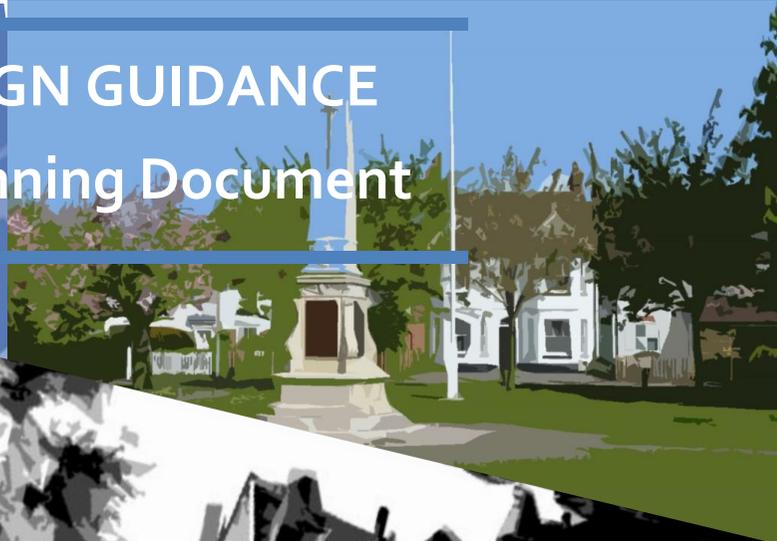


# STEVENAGE DESIGN GUIDANCE

## Supplementary Planning Document



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## Part 1 – Purpose of the Stevenage Design Guidance

### Introduction

1.1 Stevenage Design Guidance supports the strategic and detailed policies in the Stevenage Borough Local Plan (SBLP). This guidance forms a Supplementary Planning Document (SPD) which is an additional 'material consideration' in planning decisions. This guidance replaces the Stevenage Design Guide 2009; updating advice where appropriate and providing new guidance on matters introduced or strengthened in the SBLP including long-term sustainability through the use of durable, low maintenance materials.

1.2 This document was adopted as a Supplementary Planning Document [on 30 January 2023](#), following a meeting of the Executive Committee of Stevenage Borough Council on ~~XX-XXXX~~ [18 January 2023](#).

1.3 A draft version of this document was subject to [two public consultations](#) between 9 August 2021 and 4 October 2021 [and a second from 19 September to 31 October 2022](#). The consultations ~~were~~ [were](#) carried out in accordance with the Town and Country Planning (Local Development) (England) Regulations 2004, as well as Stevenage Borough Council's Statement of Community Involvement. A summary of the representations received and the Council's response to these is set out in the [Statement of Consultation](#) which accompanies this document.



Image: Hertfordshire LEP

### How to use this design guidance

1.4 This Stevenage Design Guidance sets out clear design principles to guide future development in Stevenage. It encourages a design led approach to all development, from large residential schemes to modest residential extensions and small infill developments.

1.5 This Guide provides design principles ~~are~~ for all developments, accompanied by illustrations and good practice examples, to help deliver good design and clearly signpost where more detailed guidance can be accessed. It aims to be user-friendly and does not seek to replicate existing policy and regulations that will continue to apply to all development.

### Looking forward

1.6 This guidance has been prepared in the context of social, economic and environmental change. Technological change is rapid, with developments in digital, artificial intelligence and machine learning affecting our lives at all scales.

1.7 The demographics of Stevenage are also driving change as the population ages, the needs of some residents are changing from those originally provided for through the development of the New Town. Young people's expectations are changing too; leading to new lifestyles and new models of home ownership.

1.8 We expect continuing change as a consequence of climate change, changing home ownership models and technological changes. It is likely to emerge and embed in society rapidly. It will influence the planning, design and construction of new homes and places.

### Components for good design

1.9 Urban design is the design of towns and cities, streets and spaces, and concerns all aspects of the public realm, including the detailed design of buildings and landscapes, the way in which places work and the relationships between existing and new developments.

1.10 Good design translates into more than the appearance of buildings. It is important in both small residential extensions and large-scale developments that introduce form and materials and the creation of new streets and spaces. Functionality and practicality are embedded in design and are as important as the visual quality of a building or large scale development.

1.11 Well-designed neighbourhoods help build communities, give them a sense of belonging and make residents feel safe. Often this can be through simple approaches such as natural surveillance, an easy technique created when new streets and public open spaces are overlooked by windows (in active rooms) and doors.



Image Studio RHE

1.12 Carefully positioned car parking and cycle storage, as well as integrated refuse and recycling bins, also help to create a sense of order and reduce litter and vandalism.

1.13 The quality of open space and the way in which new streets and spaces are designed directly affects how people feel about a place and the whole community benefits from a commitment to usable green space. Access to open space also has a direct impact on the health and wellbeing of those able to take advantage of it.

1.14 For commercial development, well designed buildings are good for business. The flexibility to respond to changing social and economic circumstances is important, as are design solutions which encourage creativity and innovation. Investment in good quality design provides a higher return on the investment made.

1.15 Good design in all development is inclusive and accessible for everyone, has a positive impact on the environment, integrates into its immediate and wider surroundings, provides flexibility for future change, is easily maintained and delivers a return on investment.

1.16 All places and spaces are different, and design is not about starting again from a blank canvas. The context and character of a place needs to be taken into account and renewal rather than demolition is encouraged where possible. There is no 'perfect blueprint' for good design, and trying to apply the same rigid principles everywhere would result in a loss of local distinctiveness and, therefore, counteract the objectives of the initial application of urban design principles.

1.17 The government has placed a great deal of emphasis on the importance of creating well designed places. The [Design Council](#) provides an advisory service to the government and various best practice guidance publications have since been produced. In addition, there is the [National Modal Design Code](#) and the police preferred minimum security guidance, [Secured By Design](#).

#### The relationship between the Stevenage Borough Local Plan and the Stevenage Design Guidance

1.18 National and local planning policies influence whether a site is suitable for development and the form and nature of development. A planning review of relevant planning policy documents, including the Stevenage Borough Local Plan Policies SP8: Good Design, and GD1: High Quality Design, should be undertaken.

1.19 In addition, there is a series of other documents, including, [Conservation Area Management Plans and Appraisals](#) and [Supplementary Planning Documents](#) (SPD's) which are adopted or endorsed by the Council. These are material planning considerations in planning decisions and should be considered in the design of new development.

1.20 In some instances, construction may be able to proceed without the need for a formal planning application/approval. This is known as '[Permitted Development](#)' (PD) rights. They derive from general planning permission granted by Parliament rather than the Local Planning authority. Further details are available from the [Ministry of Levelling Up Housing and Communities](#) website.

1.21 Even if you do not need to make a planning application, you should follow good design principles, with materials, forms and architectural detailing.

1.22 In addition to planning policy, applicants should consider best practice in terms of sustainable design, creating better environments and the quality of the built form. Further advice is available from the Homes England and Regulator of Social Housing, the Commission for Architecture and the Built Environment (CABE), Historic England and Landscape Institute publications.



[www.designcouncil.org.uk](http://www.designcouncil.org.uk)

Fig 1 – Ten characteristics from the National Design Guide



[www.hertfordshire.gov.uk/microsites/building-futures/building-futures.aspx](http://www.hertfordshire.gov.uk/microsites/building-futures/building-futures.aspx)

Design Guidance which should be considered in addition to its Local Transport Plan 4. Any guidance provided by Hertfordshire County Council as the Lead Local Flood Authority should also be adhered to when considering design of places.

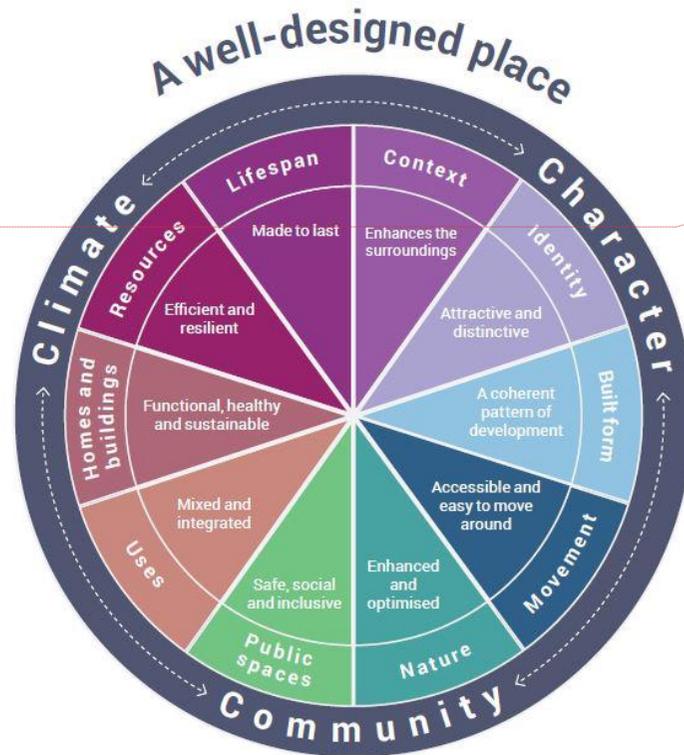
**Introducing the ten characteristics**

1.24 The National Design Guide notes that well-designed places have individual characteristics which work together to create its physical character. These ten characteristics help to nurture and sustain a sense of community. They work positively to address environmental issues affecting climate. They all contribute towards the cross-cutting themes for good design set out in the NPPF.

1.25 This document is divided up into each of these ten characteristics in order to ensure that this guidance reflects accurately the characteristics of the National Design Guide.

1.23 Hertfordshire County Council, in partnership with the Hertfordshire District and Borough council's, have produced [Building Futures](#); a web-based guide to ensuring sustainable development in Hertfordshire. Aimed at planners and developers, it advocates high quality urban design as a catalyst for promoting sustainability. Modules within this guide contain information on energy, air, water, waste, safety and materials, which all interrelate to form an extensive design guide for sustainable and successful development. [Building Futures](#) must be read, in conjunction with this SPD, to ensure the sustainability of all development proposals.

Hertfordshire County Council is also the Highways Authority and its emerging guidance will be called 'Place and Movement Planning and Design Guide' emerging Place and Movement Planning and



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## Part 2: The ten characteristics

### Context

NPPF Chapters 8, 12, 14, 15, 16

C.1 Context is the location of the development and the attributes of its immediate, local and regional surroundings.

C.2 The National Design Guide states that an understanding of the context, history and the cultural characteristics of a site, neighbourhood and region influences the location, siting and design of new developments. It means they are well grounded in their locality and more likely to be acceptable to existing communities. Creating a positive sense of place helps to foster a sense of belonging and contributes to well-being, inclusion and community cohesion.

### Value heritage, local history and culture

C.3 Stevenage is Britain's first New Town. Designated in 1946, it was the solution to address overcrowding that was being experienced in the ravages of bomb-damaged London which lies approximately 30 miles south.



Image: BBC News

C.4 The New Town developed around the Old Town of Stevenage, and enveloped small pockets of rural settlement. The original Masterplan for the town was inspired by the Garden Cities movement, and incorporated a number of distinctive urban design features which made the development of New Towns a revolutionary stage in planning history.

C.5 Owing to its identity as Britain's first New Town, the inception of Stevenage has a prodigious place in development history in the United Kingdom. It is, therefore, crucial that the individuality of Stevenage is preserved, and enhanced. Once Stevenage's original features are lost they can never be replaced. Stevenage's architecture and its historic significance have been documented by Historic England in The New Town Centre study. This aids the understanding of the previous design processes which are key to Stevenage's identity and future development.

C.6 The Borough is broadly urban in its nature and is made up of a number of residential neighbourhoods. These neighbourhoods make Stevenage distinct in that they are individual and separate from the town's industrial areas of Gunnels Wood, adjacent to the A1(M), and Pin Green, to the north of the town.

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C.7 Some of the neighbourhoods have ancient historic cores from which the neighbourhood has grown, such as Shephall, Symonds Green and Chells Manor. Historically, these small original settlements developed along the Great North Road because Stevenage was a significant staging post with inns catering for travellers heading to and from London.

C.8 Many of the New Town principles have led to the creation of a successful place; however, some have not worked so effectively, in the way they were planned.

C.9 The Stevenage Local List of Heritage Assets is a supporting document to this Design Guidance SPD. The document lists the buildings in the Borough that residents have nominated or have been identified as being of historic importance. The buildings listed are not considered significantly historic enough to be included on the Listed Buildings register kept by [Historic England/English Heritage](#), although a copy of those buildings are included in an Appendix to the Local Heritage Register. The document is a live working document and the Council continues to accept nominations for buildings.

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#### Understand and relate well to the site, its local and wider context

C.10 Since the town was developed, revised and nationally recognised principles of 'best practice' design have been produced. For the existing urban fabric of Stevenage there are opportunities to improve design through the integration of new schemes and the development of public realm improvements.

Fig 2 – Neighbourhoods in Stevenage

C.11 Generally accepted principles of good urban design should be adhered to in all new developments, but there are particular elements relevant to this New Town which require specific attention. In order to do this successfully, it is important that an understanding of the existing character of the town is formed, and that we learn from what has been successful and what has been less successful within the town.

C.12 A Stevenage Urban Character Assessment (Appendix A) was produced in 2008, which details the main characteristics of the residential areas within the town. This indicates the key features of the different neighbourhoods and highlights any relevant development considerations; providing details of both positive and negative aspects of the localities. This evidence is useful in providing a broad basis for site character appraisals and should be used as such when creating development proposals. It is important to note that the study covers neighbourhood areas as a whole and it is essential that each site is further assessed, on an individual basis.

C.13 An important part of considering development in Stevenage is to demonstrate a clear link between the appraisal of the context, any applicable planning designations, the character of the site, physical constraints and opportunities and the development proposals. This rationale will need to be explained through the Design and Access Statement that will accompany the planning application.

C.14 Stevenage's environment is protected by a number of local and national designations including Local Wildlife Sites, Conservation Areas, Listed Buildings and Scheduled Ancient Monuments which seek to preserve the area's natural and built environment for future generations. Applicants should check the SBLP Proposals Map and carry out their own desktop analysis, referring to the Council's website for further details.

C.15 A substantial amount of new housing is now required in Stevenage in order to meet the Objectively Assessed housing figures produced by Central Government. This provides the opportunity for Stevenage to learn from any past mistakes, make a real impact in terms of urban design, by modernising the town and preserving and enhancing the existing surroundings and historical attributes of Stevenage, where appropriate.

C.16 Stevenage Borough Council has worked with Building Design Partnership (BDP), an international firm of architects and engineers, to produce a Public Realm Guide for redevelopment of the Town Centre. This will act as a supporting document to this Design Guidance SPD. The Public Realm Guide seeks to ensure continuity between the original buildings and new development in the Town Centre. This will include specific visions for open space and ensure that the design of buildings in the Town Centre are reflective of the architectural tone achieved by the Stevenage Development Corporation at the inception of Stevenage.



Image: Stevenage Borough Council

Fig 3 - Stevenage Borough Local Plan Policies Map

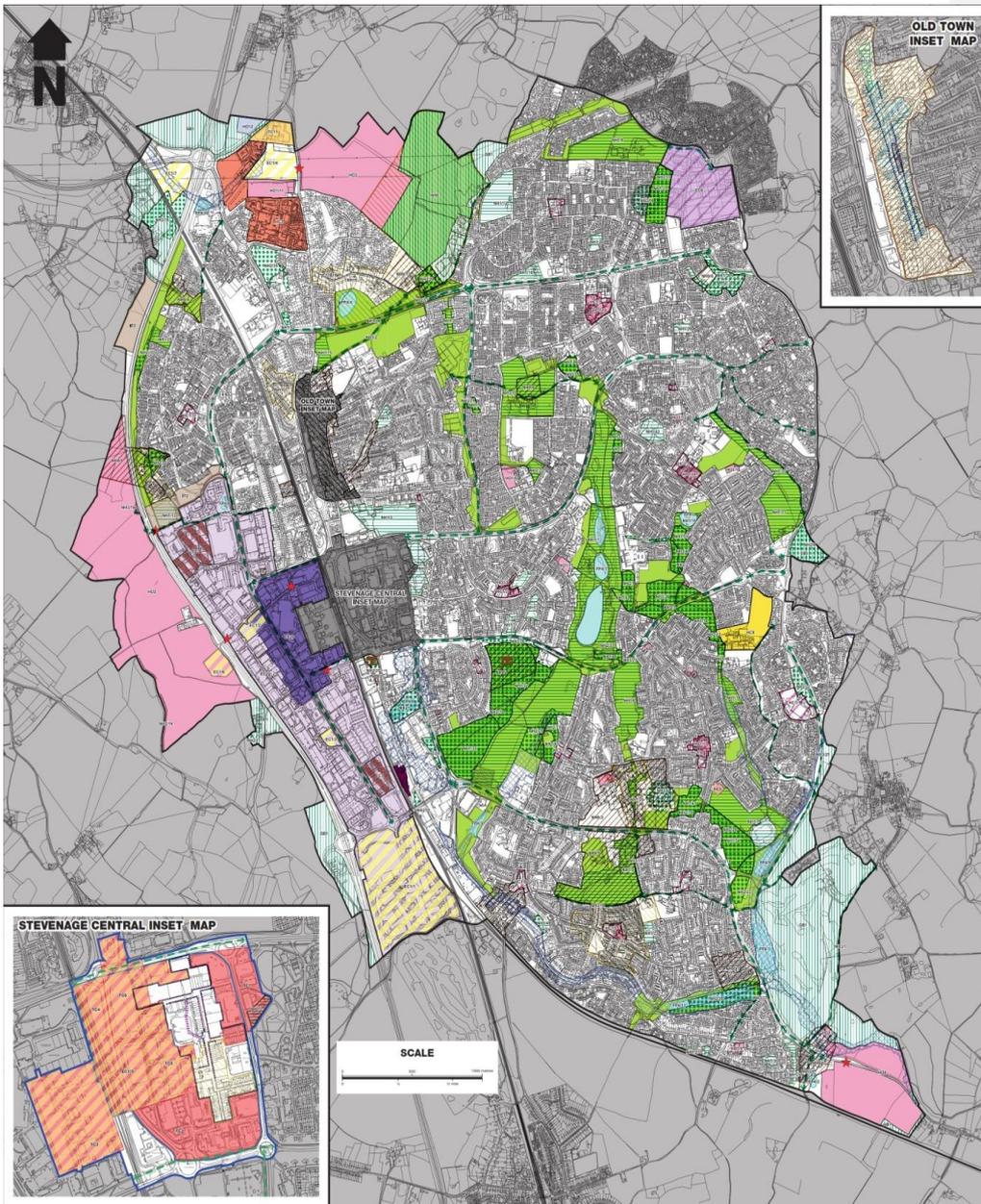


Image: Stevenage Borough Council

C.175 A high quality environment is essential for providing a good quality of life for residents. A well designed and managed space not only provides a visually attractive environment, but can also help to ensure that a place is easy to move around and within, is safe and secure, and is useful for all members of the community.

