MINDENHURST
DEEPCUT – SURREY

Phase 2

DESIGN CODE

Phase 1 Northern Residential Parcel

jtp

A development by
SKANSKA

Fig 1 : Plan of the site showing the Mindenhurst site boundary and the location of the Phase 1 Northern Residential Parcel

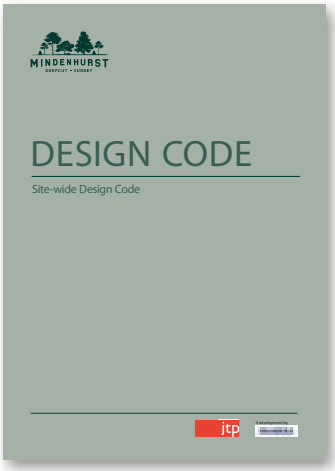
MINDENHURST, DEEPCUT, SURREY

This Design Code has been prepared in response to Condition 3 of the Outline Planning Permission* for redevelopment of the Princess Royal Barracks site at Deepcut, and covers the Phase 2 northern residential parcel.

Phase 2 of the Mindenhurst, Deepcut development includes development of the first two residential parcels of land (Phase 1 Residential). Condition 3 of the outline planning permission for Mindenhurst required preparation of specific design codes. An overarching Site-wide Design Code was prepared in December 2016 in response to this condition which sets the overarching design principles for this development. The Site-wide Design Code sets out a mandatory framework for Mindenhurst. This Design Code sets out further design fixes relating to the Northern residential parcel.

The Northern Residential Parcel is approximately 4.1 hectares and is located east of Deepcut Bridge Road and the Director of Logistics HQ. Its location is shown on the plan on the facing page.

The Detailed Regulatory Plan for the Southern Residential Parcel covered by this Code is provided on page 13, with an accompanying key. Detailed proposals for this site will be expected to conform to the principles set out on this plan. Reserved Matters Applications will also be expected to include a fully completed copy of the Checklist as provided at pages 36-40.



Site-wide Design Code June 2016

LIST OF ABBREVIATIONS

ABBREVIATIONS	DESCRIPTION
C3	Land use class
ha	Hectare
LEAP	Local Equipped Area for Play
SANG	Suitable Alternative Natural Greenspace
SHBC	Surrey Heath Borough Council
SPD	Supplementary Planning Document
SuDS	Sustainable Drainage System
SWDC	Site-wide Design Code

* Application Reference - 12/0546 (as amended); The original permission has been subject to a Section 73 planning application to vary two conditions. Further Application drawings and documents can be downloaded from the Mindenhurst website - http://www.mindenhurst.co.uk
Revision D Submission: December 2016
Revision C Submission: December 2016
Revision B Submission: December 2016
Revision A Submission: November 2016
Detailed Design Code Phase 1 Southern Residential Submission: October 2016.

PROJECT CODE	00752
CREATED BY	RF
CHECKED BY	GP
ISSUE TYPE	PLANNING
ISSUED ON	DEC 2016

STRUCTURE OF THE CODE

REGULATORY PLAN

The Site-wide Regulatory Plan sets out a framework within which this Design Code fits. The plan sets a template of mandatory requirements and design fixes. Where flexibility in the precise positioning of uses, spaces or routes exists the plan indicates this by defining 'indicative' status.

Add text giving direction to specifically relevant sections / pages of the SWDC

Applicants preparing Reserved Matters Applications should fully familiarise themselves with the Site Wide Design Code and Regulatory Plan in order to understand the design framework within which the Phase 1 Northern Residential Parcel sits, and the various expectations it sets out for developers to meet as part of their detailed proposals (general text highlighted by a coloured background).

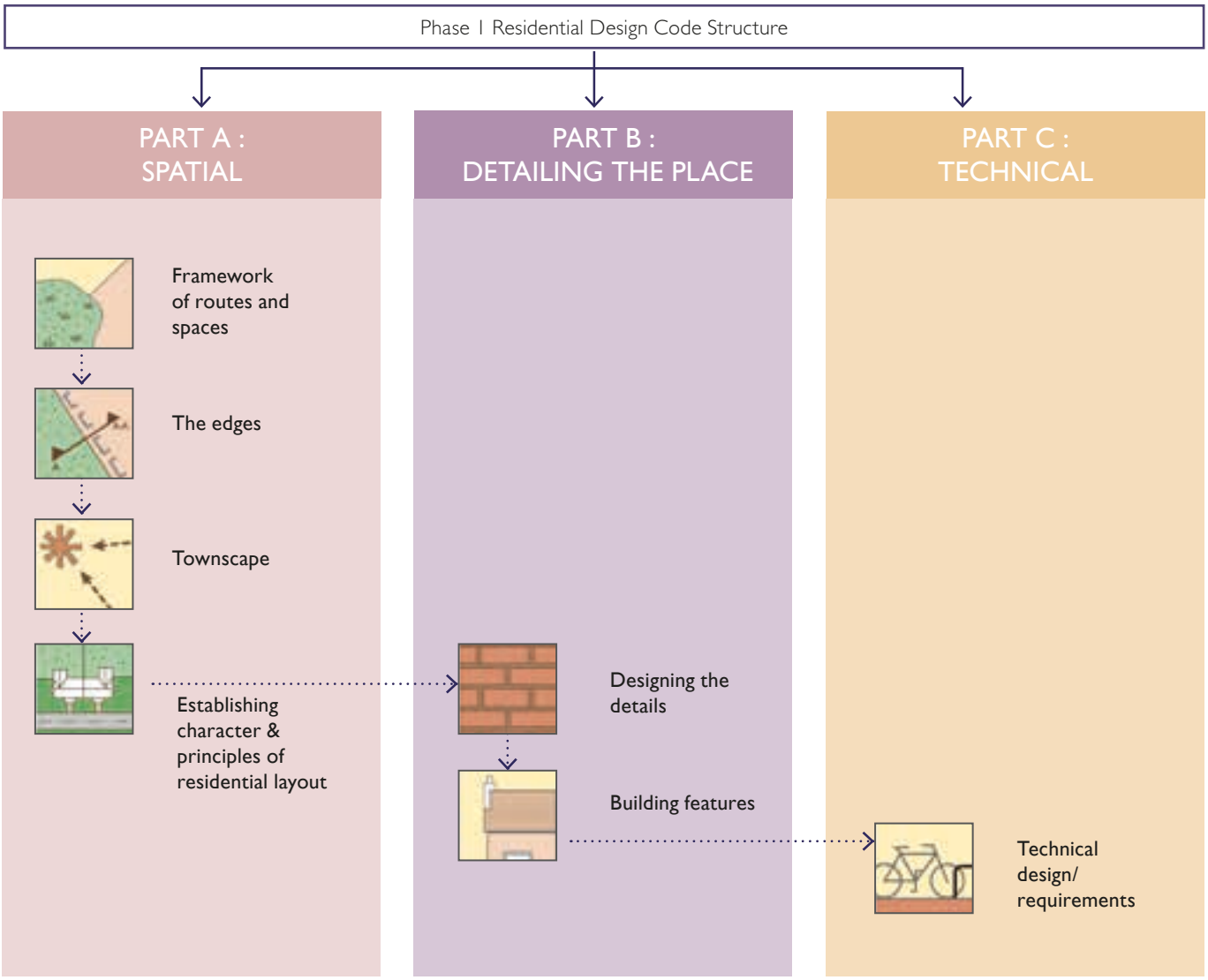
Attention is also drawn in particular to pages:

26-27: Minor Residential Streets
28: Streets as Spaces
37: Central SANG
42: Green Links
50: Newfoundland Road and Alma Character Areas
53-56: Townscape
61-66: Residential Layout
67-74: Detailed Design Principles
87-88: Waste & Recycling
91: Utilities

This Detailed Design Code adds further information to Site-wide Regulatory Plan, setting out design principles relating to the character of the parcel, and a full library of dwelling typologies, car parking typologies and boundary treatments to which detailed proposals will be expected to refer.

It is anticipated that across the two Phase 1 Residential development parcels a minimum of 325 dwellings will be provided and that a total of approximately 125 - 155 dwellings will be provided within the Northern Residential Parcel.

Site-wide Regulatory Plan June 2016



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PART A: SPATIAL

1. NEWFOUNDLAND ROAD AND ALMA CHARACTER AREAS AND VISION

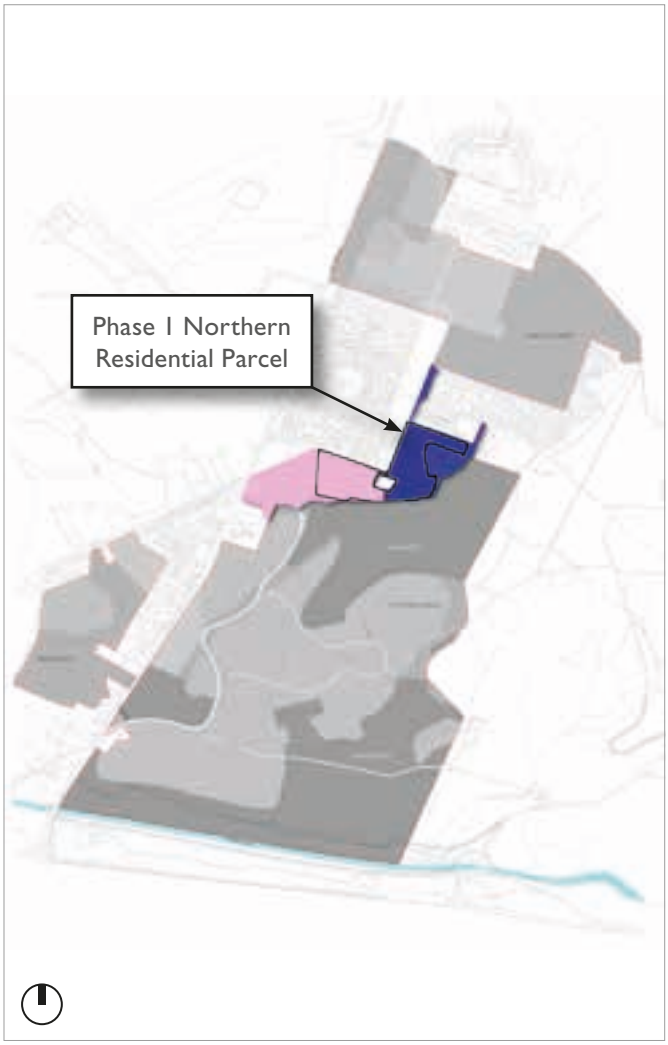


Fig 1 : Site-wide Regulatory Plan showing Character Areas

Key

Newfoundland Road

Alma

1.1 CHARACTER AREAS

Character Areas across Mindenhurst are described in Section 6, pages 38-65 of the SPD and Section 10, pages 57-42 of the Site-wide Design Code. The following page summarises the Newfoundland Road and Alma Character Areas, applicable to the Phase 1 Northern Residential Parcel of the Mindenhurst development.

