

Quality Design - West Berkshire Supplementary Planning Document Series



Part 1 Achieving Design Quality

PART 1

Contents

1 Background

1.1	Introduction	5
1.2	Aims and scope of the design guide series	5
1.3	The Value of Good Design	6
1.4	The Design Process	6
1.5	Policy Background	7

2 Key Principles

2.1	Key Urban Design Principles	10
2.2	Planning the Site	16
2.3	Promoting Walking, Cycling and Public Transport and Proximity to Local Services	16
2.4	Movement and Connections	18
2.5	Key Frontages	18
2.6	Landmark Buildings	19
2.7	Public Art	20
2.8	Open Space	20
2.9	Safety and Security	21
2.10	Accessibility	23
2.11	Servicing Requirements	23
2.12	Utilities	23
2.13	Bin Storage	24
2.14	Mixed Use Development	24
2.15	Application Details	25

1 Background

1.1 Introduction

1.1.1 This document comprises the first of several publications which form the West Berkshire Council (WBC) design guide series “Quality Design - West Berkshire”. Together the series forms a Supplementary Planning Document (SPD) which supports the policies in the West Berkshire District Local Plan 1991-2006 and the Berkshire Structure Plan 2001–2016. **As such, it is a material consideration in determining planning applications and if not followed, may lead to the refusal of planning permission.** It is intended that in the future this SPD series will also support relevant policies in West Berkshire Council’s Development Plan Documents. It also complements other existing Supplementary Planning Guidance (SPGs) and SPDs, including any site specific development briefs which may be produced in the future.



The guidance seeks to promote and secure good design within new housing development...

1.1.2 This section “Achieving Design Quality” sets out the aims and objectives of the guide, how to use it, general urban design principles relevant to all new development and a design and sustainability checklist which should be used by developers when designing new developments. The Checklist and Route Map can be used to highlight the elements of this SPD series most relevant to a particular development proposal. **(TO FOLLOW)**



....and within new commercial development in West Berkshire

1.2 Aims and scope of the design guide series

1.2.1 The overall objectives of this design guide series are;

- To improve the design quality and sustainability of development schemes in West Berkshire;
- To set out a check list of design and sustainability matters which should be taken into account by developers in preparing their proposals.

1.2.2 The series has been produced to help developers to create places of high quality design which are sustainable, secure and accessible to all. The series places particular emphasis on understanding context, as a full appreciation of the overall site and surrounding area is essential as a starting point for creating a sense of place – i.e. creating a successful and enjoyable living, working or leisure environment.

This SPD complements other design guides including;
SPG 03/1 Shop Fronts and Signs
SPG 04/2 House Extensions
Town and Village Design Statements



Guidance from CABE and DCLG seeks to promote high quality urban design and architecture



Guidance on sustainable building techniques is provided within Part 4 of this SPD

The Council requires a commitment to high standards of design for all new development, influenced by the best practice set out in this SPD

- 1.2.3 This SPD series applies to all developments, including both residential and commercial, across the whole District. However, there is a particular focus on how new residential development can be incorporated into existing areas - Part 2 Residential Development focuses on this issue.

1.3 The Value of Good Design

- 1.3.1 The quality of the built environment affects us all. Whether it's the residential neighbourhoods in which we live or the commercial and leisure areas in which we work and take our leisure, we are affected by urban design on a daily basis. The Council is committed to improving the quality of design within the District and this series has been prepared to protect and enhance its towns and villages by managing new development in a positive and proactive manner.
- 1.3.2 Good design adds value to development in terms of environmental performance, community and social well being and commercial viability. It also contributes to a sense of pride in an area and creates a more legible or understandable built environment with good accessibility and ease of movement. Good design should reinforce local patterns of development, respect the grain of urban and rural landscapes and complement the surrounding area in terms of scale, quality and materials. At the same time, unless conservation interests are overriding, innovative and contemporary design, complementary to context should be considered.

1.4 The Design Process

- 1.4.1 The most successful developments are those that have been designed through collaboration and consultation between all parties. The Council encourages developers, designers and householders to undertake early discussion of proposals and planning applications, to ensure that new development is consistent with the advice in this document, any planning and design briefs and other SPGs and SPDs. It also encourages engagement with the local community by developers, particularly on larger scale development proposals.
- 1.4.2 Further information on dealing with large proposals can be found within the Major Applications Developers Pack at www.westberks.gov.uk

1.5 Policy Background

1.5.1 The approaches set out in this SPD support local development plan policy and respond to the strong national policy framework which looks for high quality design and the creation of sustainable communities.

National Policy

1.5.2 The Government has placed design quality at the forefront of its agenda for planning. Planning Policy Statement 1 (PPS1) – Delivering Sustainable Development, 2005 clearly demonstrates the importance with which good design is regarded;

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

1.5.3 Responding to the need for locally distinctive development, the PPS states;

“It is...proper to seek to promote or reinforce local distinctiveness particularly where this is supported by clear plan policies or supplementary planning documents on design”.

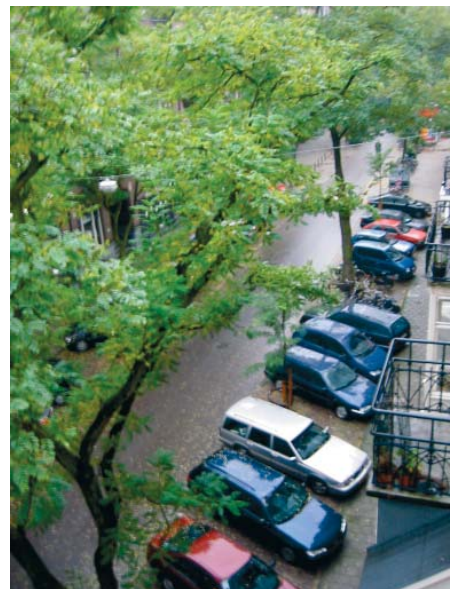
1.5.4 Planning Policy Guidance Note 3 (PPG3) Housing, March 2000 seeks to ensure that developers make more efficient use of land by ensuring that most new housing is developed at a minimum average density of 30 dwellings per hectare. PPG3 also makes it clear that local authorities are advised to reject poor design where their decisions are supported by clear policies and adopted SPDs.

