AFFORDABLE HOUSING DISTRIBUTION

BF01.01 – Cluster Size

Affordable houses must be grouped in clusters as set out in the table below where 'development size' is determined by the number of homes per Reserved Matters or Full Application (not an Outline Planning Application).

A cluster is defined as a coherent grouping of dwellings positioned in close proximity to each other, that share a common access or entry sequence such as a street, communal entrance, parking court or courtyard.

Development Size	Minimum Cluster Size	Maximum Cluster Size
10-50 homes	6	8
51-500 homes	6	12
500+ homes	6	24

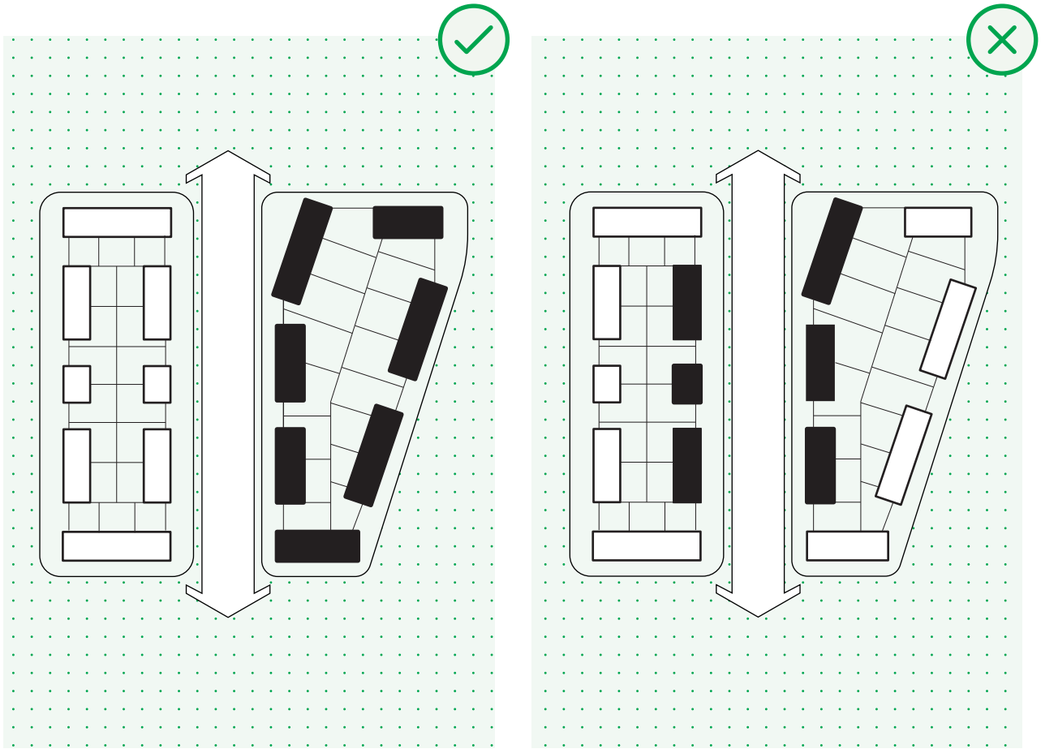
BF01.02 – Distribution

Affordable housing clusters must be distributed evenly across the site with equal access to open space, amenities, social infrastructure and public transport.

Proposals that place the majority of affordable housing clusters in the least desirable parts of the site (for example along railway tracks) will not be permitted.

BF01.03 – Streets

Affordable homes must not be located opposite eachother on the same street. As such, affordable homes must be clustered by block rather than by street as illustrated in the figure below.



Westholm Green, Letchworth Garden City, Barry Parker and Raymond Unwin
Map Location →

BALANCING VARIETY AND CONSISTENCY

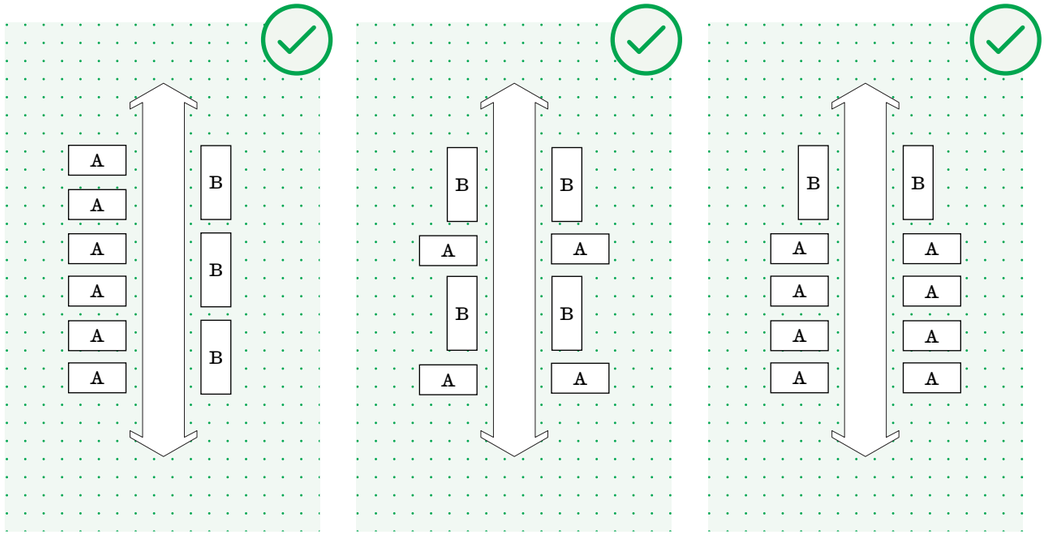
BF02.01
Materiality, massing, type and form of buildings on a street must work together to create a network of legible routes that each have their own character and are discernible from eachother.

Successful streets vary either materiality, form or none. Streets that include a variety of house types in multiple primary materials are overwhelming and will not be permitted. With this is mind, built form on streets must be designed in accordance with one of the categories outlined on the next pages.

BF02.02 sets out requirements for streets that have consistent materiality and form, BF02.03 covers streets that vary form and BF02.04 covers streets that vary materiality. All requirements per category are organised around location, use, materiality and form.

BF02.02 – Consistent Materiality and Form

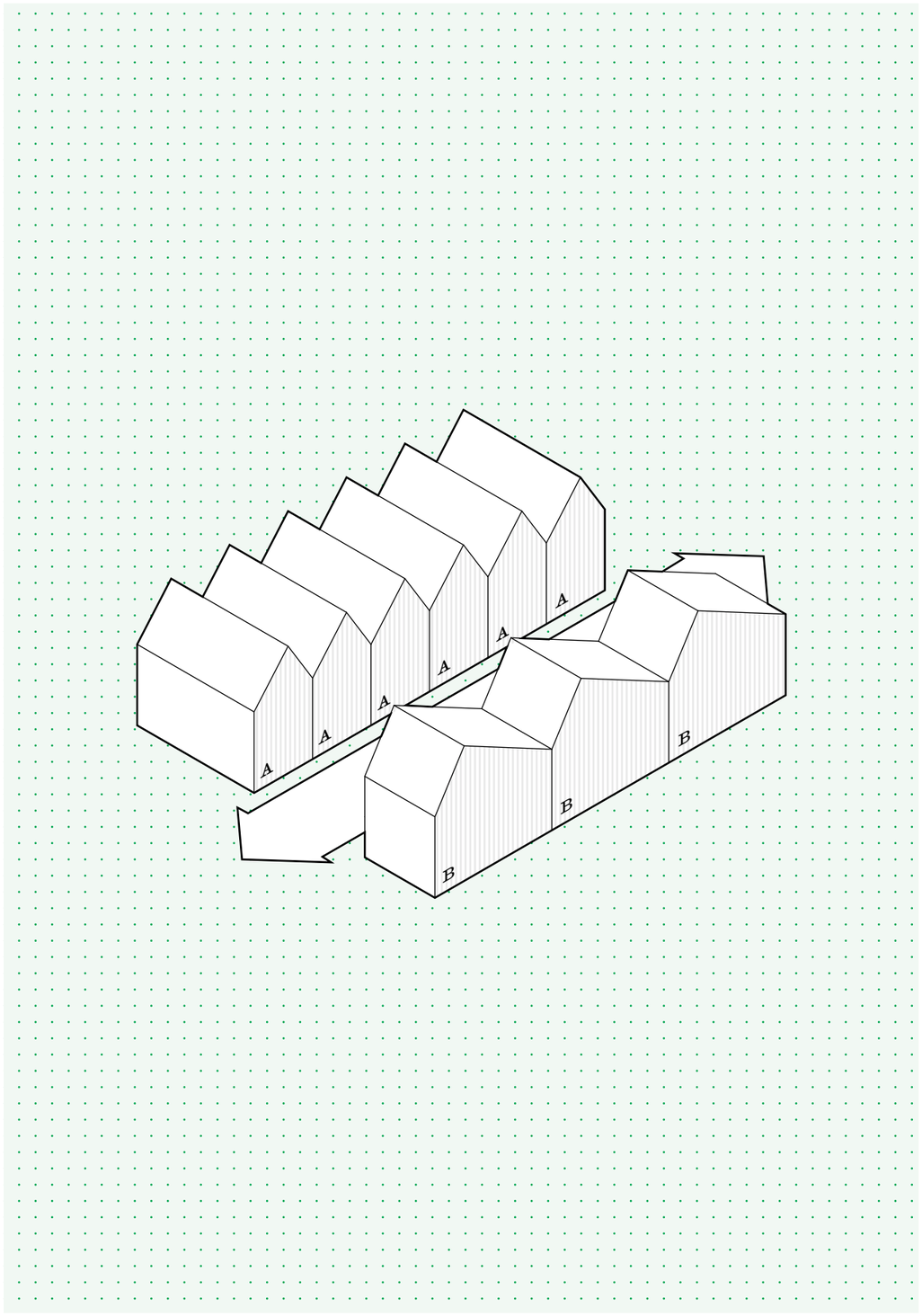
BF02.02A – Location and Use	Suitable for short runs of residential streets that must not exceed 150m in length and are appropriate for both rural and urban settings. May be used to frame views to focal points as their consistency emphasizes changes in the materiality and tone of the building terminating the vista.
BF02.02B – Materiality	Consistent materiality on this street type is defined as all buildings on the street having the same primary material.
BF02.02C – Form	Consistent form on this street type is defined as a maximum of two house types that must be arranged rationally as per the diagrams below.



From left to right:
Arrangement where each side of the street incorporates a consistent house type.
Arrangement where house types are alternated on both sides of the street.
Arrangement where house types are consistent on both sides of the street and change to frame views.

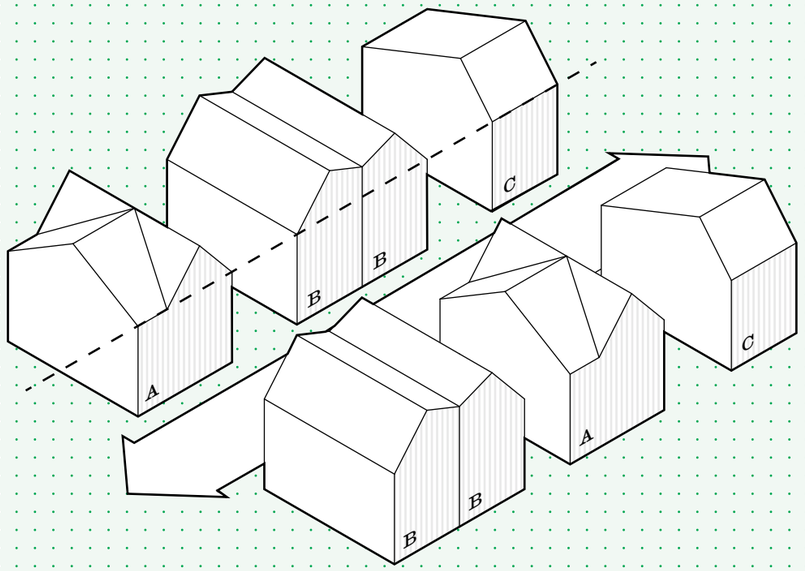
Stockens Green, Knebworth, Sir Edwin Lutyens Map Location →

De Beauvoir Sqaure, Hackney, London Map Location →



BF02.03 – Consistent Materiality and Varied Form

BF02.03A – Location and Use	Suitable for longer streets and are appropriate for both rural and urban settings.
BF02.03B – Materiality	Consistent materiality on this street type is defined as all buildings on the street having the same primary material. Slight tonal variations will be permitted.
BF02.03C – Form	Varied form on this street type is defined as a maximum of ten house types that must have a consistent ridge height.

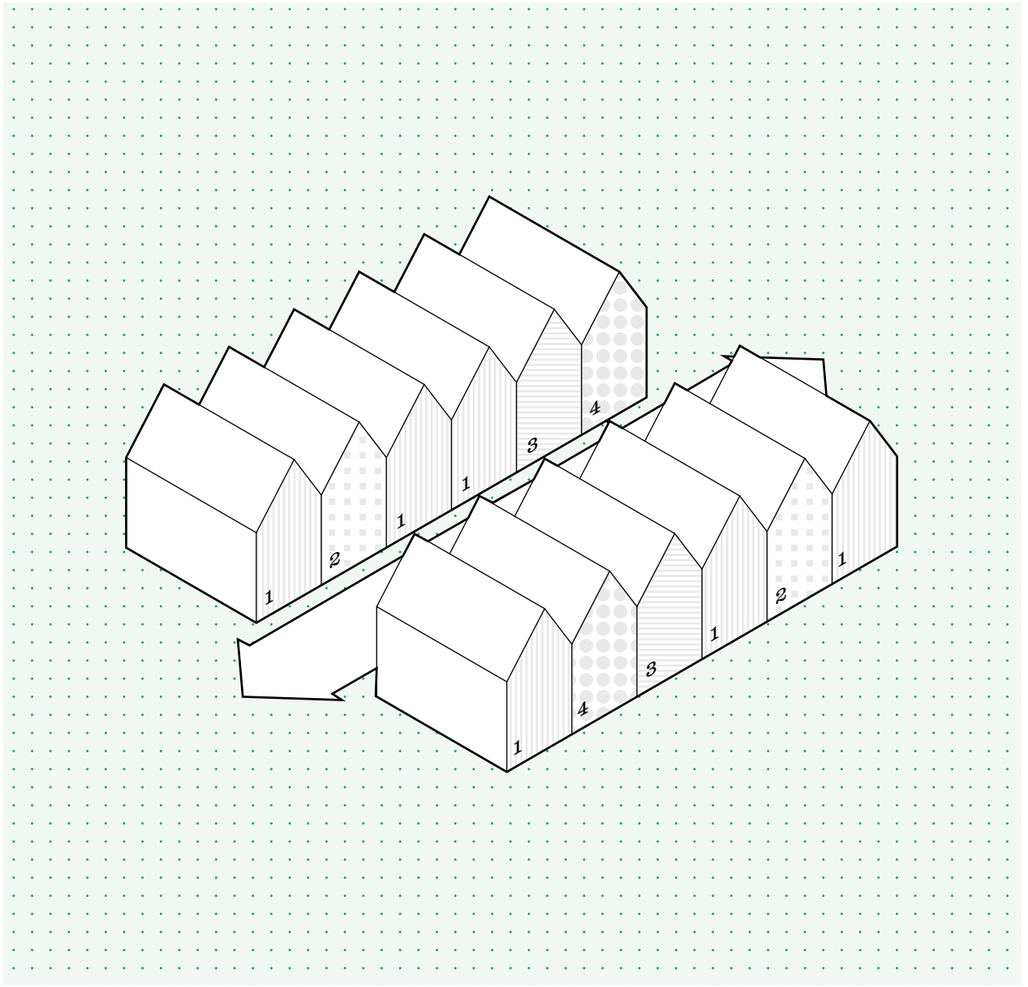


Hillshott, Letchworth Garden City More info →

Marleigh Park, Cambridge, JTP (2026) Map Location →

BF02.04 — Varied Materiality and Consistent Form

BF02.04A — Location and Use	Suitable for short runs of residential streets that must not exceed 150m in length and are appropriate for both rural and urban settings.
BF02.04B — Materiality	Varied materiality on this street type is defined as a maximum of four primary materials. At least half of the houses on the street must be in the same primary material.
BF02.04C — Form	Consistent form on this street type is defined as one house type.



ARCHITECTURAL APPROACH

Development must deliver buildings with a clear sense of character and identity, shaped by a rigorous understanding of the site, its landscape setting and the distinctive qualities of the surrounding area.

The Council supports innovative building forms where they are justified by a robust design rationale. In areas with limited or fragmented character, development must establish a new and coherent identity.