The Phase 1 Northern Residential Parcel of the Mindenhurst development occupies two character areas:

Newfoundland Road

This area serves as a transition between the higher density area surrounding the former Director of Logistics HQ building to the west and the interface with the Central SANG to the south east. The objective is to create a strong building line along Newfoundland Road, and a more informal edge along the Central SANG. Phase 1 Northern Residential Parcel forms part of the wider Newfoundland Road Character Area.

Design Principles for 'Newfoundland Road' are set out in the SPD, and include:

- This area is expected to accommodate a nix of uses including retail* and residential;
- New development should seek to address the existing northern edge problems that are associated with the Dettingen Park development. (there is) an opportunity for new development that could actively engage with the street and solve the current issue of dead frontages;
- A green link will connect through from Minden Valley North towards the Dettingen Park estate and Sport Hub.
- High density housing would be acceptable in this area.

* Retail will be located to the west of the Director of Logistics HQ building, on the site of the RLC Museum

Alma

This area comprises half of the Northern Residential Parcel; it features an interface with the Central SANG and existing residential development of Deepcut, including Dettingen Park Community Centre. The objective is to achieve a coherent environment of formally laid out streets and spaces accommodating a range of housing types - with emphasis provided to prominent corners and parcel frontages.

Design Principles for 'Alma' are set out in the SPD, and include:

- Uses are expected to be residential and reflect existing densities observed in the immediate vicinity;
- Development will positively engage with the existing street networks and provide soft landscaping to the principal elevation to prevent an overly urbanised feel to the development;
- Dead frontages, such as blank elevations and high fencing (which are commonplace in the surrounding area) are not acceptable;
- The interface of this area with Dettingen Park, particularly the community centre and Spar should seek to reinforce and enhance the location as a focal point for the community.

1.2 VISION

The residential development across 'Newfoundland Road' and 'Alma' will be fundamentally shaped by characteristics of the existing site, most notably across its southern portion by the topography and the adjacent woodland of the Central SANG. It serves an important role within Mindenhurst in providing a transition zone from the formality of the Dettingen Park estate to the west and the military housing in Alma Gardens to the north, and should take the opportunity to set up and frame long range views from higher vantage points over the descending topography towards Minden Ridge Plateau and other key focal points.

To achieve this important transition, the form and layout of housing will display a higher density character along its boundaries with the existing roads, before reducing in density towards its southern edges. Achieving positive, active frontage along Newfoundland Road is key, animating and enlivening the street scene. This location is seen as suitable for a higher density from of development that could adopt a contemporary architectural style, utilising larger proportions of glazing, frequent examples of upper level balconies and terraces, and potentially flat or mono-pitched roof forms. This character transition from north to south will be further accentuated by the level changes that include some notable slopes towards the SANG: these will directly influence the design of routes and spaces, and their character. Two to three tree groupings within the parcel are indicatively retained on the detailed Regulatory Plan, and provide the opportunity for development to incorporate green spaces around and beneath existing trees: an equipped children's play area is to be accommodated, and could assist in achieving the enhancement of this location as a community focal point.

The illustrative concept plan below shows how an appropriate form of routes, spaces and green infrastructure could be created across the Phase 1 Northern Residential Parcel. This highlights a predomionantly formal structure of development blocks, reflecting the grain of existing, adjoining development, opening up to the south / south-east and the Central SANG. The plan also illustrates how the equipped children's play area and potentially retained trees west of the cadet hut could form a focal point directly south of the existing retail and community centre – extending this community focus into the new area of development. The plan demonstrates how all residents would be within very close proximity to the Central SANG, with multiple connections to it and views across it.

Fig 2 : Illustrative Concept Plan

PART A: SPATIAL

2. DEVELOPMENT FRAMEWORK

2.1 LAND USE

The area identified within the Detailed Regulatory Plan (on page 13) is for residential (C3) use only. A range of dwelling types and sizes will be provided, including detached dwellings and apartments. The parcel extends to approximately 4.1 hectares, a net residential developable area of 3.51 hectares will be made available. It is envisaged that a total of approximately 125 – 155 dwellings will be provided (and that in combination with the southern residential parcel a minimum of 325 Phase 1 dwellings will be provided).

2.2 MOVEMENT AND ACCESS

A main residential street passes through and alongside the residential parcel, connecting Mindenhurst Road in the south to the Sports Hub in the north. Indicative locations for minor residential streets are indicated in east-west directions through the residential parcel: these will provide direct access to residential properties. Existing roads will be retained and upgraded where necessary to provide access to properties. The streets must accord with the highway features as set out in sections 6.4.1-6.4.4 of the Site-wide Design Code.

2.3 PEDESTRIAN AND CYCLE NETWORK

A series of primary and secondary pedestrian and cycle, and pedestrian only, routes integrate the Mindenhurst site. The Detailed Regulatory Plan on page 13 illustrates how these routes permeate through and around the Northern Residential Parcel. These routes are to be accommodated within the proposed highway as a designated route, or through public open space.

A primary pedestrian and cycle route follows the route of the main residential street, with a secondary route connecting southwards towards the Central SANG.

3. DESIGN PRINCIPLES

Reserved Matters Applications for the Phase 1 Northern Residential Parcel will be required to clearly demonstrate how they respond to the design principles set out below. Applicants will be expected to demonstrate the dwelling typologies, boundary treatments and parking typologies that have been used and they that accord with the corresponding principles. Some principles apply parcel-wide, others are specific to certain areas, including key interfaces with public realm such as the Central SANG and Newfoundland Road / Cyprus Road.

The full library of building, parking and boundary typologies is included in Appendices A- C. A checklist is provided at Appendix F, to be completed and submitted as part of any Reserved Matters Application pertaining to this parcel.

3.1 The Northern Residential Parcel will be characterised by high to medium density housing, and will display a wide range of housing typologies, providing a well-balanced community;

3.2 The typologies will relate appropriately the character of the street/space they look onto – for example, linear apartment buildings and formally arranged terraced houses facing onto the straight lines of Cyprus Road and Newfoundland Road, and larger, informally arranged dwellings alongside existing tree groups and woodland, notably that of the Central SANG to the south;

3.3 The layout of new development should respect that of the adjoining existing development at Dettingen Park and Alma Gardens to ensure a coherent pattern of routes and spaces linking new and existing neighbourhoods, and to the Community Hub;

3.4 A series of new and enhanced routes through the parcel, linking to the Central SANG and the proposed network of pedestrian and cycle routes to the south, will be incorporated, and these should be fronted by new dwellings to maximise natural surveillance and legibility of routes;

3.5 Entrances should be located on the elevations facing new and existing routes wherever possible;

3.6 Overall housing mix and typologies should create variety across the parcel but within an environment unified by consistent characteristics in materials (architecture and public realm), detailing and landscape. A contemporary architectural style would be appropriate in this location, with materials used to ensure common characteristics with more traditionally styled elements of the Mindenhurst development;

3.7 All dwellings should complement their immediate neighbours in terms of their scale and type, avoiding uncomfortable juxtapositions of starkly contrasting building forms;

3.8 Planting and landscape should be threaded into the residential area, thus creating opportunities for discovery and a variety of sensory experiences;

3.9 A green link will connect through from Mindenhurst Road towards to Dettingen Park estate and continue towards the Sports Hub – refer to Figure 3 on page 12 and the detailed Regulatory Plan on page 13 for more detail;

3.10 Buildings themselves can offer opportunities for the creation of drama, through design and arrangement that is bespoke to their immediate and wider context – how they are viewed from specific locations (such as the vistas along Newfoundland Road and Cyprus Road, and at the top end of links through the SANG) and how they capture/benefit from specific views should directly inform their design and/or orientation;

3.11 Development should enable long range views to be revealed and framed, perhaps unexpectedly in certain locations through glimpses of the trees and heathland landscape beyond the development parcel;

3.12 A LEAP is to be provided as an opportunity secondary community hub that will facilitate opportunities for chance encounters and interaction in planned and unplanned ways, by people of all ages: one of the indicatively retained tree groupings could be incorporated into an incidental green space that also accommodates the play area;

3.13 Dwellings will be predominantly 2 storey – with some 2.5 storey elements in key locations to emphasise corners and prominent frontages. Apartment blocks will vary between 2 and 2.5 storeys;

3.14 Across the parcel a blend of semi-detached, terraced dwellings and apartments should be achieved, with some detached units on parcel edges facing the Central SANG or elements of green infrastructure within the Newfoundland Road Character Area;

3.15 Terraced homes should be situated to provide enclosure and definition to key routes and spaces;

3.16 Where linkage between otherwise detached buildings occurs this should be achieved by walls, car barns and garages;

3.17 A series of shared surface courts and mews spaces should be created within the inner parcel areas, with consistent approaches to material selection and housing typologies in these areas. The extent of any given zone of shared surface treatment will be limited to ensure that it is a distinct space, contrasting from its connecting routes, and not simply a long street given a different surface treatment;

3.18 Softening of building lines along green corridors or at incidental green spaces is encouraged;

3.19 Where apartment blocks front onto primary routes or spaces, their associated car parking is to be to the rear in landscaped courts;

3.20 Boundary treatments to proposed residential plots will be selected from the library of options included at Appendix D, with accompanying design justification as to how they accord with the Design Principles set out for this parcel on pages 9-11;

3.21 Proposed solutions to the provision of car parking will be selected from the library of options included at Appendix C, with accompanying design justification as to how they accord with the Design Principles set out for this parcel on pages 9-11;

3.22 This parcel will need to achieve a successful interface with existing properties and parking areas that directly adjoin some of its boundaries, notably the area south of Malta Road which presents rear boundaries and a parking court onto which new development will abut: the use of materials, landscaping, existing trees, boundary treatments and retained planting will be critical in resolving this interface;

3.23 The palette of materials employed will feature predominantly warm / earthy colours, and the use of brick, tiles and timber – but buildings designed in a contemporary manner may feature contrasting materials appropriate to their design. Design justification for any proposed materials that do not feature in the proposed palette (page 16) will be required;

3.24 Apartment blocks will be carefully positioned within proposed layouts, with design justification provided as to their location. to act as focal points If apartment blocks are to be located within central areas of the parcel away from identified interfaces with key public realm, they should face directly over areas of usable incidental amenity space (likely to be associated with retained trees);

3.25 The provision of private amenity space directly associated with dwellings will be in accordance with the guidance on positioning and sizing set out on page 74 of the Site-Wide Design Code. This Detailed Design Code does note stipulate minimum areas for private amenity space, but Reserved Matters Applications will be expected to demonstrate that appropriate private amenity space has been provided;

3.26 The layout of streets, spaces and buildings, and the internal configuration of habitable rooms in dwellings, should seek to take opportunities to benefit from passive solar gain – to ensure good levels of daylighting to rooms and that lower level sunlight is beneficially captured in colder months to reduce heating requirements within homes. Summer overheating will need to be avoided with consideration given to shading – for example by trees, canopies or other external building features;

3.27 The topography of the Northern Residential Parcel is such that opportunities for undercroft parking beneath buildings accessed from higher points on a slope may be presented: Reserved Matters Applications should explore and assess these opportunities, incorporating such solutions where viable.

