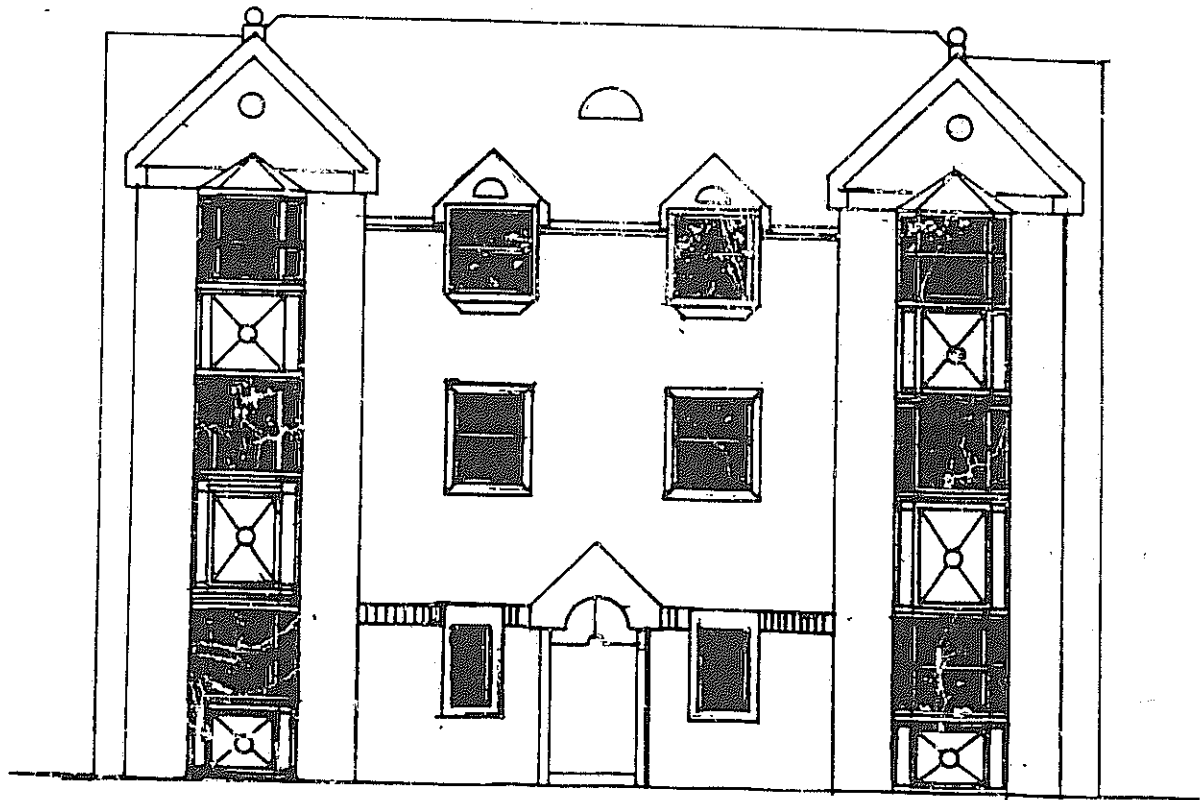


Fylde Borough Council

POLICY FOR NEW FLAT DEVELOPMENTS



June 1989

1 BACKGROUND AND INTRODUCTION

- 1.1 Over many years there have been applications for planning permission for the demolition of existing buildings, usually large villas set in substantial grounds and their replacement by purpose-built blocks of private flats. There have been mixed results. Some blocks in seafront locations were designed in the fashion of the times and exploited sites to the full. They have, in some cases resulted in development being 'out of scale' with their surroundings. In other and more recent cases sensitively designed blocks reflecting the history and tradition of their surroundings have resulted in sympathetic developments.
- 1.2 Concern has been expressed in many quarters about the loss of some of the older houses which have architectural or historic interest (though not listed buildings) and their replacements by inferior developments. However, some of the more recent schemes have demonstrated that new development can be successfully integrated with existing environments of quality and some of these have been well received by the public. In the current climate there is a steady flow of applications for flat development and not exclusively in areas close to the coast.
- 1.3 The planning system is not concerned with land values as such or the commercial value of development. It is however rightly concerned with the protection and improvement of the environment and the encouragement of new development which will benefit the public in general.
- 1.4 Fylde as a borough is fortunate that many parts of its urban areas have considerable quality and character from areas of stately villas to residential suburbs and areas of closely-knit development. Some of these are within designated conservation areas where there is statutory protection. Others, while not meriting conservation area status nevertheless have a distinctive and attractive character which is desirable to conserve in the broadest sense.
- 1.5 Because of the quality of the surroundings, the Council is anxious to ensure that purpose built new developments are sympathetic in scale and character. It is also looking to encourage modern designs but based, where appropriate on the values and traditions associated with particular localities. However, because of the constraints of particular sites or areas, new development will not always be acceptable. The detailed design criteria set out in the policy draws together the considerations of the Council in determining the suitability of particular schemes in particular localities.

2. CONTROLS AND THE NEED FOR PLANNING PERMISSION

- 2.1 It has been ruled in the courts that the demolition of buildings (with the exception of listed buildings) does not fall within the definition of development and therefore planning permission is not required. One exception relates to demolition within designated conservation areas. Apart from minor exceptions the demolition of buildings in these areas requires "Conservation Area Consent".
- 2.2 In considering whether consent should be given, the importance of the building in relation to a particular group, street or locality needs to be assessed. If it is of such importance then consent would be refused. It may be argued that a particular building, despite its value, may be structurally unsound. In these cases, extensive and convincing evidence will be required of the applicant to prove the case for demolition. In other cases, a well designed scheme, complimentary to its surroundings can positively enhance a street or area.
- 2.3 Though consent is not required (apart from listed building and conservation area controls) it is usual practice to secure the development potential of a site prior to demolition. the policy where applied properly may therefore help to secure the retention of buildings which are clearly not suitable for purpose-built flat development.

3. TYPES OF ACCOMMODATION

- 3.1 The basis of this policy is one of drawing together relevant planning considerations relating to the physical development of particular sites having regard to the site and its surroundings.
- 3.2 The acceptability of new development will derive from these policies. Mention has been made that the incidence of a particular type of accommodation in an area maybe a reason for the refusal of planning permission; for example the over-concentration of sheltered accommodation.

