London Borough of Hillingdon

# Hillingdon Design and Accessibility Statement (HDAS) Supplementary Planning Document

## Residential Layouts

Hillingdon Local Development Framework
Planning and Transportation Group

July 2006

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# 1.0 Introduction

## INTRODUCTION

*1.0* Proposals for new homes which are inspired by good design can deliver places that are desirable to live in and can improve the quality of the existing environment. It is important that developers adopt a 'design-led' approach in new developments, to create imaginative, safe and attractive new residential development, which responds to the specific setting and location of each site. Above all, development should seek to enhance and contribute positively to the appearance of an area, as recognised by national planning policy (Planning Policy Statement 1 2005).

*1.1* The design and appearance of a development and its relationship to its surroundings are important material considerations in determining planning applications. This guidance constitutes a statutory Supplementary Planning Document (SPD) and as such its contents represent an important material consideration in the determination of planning applications for new residential development. It replaces the Supplementary Planning Guidance (SPG) document 'Design Guide: Residential Layouts and House Design', adopted on 12 October 1999.

*1.2* This guidance complements the statutory land-use planning framework for residential development contained in the Unitary Development Plan (UDP) The UDP adopted in 1998, is currently undergoing a process of review. The UDP will be replaced by a Local Development Framework (LDF) which is the new form of development plan under the Planning and Compulsory Purchase Act 2004.

*1.3* This Supplementary Planning Document (SPD) has been prepared in anticipation of the development of specific policies in the LDF Core Strategy. In the interim period, this SPD will be taken into account by the Council in determining planning applications as supplementary to relevant policies in the adopted UDP. Relevant policies to which this SPD relate include Policies BE19, BE20, BE21, BE22, BE23 and BE24, H4, H5, H6 and H9 of the UDP. These policies are set out in full in Appendix 1 of this document. The SPD will be amended in due course to make specific reference to the relevant LDF policies.

*1.4* This document should be read in conjunction with the other HDAS document, particularly 'Accessible Hillingdon' which provides guidance on Lifetime Home Standards and Access Statements. The HDAS has under-gone the Sustainability Appraisal process which ensures that the documents are socially, economically and environmentally acceptable

### How to use this guidance?

*1.5* This guidance relates to all proposals for residential development in Hillingdon, including new individual houses, flats, flat conversions and the intensification and regeneration of brownfield sites. It identifies key objectives, criteria and issues for consideration in the design of new residential developments. The guidance is applicable across a broad range of scenarios, from town centre developments to more suburban sites in established residential areas and the regeneration of industrial areas.

*1.6* Any dimensional standards contained in this guidance should be interpreted in relation to the context and specificity of each proposal. The strict application alone of any standards will not guarantee planning permission, and applicants and designers are encouraged to adopt a design-led approach to avoid standardised spaces and visual monotony, and to achieve the highest design quality.

The Council is committed to achieve visionary, sustainable and high quality development schemes which acknowledge the local distinctiveness of the area, and contributes to make Hillingdon an interesting, attractive and safe borough.

### Relevant and Useful Contacts

*1.7* Applicants are encouraged to make contact with relevant Council officers before submitting an application.

| RESPONSIBILITY | CONTACT TEL. |
|---|---|
| Development Control | 01895 250400 / 250401 |
| Major Applications | 01895 250404 |
| Minor Applications | 01895 250804 / 250805 / 250808 |
| Building Control | 01895 277937 |
| Urban Design & Conservation | 01895 277521 |
| Environmental Impact Assessment | 01895 277556 |
| Trees and Landscape | 01895 250844 |
| Planning Policy | 02082461769 |
| Crime Prevention | 02082461778 |
| Crime Prevention Design Advisor | |

### Pre-application consultation

*1.8* Pre-application discussions with the Local Planning Authority and the local community are strongly encouraged. Please submit pre-application queries in writing for Officers to assess the acceptability of the proposal. They can benefit both developers and the Council in ensuring a better mutual understanding of the proposals and defining the scope of drawings and reports to be submitted with the planning application.

### Planning Applications - Submission material

*1.9* The Council has prepared guidelines on submission requirements for planning applications. You should refer to these guidelines before making your application. These can be obtained from the Planning Department or the Hillingdon Council website.

### Crime Prevention through Environmental Design

*1.10* Safe neighbourhoods is a cornerstone to maintain attractive areas to live, work and visit. The aim should always be to 'design out' crime at the very early planning stages, through close liaison and co-operation between architects, the Local Planning Authority and Police Crime Prevention Design Adviser. Please ensure that all applications incorporate the aims of the Council's SPG Community Safety by Design (2004). Designing for community safety is a central part of 'Secured By Design' (Association of Chief Police Officers - ACPO) guidance. The core principles apply not only to residential but also to other forms of development. The principles of 'Secured By Design', should be applied to all new development proposals in the borough, these are;

- An integrated approach
- Natural surveillance
- Access and footpaths
- Open space provision and management
- Lighting

### Essential landscape considerations when preparing a planning application

*1.11* There are a number of fundamental landscape elements which need to be considered as part of any planning applications, these are:

- Presentation
- Landscape Design Quality
- Landscape Design Statement
- Site Layout
- Elements in the Landscape
- Existing Trees
- New Tree Planting
- Hedges and Shrub Planting
- Grass
- Standards and Specification
- Establishment, Management and Maintenance
- Hard Surfacing
- Conflicting Site Demands

# 2.0 Design Statements

*2.1* Planning Policy Statement 1 (PPS1) states that "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". While The London Plan requests Design Statements that demonstrate how and why the design has been considered .It is important that new development both protects and enhances local character. A design-led approach has been adopted rather than one which is solely dictated by density and other quantitative standards. A well thought out design process should establish key aspects of the proposed development, such as height, scale, detailing, landscape and visual integration into the surrounding landscape/townscape.

*2.2* In May 2006, the government introduced changes to the planning applications process. The circular *Guidance on changes to the development control system*, effective from 10 August 2006, sets out the formal requirements. This can be found at www.cabe.org.uk

*2.3* The local character evolves from a combination of site specific and off-site elements. **Consequently, a formal Design Statement will be required for all full and outline planning applications (excluding household applications) involving the development of new build housing, regardless of the number of units or size of site.**

*2.4* In the Design Statement, applicants need to demonstrate that a robust assessment of the area has been carried out, and demonstrate that this has informed the design of the development proposals.

The checklist in table 1 should be formally incorporated into all Design Statements and considered by applicants as part of all new residential applications.

*2.5* In preparing Design Statements for development on sites within existing residential areas, applicants should also demonstrate that they have had full regard to the section on Integrating Development in Residential Areas.

**Table 1 Design Statement-Key Aspects**

- Planning background
- Site survey and analysis – desktop based and in situ
- Planning designations such as Metropolitan Green Belt, Conservation Area, Area of Special Local Character, Statutorily or Locally Listed Buildings or structures, TPO (Tree Preservation Orders) Area situated within a floodrisk zone
- Topography, landscape elements including vegetation
- Existing land use and site history.
- Prevalent building pattern, scale, character, age and history of existing built elements.
- Industrial past, risk for contamination.
- Building line, height, massing, scale, rooflines.
- Views, vistas, landmarks. Sense of place.
- Boundary treatment character, height, material, location and depth of garden, backyards/front court, alley ways, car parking.
- Existing cycle and pedestrian links in the neighbourhood.
- How can the design best contribute to retain existing values such as special character in designated areas?
- What kind of qualities will the proposed design create to enhance the area from an aesthetic, social, economic and environmental point of view and what will the overall benefits be?
- How will the proposed design contribute in terms of preserving energy, the recycling/active open use of rainwater, use of materials, plants and vegetation?
- What measures are taken to engage with the local community in the creation of the scheme?

# New Development Opportunities in Hillingdon 3.0



*3.1* The Council recognises the contribution that a variety of redevelopment proposals can make in maximising brownfield land use. However, particularly where older residential areas have distinctive townscapes of older or more recent origin the redevelopment of large plots raises obvious planning and design issues. These relate to the demolition of buildings that are often of architectural merit; the impact of the development on the character of the area; the outlook enjoyed by the existing residents and environmental conditions within new sites. **In considering all applications, the Council will have regard to the need to balance any increase in residential density against the possible impact on the capacity, character and amenity of the area as a whole.**

## Commercial or institutional sites

*3.2* The Council will look favourably at proposals involving the sympathetic re-use of existing commercial or institutional buildings and sites on brownfield locations, having regard to UDP/LDF policies. These include vacant industrial land and buildings near roads, railway lines and waterways; derelict areas within or adjacent to town centres and land previously occupied and owned by public agencies. Landscape treatment should be considered carefully. A detailed site investigation should be carried out to establish if the site is contaminated. Details of appropriate measures to prevent pollution of groundwater and surface water, including provisions for monitoring, must be submitted and approved by the local authority before development can commence.

