

type, and scale of facilities and vehicular manoeuvrability needed for new residential, commercial and mixed-use developments.

Safeguarding Existing Waste Management Facilities

13.33 The introduction of new development near to an existing or permitted waste management facility may lead to the existing or potential future capacity of the facility being compromised. Therefore, any potential conflicts between the proposed development and existing or permitted waste management facilities need to be considered. It will be necessary for the developer to provide a report addressing any potential conflicts between the development and existing waste facilities.

13.34 To safeguard existing or permitted waste management facilities the Local Planning Authorities will consult the County Council on any planning applications adjacent to such a site. Information on existing waste management facilities is available from the Waste Planning Authority. Consideration will be given to whether there is any potential conflict between the facilities and the proposed new development. Policy W10 (Protection of Waste Management Capacity) of the Devon Waste Plan sets out how the County Council assess proposals adjacent to waste management facilities. Any mitigation required to minimise the adverse impact will be the responsibility of the developer of the new proposal.

Design Principles

13.35 All development will be expected to be of high quality. It will need to integrate effectively with its surroundings, reinforce local distinctiveness and conserve and where appropriate enhance cultural and heritage assets and their settings.

Policy DM04: Design Principles

(1) Good design seeks to guide overall scale, density, massing, height, landscape, layout, materials, access and appearance of new development. It seeks not just to manage land use but support the creation of successful places and respond to the challenges of climate change. Development proposals need to have regard to the following design principles:

- (a) are appropriate and sympathetic to setting in terms of scale, density, massing, height, layout appearance, fenestration, materials and relationship to buildings and landscape features in the local neighbourhood;**
- (b) reinforce the key characteristics and special qualities of the area in which the development is proposed;**
- (c) are accessible to all, flexible to adaptation and innovative;**
- (d) contribute positively to local distinctiveness, historic environment and sense of place;**
- (e) create inclusive environments that are legible, connected and facilitate the ease of movement and permeability through the site, allowing everyone to easily understand and find their way around;**
- (f) retain and integrate existing landscape features and biodiversity to enhance networks and promote diversity and distinctiveness of the surrounding area;**
- (g) provide public and private spaces that are well designed, safe, attractive and complement the built form, designed to minimise anti-social and criminal behaviour;**

- (h) provide safe and appropriate highway access and incorporate adequate well-integrated car parking, pedestrian and cycle routes and facilities;
- (i) ensure the amenities of existing and future neighbouring occupiers are safeguarded;
- (j) incorporate appropriate infrastructure to enable connection to fast ICT networks;
- (k) optimise the efficient use of land, and provide well-designed adaptable street patterns and minimise functionless open spaces;
- (l) create and sustain an appropriate mix of uses and support local facilities and transport networks;
- (m) consider opportunities for public art; and
- (n) provide effective water management including Sustainable Drainage Systems, water efficiency measures and the reuse of rainwater.

(2) All major residential proposals will be expected to be supported by a Building for Life 12 (BfL12)⁽¹¹⁷⁾ (or successor) assessment. High quality design should be demonstrated through the minimisation of "amber" and the avoidance of "red" scores.

13.36 All new developments should achieve high quality design that is sustainable and inclusive, both in the short term and over the lifetime of the development. Good design will result in variable densities that need to have regard to the above design principles: (a)-(n). Design must respect its context (including heritage assets as set out in Policy DM07: Historic Environment), promote or reinforce local distinctiveness and take opportunities to improve the character and quality of an area. In support of achieving high design standards in respect of character, function and sustainability, all major residential developments will be evaluated using the Building for Life 12 (BfL 12) assessment. To demonstrate the achievement of an optimum design outcome, 'amber' scores of a BfL 12 assessment should be minimised and 'red' scores avoided. To ensure the attainment of good design and the required design standards, early and meaningful engagement with the Local Planning Authority is encouraged.

13.37 Neighbourhood Plans, Village Design Statements, Conservation Area Character Appraisals and similar documents prepared by local communities, will be used to achieve high quality design.

13.38 Spaces in the public realm should be safe, attractive and uncluttered, working effectively for all sectors of the community including the mobility impaired and the elderly. They should also be well related to the surrounding buildings. Streets form an important part of the public realm and their style and appearance should reflect principles of good design identified in the 'Manual for Streets 2' and Historic England's 'Streets for All'⁽¹¹⁸⁾.

