

TENDRING DISTRICT COUNCIL SUPPLEMENTARY PLANNING GUIDANCE:

CRIME REDUCTION THROUGH ENVIRONMENTAL DESIGN

This planning guidance note has been produced by Tendring District Council as part of the Tendring Crime and Disorder Partnership's strategy to encourage designers and developers to reduce the opportunity for crime through environmental design. The guidance supplements planning policies contained in the Adopted Tendring District Local Plan (April 1998). As such it will be regarded as a material consideration in the determination of planning applications submitted to the Council. The guidance was subject to consultation between 1 December 2000 and 15 January 2001, and formally adopted by the Council's Planning and Technical Committee on 21 March 2001.

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THE IMPORTANCE OF DESIGN IN CRIME PREVENTION

The good design of environments can make a major contribution to the prevention of crime and help to reduce anti-social behaviour and the fear of crime. Well designed environments are likely to add to the well being and quality of life of the local community. Poor design and layout can provide both opportunities and targets for crime, and may lead to alienation and reduce social interaction.

Key Points:

- Crime depends on concealment – well used and overlooked streets will deter criminals.
- Anonymity provides opportunity for crime; there should be a clear definition of ownership and responsibility for all parts of a development and defensible space around buildings.
- Routes through a development for all forms of movement should be as clear and direct as possible.

To reduce crime and improve community safety requires an integrated approach that extends beyond, but includes land use planning. 'Secured by Design' is a police initiative to encourage the building industry to adopt crime prevention measures in development design to assist in reducing the opportunity for crime and the fear of crime, creating a safer and more secure environment. Developers who gain 'Secured by Design' approval can use the marketing opportunity such status presents. The scheme covers design and layout issues as well as providing detailed guidance on security measures in building construction such as windows, doors and locks. See page 10 for details of how to find out more about the initiative and other useful sources of information.

PLANNING OUT CRIME AND ANTI-SOCIAL BEHAVIOUR

Central Government

Central Government policy advice contained in Planning Policy Guidance Note 1 (PPG1) "General Policy and Principles" (1997) states:

"In considering the design of proposed new development, local planning authorities, developers and designers should take into account the advice contained in DoE Circular 5/94, 'Planning Out Crime' (Paragraph A7).

The Circular advises that: 'The Planning System is one, but only one, important factor in a successful crime prevention strategy' and asserts that crime prevention is capable of being a material consideration in determining planning applications. It states:

"There should be a balanced approach to design which attempts to reconcile the visual quality of a development with the need for crime prevention".

'By Design - Urban Design in the planning system: towards better practice' (Department of Environment, Transport and Regions/Commission for Architecture and the Built Environment, 2000) states that the context and benefits of good design is in:

"creating sustainable developments and the conditions for a flourishing economic life, for the prudent use of natural resources and for social progress. Good design can help create lively places with distinctive character; streets and public spaces that are safe, accessible, pleasant to use and human in scale"

This demands an integrated approach to the design of new development, including careful consideration of the development's relationship with its surroundings.

Tendring District Local Plan

The Council has a responsibility under Section 17 of the Crime and Disorder Act 1998 to take account of the need to deter and prevent crime in carrying out all its responsibilities including Local Plan preparation and development control. Central government guidance is reflected in local planning policy which identifies crime prevention as one of the important planning considerations which must be balanced in determining planning applications.

Crime Prevention is specifically addressed by Policy TD20 of the Adopted Local Plan, which states:

POLICY TD20

THE DISTRICT PLANNING AUTHORITY WILL HAVE REGARD TO CRIME PREVENTION WHEN CONSIDERING DEVELOPMENT PROPOSALS. NEW RESIDENTIAL, INDUSTRIAL AND RETAIL ESTATES WILL BE REQUIRED TO BE DESIGNED AND LAID OUT TO TAKE ACCOUNT OF CRIME PREVENTION MEASURES. IN PARTICULAR, REGARD WILL BE HAD TO THE FOLLOWING FACTORS: -

