



Great Dunmow Town Design Statement

Design guidance for enhancing and protecting the character of Dunmow

Prepared by the Dunmow Town Design Statement Group
and the Community of Dunmow 2007-2008



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Introduction

The purpose of a town design statement is to set out the community's aspirations for the design of future development of a town based on an analysis of its character. (See Countryside Agency 1993; Town Design Statements).

Whilst the TDS is produced by and for the community it is intended that it be adopted by the local planning authority, Uttlesford District Council as Supplementary Planning Document that will inform and amplify the policies within the LDF. If this can be secured it means that the TDS will be used by the planning authority in coming to decisions on planning applications in Dunmow. The decision to adopt the TDS in this way is entirely down to UDC and it will require the TDS to have been subject to extensive public consultation and to have been subject to a Sustainability Appraisal. We believe that both of these criteria have been met.

The Aim of the Town Design Statement

The aim of the TDS is to ensure that the layout and design of new development in Dunmow meets the highest standards of design, complements the existing character and results in a safe attractive and rewarding environment for all the community.

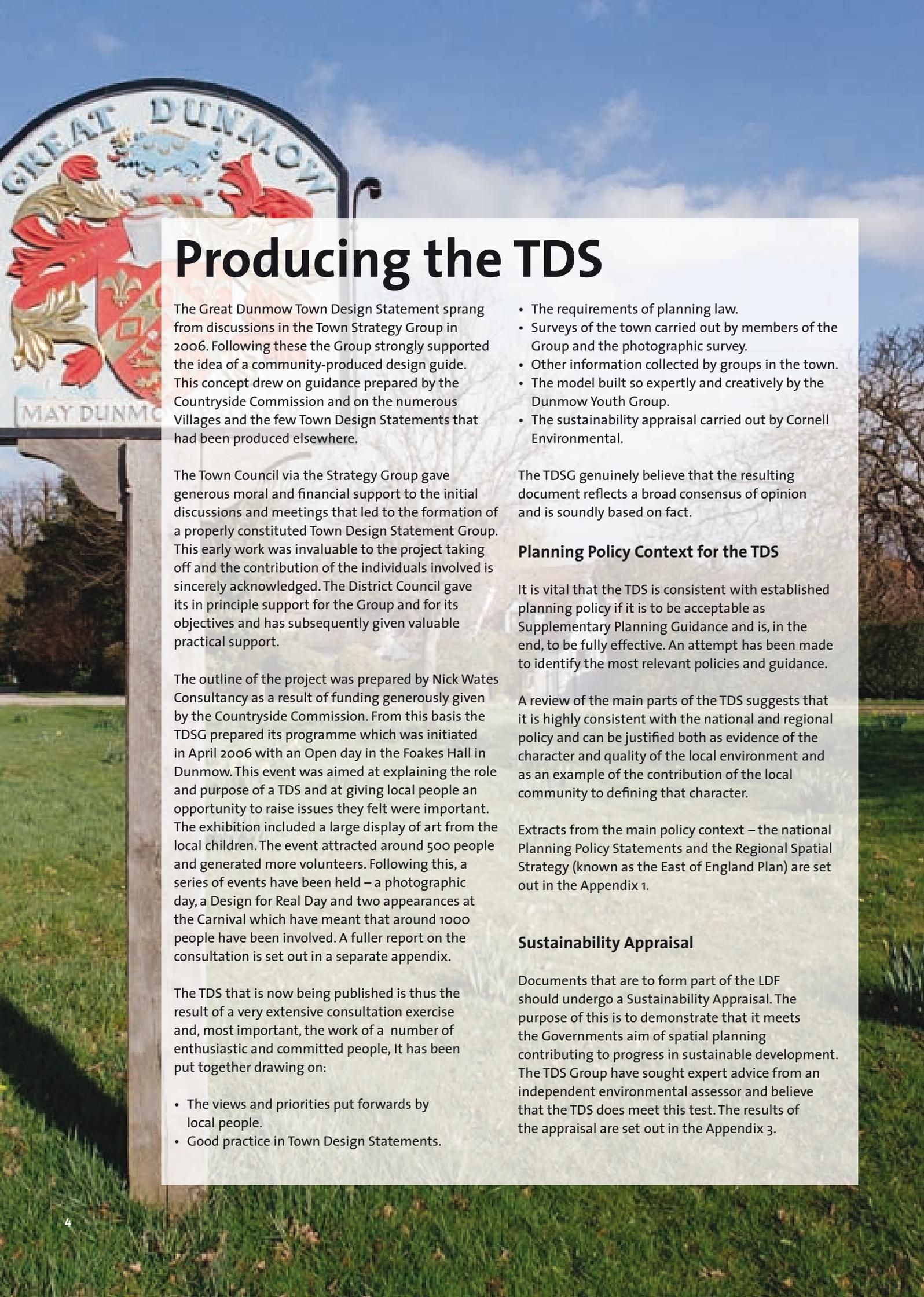


The objectives are:

- To identify and summarise the best aspects of the existing character.
- To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods.
- To see these guidelines adopted as formal planning guidance by the local planning authority.
- To ensure that new development respects valued features and where possible strengthens the landscape structure of the town.
- To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities.
- To ensure that new developments are safe and constrain the speed and use of vehicles and to support this in the existing built environment.
- To identify areas and aspects of the town's environment that should be enhanced.

The audiences for the TDS are seen as:

- The community, in better understanding the very special character of the town and how it might be protected and enhanced.
- The planning authority in considering whether and subject to what conditions any new development should be given planning permission.
- Developers looking to build in or around the town so that they can design developments in the most appropriate way and thus expect speedier planning decisions.
- Other bodies, agencies and businesses, public, voluntary and private that are considering development in the town or are proposing to undertake interventions of whatever kind that will affect the character and appearance.

A large, ornate sign for Great Dunmow is visible in the background. The sign features a coat of arms with a red dragon and a blue lion, surrounded by the text 'GREAT DUNMOW' at the top and 'MAY DUNMOW' at the bottom. The sign is set against a backdrop of a clear blue sky and green grass.

Producing the TDS

The Great Dunmow Town Design Statement sprang from discussions in the Town Strategy Group in 2006. Following these the Group strongly supported the idea of a community-produced design guide. This concept drew on guidance prepared by the Countryside Commission and on the numerous Villages and the few Town Design Statements that had been produced elsewhere.

The Town Council via the Strategy Group gave generous moral and financial support to the initial discussions and meetings that led to the formation of a properly constituted Town Design Statement Group. This early work was invaluable to the project taking off and the contribution of the individuals involved is sincerely acknowledged. The District Council gave its in principle support for the Group and for its objectives and has subsequently given valuable practical support.

The outline of the project was prepared by Nick Wates Consultancy as a result of funding generously given by the Countryside Commission. From this basis the TDSG prepared its programme which was initiated in April 2006 with an Open day in the Foakes Hall in Dunmow. This event was aimed at explaining the role and purpose of a TDS and at giving local people an opportunity to raise issues they felt were important. The exhibition included a large display of art from the local children. The event attracted around 500 people and generated more volunteers. Following this, a series of events have been held – a photographic day, a Design for Real Day and two appearances at the Carnival which have meant that around 1000 people have been involved. A fuller report on the consultation is set out in a separate appendix.

The TDS that is now being published is thus the result of a very extensive consultation exercise and, most important, the work of a number of enthusiastic and committed people. It has been put together drawing on:

- The views and priorities put forwards by local people.
- Good practice in Town Design Statements.

- The requirements of planning law.
- Surveys of the town carried out by members of the Group and the photographic survey.
- Other information collected by groups in the town.
- The model built so expertly and creatively by the Dunmow Youth Group.
- The sustainability appraisal carried out by Cornell Environmental.

The TDSG genuinely believe that the resulting document reflects a broad consensus of opinion and is soundly based on fact.

Planning Policy Context for the TDS

It is vital that the TDS is consistent with established planning policy if it is to be acceptable as Supplementary Planning Guidance and is, in the end, to be fully effective. An attempt has been made to identify the most relevant policies and guidance.

A review of the main parts of the TDS suggests that it is highly consistent with the national and regional policy and can be justified both as evidence of the character and quality of the local environment and as an example of the contribution of the local community to defining that character.

Extracts from the main policy context – the national Planning Policy Statements and the Regional Spatial Strategy (known as the East of England Plan) are set out in the Appendix 1.

Sustainability Appraisal

Documents that are to form part of the LDF should undergo a Sustainability Appraisal. The purpose of this is to demonstrate that it meets the Governments aim of spatial planning contributing to progress in sustainable development. The TDS Group have sought expert advice from an independent environmental assessor and believe that the TDS does meet this test. The results of the appraisal are set out in the Appendix 3.



The Future use of the TDS

1. As planning guidance

One of the key aims in producing the TDS was to see it adopted as planning guidance – known as a Supplementary Planning Document. The role of SPD is to amplify strategic policies. While they are not statutory, like the Core Strategy, and are not Development Plan Documents they are meant to guide decision making and be given a lot of weight. To qualify they must be subject to public consultation, have a sustainability appraisal and be consistent with local and national policy.

The strengths of the TDS that enable it to be adopted are:

- Sound evidence based on local knowledge
- Extensive public involvement
- Focus on design and management issues not statutory strategic planning policies
- A positive Sustainability Appraisal
- Consistency with planning policy
- The TDS will thus be submitted to the District Council as planning authority with a request that it be considered as SPD.

2. As a Guide to all who seek to change or manage Great Dunmow

It is very much hoped that the TDS will prove useful to a wide range of organisations and individuals as they seek to; either carry out development, undertake management of the environment in its widest sense or seek to influence development. The audience thus includes:

- The Town Council which has a key role in many aspects of the running of the town and of influencing the District Council
- Developers who wish to promote development of whatever type or scale in the town
- The County Council in its vital role in highways, education and regeneration for instance
- Individuals and groups who may want to influence change or simply want to understand more of how the town may change in the future.

3. The Long Term

It remains to be seen whether the hopes for the TDS are met and that it proves useful in the ways that have been spelled out above. If so then it is hoped that it will be a 'living document' reviewed as time goes on so that it remains relevant to whatever challenge this fine historic town faces in the future.

Public Consultation

The whole process of producing the TDS was built on the principle of involving the community. Over the period of its production the small group responsible for the writing and production has kept in touch with the District Council and the Town Council. Above all, at each stage the public at large has been invited to express their views in lots of different and new ways as to what's wrong with Dunmow but also and most important, how should things be managed in the future.

Over 1000 people have attended the events. All the comments that people have made have been captured and lots of photos have been taken. The big new idea was the Model of the Town which was created by the Dunmow Youth Group. This accurate scale model was, we think, a first and has proved enormously popular and useful. It is now available to help in whatever way in the future and is to be kept by the Town Council for the community's benefit.

The final version of the TDS has attempted to reflect all of the comments that were received. The consultation has been documented and the summary is attached as an Appendix 2. This will enable people to see easily how the TDS closely reflects the comments that were made.

The Funding Arrangements

This project would simply not have been possible without the support of the Great Dunmow Town Council in the first instance. They have continued this support, both practical as well as financial throughout and this has led to the group's success in attracting other funding from the Rural Community Council, the Countryside Agency (as was) and from the National Lottery. Added to this is the vast amount of voluntary time that a number of individuals have contributed.

Our aim is to set out design guidelines that support a high standard of design in new development that complements the character of the town and it's neighbourhoods.

Acknowledgements

- The National Lottery
- Rural Community Council of Essex
- Essex County Council
- Uttlesford District Council
- Countryside Agency
- Dunmow Youth Centre
- Dunmow Town Strategy Group
- Great Dunmow Town Council
- D Lipson – Photography
- The Community of Great Dunmow: Without whom this document would not have been possible.



An Overview: The Character of Great Dunmow and Design Issues



The town of Great Dunmow has grown rapidly in recent years as a succession of housing estates has been built on the edge of the ‘historic’ built up area. These have increased in scale and have culminated in the Woodlands Park estate which will consist of some 1600 houses.

The ‘original’ Dunmow is quite hard to pin down. There was a Roman settlement in the area of modern day Highfields and Church End would appear to have been the core of the medieval settlement. However, the long established character of the town which most people would recognise and which is reflected in the conservation area status is derived from the High Street, Stortford Road, Market Place, North Street and the Causeway, Church End and Beaumont Hill. This essentially Y shaped settlement pattern lies alongside the River Chelmer with the later medieval Market Place located on higher ground, away from the flooding of the Church End area. This simple shape and its relationship to the landscape give Great Dunmow key aspects of its character in particular its relationship to the Chelmer Valley and the wider landscape. The other and perhaps essential part of the character of the ‘old’ town is however made up of its buildings and spaces.

English Heritage Historic Settlement Study

Before looking in more detail at these aspects of the town it is worth quoting some of the findings and views of the recent English Heritage report that was submitted to the East of England Plan Examination in public.

The report describes Great Dunmow as “one of the region’s most important historic towns” and states that “The town is at a critical moment in its development”. It goes on to explain

the need for thorough capacity studies to be carried out before plans for expansion are adopted. “A detailed study is needed analysing its historic character and capacity for growth before decisions on future expansion are made.

“The TDS completely endorse this view and welcomes (with some reservations) both the Conservation Area Appraisal and the Historic Character Assessment that have been published by the District Council.”

The English Heritage Report identifies the following key features as being quintessential to Great Dunmow:

- An ancient street pattern
- A high proportion of historic buildings
- Ginnels running at right angles to the High St
- Glimpses of trees and open countryside
- An important common
- High quality approaches from the north and east
- Important views of the church from the Chelmer
- A distinct historic enclave around Church End
- A wide range of historic building types
- An informal palette of building materials, styles and colours

Links:

<http://www.utlesford.gov.uk/documents/website%5CPlanning%5CCore%20Strategy%2Fhscgtdunmow%2Epdf>

<http://www.utlesford.gov.uk/main.cfm?Type=PLCCAP&MenuId=518>

The Centre and residential areas

Dunmow is a linear town with relatively narrow thoroughfares lined with building creating a strong sense of enclosure through much of the centre. The market place consists of a slight widening of this channel and Dunmow has no formal space such as is found in Saffron Walden for instance. This pattern was very common in medieval England and many market towns across the country conform to it in one way or another.



The architecture of Dunmow is with one or two exceptions not formal or in any way grand but is modest and domestic in character. The buildings are at most three stories high but these are found next to two storey building so that the sense of enclosure is nowhere overwhelming. Nevertheless the sense of enclosure in the High Street and Market Place is strong with the gentle curve of the roads closing views at either end. Only glimpses of the wider landscape are possible.

The Essex vernacular is one of timber framed building rendered with steep tiled roofs. This is very apparent in Dunmow but the overall style of architecture is varied with a range of styles and materials. The character thus derives from the layout, scale and the diversity of style. Despite this it is a strong character easily recognisable and distinctive. It also in part comes from the small details of the buildings and spaces. Finally it derives from the diversity and vitality of the activity without which the town would be sterile and disappointing. It is a living town and no museum piece.

Predictably and inevitably the newer residential extensions to the town conform to almost none of the above characteristics. Purely residential in character they comprise fairly typical estates designed around the maximum use and penetration of the car. Low density on the whole they nevertheless are laid out with the express intention of maximising the number of plots. This approach which is the standard offer of the volume house builders produces a typical appearance with a series of cul de sacs linked by standard width roads; semi detached or detached houses with small front gardens or open areas and driveways. Green space is limited in extent and greenery is provided by private gardens.



The estates are wholly residential in character there being no commercial or retail activity. The style of the houses varies according to the style of the period in which they were built with variations in materials, brick or render, different types of roofing tile and external decoration.

More recently with the increasing emphasis on using brown field land and previously used sites the style of newer residential buildings has changed with three storey blocks and tightly packed courts being used. The style has also changed with a stronger emphasis on 'vernacular' type materials the use of render and chimneys to replicate the Essex style. In all situations a key challenge is to accommodate the car and it is this that does so much to determine the appearance of developments.

Other areas and public buildings

Dunmow is of course a town and generates a great deal of activity commercial, public as well as residential. Much of the commercial activity is now located on the industrial estates – the Flitch, Ongar Road, Station Road, Hoblongs and Chelmsford Road. These comprise a series of sheds larger or smaller with a single spine road and are for most of the time highly congested with cars and delivery vehicles. The entrances to the estates make no attempt to create a sense of arrival or to contribute to the street scene. Internally there are few amenity areas or green space and the buildings are universally modest in design. The major retail space outside the town centre is the Tesco store on Stortford Road which occupies an extensive site with a petrol station and large car parking area. It has no pretensions to style and is simply a large shed, about to be made larger. The site is well screened from the main road by trees and a bund but is overlooked by houses on the Woodlands Park estate.

There are a number of public buildings in Dunmow outside the centre including the schools and the community hall; the Foakes Hall. The Helen Romanes School occupies a large site along with a sports centre off Beaumont Hill. The main building is modern in style and contributes nothing to the character of the area detracting somewhat from the cottages that front it.

The new primary school has been designed with energy conservation in mind and as a series of 'pavilions' it sits above the Stortford Road and plays little or no part in the street scene. The tall fence and entrance way being the dominant impression. The dense planting to the frontage will in time further reduce the impact.

The setting

The landscape setting of Dunmow is not spectacular but is nevertheless a typical of the rolling agricultural landscape of NW Essex with stands of mature trees and dominated by long vista from the few high points. The Chelmer whilst being mostly a modest not to say retiring river contributes a strong landscape edge by virtue of its openness due in large part to the flood plain.

The town lies on a slight rise so that the approach from the south and particularly from the north is up a slight hill creating a sense of arrival and anticipation. The edge of the built up area is more or less strong on all sides but especially so on the north where the relationship between the town and the open country is very distinctive and immediate. Views from Beaumont Hill north east extend over open fields to a tree fringed horizon; views to the east are terminated by dense and mature woodland. This interconnection between landscape and the urban area is one of the most distinctive features of the town. To the North West the landscape is higher and more densely wooded and diverse merging into the former parkland of Little Easton. Unfortunately this sector has been eroded by the A120 which cuts Dunmow off from the Canfields and creates a noise blanket across the south east sector of the town and now by the Woodlands Park estate and its 'by-pass' which intrudes into the landscape and has bisected and partially destroyed an ancient woodland.

The Chelmer Valley as it approaches the town is purely agricultural but south of Church End is occupied to a large extent by the town's recreation area. The edge of the town to the north is distinct. The tower of the church is a key feature in the landscape.

South of Church End the Chelmer valley is open and used for recreation on the west with open fields running up a distinct slope to the housing in St Edmunds Lane. The recreation area is maintained by the Town Council and is for the most part very well used for both walking and more formal recreation. The landscape is not outstanding and the planting is not formal or planned. The river itself is indistinct and to a large extent inaccessible but with eroding banks and containing debris. The landscape structure does not reflect or reinforce the river valley. Further south the valley becomes agricultural once again with shallow slopes leading south west in an attractive and well treed section. Beyond the Braintree Road the valley enters more open countryside.

The B1256, the former A120 that follows the old railway line forms a very distinct south west boundary. Lying below the built up area, it is bordered by dense and mature hedges which positively limit its visual and to an extent noise impact.

A footbridge links New Street to the valley to the west. To the east of this are the edge of the Flitch Industrial estate and the Lukins Drive estate is distinct and a shallow depression separates the B 1256 from Olives Wood which occupies rising ground. More dense and mature or ancient woodland then stretches North West. South of Olives wood there is a stretch of agricultural land and semi formal woodland that separates it from the A 120 and the Ongar Road. The A120 constitutes a major barrier and a source of intense and continuous noise almost 100 meters deep despite being in a cutting. A so called amenity area has been created to the south west and has a fringe of struggling tree planting that does as yet nothing to disguise or enhance it.

This belt of woodland to the south of the B1256 is of extremely high quality ecologically and visually and is designated as of nature Conservation Importance. It provides a setting for the Flitch Way which meanders through it and is well used by walkers and locals for informal recreation. To such an extent that the condition of Olives Wood and some of the damaging activity such as motorcycling gives cause for concern.