1.5.5 Consultation Draft Planning Policy Statement 3 (PPS3) Housing was published in December 2005. The consultation document seeks a minimum density of 30 dwellings per hectare and promotes the need for sustainable and environmentally friendly design.

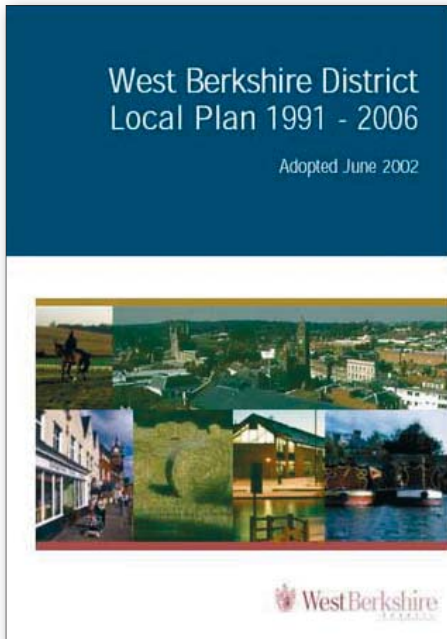
1.5.6 Also of significance at national level, is design guidance produced by the Office of the Deputy Prime Minister (ODPM), which is now the Department for Communities and Local Government (DCLG), and the Commission for Architecture and the Built Environment (CABE).



Accessibility to public transport and promotion of walking and cycling should be a key part of development proposal



Guidance on residential parking provision and design layouts is included in Part 2 of this SPD



The guidance takes its cue from the policies set out in the Adopted West Berkshire District Local Plan, June 2002 and the Berkshire Structure Plan 2001-2016

Of key importance are;

- By Design, 2000;
- Safer Places, 2004: The planning system and crime prevention;
- Better Places to Live: A companion guide to PPG3, 2001;
- Green Spaces, Better Place, 2001; The interim report of the Urban Green Spaces Taskforce;
- Creating Excellent Buildings: A Guide to Clients, 2003, CABE.

1.5.7 CABE is responsible for the publication of many design related documents throughout the last few years, providing good practice advice on many aspects of design and development. Useful texts include "Better Neighbourhoods: Making Higher Densities Work", 2005; "Design Review", 2005 and the "Design Reviewed series", also 2005.

1.5.8 The ODPM's Sustainable Communities Plan, 2003 is also a key reference text; setting out the Government's long-term programme of action for delivering sustainable communities in both urban and rural areas.

Regional and County Policy

1.5.9 Regional policy contained within RPG9 for the South East, 2001 and County policy contained within the Berkshire Structure Plan, 2001 – 2016, deal mainly with general issues on sustainability, quality of life, the environment, housing, transport and environmental enhancement and provide a context for more specific local policies.

Local Policy

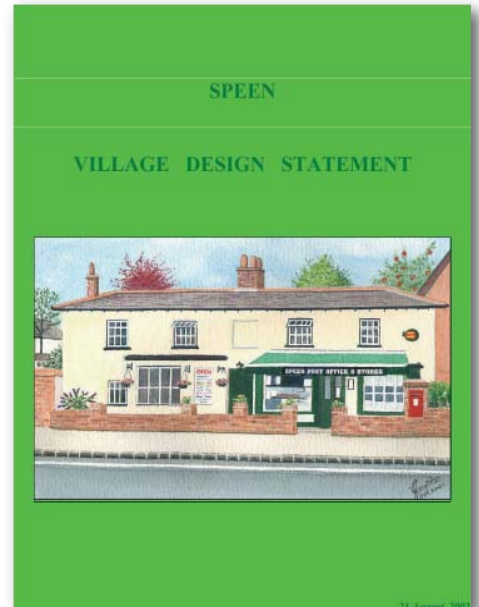
1.5.10 At a local level, the importance of good design is reflected within the WBC Local Plan, 2002, in Policy OVS2; stating that all development proposals should show a "high standard of design". This is complemented by Policy DP5 of the Structure Plan which also requires good design.

1.5.11 This SPD supports several Local Plan and Structure Plan policies. In particular it supports those which aim to secure well designed and sustainable development;

Local Plan policies:

OVS1	The Overall Strategy
OVS2	Core Policy
OVS11	Planning to reduce the opportunity for crime
ENV5	Setting of Settlements
ENV10	River Flood Plain Areas
ENV11	Surface Water Runoff
ENV11a	Waste Water Management
ENV11b	Surface Water Disposal
ENV12	Ground Water and Surface Water Protection
ENV21	Infilling and Ribbon Development in Existing areas of Dispersed Settlements
ENV30	Protecting and Improving the Urban Environment
ENV33	Development in Conservation Areas
ENV34	Burgage Plots in Hungerford
HSG 7	Planning Benefits relating to New Housing Developments
TRANS1	Meeting the Needs of New Development
TRANS2	Enhancement of Transport Facilities and Network
TRANS4	Cycling
TRANS5	Pedestrians

Town and Village Design Statements



Town and Village Design Statements are available to view on the Council's web site www.westberks.gov.uk

Town and Village Design Statements should be referred to when proposing new development in each of these villages, alongside this SPD. They are important guides to local character, building types, materials, building design, landscape and features of local interest and complement this SPD series.

1.5.12 Important design guidance at the local level is also provided in the Town and Village Design Statements (TDS and VDS), produced by local communities and adopted as material planning considerations by WBC.



The relationship between built form and the surrounding landscape are essential elements of local character



The built environment surrounding the site can often be of historic importance



Knowing what traditional building materials are used within an area can help inform design proposals

To gain an initial understanding of the character of the area, refer to Part 3 of this series: Residential Character Framework. This provides the starting point for designers in these areas.

Town and Village Design Statements help to describe the character of many localities throughout West Berkshire.

2 Achieving Quality Design – Key Principles

2.1 Key Urban Design Principles

2.1.1 Good design comes from a thorough understanding of **local character, place and context**. One of the keys to a successful project is to achieve an understanding of the physical context. This can be achieved through an urban design analysis which should go beyond the view from the site boundary, to include the neighbourhood, town or village.

2.1.2 CABE's publication 'By Design' contains useful information on urban design issues in general, and on how to analyse and respond to local context. It suggests the following objectives for urban design; to be considered in relation to people and their activities as much as to built form.