- I] THE CREATION OF 'DEFENSIBLE SPACE' CREATING A FEELING OF TERRITORIALITY AMONG OCCUPANTS WHERE THEY FEEL THEY HAVE AN INFLUENCE ON THE AREA OUTSIDE THEIR PROPERTY OR PREMISES;
- II] THE USE OF REAL OR SYMBOLIC BARRIERS BY THE PROVISION OF DIFFERENT ROAD SURFACES, NARROWED ENTRANCES ETC. TO GIVE THE IMPRESSION OF ADDITIONAL PRIVATE SPACE;
- III] THE GROUPING OF BUILDINGS TO FACILITATE VIEWS OF NEIGHBOURING PROPERTIES WITHOUT AFFECTING INDIVIDUAL AMENITY OR PRIVACY;
- IV] PUBLIC OPEN SPACE AREAS TO BE SO DESIGNED AND LANDSCAPED TO BE OPEN TO PUBLIC VIEW AND NOT CONTAIN CONCEALMENT OPPORTUNITIES;
- V] GENERAL LANDSCAPING TO BE WELL DESIGNED, LOW AND COMPOSED OF SPECIES CHOSEN TO PREVENT CONCEALMENT;
- VI] FOOTPATHS TO BE OVERLOOKED WHEREVER POSSIBLE. ROUTES TO BE KEPT TO A MINIMUM AND LIT;
- VII] BOUNDARY TREATMENTS TO BE SECURE, PARTICULARLY WHERE ABUTTING FOOTPATHS OR OTHER PUBLIC AREAS;
- VIII] ADEQUATE LIGHTING TO BE PROVIDED THROUGHOUT THE DEVELOPMENT;
- IX] CAR PARKING TO BE IN LOCATIONS WHERE VEHICLES CAN BE KEPT UNDER SURVEILLANCE, IDEALLY WITHIN THE CURTILAGE OF PROPERTIES OR PREMISES. COMMUNAL CAR PARKING AREAS TO BE WELL LIT AND IN OPEN LOCATIONS;
- X] WITH REGARD TO COMMERCIAL DEVELOPMENTS, PERIMETER FENCING AND OTHER SECURITY MEASURES AND DEVICES SHOULD BE INCORPORATED.

In addition, regard should be had to the other design policies in the Local Plan, in particular Policies TD3-6, TD9 and TD10, which are replicated in Annex A. Together these policies seek to encourage the highest possible standards of design in development and provide an attractive and safe environment for everyone who visits, lives and/or works in the District.

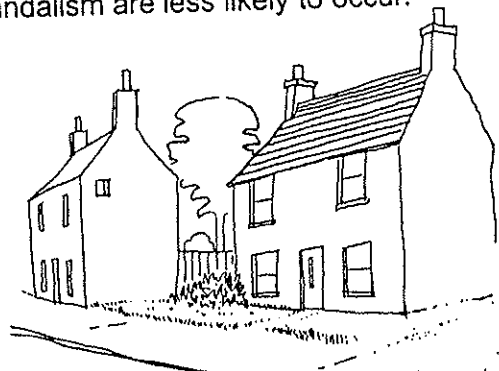
This Supplementary Planning Guidance expands on the Local Plan policies to provide a basis for decisions on planning applications and a source of advice to developers and designers. All the main elements of the design, planning and layout of a development should be considered together at an early stage of a project so that potential conflicts can be resolved, including those between security and other issues. In appropriate cases the District Council will seek to meet community safety needs through negotiation and/or the use of planning conditions or legal agreements.

Defensible Space

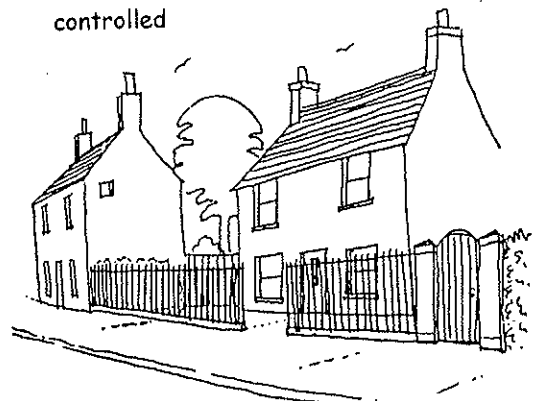
Designs should clearly identify the ownership of and responsibility for spaces around buildings and ensure that a clear distinction is made between public and private areas. This helps occupants feel they have an influence on the area outside their premises; encouraging them to take an active interest in their condition and protection. Potential criminals will feel more vulnerable to detection and the problems of vandalism are less likely to occur.

Key Points

- Housing estates featuring small groups of houses so that views of neighbouring houses are unrestricted without intruding on privacy.
- Public and semi-private areas should be readily visible from nearby buildings or from well-used rights of way to provide natural surveillance.
- Where the layout of new housing development requires that a house be set back from the road, the space in front should either be a publicly accessible paved area forming part of the general street space, or else an enclosed front garden wall, railing and/or hedge of at least waist height. Indeterminate open spaces in front of houses should not be formed.
- Access points to the rear of buildings should be overlooked and be controlled, for example, by means of lockable gates.
- Private spaces in rear gardens should not be overlooked except by immediate neighbours and if they adjoin public or semi-private spaces should have a secure boundary treatment such as walls or high fences.