BF03.01 – Contextual Analysis and Design Rationale

A comprehensive and clearly presented contextual analysis must underpin the architectural strategy for all development. This analysis must be included in the Design and Access Statement and must demonstrate; how the natural environment informs siting, orientation and form, how street patterns, block structures and landscape features influence layout, how building scale, massing and proportions relate to surrounding streets and spaces, which elements of local character, such as materials, roof profiles or building rhythms are relevant, how the proposal will protect, reinforce or improve the area's character.

Purley Downs Road, Croydon, Harp & Harp (2025), Map Location →

The analysis must not result in stylistic imitation. It must identify what must be retained to protect valued character, what must be improved to address weaknesses and what must be introduced to create a distinctive, well-functioning neighbourhood.

Development that does not demonstrate a rigorous understanding of context will not be permitted.

BF03.02 – Avoiding Generic Design

Proposals must not rely on generic national house types or poorly adapted standard designs. Poor-quality buildings in the surrounding area must not be used to justify further low-quality or generic development.

The contextual analysis (see BF03.01) must identify positive and exemplary built-form characteristics, within the immediate surroundings where possible, or from the wider district or region where local examples are weak, and clearly demonstrate how these higher-quality references have informed the proposal.

Development that fails that applies generic solutions, will not be permitted.

BF03.03 – Positive Legacies

New buildings must be rooted in the context while positively shaping the future character of the neighbourhood.

BF03.04 – Quality and Longevity

Buildings must be designed for long-term performance using high-quality, durable materials supported by robust detailing. Material choices must respond to local character and weathering conditions. Construction methods and detailing must deliver longevity, ease of maintenance and visual quality.

BF03.05 – Conservation and Heritage Settings

All proposals must consider whether change within the setting of a heritage asset would affect its significance. Where the setting contributes to that significance, development must conserve and, where possible, enhance it.

Proposals within Conservation Areas, or affecting their setting, must also be informed by the relevant Conservation Area Appraisal and reinforce the areas defining qualities.

PRIVATE AMENITY FOR APARTMENTS

BF04.01

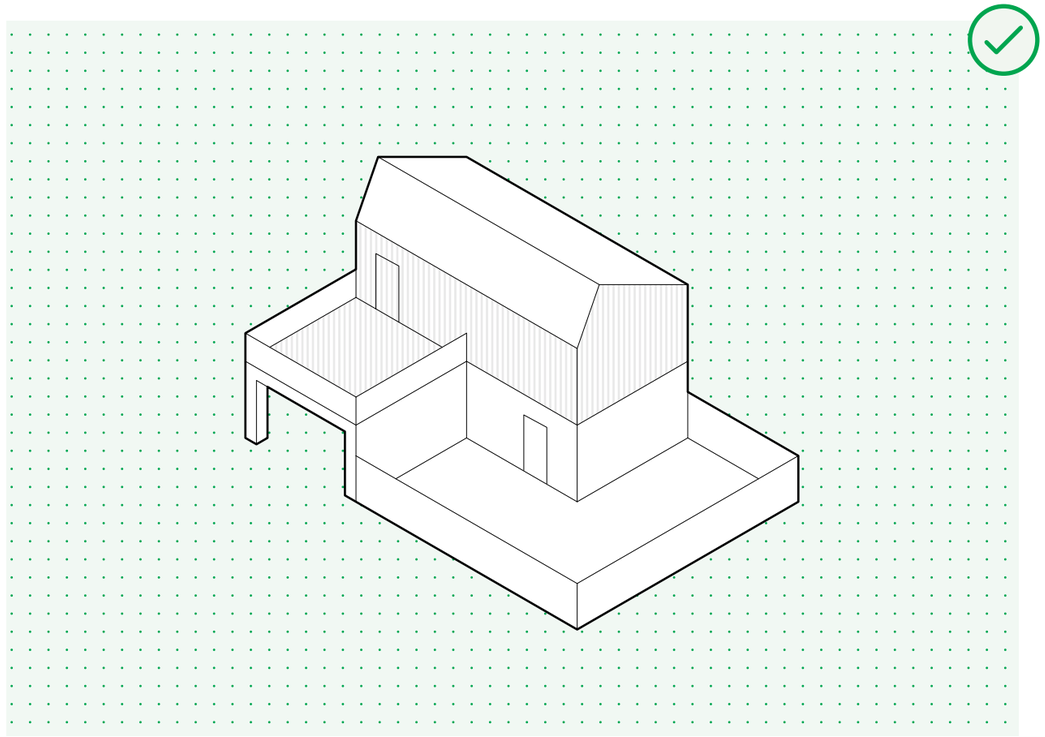
Private outdoor space, such as balconies, must be provided for all apartments in accordance with the table below.

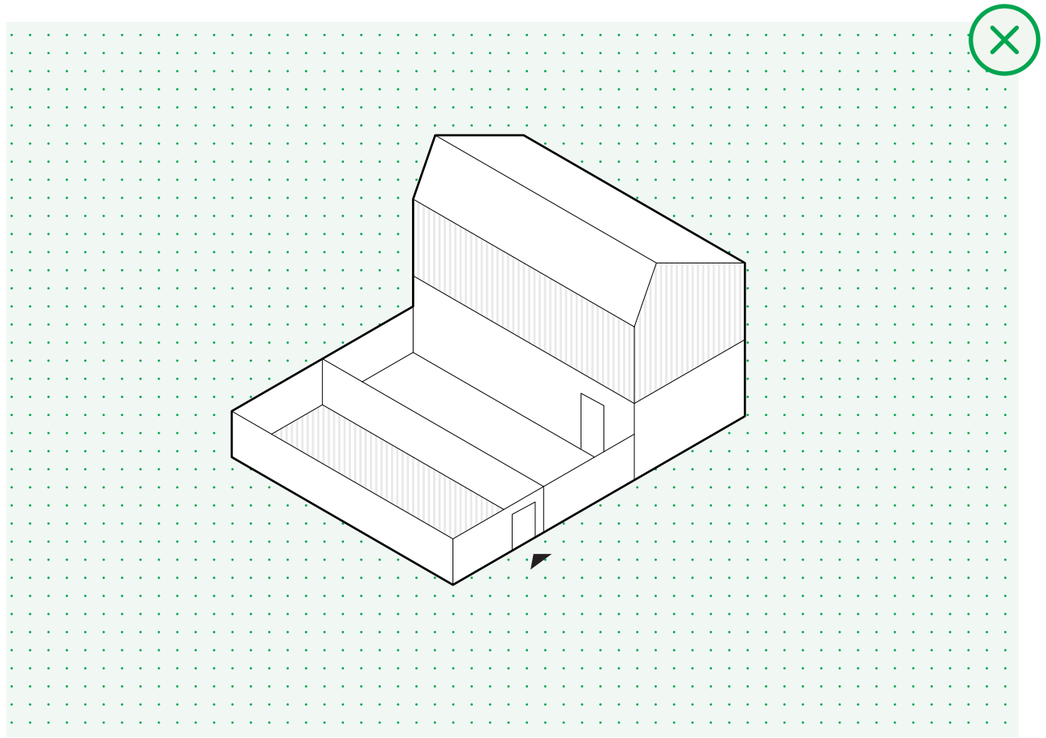
Number of bed spaces	Minimum depth and width	Minimum area
1	1.5m	5 sqm
2	1.5m	5 sqm
3	1.5m	6 sqm
4	1.5m	7 sqm
5	1.5m	8 sqm
6	1.5m	9 sqm

BF04.02

Private amenity space for all apartments (including maisonette typologies) must be directly accessible from the principal living area of the dwelling.

Maisonettes with detached rear gardens as their only form of private amenity will not be permitted.





COMMUNAL AMENITY FOR APARTMENTS

BF05.01 – Quantum
A minimum of 50sqm of communal amenity space must be provided for apartment buildings with an additional 5sqm per dwelling over 5 dwellings.

For example, an apartment building with 12 dwellings must provide a communal amenity space of at least 85sqm.

BF05.02 – Access
All apartments must have direct access to the communal amenity space via a communal entrance or lobby. Communal gardens on ground floor must directly adjoin the apartment building it serves.

BF05.03 – Landscaping
Communal gardens must have a minimum of 50% soft landscaping and a minimum of one tree per dwelling.

For example, an apartment building with 12 dwellings must provide a communal amenity space incorporating a minimum of 12 trees.

BF05.04 – Boundary Treatment
Communal gardens must be enclosed by walls or buildings with no public access or visibility from the public realm. Fencing as boundary treatments will not be permitted.

BF05.05 – Defensible Space
Dwellings that face directly onto the communal amenity space must incorporate a minimum defensible space of 1.5m to ensure adequate privacy for residents.

PRIVATE AMENITY FOR HOUSES

BF06.01 – Quantum

Private amenity space must meet the minimum area and depth requirements as set out in the table below.

Number of bedrooms	Minimum area of rear garden	Minimum depth (m)
1	50 sqm	10*
2	50 sqm	10*
3+ in urban locations	60 sqm	7
3+ in rural locations	80 sqm	7

Urban locations are defined as development in and adjoining Letchworth Garden City, Baldock, Hitchin, Royston, Stevenage and Luton.

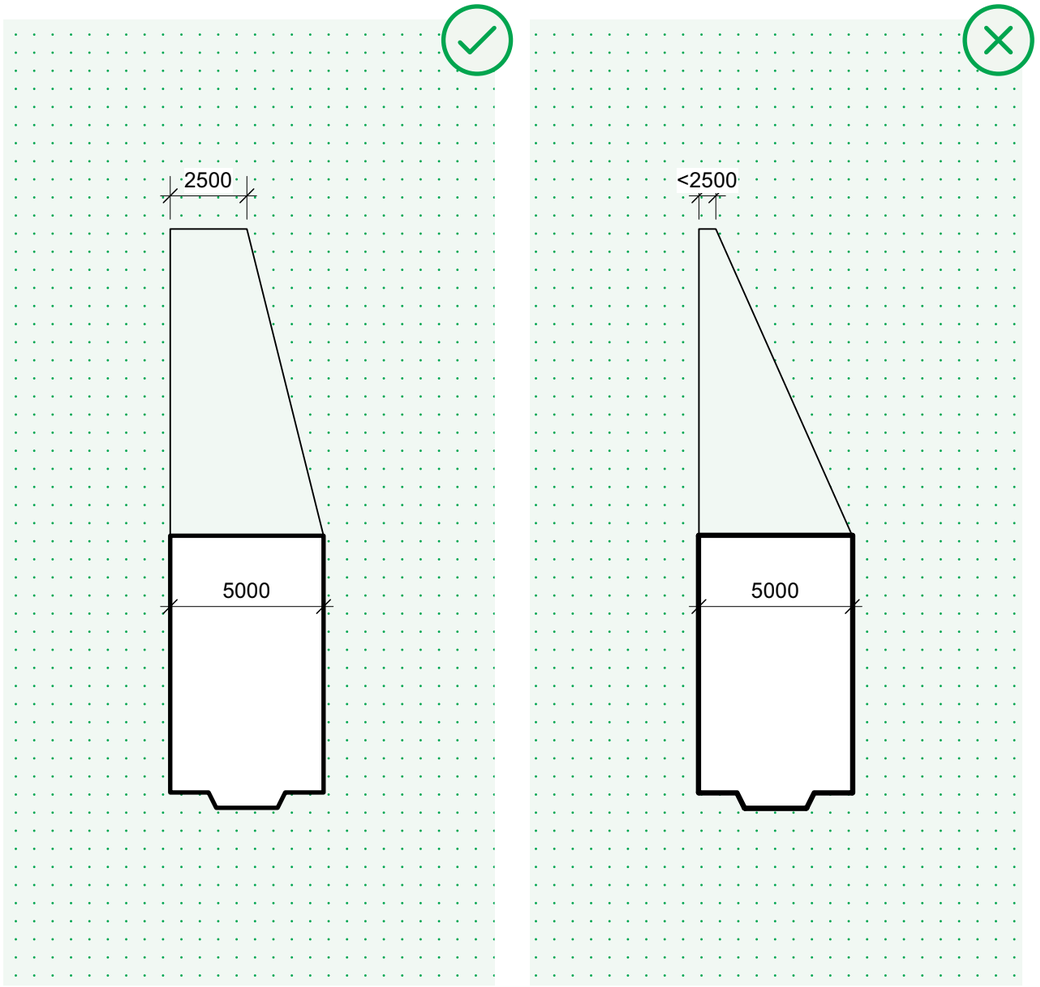
All other locations are defined as rural for the purposes of the table above.

*If substantial front gardens (depth >2m) or first floor amenity is provided, the minimum rear garden depth for one and two bedroom properties may be reduced to 7m.

BF06.02 – Layout

Private amenity space must be regularly shaped. Tapered or oddly shaped gardens that reduce to more than half the plot width will not be permitted. Amenity space to the side of dwellings are excluded from this requirement.

For example, a rear garden for a dwelling on a 5m wide plot must maintain a minimum width of 2.5m.

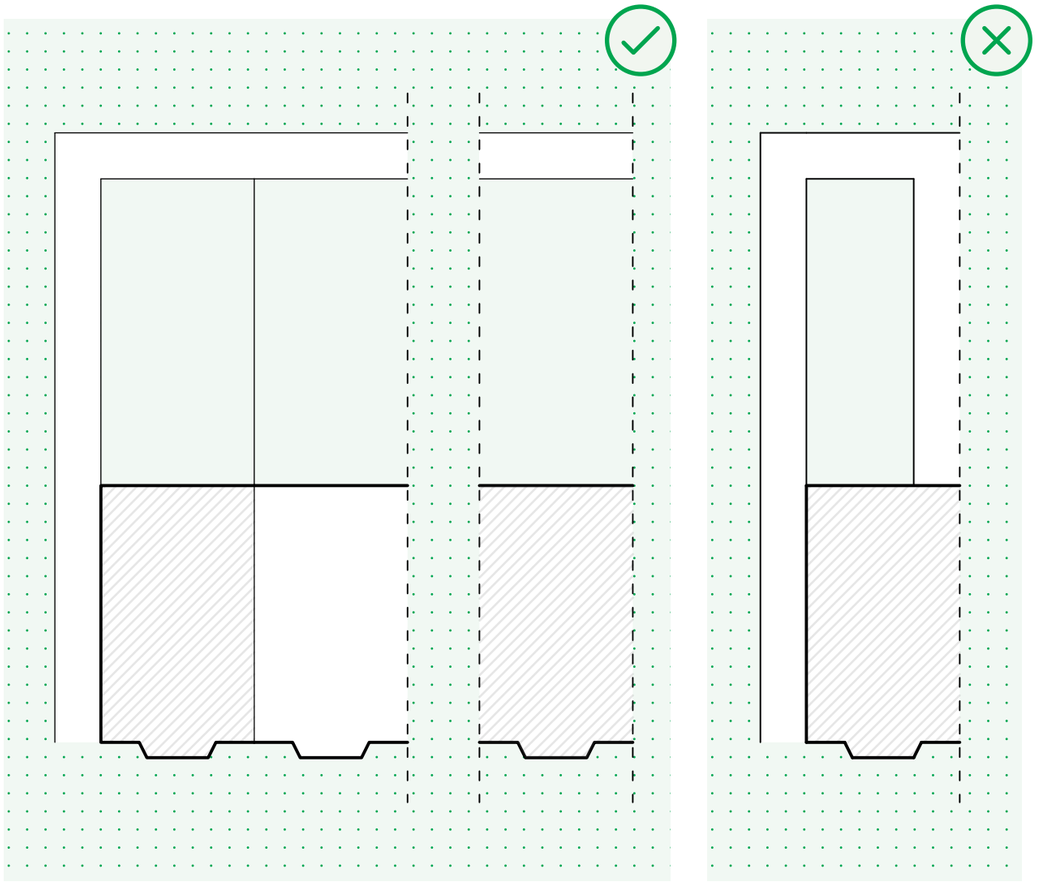


BF06.03 – Levels

A minimum of 50% of private amenity space must be at the same level to ensure usability by residents.

BF06.04 – Boundaries

Rear gardens must not be surrounded by access alleyways on more than one side with the exception of end of terrace plots which may incorporate access alleyways on two sides as illustrated below. In any circumstance, rear gardens surrounded by access alleyways on three sides will not be permitted.



BF06.05

Front gardens and defensible space at the front of homes must incorporate a minimum depth of 0.9m to the footway or carriageway to ensure adequate privacy for residents.

BF06.06

Front gardens and defensible space at the front of homes must not exceed 3.5m depth to prevent the loss of gardens to frontage parking.

