

HACKNEY LOCAL PLAN SUPPLEMENTARY PLANNING GUIDANCE NOTE

1 NEW RESIDENTIAL DEVELOPMENT

Introduction

1. This note is about town planning and new residential development. It is one of a series prepared by LB Hackney in order to explain in more detail the Council's planning policies (which are contained in the Hackney Local Plan) and related standards and requirements. The note is not restricted to those matters covered by planning legislation, where appropriate it includes references to the requirements of other legislation. It is aimed at both people who may wish to submit a planning application and those who are interested more generally in new residential development.
2. This note sets out the general design principles and development standards adopted by the Council in considering planning applications for new residential development. The note aims to amplify the relevant policies of the Deposit Draft Local Plan which are set out in the Housing, Environment, Transport and Leisure Chapters of the Plan.
3. Compliance with the general design and development standards and Local Plan policies is considered essential in ensuring a good quality of housing within an appropriate setting. Specific guidance is provided also for large and small sites including infill and backland sites.
4. Large scale schemes and others requiring particular sensitivity in approach, e.g. the conservation and waterside areas, are also likely to be the subject of a planning brief issued by the Planning Division, which should be consulted at an early stage.
5. A separate SPG note on conversions, extensions and alterations has been produced covering residential development within or as part of an existing building.

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Policies

Applicants are advised to consult the Deposit Draft Local Plan to establish that proposals are in accord with Local Plan policy. The following policy references apply specifically to new residential development:

Chapter 1 - Housing

- H1 New housing sites
- H2 Other sites for housing
- H3 Requirements of new housing
- H4 Requirements on large housing sites
- H16 Internal layout
- H17 Planning standards

Chapter 3 - Environment

- ENV1 Development requirements
- ENV2 Infill development
- ENV4 External works and landscape

Chapter 5 - Transport

- T5 Traffic, access and parking
- T6 Development requirements
- T7 Access and parking for people with disabilities
- T13 Safety in design

Chapter 6 - Leisure

- LP9 Childrens' play areas

DESIGN PRINCIPLES

Urban Form

7. THE GENERAL LAYOUT AND DESIGN OF NEW RESIDENTIAL DEVELOPMENTS SHOULD REFLECT THE TRADITIONAL URBAN FORM APPROPRIATE TO HACKNEY WHICH IS CHARACTERISED BY TERRACED STREETS AND FORMAL SQUARES.

8. LAYOUTS SHOULD DISTINGUISH BETWEEN THE PUBLIC AND PRIVATE FACES OF BUILDINGS.

- Front elevations should contain the major entrances and face outwards on to the public space - e.g. the street, the square, the park.

- Back elevations should face private outdoor space at the rear, rather than streets or other public spaces.

This front/back relationship is exemplified in the traditional street block arrangement. It allows a flexibility of layout that includes streets, squares, mews and crescents.

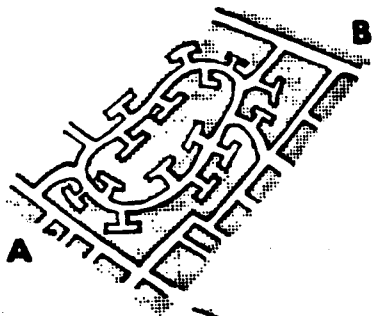
1. Even where the surrounding locality is devoid of a particular character it should still be possible to create a sense of place within new development. This can be achieved if careful attention is paid to the design and arrangement of buildings and public spaces and their relationship to the particular features of the site.

Accessibility

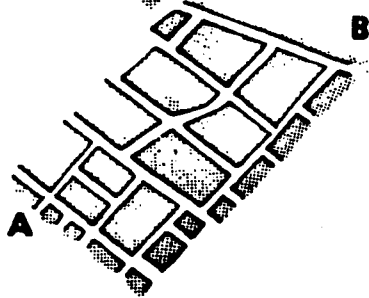
1. THE DEVELOPMENT SHOULD OFFER A NUMBER OF DIFFERENT WAYS THROUGH AN ENVIRONMENT SO THAT PEOPLE ARE OFFERED A CHOICE OF ROUTES. These routes must be readily visible otherwise only people who already know the area will tend to use them.

2. AVOID THE INCORPORATION OF SECLUDED UNDER-UTILISED PEDESTRIAN ALLEYWAYS WITH FEW OPENINGS, TO ENSURE BETTER SECURITY FOR USERS AND TO MINIMISE VANDLISM