- Character (including sense of place);
- Continuity and Enclosure;
- Quality of the Public Realm;
- Ease of Movement;
- Legibility;
- Adaptability;
- Diversity.

2.1.3 **Character** – New development should begin with an understanding of the area's existing character and context and its design should evolve from West Berkshire's rich landscape and built heritage. Development should seek to complement and enhance existing areas, using architectural distinctiveness (through construction materials and techniques) and high quality urban design, to reinforce local identity and to create a sense of place; one that is successful and enjoyed. A sense of place can be created through a full understanding of how new development contributes to the character of an area and adapting design techniques to create places that feel safe and secure; places that people enjoy using, can identify with and can take pride in or responsibility for their upkeep.

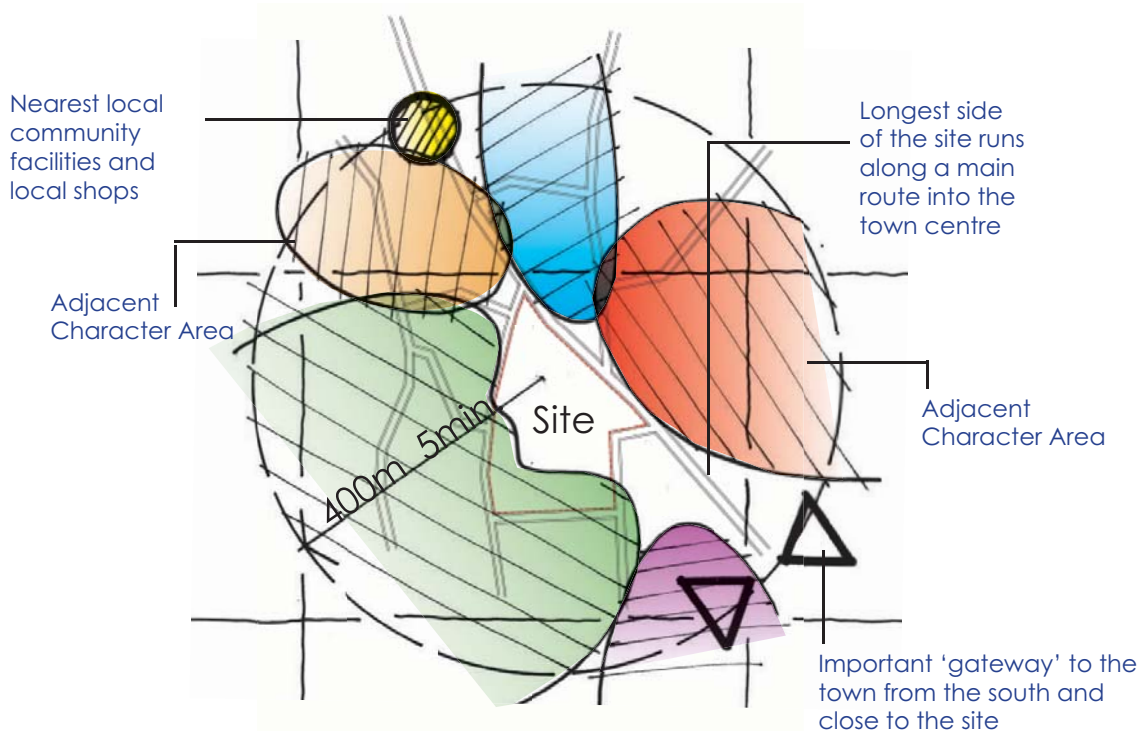
The Bigger Picture

On the following pages, we consider a typical infill site situated within a residential area of a small market town. The example is of a residential development but the approach to understanding the context and working through to detailed site planning can equally be applied to commercial or mixed developments



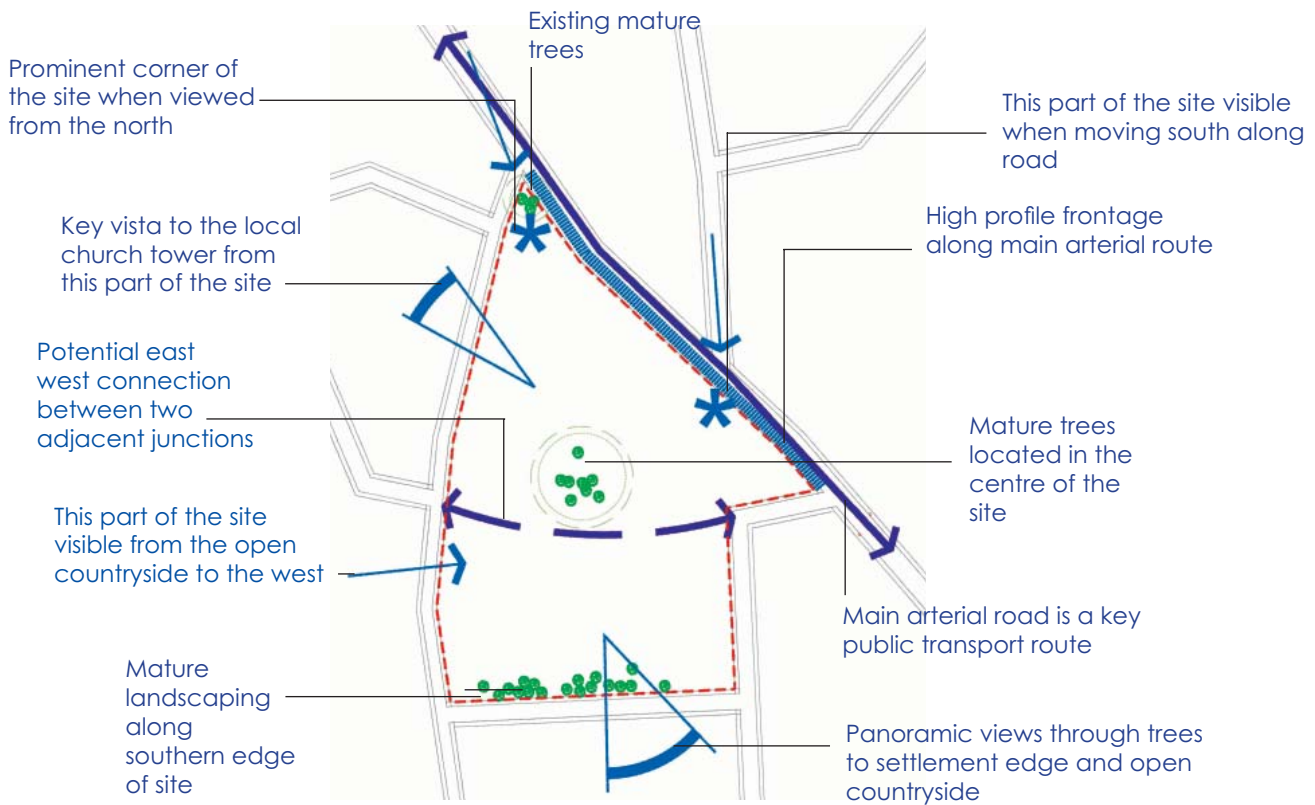
Neighbouring Character Areas and Local Facilities