## Redevelopment of large plots and infill sites

*3.3* The redevelopment of large plots and infill sites currently used for individual dwellings into flats is particularly common in the north of the borough. Individually or combined these buildings and their grounds offer the possibility, through careful and sensitive design, of some redevelopment. The redevelopment of large numbers of sites in close proximity to each other is unlikely to be acceptable including large numbers of redevelopments on any one street. **The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the houses which have been converted into flats or other forms of housing.** On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed.

## Backland development

*3.4* Backland development involving the construction of new dwellings within the garden area of existing properties raises similar issues to the redevelopment of large plots and infill sites. This type of development must seek to enhance the local character of the area. The plot should be of sufficient depth to accommodate new housing in a way, which provides a quality residential environment for new and existing residents. Back-land development on plots of less than 80m$^2$ is unlikely to be acceptable, except where careful design can ensure that overlooking and day lighting requirements are addressed.

## Residential Conversions

*3.5* The conversion of single dwellings into more dwellings can enable more effective use of sites to be achieved. However, this type of development must seek to enhance the local character of the area Guidance on the conversion of properties

# 3.0 New Development Opportunities in Hillingdon

into Houses in Multiple Occupation and other non self-contained housing is contained in a separate SPG. The conversion of houses into self-contained flats is unlikely to achieve a satisfactory environment where properties have less than 120m$^2$ of floorspace. **The redevelopment of more than 10% of properties on a residential street is unlikely to be acceptable, including the number of houses which have been redeveloped for new blocks of flats.** On residential streets longer than 1km the proposed redevelopment site should be taken as the midpoint of a 1km length of road to be assessed.

## Density

*4.1* Numerical densities are a useful way of undertaking an initial assessment of the suitability of residential development proposals on a site, although they will not be used as the sole means for assessing new housing proposals. Specific density standards are set out in the UDP/LDF and the London Plan, although density ranges set out in the London Plan are considered to be more appropriate to larger sites and will not be used in the assessment of schemes of less than 10 units.

*4.2* Density is normally assessed in terms of 'Units per hectare' (u/ha) and where known, 'habitable rooms per hectare' (hr/h). Habitable rooms include all rooms normally used for living or sleeping in and kitchens having a floor area over 13m$^2$. Habitable rooms over 20m$^2$ will be counted as two rooms. Small kitchens, halls, bathrooms, balconies, toilets, landings and garages are excluded from the definition of habitable rooms.

*4.3* Residential density figures should normally be based on 'net site density', which includes internal roads/access roads, ancillary open space (private gardens, shared areas, incidental open space and landscaping, children's play areas), and car parking areas. It excludes major distributor roads fronting the site, primary schools, open space serving a wider area and significant landscape buffer strips. Where family flats are proposed i.e. two bedrooms or more, the development should provide for a usable amenity area incorporating a safe play space for children, located centrally within the development.

*4.4* Density will not be used as the only means of assessing the suitability of new housing and all proposals will be assessed against a range of key criteria:

- Form, height, scale, massing and layout (plot ratio) of the proposal in relation to the character of the area and the surrounding buildings, having regard to the provisions of this Guidance.
- The location of the site, the context and quality of the area. Where brownfield sites are located in sensitive locations, such as Conservation Areas or Areas of Special Local Character, new housing developments should take into account the context of the site, including the proximity to historic and Listed Buildings.
- The accessibility of the site in relation to public transport, shops, services and community infrastructure. The Public Transport Accessibility Level (PTAL) method (as set out in the London Plan) provides a consistent framework for assessing public transport accessibility of larger sites across London. In assessing application proposals over 10 units and applications which propose a significant intensification of density, the Council will consider the PTAL index and the findings of the Transport/Accessibility Assessment submitted with the proposal.
- The ability of schemes to provide a satisfactory environment across all tenures. Where a mix of tenures are proposed, they should be properly integrated into the layout and design of a scheme. It will not be appropriate for certain tenures to be developed in a way which cannot provide good living conditions for future occupiers.
- The impact of the proposed development on the physical environment i.e. whether the development will increase the risk of flooding. Given the seriousness of the flooding issue the Council encourages every scheme to take into consideration the use of

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water resources within the development, and promotes a design led approach to seek sustainable solutions such as green roves and permeable materials.

4.5 **PTAL scores are a useful starting point for assessing accessibility but the Council will also take into account a range of other accessibility factors including the number and direction of travel destinations available and the time taken to reach these destinations from the site.**

- The capacity of existing and planned infrastructure, including public transport, utilities and community infrastructure, such as schools and hospitals and the need for on or off-site provision of land for facilities

- The quality of the landscape, and the contribution of the proposal in creating a place with genuine identity and character

## Unit Size

4.6 The possibility of increased residential density should not lead to a corresponding reduction in the size of individual units and it will be necessary for proposals to demonstrate good environmental conditions within a new scheme. Similarly the provision of large numbers of bathrooms and WCs within new homes should not lead to a significant reduction in the size of habitable rooms.

4.7 **Consideration will be given to the ability of residential developments to provide high standards of interior qualities to guarantee satisfactory indoor living space and amenities. An assessment of indicative minimum floorspace will be undertaken to help assess the suitability of proposals, taken alongside other design and density criteria set out in this SPD.** Careful consideration should be given in designing the internal layout, to accommodate furniture and provide adequate circulation space for the normal use of rooms, as well as allow movement of bulky furniture items into the home

4.8 The following standards are intended as a guide and will be considered within the context of any site or location specific constraints. Regard will also be had to the space and proportions within units and in particular, floor to ceiling heights

### Table 2 Recommended standards relating to floor space

| Recommended floor space standards | | | | | | |
|---|---|---|---|---|---|---|
| House Type | 5 BED | 4 BED | 3 BED | 2 BED | 1 BED | STUDIO/BEDSIT |
| 3 storey house | 108m$^2$ | 103m$^2$ | - | - | - | - |
| 2-storey house or bungalow | 101m$^2$ | 92m$^2$ | 81m$^2$ | 63m$^2$ | 50m$^2$ | - |
| Maisonette | 101m$^2$ | 90m$^2$ | 79m$^2$ | 63m$^2$ | 50m$^2$ | - |
| Flat | 94.6m$^2$ | 87 m$^2$ | 77m$^2$ | 63m$^2$ | 50m$^2$ | 33m$^2$ |

1. Where usable balconies are provided, the floorspace of the balcony or balconies can be deducted from the above totals up to a maximum of 5m2
2. Garages should not be included in the calculation of floorspace
3. Affordable housing should be guided by the Housing Corporation's floor space standards.

where smaller units are proposed. Nevertheless, the standards provide an indication of whether a scheme is likely to provide sound environmental conditions within a site.

### Sunlight & Daylight

4.9 All residential developments and amenity space should receive adequate daylight and sunlight, including habitable rooms and kitchens. The daylight and sunlight available to adjoining properties should be adequately protected and careful design can help minimise the negative impact of overbearing and overshadowing. Care must be taken to ensure that the new development is of an appropriate scale and mass and that proposals for new landscaping avoid overshadowing of proposed and adjacent buildings. Where a two or more storey building abuts a property or its garden, adequate distance should be maintained to overcome possible overdomination. **The distance provided will be dependant on the bulk and size of the building but generally, 15m will be the minimum acceptable distance. It should be noted that the minimum 21m overlooking distance will still need to be complied with, see figure 4.1.** Further information on new building work close to trees and tree protection may be obtained from various documents including: British Standard BS 5837 (1991) “Trees in Relation to Construction”; the National House – Building Practice Note 3 “Root Damage by Trees – Siting of Dwellings and Special Precautions”, Building Research Establishment. “Site Layout Planning for Daylight and Sunlight”, 1991; BRECSU, guide 73, “Energy Efficient House Design Exploiting Solar Energy”.

