13.0   DESIGN GUIDANCE

Objectives

• to promote good design in all development proposals

13.1   Exeter is the regional capital of the south west and is a city of great character and historic interest. It is important to the City's economy and culture that this character and interest is conserved. Equally important is the need to encourage confident innovation so that high quality places of contemporary character are created which will stand the test of time. Safe solutions, designed to 'fit in' have their place but can lead to missed opportunities for excellence, perpetuating the ordinary and making little contribution to the development of Exeter as a vital and viable centre. New development should therefore be informed by a clear understanding of the historic and archaeological importance of the City and the evolution of its townscape and architecture.

13.2   This policy guidance is based on the DETR document 'By Design – Urban design in the planning system: towards better practice'. The policies have an urban theme and it is expected that development should enhance and create urban character.

Objectives of Urban Design

13.3   Government policy for urban areas has developed from the Rogers report "Towards an Urban Renaissance". This recognises that regeneration of our urban areas should be design led and that development should be considered within its wider economic and social context. Cities, rather than just individual sites, need to be well designed and compact with good connections between individual parts. Each proposal for development should contribute to creating a healthy and vibrant urban environment.

13.4   Development should create the following:

Character - a place with its own identity.

Proposals should be based on a clearly articulated design concept. Local variations in layout, form and materials should be reinforced. Land use and layout as well as materials contribute to distinctiveness.   Where little character of note exists development may create new distinctiveness.

Enclosure – townscape where spaces are clearly defined.

Good enclosure by buildings or landscape elements is essential. Spaces with clear identity such as streets and squares should be created.

Quality public realm – well designed, well used outdoor areas.

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Development should be understood as place making – promoting spaces and routes that are attractive, safe, uncluttered and which work for all in society, including disabled and elderly people.

Ease of movement – a place that is easy and safe to get to and move through.

Places that work well have a network of streets and pedestrian links which make it easy to move safely from one place to another, particularly by foot or by bicycle. New development should provide safe and attractive links, recognising desire lines and putting people before traffic.

Legibility – a place with a clear image that is easy to understand.

The "legible city" is one where development creates clearly recognisable routes, intersections and landmarks. Well designed corner buildings, landscape features and public art all help people find their way around without having to rely overly on signs.

Adaptability – a place that can change easily.

Cities need to be able to respond to changing social, technological and economic conditions by allowing buildings and spaces which may have a variety of possible uses. Offices, for example, should be readily convertible to residential use and public spaces should be able to accommodate pedestrian movement, entertainment, markets, displays, etc.

Diversity – a place with variety and choice.

Developments should promote diversity and choice through a mix of compatible uses that work together to create viable places, which limit reliance on vehicle transport and which promote local services.

Design Principles

13.5   To achieve the objectives, nine design principles are set out below which should be followed to ensure that development proposals contribute to the urban design excellence of Exeter.

Layout: Urban Structure

13.6   The layout of a development is the framework of routes and spaces that connect within the site and to areas beyond it and the way the built form and spaces relate to each other. Developers should analyse the urban context, including historical growth and street pattern, and ensure that their proposals promote appropriate urban character and allow safe and convenient movement through their sites and to sites adjoining, particularly for pedestrians and cyclists.

13.7   Achieving successful urban structure is dependent upon the integration of highway, landscape and built form design. As a matter of principle, designers should arrange buildings to create good, well enclosed places and then fit the roads into the

spaces created. All external space should have a proper use which contributes to the character of the development. Left-over spaces should be avoided.

13.8   Design should not be focused on the movement and parking of vehicles at the expense of good townscape. Parking and vehicle servicing should be integrated unobtrusively so that pedestrians have priority and the urban structure is respected. Pedestrian routes should be clear and safe without being diverted at the convenience of vehicles. A permeable layout should be promoted with enclaves and culs-de-sac generally avoided. Routes should remain within public control. Spaces such as squares created within development should sit astride routes and have active frontages facing onto them.

Urban Grain

13.9   The arrangement of building plots and plot sub-divisions should create good enclosure and urban form. Depending on the context of the site the way the site is divided up may need to be fine grained (frequent plot divisions) or coarse grained (few divisions). The correct approach should be arrived at by careful analysis of the site and its context. Where public spaces are provided they should be of sufficient size to accommodate necessary street furniture, allow easy pedestrian movement and avoid visual clutter.

