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INTRODUCTION

1.0 Context

London is currently enjoying a renaissance in terms of the quality of design and architecture in new development. Good urban design affects more than the daily quality of life and security of all those who live work or play in the Borough. Well-designed buildings, areas, and spaces attract people and investment and are key elements in successful and sustainable regeneration.

The challenge for Brent is to ensure that new development in the borough is comparable with the best that is taking place in the rest of London and the UK.

The role of the planning process in creating urban sustainability is essential. It is fundamental in guiding and facilitating the design process, to ensure that only the best is achieved. The importance of this process is underlined by wider government policies found in PPG 1 & 3, and associated guidance, which underlines the place of design, and housing quality, in creating urban areas that people wish to live and work in. This supplementary guidance represents a commitment on the part of the Brent Planning Service to support high quality design and the wider urban regeneration agenda. As sustainability is an integral aspect of good urban design, this guidance should also be read alongside the emerging guidance note Sustainable Design Construction and Pollution (SPG19).

1.1 Purpose of this Guidance

The aim of this guidance is to:

- Encourage high quality design in all new development
- Protect the character and amenities of existing areas that are worth preserving
- Create clear and useable guidance for all those involved in the planning and design process
- Ensure the effective use of urban land and resources and support sustainable urban regeneration
- Supplement the policies and guidance found in the Borough’s UDP
1.2 Policy

The council's overall approach to design is defined and explained in the Council’s Unitary Development Plan (UDP). To support these policies a number of supplementary planning guidance (SPGs) notes have been produced that have the status of material considerations in the assessment of planning applications. This current design note will be considered a replacement to, and supersede, the existing SPG 17 (*Design Guide for Residential Development*) and SPG 11 (*Non-residential Development Adjoining Gardens*).

In particular, this new guidance will be used to interpret the important policy revision relating to the so-called *design-led* approach to residential densities. Instead of enforcing fixed density figures, this approach describes the factors that need to be assessed in order to decide on the appropriate scale of new residential development.

1.3 s106 Requirements

Where appropriate the Council will seek to secure modifications and/or improvements to development proposals under s106 of the Town and Country Planning Act 1991. Such agreements when sought with developers will be commensurate with the scale of the impacts of new development. The requirement for planning obligations is set out in the UDP. They will be negotiated on a case by case basis, and will be sought with regard to:

- Transport
- Affordable Housing
- School Places
- Environment - Public Realm / Play Areas / Open Space / Sustainability
- Public Art
- Employment, including Training
- Community Facilities
- Sports and Recreational Facilities
- Other relevant areas

1.4 Getting Advice on Good Design

A fundamental step in achieving good design is ensuring that skilled architects, landscape architects, planners and other trained design professionals are used in new development proposals. There are several good reasons why the applicant should use people with these skills:

- Better-designed proposals are more likely to receive planning permission.
High quality design is more likely to retain its economic and environmental value into the long-term.

If you would like advice about how to acquire the services of an appropriate design professional you may contact the Royal Institute of British Architects (RIBA www.architecture.com), the Landscape Institute (www.l-i.co.uk) or the Planning Service.

1.5 Presentation Standards

In order that the planning authority can make a balanced assessment of all submitted schemes, in addition to the basic set of scaled plans, in schemes of 5 residential units or over plus all other new development, the applicant will be expected to submit:

- An Urban Design Statement: this is a design justification of the scheme that examines local character and landscape, site constraints, and explains the vision and concept of the scheme in terms of how it will contribute to creating a high quality and sustainable urban environment.
- Contextual drawings such as street elevations and perspectives that illustrate proposed development

1.6 How to Use This Guidance

This guide is intended to provide the basis for productive negotiation and agreement by all those involved in the development process to produce schemes that are well designed and that possess lasting quality. The guide is structured as follows:

(i) Designing Streets and Neighbourhoods
(ii) Design Layout
(iii) Design Appearance
(iv) Outside Spaces
2.0 DESIGNING STREETS AND NEIGHBOURHOODS

One feature that all sustainable urban areas have in common is that they are built around a network of convenient, clearly laid-out, and attractive streets that have a strong sense of place and identity. When designing and laying out new development, a number of key design factors are essential to the creation of these qualities.