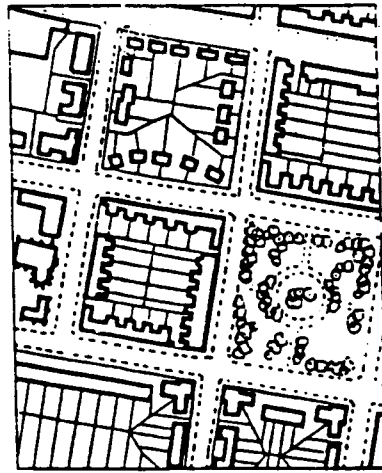
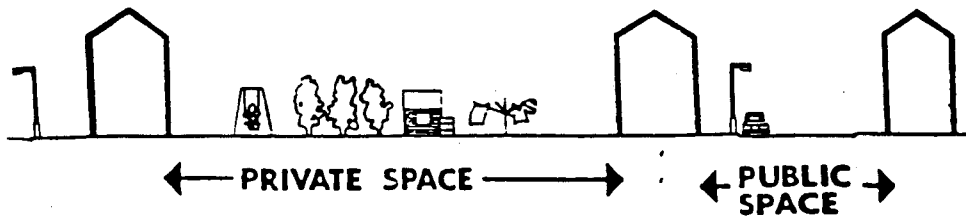
3. A layout with small blocks gives more choice of routes through than one with large blocks. An hierarchical layout comprising mainly of cul-de-sac would provide comparatively little choice of route. Layouts which separate pedestrians from vehicular users tend to reduce the general level of accessibility unless an expensive duplication of routes is provided. This is not only wasteful of land but also contributes to a physical form that is distinctly suburban in character.



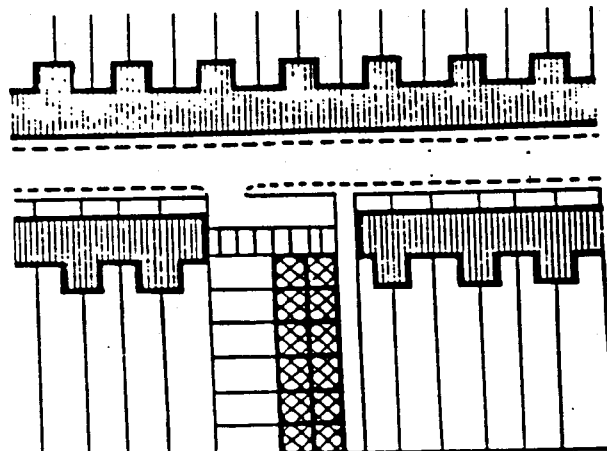
CUL-DE-SAC LAYOUT
Restricted choice of routes from A to B



SMALL STREET BLOCKS
More choice of routes from A to B



**THE TRADITIONAL STREET
BLOCK ARRANGEMENT**



UNACCEPTABLE LAYOUT
New development does not address
the street

Sense of place

9. THE DEVELOPMENT SHOULD AIM TO FOSTER "A SENSE OF PLACE", i.e. a specific character and identity that is derived essentially from the culture of the users/inhabitants of the area and from the particular building and features of the site and its relationship to the immediate surroundings, including topography, canalside location, existing trees, important views to and from within the site. It is usually desirable to consolidate the existing character of a locality when a new residential scheme is being designed.

Detailed appearance

14. NEW RESIDENTIAL DEVELOPMENTS WILL BE EXPECTED TO REFLECT THE LOCAL CONTEXT WHICH IS MOST LIKELY TO BE THE ESTABLISHED VICTORIAN TOWNSCAPE. NEW BUILDINGS IN SUCH LOCATIONS SHOULD REFLECT THE SCALE, FORM, PROPORTIONS AND DETAILING OF NEIGHBOURING DWELLINGS.
15. Victorian buildings were largely constructed in stock bricks with slate roofs, stucco dressings, timber sash windows, iron railings and balconies. The older mid 19th Century properties tend to have flat faced elevations with a parapet wall hiding the roof. The more recent properties, built towards the end of the 19th Century tended to have bay windows and visible pitched roofs with eaves.
16. IN LOCATIONS WHERE THE VICTORIAN CONTEXT IS ABSENT, THE OPPORTUNITY EXISTS TO CREATE LIVELY BUILDINGS THAT REFLECT THE URBAN (RATHER THAN THE SUBURBAN) LOCATION AND RESPECT THE SCALE AND GENERAL FORM OF THE BOROUGH'S TOWNSCAPE.
17. The enclosure of the space between the street and the front of the dwelling satisfies both aesthetic and functional needs. The provision of boundary walls and/or railings provides continuity and consistency along the public face of the buildings whilst also contributing to the privacy of residents.
18. The treatment of street corners represents a relatively difficult design problem. Successful corner treatments are important both in establishing a strong identify and sense of place and in linking the new development to its immediate urban context. The aim should be to create attractive public faces on all elevations facing on to the streets at a junction. Where appropriate the building form should wrap around the corner in a positive manner.

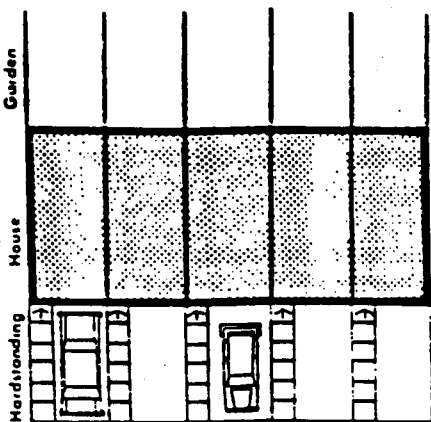
A new point of emphasis in the street scene may be appropriate and this can be achieved by providing a substantially larger unit at the corner. Blank gable ends would only be appropriate where they relate directly to the established form of the immediate locality.