Fig 4.1 - Sunlight, daylight, overbearing and overshadowing

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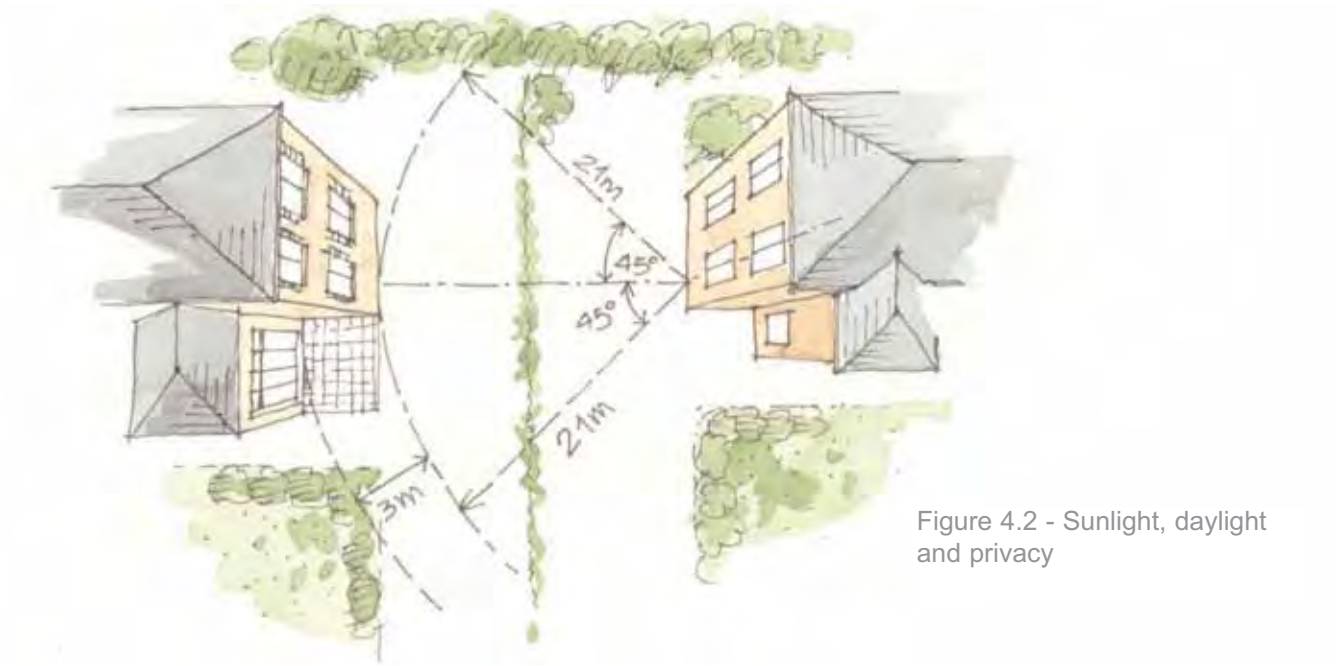


Figure 4.2 - Sunlight, daylight and privacy

*4.10* The height of new buildings should be determined not only by the proportions, siting and lines of the surrounding buildings, but also by the relationship between the proposed buildings and the wider public realm. As a general rule the established front and rear building lines should guide the siting of new dwellings and infill development in terrace houses will be required to observe this rule.

*4.11* **The Council's 45 degree principle will be applied and is designed to ensure that adequate daylight and sunlight is enjoyed in new and existing dwellings. It will be applied in infill developments where semi-detached or detached houses are involved,** see figure 4.2. The principle involves drawing a line from the mid-point of an existing or new window which is potentially affected by the new dwelling(s), at an angle of 45 degree towards the new building. If the proposed building breaches that line, it is unlikely to be acceptable.

## Privacy

*4.12* New residential development should be designed so as to ensure adequate privacy for its occupants and that of the adjoining residential property. **Adequate distance should be maintained to any area from which overlooking may occur and regard should be given to the character of the area and the distances between buildings. As a guide, the distance should not be less than 21m, between facing habitable room windows.**

*4.13* From windows above ground floor an angle of 45 degrees each side of the normal is assumed in determining facing, overlooking distances. Where a distance of 21m cannot be achieved, visual privacy can, in certain circumstances, be protected by careful layout and screening, including the use of obscure fixed and obscure glazing. Obscure windows are only acceptable to non-habitable rooms such as kitchens and bathrooms.

## Garden Space for houses

*4.14* Developments should incorporate usable, attractively laid out and private garden space conveniently located in relation to the property or properties it serves. It should be of an appropriate size, having regard to the size of the dwelling and character of the area, see figure 4.3.

Figure 4.3 - Amenity space for houses and flats

*4.15* **In considering whether adequate garden space has been provided for new houses, the Council will apply the following guidelines:**

| Amenity space for dwelling houses: | |
|---|---|
| 1 bed house a minimum of | 40m$^2$ |
| 2 & 3 bedroom house a minimum of | 60m$^2$ |
| 4 bedroom house a minimum of | 100m$^2$ |
| 5+ bedroom house a minimum of | 100m$^2$ |

*4.16* The above guidelines are intended as minimum and will apply to new houses in all locations, including those built within or in close proximity to town centres. Where an area is characterised by generous space standards, greater areas are likely to be appropriate.
For the calculation of private usable garden space, the Council will apply the following criteria:

1) Type of Space – It is considered that the best amenity space is provided when dwellings have their own individual private gardens accessed from the dwelling.
2) Privacy – Whilst front gardens are

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encouraged, areas that are closely overlooked from roads, footpaths or windows to habitable rooms of adjoining properties will not be included in calculations of private useable garden space. Screening may help.

3) Convenience – Garden space should be easily reached from the dwelling it serves.
4) Suitability for use – The shape gradient and landscaping / surface treatment of amenity areas should be appropriate to create space which is both functional and attractive. Narrow strips of ground around buildings or adjacent to roads or parking areas will not be considered suitable as usable garden space and will be excluded from calculations accordingly.

## Garden Space for Flats

*4.17* Developments should incorporate usable, attractively laid out and conveniently located garden space in relation to the flats they serve. It should be of an appropriate size, having regard to the size of the flats and the character of the area. Where houses have been converted into flats, adequate garden space should be provided according to the number of units created.

**In considering whether adequate garden space has been provided for new flats including the conversion of houses, the Council will apply the following guidelines:**

Shared amenity space for flats & maisonettes:

| | |
|---|---|
| Studio & 1 bed bedroom flat | 20m$^2$ per flat |
| 2 bed bedroom flat | 25m$^2$ per flat |
| 3+ bedroom flat | 30m$^2$ per flat |

*4.18* Balconies should be provided wherever possible for upper floor flats, along with private patio or garden areas for ground floor units. Where usable balconies or private garden space has been provided for individual units, the floorspace can be deducted from the calculation of outdoor amenity space. Garden space and patios are a preference and should be accommodated where possible, except where the physical limitations of the site prevent this and other forms of amenity space are suitable. However, communal amenity space should be used solely by the residents of the flats they serve and secured against unauthorised access.

*4.19* The above guidelines are intended as minimum. Exceptions to garden area requirements will only apply in special circumstances such as the provision of small non-family housing, predominantly made up of 1 bedroom units, in town centres or the provision of small non-family housing above shops. However, even in these areas, care should be taken to provide some usable and reasonable private outdoor amenity space, perhaps in the form of balconies. Larger flatted developments in town centres, in excess of 10 units, will be expected to provide adequate private, amenity space, having regard to the above guidelines.

*4.20* On larger schemes containing flats which would result in family housing (two or more bedrooms) being sited more than 400m from a children's play area, the development should provide for a usable amenity area incorporating a safe play space for children, located within the development. The shared amenity space provided should be usable, attractively laid out, conveniently located and where possible orientated to make full use of the sunshine.

*4.21* Generally shared amenity space should be located adjacent to buildings to which

Figure 4.4 - Elevational treatment / rooflines / active frontages / boundary treatment / building lines

it relates and each area should serve no more than 25 dwellings, so as to maintain a semi-private character.

*4.22* Any communal drying facilities and garaging (or parking areas) should be screened from grassed and landscaped areas so that they do not detract from the amenity value of shared amenity areas. The provisions for car parking or clothes drying areas should not be included in the calculation for the amount of shared garden area that is required.

### Elevational Treatment

*4.23* The design and elevational treatment of a building should generally be in harmony with its surroundings and should aim to compliment and/or improve an area. The proposed elevations should take into account the lines and openings and the local details and proportions of adjoining properties, see figure 4.4. Within Conservation Areas and Areas of Special Local Character particularly at Gate Hill Farm and Copsewood Estate, new buildings will be expected to enhance the local character of the area having regard to elevation, plot width, building line, landscaping, materials, fencing and design.

### Rooflines

*4.24* Over time rooflines have contributed to the character of the townscape, and a diverse roofline with a variety of pitches is considered to improve the richness of the townscape where this adequately respects the wider streetscene, see figure 4.4.

### Active Frontages

*4.25* Developments which look outward onto the streets and which establish strong links between the private and public space are encouraged, as they create an attractive setting and increase public safety through active frontages and natural surveillance, see figure 4.4.

### Boundary Treatment

*4.26* Well-defined boundary lines help reduce the occurrence of crime, enhance private

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amenity and contribute to the quality of the streetscene and the environment generally. High walls, gates, fences and solid barriers will normally be resisted by the Council, as they can prevent an alienating frontage, diminish the benefits of natural surveillance and encourage graffiti and vandalism, see figure 4.4.