COMMUNAL AMENITY FOR HOUSES

BF07.01

In some contexts, providing communal amenity for a small group of houses may be more appropriate then Tier 1 Open Spaces that are publicly accessible. The council are open to exploring this approach and would support the provision of such spaces provided they are well-overlooked and internal to the plot layout for a sense of intimacy.

It is assumed that any communal amenity space for houses would replace Tier 1 Open Space provision for dwellings with access.

This typology is particularly relevant when working in Garden City contexts such as Letchworth and Knebworth.

Rushby Walk, Community Allotments, Letchworth Garden City Map Location →

CYCLE PARKING AND STORAGE

BF08.01 – Quantum

Secure cycle parking must be provided in line with the table below.

Number of Bedrooms	Primary Spaces (on plot)	+	Secondary Spaces (on plot)	or	Secondary Spaces (communal)
1	1	+	1	or	0.25
2	2	+	1	or	0.25
3	2	+	2	or	0.75
≥4	2	+	3	or	1.25

Primary spaces (in the second column) refer to the minimum number of secure on plot spaces that must be provided for all homes. These spaces must comply with codes BF08.02-09. In higher density developments, primary spaces can also be provided in communal stores and must comply with BF08.10-16.

Secondary spaces (in the third and fourth columns) refer to the additional spaces required which can either be accommodated elsewhere on the plot (in a rear garden shed for example) or in a communal cycle store.

On Plot Cycle Parking

BF08.02 – Location

Primary on-plot cycle parking for houses must be accommodated in locations that prioritise convenient and direct access to the street. This is typically at the front or side of the dwelling in a secure cycle store, car port or garage.

Cycle parking may be provided in rear gardens or coach houses where access to the street is direct, safe and unobstructed, and where the route is no less convenient than access for cars, ensuring cycle use is not disadvantaged as a primary mode of travel.

BF08.03 – Accessibility

Primary secure cycle parking must not require cycles to be stored upright or in double-stacked racks.

BF08.04 – Minimum Clearance

A passageway of 1200mm width must be kept clear to manoeuvre cycles from the secure store to the street, avoiding tight corners.

BF08.05 – Design

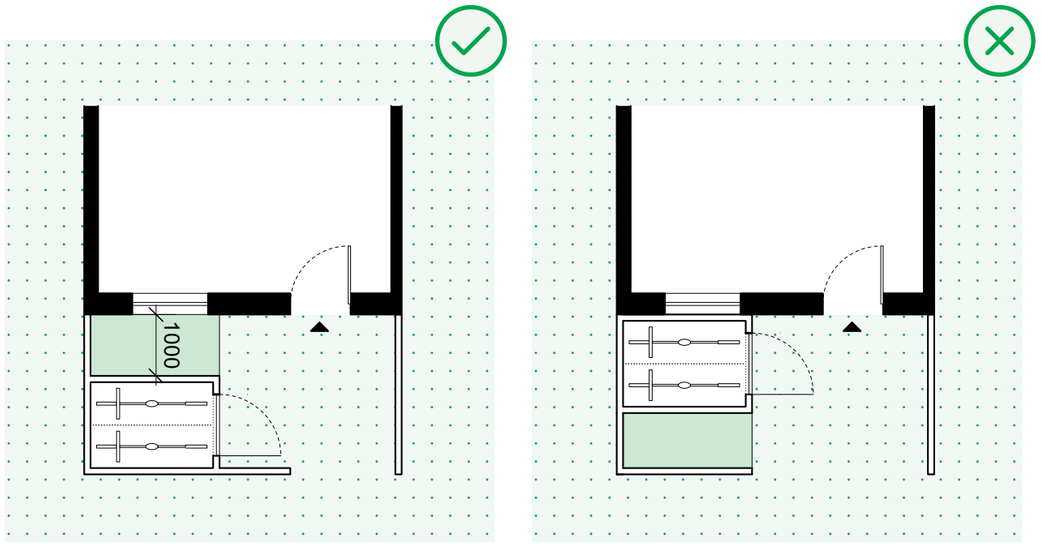
Cycle storage at the front of houses must be holistically integrated into the boundary treatment for defensible space. Disjointed elements in different materials will not be permitted.

BF08.06 – Materiality

Secure cycle storage at the front of houses must be constructed primarily from the same materials as the main structure or high quality timber.

BF08.07 – Habitable Rooms

If secure cycle stores run parallel to the front elevation of the dwelling, then a minimum corridor of 1000mm must be provided between the back of the store and front elevation of the dwelling to maintain a positive outlook from habitable room windows.

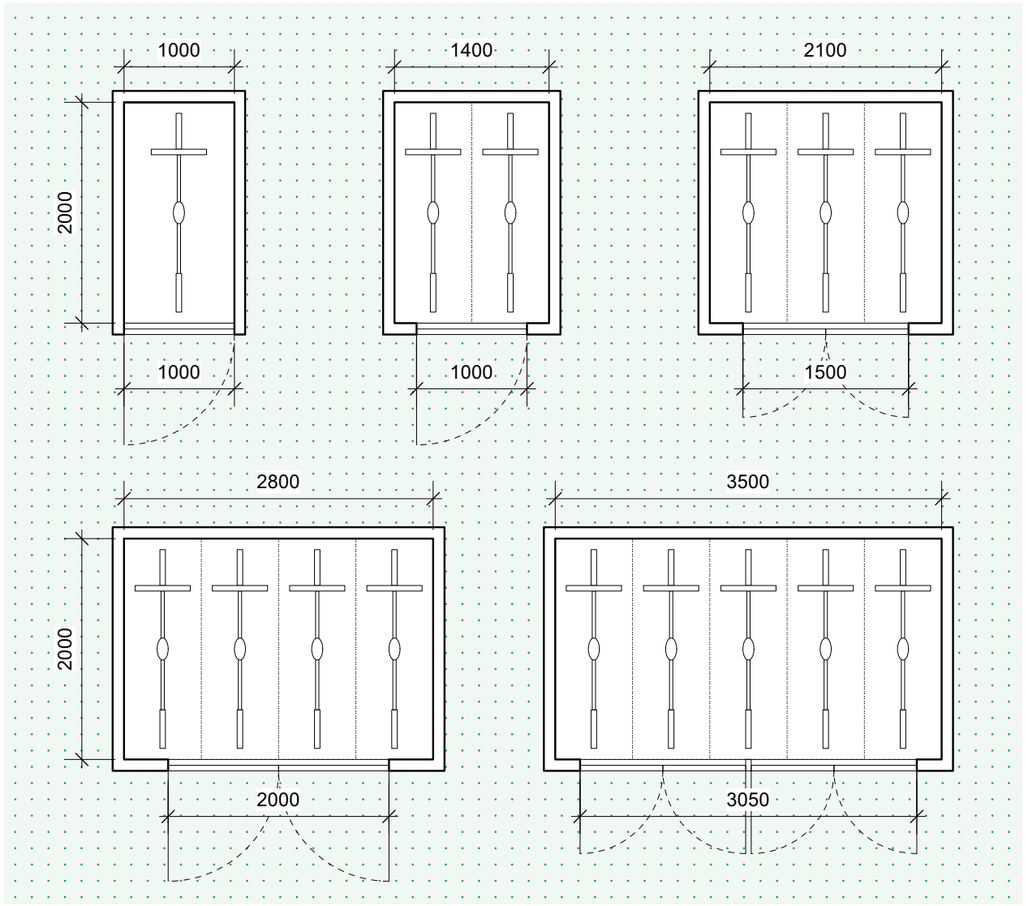


BF08.08 – Garage Access

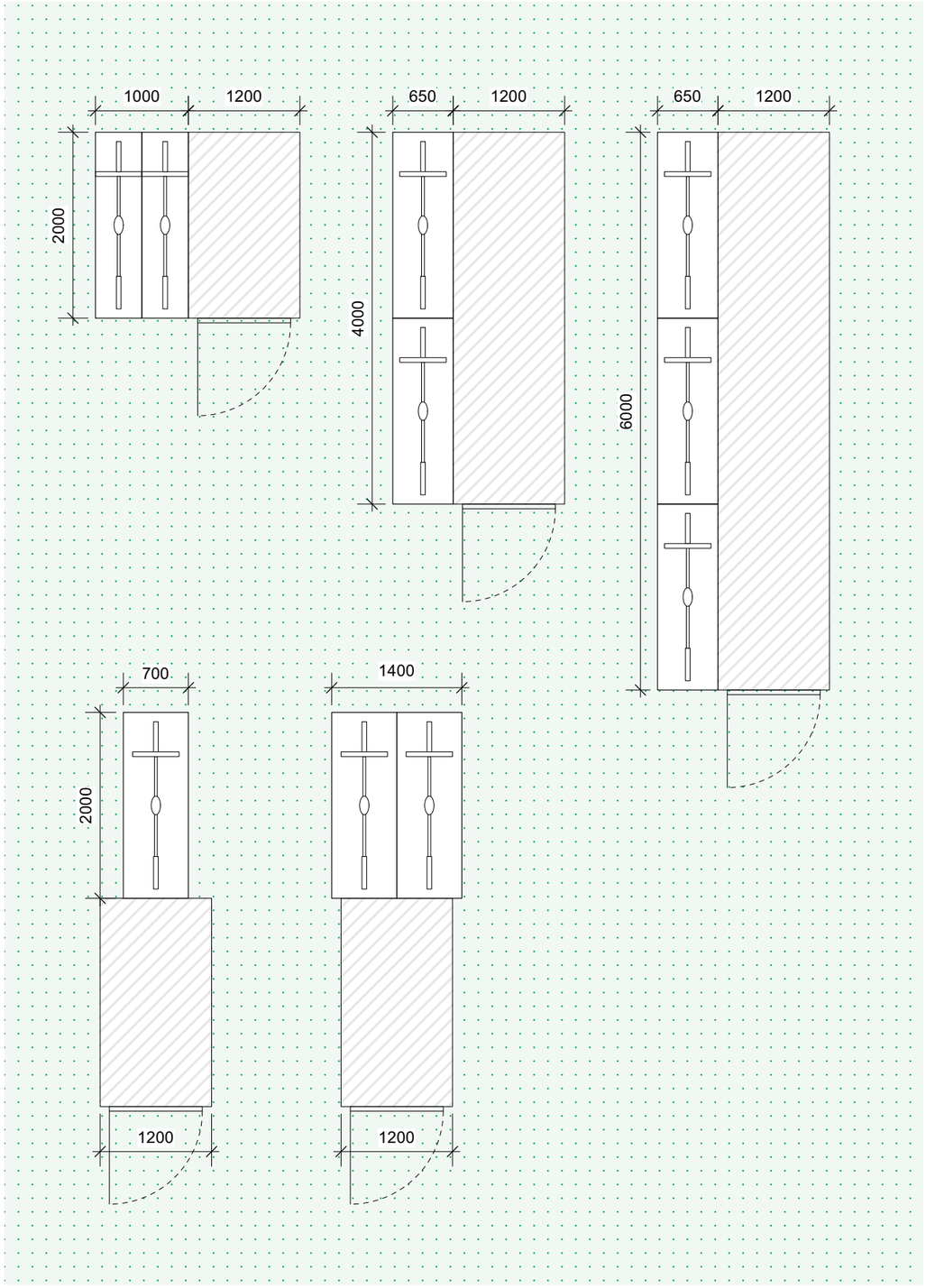
Any garages accommodating cycle storage must provide a hinged pass door with a minimum clear width of 1000mm.

BF08.09 – Critical Dimensions

All secure on-plot cycle parking spaces (primary and secondary) must be designed in accordance with the diagrams below to ensure adequate space and ease of access for users.



Freestanding secure cycle stores for 1-5 bikes.



Critical dimensions required for 1-3 cycles incorporated into built structures (such as garages or coach houses).

Communal Cycle Parking

Communal cycle parking may be accommodated in on-street bike hangars or within purpose-built structures that can be combined with other uses such as community rooms or refuse storage. Communal cycle stores work well with terrace parking courts (see PA02.05) as they bring activity and footfall to these public realm areas.

BF08.11-16 do not apply to on-street bike hangars which are supported and encouraged.

BF08.10 — Location

Communal cycle stores must be within 100m walking distance of residents' front doors.

BF08.11 — Accessibility

Cycle parking in communal stores must not require cycles to be stored upright or in double-stacked racks.

BF08.12 — Design

Communal cycle stores must be located in well-surveilled areas with a minimum of habitable room window directly overlooking the entry point.

BF08.13 – Materiality
Communal cycle stores must be built from high quality materials with detailing equivalent to the surrounding homes.

BF08.14 – Access Aisles
All access aisles in communal cycle stores must be a minimum of 1.1m to manoeuvre bikes in and out of the space.

BF08.15 – Fenestration
Communal cycle stores must include a minimum of one window to provide natural daylight to the cycle space and a sense of safety to users.

BF08.16 – Co-location
Communal cycle stores co-located with other uses is supported and strongly encouraged. Any additional uses must be separated from the cycle storage space by an internal wall for security.

WASTE AND REFUSE STORAGE

BF09.01
Waste and refuse storage solutions on new developments must comply with ‘East and North Herts Shared Waste Services Waste Storage and Collection Guidance for Developers’ requirements.

BF09.02
Residents must not have to move bins more than 30m from their secure storage area to the collection point.

BF09.03
A passageway of 1100mm must be provided to manoeuvre wheelie bins from the storage area to the refuse collection point.

BF09.04
If bin storage is accommodated in a garage, the space must be naturally ventilated. Permitted solutions include perforated doors and metal gates to ensure adequate odour control and fire safety.

BF09.05

Secure bin storage if provided at the front of houses must be primarily constructed from the same materials as the main structure or high quality timber.

BF09.06

Secure bin storage at the front of houses must be holistically integrated into the boundary treatment for defensible space. Disjointed elements in different materials will not be permitted.

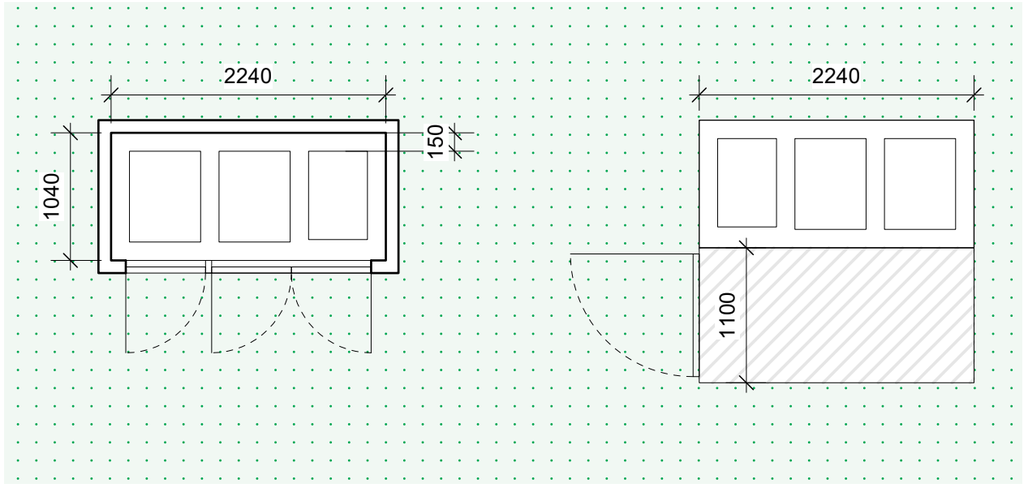
BF09.07

Houses must provide bin storage for a minimum of one 180L and two 240L bins, in accordance with the dimensions set out in the table below. Provision for an optional 240L garden waste bin may be made within the garden on a suitable hardstanding area.