CORNER TREATMENT



Parking/garaging

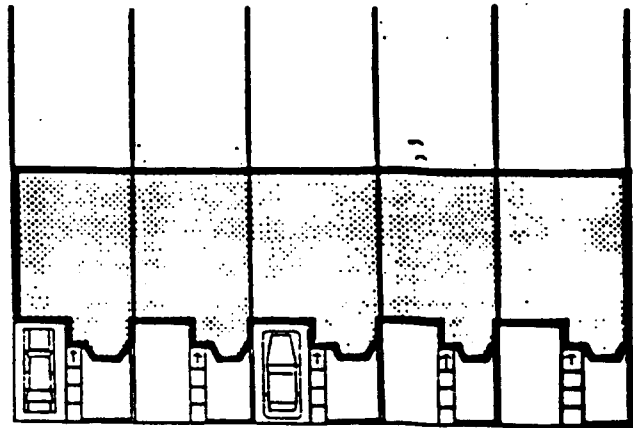
19. SPACE FOR RESIDENTS CARS SHOULD BE PROVIDED AS CLOSE AS POSSIBLE TO INDIVIDUAL DWELLINGS AND IN A MANNER WHICH MINIMISE THE LEVEL OF VISUAL INTRUSION OF CARS IN A RESIDENTIAL ENVIRONMENT.
20. The most appropriate solution would be to locate the garages/hardstanding spaces within the middle of the street block. Where garages are to be provided integral with the dwellings it would usually not be necessary to provide a parking space immediately in front of the garage. This arrangement would allow the buildings to be brought closer to the pavement, thereby enhancing the space - defining function of the buildings.
21. Where hardstandings are proposed immediately in front of dwellings, the aim should be to provide effective screening along the lateral boundaries of individual plots. This screening would normally take the form of walls or railings with associated planting. The provision of hardstandings is not normally suitable in narrow frontage properties because the car space would take up virtually the entire front area.



NARROW FRONTAGE (less than 4m)

- hard standing takes up entire front area
- no opportunity for enclosure
- car is parked in front of major window

∴ VISUAL IMPACT OF THE CAR IS MAXIMIZED



WIDER FRONTAGE DWELLINGS

- provide opportunity for enclosure and planting
- hardstanding does not abut the major window to the front ground floor room

∴ VISUAL IMPACT OF CAR IS MINIMIZED

Landscape

22. THE DESIGN OF THE LANDSCAPE WORKS SHOULD BE INTEGRATED WITHIN THE OVERALL DEVELOPMENT SCHEME PROPOSALS FROM THE OUTSET. This should incorporate planting, surface treatment and the means of enclosure. Existing features of the site including trees, vegetation of interest and any worthy surfaces, walls or fences (or other features and artefacts, e.g. water areas or parish boundary stones) should be retained, protected or enhanced as part of the scheme.
23. SURFACES OF COMMUNAL SPACE SHOULD REFLECT THE DEGREE OF INTENSITY AND CHARACTER OF USE. In most cases the use of hard surfaces is generally preferred as it allows for easier maintenance and offers the opportunity to provide visual interest and variety of colour and texture through the choice of a suitable range of different materials. This is of particular importance in relation to the design of hardstanding car parking areas.
24. FUTURE MAINTENANCE ARRANGEMENTS MUST BE CONSIDERED AT THE INITIAL DESIGN STAGE. The size of communal areas should be kept to a minimum. This arrangement would not only ease future maintenance obligations but also preclude the risk of vandalism.
25. TREE PLANTING SCHEMES SHOULD BE CAREFULLY CONSIDERED TO ENSURE THAT APPROPRIATE SPECIES ARE PROVIDED AND IN LOCATIONS WHICH WILL NOT INTERFERE WITH THE STRUCTURAL STABILITY OF BUILDINGS. Normally the planting scheme should aim to enhance the setting of building, or to provide greater privacy or to screen eyesores on adjoining sites. New planting will not normally be acceptable within visibility splays at junctions.

Development standards

Mix of dwelling types

26. THE COUNCIL WILL REQUIRE NEW HOUSING SCHEMES TO PROVIDE:

- A) A MIX OF SIZE OF DWELLINGS INCLUDING AT LEAST ONE THIRD THREE BEDROOM DWELLINGS SUITABLE FOR OCCUPATION BY 4 OR MORE PERSONS OR ONE QUARTER FOUR OR MORE BEDROOM HOUSES SUITABLE FOR OCCUPATION BY SIX OR MORE PERSONS;
- B) DWELLINGS SUITABLE FOR OCCUPATION BY PEOPLE WITH DISABILITIES BY VIRTUE OF ALL HOUSES AND GROUND FLOOR UNITS BEING DESIGNED TO MOBILITY STANDARD AND 10% OF ALL UNITS BEING DESIGNED TO WHEELCHAIR MOBILITY STANDARD. (The Council may require developers to enter into a legal agreement to secure nomination rights for this accommodation).

27. It is recommended that early discussions take place with the Planning Division concerning the need for community facilities, nomination rights or particular amenities.

