Burnham Market

DESIGN GUIDANCE AND CODES

FINAL REPORT | JUNE 2022

Quality information

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Revision History

Issue no.	Issue date	Details	Issued by	Position
9	07.06.2022	Review	Ben Castell	Director
8	07.06.2022	Address comments	Hoorieh Morshedi	Urban Designer
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3	08.04.2022	Review	Ben Castell	Director
2	08.04.2022	Review, research	Luis Juarez	Associate Director
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Contents

Introduction

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1. Introduction

Through the Department for Levelling Up, Housing and Communities Neighbourhood Planning Programme led by Locality, AECOM was commissioned to provide design support to Burnham Market Parish Council. The support is intended to provide design guidance and codes based on the character and local qualities of the area to help influence residential developments.

1.1 Purpose of this document

The Neighbourhood Plan Steering Group has sought to develop a set of design codes guiding any future development in the village.

The National Planning Policy Framework (NPPF; 2021, paragraph 127) states that "Neighbourhood planning groups can play an important role in identifying the special qualities of each area and explaining how this should be reflected in development, both through their own plans and by engaging in the production of design policy, guidance and codes by local planning authorities and developers."

The stages of production for this document are outlined here:

STEP 1

Meeting with the group and site visit.

STEP 2

Urban design and local character analysis.

STEP 3

Preparation of the design principles, guidelines and codes to be used to inform the design of the Parish and future developments.

STEP 4

Draft report with design guidelines.

STEP 5

Submission of a final report.

1.2 Area of study

Burnham Market is located in King's Lynn and West Norfolk District in Norfolk County and is close to the coast within the Norfolk Coast Area of Outstanding Natural Beauty (AONB). It is situated 8km west of Wells-next-the-Sea, 19km north-east of Hunstanton. The village stands at the intersection of the B1155 to Great Bircham and the B1355 to Fakenham.

There are seven Burnhams, three of which merged, namely Burnham Sutton, Burnham Ulph and Burnham Westgate, to form present day Burnham Market.

The village itself has a traditional form including a village green occupied by small independent retailers and a couple of pubs and restaurants. Some of the other facilities within the village are St Mary Church, Church of All Saints, The Green (the central open space on Market Place), two allotments, playing field on Station Road including a The Burnhams Tennis Club, The Burnham Coronation Bowls Club, children's play area and adult fitness equipment.

The settlement has spread along the valley and follows the course of the Goose Beck, which is a tributary of the River Burn. The village sits within a wider rural landscape of fields and villages with islands of woodland interspersed throughout.

The River Burn is located to the east of the Parish which is a chalk-fed river through a low lying catchment for 12.1 km.

Like surrounding coastal villages, Burnham Market is well-known by local people, retirees, and tourists. There are a very good level of services which manage to retain and attract small businesses and therefore provide a sustainable service offer to adjacent villages and hamlets. Burnham Market is identified as a key rural service centre in the King's Lynn & West Norfolk Core Strategy (July 2011). The village helps to sustain the wider rural community.

Various architectural elements and materials add interest to the local character which ultimately play a crucial role in the sense of place.

Figure 01: The shops along Market Place

Figure 02: The Green, a significant open space at the heart of Burnham Market

F.3 | **Figure 03:** Map showing the area of study within its context, depicting built-up areas around the village along with major roads and the river

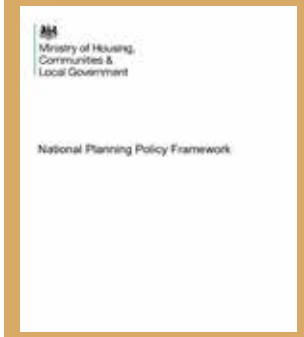
01

1.3 Design guidance and best practice

This section summarises the relevant design policy, guidance and evidence base produced at national, county and district levels which have informed this design code. Any new development applications should be familiar with these documents.

National Design Guidance

2021



National Planning Policy Framework - Department for Levelling Up, Housing and Communities

Relevant national planning policy is contained within the National Planning Policy Framework (NPPF, July 2021). The NPPF was updated in July 2021 to include reference to the National Design Guide and National Model Design Code and the use of area, neighbourhood and site-specific design guides. Paragraph 126 states that: "the creation of high quality buildings and places is fundamental to what the planning and development process should achieve and outlines that 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."

2021

National Design Guide - Department for Levelling Up, Housing and Communities

The National Design Guide sets out the government's ten priorities for well designed places and illustrates how well-designed places can be achieved in practice. The ten characteristics identified includes: context, identity, built form, movement, nature, public spaces, uses, homes and buildings, resources and lifespan. The Guide also reinforces the National Planning Policy Framework's objective in creating high quality buildings and places. The document forms part of the government planning practice guidance.

2021

National Model Design Code - Department for Levelling Up, Housing and Communities

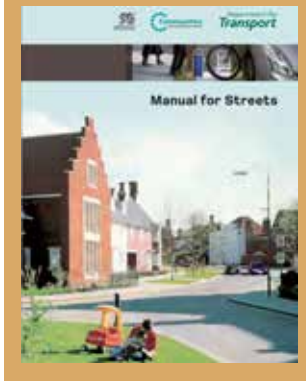
The draft National Model Design Code provides guidance on the production of design codes, guides and policies to promote well-designed places. It sets out the key design parameters that need to be considered when producing design guides and recommends methodology for capturing and reflecting views of the local community.

2020

Building for a Healthy Life - Homes England

Building for a Healthy Life updates Homes England's key measure of design quality as the national housing accelerating body. The document sets out 12 considerations for creating integrated neighbourhoods distinctive places and streets for all. While it is not part of the national policy, it is recognised as best practice guidance and design tool in assessing the design quality of developments.

2007



Manual for Streets - Department for Transport

Development is expected to respond positively to the Manual for Streets, the Government's guidance on how to design, construct, adopt and maintain new and existing residential streets. It promotes streets and wider development that avoid car dominated layouts and promote active travel.

01

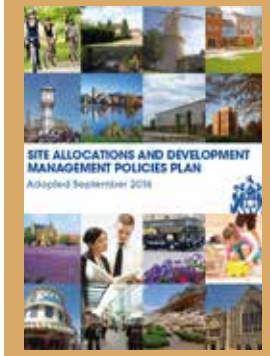
Local Policy

2011

Core Strategy - King's Lynn & West Norfolk Borough Council

The Core Strategy is part of the Local Development Plan. Adopted in 2011, the Core Strategy sets out the spatial planning framework for the development of the borough up to 2026 and is part of King's Lynn and West Norfolk's Local Development Framework. The Core Strategy provides guidance on the scale and location of future development for the next 15 years. It also includes the policies needed to deliver the Core Strategy vision and objectives, and a system for monitoring whether the strategy is being delivered. The Core Strategy is a Development Plan Document, which means it forms the starting point for determining planning applications. All other Development Plan Documents must conform to the adopted Core Strategy.

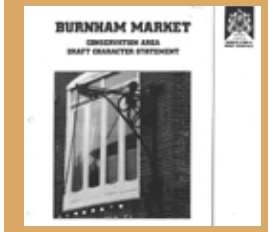
2016



Site Allocations and Development Management Policies Plan - King's Lynn & West Norfolk Borough Council

The Site Allocations and Development Management Policies Plan is part of Local Development Plan. It gives effect to and complements the adopted Core Strategy. It allocates land to deliver the development requirements of the Core Strategy, such as housing, employment, recreation, green spaces, community and leisure uses. Additionally, it includes development management policies which apply across the Borough and these will be used when determining planning applications.

1992



Burnham Market Conservation Area - King's Lynn & West Norfolk Borough Council

Designated in 1975 and revised in 1992, this document details the character of the Conservation Area and outlines requirements for its preservation. It is an important document to refer to when developing within the Conservation Area.

Neighbourhood Area Context Analysis

02

2. Neighbourhood Area Context Analysis

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

2.1 Surrounding context

Burnham Market is located inland from the North Norfolk coast. This area is characterised by rolling open farmland between Barrow Common, to Burnham Market in the east and Stanhoe in the south. The north part of Burnham Market Landscape Character Area falls within Norfolk Coast Area of Outstanding Natural Beauty (AONB).

In the 14th century the Market Place grew between St Mary's Church at one end and Church of All Saint at other. By the late Middle Ages the space was gradually reduced to its current size around The Green.

The built character includes a dynamic mixture of colour-washed buildings, interspersed with bricks. The rest of settlement comprises isolated dwellings and scattered farmstead throughout the open arable farmland. Straight hedgerows and ditches shape the field boundaries.

Variety of woodlands including deciduous and mixed woodland areas with occasional mark filed boundaries.

There are two Scheduled Monuments located to the north of the neighbourhood area. Burnham Market Conservation Area falls within the heart of the village with a variety of grade I, II and II* buildings.

The village benefits from a network of Public Rights of Way including footpaths and Restricted Byways. The National Cycle Network Route 1 is a long -distance route in sections from Dover to the north of Scotland. This route runs along Ringstead Road, Church Walk and North Street and links to Dover.

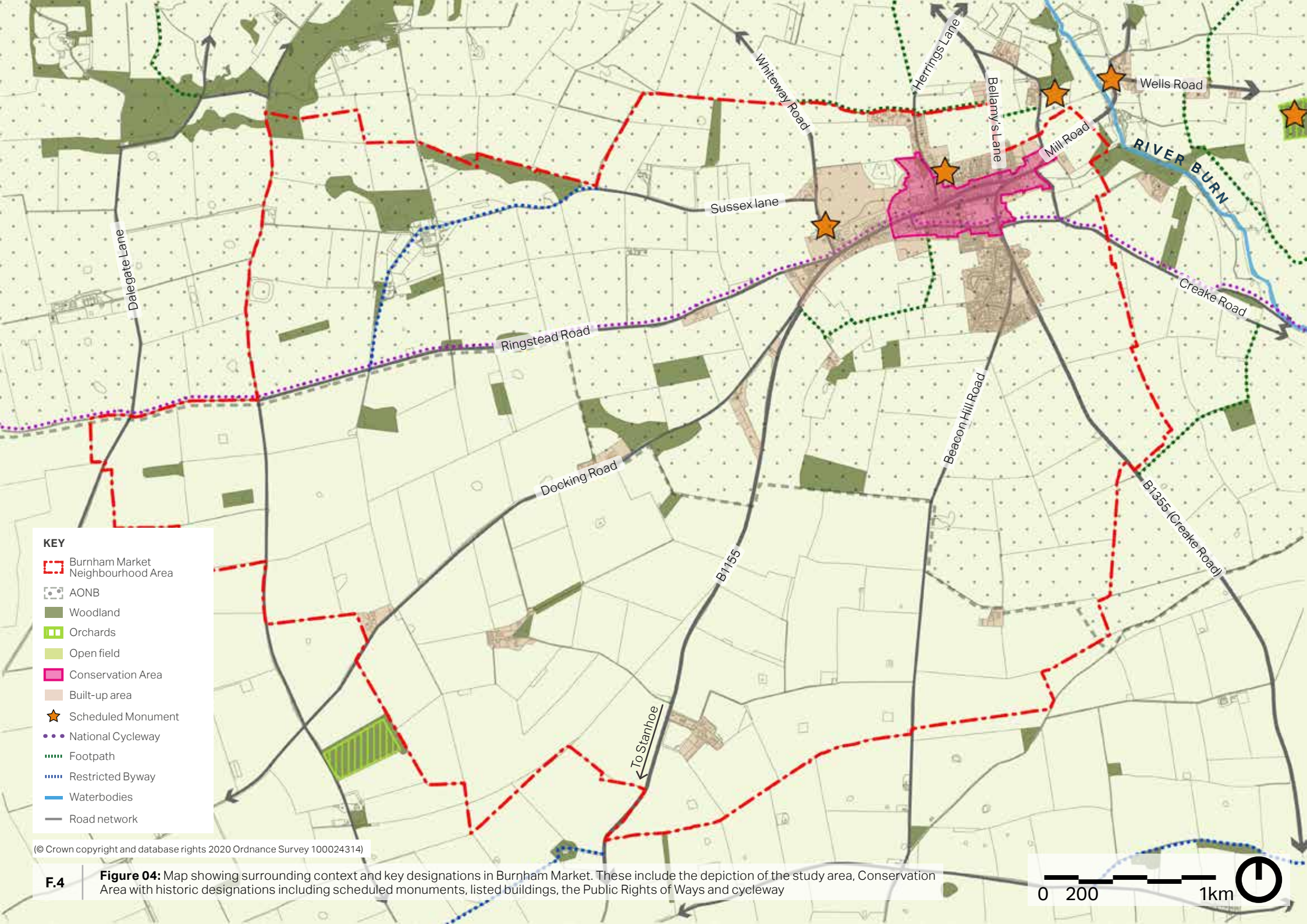


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Figure 04: Map showing surrounding context and key designations in Burnham Market. These include the depiction of the study area, Conservation Area with historic designations including scheduled monuments, listed buildings, the Public Rights of Ways and cycleway


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Figure 05: Market Place and surrounding context along this open space at the heart of the village

Figure 06: The row of local buildings along Market Place

Figure 07: The shared public realm with variety of shops along Market Place

Figure 08: The Pound, a green space with specimen trees in front of Church of St Mary on Church Walk

2.2 Movement Network

There are several arterial roads on which development in Burnham Market has grown. The major roads are the B1155 which runs from south to east and joins North Street and Mill Road to the east. The other major road is B1355 which is a north-south route run through North Creake, Burnham Market to Burnham Norton.

The main settlement is developed along a west-east axis from the elongated Green via two narrow and closely defined approach roads (North Street and Front Street) to the more loose-kint and semi-rural Overy Road. This linear sequence is strengthened by Station Road, a back lane to the south and running parallel to The Green and Front Street.

Some of the other local streets stem from these roads towards the north and the south such as Herring's Lane, Bellamy's Lane and Creake Road. Various cul-de-sacs developments located mainly on southern cluster of the village and along Creake Road.

Burnham Market generally has a flat topography which enables the promotion of active travel. Currently there is a National Cycle Route 1 which runs through the heart of the village along North Street and continues its way to Dover.

Five Public Rights of Way (PRoW) branches off the roads connecting the built environment with open spaces within the Parish and surrounding countryside. This gives people an opportunity to enjoy the tranquil atmosphere of the landscape character.

Burnham Market is connected to coastal villages via the Coasthopper bus route along the A149 which interchanges in Hunstanton and Wells-next-the-Sea.

Car parking is an issue in the village and particularity along The Green, Market Place and in front of holiday houses.

Figure 09: View towards Market Place, B1155 runs through the village

Figure 10: Barkers Yard which runs from Station Road to Market Place

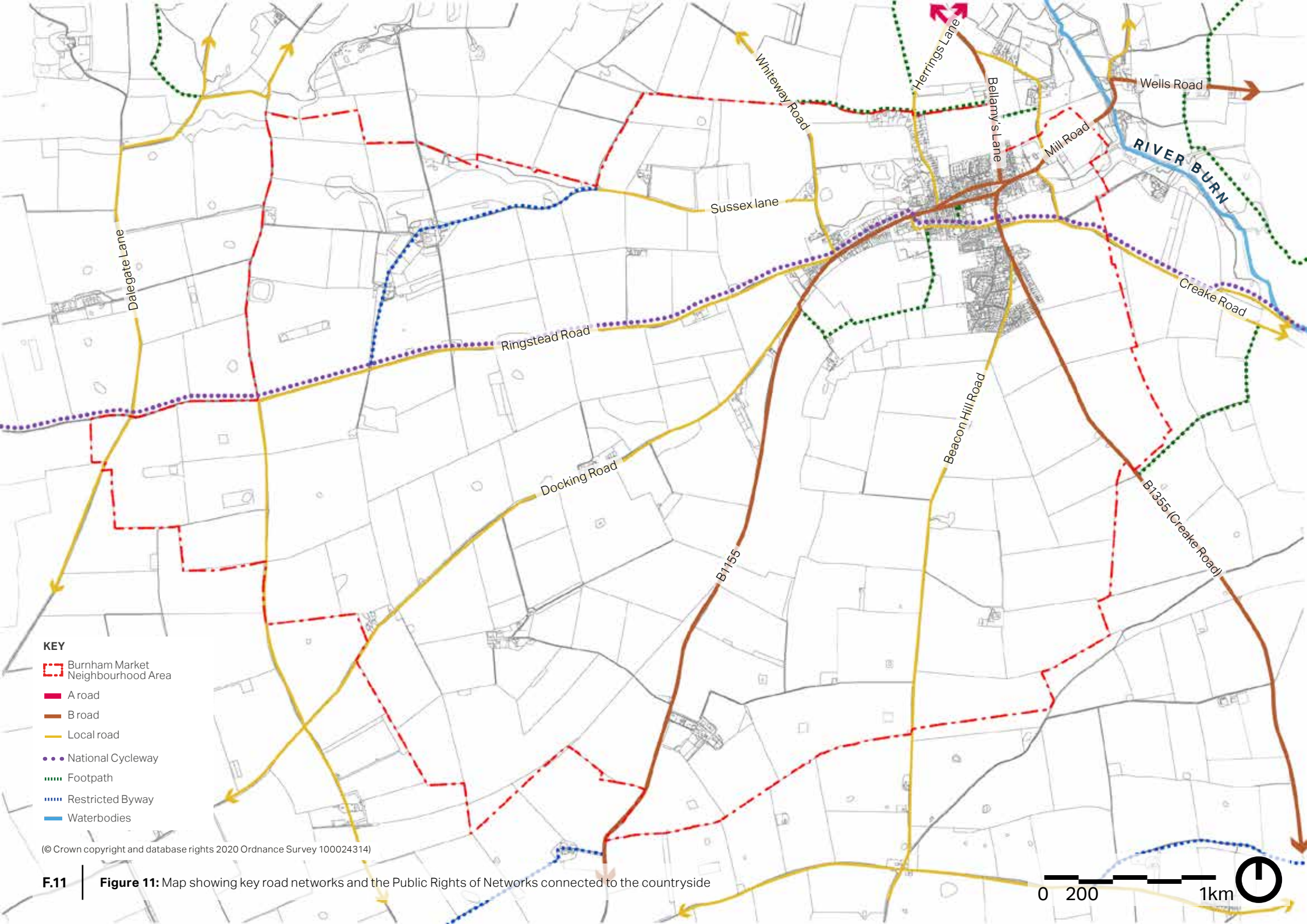

Figure 11: Map showing key road networks and the Public Rights of Networks connected to the countryside

2.3 Conservation Area

There is convincing archaeological evidence that the sheltered chalk valley in which Burnham Market is situated has been settled since prehistoric times.

Within the village itself, the Burnham Market Conservation Area (first designated in 1975 and revised in 1992) encompasses almost the entire spine of the historic central part of the village running along North Street, Front Street and Station Road (See **Figure 13**).

Burnham Market has a number of listed buildings[1] ranging from Grade I, II* to Grade II listed buildings and two Scheduled Monuments within the Parish which contributes towards the village's strong sense of place.

Scheduled Monuments:

- **Bowl barrow and pill box 430m WSW of Burnham** (List Entry Number (LEN): 1013570), which is located to the north of Goose Beck alongside Whiteway Road and it is within the grounds of Burnahm Westgate Hall. It includes a bowl barrow which is visible as an earthen mound, standing a height of c.3m; and
- **Burnham Market Anglo-Saxon cemetery** (LEN: 1458971), is located to the north east of Market Place, to the north of North Street. The site was an arable field which had become rough grassland before it was archaeologically excavated.

