

## **APPENDIX B**

### **Policy AS2 – DESIGN AND LAYOUT**

New developments should be designed to:

- (i) Promote the use of public transport and facilitate sustainable travel choices,
- (ii) Provide suitable facilities and an attractive environment for pedestrians, cyclists and other non-motorised modes of transport,
- (iii) Allow for the safe, efficient and non-intrusive movement of vehicles, and
- (iv) Comply with the principles of accessibility for all.

The means of access to new developments should be designed to ensure that:

- (a) Vehicle speeds are minimised,
- (b) Extraneous traffic is not attracted, unless there is a specific strategic need for an access route through the area, and
- (c) Impacts on the natural, historic and built environment and local communities are minimised.

### **Policy AS6 – PARKING**

Parking provision to serve development will be assessed against adopted maximum parking standards to ensure that proposed schemes provide appropriate levels of parking for private cars and service vehicles.

Account will also need to be taken of the need to provide facilities for the parking of motorcycles and cycles.

### **Policy AS10 – TRAFFIC MANAGEMENT AND HIGHWAY SAFETY**

New developments will be required to incorporate appropriate traffic management measures to mitigate against significant adverse impacts that would otherwise be caused by traffic movements.

In traffic sensitive areas, particularly in residential areas and near schools, safety measures will be supported on the highway network in order to improve road safety for non-motorised road users, reduce vehicle speeds and enhance the street environment.

### **Policy EC3 – ESTABLISHED INDUSTRIAL AND COMMERCIAL AREAS**

Improvement and enhancement of the established industrial and commercial areas will be encouraged where appropriate through building enhancement, environmental improvement, infrastructure works, development opportunities and targeted business support.

Development at established industrial and commercial areas for non-business uses will not be permitted where proposals unacceptably limit the range and quality of sites available for employment development.

## **Policy EV1 – DESIGN**

New development shall accord with the following objectives of good design:

- (i) Be appropriate to its local context in terms of scale, height, massing, elevational treatment, materials and detailing, layout, form, mix and density,
- (ii) Integrate effectively with adjacent spaces and the public realm to create good quality townscape,
- (iii) Not result in a significant detrimental impact on local amenity in terms of visual impact, loss of light or privacy, disturbance and traffic movements,
- (iv) Incorporate a good standard of landscape design,
- (v) Sensitively relate to existing development patterns and seek to protect natural heritage, the historic and *cultural environment* not only on-site, but in terms of potential impact on neighbouring areas of importance, and, where appropriate:
- (vi) Foster 'inclusive design' by ensuring the development allows access for the widest range of people possible,
- (vii) Support an integrated transport system,
- (viii) Contribute to the creation of new, and the improvement of existing, spaces and an enhancement of the general street scene,
- (ix) Promote resource efficient and adaptable buildings and layouts using sustainable design and construction and demolition waste on site, and energy and water efficiency measures,
- (x) Provide a safe environment by addressing issues of security, crime prevention, and the fear of crime in the design of buildings and the space and routes around them,
- (xi) Have regard to the desirability of preserving the setting of any listed building.

Design and Access statements will be required in support of planning applications that have design implications, including application for new or extended buildings and infrastructure, changes to landscape appearance, and/or those involving sensitive sites and locations.

## **Policy EV2 – SITING AND LOCATION**

The siting of new development should give preference to the use of previously developed land over greenfield sites.

New development must have regard to the physical character and topography of the site and its surroundings by:

- (i) Avoiding locations that would have a significant adverse impact on prominent buildings, landscapes, open spaces and the general including loss of visual amenity,
- (ii) Effectively integrating with the landscape, seascape or coastline by utilising topography to integrate into the contours of the site and avoiding conspicuous locations on prominent skylines and ridges,
- (iii) Retaining import views into and out of the site,
- (iv) Taking into account and where possible retaining site features including existing buildings, topography, landscape, archaeological and water features, trees and hedgerows, and, where appropriate:
- (v) Undertaking, at the earliest opportunity, and assessment of species and habitats on site and, where planning permission is granted, implementing any necessary mitigation measures,
- (vi) Avoiding detrimental effects on the historic environment,
- (vii) Locating near transport nodes to encourage an integrated transport system,
- (viii) Not prejudicing the viability and function of any agricultural land adjoining the site,
- (ix) Determining whether the proposal would be at risk of flooding, increase flood risk off-site, or create additional water run-off, development for infrastructure and services,
- (x) Having due regard to the implications of the development for infrastructure and services,
- (xi) Integrating with existing community facilities,
- (xii) Utilising landscape and topography to maximise energy efficiency,