C.186 An understanding and analysis of the original New Town design concepts led to some key issues becoming apparent. These have been used as key themes, which run throughout the entirety of this guidance. Considering these concepts at all stages of the development process will provide a good basis for the creation of a successful place; based on the recognised principles of urban design, but also building on the existing fabric of the town without taking away from Stevenage's history as Britain's first Mark One New Town. The themes have been identified as follows:

- ✓ Sustainability – incorporate principles of sustainable development from a town-wide perspective to measures incorporated into an individual property.
- ✓ Increasing densities – encourage high densities in accessible locations.
- ✓ Respecting existing characteristics – respect local characteristics and preserve and enhance existing features, where appropriate.
- ✓ Legibility – provide landmark developments at nodal points.
- ✓ Design innovation – showcase Stevenage as an exemplar of high quality design; creating safer places through urban design techniques.

C.19 It is important to consider how highway and public realm schemes integrate with, and enhance areas of historic or architectural sensitivity. Historic England's guidance for highways engineers and designers, highlight the historic environment is not all buildings and monuments. It is the spaces in between them and how they have a visual and physical impact on historic places, as well as how we value and use them. Highways and footpaths are often older than surrounding buildings; their line, construction materials and furniture can all be important to the sense of history of a place.

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C.207 One of the key aspects of the original Masterplan for Stevenage was self-containment; on a town-wide scale, a balanced ratio of jobs and houses were provided, housing was allocated to people who had jobs in the town, reducing the need for residents to commute to work outside Stevenage. On a more local level, residents were accommodated within six distinct neighbourhoods, each containing their own Neighbourhood Centre; accommodating shops, pubs, schools, community centres and other services essential for facilitating self-containment. The aim was to reduce the need to travel into the Town Centre, enhance community relations and facilitate the success of local businesses.

C.218 These self-containment objectives are directly in line with the ~~National Planning Policy Framework~~ National Planning Policy Framework as well as healthy living aspirations. Although Stevenage is not completely self-contained, the Neighbourhood Centres have proved to be a particularly popular and well-used element of the town. With flats provided on the upper levels of the developments, they also provide multi-functional areas, which are now regarded as an important feature of good design; in terms of providing an active environment for natural surveillance and encouraging community spirit.

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C.229 Sustainable development runs as a theme throughout this guidance and key ideas are highlighted within appropriate sections. However, the main principles for sustainability in design are listed within this chapter.

- C.23~~9~~ This is not a fully comprehensive guide for sustainability, as there is a vast amount of information already available within the public realm. In addition, technologies are constantly being updated; therefore, it is essential that evolving guides are used.
- C.24~~4~~ Planning is crucial in the management of sustainable development, and with sustainability now at the heart of the government agenda, Local Authorities produce policies and guidance which supports these principles.
- C.25~~3~~ Our SBLP ensures that all new developments incorporate methods for encouraging sustainable transport, maintain and enhance biodiversity, minimise resource usage and reduce the overall environmental impacts of the development. Our policies also promote the use of renewable energies.
- C.26~~3~~ Planners, designers and developers need to work together to ensure climate change is taken into account at all stages of the development process.
- C.27~~4~~ With the amount of new development required in the town, there is the opportunity to make substantial gains in fostering sustainability. All new developments should minimise their carbon footprints. And existing homes and buildings can embrace retrofitting technologies to make a significant contribution to sustainability and climate change objectives. Government grants remain available for home owners to install energy efficient technologies.
- C.28~~5~~ Sustainable development not only helps tackle climate change but also provides benefits for communities including improved health and well-being and an enhanced quality of life.
- C.29~~6~~ Developers benefit from offering developments which are built sustainably. Consumers are more environmentally conscious and want to reside in eco-friendly homes, which reduce their impact upon the environment, as well as minimising household bills.
- C.30~~7~~ Corporate Social Responsibility is being seen as an increasingly important part of a company's reputation.

Fig 4 – Principles of the Garden City Movement



Image: HouseSimple

C.3128 Comprehensive sustainability guidance can be found within Hertfordshire’s sustainable development guide ‘[Building Futures](#)’. Specific information on methods, techniques and best practice case studies, as well as expanding on the main principles put forward within this SPD are included in this guidance.

C.3229 Another feature of the town’s development was the relatively low density of housing. This was a result of the aspiration to provide an ‘open town’, following the principles of the Garden Cities movement; with high levels of open space, an extensive network of green corridors and wide roads throughout the town. Most of the residential areas have a high prevalence of two

storey, terraced, properties, each with its own private garden. [Guidance can be found in Historic England’s ‘Increasing Residential Density in Historic Environments’ study. This explores the factors that can contribute to successfully delivering developments which increase residential density in historic environments through case studies and literature.](#)

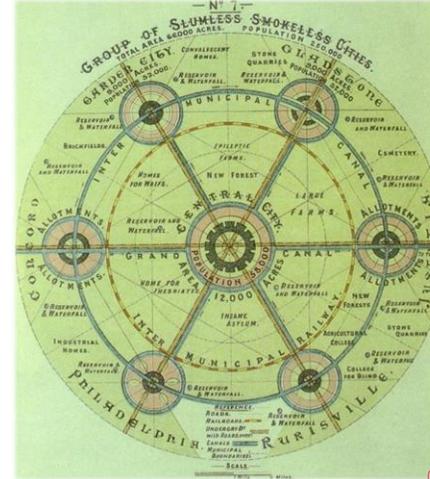


Image: Groundsure.com

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C.330 Housing is an area of weaknesses across the town. One of the main issues is the lack of an appropriate mix of housing sizes, types and tenures. There is a high proportion of three bedroom properties, and a lack of one and two bedroom properties, although this has been helped by the recent office to residential conversions that having been taking place in the Town Centre, as well as larger homes. The lack of housing mix is exacerbated by changes in demographics leading to an increase in the number of single person households and couples needing homes.

C.343 Due to [growth requirements for the town](#), there is a need to provide a substantial number of additional homes in Stevenage. Higher density development is set out as a key requirement of National guidance, and, where appropriate, densities will need to be raised in order to meet these targets for new homes. This will need to be carefully balanced with the need to retain open space provision within the urban area as access to open space was a key original feature of the town.

I.1 The identity or character of a place comes from the way that buildings, street and spaces, landscape and infrastructure combine together and how people experience them. It is not just about the buildings or how a place looks, but how it engages with all of the senses. Local character makes places distinctive. Well-designed, sustainable places with a strong identity give their users, occupiers and owners a sense of pride, helping to create and sustain communities and neighbourhoods.

#### Respond to existing local character and identity

I.2 As a result of the prevalence of two storey, terraced properties, a reasonably continuous building height is broadly provided across the residential areas of the town. However, the Neighbourhood Centres do generally contain three storey buildings, helping to demonstrate their importance within the locality.

I.3 Although much of the original housing is similar in style, subtle differences exist between the housing in each of the residential areas, mainly attributable to the materials used. Since the initial development of the New Town, further neighbourhoods have been created, which follow the same basic principles, but also allow for modernisation.

I.4 The character of the town's housing varies more significantly between the original New Town housing, such as Bedwell and Shephall, and the modern estates built throughout the 1980's and 1990's, including Great Ashby, Chells Manor and Poplars. The more recent developments have respected the neighbourhood development strategy of the town but have strengthened the design and aesthetic value, by becoming a visible new extension with their own character.

I.5 There is a need to take this further in the future, as innovation in design, and contemporary architectural achievement is currently lacking in the town. Stevenage will benefit from landmark developments at key nodal points, which will assist in linking areas, as well as improving the legibility of the place, as set out in Policy EC5 of the SBLP. However, care should be taken to respect the existing characteristics of the town, and not to take value away from the New Town concepts.

I.6 Combining these ideas, contemporary buildings at appropriate locations will help achieve the higher densities required, as well as carrying forward and enhancing Stevenage's unique sense of place.

#### Well-designed, high quality and attractive

I.7 Places should be visually attractive and aim to bring pleasure to users and passers-by. They should cater for all users and be well-designed.

I.8 Well-designed places should appeal to all of the senses; its enduring distinctiveness, attractiveness and beauty are all affected by its looks, feels, sounds and even smells.

I.9 Buildings should:

- adopt typical building forms of the neighbourhood in which they are situated – developers should refer to Appendix A – Urban Character Assessments for more detail;
- draw upon the architectural precedents that are prevalent in the local area;
- use local building, landscape and topographical features, materials and plant types;
- introduce built form and appearance that adds new character and difference to places; and
- create a positive and coherent identity that local communities and residents alike can identify with.

#### Create character and identity

I.10 Character starts to be determined by the siting of development in the wider landscape, then by the layout. It continues to be created by form, scale, design, materials and details of buildings and landscape. In this way it creates a coherent identity that everyone can identify with, including the local communities and residents.

I.11 Where the scale or density of new development is very different to the existing place, it may be more appropriate to create a new identity rather than scale up the character of an existing place in its context. New character may also arise from a response to how today's lifestyles could evolve in the future, or to the proposed method of development and construction.

I.12 Where the character of an existing place has limited or few positive qualities, then a new and positive character will enhance its identity.

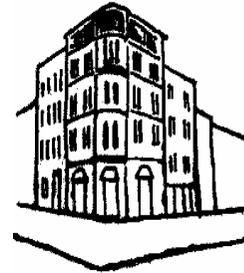
B.1 Built form is the three-dimensional pattern or arrangement of development blocks, streets, buildings and open spaces. It is the interrelationship between all these elements that creates an attractive place to live, work and visit, rather than their individual characteristics. Together they create the built environment and contribute to its character and sense of place.

#### Compact form of development

B.2 The size and scale of a building, especially in relation to its context, is an important consideration when planning a development. Buildings and new developments should relate to their neighbouring buildings, 'stepping up' or gradually increasing from one height to another and they should not inappropriately dominate the street scene. Buildings should create landmark developments and incorporate taller buildings at nodal points, and in easily accessible locations.

B.3 Well designed, tall buildings can make a positive impact on a place, especially if they are to become identifiable landmarks at key nodal points.

B.4 Tall buildings should be carefully positioned to mark prominent landmarks, making it easier for people to find their way around, emphasising corners, particularly at important junctions or gateways, by curving the frontage, wrapping the fenestration around the corner or terminating the roof differently. Tall buildings can further emphasise corner building by raising the height of roof thereby creating visual interest and a distinctive identity, meaning that they can also be effective as landmark developments. These buildings should be designed to a high quality, as they are to become a prominent feature across the town, showcasing architectural innovation and best practice. Tall buildings help frame and define existing views, rather than blocking important features out and as such they should not appear out of place within the existing landscape or destroy existing views and reduce continuity. However, the development of tall buildings should not create 'Micro climates', causing wind shear and cold corridors.



*Taller developments should gradually increase in height from their neighbours*

B.5 Views of and from the public realm can also enhance legibility throughout the town, and should therefore be protected as far as possible. When considering future locations for tall buildings, policy guidance will consider areas that are sensitive to development, including their potential impact on views, conservation areas, listed buildings and their settings, other landmark buildings and areas, ecological assets and green spaces. [Historic England's publication 'Streets for All' provides updated practical advice for anyone involved in planning and implementing highways and other public realm works in sensitive historic locations. It sets out a means to improve public spaces without harming their valued character, including specific recommendations for works to surfaces, street furniture, new equipment, traffic management infrastructure and environmental improvements.](#)

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B.6 The use of tall buildings can also be beneficial in accommodating higher densities within Stevenage. Higher densities buildings can support public transport facilities and use land resources in a more sustainable and efficient way. They need to be designed in an effective way so that problems of overcrowding and reduced space standards do not arise. Tall buildings will be encouraged in easily accessible areas, and where space has previously been used ineffectively.

B.7 Buildings of 4 storeys or higher with roof access, balconies or ledges, often provide easy access and a means of suicide by jumping from a height. Policy guidance will consider how the design incorporates measures to reduce suicide potential and, where feasible and practical will require a risk assessment and management plan in line with UKHSA guidance on Preventing Suicides in Public Places 2015 UK Health Security Agency.

#### Appropriate building types and forms

B.8 Buildings should follow the existing building line of the area and respond positively to the existing frontage of a street. A sense of enclosure should be created by reducing the number of blank frontages and underutilised space. This will all contribute to improving the quality of the street scene.

B.9 Setback distances should be minimised to ensure buildings interact effectively with the existing public realm. Variation from the building line will only be allowed where it would not have any substantial impact on the surrounding environment and street scene.

B.10 The concept of buildings defining and creating public spaces is extremely important. Buildings should be located so that a clear distinction can be made between their public fronts and private backs and they should actively add interest to the public realm. This can be achieved through design details such as a large number of windows and doors, evident internal uses, and narrow building widths creating a variety of different frontages and building functions. Frontages should create interest and add vitality at ground level and provide the opportunity for a busy social environment and a good level of surveillance. Active frontages should be visible on all publicly facing walls on multi-fronted buildings, where more than one side faces the public realm, thereby avoiding blank frontages being created and should use high walls or hedgerows to separate private gardens from the public space where back gardens face out onto the public realm. But in doing so, this should not create unattractive, narrow alleyways.

B.11 The relationship between building heights and street widths is important in identifying the enclosure of a place. Building frontages should provide a sufficient sense of enclosure, allowing for natural surveillance and providing an acceptable density for the area. Building frontages should allow for sufficient natural light and ventilation into the buildings and the street below and create a balanced feel to the area by incorporating both sides of the street. Combining tall buildings with very narrow streets will not be acceptable as this creates passageways which are not overlooked and do not allow for enough natural light and air to impact upon a building.

M.1 Patterns of movement for people are integral to well-designed places. They include walking and cycling, access to facilities, employment and servicing, parking and the convenience of public transport. They contribute to making high quality places for people to enjoy. They also form a crucial component of urban character. Their success is measured by how they contribute to the quality and character of a place, not only how well they function.

**An integrated network of routes for all modes of transport**

M.2 The extensive transport network was an integral part of the New Town's original design and layout. Facilities are provided for all forms of movement, including walking and cycling. These allow residents easy access to the separated land uses within the town. Consideration was also given to safety, and routes for vehicular and non-vehicular traffic were separated in an attempt to reduce the occurrence of road traffic accidents.

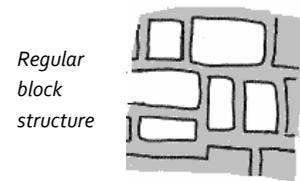
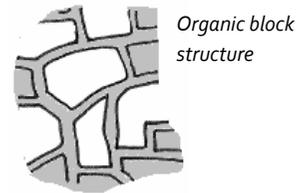
M.3 On the primary transport routes, routes for pedestrians and cyclists run alongside vehicular routes, but at junctions' vehicles are given priority and non-vehicular traffic is forced to travel under a series of underpasses in order to cross the roads.



Image: Stevenage Borough Council

This makes it easier to travel by car, rather than promoting the benefits of sustainable transport. It also creates safety concerns, as some sections of routes receive no natural surveillance, and as people attempt to follow desire lines without appropriate pedestrian access provisions. In terms of pedestrian and vehicular access to homes, a large proportion of housing was built following Radburn layout principles; houses were built to face each other, with the front being only accessible on foot, and the provision for cars made at the rear. Again, this has led to a lack of natural surveillance, as well as rear parking courts being underutilised, and insufficient access for emergency services.

M.4 The separation of land uses is apparent throughout the town, with the residential areas being separated from employment areas, leisure uses and the Town Centre. This could be considered contrary to sustainability principles, as it increases the need to travel. However, the land use zoning has worked in Stevenage because of the ease of access to and from these areas by all modes of transport.



M.5 Hertfordshire County Council hierarchy of road users is also detailed in Local Transport Plan 4 which should be considered in the design process.

Commented [LC8]: Change sequential paragraph numbers

### A clear structure and hierarchy of connected streets

M.65 Streets should be designed as public and social spaces and not just respond to engineering requirements. They should carefully consider what activities would like to be seen on streets i.e. walking safely within the neighbourhood without feeling threatened by traffic from nearby streets, cross the road easily, window shop, and socialise with friends in the outside areas of bars and restaurants. Streets should feature elements of community assets, such as open space, to evoke a better sense of community between residents of the street or visitors to the street. They should provide direct and attractive connections between key facilities that are suitable for all types of movement, particularly for pedestrians and cyclists.

M.76 Streets should use a grid-type layout, which creates block sites for development. A variety of block sizes and shapes should be used to provide an effective balance and to promote diversity within a place. They should make use of existing infrastructure to minimise its impact upon the environment and take account of the existing routes around the site from the initial design stage. Existing routes should be improved where necessary, and consider accessibility for emergency services, delivery vehicles and refuse collection vehicles.

M.87 Places should be easy to get to and from, as well as easy to travel within, by all modes of transport. In line with sustainability and health objectives, movement on foot or by bicycle should be made as convenient as travelling by car. This should help to encourage physical activity.

M.98 A [Mobility Strategy](#) has been developed for Stevenage. Developers are encouraged to consult the [Mobility Strategy](#) to develop and enable the implementation of sustainable methods of transport for developments in Stevenage.