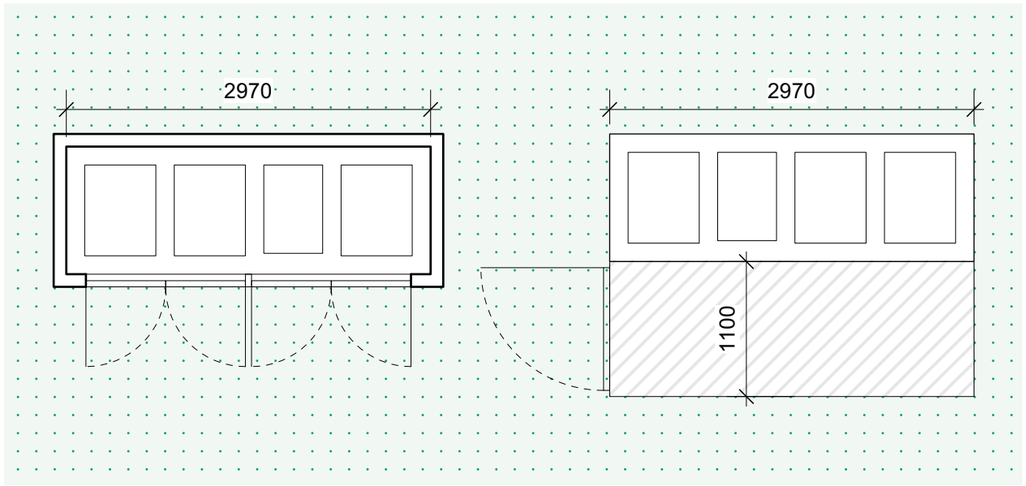
Capacity	Dimensions (mm)	Material
180L	480(w)x750(d)x1080(h)	Residual Waste
240L	580(w)x750(d)x1080(h)	Fibre, Paper and Card
240L	580(w)x750(d)x1080(h)	Mixed Dry Recycling
240L	580(w)x750(d)x1080(h)	Garden Waste

BF09.08

Refuse storage for houses must be designed in accordance with the figure below setting out critical dimensions for freestanding and integral refuse stores for three bins.



Refuse stores that accommodate additional space for the garden waste bin must be designed in accordance with the figure below.



PARKING HIERARCHY

Proposals must demonstrate that all homes have safe and direct access to a high-quality public transport network and local services, and that reliance on private vehicles is not required for day-to-day travel.

PA01.01 – Low-Car Developments

Low-car developments with parking provision limited to Blue Badge users will be supported in Town Centre locations and sites within a convenient walking distance of a train station or major transport hub.

PA01.02

For all other residential developments, parking must be provided in accordance with the table opposite:

Number of Bedrooms	On-Plot Spaces	+	On-Plot Spaces within a Garage or Carport	or	Off-plot Unallocated Communal Spaces
1	-		-		1
2	1		-		1
3	1	+	1	or	1
≥4	2	+	1	or	0.75

PA01.03

Off plot parking spaces must be within 100m of residents' front doors.

PA01.04

Car port and garages must be appropriately dimensioned to park a car and incorporate any additional items (such as storage, refuse and cycle storage) and will be counted as a parking space if provided. Refer to PA03 for critical dimensions.

PA01.05

Development proposals that include triple tandem parking will be refused. For the avoidance of doubt, tandem parking spaces positioned in line with a garage will be treated as triple tandem, irrespective of whether the garage is designated as a parking space.

PA01.06

Part M4(3) wheelchair accessible homes are exempt from the parking hierarchy requirements.

COMMUNAL PARKING TYPOLOGIES

The communal parking typologies outlined on the following pages offer a variety of ways of integrating parking within the public realm to ensure cars are well-surveilled and do not dominate the street scene. It is important that the appropriate typology is selected based on the site context and intended character.

Parking Squares (PA02.08)

Parking squares are landscape-led spaces that prioritise public realm benefits with parking as a secondary function. They are framed by active frontages such as residential entrances, ensuring strong passive surveillance and overlooking. In the long term, parking spaces can be converted to open space if parking demand reduces.

This typology can be incorporated at a variety of scales and contexts. In all instances, parking is arranged along the edge of the open space, accessed directly from the neighbouring streets.

Terrace Parking Courts (PA02.09)

Terrace parking courts are small clusters of perpendicular parking integrated within breaks in the built form along street frontages. To encourage active use and passive surveillance, they may incorporate ancillary functions such as communal cycle and refuse storage or shared hobby spaces.

Farmstead Parking Courts (PA02.10)

Farmstead parking courts reference a collection of farm buildings that work together to create an internal courtyard. This typology is appropriate for more rural and suburban contexts that require a looser urban grain. It is important that these courts are small in scale, serving a maximum of eight homes to ensure they accurately reflect their historic reference.

Rear Parking Drives (PA02.11)

Rear parking drives are permeable linear parking features located to the rear of apartment blocks and are utilitarian spaces whose primary function is to maximise parking for higher density housing.

Rear Parking Courts (PA02.12)

Rear parking courts are also designed to maximise car-parking for higher density housing typologies. They must incorporate a secure entrance and serve a small group of dwellings to ensure the safety of residents.

The following codes apply to all communal parking typologies and must be read in conjunction with the specific requirements set out on the next pages.

PA02.01 – Allocation of Spaces

The allocation of spaces within communal parking typologies will depend on whether the parking spaces provided are primary or secondary. Primary spaces must be allocated to ensure residents have guaranteed access to a space in close proximity to the home. Secondary and additional spaces must be unallocated.

PA02.02 – Demarcation of Bays

Parking bays must be delineated subtly through hard surfacing treatments (such as edging or changes in tone) or discs set into the hardstanding. Painted lines and numbers will not be permitted in any type.

PA02.03 – Boundary Treatments

Any visible boundary treatments from the public realm must be walls. Rear garden fencing visible from the public realm will not be permitted in any communal parking typology.

PA02.04 – Pedestrian Safety

All types must prioritise pedestrian safety through permeability, passive surveillance and clear sight lines.

PA02.05 – Landscape Areas

Parking must be interspersed with soft landscaping. There must be no more than 4 parking bays before a landscape section (minimum dimensions 2x6m).

PA02.06 – Materiality

Surfacing materials must be determined by the adjoining street type (see ST02.10).

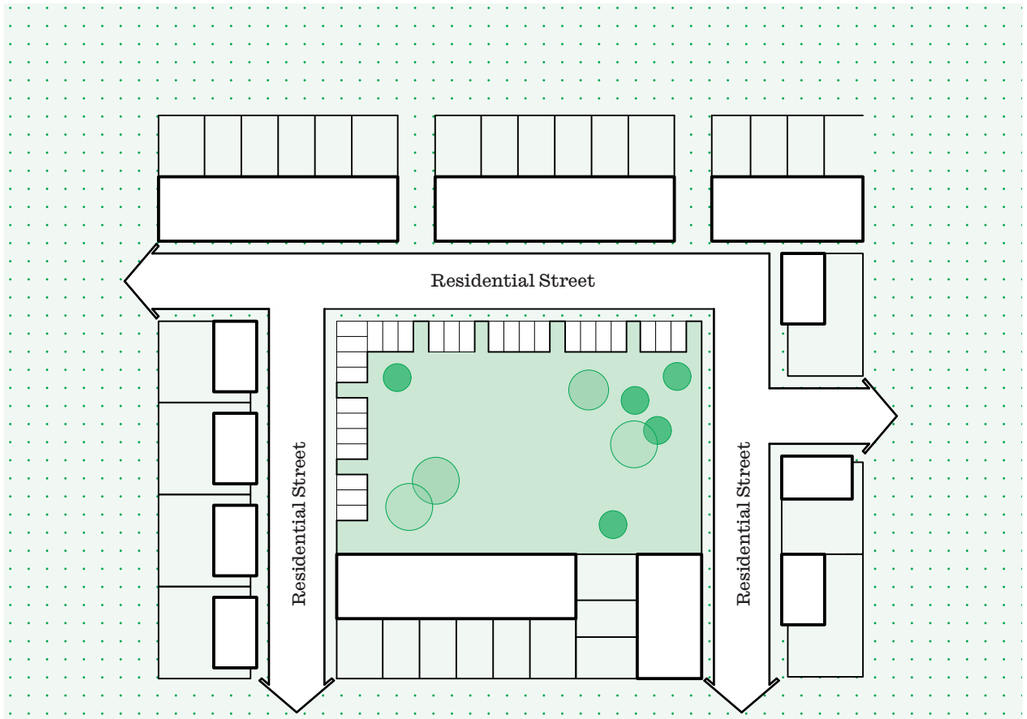
PA02.07 – Access

Communal parking typologies must be accessed from an appropriate street type as outlined in the table below.

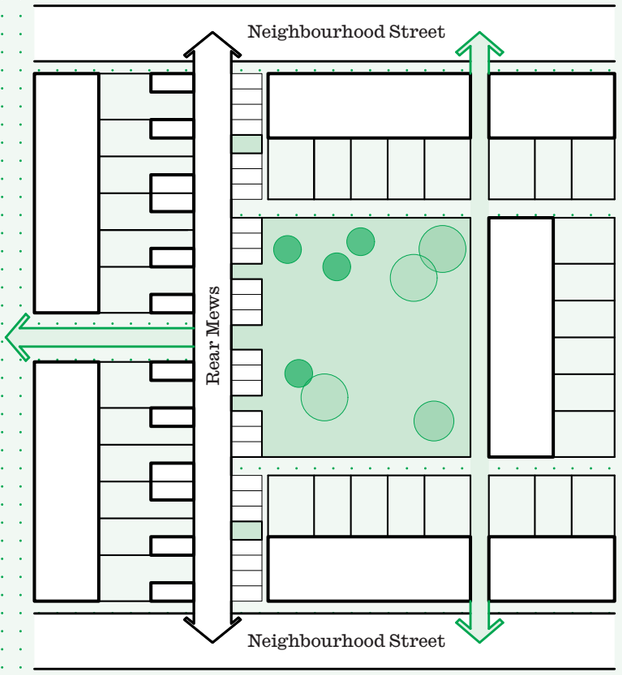
	Avenue	Neighbourhood Street	Residential Street	Residential Mews	Rear Mews	Spur Lane	Edge Lane
Parking Square	x	x	x	x	x	x	
Terrace Parking Court		x	x	x			x
Farmstead Parking Court		x	x				x
Rear Parking Drive		x	x	x			
Rear Parking Court		x	x	x	x		

PA02.08 – Parking Squares

PA02.08A – Location	Varied, can be internal or external to plots.
PA02.08B – Access	Parking bays accessed directly from surrounding streets.
PA02.08C – Frontage	Must be directly fronted by at least 4 homes.
PA02.08D – Maximum Limits	Co-located open space must not be lined with parking for more than 50% of its perimeter.
PA02.08E – Landscaping	Must be combined with a Tier 1 Open Space as a minimum.



Above: A formal parking square becomes the focal point for the surrounding homes whilst incorporating secondary parking spaces and play.
Opposite: An informal parking square is combined with a Tier 1 Open Space at the development edge through a Spur Lane layout (see ST09).

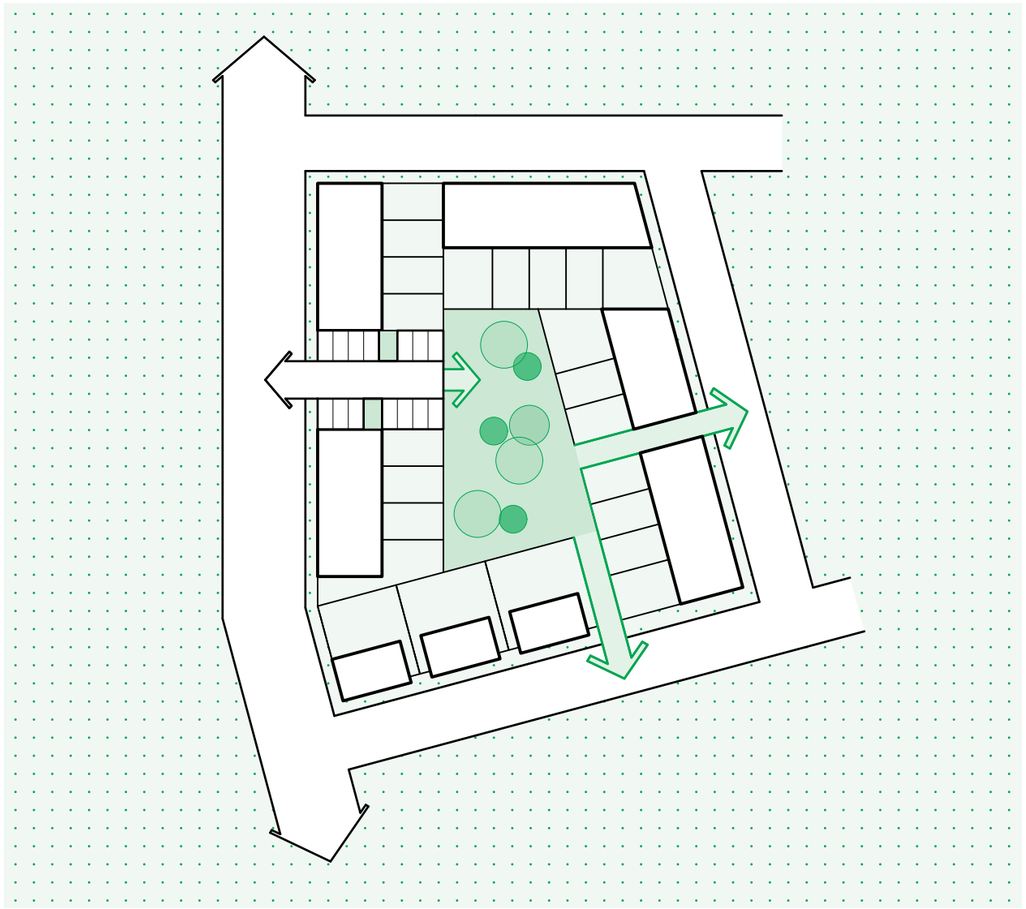


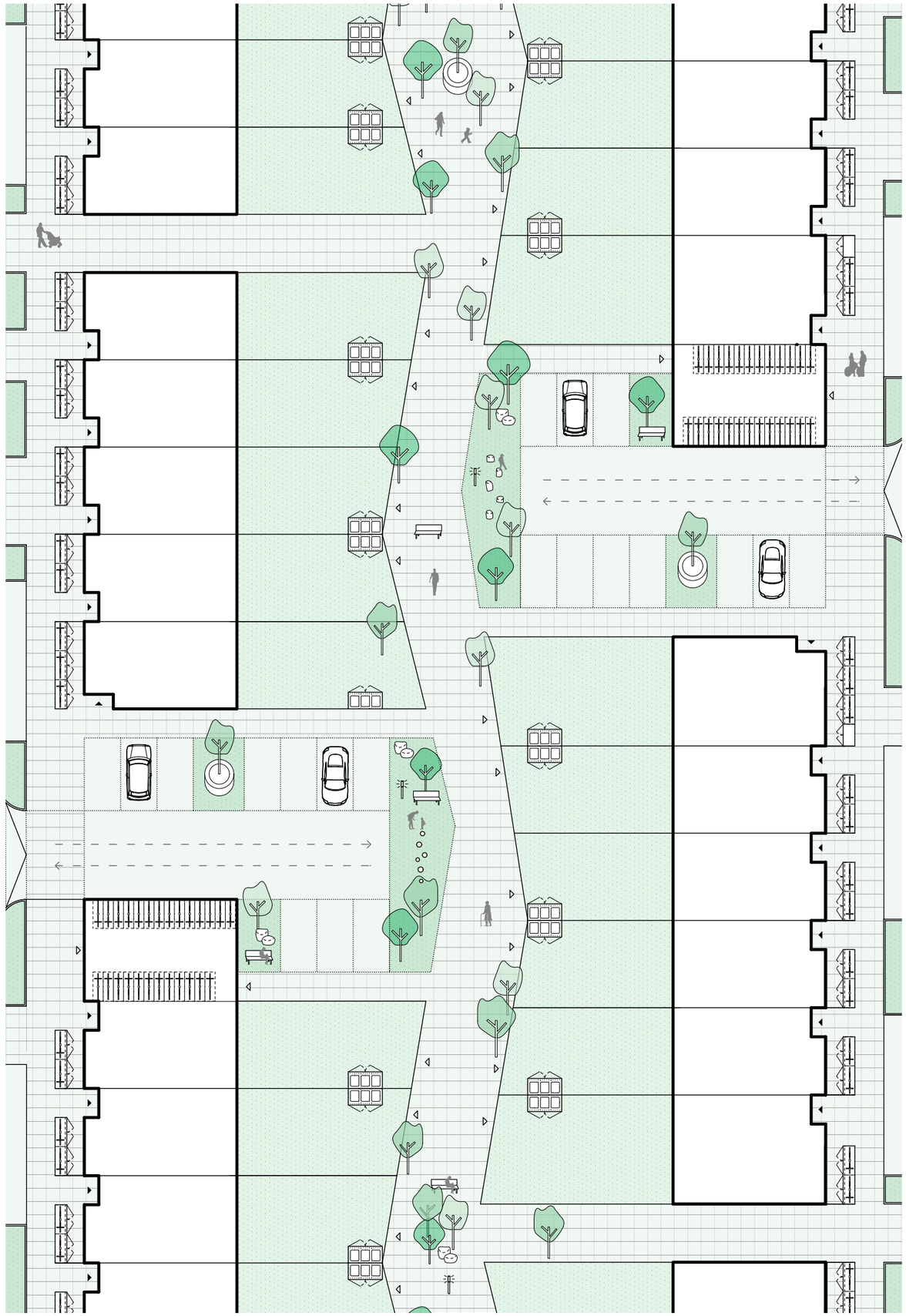
The parking square is incorporated into the centre of the plot through a Rear Mews access with multiple pedestrian links to neighbouring streets. The square is co-located with a Tier 1 Open Space and has the potential to incorporate play or growing spaces for the surrounding homes.