2.1 Successful Streets

In order to be successful, a street needs to be well connected and convenient, as well as attractive for pedestrians and users:

- **a) Creating a Network**

  To encourage pedestrian activity, large new developments should be laid out to create a network of streets and routes. These streets should offer convenient and clear linkages to local public transport, town centre, local amenities and movement patterns in the existing surrounding area.

- **b) Street Blocks**

  Within this network of streets, new development should in most cases form so-called 'street blocks', of outward looking development of which the front
elevations face the street with more private areas to the rear.

- **c) Enclosure**
  To encourage pedestrian use and movement new development, particularly in denser, town centre locations, and along main roads, should generally create a relatively continuous building frontage with minimal gaps. In areas where the existing suburban character is considered important, new development should respect this character.

- **d) Mixed and Active Uses**
  In order to encourage well used, and overlooked public areas that are active throughout the day mixed uses will be encouraged wherever they are viable. Land uses that include pedestrian entrances, foyers, offices, seating areas and shop fronts, should be located in areas fronting the major adjoining street.

- **e) Cul-de-sacs**
  In order to encourage the development of a pedestrian friendly environment, which minimises walking distances, cul-de-sac forms of development will normally be discouraged. However, where accessibility across the site is considered unnecessary, or unachievable, then such forms of development may be acceptable, provided that pedestrian and cyclist access to the site is maximised.

- **f) ‘Gated Communities’**
  Dwellings located on private streets / courtyards that are separated from the surrounding public street network by their layout, use of road gates, and other exclusive boundary treatments, will not be considered acceptable.

- **g) Equal Access**
  Successful streets need to be readily usable and safe for all members of the community throughout the day and night. Streets and new development should be designed to be fully accessible, and to encourage the use of people with disabilities, women, the elderly and children.
2.2 Creating Places (Not Estates)

Too often large (public and private) housing and retail developments result in the creation of monotonous areas that lack the basic diversity of uses and vitality associated with safe and successful areas. The quality of built environment and streetscape make a vital contribution to encouraging the development of these important qualities.

- **a) Character**
  
  To encourage the development of a distinctive sense of place, all new design should seek to promote qualities found in the best of traditional London-wide design and current architectural best practice.

- **b) Landmarks and Townscape**
  
  New proposals on prominent streets, corners, open spaces, important pedestrian junctions and public spaces and vistas should be encouraged to emphasise their location through the composition of building scale, massing and elevational design.
c) Streetscape
Where proposals include, or adjoin, areas of the street, carriageway, pavement or streetscape, then the scheme will also be expected to make positive improvements to these spaces. This process will entail the use of high quality street design and implementation to ensure that the quality of the area is positively enhanced in line with an overall assessment of local character. This will include:

- materials,
- pedestrian and vehicular layouts,
- lighting,
- street furniture & signage,
- landscape design

Buildings of civic / landmark importance may be required to use ‘decorative’ lighting to enhance their presence at night.

Where the proposals entail the construction of a wider area, including a number of new streets, then a local street environment design strategy will be required.

d) Improving Areas of Low Townscape Quality
In areas of low townscape quality new development will be encouraged to redefine and improve the existing character. This may entail introducing new design styles, or altering building scale and layout.

e) Mixed Uses
Significant new retail developments will be expected to include an element of residential and commercial uses. Similarly, in large new residential schemes, where viable, new commercial or cultural uses should be introduced.

f) New Public Spaces
At focal locations in the street network or at areas of civic, transport, amenity or other local significance, the opportunity to create new public spaces should be encouraged. Large new developments should include at least one focal public space that is landscape designed to a high quality. Where the opportunity exists, high quality public art should be included in the design of this space.
- **g) High Buildings**
  High buildings are defined as structures that are over 25m in height. In certain focal locations, such as town centres, near transport interchanges, such forms of development may have an important role in creating area identity and regeneration and should be encouraged. However, given the prominence of high buildings they will be expected to minimise negative impacts on adjoining property and be of outstanding design quality. Also, they will be expected to create a high quality public realm at ground level.

- **h) Re-using Buildings**
  In order to create a sustainable physical environment that supports a range of building styles, uses and tenancies, developments will be encouraged to reuse existing buildings.