<http://www.stevenage.gov.uk/content/15953/26379/43876/Stevenage-Mobility-Strategy-December-2016.pdf>

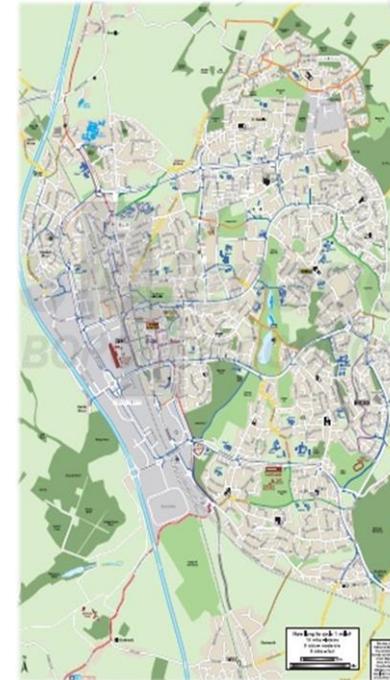


Fig 5 – Cycle routes in Stevenage

Image: Stevenage Borough Council

M.109 The cycling routes of Stevenage are extensive and the network was originally built into the fabric of the town as part of the vision of the New Town. New development should continue to extend the network as the town grows enabling the vision of segregated sustainable movement throughout the Borough to continue.

M.110 *Future Town, Future Transport (2019)* is SBC's transport plan responding to Hertfordshire County Council (HCC)'s Local Transport Plan 4 (LTP4) and emerging guidance called 'Place and Movement Planning and Design Guide'. This brings forward modal shift and sustainable transport measures across the county. The document contains a number of policy actions across short term and medium-term plans, and policy guidance must respond to them.

M.124 The emerging *Stevenage Sustainable Travel Town Implementation Plan* forms part of Hertfordshire County Council's Local Transport Plan and aims to increase the number of people walking, cycling and using public transport. The key difference from previous initiatives is that the Sustainable Travel Town will fully integrate behavioural change techniques with infrastructure improvements so that new facilities are fully utilised. It is anticipated that the establishment of behaviour change programmes and the delivery of much of the required infrastructure will be delivered within a 4-to-5-year period. However, it is essential that mechanisms are put in place to ensure the longevity of the measures.

The overall vision for the Stevenage Sustainable Travel Town is to enable the delivery of the growth plans set out in the Local Plan (2019) whilst maintaining the attractiveness of the town for residents and business. This requires a major shift of journeys from the car to active and public transport. The objectives, for which policy and guidance must respond, include:

- Enable the delivery of housing proposals within the Local Plan by providing a modal shift in vehicle use.
- Enable the delivery of town centre regeneration proposals within the Local Plan by providing a modal shift in vehicle use.
- Help to achieve truly sustainable transport in the town and establish Stevenage as a leader in sustainable development.
- Help to reinstate the town's original New Town design objectives and help to achieve a sense of place in Stevenage as an active community.
- Help to reinstate the town's original New Town design objectives and help to achieve a sense of place in Stevenage as a healthy community

M.134 In 2017 the Government published its first Cycling and Walking Investment Strategy with an ambition to make walking and cycling the natural choices for shorter journeys. The *Local Cycling and Walking Infrastructure Plan (LCWIP)* is a document used to implement the strategy at a local level. Stevenage's LCWIP sets out a network of preferred and future routes for walking and cycling in the borough and identifies a programme of infrastructure improvement priorities to guide future works and investment.

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M.143 Walking and cycling provision should always be prioritised when designing access routes to, from and through developments. New developments on the periphery of Stevenage should be expected to provide pedestrian/cycle links to connect with existing public rights of way to allow residents of new development to easily walk/cycle from the development into the countryside for leisure purposes.

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M.154 Walking routes should be short, overlooked by surrounding buildings and activities, well-lit and not situated between blank frontages and they should make people feel safe when using them.

M.165 The inclination to walk is also influenced by the quality and attractiveness of the route. Routes should not be alongside a busy road as this can be unappealing and they should be convenient, direct and safe route through a town centre, residential area or an area of open space can encourage people to make extensive use of these facilities, helping improve the health of residents and the vitality of the town.

M.17 New pedestrian/cycle routes should be waymarked and supported by distance markers to encourage leisure use of these routes e.g. to support residents to complete daily running distances from their homes and should be supported by seating in appropriate locations to encourage all potential users of the routes to use it e.g. for the elderly, those with health conditions, parents with young children etc.

Commented [ST11]: Comment ID – DESIGN 026

M.18 Where possible, cycle and pedestrian paths should be segregated to avoid conflicts between pedestrians and cyclists which may discourage use.

Commented [ST12]: Comment ID – DESIGN 026

M.19 In both residential and other developments, cycle parking should be located in prominent and secure locations to make it a more attractive option than using the car e.g. at the entrance to public buildings rather than a corner of a remote car park. In places where there is significant demand for cycle storage, provision should be made for basic bike maintenance facilities such as public foot pumps.

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M.2016 Where major traffic routes cross over major pedestrian routes, they should be defined by wide crossings on the same level, lighted and landscaped.



Image: Pauline Maryan

M.21~~7~~ Implementing features which aim to aid pedestrian safety can inadvertently impede it. Introducing barriers around a main road can prevent people from crossing the road where they want to cross, and therefore hinder their direct route. This reinforces vehicle priority further.

M.22~~8~~ Stevenage also comprises numerous subways where segregated footpaths and cycleways run under the main vehicle roads. Whilst being a useful way of ensuring the flow of traffic on both the cycle/pedestrian network and that on the road, these can cause safety concerns resulting in these routes being underutilised.

M.23~~9~~ Encouraging the use of such conveniences by making them attractive and useful means of transit will discourage any antisocial behaviour in these areas.

M.24~~0~~ Subways or footbridges should be well lit and as short and as wide as possible. They should be visible throughout (the exit should be visible from the entrance) and CCTV should be installed.

M.25~~1~~ A number of underpasses in Stevenage feature public artwork, for example that which features in the Town Gardens and St Georges underpasses depict cast concrete reliefs of contemporary life by William Mitchell and were installed in 1973. Use of these areas for formal public art

and cultural purposes will be encouraged.

M.26~~2~~ Cycling routes should run alongside vehicular roads and be physically segregated cycle routes, rather than marked on the road. They should also connect to the already existing vast cycle network.

M.27~~3~~ Providing a sufficient amount of appropriate parking for bicycle users is essential for promoting sustainable transport throughout the town and for encouraging a reduction in private vehicle usage. Both short and long term cycle parking facilities should be provided. Storage for bicycles overnight should be provided as secure and covered, and should be integrated into the initial design of the development and not added as an afterthought. Cycle parking should ideally be accommodated within an individual site rather than as larger communal stores - larger stores can encourage crime if poorly lit and inappropriately sited.

M.28~~4~~ Public transport provision is reasonably well provided for in Stevenage, with bus routes throughout the town, and a centrally located train station. However, people often have a preference for car use and so public transport needs to become a viable and attractive alternative option.



Fig 6 – Bus routes in Stevenage

Image: Stevenage Borough Council

M.295 Road layout should ensure public transport is given priority and incorporate bus priority measures to reduce public transport travel times.

M.3026 Higher density developments help to support public transport and vice versa. Higher densities should therefore be encouraged, in appropriate locations in order to support sustainability objectives. This can, in turn, bring about social benefits, such as improved health and fitness through people reducing their car use and walking to and from public transport provision.

M.3127 Stevenage has a moderately extensive ~~bridleway~~ Public Rights of Way network (Footpaths, Bridleways, Restricted Byways and Byways Open to All Traffic) network around the town and it extends into the surrounding countryside. Whilst enabling transit by horse and pony, cyclists and pedestrian can also utilise them. Areas of disconnect in the network should be identified through development and appropriate connections should be designed into developments to facilitate the ongoing use of the network. The network as a whole presents opportunities for active travel within and into the town from surrounding communities. It is also a recreation facility for health and wellbeing interconnecting as it does with green space and out into the wider countryside. Areas of disconnect exist in the network as a whole. Cyclists and walkers may also use Bridleways. New provision to at least Bridleway status as well as upgraded routes (from Footpath to Bridleway) should be designed into and beyond developments to extend the network for users. A design Guide for Non-motorised Routes is available from the Highways Authority for Public Rights of Way (HCC) that sets out width and surface requirements where such proposals are being developed. When considering road crossings where Bridleways interface with the Highway Network, Pegasus Crossing facilities should be built into the design. These enable use of button controlled traffic lights by horse mounted users without necessitating dismounting; equestrians should be separated from other users at the crossing.

M.3228 Streets should incorporate soft landscaping, in particular trees, to combat air pollution from vehicle emissions without creating a tunnel-like effect that will trap pollutants in the road corridor.

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Fig 7 – Bridleway routes in Stevenage

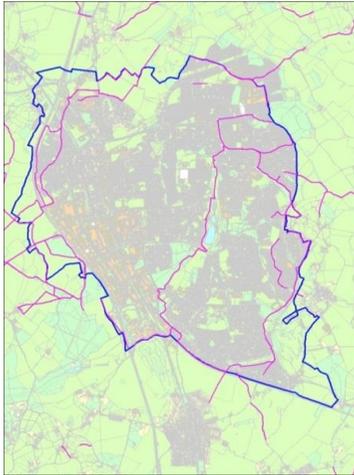


Image: Stevenage Borough Council

M.3329 Trees are often heralded as part of the solution to climate change and this has led to the mass-planting of new trees. However, such initiatives have raised concerns that the wrong planting in the wrong place can be counterproductive. A tree planting approach should reflect the recommendations of industry recognised guidance 'Trees in Hard Landscape A Guide for Delivery, Trees and Design Action Group' (TDAG). The guide states there is a temptation to produce simple lists of "suitable trees" for urban settings. Safe lists can result in overly limited choices that produce the disease-prone monoculture biases that most towns and cities face today. The guide suggests it is essential to choose the right tree for the right place. The possible combination of variables that influence tree choices are so numerous, they recommend conducting a site-specific robust assessment with support from a knowledgeable tree expert as the best approach. Native tree species support a far wider range of associated biodiversity and some tree species are able to intercept particulate pollutants. Therefore, tree selection should be a considered design approach. Tree species that should be considered are:

Commented [ST15]: Comment ID – DESIGN 040, 034, 036

Hackberry (*Celtis australis*)

- Common ash (*Fraxinus excelsior*)
- Norway maple (*Acer platanoides*)
- Ginkgo (*Ginkgo biloba*)
- Elm (*Ulmus minor*)
- Wild linden (*Tilia cordata*)
- Turkey oak (*Quercus cerris*)
- Broad-leaved linden (*Tilia platyphyllos*)

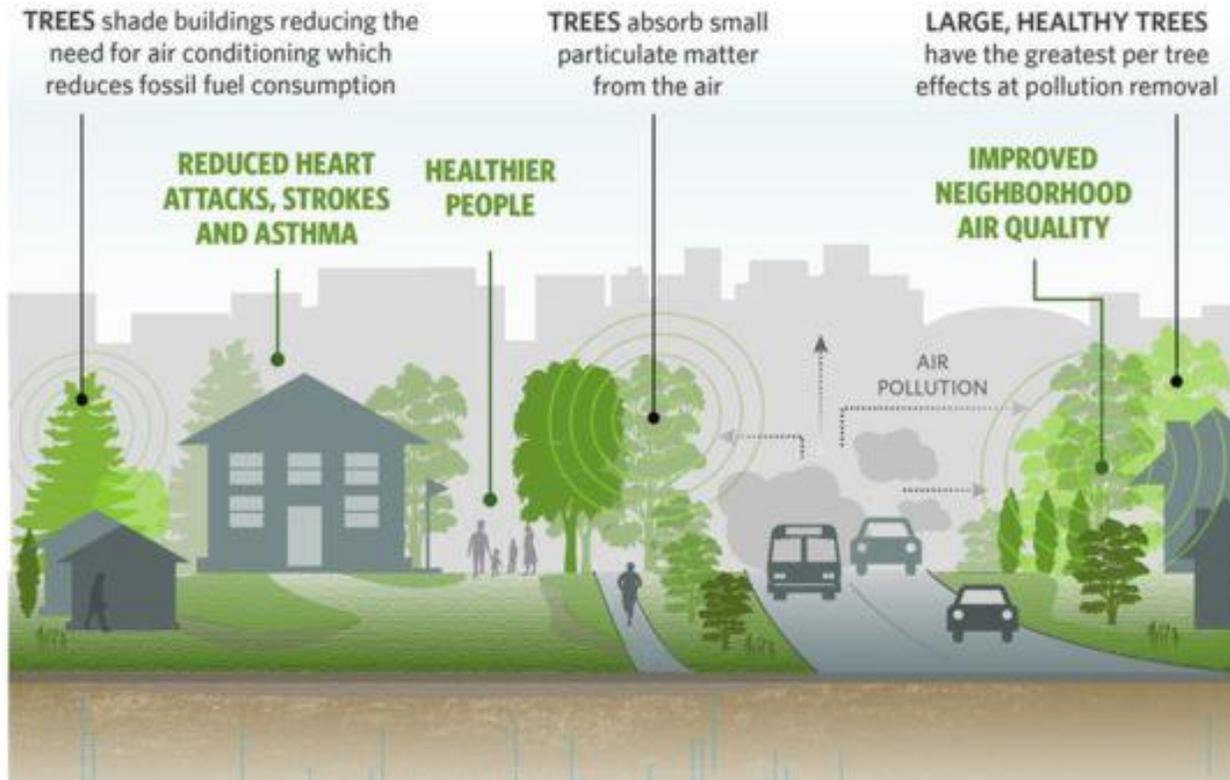


Image: BBC News

## Well-considered parking, servicing and utilities infrastructure for all users

M.34~~e~~ Car and cycle parking provision should be made in line with the requirements of our [Parking Provision and Sustainable Transport SPD](#) [Parking Provision and Sustainable Transport SPD](#). Garages and carports should be set back from the street frontage and located close to the property that they serve, to avoid dead frontages. They should not be segregated blocks as these are not easily flexible for future change, do not allow spaces to be shared, and also suffer from a lack of natural surveillance.

M.35~~a~~ Car parking in large developments should be creative; such as undercroft or basement parking as this preserves street frontages and uses land more effectively. Landscaping should be used to minimise visual impact and, where security may be an issue, should be lit from dusk till dawn with energy efficient lighting and parking should be provided on several storeys and the visual impact reduced by 'wrapping around' single aspect apartments or other uses.

M.36~~a~~ Traffic calming not only aids pedestrian safety, but by encouraging slower driving it can also help to reduce vehicle emission levels, and thus improve sustainability. Traffic speeds should be managed by the arrangement of buildings and spaces via simple, effective street design and not using barriers, unnecessary signage and traffic calming measures.

M.37~~a~~ Streets should ensure that they cater for all levels of mobility. Steps and steep inclines should be replaced in favour of gentle inclines which enable mobility impaired people to use them fully as well as parents with pushchairs and young children. Narrow paths and road crossings should be avoided in favour of wide pathways which cater for wheel-chairs, mobility scooters and pushchairs.

M.38~~a~~ Ever improved technologies are being developed to help enable visually impaired individuals navigate streets such as Soundscape; the use of nodes allow the user to explore their environment and direct them to their destination. Such technologies have recently been piloted in Peterborough and we would support the implementation of the use of these technologies in Stevenage. Such technologies should be used alongside tried and tested methods of enabling visually impaired individuals to independently find their way around the town.

M.39~~a~~ Residential developments should ensure that Mode 2 or Mode 3 electric vehicle (EV) charging points are installed for each residential unit. Where a garage is provided, the EV charging point should ideally be located at an accessible point near the entrance of the garage. Where resident parking is provided, EV charging points should be positioned in areas to serve the maximum number of residents at any one time.

M.40~~a~~ In commercial and/or employment developments, Mode 3 and/or Mode 4 EV charging points should be provided to enable visitors and employees to utilise the facility. Again, the provision should be located in a suitable position to serve as many EV users as possible. Levels of requirement will be dictated by the type of development and more information can be found in the Stevenage Parking Provision and Sustainable Transport SPD.



Image: BBC News

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M.41~~37~~ Commercial/employment EV charging points should be signed and marked for 'Electric Vehicle Charging Only' and Mode 4 charging points should be limited to 1 hour stay. The units should be protected from collision and positioned to avoid becoming an obstruction or trip hazard. Charging point controls, display and sockets or tethered plugs must be placed at a height of between 0.75 and 1.2 metres from the ground as per the British Standard on the design of buildings [BS8300-1:2018](#) and [BS8300-2:2018](#).

M.42 [EV charging points should also be made accessible to all. The aim is to provide an inclusive experience for people with accessibility needs, PAS 1899:2022 is a new standard giving designers, procurers and installers essential specifications on how to provide accessible public charge points for electric vehicles.](#)

M.43~~8~~ The level of provision must accord with the standards set out in our [Parking Provision and Sustainable Transport SPD](#)~~Parking Provision and Sustainable Transport SPD~~.

### Promoting lifestyles and wellbeing

M.44 [Developments can be designed to promote healthy and active lifestyles. Sport England, in conjunction with Public Health England, has produced 'Active Design' \(\[www.sportengland.org/facilities-planning/active-design/\]\(http://www.sportengland.org/facilities-planning/active-design/\)\), a guide to planning new developments that create the right environment to help people get more active. Active Design is a combination of 10 principles that promote activity, health and stronger communities through the way we design and build our towns and cities. The 10 principles have been developed to inspire and inform the layout of cities, towns, villages, neighbourhoods, buildings, streets and open spaces, to promote sport and active lifestyles.](#)

M.45 [Green infrastructure is a network of multi-functional green space and other green features, urban and rural, which can deliver quality of life and environmental benefits for communities. It is not simply an alternative description for conventional open space. It includes parks, open spaces, playing fields, woodlands – and also street trees, allotments, private gardens, green roofs and walls, sustainable drainage systems \(SuDS\) and soils. It includes rivers, streams, canals and other water bodies, sometimes called 'blue infrastructure'. The key features of green infrastructure are that it is a network of integrated spaces and features, not just individual elements; and that it is 'multi-functional' – it provides multiple benefits simultaneously.](#)

[These can be to:](#)

- [support people's mental and physical health](#)
- [encourage active travel](#)
- [cool urban areas during heat waves](#)
- [attract investment](#)

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- reduce water run-off during flash flooding
- carbon storage
- provide sustainable drainage

The extent to which green infrastructure provides these benefits depends on how it is designed and maintained, and the maturity and health of the elements (such as trees) that form it.