It has been ruled by the courts that the 'balance of population' which may have social implications is capable, in principle, of being a planning consideration. However, there should be exceptional reasons for doing so and in any event this would be a matter dealt with by a local plan. Even then it should relate to broad planing issues. The refusal of a particular application solely on the grounds of the proposed occupancy of a scheme could not be sustained unless supported by an up to date approved local plan, which had policies relevant to this issue.

3.3 There are obvious differences between types of flat development and the suitability of particular types of schemes for particular uses. One obvious example is sheltered accommodation where the demand for car parking is less than for conventional flats. On the other hand, the proximity of such a scheme to local services and amenities is a relevant planning consideration and may limit suitable sites. As a general locational principle the Council will take this factor into account.

Flat developments can make a useful contribution to the supply of housing. Research has shown, locally, that in the case of some sheltered housing schemes up to 80% of the occupants previously lived locally. In vacating houses these generally became available on the open market and add to the housing stock. As owner/occupiers tend to 'trade up' the lower end of the housing market is likely to benefit.

Because of the nature of sheltered housing schemes the Council will require a developer to sign an agreement under Section 52 of the Town and Country Planning Act to ensure that the units are occupied by persons of appropriate age groups.

POLICY CRITERIA FOR FLAT DEVELOPMENT

INTRODUCTION

This document sets out the design criteria for considering flat development. It takes the form of a general discussion of the particular issue followed by the policies themselves.

(Policy 1) Draws attention to the need to consider sites in relation to the general locality. There will be a general presumption against the demolition of villas and large houses within conservation areas.
(Page 4)

(Policy 2) Draws attention to the criteria the Council will apply in considering the relationship of the site to the street scene with particular regard to mass scale, height and design.
(Page 5)

(Policy 3) Draws attention to the criteria the Council will apply in terms of sunlight, daylight and shadow on the site and adjoining sites.
(Page 9)

(Policy 4) Draws attention to the criteria the Council will apply as regards privacy distances.
(Page 11)

(Policy 5) Draws attention to the parameters of detailed design the Council will seek.
(Page 13)

(Policy 6) Identifies the standards of commercial space requirements.
(Page 15)

(Policy 7) Identifies the car parking and servicing required in (Page 15) new flat development.

(Policy 8) Considers the importance of landscaping.

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1. RELATIONSHIP OF THE SITE TO THE LOCALITY

1.1 A starting point in considering the suitability of the demolition of buildings and re-development is the relationship of the site to the locality as a whole. This will include an assessment of mass, scale, building lines and special character the range of materials and historical development and associations of the area.

1.2 In some areas, e.g. the Porritt Houses/Ashton Gardens Conservation Area the quality of the individual buildings and their collective appearance leads to a presumption against demolition. On the other hand in areas of more mixed development there may be more scope for re-development of varying forms. In some instances this may result in a positive improvement of a particular locality.

Areas of distinct character are recognisable or 'legible' at the town scale by their collective appearance and/or use. It is important to maintain their character.



Areas of Victorian Villas

1.3 In areas of low density family housing the expectation is that this pattern of building and use should remain. In most cases the introduction of higher density flat development will be inappropriate because of the increased density and increased activity.

POLICY 1

1a IN CONSIDERING APPLICATIONS FOR PURPOSE-BUILT FLAT DEVELOPMENT ATTENTION WILL BE PAID TO THE RELATIONSHIP AND CONTRIBUTION OF THE SITE TO THE LOCALITY PARTICULARLY WHERE THE SITE FORMS PART OF A HISTORICALLY DISTINCT AND SELF-CONTAINED AREA: NOTABLE FORM, SCALE, SPACING, STREET PATTERN AND LANDSCAPE.

1b THERE WILL BE A GENERAL PRESUMPTION AGAINST THE DEMOLITION OF PROPERTIES IN CONSERVATION AREAS, PARTICULARLY WHERE THEY FORM AN IMPORTANT PART OF A GROUP, STREET OR LOCALITY. EXCEPTIONS MAY BE MADE IN AREAS OF MIXED DEVELOPMENT WHERE THE PRESENT BUILDING HAS LITTLE OR NO HISTORIC OR ARCHITECTURAL INTEREST OR IF IT IS CONCLUSIVELY SHOWN THAT THE BUILDING IS STRUCTURALLY UNSOUND.

1c IN THE CASE OF PURPOSE BUILT OR DESIGNED SHELTERED HOUSING OR RETIREMENT HOUSING SCHEMES THE COUNCIL WILL REQUIRE THE DEVELOPERS TO SIGN AN AGREEMENT UNDER SECTION 52 OF THE TOWN AND COUNTRY PLANNING ACT TO ENSURE FUTURE OCCUPANCY RELATES TO THE BASIS OF THE APPROVED SCHEME.

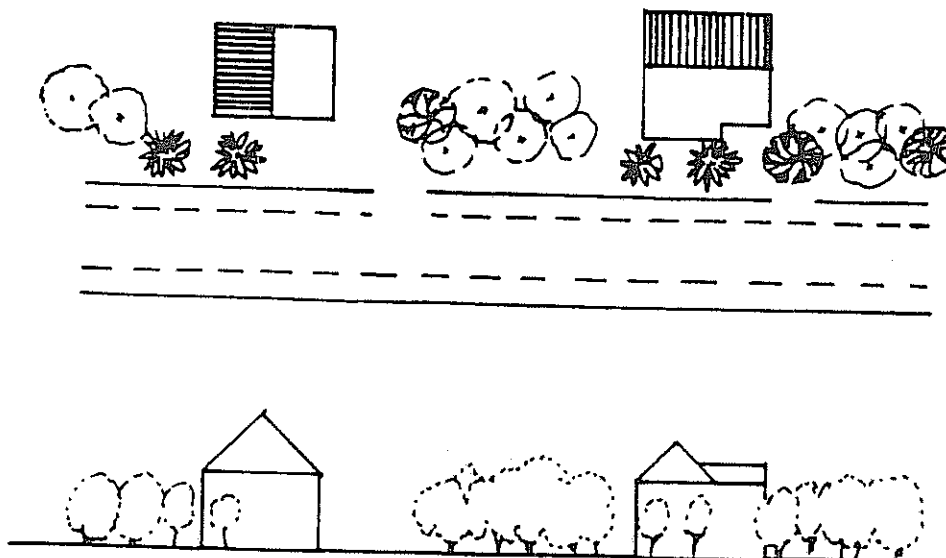
1c THE CASE OF SHELTERED HOUSING SCHEMES, ATTENTION WILL BE PAID TO THE PROXIMITY OF THE SITE TO LOCAL AMENITIES AND SERVICES.