1. Burnham Market Conservation Area Draft Character Assessment

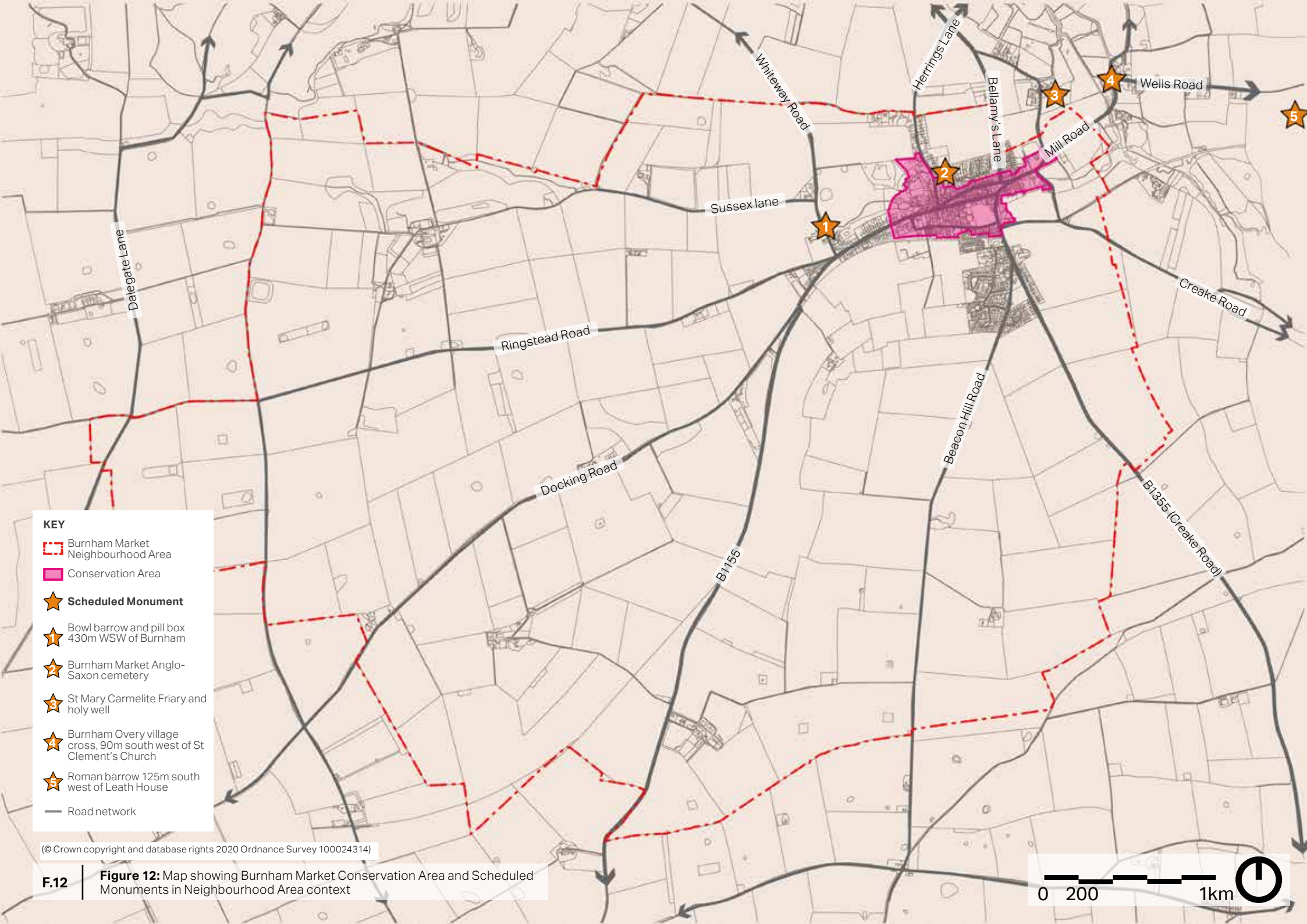

Figure 12: Map showing Burnham Market Conservation Area and Scheduled Monuments in Neighbourhood Area context

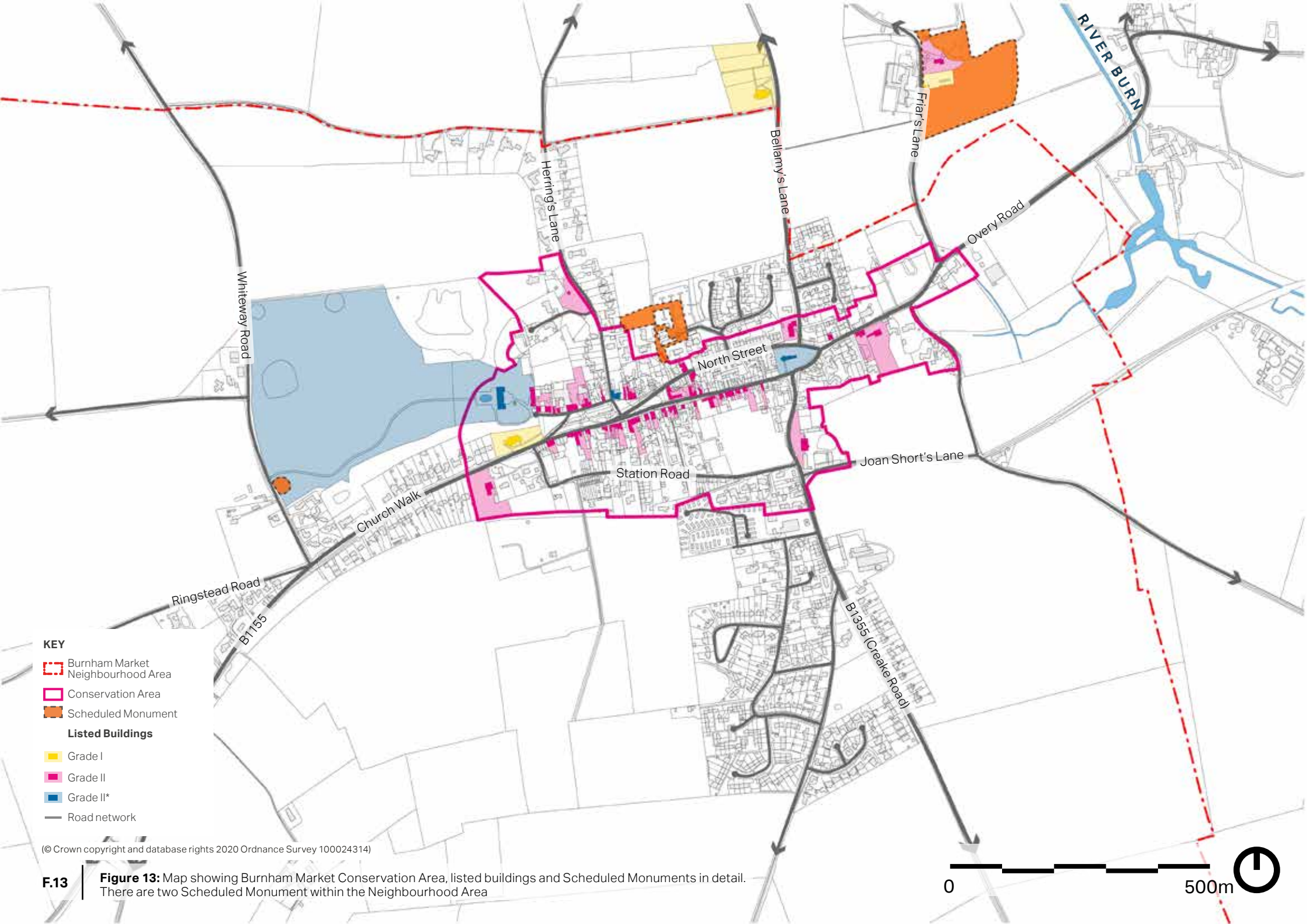

Figure 13: Map showing Burnham Market Conservation Area, listed buildings and Scheduled Monuments in detail. There are two Scheduled Monument within the Neighbourhood Area


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Figure 14: Hammonds House, Grade II, located on Market Place and built with colouredwash brick and red pantiled roofs

Figure 15: The War Memorial, Grade II listed, on Market Place and a view towards The Vine House, a Grade II listed building built with red brick and multi pane sash windows

Figure 16: Redwins, a Grade II listed building built with red brick and sash windows located on the east of Goose Bec

Figure 17: St Mary's Church, Grade I, located on Church Walk, built by from flint with stone dressings, lead roofs, slated chancel and pantile porch

Figure 18: National Westminster Bank, Grade II, built in 19th century with pebble flint, gault dressings, cast iron casements and decorations


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2.4 Landscape and Open Space Network

The north part of Burnham Market Landscape Character Area falls within Norfolk Coast AONB.

In the Landscape Character Assessment[1], the settlement is described as being rural and is a speared settlement along a valley following the course of the Goose Beck, a short tributary of the River Burn. The village falls within the 'Rolling Farmland' landscape character type and the area surrounding the village has a mature landscape structure including belts and copses, mature trees and patches or intact hedgerows.

There are various woodlands within the NP Area and surrounding such as Mill Wood and Cobble Hill Plantation. The Green, a central space is an attractive landscape which has become sub divided into a series of low grass mounds by the two service roads running alongside the north and south sides.

1. Landscape Character assessment, King's Lynn and west Norfolk Borough Council, 2007.

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Figure 19: The Green, an important open space in the centre of the village

Figure 20: Westgate allotments are south of the village off Station Road in Angles Lane

Figure 21: Map showing landscape and open space network, AONB, PRoW networks, allotments, and other green infrastructure

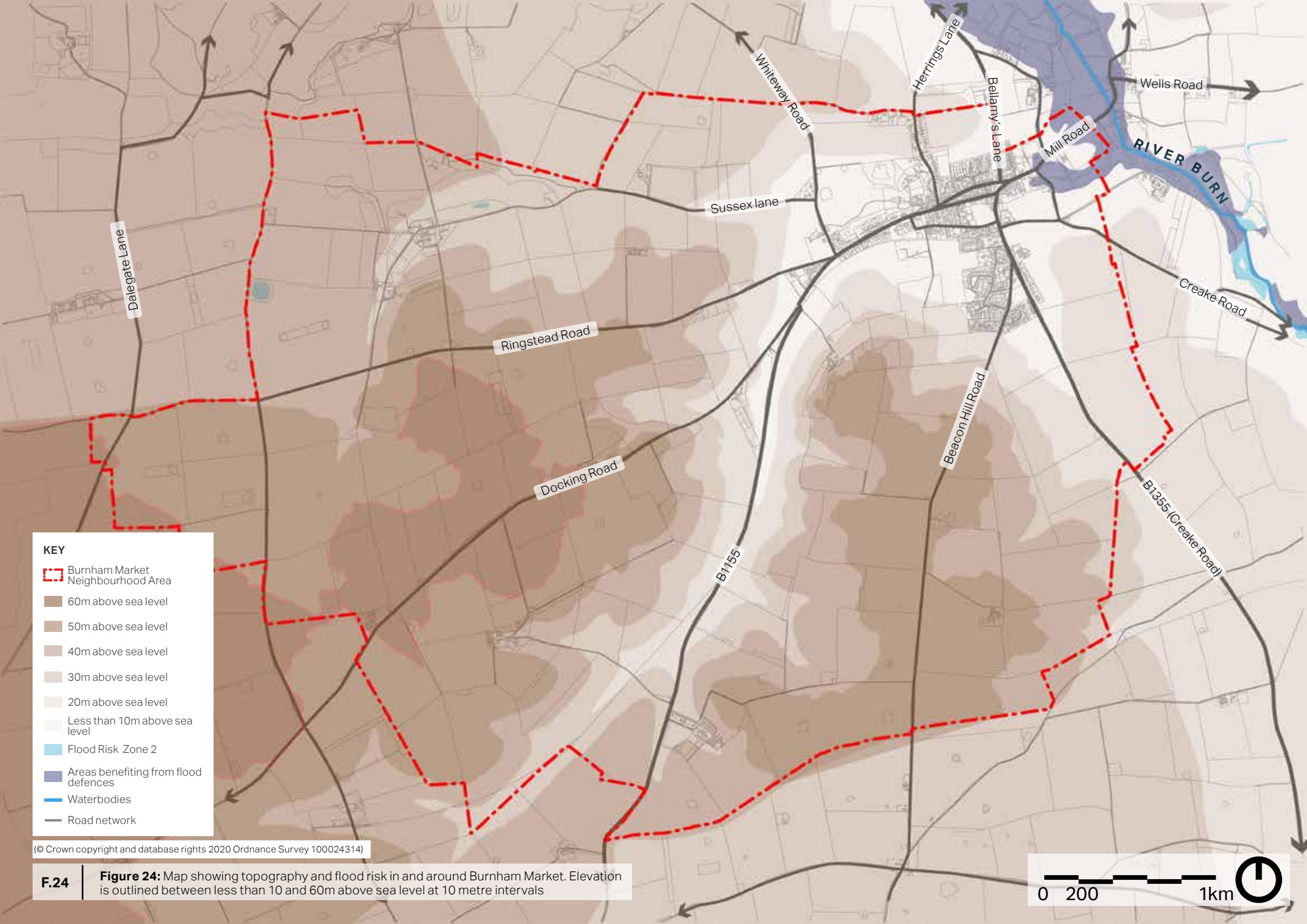
2.5 Topography and Flood Risk

The area of Burnham Market Village has a fairly flat topography rising from the village to higher ground in the south east ranging from 4m to 60m above sea level.

The River Burn is the main river which runs towards the north east of the village. There is a wide area of land to the north east of the village around River Burn which falls within the Flood Risk Zone 3 which which would benefit from flood defences. In addition, there is a thin strip of flood risk area to the east of the village which falls within Flood Risk Zone 2. There are some flood risk issues in the village mainly along The Green which could affect the surrounding properties. These areas could benefit from some flood risk mitigations.

Figure 22: The playing field, The Burnhams Tennis Club, Burnham Coronation Bowls Club, children's play area and adult fitness equipment on Station Road

Figure 23: A view on Angles Lane east towards the surrounding landscape



F.24 **Figure 24:** Map showing topography and flood risk in and around Burnham Market. Elevation is outlined between less than 10 and 60m above sea level at 10 metre intervals

Character Study

03

3. Village Character Assessment

3.1 Defining the Character Areas

Following on from the analysis set out above, this part of the report focuses on the different character areas within the village. The different areas are characterised by variations in topography, movement, views and landmarks, green space and landscape cover, public realm and streetscape, built form and architectural details.

The village of Burnham Market as it stands today has four character areas (See **Figure 25**), which have been defined with the Neighbourhood Steering Group, and are as follows:

- CA1- Conservation Area
- CA2- Southern Cluster
- CA3- Modern Estate
- CA4- Edge development

CA1- Conservation Area

CA2- Southern Cluster

CA3- Modern Estate

CA4- Edge Development

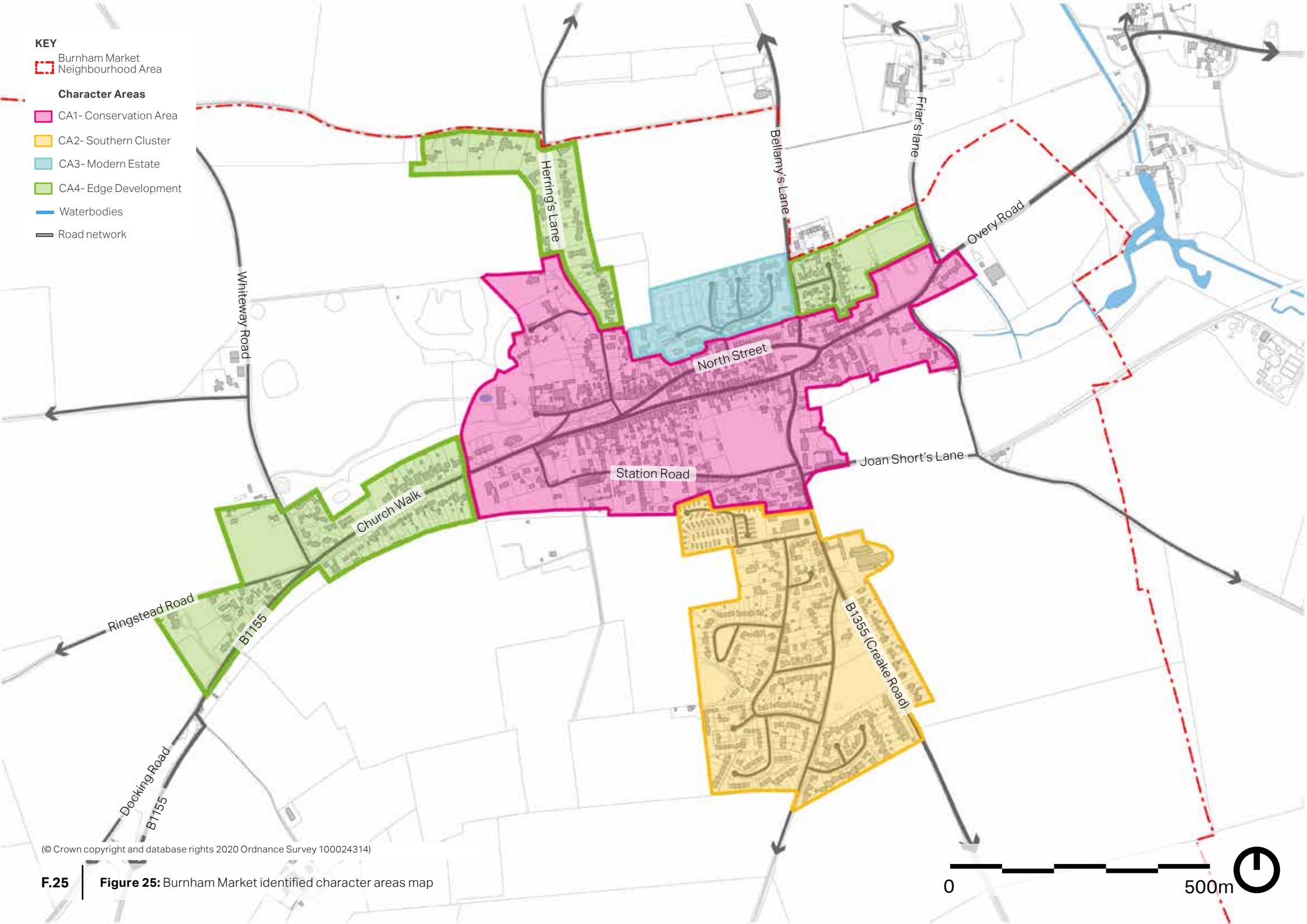
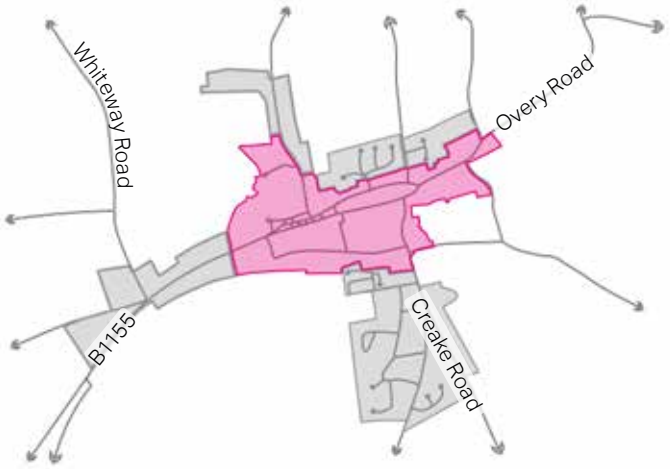


Figure 25: Burnham Market identified character areas map

CA1- Conservation Area



Burnham Market Conservation Area, established in 1975 and revised in 1992, forms the core of the village. Main roads; The Green, North Street and Front Street.

The main building typologies are terraced with some detached and semi-detached houses. The properties have generally small front and back gardens compared to other character areas.

Land Use	Whilst the village is largely residential, there are places of worship in the Conservation Area including St Mary's Church, All Saints' and St Henry Walpole Churches. Also, there are five retail/business areas within the Conservation Area, namely, Market Place, Emma's Court off Barkers Yard (6 businesses), North Street (6 businesses), Overy Road (6 businesses), Front Street (Dentist). This character area forms the shopping centre of the village and continues to thrive. This is something that the community are looking to protect.
Pattern Of Development	Historic pattern, linear settlement layout, with the Conservation Area extending along The Market Place, North Street, Front Street and Station Road.
Building Line/Plot Arrangement	Plots are arranged back-to-back in order to maximise natural surveillance, with varied setbacks. The village has fine grain[1] which is compact in this character area due to the small front and back gardens.
Boundary Treatment	There is a mix of boundary treatments along The Market Place, North Street and Front Street such as post with wrought iron metalwork bars. However, there are a mix of low flint walls and hedgerows on Station Road. In some cases, there are no boundary treatments at all between the building and the public realm.
Heights & Roofline	Throughout most of the Conservation Area, buildings are 2 or 3 storeys in height. The predominant roof styles are hipped and pitched.
Materials	Red brick, gault brick, plaster, terracotta render, colourwash, red pantiles, black glased pantiles, Welsh Slate and cobble.
Public Realm	The Market Place, is the main public realm feature, flanked by an impressive range of Georgian vernacular buildings, making it one of the most attractive village centres in Norfolk. Parking and traffic congestion are two issues on this character area, specially around The Market Place, North Street and Front Street. The Market Place is increasingly swamped with parked cars. There is no pavement on Station Road, The Market Place and B1155. However, there are pavements on Church Walk and Front Street.

1. Village/urban grain: The balance of open space to built form, and the nature and extent of subdividing an area into smaller parcels or blocks. For example a 'fine urban grain' might constitute a network of small or detailed streetscapes.

Conservation Area images


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Figure 26: Church of St Mary on Church Walk as a focal point and an arriving gate to the village

Figure 27: Colourwashed shops with sash windows on The Market Place

Figure 28: The green, a vital landscape feature within the village, situated on The Market Place adds visual interest to the surrounding built environment

Figure 29: A view towards Herring's Lane and Market House, a Grade II listed Georgian house, on the right built with red brick and multi-pane sash windows

Figure 30: Beeston House (Currently: Aurina) and Grooms Bakery (Currently: bombay & sprout), a Grade II listed building on The Market Place. terracotta render walls and grey sash windows are some of materials


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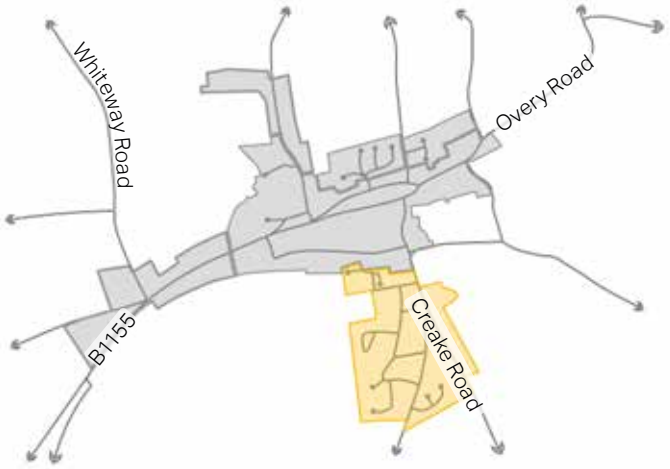
CA2- Southern Cluster



Southern Cluster Character Area is located to the south boundary of the settlement, just to the south of the Conservation Area. The main road networks are Creake and Beacons Hill Roads.