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N.1 Public open spaces are open to all. They provide opportunities for comfort, relaxation, stimulation and social interaction in a safe environment, to encourage interaction in an open space, its location and structure needs careful consideration along with its activities, versatility and how it can be used and accessed by all groups of people.

**Provide high quality, green open spaces with a variety of landscapes and activities including play**

N.2 Stevenage was designed to incorporate a network of open spaces and green corridors, which provide an important resource for biodiversity and recreation within the town. These are a key feature of New Town development and should be protected, maintained and extended as far as possible. Open space should be located so that it makes the most of existing natural features such as footpaths, trees and water as these can help to create attractive spaces, as well as encouraging biodiversity. Developments should consider existing open space features and include them within proposals and protect and enhance attributes and this can help a new development to integrate effectively into the existing area, as well as retaining important original features such as ancient lanes and associated hedgerows within the town.

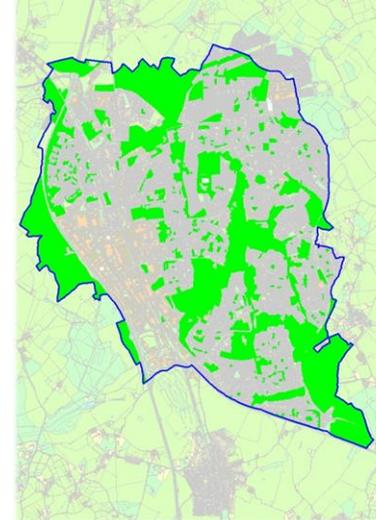
N.3 Planting schemes should include wildlife friendly planting which allows for refuge for animals as well as a food source for insects and pollinators.

N.4 A range of different habitats should be provided in larger developments, for example trees, grassland and wetlands. Developers should refer to the Council's [Amenity Tree Management Policy](#) for more information.

N.5 Play spaces for children and young people should be provided across the borough and should include a range of larger and smaller open spaces which should include unequipped playscapes which provide an attractive landscape for young people of all ages, but also encourage informal/imaginative play through the provisions of features such as mounding, tree planting, at level maze etc. This should be done in a way that provides distinct areas for different age groups, but so that parents and carers are able to maintain visual contact with the young people.

N.6 Play spaces must be fully accessible for young people of all abilities and support inclusive play. Such areas should include suitable tree planting to allow for shading, combined with the provision of benches, litter bins, wider open space for picnics and low key kick about games for example. They should be highly visible and well overlooked with hard wearing, low maintenance equipment and suitable fenced to prevent access by dogs.

Fig 8 – Open Space in Stevenage



*Image: Stevenage Borough Council*

N.7 New open spaces should be designed so that they are multi-functional so that they encourage people to visit the spaces for a range of activities and therefore be suitable for meeting the activity needs of all groups within the community. For example, designing spaces so that they can be used for sport and informal recreation, designing Sustainable Drainage Systems (SuDS) so that they attract people to visit them as a destination and are supported by footpaths/seating;

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N.8 Open spaces should be designed to integrate with existing and proposed active travel routes so that open spaces along the routes can be used for physical activity while people are travelling to their destination and to encourage walking/cycling to the open space for leisure purposes;

N.9 Where appropriate, open space should have waymarked routes e.g. circular walking/running routes with distance markers.

**Commented [ST21]:** Comment ID – DESIGN 027

### Improve and enhance water management

N.107 Stevenage suffers from surface water flooding, as evidenced in the Environment Agency's Surface Water Flood Maps. Flooding is likely to become more of a problem in the future due to climate change. As such, buildings and developments should maximise the use of Sustainable Drainage Systems (SuDS) techniques across development sites and individual buildings to allow rainwater to percolate into the ground. These SuDS features should provide sustainable solutions for flood and pollution reduction as well as landscape and wildlife benefit. Large scale SuDS schemes should be designed to ensure that they provide a valuable natural habitat and improve water quality, as well as reducing flood risk. The ongoing management of these schemes must also be considered at an early stage.

N.118 The Council are keen to promote the use of green roofs and walls, as well as blue roofs to achieve sustainable water management in the future.

Fig 9 Areas of surface water flooding in Stevenage

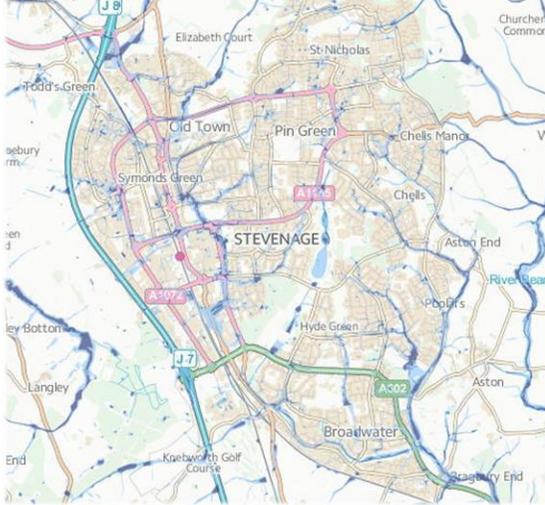
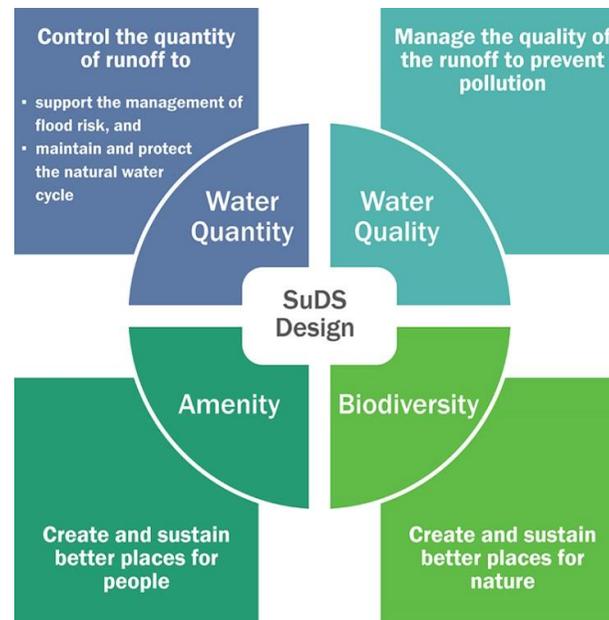


Image: Environment Agency



Support rich and varied biodiversity



*Image: Stevenage Borough Council*

N.129 Stevenage benefits from high levels of open space and an extensive network of green corridors. This is a feature of the town that should be protected and enhanced. As such, there is a requirement for all development to contribute towards improving the provision, quality and/or accessibility of local and strategic open space. This could be achieved through appropriate contribution or direct provision. Where direct provision is made, open spaces should form part of a green infrastructure network and make a positive contribution towards the townscape. They should be of high quality and have a primary role or function to prevent it becoming misused, unused or neglected. Open spaces should reflect the local context in the design of the local open spaces, which could be achieved through the use of materials, trees, planting, lighting and street furniture and thereby be multi-functional. Open spaces are ideal areas that can include provision for SuDS, benefit biodiversity and provide habitat, and they can also deliver high quality usable open and recreational space for residents to enjoy.

N.130 Developments should refer to Stevenage Borough Council's [Impact of Development on Biodiversity Supplementary Planning Document](#) and also the Council's [Biodiversity Action Plan](#) if they are likely to impact upon existing wildlife sites and other habitats in the town. SBC requires all new developments to take account of existing biodiversity, and to make all reasonable efforts to avoid habitat loss, fragmentation or disturbance of the ecosystem. Where this is not possible, excellent mitigation measures will be sought.

P.1 The quality of the spaces between buildings is as important as the buildings themselves. Public spaces are streets, squares and other spaces that are open to all. They are the setting for most movement. The design of a public space encompasses its siting and integration into the wider network of routes as well as its various elements. These include areas allocated to different users – pedestrians, cyclists and cars – for different purposes such as movement or parking, hard and soft surfaces, street furniture, lighting, signage and public art.

#### Create well-located, high quality and attractive public spaces

P.2 Public spaces should be considered as part of the original design scheme and must not just be applied, as an afterthought, to leftover space. An expert should be consulted to ensure that the planting selected is appropriate to the scheme and the site context.

P.3 How attractive and well-maintained a place is can directly affect how people treat it; if a place is in good condition, people tend to treat it better and vice versa. Places should be designed for use during all seasons and by all members of the community. Landscaping of the public realm should be designed so that it is easy to maintain and manage, it should be wildlife friendly and include climate change tolerant planting in addition to providing year round interest, or can mature into a high quality space. It should ensure the long-term viability of street furniture to prevent some products creating eyesores and attracting crime. Street furniture should be made of a sustainable choice of materials, e.g. FSC timber or recycled/composite materials, it should have a small carbon footprint and have longevity of materials. Public realm should be uncluttered and should not reduce accessibility through the use of inappropriately sited street furniture pieces that can hinder access, especially for mobility impaired users and pushchairs.



*Image: Pancras Square*

P.4 Public realm should be coordinated and specifically designed to enhance the area and should include extensive soft landscaping, such as the planting of trees and shrubs, that is integrated into external areas of a development site in order to provide shelter and screen intrusive elements of the public realm but also provide green corridors for both people and wildlife that are aesthetically pleasing. Planting should be suitable to its location and, for trees, please refer to the [Amenity Tree Management Policy](#). Suitable planting will also help moderate temperatures in an urban environment and contribute to the objectives set out in the Councils [Climate Change Strategy](#).



*Image: ANS Global – University of York, Environmental Building*

P.5 Buildings surrounding public spaces should consider the installation of green walls and roofs as an alternative to traditional landscaping schemes, where space for green infrastructure and landscaping features is limited. These can help to improve the energy efficiency of buildings by retaining heat, and have additional advantages such as helping to increase biodiversity levels and reducing surface water run-off.

**Provide well-designed spaces that are safe**  
**Lighting**

P.6 Places should be well lit to provide a safe environment for pedestrians, and with particular attention being paid to key movement axes and desire lines across public spaces. However, light pollution, including glare, skyglow, light trespass and clutter, should be avoided to prevent energy wastage and reduce disruption to the natural day-night pattern and shifting the delicate balance of the environment.

P.7 Street lighting should be decorative as well as functional and enliven the whole of the area in a visually coherent and interesting manner. Street, building and advertisement lighting in the town centre should be creative and innovative but also ensure that streets and spaces are sufficiently well lit to promote personal safety. Lighting provision between adjacent developments should be coordinated to reduce clutter and does not overwhelm the space, particularly in predominantly pedestrian spaces;



*Image: My Modern Met – spray-on solution for energy-free alternative to lighting*

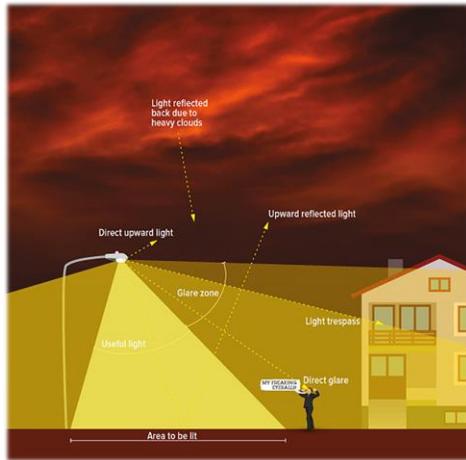


Image: [www.Darksky.org](http://www.Darksky.org)

P.8 Parking area lighting should be appropriate for car drivers to see pedestrians and also be appropriate for pedestrians to see and be seen going to and from parked cars. The lighting should be mounted horizontally (0 degrees tilt) at a height of 4-5m. Luminaires with an Upward light Output Ratio (ULOR) of zero will achieve this and not include bollards as a primary source of lighting.

P.9 British Standards [BS EN 13201-2:2015](#) and [BS 5489-1:2013](#) make recommendations for lighting levels of areas with mixed vehicle/pedestrian usage. The application of these standards, and any associated design, should be design by competent lighting designers.

P.10 The design criterion is for horizontal illuminance. If it appears that light is going into windows of adjacent properties, vertical illuminance calculations may be required. Lighting class P5 would generally be appropriate for lighting design purposes. Average maintained illuminance (Eav) = 2 lux Minimum maintained illuminance (Emin) = 0.4 lux. This gives a minimum Uniformity of Illuminance (Uo) of 0.2.

#### Safety and surveillance

P.11 Public space should be safe for everyone to make use of, at all times of the day. Carefully designed and managed urban environments are effective in reducing levels of crime and vandalism, as well as reducing the fear of crime. Generally people feel more comfortable using public areas in which they can be seen

and heard, and which look like they are not commonly affected by criminal activity. Creating spaces which are 'safe' is a key consideration for Stevenage.

P.12 Safety must be considered at every stage of the design process, and all principles should be incorporated as appropriate. Further information on the principles of designing out crime is put forward by '[Secured by Design](#)', the UK Police flagship initiative.

P.13 Creating defensible space involves ensuring clear physical or symbolic boundaries are present between public and private spaces.

P.14 Spaces should be clearly defined in terms of ownership and use and include small, semi-private areas, provided behind a low wall, railing or fence, where the existing building lines allow for properties to be set back from the street. Spaces should ensure that boundaries are not too high; a balance needs to be achieved between the security of public and private spaces. Developments and buildings should maximise natural



<http://www.securedbydesign.com/>

surveillance throughout the area including in areas of fully private space, such as back gardens. Natural surveillance should not be confused with formal surveillance such as CCTV.

P.15 All developments must increase the sense of security in an area and reduce crime and anti-social behaviour levels. Buildings should be orientated so that windows and doors face out onto streets, squares and footpaths and the internal layout of buildings should be organised so that the most used rooms are those which have windows overlooking public spaces. Entrances to buildings should be clearly visible and accessible from the street and visible from inside the building - recessed entrances should be avoided. All buildings should have a similar setback distance to ensure that overlooking is not limited by a building projecting too far out and blocking the view and landscaping should not block sightlines. Spaces should contain both daytime and evening functional uses and ensure a mix of residents by integrating different types and tenures of housing to support a range of household sizes, ages and incomes. Residents with different lifestyles can create a more active environment, as people are around at varying times of the day.



*Image: Secured by Design*

P.16 It is essential that a balance is achieved between the need to promote permeability and the need to prevent uncontrolled and unwelcome access to private space and buildings. Creative design is required to ensure that places are both well-connected and secure. Buildings and

developments should actively avoid public access to rear gardens and ensure routes for pedestrians and cyclists are well overlooked and are not in areas of limited levels of natural surveillance. Indoor, defensible cycle parking provision should be provided whilst car parking should avoid large, open and unsupervised areas of communal parking and communal garage blocks.

P.17 Properties with open access or easily climbable boundaries make easier targets for crime. The more difficult it is for a potential offender to access a property, the greater the deterrent to trespass. Natural crime reduction methods should be utilised where possible. Exceptions can be made where roads do not run through the development and dead frontages or dead ends cannot be avoided and if publicly visible security measures such as fences or gates are necessary, they should be designed as sculptures or art.



*Image: Adam Styles Creative Metal*

P.18 Clean and well-maintained environments are symbolically important as they give the message that people care about an area and exercise control over an area, not tolerating anti-social behaviour.

## Make sure public spaces support social interaction



Image: Peter O'Connor

P.19 Stevenage is rich in public art across the town and we want to encourage the continuation of this culture through redevelopment. Public art can play a major part in giving a place a distinct character and identity. It can also attract people to a place, enhancing the economy and creating a sense of place. However, it needs to be integrated at the start of the design process and not put in as an afterthought.

P.20 Art can be incorporated in imaginative ways such as, within the floorscape and as a part of functional facilities like cycle racks, seating and signage. However, it should relate to the surrounding area, drawing from the historical significance or specific location of a place, and not just randomly selected.

P.21 Some Directional signage can clutter the public realm. However, it can also provide an opportunity to enhance the landscape, by ensuring design which is consistent and co-ordinated throughout a place, and which complements other elements of the street scene. Signage should be mounted on existing structures such as buildings, walls and posts, where possible and direct pedestrians and cyclists, as well as vehicle users. Signage should enable the easiest and most direct routes to encourage people to walk or cycle, in line with sustainability, health and environmental objectives; designers should start from a position

of having no signs, and street layout should aim to make the environment self-regulatory. Legible London has helped both residents and visitors walk to their destination quickly and easily. The signs offer a consistent experience and information about distances between areas, but have also been integrated with other transport modes so, for example, when people are leaving the Tube they can quickly identify the route to their destination. It uses a form of wayfinding and is again a simple way to shape cleverly designed signage in to the public realm.

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P.22 New public spaces, such as civic spaces, should be designed so they are multi-functional and encourage people to visit the spaces for a range of activities. They should be suitable for meeting the activity needs of all groups within the community. For example, designing civic spaces so that they can be used for events and informal activity as well as providing a community focal point and landscape. Public spaces should be designed to support informal children's play as this will encourage parents to visit and spend time in the public spaces. Where appropriate, especially in town and neighbourhood centre settings, new or enhanced public spaces should be supported by public conveniences, drinking fountains and accessible seating to encourage visits by all groups within the community and to encourage people to spend time in these spaces.

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## Uses

NPPF chapters 2, 5, 6, 7, 8, 12

U.1 Sustainable places include a mix of uses that support everyday activities, including live, work and play.

U.2 Well-designed neighbourhoods need to include an integrated mix of tenures and housing types that reflect local housing need and market demand. They are designed to be inclusive and to meet the changing needs of people of different ages and abilities. New development reinforces existing places by enhancing local transport, facilities and community services, and maximising their potential use.

U.3 Where there is rapid social and economic change, such as sustainable growth or diversification in rural communities or town centres, well-designed buildings and places are able to accommodate a variety of uses over time.

U.4 Community uses should be co-located wherever possible in order to support linked trips by active travel modes. For example, schools, shops, workplaces, open space. Where appropriate, uses should be integrated into the same building to encourage their use e.g. combining leisure uses with health services and community facilities. Co-located community uses should be focal points within active travel networks.