To the east of St Edmunds lane is yet another strong and abrupt boundary with agricultural land rising gently to dense and mature woodland that comprises a prominent landscape feature. To the north, beyond the terrace of housing the approach from Stebbing gives a very open vista over gently sloping fields to the woodland surrounding the Church and to the fringe of woodland that traces the Chelmer.

Summary and key issues – Dunmow and its setting

The English Heritage Report referred to above identifies the following 'particular challenges' facing historic towns like Gt Dunmow.

Scale – getting the balance right between the historic town and the peripheral development and ensuring that the grain of the centre is not swamped by plot amalgamations and over large buildings.

Quality – new development should reinforce not dilute existing character and aim to replicate local patterns of layout and permeability rather than ape vernacular styles.

Pace – gradual, well planned and mixed use development has more chance of fitting in and complementing a historic settlements than a massive development built quickly as an extension.

Once again the TDS endorses this view and we suggest that recent developments in Great Dunmow have failed to a significant degree to live up to the above criteria.

Before moving on to a more detailed characterisation of the areas within the town there follows a brief summary of the overall impression of Great Dunmow and an outline of the issues for development and change that are raised by the analysis and description of the landscape.



The Character – managing change

The structure of the town is distinctive and quite clear – a Y shaped route pattern that has evolved from an early beginning in Church End to a strong and very urban street pattern lined by varied and attractive buildings. This built structure is complemented in a very distinctive way by very attractive open spaces that thread through and punctuate the built frontages. These include the Downs, Doctors Pond and Parsonage Downs and the Chelmer Valley park. Many trees punctuate these landscapes. From the built up areas the landscape setting is almost everywhere close and immediate. The edge of Dunmow is in several places abrupt and startling with a glimpse of agricultural open landscape available from the centre of the town. Despite being in a relatively flat landscape there is sufficient relief and variety to offer interest and to give quite long views and vistas to both the wider and distant horizon and to more closely defined woodland boundaries. These characteristics then are what constitute the visual character of Dunmow. A town of immense but honest charm firmly and attractively set in a mature and attractive landscape interspersed with very attractive and immensely valuable natural features.

It follows from this assessment that the continued expansion of the town in a way that complements the character will pose enormous challenges and very obvious dangers. Some of these challenges are generic. The question of how, essentially medieval urban forms, can be added to without compromising their essential character is faced everywhere. The solutions are not obvious and there is no best practice that much has to be admitted. The worst solutions, which abound, ignore the morphological structure of such places as Dunmow and create massive blocks of development out of keeping with the established grain. The best solutions work with the grain fitting new uses into old structures. This is the way, in fact, in which most towns have evolved in the past. There are many examples of this positive approach. York and Chester for instance clearly demonstrate how even city scale activity can be assimilated and how places can thrive in the face of 21st century pressures. So the solution for Dunmow, it is suggested lies in facilitating the structure to accommodate new uses. In part this is a matter of organisation – putting sites and buildings together perhaps and finding space within the existing fabric and in part a matter of design – complementing the rich townscape of the town where it is necessary to create new space. One of the first steps to adopting this kind of strategy is an assessment of capacity – what scale and intensity of activity can the fabric sustain? To date no such capacity study has been attempted in Dunmow.

The Question of traffic

One of the key issues implicated in growth and change is traffic. The worst examples of change encourage rising volumes and even speeds of traffic whereas the best seek to constrain and manipulate traffic so that the centre remains essentially a pedestrian domain even though the necessity of deliveries and access are accommodated.

The unique proposition offered by historic towns such as Dunmow cannot be appreciated by car but only on foot. And yet in Dunmow currently the car dominates virtually all spaces – it is ubiquitous, only the narrowest of ginnels are excluded. So the initial premise of this guidance is that Dunmow will change; perhaps has to change. But that change must be managed so as to respect and complement the existing character and to create an environment, a public realm that is dedicated to the person not the vehicle. Both options are possible and within our grasp. If successfully combined, the centre of Dunmow can evolve to meet the needs of its existing population; which it can be said to be not doing at the moment and those of the future and potentially larger population.

The landscape and its setting

The second issue that emerges from this overview is the immense importance and intrinsic value of the landscape large and small to the town. The historic settlement (lets say up to the 20th century) has embraced the landscape. It is the warp in as much as the buildings are the weft. The modern additions have done no such thing but have in effect turned their backs on the landscape. For the most part they could be anywhere. Where landscape has been allowed it is mean and apologetic. Only in a few places has a more positive approach been adopted. So the issue becomes one of the overriding need to protect the valued landscape and its component parts and the corresponding need to incorporate landscape and a quality public realm into new development in a way that is complementary to the character of Dunmow. In such a way extensions will add to the sum total and not as has so often been the case so far detract. In some case it is not a question of guiding the new but of enhancing the existing. Many opportunities exist and will continue to arise to improve what exists – residential, commercial and industrial. It cannot be said that in the past these opportunities have been taken.

The report will come back to these principles admittedly based on broad generalisations. It will hopefully provide the detailed evidence to justify them and will suggest detailed policies to give effect to them.



A Brief History of the Town

The earliest known settlement of Dunmow, which means “meadow on the hill” dates from the roman period.

The site was at the junction of Stane Street and the roads running from London to Sudbury and from Chelmsford to Cambridge and it may have extended to the present day High Street. It seems that there was a separate settlement at Church End. Both of these sites were reoccupied in the Saxon period and the name first appears in the year 951. By 1086 there were 674 families recorded in the locality. Church End may have been the first Saxon settlement but the market charter dated 1227 may mean that the 'higher' town around the present day market place was becoming more significant. The market place then was thought to be the whole of the land between High Street and what was Back Lane; now White Street. A chapel, St George the Martyr, occupied part of this market area and its remains can be found behind the White Horse Public house. No. 34 High Street is thought to be the priest house that accompanied it. The Guildhall which dates from the 15th Century thus stands at the north end of the former market place and now overlooks the more recent market place, in fact simply a widening of the Saffron Walden Road until recently know as Star Hill The Chequers and Boars Head are both locations of other public buildings where remains can still be found.

Cloth and tanning were key reasons for the growth and prosperity of Dunmow in the 16th and 17th centuries when the population grew by 40% and New Street and North Street but

the town then fell into relative decline and little growth occurred until the beginning of the 20th century. The population rose only from 1800 to 2400 over the 100 years to 1901. The railway came in 1862 and stimulated some later growth but was closed in 1952.

Whilst there are no roman features above ground and few if any medieval remains the town has almost 170 listed buildings. The Church of St Mary's and the Clock House in Causeway are grade 1 and there are 7 grade II* which are also very special. Remains of late mediaeval buildings are embedded in more modern structures. No. 37 High Street is thought to be priest's house and No. 20-24 is a very fine late 14th century hall. But the town is also important as an example of a roman and medieval market town. The road pattern and the plots within the structure of the town is the most obvious modern survival of this unique history.

The whole of the early modern town is now a conservation area and alongside the number of individual listed buildings this can be said to give a high level of protection. However, a deep understanding of the historic morphology and structure of the town and the significance of spaces and boundaries as well of individual buildings and architectural features needs to inform the control of development.

The District Council has recently published its Conservation Area Appraisal. This provides a useful description of some of the key features of the town and of some of the listed buildings. However, it fails to provide the understanding that is necessary to provide a foundation for more effective protection and enhancement of the conservation area.

Recent Development and Development Pressures

Some aspects of the developments that have recently taken place in Dunmow have been given in the overview above. The town has grown rapidly in the last 40 years from 2400 in 1961 to over 7000 now and approaching 9000 when the Woodlands Park estate is complete. This can be compared to the rate of growth in the 19th century described above.

This scale of growth has several implications – the nature of development, the volume of traffic and the provision of community facilities and services. It is ironic that the range of services and activities that existed in the late 19th century town far outweighs those that exist today. Without arguing for some nostalgic and essentially false past era there does seem a need to seek a better balance between housing - and population of course – and the activities that go to make up a so-called sustainable community.

The recent growth has been delivered in a number of housing estates of differing size, culminating in the, by any standards, massive estate of Woodlands Park. Whilst they doubtless provide sound family housing the environments that have been created are wholly residential and essentially those of individual dwellings in small lots set back from standard estate roads with minimal open space. The density of the estates has probably been more or less constant at around 24 houses per hectare but it seems clear these have been increased significantly in Woodlands Park. Without exception these estates reflect the style adopted from time to time by volume house

builders. There is no evidence of a conscious attempt either to reflect the vernacular 'Essex' style or to create a new aesthetic. The guidelines provided by Essex County Council in its now famous Essex Design Guide appear to have had little effect on the appearance or character.

Elsewhere and more recently a more distinctive and essentially vernacular style has been adopted. The high density infill developments within the town centre reflect this new design approach to one degree or another. The style change has been accompanied by a greater massing with three storey building now quite common. The White Street development exemplifies this more recent style although it will be some time before the full impact of this development is felt and appreciated.

If there was scope for innovation and creativity then it might have been expected in Woodlands Park. This development will result in around 1600 dwellings. Almost 600 of them are complete, 450 are under construction and 556 to be completed. Unfortunately the style and layout exemplified there reflects an eclectic approach typical of volume house builders who rely on delivering a standard predictable and conventional product. Failing to echo or reflect the Essex vernacular in any convincing way it also fails completely to take the opportunity to define a new aesthetic. The poor designs are aligned with a rigid and conventional approach to road layout and open space so that the quality of environment is by any standards poor. The estate lacks any community facilities, leaving aside the Tesco store for a population that will approach 3500 or 50% of the Town's population in 2001.



Other developments have taken place in Dunmow recently. The new police station and the Travelodge Hotel have been built in the Hoblongs area. Unfortunately these two buildings exhibit a very poor standard of design and contribute nothing to the immediate environment actually managing to increase the impression of sporadic development around the A120 junction. In the centre of the town the redevelopment of the White Street car park will make very substantial changes with housing, new retail and a library.

There is no doubt that the area was in dire need of development or improvement. It's perhaps unfortunate that this scheme has been in the making for some 10 years and therefore will not adopt the most modern and creative approach to design in a town centre. The success of the scheme will depend to a large degree on the quality of the spaces which it produces and the improvements to the pedestrian environment which as things stand in the White Street car park entrance are highly dangerous, visually appalling and by any standards completely unacceptable.

The Future Growth of the Town

The future expansion of Great Dunmow would appear to be inevitable. The Government's housing targets have been substantially increased in recent years. The original version of the Regional Spatial Strategy for the East of England identified Great Dunmow as a location for 2800 more dwellings

by 2016. This specific target was deleted from the later version of the plan but nevertheless the housing target for the Uttlesford District remains at least 9672 new homes in Uttlesford during the period 2001 to 2024. The most recent version of the Local Development Framework Core Strategy is thus seeking between 9672 new homes in Uttlesford during the period 2001 to 2024. Allowing for sites already in the pipeline, the preferred growth option needs to make provision for 4200 dwellings.

Option 1 would see 2130 dwellings at Great Dunmow on proposed employment land at Chelmsford Road; land at Ongar Road and land to the west between the B1256 and the Flitch Way.

Options 2 and 3 would involve 1000 dwellings Between Chelmsford Road and Ongar Road and in West Dunmow, between B1256 & Flitch Way.

Summary recent developments and scale of growth Option 4, which is the Council's preferred option (September 2007) would see 3000 dwellings in a new settlement near Elsenham and 750 in major towns including Gt Dunmow. The range of possibilities facing the town is thus very wide. Option 1 would see a further population increase of around 4600 people bringing the town perhaps over 14,000 people by 2024. A massive and unimaginable change since 2001.

Our aim is to identify areas and aspects of the town's environment that should be enhanced.





Traffic And Footpaths

The road network as we have seen is essentially medieval. The recent development has taken place by creating complex but self contained road networks accessing the existing road structure. The creation of the by pass along the line of the old railway the B1256 has no doubt relieved some traffic from the town centre.

The result is that traffic volumes are high throughout the day and speeds of traffic are regularly excessive on large parts of the main road network. Servicing of retail premises takes place from narrow and busy roads and car parking takes upon large areas close to the centre.

The recent traffic study (Mouchel Parkman for Essex County Council 2006) showed that some 54 -58% of traffic was passing through the town. The most significant routes being Causeway to Stortford Road; The Causeway, Chelmsford Road and St Edmunds Lane. The report estimates that around 40% of trips along High Street are through only and thus potentially divertible. The level of traffic has increased 24% in the 6 years since 1998 which compares to 10%

nationally. There is evidence of a significant number of road injuries with most of them in the High Street Market Place area. The report concludes that the A 120 by pass has had little effect on traffic levels in the town.

A number of initiatives are examined by the report but in the short run it recommends only the signposting of traffic from the B184 and the Stortford Road so that it uses the B 1256 and the redesign of High Street to create a shared space; that is more low speed mixing of vehicles and pedestrians. The report gives no indication of what degree of transfer that this would achieve but it is obvious that any attempts to discourage through traffic are to be welcomed.

One of the keys to future traffic movement in Dunmow is the Woodside Way or 'western by-pass' linking the B1256 to the B184. This is partially completed but final completion is linked to the completion of certain numbers of houses on the Woodlands Park estate. The construction of the road has already destroyed important woodland and has reduced the residual woodland in value but nevertheless it is very frustrating for its completion to be delayed in the light of the traffic situation in the town centre as described in the Mouchel Parkman report. It seems clear that a combination of the western by pass and the re routing recommended by the study would very significantly reduce through traffic and relieve pressure on High Street.

Cycling and footpaths

The footpath network in Dunmow is very comprehensive but suffers to a degree from poor maintenance, poor signage, a lack of connectivity in places and conflict with vehicles at crossing points. It gives good access in most parts of the town both from residential areas into the town centre and out into the wider countryside. There are some very good long distance routes such as the Flitch Way that connect to it. However there are a number of routes where the rights of way have become unclear such as St Mary's to The Causeway and west of Olives Wood.

There are also sections of path where housing developments have seriously compromised the attractiveness and usability by creating very narrow and possibly dangerous paths. The whole of the Woodlands Park estate has adversely affected routes both long term and short term and it is vital that more account is taken of the need to maintain attractive paths.

Very few of the paths are suitable for cycling. Nothing is known about the levels of cycling in the town; however the potential would seem to be high. Topography makes cycling attractive in the town and the use of cycles for school trips would reduce the level of school run car trips.

The main issues in paths are

- Directness
- Clear marking and destination information.
- Personal safety perceived and real lighting.
- Surfacing
- Connectivity
- Safety from traffic

The network of footpaths is thus very good but there is much to be done to improve it and to encourage greater use by adults and children by residents and by visitors. The Town Council will be producing new maps, as none currently exists but a programme of improvements clearly needs to be put in place as well.

Facilities for cyclists and measures to encourage cycling are totally inadequate and a major effort is needed.

In pursuing all of these objectives it is vital that new development makes a serious contribution. Thus we recommend that new development should:

- Make generous provision for cycle parking and storage
- Create safe cycling routes to known destinations or contribute to such routes – separate from footpaths or integrated into footpaths or integrated in the road network.
- Create attractive and well paved footpaths with modest lighting where appreciate with safe crossings over roads
- Contribute to making such provision off the site where it can be shown that the residents or users of the development will create demand for such routes
- Provide signage and provide information to residents and users of the developments



The Character Areas

The choice of character areas in Dunmow is in practice quite difficult. After much deliberation the simple approach of basing it on building phases has been adopted as it is this in general that can be said to determine the character.

The obvious exception is the town centre which we have taken to be the conservation area. In addition to the built areas there are very significant areas of green space both within and forming the setting of the town which have been briefly described in the preceding section. The point was made there that the importance of some of these cannot be overstated. They will be touched on where relevant in the character areas section following but will be given their own section in the guidelines that follow.

The description and analysis of the character areas follows the structure outline below:

- The main types of building and materials
- Key features
- Trees
- Open space
- Floorscape – paving etc
- Signs
- Boundaries
- Building types
- Building height
- Materials
- Roof
- Walls
- Windows

The issues – change / no change / improvement / deterioration. Suggested design principles for:

- New development
- Changes or extensions
- Enhancements

The character areas chosen are as follows:

- High Street – Stortford Road – New Street
Mill Lane – The Close
- North Street – The Causeway
- Church End
- The Downs – Beaumont Hill
- The Avenue – Station Road
- Oakroyd Avenue – Highfields – St Edmunds Lane – Millfields – Newton Green
- Tenterfields – High Stile – Woodview – Normansfield
- Lukins Drive – High Meadow – The Maltings – Harris Green – Granary Court – Haslers Lane
- Woodlands Park
- Industrial Estates



High Street

This part of the character assessment relates to High Street from Station Road in the south to and Market place in the north then extending to Stortford Road as far as Rosemary Lane and North Street as far as its junction with the Downs / Rosemary Lane.

It makes up a large part of the conservation area and represents the early modern town as it existed at the end of the 19th Century. The underlying structure as we have demonstrated above is more ancient and it reflects both the roman and mediaeval origins of Dunmow.

This is a linear and interconnected series of spaces with Market Place, not a formal space but an enlarged street, at its centre. The space is created by buildings for the most part two storeys high built at the back of a footway. The proportions of the space created – the ratio of building height to width of street – is important. The space curves this way and that so that there are few if any vistas. Views are closed by the curving façade of building or as in the case of Market Place by buildings projecting at right angles. This meandering pattern reflects the pre urban routes and the gradual evolution of a multitude of plots.

Within this overall pattern there is very great complexity. This comes from the variation in heights, façade materials, features such as windows and doors, roof shapes and roofing materials. There is no dominant style from any period. Whilst the majority of building structures are probably 17th or 18th century there are numerous examples of later fronts being applied and there are a few more modern buildings; none of which, it has to be said, distinguish themselves. The diversity in style and appearance is of course multiplied by the mix of uses. This is the town centre and there is a variety of commercial and retail frontages with a number of surviving residential properties. This in turn produces the activity and movement. Pedestrians on the one hand and vehicles serving the commercial premises much of which takes place from the main routes.

There are no outstanding architectural buildings in the centre but a number of prominent and highly attractive buildings nonetheless. The Old Town Hall, Starr Inn, Saracens Head and the Dunmow Club for instance. Other buildings of great value such as the hall on the west side of High Street and the priest houses and chapel referred to above are harder to appreciate as they are hidden behind modest and altered facades.

The two storey buildings form the frontage of narrow plots that run backwards from the street. The system of burgage plots is very distinctive in some medieval market towns. In Dunmow it would not appear to have been so dominant. Nevertheless this plot structure is also an important aspect of the character. However, whilst some of these survive, in the period since the late 19th century the plots have been successively developed and this plot structure has become less obvious. This has been due to new buildings or the creation of car parks. The result is that the narrow and simple Y shape of the centre has been progressively 'in-filled'.

This is a typical process seen in many old towns.

In view of the diversity described above it is difficult to come up with a dominant set of materials and style and to arrive at clear recommendations.

Nevertheless the following appraisal attempts to identify key aspects and design features as one moves through the centre from the south end to the north.

The predominant architectural form is a two storey rendered building with a relatively wide frontage and shallow in depth parallel to the street with either casement horizontal windows or vertical sash window, a handmade tiled roof and invariably a number of chimneys, some very large. The roof shapes can be plain and as above parallel or have projecting gables or, in the case of some corner or end building a hipped roof. The eaves heights vary, sometimes subtly, sometimes quite markedly and this together with the curving of facades gives the street much of its 'rhythm'. The Starr Inn is a perfect example of this range of details in one building and the Saracens Head a good example of a wide frontage with a simple plan roof and vertical sash windows.



The commercial premises tend to be larger and more imposing as befits their purpose and may be converted from other uses such as the Chapel that now houses the art gallery. Banks on the whole tend to occupy quite modest buildings. Shop fronts vary enormously. The typical Victorian shop front is quite common – a fascia and pilasters (or columns) at either side. Earlier survivals such as the Delicatessen are uncommon. There are a number of very elaborate and impressive door cases.

There are a number of more prominent buildings. The Council offices and Post Office stand back and are large in scale. They differ in style and materials. The Old Town Hall on the corner of Market Place is prominent and can be seen from a number of viewpoints.