3.28 Building set backs (distances between principle frontages and back of footpath or equivalent) should vary according to location and character area. Where development fronts onto open space or woodland, in a low density arrangement, set backs are expected to be distinctly varied with buildings sited at subtly varying angles. However where development intensity increases, the depth and variety of set back may reduce, achieving a stronger sense of enclosure and defining more linear routes – existing or proposed.

3.29 In many locations it is anticipated that defined front gardens will be provided to dwellings. The size and character of these gardens will vary according to the type of dwelling and its location: for example, in areas of higher development intensity a small, private planted zone or hedgerow may be deemed sufficient and appropriate as a green buffer between dwelling and street; in others larger front gardens will emulate a more rural character, suitable along low density streets and parcel edges. Detailed proposals will be expected to demonstrate a clear rationale for the type and character of defensible space proposed for individual dwellings.

3.30 Central SANG Interface

- Development should form a soft feathered edge to the Central SANG, integrating existing tree planting and taking advantage of views southwards;
- Low to medium density housing arrangements will be encouraged in this location;
- Trees of amenity value are to be retained and responded to in the development layout where possible;
- Multiple connections should be made to the Central SANG through pedestrian, and where possible, cycle links;
- Undercroft parking will be encouraged where the topography permits, and where it can be suitably screened.

3.31 Newfoundland Road and Cyprus Road Interface

- Proposed development should address Newfoundland Road to provide an active frontage. A formal and strong / consistent building line is encouraged to complete and improve this streetscene;
- Parking should be screened and softened to reduce its visual impact on residential streets;
- Development will be expected to demonstrate the reinforcement and enhancement of the focal point near to the existing SPA and Community Centre. Building heights of 2.5 storeys are encouraged in this location;
- Development should reflect the grain of existing development, providing an important role in providing a transition zone from the formality of Dettingen Park estate in the west and the military housing in Alma Gardens to the north.
- High to medium density housing arrangements will be expected in this location.

4. GREEN INFRASTRUCTURE

Fig 3 : Indicative sketch of a Green Link

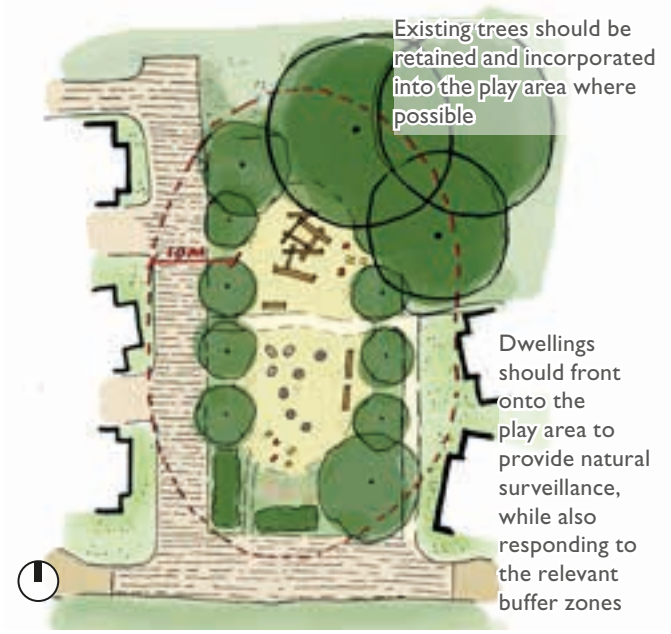


Fig 4 : Indicative sketch of the LEAP

4.1 EXISTING TREES

A number of existing trees located within the Northern Residential Parcel are shown as indicatively retained. These are located in groups and clusters and could form part of an area of incidental open space. These indicatively retained trees and groups of trees comprise a mix of species comprising of Oak, Sycamore, Silver Birch, Pine, Horse Chestnut and Beech of varying age classes are located in this parcel and range in heights of between 11m to 17m.

4.2 GREEN LINK

Green Links are routes through development that are to particularly benefit from generous planted verges and/or street trees in addition to carriageways / footways / cycleways. The character of the Green Link will depend on its location; along the main residential street it may be more formal in character with street trees, while the Green Link eastwards towards the Central SANG may be less formal in nature with clustered landscaping in pockets along the route.

4.3 LOCAL EQUIPPED AREA FOR PLAY (LEAP)

An indicative location for a LEAP is shown on the Detailed Regulatory Plan. It should be reasonably centrally located within the residential parcel and within close proximity of pedestrian and cycle routes. The play area will have a minimum activity zone of 400sqm with equipment of predominantly timber construction with woodchip safety surfacing. A buffer distance of 20m is to be provided to the nearest habitable room or 10m to the nearest property boundary.

The LEAP should be designed to consider the retention of existing trees, while enabling natural surveillance from nearby proposed dwellings.

Fig 5 : Phase 1 Northern Residential Detailed Regulatory Plan

Key

A residential parcel located to the east of the Headquarters of the Director of Logistics. The residential colour extends to approximately 4.1 hectares. A net residential developable area of 3.51 hectares will be made available.

A main residential street runs through the parcel from south west to the north, connecting Mindenhurst Road to the Sports Hub to the north. Subject to detailed design, the Main Residential Street may provide opportunities for on-street parking.

A green link broadly follows the main residential street representing routes through development that are to particularly benefit from generous planted verges and/or street trees.

An indicative location for a Local Equipped Area for Play (LEAP) is shown. It is located centrally within the Northern Residential Parcel, close to the main residential street.

Primary pedestrian and cycle route (indicative route where shown alongside secondary streets).

Secondary pedestrian and cycle route.

An edge section illustrates the relationship between the residential development and the Central SANG to the south.

Access points into the site are fixed at the locations of these blue arrows.

Arrows indicate cross parcel permeability – indicative locations for routes through the site.

Indicative location of tree groups for retention.

Consider interface with the rear of properties south of Malta Road

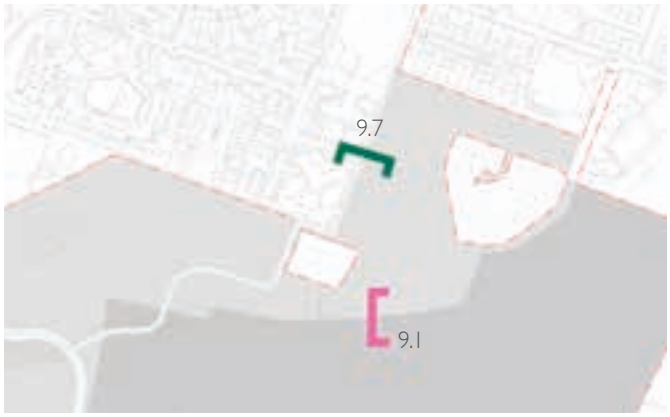
6. PHASE 1 NORTHERN RESIDENTIAL PARCEL

6.1 EDGE CONDITIONS

The Northern Residential Parcel encompasses two types of edge conditions: one interface with the Central SANG, and a second with the Green Link. These are annotated on the Detailed Regulatory Plan as shown on the right.

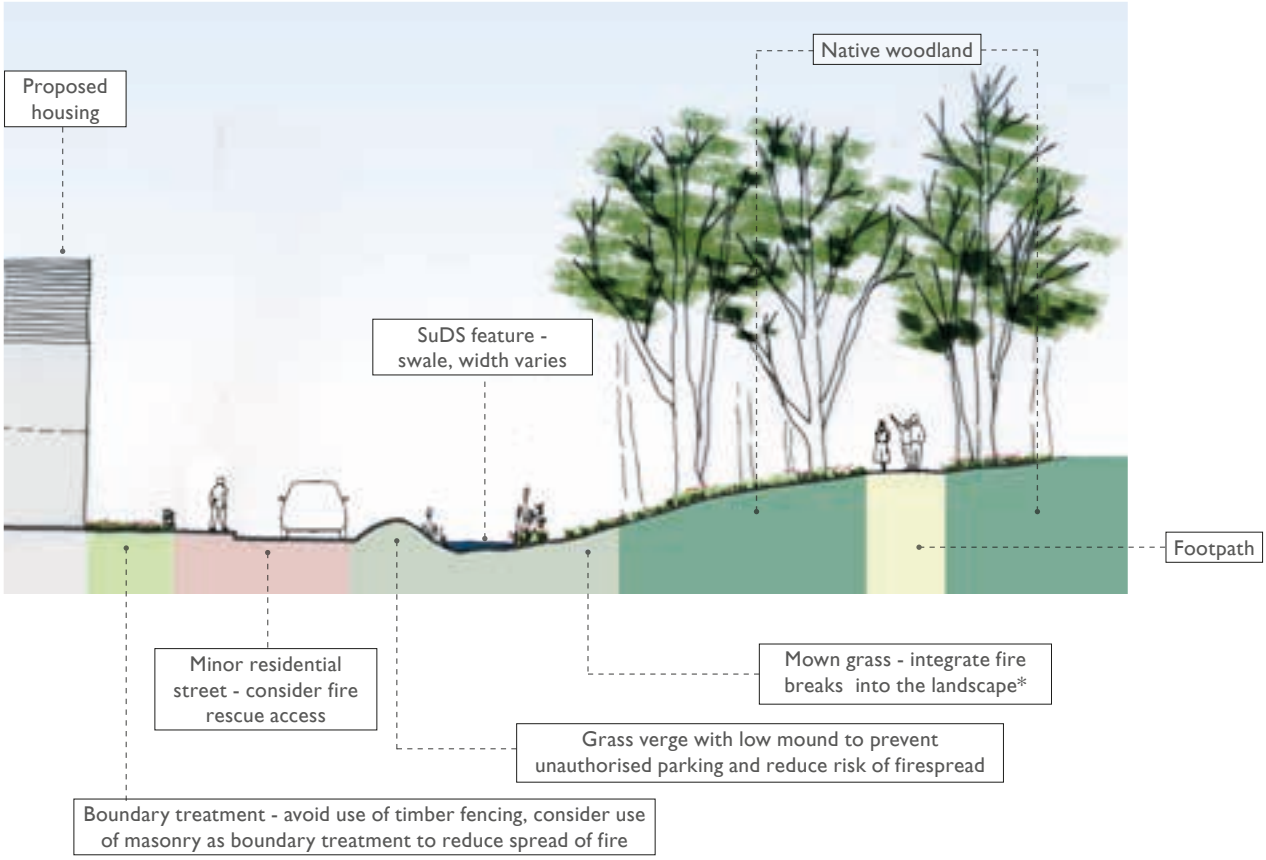
The following pages illustrate these edge sections and set out design principles for the relationship between the development parcels and open space, including:

- the importance of natural surveillance and overlooking of these open spaces to avoid unappealing or unsafe environments;
- providing connectivity to these open spaces through a network of routes;
- activation of the public realm through a positive interface with routes and buildings; and
- incorporation of measures to inhibit or prevent the potential spread of wildfire.