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### A mix of uses

#### Retail

~~U.5~~ Many of the shopfronts in the Town and Neighbourhood Centres are more modern looking. Modern interpretations of traditional shop fronts generally have less ornamental detailing than traditional shop fronts but they still create a 'frame' to the shop front. Modern shop front designs should generally follow the approach of traditional shop fronts albeit interpreted in a modern manner.

Fig 10 – Modern shopfront

U.65 In order that these modern interpretations enhance the character and appearance of retail areas these should include well-proportioned components which also exhibit a level of depth and detailing to these.

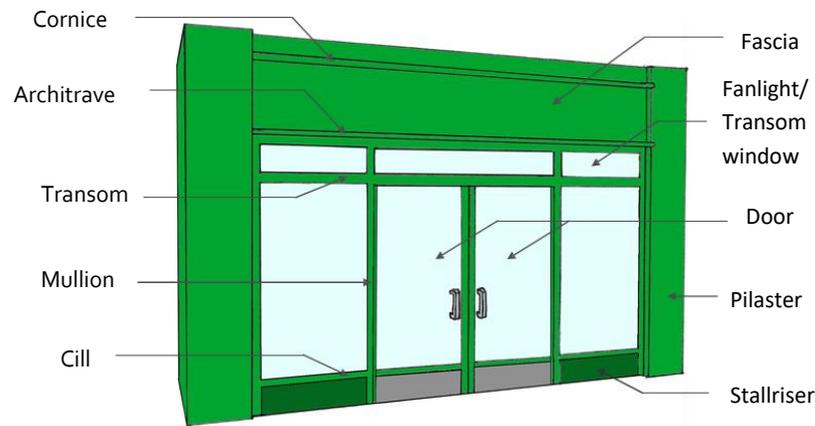
U.76 The diagram illustrates the basic architectural features that make up modern shopfronts.

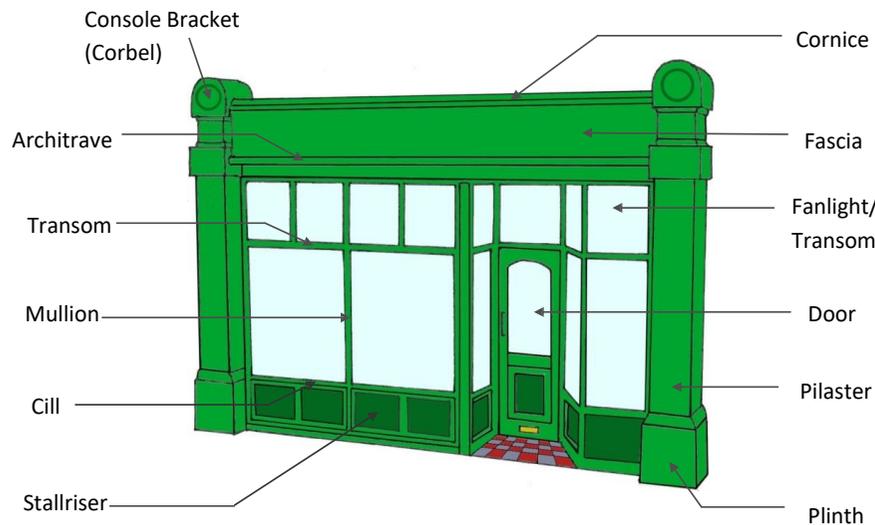
U.87 Shopfront alterations should respect the detailed design, materials, colour and architectural features of the shopfront and building itself, including the setting of the shop i.e. is it in the New Town area of Stevenage or is it situated in the historic setting of the Old Town.

U.98 Planning permission will generally be required for a new shopfront; alterations to an existing shopfront including awnings and canopies, external security shutters, blinds, grilles and security measures; and change of use will generally require planning permission.

U.109 The more traditional shopfronts, such as those found in the Old Town, feature similar architectural features and these are illustrated below.

Fig 11 – Traditional shopfront





U.110 Each of these traditional elements of a shopfront has a practical purpose, as well as contributing to the character of the building.

U.121 Planning permission is not normally required for routine maintenance works, such as redecoration or straightforward repairs.

U.132 Any alterations (or replacement) of shopfronts that form part of a listed building will require [Listed Building Consent](#) and will need to be consistent with the age and style of the building. More stringent controls will apply for works including re-painting a shopfront in a different colour, installing a security alarm or extractor fan, altering the shop interior, installing blinds or shutters, and advertisements.

U.143 [Conservation Area Consent](#) is required for the proposed complete or substantial demolition of any building in a conservation area, including the removal of a shopfront or of any feature that gives character to a building.

U.154 In assessing applications to alter shopfronts within Conservation Areas special attention will be given to the desirability of preserving and enhancing the character and appearance of the Conservation Areas.

U.165 For shops in Conservation Areas, reference should also be made to the relevant [Conservation Area Appraisal & Management Plan](#). These describe the area and its special character and include guidelines that provide the framework for development proposals in the area and the appraisals contain audits of shopfronts of merit.

U.176 [Advertisement consent](#) is a separate procedure that applies to the display of advertisements on shopfronts and [Building regulations consent](#) will be required for all work which alters the shop's structure, changes its fire escape, or would make access difficult for those with disabilities.

U.187 More specific detail regarding key shopfront components can be found in [Appendix B](#).

### A mix of home tenures, types and sizes

U.19~~8~~ The aim of any residential development should be to provide a good living environment for occupants. Development should respect the surrounding buildings, in terms of their scale and massing, height, building lines, design and the materials used. However, it is accepted that housing layouts should take account of changing functional requirements. Occasionally, it may be appropriate to create pastiche developments. However, it is possible for a development to respect its local surroundings but still incorporate contemporary styles and new technologies.

U.20~~9~~ Different types and tenures of homes should be well-integrated and support a range of household sizes, ages and incomes. They should be suitable for all members of the community and promote social diversity by reducing exclusion. They should enable residents to be able to move to smaller or larger homes without the need to leave their neighbourhoods and allow families to live close together. Houses should be indistinguishable from each other.

### Privacy and scale

U.21~~0~~ In order to ensure that a reasonable degree of privacy for residents is provided, both within their habitable rooms and garden areas, the position of dwellings, and the arrangement of their rooms and windows, should not create significant overlooking of other dwellings' windows or private garden areas and not lead to any overbearing impacts or adversely affect the residential amenities of existing dwellings.

U.22~~1~~ The following minimum separation distances should be achieved: For new developments where no existing properties are affected (excluding a phased development), we will require the 20m / 12m separation distance

No of Storeys	Type of Separation	Min. distance (metres)
Between existing and new 2 storey or a mix of 1 and 2 storey dwellings	Back to Back	25m
	Back to Side	15m
Between new 2 storeys or a mix of 1 and 2 storey	Back to Back	20m
	Back to side	12m
Over 2 storeys between existing and new dwellings	Back to Back	35m
	Back to Side	25m
Between new dwellings over 2 storeys in height	Back to Back	30m

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U.23~~2~~ In all cases a 1.8m high solid wall or fence should be provided between the rear gardens of properties which back onto each other. Where the boundary adjoins a footpath, a minimum of 0.5m setback should be provided to avoid the creation of an alleyway effect, or appear overbearing on the streetscape.

### *Residential extensions*

U.24~~3~~ Although some extensions are permitted development, others may require both [planning permission](#) and [building regulation approval](#). All applications for extensions and alterations will be considered on their individual merits.

U.25~~4~~ Extension proposals should respect the size, height, materials, features and layout of the building concerned, as well as the surrounding buildings. They should be built so that they look like a part of the main building rather than an obvious addition to it and not adversely affect the amenities of occupiers.

U.26~~5~~ Further details of residential extensions can be found in [Appendix C](#).

### *Socially inclusive*

U.27~~6~~ Places need to be able to adapt to changing circumstances. Towns and cities, for example, must change when industries rise and decline and houses need to be adaptable for when children get older and their requirements change. Places should be designed so that they are capable of being used for a range of activities; a public square, for example, can be used effectively for festivals, markets and events.

U.28~~7~~ Residential buildings should be future proofed; building higher attic spaces for future conversions and ensuring ground floors can benefit from higher ceilings to be easily adapted for commercial uses later.

U.29~~8~~ Sub-dividing large development parcels and allocating them to different developers can generate a wider range of building types, tenures and uses, which can encourage a more diverse community.

U.30 Places also need to account of an ageing population and the different requirements needed at these stages of life. They should consider:

- Sensitively planning for older person's housing in mixed developments to encourage healthy communities that include housing suitable for an ageing population.
- New housing for older people of any tenure should be built to accessible and sustainable standards, conforming to HAPPI design principles, be digitally enabled for assistive and other technology, and encourage developers to build to energy efficient and carbon neutral specifications, and thus promoting accessible, adaptable, and dementia friendly design.

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- New housing for older people should investigate options such as PassivHaus and other eco-build designs for specialist older persons housing, to reduce thermal variances and the associated costs, and assist in preventing poor health outcomes in older people.

H.1 Well-designed homes and buildings are functional, accessible and sustainable. They provide internal environments and associated external spaces that support the health and well-being of their users and all who experience them.

H.2 They meet the needs of a diverse range of users, taking into account factors such as ageing population and cultural differences. They are adequate in size, fit for purpose and are adaptable to the changing needs of their occupants over time.

H.3 Successful buildings also provide attractive, stimulating and positive places for all, whether for activity, interaction, retreat or simply passing by.

#### Healthy, comfortable and safe internal and external environment

H.4 All developments are required to make efforts to minimise energy usage and to incorporate methods of using renewable energy, including reducing energy demand, using passive environmental systems, e.g. natural ventilation, daylighting and passive solar gains, using high levels of insulation and air tightness in the fabric of the building, specifying energy efficient services, controls and appliances, implementing water recycling and the provision of water butts, using renewable energy, using low/zero carbon technologies to provide as much of the energy load as is technically and economically feasible, minimising use of fossil fuels, and using efficient fossil fuel technologies, such as Combined Heat and Power and condensing boilers.

H.5 For major housing schemes, the nationally recognised [Building for Life](#) criteria should be used to assess their functionality, attractiveness and sustainability. This is a national standard for well-designed homes and neighbourhoods. It promotes high quality design, as well as celebrating best practise in the house building industry. Building for Life is a partnership between several national agencies, led by [CABE](#) and the [Home Builders Federation](#).

H.6 For internal space within new dwellings, there is the nationally described space standard. This sets out the requirements for the Gross Internal (floor) area of new dwellings at a defined level of occupancy as well as floor areas and dimensions for key parts of the home, notably bedrooms, storage and floor to ceiling height. This is not a building regulation and remains solely within the planning system as a form of technical planning standard.

#### Noise

H.7~~6~~ Noise can adversely affect peoples' quality of life and exposure to unwanted noise can affect our health and welfare. Protection against noise in the construction, design and layout of residential developments is essential to ensure that existing or future residents are not subjected to unacceptable levels of noise in their own homes. The likelihood of noise affecting future residents is a key factor in assessing the suitability of a site for residential use.

H.8~~7~~ Residential development should be restricted to areas with low ambient noise levels and utilise noise control measures in order to make residential development feasible, wherever possible, to maximise the potential of previously developed land. They should employ solutions to technically complex

acoustic problems through specialist advice. Delaying contact with such specialists until later in a project may result in avoidable additional costs being incurred at the design and construction stages.

~~H.98~~ Where it is unlikely that residents will be able to keep windows open or sit on/in a balcony/garden without being bothered by one or more external noise sources, such as traffic, industrial noise or customers of entertainment venues, noise will be a material planning consideration and, under these circumstances, a noise survey will be required.

~~H.109~~ New residential dwellings, exposed to noise from existing sources, will be assessed in accordance with [National Planning Policy Guidance](#) and BS 8233:2014. National guidance assesses sites according to a noise exposure hierarchy.

~~H.110~~ It is likely that many sites within Stevenage, suitable for new housing, will be exposed to existing noise levels contained within, or on the boundary of 'noticeable and not intrusive' and 'noticeable and intrusive'.

~~H.124~~ Developments shall require proposals to achieve acceptable internal noise levels. Ideally, with windows open. However, on some potentially noisy sites in the Borough, an alternative means of purge ventilation will be required. They should demonstrate that all other mitigation measures have been exhausted to reduce external/internal noise levels where internal noise levels can only be achieved with closed windows. Developments should ensure that garden areas are usable and not unduly impacted upon by noise. Ideally noise levels in these outside amenity areas shall not be above the 55dBAeq (16hour) range 50-55dB. To achieve this level of exposure to existing noise it may be necessary to provide amenity areas carefully sited away from noise-exposed facades and/or the provision of acoustic screening. The assessment of the noise exposure of outdoor amenity space shall be included in a noise survey report. The layout of mixed flatted and housing developments should be orientated in such a way to create an acoustic barrier through the use of the flatted element of the development closer to the noise source. They should mitigate external noise affecting noise sensitive developments by including screen fencing, vegetation buffers, insulation in the walls and roof, the use of double glazing in windows and the use of intervening buildings or structures, such as garages. Development should include engineering solutions to reduce the impact of noise at the point of generation as well as limiting the noise within the building. The layout of the site and building layout, including screening and buffering, can mitigate against noise, as can limiting the operational hours and restricting activities that can occur on site.

#### **Well-related to external amenity and public spaces**

~~H.134~~ All dwellings, including flats, should have private open space. The only exception to this is where flats are developed in very central locations, where public open space is easily accessible and higher densities are required.

H.143 Private open space should be located conveniently for use by residents and in a position that is not overlooked by neighbouring buildings; normally to the rear of the building, and in the case of flats the private space will usually form part of the garden or communal amenity space, and not an area of landscaping.

H.154 For new houses the minimum standard garden space for terraced and semi-detached houses should normally be 50 square metres. Each dwelling should normally have a minimum rear garden depth of 10m. The shape and slope of the garden should ensure that it is useable. Larger detached houses will generally be required to provide a larger rear garden area. The garden should normally be enclosed by a 1.8m high close boarded fence or wall and direct access should be afforded to rear gardens for activities such as refuse storage, cycle parking and maintenance.

H.165 In new flatted developments where there is no communal space balconies or roof gardens should be provided for the occupants of these units. These should —be located so as to afford privacy to the occupant, normally to the rear of buildings. Some communal space within developments could provide opportunities for physical activity e.g. outdoor gym equipment, space for informal exercise. However, they should not compromise the privacy of existing dwellings. SBC will normally aim to achieve a minimum useable communal area of 50 square metres for schemes up to 5 units, plus an additional 10 square metres per additional unit over 5. Garage courts, parking areas and bin storage areas are not considered as part of the useable garden amenity requirements.

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H.176 All rear gardens and communal open spaces should generally enjoy a reasonable amount of sunlight and have a relatively open outlook.

H.18 Employment/community buildings should be supported by cycle storage, lockers, showers and changing rooms. Informal sports facilities should be integrated into larger buildings e.g. table tennis in atriums/courtyards and space for parking wheelchairs and pushchairs should be incorporated into places of work and community buildings.

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### *Sunlight, daylight and orientation*

H.197 New developments should be designed to ensure that a satisfactory level of sunlight and daylight is provided for the occupants of both existing and proposed dwellings.

H.208 Where there is doubt that adequate sunlight and daylight will be achieved, indicators will be used to assess the amount of light reaching a new or existing window:

H.219 The Building Research Establishment (BRE) guidelines "[Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice](#)" ~~third~~ edition, will be used. It provides guidance on avoiding unacceptable impacts and sets out non-mandatory targets for levels of daylight and sunlight within existing and proposed developments. The guidance contained in the revised advice has been updated to reflect the changes in the British Standard Daylight in buildings, BS EN 17037. In particular, an account will be taken of the size and position of windows to neighbouring buildings. However, indicators will not be applied to all schemes; only to those where there is doubt that adequate lighting may be achieved. For surrounding neighbouring properties, the guidelines remain largely the same, with Vertical Sky Component (VSC) and Daylight Distribution (DD) remaining the tests used for daylight amenity. Also, Annual Probable Sunlight House (APSH) remains the test used for sunlight amenity. The main change is the way in which daylight and sunlight is

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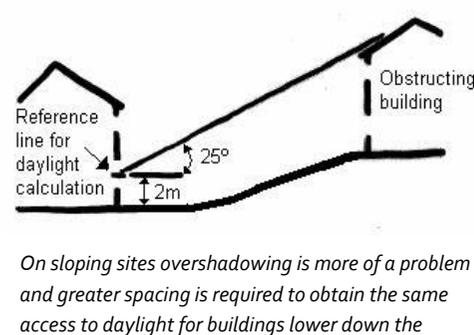
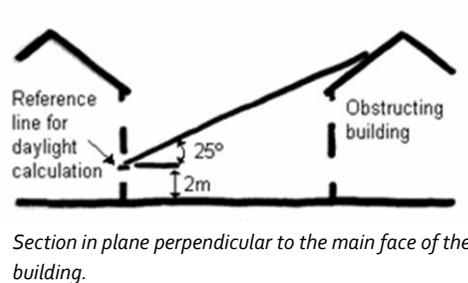
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measured for proposed habitable rooms. For daylight, the Average Daylight Factor (ADF) test and Daylight Distribution (DD) test have been replaced. The new tests are Daylight Factor (DF) and Spatial Daylight Autonomy (SDA Illuminance).

For existing buildings, This can be established by undertaking a simple 25 degree 'rule of thumb' test using the BRE guidelines, as identified in the diagram below on the next page:

From a point 2 metres above ground level at the horizontal centre of the protected window draw a line perpendicular to the window and at an angle of 25 degrees to the horizontal (see the drawing above). If the proposed development cuts this line then it is likely to interfere with the diffuse skylight enjoyed by the existing building. This being the case the proposal is likely to cause problems of loss of light and it will be necessary to undertake a detailed sunlight and daylight assessment.