Cherry Hinton Close, Ebbsfleet, PRP Architects (2024), Map Location →

PA02.09 – Terrace Parking Courts

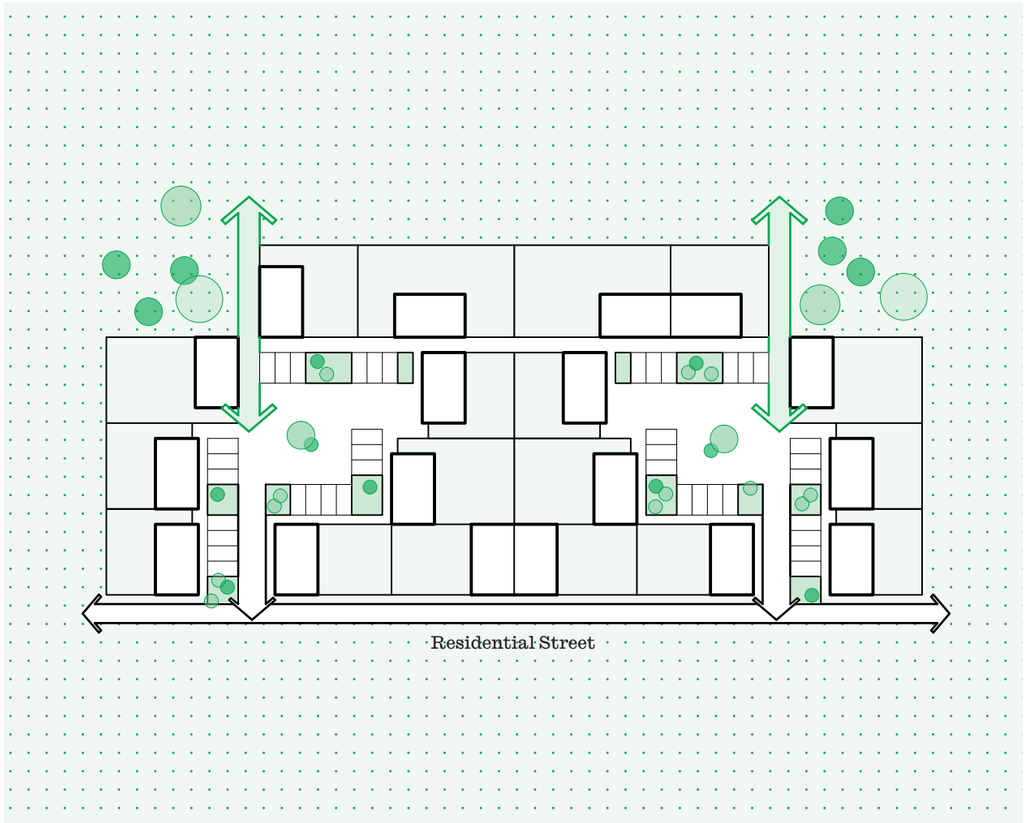
PA02.09A – Location	In between built form frontage along a street.
PA02.09B – Access	Singular entry and exit point from the adjoining street.
PA02.09C – Frontage	Gables defining the court must incorporate a minimum of one habitable room window each.
PA02.09D – Maximum Limits	Must not accommodate more than 12 parking bays.
PA02.09E – Landscaping	Must incorporate a strip of landscaping along the length of the front boundary to the street with a minimum depth of 2m.



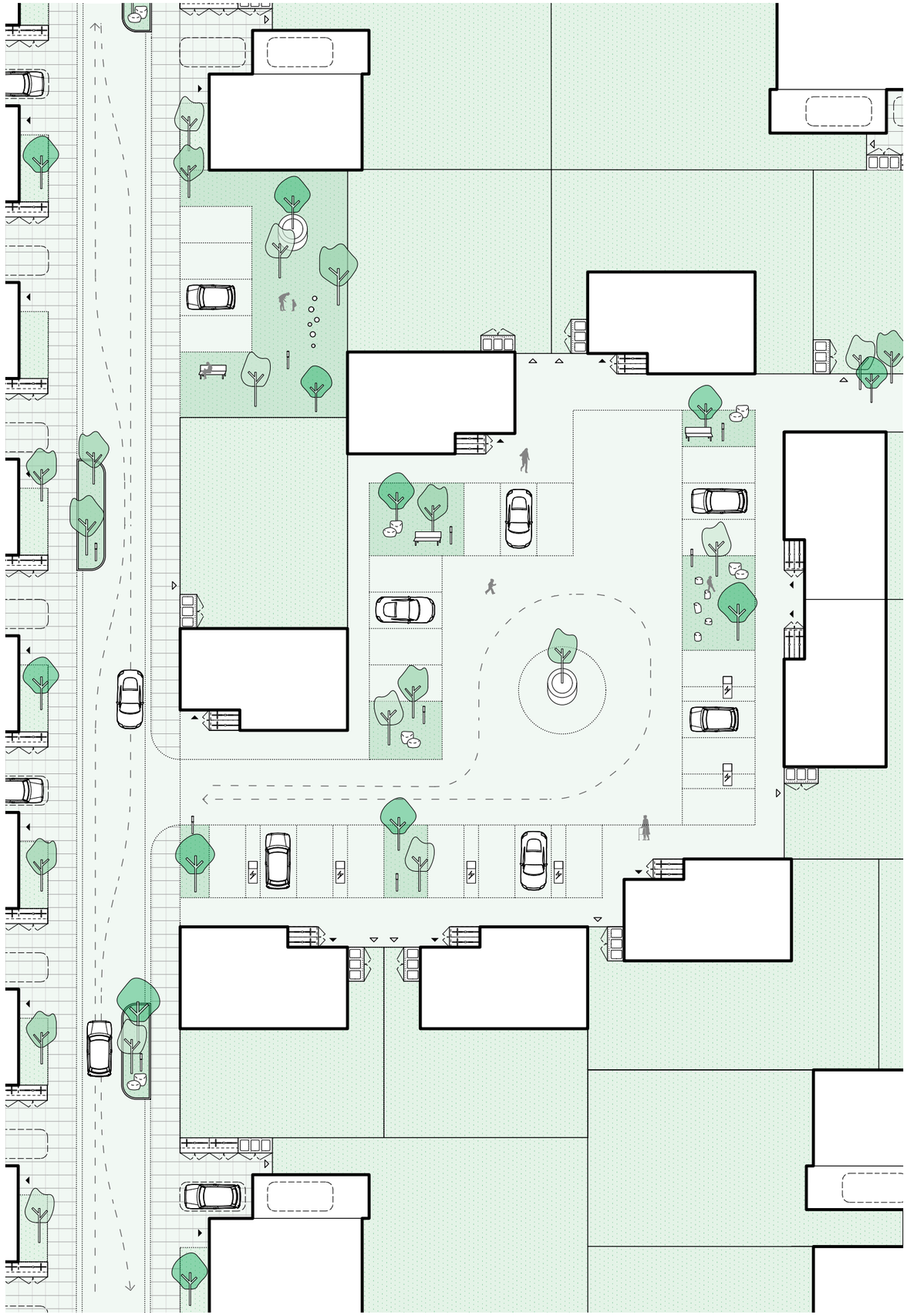


PA02.10 — Farmstead Parking Courts

PA02.10A — Location	At the centre of 5-8 homes arranged around a court.
PA02.10B — Access	Singular vehicular entry and exit point from the adjoining street.
PA02.10C — Frontage	Must be activated by a minimum of five homes that front directly onto the court.
PA02.10D — Maximum Limits	Must not service more than 8 homes.
PA02.10E — Landscaping	Vehicular access point must be softened by a tree at the junction.

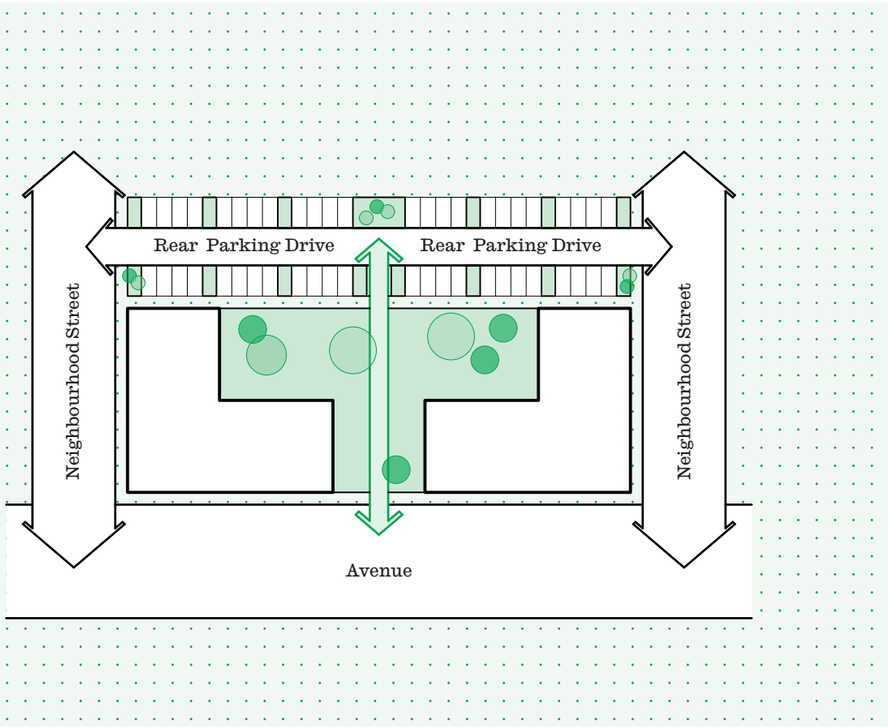


Multiple farmstead parking courts arranged along an Edge Lane or Residential Street to create a loose urban grain. Courts incorporate routes between eachother and to the landscape - evoking informal paths found in historic farmstead layouts.



PA02.11 — Rear Parking Drives

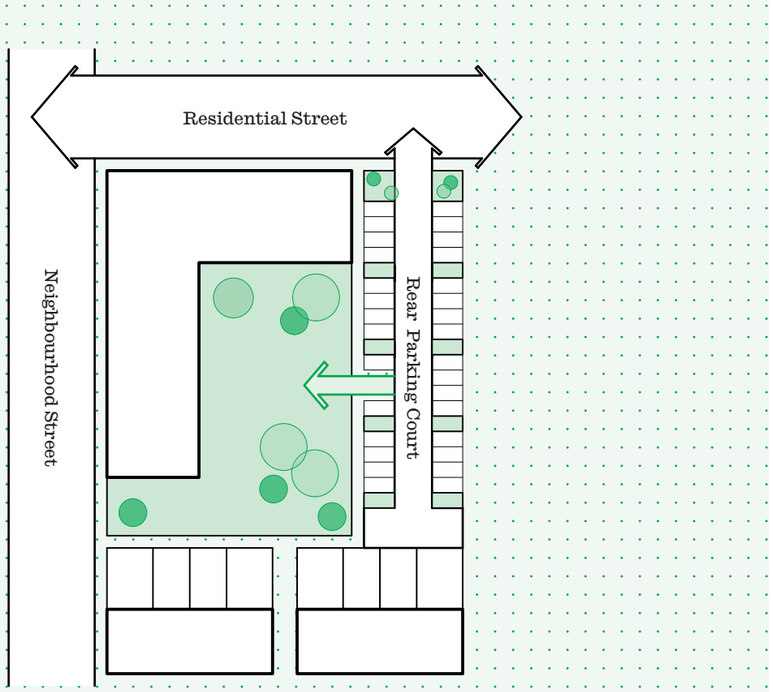
PA02.11A — Location	To the rear of apartment buildings adjoining communal amenity space.
PA02.11B — Access	Must incorporate two vehicular points of access to create a through route.
PA02.11C — Frontage and Surveillance	Entry and exit points must be visible from eachother - curved or kinked geometries are therefore not permitted.
PA02.11D — Maximum Limits	Only permitted when servicing apartment buildings. Must not service more than 24 dwellings.
PA02.11E — Landscaping	Must have at least one tree at each access point to soften entrance areas.



Rear parking drive is used to accommodate parking spaces for apartments that front onto an Avenue. The rear parking drive is well-planted, permeable and adjoins the communal amenity space for residents thus improving the entry sequence from car to front door.

PA02.12 — Rear Parking Courts

PA02.12A — Location	To the rear of apartment buildings, as illustrated in the diagram opposite.
PA02.12B — Access	Singular vehicular entry and exit point from the adjoining street. Vehicular access point must be secure and gated with digital access facilities to limit use to residents only. Undercroft entry points are only permitted if >4m wide and 3.7m high. Entry sequence for residents from must go through a landscaped communal amenity space to a communal entrance.
PA02.12C — Frontage	No coded requirements.
PA02.12D — Maximum Limits	Must not serve more than 12 dwellings.
PA02.12E — Landscaping	Must have at least one tree at access point to soften entrance areas.

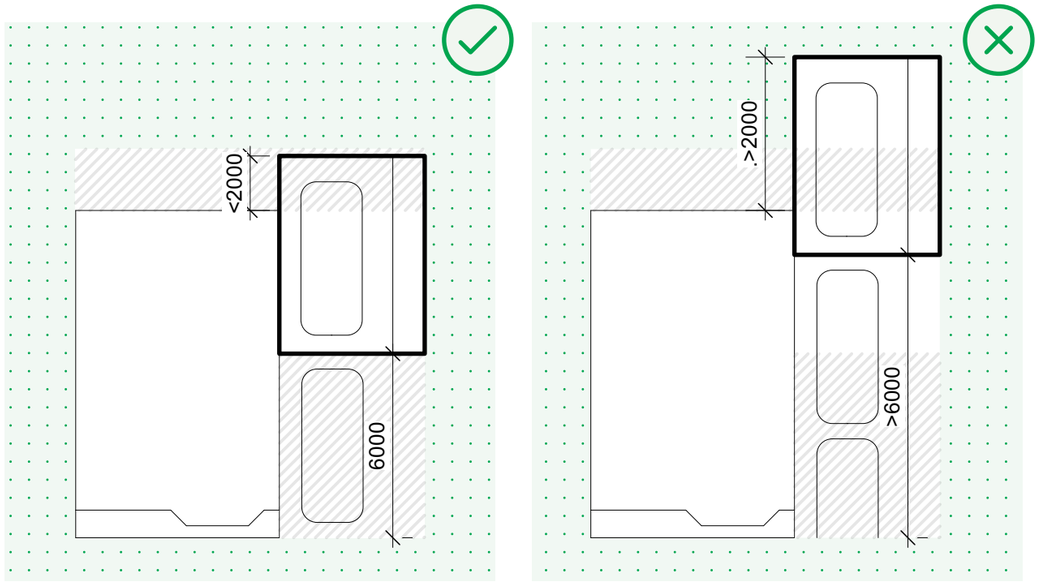


ON PLOT PARKING

PA03.01

The position of garages and car ports must not negatively impact rear private amenity for houses nor create space for additional on-plot parking over what is permitted.