### Building Lines

*4.27* Careful consideration should be given to the location of surrounding buildings,their orientation, building lines, frontages and entrances. Building lines within schemes should relate to the street pattern, although in some instances varied buildings lines can achieve diversity and interest. Development should have a clearly defined building line creating a clear visual edge, see figure 4.4.

### Front to Rear Access

*4.28* Proposals for new houses should seek to have a means of access from front to rear other than by passing through a habitable room. Where there is no external access linking the front and rear gardens, provision should be made in the design of the dwelling for refuse storage at the front of the properties.

*4.29* Where an individual side access linking the front and rear of properties cannot be provided, the following alternative solutions may be adapted:

1) Access through a dwelling avoiding habitable rooms e.g. through a garage or a hall. When extensions are being planned it must be remembered that access via non habitable rooms should be maintained
2) The use of a protected shared path, giving direct access to the rear of the properties. Long lengths of rear accessway are strongly discouraged as they create maintenance and security problems. A strong lockable gate should be introduced close to the building line, which should be in full view of neighbours.

### Communal Areas

*4.30* Planting areas within courtyards and circulation areas should be designed to facilitate maintenance and perform a clear function. In particular, suitable planting will be required to soften areas of car parking, garaging and walls and fences. However, they should not compromise security by obscuring visibility.

*4.31* Continuing maintenance is a key factor in the success of communal open space. Arrangements should be made at the outset to ensure that this can be achieved. Moreover, the management of a regular maintenance programme should be arranged in such a way that any problems that subsequently might arise can be speedily dealt with. These would include the replacement of planting, the construction of any additional footpaths, which prove to be required at a later date and the repairing of vandalised areas.

*4.32* A detailed landscaping and management scheme will generally be required to be submitted and approved by the local planning authority before development takes place. The long term effect of tree planting on the sunlight and views of habitable rooms and external lighting should be considered at the design stage of a landscaping scheme so that trees do not subsequently have to be removed. Further details are set out in Section 5.0.

### Car Parking

*4.33* All new developments, whether new build or conversions should provide parking in accordance with the parking standards set out in the UDP/LDF and the London Plan.

*4.34* As a general rule, car parking in large developments (flats and new neighbourhoods) should be accommodated off-street (curtilage / on the plot), out of sight and/or screened from the public realm and the street, see figure 4.5. Large, unbroken areas of car parking in front of new developments will be resisted by the Council.

Figure 4.5 - Communal areas and car parking

*4.35* The preferred solution for curtilage parking is in the form of small, attractively laid-out car parking courtyards. These offer the opportunity to place car parking areas within view of residents in order to benefit from natural surveillance whilst improving the quality of the streetscene.

*4.36* The loss of significant vegetation to accommodate car parking is likely to make a proposal unacceptable, as it can significantly diminish environmental quality. Soft and hard landscaping can help to mitigate the visual impact of car parking areas, as long as this is planned in a meaningful and coherent manner which ensures its permanence and easy maintenance.

*4.37* The location of car parking is subject to local circumstances. Where parking is located to the rear of a proposed development, it should not result in a reduction in residential amenity as a result of noise, emissions and increased activity. Car parks should be of an adequate size to allow circulation and should be suitable to the development they serve, suitable hard and soft landscaping should also be provided Where parking is located to the front of the building, careful consideration must be given to the boundary treatment of the site and the retention of mature and semi-mature trees (these will need space to grow). Walls, fences and additional landscape can assist in screening car parking areas, but the design of the boundaries should be considered carefully, in order to avoid an adverse impact on the quality of the streetscene and visual permeability into the site. Car parking at the front of buildings will not always be achievable, as a result of retaining and enhancing the local character of the area.

*4.38* Car parking areas should be safe and conveniently located for all users. When car parking is located to the rear of the dwellings, routes to and/from the entrances to the buildings should be direct and safe. 10% of parking allocation should be set aside for disabled and mobility impaired drivers; these spaces should be closest to building entrances. Any proposals that involve rear car parking areas but only front main entrances into the dwellings will normally be considered unacceptable. Additionally no vehicular access points will be permitted along Ducks Hill Road.

### Cycle Parking

*4.39* Parking areas for bicycles should be designed as part of the wider landscape and should complement the buildings and the external areas. Guidance on car parking standards is provided in the

# 4.0 Design Guidance

adopted UDP/LDF and in the London Plan. Bicycle parking facilities should be safe and accessible, and should avoid obstructing access to the buildings, circulation areas and open space. Large, covered and secure cycle parking areas should be provided at the rear of the block but in a location that is easily accessible to the entrance to the building.

### Waste Management

*4.40* Adequate and appropriate space for waste and recycling facilities, including wheelie bins where appropriate, recyling bins and composting facilities should be incorporated into new developments. Such space should be designed and located in a way which integrates them with the buildings they serve and minimises the impact on the local amenity. Proposals resulting in the creation of randomly arranged bin areas, on land that is left over from the development, will not be considered acceptable. In housing developments, the use of rear service alleys should be avoided as they raise serious issues in terms of safety and security.

*4.41* Waste disposal facilities should be located on private land and must avoid encroachment onto valuable open and amenity areas for the residents. The best bin stores are solid (but well-ventilated) with walls/doors/roof (to prevent wind blown litter, over flow, accommodate bulky items, prevent vermin etc). If well designed, they can be accommodated within the landscape and screened by planting Landscape, vegetation and subtle low features such as rails and mesh are to be preferred to bulky and solid structures for storing bins. Applicants are encouraged to adopt innovative and sensitive approaches when designing these areas. **Facilities must be easily and safely accessible and should not be farther than 23m from the highway /collection point and not farther than 9m for wheelie bins.**

### Garages and Ancillary Buildings

*4.42* In designing garages or outbuildings, design considerations such as the size of door opening, location in relation to the main dwellings, treatment of external walls (e.g. fenestration) and roof orientation and design should all be considered. Architecturally the design of the garage and outbuildings should relate with the design of the buildings around them; they should always be subordinate in size and appearance to the main dwelling and retain and enhance the local character of the area

*4.43* Flat roofs and double width doors should be avoided, especially in instances where the main house is of traditional design. Long unrelieved walls should also be avoided, especially if these would front toward a street (whether private or adopted) or a public space.

*4.44* The provision of integral garages can significantly detract from the visual quality of a house, as the garage door can dominate the front of the house. For this reason integral garages should be designed carefully and should not project in front of the main front building line of a house.

# Integrating Development in Residential Areas 5.0



*5.1* The intensification of sites, which are already developed, can be successfully achieved through sensitive design and a detailed analysis of the characteristics in an area. A 'typology' is the prevailing set of characteristics, which are essential to local distinctiveness and character within areas. New residential development should reflect the typology of the area. When a site is redeveloped, it will not ultimately be compared with the buildings, which have been replaced. Rather, the new building will be judged against its neighbours, and so it is these buildings, which should normally form the basis of the typology study. This should always be remembered when preparing Design Statements.

*5.2* Where the typology is clearly different on each side of the site, a choice should be made between the two. In most cases it will be clear which one predominates along the street, and this should then be chosen. If there is no obvious prevailing typology, then either of the neighbouring ones or a combination may be chosen within certain constraints.

## Typology Data

*5.3* The analysis of existing typologies will assist any developer/designer in identifying the key traits of the buildings and landscape, which form their context. These can then be used as guidance for developing the new scheme. Typology data, together with a cross section showing the relationship of development proposals to the street, will form an important part of an application, and allow the designer to clearly demonstrate the integrity of their design. This should be included as part of the submission of a Design Statement. See checklist for local distinctiveness.

*5.4* The following elements are regarded as the core set of criteria, which should be used to establish the characteristics of the typology. In some instances, such as corner plots, it may not be possible to apply this list fully. Others will require more detail if the typology has unique features, which need to be noted.