#### BRE Guidelines: 25 Degree Test



H.22 Where possible dwellings should be laid out so that the main bedroom and the kitchen benefit from the morning sun and living rooms benefit from the afternoon and evening sun. Living rooms and kitchens need more daylight than bedrooms, so where there is a choice it is best to site the living room or kitchen away from obstructions. Low building depths should be encouraged to reduce the amount of artificial lighting required and reduce energy consumption. Dwellings should be orientated to maximise 'passive solar gain' in order to provide environmental benefits and minimise the amount of fuel used. Primary frontages should broadly face the south in order to optimise the solar potential of the site and dwellings should maximise solar gain through the use of technologies such as solar panels and solar hot water systems. Their use is encouraged where appropriate.

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### **Residential development of houses**

H.~~3179~~ Residential developments of houses are usually serviced by a kerbside waste and recyclables collection. The designs for waste and recycling facilities need to ensure that internal and external storage areas are designed into each dwelling and that internal space is provided for recycling storage, kitchens and utility rooms are generally the most appropriate locations. Storage for recyclables (in the case of SBC paper, glass, plastics and cans, and garden waste are all collected separately), organic kitchen waste and non- recyclable waste is provided and recycling waste storage comprises either a box or bag which are normally stored inside and taken to the kerbside on collection days. Organic waste (food) kitchen caddies are stored inside the property and emptied into larger external, free-standing organic waste receptacles. External space for the storage of garden waste should be provided and external storage for both waste and recyclables outside the buildings within the curtilage (for waste collector).

### **Residential development of flatted dwellings**

H.~~3230~~ Collection services for flatted developments vary depending on the individual circumstances of the premises. However, a kerbside collection is preferred. Developments need to ensure that internal storage is located in an accessible and communal area inside each dwelling and is easily accessible, but secure, from external storage areas, near to areas of high waste production, and hard wearing and washable - kitchens and utility rooms are generally the most appropriate. Internal storage areas where recyclables can be separated at the source should be provided, and dwellings should be provided with capacity for receptacles for each recyclable component (including food waste), according to the separation at the relevant "bring" facility e.g. glass, cans, plastic bottles, paper (single banks for mixed collections), etc, and for non-recyclable waste. They should provide for both mixed recyclables, organic kitchen waste and non- recyclable waste, and, for recyclables must have at least twice, if not three times, the capacity of storage for non-recyclable waste to account for the separation requirements and the frequency of removal from the dwelling.

**External Bins for waste and recycling storage:**

H.33~~3~~ Bins for waste and recycling storage vary in size and an appropriate combination must be provided to accommodate the needs of the development.

H.34~~4~~ The following is a summary of the bins currently used in waste and recyclables storage to provide a guide to the space requirements.

Bin Type	Use	Domestic / Trade	External Dimensions mm H x L x D (H + open lid)
180ltr Wheelie Bin (Black)	General Waste	Domestic	1070 x 580 x 730
240ltr Wheelie Bin (Brown)	Green & Food Waste	Domestic	1100 x 600 x 800
60ltr Bag (Black)	Recyclables - Plastic & Cans	Domestic	490 x 350 x 350
60ltr Bag (Blue)	Recyclables - Paper & Card	Domestic	490 x 350 x 350
23ltr Caddy (Red)	Glass	Domestic	405 x 320 x 400
23ltr Caddy	Food Waste	Domestic	405 x 320 x 400
240ltr Wheelie Bin (Black)	General Waste	Domestic	1100 x 600 x 800
360ltr Wheelie Bin	General Waste / Recyclables	Domestic / Trade	1120 x 630 x 890
660ltr Eurobin	Recyclables	Trade	1400 x 1300 x 720
1100ltr Eurobin	General Waste / Recyclables	Trade	1400 x 1300 x 1000

(NB: This list, including the bin dimensions, is subject to change. It is only to be used for preliminary design purposes)

External storage area features:	Housing developments	Flatted developments
Should be located within 10 metres of an external access but not near ground storey windows.	✓	✓
Storage and collection points must be as close as possible to, and preferably within 10 metres of, a place suitable for a collection vehicle to stop.	✓	✓
Must be at or near street level, and should be accessible via appropriately sized and graded ramps to allow bins to be wheeled to and from the collection point easily.	✓	✓
Must be safe for users by being well lit and visible from public vantage points and nearby dwellings / tenancies.	✓	✓
Should be unroofed, unless they are fully enclosed and secured (ideally inaccessible to animals).	✓	✓
Should be accessible for collection purposes and not impede pedestrian or vehicular access on public thoroughfares or to and from buildings.	✓	✓
Should be located as close to the front property boundary as possible, preferably behind the front boundary wall, without detracting from the street scene.		✓
Consideration should be given to the <ul style="list-style-type: none"> <li>• allocation of additional external storage space in the future, e.g. additional bins,</li> <li>• composting facilities - in residential development with a garden or landscaping,</li> <li>• provision of onsite storage for bulky waste (i.e. furniture) items and potential opportunities for re- use of these items.</li> </ul>		✓



### *Servicing and utilities*

H.353 Building services equipment, whether it is used for heating and cooling, communications, power, plumbing, ventilation, access or security, if not considered appropriately, can cause significant visual blight and nuisance for neighbours.

H.364 The necessary building services equipment should be incorporated into development, while having minimal impacts on their environment. Impacts that are likely to require minimisation or mitigation include visual blight, light nuisance, noise nuisance and vibration, odour, and other environmental pollutants or nuisance.

H.375 In new development, all building services equipment must be integrated within the building or development structure and should not be a dominant feature of the building. It must be incorporated into the external building design where, because of its nature, it cannot be integrated within the building;

H.386 In refurbished development, plant and machinery should be accommodated within the building structure, or incorporated into the design of external modifications.

H.397 Other design considerations for building services equipment include screening or other techniques to minimise the impacts of plant, machinery and ducting must, in themselves, not cause visual blight. Plant and machinery on roofs should not be visible from the street, public vantage points or from immediately adjacent buildings. The design and materials used for plant, machinery and ducting, as well as for ancillary structures such as screening, where located on the exterior of the building, must be consistent with those of the building and, where possible, plant and machinery should be designed in such a way that does not lead to issues of safety and security.

H.408 Where building services equipment is required on the outside of a building, it must not obscure access to daylight and sunlight, or provide any nuisance for occupants of the development or adjacent buildings. It should be separated or insulated from occupants and neighbours who are likely to be sensitive to noise disturbance if plant and machinery has moving parts. Techniques to achieve this separation include the use of flexible ducting, or resilient mountings for structure-borne plant and machinery. Plant and machinery must ensure that where mechanical or passive ventilation is required to remove odour emissions, the release point for odours must be located above the roofline of the building and, where possible, adjacent buildings.

H.439 In addition, plant and machinery, particularly where located on roofs, must not preclude the installation of required onsite renewable energy facilities in the proposal and due consideration must also be given to the possibility of future renewable energy installations.

H.429 Special consideration should be given to the installation of plant, machinery and ducting on listed buildings and in conservation areas as fewer external solutions are likely to be appropriate in these locations. Installations must be in keeping with the design and materials of the building and [listed building consent](#) is likely to be required for works to a listed building.

H.433 Access to plant and machinery must be provided to allow for convenient and safe servicing and replacement of installations. Machinery must be properly installed and maintained to ensure that impacts are properly mitigated and the situation does not deteriorate over time with continued

operation. Plant and machinery should be located as close as possible to their end use, e.g. boilers should be located near to the hot water or heating users, to minimise use of ducting materials, loss of resource and visual blight. Whilst disused plant, machinery and ducting must be removed from the exterior of buildings before replacements can be installed. Only in exceptional circumstances will these be allowed to remain.

R.1 Well-designed places and buildings conserve natural resources including land, water, energy and materials. Their design responds to the impacts of climate change. It identifies measures to achieve:

- mitigation, primarily by reducing greenhouse gas emissions and minimising embodied energy; and
- adaptation to anticipated events, such as rising temperatures and the increasing risk of flooding.

R.2 A compact and walkable neighbourhood with a mix of uses and facilities reduces demand for energy and supports health and well-being. It uses land efficiently so helps adaptation by increasing the ability for CO<sub>2</sub> absorption, sustaining natural ecosystems, minimising flood risk and the potential impact of flooding, and reducing overheating and air pollution.

#### Follow the energy hierarchy

R.3 Energy efficiency should be considered at the earliest stages of design and buildings should reduce energy demands required to heat, cool, light and run buildings, thereby reducing carbon emissions and energy bills. They should improve energy efficiency using a variety of passive design measures and create innovative, high-quality urban environments.

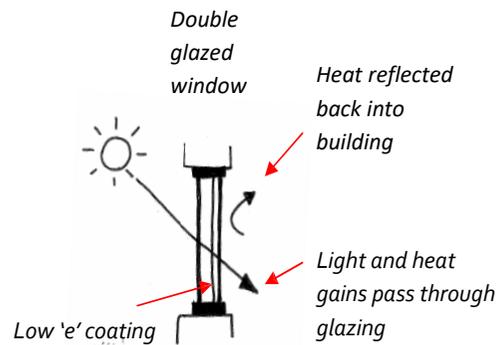
R.4 There are many different energy efficiency options. Their application depends on the type of project, and, in particular, whether it is a new development or a refurbishment project. However, buildings and developments should utilise the waste heat produced when fuel is burnt to generate electricity through CHP systems, to heat homes and water. Individual homes should install micro-CHPs as an alternative to the traditional gas central heating boiler, while also providing electricity. Furthermore, they should utilise biomass fuels from a local sustainable source using:

- stand-alone stoves providing space heating for a single room; and/or
- boilers connected to central heating and hot water systems.

#### Selection of materials and construction techniques

R.5 The standard of design in new developments has a major impact upon the quality of the environment. Good design can enhance the appearance of places and our use and enjoyment of them. Well-designed buildings should function well and should be able to adapt to changing circumstances. They should use appropriate materials and design details to achieve and maintain character and distinctiveness. Building features should vary throughout the different areas of the town whilst following the same basic design principles. They should draw on the scale, texture and colour of the building materials used throughout the surrounding area and use innovative design approach other than pastiches appropriate to the new town. Materials can be innovative and contemporary but should relate to the existing palette of colours and textures. Buildings should use locally sourced materials to effectively retain local

distinctiveness. This will also help reduce the impacts of transportation on the environment, thus conforming to sustainability objectives. It can also reduce development costs. They should use environmentally friendly materials and generally arrange windows and doors symmetrically; however, random arrangements can be appropriate when they form part of an organised and distinctive effect, and when they fit in with the surrounding character of the buildings. Buildings should include chimneys as appropriate to help create varied and interesting rooflines, and provide a visual connection with the architectural style of the existing area. They should ensure boundary fences, parking provision and landscaping are in-keeping with the surrounding area.



Careful attention should be paid to decisions such as whether fences or hedgerows should be used, whether paving a currently green area would cause it to stand out unacceptably, and where parking provision should be made.

R.6 These factors need to be considered at the initial design process, as they can all make a significant difference as to whether a building fits in with the surrounding context of the area or not, and whether a place is successful.

R.7 Buildings should use high thermal mass materials, such as concrete, brick and stone, to absorb and retain solar heat during the day and maximise insulation to reduce heat loss; the rate of heat transfer through building elements is measured as a 'U-Value'. The lower the U-Value is, the less significant the heat losses are, and the more energy efficient the building materials are. U-Values listed in Building Regulations should be considered as a minimum standard and should always be improved upon where viable and technically practicable.

R.8 Buildings should have high energy efficiency appliances installed at the development stage and use control systems, such as motion or light detecting sensors, to increase energy efficiency.

R.9 Construction, demolition, and excavation (C,D&E) wastes can be re-used and recycled on-site to provide an alternative to virgin aggregates such as sand and gravel. For developments that include demolition of existing structures, opportunities to reuse or recycle demolition waste should be considered when planning for the construction phase. This helps to not only reduce reliance on virgin aggregates but also promotes a circular economy for waste materials and reduces the need to transport materials to site. Reducing the need for virgin sand and gravel can also be encouraged by selecting secondary and or recycled materials for use within the project. For example, secondary and or recycled aggregates could be used as a substitute material in the production of concrete.

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## Maximise resilience

### *Wind*

R.109 Buildings should incorporate natural ventilation ensure air quality is maintained and use atria and courtyards in an effective way to maximise natural ventilation. They should ensure voids between groups of buildings to encourage natural ventilation in the centre of deep plan developments whilst minimising heat loss through air leakage and ensure junctions between different building materials do not allow air to leak in or out of the building. Wind turbines (of varying scales) should be employed as a viable form of energy generation where appropriate.

### *Sunlight and daylight*

R.110 Buildings should provide an adequate level of daylight and sunlight and reduce the amount of artificial light required. They should have low building depths to reduce the amount of artificial light; a depth of 9-13m provides maximum flexibility for natural lighting and ventilation. Buildings should employ techniques to bring light into the building if building depths are high. This would include design features such as atria, courtyards and sun tubes and they should ensure that any new extensions do not affect the amount of natural light being received by existing buildings. Buildings should be located far enough apart to not cause overshadowing. Although, buildings which are too far apart can result in continuity and enclosure objectives not being achieved. They should maximise the benefits of 'passive solar gain' to provide environmental benefits and minimise the amount of fuel used. Buildings should be positioned carefully so that their primary frontages are orientated broadly to the south, in order to maximise the opportunity for passive solar gain and they should capture solar energy using Photovoltaic (PV) cells or solar water heating panels on south facing, unshaded roofs

### *Ground and air source heat pumps*

R.124 Buildings should utilise the constant below ground temperate through ground source heat pumps and transfer heat from below the frost line into the building. In addition, they should extract the heat from the air using air source heat pumps.

### *Water consumption*

R.132 Stevenage is in a region which receives one of the lowest levels of rainfall in the UK and, in recent years, the amount of water being consumed is steadily increasing. Reducing the amount of water needed for day-to-day activities is, therefore, essential for maintaining a sustainable lifestyle.

R.143 Buildings should reduce water consumption to 110 litres per person per day and collect and reuse rainwater for activities such as washing clothes, toilet flushing and garden irrigation. Care should be taken to ensure that elements of these schemes are designed into buildings effectively and are not visually intrusive

L.1 Well-designed places sustain their beauty over the long term. They add to the quality of life of their users and as a result, people are more likely to care for them over their lifespan. They have an emphasis on quality and simplicity.

### Well managed and maintained

L.2 Developments should be well designed to ensure that they are robust, durable and easy to look after. They should be designed to ensure that the maintenance and management responsibilities are clearly defined and these roles are agreed by the necessary parties in advance.

L.3 Management of local waste, cleaning, parking, internal common spaces, shared spaces and public spaces should all be considered from the outset and these regimes should be considered from the early stages of the design process.

### Adaptable to changing needs and evolving techniques

L.4 Consideration should be given to the changing needs in terms of health and mobility of the user. This is particularly relevant to private users of homes and gardens; such places should be designed to be flexible and able to adapt to the changing needs of the user.

L.5 This is also relevant to potential changes in lifestyle due to developing technologies i.e. electric vehicles, remote working etc.

L.6 Consideration should be given to the provision of high-speed digital connectivity in order to ensure the provision of options and information for education, health, leisure, social interaction, businesses and home working. Something that has become evident over the past year.

### A sense of ownership

L.7 Well-designed places clearly define the boundaries for private, shared and public spaces; as such, occupants will place more value and take ownership of those spaces.

L.8 Shared spaces should be visible and easy to get to so that they are accessible to all users. They should also ensure that they are flexible so that they can be used for a variety of activities.

Appendix A – Stevenage Urban Character Assessments (2008, SBC)

<b>Bedwell</b>
<b>General Characteristics</b>
New Town neighbourhood
Low density Terraced blocks – 24 dph
High density flats towards western edge of neighbourhood
Low boundary walls and hedgerows to front, sometimes no distinct front boundaries
Mature and attractive landscaping
Access issues to properties, limited parking availability
<b>Development Considerations</b>
Off street parking which does not affect the street scene
Landscaping – this is an area with a deficiency of natural and semi-natural open space
Extensions of cycle and pedestrian links
Capitalise on central location
Borders Countryside Heritage site at Monks and Whomerly Wood

<b>Broadwater</b>
<b>General Characteristics</b>
Small pockets of medieval buildings at Hertford Road/London Road junction, Shephalbury and Bragbury End
New Town neighbourhood to north of area
Private modern estate developments to south of area (Hertford Road)
Low density, typically 2 to 3 storey developments, exception at neighbourhood centres and Roebuck Gate – 24dph
Mature and attractive landscaping
Access issues to new town neighbourhood properties, limited parking availability
<b>Development Considerations</b>
Off street parking which does not affect the street scene
Landscaping – there are also existing deficiencies in the quantity of amenity green spaces
Extensions of cycle and pedestrian links
Broadwater (Marymead) Conservation Area
Listed buildings on Hertford Road and at Bragbury and Shephalbury
Areas of archaeological significance, as advised by HCC, at Broadwater Farm, Wychdell and Bragbury End
Stevenage Brook runs through southern section of neighbourhood
Noise issues from railway which runs south of neighbourhood

<b>Chells</b>
<b>General Characteristics</b>
New Town neighbourhood
Low density, 2 to 3 storey developments, exceptions at neighbourhood centres – 27 dph
Mature and attractive landscaping
Access issues to front of new town neighbourhood properties due to layout of urban form
<b>Development Considerations</b>
Off street parking which does not affect the street scene
Landscaping – there are also existing deficiencies in the quantity of amenity green space
Extensions of cycle and pedestrian links
Borders several wildlife sites
Ancient Lane at Narrowbox Lane

<b>Chells Manor</b>
<b>General Characteristics</b>
Modern 20 <sup>th</sup> Century estate developments
Pocket of rural form along Chells Lane

High density, 2 to 3 storey developments, exception at neighbourhood centre – 35dph
<b>Development Considerations</b>
Landscaping
Extensions of cycle and pedestrian links
Borders several wildlife sites
Listed Buildings along Chells Lane
Ancient Lanes at Lanterns lane and Chells Lane

<b>Coreys Mill and Rectory Lane</b>
<b>General Characteristics</b>
Area of rural settlement layout along Rectory Lane and Weston Lane
Private estate development from 1960's onwards most common. Large homes on large plots
Generally, very low density and low scale development, typically 2 storeys – 16dph
Open countryside to the north of the area
Mature landscaping, on public and private property, throughout area
Typically, no on-street parking