Density

28. All general housing is to be developed between 173 and 247 habitable rooms per hectare (70-100 h.r. per acre). This is intended to ensure that the best use is made of the land available, while providing low rise development of the urban character with satisfactory space and amenities. Density requirements will apply to special needs housing and other residential institutions.

29. In special cases probably involving sites of less than 0.1 hectare a higher density may also be acceptable if this will provide a better match with adjacent developments. Definition of site area for density calculations is to be:

i) For sites with a nett area less than 0.5 acres

Add the area within the site curtilage
and the area of half the width of one road frontage to a depth of no more than 6 metres.

ii) For sites with a nett area greater than 0.5 acres

Add the area within the site curtilage
and the area of half the width of up to 2 road frontages to a depth of no more than 6 metres

Room standards

All rooms should meet the minimum standards set out in the table below.

Minimum room areas in square metres (square feet in brackets)

No. of persons	1P	2P	3P	4P	5P	6P	7P	8P
Room description								
Main bedroom	8.5 (90)	11 (120)	11 (120)	11 (120)	11 (120)	11 (120)	11 (120)	11 (120)
Other double bedrooms	-	10.5 (110)	10.5 (110)	10.5 (110)	10.5 (110)	10.5 (110)	10.5 (110)	10.5 (110)
Single bedroom	-	6.5 (70)	6.5 (70)	6.5 (70)	6.5 (70)	6.5 (70)	6.5 (70)	6.5 (70)
Living room (with dining kitchen)	11 (120)	12 (130)	13 (140)	14 (150)	15 (160)	16 (170)	17 (180)	18 (190)
Dining/kitchen	8.5 (90)	9.5 (100)	11 (120)	11 (120)	12 (130)	13 (140)	14 (150)	15 (160)
Living room (without dining/ kitchen)	14 (150)	15.5 (165)	17.5 (185)	17.5 (185)	19.5 (210)	21.5 (230)	21.5 (230)	23.5 (250)
Galley kitchen	5.5 (60)	6.0 (65)	6.5 (70)	7.5 (80)	7.5 (80)	7.5 (80)	9.5 (100)	9.5 (100)
Living room				14 (150)	15 (160)	16 (170)	17 (180)	18 (190)
Dining room				6.5 (70)	7.5 (80)	8.5 (90)	9.5 (100)	10.5 (110)
Kitchen				7.5 (80)	7.5 (80)	7.5 (80)	9.5 (100)	9.5 (100)
Combined living/ dining/kitchen area	18.5 (200)	18.5 (200)						

These standards are widely used by London planning authorities and are necessary to ensure that new dwellings provide sufficient space to meet the needs of modern households.

Layout and design

30. a) All flats must be self-contained. They must each have their own private entrance doors which lead either directly from the street or off a common entrance hall. Entrance doors to flats must also open into a lobby or hallway if they lead directly from the outside not directly into a room. Each flat should also have exclusive use of its own kitchen, bathroom and w.c. Flats with three or more bedrooms will require access to a garden.

b) Habitable rooms must be able to function for the purpose for which they are intended. They must have an adequate size, shape, height and natural lighting and ventilation.

Note: A habitable room is a room which must have a minimum width of 2.13 metres (7 ft.) used mainly as a livingroom, diningroom or bedroom and as a kitchen when it is big enough to be considered as a dining/kitchen. A dining space which is separated from the kitchen or living area by a moveable partition would also be considered as a habitable room. It excludes rooms which cannot function for the purposes for which they are intended by reason of inadequate size, height, shape or daylight. Applicants may be expected to demonstrate the adequacy of proposed habitable rooms through accurate furniture layouts and other means. For the purposes of the calculation of density, a dining/kitchen is not regarded as a habitable room if it measures less than 13 sq.m.

c) There must be a permanent partition between eating and sleeping areas in all flats. In addition, kitchens and living rooms must be permanently separated in all flats designed for more than three occupants. For smaller flats, combined kitchen and living areas may be acceptable as long as the floor area is sufficient to take account of the greater range of household activities carried on in them.

d) All rooms in a flat should lead off a hallway or lobby. It should be possible to enter and leave one room without passing through any other room.

e) Where cooking and eating areas are not provided in the same room, then the relationship between kitchen and dining/living rooms should be close to each other, affording a safe and convenient passage to carry food between the rooms.

f) The adequacy of bathrooms is not determined by floor area alone. Their consideration is a matter as to whether or not they would be fit for the function in terms of the arrangement of fittings, and shape and size of the rooms themselves.

g) Storage requirements

- Adequate storage space at ground level should be provided for bicycles and prams.

31. The following storage space should be provided:
- General enclosed storage space of 1.0 sq.m. floor area must be provided internally or externally in 1, 2 and 3 person dwellings.
 - Storage space of 1.5 sq.m. floor area must be provided in 4 person or larger dwellings.
 - Provision for linen storage must be made in addition to the above requirements.

Gardens

32. The Council will require access to a garden for every dwelling suitable for occupation by households with children. This should be a minimum of 30 sq.m. (320 sq.ft.) which should be regularly shaped and suitably enclosed as a private amenity space. This figure should be for rear gardens only. No standard is required for front gardens other than the door should open into enclosed private space.