To the south end the structure is not so strong and there are a number of modest domestic buildings on the west inside, set back somewhat. To the east now on the corner of the Braintree Road a new façade has been established in a vernacular style with a residential block. This has created a precedent since this plot was not built up previously. The facade to the north on the east side has also been redeveloped in recent times introducing a three story mixed use block and the demolition of the Dunmow Inn and redevelopment of the White Street site will bring further significant change.

Moving north, there is a prominent building at the corner of New Street but it is followed by a gap in the façade made by the car park of the Dunmow Club.

New Street – new in the 16th century that is – has a very narrow opening and has modest two storey frontages at the back of narrow footways making a very confined street, curving gently.

Our aim is to ensure that new development respects valued features and where possible strengthens the landscape structure of the town.

To the east of High street is the White Street / Mill Lane area. White Street, once known as Back Lane appears to have delineated the original Market Place – fascinating if true. Nowadays it merely gives access to the frontages in High Street and to a few retail outlets but more problematically to the White Street car park and the Coop store. The redevelopment of this area will radically alter its appearance and the traffic circulation. The opportunity therefore exists to achieve a much higher standard of environment and it is to be hoped that the entrance to White Street and the ‘square’ in front of the proposed library are designed and built to a very high standard giving priority to pedestrians.

The Co-op store whilst providing valuable food retailing in the centre makes absolutely no concessions to its setting. It is hard to see how this situation can be improved in the short term and the visual impact and the servicing problems will continue to detract from the town centre environment.

The entrances to Market Place are one of the key delights of Dunmow. From each direction, but especially from North Street the space is dynamic and appealing. The obvious rejoinder to this is the volume of traffic that uses it and the very poor quality and high risk of the public realm. There is enormous scope here to enhance the buildings, to improve pedestrian safety and to produce a space that is a credit to and a symbol of Dunmow.

The narrow neck of Market Place is one of the key design features closing as it does the view northwards. The effect on traffic can be said to be beneficial by slowing it down but a lesser volume of traffic would produce more benefits. The pedestrian (and a few cars) can opt to take Starr Lane to leave Market Place and will enter the beautiful and unique environment of the Downs and Doctors pond. Taking North Street the road is built up on the west with two storey houses hard to the footway whereas on the east modern development is set back with a wide and poorly designed and maintained verge. Doctors Pond and the former brewery to the east side provide a gap in the street which then narrows again and beyond the Library is linked with attractive two storey houses, some of great charm. The restoration of the Kings Head is a welcome step after what seemed like a threat to this important building.

Leaving Market Place along the Stortford Road the street narrows perceptibly and is lined with two storey buildings, houses and businesses that line a very narrow footway as far as the Chequers Inn where Chequers Lane has effectively destroyed the frontage that existed on the west side. The possible redevelopment of the car park presents a valuable opportunity to reinforce this side of Stortford Road. Further north the Foakes Hall and the garage are set back and the intervening car park allows views over the Downs. The Foakes Hall is an invaluable and treasured building made more useful with the tennis courts behind. Nevertheless perhaps more could be done to integrate the building and site more successfully into the street scene. The garage building is art deco in style and attractive in its own right but the conglomeration of cars around it detract somewhat. This kind of use in the town centre poses real dilemmas and is vulnerable to redevelopment.

The environment of Stortford Road is seriously undermined by the volume and speed of traffic. Some buildings, no doubt due in part to the above, are in poor repair. Nevertheless it houses a number of well used businesses and had a number of attractive frontage building with significant historic merit in some cases.

Spaces and the public realm in the town centre

The quality of the public realm – that is, the footways and surfaces and public spaces between the buildings – has been touched on. However it is a vital element in the appearance and character of the town. By any standards and with very few exceptions the quality of the public realm is very poor and seriously detracts from the quality and image of the town centre. The materials used in the surfaces are at best utilitarian and are in places sub standard. Angel Lane and the White Street car park are good examples. The use of high quality materials would go a long way to enhancing the experience of walking around and using the town centre. The Angel Lane car park which houses the market could be included in such a scheme. Throughout, the use of standard concrete tiles should be reconsidered and wherever possible stone and more natural materials introduced.

Lighting is general unsympathetic and there are a plethora of signs and posts that detract from the street scene.

Market Place is as has been suggested the one place where a coordinated sympathetic and high quality approach would reap dividends.

There are a few trees in the centre but consideration should be given to introducing more in order to re establish the former appearance.

Above all, in adopting an entirely new and more design led approach to the public realm in the town centre, is the need to address the traffic volumes. Suggestions have been made in the recent traffic study that have the potential to achieve significant improvement. This reduction should be capitalised on to create a much more pedestrian friendly environment and to reduce traffic speeds throughout. Whilst pedestrianisation is probably unwise an approach that gives pedestrians more priority whilst enhancing safety has the potential to be win-win. Win for business as more people local and visitors are persuaded to use the centre and win for people.

Recommendations for HIGH STREET – policy, funding and design

- An audit of the street scene should be carried out with a view to identifying short and long term improvements, especially improved street furniture.
- Investigations should be made urgently into the implementation of the re-routeing proposals in the Traffic Study so that greater pedestrian priority can be achieved in High Street and Stortford Rd and the pedestrianisation of Market Place considered. A scheme for resurfacing High Street in whole or in part should be developed in consultation by skilled and experienced designers.
- Design standards should be urgently adopted for all street maintenance and alterations.
- A street tree strategy should be developed as a matter of urgency.
- An assessment of the accessibility of the various parts of the town to the centre should be carried out with a view to a strategy for foot and cycle access being enhanced.
- Funding should be sought to support improvements and repairs to properties.
- Any redevelopment in the centre should make a financial contribution to the enhancement of the public realm.
- A shop front design guide should be produced to guide new shop fronts and to guide alterations and improvements
- A property survey should be carried out to establish the amount of and further scope for residential use of upper floors.
- Design briefs should be prepared for potential development and redevelopment sites.
- Any redevelopment proposal should submit a detailed contextual study that comprehensively identifies materials, plots, heights and access for pedestrians.
- Any redevelopment should make provision for safe pedestrian access and cycle access and storage and should minimise the exclusive use of routes by vehicles where safety can be ensured.

- Any new buildings should incorporate a wide frontage and narrow plan that is typical of the town centre, be pitched roof and should be two storeys in height or where justified, through the context assessment a maximum of three storeys.
- Further redevelopment of rear plots should only take place where the existing boundaries and any re usable existing buildings are maintained.
- Further redevelopment should be mixed use and make provision for commercial or retail space.
- The historic study of Great Dunmow should be up-dated and published and interpretative information should be provided at accessible and important locations in the town to inform residents and visitors of the evolution of the town.



Our aim is to ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities.

North Street - The Causeway - Beaumont Hill

North Street is narrow and fronted by two storey mostly terraced houses with rendered walls and slate roofs. The buildings are probably Victorian.

The library and former school adjoining Doctors Pond are distinctive, in brick but not outstanding. There are a few former shops, now residential denoting the fact that this street with its brewery was once far livelier. Opposite the school is the Kings Head pub an outstanding building still under renovation.

The brick terrace extends northwards on one side of the Causeway. These brick houses are charming and well preserved on the whole. Causeway overlooks the recreation ground and views outwards over the Chelmer Valley. Further north there are a number of fine large detached houses including the Clock House, the oldest house in Dunmow with its historical associations. Otherwise Causeway has a variety of modern and undistinguished houses, mostly detached. The area suffers from heavy traffic and roadside and pavement parking. There is a vet's surgery but otherwise it is residential.

Further north still Beaumont Hill is a ribbon of historical cottages many of which are thatched. These are built at the back of the footway and thus the road is well enclosed; but with parking on the pavements as a result. It leads to the Parsonage Downs one of the most distinctive and attractive spaces in the town formed by an edge of cottages and houses of considerable character if now dominated to an extent by the modern conglomeration of Helen Romanes School.

There is very little development in depth but the Woodlands Park housing estate is sadly encroaching from the west. Amongst the 19th and earlier houses there are a number of modern and undistinguished mostly detached houses.

Better management of parking in the Causeway would be beneficial.

The future of the Library site should be given careful consideration and the highest standards set for any changes that take place. A site brief taking into account the existing buildings, the setting and its community use is essential to secure a high standard of development.

Church end

Church End is the site of the original medieval town. It is dominated by the tower of the church which can also be seen from many points in Dunmow.

The ancient road pattern can still be seen and there is a diverse range of building types with a particularly attractive and complex range of buildings at the elbow bend in Lime Tree Hill.

Church Street is lined on one side with 18th century or earlier two storey houses with many historic features. On the west side a new housing development has been built in a traditional style with some success. The churchyard has many mature trees that form a prominent feature in the wider view.

Materials are mostly rendering with slate roofs and sash type windows. However there are a range of materials and a few more modern and far less sympathetic dwellings.

The pub is a significant building but appears not to be commercially viable and hence may be under some threat.

Traffic through the area is dense and sometimes fast detracting from its otherwise calm character.

The Floorscape is mostly modern but with remaining granite kerbs. Overall it detracts from the outstanding character of the houses.

The Angel and Harp plays a very important role in the area. Urgent consideration should be given to improving traffic management and slowing vehicle speeds at this bad bend.

The Avenue and Station Road

Introduction

These two streets were initially developed in the early 1900s by Hasler and Clapham, the millers and seed merchants whose premises were on the opposite side of Chelmsford Road. The land, known as White Post Pasture, had previously been part of Dunmow Park and was used as the town's football field.

The Avenue

The earliest houses in the road, which bear the date 1907, are bay-fronted semi-detached properties, notable for their very tall chimneys. Later development included 1910s-20s terraced and 1930s semi-detached houses. Gaps between these earlier groups have been 'infilled' with detached houses built between 1970 and 2000, together with a group of new bungalows in White Post Field. Unsurprisingly, most of the older properties show signs of modification, in many cases uPVC windows have replaced the original wooden sashes, and original roofing has been replaced.

The most notable feature of the road is the near-complete avenue of pairs of pollarded plane trees, planted when the development began in 1907. Originally these were set in unkerbed grass strips which ran the length of the street. The grass was removed as recently as the late 1980s and replaced with asphalt in response to the demand for parking spaces. The small front gardens have low walls, in a number of cases topped by the original cast iron railings. Apart from the trees, it is now parked cars and the overhead power and telephone lines which dominate the street.

Station Road

Station Road has housing only on the north side, since the street originally overlooked the goods yard and Dunmow railway station.

The buildings are similar to those in The Avenue, beginning with handsome brick-and-stone villas and semi-detached houses, then two terraces, and ending with houses built in the 1960s and 1970s (including a courtyard development of retirement bungalows). Again some of the earlier houses have been modified, in some cases with unsympathetic front extensions.

Telephone poles dominate the street here also.

The station and goods yard have been replaced by an industrial estate, now hidden from the houses by a dense hedge.

The last of the railway-related buildings (a wooden coal-merchants' sales office) was replaced in the 1990s by an attractive, single-storey office building of an interesting, chapel-like, octagonal design in red brick with a leaded slate roof. Consideration should be given to removing the overhead wires in these streets and to the better management of street parking.

High Stile:

High Stile has significant mature trees that make the approach from the main road very pleasant. This is a key feature. The houses are family home size, mainly detached and lay back from the road. A significant building is the 1930's style house on the corner which has now been included in the conservation area. There is adequate parking in the road for the residential properties and the road is wide, however parking problems for the primary school have created a great deal of signage, that out of school hours appear superfluous, but is no doubt necessary.

Access is good from the main road, but only out of school hours, when the road is unable to cope with the traffic. Verges are well kept and most houses have retained their front gardens giving a sense of maturity and space. There are few obvious boundaries with most front gardens bordering onto the footpath with a hedge or planting. The houses are of varying styles and mostly individual with the majority being from a period 1940's to 1950's.

Highfields:

Once one turns from High Stile into Highfields there is a completely different feel.

There are no trees on the verges on Highfields. The verges are well kept and the houses lay well back from the road. The houses are a mix of detached, semi detached and single storey and have mainly been built in the 1950's with some exceptions.

There is good space between them and the majority have retained their front gardens, with hedges and small trees - this is what gives the road a greener feel, given the absence of trees in the public space. Many boundaries are low walls with planting. There are no significant buildings in Highfields. At the end of Springfield where the footpath joins New Street there is a new development of cottages on the site of an old barn/works.

This is a really nice development in keeping with the New Street area and shows what can be achieved in a small space. The door furniture and sash windows reflect the Victorian style of New Street and access and parking in such a small space have been utilised well. The floorscape is pavers and this adds to a light and airy feel in a small space.

A significant building here is the old barn/workshop that has been changed into a residential property having been empty for years.

Springfields / Woodview Road.

Blocks of 1960's housing – the majority two storeys, semi detached and detached (in Woodview Road).

There are no trees at all in Woodview Road and the houses are all in regimented rows with virtually the same plot size and roof height.

The floorscape is plain tarmac and the absence of trees or hedges gives the area tired boring feel.

The majority of houses have kept their front gardens, but some have been paved over for parking. The road here is much narrower and reflects the 1960's lack of space for cars. There are no key features and no significant buildings. Boundaries are close boarded fences with concrete posts in many cases and at the end of Woodview Road with Springfields the view is just fences.

There is a parcel of land behind Woodview Road that has been earmarked for development although there are traffic considerations as to whether this will go ahead – given the access to High Stile in school hours.

Tenterfields/Venmore Drive:

Although this is in a different part of Dunmow it suffers many of the comments made in respect of Springfields and Woodview Road.

All 1960's housing, all semi detached of the same height and plot size. One or two single storey houses towards the Chelmer Valley. Building materials are concrete tiled roofs, brick built, and many having replacement plastic windows. The windows are of the 1960's "picture window" type.

The floorscape is completely tarmac and there are no trees to speak of. As with other 1960's housing the houses lie back from the road and have reasonable sized front gardens.

Tenterfields is the access road to other roads on the estate and to Venmore Drive with a cul de sac at the end and suffers parking problems because of this.

Many front gardens have been paved over for parking. There are no significant buildings in Tenterfields. Boundaries at the front are mixed and mainly low many with little or no planting.

Tenterfields does however, have good views of the Chelmer valley and the trees within this green area more than make up for the lack of trees in the estate itself.

Millfield: 1970's

Approached from the Chelmsford Road, this area is well set back with a large green open space in the front of the houses and a children's play area. The green space in front of the houses is a key feature of the area and gives it a community feel and brings together the footpaths and the Upper Millfield Area.

The area is quite distinct, ex local authority houses, mainly family homes with good space between them. Houses are of similar height and shape.

The children's play area is well designed and fenced in keeping. Significant trees are two large Cherry trees on the central green area. Additional trees planted along the Chelmsford Road side of the green would enhance the area significantly whilst cutting down the visibility and noise of traffic from the main

road and make a lovely open space even better. The overhead electricity cables and pylons detract from the view.

Parking is excellent with plenty of space and there is a good vista towards the Olives Wood area.

There is good pedestrian access and footpaths to Upper Millfield. Good vehicular access from the Chelmsford Road with no obstructions to the view of oncoming traffic.

The floorscape is tarmac with granite kerbs.

Upper Millfield:

An area of ex-local authority houses that have been re-furbished. The re-furbishment is good and has enhanced the area. The houses are of similar, two storey family home type and single storey elderly persons homes. There is good spacing between the houses as in Millfield, but parking has become a problem at the end of the cul de sac and garden areas have been paved over.

The roads in this area of Dunmow are much wider than in other estates and this gives a feeling of space whilst also giving adequate parking.

The majority of houses have front gardens that have remained gardens and this further enhances both Millfield and Upper Millfield. Verges are well kept.

Houses built at this period in Dunmow have significantly more space than anything since and this has created distinctive areas that are good for families with children.

Also because the houses are well spaced and low rise when travelling along the Chelmsford Road they do not obstruct the view of the woods beyond.

Ongar Road:

Approaching Dunmow the significant building is the large thatched cottage known as The Gatehouse. A key feature is also the brick and flint wall of the outbuilding to this house, and old barn.

The roundabout and over signage for the Nursery Rise estate area detract from this lovely old building and could have been better thought out.

Ongar road has a feeling space due to the large, well kept verges and houses set back from the main road.

There is a mix of houses, 1960's semi-detached on one side and 1940/50 bungalows and houses on the other side.

The vista is spoilt by overhead electricity cables and wooden pylons. However on approaching Dunmow here there is view of the Chelmer Valley and fields beyond which gives an idea of the place of Dunmow in the surrounding countryside.

The area could be enhanced by trees on the verge – there is plenty of space for this!

Once again the area is spoilt by wheelie bins, even though there is plenty of off road space for them in the front of the houses which have mainly large front gardens.

A further significant building is the Kicking Dickey pub. It really does complement the Victorian architecture of the Close at the T junction.

Chelmsford Road:

The significant feature of Chelmsford Road going south is trees - they hide the industrial areas and the potential development area (once mooted to be a business park).

Harris Green - Normansfield

This area is one estate which falls into two distinct parts, that built in 1982 and that built in the 1990's.

There are no key buildings, but the row of small house on the left at the entrance gives a "country" feel and they enhance the area.

Key features – unfortunately this is wheelie bins – because there is no space for them other than at the front of houses, on footpaths on the verges. They are a complete eyesore and detract from this area.

There are no open spaces and no trees planted in the road. Where there are verges they are unkempt. The Floorscape is mainly tarmac although the newer parts of the estate have used brick pavers. The floorscape is almost totally obscured by parking especially in the older part of the estate built in 1982 where there is adequate allowance for parking.

Where front gardens are bricked over and cars parked right up to front doors, this gives a closed in feeling. Where front gardens have been left and particularly where they are well maintained there is a feeling of space which makes a complete difference to the area.

The building heights are mixed, mainly on the new part of the estate with affordable housing by way of apartments and small terraced houses alongside them. There is a good mix of house sizes.

There are communal areas alongside footpaths that do not seem to belong to anyone (e.g. fence and footpath to The Close) these are in very bad repair and parked over making access difficult.

Good public lighting and street signage. As elsewhere in Dunmow television aerials are in abundance!

THE CLOSE

The Close is a unique area, being a conversion of the old workhouse.



All buildings are significant and key to the area and are excellent example of their type. Some have been extended in keeping with the Victorian architecture. A key feature of the close is that it is a self-contained example of Victorian Architecture (built around 1840-1842).

The approach to the Close is screened almost completely from the main T junction with the Chelmsford Road and Ongar Road by large trees of which there is one significant tree in the centre front – an Oak?

Access is poor as this area was not designed to accommodate cars. Access is poor throughout the area of the Close. There are no verges as all available space that can be used for access alone is narrow and has to be kept clear.

There is however a significant central green area at the rear of main building for common use of the residents of the main building.

All of the smaller buildings around the central main building have been turned into individual homes with individual small gardens. The boundaries are unique, being mainly old red brick walls and railings. The heights of the buildings vary considerably in view of their former use – three, two and single storey- and the whole area is dominated by the central large building which is now apartments.

There is no public lighting and the area does not have a feeling of light and space inside.

The frontage of the main building (the old entrance area) is magnificent but is hidden from the road by trees and therefore the impact of such a significant area is lost on approaching Dunmow from the Ongar Road. This is a pity!

The Floorscape is scruffy and in bad repair and there is inadequate parking but this is probably a reflection of change of use to private ownership and individual properties together with listed status.

There is very poor fencing (local authority) and footpath access to the Normansfield area from the Close and poor dovetailing of the modern houses in Normansfield with the Victorian architecture of the Close.

Better management of the site, both of the internal routes and spaces and of the boundary would enhance the Close.

Newton Green – Stortford Road

Key Buildings

There are no key buildings.

Key Features:

Newton Green is a uniquely shaped housing estate of local authority and ex-local authority housing. The uniqueness comes from the fact that it is very low density and designed around a large round shaped village green. The green is approached off a normal residential road of larger houses and opens to this large green area surrounded by a roadway and then the houses in a circular pattern. This large open space gives the area the look of a typical village green and yet it is only about half a mile from the town centre.

