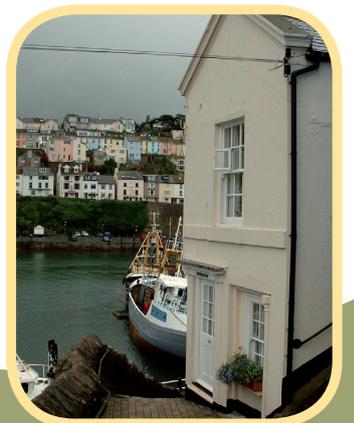
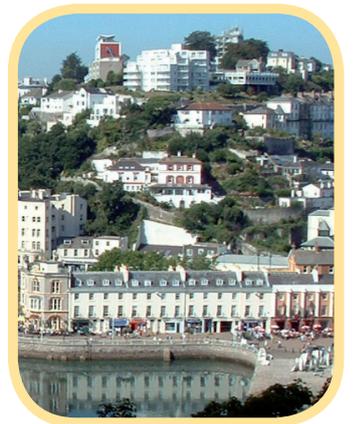


Torbay
Local Development
Framework
2005 - 2026

Urban Design Guide

Adopted
Supplementary
Planning
Document



Torbay
Local Development
Framework
2005 – 2026

Urban Design Guide

Adopted Supplementary Planning
Document

Local Development
Document LDD7

May 2007



The Urban Design Guide is available:

On the Torbay Council Website:
www.torbay.gov.uk/ldf
or at
the Torbay Council Offices (Roebuck House, or any of the Council Libraries and
Connections Offices in Torquay, Paignton or Brixham)

If you would like any further information about this document or any aspect of the Torbay Local Development Framework please contact us. You can also **register your interest** in the emerging Torbay Local Development Framework (LDF). Your details will be added to our LDF consultation database and you will be kept informed about the various the Local Development Documents as they are produced.

Strategic Planning Group,
Environmental Policy Division,
Planning, Development & Policy Business Unit,
Community Services
Torbay Council

Postal address: Roebuck House, Abbey Road, Torquay, TQ2 5TF
Tel: 01803 208804
Fax: 01803 208882
e-mail: urbandesign@torbay.gov.uk
e-mail: LDF@torbay.gov.uk
webpage: www.torbay.gov.uk/ldf

Other links that will provide more detailed background information on the spatial planning system include:

Office of the Deputy Prime Minister: Planning Policy Statement 12 - Local Development Frameworks www.communities.gov.uk

The Planning Portal (www.planningportal.gov.uk) is the Government's online service for planning which includes advice and information on the plan-led system and emerging Local Development Framework.

The document can be made available in a range of languages, on tape, in Braille, large print or in other formats.

For further information please contact 01803 208804.

Foreword

Improving the quality of the existing built environment and the design of new development in Torbay is an essential part of the spatial planning process. The Urban Design Guide is a new document that will play a key role in the detailed planning of our three towns. It aims to ensure that new development builds on and enhances Torbay's very special sense of place, which stems from its unique environment, townscape character and urban form.

The Guide is a Supplementary Planning Document that forms part of the Torbay Local Development Framework. It has been produced in consultation with a wide range of partners and has been developed in the context of the Torbay Community Plan, 'Turning the Tide'. The Urban Design Guide will make a positive contribution to meeting key themes of this Plan, in particular 'Economic Prosperity', 'Pride in the Bay' and 'Safer and stronger communities'.

During the preparation of the Guide, we have sought to take account of the views of our many customers, including a wide range of individuals and organisations with a specific interest in the built environment. Councillors have been closely involved in the evolution and scrutiny of this document through the Local Development Framework Working Party and Overview and Scrutiny, before final agreement by the Cabinet and Council.

We would like to thank all of those who have been involved in preparation of the Urban Design Guide. We hope that it will be of widespread interest and assistance to those who wish to promote and advance the delivery of good design throughout Torbay.



Councillor Colin Charwood
Chair of the Local Development
Framework Working Party



Councillor Jeanette Richards
Cabinet Member for Community
Services

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Key Terms and Abbreviations

Local Development Framework (LDF)
Local Development Scheme (LDS)
Statement of Community Involvement (SCI)
Annual Monitoring Report (AMR)
Sustainability Appraisal (SA)
Local Development Document (LDD)
Development Plan Document (DPD)
Supplementary Planning Document (SPD)

For further information please see the Glossary in Appendix 3.

1. Introduction

1.1 Definition of Urban Design

1.1.1 'Urban Design is the art of making places for people. It includes the way places work and matters such as community safety, as well as how they look. It concerns the connections between people and places, movement and urban form, nature and the built fabric, and the processes for ensuring successful villages, towns and cities.'¹



Torquay Harbour



Victorian Paignton



Brixham Harbour

1.2 Scope

1.2.1 Torbay has a unique sense of place. The unique micro-climate and geography have encouraged the development of Torquay, Paignton and Brixham into the UK's most popular holiday destination - the English Riviera. Each town has its special characteristics and identity, as have individual neighbourhoods and areas within the towns. New development should build on and enhance this sense of place, with consideration to Torbay's unique environment, townscape character and urban form.

1.2.2 In order to make successful places we need to ensure that the physical form of development is carefully considered, with the right mix of land uses and in the right location. In 2002 The Urban Task Force pointed out that the best way to promote successful and sustainable regeneration, conservation and place-making is to think about urban design from the start of the planning and development process. This **Torbay Urban Design Guide** provides guidance on the issues that need to be addressed in order to achieve successful and appropriate development within Torbay.

- 1.2.3 Since the report of the Urban Task Force, Planning Policy Statement 1, the fundamental government guidance on development and sustainable communities, has established the importance of design and its indivisibility from planning. The emerging Regional Spatial Strategy is developing the notion of good design in the context of the South West.
- 1.2.4 The Torbay Urban Design Guide provides advice for developers, public bodies and planners with regard to the design and assessment of urban development in Torbay. Although by definition the UDG focuses on development within the urban area, the principles and guidance set out also apply to both suburban and urban fringe developments. The aim of this **Supplementary Planning Document (SPD)** is to bring about a design and development process that is more collaborative, responds better to meeting local opportunities and needs, and encourages high quality developments that have minimal impact on natural resources.
- 1.2.5 The **Torbay Urban Design Guide SPD** forms part of the emerging **Torbay Local Development Framework (LDF)** – see 1.4 below for further details. It has been produced in the context of both the previous Torbay Community Plan (Teaming up for Torbay’s Future – April 2004) and the current Plan (Turning the Tide), which was approved by the Council in March 2007. The UDG will make a positive contribution to meeting the key objectives of the new Plan, in particular ‘Economic Prosperity’ and ‘Pride in the Bay’.
- 1.2.6 This document should be read in conjunction with the **Torbay Streetscape Guidelines 2004-7** (see www.torbay.gov.uk/streetscape-guidelines.pdf) which provides detailed guidance on the design and improvement of Torbay’s streets and public realm.
- 1.2.7 This UDG replaces ‘The Built Environment’ section (Chapters 2 to 12) of the **Environmental Guide - Supplementary Planning Guidance to the Adopted Torbay Local Plan 1995-2011**. The Environmental Guide remains a useful reference document with regard to the Aspects of Development Form (see pages

¹ p8. *By Design - Urban Design in the planning system: towards better practice.* - ODPM, CABE 2000

65-69 of this document) in association with the two other sections, namely 'The Historic Environment' and 'The Natural Environment'.

1.2.8 The Urban Design Guide was Adopted by Torbay Council on 7 February 07.

1.2.9 It is intended that further guidance will be provided in Urban Character Appraisals that will provide more detailed guidance for specific areas of Torquay, Paignton and Brixham. These appraisals will assess the Urban Character of neighbourhoods (Urban Character Areas) within each town, providing design advice on key areas and an assessment of the potential for different areas to accommodate change and development.

1.3 Contents

1.3.1 Following this introduction, **Section 2** sets out the requirements of Design Statements which should accompany all planning applications, explaining how the developer has developed the design in terms of the principles of Urban Design and Torbay's local context.

1.3.2 **Section 3** outlines Urban Design parameters for the consideration of development in relation to Torbay's built environment. This section does not attempt to reiterate the substantial pool of advice and guidance contained within existing publications on urban design and sustainable development, such as 'By Design – Urban Design in the Planning System', but does provide some specific advice on urban design considerations within Torbay. These documents are essential reading for designers and planning authorities and complement the rationale of the UDG.

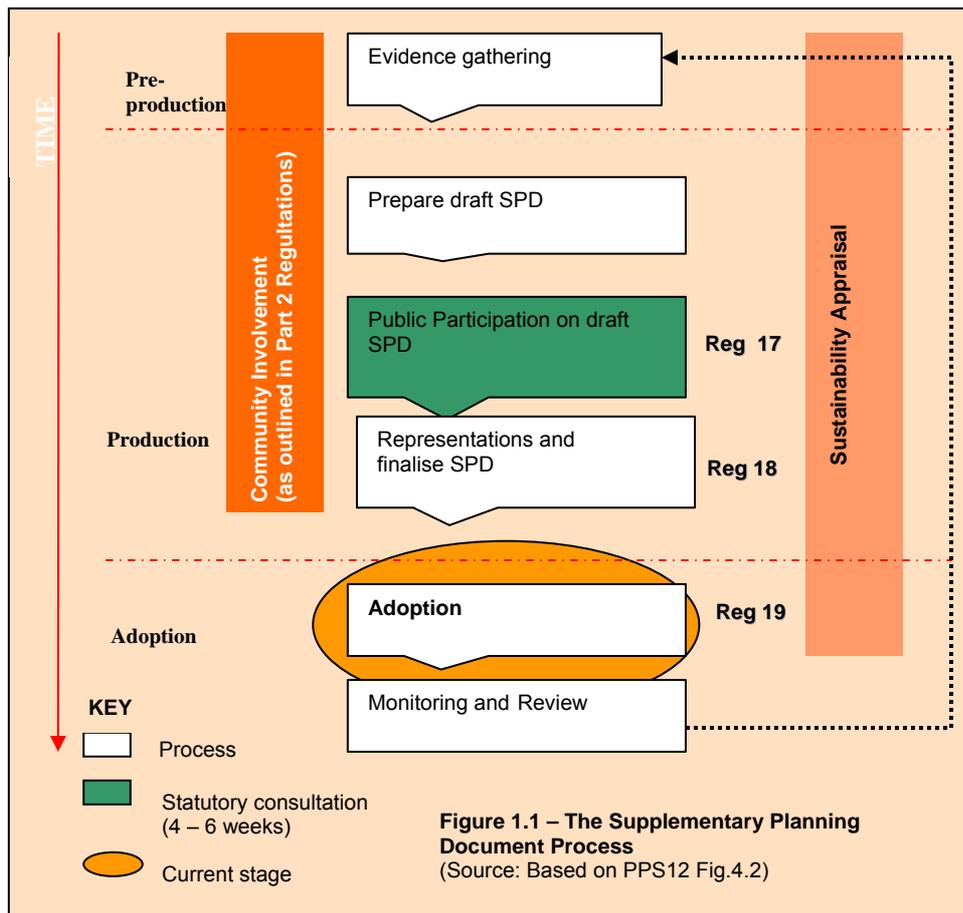
1.3.3 An **Urban Design Checklist** is provided in **Appendix 1** to allow applicants and planners to quickly assess proposals against the urban design principles set out in this document. This checklist can be used to quickly identify the strengths and weaknesses of a proposal.

1.3.4 **Appendix 2** describes the Planning Policy background to the consideration of Urban Design within Torbay. Key development plan policies relating to Urban Design are summarised in the section for ease of reference.

1.3.5 **Appendix 3** is a short **Glossary** of key terms and **Appendix 4** provides a list of key references, with links to web pages which provide PDFs of the source documents where these are available.

1.4 Planning Policy Background

1.4.1 The Torbay Urban Design Guide is one of five Supplementary Planning Documents (SPDs) scheduled for production in the Local Development Framework (LDF) and one of ten Local Development Documents (LDDs) defined in the 2005 Adopted Local Development Scheme (LDS). The LDS is a public statement of the local planning authority's programme for the production of the LDDs and can be viewed online at www.torbay.gov.uk/ldf. The Urban Design Guide (previously referred to as the Urban Design Strategy) is noted here as LDD7.



1.4.2 SPDs are produced in order to expand upon, or provide further detail to, policies in core strategies, area action plans and other development plan documents in the LDF, where these exist, or in saved adopted local plans. It is intended that they will

include illustrations, text and practical examples to indicate how policies can be taken forward. SPDs are therefore not policy documents in themselves.

- 1.4.3 Progress made in preparing this SPD was assessed against the stages set out in the LDS timetable via a detailed internal work programme. The formal mechanism for this was the Annual Monitoring Report (AMR) which accompanies the LDF, and is submitted to the Secretary of State each December (see www.torbay.gov.uk/ldfamr). Now that the SPD has been adopted, and as its proposals are implemented, the performance and effects of the SPD will also be assessed using information regarding the condition of the urban environment. The monitoring framework will also incorporate the sustainability appraisal indicators.

1.5 Sustainability Appraisal

- 1.5.1 A Sustainability Appraisal (SA) has been carried out in parallel with the preparation of this document. This is a requirement under the Planning and Compulsory Purchase Act 2004, and seeks to ensure that environmental, social and economic effects of the SPD are considered. As preparation of the Urban Design Guide progressed through the planning system, a number of changes were made as a result of the SA process. In particular the SA highlighted the need for a more detailed look at climate change and different elements of sustainable design, to account for issues such as sea level rise, sustainable drainage, energy consumption, soil conservation, water conservation and pollution (air, land, noise and water). These issues have now been addressed under Objective 8 – Sustainability.
- 1.5.2 The appraisal work indicates that the implementation of the Torbay Urban Design Guide represents an improvement upon the existing guidance for developers, bringing together a number of sustainability issues for consideration at the design stage. This is fundamental in light of the high and increasing levels of development which are currently underway and likely to continue in Torbay.
- 1.5.3 Overall the appraisal work indicates that the document will promote sustainable development. However it is important to recognise that the translation of the wording of this document into actions will determine how sustainable it actually is in practice. This will be dependent on the coverage and level of detail required within

Design and Access Statements and its application on site, in particular in regard to sustainable design. The SA also recognises that a trade off may be required between different elements of sustainability. This trade off will need to be carried out on a site by site basis and in discussion with the Torbay Council Planning, Development and Policy Business Unit.