# 5.0 Intergrating Development in Residential Areas

| Table 3: Checklist - Local Distinctiveness | |
|---|---|
| SITE CONTEXT | |
| Setting | Location, surrounding area, local context. |
| Existing landuse | Residential, Mixed-use, Industrial. |
| Building pattern | 2/3 storey buildings including set in details. |
| Boundary treatment; character, height, material | Mature trees on boundary retained, existing heights & proposed. Material used. |
| Key landscape features, landmarks | Is it or near a landmark building. Hard and soft landscaping. |
| CONNECTIONS | |
| Visual connections (vistas, views) | Does the site have any particular views, what can be seen from the site. |
| Pedestrian and cycle links in the neighbourhood | Existence of cycle and pedestrian routes |
| SITE CHARACTERISTICS | |
| History of the site – previous landuse, historic traditions, associations | Planning history of the site and designations. |
| Topography | Orientation, slope, elevation and natural features. |
| Configuration of site | The make up of the site and its characteristics |
| Terms of access | Site accesses, pedestrian and vehicular. |
| Landscape elements | Hard and soft landscaping to include location and types and materials. |
| Land use | Current and future land use. |
| Type of development | Existing and proposed type of development. |
| Layout | The overall characteristics and their location which make up a site. |
| Building line | On a curve and or parallel to the road |
| Building line build up | Details ie predominant format is for approx 90% of the building line to be built, with three plots at the southern end being 60% built up. |
| Building setback | Varies ie 2.2m pavement is standard, but building set back varies from 8m to 18m (However the building line is a clearly identifiable curve. |
| Building materials | Predominantly gray slates, Predominantly white painted render with some red brickwork detailing. |
| Fenestration, doors | Window format typically wide but subdivided into vertical panes. |
| Typical details | Render with only occasional brick detailing such as an arch over window/diamond detail decoration on gable end. Brick chimneys common |
| Building characteristics – scale, height, bulk, character, age and history of existing built elements | Modest detached and semi-detached 2 storey houses, Eaves height approx 5m. Ridgeheight approx 7.5m. Roof pitch approx 45 degrees. Many houses feature side or front gables. The also frequently feature a low secondary roof over a porch/bay window/garage. |
| Open space - location and depth of any open space such as garden areas/forecourts/backyards/alleyways, backyards, access. | Full details of open space and their location. |

# Intergrating Development in Residential Areas 5.0



## Street Section

5.5 In order to properly analyse an existing typology, it is necessary to prepare a section through the street and consider the building line, see figure 5.1. This will illustrate key elements of information such as boundary treatment, building set back, eaves height, ridge height and landscape features. A section through the proposal to the same scale will demonstrate how the designer has responded to the typology by allowing a direct comparison, see figure 5.2.

Figure 5.1 Building line

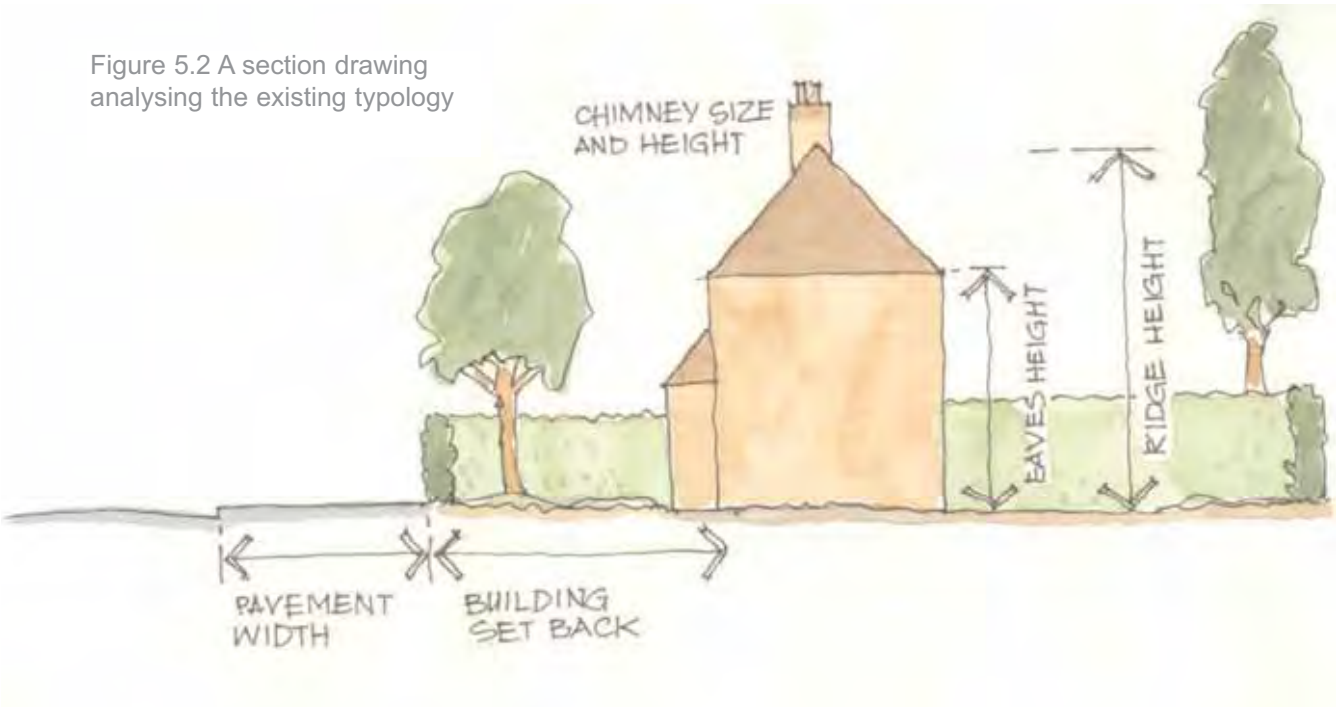



Figure 5.2 A section drawing analysing the existing typology

## Corners & Junctions

5.6 Corners and junctions typically provide a much more complex set of constraints than simple lengths of street, and will often require a more sophisticated approach. It may be that corner buildings sit at the junction of two very different typologies, which cannot be reconciled in one design. It is also the case that corner sites are very often highly visible, and give the opportunity to create a strong landmark, building up the quality of the urban character for the area as a whole. In these instances, the buildings on a junction are more likely to relate to one another than to their immediate neighbours. They might also be larger than the other houses, and corner plots are often suited to flats or mixed-use schemes rather than a single house. Adequate vehicular visibility must be considered as part of any proposals.

# 5.0 Integrating Development in Residential Areas

### Example 1
### CORNER/JUNCTION
### Option A: Replacement of 9 semi-detached and detached houses with 70 flats in 3 storey blocks

*5.7* This site is located on a prominent corner junction, close to a town centre, and terminates the long vista of the approach to the town. In this case, it is the existing buildings defining the character and local distinctiveness of the area. The existing buildings are very suburban in character, being exclusively 2 storey buildings, with a mix of typical detached and semi-detached suburban houses with front drives, side garages and long gardens, see figure 5.3. An analysis of the typology of the site has been included adjacent and can help to provide a detailed analysis of the site and help in the creation of design solutions, see Table 4.

Figure 5.3 - Location plan with site coloured and edged in red with the building line shown as black dotted line

# Integrating Development in Residential Areas 5.0

Figure 5.4 The neighbouring buildings used to establish the typology of the site

**Table 4: Case study - Local Distinctiveness**

| | |
|---|---|
| SITE CONTEXT | |
| Setting | On a corner close to a town centre adjoined by similar residential development. |
| Existing landuse | Residential - 9 semi detached houses |
| Building pattern | Two storey buildings. Buildings set back varies 2.2m pavement is standard but buildings set back varies from 8m to 18m. However the building line is a clearly indefinable curve. |
| Boundary treatment; character, height, material | The roofs are predominantly comprised of grey slates. The front boundary varies but typically includes a low retaining wall surmounted by hedgerow or planting. The houses are 10m high, eaves height approx 5m, ridge height approx 7.5m, roof pitch 45 degrees. |
| CONNECTIONS | |
| Visual connections (vistas, views) | The edge of the town centre can be viewed from the corner of the site, however, once past the curve in the road this visual connection is lost. |
| Pedestrian and cycle links in the neighbourhood | There is a designated cycle lane from the town centre, which continues past this site for 2km approx. The town is also well serviced by a cycle network. The road from the site to town is also includes footpaths for pedestrians. There is also a bus shelter 400m from the site. |
| SITE CHARACTERISTICS | |
| History of the site – previous landuse, historic traditions | The site was undeveloped until the 1940s when it was developed to accommodate the current 9 semi detached houses on site. No other development has taken place on site apart from porches erected. |
| Topography | The houses on the site face the southeast. The site is generally level in nature. |
| Configuration of site | The site currently includes a broad private open space to the rear of the properties. The houses are 2 storey in nature and are similar to other properties in the area. The plots are 10m in with approx, with a minimum of 8m and a max of 12m. |
| Terms of access | Each house has a separate access point from the main road with front garden parking. Each site also has a small front garden and a large rear garden. |
| Landscape elements | Front gardens feature predominantly raised lawns with shrub planting. Few trees in front gardens other than the group on the junction. Rear gardens are heavily planted with large lawns and hedge boundaries. |
| Land use | The site is currently C3 residential. Future development for the area would include residential development with more dense development in line with the London Plan. |
| Type of development | Currently 9 semi detached houses on this site. (Include relevant proposed development details). |
| Layout | The current layout includes 9 semi detached houses on a curve with large rear gardens. (Include relevant proposed development details). |
| Building line | The site is on a curve and is not parallel to the road. |
| Building line build up | Predominant format is for 90% of the building line to be built, with three plots at the southern end being 60% built up. |
| Building setback | Varies 2.2m pavement is standard, but building set back varies from 8m to 18m (However the building line is a clearly identifiable curve. |
| Building materials | Predominantly gray slates, Predominantly white painted render with some red brickwork detailing. |
| Fenestration, doors | Window format typically wide but subdivided into vertical panes. The majority of doors are aluminium. |
| Typical details | Render with only occasional brick detailing such as an arch over window/diamond detail decoration on gable end. Brick chimneys common. |
| Building characteristics | The current 9 semidetached houses are 1940's, with large gardens and mature trees. They are modest in scale and similar to neighbouring development. The houses are 10m high, eaves height approx 5m, ridge height approx 7.5m, roof pitch 45 degrees |
| Open space | The front gardens vary in depth according to the curve on the road from 8m to 18m.The rear gardens are very large with some reaching 45m |