- **g) Varying Design**
  To avoid the creation of large areas of monotonous character substantial developments will be encouraged to utilise a range of design solutions. In development of more than 50 residential units, where it is not located in a single block it may be appropriate for a variety of designs and, where possible, designers to be employed.

- **h) Mixed Occupancy**
  In order to avoid mono-cultural residential estates, all major new residential developments of over 50 units will be expected to consist of diverse ownerships and tenancies.

- **i) Social Housing Design**
  To promote social inclusion, social housing schemes should be designed so as not to be distinguishable in terms of design quality or style from private housing. Where social and private housing are being developed on the same site, the social component should not be located in a less attractive, or less accessible, area within the site.

### 2.3 Residential Density

Ensuring new development is of an appropriate scale and density is essential in creating a sense of place and character. Higher densities help promote more sustainable urban neighbourhoods by supporting a range of local services and amenities.
UDP policy clearly states that urban design is the primary consideration when assessing residential density. The general guidance provided throughout this SPG provides the general criteria needed to assess the design quality of new proposals.

Where the opportunity exists to create higher densities than existing, provided that the development is consistent with other guidance, it will be encouraged.

- **a) Key Factors**

In order to assess the appropriate density for any particular new or existing site the following density bands should be used as guidance:

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>DENSITY (hrh)</th>
</tr>
</thead>
<tbody>
<tr>
<td>A) In Major Town Centres Near Major Transport Interchanges</td>
<td>240 - 700 +</td>
</tr>
<tr>
<td>B) Within 600m of Town Centres Within 600m of all Tube and Rail Stations District Town Centres</td>
<td>240 - 450</td>
</tr>
<tr>
<td>C) Area of Moderate and Above Moderate Transport Accessibility (as defined in UDP)</td>
<td>150 - 350</td>
</tr>
<tr>
<td>D) Area of Low Transport Accessibility</td>
<td>150 - 240</td>
</tr>
</tbody>
</table>

To assess the appropriate density figure within the ranges specified a number of other factors should be considered. These are described in **TABLE 1.**

**TABLE 1: Indicative Positions Within Density Ranges - Checklist**
a) Comprehensive Development

Whilst higher residential densities are appropriate in certain areas within the Borough, this may suggest forms of development that conflict with the existing character of the area. In such cases, it may be necessary for the development to include a more comprehensive site area in order to reduce negative impacts or conflicts in design character with adjoining properties. If this is not possible, then, the density, scale and/or design of the proposed scheme may need to be partially reduced, or altered, to achieve a satisfactory relationship.

In major opportunity sites in town centres, where proposals have received planning permission, the Council may be prepared to support such site acquisition through the use of compulsory purchase order powers (CPO).

2.4 Ownership And Security

Creating a secure environment is one of the most fundamental conditions of successful urban areas. People and businesses tend to avoid areas that are not perceived as safe. Designing out crime has an important role to play in this process.

a) Overlooking

Habitable rooms in adjoining development should wherever possible, overlook streets, footpaths and green open spaces.

b) Private Spaces

Wherever possible gardens and private amenity space, should be situated in well-overlooked areas to the rear of properties. This should be ‘back to back’ with rear gardens of adjoining private properties.

c) Flank walls

On flank walls that adjoin areas of public space, wherever possible, secure overlooking windows should be provided. These areas should be treated as front elevations.

d) Development Facing the Most Important Street (see plan)

Development should normally direct its front, or principal elevation towards the most important street that bounds the site. Where two roads bound a development site the new development should normally face the more major road.
e) Lighting
To ensure that spaces in and adjoining development are secure and accessible throughout the day and evening appropriate levels of lighting will be required in all areas where these concerns may arise. In larger or more complex schemes a lighting strategy may be required.

f) Non-Separation of Cars and People
In order to provide pedestrian security, pedestrian routes should normally not be separated from vehicular routes. Large pedestrianised areas, underpasses, walkways etc. should normally be avoided. Where pedestrian only routes are necessary, such as some alleyways, then they should be well overlooked by adjoining properties and designed to allow clear sight lines by pedestrians.

g) Clear Ownership of Spaces
All spaces should be designed in such a manner as to ensure that responsibility for their ownership and control is clearly defined. This may be achieved by the orientation of the building, overlooking, or boundary treatment. The inclusion of areas of ‘left over space’, which lack clear ownership or overlooking, should be avoided wherever possible.

h) Management
Where the layout of new development is unable to achieve an adequate level of security, then there will be the expectation that this will be achieved by other means such as employment of concierges, caretakers or the use of CCTV. The common corridors and access ways of some high-density flatted developments may be considered to be included in this category.