Key plan

EDGE CONDITION 9.1 SANG EDGE SECTION



* Wildfire proofing is integral to the edge conditions surrounding existing woodland and heathland. Firebreaks should integrate with the landscape and therefore not be in parallel strips or straight lines. Buildings should always be set back a minimum of 10m from the woodland edge. Broadleaved trees improve fire resilience while creating a visual link to neighbouring woodland. Refer to Forestry Commission Practice Guide for more information.

Fig 6 : Illustrative Edge Section - Central SANG

EDGE CONDITION 9.7
GREEN LINK EDGE

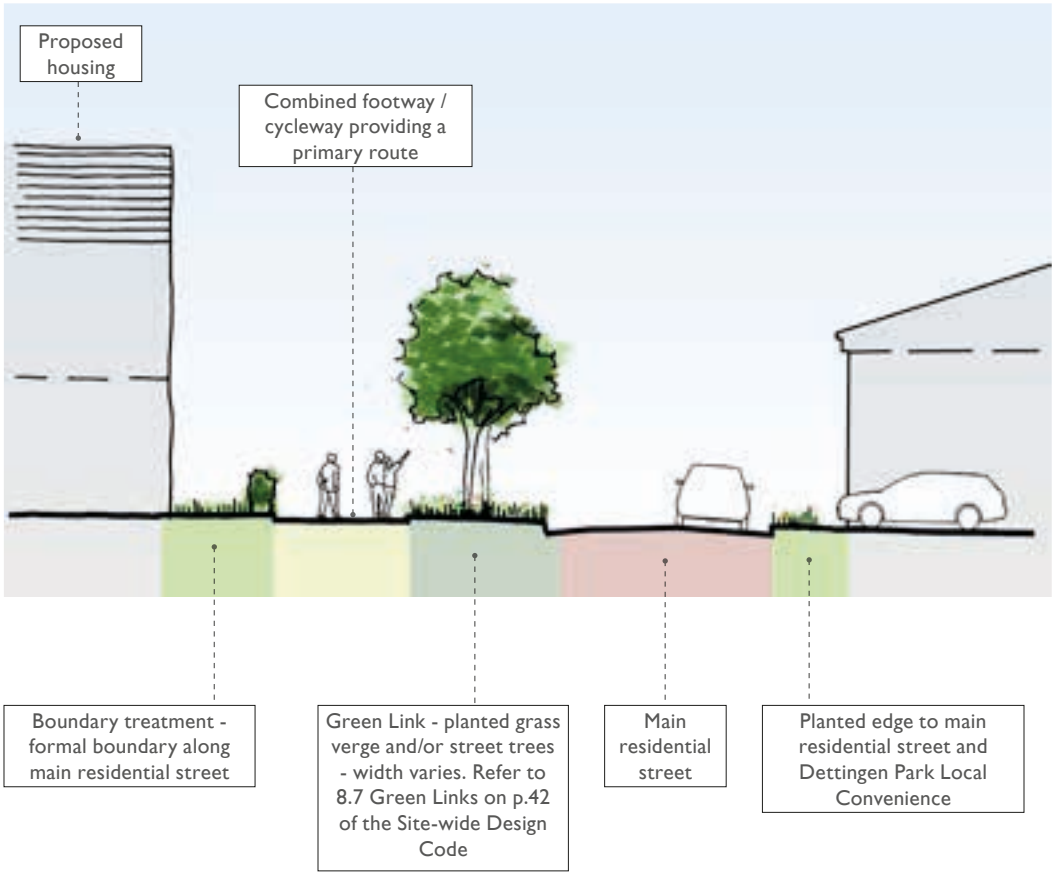


Fig 7 : Illustrative Edge Section - Green Link

6.2 PERMITTED MATERIALS FOR PARCEL (SEE PAGE 24 - 25 FOR FULL LIBRARY)

1. Roof


Dark red tiles


Brown tiles

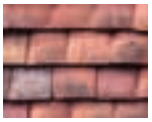

Grey slate


Projecting flat roof


Flat roof set behind parapet

2. Walls


Red stock brick


Clay tile hanging


Render


Brown / orange stock brick


Timber / Timber effect cladding

3. Windows


White


Dark Grey


Grey Green

4. Projecting, Inset, Juliet Balconies


Dark metal with glass balustrade


Grey or black with metal balustrades

Materials

- Use of warm, earthy colours such and red / brown brickwork and tile hanging is encouraged;
- Strong colour contrasts using white, cream, red brown, or other browns will be acceptable, but should not dominate;
- Walls to outbuildings (including garages) should usually be constructed from the same primary wall material as the dwelling with which they are associated;
- The careful use of timber-cladding, or a high quality timber-effect cladding, will be appropriate, usually in combination with brickwork as the primary wall material and in areas adjoining existing woodland;
- At least 75% of buildings will use dark red or brown clay tiles or pantiles for roofs; up to 25% may employ slate.

Materials Application Principles:

The following principles for the application of materials will be adhered to throughout the Phase 1 residential parcels:

1. Proposals are to demonstrate consistency in material selection and usage, utilising only materials specified in the relevant palette(s);
2. Reserved Matters Applications which cover more than one parcel as described by the Design Code(s) will demonstrate a carefully considered transition between differing materials palettes;
3. Where materials for individual buildings (such as marker buildings in key / prominent locations) that contrast with prevailing materials of neighbouring buildings are proposed an accompanying design justification will be submitted as part of the Reserved Matters Application;
4. Materials will be consistent along a row of terraced dwellings or linked dwellings, including dwellings linked by garages;
5. No more than three materials will be used across walls of any given dwelling or block, and where this includes coloured render only one colour will be used;
6. Generally only one brick colour/type is to be used on any building, except where contrasting brick patterns are used for decorative purposes; and
7. Proposals will be required to demonstrate consistency of material selection for buildings on both sides of streets, either where a street passes through the parcel itself, or where the parcel faces another completed / consented parcel across a street.

Precedents - Suitable Design Solutions

PART B: DETAILING THE PLACE

8. BUILDING FEATURES FOR RESIDENTIAL BUILT FORM

8.1. Doors and Entrances

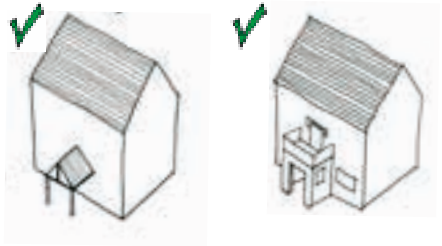
- All front doors will be recessed a minimum of 75mm from the brick / finished face.
- All garage doors will be recessed to a minimum of 90mm from the brick / finished face.
- High quality, robust doors will be used.

Unacceptable Design Details

No uPVC doors will be permitted on elevations which are on a street frontage.

8.2. Porches

- Porches will be designed as integral to the entire elevation.
- Porches will either be flat roof or pitched roof.
- Porches will be not be made of GRP.
- Porches need to be sufficiently deep in order to provide shelter.
- Flat-roof porches will have a roof finish of lead, zinc or copper standing seam.
- Pitched-roof porches will match the materials used on the roof of the dwelling.
- Porches can be formed by a recessed entrance within the primary elevation.
- Small-scale enclosed porches are not permitted.



Entrances will be celebrated and designed as integral to the elevation and porches will provide sufficient shelter.

Unacceptable Design Details

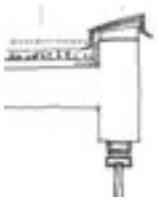
- No GRP will be permitted for flat roof or pitched porches.
- Porches will be designed so as not to dominate the building.
- Small scale porches with insufficient depth to provide shelter will not be permitted.

8.3. Roofs

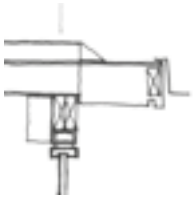
- Roofs need to be designed with due consideration of the character area in which they are located.

Flat Roofs

- Flat roofs will be concealed behind a parapet, or the depth of fascia and profile of leading edge carefully detailed.
- Green roofs are encouraged.



Flat roof concealed behind parapet



Overhanging flat roofs that are carefully detailed are acceptable

Pitched Roofs

- Roofs will be between minimum pitch of 37.5 degrees and maximum pitch of 52 degrees.
- The roof pitch should be of a consistent angle along a terrace or group of buildings.
- Roofs to garages will be pitched.
- Pitched roofs to apartment buildings may show a pitch lower than 37.5 degrees, when using standing seam metal finishes or a similar contemporary material.

All terraces should have a consistent roof pitch

Photovoltaics

- The installation of photo-voltaics must be designed into the elevation and consistent along any terrace or group of buildings on street.
- Photovoltaics panels will be designed / installed to read coherently with the building elevation and form.

8.4. Walls

- A maximum of three materials can be chosen for exterior walls of any given building.
- When using brick, only one brick colour will be used on a single dwelling, except where contrasting brick patterns are used for decorative purposes.
- When using render, only one render colour will be used on a single dwelling.
- Brick detailing will be simple and match the main brick colour.
- Stone quoins, door/window heads and cils are permitted.

8.5. Eaves and Verges

- Eaves will be clipped / parged or use a shallow depth fascia/barge board. If brick detailing is used as an alternative, the detailing will be simple and in the same brick colour as the rest of the elevation.

Clipped / parged eaves

Shallow, fascia / barge board on eaves

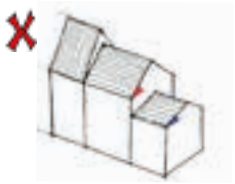
clipped / parged

parapet

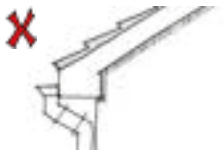
shallow, fascia / barge board

Unacceptable Design Details

- There will be no mix of both hips and gables on any single building.
- Interruption of eaves by dormers is discouraged.
- Boxed eaves are not permitted.
- No white uPVC.
- Concrete tiles will not be permitted.



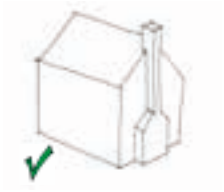
Inconsistent roof pitches along terraces should be avoided



Boxed eaves are not permitted

8.6. Chimneys and Vents

- Chimneys and vents will match the primary elevation material.
- Chimneys should be placed symmetrically to the ridgeline where possible.
- Chimneys should rise above the roof to aid an interesting ridge line.
- Lead, zinc and metal can be used.



Chimneys need to be appropriately proportioned and detailed.

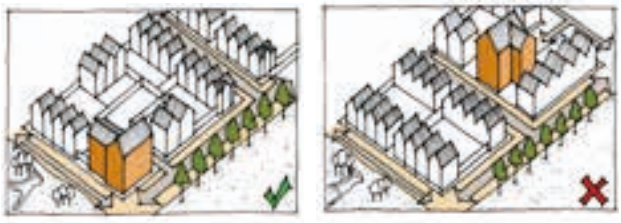
Chimneys symmetrically positioned on ridgeline.