The site is surrounded by a number of different character areas and other key features. This simple urban design analysis shows that the site is within walking distance of local shops, is surrounded by a number of different character areas and is located close to a key gateway into the town along a main road.



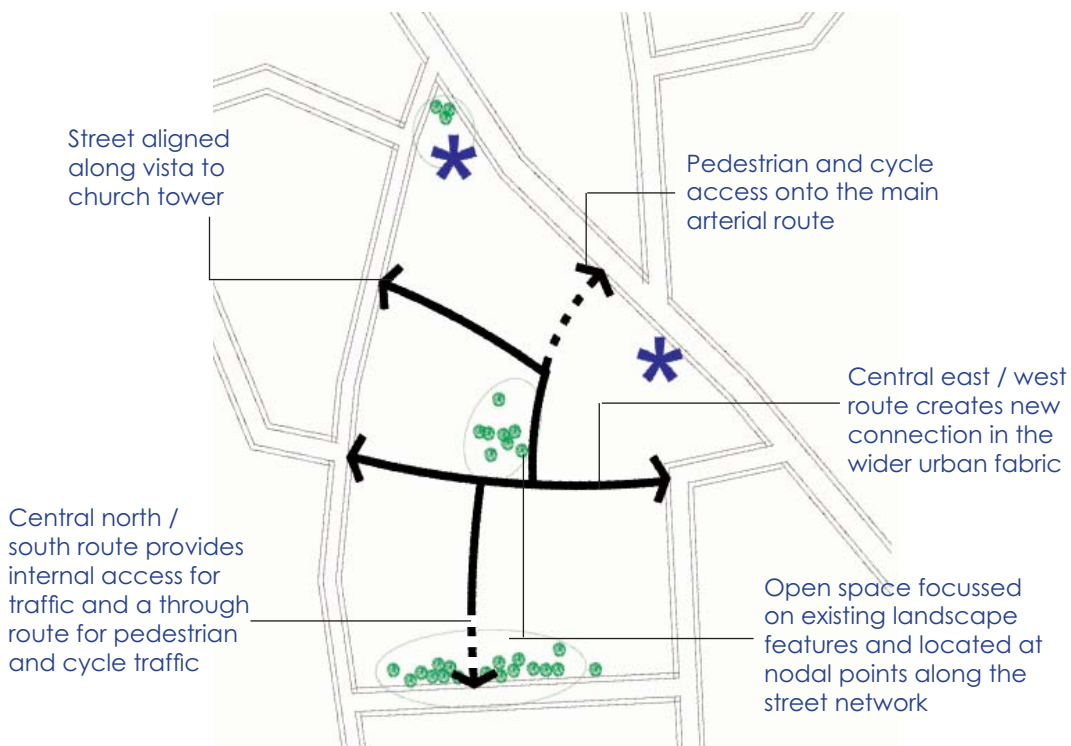
Appraising the Site

At a more detailed scale, key features within the site can provide the starting point for a responsive design proposal



Creating a Permeable Layout

The development of a street and block structure is a key stage in the design process



2.1.4 West Berkshire has locally distinctive towns and villages which have been shaped by their landscape setting within the Kennet Valley, the Thames Valley and the Berkshire Downs, with the settlements moulded to the topography of the countryside. The historic town and village cores were developed using local materials and even in larger settlements, such as Newbury, views to the surrounding open countryside from the urban area define the character of many parts of the town.



New housing encloses a small open space with frontage development

2.1.5 **Continuity and Enclosure** – New development needs to ensure that public and private spaces are clearly distinguished. Successful public spaces are usually well defined by buildings, structures and hard or soft landscaping. These tend to be spaces which are edged by active frontages (E.g. front doors, shop fronts, large windows); spaces which are overlooked or benefit from natural surveillance, enabling people to keep an eye on the public realm and therefore make it feel safer and free from crime and vandalism. Successful private spaces tend to be enclosed by buildings and only overlooked by the user's home or property. In general, it is best that access is only gained from the property itself. Where this cannot be achieved and in exceptional circumstances, secure gates, preferably not backing onto public realm, footpaths or alleyways may be an option, however the developer will be required to justify the need for gates and that all other options have been investigated.



Quality public realm should have an identified use and be created through a combination of good planning, urban design and landscape design

2.1.6 **Quality of the public realm** – Opportunities for interaction with public space should be maximised in new development and a high quality public realm can encourage a sense of community ownership and respect. To ensure its attractiveness and success, all public spaces should have an identified use and take full advantage of outward facing buildings, active edges and perimeter blocks which assist with natural surveillance. Hard and soft landscaping should also be incorporated and can provide a key opportunity for a sensitive and innovative design proposal. The structure of pedestrian and vehicle movement will help frame a landscape strategy; functional elements such as footpaths, car parks, cycleways and bin storage are all elements that need to be considered as well as the soft planting scheme itself. Early consideration of landscaping will also allow relationships to be developed between internal and external spaces and can influence the design of the buildings.