- 1.5.4 For further information on the SA process and the work carried out in relation to this sustainability appraisal please see the accompanying full Sustainability Appraisal Report for the Regulation 19 Urban Design Guide. The report is also available on the Torbay Council LDF website at www.torbay.gov.uk/ldf (click on sustainability appraisal) or upon request from the Strategic Planning Group of Torbay Council (Tel: 01803 208804).

1.6 Community Involvement

- 1.6.1 The SA and UDG have both been subject to community engagement and consultation during their preparation, in accordance with the relevant Regulations and the Council's Statement of Community Involvement. A separate Consultation Statement summarises the consultation process that has been undertaken.

2. Design and Access Statements

2.1 Background

- 2.1.1 It is a requirement of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 that from the 10th August 2006 most planning applications will be accompanied by a **Design and Access Statement** (the relevant text from the order, detailing the exceptions to this requirement, is set out in full below). The purpose of these statements is to provide certainty for developers and the community with regard to what is expected as part of the planning process, and an earlier consideration of the design and accessibility issues that affect the nature of development. The main objective of Design and Access Statements (DAS) is to ensure that local planning authorities have sufficient information to consider properly the design and access issues relating to a development proposal against relevant policies in their local development documents. This should allow better decisions to be made more quickly by the Local Planning Authority. To assist stakeholders in this respect, guidance will be incorporated as part of the documents comprising the Local Development Framework.
- 2.1.2 In accordance with Policies **BES** and **BE1** in the 'Saved' Adopted Torbay Local Plan (1995-2011) and Planning Policy Statement 1: Delivering Sustainable Development, planning applications will be considered in relation to the following Best Practice Statement and related principles:

Torbay Urban Design Guide - Best Practice Statement 1

Applicants seeking Planning Permission for development within Torbay must provide a Design and Access Statement that explains the design principles and concepts that have been applied to the development. This Statement shall relate to the Objectives of Urban Design and Aspects of Development Form as set out in Section 3 of the Torbay Urban Design Guide.

2.2 What is a Design and Access Statement?

- 2.2.1 Design and Access Statements are a means of helping developers explain their proposals. A planning application and its related Design and Access Statement should explain to the local authority and community the thought processes that have gone into the development of the proposed design.
- 2.2.2 The size and complexity of the Design and Access Statement should be in proportion to the scale and complexity of the proposed development. In general, applications for all large developments and smaller key developments in sensitive locations (within Town Centres, Conservation Areas or Sensitive Landscapes such as the Area of Outstanding Natural Beauty, Coastal Preservation Area, Area of Great Landscape Value or Countryside Zone) must be accompanied by a comprehensive Design and Access Statement.
- 2.2.3 Applications for Listed Building Consent also require a Design and Access Statement (see Section 2.5). Where a planning application is being submitted in parallel with an application for Listed Building Consent the Design and Access Statement should address the requirements of both.
- 2.2.4 A design statement should illustrate how a proposal has met the requirements of PPS1 and addressed the 'Urban Design Objectives' and 'Aspects of Development Form' set out in Section 3 of the Torbay Urban Design Guide (developed from those in 'By Design'). It should explain how the design of a development proposal has addressed relevant saved Adopted Torbay Local Plan Policies, Local Development Framework policies (where appropriate), Conservation Area and designated landscape considerations (where appropriate) and local design guidance. The Design and Access Statement will also need to explain how the proposals have been developed in relation to an understanding of the context of the site, and the applicant's policy with regard to access to the development:
- 2.2.5 **Appraising the Context:** It is important that proposals are developed on the basis of a thorough understanding of the context of the site. Section 3 of Department for Communities and Local Government Circular 1/2006 'Guidance on Changes to the Development Control System' advises that in order to gain a good understanding designers should follow a design process that includes:

- **Assessment** of the site's immediate and wider context in terms of physical, social and economic characteristics and relevant planning policies.
- **Involvement** of both community members and professionals undertaken or planned.
- **Evaluation** of the information collected on the site's immediate and wider context, identifying opportunities and constraints.
- **Design** of the scheme using the assessment, involvement and evaluation information collected.

2.2.6 The Design and Access Statement should explain how this understanding of the context has been considered in relation to the proposed use, or uses, of the site, and their relationship to uses surrounding the site. The statement should also explain how this context has been considered in relation to the physical form of the proposal (that is; the amount, layout, scale, landscaping and appearance of the development).

2.2.7 **Access Issues:** The access component relates to access to the development, and does not extend to internal aspects of individual buildings, which are covered by the relevant building regulations.

2.2.8 Design and Access Statements should explain how access arrangements will ensure that all users, not just the physically disabled, will have equal and convenient access to buildings and spaces and the public transport network. The statement should also explain the policy adopted in relation to access by the development, and how relevant policies in the local development documents have been taken into account. Consultation undertaken in relation to access issues should be summarised, and how the outcome of this consultation has informed the development proposals explained. The provision of access for emergency services should also be explained where relevant.

2.2.9 **Urban Design Checklist:** The Urban Design Checklist set out in Appendix 1 provides a summary of the issues that should be addressed in the Design Statement.

2.3 Pre-Application Design and Access Statement

- 2.3.1 In the case of a potential development of significant size or sensitivity, a developer should produce a pre-application Design and Access Statement that sets out the key issues that need to be addressed and can be a basis for discussion with the local authority. PPS1 advises that pre-application discussions are critically important and benefit both developers and local planning authorities in ensuring a better mutual understanding of objectives and the constraints that exist.
- 2.3.2 A pre-application Design and Access Statement should explain the design principles on which a development proposal is based, and how these will be reflected in its layout, density, scale, landscape and visual appearance and access arrangements. It should explain how these principles were evolved from the relevant policy, site and area appraisal, and consultation with stakeholders and the community.
- 2.3.3 **Consultation:** It is advised that developer's proposing major development consult with the community prior to submitting a planning application. Torbay's Adopted Statement of Community Involvement [see www.torbay.gov.uk/ldf] states that 'The Council is keen to encourage developer's to discuss their proposals with planning officers and the community before submitting an application as this can help prevent objections being made later. We believe that early public involvement on significant planning applications will help everyone and make for better development. Engagement of the public and other stakeholders with the developer and Council before submission can have significant benefits for development, often enabling difficult issues to be sorted before an application is registered'. Any consultation with the community on the proposals in advance of the application, and the feedback received, should be set out in the Design and Access Statement, together with an explanation of how these views have been considered in the development of the design.

- 2.3.4 **How much information should be included?** The level of detail required should relate to the scale and sensitivity of the development. A statement relating to an application to build or alter a single house can be brief and straightforward. Describing the context, for example, might involve a simple sketch of the house and the buildings on each side of it, and a short description of the general character of the street.
- 2.3.5 The design statement for a development on a large or sensitive site would need to be more detailed and comprehensive. A more detailed Design and Access Statement might consider the wider issues that affect the design such as feasibility factors (economic and market conditions), sustainable design, site constraints and the relationship to the wider context in terms of pedestrian and transportation links.
- 2.3.6 **Programme:** The Design and Access Statement could also set out the programme for the development of the design, setting out key stages for consultation with stakeholders and the community, and meetings with the local authority to review progress.
- 2.3.7 **Local Authority Input:** The local authority will respond to the Design and Access Statement as part of the process of negotiation, helping the developer to progress the proposal, and confirming the council's design expectations in advance of submission of a planning application.

2.4 Planning Application Design and Access Statement

2.4.1 Design and Access Statements must be submitted with all relevant planning applications, and set out the relationship between the site, proposals and the unique context of the surrounding area, and the wider context of Torbay as a whole. To be acceptable, all applicants must submit Statements that address the matters and information requirements set out in the paragraphs below. A summary of minimum requirements is set out in Appendix 1. The scope and detail of the Design and Access Statement should be in proportion to the type of application and size and scope of the development.

2.4.2 A DAS is an important document (see Page 11) and failure to provide information that meets the minimum requirements will prohibit the Local Planning Authority from registering the application.

2.4.3 **Outline Applications:** Further guidance is provided in DCLG Circular 1/2006, specifically the requirement that outline applications must demonstrate that the proposals have been properly considered in the light of relevant policies and the site's constraints and opportunities. Outline applications are required to submit the following information as a minimum:

- **'Use** - the use or uses proposed for the development and any distinct development zones within the site identified.
- **Amount of development** - the amount of development proposed for each use.
- **Indicative layout** - an indicative layout with separate zones within the site boundary where appropriate.
- **Scale parameters** - an indication of the upper and lower limits for height, width and length of each building within the site boundary.
- **Indicative access points** - an area or areas in which the access point or points to the site will be situated.²

2.4.4 Design and Access Statements 'accompanying an outline application must explain how the applicant has considered the proposal and understands what is appropriate and feasible for the site and its context. It should clearly explain and

² p.9 Circular 01/2006, Department for Communities and Local Government, June 2006.

justify the design and access principles that will be used to develop future details of the scheme'³, which will then be expanded upon as part of a reserved matters application.

2.4.5 Detailed Applications: Design and Access Statements submitted with detailed planning applications are not a substitute for detailed drawings and other material required to be submitted for determination as part of the planning application. 'They provide an opportunity for developers and designers to demonstrate their commitment to achieving good design and ensuring accessibility in the work they undertake, and allow them to show how they are meeting, or will meet the various obligations placed on them by legislation and policy.'⁴

2.4.6 Design and Access Statements should cover the following topics:

- Explain the design principles and design concept.
- Outline how these principles are reflected in the amount of development, the development's layout, density, scale, visual appearance and landscape treatment, and its access arrangements.
- Explain how the design relates to its site and wider area (through a full site and area appraisal where appropriate), and to the purpose of the proposed development. The statement should demonstrate a good understanding of the local physical, economic and social context of the site, and explain how this has influenced the design. Development proposals that do not address these issues can lead to the exclusion of particular communities or create environments that foster anti-social or criminal activities.
- Explain how the development will meet the local authority's urban design objectives, and its other planning policies.
- Include a popular summary where this would be of value in public consultation.

³ p.9 Circular 01/2006, Department for Communities and Local Government, June 2006.

⁴ p.11 Circular 01/2006, Department for Communities and Local Government, June 2006.

- Explain how the design has addressed access issues, and how the relevant policies in the local development documents have been taken into account.
- The outcome of consultation that has been undertaken with local communities, access groups, amenity groups and other stakeholders (such as the Police Architectural Liaison Officer, English Heritage, English Nature, Environment Agency etc) should be summarised, and the way in which their views have been incorporated into the design explained.
- Explain how pedestrian access to the site has been integrated with existing pedestrian and public transport routes; why the main points of access to the site and the layout of access routes within the site have been chosen; and how features which ensure access to the development will be maintained.
- How prospective users will be able to gain access to the development from the existing transport network.

2.4.7 A written design statement should incorporate relevant illustrative materials that convey the character and content of the design. These might include plans and elevations, including plans demonstrating the relationship of the site to its context; photographs of the site and its surroundings; and other illustrations, such as perspectives, sections and details.

2.5 Design and Access Statements accompanying Listed Building Consent applications

2.5.1 Design and Access statements for applications for Listed Building Consent should cover the same issues as for statements prepared in relation to planning applications, where these are relevant. Information on use, amount of development and landscaping may not be relevant for Listed Building Consent Design and Access Statements that do not also accompany a planning application.

2.5.2 In addition to the requirements set out above in relation to Design and Access Statements for planning applications, statements accompanying applications for Listed Building Consent should include a brief explanation of how the design has taken account of paragraph 3.5 of PPG15 (Planning and the Historic Environment), and in particular:

- the historic and special architectural importance of the building,
- the particular physical features of the building that justify its designation as a listed building,
- the building's setting.

2.5.3 Where appropriate a detailed Conservation Plan may be required to form part of the Design and Access Statement, explaining how these features will be preserved and enhanced by the proposal. Circular 1/2006 requires that where there is potentially an aspect of the design that will impact on the special historic and architectural importance of the listed building the statement should explain why this is necessary and what measures within the approach to design have been taken to minimise its impact.

2.5.4 Similarly, the Design and Access Statement needs to consider access issues. The statement should make clear how the approach to access has balanced the duties imposed by the Disability Discrimination Act where the proposal is subject to those and the historic and architectural significance of the building. Where conflicts arise the statement should detail the range of options considered, and where inclusive design has not been provided an explanation given. In alterations to existing buildings where the fabric of the structure restricts the ability to meet minimum

levels of accessibility details should be provided of the solutions that will be put in place to minimise the impact on disabled people and ensure that any services provided within the building are made available in other ways.⁵

⁵ p.18 Circular 01/2006, Department for Communities and Local Government, June 2006.

3. Urban Design Principles

3.1 Background

- 3.1.1 *'By Design - Urban Design in the Planning System'* provides guidance and good practice to Local Authorities, Developers and Clients in relation to Urban Design. It sets out objectives which should be met by development.
- 3.1.2 'Successful streets, spaces, villages, towns and cities tend to have characteristics in common. These factors have been analysed to produce principles or objectives of good urban design. They help to remind us what should be sought to create a successful place. There is considerable overlap between the objectives and they are mutually reinforcing.'⁶
- 3.1.3 In accordance with Policies BES and BE1 in the 'Saved' Adopted Torbay Local Plan (1995-2011) and Planning Policy Statement 1: Delivering Sustainable Development, planning applications will be considered in relation to the following Best Practice Statement and related principles:

Torbay Urban Design Guide - Best Practice Statement 2

Development within Torbay should, as a minimum, address the Objectives of Urban Design and Aspects of Development Form set out in the Torbay Urban Design Guide (which have been developed from those in 'By Design - Urban Design in the Planning System: Towards a Better Practice' (DETR and CABE, 2000).

In its consideration of planning applications Torbay Council will assess each application against these Objectives of Urban Design and Aspects of Development Form.