Most of the houses lie well back from the road and the green and have spacious front gardens:

Trees:

There are no trees at all and this detracts from the large village green which would be considerably enhanced by some tree planting. There are few trees or large bushes in the front

gardens and although the area has a large green it feels somewhat bare.

Buildings:

All the buildings are residential houses of the same type, height and design (? 1950's). It is obvious that some have been taken into private ownership. The majority of the houses are red brick in the lower sections and white or pale coloured rendered upper sections. The roofs are concrete tiled with conventional chimney stacks - there is a proliferation of television aerials on high poles. Almost all of the window frames are painted white and look to be of either softwood or plastic in a similar design. The houses are a basic local authority box type design.

Parking:

Cars tend to be parked in the roadway surrounding the village green although many houses have made space for one car in the front of the house and still have been able to keep a moderate amount of garden.

The floorscape is grey asphalt on the road and pavement, with a small grass verge. There is no signage to speak of as the whole area is, in effect, a cul de sac.

Another thing that detracts from the space is overhead electricity and telephone cables. There is public lighting provided all around the green.

To sum up, this is a unique space that could be considerably enhanced by tree planting and it would not be built in such a low density nowadays.

STORTFORD ROAD – towards Tesco from Newton Green

Again this is an area built around a lovely green area and the houses were originally very similar to those in Newton Green. Almost all have been taken into private ownership and have been extended and changed considerably. They are all of brick and render with concrete roof tiles and those that have been extended have been either rendered to match or the same red bricks used.

The parking is the same as Newton Green with the green being surrounded by a narrow road with off street parking and once again the residents have provided parking spaces in front gardens. The gardens are well kept and planted with trees and bushes and the area is screened from the old A120 by a large and old mixed hedge.

The outstanding feature of this area is the fact that the green in this case has been planted with trees which are now very mature. Oak, Chestnut and Sycamore trees make this area a very pleasant place to live. This area is included in the new conservation area of the town.

There is a footpath through the edge of this area from the town to the new primary school and the large supermarket. This footpath is unkempt and not well lit at night.

This green area is on the main route into Dunmow and when approached from the old A120 gives the town a “country town” look.

St Edmunds Lane

Key Features

St Edmunds Lane is a boundary road delineating the North East border of the Town. Furthermore it has fields and open country behind the houses on the North side and the Chelmer Valley on the South side.

St Edmunds lane is a busy through road to the B1256 (old A120) and has two distinct halves. One half of the road is ex- local authority housing with bay and off street parking and the other half of the road is private dwellings, some of which are very individual. The halves are separated by an open green field area and two significant residential properties. A bowls club and cricket club are situated at the eastern end of St Edmunds Lane.

Key Buildings

Key buildings are the converted old mill house and the Edwardian detached property on either side of the St Edmunds

Lane. These two properties form the boundary between the two types of main housing in St Edmunds Lane. The Old Mill House forms the centre point of a view from the centre (and in particular the Eastern Sector) of Great Dunmow town and the Chelmer Valley. Further key buildings are the new bowls club and the very contemporary house alongside the new bowls club. This house stands out because has been given a very minimalist and contemporary makeover and stands out from the architecture and design around it and in Great Dunmow in general.

Trees and Open Spaces

There are few significant trees around the local authority housing at the western end of St Edmunds Lane, at the eastern end there are mature trees in the gardens. Throughout St Edmunds Lane however, there are views of the countryside and Chelmer valley which have many mature trees. There are mature trees in the central green area; this central green area is in private ownership.

Building Types

The buildings vary in age from new build to 1950's are mainly of brick and render at the western end, where all buildings are of the same height and design on either side of the street, one side being newly refurbished and the other side being the original 1950's housing. Roofing is concrete tiles “terracotta colour” At this end what is very noticeable is the number of overhead electricity cables and telephone cabling with many wooden supporting posts. Even on the refurbished houses they have not had cables buried and have been connected to the old style wooden posts.

At the southern end of St Edmunds Lane the buildings are of vary heights from bungalows, two storey, three bed roomed houses to large detached houses occupying larger plots and with higher rooflines. The age range here is from 1960's to modern day. Mainly brick built, with concrete tiles and in the main white wooden casement window types. There are one or two large distinctive properties and at the B1256 end there are some very old cottages.

Floorscape

St Edmunds Lane looks like it has been built in two distinct times. The roadway is tarmac and the pavement at the western end has a small grass verge between it and the road whereas the eastern end this verge disappears in places. There are small cul de sacs on the southern side with footpaths through the houses down into the Chelmer Valley. These footpaths provide an important role of connecting St Edmunds Lane with the Town Centre, there no cycle ways.

Parking has become a problem at the western end in the evening. On the north side there is a parking bay area constructed into the raised verge. This does not accommodate two vehicles per house and parking spills over onto the southern side of the road. In the evening this has the effect of narrowing the road to one lane. Because the road is relatively straight there have been problems with speeding cars.

There have been problems with parking whilst the cricket club is in use at the eastern end. Parking is around the busy junction at this end of the road.

Development Land

There appears to be a pocket of development land either side of the road at the centre of St Edmunds Lane, however as the Chelmer Valley (on the southern side) is protected, there may be no potential for development. On the northern side there are open fields which can be easily accessed from the central area of St Edmunds Lane and this could lead to development pressures which would widen the boundary of the town on this side.

Vistas

There are significant views of the Chelmer Valley and the countryside beyond and any development in this part of Dunmow would affect the vista from the town itself due to the lie of the land and in particular from the Chelmer valley reducing it to a "strip" of land in the centre of housing. This might detract from the rural feel of Great Dunmow.



Boundaries

These mixed and range from low garden walls to high hedging and large gates – i.e. the large contemporary house. Many of the properties at the eastern end have no front boundaries with garden planting and low features that lay back from the road. Almost all the houses in St Edmunds Lane have front gardens, most of which have not been paved over.

The Maltings

Key Buildings:

There are no key buildings immediately visible on entering The Maltings, however the two houses fronting North Street have used the bricks reclaimed from the original Maltings and there is a Thatched cottage at Kings Court, backing onto the old Kings Head pub (undergoing renovation) which all formed part of the original Maltings. It is a pity that they have been "built around" leaving them barely visible.

Key Features:

A key feature of the Maltings is that the site sweeps down to the Chelmer Valley and as the buildings are of uniform two storey heights there is a clear vista of the mature trees in the Chelmer Valley and the fields beyond. This has an immediate visual effect on entering the site.

The roads are wider than later developments and allow for parking in addition to the off road parking/garages available. The footpaths are wide and the houses are recessed back from the road giving an open feel. The only exception to this is in a number of cul de sacs where the developer has crowded in as many buildings as possible – see boundaries below.

Trees:

As above – Chelmer Valley adds significantly to this area as do trees in gardens.

Open Spaces:

There are no open spaces as such, but the area is criss crossed with footpaths to the Chelmer valley which runs along one whole side (east) of the estate. These footpaths also give really easy access to the shopping facilities in the High Street and the green area of the Doctors Pond, reducing the need for cars.

Verges:

The verges are green and in most cases well kept because they are privately owned.

Buildings:

The site is completely residential with no community buildings. The buildings are brick and render in differing proportions, but giving an overall consistent feel. There are a few half timber boarded / brick houses. Whilst the buildings are of the same height, the rooflines have been varied between pitched, gabled and hipped. This breaks up the roof lines and adds interest, however, there are no chimneys. Roof tiles are almost 100% concrete, although some have been coloured to look like slate.

Boundaries:

Mainly brick walls, some brick and topped by timber. A feature of Maltings is the boundary walls being mostly 6ft high and made of brick. This is especially apparent in the small cul de sacs branching off the Maltings where a number of houses have been squeezed in and the only way to have a private space or small garden is by the use of high brick boundary walls. Too many blank brick walls!

Floorscape:

Tarmac road surface, and tarmac footpaths, concrete curbs.

Signage:

Not significant on this site – road signs at low level and in keeping.

Woodlands Park

Introduction

Woodlands Park is destined to be the largest single development currently planned in Great Dunmow, consisting of some 1,600 new dwellings built from 1992 onwards on farmland to the northwest of the town. Of these, less than half had been completed by May 2008. Construction of the new north-western relief road, which now defines the western settlement limit of Great Dunmow, was largely completed in 1994, but remains unfinished 14 years later, until the development reaches an advanced stage as a consequence of a legal agreement between the developer and the District Council. At the current rate of development it will not be completed until 2024. On the southern edge of the estate are a supermarket (4,000 m², opened 1995), and the Great Dunmow County Primary School (opened 2005).

Buildings

The dwellings completed so far vary in size from high-density terraced 'courtyard' two- and three-bedroom houses to five- and six-bedroom detached or linked properties. Most are of two storeys, though some have third-storey accommodation, with dormer windows to preserve the lower roof-edge line.

The style is generally a modern interpretation of 'Tudor' or 'Victorian', with finishes of a high quality mainly in London brick or red brick. There are some interesting details of decorative external timbering or brickwork (left) and nearly every house has a characteristic wire chimney-cowl.

The larger properties have a standalone garage which mimics a Palladian stable block – square, with a distinctive cupola on a shallow pyramidal roof.

Some parts of the development have a half-rendered or shiplap finish, giving them an 'Essex vernacular' appearance, especially when – in a few instances – this is combined with the steeper traditional Essex roof pitch. Overall the architectural quality, layout and public realm of the development leaves a lot to be desired and emphatically should not be allowed to set the standards for either further phases of this development or housing elsewhere in the town.

Courtyards

Juniper Court is a small square of terraced houses with a fenced, well-planted space at its centre (though surprisingly no seats). Unfortunately the courtyard developments constructed later are less attractively finished.

Affordable Housing

An area at the southeast corner of the estate has been developed as affordable housing. This is mostly three-storey accommodation which fronts directly onto the 'spine' roads, with (inadequate) communal parking and utility areas behind (right). The lower roof-edge line is not maintained here, resulting in tall blocks with shallow roof-pitches which are entirely out of tune with the rest of the development.

The effect is overbearing, not helped by extensive on-street parking. The finish of the ground floor of many of these buildings is mostly render in a pseudo-stone block pattern, painted in inappropriate colours – a 1970s-style nightmare. Depressingly little effort has been made to integrate this housing with the rest of the development.

Trees, Floorscape and Open Spaces

There are no original mature trees in the development and indeed a number have, controversially, been felled during construction. However a number of new trees, mostly birch, have been planted in gardens. The boundaries between the front gardens of properties are low hedges.

Woodlands Walk is a wide avenue, with access driveways to houses on both sides, and a central footpath of concrete blocks with broad verges and hedges. Although currently on the edge of the development, it will eventually be a central feature of the estate.

At several points the path opens onto wider 'greens'. These cannot however be described as play spaces, having no facilities and with ball games prominently forbidden by garish signs. Several 'play spaces' have been provided in the affordable housing area, but these are small, unkempt and unattractive 'cages'.

The 'spine' roads are of asphalt, with kerbed verges and footways, except in the affordable housing area, where there are no verges. Elsewhere, road surfaces are often shared by vehicles and pedestrians and are mainly blocks, with no kerbed footway, though in some cases a separate footway is asphalted.

Every effort should be made to secure more green space and recreation areas that are accessible to all and of high quality.

Industrial Estates

Flitch Industrial Estate:

Low rise industrial buildings, mainly prefabricated materials.

Low rise and evenly spaced.

Colouring empathetic with surrounding area.

Landscaping to front of some buildings with shrubs and borders – Good examples are Multitech Fibreco.

Good vehicular access, wide road and excellent parking facilities. Not well signposted.

Good pedestrian access with vista towards Olives Wood at the rear of the estate.

Well maintained kept clean and tidy.

Best example in Dunmow!

Station Road Industrial Estate:

Well screened from the main (Chelmsford Road) by trees and well screened from the residential area (Station Road) by hedging and small trees. Not well signposted.

Significant Building (Dubilier) at the entrance, unusual octagonal shape and good use of small space at entrance to the estate gives a good impression at entrance.

Low rise industrial buildings, mainly prefabricated and 1960's Poorly defined areas per building and especially areas for rubbish bins/skips, therefore rubbish tends to be dumped and overflowing and is an eyesore.

Adequate parking, but again poorly delineated. Fencing to by-pass in extremely poor condition and is hazardous. Poor lighting.

Chelmsford Road Industrial Estate:

Good vehicular access to mainly low rise industrial buildings mostly prefabricated warehouse type but some part brick and concrete with offices.

Buildings of varying height do not give a uniform view of the area and look untidy in layout.

Well screened by trees from both Chelmsford Road and By-pass. Verges within the estate are extremely scruffy and unkempt. Little provision has been made for rubbish and it is therefore left in whatever space is available.

Fencing in extremely poor condition and has fallen down giving access from Chelmsford road estate to Oak industrial estate (maybe deliberate)?

Oak Industrial Estate:

Good vehicular access, well signposted, no significant buildings. Poor pedestrian access to the inner parts of the estate because of brambles and condition of fencing.

Inadequate parking further into the estate adds to poor pedestrian access as cars block footpaths.

Buildings mainly of warehouse, prefabricated type (2003/4) at entrance area moving on to older (1970) type concrete and brick buildings with office space. Floorscape good at entrance and then deteriorates at rear of the estate, badly delineated areas with any small green areas between sites covered in brambles. Significant Oak trees at the rear of the estate.

Hoblongs Industrial Estate:

Extremely poor and ugly access – Floorscape in disgraceful and extremely poor condition possible due to number of large heavy vehicles using this estate.

Older (1960's) commercial/warehouse type buildings with many manufacturing sites – hence large heavy vehicles – the estate is a narrow cul de sac and is not conducive to access by large vehicles.

No provision is made for rubbish and rubbish is everywhere. Sites are not delineated and are poorly laid out – old vehicles have been left between sites making it very difficult to survey and not using the available space to its best advantage.

Landscaping around the "Travel Lodge" hotel has improved the area, and the whole area's access to the by-pass and A120 is being considered in light of the new waste transfer station. Access to this whole area is dangerous at the moment.

There are a number of cars from the car sales area of the garage on the public grass verge and verges are unkempt, especially in the area of the soak away which is opposite the entrance to the industrial estate.

Significant buildings are: new police station (part built at time of survey) and Travelodge Hotel (as described above). The design of the police station is distinctively modern and while it may have worked as a design in another setting it bears absolutely no relationship to its current context.

The design of the Travelodge is mediocre and its setting is very poor, despite the attempts at tree planting. The few residential properties near the hotel are now surrounded by ugly commercial development. One small dwelling remains isolated by the road network, almost hidden by trees and surrounded by traffic and dangerous vehicular exits.

The area demonstrates a complete failure of comprehensive planning.

No significant trees or green areas, however the trees and hedging along the Chelmsford Road enhance the route towards the town from this entrance.

This area is a significant entrance to Great Dunmow from the A120 and does not reflect the quality of the town.

All industrial sites have been located in the southern end of the town and are low rise and in a low lying area. This does protect the vistas of the town itself. When looking at the vista down Oakroyd Avenue for instance, one can see the fields beyond but not Station Road industrial estate between! One can clearly see the difference between the more modern Flitch estate with that of the oldest Hoblongs. Some considerable thought needs to be given to the Dunmow South entrance off the A120 into the town.



The setting and surroundings of Dunmow – Detailed assessment and key issues

The TDS has drawn attention to many aspects of the setting of the town – that is the edge of the built up area and the wider landscape. These contribute to the character of Dunmow in a very significant way. Whilst there are a few ‘protected’ areas such as site of Nature Conservation Importance on the whole this setting would be considered as simply countryside or agricultural land. It is therefore important to identify those aspects of it which should be retained, protected or enhanced in some way if development were to take place.

North east

The approach to Dunmow from the north rises distinctly from the Chelmer where it is crossed by the Thaxted Road over agricultural land to the edge of development around parsonage farm – a collection of low buildings interspersed with a number of trees and buffered by hedges. This slope is contained by the sweep of the Chelmer as it swings to pass St Mary’s Church. The church and its dense screen of trees is a very prominent feature over most of this sector from many points of view. The fields here are large and the hedge pattern is weak and sporadic. The Chelmer is hemmed in by agricultural land and is inaccessible. Nevertheless the foot path and bridleway offers a broad

panorama and leads to the town through the Church and cemetery and by Bigods Farm to the Stebbing Road. This road is private but can be busy and does not provide safe pedestrian route. North eastwards the land rise again to the open countryside that leads to Stebbing. South of the Stebbing Road the edge of the town is marked by St Edmunds Lane with its ribbon of development on the east side. Immediately to the east of St Edmunds Lane the fringe of agricultural land is bordered by tall trees with denser woodland beyond. Footpaths lead out into this rolling countryside which is a distinct contrast with the view to the west over the Chelmer again to buildings and woodland in the town, the views from the east side of St Edmunds Lane are extensive.

Key issues

- The openness of the approach from the Chelmer Valley
- The small scale of the buildings on the northern edge of the town
- The views of the tower of St Mary’s church
- The stands of trees on the high ground and around the church
- The footpath route around the north east sector
- The wide open landscape from the east
- The distinct edge of the town at Church End
- The views over the town and the features of the church tower and clock house.

South east

At the south end of St Edmunds Lane the new bowling club is a sudden intrusion into this rural fringe and introduces a hard urban feature with access road and curbs. The development has not been well integrated into the landscape. The Chelmer again provides an attractive green view with the fields rising distinctly to Dunmow Park. The edge of the town is very distinct at this point. The Chelmer turns south as it passes under the Braintree Road and gives distant views over agricultural land to the south east.

Soon the intrusion of the A120 and the old by-pass are felt and south east edge of the town is marked by the old A120 and the two industrial estates along the Chelmsford Road. The A120 and the roundabout beyond provide a major barrier, visual and in other ways to the countryside leading to Barnston.

Key Issues

- The setting of the Chelmer and the views of the church tower northwards
- The distinct rural edge on the east side of St Edmunds Lane
- The important tree belts east of St Edmunds Lane and the woodland around Merks Hall
- The views out to open country south east over the Chelmer
- The open landscape of the Chelmer and the slope rising to Dunmow Park
- The visual confusion that affects the southern entrance to the town – Chelmsford Road and the Braintree Road

South West

The effect of the A120 continues westwards – it cuts off the town from the countryside around the Canfields and lays a blanket of noise over a very substantial distance. Crossing it is restricted to the Roding's Bridge or the rather unappealing tunnel to the west. Between the A120 and the former railway line and the B 1256 Stortford Road and to the west of the Lukins Estate lies a shallow valley. Two extensive areas of woodland Olives Wood and Ash Grove occupy the slopes and both are identified as of nature conservation importance and may be ancient woodland. They provide an important visual feature, a very attractive amenity and most important an area of significant biodiversity in close proximity to the town. The edge of the town seen from here is screened to a significant degree by the dense fringe of trees along the by pass which leads out westwards along the Flich Way and the old railway line again vital amenity and recreational route.

Key Issues

- The intrusion of the A120 by-pass
- The importance of the landscape fringe to the northern edge of the A120
- The value of Olives Wood and Ash Grove for biodiversity landscape and amenity
- The hedge screening of the B 1256
- The role of the Flich Way in biodiversity and recreation
- The footpath link over the B 1256 into the heart of the town

North West

The land becomes flatter to the North West and the edge of the town is marked by Folly Farm and the Stortford Road. Beyond lies the massive extent of the Woodlands Park estate and the Tesco store. Westwards the land is a plateau of varying relief but with extensive woodland. This woodland provides a strong visual feature in views from the western edge of the town.

The new western bypass has effectively cut through this mature landscape and has destroyed the fringe of the woodland that is 'protected' as a nature conservation area. It has also severed the footpath leading to Little Easton manor and church. The by pass once open will be a major source of visual intrusion and noise.

Key Issues

- The importance of Hoglands Wood and Broomhills and Fredericks Spring in biodiversity and landscape terms
- The views to the undulating landscapes north east
- The importance of trees in the landscape
- The footpath network linking the town to the Eastons



Climate Change and the design of buildings and public realm in Gt Dunmow

Changes in policy and in practical approaches in development are needed urgently if the trends in global warming are to be stabilised or reversed. Tackling global warming is a global task because of the interconnectedness of the environment and of economics. Nevertheless national and local action is vital. The planning and design of buildings everywhere will increasingly have to address the issue of climate change.