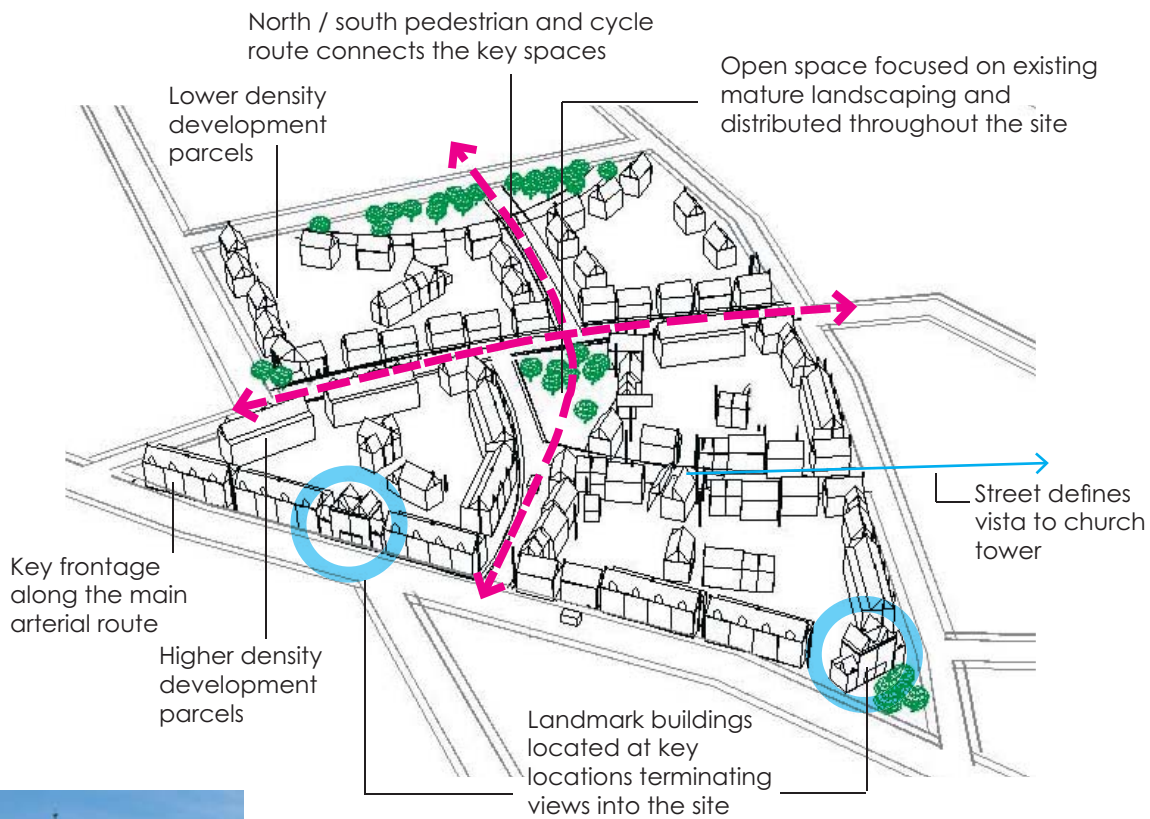
Public open space should encourage activity and social interaction



New development should facilitate easy movement for pedestrians and enhance the walking experience

Creating a Legible Urban Form

Development proposals should create a clearly defined series of perimeter blocks connected by a series of streets and squares. Different parts of the site respond to the adjacent character areas



Traditional urban form used landmark buildings and features to enhance legibility



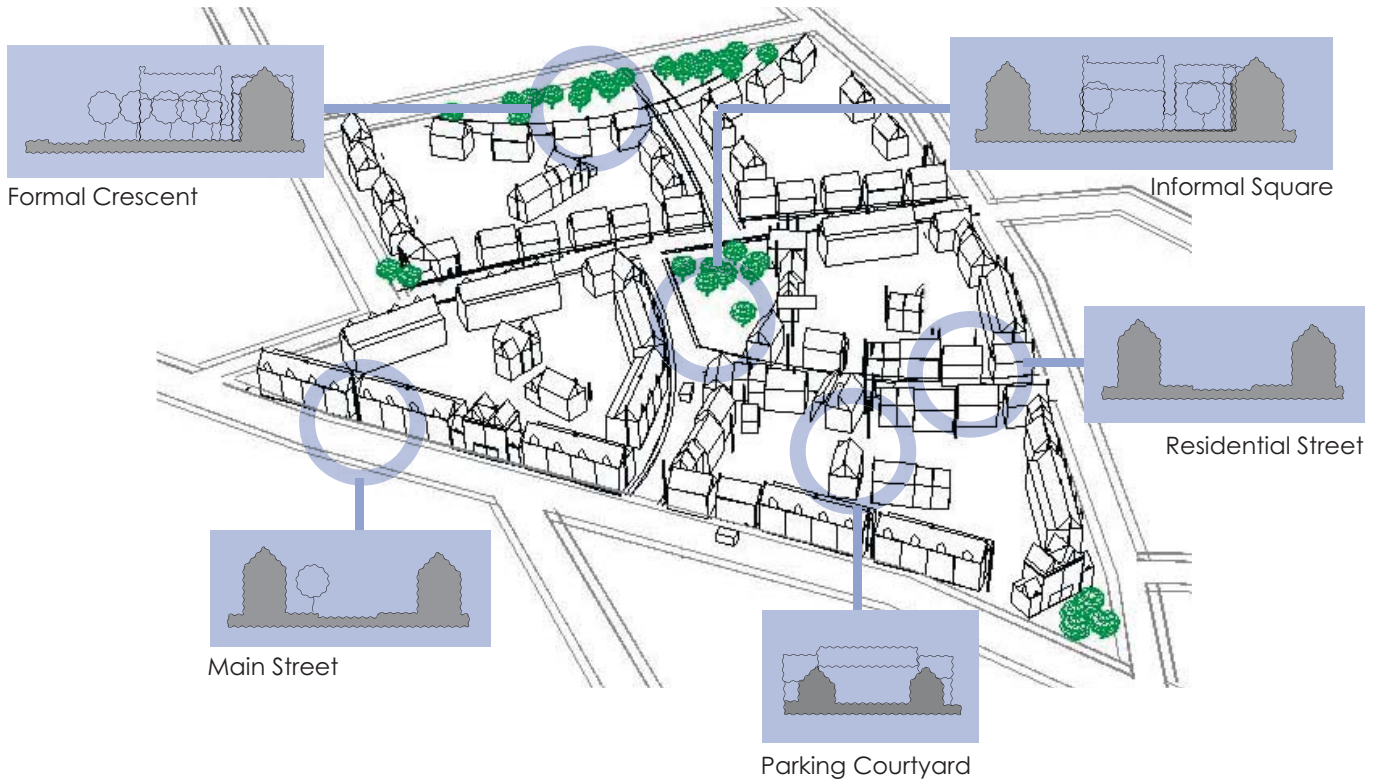
Energy efficiency is an increasingly important consideration when designing buildings

2.1.7 Ease of movement – New development should be readily permeable with connected layouts allowing safe, direct routes for pedestrians and cyclists. This will maximise opportunities for interaction and minimise personal risk and isolation. A movement strategy should be considered for any new development, prioritising the needs of pedestrians and cyclists, ensuring direct and convenient access to the main movement network and providing cycle storage appropriately located in a well used overlooked location. Parking provision should also be well planned and convenient to use for pedestrians as well as drivers. Servicing will also need to be considered, ensuring that movements by large vehicles such as refuse removals and emergency vehicles do not conflict with the normal movement flows.