<b>Development Considerations</b>
Landscaping
Parking solutions that do not affect the street scene
Extensions and improvements of cycle and pedestrian links
Several wildlife sites
Rectory Land and St Nicholas Conservation Area
Many Listed Buildings along Rectory Lane
Ancient Lanes at The Avenue and Fishers Green Lane
Area of archaeological significance at The Bury, as advised by HCC

<b>Old Town</b>
<b>General Characteristics</b>
Defined areas of historic character
Core commercial area at High Street. Residential above retail units
Employment uses centralised at Orchard Road/Enterprise centre
All low density, typically 2 to 3 storey developments, exception at Higgins Homes site and flatted developments along Primett Road
Mature and attractive landscaping. High quality public realm

Access issues for older people, limited parking availability
<b>Development Considerations</b>
Off street parking which does not affect the street scene
Landscaping. There are also existing deficiencies in the quantity of amenity green spaces
Extensions of cycle and pedestrian links
High Street and Orchard Road Conservation Areas and Listed Buildings throughout area
Maintain special interest of all built areas. Include small distinguishing details such as fascias, brickwork detail, traditional materials
Area of archaeological significance, as advised by HCC, at High Street
Noise issues from railway which runs west of the area
Ongoing issues with gyratory system

<b>Pin Green</b>
<b>General Characteristics</b>
New Town neighbourhood
Typically higher densities and low scale development, typically 2 storeys – except at neighbourhood centres – 32dph
Mature landscaping throughout the area
Typically no on-street parking

<b>Development Considerations</b>
Landscaping
Extension of cycle and pedestrian links
Several wildlife sites
Ancient Lane at Old Walkern Road
Areas of archaeological significance at Martins Wood and Hampson Park, as advised by HCC

<b>Poplars</b>
<b>General Characteristics</b>
Modern 20 <sup>th</sup> Century estate developments
High density and low scale, typically 2 to 3 storey, development – 32dph
Immature landscaping

<b>Shephall</b>
<b>General Characteristics</b>
Area of rural settlement layout at Shephall Green
New town neighbourhood surrounding

Generally, low density and low scale development, typically 2 storeys – exceptions at neighbourhood centres – 26dph
Mature landscaping throughout area
<b>Development Considerations</b>
Landscaping. There are also existing deficiencies in the quantity of amenity green spaces
Parking solutions that do not affect the street scene
Extensions and improvements of cycle and pedestrian links
Several wildlife sites
Shephall Green Conservation Area
Listed Buildings around Shephall Green
Ancient Lane at Dene Lane
Are of archaeological significance at Shephall Green, as advised by HCC

<b>St Nicholas</b>
<b>General Characteristics</b>
Original neighbourhood located to the south of area
New modern estate of Great Ashby located to the north of the area
High density, low scale development, typically 2 storeys – 33 dph average although higher in southern section

Limited landscaping throughout area
<b>Development Considerations</b>
Requirement to improve landscaping of existing neighbourhood, there are accessibility issues to natural and semi-natural open space for existing residents
Requirements for new amenity green spaces
Parking solutions that do not affect the street scene
Extensions and improvements of cycle and pedestrian links
Two wildlife sites
Borders Rectory Lane and St Nicholas Conservation Area
Borders Weston Lane and Botany Bay Lane, both Ancient Lanes.

<b>Symonds Green</b>
<b>General Characteristics</b>
Area of rural settlement layout at Symonds Green
New town neighbourhood surrounding
Modern, late 20 <sup>th</sup> Century development to north and east of area
Generally, high density and low scale development, typically 2 storeys – exception at neighbourhood centre – 32dph

Mature landscaping throughout area
Typically no on-street parking
<b>Development Considerations</b>
Landscaping
Parking solutions that do not affect the street scene
Extensions and improvements of cycle and pedestrian links
Several wildlife sites
Symonds Green Conservation Area
Listed Buildings around Symonds Green
Ancient Lane at Meadway and Fishers Green Lane
Areas of archaeological significance at Fishers Green and Symonds Green, as advised by HCC

## Appendix B - Key shopfront components

The following are key shopfront design components you need to consider when making alterations to an existing shopfront:

### Window Displays

- Shop frontages should be largely glazed to maintain a window display. Solid frontages (including obscured glass) will be discouraged.
- Vertical glazing bars (mullions) should be used to subdivide large windows in traditional shopfronts to help visually relate the shopfront with the upper elevations of the building.

### Entrances

- The design of the door should be in keeping with the other elements of the shopfront. The solid bottom panel should align with the stallriser. The top of the door should align with the transom (if present).
- Decorative tiling should be retained (if present) and reinstatement is encouraged.
- All new build shop units and shopfronts should be designed to be fully accessible to everyone.
- In the case of existing buildings, particularly where a new shop front is proposed, the following guidance should be followed:
  - Shops that have a change in level from pavement to shop floor surface can usually incorporate ramped access into or within the shop.
  - Entrance doors should be accessible to all, particularly wheelchair users and people with limited manual dexterity. 1000mm minimum clear door width in new buildings and 775mm door width in existing buildings where a new shop front or alterations to a shop front are proposed.

### Shopfront Recess

- Existing shopfront recesses should be retained.
- Removable timber or metal lattice style shutters are often more appropriate to protect recessed shop entrances than horizontally-operated lattice security gates, but they should not extend across windows.
- New recesses in shopfronts will be strongly discouraged due to their potential for attracting anti-social behaviour.

### Fascias

- The fascia should be of a suitable size and proportion in relation to the building and should not normally extend above the cornice or below the architrave as it would upset the overall balance and proportions of a shopfront or parade
- Fascia signs should not obscure or damage existing architectural features. Deep box fascias which project beyond the shopfront frame should be avoided
- Lettering on fascia signs should be proportionate to the scale of the shopfront. To aid identification, fascia signs should include the street number of the premises
- Where a shopfront and fascia extend across two or more shop unit bays, it is not acceptable to remove the intervening pilasters as it would:
  - weaken the frame's visual support to the upper floors; and

- disrupt the character and rhythm of a shopping frontage created by the widths of individual shopfronts

#### *Pilasters*

- New pilasters are preferably placed in line with solid wall, not windows above, to emphasise their function. This is particularly important in the case of shopping frontages on sloping sites where existing stepped profiles of fascias and stallrisers should be preserved or reintroduced wherever possible.

#### *Stallrisers*

- Stallrisers consist of solid elements below shop windows. They form a base to the shopfront display, and prevent the glazing from being damaged or soiled.
- Where stallrisers are provided, they should be at least 300mm high or to the top of the pilaster base or door panel and faced in appropriate materials for the context. They should not provide ledges that can be sat upon. Glazing should be brought to the front of a stallriser.
- Stallrisers should be retained and generally incorporated to any new shopfront on a period building.

#### *Colour and materials*

- Materials should be chosen for their durability and appropriateness to their location. Traditional materials such as timber, stone and render are the most appropriate for new shopfronts, particularly for listed buildings and in conservation areas.
- More contemporary materials such as colour-coated steel, aluminium and bronze instead of timber may be appropriate in some circumstances.
- Existing glazed brickwork or tiling should be retained.
- Colour schemes for shopfronts and in particular the projecting framework should be carefully considered, particularly in conservation areas and for listed buildings.
- Proposals should be accompanied by full details of materials, finishes and colours (or sample and specification cards).

#### *Folding shopfronts*

- Folding shopfronts are not generally acceptable, particularly those on historic buildings such as listed buildings and those in Conservation Areas. When open, they erode the appearance of the shopfront, creating a visual void, and can increase disturbance to neighbouring properties, particularly in the case of food and drink premises. When closed they appear as a row of doors rather than a shopfront. This creates a heavier appearance than a shopfront mullion and reduces the area of glass in the shopfront.

#### *Lightwells / grilles*

- Pavement lights or small lightwells covered with metal grilles are typically found in front of shopfronts. These provide light into the areas beneath whilst allowing shoppers close inspection of the window display.
- Creating open lightwells with railings in front of a shopfront is not generally acceptable as it prevents window shopping and disrupts the buildings relationship to the rhythm of the street. This is also the case if the shopfront has been converted into residential accommodation.

### Signs, advertisements and hoardings

- Shop and business signs should relate well to the character, scale and architectural features of the building and respect their local context.
- Properties should only have one main fascia sign and one ancillary projecting or hanging sign per street frontage. Two projecting signs may be appropriate in cases of large shopfronts stretching across two or more shop units.
- Too many adverts/signs on a property contribute to visual clutter and can detract from the appearance of the street scene. Whilst signs that are unsympathetically designed can cause significant harm to the building and the local townscape.

### Projecting and hanging signs

- Projecting and hanging signs should normally be level with the fascia rather than below or above it. They should be positioned to the side of the shopfront at fascia level.
- Signs at upper floor levels will be discouraged. Advertising for upper floor premises by lettering on windows or by suspended banners on large frontages will only be considered acceptable where advertising a specific event for a temporary period.
- Advert signs, including those on canopies/blinds, should:
  - be considered as an integral part of a shopfront or building, designed in from the outset with new structures; and
  - be in harmony with the existing building, and neighbouring ones, in terms of their proportions, design and materials.

### Canopies, awnings and blinds

- Blinds can add colour and interest to the street scene, however, it is important to ensure that they do not dominate a shopfront or shop parade.
- Shopfront canopies and blinds are only likely to be acceptable where they are:
  - retractable;
  - traditional canvas;
  - blind box integrated with the overall design;
  - attached between the fascia and shopfront; and be flush with the fascia level.
- In general all blinds should be designed and installed to:
  - ensure public safety;
  - incorporate a minimum of 2.3 metres between the bottom of the blind and the pavement; and
  - incorporate a minimum of 1 metre between the blind and the kerb edge.



### *Retractable*

- Retracting awnings and blinds do not normally require planning permission, although they may require advertisement consent in certain cases. They should:
  - not obscure or damage the fascia and other important features of the shopfront and buildings;
  - be appropriate in position, design and materials to the character and scale of both the shopfront, building and locality and not have conflicting and over-dominant shapes.
- Fixed canopies require planning permission. Acrylic / plastic "Dutch blinds", or similarly reflective materials will be strongly discouraged, due to their bulk and materials and the resulting visual clutter.
- Canvas blinds are often characteristic features of historic shopfronts and should therefore be retained or replaced using a similar design – acrylic or plastic blinds are not normally suitable.
- Canopies or blinds with signage (a letter or words for advertising purposes), are treated as advertisements and therefore [advertisement consent](#) will be required rather than planning permission.

### *Shopfront security*

Security shutters can be visually unattractive and create a 'dead', hostile appearance (especially out of opening hours), which can affect the commercial viability of an area and harm the pedestrian experience. We want to minimise the impacts on the appearance of the shopfront, the building and the character of the area.

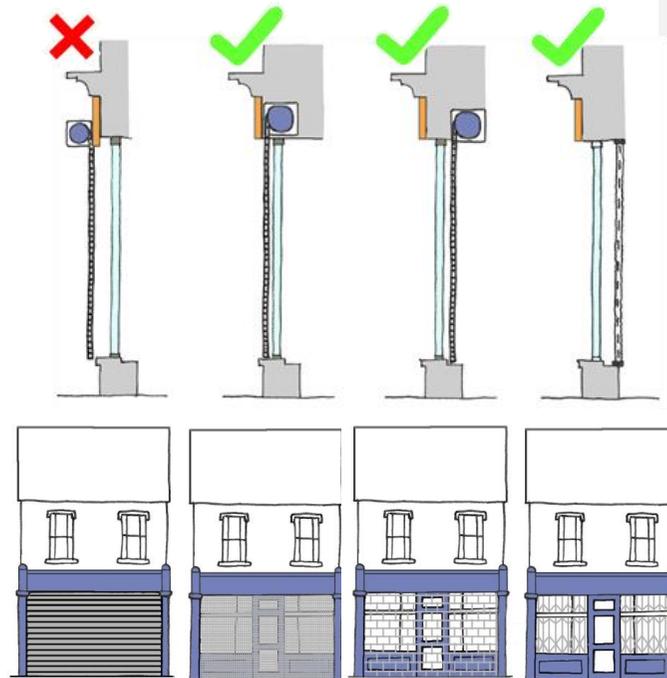
### *Shutters*

- SBC strongly encourages internal rather than external shopfront security measures. Other forms of enhanced shopfront security should be considered instead of external shutters. For example, improved internal lighting, alarm systems, the use of toughened or laminated glass, etc.
- In cases where external measures (shutters, grilles or alarm boxes, etc.) are proposed they would only be permitted where they do not harm the character of shopfronts, such as internal brick bond grilles or collapsible gates.

- External security shutters will normally require [planning permission](#), whilst internal shutters normally do not. Where internal shutters are installed they should be set back to leave a window display.
- In the case of listed buildings, the installation of any shopfront security measures, external or internal, will require [listed building consent](#). On listed buildings, there will be a presumption against the use of external security shutters and grilles in favour of internal.
- Where an external shutter is proposed it may only be considered acceptable provided it is integrated into the shopfront in terms of design, materials and colour. External measures should avoid using solid roller shutters. This includes the 'pin-hole' versions that rely upon internal illumination for any transparent effect. These designs have negative environmental impacts including:
  - obscuring the shopfront and hiding window displays;
  - attracting graffiti;
  - preventing natural surveillance;
  - creating a hostile and unsafe appearance in streets and shopping centres; and
  - being visually unattractive.

### Grilles

- Roller grilles are preferable to solid or pin-hole shutters as they provide security without obscuring window displays and allow views of the shop interior, which enhances surveillance and security.
- Removable or collapsible grilles can be used internally or externally and in both cases allow a certain degree of visibility. These only require [planning permission](#) if installed externally. However, [listed building consent](#) will also be required for internal grilles in listed buildings.
- Removable grilles are expected to remain in place only outside trading hours and should be stored inside at all other times. Any fixings should be discretely placed and must not harm architectural features or mouldings.
- Where there is a recessed entrance it is preferable to install 'Concertina style gate' between the openings.



### Shutter boxes

Shutter boxes should be discrete and should not project forward of the fascia or obscure any architectural features. They should be concealed wherever possible, for example set behind or within the fascia panel, the guide rails concealed within the frame of the shopfront and the shutter should close onto the stallriser.

### Finishes

All grilles and shutters should have an acceptable finish. They should:

- be coloured (painted, powder coated or stove enamelled) to match the rest of the shopfront, including signs.
- not be uncoated shutters, galvanised steel, a milled finish or anodised aluminium as these are not considered acceptable finishes.

In the exceptional cases where solid shutters are acceptable, original designs by artists will be encouraged provided they respect their location, particularly in Conservation Areas.

### A-boards

- The licensing of portable advertising boards on the pavement (public highway) should be carefully controlled. Pedestrians can be put at risk through poorly sited advertisements.
- Anyone proposing to place portable advertising boards on a highway that is maintained at public expense will require a [highways licence](#) from the Highways Authority. Where it is proposed to place a portable advertising board on a privately maintained forecourt, over which the public have limited access, a licence will not be required.

### Outdoor seating & spill out displays

- Many shops, particularly cafes, restaurants, greengrocers or hardware shops use an area in front of the shop for tables and chairs or to exhibit goods for sale.
- Such areas must ensure that fire tracks throughout pedestrian areas are kept clear to ensure access for emergency vehicles. Outdoor areas may require [planning permission](#) and advice should be sought from the Development Management Team. Care should be taken to avoid obstruction and to allow access for all users.
- Properties wishing to use the public realm for tables, chairs or to exhibit goods for sale must ensure that waste and recycling is managed to avoid it escaping and causing street litter. Businesses have a duty of care to dispose of their waste correctly.

### Burglar Alarms

- Burglar alarm devices must be sited so that they are both adequately visible as a deterrent but do not detract from the visual character of the shopfront.

### Cash machines

- Cash machines require [planning permission](#) and, in the case of listed buildings, [listed building consent](#). Illuminated advertising for cash machines should be discreet and is subject to [advertisement consent](#).
- Cash machines are only likely to be acceptable provided they are:
  - treated as an integral part of a building's design wherever possible;
  - not dominant in the shop display frontage in terms of size or materials;
  - positioned sensitively and not be located where queuing could cause problems;
  - with minimal amount of display material;
  - located on the busiest elevation of a building to reduce the risk of robbery;
  - fully accessible to people with disabilities in both location and detailed arrangement; and
  - in existing bank buildings of traditional design they are most successfully inserted into existing stone recesses or beneath window bays.

### All advertisements

All advertisements affect the appearance of the building, structure or place where they are displayed, to the extent that they can sometimes be the most dominant feature in an urban setting.

Guidance on advertisements is contained within [Outdoor advertisements and signs: A guide for advertisers](#).

The guidance in this document should still be applied as a matter of good practice where advertisements have deemed consent and do not require formal advertisement consent.

Advertisements and signs should:

- respect the form, fabric, design and scale of the host building and setting.
- serve as an integral part of the immediate surroundings and be constructed of materials that are sympathetic to the host building and the surrounding area.

Interesting and unique styles of advertisements and signs will be considered acceptable where they are compatible with the host buildings and surrounding environment.

Generally, advertisements will:

- only be acceptable at fascia level or below.
- not be considered acceptable where they impact upon public safety, such as being hazardous to vehicular traffic (e.g. block sight lines, emit glare) or pedestrian traffic (e.g. disrupt the free flow of pedestrian movement).



[https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment\\_data/file/11499/326679.pdf](https://assets.publishing.service.gov.uk/government/uploads/system/uploads/attachment_data/file/11499/326679.pdf)

- require detailed consideration if advertisements are proposed in conservation areas and on or near listed buildings given the sensitivity and historic nature of these areas or buildings. Any advertisements on or near a listed building or in a conservation area must not harm their character and appearance and must not obscure or damage specific architectural features of buildings.

#### *Advertising on street furniture*

Free standing signs and signs on street furniture will not normally be accepted where they contribute to visual and physical clutter and create a hindrance to movement along the pavement or pedestrian footway.

#### *Illumination*

The illumination levels of advertisements should be in accordance with the standards set by the [Institute of Lighting Professionals Guide to Illuminated Advertisements](#).