Childrens play area

33. Policy LP9 of the Draft Local Plan sets out the Council's policy:

THE COUNCIL WILL NORMALLY REQUIRE NEW HOUSING DEVELOPMENT ON SITES OF 0.1 HECTARE (0.25 ACRE) OR ABOVE TO MAKE PROVISION FOR CHILDREN'S PLAY AND WILL REQUIRE DEVELOPMENT OF SITES OF 0.4 HECTARE (1 ACRE) OR ABOVE TO PROVIDE A CHILDREN'S PLAY AREA IN ACCORDANCE WITH THE COUNCIL'S SPECIFICATION AND POLICIES H3 AND H4.

34. The Council wishes to ensure that the needs of children are fully considered at the initial design stage in order to provide a safe, secure and supervised environment. Attention is drawn to Supplementary Planning Guidance Note 5: Children's Play which contains detailed advice on the preferred location and design of play spaces.
35. On all sites larger than 0.4h (1 acre) or in schemes which have 40 child bedspaces or more (whichever is the smaller) the Council will require that specific communal play areas are provided. The amount of playspace required will depend on the location of the site in relation to the "play deficiency areas" within the Borough and will be calculated on the basis of child bedspaces within the development, using the yardstick of 5-10 sq.m. of playspace per child bedspace depending on the location of the development site (as explained in the Play SPG).
36. Each play area should be a minimum of 200 sq.m. in size to enable a range of functions to be provided to suit the needs of the under 10s playing close to home.

37. Whilst the playspace itself, and access to it, should be overlooked by as many of the dwellings as possible in order to give maximum degree of "passive supervision", consideration needs to be given to ensuring that residents' privacy is not unduly disturbed by the activities within the playspace. Locations next to elderly persons units should therefore normally be avoided.

38. It is desirable that the responsibility for the future management and maintenance of play areas should be met by the developer to the satisfaction of the Council.

Sunlight and daylight

39. All habitable rooms should receive adequate daylight and sunlight, and developments will be expected to meet the standards recommended by the Department of the Environment in "Sunlighting and Daylighting Planning Criteria and Design of Buildings" HMSO 1971.

40. The proposed development should not restrict unduly the daylight to adjacent buildings and open spaces, including those outside the boundaries of the site. The effect of the proposal on sunlight to adjacent buildings, particularly residential properties and open spaces, will also be a material consideration in judging the acceptability of proposals.

Privacy and over-looking

41. Careful consideration should be given to the layout and design of developments, to prevent over-looking of adjoining properties. Habitable room windows directly opposite each other should be at least 21 metres apart, with a distance of 12 metres separating windows of habitable and non-habitable rooms. Suitable boundary treatment and landscaping can also minimise the effects of over-looking and protect privacy.

Access, parking and servicing

42. Provision must be made for safe, convenient and attractive facilities for pedestrian, wheelchair and vehicular access to all dwellings in addition to the mobility standards required in connection with units for people with disabilities. (See SPG 14: "Access and Facilities for People with Disabilities"). Requirements vary considerably depending on the scale and layout proposed, but generally regard must be had to the matters below.

Footway and cycle provision

43. Footway provision should ensure that pedestrians (including people with disabilities) can move safely and directly to and from their homes. They should be of a generous width, well-lit and not conflict with vehicular traffic. Existing pedestrian/cycle routes across a site should be retained and enhanced, and opportunities to provide new routes taken where possible. All footpaths and cycle routes within

the site should link easily and directly with routes surrounding the sites. It is important to make adequate provision for cyclists, both for access and parking and internal cycle storage will be required where appropriate.

Servicing and emergency access

44. Applicants are advised to consult the Borough Refuse Services Manager at an early stage to ascertain the type of refuse collection to operate in a future development, and consultations with the Engineering Division will clarify whether there is a need for a secondary means of access for emergency vehicles. The necessary minimum standards must be incorporated into the layout along with adequate gradients and turning space(s).

Safety in design

45. Streets, pedestrian routes and entrances to buildings should be capable of being overseen from adjacent buildings. The provision of adequate visibility splays and lighting is important in assisting safety and security for pedestrians and cyclists, especially at night.

Highway safety

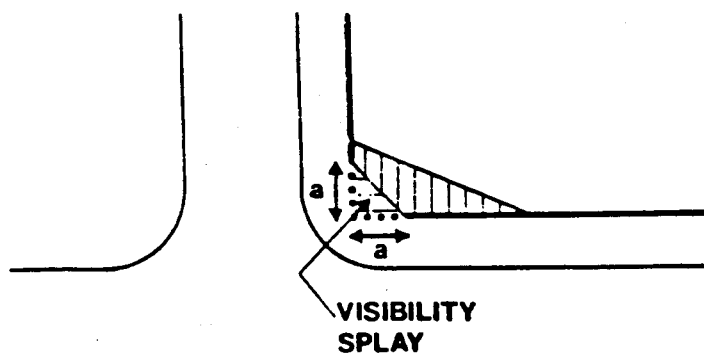
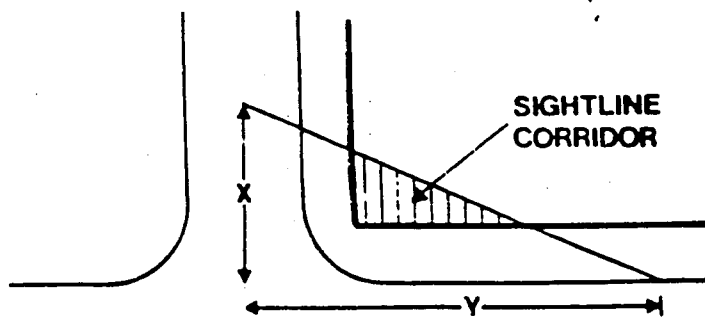
46. All schemes will be expected to apply the appropriate standards in respect of junction spacings, sightline corridors, visibility splays, access crossovers, and carriageway gradients, widths and kerb radii.