Bungalows are the main building typologies. The properties tend to have various sizes of front and back gardens.

Land Use	The area is mostly residential. The other land uses are farm and businesses including Crabbe Hall Farm, Burnham Motors Garage, Convenience Store and the new Burnhams Surgery. The latter services are clustered to the north part of this character area. Burnham Market & Norton Village Hall is located just to the north of the allotment on Creake Road.
Pattern Of Development	Nucleated pattern around Creake Road and Beacon Hill Road with some cul-de-sac developments (St Ethelberts Close , Sutton Estate, Sutton Lea, Crofts Close and Kestrel Close) leading off Creake Road. The majority of the developments in this area are affordable housing, with some being privately owned such as the properties in St Ethelberts Close, Crofts Close and Kestrel Close.
Building Line/Plot Arrangement	The majority of the houses are bungalows. of the 18 properties forming -Walkers Close on the east side of Creake Road, 6 are now privately owned. The plots have various proportion of front and back gardens. The houses on Sutton Estate and on the right side of Creake Road have spacious front and back gardens, whereas the houses on St Ethelberts Close and Cambers Lane have small size gardens.
Boundary Treatment	Boundaries between houses and roads are often hedges, low wall, wooden fence, trees and green verges, helping to soften these barrier, whilst providing visual interest and privacy for occupants.
Heights & Roofline	Most of the housing stock in this character area are single level bungalows with the exception of some two storey semi-detached houses on Creake Road and two-storey houses on Sutton Estate and Back Lane. The predominant roof styles are hipped and pitched.
Materials	Red brick, gault brick, render, red pantiles, black glased pantiles, Welsh Slate and coursed chalk.
Public Realm	Allotment gardens allocated on Creake and Beacon Hill Roads, serves an important green infrastructure, providing rural atmosphere for passers by. There is a well-maintained green space in the middle of Sutton Estate which is surrounded and overlooked by semi-detached houses. In addition, there are some small pockets of green open spaces which add interest in the feeling of openness on Crofts Close.

Southern Cluster images


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Figure 31: The green space at the heart of Sutton Estate development

Figure 32: A family house built with coursed chalk red brick on St Ethelberts Close off Back Lane.

Figure 33: A row of single-level bungalows with pantiled pitch roof on Beacon Hill. Use of well-maintained hedgerows as boundary treatment

Figure 34: Crabbe Hall Farm and the farm buildings, the most striking features along Creake Road

Figure 35: A footpath linking Southern Cluster Character Area to Sutton Estate green


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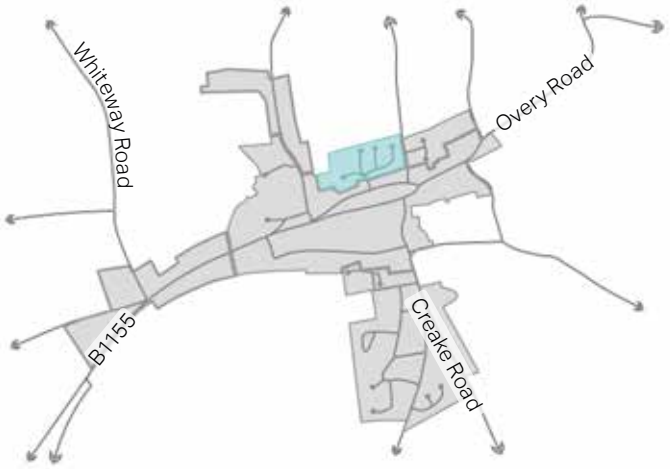
CA3- Modern Estate



Modern Estate situated to the north part of the village. The main road is Foundry Place which branches out of North Street. Some cul-de-sacs lead to Foundry Place to give access to new development.
Typical typologies found in this character area include semi-detached and detached houses, with a small cluster of terraced houses in the north east part.
Houses have sufficient front and back garden spaces, are mostly fronting onto streets and are adequately set back to create active frontage.

Land Use	The area is mostly residential and also include a restaurant, holiday lettings agency, and a car park on Foundry Place. To the west and also beneath the car park, there is Burnham Market Anglo-Saxon Cemetery Scheduled Monument which is a sensitive historic feature and need to be protected.
Pattern Of Development	The cul-de-sacs development is mostly concentrated to the north of North Street and on the left side of Bellamy's Lane. Cul-de-sacs branch out from Foundry Place.
Building Line/Plot Arrangement	All of houses are modern and built on medium-sized plots to provide front and back garden spaces, with parking spaces accommodated in courtyards or on-plot garages.
Boundary Treatment	Boundaries between houses and streets are typically buffered by low walls and hedgerows. Buildings are set back from the streets to provide privacy, whilst maintain passive surveillance for the streets.
Heights & Roofline	Houses predominantly are two storey in height and the majority of house roof styles are pitch or hipped.
Materials	Red brick, flint, red pantiles and cobble.
Public Realm	A green space located between the car park and the modern housing developments. Some footpaths run through this green space which promote active travel. Areas of shared surface can be seen on new development and there are not pavements on both sides of the roads in this estate.

Modern Estate images


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Figure 36: The restaurant on Foundry Place built with coursed cobble and red brick. Pantile and skylight used on pitch roof

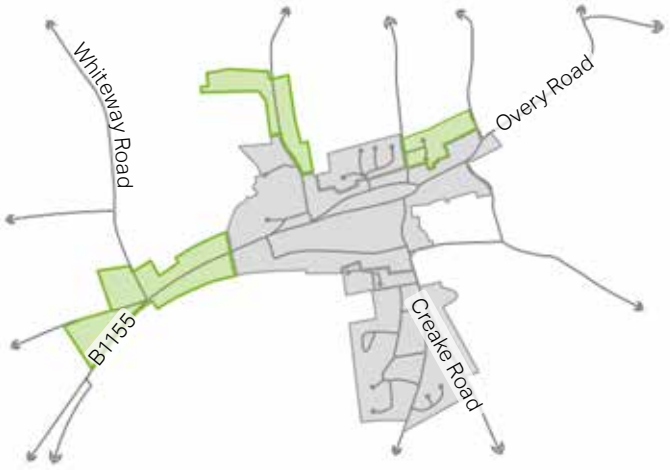
Figure 37: The public car park on Foundry Place adjacent to the Scheduled Monument. Some green space can potentially soften the presence of cars in this location

Figure 38: Two- storey semi- detached houses look onto amenity space that provides natural surveillance for passersby

Figure 39: View towards the north and to the amenity space between the car park and the new housing development

Figure 40: View towards Stubbings Field which is only part of the Anglo-Saxon Cemetery

CA4- Edge Development



These developments are mainly formed around the edge of the village and generally have a rural character. The main roads are Church Walk, Herring's Lane and Bellamy's Lane.

The edge developments have a linear pattern where most of the houses have evolved along them with spacious front gardens.

The majority of building typologies are detached and semi-detached.

Land Use	The area is residential.
Pattern Of Development	Linear pattern of development with detached and semi-detached houses built along the roads.
Building Line/Plot Arrangement	Buildings are well set back from the street providing active frontages. Houses are generally built on larger plots in this character area, to provide ample front and back garden spaces. Parking spaces are accommodated at the front of the houses.
Boundary Treatment	This area is bounded by open fields, acting as a natural edge to the character area and providing a gentle transition to the countryside beyond. Boundaries between houses and roads are often hedges, low wall, wooden fence, trees and green verges, helping to soften the barrier, whilst providing visual interest and privacy for houses located along busier roads such as Church Walk.
Heights & Roofline	Houses range between 1-2 storey in height. Typical rooflines include pitched or hipped pantiled roof with chimney stacks.
Materials	Red brick, gault brick, plaster, red pantiles, weatherbording, black glased pantiles, coursed chalk and slate.
Public Realm	Church Walk and Bellamy's Lane have pavements on one side with the exception of some stretch of the roads that do not have pavements. In contrast, Herring's Lane does not have pavements which could negatively affect pedestrian safety.

Edge Development images

F.41

Figure 41: Deep front gardens on Church Walk (Source: Burnham Market Parish Council)

Figure 42: A two-storey detached house with a spacious front garden along Church Walk (Source: Burnham Market Parish Council)

Figure 43: Low density developments along Bellamy's Lane with well-kept hedgerows (Source: Burnham Market Parish Council)

Figure 44: Detached houses with a pitched roof along Herring's Lane which meanders to the north adding visual interest. There is no pavement on either side of this rural road (Source: Burnham Market Parish Council)

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Design Guidance and Codes

04

4. Design Guidance and Codes

This section sets out the principles that will influence the design of potential new development and inform the retrofit of existing properties in the Burnham Market Neighbourhood Plan Area. Where possible, local images are used to exemplify the design guidelines and codes. Where these images are not available, best practice examples from elsewhere are used.

4.1 Introduction

The following section describes a set of design codes that have been put together based on the existing context of Burnham Market.

These codes will aim to guide any changes or development within the village to ensure the local character is respected whilst still allowing space for innovation within the built environment.

The design codes have been split into two categories. The first section is relevant to the whole Neighbourhood Plan Area while the second section introduce design codes for each of identified character areas and therefore codes may not be applicable to the whole of Burnham Market. More detail about this structure is provided in **section 4.1.3**. Both national and regional guidance, outlined in chapter 1, should be read in conjunction with these codes. These codes act as a support to these documents and should not be considered in isolation.

4.1.1 The importance of good design

As the 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) 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 endearingly popular as the best of what has gone before.

4.1.2 Placemaking and Design Codes

These design codes are underpinned by a set of placemaking principles that should influence the design of future development areas, public realms, homes, green spaces, and the interfaces between them.

What 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 including the National Design Guide, Building for a Healthy Life and the Urban Design Compendium.

The guidelines developed in this part focus on residential environments. However, new housing development should not be viewed in isolation, but considerations of design and layout must be informed by the wider context.

The local pattern of lanes and spaces, building traditions, materials and the natural environment should all help to determine the character and identity of a development.

It is important with any proposal that full account is taken of the local context and that the new design embodies the 'sense of place'.

Reference to context means using what is around, shown in the first three chapters, as inspiration and influence and it could be a contemporary solution that is in harmony with the surroundings.

4.1.3 Structure of the design codes

Based on the understanding gained in the previous chapters, this section will identify design codes for future development to adhere to. As identified in the diagnostic report and following the meeting with the group, the following design codes have been created to apply to the whole Neighbourhood Plan area. After introducing the design guidelines and codes for the whole village, **Section 4.2** shows how to apply the codes into the character areas analysed in chapter 3.

SL. Settlement Layout

SP. Streets and Parking

B. Built Form

EE. Environmental and Energy Efficiency

SL. Settlement layout

SL 01- PATTERN OF DEVELOPMENT

Burnham Market has a linear development with recent development evolving around the main core. Any new development should respect the following principles:

- Proposals should maintain the continuity of built form along the main routes. However, buildings should not be repetitive, and should provide a variety of building types and design with coherent scale, massing and detailing;
- Treatment of main road frontages should include tall trees, hedgerows and the boundary walls, post with wrought iron metalwork bars typical of the village to increase the sense of enclosure and linear form;
- Linear pattern settlement almost always orientates inwards towards the main road and turns its back towards the landscape to the rear. Building frontages should reinforce the linearity of the street, where possible; and
- Boundary treatments can vary, from low walls to soft landscaped edges on the periphery of the settlement. Residential development with a hard edge which imposes an abrupt transition from the settlement to the surrounding countryside should be avoided.

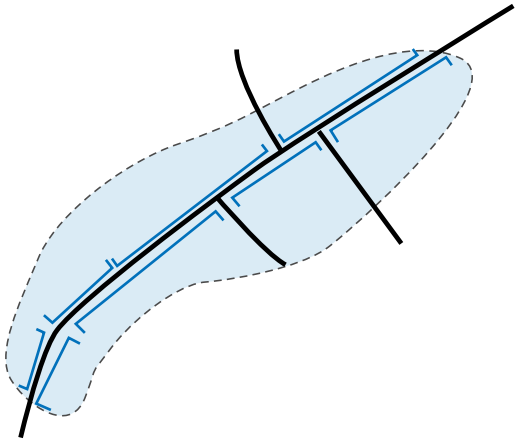

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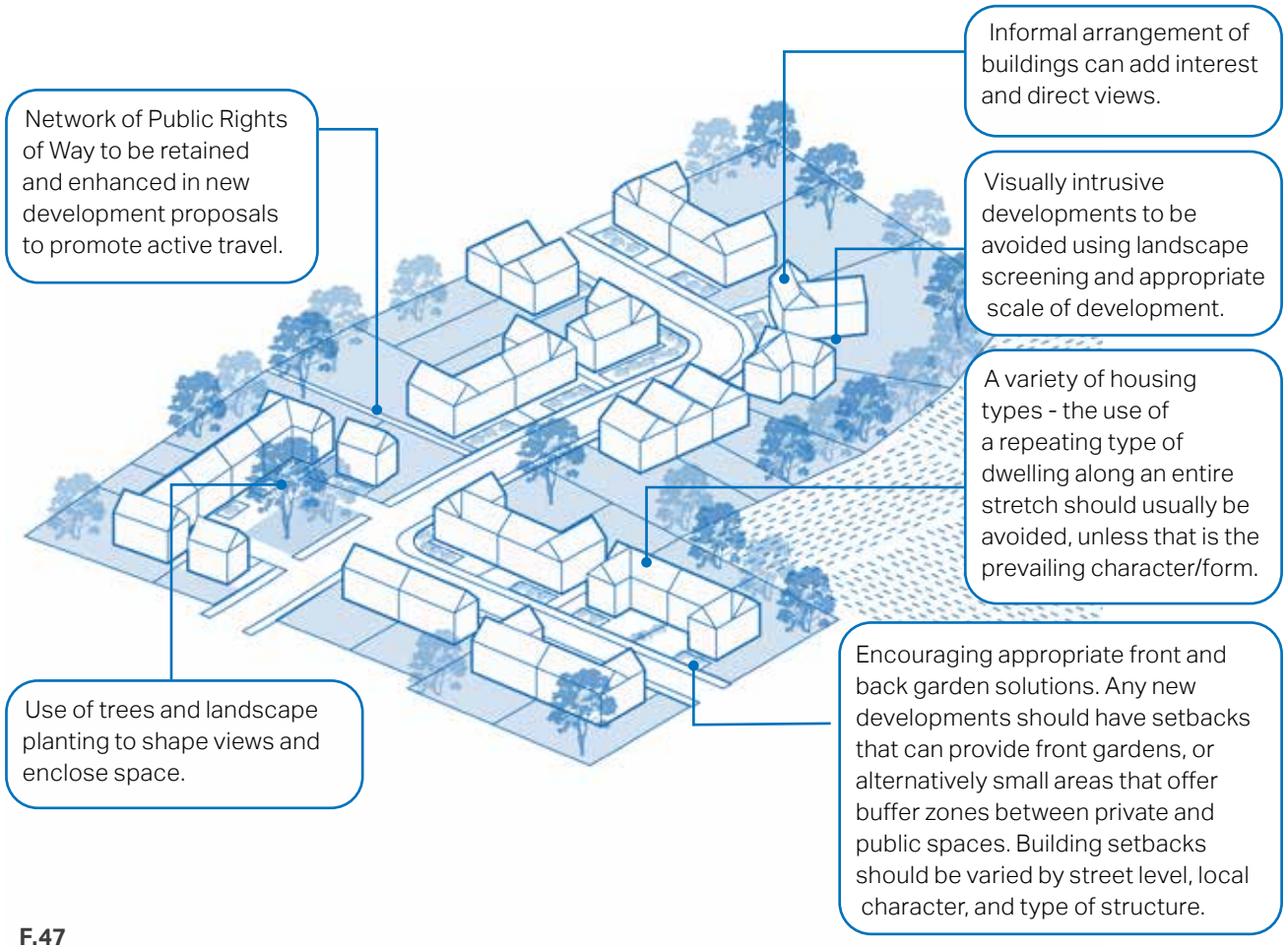
Figure 45: Diagram showing the linear pattern development

Figure 46: Burnham Market pattern of development. The core development formed along Church Walk, The Market Place and North Street. The rest of development shaped along lanes leading to these main routes

SL 02- LAYOUT OF BUILDING

The Parish owes much of its character to the historic pattern and layout of its buildings and settlements. New developments should respect the particular building patterns of each settlement in order to contribute positively to their character. In particular:

- Development should adopt the enclosure characteristics demonstrated in the village. New development should strive to knit in with the existing settlement morphology by adopting similar characteristics;
- Development should be considered strategically at the settlement level and should not be considered in isolation;
- New development should be planned to be well connected, promoting active travel at all times, providing plentiful non-vehicular connections;



F.47

Figure 47: Diagram showing layout of building elements such as enhancing PRoW networks, respecting views and front and back garden solution which could positively contribute to local character

- Layout, clustering and massing should take precedent from the best examples of development within the surrounding context. The following page illustrates some precedent examples from the existing Neighbourhood Plan Area; and
- New development should respond to site specific micro-climates and sun paths and use these as key design drivers to increase the environmental comfort for building users, both internally and externally.


F.48


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Figure 48: Georgian vernacular buildings along The Market Place as part of local character of the Conservation Area

Figure 49: The mature trees and well-designed landscape enclose the area and shape nice views towards The Market Place and beyond

Figure 50: A variety of building types and materials add interest to the local character

SP. Streets and parking

The following pages set out policies to consider when developing both existing and new development within Burnham Market. They are generic design codes that apply to all areas of the village and are not specific to one character area.

The following street typologies are general guidance for new development and should be read alongside appropriate regional and national guidance along with referring to more specific street codes set out in the character area codes later in the report.

The three street typologies include the main access street, the general street and the edge lane.

The following has been compiled to indicate which character areas the three main typologies are applicable to, considering some areas do not have examples of all three typologies.

There are some issues in regard to car parking which need to be addressed separately through traffic management/ enforcement rather than design codes.

Main access street

This street typology can be applied to any future development that connects to the village. The Conservation Area which includes shops and other facilities could incorporate some policies within this typology to encourage more space on footways and provide cycle lanes to promote active travel.

General Street

This is a general street typology that can be seen in the Southern Cluster Development Area. Footways, verges, trees and landscaping, front gardens and green boundary treatments are included and form a key part of the character.

Edge Lane

Edge lanes are quiet residential roads that act as a transition between the built-up village and the surrounding woodland areas and countryside. They are seen in some of the more traditional streets in the village along as well as in parts of the Modern Estates and the Edge Development Character Areas. Some of the developments do not have either pavements or adequate width of pavements which need to be incorporated in the new developments wherever possible.

SP 01- MAIN ACCESS STREET

This street type provides the main access for new development and connects it to the rest of the village. It will carry most of the access traffic, entering into Burnham Market and connecting any new development with the village. The desired design features for this street type are:

- Street design speed of 20mph maximum, with signage informing drivers of speed restrictions;
- Provide front gardens, privacy strips and street planting to contribute to the 'garden village' character of the village;
- Where possible, locate parking to the side of properties and consider using garages to mitigate the impact of cars on the streetscape;
- If front parking is used, its presence should be minimised with thorough soft landscaping;
- Where on-street parking is proposed, it should be interspersed with trees to avoid impeding moving traffic or pedestrians;
- Green verges and street trees should be integrated in the design, where possible, to create attractive neighbourhoods and provide shade to pedestrians and cyclists; and
- Maintain the continuous route linking Church Walk to Overy Road along National Cycle Route 1 (See **Figure 11**). This route from Church Walk diverts south to Station Road to bypass the centre of the village.