- X Indeterminate open area does not create good defensible space
- X Access to the rear of the property is not controlled



- ✓ Front garden enclosed by railings
- ✓ Gated access to rear garden

The above illustrations are based on diagrams on p29 of the Essex Design Guide for Residential & Mixed Use Areas

Use of Real or Symbolic Barriers

Real or symbolic barriers at the entrance to a semi private space or road to a group of buildings can help give the impression of private space and encourage a feeling of identity, privacy and shared ownership amongst users. This can be achieved through:

- A change of road surface, material or colour.
- Use of shared surfaces eg. vehicles and pedestrians sharing the same surface.
- Use of physical structures such as gate piers or street furniture.



- ✓ A change in road surface material and the use of gate piers can help create the impression of private space

- Use of landscaping e.g. tree planting.
- Road narrowing.

Care must be taken, however, to ensure that such barriers do not reduce highway safety and that access for emergency and service vehicles is maintained.

Natural Surveillance

Natural surveillance is a cornerstone in the achievement of community safety. Ensuring spaces around buildings, footpath routes, open spaces and semi-private areas are open to view from adjoining occupied properties and/or well used routes can assist in discouraging criminal activity by increasing the risk of detection, reducing opportunities for crime and making potential offenders feel more vulnerable.

Direct Surveillance – CCTV

In most cases, the installation of Close Circuit Television (CCTV) will not require planning permission, but the installation of such equipment on a listed building would require listed building consent and equipment affecting the setting of a listed building may require planning permission. In such cases a balance has to be struck between the need to protect the character of historic buildings and the need for security. Government Guidance contained in PPG15 "Planning and the Historic Environment" advises that only undamaging and visually unobtrusive positions should be agreed where CCTV equipment is to be attached to a listed building.

Home Office guidance emphasises that CCTV is by no means a solution in itself, it will only be effective as part of an integrated package of crime prevention measures, and that sensitive and professional management of any CCTV system is essential for success. The use of CCTV raises a number of important issues including its impact on privacy and personal freedom.

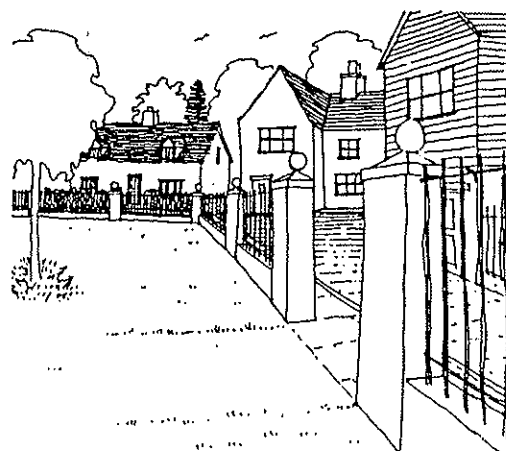
Open Space

Open spaces can make both urban and rural areas look attractive and give people the chance to enjoy recreation and leisure close to home. The provision of suitable, usable recreation facilities within a new development can also help reduce the incidence of crime by providing a positive alternative, particularly for young people. Together policies TD5 and TD6 of the adopted Local Plan specify the requirements for public and private open space provision in new housing development.

However, vandalism, assaults, and the use of areas to gain access to properties are all problems which can be associated with areas of open space and it is important to have regard for matters in the design of any scheme.

Key Points

- In an urban setting open spaces should preferably overlooked from buildings or traffic routes. Wherever possible buildings should face onto open areas, not turn their backs on them.



- ✓ Open space overlooked by surrounding properties
- ✓ Clear stemmed trees and low level planting maintain visibility

- The position of planting and choice of species should not create hiding places or provide climbing aids which would allow access to adjoining properties.
- Property boundaries adjoining open areas of land need to be secure, especially side and rear boundaries. Windows should not provide easy access from open land.
- A substantial suitably planted buffer on the outside of the fence line may help to discourage intruders.
- Focal points or likely gathering places should be situated well away from adjoining properties.
- Public space should be designed with a purpose in mind. Space left over after development that does not have a function, is a wasted resource and is likely to be abused and vandalised, reducing safety and security.