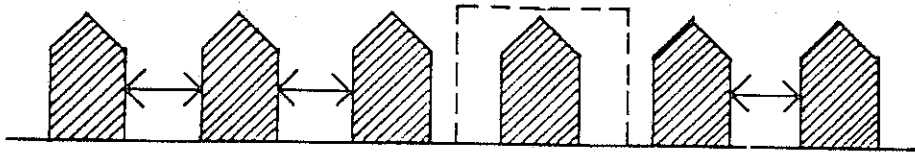
2. RELATIONSHIP OF THE SITE TO THE STREET SCENE

2.1 The contribution of the present building site in relationship to the general locality is a starting point. Secondly, the relationship of the site to its immediate surroundings raises various issues including constraints on height, scale and bulk, spacing, building lines and detailed architectural treatment. This policy considers the planning issues of site development.

2.2 In most urban parts of the borough the scale of buildings is residential; the older areas are generally two or three storey Victorian and Edwardian properties, two storey terraced properties and areas of two storey family housing. The general view is taken that the scale of development should be retained in particular localities.

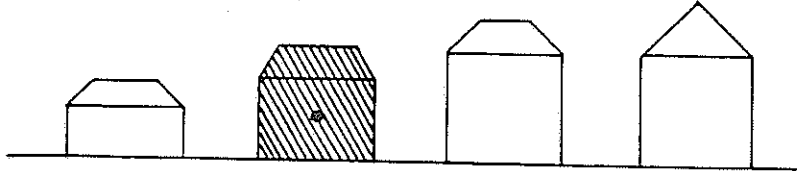
In some locations the spaces, building lines, and planting are a vital part of the character irrespective of the architectural treatment of the building itself.





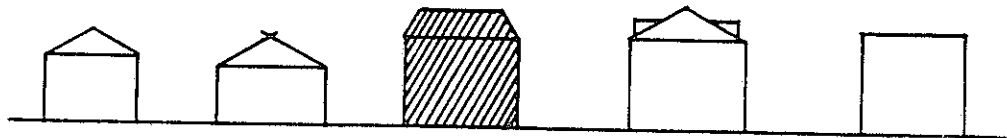
In this street scene above the continuity of height, scale and spacing should be maintained. A larger block would be inappropriate.

RESOLUTION



In this example the infill site forms a resolution between one block and another. (The resolution should be governed by facade heights rather than overall roof heights).

MAXIMUM AND MINIMUM



The new height is fixed between the maximum heights and minimum facade heights of existing buildings.

2.4

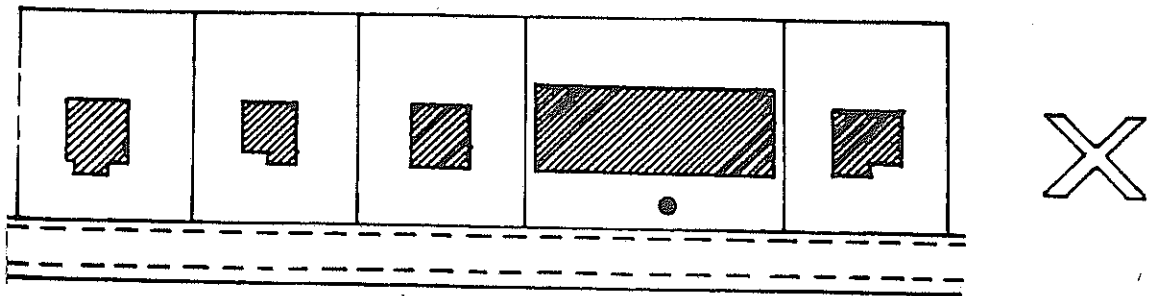
The previous examples are important design considerations but the three dimensional aspects of design are also important. It is necessary to identify the particular street scene in this way. In most cases, particularly in all pre-war development the side elevations of buildings and their principle details should be established.

These points are illustrated by way of example.

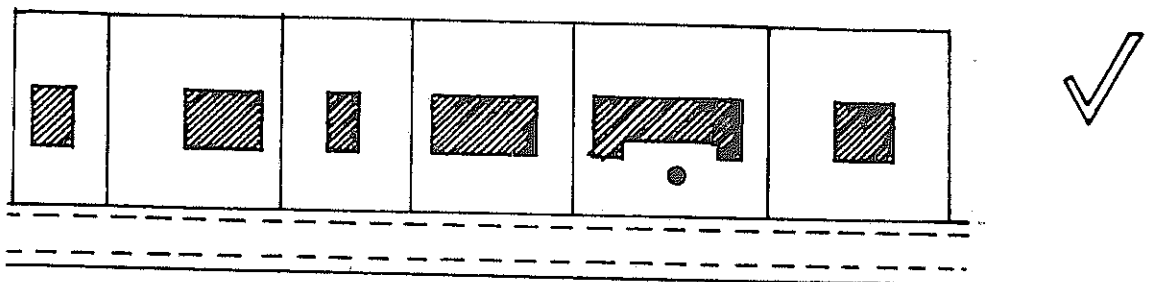


Bays, gables and detailing of Victorian properties

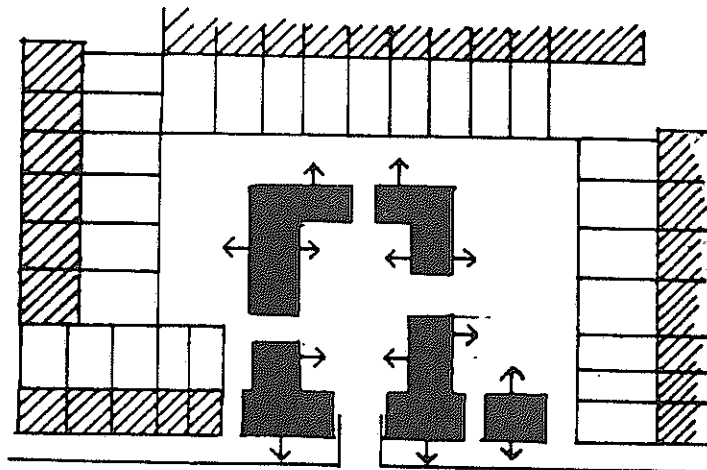
In such cases the Council will be seeking to maintain this character. Where the rigid spacing and character is formed by 'space' this form of development, below would not be allowed.