Landscape

13.10 Landscape design is a principal consideration of development, the starting point of which is the quality and character of the existing land forms (hills, valleys and slopes), vegetation and other natural features. Exeter's hilly terrain strongly influences its townscape with views and glimpses almost at every turn. Green spaces penetrate built up areas, green hills are clearly visible from the centre and there is significant mature tree cover in the older residential areas. Roofscapes are important and it is rare that a building is not visible from one public place or another.

13.11 Development proposals should work with the existing contours rather than relying on extensive cut and fill. Monolithic slabs that ignore land form will not be acceptable. Landscape works should aim to enhance the setting of both the proposed development and the surrounding area. Carefully considered hard landscape works and new planting allied to the conservation of important existing natural features (examples of these would include trees, significant shrubs and hedgerows, rivers, streams and associated land) enhances the character and appearance of new development and promotes local distinctiveness.

13.12 The developer will be expected to show all ground features, including ground levels, on an accurate land survey. Where there are trees on or adjoining the site, a detailed tree survey, including crown spreads, will be required.

13.13 Development should be designed to ensure trees flourish and mature. All design elements (including buildings, roads, services, above and below ground security equipment, changes in levels and construction of hard landscape) should be arranged to ensure a good spatial relationship between development and trees to be

retained and planted. In addition to avoiding damage to trees during construction, sufficient space must be provided beyond the crown spreads of trees to take account of any future growth and allow their safe, long term retention while avoiding undue future pressure for felling or excessive pruning.

13.14 The boundaries of development should have enclosure. The means of enclosure, whether by buildings, trees, hedges, walls or railings, should read as a permanent feature which complements the townscape and landscape. Timber fences on boundaries adjoining public places should be avoided. Ancillary structures and facilities such as retaining walls, bin stores and drying areas should be integrated into the design so that they do not spoil the setting of buildings or conflict with trees or other natural features.

Density

13.15 New development should be at an urban density to ensure that local distinctiveness is retained and promoted and to ensure that suburban sprawl does not spoil the compactness and green setting of the City. The appropriate density will depend upon the site in question but development proposals will be assessed on the extent to which they promote Exeter's urban character and to what degree they are able to support local services including public transport. Developers should bear in mind that there are very close links between density, mix and urban grain.

Mix

13.16 An urban area depends upon a compatible mix of uses to make it successful. For example, in the City Centre and other commercial centres, residential development above ground floor commercial use can generate activity, providing custom for shops and restaurants and a more secure and lively community. Ground floor mixed uses provide variety and choice at street level. In residential areas a mix of unit type and tenure can ensure a good variety of accommodation, meeting a range of needs.

13.17 Developers should promote density and choice through a mix of compatible uses that work together to create viable places, which limit reliance on vehicle transport and which promote local services.

Height

13.18 The appropriate height of a development should be considered relative to the wider townscape, to adjoining buildings and space and to human scale.

13.19 Development should preserve or enhance Exeter's skylines, views and vistas. Local landmarks should not be obscured or their silhouettes spoiled by new buildings. Skylines help define the character of the city and it would be an exceptional proposal which broke through the skyline in an acceptable way. This should not, however, preclude innovation which may enhance the townscape and create new features.

13.20 The height of a building is crucial to the character of the spaces that are created. As a rule of thumb the larger the space the larger the building may be but it is most important that proposals are based on analysis of the site.

13.21 The height of the storeys or parts of a building defines the building's relationship with its users. Developers should consider how proposals relate to human eye level and assess the impact of development at the human scale. Details such as window cill and head height are important in defining character.

Massing

13.22 The massing of a development is the combined effect of the footprint, volume and shape of a building or group of buildings in relation to other buildings and spaces. In a townscape where the hills, valleys and skylines are of such importance achieving the correct massing is essential. Other design aspects of development will tend to fall into place more easily if the massing is right.

13.23 New buildings should respect their setting and relate well to the background of existing building blocks and shapes of roofs. As a general rule a new building should only stand out from the background of buildings if there is a need for a new landmark. This is not to suggest that development should copy historic forms. New buildings should be contemporary architectural solutions rather than copies of the old although there should be clear sensitivity to existing townscape. Standard solutions are rarely acceptable as they are unlikely to create a distinctive identity.