Two processes are involved – adaptation and mitigation. The key challenge in facing up to climate change is the reduction in carbon use. Carbon is used in the construction of building and in the materials used, in the running of buildings and in the transport of goods and people between locations. Key steps that can be taken to both mitigate and adapt to climate change include:

- Minimising the need to travel
- Reducing travel by fossil fuel powered means
- Maximising the use of the most efficient means of travel
- Reducing the consumption of energy supplied by fossil fuels
- Optimising the uses of renewable energy sources
- Orienting buildings to optimise the use of passive solar gain
- Arranging and planning neighbourhoods to optimise the use of efficient and renewable energy sources
- Increasing the energy efficiency of buildings and processes
- Designing buildings so that their shape optimises energy use
- Insulating buildings
- Using low energy embedded materials in building construction
- Allowing for the harvesting of rainwater
- Using high efficiency water systems
- Installing sustainable drainage systems
- Using planting to shade potentially hot areas

The planning system can make use of the options and techniques both in new development and in 'retro fitting' them into existing developments where feasible.

The TDS wishes to try to anticipate such steps. The District Council has already published its draft guidance on energy efficiency. It is hoped that this policy is developed and expanded to include all of the above in the near future.

Recommendations – Global Warming

Examples of planning policies and interventions derived from the above that could be pursued in Gt Dunmow include:

- Increasing the amount of tree planting in open areas, car parks and streets
- Insisting on sustainable drainage in all new development which means installing pervious surfaces and other means of controlling water run off.
- Encouraging walking and cycling
- Improving all aspects of bus service in and from the town
- Discouraging car use
- Improving local services to avoid the need to leave town
- Insisting on high energy efficiency in all new buildings
- Pursuing insulation and energy efficient devices in all existing buildings especially those of the vulnerable elderly and those on low income
- Ensuring water can be harvested and re used in new buildings
- Supporting the use of renewable energy sources where they can be shown to be efficient and at the very least carbon neutral, including passive panels, photo voltaics or similar technologies, and wind turbines
- Insisting that the siting, design and orientation of buildings optimises the use of solar energy
- Insisting that buildings and spaces in new development are adequately protected from excessive solar gain and over heating
- Providing and protecting allotments and garden land for local food production

The TDS therefore recommends that the above criteria are applied to all new developments and that objective evidence based and accurate assessments are submitted with all significant developments to demonstrate that the above techniques have been applied or justify why not.



Guidelines For New Development

General recommendations for providing a strong evidence base and policy framework, for enhancing the existing fabric, for dealing with traffic and for addressing global warming have been set out in the preceding sections and will not be repeated here.

The Setting and surroundings of Dunmow

The TDS has drawn attention to many aspects of the setting of the town – that is the edge of the built up area and the wider landscape. These contribute to the character of Dunmow in a very significant way. Whilst there are a few ‘protected’ areas such as site of Nature Conservation Importance on the whole this setting would be considered as simply countryside or agricultural land. It is therefore important to identify those aspects of it which should be retained, protected or enhanced in some way if development were to take place.

The Landscape Character Assessment published by UDC <http://www.uttlesford.gov.uk/main.cfm?Type=PLCSD&MenuId=583> confirms and supports much of the assessment set out above. It recognises the value of the landscape fringe in the north, east south and west of the town in ways that reflect the above analysis.

Recommendations - Protecting The Setting

- Robust evidence based landscape and character assessments should be carried out by developers where significant development is proposed.
- The approaches to the town from the north to Parsonage Down and from the east to Church End should be treated with particular care.

- The views from the Causeway and Beaumont Hill north eastwards out should be protected from development.
- The floodplain and the setting of the Chelmer should be protected and enhanced throughout the town.
- The views of the Church Tower and of the Clock House should be taken into account and protected.
- The rural character of St Edmunds Lane and eastwards should be protected and enhanced.
- The A120 by pass should receive significantly more landscape enhancement.
- A landscape framework is urgently needed for the Chelmsford Road, its junction with the A 120 and the A120 roundabout development should not encroach into the noise footprint of the A120.
- The mature trees and parkland to the north of the A120 should be protected from development.
- Development should not encroach or threaten the Olives Wood and Ash Grove woodlands.
- The open landscape to the west, west of the proposed Woodside Way should be protected.
- The footpath network to the west of the town should be restored and significantly enhanced.

Entrances to the Town

The entrances to a town are very important not only because they create the first impression to visitors. The approaches to Dunmow are generally rural in character and the edge of the town is relatively distinct with no extensive ‘ribbon’ development. The exception perhaps is the Chelmsford Road which is fronted by the two industrial estates on the east and by a growing conglomeration of buildings of widely differing styles and quality including the new police station, on the west.

The East - The Broadway (B1057)

The approach from the east is attractive, over a raised landscape giving extensive views over the town. The protection of the agricultural landscape to the North West is especially important.

The Braintree Road

The approach along the old Braintree Road is attractive and rural in character. The protection of the open landscape to the south, over the Chelmer Valley is especially important.

The South

The approach from Barnston is obviously marred by the by-pass but is otherwise open and rural in character but at the junction with the Chelmsford Road there is significant intrusion from poorly designed development fronting Chelmsford Road but intruding into the general landscape. The rural landscape to the east of the old A120 is poorly maintained and contains the sewerage works and is perhaps at risk from sporadic development. The development of a nature area here, as proposed by the Town Council, is thus much to be welcomed. The petrol filling station is very intrusive and fronts the Hoblongs Industrial Estate and the relatively new Travel Lodge which is poorly designed and contributes little to the enhancement of this area. The new police station is of modern but undistinguished design and sits awkwardly alongside the above collection of buildings. To the east of Chelmsford Road the two industrial estates overlook but are softened by a green verge and hedge. However the buildings are poorly designed and the clutter and completely indiscriminate parking detract seriously from the appearance of the road. Whatever occurs eventually on the land to the west, it is essential that the opportunity is taken to compensate for the poor visual environment and to attempt to create an attractive and coherent approach.

The West

The approach from the Rodings is again defined essentially by the A120 but the cutting and bridging over reduces its visual impact and the edge is well treed and rural in character with unobtrusive houses along the Ongar Road. The approach from Bishops Stortford and the Canfields despite the influence of the A120 and the complex junction is rural in character with extensive views northwards to the Eastons and a tall green edge to the south. The West Wood is a site of special scientific interest and it is vital that the setting is preserved and that the woodland is not encroached in any way.

The North

From the north the approach to Dunmow rises quite steeply and presents an attractive panorama rural in character with sweeping views to the east over the Chelmer. The roundabout to the still awaited western by pass represented a damaging intrusion with urban lighting scheme into what was a purely rural area and every effort will be required once the road does open to attempt to blend the road with the landscape using planting and other means.

Recommendations for the ENTRANCES – Summary

East B1057

- Protection of the agricultural landscapes to north and south of the road
- Protection and enhancement of woodlands and trees in the view
- Enhancement of the St Edmunds Lane junction and approach to Church End

A120

- Protection of agricultural land forming the setting of the Chelmer to east and west south of Braintree Road junction
- Enhancement of verges and boundaries

South

- Further enhancement works to A120 roundabout
- Enhancement of A120/ B184 junction
- Enhancement and strengthening of boundaries to existing development and to the Oak and Chelmsford Road Industrial Estates
- Creation of landscape structure plan to create strong and rural boundary to the land to the west if and when it comes forward to incorporate appropriate pedestrian and cycle ways.

West

- Protection of woodland and agricultural land bordering A120
- Protection of character to west of A120 from intrusion and sporadic development
- Stortford Road
- Protection to West Wood boundary and integrity
- Removal of uses to storage area adjacent to A120
- Protection of open character of agricultural landscape to north
- Protection of green edge to lands to south

North

- Protection of open sloping landscape
- Avoidance of intrusive development along skyline
- Enhancement of boundaries
- Enhancement of pedestrian and cycle facilities
- Strong and effective landscape plan to minimise effect of western by-pass





Housing and other development in general

- New development should where possible be planned to be small in scale and progress slowly
- Any significant new development should be made subject to a master plan which contains a building code consistent with these guidelines
- All significant new development should incorporate mixed use in the form of commercial activity and social and community facilities
- All new development should make provision for safe commodious and attractive and well landscaped pedestrian routes linked wherever possible into the towns existing network and should make contributions to enhancing the network as a whole
- Gaps in the footpath network should be remedied as soon as possible
- Cycleways should be provided wherever possible as integral to the footpath network
- Footpaths within developments should be overlooked by housing or other fully used buildings
- Good provision should be made for parking and storage of cycles
- Open space should be provided so as to allow for children's play, informal meeting space and more active sport and reservation
- Open space should be overlooked by houses or other building
- Provision should be made for growing of food
- Provision should be made for active play outside formal play areas
- Tree planting should be extensive using native species in naturalised patterns
- Biodiversity should be encouraged by the proper planting and effective management of open space and green areas
- New developments should make contributions to the enhancement of existing natural area and woodlands
- Houses should be planned to enclose well designed and well proportioned spaces and streets with effective boundary

- walls or features using natural materials and native planting
- Vehicular ways should be integrated where possible with footways in a shared surface
- Speeds within all developments should be kept by design means to 30 kph.
- Cars should be parked off the shared surfaces
- Provision should be made for bin storage that is accessible and convenient to all
- Materials used in new buildings should be of a high quality. Where it is proposed to use vernacular styles the materials should be authentically related to existing range of materials in Great Dunmow.
- Buildings should be two storeys in height unless precedent of clear justification can be established and context studies produced to demonstrate no harm to the setting or nearby important buildings

Recommendations - the character areas

The High Street

- Any redevelopment in the centre should make a financial contribution to the enhancement of the public realm
- Any redevelopment proposal should submit a detailed contextual study that comprehensively identifies materials, plots, heights and access for pedestrians.
- Any redevelopment should make provision for safe pedestrian access and cycle access linked to the towns existing network, and for storage and should minimise the exclusive use of routes by vehicles where safety can be ensured.
- Any new buildings should incorporate a wide frontage and narrow plan that is typical of the town centre, be pitched roof and should be two storeys in height or where a maximum of three storeys justified through the context assessment.
- Further redevelopment of rear plots should only take place where the existing boundaries and any re usable existing buildings are maintained.
- Further redevelopment should be mixed use and make provision for commercial or retail space.



The Housing Areas

The housing areas have been described in some detail above. The purpose of those descriptions was to provide a basis for assessing the distinctive character of the particular area. It is accepted that many residential areas in Dunmow as in many other towns cannot be said to have a strong character with notable features. It is also the case that few opportunities exist for significant development in the housing areas, in that there are for instance few opportunity sites whether already occupied or not. The purpose of the TDS in these areas is thus to guide small scale changes so that the established character is not undermined and most important, where the opportunity presents itself, for minor enhancements of the streetscape to be made. Too many of the residential areas as has been demonstrated, are bleak and lack amenity.

- New development should respect the existing building line and eaves height so that obtrusive extensions are avoided.
- The materials of new development should match or be consistent visually with the existing.
- Loss of trees or significant green features should be avoided if possible where not compensatory planting should be required.
- The loss of green frontages should be avoided except in exceptional circumstances to retain the street scene and avoid the loss of drainage areas and excess water run off.
- Boundaries should be constructed of matching materials or if natural of native species.
- Where maintenance is taking place at the public expense consideration should be given to the planting of street trees and to robust and well designed green areas subject to public consultation.
- Where development takes place consideration should be given wherever practical to creating or enhancing continuous networks of paths and or green spaces and no existing footpath links should be lost or compromised by overlooking, overshadowing or narrowing.

The Industrial Estates - Recommendations

Flitch Industrial Estate:

- Enhanced but unobtrusive signing
- Voluntary parking regime
- Enhanced frontages and boundaries
- Enhancement of pedestrian access to Olives Wood area
- Energy and waste scheme to reduce environmental impact

Station Road Industrial Estate:

- Improved but discrete signing
- Enhanced entrance zone and boundaries
- Improvement schemes to buildings and screening for wastes
- Parking controls and management scheme

Chelmsford Road Industrial Estate:

- Improved but enhanced signage
- Enhanced maintenance of verges and improved landscaping
- Parking management scheme
- Improvement of boundaries
- Energy and waste scheme to reduce environmental impact

Oak Industrial Estate:

- Enhancement scheme for entrance
- Improved but discrete signage
- Parking management scheme
- Waste and energy scheme to reduce environmental impact
- Enhanced landscaping

Hoblongs Industrial Estate:

- Total restructuring of internal road system
- Improved signage
- Enhanced boundaries
- Improvements to buildings and boundaries
- Waste and energy scheme
- Wider landscape enhancement scheme to cover A 120 edge, Travelodge and this estate

Open Spaces

Doctors Pond

A management plan to strengthen and enhance the planting and appearance

The Downs

- A management regime to protect and enhance the biodiversity
- Modest Increased facilities for casual visitors
Parsonage Downs
- A management regime to protect and enhance the biodiversity

The Chelmer Valley and recreation area

- A management plan to enhance landscape character and increase biodiversity
- Enhancement and protection works to the Chelmer
- Management regime to enhance biodiversity, increase access and add interest



Appendices

Appendix 1 – The Policy Context for the TDS

Appendix 2 – Public Consultation

Appendix 3 –The Sustainability Appraisal

Appendix 1

The Planning Policy Context for the Great Dunmow Town Design Statement

This section contains extracts from the important higher level policy statements at the National Level and the Regional level but it must be stressed they are not comprehensive and are offered for information only.

Other policy guidance, such as that on Historic Areas is also relevant but has not been included here in the interest of restricting the length of the TDS.

Local planning policy – the Uttlesford Local Development Framework is still at the formulation stage and is not therefore covered here. However, the Sustainability Appraisal that is contained in another Appendix is based on the same set of objectives that are being used to appraise the Core Strategy and hence a high degrees of consistency will be achieved.

As well as conforming to national and regional policy both the LDF and the TDS were it to be adopted as Supplementary Guidance must also be consistent with the local Sustainable Community Strategy. In Uttlesford that is the responsibility of Uttlesford Futures. It is understood that the existing Community Strategy is being reviewed. The existing Strategy has the following objectives.

Uttlesford Futures Sustainable Community Strategy 2003-07

- Children and young people matter
- Staying healthy
- Where we live
- Developing business and bringing prosperity
- Getting around
- Learning and skills for life
- Getting on well together
- Feeling safe

It is suggested that the TDS is consistent with these broad objectives.

Part 1 - National Planning Guidance

Planning Policy Statement 1:

Delivering Sustainable Development (2005)

(iv) Planning policies should promote high quality inclusive design in the layout of new developments and individual buildings in terms of function and impact, not just for the short term but over the lifetime of the development. Design which fails to take the opportunities available for improving the character and quality of an area should not be accepted (see paragraphs 33 – 39 below).

Protection and Enhancement of the Environment

17. The Government is committed to protecting and enhancing the quality of the natural and historic environment, in both rural and urban areas. Planning policies should seek to protect and enhance the quality, character and amenity value of the countryside and urban areas as a whole. A high level of protection should be given to most valued townscapes and landscapes, wildlife habitats and natural resources. Those with national and international designations should receive the highest level of protection.

18. The condition of our surroundings has a direct impact on the quality of life and the conservation and improvement of the natural and built

environment brings social and economic benefit for local communities. Planning should seek to maintain and improve the local environment and help to mitigate the effects of declining environmental quality through positive policies on issues such as design, conservation and the provision of public space.

20. Development plan policies should take account of environmental issues such as:

- mitigation of the effects of, and adaptation to, climate change through the reduction of greenhouse gas emissions and the use of renewable energy; air quality and pollution; land contamination; the protection of groundwater from contamination; and noise and light pollution;
- the protection of the wider countryside and the impact of development on landscape quality; the conservation and enhancement of wildlife species and habitats and the promotion of biodiversity; the need to improve the built and natural environment in and around urban areas and rural settlements, including the provision of good quality open space; the conservation of soil quality; and the preservation and enhancement of built and archaeological heritage;

– the potential impact of the environment on proposed developments by avoiding new development in areas at risk of flooding and sea-level rise, and as far as possible, by accommodating natural hazards and the impacts of climate change.

(ii) Promote urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments for locations that allow the creation of linkages between different uses and can thereby create more vibrant places.

(iii) Promote communities which are inclusive, healthy, safe and crime free, whilst respecting the diverse needs of communities and the special needs of particular sectors of the community.

(ix) Enhance as well as protect biodiversity, natural habitats, the historic environment

and landscape and townscape character.

(x) Address, on the basis of sound science, the causes and impacts of climate change, the management of pollution and natural hazards, the safeguarding of natural resources, and the minimisation of impacts from the management and use of resources.

Design

33. Good design ensures attractive usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning.

34. Planning authorities should plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes. Good design should contribute positively to making places better for people. Design which is inappropriate in its context, or which fails to take the opportunities available for improving the character and quality of an area and the way it functions, should not be accepted.

35. High quality and inclusive design should be the aim of all those involved in the development process. High quality and inclusive design should create well-mixed and integrated developments which avoid segregation and have well-planned public spaces that bring people together and provide opportunities for physical activity and recreation. It means ensuring a place will function well and add to the overall character and quality of the area, not just for the short term but over the lifetime of the development. This requires carefully planned, high quality buildings and spaces that support the efficient use of resources. Although visual appearance and the architecture of individual buildings

are clearly factors in achieving these objectives, securing high quality and inclusive design goes far beyond aesthetic considerations. Good design should:

- address the connections between people and places by considering the needs of people to access jobs and key services;
- be integrated into the existing urban form and the natural and built environments;
- be an integral part of the processes for ensuring successful, safe and inclusive villages, towns and cities;
- create an environment where everyone can access and benefit from the full range of opportunities available to members of society; and,
- consider the direct and indirect impacts on the natural environment.

36. Planning authorities should prepare robust policies on design and access. Such policies should be based on stated objectives for the future of the area and an understanding and evaluation of its present defining characteristics. Key objectives should include ensuring that developments:

- are sustainable, durable and adaptable (including taking account of natural hazards such as flooding) and make efficient and prudent use of resources;
- optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks;
- respond to their local context and create or reinforce local distinctiveness;
- create safe and accessible environments where crime and disorder or fear of crime does not undermine quality of life or community cohesion;
- address the needs of all in society and are accessible, usable and easy to understand by them; and
- are visually attractive as a result of good architecture and appropriate landscaping.

37. In planning for the achievement of high quality and inclusive design, planning authorities should have regard to good practice set out in *By Design – Urban design in the planning system: towards better practice*; *By Design – better places to live*; *Safer Places – the Planning System and Crime Prevention*; and *Planning and Access for Disabled People: A Good Practice Guide*.

38. Design policies should avoid unnecessary prescription or detail and should concentrate on guiding the overall scale, density, massing, height, landscape, layout and access of new development in relation to neighbouring buildings and the local area more generally. Local planning authorities should not attempt to impose architectural styles or particular tastes and they should not stifle innovation, originality or initiative through unsubstantiated requirements to conform to certain development forms or styles. It is, however, proper to seek to promote or reinforce local distinctiveness particularly where this is supported by clear plan policies or supplementary planning documents on design.

39. Development plans should also contain clear and comprehensive inclusive access policies. Such policies should consider people's diverse needs and aim to break down the unnecessary barriers and exclusions in a manner that benefits the entire community. Although society and individuals have invested heavily in enabling people to manage their personal circumstances, many people are unnecessarily affected by ill-conceived design, with the mobility needs of, for example, disabled people, elderly people and others considered separately from others and only once designs are completed.

41. One of the principles of sustainable development is to involve the community in developing the vision for its area. Communities should be asked to offer ideas about what that vision should be, and how it can be achieved. Where there are external constraints that may impact on the

vision and future development of the area (for example, those that may arise from planning policies set at the regional or national level) these should be made clear from the outset. Local communities should be given the opportunity to participate fully in the process for drawing up specific plans or policies and to be consulted on proposals for development. Local authorities, through their community strategies and local development documents, and town and parish councils, through parish plans, should play a key role in developing full and active community involvement in their areas.