# 5.0 Integrating Development in Residential Areas

## Assessment of proposal: Option A

*5.8* The proposal represents a major shift away from the existing typology that exists on the site, and would change the character of the area significantly, see figure 5.5 The scheme is successful in bringing higher density development, but it does this at the expense of several fundamental aspects of good urban design:

- The building line, clearly established by the existing buildings, has been lost, both in its alignment and its character.
- The narrow plot widths have been replaced by isolated blocks, which do not harmonise with the existing character of the area.

Figure 5.5 - The proposed site layout. The building line relates poorly to the street and there is is a lack of definition between private and public space

# Integrating Development in Residential Areas 5.0



- The replacement buildings do not enhance the character of the area, being a storey higher and of greater bulk, see figure 5.7.
- If these larger buildings were being promoted on the basis that they would form a new landmark as a terminal vista along the road, this has not been adequately achieved. The primary view they will allow is of a gap between two buildings and an oblique view of one of the gable ends.
- As a result of inadequate parking, the scheme does not reflect the reality that these flats are likely to be occupied by car owners, and as a result, will have an in-built problem of on-street parking close to a busy junction.
- The front boundary is not clear from the plan submitted, but, the lack of planting implies that little or none is intended. This has the effect of opening up the street scene, which was formerly defined by hedges and retaining walls.
- There is a lack of definition between private and public space.

Figure 5.6 Existing elevations

Figure 5.7 Proposed elevations

Example of front elevations on main frontage in the proposed scheme show the different detail, scale, materials and rhythm and how poorly these relate to the orginal streetscene

# 5.0 Integrating Development in Residential Areas

### Option B: Redevelopment in the context of the neighbouring typology – replacement of 9 semi-detached and detached houses with 54 flats

*5.9* This lower density proposal contains 54 flats with varying combinations of setting, amenity space and parking. A significant difference is that all of the dwellings have either a garage or parking space.

- The proposal comprises a group of buildings fronting the street in the same manner as the existing buildings, with two rear mews courts connected by a pedestrian link. The scheme is entirely 2 storey, in keeping with the existing buildings on the site. The buildings facing the street would typically contain 2 flats, see figure 5.8
- Garage spaces are provided on the ground floor of some of the mews buildings, serving both mews flats and some of those, which face the street.
- The development is designed to be a safe and secure space, with habitable rooms overlooking parking areas, which provide natural surveillance.
- There is better definition between private and public space.

Figure 5.8 - An alternative scheme incorporating a combination of flats facing the street and various mews units

# Integrating Development in Residential Areas 5.0



*5.10* The cross sections provide a comparison between the proposed scheme and the existing buildings, with section lines taken at the same point on the site, see figure 5.9. The proposed scheme is bulkier than the existing building and goes beyond the building line, giving it much greater prominence on the street. However, the omission of the low retaining wall and planting reduces the distinction between public and private space, and creates the appearance of the public space extending to the front wall of the building.

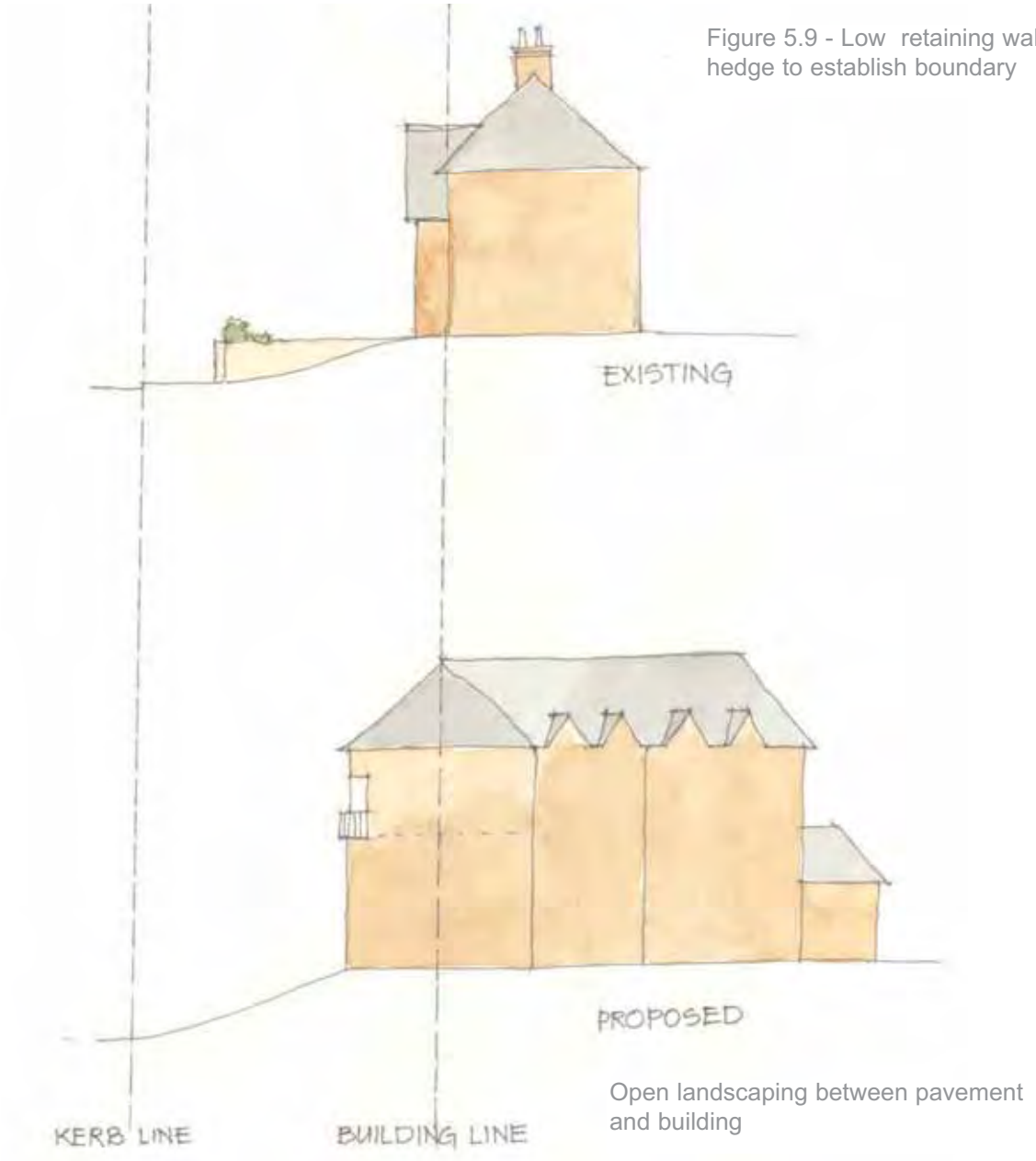



Figure 5.9 - Low retaining wall and hedge to establish boundary

Open landscaping between pavement and building

# 5.0 Integrating Development in Residential Areas

## Example 2
## Mid-street / Infill Development

*5.11* The intensification of sites within an existing streetscape if carefully designed, can enhance the appearance of the surrounding area. The form and type of development should be largely determined by its townscape context. In areas of varied townscape of little quality, new developments should aim to make a positive contribution to improve the quality of the area, although they should relate to the scale and form of their surroundings. For the location plan of this site see figure 5.10.