Details

13.24 Local building forms and details contribute to the distinctive qualities of Exeter. There is variety within the city but there are common characteristics in certain areas. St. Leonards, for example, is notable for its stucco townhouses and villas and this character can be successfully interpreted in new development without restricting the scope of the designer. There should, however, be a level of interest in new buildings which compares favourably with historic neighbours.

13.25 Shop fronts are especially important in creating an attractive public realm and reinforcing character but pressures for corporate images and shop security frequently erode local distinctiveness. Shop front designs will be sought which preserve or enhance the street scene and the character of the building of which the shop front forms a part. Security measures will need to harmonise with the shop front and allow a clear view into the shop at all times. Shutters should be avoided, particularly in listed buildings and in conservation areas.

Materials

13.26 The use of local materials is a major factor in enhancing local distinctiveness. Built form should be innovative but familiar materials can be the glue that binds the townscape together. Traditional materials have the added advantage of being long lasting with a tendency to improve or mellow with age, rather than deteriorate.

Design Guidance

13.27 The historic core of Exeter is notable for a rich mix of stone, stucco and brick. Earlier buildings will be in stone and stucco while later 18th and early 19th century suburbs may be brick (e.g. Southernhay) or stucco (e.g. St. Leonards). Familiar stone includes the deep red Heavitree stone and grey Torbay limestone, although on grand, landmark buildings dressed limestone and sandstone is prevalent. Roofing is traditionally in slate with some Edwardian and later suburbs distinct by their use of plain clay tiles. Sheet metals such as lead and copper are also commonplace. Developers should generally use this range of materials in conjunction with timber, steel and glass to create contemporary design solutions. Modern glazing is particularly useful for cladding which, when used in conjunction with traditional materials, can create contemporary solutions appropriate to an historic townscape.

DG1: DEVELOPMENT SHOULD:

(a) BE COMPATIBLE WITH THE URBAN STRUCTURE OF THE CITY, CONNECTING EFFECTIVELY WITH EXISTING ROUTES AND SPACES AND PUTTING PEOPLE BEFORE TRAFFIC;

(b) ENSURE THAT THE PATTERN OF STREET BLOCKS, PLOTS AND THEIR BUILDINGS (THE GRAIN OF DEVELOPMENT) PROMOTES THE URBAN CHARACTER OF EXETER;

(c) FULLY INTEGRATE LANDSCAPE DESIGN INTO THE PROPOSAL AND ENSURE THAT SCHEMES ARE INTEGRATED INTO THE EXISTING LANDSCAPE OF THE CITY INCLUDING ITS THREE-DIMENSIONAL SHAPE, NATURAL FEATURES AND ECOLOGY;

(d) BE AT A DENSITY WHICH PROMOTES EXETER'S URBAN CHARACTER AND WHICH SUPPORTS URBAN SERVICES;

(e) CONTRIBUTE TO THE PROVISION OF A COMPATIBLE MIX OF USES WHICH WORK TOGETHER TO CREATE VITAL AND VIABLE PLACES;

(f) BE OF A HEIGHT WHICH IS APPROPRIATE TO THE SURROUNDING TOWNSCAPE AND ENSURE THAT THE HEIGHT OF CONSTITUENT PART OF BUILDINGS RELATE WELL TO ADJOINING BUILDINGS, SPACES AND TO HUMAN SCALE;

(g) ENSURE THAT THE VOLUME AND SHAPE (THE MASSING) OF STRUCTURES RELATES WELL TO THE CHARACTER AND APPEARANCE OF THE ADJOINING BUILDINGS AND THE SURROUNDING TOWNSCAPE;

(h) ENSURE THAT ALL DESIGNS PROMOTE LOCAL DISTINCTIVENESS AND CONTRIBUTE POSITIVELY TO THE VISUAL RICHNESS AND AMENITY OF THE TOWNSCAPE;

(i)   USE MATERIALS WHICH RELATE WELL TO THE PALETTE OF MATERIALS IN THE LOCALITY AND WHICH REINFORCE LOCAL DISTINCTIVENESS.

Energy Conservation

13.28   The layout of new development and the design of buildings should contribute to the conservation of energy. This can, for example, be achieved by retaining and refurbishing buildings, by including more terraced houses in a layout, rather than detached, by facing dwellings towards the sun and by providing landscape works which shelter buildings from the wind. The use of materials can also have an impact. Some products consume considerably more energy in their manufacture than others and choosing local materials can save on energy consumed in transportation. Materials that last and can easily be repaired should, if possible, be used. The sharing of facilities can also help. Shared drives, communal space, storage and parking facilities can save energy in construction.