⁶ P15. By Design - Urban Design in the Planning System, towards better practice, DETR/CABE 2000. <http://www.cabe.org.uk/pdf/PublicationsByDesign.pdf>

- 3.1.4 Section 3.2 expands upon the **Objectives of Urban Design** set out in '*By Design*', to provide locally specific advice in relation to the design of the built environment in Torbay.
- 3.1.5 Section 3.3 expands upon the **Aspects of Development Form**, also set out in '*By Design*', and articulates eight important characteristics of the physical form of development, which is the physical expression of urban design.

3.2 Objectives of Urban Design

- 3.2.1 The Objectives listed below set out the fundamental qualities of successful places, to which all development must contribute. They are intended to be a starting point in the development of a design proposal - not rigid rules. The designer* needs to consider, for example, how a proposed building relates to its context in terms of scale and massing, and built-form and materials, as well as how it makes connections with the existing urban structure and movement patterns. The way in which these issues have been addressed needs to be demonstrated in the Design and Access Statement which accompanies a planning application.
- 3.2.2 In addition to the Objectives that have been derived from '*By Design*', development within Torbay should demonstrate best practice in terms of Sustainable Design. To this end an additional Objective has been developed as part of this Guidance to encourage developers to address this issue. For larger developments a separate Sustainability Statement may be required to enable a detailed explanation of how a development has achieved a sustainable design.
- 3.2.3 Each Objective is broken down by a series of prompts which guide the designer with regard to the issues that need to be considered. These prompts are not exhaustive; each site's conditions may produce specific design problems, as will changing practice and technologies.
- 3.2.4 In order to meet these requirements the designer will need to have an understanding of the local context. A detailed site appraisal should be carried out to guide the form of the development. '*By Design*' provides detailed guidance on methodologies that can be used as part of the appraisal process. A large amount of information is already available to assist in this process, for example; **Conservation Area Appraisals** are available for all of Torbay's Conservation Areas, providing a detailed analysis of the development and valuable elements of each area and **historic maps** provide an understanding of the way in which an area has evolved through time. Regard should also be had to the Conservation Area Management Plans that have been produced in association with these Appraisals.

3.2.5 In reality, some of the Objectives may conflict on individual sites, so a creative approach to resolving these issues is required to achieve a good design solution. For example, it is an objective of PPS1 that new developments create safe and accessible environments where crime does not undermine quality of life or community cohesion. This requires the designer to balance a number of different aims, including clear definition of public and private space, provision of passive and active surveillance, creation of a clearly legible built form, and the implementation of a robust public realm. Ultimately, however, the development form which emerges as a result of such a process is more likely to result in better designed places.

3.2.6 In the remainder of this section the following Objectives of Urban Design are considered in turn:

- A Character** - *A place with its own identity*
- B Continuity and enclosure** - *A place where public and private spaces are clearly distinguished*
- C Quality of the public realm** - *A place with attractive and successful outdoor areas*
- D Ease of movement** - *A place that is easy to get to and move through*
- E Legibility** - *A place that has a clear image and is easy to understand*
- F Adaptability** - *A place that can change easily*
- G Diversity** - *A place with variety and choice*
- H Sustainability** - *A place that meets the needs of today without compromising the ability of future generations to meet their needs.*

3.2.7 The Urban Design Checklist in Appendix 1 summarises the Objectives of Urban Design and Aspects of Development Form, and can be used as a tool by developers and planners to ensure that a proposed development has addressed these issues.

* Throughout this section the term '**Designer**' is used to describe any person who has an influence on the development of the built environment. Whilst this will most obviously include Urban Designers, Architects, Landscape Architects and Engineers, it will also include Developers, Planners, Chartered Surveyors, Project Managers, Economists and anyone who is involved in the development process.

A Character - *A place with its own identity*

A.1 Background

- Development should promote local character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture. Development should respond sensitively to the site and its setting, creating a place that is valued and pleasing to the eye.

A.2 Designers should consider the site's land form and character when laying out new development.

- The three-dimensional shape of the landscape should be the basis for a development's form (expressed in its layout and massing). Development should work with the contours rather than resorting to the use of retaining walls or other structures, such as large earth-embankments. The historic built form around Torquay Harbour illustrates how positive use of level changes can produce a distinctive built form.



Torquay Harbour

- Within Torbay there are many natural features that contribute to the Bay's sense of place. Conserving a site's natural features provides for a better relationship between new development and its environment, and can help to integrate it into the wider area. Natural features such as the shoreline, rivers and streams, wetlands, ponds and lakes, hills, trees, wildlife habitats and rock outcrops, should be incorporated into developments to reinforce local distinctiveness.

- Torbay has a unique climate that supports a diverse range of plants and animals, and a unique underlying geology. Where appropriate, development should utilise the local ecology and geology to help to determine the character and identity of both a development and the place of which it is a part. Locally distinctive species such as Cirl Buntings, Small Blue butterflies and Greater Horseshoe Bats should be supported by the retention, enhancement and creation of suitable new habitats as part of developments.

A.3 Designers should integrate new development into its landscape setting to reduce its impact on nature and reinforce local distinctiveness.

- The layout, massing and landscape design of development should be integrated successfully into the wider landscape through using structural planting, shelter belts, green wedges, and (along natural features, roads, rivers and canals) green corridors. A comprehensive approach will be required to the treatment of a development site and the Council will seek a net overall environmental gain. For example, the planning brief for the redevelopment of the Dolphin Holiday Park in Brixham (now known as Sharkham Village) required the creation of green corridors through the site that retain key existing trees, to create a strong link between the site and the adjacent coastline, and South West Coast Path.



Dolphin Holiday Camp Redevelopment Development Principles

- New development should reinforce the distinct natural qualities of a place by using plant species that are common locally. This will also help to ensure that landscape schemes establish well, especially on exposed or difficult sites. Within Torbay, locally distinctive trees such as Lucombe Oak, Monterey Cypress, Corsican and Black Pines (such as these at Hope's Nose), and stands of disease-resistant elm trees are important in the landscape. Palm



trees (notably *Cordyline australis*) are also grown as ornamental plants throughout the Bay and can add to the local character when used appropriately. Limestone grassland is an important local habitat type that is rare in the south west of England and should be retained within developments where appropriate.

- New developments should integrate with adjoining land uses to maintain continuity of urban form and landscape. It is particularly important to avoid hard boundaries where the edge of the urban area meets countryside, especially around Brixham where the landscape of the South Devon Area of Outstanding Natural Beauty encloses the urban area.



A.4 Designers should respond to the existing layout of buildings, streets and spaces to ensure that adjacent buildings relate to one another, streets are connected and spaces complement one another.

- The existing layout of an area reflects its history, functions and connections with adjoining areas. These should be drawn upon to contribute to the interest and richness of new development, and enhance its potential to accommodate further change in future. The redevelopment of the South Devon College site in Torre uses a grid layout that relates to the layout of the Victorian street pattern, and makes strong connections with the adjacent pedestrian spine.



Block Diagram of South Devon College Redevelopment, Torquay

- Existing buildings and structures of local distinctiveness, historic or townscape merit should be integrated into new development to maintain the continuity of the built fabric and retain local character.
- Narrow plot widths should be used where appropriate to promote more active frontages, increase the sense of enclosure and allow higher densities. They are particularly appropriate where they reflect existing settlement patterns. For example, the plot layout at Moorings Reach reflects the pattern in this historic part of Brixham, creating a high density modern development that fits into its context.



Moorings Reach, Brixham

A.5 Designers should respond to local building forms and patterns of development in the detailed layout and design of development to reinforce a sense of place.

- Local building forms and details contribute to the distinctive qualities of a place. These can be successfully interpreted in new development without necessarily restricting the scope of the designer. Standard solutions are rarely acceptable, as they are unlikely to create a distinctive identity or make good use of a particular site. These dwellings (overleaf) in the first phase of the Sharkham Village, Brixham draw on the traditional Brixham building type (in particular the special local value of the simple terrace form) to give a clear sense of place, unlike the standard house types shown in the adjoining photograph, which could be anywhere in the UK. This does not mean that a pastiche approach is required; contemporary design that relates to the context in terms of scale and massing, proportions of windows and materials is usually a more successful approach.



Sharkham Village, Brixham and housing in Torquay

- Local building forms sometimes include distinct housing types, boundary treatments, building lines, roof slopes, window details and gardens. The redevelopment of these industrial units in Well Street, Paignton, used matching crittall windows to enable conversion of the existing building.



Crittall windows at Well Street, Paignton

- Responding to local built forms should only be at the appropriate scale. The practice of reproducing traditional domestic forms at larger scales should be avoided.

A.6 Designers should use local materials, building methods and details where appropriate to help to enhance local distinctiveness.

- New development should draw on the scale, texture and colour of surrounding building materials to reflect an area's special function and character. This development in Well Street, Paignton, uses a red render in reference to the local Breccia stone.



Well Street, Paignton and Brunswick Square, Torre

- Every element of the street scene can be used to contribute to the identity of the place, including sculpture, lighting, railings, litter bins, paving, fountains and street furniture. The lamp columns in Brunswick Square, Torre, (above) have been cast from original lamp columns.

- Development can be enhanced by reflecting local art and craft traditions. These might relate to elements such as ironwork, stained glass, thatching, brickwork, masonry, walling and paving. They should not be add-ons or



- afterthoughts, but part of the design from the start. This barn at Cockington Court (built in 2002) uses locally distinct cob walling and clay roof tiles to accommodate modern farm machinery.

A.7 Designers should consider the scale, massing and height of proposed development in relation to that of adjoining buildings; the topography; the general pattern of heights in the area; and views, vistas and landmarks.

- Relating new development to the general pattern of building heights should not preclude a degree of variety to reflect particular circumstances. The character of townscape depends on how individual buildings contribute to a harmonious whole, through relating to the scale of their neighbours and creating a continuous urban form. This infill development in Matford Lane, Exeter, is a modern design which has an appropriate relationship with regard to scale and massing to its 19th Century neighbours.



Matford Lane, Exeter and Brixham terraces

- On a sloping site, buildings that sit on the real ground and step up the hill are more likely to contribute to local character and avoid blank walls at ground level than large monolithic slabs that ignore the topography. The dwellings around the harbour in Brixham (above) step up the slope, helping to create the distinct character of Brixham.
- The massing of development contributes to creating distinctive skylines in cities, towns and villages, or to respecting existing skylines. The character of a skyline is composed of the massing of blocks and the shape of roofs, as well as by the height of buildings. The complicated landform of Torbay, particularly in Torquay, has resulted in a number of prominent buildings on raised areas of

land. Development on such sites needs to be particularly carefully handled. A building should only stand out from the background of buildings if it contributes positively to views and vistas as a landmark. Buildings which have functions of civic importance are one example. The development of the South Devon College Site in Torre will remove the existing Mackay building, whose large mass dominates views from Upton Park and parts of Chelston and is out of scale with buildings in the surrounding Conservation Areas. The proposed development replaces this with a stepped development that works more appropriately with the landform and is less dominant in the surrounding townscape.



South Devon College Development from Lymington Road – Existing



South Devon College Development from Lymington Road – Proposed

B Continuity and enclosure - *A place where public and private spaces are clearly distinguished*

B.1 Background

- Development should promote the continuity of street frontages and the enclosure of space by creating a built form that clearly and coherently defines private and public areas. Development should relate to the surrounding urban structure and avoid the creation of undefined leftover space that contributes nothing to the urban environment.
- Successful urban spaces (including streets) are defined and enclosed by buildings, structures and landscape. The relationship between buildings on a street, and between buildings and the street, are the key to this. Buildings which follow a continuous building line around a street block and contain the private space within back yards or courtyards are often more successful than individual buildings that stand in the middle of a site. Buildings with live edges, such as shopfronts, doors and windows facing directly to the street, or residential upper floors, enable people to keep an eye on public space and make it feel safer.

B.2 Designers should create buildings that relate to a common building line and reinforce and define the street.

- Development that follows the boundary of the street block can help to create an unambiguous distinction between public and private spaces. Respecting the historic or traditional building line helps to integrate new development into the street scene, maintains the continuous urban fabric and avoids places of concealment. Many of Torbay's urban areas contain strong street frontages that should be respected by infill development. New development should draw upon these precedents to create a suitable development form. The Water's Edge development at Shaldon has a strong street frontage,



as shown in the related diagram (red represents the main building frontage, green the public realm).

- Where appropriate development should use a continuous street frontage with a minimum of blank walls and gaps between buildings. Gaps between buildings reduce the degree to which the street is overlooked, as do blank walls (which also encourage graffiti). There are places, however, such as in parts of the Warberries and Lincombes, where strong building lines are not a dominant feature of the street scene. The development in Well Street, Paignton, replaces the former garage, which was set back from the pavement, with residential properties that relate to the historic building line.



Redevelopment of Garage site - Well Street, Paignton

- When designing development with continuous frontages, careful integration of bin storage and utilities is required to prevent these from detracting from the streetscape.
- Projections and setbacks from the building line, such as bays and entrances can add valuable emphasis without undermining the principle of continuity. Balconies, or raised floor levels, can be used to increase surveillance without detracting from the elevation, such as these Juliet balconies at Fleming Way, Exeter.
- Where buildings step back from the common building line, they can create usable, attractive



spaces for pedestrians. These spaces need to be carefully designed to avoid potential problems and encourage activity and surveillance.

- Small setbacks can be used to soften the impact that buildings and the public realm have on each other, such as in these properties overlooking Exmouth marina, where the semi-private gardens create activity and surveillance overlooking the public realm.



Semi-private gardens, Exmouth Marina and Porch Detail, Avonwick

B.3 Buildings should be designed so that the primary access is achieved from the street.

- Development should use building entrances that are clearly identifiable; contributing to the ease of understanding of a place. Entrances are where people move between public and private space and create activity on the street. This can be easily achieved, such as through the use of simple porch canopies at Avonwick (above). Frontages dominated by garages and access to buildings by means of internal courtyards should be avoided, as these create dead facades that limit activity, potential interactions and surveillance.
- Direct access to the street from ground floor premises (both housing and shops), rather than by way of communal entrances, can reduce the length of blank facades.

- Access to private or communal back yards, such as for parking, requires careful control by means of gates or by overlooking, to avoid problems with criminal or anti-social behaviour.

B.4 Designers should consider the ways in which the front and back of buildings are used in different ways; their design can reflect this.