Figure 5.10 - Location plan with site coloured red and edge in red

# Integrating Development in Residential Areas 5.0

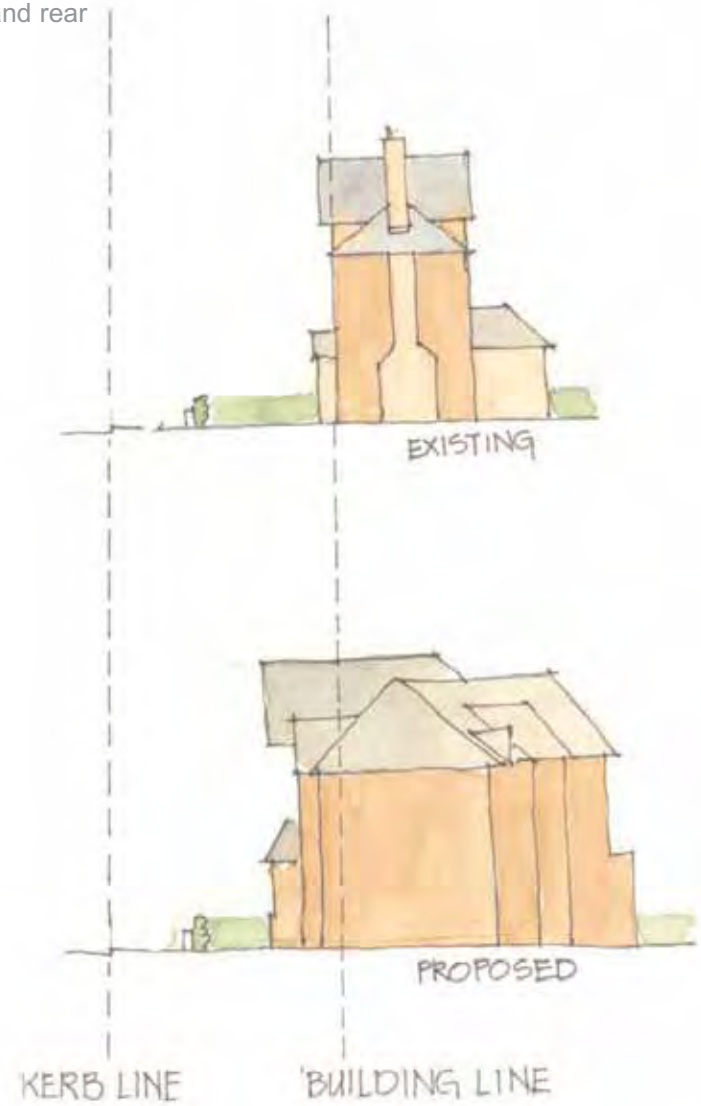


## Example 1
## MID-STREET
## Option A: Replacement of four detached houses with 34 flats in 4 blocks

*5.12* All of these detached houses face directly onto the street, see figure 5.11. The site sits between two different building typologies, one of which is a community centre, and the other is a row of 2 storey interwar detached houses with habitable rooms in the roof space. Despite variations in the details of the buildings, they establish a strong building line, with clearly continuous eaves and ridge line, see figure 5.12.

Figure 5.11 - Existing detached buildings with front walls and planting in front gardens

Figure 5.12 - A comparison between the proposed and existing typology showing significantly increased front and rear building lines



# 5.0 Integrating Development in Residential Areas

Figure 5.13 - The neighbouring buildings used to establish the typology of the site

## Table 5: Analysis: Local Distinctiveness and Special Character

| | |
|---|---|
| SITE CONTEXT | |
| Setting | Residential street with interwar detached houses and a community centre |
| Existing landuse | 4 detached residential dwellings |
| Building pattern | Detached buildings, set back approximately 10 metres from the street boundary in 10 metre front garden |
| Boundary treatment; character, height, material | Two metre high hedge with additional trees |
| CONNECTIONS | |
| Visual connections (vistas, views) | None of importance |
| Pedestrian and cycle links in the neighbourhood | No existing |
| SITE CHARACTERISTICS | |
| History of the site – previous landuse, historic traditions, associations | Internal residential development |
| Topography | Flat |
| Configuration of site | Rectangular shape, wider at the south west corner |
| Terms of access | Four individual access points, pedestrian and vehicular |
| Landscape elements | Hedges, mature trees |
| Land use | Residential |
| Type of development | Two storey detached building |
| Building line | Strong continuous building line |
| Building line build up | Typically 60% |
| Building setback | 2.2m pavement |
| Building materials | Predominantly white, mainly slate tiles |
| Building characteristics – scale, height, bulk, character, age and history of existing built elements | Modest detached 2 storey dwelling house. Strong building line with clearly continuous eaves and ridge line. |
| Open space - location and depth of any open space such as garden areas/forecourts/backyards/ alleyways, backyards, access. | Deep front gardens, approx 10 metres, which would contribute to the character of the street scene. |

### Option A - Assessment of the proposal

*5.13* The scheme appears to be acceptable from an architectural point of view; however, the proposal could be improved in a number of ways, which would enable the new development to relate more with the neighbouring typology:

- The building line of the proposal only partly follows that already established by the neighbouring buildings, see figures 5.14 and 5.15. The buildings are much more complex than the adjacent typology. This further fragments the building line and dilutes the existing context.

- The front boundary treatment breaks substantially with the existing typology, and not only includes railings, but adds in a verge between the railings and the pavement. This does not occur elsewhere on the street and represents a major change to the public space.

*5.14* The cross sections in this illustration show a comparison between the proposal and the existing typology, see figure 5.12. At the front boundary, railings have replaced the substantial hedge at the edge of the pavement and

Figure 5.14 - Front elevation showing the proposed building in context

Figure 5.15 - The proposed scheme showing the larger footprint, increased scope for overlooking and the rear carpark adjacent to adjoining rear gardens

# 5.0 Integrating Development in Residential Areas

planting set back behind a verge. This greatly increases the level of visibility of the front gardens and removes private amenity space. This also significantly widens the street scene by allowing the buildings rather than the hedge to provide visual enclosure.

*5.15* The scheme successfully identifies and follows typical plot width, but, the buildings, which are then placed onto those plots, are much wider, filling 80% rather than 60% of the building line.

### Option B: Redevelopment in the context of the neighbouring typology – development of 15 units

*5.16* This redevelopment creates a total of 15 units in place of the original 5, with a mix of 12 flats and 3 houses. It differs from the original proposal on the following key points:

- It closely follows the basic form and scale of the neighbouring typology, respecting both eaves height and ridge height. Most importantly, it retains the plot widths, building line build-up and front boundary treatment, see figure 5.16.
- Additional volume is added in the form of wings to the rear of the buildings, where they are set back from the building line and do not interrupt the street scene and through single storey side extensions, following the precedent of the garages in the existing typology.
- Gardens are provided for each building, and each has a small car-park in place of one large communal one which allows for the provision of lawns, planting and the retention of important landscape features to reflect and preserve the existing landscape character. This also impacts on the surrounding properties, while providing better security through more frequent use of a variety of areas on the site.

# Integrating Development in Residential Areas 5.0



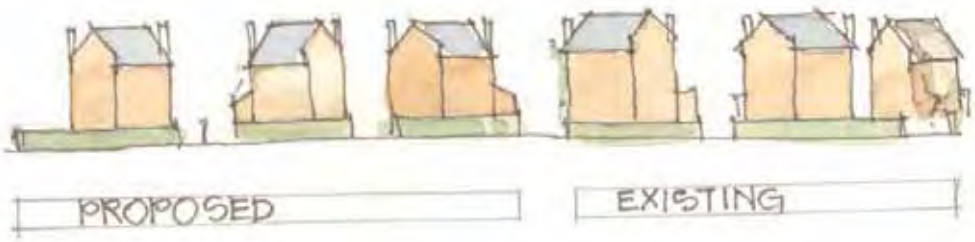



Figure 5.16 - The alternative scheme closely follows the form of the existing typology with additional development set well back from front and rear building lines

# 6.0 Glossary

## Unitary Development Plan (UDP)

UDP's set out the strategic and local framework for guiding future development in the borough. The document contains planning policies and provides guidance for the development of land and transport in the Borough.

## Local Development Framework (LDF)

Under the new Planning and Compulsory Purchase Act, every Council is required to introduce a new Local Development Framework (LDF) for its planning policies. The LDF will replace UDP's.

## Design Statement

These statements, drawn up by developers/applicants, are to provide evidence that development proposals have taken account of all relevant design considerations.

## Public Transport Accessibility Level (PTAL)

PTAL's are a measure of the accessibility of a point to the public transport network, taking into account walking time, the number of services within the catchments and waiting time at the public transport access point. PTAL is categorised in 6 levels, 1 to 6, where Level 6 represents a high level of accessibility and Level 1 a low level of accessibility.

## Typology

A 'typology' is the existing set of characteristics, which are essential to local distinctiveness and character within an area.

## Brownfield Sites

"Brownfield" is the term generally used to describe previously developed land, which may or may not be contaminated.

## Local Distinctiveness

Local distinctiveness is the essence of what makes a place special to us. It is the sum of landscape, wildlife, archaeology, history, traditions, buildings, crafts – everything that makes somewhere truly unique.