DG2: NEW DEVELOPMENT SHOULD BE LAID OUT AND DESIGNED TO MAXIMISE THE CONSERVATION OF ENERGY. PROPOSALS SHOULD:

(a)   RETAIN AND REFURBISH EXISTING BUILDINGS ON SITE EXCEPT WHERE RETENTION IS UNVIABLE OR THE BUILDINGS ARE DETRIMENTAL TO THE CHARACTER OF THE SITE OR WOULD PREJUDICE THE BEST USE OF LAND;

(b)   AIM TO GAIN MAXIMUM BENEFIT FROM SOLAR GAIN;

(c)   BE SUBJECT TO LANDSCAPE SCHEMES WHICH PROVIDE LANDFORM AND PLANTING THAT ACTS AS A SHELTER FOR BUILDINGS.

Commercial Development

13.29   Industrial, warehousing, leisure or retail schemes (commercial development) should be designed to contribute positively to the image of the City. Site development should be considered as a composition of buildings and landscape, such that one complements the other. High quality buildings in well designed landscape settings can encourage economic investment, create customer loyalty and provide an attractive environment for the workforce.

13.30   Commercial development provides scope for contemporary design using a wide range of forms and materials. Main entrances and ancillary office uses should normally be prominent to the street and include sufficient glazing to provide visual links between the outside and inside of buildings. Opportunities should be taken to maximise the amount of fenestration to allow natural light into buildings. This has the potential to save energy by reducing the need for artificial light and to create an

attractive internal environment. Retail warehousing should include display windows to enliven pedestrian and car parking spaces.

13.31 While many commercial developments are designed on the basis of access by car, it is nevertheless important that provision is made for pedestrians. Car drivers, once having left their cars, are themselves pedestrians and may often be accompanied by young children and elderly people. Layouts should therefore provide safe and attractive pedestrian routes from the adjoining highway network and to and from vehicles within the site. Materials should be used which suggest to motorists they are in a pedestrian priority area.

13.32 The nature of commercial development will normally result in large areas of blank wall and may involve large areas of outside storage. Where walls are prominent they should be designed to provide visual interest and include screen planting and/or public art. Specific means to allow climbing plants to flourish will often be required. Outside storage areas should be unobtrusively located, away from public spaces, and screened by walls and planting.

13.33 All ancillary items such as plant, flues, refuse bin stores and advertising should be considered at the outset of the design process and integrated unobtrusively into the design. On large buildings, in particular, developers will need to ensure that the size and design of advertisements do not dominate the townscape.

DG3: COMMERCIAL DEVELOPMENT SHOULD:

(a)   FACE THE MAIN ELEVATIONS, ANCILLARY OFFICE USES AND ENTRANCES OF BUILDINGS ONTO THE PUBLIC REALM;

(b)   ENSURE THAT CAR PARKING LAYOUTS AND USE OF SURFACE MATERIALS ARE DESIGNED TO GIVE PRIORITY TO PEDESTRIANS;

(c)   IN THE CASE OF RETAIL WAREHOUSING, ENSURE THAT CLEAR GLAZED DISPLAY WINDOWS ARE PROVIDED ON THE FRONT ELEVATIONS;

(d)   ENSURE THAT LARGE, PROMINENT AREAS OF BLANK WALL ARE DESIGNED TO PROVIDE VISUAL INTEREST;

(e)   LOCATE AREAS OF EXTERNAL STORAGE IN UNOBTRUSIVE POSITIONS SCREENED FROM PUBLIC PLACES.

Residential Layout and Amenity

13.34 Government advice contained in 'By Design – Better places to live' (a companion guide to PPG3) outlines the principles which should be applied to all proposals for residential development. Prospective developers should combine the advice in this document with careful analysis of the site and its local context.

13.35   Residential layout should be at the maximum feasible density taking account of all the design constraints relating to a particular site. Full account should be taken of the need to preserve the amenity of the occupiers of adjoining development but the urban theme of this design guidance should run through new proposals. An existing suburban context will not be seen as justifying a similar, new, suburban scheme at insufficient densities.