Sightlines

47. These are required to allow drivers approaching a junction to see oncoming vehicles. The land within a "sightline corridor" does not need to be owned by the local highway and/or housing authorities although there is a condition that nothing be placed within the corridor that is higher than 1.05m which will impair drivers' view.

Visibility splay

48. This is a 45 degree splay at back of footway at junctions to allow oncoming drivers to see pedestrians proceeding around the corner. Invariably the land required for these splays are owned by the local highway and/or housing authority.



Car parking:

49. The number of car parking spaces required is set out below but other considerations will include the need to locate spaces as near as possible to dwellings, to avoid large and unattractive areas of open parking and to screen car parking with landscape or structures as far as possible.

Garages

50. Garages should be a minimum size of 2.9 metres wide and 5.1 metres long. The crossover to an individual garage should be 2.4 metres wide.

Parking standards

51. The following parking standards will apply:-

<u>Development Type</u>	<u>Requirement</u>	<u>Notes</u>
i) New development - flats with less than 3 bedrooms Flats with 3 bedrooms	1 space per two flat dwellings 1 space per flat	) ideally to be provided in individual spaces within the curtilage of the dwelling-
ii) New development - houses	1 space per dwelling	) communal parking areas to have no greater than 10 spaces; one parking space per disabled unit (min. of 3m bay width) must be provided as close to the building entrance as possible.
iii) Sheltered housing	1 space per 5 dwellings plus 1 res. staff space plus 1 visitor space per 10 dwellings	) reversing either into or from parking spaces directly onto the public highway may not be permitted, depending on circumstances.
iv) Conversion of non-residential properties	The above standards will be expected subject to specific site constraints	) reversing either into or from parking spaces directly onto the public highway may not be permitted, depending on circumstances.
v) Infill sites		) reversing either into or from parking spaces directly onto the public highway may not be permitted, depending on circumstances.

Parking layout

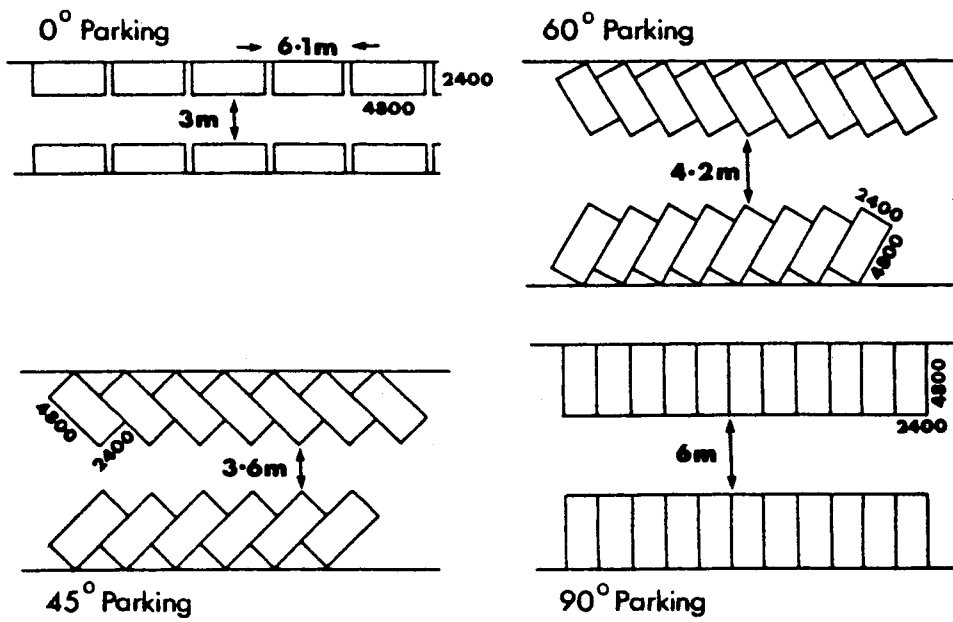
52. Parking layout should take into account the following:-

i) individual parking spaces shall have minimum dimension 4.8m x 2.4m for 90° parking (side by side) and 6.1m x 2.4m for 0° parking (nose to tail).