## Planning Designations

Planning designations are environmental policy designation, e.g. listed buildings, conservation areas, sites of special landscape importance, tree preservation orders.

## Conservation Areas and Areas of Special Local Character

The Council designates Conservation Areas and Areas of Special Local Character because of their special architectural, historical or archaeological interest. The character or appearance of such areas is desirable to preserve or enhance. Special controls exist within Conservation Areas with regard to demolition of buildings, addition of advertisements and development control and in such cases Conservation Area consent is required. Further guidance is provided in Planning Policy Guidance 15: Planning and the Historic Environment 1994. The protection and enhancement of the character or appearance of an Area of Special Local Character will be considered with planning applications within such designated areas.

## Nationally Listed Buildings

Buildings and other structures of special architectural or historic interest are 'listed' by the Secretary of State for Culture Media and Sport and are classified by three grades. Listed buildings have a special status in planning law. Listed buildings are protected by the Planning (Listed Buildings and Conservation Areas) Act 1990. A listed building may not be demolished, extended or altered internally or externally in any way that affects its special architectural or historic interest, without listed building consent having been granted. It is a criminal offence to demolish, alter or extend a listed building without first obtaining listed building consent.

## Locally Listed Buildings

A Locally Listed Building is one that has been recognised by the local authority as being of local interest, either for historical associations, or for its architectural style. They are usually buildings holding key positions in the streetscape, or are of high architectural quality that are not included in the Statutory List of Buildings.

## Tree Preservation Order

A TPO is made by the local planning authority to protect specific trees or particular woodland from deliberate damage and destruction. TPOs prevent the felling, lopping, topping, uprooting or otherwise willful damaging of trees without the permission of the local planning authority.

# Appendix 1

## Relevant Planning Policies

Hillingdon Unitary Development Plan 1998

Chapter 5: Built Environment

Policy BE19 THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT NEW DEVELOPMENT WITHIN RESIDENTIAL AREAS COMPLEMENTS OR IMPROVES THE AMENITY AND CHARACTER OF THE AREA.

Policy BE20 BUILDINGS SHOULD BE LAID OUT SO THAT ADEQUATE DAYLIGHT AND SUNLIGHT CAN PENETRATE INTO AND BETWEEN THEM AND THE AMENITIES OF EXISTING HOUSES ARE SAFEGUARDED.

Policy BE21 PLANNING PERMISSION WILL NOT BE GRANTED FOR NEW BUILDINGS OR EXTENSIONS WHICH BY REASON OF THEIR SITING, BULK AND PROXIMITY, WOULD RESULT IN A SIGNIFICANT LOSS OF RESIDENTIAL AMENITY.

Policy BE22 RESIDENTIAL EXTENSIONS AND BUILDINGS OF TWO OR MORE STOREYS IN HEIGHT SHOULD BE SET BACK A MINIMUM OF 1 METRE (1.5 METRE IN THE COPSEWOOD AND GATE HILL FARM ESTATES, NORTHWOOD AND THE DRIVE, ICKENHAM) FROM THE SIDE BOUNDARY OF THE PROPERTY FOR THE FULL HEIGHT OF THE BUILDING.

Policy BE23 NEW RESIDENTIAL BUILDINGS OR EXTENSIONS SHOULD PROVIDE OR MAINTAIN EXTERNAL AMENITY SPACE WHICH IS SUFFICIENT TO PROTECT THE AMENITY OF THE OCCUPANTS OF THE PROPOSED AND SURROUNDING BUILDINGS, AND WHICH IS USABLE IN TERMS OF ITS SHAPE AND SITING.

Policy BE24 THE DESIGN OF NEW BUILDINGS SHOULD PROTECT THE PRIVACY OF THE OCCUPIERS AND THEIR NEIGHBOURS.

Chapter 7: Built Environment

Policy H4 WHEREVER PRACTICABLE A MIX OF HOUSING UNITS OF DIFFERENT SIZES SHOULD BE PROVIDED IN SCHEMES OF RESIDENTIAL DEVELOPMENT INCLUDING INPARTICULAR UNITS OF ONE OR TWO BEDROOMS. WITHIN TOWN CENTRES PREDOMINANTLY ONE AND TWO BEDROOM DEVELOPMENT WILL BE PREFERABLE

Policy H5 THE COUNCIL WILL ENCOURAGE DWELLINGS SUITABLE FOR LARGE FAMILIES, WHERE THE NEEDS OF THE AREA SUGGEST IT IS APPROPRIATE, BY:-

i) ENCOURAGING THE IMPROVEMENT OR EXTENSION OF SINGLE FAMILY DWELLINGS FOR THIS PURPOSE WHERE THIS WOULD COMPLY WITH ENVIRONMENTAL STANDARDS, SET OUT IN THIS PLAN;

ii) PROVIDING FOR THIS TYPE OF DWELLING IN THE COUNCIL'S OWN PROGRAMME OF DEVELOPMENT AND ACQUISITION AND ENCOURAGING HOUSING ASSOCIATIONS TO DO THE SAME; AND

iii) NEGOTIATING THE PROVISION OF LARGER DWELLINGS BY THE PRIVATE SECTOR IN NEW DEVELOPMENT, BEARING IN MIND THE NEED TO ENSURE SUCH HOUSING MEETS LOCAL NEEDS.

Policy H6 THE APPROPRIATE DENSITY OF DEVELOPMENT DEPENDS ON A BALANCE BETWEEN THE FULL AND EFFECTIVE USE OF AVAILABLE HOUSING LAND AND THE FOLLOWING IMPORTANT CONSIDERATIONS; THE QUALITY OF THE HOUSING LAYOUT AND DESIGN, ITS COMPATIBILITY WITH THE DENSITY, FORM AND SPACING OF SURROUNDING DEVELOPMENT, THE PROPOSED DWELLING MIX, AND THE LOCATION, CONFIGURATION AND CHARACTERISTICS OF THE SITE. HOWEVER, APPLICANTS FOR RESIDENTIAL DEVELOPMENT AT A DENSITY ABOVE 150 HABITABLE ROOMS PER HECTARE WILL BE EXPECTED TO SUBMIT SUFFICIENT DETAILS TO DEMONSTRATE THAT THE LAYOUT AND DESIGN OF THE SCHEME ARE OF A QUALITY WHICH PRODUCES GOOD ENVIRONMENTAL CONDITIONS WITHIN THE DEVELOPMENT AND HARMONISE WITH THE SURROUNDINGS.

Policy H9 NEW HOUSING ON APPROPRIATE SITES SHOULD INCLUDE UNITS FOR PEOPLE WITH DISABILITIES. THE LOCAL PLANNING AUTHORITY WILL SEEK TO ENSURE THAT AN ADEQUATE NUMBER OF DWELLINGS ARE BUILT (OR DESIGNED TO BE CAPABLE OF EASY ADAPTATION) TO RECOGNISED STANDARDS FOR WHEEL-CHAIRS, ON SITES WHICH ARE WELL LOCATED IN RELATION TO LOCAL SHOPS, SERVICES AND TRANSPORT FACILITIES. THEY WILL ALSO SEEK TO ENSURE THAT NEW SINGLE STOREY DWELLINGS, GROUND FLOOR FLATS AND FLATS ACCESSIBLE BY LIFT ARE BUILT (OR DESIGNED TO BE SUITABLE FOR ADAPTATION) TO RECOGNISED STANDARDS FOR MOBILITY ON SUITABLE SITES.

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**If you require a translation please contact:**

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|---|---|---|
| Arabic | إذا كنت بحاجة إلى خدمة الترجمة، يُرجى الإتصال: | 07753 600281 |
| Bengali | আপনার যদি অনুবাদের দরকার হয়, এখানে যোগাযোগ করুন | 07776 184247 |
| Gujarati | જો તમને ભાષાંતરની જરૂર હોય તો, કૃપા કરીને સંપર્ક કરો: | 01895 250286 |
| Hindi | अगर आपको हिन्दी में अनुवाद चाहिए, तो कृपया सम्पर्क करें: | 01895 250045 |
| Punjabi | ਜੇ ਤੁਹਾਨੂੰ ਤਰਜਮੇ ਦੀ ਜ਼ਰੂਰਤ ਹੋਵੇ, ਤਾਂ ਮਿਹਰਬਾਨੀ ਕਰਕੇ ਰਾਬਤਾ ਕਰੋ: | 01895 250045 |
| Somali | Haddii aad u baahatid turjumad, faddllan la xidhiidh: | 07956 570536 |
| Urdu | اگر آپ کو اس کے ترجمے کی ضرورت ہے تو براہِ مہربانی رابطہ کیجئے : | 01895 250045 |

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