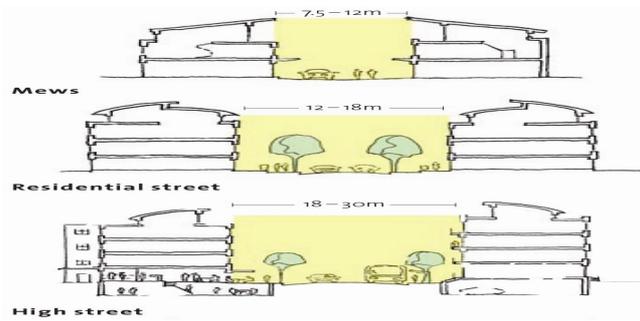
- Designing the less private rooms (such as living rooms and kitchens) to face the street, particularly at the ground floor, means the front of a building can have a direct relationship with the street and encourages overlooking.
- More private rooms such as bedrooms and bathrooms contribute little or nothing to overlooking the street and tend to deaden the street frontage.
- Buildings which present their backs to public space (even on main roads) often present high fences and walls to the street, reducing overlooking and safety.

B.5 Designers should clearly define and enclose private space at the back of buildings to provide better privacy and security.

- Back yards or inner courtyards that are private or communally shared space are best enclosed by the backs of buildings. The rear gardens of houses are more secure if they back on to other gardens, rather than side roads, service lanes or footpaths.
- Where shared (but not public) space is provided in internal courtyards of high density housing developments, the privacy of ground floor rear rooms can be protected by private yards or gardens. These need to be clearly defined by walls or other boundary treatments.

B.6 Development should help to define streets and public spaces.

- Streets, squares, parks and other spaces should be defined by appropriately scaled buildings and trees. The height of buildings should relate to the width and importance of the space (including streets) which they enclose, as illustrated in this diagram from the Urban Design Compendium⁷. The massing and height of a building should also have regard to the degree to which it will overlook and overshadow other buildings.



- A building at the corner of a street block can turn and close the corner visually, such as at the entrance to the Water's Edge development at Shaldon. Shallower building depths can be used at the corners of street blocks, to allow sunlight and daylight to penetrate without interrupting the continuous building line round the block's perimeter. Relaxing standards (for minimum garden sizes and back-to-gable distances) can reduce or even eliminate gaps and blank walls when housing turns the corner. This also increases privacy to the rear.
- Setbacks at upper floors reduce a building's impact at street level by allowing one or more upper storeys to be less visible from the street. Setting back can allow an increase in density without an equivalent increase in the sense of scale, but must be used with restraint as, when overdone, it can result in overdevelopment and block light.



⁷ p75. *Urban Design Compendium* - Llewelyn-Davies 2000

B.7 Designers should define the relationship between the fronts of buildings and the street to benefit their respective uses.

- Clearly indicating the extent of private ownership of space round a building (by means such as walls, fences, railings, gates, arches, signage and paving) defines the boundary between public and private space. These low walls and railings fulfill this function at the Water's Edge site, Shaldon.
- Detailed design can make clear whether ambiguous spaces (such as forecourts, malls, arcades and covered streets) are public or private.



C Quality of the public realm - *A place with attractive and successful outdoor areas*

C.1 Background

- Development should promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people. The success of the public realm depends on the arrangement of its paving, planting, lighting, orientation, shelter, signage, street furniture, and the way it is overlooked, as well as the routes which pass through it, and the uses within and next to it.

- The public realm is made up of the parts of the built environment that are freely available and accessible. This can include streets, parks, squares, harbours and waterfronts, beaches, arcades and public buildings, whether publicly or privately owned. It provides the setting not only for everyday life, but also for more formal civic occasions. It is enlarged and enriched by developments designed to welcome a broad range of people, and by creative management. It is restricted and impoverished by



buildings and spaces designed to keep out or discourage all but a narrow range of users, and by over-regulation. Anyone who is designing a building, or any other structure, is helping to shape the public realm.

- How attractive a public space is, and how well people treat it, will partly depend on its design but also on the arrangements made for its easy management and maintenance.

- The Torbay Streetscape Guidelines 2004-2007 provides detailed advice on the design and management of the public realm (see www.torbay.gov.uk/streetscape-guidelines.pdf).

C.2 Designers should create successful places that have a system of open and green spaces that respect natural features and are accessible to all.

- Public spaces can be designed to create a variety of type of space (path, street, square, park, plaza, green), character of space (informal, civic, recreational, commercial) and scale of space, rather than being merely the parts of an area that have not been built on. The provision of public spaces should respond to the needs established by the patterns of local economic, social and cultural life. In Torbay public spaces, particularly in the town centres and waterfront areas, are especially important as they are the focus for visitor activities and there is a direct relationship between the experience of visitors and the viability of the local economy. Beacon Quay, Torquay, is a successful public space that allows for flexible use (such as the D-Day Memorial event pictured) within a high quality built environment.



- Well-designed public spaces are functioning parts of a network of pedestrian routes, providing for the needs of all users including disabled and elderly people.
- Streets and street junctions that are designed as public spaces (rather than just traffic routes) are likely to be more convenient for all users. Street trees and street lighting can reinforce the character and relative importance of a route.

- Making use of natural assets such as water, riversides, slopes, trees and other planting helps to create attractive spaces and encourages biodiversity.

C.3 Designers should create ground floors that are occupied by uses that relate directly to passing pedestrians create activity and interest.

- Where appropriate facades can be enlivened by active uses (such as shops and restaurants), entrances, colonnades, and windows (views into the building give interest to passers-by and make the building's function apparent, while views out of the building facilitate overlooking, which contributes to safety).
- Privacy for ground floors of residential development on busy streets can be maintained by raising the floor above street level.
- Street entrances at frequent intervals help to ensure activity.
- Buildings on busy street corners that are designed to accommodate shops, restaurants and other similar activities can contribute to local identity and activity.

C.4 Well-designed public space should relate to the buildings around it.

- Public space should be designed with a purpose in mind. Space left over after development, without a function, is a wasted resource, a drain on maintenance resources and will detract from a place's sense of identity. It is likely to be abused and vandalised, diminishing safety and security.

C.5 The design of public spaces should take account of the micro-climate.

- The layout and massing of development should take account of local climatic conditions, including daylight and sunlight, wind, temperature and frost pockets to create spaces that are sustainable.
- The micro-climate will both influence and be influenced by the form of development, including the orientation of buildings and the degree of enclosure.

- Public spaces should be protected from downdraughts from tall buildings, as well as from lateral winds.
- Deciduous trees and climbers can filter heat and pollution in summer and allow low winter sunlight. Where appropriate shade should be provided in public spaces, particularly to children's play areas.

C.6 Designers should create streets and spaces that are overlooked. This will create spaces that allow natural surveillance, that feel safer and generally are safer.

- Buildings of all types which front on to streets, squares or parks, contribute to overlooking by showing their public face.
- Making separate footpaths or cycle tracks as direct as possible, and well overlooked, will help avoid producing places where pedestrians and cyclists feel unsafe.
- Play areas, other communal space and parked cars should be overlooked.
- Living over shops encourages natural supervision and evening activity.



Sketch Design for Brunswick Square, Torre

- Lighting and planting can help or hinder surveillance and perceptions of safety, and must be carefully designed. In urban areas shrub planting should generally be kept low, allowing inter-visibility between spaces. Trees should have a clear stem with a canopy above head-height. Brunswick Square in Torre (as shown on the previous page) has been carefully redesigned to improve visibility across the space and open up the park to the street, discouraging anti-social behaviour and criminal activity.

C.7 Works of art and well-designed street furniture integrated into the design of public spaces give identity and enhance the sense of place.

- The work of artists should be integrated into the design process at the earliest possible stage if it is to be used effectively. Public art can add an additional level of interest to the public realm, and should be developed as an integral part of the design of the built environment. Input from artists and other conceptualisers can enrich the design process, generating more site specific and inspirational design. For the installation at Beacon Quay, the artist worked as part of the design team to develop a site specific work of art.



Public Art at Beacon Quay, Torquay

- Co-ordinating the design of streetscape avoids clutter and confusion. This includes all elements of the street scene including signage, lighting, railings, litter bins, paving, seating, bus shelters, bollards, kiosks, cycle racks as well as

sculpture and fountains. The Torbay Streetscape Guidelines 2004-2007 provides detailed advice on the design public realm elements including street furniture and paving.

- The design of street furniture can enhance local distinctiveness. Historic lamp columns and seats can often be successfully combined with contemporary furniture to add to the quality of the public realm. This historic lamp column in Paignton creates a locally distinctive landmark.



- Streetscape design should be robustly designed to take account of the need for maintenance, resistance to vandalism and access to underground services.
- Detailed design features, such as these copper shop signs (below) in Winner Street, Paignton, can greatly enrich the public realm.



Shop Signs in Winner Street, Paignton

D Ease of movement - *A place that is easy to get to and move through*

D.1 Background

- Development should promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.
- The convenience, safety and comfort with which people go to and pass through buildings, places and spaces play a large part in determining how successful a place will be. Streets are more than just traffic channels for vehicles, and should offer a safe and attractive environment for all. Well-designed streets encourage people to use them, and make going outside a safe and pleasant experience.



Victoria Street, Paignton

D.2 Designers should create a well-designed urban structure that has a network of connected spaces and routes, for pedestrians, cyclists and vehicles.

- New routes should connect into existing routes and movement patterns. The degree of connection in a new development is often the key to its success. Established footpaths, shortcuts and minor roads can become the basis of enduring linkages.
- Access for public transport should be incorporated as an integral part of the street layout and urban fabric.
- Minimising walking distances between major land uses and public transport makes it easier and more attractive to use and available to as many people as possible.
- A junction can be designed as a point of entry. Such junctions can help identify a place and define the routes through it.

D.3 Designers should ensure that transport routes (roads and streets) should reflect urban design qualities and not just traffic considerations.

- Streets should be designed as public spaces, not just in response to engineering considerations. Recent research has shown that over-engineered road designs, which segregate vehicles and pedestrians, can lead to increased vehicle speeds and increase the frequency and severity of accidents. Simple street design, without barriers or unnecessary signage, encourages slower traffic speeds and greater pedestrian safety.
- Boulevards are a means of creating continuous frontage development and providing a high level of traffic capacity.
- The traditional form of high street, which allows for stopping, parking and slow traffic, can in appropriate circumstances provide an effective way of accommodating local shopping and economic activity.

D.4 Designers should ensure that a development's access and circulation should contribute to a fine-grain network of direct and connected routes within and beyond the site rather than creating big blocks.

- The grain of streets is usually finer around busy shopping streets.
- Streets that connect to other streets encourage movement and activity and short linked-up streets can make places more accessible and encourage walking and cycling.
- In designing for connected streets care should be taken to avoid undermining the 'defensible space' of particular neighbourhoods.

D.5 Designers should ensure that development is laid out to encourage low traffic speeds.

- Traffic speeds can be managed by the arrangement of buildings and spaces. This housing scheme at Bradninch uses a tight road alignment with a building line at the back of the pavement to reduce speeds. Physical traffic-calming measures should be secondary but considered as an integral part of the design.



- Changes in materials or 'gateways' at the entrance to low speed areas can alert motorists to the need to reduce speed.

- Smaller corner radii will encourage more careful vehicle movement.

D.6 Designers should consider how the layout and density of development can help increase accessibility to public transport.

- Higher densities can help to support public transport, and equally higher density development can be more achievable where there are good connections to public transport systems.

D.7 Integrated transport interchanges promote the use of public transport and provide for seamless movement between all modes of travel.

- Higher density commercial and mixed-use developments, civic buildings and developments likely to generate large numbers of visitors are best located within close walking distance of public transport interchanges.
- Railway stations designed as an integral part of the public realm create safe and secure pedestrian environments at all times of the day.

E Legibility - *A place that has a clear image and is easy to understand*

E.1 Background

- Development should promote legibility by providing recognisable routes, intersections and landmarks to help people find their way around.

- Landmarks, gateways and focal points help people find their way. Vistas create visual links between places. This is particularly important in places like Torbay, where steep gradients and level changes can be disorientating and confusing to pedestrians and vehicle drivers. Planting, especially street trees, can be used to help emphasise pedestrian routes. Visible routes and destinations, and a visible choice of routes, will contribute to making a place feel safe and unthreatening.



Places where form, layout and signage make them easy to understand are likely both to function well and to be pleasant to live in or visit.

- Equally, some places, such as the narrow lanes in the centre of Brixham, draw their charm from their lack of clear routes. The process of design needs to take account of the fact that people do not all read, interpret and enjoy a place in the same way. Men and women, children and adults, residents and visitors, old and young people, and people from different cultures will experience it differently and be encouraged to feel at ease by different aspects.

E.2 Designers should ensure that development is sited so as to enhance existing views and vistas, and create new ones, to help people to find their way around.

- The ability to see important routes and landmarks can be integral to finding one's way around and in reinforcing the sense of place.
- Where possible, views should focus on important routes, memorable buildings and landscape features. In Torquay, the main civic buildings, such as Torquay Town Hall and St Mary Magdalene's Church (previous page), are vital for orientation within the busy town centre, and are clearly seen in long vistas up and down Union Street.
- A sense of place often depends on the design of the public realm and its contribution to an area's character and identity. Bespoke design of the public realm, including street furniture, can help.

E.3 Designers should use the design, location and function of buildings to reinforce the identity and character of the routes and spaces they serve.

- Concentrating the most active uses on main routes and around focal points will contribute to the vitality of a place. In Torre the concentration of shops on the main pedestrian route, adjacent to a public open space, creates a viable area with a strong sense of local community.



Torre Gateway, Torquay

- Civic and community buildings, located around public spaces, provide symbols of community identity and a focus for civic life.

- Ensuring that a public building’s function is readily apparent to passers-by and that its main entrance is easily identifiable contributes to the ease of understanding a place.

E.4 Designers should design corners to enhance legibility - creating visual interest and contributing to local identity.

- Corner buildings can provide identity and points of orientation. Making them higher than the surrounding buildings will emphasise their importance. In Brixham this is often achieved through the use of turrets or other features.



- Locating public uses such as shops on the corners of busy streets enhances activity and local identity.

E.5 Designers should improve the legibility of an area through the detailing and quality of materials in new development.

- Legible designs often depend on close attention being paid to the detailing, for example of shopfronts and building entrances.
- Richness of detail is particularly important at ground level, where people see it close at hand.