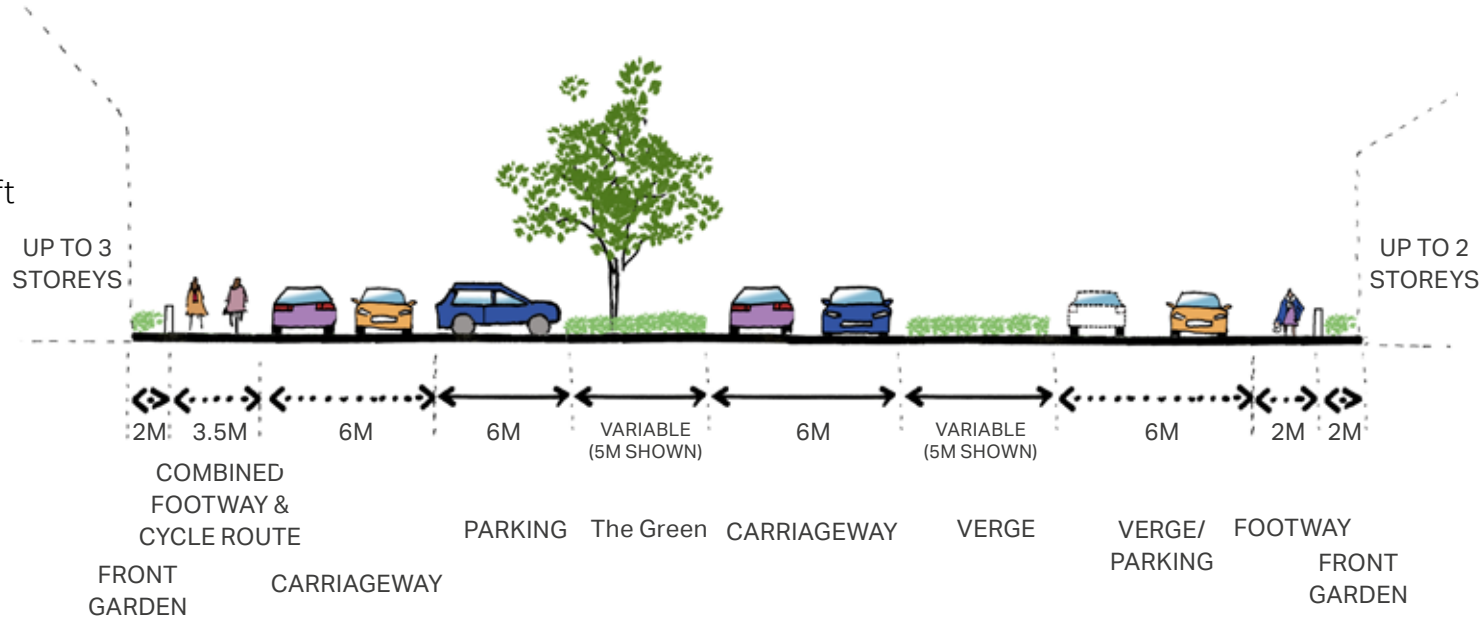

Figure 51: Diagram of a suggested main access street with combined footway and cycle route to promote active travel along The Market Place. The proposed width for pavements should be at least 2m and the combined footway and cycle route should be at least 3.5m

SP 02- GENERAL STREET

The general street type is the prevalent street across the new development. The desired design features for this street type are:

- Where applicable and practical, speed limits should be 20mph with low traffic volumes and low speed and include design elements for traffic calming e.g. minimising the corner kerb radius, horizontal deflection, and the like;
- Carriageways should accommodate two-way traffic and parking bays should be designed for cyclists to mix safely with motor vehicles;
- Front gardens should be well planted to create an attractive environment;
- Preferably, locate parking to the side of the property to mitigate the impact of cars on the streetscape;
- If cars are parked at the front, at least 50% of the frontage should be landscaped and with a property boundary treatment;
- As part of Burnham Market's defining character, street trees are important and also help to mitigate climate change. If this is not possible, front gardens should be deep enough to plant trees; and
- Avoid using cul-de-sac solutions; instead use street furniture (e.g. bollards) to stop vehicle circulation whilst allowing other movement types.

Figure 52: An example of traffic calming features in the form of planted kerb build-outs to reduce vehicle speed (Note: It is a stock picture)

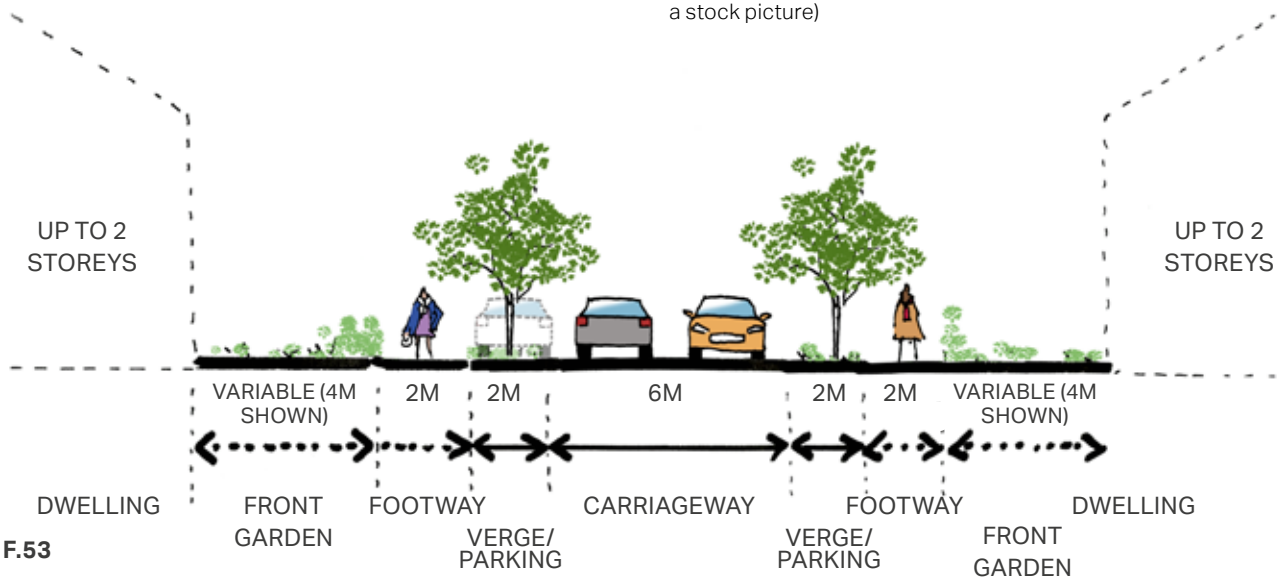

Figure 53: Illustrated street section of a general street that can be considered in new development.

SP 03- EDGE LANE

This street type is used at the edges of development, where the village meets the countryside or woodland areas and a positive transition is required. The desired design features for this street type are:

- Speeds must be 20mph or less, to create a quieter environment;
- These lanes can gently meander, softening the presence of the street, providing interest and evolving views whilst helping with orientation;
- Circulation is usually in the form of a shared lane between 6 and 8m hosting all modes of transport (i.e. pedestrian, cycling and motor vehicles) sometimes with no footways. This is seen in the Edge Development and some part of Modern Estate Character Areas;
- Providing a planting buffer and landscaping between the edge of the carriageway and the countryside in order to: protect countryside areas, provide transition and control pedestrian accessibility where required. The use of hedgerows where edge lanes face onto agricultural land is particularly encouraged;
- Connect the edge lane to paths, other public rights of way and the general movement network;
- The lane width can vary to discourage speeding and introduce a more informal and intimate character. Variations in paving materials and textures are used instead of kerbs or road markings; and
- Swales and rain gardens could also be added into the landscaping to address any flood issues.

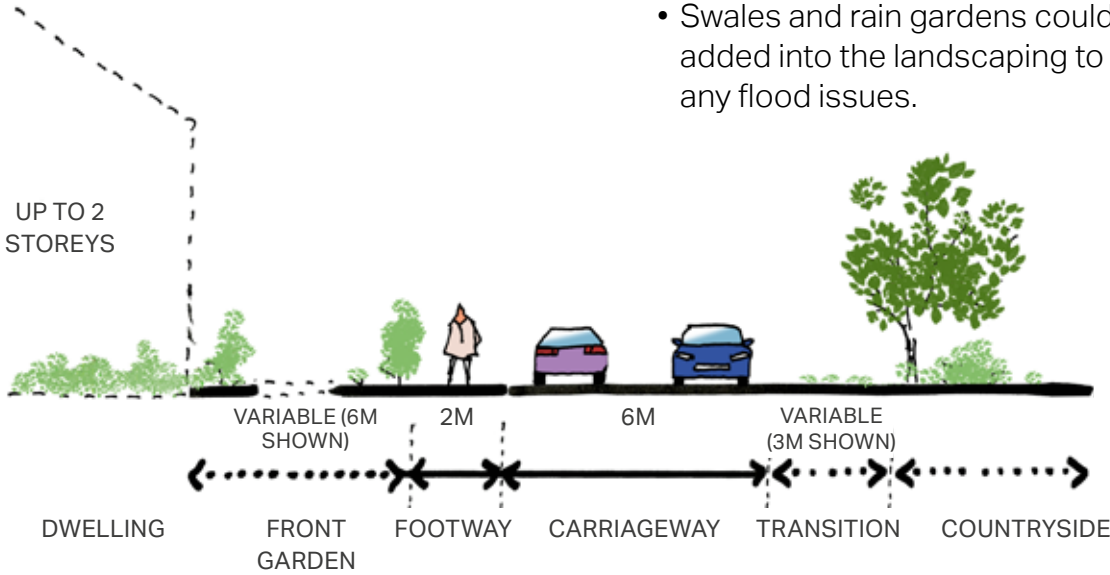

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Figure 54: Diagram of a suitable edge lane used at the edge of the built-up areas to act as a transition into the countryside.

SP 04- ACTIVE TRAVEL

Increasing the number of residents walking and cycling around the village is an important part of improving health and the quality of their experience.

- Where there is a choice, new development in Burnham Market should be selected where it would generate the least amount of car movements and be within a comfortable distance of local services. This will help to promote active travel, an important feature in 'liveable' neighbourhoods;
- New development should ensure that pedestrian and cycle routes are incorporated into new designs ensuring that the option to travel on foot or by bike is incentivised. Links to Burnham Thorpe via more footpaths, are encouraged, as suggested by residents1;
- These routes should link to key services on The Market Place, the Conservation Area and other existing routes to form a network of walkable areas;
- Users of public and private space are varied and include disabled users, parents/carers with buggies and young children. It is important for these users are catered for when designing new development;
- Walking routes along a roadway should provide safety from vehicles on the road. This requires a footway, grass verge or pavement that is wide enough to ensure pedestrians do not conflict with vehicles; and
- Walking routes should not pass through hazardous areas such as fields with large animals, dykes, ditches or areas of flooding.

Figure 55: A Public Right of Way linking Station Road to Front Street

1. Burnham Market Neighbourhood Plan Consultation, December 2021

SP 05 - CAR PARKING SOLUTIONS

Parking areas are a necessity of modern development. However, they do not need to be unsightly or dominate views towards the house. Parking provision should be undertaken as an exercise of placemaking.

- When placing parking at the front of a property, the area should be designed to minimise visual impact and to blend with the existing streetscape and materials. The aim is to keep a sense of enclosure and to break the potential of a continuous area of car parking in front of the dwellings. This can be achieved by means of walls, hedging, planting, and the use of permeable surfaces;
- When needed, residential car parking can be translated into a mix of on-plot side, front, garage, and courtyard parking, complemented by on-street parking;
- For family homes, cars should be placed at the side (preferably) or front of the property. For small pockets of housing, a rear courtyard is acceptable;
- Car parking design should be combined with landscaping to minimise the presence of vehicles; and
- Parking areas and driveways should be designed to improve impervious surfaces, for example, through the use of permeable paving. 1 or 2 bedroom dwellings should provide at least 1 on-plot parking space. Dwellings with 3 or more bedrooms should provide 2 on-plot parking spaces.

F.56

Figure 56: On- street parking on The Market Place

F.57

Figure 57: On-plot parking on Sutton Estate

ON STREET PARKING

On-street parking is the only parking option for many dwellings within the Conservation Area such as The Market Place. In order to reduce the visual impact of parked cars on the street, on-street parking as the only means of parking should be avoided in future development wherever possible.

- On-street parking must be designed to avoid impeding the flow of pedestrians, cyclists, and other vehicles, and can serve a useful informal traffic calming function. Limited on-street parking can have a traffic calming function but too much will impede flow of pedestrians, cyclists and vehicles.;
- On low-traffic residential streets or lanes that are shared between vehicles and pedestrians, parking bays integrated with trees can be clearly marked using changes in paving materials instead of road markings; and
- Opportunities must be created for new public car parking spaces to include electric vehicle charging points. Given the move towards electric vehicles, every opportunity must be taken to integrate charging technologies into the fabric of the road and street furniture in the public and private realm.

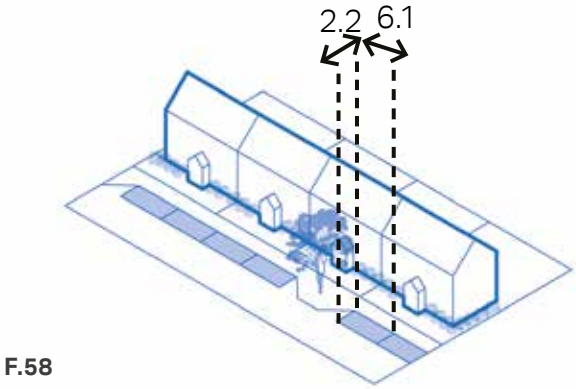

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Figure 58: Illustrative diagram showing an indicative layout of on-street parking

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Figure 59: On-street parking on The Green creating a car dominant public realm

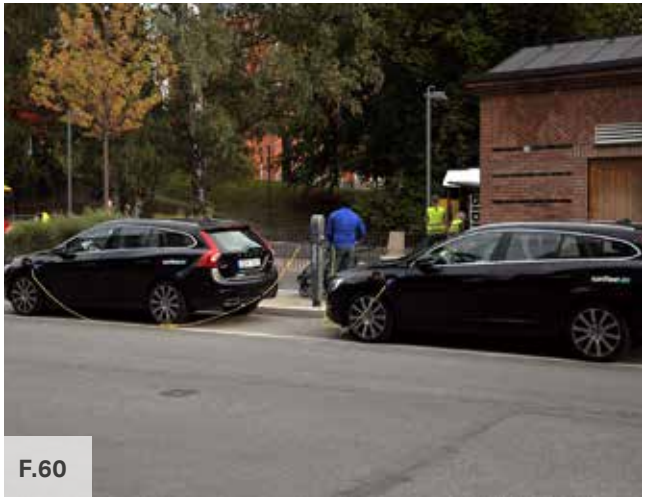

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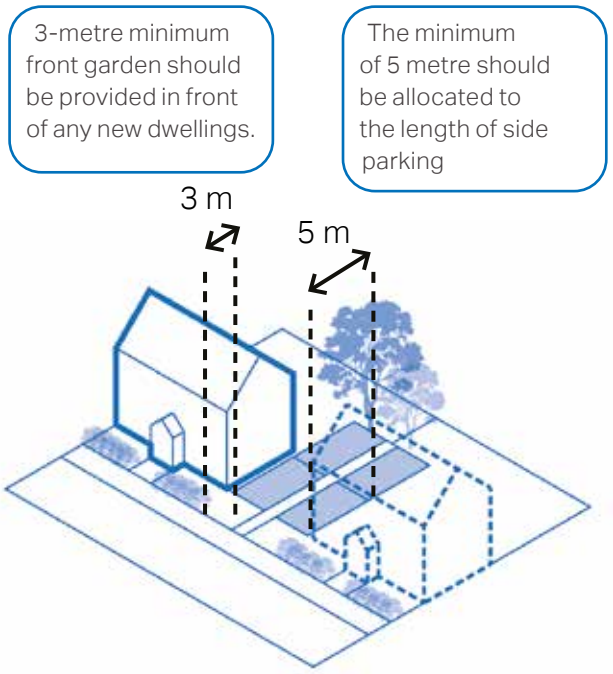
Figure 60: Inset on-street parking with electric vehicle charging points (Note: this is a stock picture)

ON- PLOT SIDE OR FRONT PARKING

- Parking provided on driveways directly in front of dwellings should be restricted due to the visual impact that cars have on the street. Front gardens should be a minimum depth of 6m to allow movement around parked vehicles and also be well screened with hedgerows when providing parking space to the front of a dwelling; and
- Parking being provided on a driveway to the side of a dwelling should be of sufficient length (5m minimum) so that a car can park behind the frontage line of the dwelling. This will reduce the visual impact that cars will have on the street scene. When parking is provided to the side of a dwelling a minimum front garden depth of 3m should be provided.



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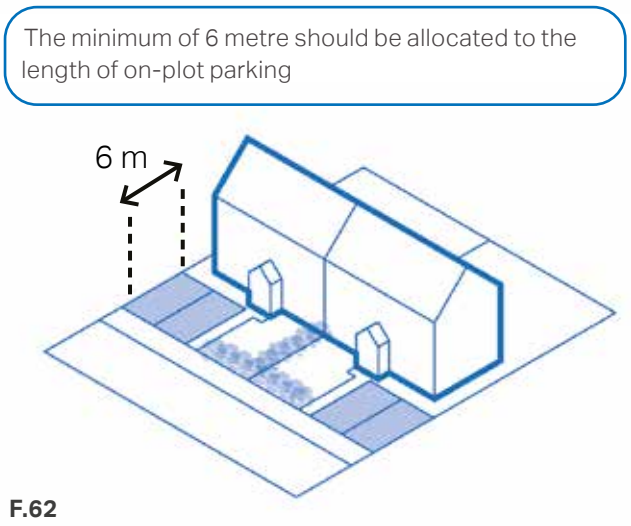

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Figure 61: Illustrative diagram showing an indicative layout of on-plot side parking

Figure 62: Illustrative diagram showing an indicative layout of on-plot front parking

Figure 63: On-plot side parking on Sutton Estate

Figure 64: On-plot front parking on Old Railway Yard

GARAGE PARKING

Parking being provided in a garage to the side of a dwelling should be in line with, or slightly set back from the frontage line of the existing dwelling, which is in keeping with the character of the existing village and will reduce the visual impact of cars on the street. Garages should also provide sufficient room for cars to park inside them as well as providing some room for storage.

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Figure 65: Illustrative diagram showing an indicative layout of on-plot garage parking

Figure 66: On-plot garage parking on Back Lane

PARKING COURTYARD

- This parking arrangement can be appropriate for a wide range of land uses. It is especially suitable for terraces fronting busier roads where it is impossible to provide direct access to individual parking spaces;
- Ideally all parking courtyards should benefit from natural surveillance;
- Parking courtyards should complement the public realm; hence it is important that high-quality design and materials, both for hard and soft landscaping elements, are used; and
- Parking bays must be arranged into clusters with groups of 4 spaces as a maximum. Parking clusters should be interspersed with trees and soft landscaping to provide shade, visual interest and to reduce both heat island effects and impervious surface areas.

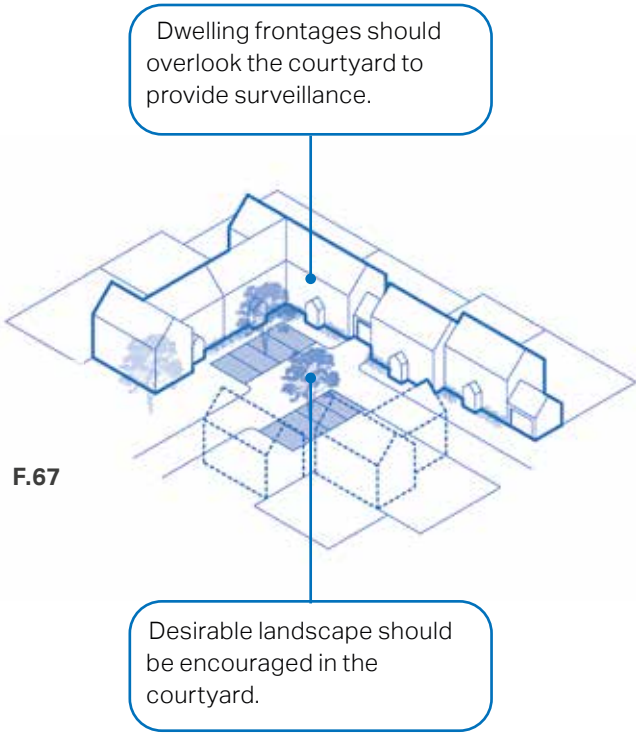

Figure 67: Illustrative diagram showing an indicative layout of parking courtyards

Figure 68: An example of parking courtyard on North Street. This type of parking could be benefited from soft landcaping elements

SP 06- 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.

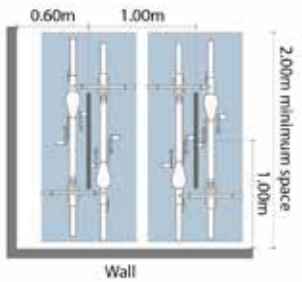

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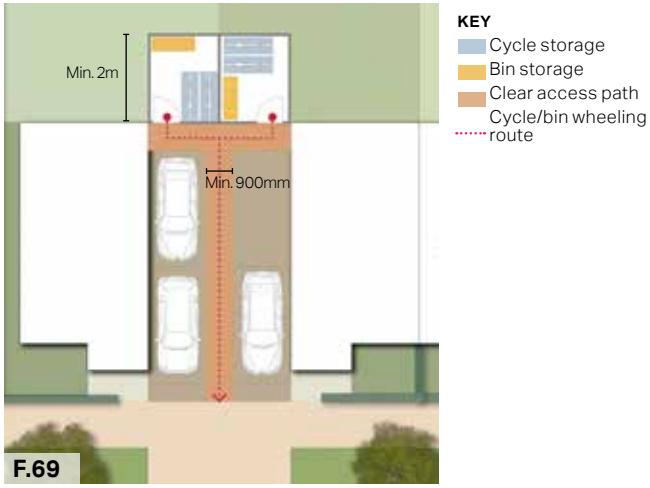
Figure 70: Sheffield cycle stands for visitors and cycle parking illustration

Houses with garages

- The minimum garage size should be 7m x 3m 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.