Unacceptable Design Details

- Chimneys, the sole purpose of which is decorative, will not be permitted
- The use of GRP will not be permitted

8.7. Loction of Apartments

- Apartments will address key frontages
- Apartment buildings of three or more storeys must be positioned to address key streets and spaces on parcel edges.



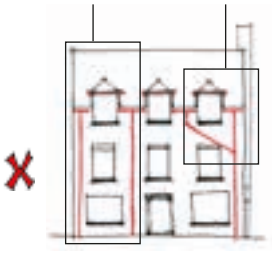
8.8. Rainwater Goods

- Rainwater goods will not detract from the overall composition of the building elevation or street elevation.
- Rainwater goods including guttering and rainwater pipes will preferably be black in colour or a brushed metal finish.

The visual impact of any rainwater goods must be minimised so as not to detract from the overall appearance of the elevations.

Unacceptable Design Details

- Rainwater downpipes dominating the composition of the elevation due to positioning of dormer windows



Rainwater downpipes diagonally crossing the building elevation

PART B: DETAILING THE PLACE

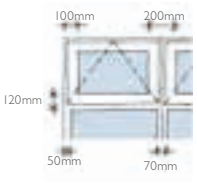
8. BUILDING FEATURES FOR RESIDENTIAL BUILT FORM

8.9. Windows

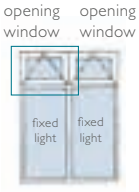
- Colour, thickness of frame, quality and design of windows must be consistent on all elevations of a dwelling/apartment building.
- All windows will be recessed a minimum of 90mm from the face of the building elevation

- Ground level fenestration should be distinctly taller than fenestration on above levels.

Consistent windows across elevations



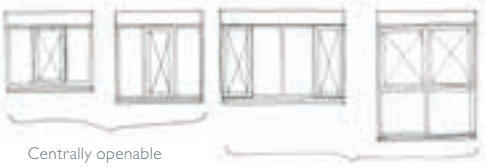
Maximum frame dimensions



Ground Level openings will be taller than those on upper floors

Simple, vertical fenestration

Symmetrical Window Configurations:



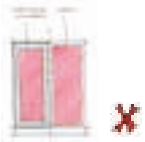
Centrally openable

Symmetrically openable

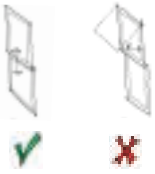
Repeated vertical windows make up composite elements.

Unacceptable Design Details

Inconsistent window treatment on different elevations



Asymmetrically openable window configurations



Decorative sash windows are not permitted

8.10. Dormer Windows

- Dormer windows will be integral to the composition of the main facade in terms of design and positioning.
- Dormer windows will maintain overall vertical proportions, i.e. be taller than they are wide.
- The number and proximity of dormers which break the eaves line will be limited to prohibit unnecessary rainwater goods across the building elevation.
- GRP roofing will not be permitted.
- Gabled / hipped dormers will use a consistent pitch and material to that of the main roof.
- Hipped dormers will be carefully detailed to avoid disproportionate oversizing of ridge tiles and hip tiles.
- Flat roof dormers will use standing seam lead, zinc or copper roof materials.

Consistent pitches

Dormer windows need to complement, and align with, the fenestration of the facade.

Unacceptable Design Details

Ridge and hip tiles that are disproportionately large relative to the window opening are not acceptable

8.11. Bay Windows

- No GRP roofing to bay windows will be used.
- Frame members and corner posts should be carefully considered to ensure they are neither too bulky nor too flimsy in appearance.
- The roofing material of bay windows needs to match the selected material of the main roof.
- The roofing material of flat roof bay windows will be standing seam lead, zinc or copper.

Bay windows designed as part of overall composition of elevation.

8.12. Built Form

- Buildings should seek to respond to slopes and not rely on significant reprofiling

Significant reprofiling with blank/ inactive ground level facades to be avoided

Dwellings will respond to the topography through the use of stepped housing

Building form steps down slope

Terraced form has distinctive stepped breaks

9.1 UTILITIES

The proposed development will be supplied with utility infrastructure (electricity, gas, potable water and telecommunications) connected to the incumbent utility provider's networks and distributed below ground across the proposed development phasing parcels.

Electricity Substation

- 1 Substation (which will also serve a number of future phases).
- Location: The substation will be located totally outside the development area in exiting DIO land along Newfoundland Road.
- 4m x 4m footprint with a land requirement by Scottish and Southern Energy Power Distribution (SSEPD) of 6m x 9m.
- Design in accordance with SSEPD "The Design and Installation of New Secondary Substations for Adoption or Use by Scottish and Southern Energy Power Distribution including Joint User Substation - TG-PS-883".
- Appearance: materials to match those of neighbouring brick built form notably choice of bricks/cladding over bricks to be same specification as adjacent buildings.
- See precedent photo below that illustrates an example of a substation that sensitively integrate with surrounding built form.
- Low voltage mains will then be installed within the footpaths surrounding the Northern Residential Parcel to allow suitable connection.
- The parcel developer to be responsible for mains connection within the parcel.

Gas

The connection of gas to the northern residential will be from an existing gas main within the footpaths surrounding the parcel. Capacity within these mains being already agreed with Southern Gas Networks (SGN).

Telecommunications

Part of the overall development strategy is to deliver a fibre communications connection to each property throughout the development. This will carried out via BT Openreach and their "fttp" (fibre to the property) policy.

To achieve this for the Northern Residential Parcel the overall developer is arranging with BT Openreach to deliver this to a series of "footway" boxes on the footpaths surrounding the parcel, connecting to existing BT Openreach duct systems The parcel developer through separate contract with BT Openreach will arrange the required parcel connections.

Under condition 39 of the Outline Planning Permission, the parcel developer is required to build the BT Openreach duct systems within the land parcel to facilitate fibre to premises.

Potable Water

The connection of potable water to the parcels that make up the northern residential will be from a newly laid water main within Newfoundland road and Cyprus Road.

Foul Water

Will be designed in accordance with the site wide strategy.

9.2 ECOLOGY AND HABITAT

Ecological constraints

The main ecological sensitivities associated with the delivery of the northern residential parcel are the demolition of buildings containing low numbers of roosting common pipistrelle bats, and the tree removal at the southern extent of the development parcel which abuts the Central SANG Minden Woods. There is potential for some of the trees due to be felled to contain roosting bats, which will be subject to surveys.

The key biodiversity objectives for the delivery of northern residential parcel are to:

- Provide appropriate mitigation for the loss of bat roosts within buildings to be demolished;
- Minimise tree loss and habitat damage on the southern boundaries of the plot;
- Mitigate for the loss of habitat by planting native trees/ grassland of local provenance and enhancing retained habitats;
- Retain wildlife corridors to maintain connectivity within site and to adjacent habitats;
- Maintain dark corridors and minimise light spill onto retained adjacent habitats through the use of sensitive lighting;
- Protect nesting birds and the Central SANG reptile population during site clearance and construction; and
- Provide additional roosting/ nesting opportunities for bats and birds post-construction.

Precedent photograph illustrating integration of substations with material palettes to match neighbouring built form.

APPENDICES

Appendices

A - Residential Material Library
B - Dwelling Typologies Library
C - Parking Typologies Library
D - Boundary Treatment Library
E - Waste and Recycling
F - Checklist

APPENDICES

A- RESIDENTIAL MATERIALS LIBRARY

The full range of permitted materials for residential built form within each Phase 1 residential parcel, covering walls, roofs, windows and balconies, is described here. Neighbourhoods within Phase 1 are to have their own identity whilst reading coherently within the wider development.

Reserved Matters Applications will be required to clearly describe the materials proposed, with particular focus on the key interfaces (pages 10-11), and illustrate that they accord with the corresponding principles set out on page 9-11. In addition to the permitted library, innovative materials can be proposed / submitted for approval.

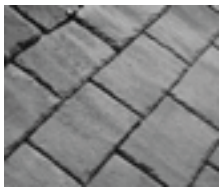
All proposals will demonstrate adherence to the Materials Application Principles set out on page 16. Certain materials will be seen throughout Mindenhurst.

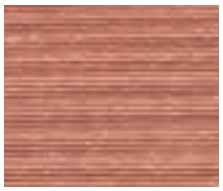
Reserved Matters Applications will only use materials specified in the relevant palettes. A proposed materials specification will be submitted with each Reserved Matters Application, along with samples, for approval by SHBC.

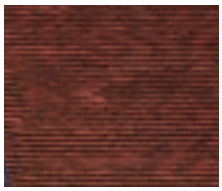
Certain locations within the development could support the introduction of contrasting, 'code-breaking' architecture, where a design rationale is developed for a particular building or cluster of buildings. This may extend to the introduction of materials not permitted elsewhere in that area. Reserved Matters Applications including 'code-breaking' elements must include design justification for those elements, alongside their proposed specification.

RESIDENTIAL MATERIALS LIBRARY

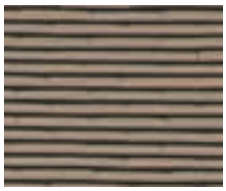
1. Roofs


1.1 Grey slate


1.2 Orange / red tiles


1.3 Dark red tiles


1.4 Flat roof set behind parapet


1.5 Brown tiles


1.6 Projecting flat roof


1.7 Flat roof set behind parapet

2. Walls

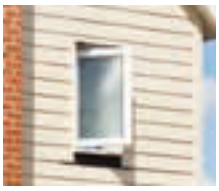

2.1 Red stock brick


2.2 Clay tile hanging


2.3 Render


2.4 Brown / orange stock brick

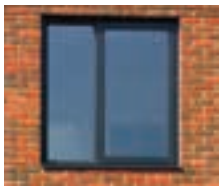

2.5 Render / half timbering



2.6 Timber / Timber effect cladding

3. Windows


3.1 White


3.2 Dark grey


3.3 Grey green


3.4 Timber (colour to be agreed)

4. Balconies / juliette balconies


4.1 White painted


4.2 Stained timber


4.3 Dark metal with glass balustrade


4.4 Grey / black with metal balustrades

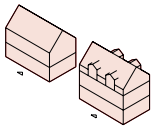
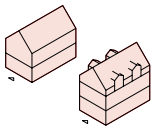
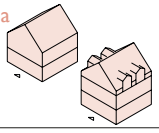
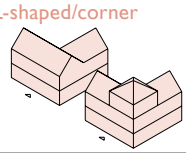
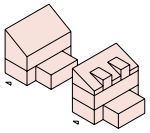
APPENDICES

B - DWELLING TYPOLOGIES LIBRARY

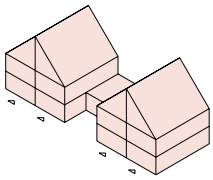
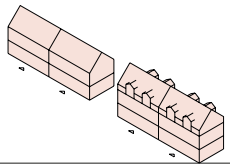
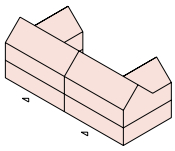
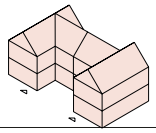
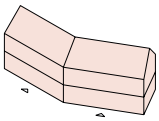
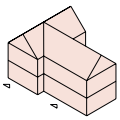
The full range of potential dwelling typologies for residential development is described here, with explanation of each typology's defining characteristics.

