For example, wood structures and concrete alternatives.

- Can the proposed materials be locally and/or responsibly sourced? E.g. FSC timber, or certified under BES 6001, ISO 14001 Environmental Management Systems?

10

Car parking:

- What parking solutions have been considered?

- Are the car spaces located and arranged in a way that is not dominant or detrimental to the sense of place?

- Has planting been considered to soften the presence of cars?

- Does the proposed car parking compromise the amenity of adjoining properties?

- Have the needs of wheelchair users been considered?

- Can electric vehicle charging points be provided?

- Can secure cycle storage be provided at an individual building level or through a central/ communal facility where appropriate?

- If covered car ports or cycle storage is included, can it incorporate roof mounted photovoltaic panels or a biodiverse roof in its design?

Delivery

05

5. Delivery

The Design Guidelines & Codes will be a valuable tool in securing context-driven, high quality development in Hatfield Peverel. They will be used in different ways by different actors in the planning and development process, as summarised in the table.

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

Table 01: delivery

About AECOM

AECOM is the world's trusted infrastructure consulting firm, delivering professional services throughout the project lifecycle — from planning, design and engineering to program and construction management. On projects spanning transportation, buildings, water, new energy and the environment, our public- and private-sector clients trust us to solve their most complex challenges. Our teams are driven by a common purpose to deliver a better world through our unrivaled technical expertise and innovation, a culture of equity, diversity and inclusion, and a commitment to environmental, social and governance priorities. AECOM is a *Fortune 500* firm and its Professional Services business had revenue of $13.2 billion in fiscal year 2020. See how we are delivering sustainable legacies for generations to come at aecom.com and @AECOM.

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