2.1.8 Legibility – New development needs to be designed so that users can understand and identify key routes, access points, differences between public and private realm and feel safe and secure at all times. Landmark buildings, marker buildings, active frontages, a clear hierarchy of routes, defined and appropriately lit footpaths and cyclepaths and a mix of uses (providing active uses within a site at different times of the day) can all increase the legibility of development.

Hierarchy of Spaces

The highways network within the development should seek to conform with West Berkshire's highways requirements. However the road hierarchy should also relate to a hierarchy of streets and spaces which will create variety, enhance legibility and contribute to creating a sense of place. The character of each street and space will be determined by the level of enclosure - this can be on a small or large scale, formal or informal.



2.1.9 **Adaptability** – New development needs to be flexible enough to respond to future changes in use, lifestyle and demography. This means designing for energy and resource efficiency; creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking.

2.1.10 **Diversity** – New development should provide opportunities for variety and choice within the local context. Proposals should incorporate the principles of mixed use development including the provision of conveniently located community infrastructure, active ground floor uses or frontages and activities that ensure that a place feels safe and secure at all times. Even in predominantly residential areas, it is important to provide for a mix of tenures, housing types and associated facilities, to ensure a mixed, sustainable community at all times of the week, day and evening.



A mixed use development should be located at the heart of larger developments

- 2.1.11 This series takes these objectives as a starting point and provides a thorough analysis of residential character throughout West Berkshire. The Residential Character Framework (Part 3) gives designers an advanced starting point for urban design analysis, detailing its coverage, role and guidance on its application.

2.2 Planning the Site

- 2.2.1 Aside from the key urban design objectives, there are a number of other considerations when planning new residential and commercial development for a site. These are listed below. For more specific guidance on residential development, this section should be read alongside Part 2 of this series.



New development should promote access to public transport

2.3 Promoting Walking, Cycling and Public Transport and Proximity to Local Services

- 2.3.1 Providing easy walking access to local services and public transport from new development reduces the need to use the car and helps to ease congestion and pollution problems. Such proximity to public transport also helps to make new homes and facilities accessible to those who do not have a car. Positioning developments close to local amenities may reduce the number of short journeys by car.

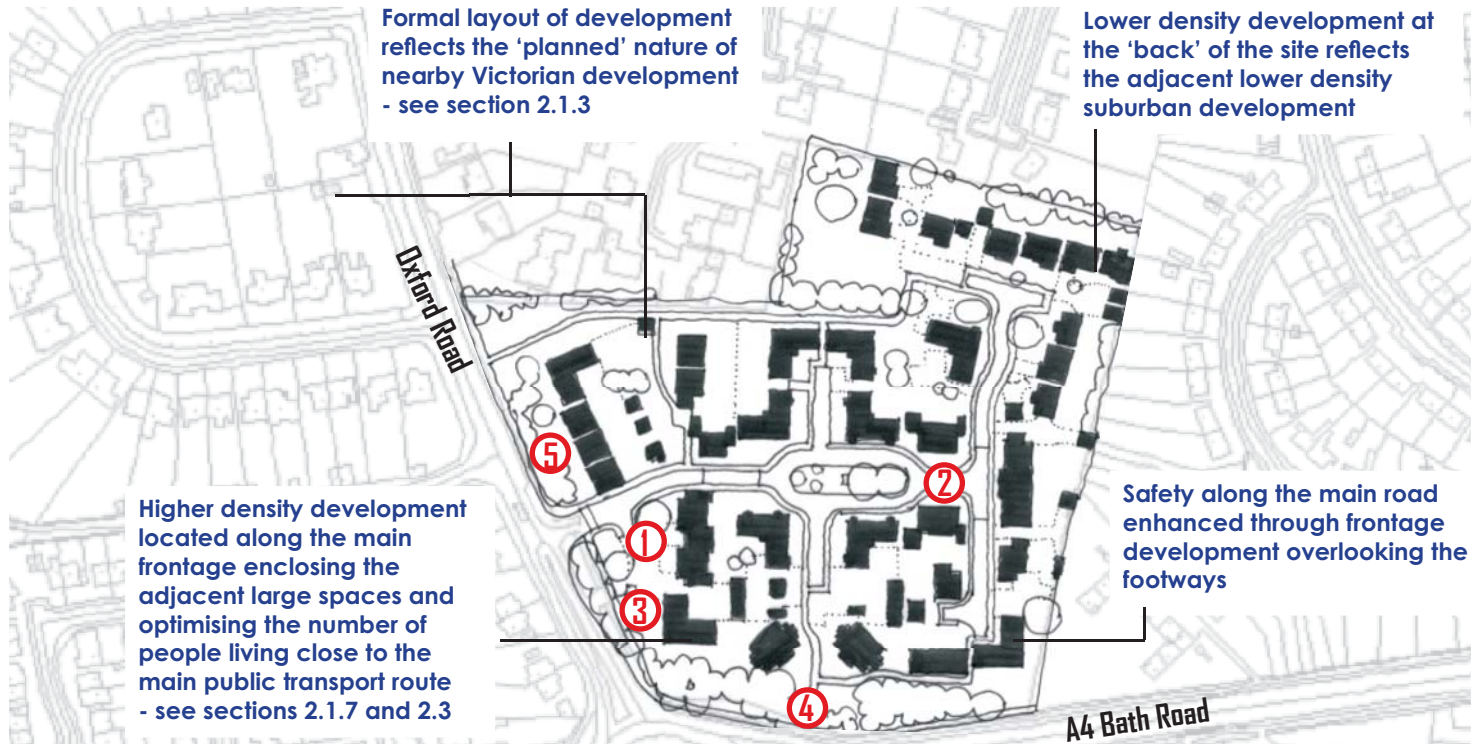


Pedestrian connections between neighbourhoods should be created by new development proposals

- 2.3.2 Cycling reduces air and noise pollution and congestion and also improves health and fitness. New development should attempt to link up to the existing cycle network and provide measures which make cycling an easy and safe option. For example, people need somewhere convenient and safe to store bicycles at home.