The full range of potential dwelling typologies for residential development is described here, with further explanation of each typology's defining characteristics. Reserved Matters Applications will be required to clearly describe the range of dwelling typologies proposed, with particular focus on the key interfaces (pages 10-11), and illustrate that they accord with the corresponding principles set out on page 9-11. In addition to the permitted dwelling typologies, innovative typologies can be proposed / submitted for approval.

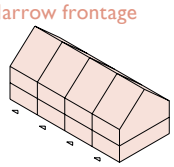
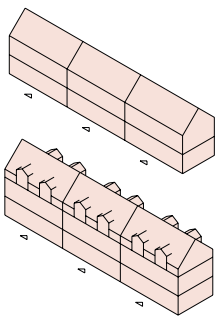
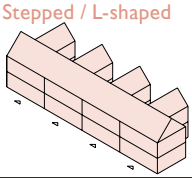
Detached Dwelling Typologies

Typology	Description
D1 - Wide frontage 	• The principal frontage width is greater than the depth of the primary building form. • The principal frontage is more than 8m wide. • The ridge line is parallel to the principal frontage.
D2 - Narrow frontage 	• The principal frontage width is less than the depth of the primary building form. • The principal frontage is less than 8m wide • The ridge line is perpendicular to the principal frontage.
D3 - Villa 	• The principal frontage width is between 90-110% of the depth of the dwelling. • The principal frontage is more than 8m.
D4 - L-shaped/corner house 	• The dwelling has two principal frontages at 90 degrees to one another. • Both principal frontages are more than 8m wide.
D5 - Linked detached 	• The mass of the secondary building form is less than 60% of the mass of the primary built form. • When the secondary building form includes a garage, the frontage of the dwelling is more than 7m wide.

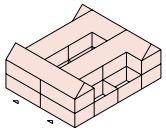
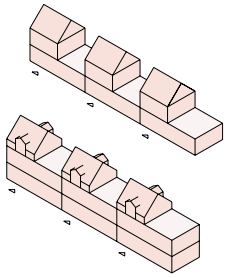
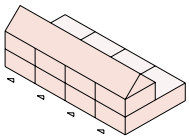
Semi - detached Dwelling Typologies

Typology	Description
SD1 - Narrow frontage 	• The principal frontage widths are less than the depth of the primary building forms. • The principal frontages are less than 8m wide. • The ridge line is perpendicular to the principle frontages and forms a combined pitched roof over both dwellings.
SD2 - Wide frontage 	• The principal frontage widths are greater than the depth of the primary building forms. The principal frontages are more than 8m wide. • The ridge lines are parallel to the principal frontages and are adjoining.
SD3 - L-shaped 	• The dwellings have two principal frontages at 90 degrees to one another. • Both principal frontages are more than 8m wide. • Two dwellings are attached to form a U-shape.
SD4 - Inverted L-shape 	• The dwellings have two principal frontages at 90 degrees to one another. • Two dwellings are attached to form a U-shape.
SD5 - Cranked 	• The principal frontage widths are greater than the depth of the primary building forms. • The principal frontages are more than 8m wide. • The ridge lines are parallel to the principal frontages and are adjoining. The dwellings are cranked at an angle of between 30-45 degrees.
SD6 - T-shaped 	• The T consists of a wide frontage (D1) and a narrow frontage (D2) adjoined. • The wide frontage unit's principal frontage is more than 8m wide. • The ridge lines are perpendicular to each other and are adjoining. • The dwellings are set perpendicular to each other.

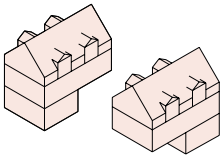
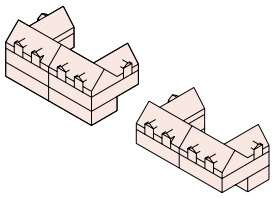
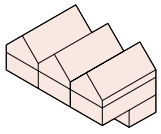
Terraced Dwelling Typologies

Typology	Description		
T1 - Narrow frontage 	• The principal frontage widths are less than the depth of the primary building forms. • The principal frontages are less than 8m wide.	T2 - Wide frontage 	• The principal frontage widths are greater than the depth of the primary building forms. The principal frontages are more than 8m wide. • The ridge lines are parallel to the principal frontages and are adjoining.
T3 - Stepped / L-shaped 	• The mass of the secondary building form is less than 60% of the mass of the primary built form. • When the secondary building form includes a garage, the frontage of the dwelling is more than 7m wide.		

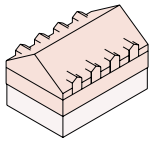
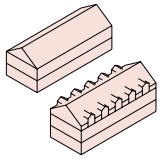
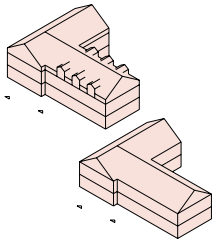
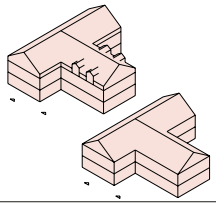
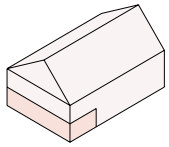
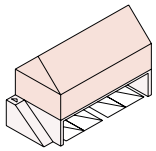
Urban Dwelling Typologies

Typology	Description
U1 - Courtyard 	• The principal frontage is more than 7m wide. Courtyard is created using L-shaped building footprints, connected in back to back terraces. • Courtyards are more than 4x3m in size.
U2 - Side terrace 	• The principal frontage widths are greater than the depth of the primary building forms. • The principal frontages are more than 8m wide. • The uppermost floor must consist of at least 40% amenity space in the form of a terrace.
U3 - Rear terrace 	• The principal frontage widths are less than the depth of the primary building forms. • The principal frontages are less than 8m wide. • The uppermost floor must consist of at least 40% amenity space in the form of a terrace.

Split-Level Dwelling Typologies

Typology	Description
SL1 - Side-stepping 	• The dwelling is orientated with its longer axis approximately perpendicular to the contours of the slope, stepping from 1.5 to 2.5 storeys
SL2 - Front/rear stepping 	• Dwellings are orientated with their long axes approximately parallel to the contours of the slope, with frontage facing either up or down the slope
SL3 - Terraced stepping 	• Terraced dwellings arranged along the contour line, with frontage facing either up or down the slope

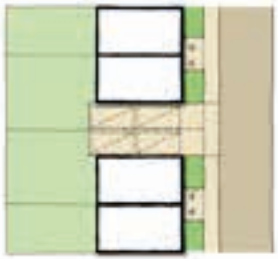
Flats Dwelling Typologies

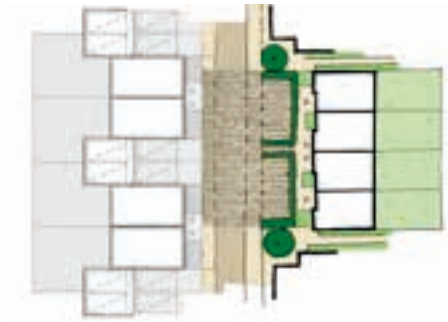
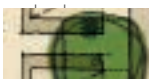
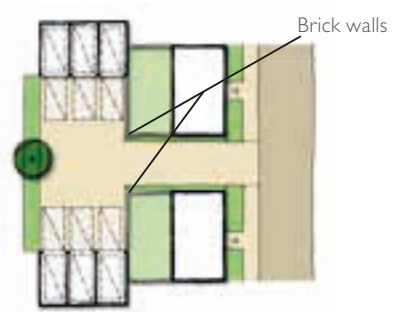
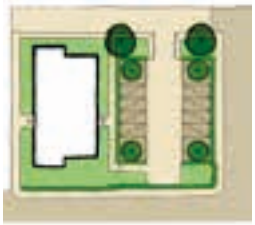
Typology	Description
F1 - Mixed use flat block 	• The block is a maximum of two and a half storeys in height with a depth of no more than 12m • The internal layout does not include single-aspect north facing flats • Mixed uses may be provided at ground level
F2 - Typical flat block  L-shaped flat block  T-shaped flat block 	• The block is a maximum of two and a half storeys in height with a depth of no more than 14m • The internal layout does not include single-aspect north facing flats
F3 - Duplex 	• A flat within the block which is distributed over two storeys • A private entrance may be provided directly from the street at ground level • The duplex flat is not single-aspect north facing
F4 - Coach house / mews 	• Accommodation is provided above garages within a mews or parking court arrangement • The flat provides natural surveillance to the mews or court • The flat is no more than one storey in height

APPENDICES

C - PARKING TYPOLOGIES LIBRARY

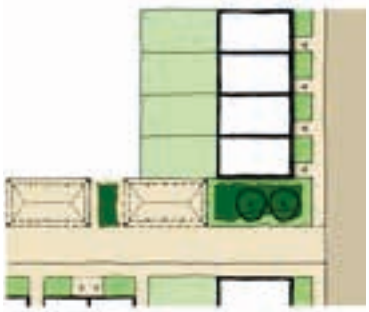
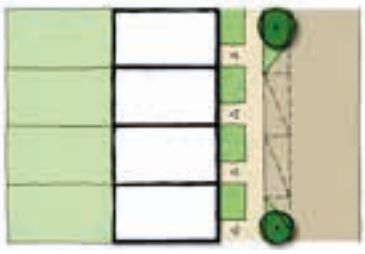
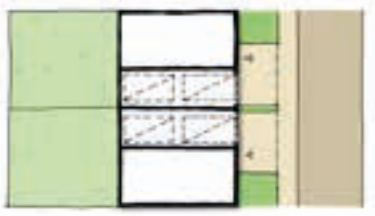
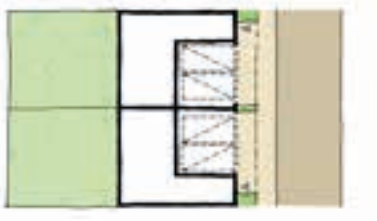
The full range of potential parking typologies for residential development is described here, with further explanation of each typology's defining characteristics. Reserved Matters Applications will be required to clearly describe the range of parking typologies proposed, with particular focus on the key interfaces (pages 10-11), and illustrate that they accord with the corresponding principles set out on page 9-11.