F.69

Figure 69: Indicative layout of a bicycle and bin storage area at the back of semi-detached properties

F.71

Figure 71: Example of cycle parking for houses without garages, Cambridge

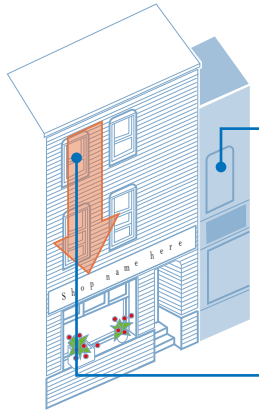
F.72

Figure 72: Examples of successful storage design solutions for accommodating bicycles at the front of buildings

SP 07- SHOP FRONTS

- The design of shop fronts should take account of rhythm and character of the street such as the width of building, the horizontal or vertical emphasis, the variety of style and architecture of the building itself. Where the shop front continues to another building, a change in its design may be required[1];
- The fascia is the most important area of a shop front for advertising the business. Signage within the established proportions and confines of the fascia board should be maintained. Large box signs or additional flat boards should be avoided as they create disproportionate depth and height;
- Box signs should generally be avoided and signwritten fascias preferred;

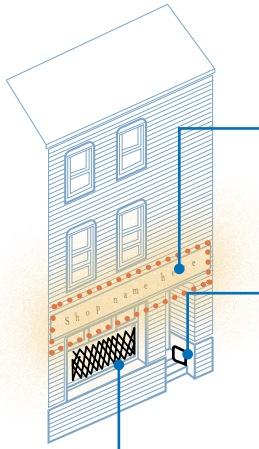
1. Shop front Guide, King's Lynn and West Norfolk Borough council



Character & Design

Integrate the shop front with the surrounding streetscape. Consider adjacent buildings and typical details in the area

Incorporate the overall proportion, form, and scale of the building's upper floors into the design of the shop front

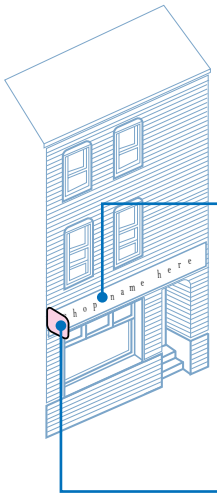


Lighting & Safety

Avoid using internally-illuminated box signs

Conceal alarms from the shop front façade and integrate them in the design

Avoid using external roller shutters and grilles. Favour the use of internal open grilles which cover only the glazed part of the shop front



Signage

Avoid unnecessary visual clutter

Signage should not be placed on upper floors

Use the fascia as the predominant position for signage

Hanging signs should be in proportion to the building and street and should not dominate pavements

- The most appropriate signage at fascia level are individual letters applied or painted directly onto the fascia board;
- Hanging signs should be appropriately sized in relation to the building and street. They should not dominate the pavement space. They should use an appropriate material, shape, and form, avoiding large box signs;
- Hanging signs should be held by slender, well-designed brackets using a high quality material;
- In the case of corporate brands, those should be sensitive to the existing context, size, scale, use, materials and textures from the local vernacular of the area; and
- Avoid using visually distinct sources of illumination that result in disproportionate signage, such as internally-illuminated box signs.

SHOP FRONT ELEMENTS

THE SHOP WINDOW

- Large, single plate glass windows are generally acceptable. The use of moulded, timber transoms and mullions to divide the areas of glass will be encouraged.

THE ENTRANCE

- Recessed entrance doors should be retained in order to assist disabled access and also reduce the overall area of glass visually. The design of the door and any fanlight above should respect the form of the shop window.

STALL RISER

- The purpose of a stall riser is to provide a solid base to the shop front and to protect the shop window. A simple, plain rendered stall riser gives a solid look, but where decorative tiled or timber panels survive, they should be kept. The minimum height of the stall riser should be 500 mm. However, heights do vary and it is important to match adjacent shops.

THE FRAME

- The shop window is framed by a cornice and fascia, supported by columns or pilasters.

CORNICE AND FASCIA

- The cornice is usually moulded and overhangs the shop front to give it some protection. The cornice crowns the whole shop front and surmounts the fascia;
- The fascia is below the cornice which provides a space for business advertisement. The depth of the fascia is traditionally around 380mm and should not exceed 450mm;
- Fascia with lettering of between 250mm and 300mm will read well from street level and from across the road. The size of the

fascia is defined by the building typology or detailing, and the font size should be proportionate to the fascia;

- The use of plastic based materials which tend to be glossy and highly reflective should be avoided; and
- The top of the cornice should be at least 225mm below the first floor window cills. Modern boxed fascias which project from the building should be avoided and East Norfolk Borough Council encourage their replacement.

PILASTERS AND COLUMNS

- Pilasters provide the side frame of shop front. Constructed in timber, they may be pain, fluted or paneled. The width/size of pilasters should match the pilasters they surmount. Cast iron columns can incorporate a charming 'verandah' style with decorative spandrels.

HANGING SIGNS

- Timber and metal can be used in hanging signs. They hang from projecting iron brackets. Normally a hanging sign should not exceed 500mm in any direction and should be of a high quality design.

ILLUMINATED SIGNS

- Shop signs do not need special illumination if the level of street lighting and the light from the shop windows is adequate. The excessively use of lit signs and advertisements can detract and should be restricted to businesses which rely on night time trade such as restaurants and bars. In this case the source of illumination should be discretely positioned and not pose a highway hazard. The use of illuminated box sign, swan neck projecting lights are unacceptable. Illuminated, projecting box signs are inappropriate in the conservation Area.

AWNING, BLINDS AND CANOPIES

- Shading is not necessary if the shop front faces north. The use of plastics, wet look or stretch fabrics for blinds are strongly discouraged. The use of tinted glass or plastic film inside the shop are alternative means of protecting the display with no need for obscuring the shop front.

SECURITY SHUTTERS

- Where shutters are necessary, grilles located behind the glass will be preferred, but where external shutters are needed, good quality timber panels or open grilles may be considered, provided they are demountable. Introducing laminated glass or inserting additional glazing bar can improve security. In addition, externally fitted electronic surveillance or CCTV could be better solution in some circumstances.

The top of the cornice should be at least 225mm below the first floor window cills

Fascia should be projected full width with shop sign lettering between 250-300mm to read well. A hierarchy of lettering enhances the readability and effectiveness of the signage

Display should be organised to promote visual connection to the interior of the shop

Stall risers must be designed to full width of the shop front and the height must be at least 500mm.

Timber framing should be used as paneling for doors, windows, stall risers and other elements of shop fronts. Use of plastic or constructional timber should be avoided

Window frames, doors, pilasters and fascia should be of timber construction with paint finish and not stain finish

Figure 73: A good example of shop front design

SP 08- TREES AND LANDSCAPING

The abundance of trees is one of the Parish's greatest assets. They provide shading and cooling, absorb carbon dioxide, act as habitats and green links for species, reduce air pollution and assist water attenuation and humidity regulation. For people, they help alleviate stress and anxiety, help with recovery from ill-health and create a sense of positive mental health and well-being. In addition, they add life to the landscape and help shape and add character to open spaces.

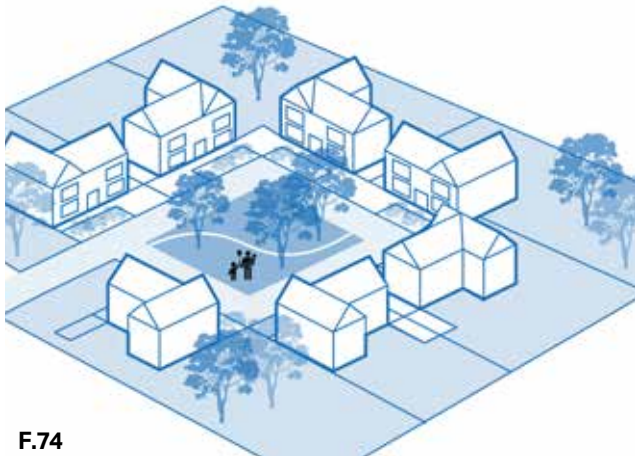


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Figure 74: An indicative diagram showing green spaces and landscape planting

There are different green spaces which need to be protected such as Foundry Field Play Area, Angles Lane and Creake Road Allotments, Playing Field, Market Place, The Pound, Stubbings Field, Burnham Westgate Hall parkland, Sutton Estate green, St Ethelbert's Church Ruin and Village Hall Field.

The following guidelines focus on the design aspects and appearance of planting and trees in private gardens as well as public open spaces and streets.

PLANTING STANDARD

- Aim to preserve existing mature trees, incorporating them into the new landscape design and using them as accents and landmarks, where appropriate;
- Retain and enhance The Green which is an essential landscape feature at the heart of the village;
- Consider canopy size when locating trees; reducing the overall number of trees but increasing the size of trees is likely to have the greatest positive long-term impact;
- Size of tree pits should allow sufficient soil around the tree. Ensure tree stems are in the centre of the verge to provide a 1m clearance of the footway or carriageway;
- Tree root zones should be protected to ensure that trees can grow to their mature size. Root barriers must be installed where there is a risk of damaging foundations, walls and underground utilities;
- New trees should be added to strengthen vistas, focal points and movement corridors, while retaining clear visibility into and out of amenity spaces. They should, however, not

block key view corridors and vehicular circulation sight lines;

- New trees should be integrated into the design of new developments from the outset rather than left as an afterthought to avoid conflicts with above- and below-ground utilities;
- To ensure resilience and increase visual interest, a variety of tree species is preferred over a single one. Tree species should be chosen to reflect the prevailing character of the landscape, soil conditions and the associated mix of native species, but should also have regard to climate change, environmental/habitat benefits, size at maturity and ornamental qualities;
- Regulations, standards, and guidelines relevant to the planting and maintenance of trees are listed below:
- Trees in Hard Landscapes: A Guide for Delivery;[1]

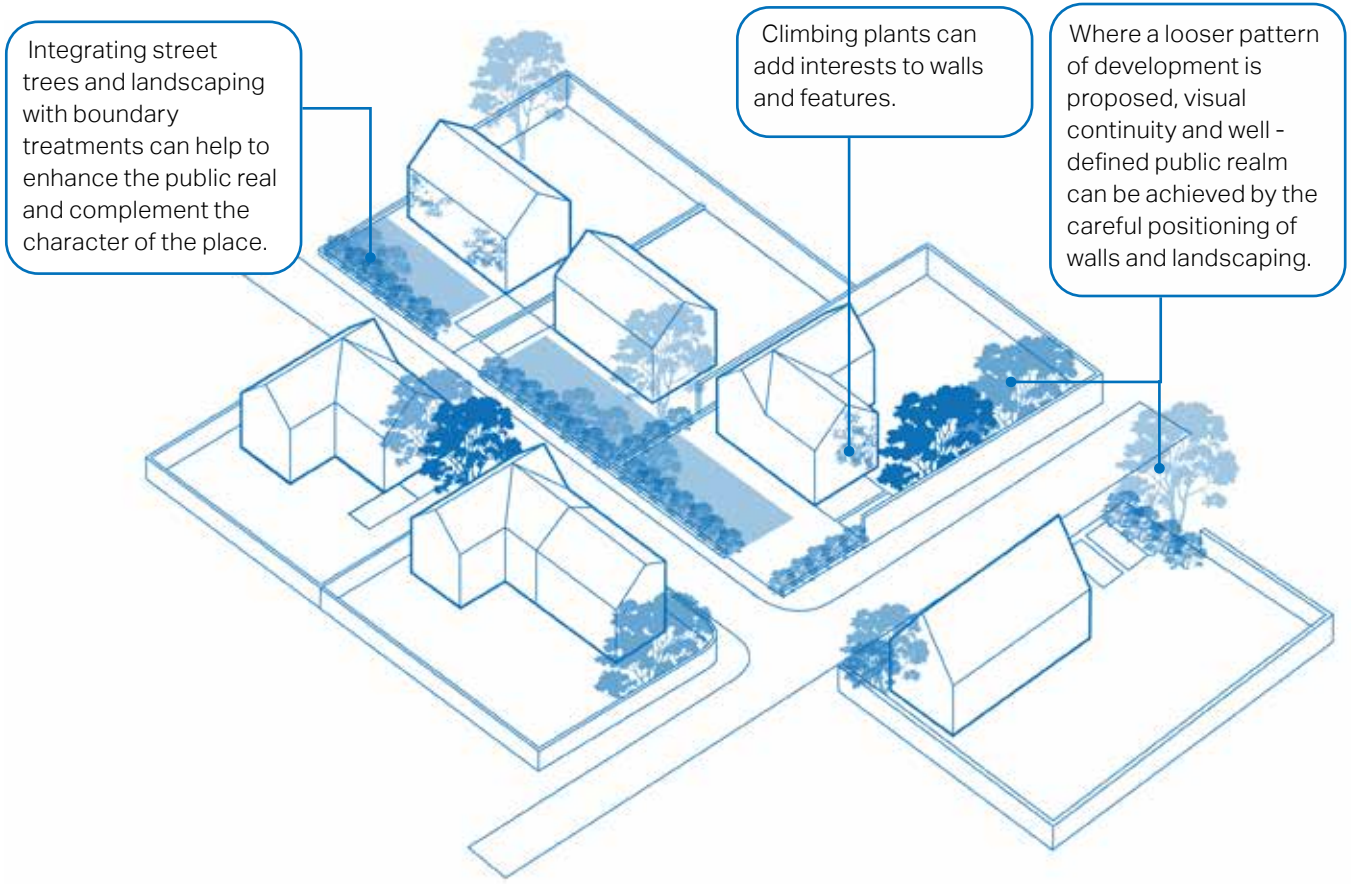

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Figure 75: Diagram showing trees and landscaping that complement the public realm and create a sense of enclosure

[1] Trees & Design Action Group (2012). *Trees in Hard Landscapes: A Guide for Delivery.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_trees-in-hard-landscapes_september_2014_colour.pdf

- Trees in the Townscape: A Guide for Decision Makers;[2]
- Tree Species Selection for Green Infrastructure;[3] and
- BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.[4]

GIVE SPATIAL ENCLOSURE, PROVIDE SCREENING AND PRIVACY

The use of hedges, hedgerows trees and walls contribute to the strong character of the area and a sense of enclosure. To respect the existing context, both the building and the boundary feature should be consistent with the prevailing character, although there should be some allowance for some variation to provide added visual interest.

- Existing hedges, hedgerow trees and walls should, wherever appropriate, be retained to contribute to this sense of enclosure. Additional or replacement hedges and trees should be planted to maintain the continuity of existing hedges providing continuity of hedge and hedgerow tree cover; and
- Where appropriate and feasible, any new developments should have setbacks that allow for front gardens or else a small area to provide a planted buffer zone between the private space and public space.

COMPLEMENT PUBLIC REALM AND ENHANCE BUILT ENVIRONMENT AND LOCAL IDENTITY

Planting can make an appreciable difference to the appearance of an area, as well as adding to the local identity.

- New development should use boundary features which are complementary to the street and enhance the character of the village. The use of trees, hedges and planting in publicly visible areas, including edges and interfaces, should be encouraged; and
- Climbing plants are good at screening features such as garages, blank walls and fences.

FORM FOCAL POINTS AND FRAME VIEWS

In addition to the intrinsic value of trees, they can also have a practical use value. In a small-scale open space, trees provide a focal point of interest.

[2] Trees & Design Action Group (2012). *Trees in the Townscape: A Guide for Decision Makers.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treesinthetownscape.pdf

[3] Trees & Design Action Group (2019). *Tree Species Selection for Green Infrastructure.* Available at: http://www.tdag.org.uk/uploads/4/2/8/0/4280686/tdag_treespeciesguidev1.3.pdf

[4] British Standards Institution (2014). *BS 8545:2014 Trees: from nursery to independence in the landscape - Recommendations.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030219672


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Figure 76: Climbing plant partly screens garden gates

Figure 77: The presence of mature trees and climbing plants on blank walls on Station Road. These can soften the hard landscape and provide evolving views

Figure 78: Hedgerows as boundary treatment add interest in streetscene on Old Railway Yard

SP 09- STREET LIGHTING AND DARK SKIES

The 'dark skies' character of the countryside should be protected. Dark skies benefit both people and wildlife.

Any new development should minimise impact on the existing 'dark skies' within the settlements 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:

- Street lighting should be avoided within areas of public realm, in line with existing settlement character;
- Ensure that lighting schemes such as LED streetlights 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;

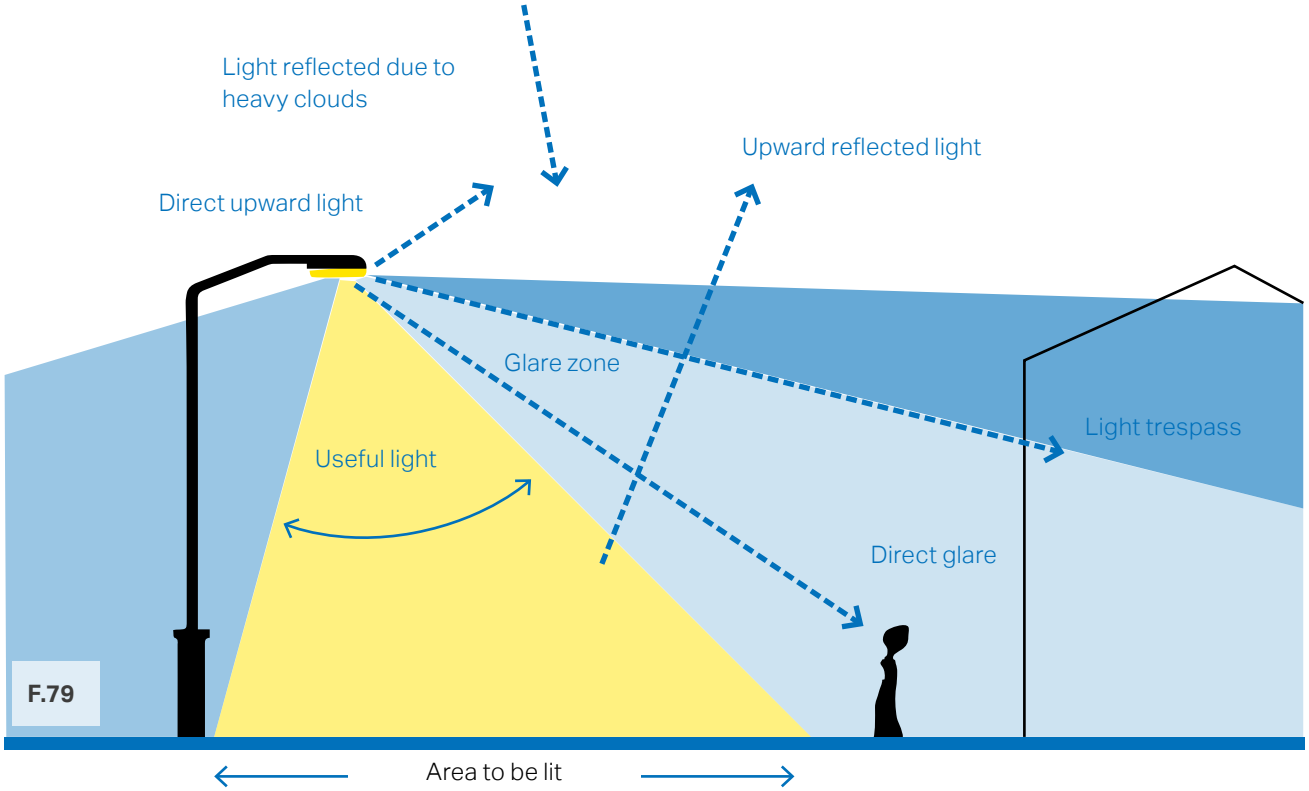


Figure 79:
Indicative diagram to illustrate the different components of light pollution and what 'good' lighting means

- Residential lighting i.e. on or around the property; is to be sympathetic with the location and be of low light levels so as to avoid excessive light pollution;
- Consider lighting schemes that could be turned off when not needed ('part-night lighting') to reduce any potential adverse effects; i.e. when a business is closed or, in outdoor areas, switching off at quiet times between midnight and 5am or 6am. Planning conditions could potentially be used to enforce this. External lighting schemes should be PIR controlled and unnecessary lighting avoided;
- Impact on sensitive wildlife receptors throughout the year, or at particular times (e.g. on migration routes), may be mitigated by the design of the lighting or by turning it off or down at sensitive times;
- Glare should be avoided, particularly for safety reasons. This is the uncomfortable brightness of a light source due to the excessive contrast between bright and dark areas in the field of view. Consequently, the perceived glare depends on the brightness of the background against which it is viewed. Glare is affected by the quantity and directional attributes of the source. Where appropriate, lighting schemes could include 'dimming' to lower the level of lighting (e.g. during periods of reduced use of an area, when higher lighting levels are not needed);
- The needs of particular individuals or groups should be considered, where appropriate (e.g. the safety of pedestrians and cyclists); and
- Any new developments and house extensions designs should encourage the use of natural light sources.

B. Built form

The following section outlines policies that should be considered by developers when creating new development within Burnham Market. Some of the following guidance is directed at development on existing plots, such as extensions, though many can be applied to both new and existing development.

In general, the historic part of Burnham Market is formed of large plots and dwellings. While this is appropriate when development or redevelopment occurs in those areas, other, newer, areas should be developed in a coherent form with modern best practice. That is, there should be a proportional relationship between size of plot, dwelling and spaces between the dwellings. In general, Burnham Market exhibits a low to medium density with heights averaging 1.5 to 2 storeys with a few 3 storeys buildings in the Conservation Area, plus some that have subsequently developed into the roof space, and reasonable space between dwellings. The following illustrative diagrams show this intention and new proposals would need to demonstrate that this has been observed.

The structure of the following codes generally starts with policies on a larger scale and subsequently moves to codes related to specific built form details.

BF 01- OVERLOOK PUBLIC SPACE

In order to provide a sense of security and natural surveillance, the windowed front elevation of a dwelling should face the street where this is in keeping with local character. The rear boundaries facing the street should be avoided as this has a negative impact on the character of a street and reduces levels of security and natural surveillance. Rear boundaries should back on to other rear boundaries or provide a soft transition into the natural environment such as at the settlement edge.