The type, appearance and method (internal, external, lettering, neon, etc.) of illuminated signs should:

- be sympathetic to the design of the building on which it is located.
- be determined by the design of the building.
- not be flashing or intermittent, whether internal or external.
- be unobtrusively sized and sited.
- be fixed and sized as discreetly as possible, particularly spotlights and trough lights.

Corporate designs involving internally illuminated signs may need to be modified where they are considered unsuitable, especially in residential areas, or conservation areas, or on listed buildings.

To ensure that an advertisement does not become unduly dominant in the streetscene, disturb adjoining residents at night, or cause safety hazards to drivers, consideration should be given to the:

- intensity of illumination;
- surface area to be illuminated; and
- positioning and colours.

Internally illuminated box signs are discouraged. Generally, the internal illumination of individual letters, rather than the whole fascia or projecting sign on a shopfront, will be more appropriate.

#### *Hoardings*

Where [advertisement consent](#) is required for the display of hoardings, the following guidance will be applicable.

Advertisement hoardings or posters will not usually be acceptable, or will be carefully controlled:

- in predominantly residential areas.
- in conservation areas.
- on or near listed buildings to ensure that they do not detract from the areas and building's character and appearance.

However, if an area has a mix of uses or is predominantly in commercial use some poster or hoarding advertising may be acceptable where they satisfactorily relate to the scale of the host building or feature and its surroundings.

They should be designed and positioned as an integral feature of the building. Hoardings will not be considered acceptable:

- in locations where they may prevent or significantly damage views or obscure light;
- where they are forward of the face of adjoining buildings;
- where they project above roof ridge/eaves level;
- where they obscure architectural features or landmarks (including windows or window recesses); and
- on side walls where they would be unduly dominant.

Temporary poster hoardings used to screen buildings or construction sites while work is being carried out have deemed consent under [The Town and Country Planning \(Control of Advertisements\) \(England\) Regulations 2007](#) for commercial, industrial or business uses only. This deemed consent is not available for any residential development and is also not available in conservation areas.

The impact of illumination will be taken into consideration and where it is considered to be a nuisance or out of character with the area then it will not be considered acceptable.

#### *Shroud / banner advertisements*

Shroud advertisements come in a range of forms but are generally large- scale and can cover the entire elevation of a building. As a result of the scale and size of shroud advertisements their appearance can create a conflict with the surrounding environment and the streetscene and, where the advertisement partially obscures a building, the visual appearance of the building itself. However, they can help to shield unsightly construction work.

Therefore, given the scale and size of shroud advertisements these types of advertisement proposals will only be considered acceptable primarily:

- in commercial areas
- where they screen buildings under construction, alteration or refurbishment

If considered acceptable they will only be allowed for a temporary period and should be removed upon completion of the works or at the end of the approved period, whichever is sooner. Longer consents will require additional [advertisement consent](#).

The erection of a banner or shroud advertisement may require a specific licence from the [Highways Authority](#). If [advertisement consent](#) is granted for a banner or shroud, this does not indicate that a licence will also be granted.

Shroud on scaffolding will only be permitted where:

- the scaffolding covers the entire elevation of the building and the netting on the scaffolding contains a 1:1 image of the completed building which is undergoing construction work (scaffolding is only to be erected for the purposes of carrying out building works and will be removed upon completion of the works); and
- the advertisement covers no more than 20% of each elevation and is not fragmented. It must respect the architectural form and scale of the host building. Where shroud and banner advertisements are considered acceptable on listed buildings or in conservation areas the advertisement should not cover more than 10% of each elevation and should not be fragmented. The location of the advertisement on the shroud will depend on the character of the local built form and the nature of views within it.
- in some highly sensitive locations or where the building plays a particularly important role in the appearance of the area, a visual representation of the building that is shrouded may be considered necessary to mitigate any harm to the appearance of the area.
- they relate to landmark or unique buildings, such as festival venues, museums, and do not detract from the appearance and form of the host building or the surrounding environment.
- in some commercial areas flags or banners may be considered a suitable form of display. Within residential areas, conservation areas, and on or near listed buildings we will be primarily concerned with safeguarding the amenity, character and appearance of these areas and buildings and therefore it is unlikely that such advertisements will be supported.

## Appendix C – Residential building requirements

### Building design and materials

Building features such as windows, roof pitches, overhangs, gables and chimneys should all be consistent with those of the existing property. For example, if the roof of the main building is pitched, then the extension should have a pitched roof at the same angle. However, this does not mean that contemporary design will not be acceptable, but it should respect local character and not detract from the original building.

The materials used should draw on the colour, type and texture of those used for the original house.

### Privacy and outlook

Extensions should:

- be designed and orientated in relation to that of neighbouring properties
- not adversely affect the outlook from neighbouring dwellings
- not result in any significant overlooking to neighbouring houses and gardens.

The minimum separation distances set out in respect of new dwellings will be equally applied to proposals for extensions:

No of Storeys	Type of Separation	Min. distance (metres)
Between existing and new 2 storey or a mix of 1 and 2 storey dwellings	Back to Back	25m
	Back to Side	15m
Between new 2 storeys or a mix of 1 and 2 storey	Back to Back	20m
	Back to side	12m
Over 2 storeys between existing and new dwellings	Back to Back	35m
	Back to Side	25m
Between new dwellings over 2 storeys in height	Back to Back	30m
	Back to Side	20m

### Scale

Generally, the extension should appear deferential to the original house; smaller in width, height and depth than the existing property, but still using the same proportions.

### Sunlight, daylight and overshadowing

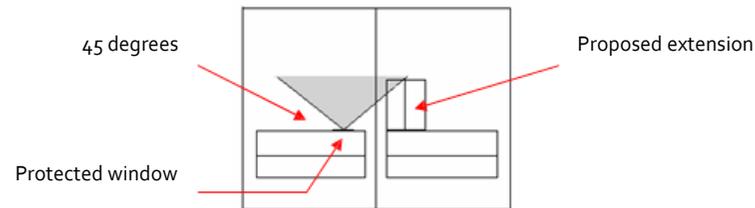
Extensions should be designed to ensure that a satisfactory level of sunlight and daylight is provided for the occupants of both existing dwellings and those adjoining or nearby.

Where there is doubt that adequate sunlight and daylight will be achieved, indicators will be used to assess the amount of light reaching a new or existing window. The Building Research Establishment (BRE) guidelines "[Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice](#)", ~~third~~ <sup>second</sup> edition, will be used. It provides guidance on acceptable levels of daylight and sunlight within existing and proposed developments. The indicators will not be applied to all schemes but only to those where there is doubt that adequate lighting may be achieved. This can be established by undertaking a 45 degree test or a simple "25 degree ~~rule-of-thumb~~" test using the BRE guidelines. BRE's third edition of guidelines was published in 2022 and the current recommendations for effects on neighbouring properties and open spaces is untouched. The major changes in the third edition will be to assessment of proposed developments with the current daylight (VSC, ADF, DD) and sunlight (APSH) tests being superseded by the new tests.

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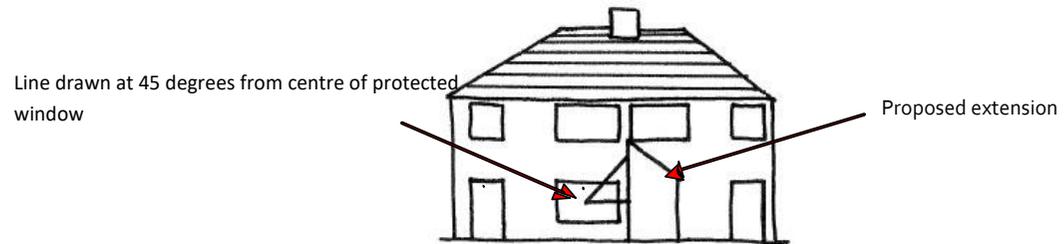
### The 45 degree test

This rule applies to all types of dwellings. Firstly consider the plan layout of the proposed extension (see drawing A below). From the mid-point of a neighbour's protected window project two lines at 45 degrees from the centre of the window.



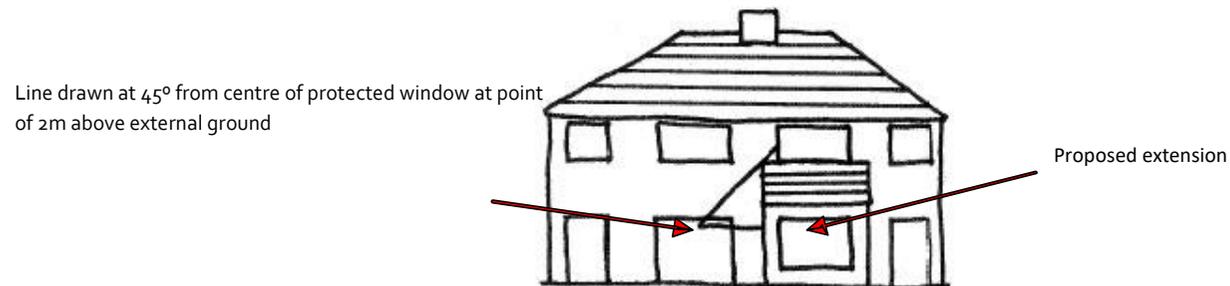
**TEST 1 - the proposed extension should not project beyond the '45 degree line' into the neighbour's protected area**

Secondly consider the elevation of the proposed extension (see drawing B below). From the centre of the neighbour's protected window draw a line at 45 degrees to the horizontal.



**TEST 2 - no part of the proposed extension should encroach beyond this 45 degree line**

If the 'protected window' is a floor to ceiling window (e.g. patio doors) then the 45 degree line is drawn from a point on the horizontal centre of the window at 2 metres above ground level

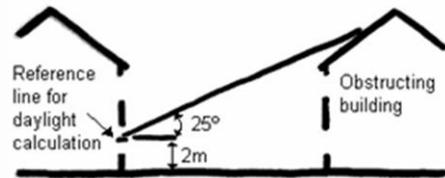


Extensions that fail both 'tests' will need to be assessed against the [BRE sunlight and daylight guidelines](#).

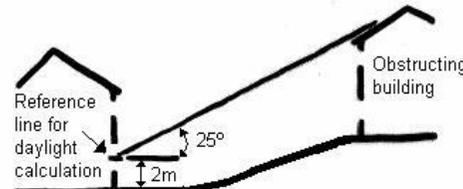
### The 25 degree test

From a point 2 metres above ground level at the horizontal centre of the protected window draw a line perpendicular to the window and at an angle of 25 degrees to the horizontal (see the drawing below). If the proposed extension cuts this line then it is likely to interfere with the diffuse skylight enjoyed by the existing building. This being the case the proposed extension is likely to cause problems of loss of light and it will be necessary to undertake a detailed sunlight and daylight assessment.

#### BRE Guidelines: 25 Degree Test



Section in plane perpendicular to the main face of the building.



On sloping sites overshadowing is more of a problem and greater spacing is required to obtain the same access to daylight for buildings lower down the slope.

### Garden size

If proposals for extensions result in the loss of garden space, SBC will ensure that a reasonable private garden area commensurate with the size of the property is retained to serve the dwelling.

### Landscaping

Proposals for extensions should not result in the loss of **attractive** trees or hedgerows. If it is necessary to remove landscaping, appropriate replacements will be required. This will help to maintain biodiversity in line with sustainability objectives.

### Front extensions

Generally, modest single storey front extensions will be acceptable subject to the following criteria:

- extensions to a semi-detached or terraced house that abut the boundary of another house, should project no more than 1.5 metres. A greater projection may be acceptable for detached houses;
- the shape and projection of the extension should remain subordinate in views along the street and maintain the harmony or balance between existing houses. It should respect the architectural integrity of groups of homes.
- the extension should maintain the amount of parking space available on the site below our adopted maximum standards specified in the [Parking Provision and Sustainable Transport SPD](#). Where the extension incorporates a garage it should ensure a minimum distance of 5.5 metres between the garage doors and the back edge of the footway, so that a parking space is retained.

It is also important that if any hardstanding is added/rebuilt it is created using permeable materials.

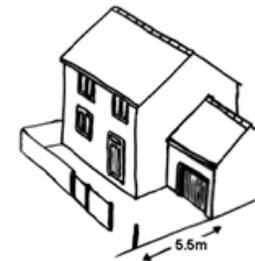
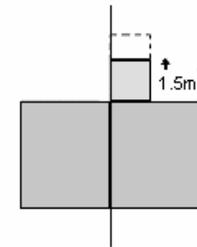
Two storey front extensions will generally not be acceptable, as they are likely to have a significant impact on the street scene, as well as seriously affecting the outlook and light of adjoining properties. In circumstances where these impacts will not occur, a two storey extension may be approved.

### Porches

The addition of a porch to a property generally falls under permitted development. However, where planning permission is required it will be subject to the same criteria as front extensions, listed above.

The entrance to a house is its focal point; porches:

- can have a significant effect on a property's appearance;
- must be carefully designed so that it follows good examples from other properties along the street
- must be in keeping with the design of the dwelling;
- must not be located too close to windows.



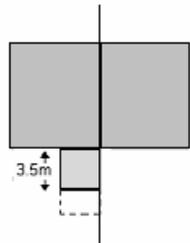
## Rear extensions

Rear extensions generally have the least impact, as they do not usually affect the street scene. They can often, therefore, be the simplest way of extending a home. The most important factors to consider when assessing rear extensions are the length and height of the extension and its proximity to the neighbouring property.

### Single storey rear extensions

Often, single storey rear extensions do not require planning permission; particularly if there have been no previous extensions on the original property.

This type of rear extension will be acceptable providing the following criteria are met:



- extensions within 1 metre of the side boundary of the house should not exceed 3.5 metres in depth.
- side windows should not cause overlooking of the adjoining property and subsequent loss of privacy.
- flat roofs should not be designed for use as a balcony.

### Two storey rear extensions

Two storey rear extensions usually have a greater impact on adjoining properties and area. These will only be permitted where the following criteria are met:

- extensions on attached houses should not project more than 2.5 metres when they the side boundary of the house. On detached houses the degree of separation from the adjoining into account.
- side windows should have a lower sill level of at least 1.7 metres above the internal floor level of the serve unless they are obscure glazed and fixed below 1.7metres.

### Both single and two storey rear extensions

Exceptions to the above criteria may be made when:

- joint or simultaneous applications are made by applicants in adjoining dwellings;
- where adjoining properties have been extended already;
- the existing houses are in a staggered line, the depth and width of the extension should be reduced to compensate;
- the extension would be to the north of a neighbouring dwelling; or



the appearance of the



are within 1 metre of house will be taken



room which they

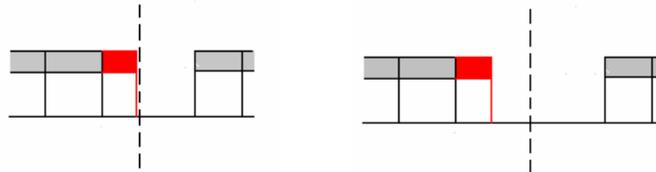
- changes in ground level increase the apparent size or impact of the extension on light and outlook, the depth and or width of the extension must normally be reduced to compensate.

### Side extensions

Extensions to the side will be considered in the same way as criteria for front and rear extensions in terms of their projection forwards or backwards relative to adjoining dwellings. Special account will also be taken of the following criteria:

- the importance of the space between houses in establishing the character of the area and the need to prevent a cramped appearance
- a terraced appearance should not be created, and the rhythm of the street should not be compromised;
- the introduction of overlooking windows over a previously private area of an adjoining dwelling will not be acceptable
- where the side extension would come closer to a road or footpath it should not be overbearing or create an alleyway effect and should respect the context of the street scene;
- in certain circumstances, for two storey side extensions, it may be appropriate for the first floor element to be set-back from the front elevation to reflect the rhythm of the street scene and maintain the character and appearance of the area; and

in two storey extensions a space of at least 1 metre must normally be retained between the new side wall and the boundary of the site to prevent a terracing effect and to prevent an extension to one dwelling removing the ability of the adjoining property to similarly extend.



*A 1m space has not been retained. A terracing effect would be created if the neighbouring property was to also extend*

*A space of over 1m has been retained. The neighbouring property can extend without creating a terracing effect.*

## Roof extensions

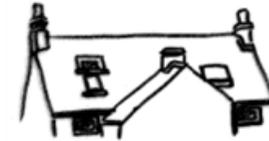
Roof extensions which project beyond the plane of any roof slope which forms a principal elevation and fronts a highway or which increase the height of the roof above the existing ridgeline will require [planning permission](#). Similarly, roof extensions to dwellings located within a conservation area will require [planning permission](#).

The addition of dormer windows can have a significant effect on the appearance of a property, as well as impacting upon the street scene as a whole.

Light and ventilation can often be provided by rooflights; these are less visually intrusive, reduce overlooking problems, and are also normally permitted development.

Where a roof alteration is proposed, the following criteria should be applied:

- the extension should remain below the existing ridgeline and must be kept as low as possible;
- the extension should be less than half of the roof slope;
- the extension should not extend off the main outside walls of the house;
- a minimum 500mm wide area of original roof should be retained at the bottom and both sides of the dormer;
- the roof extension should not extend below the height of the new window sills;
- the raising of the ridge height of a dwelling to accommodate a loft conversion will not normally be considered acceptable;
- in terraced houses the proposal must respect the integrity of the group or the street scene. We will discourage the introduction of such extensions, where there are no other examples within the street scene;
- the shape and size of the windows should reflect the proportions and finish of windows in the house, as well as lining up vertically with the fenestration on the property;
- the new windows should not overlook windows or private open space of adjoining houses or increase overlooking unreasonably. In exceptional circumstances, windows containing frosted glass and permanently fixed closed may be acceptable; and



*Rooflights often offer a favourable lighting solution. However, these rooflights are not in line with existing windows, and are uncoordinated in terms of size and style.*

- where possible dormer windows or roof extensions should be designed with a pitched roof. Large flat-roofed dormer windows proposed in houses with pitched roofs will generally not be acceptable.



*Dormer windows work well here, they do not over dominate the roof, line up vertically with the existing windows, and are of a consistent style and size.*



*The flat roof dormer is visually intrusive and does not follow the principles of good design.*