Landscaping

Good soft and hard landscape design is essential to achieve a high quality environment and can help deter crime. Good quality public spaces which are maintained to a high standard will tend to be well used, foster community pride and will offer fewer opportunities for crime.

Key Points

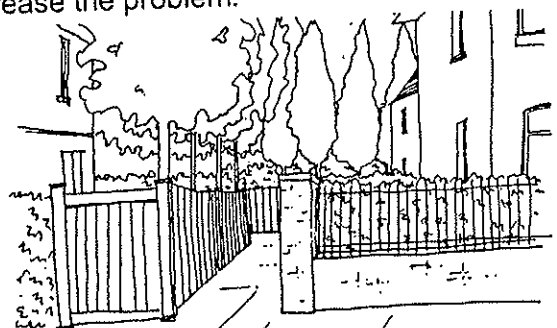
- Care must be taken to ensure landscape design does not provide opportunities for crime by providing hiding places or climbing aids, which enable access to upper floors of buildings.
- Landscaping should not impede natural surveillance, obscure lighting or CCTV cameras.
- Correct use of plant species can help prevent graffiti and loitering, and may be used to define /reinforce boundaries helping deter intruders. Thorny species of shrub may assist this purpose.
- Long term maintenance arrangements for public and communal spaces need to be planned for at an early stage, including the potential for transfer to local authority ownership or establishment of business/residents management companies as appropriate.
- Unsecured rear gardens backing onto paths or open spaces provide opportunities for criminal activity. Rear gardens which back onto each other provide mutual protection.

Footpaths and Cycle Paths

Public footpaths and cycleways form a vital point of the communications network and are an important recreational amenity. However, poorly located or designed paths can cause problems, for example, by providing opportunities for unobserved access to the rear of buildings, means of escape for offenders and opportunities for crime against people. They can also cause users to feel ill at ease and give rise to fear of crime, particularly after dark. This is likely to reduce levels of use which can increase the problem.

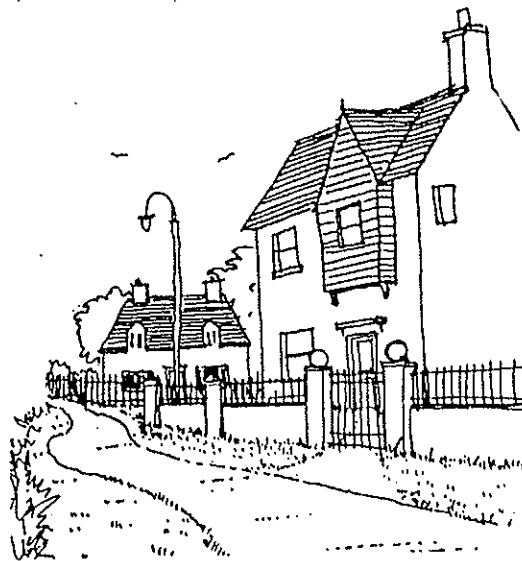
Key Points

- New routes should connect into existing routes and movement patterns.
- It should be possible for pedestrians and cyclists to move freely between all parts of a development, both locally and on a wider scale. This will encourage pedestrian and cycle activity, providing fewer opportunities for crime, and the paths are likely to feel safer.



- X Narrow footpath with poor visibility due to sharp change in direction
- X No lighting and path overhung by trees

- Long segregated footpaths should be avoided, where possible footpaths should follow the line of roads and be visible to road users.
- Good visibility should be maintained from either end, and along the route of footpaths and cycleways. Sharp changes in direction should be avoided.
- Paths should be a generous width and have a suitable landscape setting to avoid creating narrow corridors that could be perceived as threatening.
- Attractive footpaths and cycle paths can be formed through amenity open space.
- Footpaths and cycleways wherever possible should not be routed to the rear of buildings. If this is unavoidable a substantial buffer should be planted between a secure boundary wall or fence and the footpath edge with planting designed to discourage intruders.
- Lighting should normally be provided to footpaths and cycleways in built up areas. However, care must be taken to minimise light pollution where the route is passing through woodland or an ecologically sensitive area, and in some cases an alternative well lit route may have to be made available, such as a footway alongside a road.



- ✓ Good visibility along path
- ✓ Wide open space either side of path
- ✓ Natural surveillance from properties lining the route

Boundary Treatment

- Rear and side boundary treatments should be secure, particularly adjoining semi-private spaces, public areas or footpaths.
- Boundary walls, low flat roofs, bins or balconies, fuel stores and other structures should be designed so they do not provide climbing aids to gain access to a property.
- Trellis fixed on top of walls or fences can be effective as a deterrent. Unstable structures are more difficult to climb than a sturdy wall or fence.