Recent Residential Development - Design Appraisal

Sensitively designed scheme at College Mews, Newbury (David Wilson Homes), accommodating a variety of flats and house types on a site in the heart of Newbury



Retained mature tree with three storey town houses creates a strong gateway to the development and addresses the main road



Central 'formal square' creates a public open space at the heart of the development - see section 2.8



Boundary between informal open space surrounding the flats and the parking area is defined by iron work fencing - see section 2.9



Footpath and cycle network is clear and provides convenient routes into the scheme - see section 2.4



Main road fronted by town houses set back behind existing mature tree groups - see section 2.5



A permeable Victorian street and block layout at West Fields, Newbury



Less permeable 1980's distributor road and cul de sac layout at Calcot



Historic key frontages defining the edge of open space



2.4 Movement and Connections

2.4.1 The structure of a site and its relationship to surrounding areas are fundamental to the layout and design of all new development. This is particularly true for large and medium scale development sites, but also applies to infill development. The objective should be to ensure that the structure is well integrated with surrounding streets, in order to provide for the optimum variety of journeys, to promote more sustainable forms of movement and to ensure maximum safety and security of users.

2.4.2 The quality of a route will also often determine people's choice of transport mode and people are more likely to walk or cycle if the street is safe, visually interesting and lively. Increased pedestrian activity also leads to the 'self policing' of an area and neighbourhoods can be enhanced through increased opportunities for social engagement and face to face contact and recognition. This does not mean that all development must be fully permeable. A balance needs to be struck between the advantages of creating private or semi-private space and the benefits of connections and connectivity.

2.4.3 A permeable layout is one that has frequent points of access into and through it, provides convenient walking and cycling routes that connect up to major routes, provides opportunities for the provision of, or connection to bus routes and has clear views, aiding orientation and understanding. Differences can clearly be seen between the connected streets and squares of Victorian and Edwardian development and the distributor roads and cul de sac layouts of the 1970's and 1980's; the latter facilitating easy access for the car but forcing pedestrians and cyclists to follow circuitous routes for short 'as the crow flies' distances.

2.5 Key Frontages

2.5.1 Key frontages define prominent edges to important streets and spaces and enhance legibility within a neighbourhood. Particular attention will need to be paid to the treatment of the buildings lining open spaces and squares to ensure that these prominent areas have a building frontage which helps create distinctive quality, character and overall three dimensional form.

2.6 Landmark Buildings

- 2.6.1 A landmark building is an individual building or group which contributes substantially and positively to the street scene. A building does not have to be a Listed building to be considered important in this way. Landmark features and identifiable features are also important such as prominent trees and war memorials.
- 2.6.2 At prominent locations within development proposals, landmark buildings should be proposed to create local identity, contribute to townscape quality and provide points of reference. On major developments, developers need to consider the architectural quality of prominent landmark buildings.
- 2.6.3 Landmark buildings provide the opportunity to make an architectural statement e.g. providing a focus, articulation, legibility, vertical emphasis to the townscape. The treatment of these buildings should be in keeping with their townscape role in terms of scale, materials, style and detailing;
- Landmark buildings should be carefully positioned to ensure they are key elements of important views and vistas;
 - Within medium / high density development, landmark buildings should be of a height, scale and design appropriate to make distinguishable from adjacent buildings;
 - Within lower density development, landmark buildings should be clearly distinguishable from adjacent development.
- 2.6.4 Existing landmark buildings and features should be retained where redevelopment occurs and should be incorporated into the new development. Reference should be made to town and village design statements which may identify landmark buildings and features.



Landmark buildings defining the gateway to a key street



Public art can enhance local distinctiveness and help create memorable places

2.7 Public Art

2.7.1 To enhance legibility throughout new development and to enhance local distinctiveness, proposals should include works of public art where possible. Work should be sited in key locations such as main access roads, open spaces and squares and their design and siting could involve the local community; a tool which is often successful in enabling the community to incite pride and sometimes responsibility for management and upkeep of an area. Where possible public art should be incorporated into the detail of development such as railings, paving, signage and bus shelters as well as more traditional ways such as statues and water features.



2.8 Open Space

2.8.1 Designers and developers should create a positive relationship between formal parks, local open spaces and new development. Open space has the potential to perform a number of functions at various scales, including formal parks and gardens, green corridors (including river and canal banks), outdoor sports facilities, amenity green space, provision for children and teenagers and civic spaces.



2.8.2 All open space has the potential to benefit wildlife and biodiversity. Small areas of open space provide an important local amenity and for opportunities for recreation and play; larger areas also provide a community resource and can be used for formal and informal events. In addition to its recreation role, open space can act as focal points within the development and as green 'lungs' providing a break in the urban fabric. Some buildings within a development should front on to the spaces to provide security and surveillance. Boundary treatments along development edges will require careful consideration and will need to reflect the prominence of the edge, activities within the spaces and the design approach of the particular character area.



Examples of open space

2.9 Safety and Security

2.9.1 The West Berkshire District Local Plan requires that all development schemes within West Berkshire should be designed so as to reduce the potential for criminal activity and anti-social behaviour. Approaches to achieving this are set out in this section. Failure to reduce the potential for crime could result in a planning application being refused.