Bargain Box, Winner Street - Before and After Shopfront Restoration

- The quality of signage, including that for shops and other commercial premises, is important and can enhance identity and legibility. In Winner Street, Paignton, (above) careful restoration of historic detail to the shopfronts has enhanced the quality of the street.
- The choice of materials can add interest and aid legibility. The infinite variations in any natural material have their own intrinsic qualities and uniqueness.
- Works of art and lighting schemes can help to aid identity and legibility. The mural celebrating the Queen's Golden Jubilee at Winner Street, and banners on the former Co-op building, provide an important and locally distinctive landmark.



Co-op building, Winner Street



Mural, Winner Street

F Adaptability - A place that can change easily

F.1 Background

- Development should promote adaptability by enabling the built form to respond to changing social, technological and economic conditions.
- The most successful places have prospered in changing circumstances. Even though people may live, travel and work in very different ways, the basic structure of the physical fabric of such places proves to be grounded in unchanging patterns of human life, rather than being unalterably fitted to some very specific purpose.
- Places need to be adaptable at every scale. A household makes different demands on a house as children are born and grow up. Towns and cities have to adapt as industries rise and decline, demand for housing and the nature of workplaces changes, and buildings and infrastructure age.

F.2 Designers should create simple, robust building forms that are not tightly designed to a very particular use, but allow for the greatest variety of possible future uses to be accommodated.

- Floor-to-ceiling heights and building depths should be considered in the light of the need for flexibility to allow later conversion of a building to other uses. Older commercial buildings, such as the Co-op in Winner Street have a simple structure that can accommodate changes in use (in this case to residential).



- Adaptable ground floors on corners of busy streets allow different uses to be accommodated over time.
- Well-designed housing is adaptable to the changing needs of its occupants.

F.3 Designers should create places that are capable of being used for a range of activities.

- Well-designed public spaces allow for different uses, such as events, festivals and markets. The simple design of Union Street in Torquay accommodates large numbers of people, particularly in the summer, but also allows for street cafes, market stalls and informal gatherings.
- Development can be related to the public realm in ways that encourage rather than discourage flexible use of buildings and space. This can be achieved through the imaginative use of elements such as terraces, balconies and forecourts.
- To encourage a mix of uses buildings can be designed to facilitate different access arrangements at different times.



F.4 Designers should create developments that have flexible layouts and design.

- Fine-grain development is easier to adapt than large-scale structures.
- Roads within a development which are built to adoptable standards, rather than being locked into estate management agreements (which inhibit change), will allow a greater variety of uses to be developed over time. However, this must be balanced against the potential for rigid adherence to adoptable standards to create places dominated by the road network.
- The layout of the infrastructure servicing development (including water supply, sewerage, drainage, gas, electricity, cable, telephone, roads, footpaths, cycleways and parks) should take account of foreseeable changes in demand.
- Building to last means thinking about future uses, expansion and changing needs for access. For example, the location of means of escape can facilitate a building's later conversion, the position of the building on its site can affect scope for expansion, and floor-to-ceiling heights are important in this context.

G Diversity - A place with variety and choice

G.1 Background

- Development should promote diversity and choice through a mix of compatible activities and uses that work together to create viable places that respond to local needs.
- The mix of uses (whether within a building, a street or an area) can help to determine how well-used a place is, and what economic and social activities it will support.
- A mix of uses may be appropriate at a variety of scales: within a village or town; within a neighbourhood or a street; or even in a particular building. In a town centre, for example, housing can provide customers for shops, make use of empty space above them and generate activity when they are closed. In residential areas, workplaces, shops and other facilities can make the place more than just a dormitory.
- Mixed-use development can make the most of opportunities for higher densities and intensive activity at locations with good access to public transport. At higher densities, it can provide the sort of environment that will suit particular kinds of household, such as single or young people, or couples without children.

G.2 Designers should create a mix of uses that will help to attract people to live, work and play in the same area.

- The mix can be at the scale of the building (one use above another), the street (one use next to another) or the neighbourhood (groups of uses next to others).
- Vital places often have a mix of uses which involves different people using the same parts of a building or place at different times of the day, as well as different uses happening in different parts of a building or space at the same time. In Palace Avenue, Paignton, the Victorian layout provides opportunities

for a mix of shops, residential properties, theatre and public open space, which encourages activity and vitality.



G.3 Designers should endeavour to create the right mix of development.

- A successful mix of uses results where the uses are compatible one with another and interact with each other positively.
- A successful mix of uses is achieved where the uses help to create a balanced community with a range of services, without increasing reliance on the car.

G.4 Designers should use a diversity of layout, building form and tenure to contribute to creating successful living and working environments.

- Buildings of different sizes and types allow for different uses to be accommodated over time.
- To promote social inclusion, in well-designed places social housing is not distinguishable from private housing by its design, nor is it banished to the least attractive site. In the redevelopment of the South Devon College site in Torre, affordable housing will be provided on the same street as market housing, in indistinguishable dwelling types, with shared public spaces (as illustrated in the photomontage of the approved scheme).



South Devon College Redevelopment, Torquay – Photomontage

- Subdividing large sites into smaller development plots, each with direct access to public roads or spaces, can help create diversity (subject to the existence of an overall plan), especially if different approaches to design are adopted, using different architects.
- Narrow plot frontages can allow small-scale shopping and commercial activities to flourish and adapt to changing needs.

H Sustainability - *A place that meets the needs of today without compromising the ability of future generations to meet their needs.*

H.1 Background

- Development should promote sustainability through both social and economic inclusivity and a consideration of environmental impact.
- Assessment of the sustainability of a development can be complex, but the principle of not compromising the ability of future generations to meet their needs is a sound basis for consideration of this issue. Designers should consider this issue as part of their Design Statement, or in large developments a separate Sustainability Audit might be appropriate. The 'South West Sustainability Checklist for Developments', available on the Future Foundations website, should be used to form the basis for this section of the Design and Access Statement.
- Larger developments may require a separate, more comprehensive, Sustainability Statement in order to fully consider the impact of the development.
- Involving the local community in the design process is an important part of creating a sustainable design. Development that is integrated with the existing community is often more successful than isolated developments, and can help to meet the local community's aspirations, as well as the developer's.
- High standards of energy efficiency should be a basic requirement of all new development, as should a consideration of minimum energy usage during the construction process. It is proposed that, in accordance with the Regional Spatial Strategy (Development Policy G), all new and refurbished buildings within Torbay must achieve a minimum of Level 3 in the Government's emerging Code for Sustainable Homes (equivalent to very good standard, BREEAM/ECO-homes) in order to minimize lifetime resource use, energy consumption, water use and waste production. In addition, all larger scale

developments and urban extensions must be designed to meet top Level 5 in the Government's emerging Code for Sustainable Homes (equivalent to excellent standard, BREEAM/ECO-homes).

- Good pedestrian, cycle and public transport connections can help to reduce car use, and encourage integration of the development with the surrounding area. Managing drainage and waste water on site can reduce energy usage and potential flooding, and can present an opportunity to create habitats and improve biodiversity.

H.2 Designers should be inclusive in the design of proposed development

- An inclusive design process will involve the local community at an early stage, such as at this consultation event in Brunswick Square, Torre. This can allow the community to express their needs and aspirations for the site and area. This can benefit all parties, enabling local needs to be met, encouraging more robust design and better connections with the development's context.



- Provision of local services and facilities, such as Doctors' surgeries, libraries and community centres, within a development can generate activity and help to stimulate a more sustainable community. Care must be taken that these are economically sustainable and that there is a sufficient need in the community for these facilities.

- A mix of uses and dwelling types, including fully integrated affordable housing, will create an inclusive development that provides for a sustainably balanced community.
- A high quality public realm and good public transport connections will provide for the whole community, including those households without access to cars or other vehicles.
- Buildings should be designed to be safe and adaptable, for example by following Lifetime Home standards and ‘Secure by Design’ principles. The guidance set out in Safer Places - The Planning System and Crime Prevention, should be considered when designing development, particularly where this includes public spaces.

H.3 Designers should consider the economic and environmental impacts of their proposals.

- The economic impact of a development on the local economy should be considered. For example, a large superstore could have a negative impact on small local shops and businesses. However, a smaller supermarket in a mixed development with other commercial premises and residential properties could benefit the local economy by encouraging people to shop locally, providing a greater diversity of units and a larger residential population.
- The environmental impact of a development should be minimized. This requires consideration at the start of the design process. Existing site constraints and opportunities such as levels and drainage, valuable habitats and protected species, and existing trees and vegetation can all be utilised to form the basis for a robust site layout that is locally distinctive and has a low or positive environmental impact. The impact of new and refurbished buildings, including reducing air, land, water, genetic (e.g. use of non-native plants), noise and light pollution, should be minimised throughout the building's lifetime.
- Development should be concentrated on brown field sites, having due regard to any inherent biodiversity value. Green field sites, particularly those with good quality agricultural land or ecological value, should be avoided.

- The energy used during the construction of the development should be minimised. This includes a consideration of the energy used in the construction process and the long-term energy requirements of the built form. Use of sustainably sourced or reclaimed materials, low energy construction processes and minimisation of the export of material from site can all reduce energy use and environmental impact. The shop and café at Occombe Farm uses locally sourced timber for roofing materials and handrails (below).



Occombe Farm, Torbay Coast and Countryside Trust

- The long-term energy requirements of the built form should also be minimised. Careful design can include orientation to maximise solar gain in winter, appropriate tree planting to provide shade in summer, and use of insulation and double glazing to reduce heat loss. In addition, where appropriate, use of renewable energy sources such as solar cells and small-scale wind turbines, can reduce the long term energy use of development.
- Developments should aim to reduce car use. Good pedestrian and cycle connections, particularly to local shops, public transport routes and facilities are vital.

- Provision of on-site recycling facilities should be considered on larger schemes. All development should provide space for individual recycling facilities for all properties.

- Development should conserve water, utilising sustainable on-site wastewater treatment where possible, and using sustainable drainage urban systems (SUDS) to reduce run-off and minimise flood risk. The emerging Strategic Flood Risk Assessment being prepared by Torbay Council will assist in identifying risk of flooding to sites throughout Torbay. Water conservation should be considered as part of individual building design, with rainwater collection systems and low-consumption fittings used in all new and refurbished buildings.

- Developers should take account of the potential impact of rising sea levels and coastal erosion, particularly in vulnerable and low lying coastal locations. The Council's emerging Climate Change Strategy will advise on the expected degree of sea level rise and coastal erosion. The Strategic Flood Risk Assessment would need to be consulted to identify land that could be vulnerable to sea level rise.

- Local biodiversity and ecology should be enhanced by development. Opportunities to create habitats through the retention of existing site features, use of carefully designed open space and incorporation of potential habitats into the built form (such as through the use of green roofs, providing nesting opportunities etc.) should be taken. Site design should accommodate existing wildlife linkages, such as streams and hedgerows, in the context of Torbay Local Plan Policy NC4 'Wildlife corridors'.

- In particular, flight paths and feeding areas of the European protected Greater Horseshoe bat should be recognised and considered in any design work. Whilst the Special Area of Conservation at Berry Head provides maternity sites for the bats, the networks of flight paths and feeding areas are of equal importance. These can be adversely affected by inappropriate lighting and hedgerow management, and disturbance of flight paths. To determine if a site will effect any of these features please consult English Nature's Research

Report No.344 'Dispersal and foraging behaviour of Greater Horseshoe bats, Brixham, Devon' or contact Natural England (formerly English Nature) for advice.

- The Sharkham Village development in Brixham recreates valuable limestone grassland that is an important local habitat, but also improves the environmental setting of the scheme – to the benefit of new and existing residents. 'The Nature of Torbay – A Local Biodiversity and Geodiversity Action Plan 2006-2016' (see www.countryside-trust.org.uk/lbap.htm) provides information on key habitats and species within the Bay.



Sharkham Village from Sharkham Point –
Reclamation of Coastal Limestone Grassland

3.3 Aspects of Development Form

3.3.1 The Aspects of Development Form* articulate eight characteristics of the form of development, which are the physical expression of the Objectives of Urban Design. The form of buildings, structures and spaces is the physical expression of urban design. It is what influences the pattern of uses, activity and movement in a place, and the experiences of those who visit, live or work there.

3.3.2 These elements define the **Layout** of a place, from the road and pedestrian network to street blocks and building plots; it's **Scale**, in terms of height and massing; and **Appearance** in terms of facade and interface, and architectural appearance and detail. These elements combine with the underlying natural environment to create the **Public Realm**, the streetscape and landscape of the place.

3.3.3 These characteristics are set out in descending scale, starting with the broad structure of the area and gradually focusing on the detailed design of individual plots and buildings.

3.3.4 In the preparation of Design Statements, designers of extensive developments will need to explain how they have developed a new urban structure that fits with the context. Designers of smaller developments might only need to consider how the scale and detailed design of proposed buildings relates to the context, and any impact the development might have on the wider urban structure.

* The Aspects of Development Form set out below has been developed from 'By Design' and 'The Councillor's Guide to Urban Design' (CABE, 2003).

I **Layout: Urban Structure**

I.I **Development should have a clear Urban Structure that integrates with the surrounding context, makes pedestrian connections, and has a consideration of site and environmental constraints.**

I.II The layout provides the basic plan on which all other aspects of the form and uses of a development depend. This plan shows:

- The relationship between new development and nature, land form and existing buildings.
- The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other.

II **Layout: Urban Grain**

II.I **Development should relate to the context of the surrounding area in terms of urban grain, plot layout and rhythm of frontages.**

II.II The nature and extent of the subdivision of the area into smaller development parcels showing:

- The pattern and scale of streets, blocks, plots and their buildings in a settlement.
- The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain).
- The rhythm of building frontages along the street as a reflection of the plot subdivision.

III Layout: Density and Mix

III.I The density and mix of a development should be economically and socially viable, and relate to the density of the surrounding area. Higher densities can be achieved in town centres and locations with good public transport.

III.II The amount of development on a given piece of land and the range of uses.

- More accessible places can accommodate more intense activity and a higher density of development.
- Density influences the intensity of development, and in combination with the mix of uses can affect a place's vitality and viability.
- The density of a development can be expressed in a number of ways. This could be in terms of plot ratio (particularly for commercial developments), number of dwellings, or the number of habitable rooms (for residential developments).