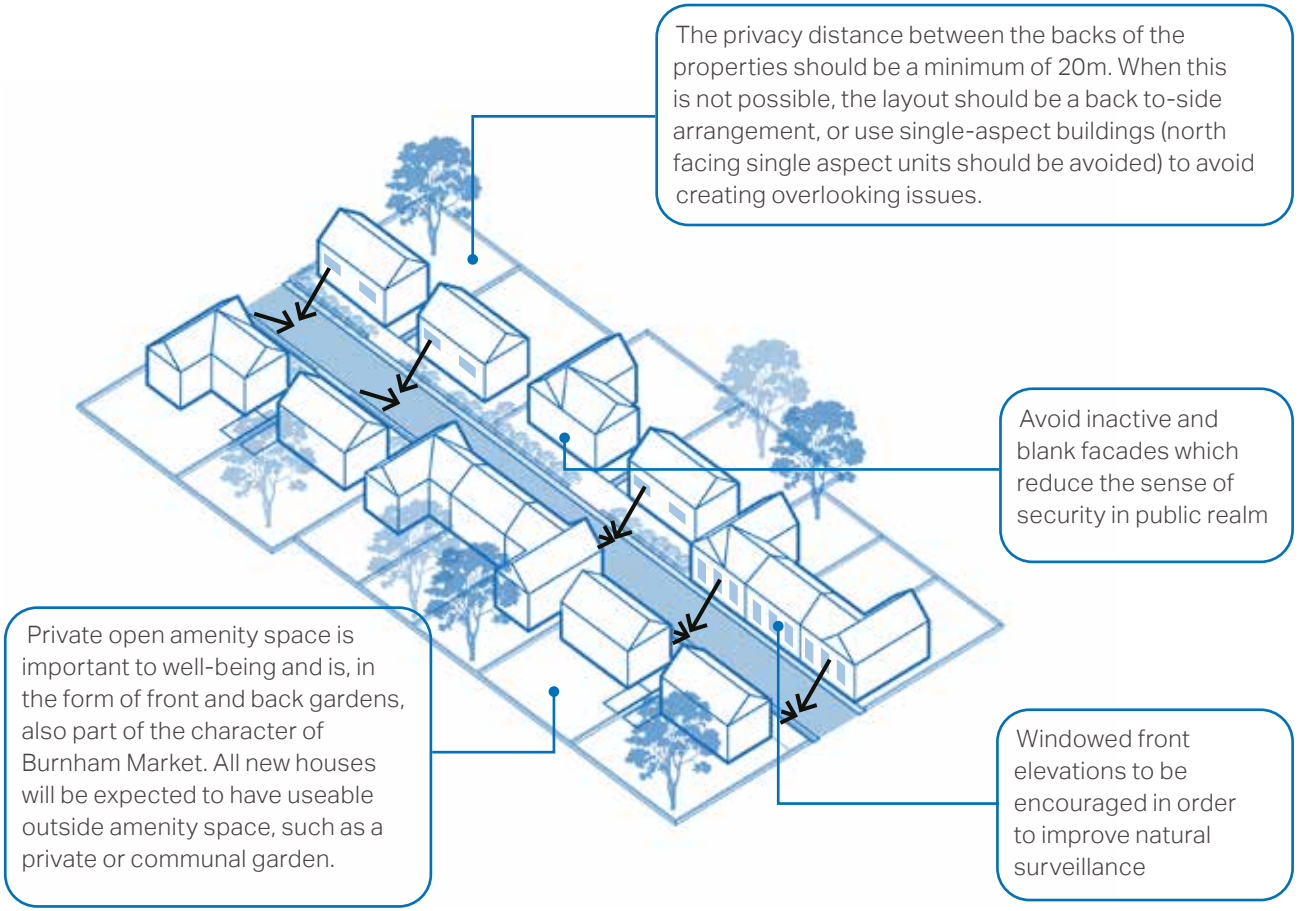


Figure 80:
Diagram to highlight the importance of natural surveillance to improve the security

BF 02- DEFINE FRONT AND BACK GARDENS

The ratio of garden space to built form within the overall plot is exceptionally important to ensure that the sense of openness and green space within the village is maintained.

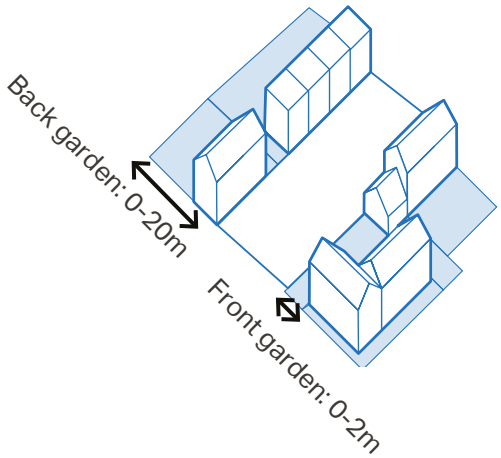
There are different garden dimensions in each of the character areas. In CA1, the front garden proportions range from 0 to 2m with the majority of properties with no front garden and the back garden are between 0 till 20m. Modern Estate and Southern Cluster's front and back garden size ranging from 2-12m and 6-22m, respectively.

Edge developments have more generous gardens with an average width of 16-25m for front and back gardens, respectively.

Back gardens should be a minimum depth of 10m and provide a minimum area of 50m^2 of useable amenity space[1].

North facing back gardens should exceed 10m in length to ensure sunlight is maximised.

1. The spaces used as amenity such as gardens, shared open space, communal gardens and so on which are able or fit to be used by people



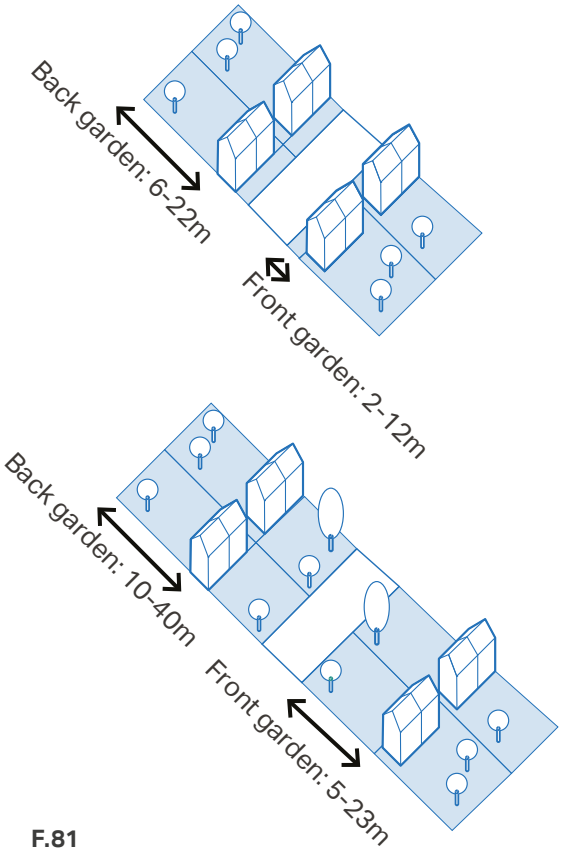


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Figure 81: Different proportion of green space varied. From left (North Street), top (Sutton Estate) and bottom right (Church Walk)

BF 03- MAINTAIN A CONSISTENT BUILDING LINE

The use of continuous building lines and setback distances contribute to the overall character of the area and the sense of enclosure of the streets and public spaces. Continuous building lines with a minimum gap create a strong distinction between public and private spaces, and provide definition to the public realm. Where buildings are more generously set back from the carriageway, the threshold spaces should be well landscaped.

- To ensure sufficient street enclosure, private front thresholds should have a modest depth and accommodate a small garden or area for plantation;
- Low to medium densities in residential areas can vary setbacks in order to respond to the landscape context and the more open character of the area; and
- Front gardens can be much deeper where the topography requires so or to respond to the existing character area. It also helps to create a softer transition between countryside, green spaces and built environment.

Figure 82: Inconsistent building line with spacious front garden on Herring's Lane

Figure 83: Subtle changes in building lines with a few small front garden in the Conservation Area

Figure 84: Various setbacks follow the meandering road along Sutton Estate

BF 04- DESIRED HEIGHT PROFILE

- Development building heights should accord with the settlement character of two storey dwellings, but dormer windows in the roof not permitted[1];
- Roofs in the village tend to be generally traditionally pitched, with some hipped examples. New roof type and pitch should reflect this. The use of orange pantile is widespread and should be the main roofing material for new development in the Neighbourhood Plan Area along with other roof materials such as smut grey pantiles, black glaze pantiles, and Welsh Slate;
- Innovation which explores the integration of green roof should be encouraged;
- The scale of the roof should always be in proportion to the dimensions of the building itself. Flat roofs for buildings, extensions, garages and dormer windows should be avoided; and
- Chimney type and height should be congruent with the typical Neighbourhood Plan Area chimney precedent examples.

1. Burnham Market Neighbourhood Plan Consultation, December 2021

F.85

Figure 85: Two-storey plus gabled doormer on The Market Place

F.86

Figure 86: Semi- detached house with pitched roof built with red pantile and chimney stacks

BF 05- ESTABLISH A CONSISTENT PROPERTY BOUNDARY

- Buildings should ordinarily front onto streets. The building line can have subtle variations in the form of recesses and protrusions, but will generally follow a consistent line;
- Buildings should be designed to ensure that streets and/or public spaces have good levels of natural surveillance from adjacent buildings. This can be achieved 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 village;

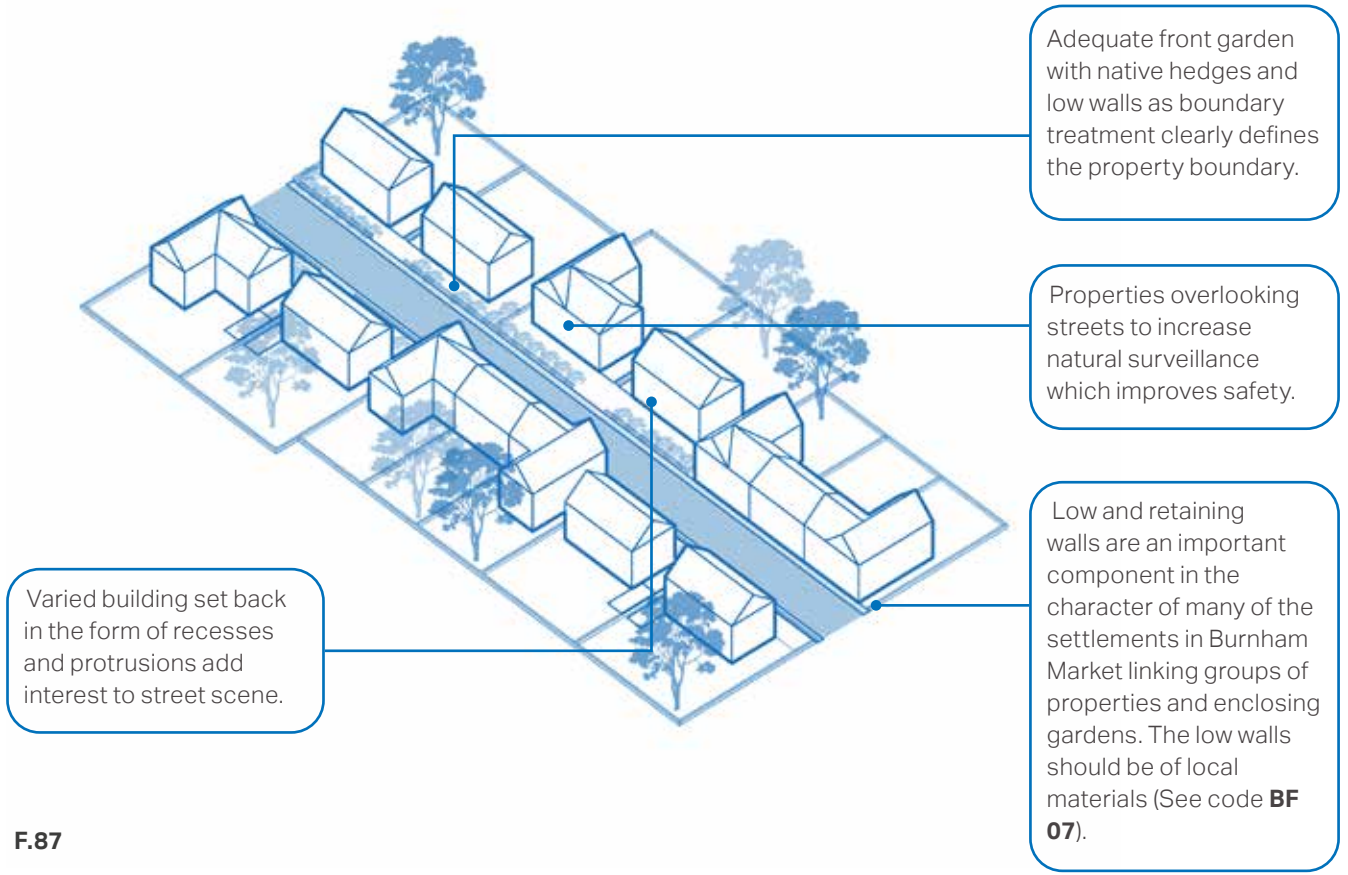

Figure 87: Illustrative diagram showing boundary treatments

- Front gardens/soft planted shallow setbacks should be provided in most instances, although it is recognised that there are some parts of Burnham Market where the prevailing character and form is one where buildings sit to the back of the footway/ highway;
- If placed on the property boundary, waste storage should be integrated as part of the overall design of the property. Landscaping could also be used to minimise the visual impact of bins and recycling containers; and
- Locally distinctive landscape features and planting, such as low wall boundary and hedges of native species should be used in new development to define boundaries. Any material that is not in keeping with the local character should be avoided.

Figure 88: Well-maintained hedgerows with trees as boundary treatment on Sutton Estate

Figure 89: A small front garden on The Market Place with well-kept shrubs

Figure 90: Green verges and well-kept front garden on Station Road

BF 06- EXTENSION AND CONVERSION

There are a number of principles that residential extensions and conversions should follow to maintain character:

- The original building should remain the dominant element of the property regardless of the scale or number of extensions. The newly built extension should not overwhelm the building from any given viewpoint;
- Extensions should not result in a significant loss to the private amenity area of the dwelling;
- Designs that wrap around the existing building and involve overly complicated roof forms should be avoided; and
- The pitch and form of the roof used on the building adds to its character and extensions should respond to this where appropriate.

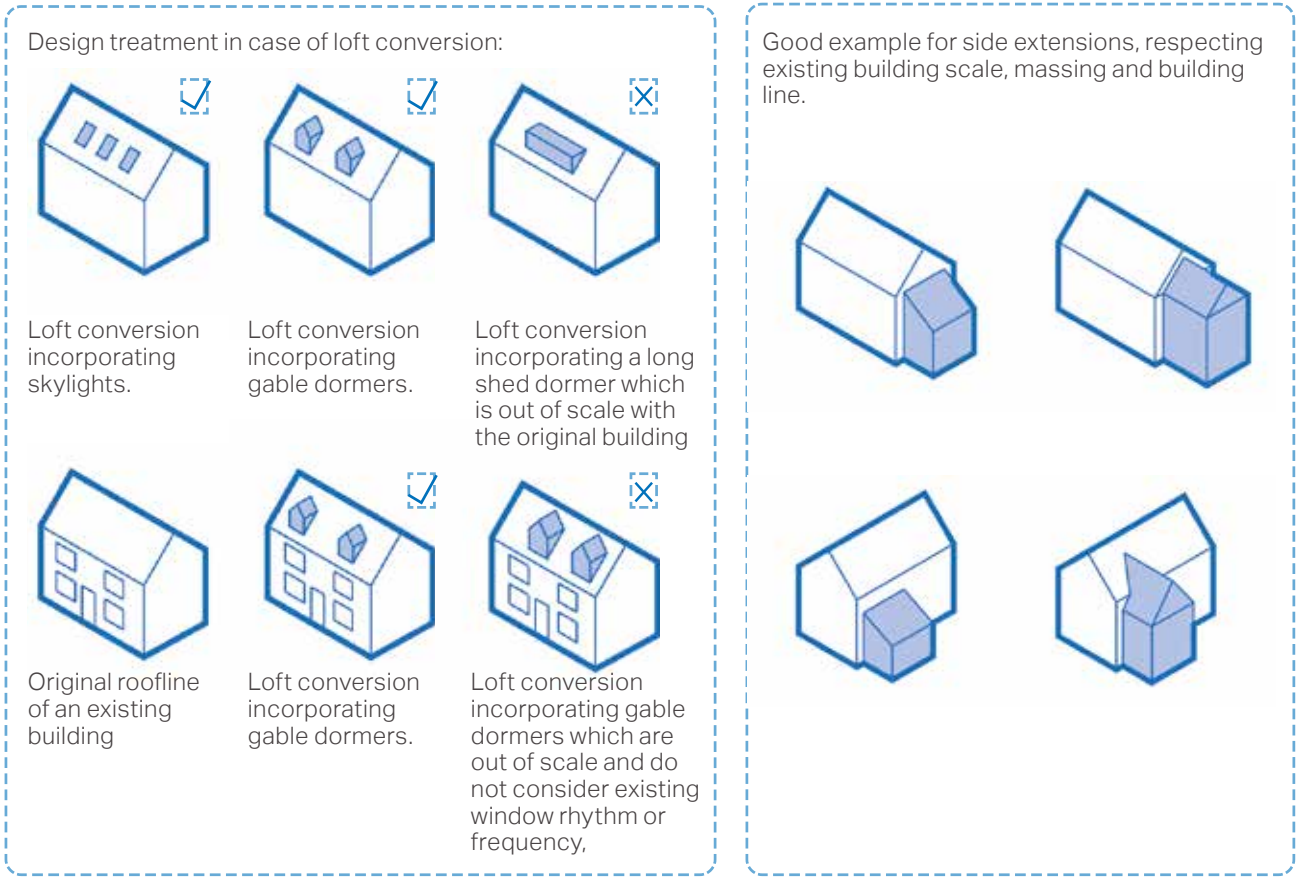

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Figure 91: Some examples for different type of building extensions

- Extensions should consider the materials, architectural features, window sizes and proportions of the existing building and respect these elements to design an extension that matches and complements the existing building;
- In the case of side extensions, the new part should be set back from the front of the main building and retain the proportions of the original building. This is in order to reduce any visual impact of the join between existing and new;
- In the case of rear extensions, the new part should not have a harmful effect on neighbouring properties in terms of overshadowing, overlooking or privacy issues;
- Many household extensions are covered by permitted development rights, and so do not need planning permission. These rights do not apply in certain locations such as Conservation Areas;
- Any housing conversions should respect and preserve the building's original form and character; and
- Where possible, reuse as much of the original materials as possible, or alternatively, use like-for-like materials. Any new materials should be sustainable and be used on less prominent building parts.

Figure 93: Positive example of side extension on Back Lane

Figure 92: Unsympathetic example of front extension on Station Road

Figure 94: Unsympathetic example of side extension on Sutton Estate

BF 07- ARCHITECTURE DETAILS, MATERIALS AND COLOUR PALETTE

There are diverse architectural styles in the Parish ranging from 16th century cottages such as Forge House (currently Anna) to 20th century houses. The village is a great example of small Georgian houses in Norfolk, but there are some Victorian architectural style scattered in the village. Perhaps the most impressive house in Georgian style is Market House on The Market Place. There are also a mixture of smaller town houses, shops and trade premises, many survived with their intact original shop fronts such as The Hoste Arms, The Rose and Crown (currently The Aviaries and Crown Cottage) and The Vine Inn.

Some of the buildings have modern extensions and alterations. New developments should encourage and support innovative and proactive approaches to design and opportunities to deliver decentralised energy systems powered by a renewable or low carbon

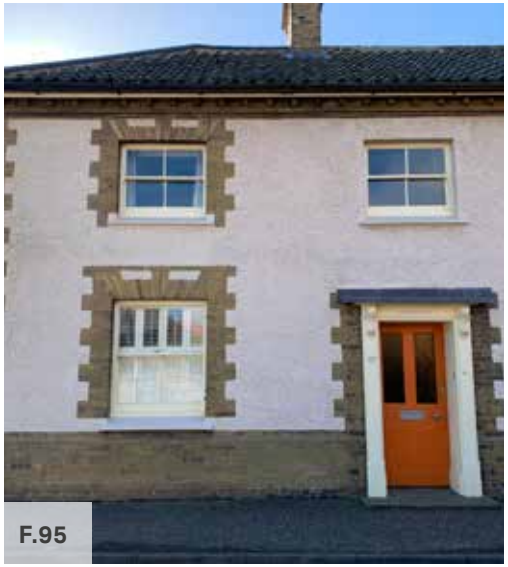

Figure 95: White rendered house with sash windows and gault brick finish on Front Street

Figure 96: Georgian architecture style can be seen on The Market Place and Market Place. Sash window, red brick with red pantile, black glaze are some of features used in construction

Figure 97: Market House, a Grade II listed building, built in 17th century with Flemish bond brick mixed red and smut pantile roof on The Market Place

source and associated infrastructure, including community-led initiatives.

New developments should strive for good quality design that meets climatic targets for CO2 emissions and that can be constructed sustainably, maximising opportunities for recycling.