In other situations where more mixed development exists, flexibility may allow more varied forms of development, below.



On some smaller infill sites, subject to other criteria given in the policy, 'mews' or 'housing square' type schemes can be satisfactory absorbed into urban areas and make a positive contribution, but this should generally maintain the density of surrounding residential development.

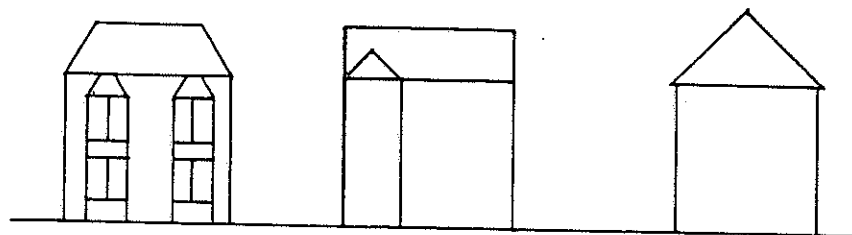


2.3 In addition to the site layout the height of any new development should be sympathetic to its surroundings. Much will depend on the street scene or 'grain of development'. Below some design principles are outlined.

CONTINUITY

Angled views emphasize the three dimensional aspects; rooflines, side walls and major features should be identified as should the space between buildings.

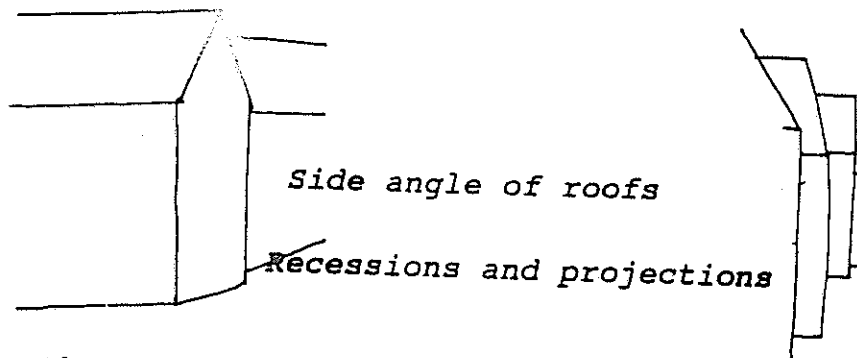
Below, are further examples. Certain parameters should be set by way of reading the context to ascertain the principle design features to which new development should respond.



Projecting bays

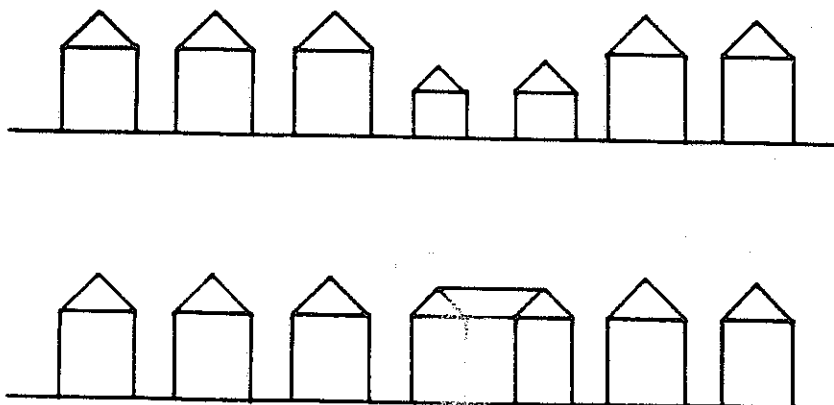
Gables

Various rooflines



2.5

Where the spacing between buildings is an important and integral part of the character of the street scene or locality, the joining together of two sites and the introduction of a long unrelieved elevation is not acceptable. The use of 'reveals' may assist the three dimensional aspects in some cases but it is often difficult to re-create the individuality and spacing of the particular street. In normal circumstances this method will not be acceptable unless the new proposal would reinforce the character of the street.



Emphasising character of street

Policy 2

- 2a IN CONSIDERING THE DEVELOPMENT AND REDEVELOPMENT OF SITES FOR FLATS, DEVELOPMENT SHOULD CONFORM TO THE EXISTING CHARACTER OF THE STREET WITH REGARD TO BUILDING LINES, DENSITY, SPACING AND LANDSCAPE.
- 2b IN AREAS OF REGULARLY SPACED AND PARTICULARLY COMPACT DEVELOPMENT THE COUNCIL WILL NOT NORMALLY ALLOW DEVELOPMENTS GENERALLY TO EXCEED THE GROUND FLOOR AREA OF THE DISPLACED BUILDING, WITH PARTICULAR REGARD TO SIDE SPACING, DEPTH AND BUILDING LINES.
- 2c IN AREAS OF MORE MIXED DEVELOPMENT THE COUNCIL MAY ACCEPT VARIED FORMS OF BUILDING BUT THIS SHOULD RETAIN THE PROPORTIONS OF OTHER DEVELOPMENT IN THE VICINITY.
- 2d THE COUNCIL WILL NOT NORMALLY ACCEPT NEW DEVELOPMENT TO EXCEED THE HEIGHT OF BUILDINGS (THE FACADE HEIGHT AS OPPOSED TO RIDGE HEIGHT) IN THE PARTICULAR BLOCK TO WHICH THE SITE RELATES. PARTICULAR REGARD WILL BE PAID TO THE CONTINUITY OF HEIGHT AND WILL SEEK SOLUTIONS COMPATIBLE WITH THE PRINCIPLES SET OUT IN THE ILLUSTRATED SECTION ACCOMPANYING THE POLICY.
- 2e NEW DEVELOPMENT SHOULD IDENTIFY WITH THE PRIMARY DESIGN FEATURES OF THE PARTICULAR LOCALITY OR BLOCK. PARTICULAR ATTENTION WILL BE PAID TO ROOFLINES, ARTICULATION AND EAVES HEIGHTS.
- 2f THE COUNCIL WILL REQUIRE THE ELEVATIONS OF ADJOINING BUILDINGS (AT LEAST ON EITHER SIDE) TO BE INCLUDED IN DRAWINGS ACCOMPANYING APPLICATIONS.