IV Scale: Height and Massing

IV.I Development should relate to the surrounding built environment in terms of height and massing. Articulation of a building's facades should relate to human scale.

- Scale is the size of a building in relation to:
 - The arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces
 - The size of parts of a building and its details, particularly in relation to the size of a person.
 - The impact on views, vistas and skylines
- Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height to

street or space width; height relative to particular landmarks or background buildings; or strategic views.

- Massing is the three-dimensional expression of the amount of development on a given piece of land.

V Façade and Interface

V.I Development should positively address the street with an active frontage that encourages surveillance, encourages activity and relates to the contextual built form.

V.II The relationship of the building to the street should consider:

- The rhythm, pattern and harmony of its openings relative to its enclosure.
- The nature of the building line, boundary treatment and its frontage condition at street level.
- The architectural expression of its entrances, corners, roofscape and projections.

VI Appearance: Details

VI.I Development should use a high quality of architectural detail that has been developed with careful consideration of its relationship with its context.

VI.II Appearance is derived from the craftsmanship, building techniques, decoration, styles and lighting of a building or structure. This includes all building elements such as openings and bays; entrances and colonnades; balconies and roofscape; and the rhythm of the facade. The lighting, signage and treatment of shopfronts, entrances and building security.

VII Appearance: Materials

VII.I Development should use a careful palette of materials, which has been developed with careful consideration of its relationship with its context.

VII.II Appearance is also derived from the texture, colour, pattern and durability of materials, and how they are used. The richness of a building lies in its use of materials that contribute to the attractiveness of its appearance and the character of an area. Where possible, locally distinctive materials should be used, including recycled or sustainably sourced materials.

VIII Landscape and Streetscape

VIII.I The design of public spaces and landscape within and surrounding a development should be carefully considered to create a successful built environment.

VIII.II The design of routes and spaces, their microclimate, ecology and biodiversity, including:

- Careful retention of existing natural features and trees
- Paving, planting and street furniture
- The integration of public art, lighting, signing and waymarkers
- The character and appearance of land, including its shape, form, ecology, colours and elements, and the way these components combine.
- The treatment of parks, play areas, boundaries, natural features and recreation areas
- Consideration of long term management and maintenance issues

URBAN DESIGN GUIDE SPD

APPENDICES

Appendix 1: Urban Design Checklist

Design and Access Statements - Minimum Requirements

How much detail is required?

The scope and detail of the Design and Access Statement should be appropriate to the type of application and size and scope of the development. The statement must explain how the applicant has considered the proposal and understands what is appropriate and feasible for the site and its context. It should clearly explain and justify the design and access principles that will be used to develop future details of the scheme.

- Design and Access Statements accompanying **Outline Applications** must demonstrate that the proposals have been properly considered in the light of relevant policies and the site's constraints and opportunities.
- Design and Access Statements accompanying **Detailed Applications** should illustrate how designers propose to achieve good design and ensuring accessibility in the work they undertake, and allow them to show how they are meeting, or will meet the various obligations placed on them by legislation and policy.

Typical Content

The Design and Access Statement should explain how the development has been developed in relation to its context. As a minimum the statement should set out the design process followed, including:

1. **Assessment** of the site's immediate and wider context in terms of physical, social and economic characteristics and relevant planning policies.
2. **Involvement** of both community members and professionals
3. **Evaluation** of the information collected on the site's immediate and wider context, identifying opportunities and constraints.

4. **Design** of the scheme using the assessment, involvement and evaluation information collected. This section should explain how the proposals have developed in relation to the Objectives of Urban Design and Aspects of Development Form as set out in Section 3 of the Torbay Urban Design Guide. The UDG Checklist allows the applicant to assess how the detailed aspects of these two matters have been assessed.

5. The **Access** section of the statement should explain how access arrangements will ensure that all users, not just the physically disabled, will have equal and convenient access to buildings and spaces and the public transport network.

Objectives of Urban Design

A. **Character – Does the scheme feel like a place with its own identity?**

Does the development promote local character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture? Does the development respond sensitively to the site and its setting; creating a place that is valued and pleasing to the eye?

- Designers should consider the site's land form and character when laying out new development.
- Designers should integrate new development into its landscape setting to reduce its impact on nature and reinforce local distinctiveness.
- Designers should respond to the existing layout of buildings, streets and spaces to ensure that adjacent buildings relate to one another, streets are connected and spaces complement one another.
- Designers should respond to local building forms and patterns of development in the detailed layout and design of development to reinforce a sense of place.
- Designers should use local materials, building methods and details where appropriate to help to enhance local distinctiveness.
- Designers should consider the scale, massing and height of proposed development in relation to that of adjoining buildings; the topography; the general pattern of heights in the area; and views, vistas and landmarks.

B. **Continuity and enclosure – Is the scheme a place where public and private spaces are clearly distinguished?**

Does the Development promote the continuity of street frontages and the enclosure of space by creating a built form that clearly and coherently defines private and public areas? Does the development relate to the surrounding urban structure and avoid the creation of undefined leftover space that contributes nothing to the urban environment?

- Designers should create buildings that relate to a common building line and reinforce and define the street.
- Buildings should be designed so that the primary access is achieved from the street.
- Designers should consider the ways in which the front and back of buildings are used in different ways; their design can reflect this.
- Designers should clearly define and enclose private space at the back of buildings to provide better privacy and security.
- Development should help to define streets and public spaces.
- Designers should define the relationship between the fronts of buildings and the street to benefit their respective uses.

C. **Quality of the public realm – Does the scheme have attractive and successful outdoor areas?**

Does the development should promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people?

- Designers should create successful places that have a system of open and green spaces that respect natural features and are accessible to all.
- Designers should create ground floors that are occupied by uses that relate directly to passing pedestrians create activity and interest.
- Well-designed public space should relate to the buildings around it.
- The design of public spaces should take account of the micro-climate.
- Designers should create streets and spaces that are overlooked. This will create spaces that allow natural surveillance; that feel safer, and are safer.
- Works of art and well-designed street furniture integrated into the design of public spaces give identity and enhance the sense of place.

D. **Ease of movement – Is the place easy to get to and move through?**

Does the development promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport?

- Designers should create a well-designed urban structure that has a network of connected spaces and routes, for pedestrians, cyclists and vehicles.
- Designers should ensure that transport routes should reflect urban design qualities and not just traffic considerations.
- Designers should ensure that a development's access and circulation should contribute to a fine-grain network of direct and connected routes within and beyond the site rather than creating big blocks.
- Designers should ensure that development is laid out to encourage low traffic speeds.
- Designers should consider how the layout and density of development can help increase accessibility to public transport.
- Integrated transport interchanges promote the use of public transport and provide for seamless movement between all modes of travel.

E. Legibility – Does the place have a clear image and is it easy to understand?

Does the development promote legibility by providing recognisable routes, intersections and landmarks to help people find their way around?

- Designers should ensure that development is sited to enhance existing views and vistas, and create new ones, to help people to find their way around.
- Designers should use the design, location and function of buildings to reinforce the identity and character of the routes and spaces they serve.
- Designers should design corners to enhance legibility - creating visual interest and contributing to local identity.
- Designers should improve the legibility of an area through the detailing and quality of materials in new development.

F. Adaptability – Is the scheme a place that can change easily?

Does the development promote adaptability through development that can respond to changing social, technological and economic conditions?

- Designers should create simple, robust building forms that are not tightly designed to a very particular use, but allow for the greatest variety of possible future uses to be accommodated.
- Designers should create places capable of use for a range of activities.
- Designers should create developments that have flexible layouts and design.

G. Diversity – Does the scheme create a place with variety and choice?

Does the development promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs?

- Designers should create a mix of uses that will help to attract people to live, work and play in the same area.
- Designers should endeavor to create the right mix of development.
- Designers should use a diversity of layout, building form and tenure to contribute to creating successful living and working environments.

H. Sustainability – Is the scheme a place that meets the needs of today without compromising the ability of future generations to meet their needs?

Does the development promote sustainability through social and economic inclusivity, and minimal environmental impact?

- Designers should be inclusive in the design of proposed development.
- Designers should consider the economic impact of their proposals.
- Designers should consider the environmental impact of their proposals, in particular sustainable drainage, water conservation (water consumption & grey water management), energy consumption & generation (site layout, building orientation & renewable energy systems), habitat loss/fragmentation, potential for pollution (air, land, water, noise & light) .

Aspects of Development Form

- I. **Layout: Urban structure**
Does the development have a clear urban structure that integrates with the surrounding context, makes pedestrian connections, and has a consideration of site and environmental constraints?
- II **Layout: Urban Grain**
Does the development relate to the context of the surrounding area in terms of urban grain, plot layout and rhythm of frontages?
- III **Layout: Density and Mix**
Is the density and mix of a development economically and socially viable, and do they relate to the density of the surrounding area? Higher densities can be achieved in town centres and locations with good public transport.
- IV **Scale: Height and Massing**
Does the development relate to the surrounding built environment in terms of height and massing? Does the articulation of the buildings' facades relate to human scale?
- V **Façade and Interface**
Does the development positively address the street with an active frontage that encourages surveillance, encourages activity and relates to the contextual built form?
- VI **Appearance: Details**
Does the development exhibit a high quality of architectural detail that has been developed with careful consideration of its relationship with its context?
- VII **Appearance: Materials**
Does the development use a palette of materials, which has been developed with careful consideration of its relationship with its context?
- VIII **Landscape and Streetscape**
Is the design of public spaces and landscape, within and surrounding a development, carefully considered to create a successful built environment that is easy to understand?

Appendix 2: Policy Background

National Planning Policy, led by Planning Policy Statement 1, has established the importance of design and its indivisibility from good planning. The emergent Regional Spatial Strategy is developing the notion of good design in the context of the South West. This section summarises the Local, Regional and National policy framework that underpins the Torbay Urban Design Guide. The following policies are of relevance:

Torbay Local Plan 1995-2011

The primary basis for the SPD is the **Adopted Torbay Local Plan (1995-2011)** (see www.torbay.gov.uk/localplan). This was adopted in April 2004 and is the 'Saved Plan' in the Local Development Scheme, recognising that it's set of robust and up-to-date policies provide a sound strategic planning framework for Torbay for the foreseeable future. It is saved until the end of September 2009, or until specific policies are replaced by the emerging LDF.

- **BES Built environment strategy**

Proposals should conserve or enhance the built environment, ensuring that the integrity of local character and distinctiveness is protected. Development will not be permitted where it would harm features of historical, architectural and archaeological value or interest.

- **BE1 Design of new development**

Proposals for new development which have an impact on the townscape or landscape should be designed to take account of their wider context in terms of scale, density, massing, height, landscaping, layout and access and the promotion of safety and security. Positive enhancement of the built environment will be sought, in particular in Conservation Areas.

- **BE2 Landscaping and design**

Proposals for new buildings should incorporate landscaping of the site, at an appropriate scale, as an integral part of the design. Landscaping should relate to the character of the surrounding area and make the best use of the existing site features.

- **LS Landscape strategy**

The landscape setting of Torbay and its coast and settlements will be protected from development which would harm or detract from local character and distinctiveness. Priority is accorded to maintaining the rural landscape surrounding the built-up area and the strategic green wedges which lie between the main towns and separate them from the surrounding villages. Also, within the urban area, green space of local townscape, recreational and/or amenity value will be retained as open space

- **L9 Planting and retention of trees**

Development proposals likely to affect, directly or indirectly, trees or woodlands of existing or potential landscape value (including trees within the highway) will only be permitted where those trees identified will not be harmed as a result of the development and can be retained in future through the use of planning conditions, Conservation Area legislation or Tree Preservation Orders, as appropriate.

Any development proposals which affect such features should include mitigation measures to at least off-set any such harm and to provide new planting and/or suitable habitats, including the retention and management of remaining trees and the planting of new trees as individual specimens, as groups or shelter belts. This planting should be protected where appropriate, by approved management programmes, Section 106 Agreements or use of other methods listed above.

- **L10 Major development and landscaping**

Planning applications for major development, particularly on the edge of the existing built areas, will only be permitted where necessary mitigation measures are taken to minimise damage to the landscape. The landscaping measures should form an integral part of the development and reflect the character of the local landscape and distinctiveness. They are likely to include the planting of trees as individual specimens, groups, shelter belts or woodland for amenity, environmental and landscape value. Appropriate measures will be taken to protect this landscaping and the Council will seek advance planting where practicable. Appropriate protection measures will include approved management programmes, Section 106 Agreements or the use of planning conditions, Conservation Area legislation or Tree Preservation Orders.

- **T1 Development accessibility**

New non-residential development will only be permitted where it is possible for more than 50% of the potential users to gain access by foot, cycle or public transport. Provision must be made to encourage the use of walking, cycling and public transport, and to reduce the level of traffic generation. Adequate means of access for non-car traffic and facilities for changing and bicycle parking should be provided. Developers of larger sites will be expected to prepare and implement a travel plan which will address these conditions.

Residential development should be located so that residents have adequate shopping facilities, primary and junior schools, community and healthcare facilities, and other frequently used attractions within easy and safe walking distance. All other less frequently used facilities should be conveniently accessible by bus and cycle route. The design and layout of residential areas should allow bus penetration to within 400 metres of each dwelling.

- **T2 Transport hierarchy**

All new development should promote the most sustainable and environmentally acceptable modes of transport, having regard to the following hierarchy, which prioritises the most sustainable means of transport:-

- (1) walking;
- (2) cycling;
- (3) public transport; and
- (4) private transport.

- **T25 Car parking in new development**

Standards for the provision of private parking spaces for all new development are set out in the schedule below (*not reproduced in this extract*). The standards indicate a maximum provision that will only be permitted where there is sufficient justification shown for the full standards to be allocated.

Parking provision for major, non-residential sites will be based on an assessment of parking needs, to be defined as part of a travel plan to be submitted by the developer and agreed by the local planning authority. Car parking provision in excess of the assessed need will not be permitted, except on a temporary basis during the implementation of the travel plan.