ii) distance between rows of parked vehicles are as follows:-

<u>Type</u>	<u>Distance</u>
0°	3.0m
45°	3.6m
60°	4.2m
90°	6.0m

- iii) car parks should not be ramped steeper than 1 in 10 (10%) and ramp width should be 2.5m for single lane and 4.8m for two lane traffic.
- iv) the minimum headroom in decked car parks is 2.3m and open car parks can be protected for use by cars and light vans, by a 2.3m metal height restriction barrier suitably signed.
- v) typical car parking layouts are:



Road and footway standards

53. The following road and footway standards will apply:-

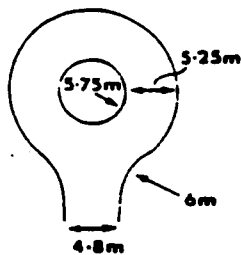
Description	Min Width (m)	Gradient Limits %	Notes
Secondary Distributor Road	7.3	)	These are major access routes.
" " Footway	2.4)	
Local Distributor Roads	5.5	)	2 no. footways required.
" " Footway	2.0)	
Access Road	5.5	)	Most two way estate roads.
" Footway	1.8	) 0.5-6.7	
Cul-de-sac max. 200m length	4.8	)	2 no. footways required.
" " " " " Footway	1.8)	
" " " " 50m length	4.1	)	Special surface for steeper gradients required on development side.
" " " " " Footway	1.8)	
Garage/parking access road	3.0	)	Passing facilities at 15m intervals.
" " " Footway	0.5)	
Footpaths (divorced from road)	1.8	) 0.5-8.3	Increased width required when enclosed by wall or fences over 1.5m height.
" " " "	3.0)	
Emergency access	3.65	0.5-6.7	
Wheelchair access ramps	2.0	0.5-5	Handrail and non slip surface to be provided.
Footway crossings (vehicular)	3.0	N/A	Kerb height no more than 25mm
<hr/>			
Secondary Means of Access	3.65	0.5-6.7	Required in certain situations.

4. At junctions a gradient between 0.5 and 2.8% shall be provided on the minor road approach for a distance of 10.5m from the kerb line to provide a level area for vehicles to stand in prior to turning. Kerb radii at most junctions should be 6.0m.

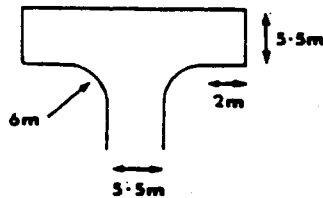
Adoption criteria for private estates

5. The Council's details requirements for the adoption of new estate roads can be obtained from the Head of Engineering, who should be consulted at an early stage in the design process.

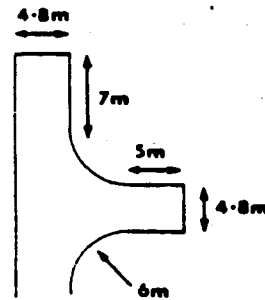
Turning arrangements



Circular/Banjo



T-Form



Hatched

6. Dimensions shown allow for the turning of a refuse vehicle.

Refuse disposal

7. The following standards will apply:-

a) A general "rule of thumb" is as follows:

- 1-5 residential units - individual bins
- over 5 " " - paladins

If refuse quantity to be stored is likely to exceed four paladins then consideration should be given to the provision of dumpsters or skips (10 yds³). There are two collections per week to all residential developments in the borough.

b) Storage arrangements - bins and paladins need to be protected from the weather in closed shelters. Individual bins can be stored in unlocked areas at the front of residential units and refuse operatives will remove from and return the bins into these areas. It is also considered preferable that dumpsters and skips be protected from the weather.

- c) Carry distances - the Council's refuse collection service operates to BS 5906: 1980. Maximum bin carry distance is 25m as traversed by the bin collector and maximum paladin rolling distance is 10m. Direct vehicular access is required for dumpsters and skips with minimum width of 3.05m.

Other requirements

Lighting, signs and other street furniture

58. The provision of adequate lighting, signs, bollards, name-plates and other similar items will be the responsibility of the developer, but must comply with British Standards' specifications and meet approval of the Highway Authority in terms of materials, design and siting.
59. Street furniture, signs and lighting should be incorporated into the layout and design at an early stage and avoid intrusive and ill-considered fixings. Their design and materials should be in keeping with both the proposed development and the surrounding area. In or near conservation areas, areas of special landscape character or adjoining listed buildings, further consultations with the planning division are advised regarding the appropriate materials and design. Any existing items of historical or architectural interest should be retained or relocated in the development.

DEVELOPMENT SITES

60. There will generally be 3 types of site which will become available for residential development in the borough:-
- a) Infill sites on established frontages in residential areas.
 - b) Backland sites in residential areas.
 - c) Large development sites.

Although each type of site will present particular constraints and opportunities, the form of development should relate to the design principles set out above.

a) Infill sites in residential areas

61. Infill sites are gap sites within a building frontage extending no further back than the general plot depth of adjacent properties.
62. The design and layout of development on infill sites will be determined by the form and design of adjoining properties.

63.

The existing building line and height of adjoining properties must be respected as well as the elevational features such as window proportions, bays, steps and parapet walls. In certain specific situations where the new development would form part of a conscious composition of buildings, it would be essential to replicate the detailing of the existing elevations. Elsewhere, it is usually possible to submit elevational designs which incorporate modern interpretations of characteristic period details.