3. ISSUES OF SUNLIGHT, DAYLIGHT AND SHADOW

- 3.1 One of the principal aspects in considering the suitability of the development of a particular site is the effect of it, in terms of mass and scale on adjoining uses of development.

The penetration of adequate sunlight onto and between the faces of buildings to southerly elevations, the provision of adequate daylighting to northerly elevations and the effects of shadow are important planning principles.

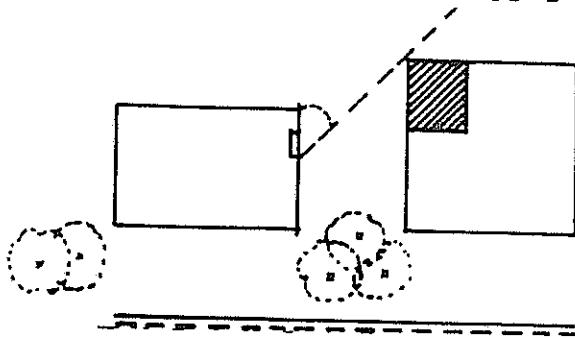
- 3.3 The Department of the Environment in its publication "Sunlight and Daylight Planning Criteria for the Design of Buildings" considers that one of the primary aims for planning authorities is "To ensure good conditions in the local environment considered broadly with enough sunlight and daylight on and between faces of the building blocks for good interior and exterior conditions". The guidance criteria includes methods of meeting the criteria. the crucial test is whether all southerly faces of buildings

have, at a point 2m above ground 3 hours of available sunlight on March the 1st.

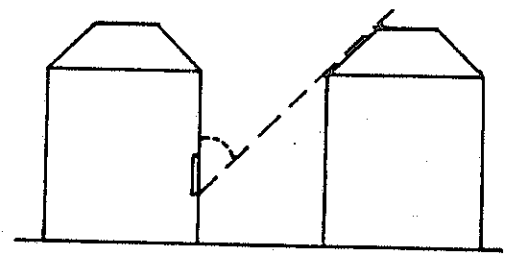
3.3 The table below gives a method of plotting accurately the angle of the sun which will give a general indication as to the probability of a new development meeting the sunlighting criteria.

<u>Time</u>	<u>Date</u>	<u>Angle of Sun</u>	<u>Position of sun</u>
Noon	1 March	30 Degrees	Due South
Noon	21 March	37 Degrees	Due South
Noon	21 June	59 Degrees	Due South
Noon	23 Sept	37 Degrees	Due South
Noon	21 Dec	14 Degrees	Due South

3.4 For daylighting, the oppressive effects of development can also be taken into account. The most frequent case is where habitable room windows at the side of an existing property would face the side of a new block or when a new block would extend beyond the rear most projection of the existing block. In many cases, the siting of the existing (or former block) would have to be taken into account. However, in most situations the following principles apply.



Ground plan
A 45° angle should clear habitable room window. Both tests should be satisfied.



Side to side
A 45° angle should be taken from the sill of the ground floor window and clear the projected line.

The daylighting indicators will also be applied to northerly elevations.

3.5 In addition to the provision of sunlight and daylight, the effect of shadow both on the private space within a development and an adjoining development is a material planning issue. A rear garden area of a proposed development if in perpetual shadow for large parts of the year will be of less value than if it has a sunny aspect.

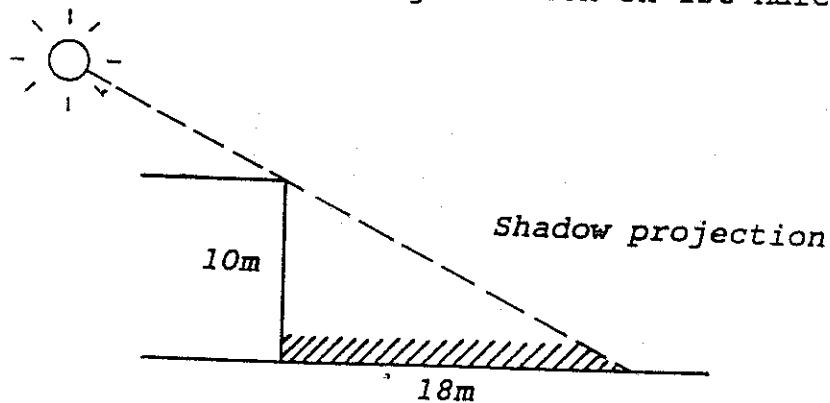
The shadowing effect of a building can be quickly but accurately measured. In summer, with the sun reaching higher in the sky for longer periods, the shadow projected by a particular building is at a minimum.