Lighting

Good lighting design which uses the correct lighting source for the intended environment can help reduce the fear of crime. However, care must be taken to ensure that the impact of light pollution is minimised, especially in sensitive areas.

Key Points:

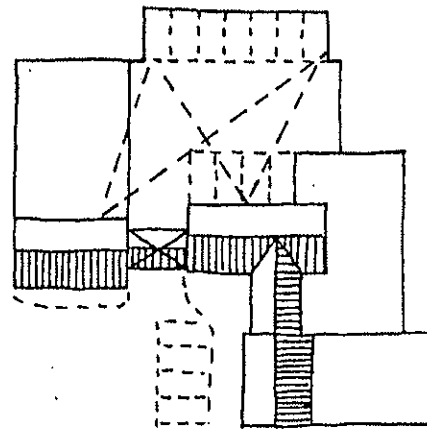
- Different lighting sources need to be considered for different environments. Historic areas, environmentally sensitive and rural areas need special attention.
- Higher lighting levels may be needed for vulnerable areas.

Car Parking

The number of crimes against cars have risen significantly in recent years and car parking areas can be especially prone to crime. Careful attention to the design of car parking in all developments can play a significant role in reducing car related crimes.

Key Points

- Parking should wherever possible be provided within the curtilage or overlooked by the dwelling or business it serves.
- All communal areas should be overlooked by nearby buildings. In the case of residential parking communal parking areas should be in small groups, close to the dwellings they serve overlooked by the kitchen or living room of at least some dwellings.
- Domestic garages should be located to maximise opportunities for natural surveillance. Entrances to garages should be located within the boundaries of the secured area.
- Parking areas should have safe and direct access for drivers from their vehicles to the building they serve.
- Parking areas should be well lit.

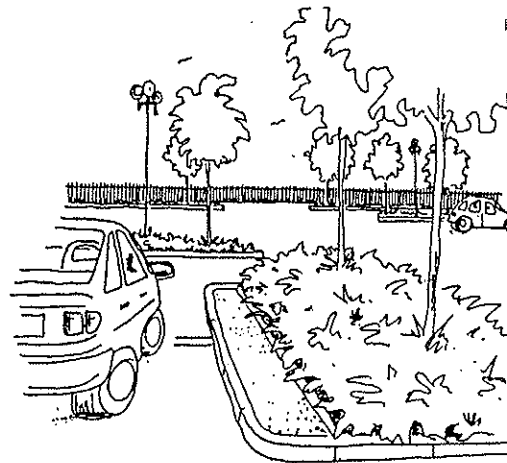


- ✓ Rear car parking spaces should be overlooked by at least some of the properties they serve

The above illustration is based on a diagram on p75 of the Essex Design Guide for Residential & Mixed Use Areas

Public Car parks

- Car parks should be located so they are readily visible from nearby buildings and well-trafficked routes. The boundary of the car park should allow for views into it from these routes.
- Car parks should be well lit.
- Well defined main footpath routes should be quickly accessible from parking bays and should provide a direct route to the facilities they serve. These routes should be well-signed and lit.
- Smaller private car parks should be secured at night to prevent unauthorised parking in what are often more secluded locations.
- Planting can help visually sub-divide larger car parks, but should be designed to avoid creating potential hiding places e.g. use of clear stemmed trees and low level shrubs below waist height to maintain visibility at eye level.



- ✓ Planting with clear stemmed trees and low level shrubs improves the quality of the car park environment whilst maintaining visibility.

There is a Secured Car Parks Scheme administered by the AA that provides more detailed advice on crime issues and car park design, see page 10 for contact information.

Commercial Development

General

- Access points and visitor and staff parking should be overlooked. Parking should be well lit with direct access to the premises.

Industrial Areas and Business Parks

- Business parks and industrial areas should have a securely fenced and suitably landscaped boundary. The design of a scheme to combine adequate security with an acceptable appearance will require careful consideration.
- The perimeter of each individual unit should be clearly defined with its own designated parking and loading areas. This will increase the likelihood that unusual vehicles or activity are noticed by the occupants of the unit or adjoining properties.
- Service yards should be overlooked from buildings. Back to back service yards can be a good way of increasing surveillance and deterring intruders. If an external storage area is proposed this should be a well designed, secure enclosure and well lit.