Typologies	Description / notes
P1 - On-plot frontage 	• A private driveway serving one dwelling, usually limited to the provision of two parking spaces • May be located to the front of a dwelling or to a directly adjoining garage • Wherever possible the positioning of the driveway should be such that part of the dwelling it serves projects alongside the parking spaces, adding a degree of enclosure to parked cars • Further enclosure should be provided by walls, hedging, or planting alongside the driveway, whilst allowing suitably direct access to the dwelling • On plot planting of shrubs or trees should be utilised to further screen parked cars, whilst allowing suitable space for manoeuvring and visibility between the driveway and road to which it connects
P2 - On-plot corner 	• A maximum of four spaces • Enclosure will be provided through the use of brick walls enclosing parking bays
P3 - On-plot between dwellings 	• Parking spaces must be set behind the building line other than in isolated instances • Spaces will be designed so as not to allow for tandem parking projecting forward of the building line • Width of parking between buildings will not exceed two spaces as shown in each example sketch Alternative layout options:  

Typologies	Description / notes
P4 - Single sided on-street parking 	• No more than four spaces in a row, separated by landscaping • To be used to serve clusters of 4-6 dwellings • To be used in combination with other parking typologies to avoid a parking-dominated streetscene • The street / square will be designed as a whole, to create a coherent space • Hedging and landscape will be used to assist in defining the spaces • A minimum landscape break of 1.5m wide to accommodate a tree or specimen shrub planting (this may be omitted if a large tree is planted in its place, with a limit of 8 spaces in a row); • A hard landscape treatment provides a clear space to readily manoeuvre around the  = Specimen shrub set in gravel or medium sized trees
P5 - Front access drive through 	• An openable screen or gate with visual permeability must be used to access parking spaces to ensure that gardens are not open to the street. Gates will be a minimum of 5.5m from the edge of the public highway carriageway and will not open out towards the highway. • Solid garage doors must not be used for drive through parking spaces (except for a flat over garage where this will be permitted)
P6 - Parking courts 	• Courts to serve no more than 12 dwellings. For apartment blocks this may be increased, but courts must be sensitively designed • Enclosure will be provided to define the access of at least 4.1m, through the use of walls, where landscape strips are provided, these will be at least 600m in width • Courts will be designed as a whole to create a coherent space • To include an area of space where a medium or large tree can be located in view from the streetscene (and planted no closer than 7m or 10m to the nearest building respectively) Alternative layouts for apartments :   

APPENDICES

C - PARKING TYPOLOGIES LIBRARY

Typologies	Description / notes
P7 - Forecourt 	• Applies to large dwellings only • The front boundary will be walled with a landscaped margin along its outer edge
P8 - Detached car barns 	• No more than eight spaces in a single structure • Natural surveillance required from proximate dwellings
P9 - Visitors parking on street 	• A maximum of two spaces before landscaping occurs • Medium-sized tree species to be planted no closer than 5m to the dwelling • Parking and adjacent landscape treatments will be designed to prevent unauthorised parking
P10 - Integral garage  	• Spaces will be designed so as not to allow for tandem parking projecting forward of the building line • There should be clear delineation between driveways for adjacent properties.

D - BOUNDARY TREATMENT LIBRARY

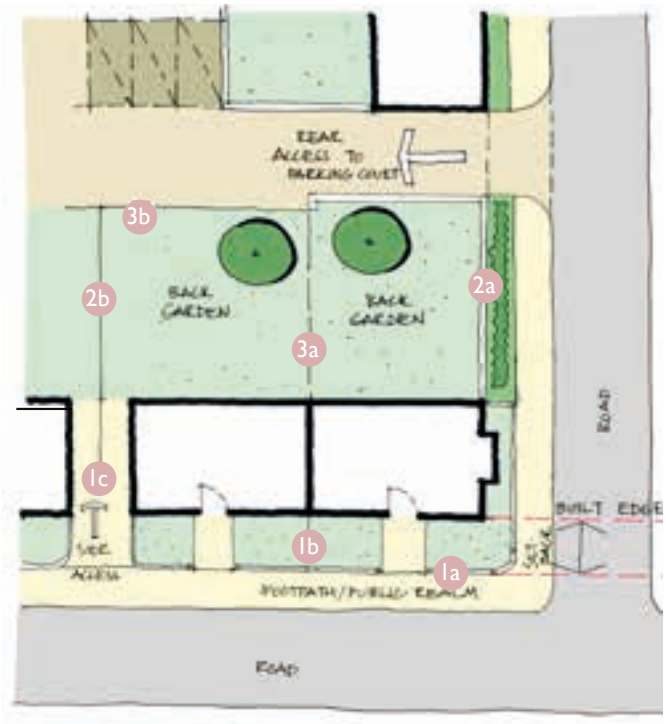


Fig 10 : Boundary Typology key plan

1a

1a, 1b

1c

Dwelling boundaries play an important role in establishing a coherent streetscape. The choice of boundary type will depend on its location within the site, and its relationship with the public realm. The coherence of boundaries that address primary streets and spaces is of key importance.

This section of the Design Code relates to front, side and rear dwelling boundaries. The adjacent diagram sets out the different boundaries referred to in this section:

Front boundary

1a Front boundary addressing public realm

1b Front boundary to demarcate property line

1c Front boundary as linking element between dwellings

The table on page 33 sets out the full range of potential boundary types for residential development:

B1 - No boundary
B2 - Urban-style railing
B3 - Railing on low wall
B4 - Railing and hedge
B5 - Low wall and ornamental hedge (e.g. Beech)
B6 - Ornamental hedge (e.g. Beech)
B7 - Planted zone
B8 - Wall and hedge / planting

The following design criteria will be adhered to:

- The use of treated timber fences and high solid walls (unless enclosing forecourt parking) and high hedge (more than 1.5m high) as front boundaries will not be permitted.
- Close-board fencing will not be used in front gardens/set backs (1a) or to demarcate property boundaries (1b).
- Gates for pedestrian or vehicular access must be co-ordinated with the suitable adjoining front boundary treatment (1c).
- All walls and railings are to be stepped to match gradients on slopes.

APPENDICES

D - BOUNDARY TREATMENT LIBRARY

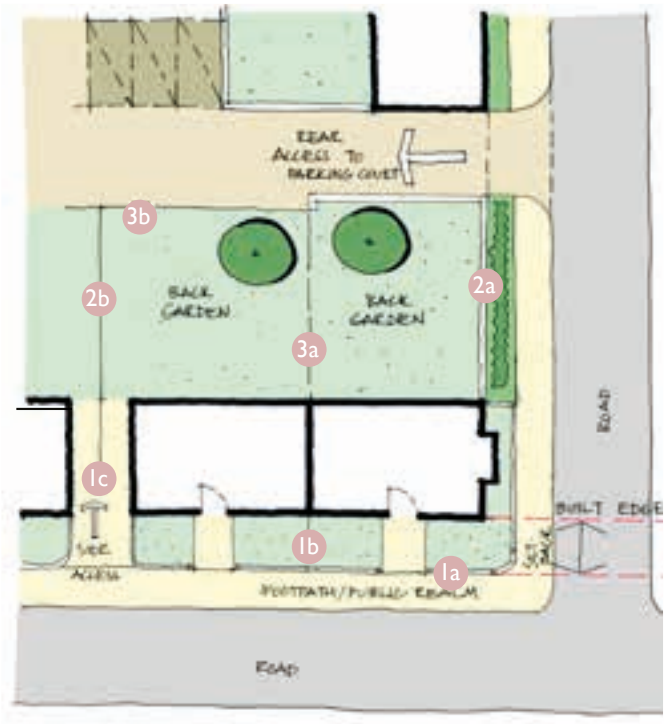


Fig 13 : Boundary Typology key plan

Side boundary

2a Side boundary facing public realm

2b Side boundary between dwellings

- Side boundaries which address a street, public realm or mews, must be constructed of brick to provide continuity with the main built form (2a). The wall must not be more than 2.1m high and brick should match the dwelling, including its bonding and mortar details. Coping stones or a 'brick on edge' detail is considered appropriate. Walls will be of a consistent height. Brick boundary walls must be stepped if following a slope.

- A 500mm wide minimum planting zone is to be provided alongside the boundary wall to the back edge of the footpath. Where this is proposed alongside a public pedestrian path not associated with a highway, a minimum of 1.5m wide verge is to be incorporated to meet 'Secure by Design' requirements, and to limit opportunities for concealment.

- Timber fencing or brick walls will be used alongside boundaries between gardens or side access of dwellings (2b). This will not be more than 1.8m in height. Timber should be stained using a suitable and sustainable treatment.

2a, 2b

2b

Rear boundary

3a Rear boundary between facing back gardens or courtyard

3b Rear boundary between back gardens and rear access parking courts

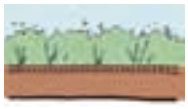
- 1.8m high timber close or featherboarded fencing may be used along rear boundaries between gardens (3a). Timber should be stained using a suitable and sustainable treatment.

- Brick walls must be used to define rear boundaries that back onto courtyard parking areas (3b). Such walls will be between 1.8 - 2.1m high and stepped to match the slope profile.

3a

3b

The full range of potential boundary treatment typologies for residential development is described here, with further explanation of each typology's defining characteristics. Reserved Matters Applications will be required to clearly describe the range of boundary typologies proposed, with particular focus on the key interfaces (pages 10-11), and illustrate that they accord with the corresponding principles set out on page 9-11.

Typologies	Illustration	Description	Notes
B1. No boundary		• Built edge is set back less than 1m from back of footpath (minimum 800mm to be maintained) • Hard-surface finish preferable for urban character areas • Material / surface finish should be contrasting to adjoining pavement material to differentiate ownership and demarcate defensible space • Where soft finish is provided, area should be finished with 450mm depth of topsoil to allow for low evergreen shrubs • Grass or gravel or loose materials as surface cover are not acceptable	
B2. Urban-style railing		• Height – 1.2m max • Built edge is set back a minimum of 1.5m from back of footpath • Black / grey metal, painted • Soft landscape to allow for shrubs planting • Contemporary and in character with the street scene	Property demarcation (1b) to be created through the same design of urban-style railing or ornamental hedge
B3. Railing on low wall		• Height – 1.5m max • Built edge is set back a minimum of 1.5m from back of footpath • Up to 300mm high brick wall, Brick wall with brick piers & coping to match dwelling • Powder coated black or grey railings • Privacy zone – hard or soft landscape finish, to allow for shrub planting, maintained at a height of 1.5m • Gates to match railings	Property demarcation (1b) to be created through a same low height brick wall with the same railing OR ornamental hedge
B4. Railing & hedge		• Height – 1.2m max • Built edge is set back a minimum of 1.5m from back of footpath • Black metal painted (or grey) • Clipped hedge of continuous species • Gates to match railings	Property demarcation (1b) to be created through same railing OR ornamental hedge
B5. Low wall & ornamental hedge (e.g. Beech)		• Built edge is set back a minimum of 1.5m from back of footpath • 600mm brick wall with brick coping, clay tiles creasing, bricks to match dwelling • Hedge to grow not more than 900mm high	Property demarcation (1b) to be created through same height low-brick wall with hedge OR ornamental hedge only.
B6. Ornamental hedge (e.g. Beech)		• Height – 0.9 / 1.2 m max • Built edge is set back a minimum of 2m from back of footpath • Post and wire fence integral to the hedge while it establishes	Property demarcation (1b) to be created through ornamental hedge of similar species and height
B7. Planted zone		• Height – maximum 600mm • Low-clipped hedge with shrub planting	Property demarcation (1b) to be created through ornamental hedge of at least 600m in height
B8. Wall and hedge / planting		• Height – 1.8m - 2.1m	

APPENDICES

E - WASTE AND RECYCLING

The size, location and orientation of waste storage facility/ collection points must be carefully considered: they should be discretely placed to avoid visual intrusion and nuisance, whilst ensuring ease of use and collection at all times.