3.0 DESIGN LAYOUT

Having described the physical layout that is required in order to create successful neighbourhoods and commercial areas, it is necessary to consider the architectural design of the individual buildings. There are a number of important factors that should be considered:

3.1 Building Lines
In new development, the front building line and distance between adjoining properties should generally respect the layout of the adjoining buildings and street.
Where an existing layout is no longer considered appropriate, perhaps due to a justifiable increase in density, it may be acceptable to develop to the full width of the site, and to a greater building depth - provided that it does not unreasonably affect the conditions in adjoining properties.

### 3.2 Size and Scale

In areas of satisfactory existing quality, it may be important that the size and scale of new development should respect (though not necessarily replicate) the height of the adjoining buildings and immediate area. In town centres, civic and high street locations, or areas in close proximity to good public transport provision (see section 2.3), high quality, denser forms of development than existing may be encouraged.

However, whilst encouraging higher density development it is important that the relationships created between (and within) buildings, and between buildings and private amenity spaces, does not become detrimental by being over-dominant or overbearing in terms of the overall quality of design.

1. In general, the building envelope should be set below a line of 30 degrees from the nearest rear habitable room window of adjoining existing property, measured from height of 2m above floor level.

2. Where proposed development adjoins private amenity / garden areas then the height of new development should normally be set below a line of 45 degrees at the garden edge, measured from a height of 2m.
In more intense urban areas these figures may be altered to a level that is consistent with the existing area character. In addition, innovative high quality architectural solutions may enable such negative impacts to be reduced by redistributing the bulk and massing of the new proposals.

### 3.3 Privacy

The standards of privacy expected in new development in more intense inner urban areas might be considered differently from those in less dense areas. However, some general guidance applies.

1. The acceptable distance between front elevations should normally be determined by the character of road widths in the area.

   [The use of mews, courtyard, and other similar forms of development may entail relatively small front to front distances]

2. Normally, unless it can be demonstrated that privacy can be maintained through design, there should be a minimum separation of 20m between directly facing habitable room windows on main rear elevations.

3. The minimum direct distance between habitable rooms on the main rear elevation (not extensions) and the rear boundary, or flank wall of adjoining development, should normally be 10m or more.

4. The minimum distance between habitable room windows on the flank wall and a site boundary is 5.0m. Where windows on a flank wall are the sole habitable room windows of the residence then a minimum distance of 10m to the side boundary is required.

5. The minimum distance between non-habitable room (and/or obscure glazed) windows and a site boundary is 1.0m.

6. Windows of any kind will not be permitted in a wall
directly or approximately located on a site boundary except where, the flank windows face onto public spaces, streets, or footpaths.

In more dense, or differing, urban areas these standards may sometimes be reduced to a level that is consistent with the existing area character or the effectiveness of the design in minimising negative impacts.

Depending on the nature and scale of the development the Council may consider the use of Article 4 directions in order to ensure that any further extensions/development will not compromise any of the above space standards or the size of rear garden areas.

3.4 Sunlight

New schemes will be expected to limit as far as possible the negative consequences of their development in terms of the loss of sunlight / daylight on existing development in the immediate vicinity and amenity spaces.

1. To avoid unnecessary loss of direct daylight, developers may be required to produce sunlight and daylight study for summer and winter months to assess the impact of proposed development. Schemes that result in the significant loss or reduction of sunlight may be considered unacceptable.

2. Also, in order to increase the benefits of energy gain, sustainability and user amenity, where this is consistent with other urban design principles, the layout of new development will be expected to maximise solar gain to habitable rooms and external amenity areas.