13.36   People should be able to enjoy a degree of privacy and a quality of outlook which makes them feel comfortable in their dwellings and to enjoy their gardens without feeling overlooked or hemmed in. This may be achieved by providing a minimum distance of 22 metres between habitable rooms or by imaginative design which avoids rooms directly facing each other or facing unsightly structures. Privacy and amenity achieved by design rather than remoteness is usually more effective. Distance standards will be applied flexibly and not at the cost of good townscape and sufficient densities.

13.37   Particular attention will be paid to the scale of the proposed development when considering the amount of private space between dwellings.   Generally speaking, single storey dwellings cause few privacy or overshadowing problems and distances may be accepted that are less than rule-of-thumb specifications.   Three storey buildings, in contrast, may create more problems and will often be required to be spaced further apart from the norm. Locating parking at the rear of dwellings requires dwellings to be spaced further apart and allows significant improvements in back-to-back privacy even with small gardens.

13.38   Private garden space may vary in size but should not normally be smaller than 55 sq. metres. In considering garden size the orientation and scale of buildings will be taken into account. Larger houses will generally require more than 55 sq metres while less space may be adequate for smaller houses.   A sunny south facing orientation with an attractive outlook, for example, may allow a smaller garden area whereas a north- facing garden with a poorer outlook, adjacent to a busy road or railway, will probably need to be larger.   In some circumstances, it may be appropriate to provide small private spaces adjoining the dwellings facing onto a shared garden area which is not sub-divided.

13.39   For good townscape reasons private gardens should normally be on the side of the house away from the road. There can, however, be good reasons why gardens should front the road, and in these cases screen walls should be carefully designed so that they become positive features in the townscape. Timber screen fences facing public places are not acceptable. Front gardens should be enclosed by walls, railings or hedges in order to create good enclosure and "defensible space".

13.40   In development consisting of flats and/or maisonettes, usable communal space which is accessible to all of the residents should be included. A minimum of 10 sq metres of communal space per dwelling will be applied as a rule-of-thumb, although there will be cases where more should be provided. It is recognised that some proposals such as conversions will not be able to provide open space. In normal circumstances each ground floor dwelling should be provided with a veranda, patio or similar semi-private sitting out area directly connected to the building. Upper floor

units should normally be provided with French windows or balconies in order to compensate for a lack of direct access to communal open space. In busy urban areas it is very important that shared amenity space is free from vehicles, screened from public view, landscaped and located so as to receive maximum sunlight.

DG4:   RESIDENTIAL DEVELOPMENT SHOULD:

(a)   BE AT THE MAXIMUM FEASIBLE DENSITY TAKING INTO ACCOUNT SITE CONSTRAINTS AND IMPACT ON THE LOCAL AREA;

(b)   ENSURE A QUALITY OF AMENITY WHICH ALLOWS RESIDENTS TO FEEL AT EASE WITHIN THEIR HOMES AND GARDENS;

(c)   ENSURE THAT THE BOUNDARIES OF PRIVATE REAR GARDENS FACING PUBLIC PLACES ARE DESIGNED TO MAKE A POSITIVE CONTRIBUTION TO THE TOWNSCAPE;

(d)   WHERE FRONT GARDENS ARE INCLUDED PROVIDE ENCLOSURE TO CREATE DEFENSIBLE SPACE.

Provision of Open Space and Children's Play Areas

13.41   The provision of adequate open space as part of development is essential to the well being of communities. It is needed to achieve the 'greening' of the residential environment and provide easy access to amenity space, unless there is sufficient open space nearby. On large developments of over 50 dwellings, provision should be made on site. Under 50 dwellings, provision may be made off site or through a commuted sum provided that the facilities are conveniently located to serve the development. Where very few dwellings are proposed a judgement on the application of the open space requirement will be made depending on the size and character of the open space that may be created.