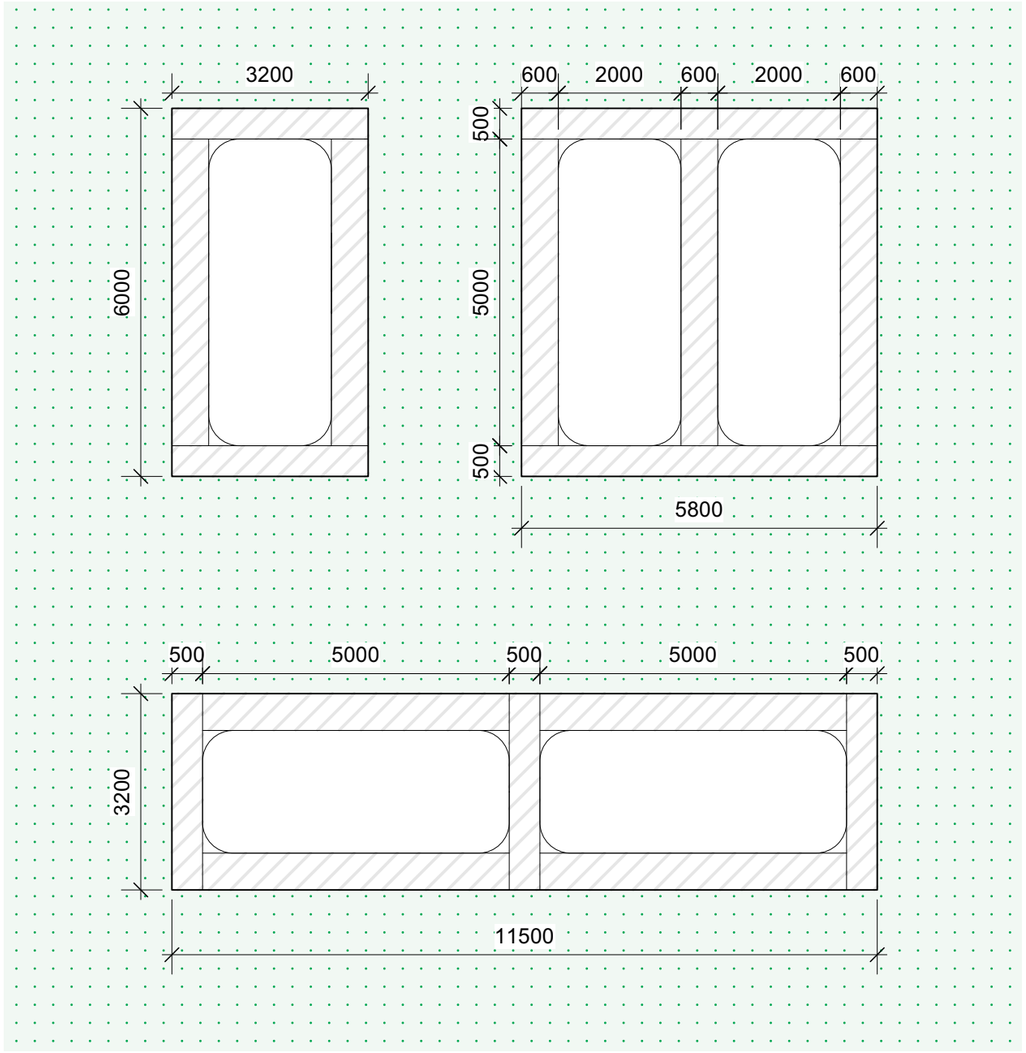
The rear face of a garage or car port must not extend into the rear garden by more than 2m from the rear elevation of the house. In houses where a vehicular parking space is permitted in front of a garage or car port, the front face of the structure must not be more than 6m behind the front boundary of the dwelling.



Lovedon Fields, Kings Worthy, Hampshire (2018) Map Location →

PA03.02

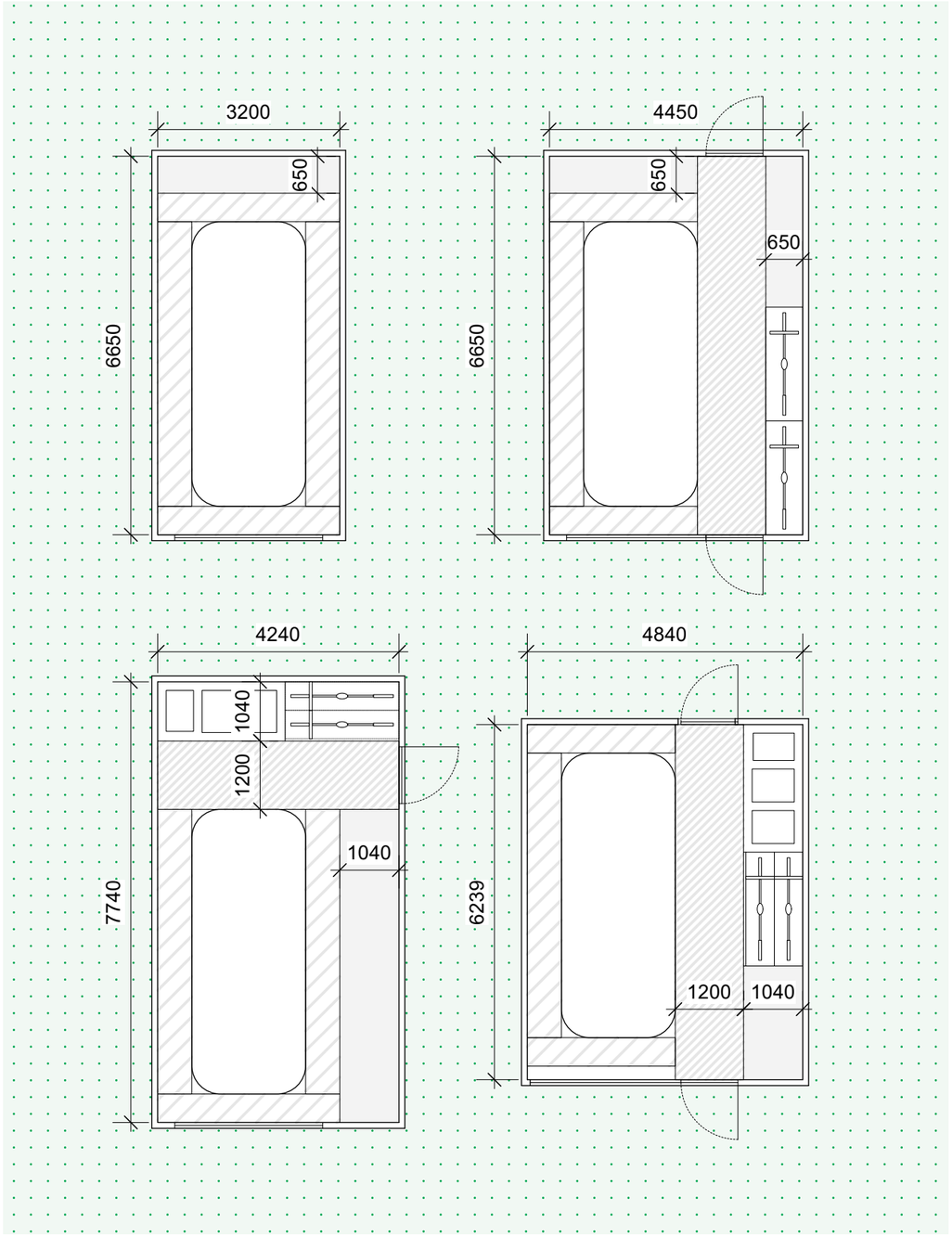
On plot parking bays for houses must be designed in accordance with the diagrams below setting out dimensions and clearances for one and two vehicles.

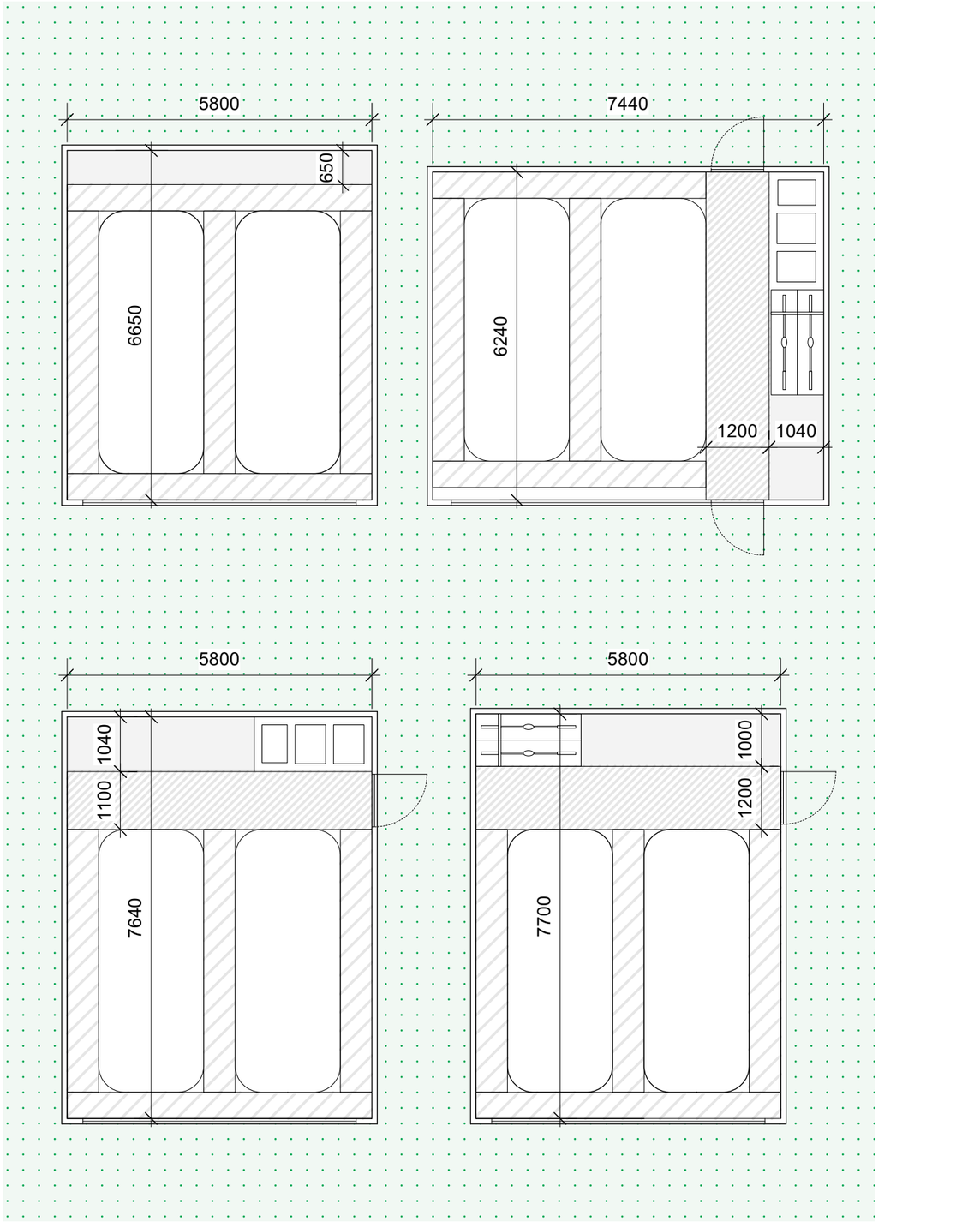


PA03.03

All garages must incorporate a minimum of 2sqm of storage space with a minimum depth of 650mm and a clear access width of 750mm in front.

The following diagrams illustrate a series of efficient single and double garage options accommodating storage with secure cycle and/or refuse storage.

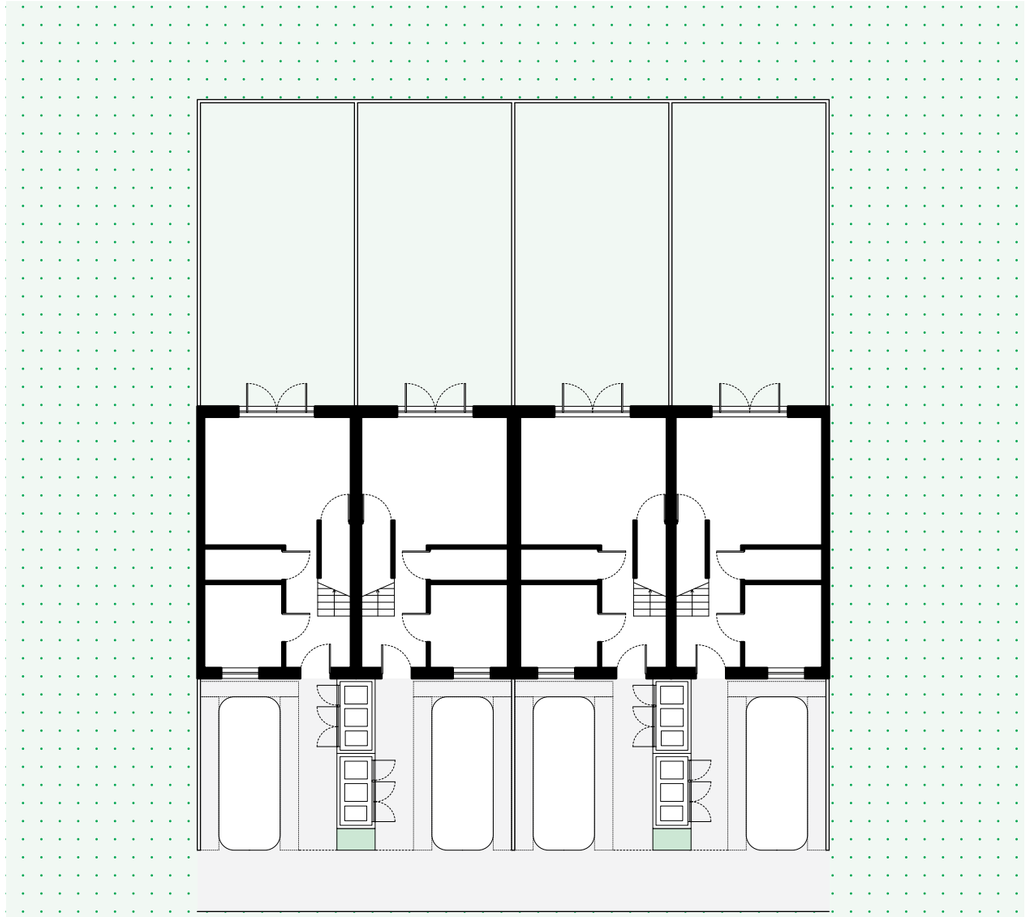




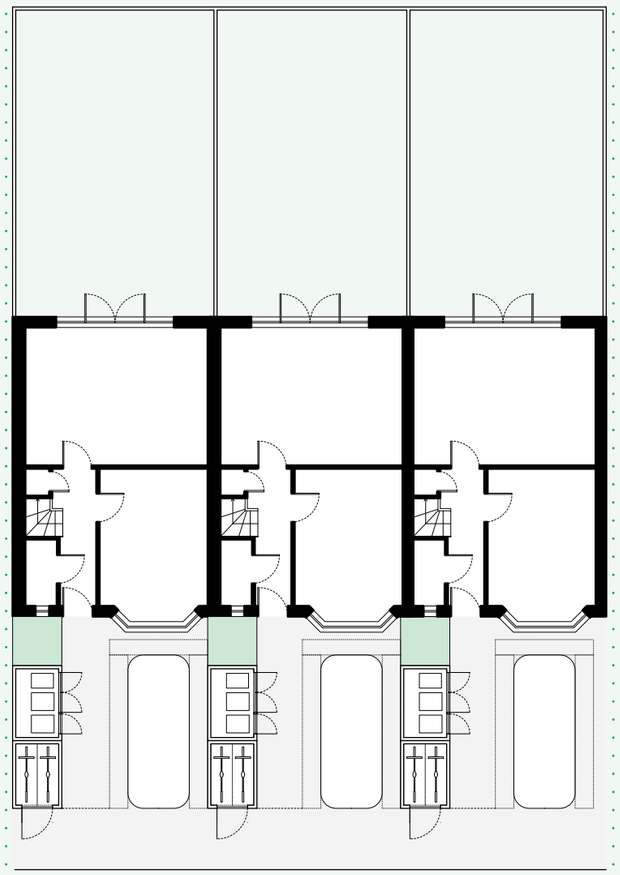
Example layouts for efficient double garages that accommodate storage with cycle and/or refuse storage

Worked Examples

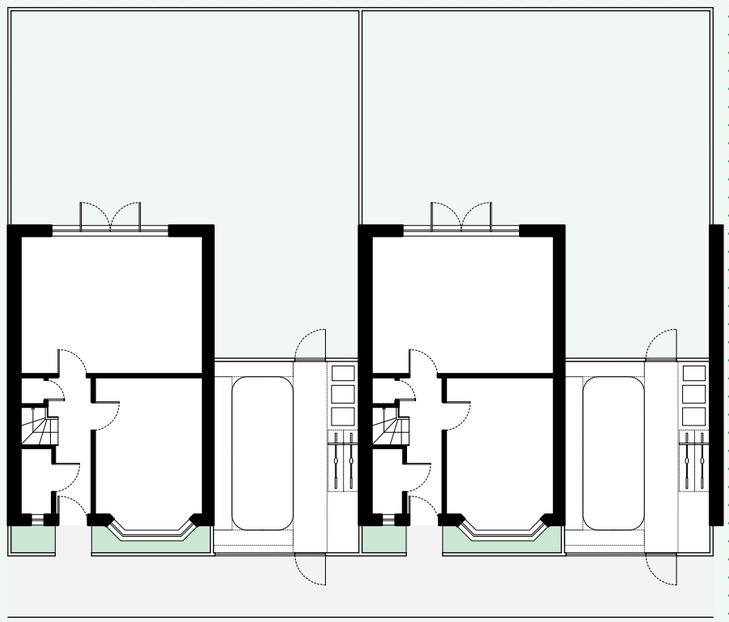
The following diagrams illustrate how parking, cycle and refuse storage can be holistically integrated on-plot for a range of dwelling typologies and sizes. See PA03, BF08 and BF09 for detailed requirements.