- **T26 Access from development on to the highway**

New development will not be permitted unless:-

- (1) the access to the highway is provided to a safe standard and does not conflict with the function of the route;
- (2) the effects of the development on the highway in terms of traffic and road safety are acceptable; and
- (3) the environmental impact arising as a consequence of accessing and servicing the development is minimised.

- **H9 Layout, design and community aspects**

All new residential schemes should demonstrate a high standard of design which will take account of the defining characteristics of the existing environment and, where possible, enhance it. The prime considerations are the overall scale, density, massing, height, landscape, layout, access, privacy, crime prevention and amenity in relation to neighbouring buildings and the local area generally.

Where affordable housing is proposed, it is anticipated that a suitable mix of house types will be provided in clusters of not more than 40 dwellings. Accommodation for people with physical disabilities will be encouraged.

- **E9 Layout, Design and Sustainability**

Approval of applications for commercial and industrial development will be subject to the following criteria:

- (1) traffic generated by the development must not overload the capacity of the highway system or adversely affect residential or other non-residential development;
- (2) proposals must be in accordance with Policy T1 (Development accessibility);
- (3) roads within the site should be capable of adoption, unless there are overriding reasons why this is not practicable or appropriate;
- (4) adequate loading, off-loading and manoeuvring space for vehicles shall be made within new or enlarged industrial sites; the level of car parking provision within the site should be limited to that required for operational and accessibility purposes;

- (5) development should not lead to significantly reduced daylight or cause undue environmental disturbance (such as noise, vibration, smell or dust) to adjacent residential properties; where appropriate, restrictions on the use of hours of operation of the site will be imposed;
- (6) there shall be no adverse effect on nature conservation; where necessary, developers will be encouraged to introduce measures to protect wildlife;
- (7) where appropriate, landscaping or improvements to existing landscaping may be required, especially in prominent locations;
- (8) proposals for development in individual estates should contribute to the environmental enhancement of the locality and, where possible, to the improvement of traffic management in the area; and
- (9) open storage of industrial goods or containers will be resisted if such activity is considered to be visually unacceptable or where other environmental considerations make it undesirable.

- **NCS Nature conservation strategy**

Development should preserve or enhance the biodiversity, wildlife and geological value of the terrestrial and marine environment. Planning conditions or obligations will be sought to include measures to mitigate the effects of development upon features of nature conservation value or require the provision of new or alternative features.

- **NC4 Wildlife corridors**

Proposals for development which would have an adverse effect on a wildlife corridor will only be permitted where the retention, integrity and beneficial management of the links between wildlife habitats can be achieved. The policy will apply to the following wildlife corridors:-

- | | |
|----------|---|
| Torquay | <ol style="list-style-type: none"> (1) Browns Bridge Road / Scotts Meadow Fringes (2) Nutbush Lane / Sherwell Valley / Rainbow (3) Warberries / Walls Hill (4) Meadfoot / Lincombe Slopes / Ilsham (5) Cockington Lane / Torbay Road |
| Paignton | <ol style="list-style-type: none"> (6) Preston Down Road / Hollicombe (7) Clennon Valley / Goodrington (8) Roselands / Grange Road |

Brixham (9) Summercombe / St.Mary's Park

Proposals that have an adverse effect on other natural features that form important links between wildlife habitats will require appropriate mitigation measures to be implemented as part of the development.

- **EPS Environmental protection strategy**

Development should respect environmental limits, be implemented in a sustainable manner and, where possible, be accompanied by environmental mitigation.

- **EP1 Energy efficient design**

Development will be required to minimise direct and indirect energy consumption by incorporating energy saving features into its design and layout.

- **EP5 Light pollution**

Proposals for development which necessitate artificial light for operational or security reasons will be required to minimise light pollution by ensuring that new development:-

1. does not produce excessive lighting in relation to the purpose for which lighting is required;
2. employs "down-lighting" wherever possible;
3. uses shields, baffles or other appropriate measures to reduce spill light to a minimum where "down-lighting" is not possible; and
4. is subject to hours of operation which are not detrimental to the amenities of the surrounding area.

- **CF2 Crime prevention**

Every development should be designed to reduce crime both within and adjoining the proposal whilst ensuring that amenities are not unduly affected. Crime prevention principles should be reflected in the following components of every development:-

- the layout of public and private open space and orientation of buildings, including boundary walls and fences;
- the location of parking and garaging;

- access arrangements for pedestrians and vehicles, particularly footpaths and road networks;
 - the provision of play and other recreational and social facilities;
 - the lighting of development; and
 - the use of hard and soft landscaping.
- **W6 New development and the minimisation of waste**
 New developments and land uses which are likely to generate significant volumes of waste through the development process itself will require a waste audit to be submitted as part of the planning application, including the following details:-
 1. the type and volume of waste that the development will generate;
 2. the steps that will be taken by the developer to minimise the amount of waste arising from the development by reusing and recycling or incorporating materials within the site; and
 3. the steps that will be taken to manage the waste that cannot be reused on site, including the disposal locations.

Waste generated by such developments will form a material consideration. Those developments which conflict with the objectives set out in Policy W1 will not be permitted.

- **W7 Development and waste recycling facilities**
 New developments and land uses will require the provision of appropriate and necessary facilities for the recycling, storage, treatment and removal of waste likely to be generated. All environmental impacts of these facilities will need to be assessed and reduced to an acceptable level, including impacts of noise, odour and other disturbance on users and occupiers of adjacent sites. Where appropriate, developers will be required to enter into Agreements under Section 106 of the Town and Country Planning Act 1990 for any necessary works.
- **Environmental Guide - SPG**
 The Environmental Guide gives specific guidance on Best Practice in terms of design in relation to new development within in Torbay, with regard to the Built Environment, the Historic Environment and the Natural Environment (see also paragraph 1.2.7 of the UDG).

Devon Structure Plan 2001-2016

The following policies in the **Adopted Devon Structure Plan** specifically relate to Urban Design and the quality of the built environment.

- **Policy CO1- Landscape Character and Local Distinctiveness**

The distinctive qualities and features of Devon's Landscape Character Zones, illustrated in Map 5, should be sustained and enhanced.

Within the context of this broad characterisation, Local Planning Authorities should undertake more detailed assessments of landscape character in order to identify priority areas for the maintenance, enhancement and / or restoration of that character and provide an appropriate policy framework in Local Plans for each area.

Policies and proposals within each part of Devon should be informed by and be sympathetic to its landscape character and quality.

- **Policy CO6 - Quality of New Development**

The identity, distinctive character and features of existing settlements, urban and rural areas should be conserved and enhanced. In planning for new development the Local Planning Authority should maintain and improve the quality of Devon's environment by requiring attention to good design and layout that respects the character of the site and its surroundings and by providing for regeneration and conservation, townscape enhancement, traffic management and the retention and provision of open space.

- **Policy CO11 Conserving Energy Resources**

The direct and indirect energy consumption of new development should be minimised by requiring the incorporation of energy saving features into its design and layout.

Draft Regional Spatial Strategy for the South West 2006 - 2026 **(Submitted Version, June 2006)**

RPG10 and the Devon Structure Plan will eventually be replaced by Regional Spatial Strategy (RSS) in early 2008, following the Examination in Public during summer 2007. Section 3.7 of the Draft RSS places a particular focus on Urban Renaissance, requiring a greater emphasis to be placed on urban design, building construction and the management of the public realm. The following policies are relevant to this Strategy:

- **Development Policy E - High Quality Design**

Developers, Local Authorities and public agencies should ensure that all development in rural and urban settings delivers the highest possible standards of design, both in terms of urban form and sustainability criteria. All new, replacement and refurbished public buildings should be designed to have multiple uses as far as possible.

- **Development Policy F – Master Planning**

Developers, Local Authorities and public agencies will ensure that major development areas, such as mixed use developments and urban extensions to the SSCTs should be planned on a comprehensive and integrated basis within an overall master plan and phasing regime. These will be planned and developed as sustainable communities, which deliver a high quality of life through high standards of design and access and lowest practicable levels of energy and car use, protect and maintain environmental assets and landscape setting, avoid areas susceptible to flooding, reflect the heritage and provide the appropriate physical and social infrastructure.

Local Authorities should work closely with landowners, developers, stakeholders and service providers to achieve a master plan which takes account of the need to secure mixed and balanced developments, with high density development of housing of varied types and tenures of at least 50/dph, and higher wherever possible, cycling, walking and public transport links, local cultural and retail facilities, and health care and education facilities commensurate with the expected population of the area. Master plans should also ensure provision of sufficient amenity space and green infrastructure to enhance the living environment and support improved biodiversity. Within urban areas or urban

extensions and, where sites are close to public transport nodes, consideration should be given to increasing dwelling density to in excess of 50 dph.

- **Development Policy G Sustainable Construction**

Developers, Local Authorities, regional agencies and others must ensure that their strategies, plans and programmes achieve best practice in sustainable construction by:

- following the principles contained within the *'Future Foundations'*, South West's sustainable construction charter, to raise awareness of sustainable construction;
- requiring that all new and refurbished buildings achieve the requirements of BREEAM and Eco-homes very good standard, or at least Level 3 above minimum building standards in the emerging *'Code for Sustainable Homes'*, in order to minimise lifetime resource use, energy consumption, water use and waste production;
- requiring that all larger scale developments and, in particular, urban extensions, are designed and constructed to meet the top Level 5 of the emerging *'Code for Sustainable Homes'*, including carbon neutrality;
- requiring the use of sustainability statements for larger scale residential and/or mixed use planning applications (as defined in paragraph 3.7.7), the contents of which should meet, or exceed, the *'South West Sustainability Checklist for Developments'*;
- minimising the environmental impact of new and refurbished buildings, including reducing air, land, water, noise and light pollution throughout the building's lifetime;
- requiring the use of sustainable drainage systems to minimise flood risk associated with new developments;
- designing homes which are safe and adaptable, for example by following Lifetime Homes standards, Secure by Design principles and including live/work space; and
- taking action to improve the energy efficiency of existing buildings, and ensuring that all refurbished buildings achieve the best current standards of energy efficiency.

- **ENV1 - Protecting and Enhancing the Region's Natural and Historic Environment**

The quality, character, diversity and local distinctiveness of the natural and historic environment in the South West will be protected and enhanced, and developments which support their positive management will be encouraged. Where development and changes in land use are planned which would affect these assets, Local Authorities will first seek to avoid loss of or damage to the assets, then mitigate any unavoidable damage, and compensate for loss or damage through offsetting actions. Priority will be given to preserving and enhancing sites of international or national landscape, nature conservation, geological, archaeological or historic importance. Tools such as characterisation and surveys will be used to enhance local sites, features and distinctiveness through development, including the setting of settlements and buildings within the landscape and contributing to the regeneration and restoration of the area.

Relevant National Planning Policy

A number of Planning Policy Statements and Planning Policy Guidance notes are relevant to this Urban Design Guide - the key relevant policy guidance is summarised below:

PPS1 - Delivering Sustainable Development

- 'Spatial planning goes beyond traditional land use planning to bring together and integrate policies for the development and use of land with other policies and programmes which influence the nature of places and how they function'. (para 30)
- 'Good design ensures attractive, usable, durable and adaptable places, and is a key element in sustainable development. Good design is indivisible from good planning.' (para 33)
- 'Good design should contribute positively to making places better for people.' (para 34)
- 'Planning authorities should prepare robust policies on design and access.... Based on stated objectives an evaluation of its present defining characteristics.' (para 36)
- 'Planning authorities should have regard to good practice set out in *By Design - Urban Design in the planning system: towards better practice.*' (ODPM, CABE 2000) (para 37)

PPS3 Housing

- Good design is fundamental to the development of high quality new housing and should contribute positively to making places better for people. Inappropriate design that fails to improve the character and quality of an area should not be accepted (paragraphs 12. and 13.)
- Local Planning Authorities should develop a shared vision with their local communities for residential environments, developing design policies aimed at creating attractive, safe and distinctive places, and innovative designs and layouts making efficient and effective use of land (paragraph 14).
- Applicants should be encouraged by Local Planning Authorities to bring forward sustainable and environmentally friendly new housing developments, including

affordable housing developments, reflecting the approach set out in forthcoming guidance relating to climate change and the Code for Sustainable Homes (paragraph 15).

- Matters to be considered when assessing design quality include accessibility to public transport and community facilities and efficient use of space; access to community recreational space as well as private outdoor space such as residential gardens, patios and balconies; good integration with local area and neighbouring buildings; efficient use of resources and minimal impact on climate change; design-led approach to provision of car parking space within safe and high quality public realm; creation or enhancement of local distinctiveness; and provision or re-establishment of biodiversity in residential environments (paragraph 16).
- Important to ensure consideration of needs of children where family housing is proposed, plus provision of a range of types of safe and well-designed recreational areas; Local Planning Authorities should draw on relevant guidance and standards, and promote tools such as Design Coding alongside urban design guidelines, sites briefs, community participation techniques etc; use LDF Annual Monitoring Report to monitor progress towards achieving high quality housing and consistently good design standards (paragraphs 17, 18 and 19).