The special character of buildings in Burnham Market Conservation Area arises from the mixture of red brick and orange pantiles.

Informed by the local vernacular, the following pages illustrate acceptable materials and detailing for future housing developments in Burnham Market. The use of traditional construction finishes should be specified for all new development and repair work. Material specification, quality for repair, replacement and modern developments should be maintained. The requirement for additional housing in the village should not trump architectural quality and character of the area.

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Figure 98: A mixture of painted brick shops with red and black glaze pantile create visual interest on The Market Place

Figure 99: A mixture of flint and red brick on a shop with residential flat above the building

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Figure 100: SandsHouseandThePharmacy, Grade II, cottage to east and shop to west. Built in 18th century with 3 bay shop, 2 bay cottage. The pharmacy with two bow shop front windows

Figure 101: Modern houses built with coursed chalk and red brick and red pantile

Figure 102: The Nelson Country Inn. built with a mix of white render, timber, red brick and flint with red pantile on gabled roof

Figure 103: The Hoste Arms, a pub, restaurant, hotel and spa on The Market Place built with bay windows and shed dormers

Future developments should carefully apply this code to avoid creating a pastiche of the existing local vernacular. Detailing can be interpreted using contemporary methods to avoid this.

In the case of a conversion of an existing historic building into a residential use, this should look to preserve and enhance any existing heritage features, to maintain the integrity of the original building. Any new fenestration should be positioned carefully to maintain the character and balance of the building and reflect the existing design through use of complementary materials and finishes. These buildings create the opportunity to provide large single dwellings or can be split into a series of smaller dwellings.

Wall materials

There are different wall materials in the village such as red brick, pink brick, gault brick, chalk or clunch, flint, pebble, coursed or random cobble, plaster, colourwash, and rusticated brick quoins.

Fenestration materials

There are various materials used for windows and doors in Burnham Market such as sash, casement, bay windows, pedimented doorcase, portico entrances, pithed porches, and square-headed door.

Roof materials

Of those roof materials in the village, red pantile, smut grey pantiles, black glaze pantiles, welsh slate and lead are more often used. The majority of buildings have pitched roofs, but hipped roofs can be found in the village too.

Ground surface materials

Generally gravel and pebble are used in majority of ground surface in the village.

Boundary treatment materials

There are a wide variety of boundary treatments in the village such as hedgerows, low walls with red brick, mature planting, post with wrought iron metalwork bars .

Wall

Red brick

Flint

Pink plaster

Coursed chalk

Mix of timber and white render

Rusticated brick quoins

Fenestration and doors

Bow window

Sash window with lintel above

Box window

Casement window

Victorian portico

Moulded wooden door with gault brick finish

Wooden door with red brick finish

Gabled porch with details

Pedimented doorcase with fanlight

Roof

Gabled dormer

Red pantile

Welsh slate

Black glaze pantile

Chimney stack

Shed dormer

Ground surface

Pebble

Gravel

Mix of red brick and pebble

Mix of pebble and cement

Cobble setts

Granite setts

Boundary treatment

Post with wrought iron metalwork bars

Shrubs

Decorative shrub in front of a pediment door case

Coursed chalk, red brick and woven willow fence

Post with wrought iron metalwork bars and statue detail

Hedges

Colour palette

BF 08- DESIGN OF AGRICULTURAL BUILDINGS

The redevelopment of farm buildings has been a feature in Burnham Market, with some high quality conversions adding to the variety of housing.

- Avoid domestic add-ons such as chimneys, porches, satellite dishes, domestic external lighting and hanging baskets;
- Retain characteristic features of historic working buildings such as the openings, which should not be filled in, ventilation slots (often patterned) and any use-specific historic additions;
- New openings should generally be avoided, and kept to a minimum when necessary. They should never be planned in a regular or symmetrical pattern, as this is overly domestic;
- Avoid features such as dormer windows. If rooflights are used, they should be sited discreetly so as to not become a feature in the landscape;
- Where included, solar PV panels should integrate with the overall pitch, materials and feel of the roof;
- Existing brickwork should be reused or reclaimed. Consideration should be given to the material source and matching the colour, texture, size and bond of the existing brickwork and flints;
- Courtyards should be surfaced in a material that reflects its rural setting. Farmyards should remain open and not be divided by fences or walls. Parking spaces should not be formally marked out; and
- Boundary brick walls should be left intact, and not chopped through or reduced for access or to create visual splays.

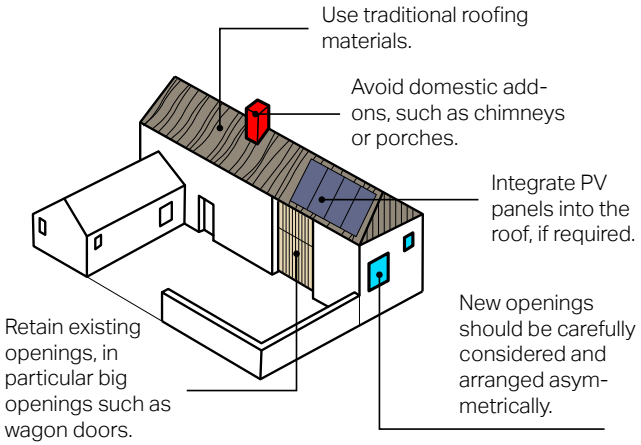

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Figure 104: Diagram to illustrate some design principles for the design of agricultural buildings
Figure 105: The design of Crabbe Hall Farm and the farm buildings, along Creake Road and Joan Shorts Lane

EE. Environmental and energy efficiency

Design codes in the following section apply to the whole Burnham Market Neighbourhood Plan Area. They contain important policies that will help to reduce our collective impact on the planet while allowing the natural environment in and around Burnham Market to flourish.

They include general guidance that apply to both new and existing development as some of the policies can be used to modify existing dwelling to become more environmentally sustainable.

Owing to Burnham Market's rich green space character, it is hoped that more of these policies are adopted in the future to help preserve and sustain this distinct character.

EE 01- FEATURES IN DWELLINGS

The following section elaborates on energy efficient technologies that could be incorporated in buildings and at broader Parish design scale as principles.

Use of such principles and design tools should be encouraged in order to contribute towards a more sustainable environment.

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 and electric charging points.

Figure 106 shows a portfolio of possible measures for both existing and new homes. Please note that some of them, such as double/triple glazing, draught proofing and solar panels, can sometimes be problematic in Conservation Areas, older buildings and those used as second homes or holiday lets."

F.106

Figure 106: Diagram showing low-carbon homes in both existing and new build conditions.

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
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 brick covers, relocated appliances (e.g. installing washing machines upstairs), treated wooden floors

Existing and 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**
- 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 and reflective walls
- F **Flood resilience and resistance** e.g. raised electrical, concrete floors and greening your garden
- G **Construction and site planning** timber frames, sustainable transport options (such as cycling)
- H **Solar panels**
- I **Electric car charging point**

EE 02- BUILDING FABRIC

THERMAL MASS

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

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

INSULATION

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

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

AIRTIGHTNESS

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

An airtight layer should be formed in the floor, walls and roof. Doors, windows and roof lights to the adjacent walls or roof should be sealed. Interfaces between walls and floor and between walls and roof, including around the perimeter of any intermediate floor should be linked. Water pipes and soil pipes, ventilation ducts,

incoming water, gas, oil, electricity, data and district heating, chimneys and flues, including air supplies to wood burning stoves, connections to external services, such as entry phones, outside lights, external taps and sockets, security cameras and satellite dishes should be considered.

The opposite diagram illustrates some of these key considerations.

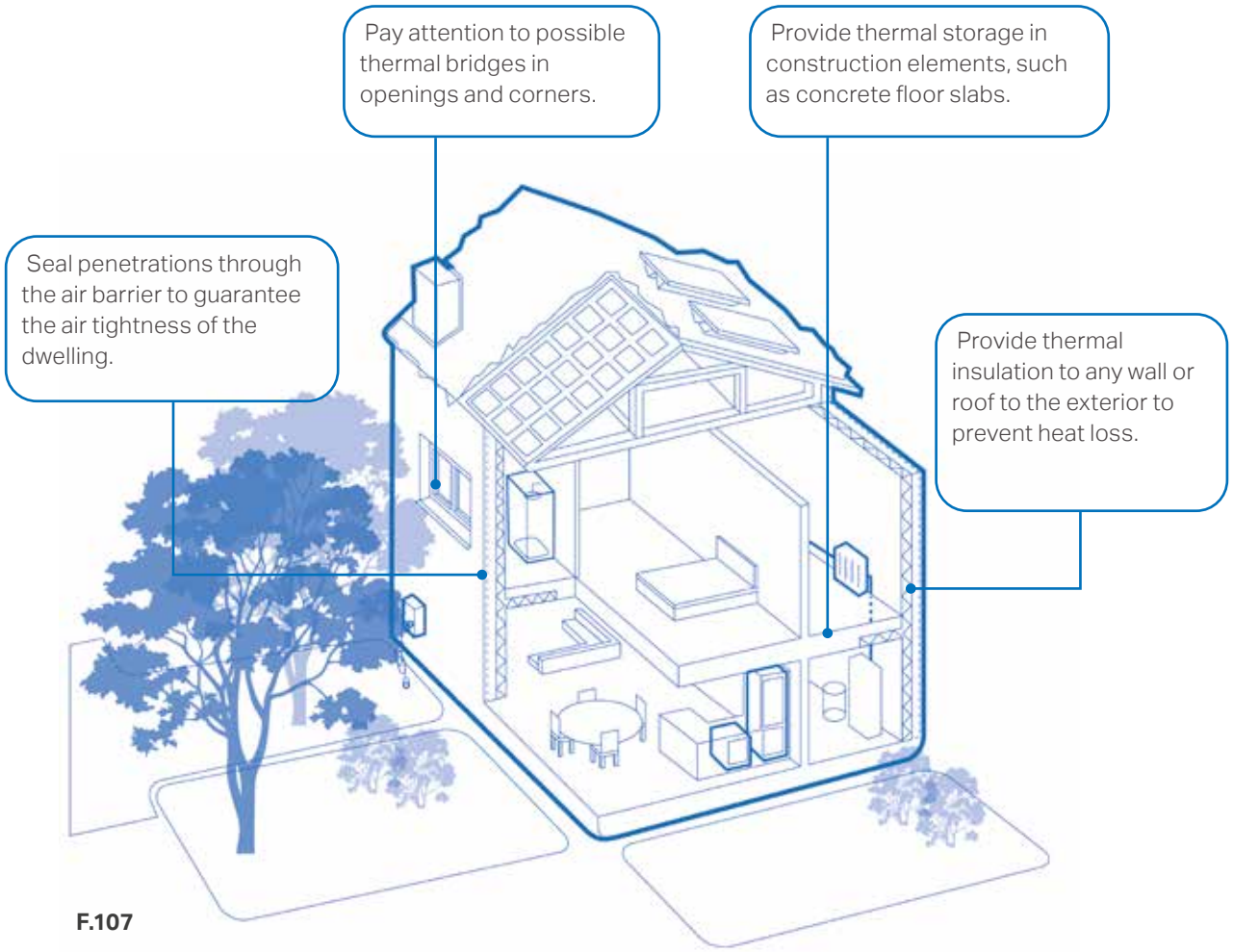


Figure 107: Diagram illustrating aspects of the building fabric to be considered

EE 03- FLOOD MITIGATION

One of the issues within Burnham Market is flood risks which affects some parts of the village as shown on **Figure 24**.

There are various ways to mitigate flood risk such as Sustainable Drainage System (SuDS), rainwater harvesting, and permeable pavements which are elaborated on the following pages.

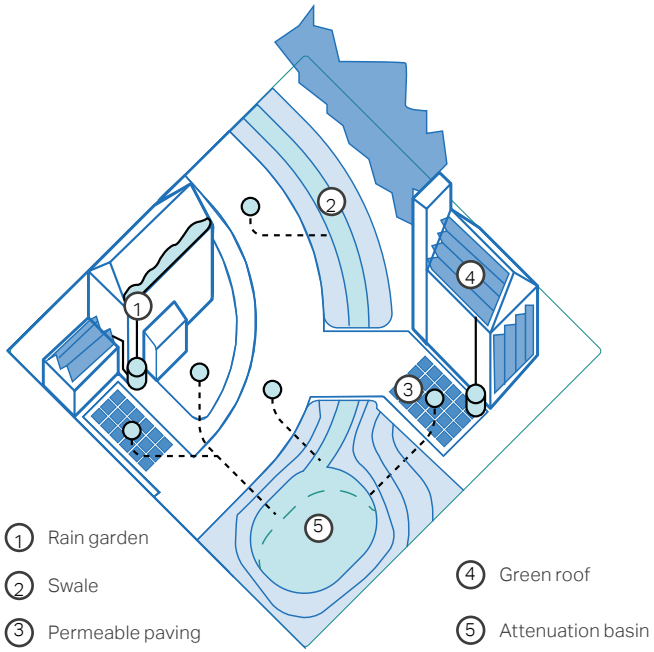
SUSTAINABLE DRAINAGE SYSTEM (SUDS)

The term SuDS stands for Sustainable Drainage Systems. It covers a range of approaches to managing surface water in a more sustainable way to reduce flood risk and improve water quality whilst improving amenity benefits.

SuDS work by reducing the amount and rate at which surface water reaches a waterway or combined sewer system. Usually, the most sustainable option is collecting this water for reuse, for example in a water butt or rainwater harvesting system, as this has the added benefit of reducing pressure on important water sources.

Where reuse is not possible there are two alternative approaches using SuDS:

- Infiltration, which allows water to percolate into the ground and eventually restore groundwater; and
- Attenuation and controlled release, which holds back the water and slowly releases it into the sewer network. Although the overall volume entering the sewer system is the same, the peak flow is reduced. This reduces the risk of sewers overflowing. Attenuation and controlled release options are suitable when either infiltration is not possible (for example where the water table is high or soils are clay) or where infiltration could be polluting (such as on contaminated sites).



F.108

Figure 108: Diagram showing the best use of harvesting water systems rain garden, swales, permeable paving, green roofs

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. A number of overarching principles can however be applied:

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

Figure 109: Examples of SuDS designed as a public amenity and fully integrated into the design of the public realm, Sweden

RAINWATER HARVESTING

Rainwater harvesting is a system for capturing and storing rainwater as well as enabling the reuse of in-situ grey water. Some design considerations include:

- Concealing tanks with complementary cladding;
- Use attractive materials or finishing for pipes, unsightly pipes should be avoided;
- Combine landscape or planters with water capture systems; and
- Use underground tanks.

Figure 110: Example of a rainwater harvesting tank in the shape of a bee hive

Figure 111: Example of a modular water tank

PERMEABLE PAVEMENTS

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 pavements offer a solution to maintain soil permeability while performing the function of conventional paving. 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.

Permeable paving can be used where appropriate on footpaths, public squares, private access roads, driveways, and private areas within the individual development boundaries.

It is recommended that the majority of the unbuilt areas in the plot (i.e. gardens) are permeable by means of landscape such as grass or earth as well as permeable and filtrating pavements. As a rule of thumb the % of permeable area should be between 25% to 75% of the unbuilt part of a plot.

In addition, permeable pavement must also comply with:

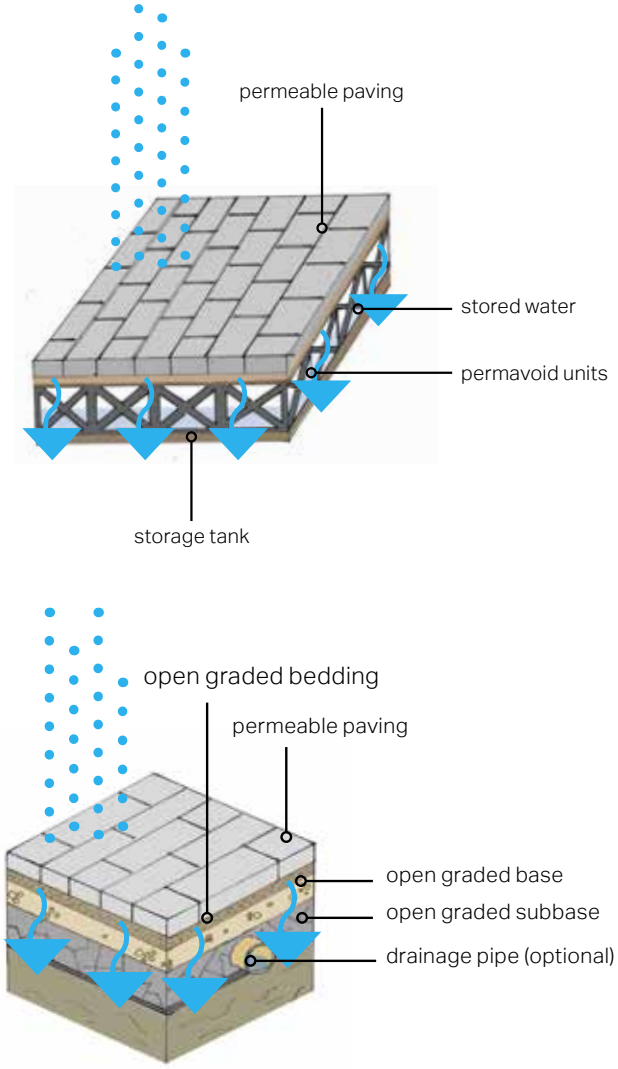
- Flood and Water Management Act 2010, Schedule 3;[1]
- The Building Regulations Part H – Drainage and Waste Disposal;[2]
- Town and Country Planning (General Permitted Development) (England) Order 2015;[3]

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

[1] Great Britain (2010). *Flood and Water Management Act, Schedule 3*. Available at: http://www.legislation.gov.uk/ukpga/2010/29/schedule/3

[2] Great Britain (2010). *The Building Regulations Part H – Drainage and Waste Disposal*. Available at: https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/442889/BR_PDF_AD_H_2015.pdf

[3] Great Britain (2015). *Town and Country Planning (General Permitted Development) (England) Order 2015*. Available at: http://www.legislation.gov.uk/uksi/2015/596/pdfs/uksi_20150596_en.pdf



F.112

Figure 112: Diagrams illustrating the functioning of a soak away

- Sustainable Drainage Systems - non-statutory technical standards for sustainable drainage systems;[4]
- The SuDS Manual (C753);[5]
- BS 8582:2013 Code of practice for surface water management for development sites;[6]
- BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers;[7] and
- Guidance on the Permeable Surfacing of Front Gardens.[8]

Figure 113: A good example of permeable paver (Source: https://www.paverconnection.com/testimonial/hedwig-village-permeable-driveway-and-patio-upgrade/)

Figure 114: A good example of clay paver (Source: https://www.londonstone.co.uk/brick-pavers/paving-bricks/)

[4] 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

[5] CIRIA (2015). *The SuDS Manual (C753)*.

[6] British Standards Institution (2013). *BS 8582:2013 Code of practice for surface water management for development sites*. Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030253266

[7] British Standards Institution (2009). *BS 7533-13:2009 Pavements constructed with clay, natural stone or concrete pavers.* Available at: https://shop.bsigroup.com/ProductDetail/?pid=000000000030159352

[8] 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

EE 04- WASTE STORAGE AND SERVICING

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

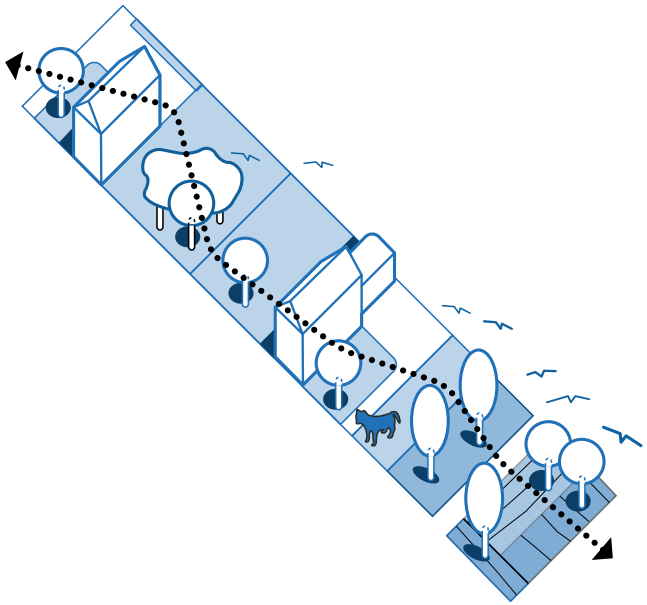
- Servicing arrangements should have a specific and attractive enclosure of sufficient size for all the necessary bins, this avoids the blocking of pavements with bins and makes the public realm more attractive. The storage solutions should be kept to the minimum dimensions in order to prevent the footprint being converted into an annexe at a later date;
- Create a specific enclosure of sufficient size for all the necessary bins;
- Bins should be placed as close to the dwelling's boundary and the public highway, such as against wall, fence or hedge;
- Refer to the materials palette to analyse what would be a complementary material;
- Create an environmentally sustainable enclosure to contain all bins; and
- The illustrations below show some successful design solutions for accommodating bins within the plot.

Figure 115: Examples of successful storage design solutions for accommodating bins at the front of buildings

EE 05- WILDLIFE FRIENDLY FEATURES

Biodiversity and woodlands should be protected and enhanced where possible.