Considerations to be taken into account when designing waste storage and collection facilities.

- The facilities should be positioned within close proximity of vehicle collection routes.
- Recycling of waste materials must be encouraged by the provision of facilities for storage and collection of separated waste at residential and non-residential premises.
- Homes will be required to provide adequate internal and external space for waste and recycling containers.
- External storage will be adequately screened and planned into the site layout at an early stage.
- Waste storage areas in front of dwellings will generally be discouraged
- Homes will be provided with composting facilities within the back gardens of properties.

Footways / cycleways should not be expected to provide space for bin collection areas

Open bins at main entrance of dwellings / apartment block are not acceptable.

Communal bin / bike stores for apartment blocks must be sited unobtrusively. and should not dominate the street frontage.

The potential for external refuse storage and the type of storage that is appropriate varies with the type of dwelling, and is illustrated below

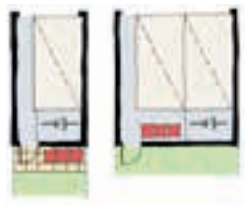
- **Detached, semi-detached and end of terrace houses with side access** : Waste storage areas must be provided in the rear garden or an on-plot garage, or otherwise screened or sited out of public view, but readily accessible to the occupiers. The layout should enable sacks or bins to be moved easily to the point where they can be collected, e.g. the roadside or a communal collection point.
- **Mid-terrace houses without side or rear access** : Dwellings must include waste storage within rear gardens and private amenity space readily accessible to both occupiers and the collection point.

It is a requirement of Building Regulations that all properties have access to a municipal waste collection bin within 30 metres of a home's entrance and that refuse bins should be within 25 metres of a waste collection point. The standard response to this regulatory requirement is to provide each home with its own set of waste bins.

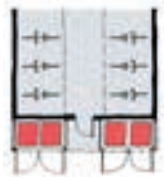
The storage and collection strategy will vary between the different types of dwelling. This is illustrated in the following diagrams. Suggestions as to how bins can be incorporated into car barns are also illustrated below. Alternative design solutions may be explored and proposed for consideration by SHBC

Car barns

1. Car barns can provide bin storage areas at the rear of the shelter, to be wheeled to the collection point on specific days.



2. Garages for dwellings can also provide a storage area for bins, or bins can be stored against a wall on a paved area within the private amenity space, however this should be not be placed fronting onto the main entrance area / drive.

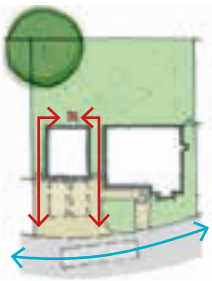


3. Apartment blocks are to be provided with communal bin stores. This can be designed as part of the bike store within the grounds of the apartment block or separate bin stores integrated with the building. This must not face the public realm or main pedestrian entrance to the block. Open bins should never be placed along the main approach to the parking court of the block.

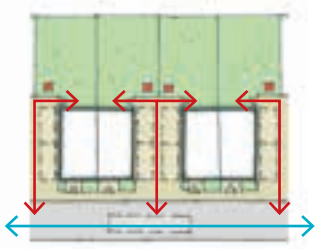
Residential refuse collection options

Key:

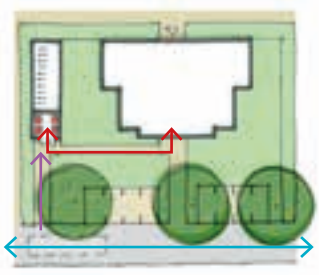
- Route to collection points (no more than 15m)
- Collection points
- Refuse collectors walking route (no more than 15m)
- Refuse collection vehicle route



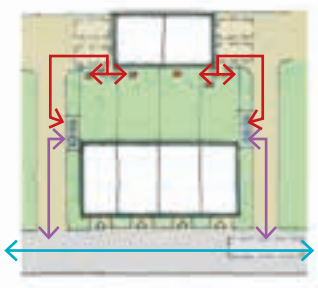
Detached dwellings



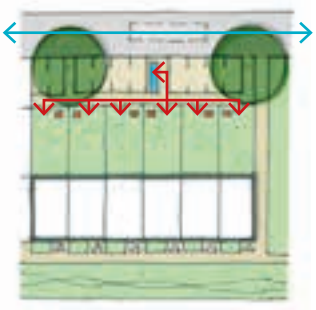
Semi-detached dwellings



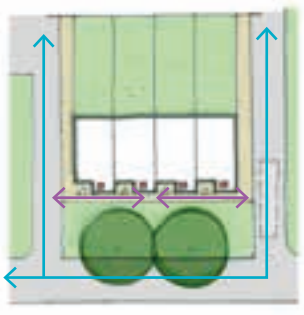
Apartment



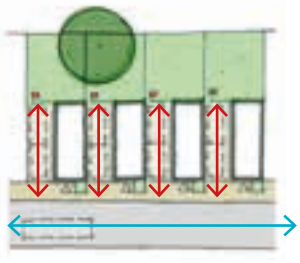
Terraced example 1



Terraced example 2



Terraced example 3



Terraced example 4

APPENDICES

F - CHECKLIST

Reserved Matters Applications will be expected to include a fully completed copy of the Checklist below. This highlights key requirements of compliance with the Detailed Design Code, and offers columns to be completed by the Applicant and submitted alongside detailed proposals. Where stipulations of the Code have not been met, the Checklist offers the opportunity to highlight the fact that specifically related design justification has been provided OR to acknowledge that no design justification has been provided. It is envisaged that SHBC will complete their own versions of the Checklist as part of their assessment of Reserved Matters Applications.

		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
1	Is the Northern Residential Parcel characterised by high to medium density housing, and does it display a wide range of housing typologies, providing a well-balanced community?					
2	Do typologies relate appropriately to the character of the street/space they look onto?					
3	Does the layout of new development respect that of the adjoining existing development at Dettingen Park to ensure a coherent pattern of routes and spaces linking new and existing neighbourhoods, and to the Community Hub?					
4	Have new and enhanced routes through the parcel, linking to the Central SANG and the proposed network of pedestrian and cycle routes to the south, been incorporated in the development? Are these routes fronted by new dwellings to maximise natural surveillance and legibility of routes?					
5	Are entrances located on the elevations facing new and existing routes wherever possible?					
6	Does the overall housing mix and typologies create variety across the parcel but within an environment unified by consistent characteristics in materials (architecture and public realm), detailing and landscape?					
7	Does the Reserved Matters Application clearly describe the range of dwelling typologies selected from Appendix B, illustrating that they accord with the Design Principles set out on pages 9-11, and with particular focus on the key interfaces with public realm (pages 10-11)?					

		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
8	Do dwellings complement their immediate neighbours in terms of their scale and type, avoiding uncomfortable juxtapositions of starkly contrasting building forms?					
9	Does a green link connect through from Mindenhurst Road towards to Dettingen Park estate and continue towards the Sports Hub?					
10	Is planting and landscape threaded into the residential area, thus creating opportunities for discovery and a variety of sensory experiences?					
11	Does a green link connect through from Mindenhurst Road towards to Dettingen Park estate and continue towards the Sports Hub?					
12	Do buildings offer opportunities for the creation of drama, through design and arrangement that is bespoke to their immediate and wider context?					
13	Does the development enable long range views to be revealed and framed, perhaps unexpectedly in certain locations through glimpses of the trees and heathland landscape beyond the development parcel?					
14	Is a LEAP provided as an opportunity secondary community hub that will facilitate opportunities for chance encounters and interaction in planned and unplanned ways, by people of all ages?					
15	Are dwellings predominantly 2 storey – with some 2.5 storey elements to emphasise key apartment blocks, corners and frontages? Do any proposed apartment blocks located within the central areas of the parcel away from designated frontages face directly over areas of usable incidental amenity space associated with retained trees?					

F - CHECKLIST

		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
16	Is a blend of semi-detached, terraced dwellings and apartments achieved across the parcel? Are detached units on parcel edges facing the Central SANG or elements of green infrastructure within the Newfoundland Road Character Area?					
17	Are terraced homes situated to provide enclosure and definition to key routes and spaces?					
18	Where linkage between otherwise detached buildings occurs is this achieved by walls, car barns and garages?					
19	Are a series of shared surface courts and mews spaces created within the inner parcel areas? Is there a consistent approach to material selection and housing typologies in these areas?					
20	Is the softening of building lines along green corridors or at incidental green spaces encouraged?					
21	Where apartment blocks front onto primary routes or spaces, is their associated car parking lcoated to the rear in landscaped courts?					
22	Is planting and landscape threaded into the residential area, thus creating opportunities for discovery and a variety of sensory experiences?					
23	Does the Reserved Matters Application clearly describe the range of boundary treatment typologies selected from Appendix D, illustrating that they accord with the Design Principles set out on pages 9-11, and with particular focus on the key interfaces with public realm (pages 10-11)?					

		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
24	Does the Reserved Matters Application clearly describe the range of car parking typologies selected from Appendix C, illustrating that they accord with the Design Principles set out on pages 9-11, and with particular focus on the key interfaces with public realm (pages 10-11)?					
25	Have incidental pockets of green space and tree planting (existing and new) been incorporated? Do these accentuate an informal characteristic to the layout while providing opportunities for pause, meeting / chance encounters and rest?					
26	Have proposed materials been selected from the palette stipulated on page 16, and employed in accordance with principles for usage as set out on the same page?					
27	Has a clearly illustrated and described strategy for the storage and collection of waste and recycling been included as part of the Reserved Matters Application, and is it in accordance with the principles set out on pages 34-35?					
28	Does the proposed layout of streets, spaces and buildings, and the internal configuration of habitable rooms in dwellings, seek to take opportunities to benefit from passive solar gain?					
29	Do any proposed apartment blocks located within the central areas of the parcel away from designated frontages face directly over areas of usable incidental amenity space associated with retained trees?					
30	Does the Reserved Matters Applications demonstrate how and where appropriate private amenity space has been provided, with reference to page 74 of the Site-Wide Design Code?					

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		YES	PARTIALLY, with design justification provided	NO, with design justification provided	NO, with no design justification provided	Not applicable
31	Does the proposed layout demonstrate a response to the design principles specific to the Central SANG interface?					
32	Does the proposed layout demonstrate a response to the design principles specific to the Newfoundland Road and Cyprus Road interface?					
33	Does the proposed layout demonstrate a response to the design principles specific to the Canada and Union Road interface?					
34	Does the proposed layout demonstrate a response to the design principles specific to the Canada and Union Road interface?					
35	Does the proposed layout demonstrate a response to the design principles specific to the Malta Road interface?					

APPENDICES

F - CHECKLIST

MINDENHURST

DEEPCUT – SURREY

jtp

A development by

SKANSKA