3.5 Residential Internal Areas

Whilst internal residential areas are normally beyond the remit of planning guidance, the following factors should be taken as a guide. This guidance is relevant to new development and residential conversions.
<table>
<thead>
<tr>
<th>BEDROOM NUMBER</th>
<th>PERSONS</th>
<th>MINIMUM UNIT SIZE m²</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>FLAT</td>
<td>MAISONETTES</td>
</tr>
<tr>
<td>Studio</td>
<td>1</td>
<td>33</td>
</tr>
<tr>
<td>1</td>
<td>2</td>
<td>45</td>
</tr>
<tr>
<td>2</td>
<td>3</td>
<td>55</td>
</tr>
<tr>
<td>2</td>
<td>4</td>
<td>65</td>
</tr>
<tr>
<td>3</td>
<td>5/6</td>
<td>80</td>
</tr>
<tr>
<td>4</td>
<td>6/7</td>
<td>90</td>
</tr>
<tr>
<td>5</td>
<td>7/8</td>
<td>100</td>
</tr>
</tbody>
</table>

- **a) Unit Size**
  This guidance does not specify a minimum room size standard. Instead new development will normally be required to meet the minimum dwelling floor area standard (see above). However, the size and arrangement of rooms should be commensurate with creating a well-designed home environment, composed of spaces that are attractive, usable and fully accessible.

- **b) Stacking**
  Where residential units are placed one above another, to limit noise intrusion, unless sufficient soundproofing can be installed, bedrooms should not be placed either above or below living room and kitchen areas in other units.

- **c) Habitable Rooms**
  In order to ensure an effective overlooking of adjoining streets and public spaces, habitable rooms (i.e. living rooms, bedrooms and kitchens - as defined in the UDP) should be located on the front elevation.

- **d) Personal Storage Space**
  In order to ensure the long-term adaptability of new residential units, it is essential to ensure that all new development should have dedicated storage or attic areas. **These should be of a minimum 6 m³ for the first person, with 3 m³ per additional inhabitant up to a total figure of 12 m³.** Where a scheme possesses a pitch roof, this attic space should, where possible, be designed to include effective storage areas.

- **e) Roof Space Adaptability**
  The construction of pitched roof areas should allow for the potential adaptation of these spaces into habitable space. In particular, where appropriate, loft floor construction and strength, and ridge height should be consistent with the potential for future adaptation.
f) **Noise Insulation**

In development all new housing, flats and maisonettes, high levels of sound insulation will be required. In particularly sensitive cases the developer may be asked to provide a noise insulation plan outlining the specific measures that will be employed to limit intrusion. As a guide, levels of insulation above current Part E of the Building Regulations (2000) should be sought in higher density development.

### 3.6 Conversions

The conversion and reuse of properties to meet the changing needs of residents is seen as a positive feature. It is also essential for long-term urban sustainability.

- **a) Floor Area**
  
  When calculating floor areas 90% should be of a minimum 2.3m headroom. Also, in this assessment at least 90% of the floor space should be in rooms other than in communal, and individual, flat corridors and accessways. (For minimum floor sizes see 3.5.)

- **b) Ground Floor Amenity space**
  
  In general, ground floor flats with amenity space should be designed for family accommodation.

- **c) Roof Space and Basements**
  
  The conversion of roof space and basement areas into a whole, or part, of a residential unit is considered acceptable provided that the scheme is able to satisfy other design standards, including minimum unit sizes.

- **d) Parking**
  
  The number of residential units that will be permitted for a conversion depends not only on the floor area of the individual units but also on the number of parking spaces that can be provided, or on the manner in which the lack of such spaces can be adequately mitigated.

- **e) Roof Terraces and Balconies**
  
  The inclusion of a roof terrace or balcony in a conversion may be encouraged, particularly if the new apartments are unable to have direct access to a garden area themselves. However, direct overlooking of the habitable room windows of adjoining properties will not be considered acceptable if it breaches the guidance in para. 3/2. (see 4.4 for further guidance)
3.7 Live / Work

So-called 'live / work' forms of development, in which residential and commercial activity is found in the same unit are becoming increasingly attractive. These units should have the following character:

- a) 50% of the internal space should be dedicated to a single commercial workspace.
- b) Floor to ceiling heights of the commercial parts should be 3m.
- c) Each unit should provide a prominent frontage with a shop front or commercial display window or similar. This frontage should have a non-domestic appearance and be publicly accessible.
- d) Front entrances should have a potential width of 1.5 m.
- e) Front entrances should be directly serviceable by areas accessible to vehicles or service lift entry.