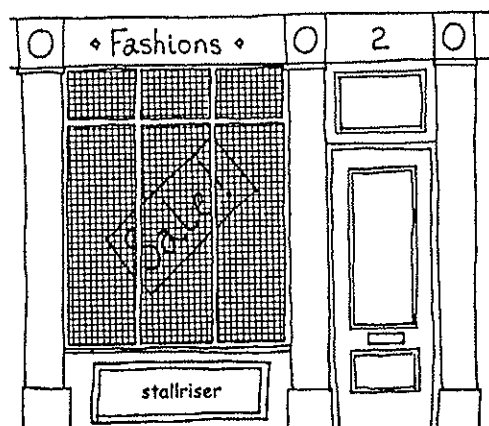
- ✓ loading and parking bays marked off as "private areas"
- ✓ loading and parking area overlooked by windows of the business they serve

Town Centre and Local Shops and Businesses

- External roller shutters will not normally be permitted as they lead to dead frontages within a street, resulting in a threatening, fortress-like effect. These shutters can also attract graffiti and fly-posting detracting further from the appearance of an area.
- The use of internal shutters will be encouraged where security is particular issue. These should be of an open mesh or grille variety that allows light to permeate out to or in from the street.
- The installation of bollards, pillars or railings at the kerbside can be a deterrent against certain types of crime, like "ram-raiding", but should avoid creating difficulties for people with physical or visual disabilities, and should not encourage parking in dangerous positions.
- Rear access to service yards should be secure and have lockable gates.
- Where flats are proposed as part of a development windows of well-used rooms should be positioned so that service areas, domestic bins and streets are overlooked. Access should be either direct from a parking area or the main street. Access routes must be well lit.



- ✗ External roller shutters create a dead frontage



- ✓ Open mesh shutters allow light to filter out to or into the street
- ✓ incorporation of a stallriser and small paned windows in the shopfront design can help improve shopfront security

CONCLUSION

Good design can help new development to be sustainable, and this includes reducing the incidence of crime and the fear of crime. This Supplementary Planning Guidance aims to promote safer places and it will be a material consideration when the Council makes decisions on planning applications. In conjunction with the Council's Crime and Disorder Strategy the quality of life in Tendring will be sustained and promoted.

CONTACTS AND FURTHER INFORMATION

Please remember that if there is a particular crime prevention issue, an officer may be able to advise on a possible solution.

Planning Applications

For advice about planning applications and alterations to listed buildings please telephone 01255 425501 or write to:

**Acting Head of Planning and Building Services
Tendring District Council
Weeley Council Offices
Thorpe Road
Weeley
Essex CO16 9AJ**

Community Safety

For further information about community safety issues please contact Ben Carroll on 01255 222727 or write to:

**Head of Community Services
Westleigh House
Clacton on Sea
Essex**

Essex Police Architectural Liaison Service

For further advice about building security please contact the Essex Police Architectural Liaison Service on 01245 452259 or write to:

**Essex Police Architectural Liaison Service
Community Safety Dept
PO Box 2
Headquarters
Springfield
Chelmsford Essex CM2 6DA**

Secured By Design Scheme

For more information write to:

**ACPO Crime Prevention Initiatives Ltd
PO Box 59
Newcastle upon Tyne
NE20 9WU
website: www.securedbydesign.com**

Secured Car Parks Scheme

For more information contact:

**Secured Car Parks Scheme
Automobile Association
3rd Floor Norfolk House
Priestley Road
Basingstoke
Tel: 01256 492733**

USEFUL DOCUMENTS

'Bombs – Protecting People and Property' (Home Office)

'By Design' (DETR/CABE 2000) available on DETR website www.detr.gov.uk

Essex Design Guidance for Residential and Mixed Use Areas (Essex Planning Officers Association 1997)

"Planning out Crime" (Department of the Environment Circular 5/94)

Planning Policy Guidance Note 15 "Planning and the Historic Environment" (Department of the Environment 1994)

Tendring District Local Plan (April 1998)

ANNEX A: TENDRING DISTRICT LOCAL PLAN POLICIES TD3-6, TD9 AND TD10

POLICY TD3

NEW RESIDENTIAL DEVELOPMENT SHOULD BE OF A HIGH STANDARD OF DESIGN AND LAYOUT WHICH RELATES WELL TO ITS SITE AND SURROUNDINGS. IN ASSESSING PROPOSALS THE DISTRICT PLANNING AUTHORITY WILL HAVE REGARD TO SUCH MATTERS AS :