3.6 The length of shadow projected by a building can be quickly measured at specified times.

<u>Time</u>	<u>Date</u>	<u>Extent of Shadow</u>	<u>Sun</u>
Noon	1 March	1.8 x height of building	Due South
Noon	21 March	1.3 " "	Due South
Noon	21 June	0.6 " "	Due South
Noon	23 Sept	1.3 " "	Due South
Noon	21 Dec	4.1 " "	Due South

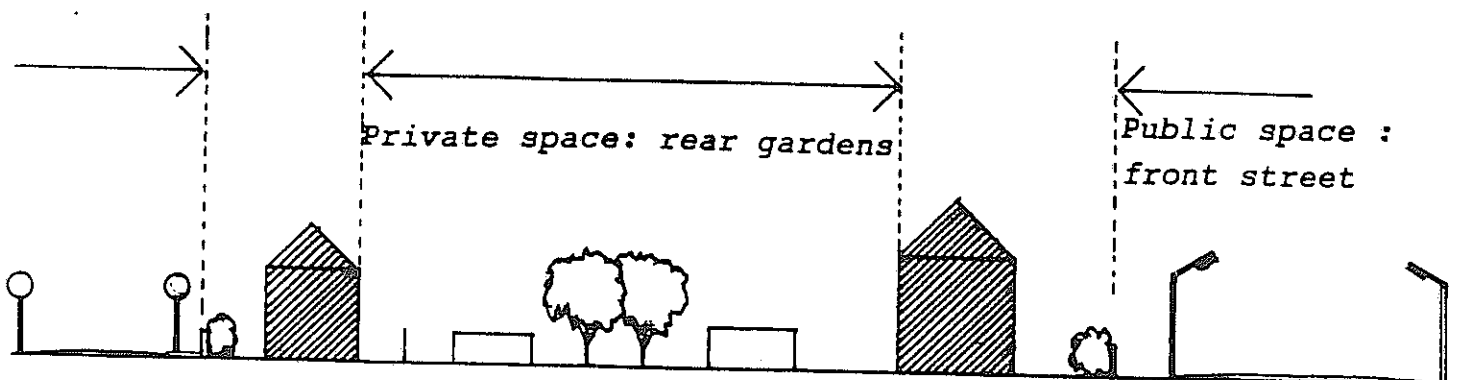
Example

Building 10 metres high at noon on 1st March.



4. ISSUES OF PRIVACY

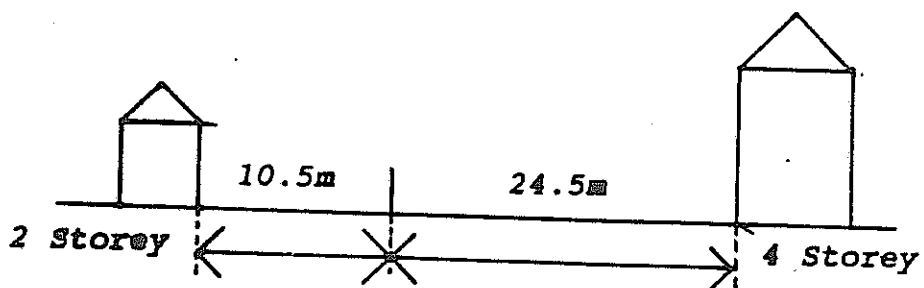
4.1 A further objective of 'planning' is to ensure that reasonable privacy levels are achieved.



Where re-development takes place the private space requirements normally relate to rear areas. A distance of 21 metres (70 ft) between the backs of two storey dwellings is deemed to allow adequate privacy within garden areas. It also accounts for reasonable space between buildings to allow for sunlighting and daylighting on faces of walls and within garden areas. In more spacious densities, greater space is required. Where the number of stories rise above two the distance between buildings at the rear should correspondingly increase. The minimum standards to be applied take into account not only space between buildings but also the level of space within a particular development site. though account will always be taken of an existing building, the new development should provide, within its curtilage, distances as follows.

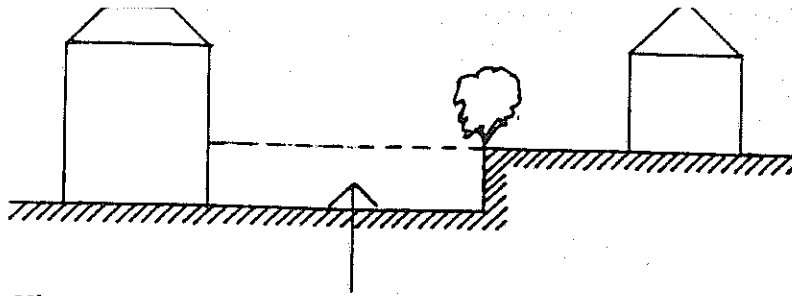
<u>No of storeys</u>	<u>Minimum distance to rear boundary of site</u>
1	10.5 Metres
2	10.5 Metres
3	17.5 Metres
4	24.5 Metres
5	31.5 Metres
6	38.5 Metres

With this method, the distances of various types of development can be calculated in relation to each other. e.g.



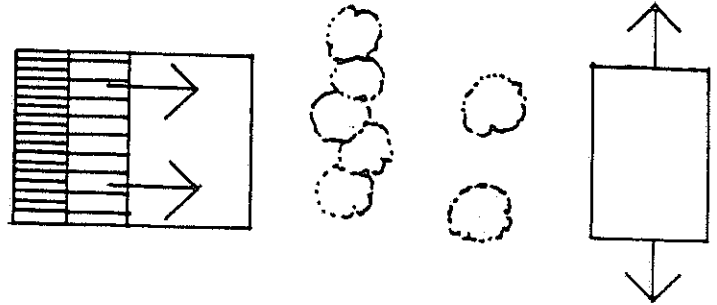
4.2

On exceptional occasions the privacy distances can be relaxed. For example, where a rear development backs onto open space which is not likely to be developed or in areas of tightly knit townscape notably conservation areas where relaxations may be necessary to conserve the character of the area.



Where levels change between one site and another, an adjustment should be made. In this example the building on the left can be treated as being one floor lower.

Where aspects are in different directions



- 4.3 Similarly, in terms of 'housing squares' or 'mews court' developments, front to front distances are not critical in so far as the frontage space between is normally public highway. The adequacy of spacing will depend on the site and its relationship to and within adjoining development. However, as a general rule for new housing square schemes, the width of the court should not be less than 3 times the height of the building, 25% of the parking requirement is needed within a housing square. In mews courts, further relaxations can be accepted depending, again on the nature of the locality.

POLICY 4

- 4a THE COUNCIL WILL NORMALLY REQUIRE PRIVACY DISTANCES TO COMPLY WITH THE TABLE WITHIN THE POLICY.
- 4b RELAXATION OF THESE DISTANCES MAY BE PERMISSIBLE IN CERTAIN TYPES OF DEVELOPMENT. E.G. HOUSING SQUARES AND MEWS COURTS. IN THE CASE OF HOUSING SQUARES, THE COURT SHOULD NOT BE LESS THAN 15 METRES IN WIDTH.