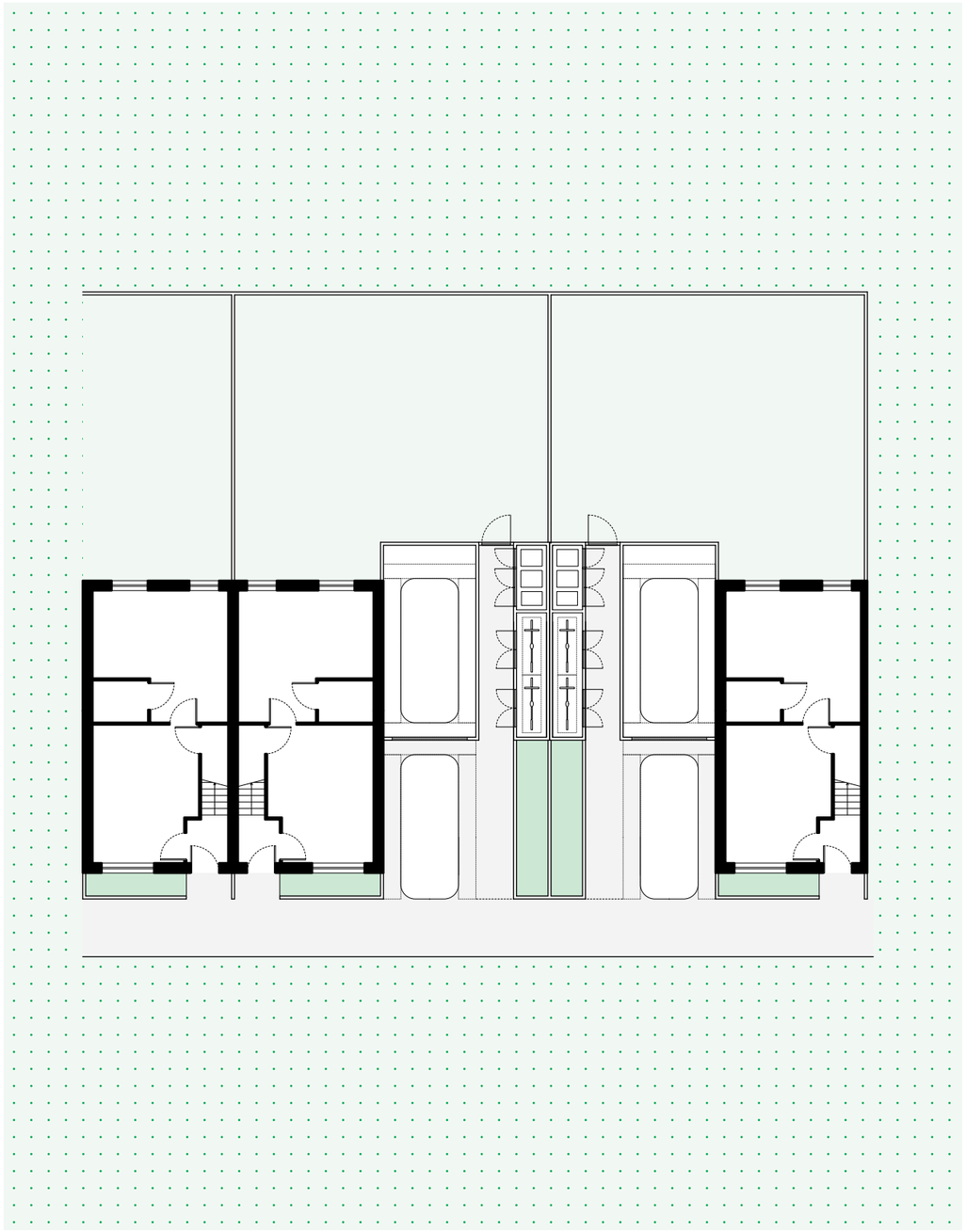
Two bedroom terraced typology with bins and on plot parking accommodated at the front of the home. In this scenario, a secondary (unallocated) parking space is provided in a communal parking typology (see PA02) along with communal cycle storage.



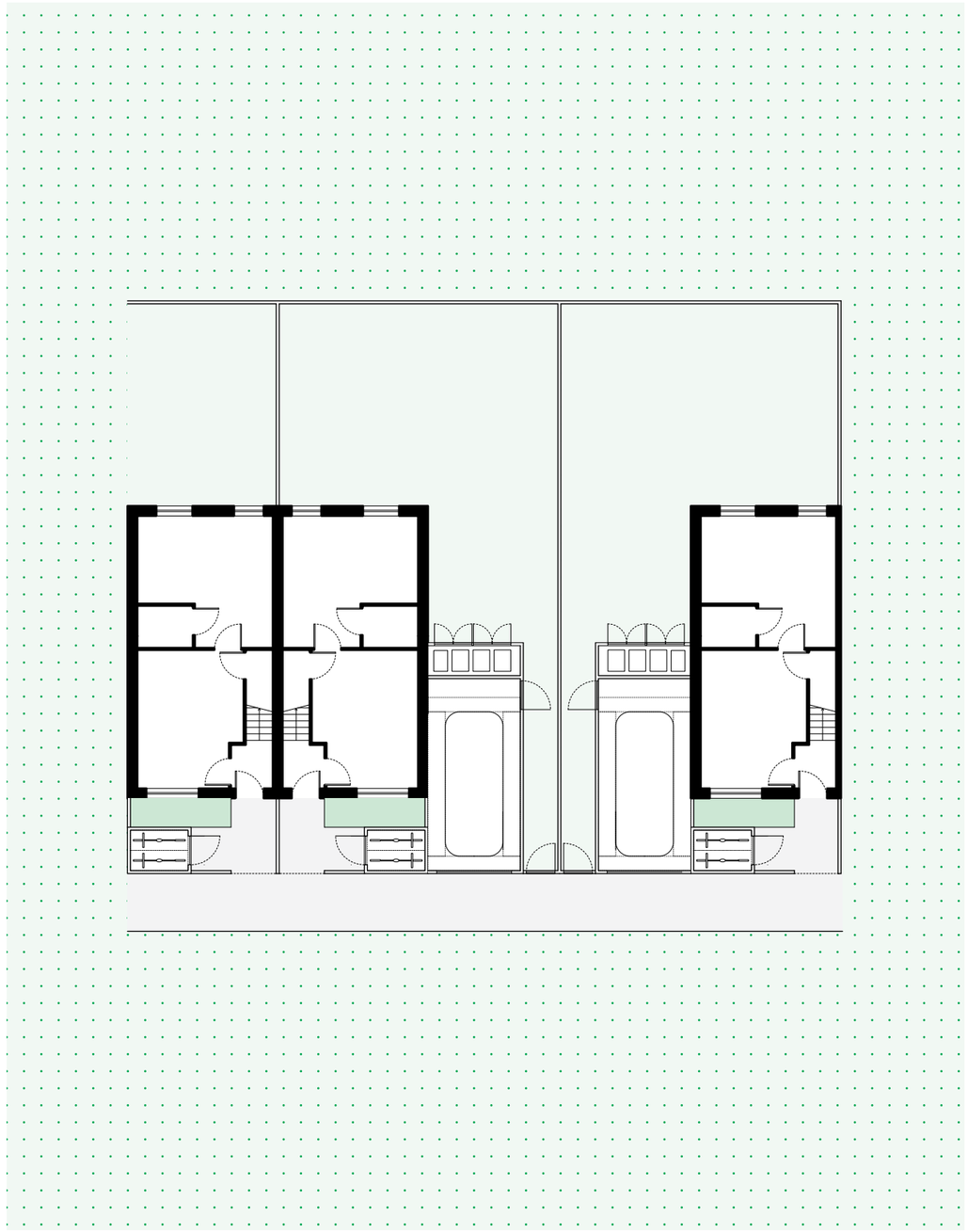
Three bedroom terraced typology with bins, primary cycle and on plot parking accommodated at the front of the home. In this scenario, a secondary (unallocated) parking space is provided in a communal parking typology (see PA02) along with secondary spaces for cycle storage.



Three bedroom linked typology with bins, storage, primary cycle and on plot parking accommodated in a garage (or car port) to the side of the home. In this scenario, a secondary (unallocated) parking space is provided in a communal parking typology (see PA02) along with secondary spaces for cycle storage.



Four bedroom semi-detached typology with bins and primary cycle storage accommodated along the rear access corridor with integrated planting. Two parking spaces are accommodated on-plot, with one space in a garage with storage. In this scenario, secondary spaces for cycle storage are located communally.



Four bedroom semi-detached typology primary cycle storage incorporated into the front defensible space boundary. The primary vehicular parking space and storage is accommodated within a garage. Refuse storage is neatly tucked behind the garage in the rear garden to minimise impact on private amenity. The secondary vehicular parking space and cycle storage is accommodated off plot.

Code and Place Objectives Index

		Exceptional Open Space	Sociable Streets	Well Integrated Development	Cohesive Communities	Efficient Use of Land	Equitable Neighbourhoods	Contextual Buildings
SS-01	Rational Street and Plot Layouts	●	▼	✖	♥	■	●	⌂
SS-02	Optimising Land Use	●	▼	✖	♥	■	●	⌂
SS-03	Responding to Edges	●	▼	✖	♥	■	●	⌂
SS-04	Well-Integrated Schools	●	▼	✖	♥	■	●	⌂
SS-05	Legible Focal Points	●	▼	✖	♥	■	●	⌂
SS-06	Private Drives and Cul-de-Sacs	●	▼	✖	♥	■	●	⌂
OS-01	Open Space Provision	●	▼	✖	♥	■	●	⌂
OS-02	Open Space Design	●	▼	✖	♥	■	●	⌂
OS-03	Tier 1 Open Spaces	●	▼	✖	♥	■	●	⌂
OS-04	Tier 2 Open Spaces	●	▼	✖	♥	■	●	⌂
OS-05	Tier 3 Open Spaces	●	▼	✖	♥	■	●	⌂
OS-06	Tier 4 Open Spaces	●	▼	✖	♥	■	●	⌂
OS-07	Play Space Design	●	▼	✖	♥	■	●	⌂

		Exceptional Open Space	Sociable Streets	Well Integrated Development	Cohesive Communities	Efficient Use of Land	Equitable Neighbourhoods	Contextual Buildings
OS-08	Informal Play	●	▼	✖	♥	■	●	⌂
OS-09	Local Areas for Play	●	▼	✖	♥	■	●	⌂
OS-10	Local Equipped Areas for Play	●	▼	✖	♥	■	●	⌂
OS-11	Neighbourhood Equipped Areas for Play	●	▼	✖	♥	■	●	⌂
OS-12	Planting Palette	●	▼	✖	♥	■	●	⌂
OS-13	Multi-Functional Attenuation Basins	●	▼	✖	♥	■	●	⌂
ST-01	Selecting Street Types	●	▼	✖	♥	■	●	⌂
ST-02	Street Design	●	▼	✖	♥	■	●	⌂
ST-03	Green Streets	●	▼	✖	♥	■	●	⌂
ST-04	Avenues	●	▼	✖	♥	■	●	⌂
ST-05	Neighbourhood Streets	●	▼	✖	♥	■	●	⌂
ST-06	Residential Streets	●	▼	✖	♥	■	●	⌂
ST-07	Residential Mews	●	▼	✖	♥	■	●	⌂

		Exceptional Open Space	Sociable Streets	Well Integrated Development	Cohesive Communities	Efficient Use of Land	Equitable Neighbourhoods	Contextual Buildings
ST-08	Rear Mews							
ST-09	Spur Lanes							
ST-10	Edge Lanes							
BF-01	Affordable Housing Distribution							
BF-02	Balancing Variety and Consistency							
BF-03	Architectural Approach							
BF-04	Private Amenity for Apartments							
BF-05	Communal Amenity for Apartments							
BF-06	Private Amenity for Houses							
BF-07	Communal Amenity for Houses							
BF-08	Cycle Parking and Storage							
BF-09	Waste and Refuse Storage							

		Exceptional Open Space	Sociable Streets	Well Integrated Development	Cohesive Communities	Efficient Use of Land	Equitable Neighbourhoods	Contextual Buildings
PA-01	Parking Hierarchy							
PA-02	Communal Parking Typologies							
PA-03	On Plot Parking							

GLOSSARY

Accessibility
How easy a place is for people to reach, move around and use, including those with limited mobility or other needs. It covers both physical accessibility, such as step-free routes and clear paths and perceived accessibility, meaning places that feel easy, safe and straightforward to navigate. Good accessibility ensures streets, buildings and open spaces can be comfortably used by everyone.

Active Frontage
Refers to building edges that face the street with doors, windows or shop-fronts that create activity and interest. They make streets feel safer and more welcoming by allowing people to see in and out, encouraging walking and everyday interaction.

Active Travel
Getting around using physical movement rather than motor vehicles, mainly walking, wheeling and cycling. Active Travel focuses on safe, direct and enjoyable routes that make it easy for people to choose healthier, low-carbon ways of travelling in everyday life.

Affordable Housing
Refers to homes provided at prices or rents that are lower than the usual market level, so that people who cannot afford full-price homes still have access to a suitable place to live. In the UK this can include a range of tenures such as social rent, affordable rent, shared ownership and homes sold at a reduced market price. The aim is to ensure that local people, including lower-income households, key workers and those in housing need, can live within their community.

Amenity
The features of a place that make it pleasant, comfortable and enjoyable to live in. This can include things like good natural light, privacy, attractive views, quiet spaces, access to greenery and places to sit or spend time outdoors.

Appearance
How buildings, streets and spaces look, including their materials, colours, form and architectural style. Appearance covers the visual qualities that shape the character of a place and how well elements fit together.

Back-to-Back Housing
Refers to homes where the rear garden or amenity space directly adjoins the rear garden of another property. This arrangement means two homes face outward onto different streets or spaces, but their private rear areas sit directly against each other.

Baseline Studies
The research and surveys carried out at the start of a project to understand the existing conditions of a site and its surroundings. They gather information about things like landscape, ecology, movement, heritage, local character, drainage, noise and community needs. This creates a clear picture of what is already there, helping designers make informed decisions and ensuring the design responds properly to the site.

Biodiversity Net Gain
Making sure that new development leaves nature in a better state than before the development of the site. It requires applicants to protect existing habitats and then create or restore additional natural areas so that the overall biodiversity metric (a way of measuring how ecologically diverse a site is) increases rather than decreases. This can include new planting, wildlife habitats, trees, wetlands or changes to land management. The aim is for development to improve local ecology and support more plants, animals and natural features over the long term.

Blocks
Groups of buildings that are enclosed by streets. They help shape the structure of a neighbourhood by defining where homes, shops and other uses sit. The size and layout of blocks affect things like walkability, access, sunlight, privacy and how active or quiet different streets feel.

Blue Infrastructure
The water-based features within a place, such as rivers, ponds, streams, wetlands, swales and sustainable drainage systems. These elements help manage rainfall and reduce flooding, support wildlife and create attractive spaces for people to enjoy. Blue infrastructure should work alongside green infrastructure to make neighbourhoods more resilient, healthier and better connected to natural systems.

Boundary Treatment
The way the edges of a property or space are defined, often through the use of fences, walls, hedges, railings or planting. They help create privacy, security and a clear distinction between public and private areas.

Buffer Zone
A strip of land kept free from new built-form to protect valuable features such as historic or wildlife-rich hedgerows and woodland. In design terms, the buffer maintains separation, reduces disturbance and helps new schemes sit more sensitively within their setting.

Building Line
The point where buildings are positioned in relation to the street or space in front of them. A consistent building line means that all the buildings come forward to roughly the same point, creating a neat, continuous street edge. A varied building line means some buildings are set further back than others, which can add interest and create small spaces or changes in rhythm along the street.

Building Massing
Refers to the overall size, shape and arrangement of a building, including its height, width and general form. It is about how big a building feels from the street and how it sits alongside its neighbours.