- i] THE SITING OF ANY DWELLING AND ITS RELATIONSHIP TO ADJOINING BUILDINGS OR OPEN SPACE, INCLUDING THE AMENITIES OF ANY ADJACENT DWELLING;
- ii] THE PROPORTIONS, MASS, SCALE AND APPEARANCE OF DWELLINGS, PARTICULARLY IN CASES OF INFILLING;
- iii] THE SITE COVERAGE HAVING REGARD TO THE NEED FOR EACH DWELLING TO HAVE EITHER PRIVATE AMENITY SPACE OR, IN CERTAIN CASES, EASY ACCESS TO SHARED AMENITY SPACE;
- iv] THE PRIVACY AND ASPECT AVAILABLE TO MAIN HABITABLE ROOMS;
- v] EXISTING SITE CHARACTERISTICS, LANDSCAPE FEATURES AND THE PHASING OF PROPOSED LANDSCAPING;
- vi] THE PROVISION OF ADEQUATE OFF-STREET PARKING SPACE AND, WHERE NECESSARY, SPACE FOR THE TURNING OF CARS AND SERVICE VEHICLES;
- vii] THE AMOUNT AND TYPE OF TRAFFIC WHICH WOULD BE GENERATED AND THE ACCESS AND EGRESS ARRANGEMENTS;
- viii] NOISE LEVELS FROM ADJACENT LAND USES OR TRAFFIC.

POLICY TD4

WHEN CONSIDERING PLANNING APPLICATIONS FOR NEW RESIDENTIAL ESTATE DEVELOPMENT THE DISTRICT PLANNING AUTHORITY WILL CONSIDER SUCH PROPOSALS IN RELATION TO THE FOLLOWING:

- i] THE DENSITY, VARIETY AND GENERAL LAYOUT INsofar AS IT RELATES TO THE LOCAL BUILT ENVIRONMENT;
- ii] THE AMOUNT, LOCATION AND TYPE OF INCIDENTAL PUBLIC OPEN SPACE PARTICULARLY IN RELATION TO THE GUIDANCE FROM THE NATIONAL PLAYING FIELDS ASSOCIATION;
- iii] WHETHER THERE IS A NEED FOR PHASING ARRANGEMENTS;
IN RELATION TO TRAFFIC AND CIRCULATION REQUIREMENTS;
- iv] ALL MODES OF MOVEMENT SHALL BE MADE CONVENIENT, SAFE AND PLEASANT BY THE PROVISION OF:
 - a] A ROUTE SYSTEM SEGREGATED FROM THROUGH TRAFFIC FLOWS;
 - b] A CLEARLY DEFINED HIERARCHY OF ROUTES, WITH ROADS DIFFERING IN CHARACTER, SIZE, ALIGNMENT AND STANDARD ACCORDING TO THE DESIGN SPEED AND VOLUME OF TRAFFIC THEY ARE INTENDED TO CARRY;
 - c] INTERNAL ESTATE ROADS DESIGNED TO INCORPORATE FEATURES WHICH RESTRICT VEHICULAR SPEEDS TO 20MPH OR LESS;
- v] THE NEEDS OF BUSES SHOULD BE PROVIDED FOR IN THE DESIGN OF ROAD LAYOUTS WHICH PERMIT CONVENIENT AND EFFICIENT BUS ROUTES;
- vi] PEDESTRIAN MOVEMENT SHALL BE MADE CONVENIENT, SAFE AND PLEASANT, BY THE PROVISION OF CAREFULLY POSITIONED AND WELL DESIGNED SHARED SURFACE STREETS, LOCAL ACCESS PEDESTRIAN ROUTES AND SPINE FOOTPATHS;

vii] THE NEEDS AND SAFETY OF THE CYCLIST SHOULD BE PROVIDED FOR IN THE DESIGN OF THE ROADS, OR BY THE PROVISION OF CAREFULLY POSITIONED AND WELL DESIGNED PEDESTRIAN/CYCLEWAYS.

POLICY TD5 ON NEW HOUSING ESTATE DEVELOPMENTS OF 30 DWELLINGS OR MORE OR SITES OF ONE HECTARE (2.5 ACRES) AND ABOVE IT WILL BE EXPECTED THAT A PROPORTION OF THE SITE WILL BE RESERVED AND LAID OUT AS PUBLIC OPEN SPACE AND MADE AVAILABLE FOR USE PRIOR TO THE OCCUPATION OF THE DWELLINGS TO WHICH IT RELATES.