2.9.2 The ODPM's guidance on safety and security in the built environment; "Safer Places" April 2004, sets out attributes of sustainable community design that are particularly relevant to crime prevention and should be considered throughout all new development;

- **Access and Movement:** Well defined routes, spaces and entrances that provide for convenient movement without compromising security;
- **Structure:** Places structured so that different uses do not cause conflict;
- **Surveillance:** All publicly accessible spaces are overlooked; with informal security afforded by busy and public places, providing an inherently safer and more appealing environment. Mixing uses and providing a greater variety of activities can encourage natural surveillance;
- **Ownership:** Promoting a sense of ownership, respect, territorial responsibility and community feeling through the well managed safety and security of land and buildings. Where ownership of space is unclear anti-social behaviour tends to take hold and creates safety and security problems. By establishing a street and block structure a clear delineation is made between private and public space;
- **Physical Protection:** Necessary, well-designed security features; as promoted by Thames Valley Police through the Secured by Design Initiative, found at www.securedbydesign.com;



Activity along the edge of an open space enhances safety



A mix of dwelling types and sizes overlooking adjacent public realm



Pedestrian walkway with dwelling carefully sited to look onto the space



Inter-war housing layout in Newbury - there is a clear division between the private and public realm

The layout of buildings creates a clear distinction between private and public space. Private space in the form of gardens is located at the back of the block.

Building line set back to provide a simple parking square where frontage development overlooks the space

Ways of ensuring a safe layout

Building located at the end of the street has a clear line of sight along the whole length of the street.



Often side elevations are left blank. Habitable rooms with bay windows on both sides of the street project into the space and provide natural surveillance on all sides

Street lighting fixed to the building illuminates a key part of the street

The Council seeks the advice of the Thames Valley Police when considering whether development has been designed to minimise opportunities for crime and maximise safety and the perception of security.

Further information and advice can be obtained from the Thames Valley Police Crime Prevention Design Adviser.

See also the Secured by Design initiative and Safer Places guidance by the ODPM.

A Residents Co-operative or Management Trust could be established to manage parts of the public realm such as street furniture, surfacing and landscaping, over the life of the development

- Activity:** Human activity, particularly walking, reduces risk of crime and can promote a sense of safety. Criminals and those engaged in anti-social behaviour tend to avoid active public spaces or those that are overlooked. There are advantages in creating places that contain a mix of uses, that encourage activity at all times of the day (as outlined in section 2.1.10 – diversity), thereby avoiding concentrations of particular groups or creating opportunities for crime. Care should, however, be taken to ensure that mixed uses in a locality are compatible, for example, concentrations of bars and clubs should usually be sited away from residential areas;
- Management and Maintenance:** Design with management and maintenance in mind, to discourage crime. Developers and designers need to consider how the development will function over time and what the maintenance implications are likely to be, such as for landscaping, play areas and public spaces. Developers will be expected to demonstrate that proposals have a long term maintenance strategy.

2.10 Accessibility

2.10.1 All new development, particularly public buildings and their immediate surrounding area should be designed to provide access to all, including the disabled. Advice about designs that can accommodate people with disabilities can be obtained from the design guidance "Designing for Accessibility in Berkshire, 2003" which is available on the Council's website. If the guidance in this document is followed, the requirements of planning policies which aim to secure accessible development should be satisfied.



Disabled access to buildings should be considered at the design stage

2.11 Servicing Requirements

2.11.1 The ideal way of delivery should be from the street directly to the building in the traditional way. Where a delivery / storage yard is required it should be placed within the rear of a development block. This will ensure that unattractive delivery yards are hidden from public view. In urban situations and where the density allows basements, servicing should be possible. Time management regimes can reduce the impact of servicing on neighbouring residential development and where satisfactory design solutions are not possible.



Ramps into public buildings

2.12 Utilities

2.12.1 All vent pipes and associated plumbing should be enclosed within or at the rear of the building, where this is not visible from the street. This is especially important on sensitive buildings such as barn conversions or in areas where the townscape is particularly sensitive or attractive. Meter boxes should be located in a way which does not disrupt the main façade and should be appropriately coloured. On homes, such boxes should be placed where they enable meter reading without the need to access the dwelling.



Servicing should be considered at the design stage



Well designed bin storage located at the back of the block



2.13 Bin Storage

- 2.13.1 Purpose built accommodation shall be provided for wheeled refuse bins and recycling points, to ensure these do not undermine the visual quality of the development. Within commercial development, these areas will generally be located at the side or rear of the building, to avoid visual intrusion but to allow for vehicle access for disposal.
- 2.13.2 In new residential development, the location of these areas will generally depend upon the layout of buildings, parking and frontages on the site. If located at the front of buildings, designated paved and / or open gated areas should be provided, which are easily accessible for disposal.
- 2.13.3 In West Berkshire, new residential development should include storage provision to accommodate current recycling requirements and waste needs. New initiatives and future recycling requirements may increase the amount of space required.
- 2.13.4 Commercial developments should also be designed with the needs of recycling in mind.



Ground floor mix of uses, with residential or office floorspace above add diversity to streets, enabling them to feel safe and secure

2.14 Mixed Use Development

- 2.14.1 The principles in this SPD are applicable to all forms of built development including commercial, leisure and community facilities. Where they are consistent with Development Plan objectives and policies, mixed use development may be particularly appropriate in achieving the overall design principles set out in **Part 4** - Sustainable Design Techniques - West Berkshire. Mixed use schemes can successfully integrate a range of complementary land uses and contribute to a vital and sustainable environment.

2.15 Application Details

2.15.1 To help speed up the planning decision making process and to ensure that the planning authority has sufficient information to determine planning applications at the beginning of the process, all applications should be supported by a statement, or series of statements for major developments, as detailed below where appropriate. It is in the applicants interest to supply this information for a speedier and smoother decision making process.

Reference should be made to the Checklist / Route Map which will follow as a separate document

2.15.2 Planning applications for major developments (Residential developments of 10 or more units, or within a site of 0.5 hectares or more; Commercial development of over 1000 sq.m, or a site of 1 hectare or more) will be expected to include the following assessments and statements where appropriate;

Transport Impact Assessment;

An ecological assessment as appropriate;

A **design statement** setting out how the proposal will respond to its context and the guidance in this SPD;

An **energy and resource impact statement** showing how the development will contribute to renewable energy and resources

2.15.3 **It may also be necessary to include** a flood risk assessment, tree surveys, Secured by Design assessment, elevations showing the development in context with its surroundings and other appropriate material.

2.15.4 **For smaller proposals,** aspects of the above should be addressed in the statement submitted with the application.

2.15.5 Where it is necessary for the proper determination of a planning application, the Council may require any of the above, or other additional information, to be submitted with a planning application.

2.15.6 Further information on dealing with large proposals can be found within the Major Applications Developers Pack at **www.westberks.gov.uk**

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Prepared by Halcrow on behalf of West Berkshire Council