Planning Policy Statement 12:

Creating strong safe and prosperous communities through Local Spatial Planning 2008

Advantages of Spatial Planning to Councils and LSPS

2.6 Spatial planning provides a means of safeguarding the area's environmental assets, both for their intrinsic value and for their contribution to social and economic well being by:

- Protection and enhancing designated sites, landscapes, habitats and protected species; and
- creating a positive framework for environmental enhancement more generally.

Evidence base

4.37 Core strategies have major effects. Social and economic impacts may include altering property values by a considerable amount; or helping access to housing, jobs, accessible local services and open space for many people, especially people with limited resources. There may be impacts on environmental or cultural assets: the core strategy may affect how much the area contributes to mitigating and reducing climate change. It is therefore essential that core strategies are based on thorough evidence. The evidence base should contain two elements: Participation: evidence of the views of the local community and others who have a stake in the future of the area.

Research/ fact finding: evidence that the choices made by the plan are backed up by the background facts.

Evidence gathered should be proportionate to the job being undertaken by the plan, relevant to the place in question and as up-to-date as practical having regard to what may have changed since the evidence was collected.

6. Supplementary planning documents

Role of others

6.2 The process of planning at urban community or parish level can bring wide benefits in terms of deepening community involvement and increasing a sense of belonging and of ownership of policy. However where communities or developers wish to use the statutory planning process (ie SPDs) as part of their approach, they should work with the local planning authority from the outset. Developers and communities should not expect to prepare plans independently from the LPA and then have them adopted as SPD. Parishes and urban communities should not however regard the statutory planning approach as the only option open to them: other forms of community planning may be more appropriate. Local planning authorities should pay close attention to the contents of non statutory parish and community plans as part of their community involvement.

Part 2 THE EAST OF ENGLAND PLAN (2008)

Overall Spatial Vision

2.2 By 2021 the East of England will be realising its economic potential and providing a high quality of life for its people, including by meeting their housing needs in sustainable inclusive communities. At the same time it will reduce its impact on climate change and the environment, including through savings in energy and water use and by strengthening its stock of environmental assets.

Objectives

(iv): To improve the quality of life for the people of the region by:

- ensuring new development fulfils the principles of sustainable communities, providing a well designed living environment adequately supported by social and green infrastructure;
- promoting social cohesion by improving access to work, services and other facilities, especially for those who are disadvantaged;
- maintaining cultural diversity while addressing the distinctive needs of each part of the region;
- promoting regeneration and renewal of disadvantaged areas; and
- increasing community involvement in the implementation of the strategy at the local level.

(v): To improve and conserve the region's environment by:

- ensuring the protection and enhancement of the region's environmental assets, including the built and historic environment, landscape and water;
- re-using previously developed land and seeking environmental as well as development gains from the use of previously undeveloped land;
- protecting and, where appropriate, enhancing biodiversity through the protection of habitats and species and creating new habitats through development;
- providing a network of accessible multi-functional green space; and
- reducing the demand for and use of water and other natural resources and reducing waste, whilst increasing the sustainable management of waste.

POLICY SS1: Achieving Sustainable Development

The strategy seeks to bring about sustainable development by applying: (1) The guiding principles of the UK Sustainable Development

Strategy 2005:

- living within environmental limits;
- ensuring a strong, healthy and just society;
- achieving a sustainable economy;
- promoting good governance; and
- using sound science responsibly.

(2) The elements contributing to the creation of sustainable communities described in Sustainable Communities:

Homes for All:

- active, inclusive and safe in terms of community identity and cohesion, social inclusion and leisure opportunities;
- well run in terms of effective participation, representation and leadership;
- environmentally sensitive;
- well designed and built;
- well connected in terms of good transport services;
- thriving in terms of a flourishing and diverse economy;
- well served in terms of public, private, community and voluntary services; and – fair for everyone.

Local Development Documents and other strategies relevant to spatial planning within the region should:

- (a) help meet obligations on carbon emissions; and
- (b) adopt a precautionary approach to climate change by avoiding or minimising potential contributions to adverse change and incorporating measures which adapt as far as possible to unavoidable change.

In particular, the spatial strategy seeks to ensure that development:

- maximises the potential for people to form more sustainable relationships between their homes, workplaces, and other concentrations of regularly used services and facilities, and their means of travel between them; and
- respects environmental limits by seeking net environmental gains wherever possible, or at least avoiding harm, or (where harm is justified within an integrated approach to the guiding principles set out above) minimising, mitigating and/or compensating for that harm.

POLICY SS4: Towns other than Key Centres and Rural Areas

Local Development Documents should define the approach to development in towns other than those listed in Policy SS3 and in rural areas. Such towns include selected market towns and others with the potential to increase their economic and social sustainability through measures to:

- support urban and rural renaissance;
- secure appropriate amounts of new housing, including affordable housing, local employment and other facilities; and
- improve the town's accessibility, especially by public transport.

Local Development Documents should also consider the potential of other key service centres to accommodate development which is sympathetic to local character and of an appropriate scale and nature in relation to local housing and employment needs. For other rural settlements they should seek to support the viability of agriculture and other economic activities, diversification of the economy, the provision of housing for local needs and the sustainability of local services.

POLICY T8: Local Roads

Local Authorities should manage the local road network in accordance with their local transport plan objectives to complement the aims of Policies T2 to T7 with the following priorities:

- tackling congestion and its environmental impacts;
- facilitating the provision of safe and efficient public transport, walking and cycling;
- providing efficient vehicular access to locations and activities requiring it, particularly in areas of growth and where regeneration is dependent on improved access; and
- improving safety.

POLICY T9: Walking, Cycling and other Non-Motorised Transport

Provision for walking, cycling and other non-motorised transport should be improved and developed as part of an integrated strategy for achieving the RTS objectives. Pedestrian, cycle and other non-motorised transport networks should be managed and improved to enhance access to work, schools and town centres, and provide access to the countryside, urban green space, and recreational opportunities. Support should be given to completing the National Cycle Network in the region by 2010, and to linking it to local cycle networks.

Environment

The following principles for the management of the East of England's natural, built and historic environment reflect national guidance and

underpin the policies in this section. In their plans, policies and programmes local planning authorities and other agencies should seek to:

- conserve and enhance the natural, historic and built environment by positive management and protect it from development likely to cause harm;
- adopt an approach that integrates protection and enhancement of nationally and internationally designated sites and areas while meeting the social and economic needs of local communities;
- protect, for their own sake, all important aspects of the countryside, including individual features, special sites, their setting, and the wider landscape;
- through the development plan system, conserve and enhance whenever possible regional and local distinctiveness and variety, based on a thorough assessment of local character and scrutiny of development impacts;
- promote a sustainable approach to the use of the region's natural resources;
- secure effective protection of the environment by considering the nature and location of proposed development as part of a broadly based concern for, and awareness of, biodiversity and other environmental assets, and of issues such as light and noise pollution;
- restore damaged and lost environmental features whenever possible; and
- adopt a common approach to environmental issues which cross local planning authority boundaries.

POLICY ENV1: Green Infrastructure

Areas and networks of green infrastructure should be identified, created, protected, enhanced and managed to ensure an improved and healthy environment is available for present and future communities. Green infrastructure should be developed so as to maximise its biodiversity value and, as part of a package of measures, contribute to achieving carbon neutral development and flood attenuation. In developing green infrastructure opportunities should be taken to develop and enhance networks for walking, cycling and other non-motorised transport.

Local Development Documents should:

- define a multiple hierarchy of green infrastructure, in terms of location, function, size and levels of use, based on analysis of natural, historic, cultural and landscape assets, and the identification of areas where additional green infrastructure is required;
- require the retention of substantial connected networks of green space in urban, urban fringe and adjacent countryside areas to serve the growing communities in key centres for development and change; and
- ensure that policies have regard to the economic and social as well as environmental benefits of green infrastructure assets and protect sites of European or international importance for wildlife.

Local Development Documents should set policies which respond to locally identified need, including increased demand for recreational open space associated with planned development, and identify the scale and location of green infrastructure required to ensure that existing, extended, and new communities are attractive places to live and work.

8.6 Provision should aim to extend and enhance existing infrastructure to create linked networks of green space. Any tension between the multiple demands made on such infrastructure should be addressed. It will also be important to ensure that areas of green infrastructure are managed and maintained appropriately.

POLICY ENV2: Landscape Conservation

Planning authorities and other agencies should recognise and aim to protect and enhance the diversity and local distinctiveness of the countryside character areas identified on Figure 6 by:

- developing area-wide strategies, based on landscape character assessments, setting long-term goals for landscape change, targeting planning and land management tools and resources to influence that change, and giving priority to those areas subject to most growth and change;
- developing criteria-based policies, informed by the area-wide strategies and landscape character assessments, to ensure all development respects and enhances local landscape character; and
- securing mitigation measures where, in exceptional circumstances, damage to local landscape character is unavoidable.

POLICY ENV5: Woodlands

In their plans, policies, programmes and proposals planning authorities and other agencies should seek to achieve an increase in woodland cover by protecting and achieving better management of existing woodland and promoting new planting where consistent with landscape character.

Ancient semi-natural woodland and other woodlands of acknowledged national or regional importance should be identified in Local Development Documents with a strong presumption against development that would result in their loss or deterioration. Aged or veteran trees should be conserved. The nature conservation and recreation value of woodland is recognised, and conversion to other land uses should be resisted unless there are overriding public and ecological benefits. Woodland unavoidably lost to development should be replaced with new woodland of at least equivalent area and composition, preferably in the same landscape unit.

POLICY ENV6: The Historic Environment

In their plans, policies, programmes and proposals local planning authorities and other agencies should identify, protect, conserve and, where appropriate, enhance the historic environment of the region, its archaeology, historic buildings, places and landscapes, including historic parks and gardens and those features and sites (and their settings) especially significant in the East of England:

- the historic cities of Cambridge and Norwich;
- an exceptional network of historic market towns;
- a cohesive hierarchy of smaller settlements ranging from nucleated villages, often marked by architecturally significant medieval parish churches, through to a pattern of dispersed hamlets and isolated farms;
- the highly distinctive historic environment of the coastal zone including extensive submerged prehistoric landscapes, ancient salt manufacturing and fishing facilities, relict sea walls, grazing marshes, coastal fortifications, ancient ports and traditional seaside resorts;
- formal planned settlements of the early twentieth century, including the early garden cities, and factory villages;
- conservation areas and listed buildings, including domestic, industrial and religious buildings, and their settings, and significant designed landscapes;
- the rural landscapes of the region, which are highly distinctive and of ancient origin; and
- the wide variety of archaeological monuments, sites and buried deposits which include many scheduled ancient monuments and other nationally important archaeological assets.

8.20 To conserve the wider historic environment, local authorities and other agencies should afford the highest level of protection to historic and archaeological areas, sites and monuments of international, national and regional importance. Plans and policies should ensure new development preserves or enhances historic buildings and landscapes, conservation areas and important archaeological features and their settings. Policies and programmes should work towards rescuing buildings and monuments at risk, and take an active role in promoting repair and re-use of historic buildings, especially where this would assist urban renaissance and regeneration. The landscape context and setting of buildings and settlements is an essential component of their quality and should be safeguarded in policies relating to historic assets.

8.21 In areas identified for growth and regeneration, it is important that the impact of new development on the historic environment is properly understood and considered. Historic character and significance, and the opportunities they offer, should be considered at an early stage in the development process, including master plans and planning briefs. Local Development Documents should be based on the identification, assessment, and evaluation of historic assets, their contribution to local character and diversity, and their capacity to absorb change. Policies should be founded on a robust evidence base and reflect a thorough understanding of the historic environment and enhancement opportunities through approaches such as historic environment characterisation.

POLICY ENV7: Quality in the Built Environment

Local Development Documents should require new development to be of high quality which complements the distinctive character and best qualities of the local area and promotes urban renaissance and regeneration.

New development should:

- provide buildings of an appropriate scale, founded on clear site analysis and urban design principles;
- make efficient use of land;
- in the case of housing development, achieve the highest possible net density appropriate to the character of the locality and public transport accessibility;
- provide a mix of uses and building types where appropriate;
- have regard to the needs and well being of all sectors of the community;
- address crime prevention, community safety and public health;
- promote resource efficiency and more sustainable construction, including maximum use of re-used or recycled materials and of local and traditional materials;
- reduce pollution, including emissions, noise and light pollution; and

- maximise opportunities for the built heritage to contribute to physical, economic and community regeneration.

Conservation-led regeneration should respect the quality and distinctiveness of traditional buildings and the value they lend to an area through their townscape quality, design and use of materials. In their plans, policies, programmes and proposals planning authorities should give consideration to the opportunities presented by the region's industrial, maritime and rural heritage.

8.22 New development is often seen as a threat to the quality of life and attractiveness of an area but this need not be the case. Sensitively handled, the design and layout of buildings and landscape features can complement what already exists, strengthen the sense of place, and help confer new character.

8.23 Policy ENV7 draws together the different strands of national policy which underpin quality in the built environment from PPS 1, 3, and 15. Under this policy, high quality design will be a requirement of all new built development, whether in urban or rural areas, coupled to high standards of environmental performance. The Towns and Cities Strategy (EEDA, 2003), and the Code for Sustainable Homes (DCLG 2006), will be supported. Areas with distinctive local character may warrant local guidance setting out how new development can be sympathetic in form and layout to that which already exists.

8.24 To achieve innovative, high quality design, local authorities are encouraged to draw on authoritative guidance, e.g. 'Secured by Design' and the knowledge and expertise of appropriate advisory bodies, e.g. the Commission for Architecture and the Built Environment and Inspire East, set up local advisory panels on design to assist decisions on planning applications, and encourage architectural competitions for important developments.

8.25 In relation to conservation-led regeneration, policies should consider the potential for sensitive exploitation of:

- the maritime heritage of the East of England, including docks and water spaces, fortifications, coastal resorts piers and historic buildings;
- the industrial heritage, including Maltings, mills, factories and pumping stations;
- the traditional architecture of rural villages and market towns; and
- redundant historic rural buildings, including barns and churches which can provide attractive premises for a variety of employment or community uses.
- the wide variety of archaeological monuments, sites and buried deposits which include many scheduled ancient monuments and other nationally important archaeological assets.

APPENDIX 2

DTDS summary of progress and consultations

Great Dunmow is a very special place because of its history, architecture, townscape and location. It has grown significantly during the 20th century, partly because of its proximity to good communications and the location of services and employment associated with a small market town situated in an extensive rural hinterland. There are still many well-preserved buildings and the town retains much of its original character making it much loved by its inhabitants. However, due to the pressure for development resulting from its identification in the Draft East of England Plan as a strategic location for growth, there is an urgent need for careful and coordinated planning to ensure that any new development enhances the character of Great Dunmow as a medieval market town set in relatively unspoilt countryside.

The idea of producing a Design Statement for Great Dunmow was put forward by the Dunmow Town Strategy Group in 2005 with the aim of producing a document which could be used to inform future planning and design decisions within the town. The Countryside Agency had already piloted a number of similar design statements for towns of comparable size, most notably Maldon and Selby but it was felt that guidance more specific to Dunmow would be needed. To this end Nick Wates Associates were commissioned to produce some initial research on the direction and form that a Great Dunmow Design Statement might take. This was published in February 2006 as Good Practice Advice for the Great Dunmow Design Statement. As a result of the advice given, the Town Strategy Group decided that the development of a Town Design Statement would be the best option. The Countryside Agency agreed to provide some consultancy time to support this initiative.



A considerable number of planning studies on Great Dunmow have been undertaken already and there is likely to be a need for a Masterplan in the near future to provide a detailed framework for the new development envisaged in and around the town. Producing a Town Design Statement (TDS) has been a very useful, and necessary, next step. The document:

- sets out what local people consider important about the town's character;
- provides benchmarks against which to assess development proposals;
- provides a jumping off point for future planning activity;
- will stimulate other useful planning and community development activity.

The Nick Wates Associates researchers interviewed a number of key residents and officers in and around Great Dunmow (see Appendix A) from which they were able to compile a summary of the key issues. Unsurprisingly, many of these have been recurrent themes raised during the following public consultation events. These are summarized as:

- Development pressure
- North West bypass
- Quality of new housing development
- Chelmer Valley
- Provision of adequate infrastructure
- High cost of housing
- Humanising the town centre
- Maintaining quality
- Public space
- Potential housing sites
- New library proposal
- Existing Design Guidance
- Need for proactive planning
- Need for jobs
- Great Dunmow as local centre

Further consultation with local officers and particularly with the public in Great Dunmow was seen as crucial to the process of putting together the TDS. A number of public consultation events were arranged. These are summarized below.

Consultations

Project Open Day 15th April 2006

The Nick Wates report highlighted the need for continuing public consultation noting that "There will be tremendous scope for involving the wider community during the remainder of the project." To this end a project Open Day was organized for 15th April 2006 under the guidance of officers from the Rural Community Council of Essex along with other local focus groups. Some 203 residents attended with an age range from 7 to over 70. (See Appendix D for age breakdown).

The event was divided into Dunmow, past, present and future. Within the Dunmow future and present categories participants were asked to make comments on: "Describing the present character of Dunmow" and to "Describe what you would like to see in Dunmow's future character". People were also asked to make comments on post-it notes and sort them into categories representing: the High Street, Open Spaces and Residential Areas.

Photo FunDay 21st October 2006

A "Photo FunDay" held on 21st October 2006 was attended by a wide range of individuals from the community (see Appendix E). Many whole families attended so that their children could take part.

Dunmow was mapped into specific areas and groups of volunteers were each provided with a camera. They were then asked to go out and photograph areas of the town on which they had an opinion, both good and bad. Whilst all the participants enjoyed a buffet lunch, the photographs were processed and the results were exhibited for people to get together and comment on each others views.

The results were then collated with many people pointing out both good and bad points in signage, building design, renovations, estate layouts, road/traffic problems, footpaths and views.

“Real Planning Day” Saturday 9th June 2007

The centrepiece of the Real Planning Day was an eight-foot square (2.4 metre square), 3D scale model of the town, which was created by the Dunmow Youth Centre. It detailed every building in the town.



Dunmow's residents were asked to pick out and comment on areas, building-by-building specifically noting:

- what they appreciate
- what they thought needs improvement
- what they would like to see more of
- what should never happen again.

The day also included a display of work about the town by pupils of St Mary's Primary School. The results of the Photography Day were also on display.

Carnival Model Day 15th September 2007

Following the “FunDay” in June this event provided a further opportunity for the public to comment on all aspects of the built and natural environment in Great Dunmow. Once again the centrepiece was the huge 3D model of the town to which latest developments had been added. Consultees were asked to comment on issues affecting the town with a specific remit to how these might be tackled in a Design Statement report. Forms were available for this purpose. The data was then collected and assembled under the following headings:

- Open spaces and footpaths
- Roads, traffic and pedestrians
- Infrastructure
- Heritage and sense of place

A Total of 95 comments were received from 62 respondents.

Design Statement Public Consultation Day 24th May 2008

Drawing on the findings of the previous consultation events volunteers from the Dunmow Town Design Statement Group were asked to survey the whole of the town commenting on the particular character and needs of Great Dunmow. The resulting texts paid particular attention to the following points:

- 1 What makes Dunmow special? A selection of quotes, facts and images.
- 2 Main issues Summary of the main problems and opportunities affecting design issues in the town: economic, social, environmental.
- 3 Neighbourhood areas Overview of different parts of the town and how they relate to each other (with maps).
- 4 Townscape analysis - area by area Distinctive features, main issues and recommendations for each neighbourhood area. (Illustrated by photographs)
- 5 Conclusions Overall distinctive features, issues and recommendations for the town as a whole.
- 6 About this Design Statement Who produced it and how. Who it is for and how to use it. When it will be published and how it will feed into the planning process.