THE OPEN SPACE PROVIDED SHALL BE OF A SIZE, LOCATION AND TYPE APPROPRIATE TO MEET THE NEEDS OF THE DEVELOPMENT WHICH IT SERVES. AN APPROPRIATE PROVISION WILL BE IN ACCORDANCE WITH A MINIMUM STANDARD OF 1.6 HA (4.0 ACRES) PER 1,000 POPULATION.

WHEN CONSIDERING SPECIFIC PROPOSALS FOR OPEN SPACE PROVISION WITHIN NEW RESIDENTIAL DEVELOPMENT THE FOLLOWING WILL BE TAKEN INTO ACCOUNT:

- i] THE AMOUNT AND LOCATION OF EXISTING LOCAL PROVISION;
- ii] THE TOPOGRAPHY AND OTHER PHYSICAL CHARACTERISTICS OF THE SITE;
- iii] THE FORM AND DENSITY OF HOUSING LAYOUT PROPOSED;
- iv] THE POSSIBLE NUISANCE FROM THE OPEN SPACE USE AND THE POSSIBLE INTRUSION INTO THE QUIET ENJOYMENT OF ADJOINING PROPERTIES;
- v] THE NEED TO AVOID LOCATING PLAY AREAS/RECREATION AREAS CLOSE TO ELDERLY PERSONS DWELLINGS; AND
- vi] THE PROPOSED LAYOUT OF THE OPEN SPACE.

WHEN OPEN SPACE IS PROVIDED AS REQUIRED BY THIS POLICY AND IS TO BE DEDICATED TO THE COUNCIL, A PAYMENT WILL BE EXPECTED FROM THE DEVELOPER TO PROVIDE FOR FUTURE MAINTENANCE.

POLICY TD6 PRIVATE AMENITY SPACE FOR ALL DWELLINGS OTHER THAN FLATS SHALL NORMALLY CONSIST OF A MINIMUM OF 100 SQUARE METRES (120 SQ YARDS). A HIGHER FIGURE WILL OFTEN BE SOUGHT, DEPENDENT PARTICULARLY ON THE SITE AND CHARACTER OF THE AREA.

FOR FLATS, THE RECOMMENDED STANDARDS WILL NORMALLY BE EITHER:-

- i] A MINIMUM BALCONY AREA OF 5 SQUARE METRES (6 SQ YARDS) WITH THE GROUND FLOOR FLAT OR MAISONETTE HAVING A MINIMUM PRIVATE GARDEN AREA OF ABOUT 50 SQUARE METRES (60 SQ YARDS) OR
- ii] COMMUNAL RESIDENT GARDENS COMPRISING A MINIMUM AREA OF 25 SQUARE METRES (30 SQ YARDS) PER FLAT.

POLICY TD9 APPLICATIONS FOR EMPLOYMENT USES WILL BE EXPECTED TO RECOGNISE THE NEED FOR HIGHER DESIGN STANDARDS AND APPROPRIATE COMMUNAL AREAS OF LANDSCAPING. THE DEVELOPMENT OF NEW SITES SHALL BE BASED ON DESIGN BRIEFS SETTING OUT ACCESS AND INTERNAL LAYOUT REQUIREMENTS, SITE COVERAGE RATIOS, PROVISION FOR A LANDSCAPING PROGRAMME AND ON-GOING MAINTENANCE, PARKING PROVISION AND CRITERIA FOR THE MASSING, DESIGN AND MATERIALS OF BUILDINGS. IN RURAL AND VILLAGE LOCATIONS NEW INDUSTRIAL BUILDINGS WILL NORMALLY BE EXPECTED TO USE TRADITIONAL FARM BUILDING GROUPS AS A POINT OF REFERENCE FOR THEIR DESIGN.

POLICY TD10 WHEN CONSIDERING PROPOSALS FOR NEW DEVELOPMENT THE DISTRICT PLANNING AUTHORITY WILL REQUIRE THE RETENTION OF EXISTING TREES, HEDGEROWS AND SHRUBS WHEREVER APPROPRIATE. A SCHEME OF LANDSCAPING WILL NORMALLY BE REQUIRED BY CONDITION. SUCH SCHEMES COULD INCLUDE PROPOSALS FOR TREE AND SHRUB PLANTING, EARTH MOULDING, WALLING, HARD SURFACING OR STREET FURNITURE, AS APPROPRIATE. NATIVE SPECIES SHOULD NORMALLY BE A PREDOMINANT FEATURE IN NEW TREE PLANTING SCHEMES. A SUBSTANTIAL BELT OF TREE PLANTING WILL NORMALLY BE EXPECTED WHERE NEW DEVELOPMENT ADJOINS OPEN COUNTRYSIDE.