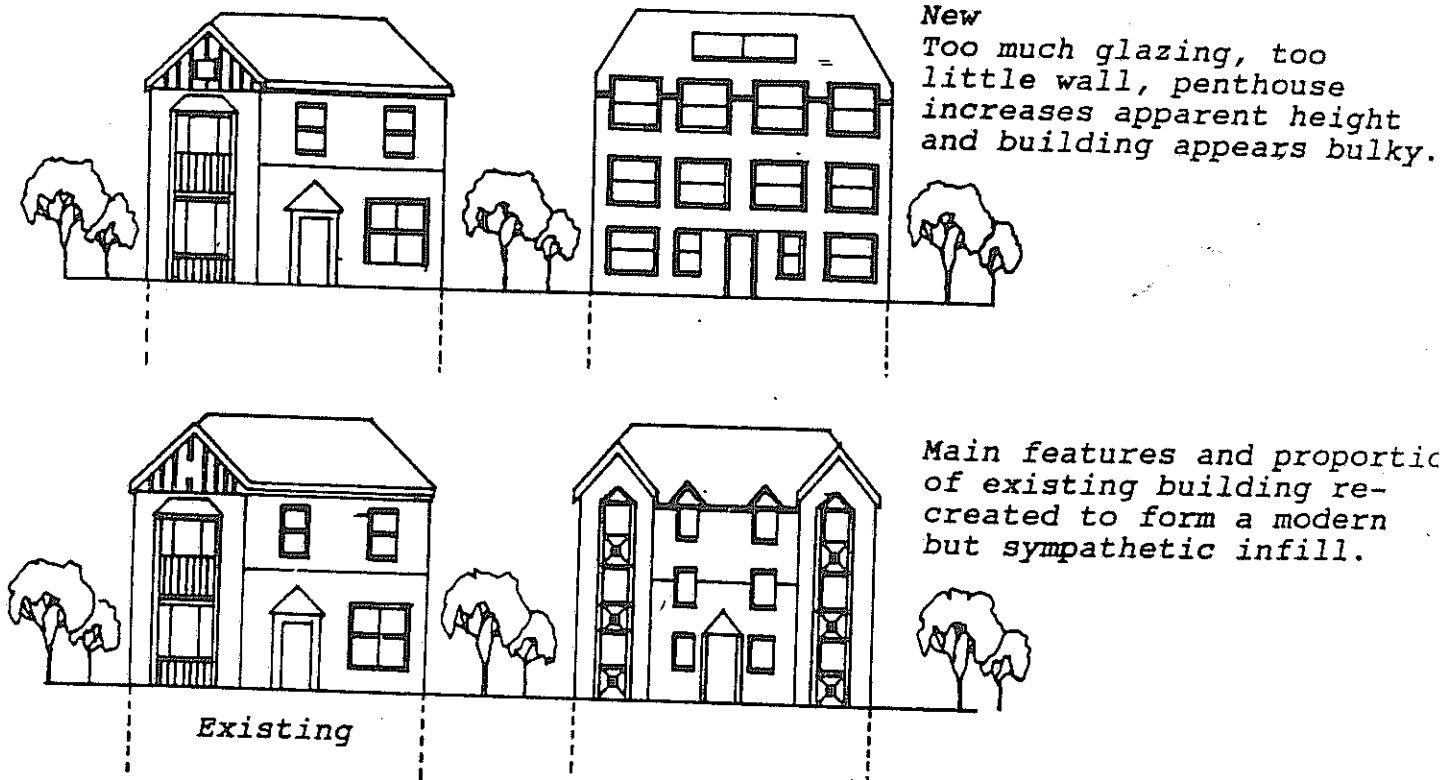
5. ISSUES OF DETAILED DESIGN

- 5.1 The skill of the architect should be brought to bear to the full on new flat development schemes. Policies 1 and 2 considered the general urban design characteristics which are important in fixing the parameters of design. The council is seeking high standards of design will look to the following principles in determining applications for new development.

DESIGN SCALE

In areas of Victorian or Edwardian character the ceiling heights associated with this age of property are taller than those of modern development. This means that the relative scale of the old and new will be different. The newer development will appear taller because of its

number of storeys. However, by the careful use of proportion the old and new can blend.



TRADITIONAL FEATURES

Bays, gables, porches, pitched roofs and ornamental detailing have strong associations with traditional residential areas. The use of such traditional features can help new development to blend into and compliment established areas. Attention should be paid to scale. The use of modern interpretations of traditional features can provide for a compatible new development alongside valued buildings. Balconies are generally only suitable for seafront locations and not in other residential areas.

LANDMARKS

The richness of detailing on traditional buildings not only provides interest in terms of their individual appearance but they can help to act as points of reference or local landmarks in a particular locality and make an area more 'legible'. The use of corner features will be encouraged to achieve this objective.

DETAILING AND MATERIALS

Detailing of facades is to be encouraged in terms of brickwork or other means as appropriate. Attention will be paid to the materials for both wall and roof, having regard to surrounding development. In some cases where the present environment is mundane, rich detailing can

positively enhance such an area.

POLICY 5

- 5a THE COUNCIL WILL HAVE PARTICULAR REGARD TO THE DETAILED DESIGN OF NEW DEVELOPMENT PARTICULARLY WINDOW PROPORTIONS, EAVES HEIGHTS, IN DETERMINING APPLICATIONS.
- 5b THE USE OF GABLES, TRADITIONAL FEATURES, PIKES, LANDMARKS ETC AND DETAILING ON NEW DEVELOPMENT IS ENCOURAGED BY THE COUNCIL.

6. COMMUNAL SPACING

- 6.1 Ancillary space for sitting out etc. will depend on the orientation and availability of space in critical locations. In the case of purpose-built blocks of flats, space will normally, be required for sitting out and amenity space at the level of 10 square metres per person. This is particularly critical in the case of sheltered accommodation, and in these instances it is also appropriate to have a mix of smaller spaces; sheltered, sunny, shaded as well as larger communal spaces.
- 6.2 Space should also be provided for clothes drying areas, bin stores etc. These ancillary areas should be well screened and not in front garden areas. A maximum bin carry distance of 25 metres is required.