- Roadside verges, hedges, and trees should act as natural buffers and should be protected when planning new developments;
- Abrupt edges to development with little vegetation or landscape on the edge of the settlement should be avoided and, instead, comprehensive landscape buffering should be encouraged;
- New developments and building extensions should aim to strengthen biodiversity and the natural environment;
- Ensure habitats are buffered. Widths of buffer zones should be wide enough and based on specific ecological function;



F.116

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F.118

Figure 116: Diagram to highlight the importance of creating wildlife corridors.

Figure 117: Examples of a bughouse decorating rear gardens or public green spaces.

Figure 118: Examples of a frog habitat decorating rear gardens or public green spaces.

- New development proposals should include the creation of new habitats and wildlife corridors such as planting wildflowers and bulbs on the village green spaces, meadows and verges connecting the Burnhams. This could be by aligning back and front gardens or installing bird boxes or bricks in walls and improve habitat at ponds. Wildlife corridors should be included to enable local wildlife to travel to and from foraging areas and their dwelling area;
- Avoid low maintenance gardens which are harmful to wildlife by reducing hard landscaping. Careful consideration should be given by owners of second homes and furnished holiday lets[1]; and
- The loss of any tree and garden should be discouraged. Encourage permeable pavement and gardens which is beneficial to biodiversity net gain.

1. Burnham Market Neighbourhood Plan Consultation, December 2021

Figure 119: Enhance biodiversity in The Pound by re-wilding this green space

4.2 How to apply design codes to character areas

The character area codes are designed to provide specific guidance to areas within Burnham Market. 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 building codes to further outline particular features within the areas that need to be protected or improved. There is a section, Conservation Character Area shop fronts which is applied just to the Conservation Character Area.

Developers seeking to build in these areas should refer to these sections when considering the street layout, placemaking and architectural features of new development.

CA1- Conservation Area

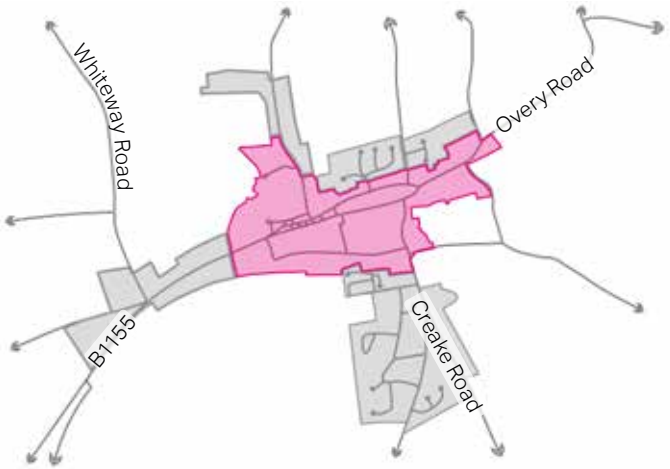
CA2- Southern Cluster

CA3- Modern Estate

CA4- Edge Development

CA1- Conservation Area

The codes in the following pages address the Conservation Area character and its street, built form and shop fronts characteristics.



F.120

Figure 120: Map showing Conservation Area Character in Burnham Market

EXISTING CHARACTERISTICS

- Shops and retail outlets formed along the main arterial roads in a linear format;
- Sections of continuous frontages;
- Impressive range of Georgian vernacular buildings;
- On-street car parking on The Market Place is an issue and creates a chaotic street scene;
- No pavement on either side of the roads, except the north east of The Market Place;
- Some residential and public buildings mixed with commercial and retail;
- There is no pavement on Station Road, The Market Place and B1155. However, there are pavements on Church Walk and Front Street; and
- The pavement widths are very narrow on North Street causes pedestrian safety issues.

PROPOSED CHARACTER

- Protect the local character and retain the history of the retail/business area on The Market Place through similar use of materials and colour palette;
- Protecting the landscape features to preserve the natural character of Burnham Market;
- Propose flood mitigation measures to address the areas affected by flood; and
- The car parking issues can be benefited with a form of traffic management/ enforcement which should be sought, separately.

CONSERVATION AREA STREET CODES

The following codes highlight codes that relate to the shopping area in the centre of Burnham Market. The proposals for the future development in this area should be comply with the conservation objectives written on Burnham Market Conservation Area Draft Character Statement.

EE 03 **Flood mitigation**

Some mitigation solutions such as SuDS to mitigate the impact of flood risks.

SP 08 **Trees and landscaping**

The Green should be enhanced and retained. Integrate new trees and vegetation in order to improve net gain and attract wild life toward the village centre.

SP 04 **Active travel**

Encourage active travel mode such as walking and cycling along the existing shared surface lane along north side of The Market Place.

SP 05 **Car parking**

On-street parking needs re arrangement along the roads and some needs to be relocated elsewhere. The remaining need screening to reduce the visual impact of cars.

Figure 121: Diagram showing the 3D view of Conservation Area Character from an axonometric view

CONSERVATION AREA BUILT FORM CODES

Developers should refer to design codes written in this section and also the objectives written on Burnham Market Conservation Area Draft Character Statement.

BF 05 **Establish a consistent property boundary**

The use of well-kept front gardens, post and chain as boundary treatment should be encouraged. Design buildings to ensure that streets have good level of natural surveillance by placing ground floor habitable rooms and upper floor windows facing the street.

SL 02 **Layout of building**

New development should be planned to be permeable, providing well-connected non-vehicular connections to different places.

BF 01 **Overlook public space**

Improve sense of security and natural surveillance by facing the windowed front elevation of a dwelling to the street.

BF 02 **Define front and back gardens**

Provide adequate front (2-3m) and back gardens (12-20) along the Conservation Area.

BF 07 **Architectural details and materials**

Materials and colours should be used to respect the local vernecular (See **BF 07**).

Figure 122: Diagram showing a typical area in Conservation Area Character from an axonometric view

CONSERVATION AREA SHOP FRONTS

The visual appearance of a shop front can have both a positive or a negative effect on the character of an area. Therefore, it is important that shop fronts are contextual as well as tidy and well-ordered.

In Burnham Market, the main shopping streets form a part of the history of the village and its character should be preserved. The following guidance helps to keep shop fronts tidy, visually appealing and in keeping with the historic character of the area.

BF 03 **Maintain a consistent building line**

Buildings should be aligned to form a continuous frontage along the street with gaps interspersed throughout.

BF 04 **Desired height profile**

The building height should not exceed 2 storey and pitched roofs should be used on the majority of the buildings. Dormers cannot be used in this Character Area.

BF 07 **Architectural details and materials**

Encourage the use of local architecture styles. The materials should be carefully chosen from the existing colour palette and materials illustrated in **BF 07**.

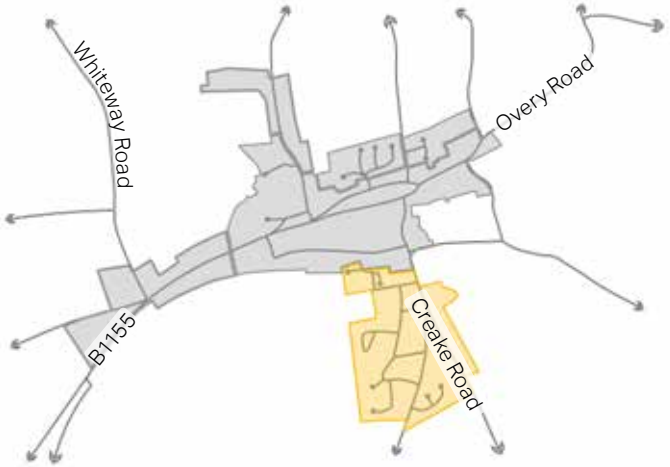
SP 07 **Efficient design of space in front of shop fronts**

The existing street should be de-cluttered of unused street furniture and redundant signage. Ensure shop fronts do not spill out onto the pavement causing congestion.

Figure 123: Diagram showing the 3D view of shop fronts in Conservation Area

CA2- Southern Cluster

The codes in the following pages address the Southern Cluster Character Area and both its street and built form characteristics.



F.124

Figure 124: Map showing Southern Cluster Character Area in Burnham Market

EXISTING CHARACTERISTICS

- Crabbe Hall Farm, Burnham Motors Garage, Convenience Store, the new Burnhams Surgery and holiday lodges located to the northern part of this character area;
- Holiday lodges are not in keeping with the local character;
- An allotment to the south part of area;
- Some cul-de-sac development branching off Creake Road;
- Use of informal green spaces throughout the settlement;
- A green space celebrated by residents located on Sutton Estate which is overlooked by surrounding semi-detached houses;
- Bungalows are predominant in this area along with some semi-detached council housings; and
- A mix of 1 to 2 storey houses can be found in this area.

PROPOSED CHARACTER

- Proposed new development with hipped or pitched roof styles;
- Preserve and enhance allotment gardens on Creake Road and Beacon Hill Roads;
- Avoid using the materials used in holiday lodges to the northern part of the character area. Instead, use the local material and colour palette (See **BF 07**);
- Preserve the existing green spaces and integrate new trees, and vegetation wherever possible;
- Improve active travel by linking new footpaths to the existing network of PRoW and to Burnham Thorpe;
- Design industrial estate and agricultural buildings based on the adjacent development setting (See **BF 08**); and
- Avoid proposing cul-de-sacs which reduce connectivity in the village.

SOUTHERN CLUSTER STREET CODES

These street codes relate to the southern cluster within the village.

SP 04 **Active travel**

Enhance connectivity where possible.

SP 05 **Car parking**

On-plot parking and on-plot garages can be proposed for this area. If cars are parked at the front, at least 50% of the frontage should be landscaped and have a boundary treatment.

BF 01 **Overlook public space**

New dwellings should face the roads and public open spaces to improve the natural surveillance.

SP 08 **Trees and landscaping**

Preserve landscaping, allotments and trees whilst introducing new vegetation in areas where its lacking.

Figure 125: Diagram showing the 3D view of Southern Cluster Character Area from an axonometric view

SOUTHERN CLUSTER BUILT FORM CODES

These built form codes relate to the southern cluster within the village.

BF 03 **Maintain a consistent building line**

Propose adequate front and back gardens to ensure sufficient street enclosure.

BF 04 **Desired height profile**

Roof styles should be pitched with some occasional hipped roofs. The building heights should not exceed 2 storey.

BF 06 **Extensions and conversion**

Side extension are acceptable in this character area. The extensions should respect the original form of the main building.

BF 07 **Architectural details and materials**

Materials and colours (see **BF 07**) should be used in a way to respect the local vernacular and adjacent built environment context.

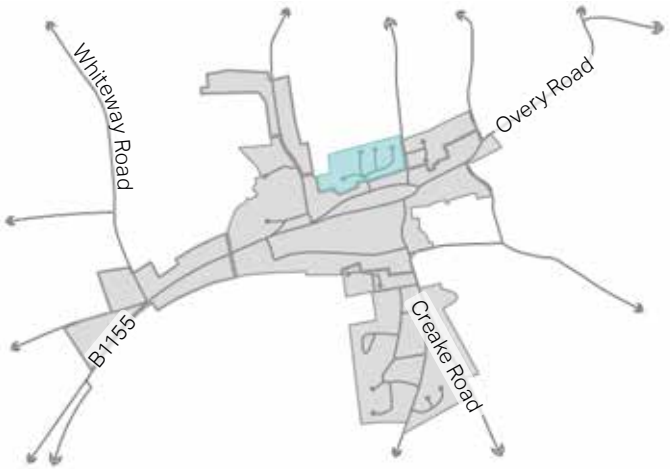
EE 04 **Waste storage and servicing**

Bins should be placed as close to the dwelling's boundary and the public highway, such as against walls, fences and hedges.

Figure 126: Diagram showing a typical area in Southern Cluster Character Area from an axonometric view

CA3- Modern Estate

The codes in the following pages address the Modern Estate Character Area and both its street and built form characteristics.



F.127

Figure 127: Map showing Modern Estate Character Area in Burnham Market

EXISTING CHARACTERISTICS

- Modern estate with a network of minor roads and cul-de-sacs;
- Mix of residential areas with a restaurant and holiday lettings agency and a car park on Foundry Place;
- A mix of two storey detached and terraced houses;
- Courtyard parking and on-plot garages are the predominant car parking styles;
- Roads have meandering shape;
- Areas of shared surface in new developments;
- There are medium sized front and back gardens; and
- Low lying vegetation and landscaping including green verges and hedges.

PROPOSED CHARACTER

- Integrate new trees on the existing green space in the middle of the character area and provision of well-designed public space in a way to have a positive relationship with the built environment;
- Heights should be in keeping with Burnham Market's character and should not exceed 2 storey; and
- Design variety of architectural styles with various materials which all should be in keeping with Burnham Market's character to avoid monotonous design appearance (See **BF 07**).

MODERN ESTATE STREET CODES

These codes seek to provide guidance on how streets in this area can better relate to more traditional streets within the village.

SP 03 **Edge Lane**

Encourage a quieter environment by applying 20mph speed limits. New roads should be meandering, softening the presence of the street and provide evolving views. Shared lane between 6 and 8m should host all transports modes including pedestrian, cyclist and motor vehicles. Swale and rain gardens can be used in the landscape to mitigate flooding.

SP 04 **Active travel**

Promote active travel modes by linking the existing footpath to other parts of the village and the countryside.

SP 05 **Car parking solutions**

Courtyard parking and on-plot garages are the main car parking solutions. Address the the car parking issue in the middle of the character area with a form of traffic management and enforcement.

BF 01 **Overlook public space**

All new houses need to have adequate amenity space. Avoid inactive frontage and all new dwellings on Foundry Place should face the street and the open space in the middle of the Conservation Area.

Figure 128: Diagram showing the 3D view of Modern Estate Character Area from an axonometric view

MODERN ESTATE BUILT FORM CODES

These codes seek to provide guidance on the built form within the modern estate and better relate features to the traditional character of the village.

BF 02 **Define front and back gardens**

Medium size of front and back garden should be proposed for this character area in keeping to the local character.

BF 04 **Desired height profile**

The building height should not exceed 2 storeys and pitched roofs should be used on the majority of the buildings.

SP 08 **Trees and landscaping**

More trees and vegetation should be planted to introduce a more enclosed character. Green buffer zones should be planted along the edges to the northern part of modern estate.

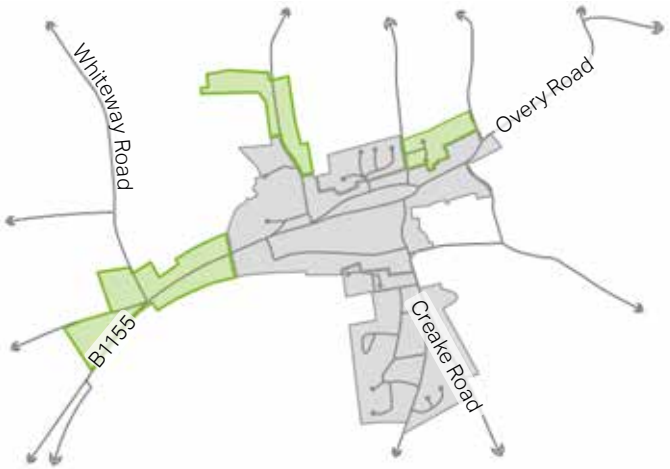
BF 07 **Architectural details and materials**

Encourage the use of local architecture styles and details. The materials should be carefully chosen from the existing colour palette and materials illustrated in **BF 07**.

Figure 129: Diagram showing a typical area in Modern Estate Character Area from an axonometric view

CA4- Edge Development

The codes in the following pages address the Edge Development Character Area and both its street and built form characteristics.



F.130

Figure 130: Map showing Edge Development Character Area in Burnham Market

EXISTING CHARACTERISTICS

- Area rich in natural vegetation with trees;
- Linear pattern of developments;
- A mix of detached and semi-detached houses built along roads;
- Dwellings well set back from the roads with active frontages;
- Large building plots with spacious front and back gardens;
- On-plot front car parking; and
- Development forming the natural edge of the settlement with areas of open field surrounding this character area;

PROPOSED CHARACTER

- Preserve the existing natural environment through protection of landscaping and boundary treatments which creates privacy for houses situated along busier roads such as Church Walk. Propose new landscape and boundary treatments including hedges, green verges, trees, low walls and wooden fences;
- Retain gaps and filtered views into the surrounding open field and countryside;
- The promotion of walking and cycling routes;
- The building materials and colour palette should be in keeping with local vernacular (See **BF 07**); and
- Provision of 1-2 storey houses with pitched and hipped roof.

EDGE DEVELOPMENT STREET CODES

These street codes relate to the edge development within the village.

SP 03 **Edge lane**

The roads gently meander and provide planting buffer between the edge of the carriageway and the countryside in order to introduce a more informal and intimate character. Connect the roads to the existing network of Public Rights of Way and the general movement network.

BF 01 **Overlook public space**

Buildings facing the street and provision of spacious front and back gardens give rural atmosphere and feeling of gradual transition moving toward the countryside.

SL 01 **Pattern of development**

Preserve linear pattern of the development. New buildings need to conform to the existing building line along residential roads.

SP 08 **Trees and landscaping**

Retain the exiting tree and integrate new trees into design of the new development. Preserve gaps and respect the views towards the countryside.

Figure 131: Diagram showing the 3D view of Edge Development Character Area from an axonometric view

EDGE DEVELOPMENT BUILT FORM CODES

These built form codes relate to the edge development within the village.

BF 02 **Define front and back gardens**

Ample front (5-23m) and back gardens (12-40m) should be proposed for this character area with tall mature trees, green verges and hedges forming the natural boundary treatments.

BF 03 **Maintain a consistent building line**

The buildings are set well back from the roads and are aligned to respond to the landscape context and the more open character area.

BF 06 **Extension and conversion**

Extensions to the back or side of dwellings are acceptable but should be secondary to the original buildings in terms of height and size.

BF 04 **Desired height profile**

The building heights should be designed in accordance with the settlement character of 1 or 2 storey dwellings. The edge development presents very low density due to the size of plots and height profile.

EE 05 **Wildlife friendly features**

Comprehensive landscape buffering should be encouraged along the edge development to define the edge of settlement.

Figure 132: Diagram showing a typical area in Edge Development Character Area from an axonometric view

4.3 Checklists

As 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.

F.133

Figure 133: An example of a well supervised open space (Note: this is a stock picture)

1

General design guidelines for new development:

- Integrate with existing paths, streets, circulation networks and patterns of activity;
- Reinforce or enhance the established settlement character of streets, greens, and other spaces;
- Harmonise and enhance existing settlement in terms of physical form, architecture and land use;
- Relate well to local topography and landscape features, including prominent ridge lines and long-distance views;
- Reflect, respect, and reinforce local architecture and historic distinctiveness;
- Retain and incorporate important existing features into the development;
- Respect surrounding buildings in terms of scale, height, form and massing;
- Adopt contextually appropriate materials and details;
- Provide adequate open space for the development in terms of both quantity and quality;
- Incorporate necessary services and drainage infrastructure without causing unacceptable harm to retained features;
- Ensure all components e.g. buildings, landscapes, access routes, parking and open space are well related to each other;
- Positively integrate energy efficient technologies;
- Make sufficient provision for sustainable waste management (including facilities for kerbside collection, waste separation, and minimisation where appropriate) without adverse impact on the street scene, the local landscape or the amenities of neighbours;
- Ensure that places are designed with management, maintenance and the upkeep of utilities in mind; 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?
- 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 settlements?
- 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 townscape?
- What effect would the proposal have on the streetscape?
- Does the proposal maintain the character of dwelling clusters stemming from the main road?
- Does the proposal overlook any adjacent properties or gardens? How is this mitigated?
- Subject to topography and the clustering of existing buildings, are new buildings oriented to incorporate passive solar design principles?

5

Buildings layout and grouping:

- If any of the buildings were to be heated by an individual air source heat pump (ASHP), is there space to site it within the property boundary without infringing on noise and visual requirements?
- 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 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

Buildings 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?

7

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?

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 (continues)

Building materials and 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?
- Do 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 and 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?

11

Architectural details and design:

- If the proposal is within a conservation area, how are the characteristics reflected in the design?
- Does the proposal harmonise with the adjacent properties? This means that it follows the height massing and general proportions of adjacent buildings and how it takes cues from materials and other physical characteristics.
- Does the proposal maintain or enhance the existing landscape features?
- Has the local architectural character and precedent been demonstrated in the proposals?
- If the proposal is a contemporary design, are the details and materials of a sufficiently high enough quality and does it relate specifically to the architectural characteristics and scale of the site?
- Is it possible to incorporate passive environmental design features such as larger roof overhangs, deeper window reveals and/or external louvres/shutters to provide shading in hotter months?
- Can the building designs utilise thermal mass to minimise heat transfer and provide free cooling?
- Can any external structures such as balconies be fixed to the outside of the building, as opposed to cantilevering through the building fabric to reduce thermal bridge?

Delivery

05

5. Delivery

5.1 How to use this guide

The Design Guidelines will be a valuable tool in securing context-driven, high quality development within the parish of Burnham Market. They will be used in different ways by different users in the planning and development process.

What follows is a list of actors and how they will use the design guidelines:

Users	How They Will Use the Design Guidelines
Applicants, developers, and 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 Guidance and Codes should be discussed with applicants during any pre-application discussions.
Parish Council	As a guide when commenting on planning applications, ensuring that the Design Guidance and Codes are complied with.
Community organisations	As a tool to promote community-backed development and to inform comments on planning applications.
Statutory consultees	As a reference point when commenting on planning applications.

About AECOM

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