Car-Dominated
Car-dominated streets are streets where the movement and storage of vehicles takes priority over people. They often have wide carriageways, large turning areas, frequent driveways/pavement crossovers and limited space for walking, cycling or

greenery. These streets can feel unsafe, unpleasant and difficult to navigate for anyone not in a car, reducing social activity and discouraging sustainable travel. Good urban design aims to avoid car-dominated layouts by creating streets that put people first.

Compact Development

Compact development means creating neighbourhoods where homes, services, green spaces and public transport are located close together and linked by safe, convenient walking and cycling routes. This approach reduces the need for long car journeys, supports local centres and makes everyday activities easier to reach. It also helps create lively, efficient places that use land efficiently and encourage healthier, low-carbon ways of living.

Community Cohesion

How well people in a neighbourhood get along, feel connected and feel part of the same community. It is about creating places where residents of different ages, background and tenures can meet, interact, and feel safe and supported.

Connectivity

Connectivity refers to how easily people can move between different places within a neighbourhood. It is about having direct, well-linked routes for walking, wheeling, cycling and public transport, so everyday destinations are simple and convenient to reach. Good connectivity creates places that feel joined-up, easy to navigate and supportive of active and sustainable travel.

Context

Refers to both the physical and intangible elements that should shape how places are designed. It can mean the immediate setting, such as the neighbouring buildings, streets and landscape features directly next to a site. It also includes the wider district setting, which covers the broader character of the town or village, local patterns of movement and important community landmarks. Context also takes into account the historical setting, including heritage assets, long-standing street patterns and the stories or uses that have shaped the area over time. Context also refers to what is happening beyond the physical, such as changing ways of living, advances in technology, emotions and/or evolving family structures.

Contextual Design

Contextual design means shaping new development so it responds positively to the character and qualities of the context. It does not mean copying nearby buildings or recreating historic styles. Instead, it involves understanding what works well in the area, such as proportions, materials, roof forms, landscape features or patterns of streets and spaces and interpreting these in a thoughtful way. True contextual design fits comfortably within its setting while still allowing for creativity and high-quality, rather than producing pastiche.

Cul-de-Sac

A short street with only one way in and out, ending in a dead-end rather than connecting to other routes. Although they can feel quiet, they often make neighbourhoods harder to move through, reduce walking and cycling options and can lead to confusing or disconnected layouts. Because they limit choice of routes and weaken overall street legibility, cul-de-sacs are generally discouraged in favour of more connected street patterns that support safer, clearer and more accessible movement for everyone.

Defensible Space

Refers to the front of a home facing the public real that feel ‘owned’ by residents, such as small front gardens, porches or well-defined thresholds. When these spaces are easy to see from inside the home and are separated from public areas, they help people feel safer and more in control of their environment. Good defensible space reduces the chance of antisocial behaviour by making boundaries clear and encouraging natural overlooking from nearby homes.

Delineation

Making the boundaries between different spaces clear and easy to understand. This can involve using features such as planting, changes in paving, walls, fences or subtle level changes to show where public space ends and private space begins.

Density

Refers to how many homes are contained within a given area of land. In urban design it helps describe the intensity of development, which can influence how a neighbourhood feels and functions. Higher densities can support better public transport, more local services and lively streets, while lower densities create more spacious layouts but may lead to greater car dependence. Good design focuses on the quality of how density is arranged, ensuring places feel comfortable, well-proportioned and supported by the right amount of open space and infrastructure.

Design Code

A strict set of rules that development must follow. It sets out clear, measurable requirements for how buildings, streets, open spaces and landscapes are designed, leaving little room for interpretation. Unlike general guidance, a design code focuses on mandatory standards that ensure development is consistently high quality and fits well within its context. It provides certainty for applicants and the community by making expectations unambiguous from the outset.

Design Concept

The main idea that guides how a development is planned and shaped. It sets out the core thinking behind the layout, buildings, landscape and movement, showing how the proposal responds to the site and the rules of the design code. It provides a simple, coherent vision that informs all later design decisions.

Desire Lines

The informal paths people naturally create when they take the quickest or most convenient route between places, often cutting across grass or open spaces. They show where people actually want to walk, which may be different to where paths have been designed. Understanding desire lines helps designers plan better routes that match real movement patterns and make streets and spaces more intuitive to use.

Development Parcel
A clearly defined piece of land within a larger site that is planned and built as a single phase or block of development. It usually contains a group of streets, homes or buildings that form a coherent part of the overall masterplan. Parcels help organise large sites into manageable sections, ensuring each area has a clear structure, identity and connection to surrounding spaces.

Dual Aspect
Refers to a home or room that has windows on two different external walls, allowing light, fresh air and views from more than one direction. This improves natural ventilation, brings in more daylight and gives residents greater comfort and flexibility in how they use the space. Dual aspect homes are generally considered higher quality because they feel brighter, airier and better connected to their surroundings.

Edge Condition
How a development meets the spaces around it, such as open countryside, existing neighbourhoods, main roads or parks. It describes the character and quality of this boundary, including how buildings, landscaping and streets are arranged where the development meets something different.

Edge of Settlement
The edge of settlement is the boundary where a town or village meets open countryside or undeveloped land. It marks the transition between built areas and rural landscapes and therefore needs careful design to avoid a poor edge condition. In some locations, the edge of settlement can be planned in a way that allows for future growth, helping any later expansion to integrate more naturally with the surroundings. A well-designed edge might strategically create a sensitive relationship with the countryside while also future-proofing the settlement so that development can evolve in a coherent and sustainable way.

Enclaves
Small areas of development that are cut off from their surroundings, often with limited access points and few connections to nearby streets or communities. They tend to face inward rather than engaging with the wider neighbourhood, which can lead to isolated layouts, poor movement routes and a lack of natural activity or surveillance

Enclosure
Enclosure refers to the way buildings, walls, trees or other features create a defined space along a street or within a public area. It describes how much a space feels ‘held together’ by the height and arrangement of the surrounding edges. Good enclosure helps streets feel comfortable, legible and safe, with a clear sense of shape and purpose. Too little enclosure can make spaces feel open and exposed, while too much can feel cramped or overpowering.

Engagement
The process of involving local people, stakeholders and community groups in the planning and design of new development or council policy-making. It gives residents the chance to share their views, local knowledge and priorities so that proposals can better reflect community needs. Good engagement is open, early and meaningful, helping build trust and ensuring that development or decision-making is shaped with the people who will live in/use it.

External Amenity Space
External amenity space refers to the outdoor areas that residents can use for relaxation, play and everyday activities. This includes private gardens, balconies, terraces, shared courtyards and communal green spaces within a development. These spaces provide fresh air, natural light and opportunities for socialising or quiet enjoyment. Good external amenity space improves quality of life by giving residents comfortable, usable areas outside their homes.

Focal Points
Features or places that naturally draw attention and help people orient themselves within a neighbourhood. They might be created by a distinctive building, a public square, a key junction, a piece of public art or open space. Focal points add interest, guide movement and help structure the layout of a place, making it easier for people to understand and navigate.

Form
The overall shape and structure of a building, including its height, roof profile, proportions and the way its different parts fit together. It describes the three-dimensional outline of a building and how it appears from the street. In urban design, good form helps buildings relate well to their neighbours, create attractive street scenes and contribute positively to the character of a place.

Frontage
Frontage refers to the side of a building that faces the street or public space. It includes the main entrance, windows and any features that meet the public realm. Frontages shape how a street looks and feels, influencing activity, safety and character. Well-designed frontages create welcoming, attractive streets by ensuring buildings face outward and positively engage with their surroundings.

Grain (Urban Grain)
Urban grain describes the pattern and spacing of streets, plots and buildings in an area. It shows how closely buildings sit together, how frequently streets occur and how small or large the development blocks are. Understanding urban grain helps ensure new development matches the scale and structure of its surroundings and supports a clear, walkable layout.

Green Corridor
A green corridor is a continuous strip of natural or planted space that connects parks, open spaces, wildlife habitats and key walking or cycling routes. It provides safe, pleasant pathways for people while also allowing plants and animals to move between different areas. Green corridors help link neighbourhoods with nature, support biodiversity and make it easier for residents to travel through attractive, green surroundings.

Green Infrastructure
Green infrastructure refers to the network of natural and landscaped spaces in an area, such as parks, trees, gardens, green corridors, wetlands and sustainable drainage features. Together, these spaces support

wildlife, help manage water, improve air quality and create pleasant places for people to enjoy. In urban design, green infrastructure is planned as an interconnected system that benefits both the environment and the community, making neighbourhoods healthier, more resilient and more attractive.

Human Scale
The design of buildings and spaces so they feel comfortable and relatable for people, rather than large or overwhelming.

Inclusive Design
Inclusive design means creating buildings, streets and spaces that everyone can use comfortably, regardless of age, disability or personal needs. It focuses on removing barriers, providing clear and accessible routes and making places intuitive and welcoming for all users. The aim is to ensure that the built environment works well for the widest range of people without requiring special adaptations.

Inward Looking Development
Inward looking development refers to layouts where homes or buildings face internally towards private drives or courtyards, rather than addressing the surrounding streets and public spaces. This often results in blank backs or high fences facing the public realm, reducing street activity, natural surveillance and overall connectivity. Inward looking layouts are usually discouraged because they can create inactive, disconnected and poorly overlooked streets that feel less safe and less welcoming.

Landscape
All the natural and designed outdoor elements within a place, including trees, planting, grassed areas, water features and the overall shape of the land. It also includes how these elements are arranged to create attractive, functional spaces for people to enjoy. In urban design, landscape plays a key role in shaping character, supporting wildlife, managing water and providing pleasant areas for recreation and everyday use.

Landscape-Led Design
Planning new development with the natural features of a site from the very start. It prioritises things like existing trees, hedgerows, topography, water features, views, and habitats and uses them to shape the character of streets, buildings, and open spaces.

Landmark
A landmark is a building, feature or space that stands out in its surroundings and helps people find their way around. It might be a distinctive building, tower, public square, piece of public art or landscape feature. Landmarks create points of interest, strengthen local identity, and make neighbourhoods easier to navigate by giving people memorable reference points.

LAP (Local Area for Play)
A small play space for very young children, located close to homes, providing opportunities for imaginative and informal play in a simple, safe setting, often incorporating features and greenery to support early interaction with the natural environment.

Layout
The way streets, buildings, open spaces and routes are arranged within a development. It sets out how different parts of a place fit together, including where homes sit, how people move around and how public and private spaces are organised. A well-designed layout creates a clear structure that feels easy to navigate, supports walking and cycling and helps new development function well as part of its surroundings.

LEAP (Local Equipped Area for Play)
A play area for children beginning to play more independently, located within easy walking distance of homes, offering a variety of play experiences that support physical activity, creativity and social interaction, with scope to include natural elements and landscaping as part of the play setting.

Legibility
How easy a place is to understand and navigate. A legible neighbourhood has clear routes, visible landmarks and well-defined spaces that help people find their way without confusion. Good legibility makes streets intuitive to follow, improves safety and helps residents and visitors feel confident moving around.

Material Consideration
A material consideration is any factor that must be taken into account when deciding a planning application because it is relevant to the use and development of land. This can include things like design quality, impact on neighbours, highway safety, heritage, ecology, local policies and national planning guidance. If an issue relates directly to how the proposal affects the area or the people living in it, it is likely to be a material consideration. Personal circumstances or opinions that do not affect land use are generally not material.

Mixed-Use Development
Development that combines different types of buildings and activities within the same area, such as homes, shops, workplaces, community facilities and leisure spaces. By bringing uses closer together, it creates lively neighbourhoods where people can meet daily needs without long journeys. Well-designed mixed-use areas support walking, cycling, public transport and a stronger sense of community by keeping places active throughout the day and evening.

Movement Network
The connected routes that people use to travel around an area, including streets, footpaths, cycleways and public transport links. They show how different parts of a place are joined together and how easy it is to move between them. Well-designed movement networks prioritise safe, direct routes for walking, wheeling and cycling, while ensuring vehicles, buses and emergency access are properly accommodated. A strong movement network makes neighbourhoods easy to navigate and supports sustainable travel.

Natural Surveillance
The design of streets, paths and open spaces so that they are easily overlooked by nearby homes, windows and regular activity. When people can naturally see what is happening outside, places feel safer and antisocial behaviour is discouraged. Good natural

surveillance comes from buildings facing the street, active frontages and well-used routes, rather than relying on cameras or security measures.

NEAP (Neighbourhood Equipped Area for Play)

A larger play space serving older children and young people, providing a wide range of play and informal recreation opportunities within a neighbourhood setting, where built and natural features combine to support active, social and varied forms of play.

Open Space

The outdoor areas within a development that are free from buildings and available for people to use and enjoy. This can include parks, play areas, green spaces, public squares, community gardens and natural landscapes. Open spaces play an important role in creating healthy, attractive and well-balanced neighbourhoods.

Parameters

Fixed rules or limits that guide how a development must be designed. They set out the key requirements for things like building heights, block layouts, street positions, open space locations and movement routes.

Permeability

How easily people can move through an area using a choice of safe, direct and connected routes. A permeable layout makes it simple to walk, wheel or cycle between homes, streets, parks and local facilities without long detours or dead ends. Good permeability creates places that feel more accessible, legible and well-connected, while reducing reliance on cars.

Place-Making

The process of designing and shaping buildings, streets and spaces to create enjoyable, distinctive, and well-used places. It focuses on how people experience an area, making sure it feels welcoming, attractive and easy to move around. Good placemaking brings together design, community needs, local character and everyday activity to create places that support social interaction, health and a strong sense of identity.

Plot

A single piece of land within a development that is set aside for one building or group of buildings, along with its private outdoor space. It includes the area for the home or building footprint, garden, parking and any boundaries. Plots help organise how buildings sit within a street and ensure each property has a clear, usable space of its own.

Public Realm

The public realm refers to all the outdoor places that everyone can use and enjoy, such as streets, squares, parks, pavements and other shared spaces. It includes everything between buildings that is publicly accessible and forms the setting for daily life.

Rationale

The reasoning behind a design decision. It sets out why something has been planned or arranged in a certain way and shows how the choice responds to the site, local context and the requirements of the design code. A clear rationale helps demonstrate that design decisions are well-thought-out, justified and based on sound planning and urban design principles.

Red-Line Boundary

Red-line boundaries show the exact area of land included within a planning application on the application drawings. They mark what the applicant has control over and where development, access or works are proposed. Anything inside the red line is part of the planning submission, while anything outside is not. Clear red-line boundaries help everyone understand the extent of the site and what the application covers.

Settlement Extension

New areas of development built on the edge of an existing town or village. They expand the settlement's boundary to create new homes, streets and community facilities. Good settlement extensions are carefully planned so they connect well to the existing place, feel like a natural continuation rather than a separate add-on and create a sensitive transition to the surrounding countryside. They should be designed with strong movement links, local character in mind and the potential for future growth where appropriate.

Social Infrastructure

Refers to the places, spaces and facilities that help build and sustain strong community life. It includes everything that supports social interaction, everyday meeting and a sense of belonging from local centres, pubs and community halls to parks, local shops, play areas and public spaces.

Streetscape

The overall look, feel and design of a street, including its buildings, pavements, lighting, trees, planting, street furniture and materials. It is everything you see and experience when moving along a street.

Sustainable Drainage Systems (SuDS)

Features designed to manage rainwater in a natural and sustainable way. Instead of sending all water straight into drains and sewers, SuDS slow it down, store it and allow it to soak into the ground where possible. This helps reduce flooding, improve water quality and create attractive green and blue infrastructure for people and wildlife. Examples include swales, rain gardens, wetlands, permeable paving, and retention basins. Good SuDS design turns water management into a visible, positive and interactive part of the landscape.

Tenure Neutrality

Designing homes so that properties of different tenures, such as private sale, shared ownership or affordable housing, look the same from the outside and are integrated throughout a development. It avoids creating noticeable differences between tenure types, helping to reduce stigma and support mixed, inclusive communities. Good tenure-neutral design ensures all homes meet the same standards of quality, appearance and layout, regardless of who lives in them.

Threshold Space

Small area between a building and the public street or path, such as a front garden, porch, step or shared entrance space. It creates a gentle transition from public to private areas, giving

residents a sense of ownership and providing a welcoming, clearly defined entrance. Well-designed threshold spaces improve privacy, support natural surveillance and help buildings engage positively with the street.

Typology

Refers to the types or categories of buildings, streets or spaces that share similar features. It helps describe patterns such as terraced houses, apartment blocks, village greens, high streets or rural lanes.

Wayfinding

The process of helping people find their way around a place easily. It includes the features that make routes clear and intuitive, such as landmarks, signage, building frontages, lighting and the overall layout of streets and paths. Good wayfinding means people can navigate without confusion, understand where they are and move confidently through a neighbourhood.

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