POLICY 6

- 6a THE COUNCIL WILL NORMALLY REQUIRE THE PROVISION OF PRIVATE AMENITY SPACE FOR RESIDENTS AT THE RATIO OF 10 SQUARED METRES PER PERSON. IN THE CASE OF SHELTERED ACCOMMODATION, A RANGE OF OUTDOOR SPACES WILL BE REQUIRED. EXCEPTIONS TO THIS GENERAL POLICY MAY BE MADE IF THE DEVELOPMENT ADJOINS PUBLIC OPEN SPACE WHICH IS READILY ACCESSIBLE.
- 6b DRYING AREAS AND OTHER ANCILLARY SPACES SHOULD BE SITED BEHIND THE FRONT MAIN WALL OF THE DEVELOPMENT. A MAXIMUM BIN-CARRY DISTANCE OF 25 METRES IS REQUIRED.

7. CAR PARKING AND ACCESS

- 7.1 The standards for on site car parking and garaging are set out in the County Councils car parking standards

document. These are set out below. Full compliance will be required. The siting of car parking and garaging is crucial. In some occasions it may be possible to site the garaging or car parking below ground level. In other cases garaging and much of the parking should normally be to the rear of the flats. Depending on the location of the site the number of car parking spaces required may result in significant levels of activity and noise which, if close to housing, may itself be sufficient to render the redevelopment scheme unacceptable. Similarly in some cases parking at the front of the flats block may remove valuable garden areas, which is undesirable.

Sheltered housing schemes require less car parking provision generally and may be more appropriate for smaller and 'tighter' urban sites.

POLICY 7

7a

IN THE CASE OF NEW DEVELOPMENT CAR PARKING AND GARAGING WILL BE REQUIRED TO MEET THE FOLLOWING STANDARDS.

In all the following paragraphs, unless explicitly stated otherwise, the term 'one car parking space' means one with the dimensions 5.0m x 2.4m (16ft x 8ft). The aisle between bays placed at right angles to it shall in this case have a minimum width of 6m (20ft). Alternatively, if so desired, the aisle width may be reduced to 5m (16ft) provided that the bays are placed at an angle of about 70° to the direction of traffic flow in the aisle.

FAMILY HOUSING

Operational Requirements

None.

Non-operational Requirements

Residents: one garage space for every house with a drive, or one conveniently placed off-street car space for every dwelling without a drive.

Visitors: one car space for every house with a drive, or one conveniently placed off-street car space for every dwelling without a drive — except in cases like 'Housing Squares' where all parking places are provided communally, when only one half of a car space for each dwelling is considered adequate.

- N.B. 1. *The parking standards in the town centres named in paragraph 1.7(a) and (b) may be relaxed in appropriate locations to permit the provision of garage and parking spaces.*
2. *These standards may be reduced in local authority estates, provided that the location of the site and its relationship to public transport facilities are suitable. In all circumstances, however, enough land should be made available, even if not initially laid out, to provide sufficient parking spaces to meet the normal requirements for both residents' and visitors' use.*
3. *For Housing Squares, see 'Residential Road Design Guide', Lancashire County Council 1985.*

SINGLE BEDROOM HOUSING, including Bed-sitters

Operational Requirements

None.

Non-operational Requirements

Residents: three conveniently placed off-street car spaces for every four dwellings.

Visitors: one conveniently placed off-street car space for every two dwellings.

- N.B. 1.** *The parking standards in the town centres named in paragraph 1.7(a) and (b) may be relaxed in appropriate locations to permit the provision of garage and parking spaces.*
- 2.** *These standards may be reduced in local authority estates, provided that the location of the site and its relationship to public transport facilities are suitable. In all circumstances, however, enough land should be made available, even if not initially laid out, to provide sufficient parking spaces to meet the normal requirements for both residents' and visitors' use.*
- 3.** *These standards may be reduced in the case of conversions of older property, provided that facilities for on-street parking are adequate.*

RETIREMENT HOUSING (owner-occupied)

Operational Requirements

None.

Non-operational Requirements

Residents and Visitors: two conveniently placed off-street car spaces for every three dwellings.

N.B. *Some reduction in town centre (as distinct from suburban) locations may be permissible, where circumstances justify this.*

SHELTERED HOUSING (tenanted)

Operational Requirements

None.

Non-operational Requirements

Warden (if applicable): one conveniently placed garage or car space.

Residents and Visitors: one conveniently placed car space for every three dwellings.

N.B. *Some reduction in town centre (as distinct from suburban) locations may be permissible, where circumstances justify this.*

7b PROPOSALS WILL BE RESISTED WHERE THE AMOUNT AND SITING OF THE CAR PARKING AND GARAGING WOULD CREASE UNDUE DISTURBANCE AND ACTIVITY JUDGED AGAINST EXISTING PATERNS OF USES SURROUNDING THE SITE. CAR PARKING AND OPERATIONAL SPACE WHICH SIGNIFICANTLY REDUCES THE AMENITY OF FRONT GARDEN AREAS WILL GENERALLY BE UNACCEPTABLE.

8. LANDSCAPING

8.1 Section 59 of the Town and country requires planning authorities to ensure that adequate provision is made by the imposition of conditions, for the preservation or planting of trees. Trees are a particular feature of many parts of the borough and the Council anxiously pursue a policy of "greening the environment". In most cases the Council will require extensive planting to be included in re-development schemes. It has often been the practice to consider landscaping proposals as an after-thought. However, tree planting and general landscaping should be seen as an integral part of re-development to compliment the building and the environment generally. Similarly, hard landscaping treatment should be seen as a major part of the overall setting of a new building. The use of qualified landscape architects for this purpose is advised and guidance on the suitability of particular species of tree or shrub is available from the Council.

POLICY 8

THE COUNCIL WILL REQUIRE FULL LANDSCAPING PROPOSALS TO BE SUBMITTED WITH FULL APPLICATIONS FOR PLANNING PERMISSION. THIS SHOULD INCLUDE SCHEDULES OF SPECIES, PROGRAMMES OF PLANTING AND FULL DETAILS OF LAYOUT. FULL DETAILS OF HARD LANDSCAPING SHOULD LIKEWISE BE INCLUDED.