The resulting work was displayed on 26 A1 poster sized panels and consultees were invited to make comments on these texts. As such, this constituted part of the editing process of the final report allowing the public full feedback into the final stages of the report. The resulting comments were then assembled into a summary document with issues cross-referenced to the individual geographical areas of the town. Further summary sections brought together general concerns under the headings of:

- Traffic & transport
- Streetscene
- Open spaces
- Infrastructure
- Development
- General concerns

A total of 379 comments were received from 36 respondents and have been used to inform the final version of the Design Statement text.

Appendix A

Schedule for visit by Nick Wates to Great Dunmow, 11 & 12 January 2006

<i>Date and Time</i>	<i>People spoken with</i>	<i>Venues and places visited</i>
Wednesday 11th Jan		
12.00	<ul style="list-style-type: none"> • Owen Wilson, Town Clerk • Cllr David Beedle, Town Mayor and Chair, Great Dunmow Town Design Statement Working Party • Pat Crosby, Countryside Advisor – Growth Areas Team Countryside Agency 	Town Council Offices Foakes House 47 Stortford Road Great Dunmow CM6 1DG Guided tour of town by David Beedle including Woodlands Park (including Housing Association houses), Dunmow Primary School, High Stile, The Downs, HRS and the Sports Centre, Bowers Bridge, Church End, Recreation Ground, The Broadway, Braintree Road, Chelmsford Road industrial estates, Ongar Road, Lukins Mead, High Street, Doctors Pond and Talberds Ley.
13.30	<ul style="list-style-type: none"> • Pat Crosby, Countryside Advisor – Growth Areas Team Countryside Agency 	Saracens Head Hotel High Street Great Dunmow 01371 873901
14.00	<ul style="list-style-type: none"> • Sarah Nicholas, Senior Planning Officer, Uttlesford District Council • Pat Crosby 	District Council Offices, High Street/ New Street (behind war Memorial) 01799 510490
	<ul style="list-style-type: none"> • Information Centre staff • Pat Crosby 	Community Information Centre, District Council Offices, High Street
15.15	<ul style="list-style-type: none"> • Local walkers and shopkeepers 	Great Dunmow Town Trail: High Street, Church End, River Chelmer
17.00	<ul style="list-style-type: none"> • Cllr John Murphy, District councillor 	Saracens Head Hotel
18.00	<ul style="list-style-type: none"> • Cllr Trudi Hughes, Town councillor 	Downs Room, Foakes Hall
19.00	<ul style="list-style-type: none"> Neil Blackshaw 	Downs Room, Foakes Hall
19.30	<ul style="list-style-type: none"> TDS Working Party 	Downs Room, Foakes Hall

	meeting: <ul style="list-style-type: none"> • Cllr D R Beedle (Chairman) • Cllr Davey • Mr Chris Hobbs (RCCE) • Mr Neil Blackshaw (Dunmow Town Strategy Group) • Mr M Foster (Dunmow Society) • Cllr Clive Smith • Cllr Trudi Hughes • Reverend Peter Street • Pat Crosby 	
21.30	<ul style="list-style-type: none"> • Cllr D R Beedle (Chairman) • Reverend Peter Street • Cllr Clive Smith • Cllr Trudi Hughes • Pat Crosby 	Saracens Head Hotel
Thursday 12th Jan		
9.30	<ul style="list-style-type: none"> Cllr Mike Perry, Chairman, Chamber of Trade and Commerce 	Lipson Photography, High Street, Dunmow
11.00	<ul style="list-style-type: none"> Driveabout 	The Gardens of Easton Lodge, Church End, Felsted, railway trail, Woodlands Park, Tesco's
14.00		Depart

Appendix B

Summary of consultation events

- Project Open Day 15th April 2006
- Photo FunDay 21st October 2006
- “Real Planning Day” Saturday 9th June 2007
- Carnival Model Day 15th September 2007
- Design Statement Public Consultation Day 24th May 2008

Appendix C

The Great Dunmow Town Design Statement Working Party currently includes representatives of:

- Great Dunmow Town Council
- Great Dunmow Chamber of Trade
- Great Dunmow Historical Society
- Great Dunmow Society
- Great Dunmow Town Strategy Group
- Rural Community Council of Essex
- Uttlesford District Council (members)

Appendix D

Age and an association breakdown 15th April Project Open Day 2006

How long have you lived in and around Dunmow	
<1yr	13
1 -5yrs	28
6-10yrs	33
11-25yrs	55
>25yrs	74
Total:	203

Age:	
Under 12	5
12 - 18	7
19 – 30	2
31 -50	52
51 -70	77
70+	30
Total:	203

Male: 106
Female: 97
Total = 203 people

Age and association breakdown Photo FunDay 21st October 2006

How long have you lived in and around Dunmow	
<1yr	4
1 -5yrs	10
6-10yrs	11
11-25yrs	9
>25yrs	9
Total:	43

Age:	
Under 12	1
12 - 18	7
19 – 30	1
31 -50	1
51 -70	7
70+	3
Total:	4
	3

Male: 20
Female: 23
Total = 43 people

Age and association breakdown “Real Planning Day” Saturday 9th June 2007

How long have you lived in and around Dunmow	
<1yr	13
1 -5yrs	39
6-10yrs	47
11-25yrs	46
>25yrs	53
Total:	198

Age:	
Under 12	31
12 - 18	11
19 – 30	15
31 -50	56
51 -70	51
70+	34
Total:	198

Total = 198 people

Carnival Model Day 15th September 2007

A Total of 95 comments were received from 62 respondents (age and association data was not collected)

Design Statement Public Consultation Day 24th May 2008

A total of 379 comments were received from 36 respondents (age and association data was not collected).

Appendix E

Summary of consultation findings

Project Open Day 15th April 2006

High Street:

- Pedestrianization of the high street – particularly the market place would be beneficial.
- Parking of major concern, both the availability and cost.
- Variety of independent shops.
- Signs should be in keeping with the character of the town.
- Too much 'road sign' congestion
- Historical buildings in the town centre should be preserved and any new developments in the centre of town should respect the historic nature of the town centre. More planting (in particular flowers).
- The Doctors Pond was deemed to be of particular importance in adding character to the town.

Open Spaces:

- Preservation of the duck pond.
- Preservation of other open spaces was also important and that these areas should remain to discourage the town growing too rapidly.
- Provision of open spaces was vitally important for future developments. Woodlands Park in particular suffers from a lack of green space with children in particular commenting on this matter.

Residential:

- Slow development progress of Woodlands Park
- Finish off the bypass.
- New houses should be largely affordable as opposed to executive.
- All new houses should have provision for off-street parking.
- Preservation and renovation of existing buildings, particularly in the town centre.
- New development should include materials sympathetic to the existing character of Dunmow with red bricks being used, for example.

Photo FunDay 21st October 2006

General comments:

- The chequers look horrible. Sweetlands great
- Sign in to town on flitch way looks horrible was put up by C.O.T after the first bypass opened. May not be needed now
- Don't demolish the Dunmow inn, should be restored and used.
- Dunmow inn is a great inter war period building & should be restored. Nothing like it in Dunmow
- The shops keep Dunmow alive and are an asset. Most are a pleasant style and in keeping with Dunmow
- Schools should not be built out of town as it encourages people to drive their kids to school.
- Use hand made street furniture, it is important not to remove any, we need more.
- It is nice to see old buildings restored, rather than demolished and replaced by concrete
- Far too many signs in Dunmow altogether
- Can the market be moved somewhere else so that the car park is freed up for parking.
- Some areas look awful with no trees and the houses too cramped. A pepper pot approach should have been used
- The industrial estate should be landscaped
- The clock tower building is too high and the building opposite is even worse
- Why not use the Town Hall area for the market again to show we are a great market town.

"Real Planning Day" Saturday 9th June 2007

Things I would like to change:

- Better publicity, maintenance and use of footpaths, cycle routes (new) alternatives to car
- Promoting footpaths for walkers
- Green spaces on housing estates
- Planners need to be more demanding of good architectural design
- Market place should be a traffic free zone.
- Oblige developers to build more environmentally sustainable stock
- Dunmow needs more parking space as town develops

Non TDS:

- New library please
- Athletic club for youngsters
- More doctors/dentists
- We would like to have an adventure playground
- Dunmow needs more reasonably priced shops

Things I would like to keep:

- Character of the town, the green spaces, limited volume of traffic
- Stop cutting trees down as exposing the houses
- The character of the town should be maintained at all costs
- Perkins garage is a great art deco building
- Where development is planned please ensure that the maximum amount of land around public footpaths is kept to allow wildlife corridors & pleasant paths to walk are kept not just the small area of land given to farming paths
- The Close is one of Dunmow's treasures, designed by the famous architect Gilbert Scott. This complex should be protected and cared for

Things I would like to see

- A new allotments site
- Woodlands park- doesn't look like there are enough play areas in Woodlands Park for children
- Would like one way traffic in High Street with better pedestrian facilities
- Worried about flooding of river due to over development. Plan needed to prevent flooding
- Parking will be a huge problem
- A good traditional pub in the town centre
- Better library and longer open times and larger. We have to use different libraries to get the books we want
- More for teenagers
- Reduce heavy traffic in North Street

Carnival Model Day 15th September 2007

Open spaces and footpaths

In order of frequency the most important were:

- More footpaths connecting to countryside and greater access to existing footpaths esp. Flitch Way (36.84%)
- Maintain open spaces (26.32%)
- Lack of recreation spaces and facilities (21.05%)

Roads, traffic and pedestrians

In order of frequency the most important were:

- Create a cycle network (22.22%)
- Pedestrianization of the town centre, particularly the Market Place (18.5%)
- Town centre parking issues (11.11%)

Infrastructure

In order of frequency the most important were:

- Too much housing development (21.95%)
- Lack of facilities for teenagers (9.75%)
- No more phone masts (9.75%)

Heritage and sense of place

In order of frequency the most important were:

1. Preserve built heritage/ character of the town (75%)

Design Statement Public Consultation Day 24th May 2008

High Street – Stortford Road - New Street - Mill Lane - The Close

In order of frequency the most important were:

- Individual character of the High Street should be retained and any redevelopment should be in keeping with the existing street scene in materials, scale and size (22.5%)
- Preserve historic buildings especially shop fronts, or where replaced shop frontages should be in appropriate style and colour (12.5%)
- Increase pedestrian access (12.5%)

Market Place

In order of frequency the most important were:

- Pedestrianize the Market Place by closing it to through traffic (20%)
- Better through traffic management (13.33%)
- Preserve historic buildings and shop fronts (10%)

Stortford Road

In order of frequency the most important were:

- Introduce traffic calming measures (15.38%)
- Individual quality elements of character of the Stortford Road should be retained and any redevelopment should be in keeping with the existing street scene in materials, scale and size (11.5%)
- Car parks - improve materials and surfaces of the public realm (11.5%)

The Close

In order of frequency the most important were:

- Improve views of and approach to The Close by removing or trimming trees (39%)
- Improve access (13%)
- Trees and existing streetscene is adequate (8.6%)

The Avenue and Station Road

In order of frequency the most important were:

- Improve quality of streetscene by undergrounding telephone lines (23.8%)
- Preserve trees (14.28%)
- Restrict on-street parking (9.52%)

North Street, The Causeway and Beaumont Hill

In order of frequency the most important were:

- Why is there a mini roundabout at Godfrey Way (13.33%)
- Ban parking on the pavement (13.33%)
- Doctor's Pond should be well-maintained (13.33%)
- Improve the quality of the Library area (13.33%)

Church End

In order of frequency the most important were:

- Ensure the quality of the built environment around the church (28.57%)
- Promote Angel & Harp pub as crucial to area's vitality (21.4%)
- Traffic calming needed particularly near the pub (14.28%)

St Edmunds Lane

In order of frequency the most important were:

- Maintain views of the open countryside, particularly the Chelmer Valley (33.33%)
- Retain green open spaces within development area (25%)
- Prevent parking in St Edmunds Lane (8.33%)

Millfield and Upper Millfield

In order of frequency the most important were:

- Plant more trees to soften the rather unattractive streetscene (40%)
- The green open spaces and play areas are an important amenity in the area (20%)

Newton Green and Stortford Road

In order of frequency the most important were:

- Plant more trees (50%)
- The green open spaces and play areas are an important amenity in the area (25%)

The Maltings

In order of frequency the most important were:

- Maintain views and open spaces (14.28%)

High Stile, Highfields, Springwoods, Woodview Road and Tenterfield / Venmore Drive area

In order of frequency the most important were:

- More tree plating would improve the aspect (18.75%)
- On street parking is a problem (12.5%)
- Ensure future developments are provided with sufficient off-street parking (12.5%)

Harris Green, Normans field and Ongar Road

In order of frequency the most important were:

- More tree plating would improve the aspect (50%)

Woodlands Park

In order of frequency the most important were:

- Buildings generally of poor architectural quality that does nothing to enhance the historic character of the town (20%)
- Lack of green spaces and play areas for young families (16.66%)
- No amenities – local shops and facilities (10%)

4. Agreement relating to the north-west bypass needs re-negotiating to open immediately (10%)

Anything we have missed: Comments:

Issue

TRAFFIC & TRANSPORT:

- Better public transport as requested for all developments
- A one way road system
- Need to provide adequate town centre car parking
- Parking – most families have at least two cars
- Dunmow needs a bypass all round
- Traffic in North St, High Street, Rosemary Lane to be one-way
- Market Place should be pedestrianized and used for shoppers parking with no entry from North Street
- Please think carefully about car parking for the town as retailers will close up shop
- All this development in and around Dunmow; there are hardly any parking spaces
- Coach park – we need visitors to survive
- In order to attract shoppers/visitors from outlying villages and towns, sufficient parking facilities are required
- Pedestrian crossing required across Rosemary Lane between the Downs and Doctors Pond
- Uttlesford District Council refuse collection department is inappropriately sited off New Street. The noise, smell and congestion created by lorries is an ongoing problem threatening the character of the area and being a danger to pedestrians. The depot should be relocated to one of the industrial estates. The existing site could provide much-needed parking for residents of New Street and people visiting the doctor's surgery and clinic.
- There is a big dilemmas to be faced about car parking
- Without improved public transport residents need to use cars and visitors too. It would be a great shame to see areas of the town paved over to provide adequate parking, but without this, cars will inevitably be parked on roads and pavements adding to congestion and detracting from the visual appeal of the town.

Issue

STREETSCENE:

- Street furniture – there are too many signs and they are often too large
- Please place seats strategically in the town to give necessary rest for disabled people.
- Tree plating to give shade and pleasing aspect.
- More rubbish bins to encourage a cleaner town.
- Footpath at the back of Highfields should be sympathetic hard surface and lit.
- Above all we need more litter bins.
- Too many signs remain in situ a long after housing has been completed
- Paths across the Chelmer Valley towards Mill Lane and to the Maltings have been seriously slippery in wet weather and with overhanging branches.
- Newly installed gates make it impossible use the public footpaths from Clapton Hall Lane.
- Trees have been removed which separate Smiths Farm from public land
- Please keep it as it is.
- Road signing into Dunmow – we have tourist travel signs but where are the tourists

Issue

INFRASTRUCTURE:

- There are no facilities for youngsters, Braintree has a cinema and bowling alley ... teenagers have nowhere to go
- Infrastructure, doctors surgeries, schools are not in line with the development of the town
- Schools and doctors can not cope

Issue

OPEN SPACES:

- Dunmow Park must be protected from future development – any development would destroy the character of the town
- Hope woodland will be kept free from development but fences need to be in place alongside ditches and a cleaning campaign set up by bridge and industrial estate
- Green areas in Lukins Drive is fabulous but more provision must be made in new developments for parking and preventing parking opposite each other
- Further development of Woodlands [Park] must include older trees

Issue

DEVELOPMENT:

- Proposed southern development should not be industrial or commercial
- How did the design of the Police Station get approved
- Please keep the character and not be swamped by excessive development
- For the past 14 years we have been pressing the council to provide help in obtaining a suitable piece of land for or property to provide a place of worship for our congregations needs, We have noticed land that the council owns and approached them, however responses are sadly lacking.
- Dunmow desperately needs a recycling centre
- Sites to be allocated for additional retail outlets
- Remove danger of overdevelopment by flats
- Estate roads are far too narrow
- Lukins Drive development – shame Woodlands [Park] could not have been built along these lines
- Use it as a chance to add to the character of Dunmow rather than detract from it
- Do not make the same mistakes as Bishops Stortford
- You have made no reference to the Smiths Farm site which is under severe development pressure. There are supposed to be safeguards for Ongar Road and Clapton Hall Lane housing via landscaping plantation and open space ... we are under severe threat of a massive development engulfing this area

Issue

GENERAL:

- A lot of work has gone into the exhibition but there is too much information.
- Bullet points at eye level would have been helpful
- No seats
- Too much info to take in
- Nothing about parking and plan of White Street is not clear

APPENDIX 3

Sustainability Appraisal Great Dunmow Town Design Statement

August 2008

Version 1.2

Authorised on behalf of Cornell Environmental Management Ltd

Introduction

Great Dunmow Town Design Statement

The purpose of a town design statement (TDS) is to set out the community's aspirations for the design of future development of a town based on an analysis of its character. Whilst the TDS is produced by and for the community it is intended that it be adopted by the local planning authority, Uttlesford District Council as Supplementary Planning Document that will inform and amplify the policies within the LDF. If this can be secured it means that the TDS will be used by the planning authority in coming to decisions on planning applications in Dunmow. The decision to adopt the TDS in this way is entirely down to UDC and it will require the TDS to have been subject to extensive public consultation and to have been subject to a Sustainability Appraisal.

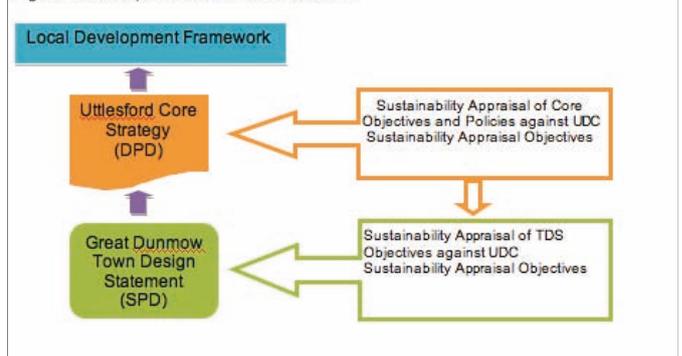
Sustainability Appraisal

The purpose of the Sustainability Appraisal (SA) is to promote sustainable development through the integration of social, environmental and economic considerations into the preparation of revisions of Regional Spatial Strategies (RSS) and for new or revised Development Plan Documents (DPDs) and Supplementary Planning Documents (SPDs). The Town Design Statement, when adopted by the Local Authority would become a Supplementary Planning Document, and in accordance with Section 39(2) of the Planning and Compulsory Purchase Act 2004 a Sustainability Appraisal should be carried out for all SPDs. This is done in order to implement the requirements of the EU Directive on Strategic Environmental Assessment (European Directive 2001/42/EC).

This Sustainability Appraisal (SA) has been conducted following the guidance provided in the November 2005 ODPM guidance document "Sustainability Appraisal of Regional Spatial Strategies and Local Development Documents: Guidance for Regional Planning Bodies and Local Planning Authorities".

Within the guidance, section 4.1.4 makes reference to screening for the need to undertake a SA for a SPD; "The need for screening determinations under the SEA Directive is most likely to arise with SPDs which cover a small area at local level or which make only minor modifications to existing policy." A SA is required for all SPDs, however, if it is considered that the effects of the SPD are not significant in social, environmental or economic terms, that the SA for the SPD should draw on the relevant material in the SA of the parent DPD policy. In the case of the Great Dunmow TDS, the parent document is the Uttlesford Core Strategy Document. A full Sustainability Appraisal was carried out for the Core Strategy Document. Figure 1 below explains the relationship between the various levels of documents and their corresponding SA's.