13.42   The City Council have carried out an assessment of children's playing space, updating a previous survey conducted in 1994. In accordance with National Playing Fields Association guidance, equipped or designated play areas were recorded, along with casual or informal play space located within housing areas of a suitable size and nature. In the assessment of casual or informal playing space, land outside of housing areas, narrow verges, densely wooded or overgrown areas, narrow strips of land, private grounds and space considered to be too small for play were omitted. This survey identified over 75 hectares (185 acres) of casual or informal play space and approximately 12 hectares (30 acres) of equipped or designated play areas. This reveals that there is a deficiency in Exeter for equipped or designated play areas. The provision in hectares per 1,000 population, as compared with the standard is as follows:-

	N.P.F.A. standard	Exeter provision
Casual/Informal Play Space	0.4 – 0.5	0.6438
Equipped/Designated Play Areas	0.2 – 0.3	0.1087
Total (Children's Playing Space)	0.6 – 0.8	0.7792

13.43 The NPFA standard recommends that equipped or designated play areas should be provided in localities on the basis of the distance of the facilities from children's homes. Three types of play area are defined: Local Areas for Play (LAPs) which are small play areas catering mainly for younger children and have a catchment of 60 metres; Local Equipped Areas for Play (LEAPs) which also cater for younger children but have at least five types of equipment and have a catchment of 240 metres; and Neighbourhood Equipped Area for Play (NEAPs) which consist of at least eight types of equipment, offer play opportunities for older children and have a catchment of 600 metres. On the basis of these definitions there are deficiencies in Polsloe, Heavitree, Whipton Barton, St Leonard's, Pennsylvania, Exwick and Alphington, along with a lack of play opportunities for older children.

13.44 The area(s) of open space, to be provided as part of development, should be level, useable, large enough to be effectively landscaped, readily accessible from the dwellings and form a focal point for the development. Open space should be made available for public access either through adoption or otherwise secured by legal agreement. The open space should be of a sufficient size that after landscape works have been carried out, the area remaining is large enough to accommodate a significant range of open space uses including equipped children's play space. Small, awkwardly shaped or fragmented areas of space will not normally count towards the 10% provision. Adjacent houses should face onto the space to create effective surveillance and an attractive townscape. The layout should provide for safe pedestrian links to open spaces within the development and to other neighbouring open spaces and amenities. On sites where there is no level ground, landscape works should include the creation of a level area which consists of 10% of the site.

13.45 Natural features such as watercourses, protected trees and other wooded areas should not normally be considered as part of the open space provision. The 10% open space requirement will, however, be calculated on the basis of the entire site area including protected trees or other areas which may not be developable.

13.46 The ownership and responsibility for maintenance should be unambiguous. The developer should indicate the location and extent of all open spaces to be adopted by the authority. The Council will not normally adopt slopes greater than 1:3 or small areas which perform no significant recreational or amenity function but will require satisfactory arrangements for their maintenance to be provided for in a legal agreement.

DG5:   FAMILY HOUSING PROPOSALS SHOULD PROVIDE 10% OF THE GROSS DEVELOPMENT AREA AS LEVEL OPEN SPACE, INCLUDING EQUIPPED CHILDREN'S' PLAY SPACE, UNLESS THERE IS OPEN SPACE

Design Guidance

Vehicle Circulation and Car Parking in Residential Development

13.47   Roads, car parking and other hard surfaced areas should not dominate sites or unduly limit the densities that can be achieved. A well thought out layout of roads can encourage trips by foot, bicycle and public transport, thereby helping create a sustainable environment. Government advice such as 'Design Bulletin 32' and its companion guide 'Places, Streets and Movement (Residential Roads and Footpaths)' encourage putting the layout of houses before that of roads to create a sense of place and promote a sense of community and of safety.

13.48   Of particular benefit to the townscape and the environment is a layout which reduces reliance on the culs-de-sac and which creates a permeable, traffic calmed system linked to adjoining roads. To create satisfactory townscape parking should normally be provided between, behind or within buildings, with access shared. Distinct character can be created by the inclusion of streets, avenues and crescents without cars parked between dwellings and the road. If there is no alternative, on-street parking will generally provide better townscape than front curtilage parking.

13.49   Traffic calming can involve numerous signs and a multiplicity of surface materials which can detract from the character of the townscape. Care should be taken to ensure a layout which requires minimal signage and the use of simple, unifying materials.

13.50   Secure rear courtyards can allow well enclosed urban form to be created without cars dominating the street frontage. Courtyards should be designed as placed in their own right, be overlooked by adjoining dwellings and limited in size. Garages may be usefully included, allowing the option of flats above overlooking the courtyard spaces below.