INFILL DEVELOPMENT



64.

Car parking for infill sites should be provided to the rear of properties where possible. For small schemes, the requirement for off-street car parking may be relaxed if there is adequate space on-street, no waiting restrictions, nor hazardous traffic conditions. There is likely to be adequate on-street space if there are 6 metres of highway (1 car space) in front of each house and 3 bed flat, or for every two small flats.

b) Backland sites in residential areas

65.

Backland sites are located at the rear of surrounding properties and have, generally, no substantial road frontage apart from the access point. Backland sites are usually difficult to develop without adversely affecting the amenities of adjoining residents. Even relatively low density housing schemes can cause environmental problems. Whilst the Council would generally accept a relatively high density on a small site (of less than 0.1 ha), this is most unlikely to be acceptable on a small backland site.

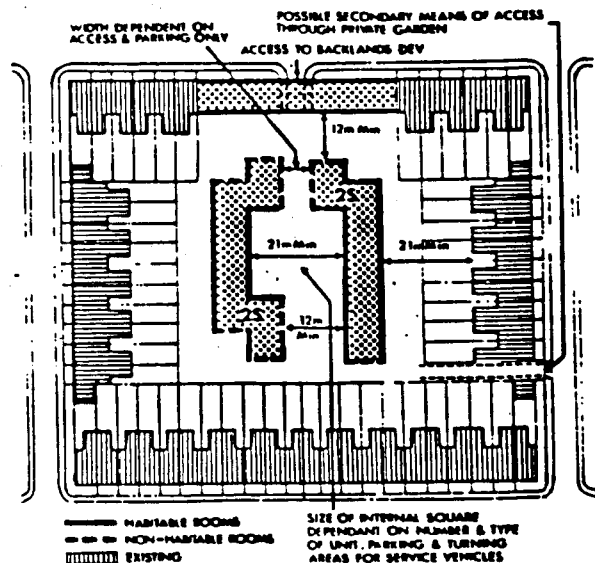
66.

Development on backland sites will be constrained by surrounding existing housing, particularly in terms of building heights and length of rear gardens which determine distances between buildings. The

majority of backland sites are likely to be less than 0.2 ha (0.5 acres) in size and generally suitable for 3 main types of layout: mews, courtyard, or single block of special needs housing.

67. The courtyard layout is only appropriate if the gardens of the surrounding properties are long, so that the distance between the windows of habitable rooms in new and existing properties (including kitchen windows in this case) is no less than 21 metres and where the proposed buildings do not normally exceed two storeys in height. Otherwise a single street or mews approach is likely to be the only practical solution.

68. The elevational design of backland schemes may exhibit an innovative approach within a general Victorian theme but any block which is exposed to existing street frontages should take the form of an infill scheme.



69. The form of backland schemes will often be influenced by the need to meet requirements for turning, parking, servicing and emergency vehicles. Where possible, a secondary means of access for emergency vehicles should be provided, especially where it is likely that the primary vehicular access could be obstructed under normal conditions. This secondary access should permit a passing width of 3.65 metres to accommodate fire tenders and should front onto the public highway network. This access can be incorporated into gardens or landscaped areas providing that no permanent structure obstructs the route.

70.

A secondary means of access to a backland development is unlikely to be required where:-

- i) The development has less than 15 residential units, or
- ii) The primary access is greater than 7.3m wide (with footways not exempted from the parking ban) and/or greater than 5.5m wide with footways exempted from the parking ban, or
- iii) The primary access is a cul-de-sac less than 50 metres in total length.

c) Large development sites

71.

There are likely to be 2 main types of large site that will become available for residential development in Hackney, each suggesting a different design approach:

i) Sites in existing residential areas

These sites will probably be bounded by existing residential streets on two or more sides and will likely comprise an area in excess of 0.4 hectares (1 acre). The new development should face the street.

Elevations of new buildings which would face on to existing streets should reflect the context of the non-estate housing in the immediate vicinity (e.g. three storey semi-detached villas in the Queensbridge Road area or two storey terraces in the Homerton area). The layout should comprise the traditional urban form and incorporate the design principles set out above.

ii) Sites in non-residential areas

Residential development of non-residential sites will only be acceptable where the proposal complies with all relevant policies in the Draft Local Plan including those concerning the retention of industry and warehousing.

These sites are likely to be on land which was previously in a non-residential use and do not have a surrounding residential context to be respected. However, there are likely to be other significant townscape features surrounding the site (e.g. canals, open spaces, Victorian premises, important views) which should be usefully exploited to give character and identity to the schemes which could otherwise be anonymous. There may also be negative constraints affecting these sites (e.g. railways, bad neighbour uses, heavily trafficked roads) which will have a fundamental influence upon the orientation of the layout. These sites provide the opportunity for imaginative architecture and a layout which reflects the traditional urban form.

72.

Developers of sites larger than 0.1 hectare (0.25 acre) are required to provide appropriate community facilities, as set out in Policy H4.

Contacts

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Further advice

For further advice about new residential development or about the Council's planning policies please contact the Council's Planning Division. Details of the other Supplementary Planning Guidance Notes are also available.

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