Figure 1. SA requirements for DPD and SPD



Methodology

By adopting the ODPM SA guidance, and considering the likely sustainability impacts, the SA for the Great Dunmow TDS was undertaken using the following methodology:

- The TDS Objectives were aligned against the Core Strategy Objectives and Policies to identify fit and consistency. This helped to identify whether the TDS objectives were aligned with those of the Core Strategy, and in doing so, to assess whether the TDS Sustainability Impacts were going to differ significantly from those of the Core Strategy SA.
- The TDS Objectives were assessed against the UDC SA Objectives using the same criteria. This assessment was undertaken by a panel of representatives from the Great Dunmow Town Design Statement Working Group.
- From the assessment, an additional screening was carried out to identify where the TDS Objectives showed a strong fit against the SA objectives, or a strong deviation. This helped determine how well the TDS objectives conflicted or supported the Sustainability Objectives of the Uttlesford Core Strategy.
- Conclusions were drawn from the appraisal.

Town Design Statement

The Aim of the Town Design Statement

The aim of the TDS is to ensure that the layout and design of new development in Dunmow meets the highest standards of design, complements the existing character and results in a safe attractive and rewarding environment for all the community.

The objectives are

- To identify and summarise the best aspects of the existing character
- To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods
- To see these guidelines adopted as formal planning guidance by the local planning authority
- To ensure that new development respects valued features and where possible strengthens the landscape structure of the town
- To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities
- To ensure that new developments are safe and constrain the speed and use of vehicles and to support this in the existing built environment
- To identify areas and aspects of the town's environment that should be enhanced

Assessment of TDS Objectives against Core Strategy Objectives

Appendix 1 shows the results of the comparison of the TDS objectives against the Core Strategy Objectives. It shows that the TDS objectives either present no conflict with the Core Strategy Objectives or support them. Areas where the objectives are in support of each other are:

TDS Objective		Core Strategy Objectives		
1	To identify and summarise the best aspects of the existing character	District Character	Landscape Character	
2	To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods	District Character	Landscape Character	
4	To ensure that new development respects valued features and where possible strengthens the landscape structure of the town	Landscape Character		
5	To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities	Walking and Cycling	Reducing emissions	Air Noise, Ground Noise and Air Quality
6	To ensure that new developments are safe and constrain the speed and use of vehicles and to support this in the existing built environment	Reducing Car Travel		
7	To identify areas and aspects of the town's environment that should be enhanced	District Character	Landscape Character	Function of the Market Towns

The results of the comparison with the objectives indicates that the TDS objectives provide support to the Core Strategy, particularly in supporting the objectives related to district and landscape character and transport impacts. The assessment indicated that there are no conflicts between the objectives of the TDS and the Core Strategy objectives. Therefore, it is recommended that there is a good comparison between the objectives, and as such, there should be no significant difference in the sustainability impacts of the two documents. However, the TDS objectives are to be assessed against the Core Strategy Sustainability Objectives as well, to identify their possible sustainability impacts.

Assessment of TDS objectives against Core Strategy Sustainability Appraisal Objectives.

Appendix 2 shows the results of the appraisal of the potential sustainability impacts of the TDS objectives. The assessment was carried out by a small panel of representatives, and shows the consensus opinion at that time.

The objectives are scored using the same method adopted in the Core Strategy SA, namely:

- = Option moving towards the achievement of Sustainability Appraisal objective
- X = Option moving away from achievement of Sustainability Appraisal objective
- ? = Unknown: depends on how the option will be implemented
- n = Neutral: no relationship with Sustainability objective

In addition, a score of was given to some objectives where the TDS objective more strongly supports the achievement of the Sustainability Appraisal objective.

The assessment shows that the TDS provides strong support for the Core SA objectives in the following areas:

- Retain and enhance biodiversity
- Conserve the historic built environment
- Provide a high standard of design and maintenance for historic buildings and their surroundings
- Encourage the use of public transport, walking and cycling
- Ensure the vitality of town centres

This result corresponds with the aims and conclusions of the TDS, and is

consistent with the view that there is benefit in developing the town in a sympathetic manner. The town character includes a number of green open spaces which support a rich biodiversity. The TDS supports the development of town consistent with this feature, therefore retaining and enhancing biodiversity. The TDS supports the conservation of historic buildings, again as an existing characteristic of the town, supporting the Uttlesford SA objectives.

There was one area where the TDS may not be consistent with moving towards the achievement of the SA objectives, and this was in relation to the TDS objective to "To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods" and the SA objective to "Conserve energy and improve the efficient use of natural resources". It was felt that in some circumstances, measures that could normally be taken to reduce energy consumption and improve efficiency, for example double glazed windows, replacing older housing stock with more efficient modern types could conflict with the TDS objective, especially where there are historic buildings. However, it was felt that the TDS objective to maintain character, especially older buildings, does significantly support the SA objective to enhance conserve historic buildings, and would simply require an appropriate view to balance these two conflicting interests. For example, requirements to conserve energy and improve efficiency could apply more to new build properties, with sensitive consideration of the visual impact.

The remaining TDS objectives were found to be neutral in their relationship with the SA objectives. In some cases this is because of the focus of the TDS objectives, which is about the layout and design of new developments of the town, does not directly contribute towards other SA objectives, for example objectives related to social benefits (inclusion, services for young people etc) or directly to economic development. It is anticipated that other SPD will focus on these areas, providing support to the DPD to enhance the SA objectives in these areas.

Conclusions

The objectives of the Great Dunmow TDS matches well with the objectives of the Uttlesford Core Strategy objectives and policies. As such, the Sustainability Appraisal carried out for the DPD is applicable to the TDS SA. The TDS Objectives on the whole either support or are neutral in their impact towards the Uttlesford District SA objectives. The TDS will support greatly a number of the SA objectives, thus providing greater support towards ensuring that the implementation of the Core Strategy in the Great Dunmow area is consistent with Sustainable Development principles.

Appendix 1. Assessment of Town Design Statement Objectives against Core Strategy Objectives

Key:

Supports

= There was no conflict between the two objectives with no impact, either negative or positive between the objectives

Supports

= The TDS objective supports the Core Strategy Objectives

Conflicts

= The TDS objective conflicts with the objective of the Core Strategy

TDS Objective	Employment Growth	Employment related to the airport	Reducing Car Travel	Walking and Cycling	Meeting Housing needs	Infrastructure	Metropolitan Green Belt	District Character	Landscape Character	Protecting the Countryside
To identify and summarise the best aspects of the existing character	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	Supports	Supports	No Conflict
To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	Supports	Supports	No Conflict
To see these guidelines adopted as formal planning guidance by the local planning authority	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To ensure that new development respects valued features and where possible strengthens the landscape structure of the	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	Supports	No Conflict

TDS Objective	Employment Growth	Employment related to the airport	Reducing Car Travel	Walking and Cycling	Meeting Housing needs	Infrastructure	Metropolitan Green Belt	District Character	Landscape Character	Protecting the Countryside
town										
To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities	No Conflict	No Conflict	No Conflict	Supports	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To ensure that new developments are safe and constrain the speed and use of vehicles and to support this in the existing built environment	No Conflict	No Conflict	Supports	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To identify areas and aspects of the town's environment that should be enhanced	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	Supports	Supports	No Conflict

TDS Objective	Function of the Market Towns	Use of Natural Resources	Reducing Emissions	Reducing Flood Risk	Stansted Airport	Access to the Airport	Air Noise, Ground Noise and Air Quality	Hatfield Forest	Impact on Communities	Health and Well Being
To identify and summarise the best aspects of the existing character	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To see these guidelines adopted as formal planning guidance by the local planning authority	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To ensure that new development respects valued features and where possible strengthens the landscape structure of the town	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict	No Conflict
To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities	No Conflict	No Conflict	Supports	No Conflict	No Conflict	No Conflict	Supports	No Conflict	No Conflict	No Conflict

Appendix 2. Assessment of Town Design Statements against Sustainability Appraisal Objectives.

Key:

☐☐ = Option strongly supports the achievement of the Sustainability Appraisal objective

☐ = Option moving towards the achievement of Sustainability Appraisal objective

X = Option moving away from achievement of Sustainability Appraisal objective

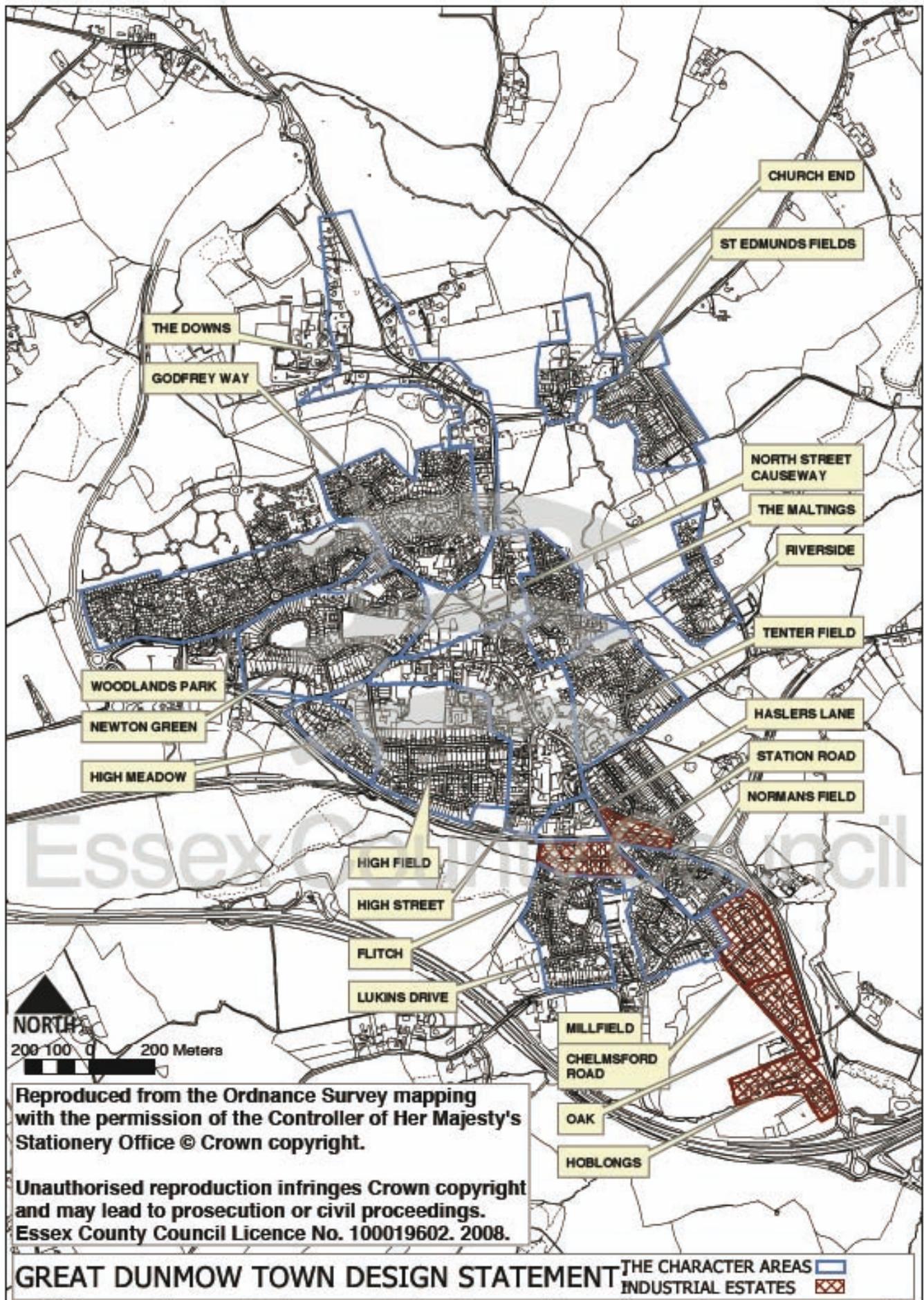
? = Unknown: depends on how the option will be implemented

n = Neutral: no relationship with Sustainability objective

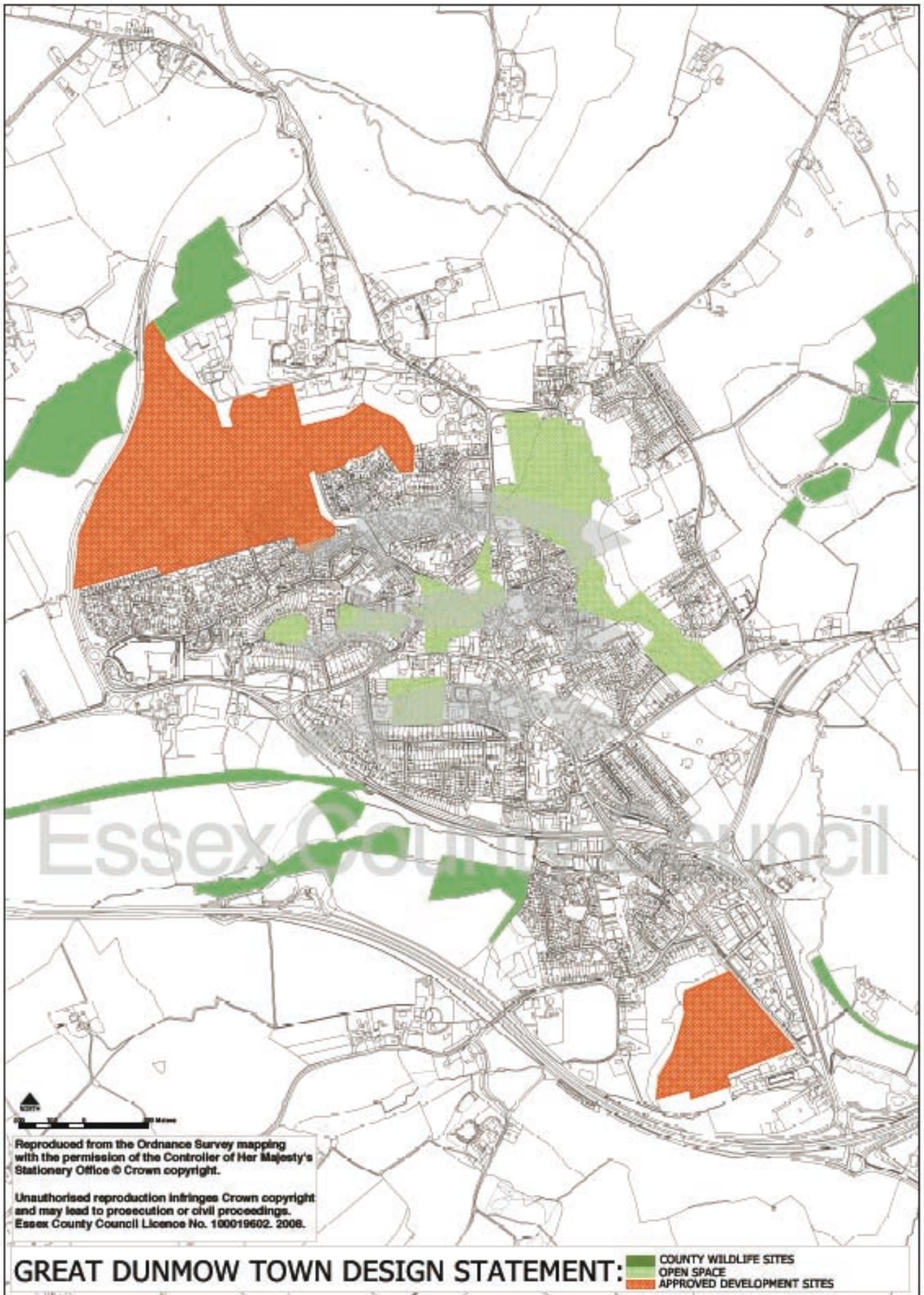
	TDS Objective	To identify and summarise the best aspects of the existing character	To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods	To see these guidelines adopted as formal planning guidance by the local planning authority	To ensure that new development respects valued features and where possible strengthens the landscape structure of the town	To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities	To ensure that new developments are safe and constrain the speed and use of vehicles and to support this in the existing built environment	To identify areas and aspects of the town's environment that should be enhanced
1	Enhance and conserve the countryside	☐	☐	n	☐	n	n	☐
2	Retain and enhance biodiversity	☐	☐	☐☐	☐☐	n	n	☐
3	Conserve the historic built environment	☐☐	☐☐	☐☐	☐☐	n	n	☐☐
4	Provide a high standard of design and maintenance for historic buildings and their surroundings	☐☐	☐☐	☐☐	☐☐	☐	☐	☐☐
5	Reduce and control noise	n	☐	n	n	☐	☐	n
6	Reduce and control pollution of air, water and soil	n	☐	n	☐	☐	☐	n
7	Conserve energy and improve the efficient use of natural resources	n	X	n	n	n	☐	n
8	Deal with threats posed by flooding	n	☐	n	☐	n	n	☐☐
9	Reduce waste and increase recycling	n	☐	n	n	☐	n	n
10	Encourage the use of public transport, walking and cycling	☐	☐	☐☐	☐	☐☐	☐☐	n

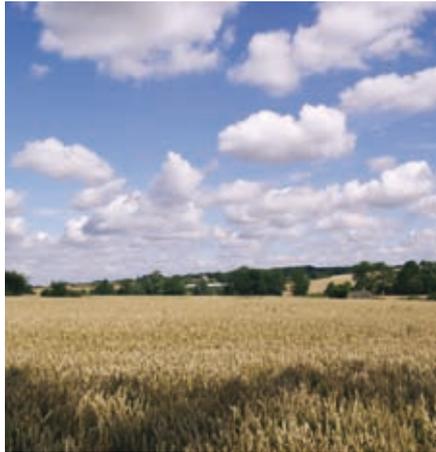
	Uttlesford District Sustainability Appraisal Objective	TDS Objective	To identify and summarise the best aspects of the existing character	To set out design guidelines that support a high standard of design in new development that complements the character of the town and its neighbourhoods	To see these guidelines adopted as formal planning guidance by the local planning authority	To ensure that new development respects valued features and where possible strengthens the landscape structure of the town	To ensure that new development enhances people's accessibility by walking and cycling to the town's services and amenities	To ensure that new developments are safe and constrain the speed and use of vehicles and to support this in the existing built environment	To identify areas and aspects of the town's environment that should be enhanced
11	Integrate modes of transport and concentrate development and facilities in town centres		<input type="checkbox"/>	<input type="checkbox"/>	n	n	n	<input type="checkbox"/>	n
12	Improve rural public transport		n	n	n	n	<input type="checkbox"/>	n	n
13	Reduce the number of road casualties and ensure ease of pedestrian movement especially for the disabled		n	<input type="checkbox"/>	n	<input type="checkbox"/>	n	<input type="checkbox"/> <input type="checkbox"/>	<input type="checkbox"/>
14	Reduce the level of violent crime and burglary and fear of crime		n	<input type="checkbox"/>	n	<input type="checkbox"/>	n	n	n
15	Reduce vandalism and anti-social behaviour - especially linked to drugs and alcohol		n	n	n	n	<input type="checkbox"/>	n	n
16	Improve access to healthcare facilities		n	n	n	n	n	n	n
17	Improve sports and cultural facilities		<input type="checkbox"/>	<input type="checkbox"/>	n	<input type="checkbox"/>	n	n	
18	Improve services for young people		n	n	n	n	n	n	n
19	Provide housing to meet local needs, especially affordable housing for young people and low paid workers		n	<input type="checkbox"/>	n	n	n	n	n
20	Reduce inequalities between areas, promote social inclusion, and support cultural identity		<input type="checkbox"/>	<input type="checkbox"/>	n	<input type="checkbox"/>	n	n	
21	Improve school leavers' qualifications and training		n	n	n	n	n	n	n
22	Help socially and environmentally responsible business growth		<input type="checkbox"/>	<input type="checkbox"/>	n	<input type="checkbox"/>	<input type="checkbox"/>	n	<input type="checkbox"/>
23	Support the rural economy and village facilities		<input type="checkbox"/>	<input type="checkbox"/>	n	n	<input type="checkbox"/>	n	<input type="checkbox"/>
24	Ensure the vitality of town centres		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> <input type="checkbox"/>	n	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>













Great Dunmow Town Design Statement

Prepared by the Dunmow Town Design Statement Group
and the Community of Dunmow 2007-2008