DG6: IN PROVIDING FOR VEHICLE CIRCULATION AND CAR PARKING IN NEW RESIDENTIAL DEVELOPMENT THE DESIGN OF THE SCHEME SHOULD:

(a)   ENSURE THAT PARKING PROVISION IS ARRANGED SO THAT URBAN FORM MAY BE CREATED WITHOUT VEHICLES DOMINATING THE STREET SCENE;

(b)   PROVIDE PERMEABLE HIGHWAY SYSTEMS LINKED TO ADJOINING ROADS;

(c)   ENSURE THAT THE MEANS OF CALMING TRAFFIC DO NOT DETRACT FROM THE CHARACTER OF THE TOWNSCAPE;

(d)   PROVIDE SAFE AND SECURE PARKING THAT IS SUBJECT TO CLEAR SURVEILLANCE BY LOCAL RESIDENTS.

Crime Prevention and Safety

13.51 Well designed developments can play their part in achieving a safe and secure environment. Best practice in this field is encouraged by the police who will certify developments as 'Secure by Design' where they meet criteria including those based on the following principles:

- neighbourhoods are created with a sense of community;
- layouts give a sense of ownership to all elements of the development (the principle of Defensible Space) and encourage surveillance by occupants and passers by;
- good lighting is achieved;
- doors and windows are made sufficiently secure to inhibit break-ins.
- pedestrian routes and open space are designed to avoid opportunities for criminal and anti-social behaviour.

13.52 These principles are applicable to both residential and commercial development. Security measures, such as CCTV, should be integrated early in the design stage to avoid damage to buildings and landscape which later, corrective measures, may cause. Heavy handed security devices such as roller shutters and security fencing can prove counter productive by triggering a vicious circle where fear of crime is increased and surveillance discouraged. A quality townscape is itself a deterrent to crime by encouraging urban vitality and other security measures should complement this. In new housing developments the safety of residents would also be enhanced by the installation of fire extinguishing sprinklers.

DG7: THE DESIGN OF DEVELOPMENT SHOULD AIM TO ACHIEVE A SAFE AND SECURE ENVIRONMENT. PROPOSALS SHOULD:

(a)   ENSURE PEDESTRIAN ROUTES AND PUBLIC SPACES ARE OVERLOOKED AND SUBJECT TO NATURAL SURVEILLANCE;

(b)   PROVIDE ENCLOSURE OF PROPERTIES, SO THAT PRIVATE SPACES ARE WELL DEFINED AND FULFIL THE ROLE OF DEFENSIBLE SPACE;

(c)   ENSURE THAT LIGHTING IS LOCATED AND DESIGNED IN SUCH A WAY AS TO DETER AND REDUCE THE FEAR OF CRIME;

(d)   ENSURE THAT SCHEMES FOR LANDSCAPE DESIGN, INCLUDING NEW PLANTING, DO NOT CREATE OPPORTUNITIES FOR CRIME AND THAT, WHERE APPROPRIATE, SPECIES OF PLANTS ARE USED TO DETER CRIMINAL OR ANTI- SOCIAL BEHAVIOUR;

(e)   INTEGRATE CRIME PREVENTION MEASURES IN AN UNOBTRUSIVE MANNER, SUCH THAT THE FEAR OF CRIME IS NOT RAISED, AND THAT THERE IS NO DETRIMENTAL EFFECT UPON TOWNSCAPE AND AMENITY.

Design Guidance

Advertisements

13.53   The main purpose of advertisement control is to contribute to the appearance of an attractive and cared-for environment. Consent will only be given for the display of an advertisement which respects the interests of public safety and amenity, assessed in the context of the general characteristics of the locality and any features of historic, architectural, cultural or any other special interest.

DG8: ADVERTISEMENTS, SIGNS AND NOTICE BOARDS WILL NOT BE PERMITTED IF THEY ARE LIKELY TO CAUSE HARM TO THE CHARACTER AND APPEARANCE OF THE BUILDINGS ON WHICH, AND THE AREA IN WHICH, THEY ARE LOCATED.

Public Art

13.54   Public art includes works of fine art, craft and photography, incorporated within the design of buildings or landscapes which are generally accessible or visible to the public. The City Council will encourage improvements to the overall environment and open spaces through public art initiatives. An attractive 'public realm' creates a positive image of the City and assists economic regeneration. Although it is not grounds for refusal, developers will be requested to integrate public art, where feasible, into the design of new development and environmental schemes from the outset. Imaginative ideas can dramatically enhance the appearance, success and appreciation of a scheme, without adding to the cost.