PPS6 Planning for Town Centres

- 'The Government's key objective for town centres is to promote their vitality and viability by: planning for the growth and development of existing centres; and promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment, accessible to all.' (para 1.3)
- 'The following of the Government's wider policy objectives are also relevant, insofar as they would not be inconsistent with the key objective in Paragraph 1.3 above:
 - to promote social inclusion, ensuring that communities have access to a range of main town centre uses, and that deficiencies in provision in areas with poor access to facilities are remedied;
 - to encourage investment to regenerate deprived areas, creating additional employment opportunities and an improved physical environment;

- to promote economic growth of regional, sub-regional and local economies;
 - to deliver more sustainable patterns of development, ensuring that locations are fully exploited through high-density, mixed-use development and promoting sustainable transport choices, including reducing the need to travel and providing alternatives to car use; and
 - to promote high quality and inclusive design, improve the quality of the public realm and open spaces, protect and enhance the architectural and historic heritage of centres, provide a sense of place and a focus for the community and for civic activity and ensure that town centres provide an attractive, accessible and safe environment for businesses, shoppers and residents. '
- (para 1.5)

PPS7 Sustainable Development in Rural Areas

- 'Planning authorities should ensure that development... contributes to a sense of local identity and regional diversity and be of an appropriate design and scale for its location, having regard to the policies on design contained in PPS1 and supported in *By Design*.' (para 12)

PPS12 Local Development Frameworks

- 'In preparing local development documents (LDDs) LPAs must include policies on design and access ... PPS1 makes clear that good design ... is crucial to the delivery of sustainable development, not separate from it.' (para 1.12)
- 'Well designed development responds well to the local physical, social and economic context, being safe, clean, attractive and accessible for all users. LDDs should therefore include policies that set out strategic design and access objectives in line with PPS1 and relevant good practice...' (para 29)
- 'LDDs relating to specific areas could usefully inform the implementation of strategic design policies by including design policies that relate to local conditions and objectives.' (para 1.14)

PPG13 Transport

- 'LPA's should actively manage the pattern of urban growth to make the fullest use of public transport ... and seek by the design and layout of developments and areas, to secure community safety and road safety.' (para 6)
- 'When thinking about new development, and in adapting existing development, the needs and safety of all the community should be considered from the outset ... taking account of the importance of good design.' (para 29)

PPG15 Planning and the Historic Environment

- 'The design of new buildings intended to stand alongside historic buildings needs very careful consideration. In general it is better that old buildings are not set apart, but are woven into the fabric of the living and working community.' (para 2.11)
- 'New buildings do not have to copy their neighbours in detail. Some of the most interesting streets include a wide variety of building styles, materials and forms of construction, of many different periods, but together forming a harmonious group.' (para 2.14)

PPG17 Planning for Open Space

- 'Local networks of high-quality and well-managed open space help to create urban environments that are attractive, clean and safe and can play a major part in improving people's sense of wellbeing.' (page 2)
- 'New open spaces should improve the quality of the public realm through good design.'

The Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006

The Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 amends the Town and Country Planning (General Development Procedure) Order 1995 by inserting an additional clause, 4C, as follows:

'Design and Access Statements

- (1) *This article applies to an application for planning permission which is not an application for planning permission for—*
- (a) engineering or mining operations;*
 - (b) development of an existing dwelling-house, or development within the curtilage of such a dwelling-house for any purpose incidental to the enjoyment of the dwelling-house as such, where no part of that dwelling-house or its curtilage is within a designated area; or*
 - (c) a material change in the use of land or buildings.*
- (2) *An application for planning permission to which this article applies shall be accompanied by a statement ("a design and access statement") about-*
- (a) the design principles and concepts that have been applied to the development; and*
 - (b) how issues relating to access to the development have been dealt with.*
- (3) *A design and access statement shall-*
- (a) explain the design principles and concepts that have been applied to the following aspects of the development-*
 - i. amount;*
 - ii. layout;*
 - iii. scale;*
 - iv. landscaping; and*
 - v. appearance; and*

(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account in relation to its proposed use and each of the aspects specified in sub-paragraph (a).

(4) A design and access statement shall also-

(a) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;

(b) state what, if any, consultation has been undertaken on issues relating to access to the development and what account has been taken of the outcome of any such consultation;

(c) explain-

i. how any specific issues which might affect access to the development have been addressed;

ii. how prospective users will be able to gain access to the development from the existing transport network;

iii. why the main points of access to the site and the layout of access routes within the site have been chosen; and

iv. how features which ensure access to the development will be maintained.'

More detailed guidance is provided in DCLG Circular 1/2006, relevant sections of which are summarised in Section 2 of this document.

Appendix 3: Glossary

Term	Definition
Accessibility	The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping.
Adaptability	The capacity of a building or space to be changed so as to respond to changing social, technological and economic conditions.
Area appraisal	An assessment of an area's land uses, built and natural environment, and social and physical characteristics.
BREEAM	BRE Environmental Assessment Method - a recognised method of assessing sustainability of developments.
Building elements	Doors, windows, cornices and other features which contribute to the overall design of a building.
Building line	The line formed by the frontages of buildings along a street. The building line can be shown on a plan or section.
Bulk	The combined effect of the arrangement, volume and shape of a building or group of buildings. Also called massing.
Character assessment	An area appraisal identifying distinguishing physical features and emphasising historical and cultural associations.

Conservation area character appraisal	A published document defining the special architectural or historic interest which warranted the area being designated.
Context	The setting of a site or area, including factors such as traffic, activities and land uses as well as landscape and built form.
Context (or site and area) appraisal	A detailed analysis of the features of a site or area (including land uses, built and natural environment, and social and physical characteristics) which serves as the basis for an urban design framework, development brief, design guide or other policy or guidance.
DCLG	Department for Communities and Local Government - see ODPM below.
Defensible space	Public and semi-public space that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody. Derived from Oscar Newman's 1973 study of the same name, and an important concept in securing public safety in urban areas, defensible space is also dependent upon the existence of escape routes and the level of anonymity which can be anticipated by the users of the space.
Density	The floorspace of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these.

Design and Access Statement	<p>Design and Access Statements are required to accompany most planning applications.</p> <p>(a) A pre-application design statement is made by a developer to indicate the design principles on which a development proposal in progress is based. It enables the local authority to give an initial response to the main issues raised by the proposal.</p> <p>(b) A planning application design statement sets out the design principles that the planning applicant has adopted in relation to the site and its wider context, as required by PPG1.</p>
Desire line	An imaginary line linking facilities or places which people would find it convenient to travel between easily.
Development form	See 'form'.
EcoHomes	A recognised method of assessing the sustainability of housing developments.
Elevation	The facade of a building, or the drawing of a facade.
Enclosure	The use of buildings to create a sense of defined space.
Energy efficiency	The extent to which the use of energy is reduced through the way in which buildings are constructed and arranged on site.
Fenestration	The arrangement of windows on a facade.
Form	The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscape of development.
Grain	See 'urban grain'.

Height	The height of a building can be expressed in terms of a maximum number of floors; a maximum height of parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.
Human scale	The use within development of elements which relate well in size to an individual human being and their assembly in a way which makes people feel comfortable rather than overwhelmed.
In-curtilage parking	Parking within a building's site boundary, rather than on a public street or space.
Landmark	A building or structure that stands out from its background by virtue of height, size or some other aspect of design.
Landscape	The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans. In towns 'townscape' describes the same concept.
Layout	The way buildings, routes and open spaces are placed in relation to each other.
Layout structure	The framework or hierarchy of routes that connect in the local area and at wider scales.
Legibility	The degree to which a place can be easily understood and traversed.

Live edge	Provided by a building or other feature whose use is directly accessible from the street or space which it faces; the opposite effect to a blank wall.
Local Development Framework (LDF)	The collective name given to the development plan which sets out spatial planning policies and proposals, shaping future development. The LDF consists of Development Plan Documents (DPDs) dealing with policy matters and Supplementary Planning Documents (SPDs) which provide further detailed advice on the implementation of policies.
Local distinctiveness	The positive features of a place and its communities which contribute to its special character and sense of place.
Massing	The combined effect of the height, bulk and silhouette of a building or group of buildings.
Mixed uses	A mix of uses within a building, on a site or within a particular area. 'Horizontal' mixed uses are side by side, usually in different buildings. 'Vertical' mixed uses are on different floors of the same building.
Movement	People and vehicles going to and passing through buildings, places and spaces. The movement network can be shown on plans, by space syntax analysis, by highway designations, by figure and ground diagrams, through data on origins and destinations or pedestrian flows, by desire lines, by details of public transport services, by walk bands or by details of cycle routes.
Natural surveillance (or supervision)	The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen out of surrounding windows. Also known as passive

surveillance (or supervision).

Node	A place where activity and routes are concentrated often used as a synonym for junction.
ODPM	The Office of the Deputy Prime Minister (ODPM) was replaced by the Department for Communities and Local Government (DCLG) on 5 May 2006 with a remit to promote community cohesion and equality, as well as responsibility for housing, urban regeneration, planning and local government. It unites the communities and Civil Renewal functions previously undertaken by the Home Office, with responsibility for regeneration, neighbourhood renewal and local government (previously held by the Office of the Deputy Prime Minister). The new web address domain name is: www.communities.gov.uk .
Passive surveillance	See 'natural surveillance'.
Permeability	The degree to which an area has a variety of pleasant, convenient and safe routes through it. Perspective Illustration showing the view from a particular point as it would be seen by the human eye.
Planning Policy Guidance notes (PPGs)/Planning Policy Statements (PPSs)	Documents embodying Government guidance on general and specific aspects of planning policy to be taken into account in formulating development plan policies and in making planning decisions.
Plot ratio	A measurement of density generally expressed as gross floor area divided by the net site area.

Public art	Permanent or temporary physical works of art visible to the general public, whether part of the building or free-standing: can include sculpture, lighting effects, street furniture, paving, railings and signs.
Public domain	The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. Also called public realm.
Public/private interface	The point at which public areas and buildings meet private ones.
Public realm	See 'public domain'.
Scale	The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions of a building which give it its sense of scale: at other times it is the size of the elements and the way they are combined. The concept is a difficult and ambiguous one: often the word is used simply as a synonym for 'size'. See 'Human scale'.
Section	Drawing showing a slice through a building or site.
Settlement pattern	The distinctive way that the roads, paths and buildings are laid out in a particular place.
Sight line	The line of sight from a travelling vehicle or person. Sight lines will help to determine how fast vehicles are likely to move and how safe other road users are likely to be.

Spine	Street or streets along which activity is concentrated.
Strategic view	The line of sight from a particular point to an important landmark or skyline.
Street furniture	Structures in and adjacent to the highway which contribute to the street scene, such as bus shelters, litter bins, seating, lighting, railings and signs.
Surveillance	The discouragement to wrong-doing by the presence of passers-by or the ability of people to be seen from surrounding windows.
Sustainable development	Defined by the Brundtland Commission (1987, and quoted in PPG1) as 'Development which meets present needs without compromising the ability of future generations to achieve their own needs and aspirations'. The UK's strategy for sustainable development "A better quality of life" was published in May 1999 and highlights the need for environmental improvement, social justice and economic success to go hand-in-hand.
Topography	A description or representation of artificial or natural features on or of the ground.
Townscape	The character and appearance of the built environment, including its underlying landform, natural features and ecology, colours and elements and the way these components combine. Townscape character can be expressed through townscape appraisal, and maps or plans.
Urban design	The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the

establishment of frameworks and processes which facilitate successful development.

Urban grain	The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent.
Vernacular	The way in which ordinary buildings were built in a particular place, making use of local styles, techniques and materials and responding to local economic and social conditions.
View	What is visible from a particular point. Compare 'Vista'.
Vista	An enclosed view, usually a long and narrow one.
Visual clutter	The uncoordinated arrangement of street furniture, signs and other features.

Appendix 4: References and Further Information

Design and Access Statements

DCLG Circular 1/2006 - Guidance on Changes to the Development Control System

(Department for Communities and Local Government, June 2006)

<http://www.communities.gov.uk/index.asp?id=1500620>

Design and access statements: how to write, read and use them (CABE, 2006)

<http://www.cabe.org.uk/AssetLibrary/8073.pdf>

Urban Design

By Design - Urban Design in the Planning System (DETR and CABE, 2000)

<http://www.cabe.org.uk/AssetLibrary/1818.pdf>

Delivering Great Places to Live (Building for Life, 2005)

<http://www.cabe.org.uk/AssetLibrary/1189.pdf>

Councillor's Guide to Urban Design (CABE, 2004)

<http://www.cabe.org.uk/AssetLibrary/2310.pdf>

Urban Design Compendium (Llewelyn-Davies for English Partnerships and The Housing Corporation, 2000)

<http://www.englishpartnerships.co.uk/publications.htm>

The Value of Urban Design (DETR, CABE and UCL Bartlett, 2001)

<http://www.cabe.org.uk/default.aspx?contentitemid=700&field=filter&term=Public%20space&type=2>

The Cost of Bad Design (CABE, 2006)

<http://www.cabe.org.uk/AssetLibrary/8125.pdf>

Manual for Streets (WSP , TRL , Llewelyn Davies Yeang and Phil Jones Associates on behalf of Department for Transport)

<http://www.manualforstreets.org.uk/>

Places Streets and Movement: A companion guide to Design Bulletin 32 (DETR, 1998)

http://www.communities.gov.uk/embedded_object.asp?id=1500499

Making Design Work (CABE, 2005)

<http://www.cabe.org.uk>

Paving the Way: How We Achieve Clean, Safe and Attractive Streets (June 2002)

<http://www.cabe.org.uk/default.aspx?contentitemid=478>

Safer Places - The Planning System and Crime Prevention (CABE/Home Office)

http://www.communities.gov.uk/pub/724/SaferplacestheplanningsystemandcrimepreventionPDF3168Kb_id1144724.pdf

Secured by Design

<http://www.securedbydesign.com/>

Commission for Architecture and the Built Environment (CABE)

<http://www.cabe.org.uk/>

Building for Life

<http://www.buildingforlife.org>

Sustainable Design

'Proposals for introducing a Code for Sustainable Homes' (ODPM, 2005)

<http://www.communities.gov.uk/index.asp?id=1162094>

'South West Sustainability Checklist for Developments' (Future Foundations)

http://www.futurefoundations.co.uk/sustainable_construction.php

Sustainable Construction Charter (Future Foundations)

<http://www.futurefoundations.co.uk/charter.php>

Devon Sustainable Building Initiative

www.sustainablebuild.org

BREEAM - www.breeam.org

EcoHomes - <http://www.breeam.org/ecohomes.html>

Sustainable Drainage Systems; A Guide for Developers (Environment Agency 2005)

<http://publications.environment->

agency.gov.uk/epages/eapublications.storefront/45080818006911de273fc0a8029605e1/Product/View/GEHO0305BIQY&2DE&2DP

Sustainable Drainage Systems (list of relevant guidance publications) (Ciria website, 2006)

<http://www.ciria.org/suds/publications.htm>

Strategic Flood Risk Assessment for Torbay (Torbay Council, emerging 2007)

Upon publication this document will be posted on Torbay's Council website under 'LDF Evidence Base'.

<http://www.torbay.gov.uk/index/environment-planning/strategicplanning/ldf/ldfresearch.htm>

'The Nature of Torbay – A Local Biodiversity and Geodiversity Action Plan 2006-2016

(The Torbay Coast and Countryside Trust, 2007)

<http://www.countryside-trust.org.uk/lbap.htm>

The structure of the Local Development Framework