- (xiii) Having full regard to existing adjacent developments and the possible impact of environmental pollution from those developments, as well as the creation of any environmental pollution to the detriment of neighbouring occupiers (including light, air and noise),
- (xiv) Identifying the location of any hazard installations in the area and development that would be at risk from, or prejudice the operational use of, hazardous installations,
- (xv) Identifying and fully addressing issues of contamination and land instability.

#### **Policy EV28 – SITES OF LOCAL IMPORTANCE**

Within locally designated areas the natural heritage will be preserved and enhanced wherever possible.

Development that would significantly adversely affect the special interest of Local Nature Reserves will not be permitted unless the need for the development is of such significance that it outweighs the importance of the designation.

Development that would significantly adversely affect SINC's or RIGs, or which would not provide for appropriate compensatory or mitigation measures will not be permitted, unless it can be demonstrated to meet appropriate social or economic needs where the benefits in such terms would outweigh the harm to the feature concerned.

Where development is permitted which would damage the nature conservation value of the site, such damage will be kept to a minimum, and appropriate mitigation or compensatory measures sought.

#### **Policy EV33 – SEWAGE DISPOSAL**

Planning permission will only be granted where development can be served by the public mains sewer or, where this system is inadequate, satisfactory improvements can be provided prior to the development becoming operational.

In exceptional circumstances where connection to the mains sewer is not feasible, consideration will be given to the use of private drainage systems, provided the criteria set out in Circular 10/99 are met.

Private foul drainage systems will only be permitted within sewered areas where justified as a temporary expedient pending planned improvements to the mains system.

#### **Policy EV35 – SURFACE WATER RUN-OFF**

Development that would have an adverse impact on the water environment due to:

- (i) Additional surface water run off leading to significant risk of flooding on site or an increase in flood risk elsewhere, and/or
- (ii) A reduction in the quality of surface water run-off, will only be permitted where it can be demonstrated that appropriate alleviating measures can be implemented.

Sustainable drainage systems (SuDS) will be encouraged wherever they would be effective and practicable, so as to ensure that development does not increase run off, and potentially damage important landscape features and protected species and habitats. Where SuDS are not provided then any conventional drainage system utilised must improve the status quo.

#### **Policy EV36 – DEVELOPMENT AND FLOOD RISK**

New development, where considered appropriate within flood risk areas, will only be permitted where developers can demonstrate to the satisfaction of the Council that its location is justified, and the consequences associated with flooding are acceptable.

**Policy EV40 – AIR, NOISE AND LIGHT POLLUTION**

Development proposals will not be permitted that would cause or result in significant harm to health, local amenity, natural heritage, the historic environment or landscape character because of significant levels of air, noise or light pollution.

**Policy R12 – WASTE MANAGEMENT**

Proposals for the development of waste management facilities involving the transfer, treatment, re-use, recycling, in-vessel composting, energy recovery from waste, or open composting in farm locations, will be assessed against regional and local requirements. Proposals will be permitted within areas designated for B2 industrial use or having the benefit of lawful B2 use provided that there are no significant adverse effects in relation to:

- (i) Scale and location,
- (ii) Public Safety,
- (iii) Amenity,
- (iv) Transportation,
- (v) Visual impact,
- (vi) Natural heritage and the historic environment, including water quantity and quality and air pollution,
- (vii) The type, quality and source of waste, and
- (viii) Relationship to adjoining land uses.

Proposals should conform to the principles of the waste hierarchy and the proximity principle and demonstrate the Best Practical Environmental Option.