4.0 DESIGN APPEARANCE

Contemporary architecture can make a significant contribution to the local economy, civic pride and the image and perceived quality of an area. Outstanding examples may even offer major benefits in terms of attracting additional investment and London-wide and even national interest.

This guide seeks to encourage high quality, carefully implemented contemporary design. Where traditional styles may be more appropriate, for example in some alterations to domestic properties and in some conservation areas, this guide still requires high quality design and careful interpretation.

4.1 Elevations and Access

The elevation is the 'public face' of any new development. This has important implications for the perception and economic viability of both the development itself and the wider area. Given this importance it is essential that:

- a) All elevations, and in particular, those that face towards public areas, spaces, and streets should be well designed and visually attractive.
- b) All front elevations should contain at least one main pedestrian entrance.
- c) The front entrance should be prominent and of generous proportions to allow clear recognition from the street. This may be provided by a suitable entrance.
design, lobby, door canopy, porch, or related structures.

- d) Normally, adequately designed access should be provided for all members of the community, including children and people with disabilities. Design will be expected to be consistent with Part M of the Building Regulations 1991. (Ed. 1999)
- e) Where residential development is located above retail or commercial uses, main access should normally be provided from the front street.

4.2 Windows

The way windows are designed and placed within elevations is one of the most important factors determining the quality and attractiveness of new development. The use of irregular, small, disproportionate, or poorly constructed windows will usually entail a poor quality design.

- a) Unless the design style specifically requires otherwise, front elevations should be composed of a relatively regular pattern of well-proportioned windows
- b) Uses that require small or irregular sized windows, such as WCs, should not normally be located on the front elevation.
Where kitchens are located on the front elevation their internal layout should be such as to not constrain the cill height of the front window.

- c) Windows on prominent elevations should generally be a minimum of 1000 mm wide
- d) Normally, windows should have a minimum reveal of 90 mm

### 4.3 Consistency and Implementation

Where a particular architectural style i.e. Georgian, suburban, modernist or contemporary, is selected for a new development then the detailing of this style will be expected to be carried through consistently and to a high degree of quality, from design through to implementation.

- a) In order to avoid poor quality replication of traditional building features, the use of soldier course lintels and brick cills are not usually considered acceptable.

### 4.4 Balconies - Roof Terraces

The use of roof spaces and balconies to provide effective and pleasurable areas of amenity space are encouraged. However, these positive features should be balanced against the need to maintain the privacy of occupants in nearby properties.

- a) Direct overlooking of the habitable room windows of adjoining properties will not normally be considered acceptable if it conflicts with guidance in para. 3.2.
- b) Where necessary the use of safety railings, screening, glazing, and other design approaches to limit these negative impacts will be required.
- c) Roof terraces should always be directly adjoining a habitable room, kitchen, or office area
- d) Where measures to minimise overlooking are employed these should not result in the undue loss of sunlight / outlook to adjoining occupants.
- e) Where acceptable balconies should be of a generous depth in order to allow effective use.
- f) Where concerns exists regarding the potential overlooking, a 'privacy statement' may be required to assess these impacts and offers potential solutions.
- g) Adequate safety measures should be included in the design.
4.5 Materials

The use of durable good quality materials is essential in order to create development that is attractive, robust and sustainable.

- a) Where the development employs brick as the main facing material, unless the high quality of design style selected specifically requires otherwise, the use of stock brick will normally be required.
- b) In order to create an attractive and diverse environment, where appropriate, development will be encouraged to use a range of high quality materials: timber (cedar), render, metal (zinc/copper/lead), slate and clay tiles, and similar.
- c) Wherever possible the use of materials from sustainable sources will be encouraged.
- d) When development involves the demolition of structures, building methods will be encouraged that enable the salvage and reuse of materials.
5.0 OUTSIDE SPACES

The quality, location, and design of public and private spaces associated with new development are essential to creating sustainable urban areas that attract people and new investment.

5.1 Private & Communal Space

External open space is a very important part of any scheme providing for circulation as well as a residential amenity.

- **a) Family Housing**: a minimum of 50m² will normally be provided for a ground floor flat or house suitable for a family. In more intense urban areas this area may be altered to a level that is consistent with the existing area character.

- **b) Flats**: A minimum of 20m² will normally be provided for each unit in a block of flats.

All such external amenity space will be expected, through the use of tree planting and communal landscaping, to create usable and attractive external amenity areas. Amenity space that lacks clear landscape proposals (and consists of simple grassed areas) is generally considered unacceptable.

If the quantity and quality of amenity space provided fails to meet these standards, then this underprovision will be expected to be offset through a number of measures. Where appropriate, these may include the provision of:

1. increased unit floor sizes;
2. more generous balconies or roof terraces;
3. higher quality landscape design;
4. s106 payments towards improvements to the local public realm and open space.

5.2 Front Gardens & Boundaries

The use of well-designed front gardens & boundary treatments is essential in providing clear ownership and responsibility for all open areas around a new development. All schemes should include proposals for defining all boundaries and details of the proposed treatments, without creating a ‘fortress' like environment for the residents or visitors to the development.
a) All front amenity / garden areas should have a detailed landscape design which includes, boundary treatments, planting, paving, access and lighting (where required).
b) The boundary design should complement the design materials and techniques used in the overall scheme,
c) Gates should define entrances and signal circulation routes.
d) Where consistent with the character of the adjoining areas the use of railings will be encouraged. Their height should be between 900 mm - 1500 mm.

5.3 Planting and Trees

Good quality of landscape design and tree planting in new development is of fundamental importance to the local environment. Also, sites may contain important landscape features of local significance or quality that may need to be retained and integrated into new proposals.

a) Landscape Design Proposals
All new development should provide landscape design proposals that maximise the opportunities found in the site and are integrated with the building design from the earliest stage.

b) Loss of Existing Trees
Careful evaluation should be made of all existing trees on the proposed development site. The presumption is that in new development all existing trees (that are considered to be of sufficient quality) are retained. Where it is agreed that trees may be removed, then measures should be taken for their replacement within the development area.

c) New Trees
Where it is feasible, all new development should include tree planting proposals

d) New Street Trees
Where the pavement width and design is sufficient, all new development should include the provision of street tree planting in areas adjoining the site.

5.4 Parking

The layout and location of parking areas is a key feature that effects the overall quality of residential, commercial and retail schemes. In differing areas of the Borough contrasting approaches to parking may be pursued. In more inner urban areas 'on site' parking is often in conflict with the existing character of the area.
Also, excessive parking often means the inefficient use of land.

**a) Parking Areas: Residential Housing**
Generally, where road safety and traffic flow would not be compromised, parking will be allowed in an 'on-street' location. Where the character of the area supports front garden parking this may be considered acceptable. The use of parking courts will be discouraged.

**b) Parking Areas: Residential Flats**
In order to increase street quality, carparks, parking areas and courts will generally be considered unacceptable if located at the front of any new-flatted development. Parking will normally be expected to be located on-street (when appropriate) or to the rear of buildings in areas that are well-overlooked and convenient to access.

**b) Undercroft Parking**
To avoid unsightly and insecure areas adjoining pedestrian routes, undercroft parking located at the front of development will be firmly discouraged.

**c) Retail and Office Parking Areas**
In general, the Council is keen to discourage private car usage in the context of work or retail related activities (see UDP TRN4 and emerging guidance on sustainable development).

However, where parking associated with (bulk) retail and office uses is considered acceptable then parking areas should be located to the side and rear of the scheme such that the parking adjoins less than 50% of the site boundary onto the main street frontage(s). This will allow the development to have an effective street presence and pedestrian accessibility.

**d) Cycle Parking**
Normally, development will be expected to provide adequate provision for cycle parking.

### 5.5 Garages

Garages are not a prerequisite of all housing schemes and should be provided only where they are consistent with the character of the surrounding area. If garages are to be provided they must be co-ordinated with the whole scheme and their design should reflect and complement the quality of design and materials that is evident in the rest of the scheme. They should be located so they do not dominate street frontages and overall design.
5.6 Recycling Areas

Increasingly new development needs to include facilities to enable effective recycling of household waste.

a) Normally, new development will be expected to produce an adequate and attractive area for bin storage.
b) Additional adequate space (internal or external) should also be provided for the separation and storage of recyclable material.