13.39 Layouts should be designed to promote accessibility for all and local permeability by creating places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport. The design and layout of a development will also be expected to incorporate features to increase safety and reduce opportunities for crime and anti-social behaviour, such as by increasing the amount of natural surveillance within a development. Secured by Design (or successor standards) will support new development to create a safer and more secure environment.

117 www.designcouncil.org

118 <https://historicengland.org.uk/images-books/publications/streets-for-all/>

13.40 Adequate parking provision for new development will be based on accessibility to the main towns through the public transport network, recognising that opportunities to reduce car usage are greatest where alternative transport options are available.

13.41 New development should promote adaptability in order to respond to changing demographic, economic and technological conditions. The form of a building should allow for flexibility in order to adapt to changing lifestyles and circumstances.

13.42 Development proposals can promote legibility by providing recognisable routes, interactions and landmarks to help people find their way around. Master planning of new developments should reflect the principles of Sport England's 'Active Design' ⁽¹¹⁹⁾

Highways

Policy DM05: Highways

(1) All development must ensure safe and well designed vehicular access and egress, adequate parking and layouts which consider the needs and accessibility of all highway users including cyclists and pedestrians.

(2) All development shall protect and enhance existing public rights of way, footways, cycleways and bridleways and facilitate improvements to existing or provide new actions to these routes where practical to do so.

13.43 An effective transport network is essential to the local economy and social well-being of residents. New roads will be designed to allow for the safe, easy and expedient movement of vehicles appropriate to the function of the route (particularly for larger vehicles such as buses, refuse collection and goods vehicles) which should be achieved through appropriate design, such as the width of the carriageway, radius of bends and adequate visibility as agreed with the Highway Authority and in accordance with 'Manual for Streets 1 and 2' ⁽¹²⁰⁾

13.44 The transport impact of any development will need to be assessed, with any impacts minimised through sustainable development principles, such as creating genuinely safe and attractive routes for walking, cycling and reaching local facilities with ease. Any residual impacts should be minimised through practical measures, such as, but not limited to, modification of the transport infrastructure to provide additional capacity, or offsetting any impact through other measures including bus infrastructure improvements.

13.45 Development proposals that would give rise to significant levels of vehicular movement and are likely to create or exacerbate a particular traffic problem or have an impact on the local highway network must be accompanied by a Transport Assessment and a Travel Plan. Other development proposals, where it is agreed that the resulting transport issues are limited, should be accompanied by a Transport Statement and a Travel Plan. Transport Assessments, Statements and Travel Plans should be appropriate to the scale and impact of the proposed development.

13.46 Applicants are advised to undertake pre-application discussions with the planning authority in order to establish whether or not a development is likely to have an impact on transport networks and to identify the appropriate level of assessment necessary to accompany any planning application.

119 <https://www.sportengland.org/facilities-planning/active-design/>

120 <https://www.gov.uk/government/publications/manual-for-streets>

13.47 Ensuring adequate car parking facilities are provided to cater for new residents and businesses can also contribute towards the safe and free flow of traffic. Development must provide for adequate parking that actively aims to reduce the likelihood of inappropriate parking on the highway which could conflict with the aforementioned aims. Policy DM06: Parking Provision, provides further detail on parking requirements.

Parking Provision

Policy DM06: Parking Provision

(1) Development proposals will be expected to provide an appropriate scale and range of parking provision to meet anticipated needs, having regard to the:

- (a) accessibility and sustainability of the site;**
- (b) availability of public transport;**
- (c) provision of safe walking and cycling routes; and**
- (d) specific scale, type and mix of development.**

(2) Proposals must encourage the use of sustainable modes of transport through careful n, layout and integration to the existing built form.

13.48 The Local Plan recognises that due to the rural nature of northern Devon and the limited availability of public transport, there is likely to be a continuing dependence upon the private motor car. As such it is important that development proposals provide adequate parking provision to meet anticipated needs. There is a recognition that the scale and nature of provision will vary between development proposals dependant upon the location and nature of the development. As such, the Local Plan adopts a flexible criteria based approach to provision that enables development proposals to respond to local circumstances.

13.49 Development should incorporate adequate parking provision of a scale and type to meet the anticipated needs that will be generated by the proposed uses and reflecting the context of the site including its sustainability and accessibility. Policy applies to all types of parking provision for all forms of transport and proposals should have regard to the parking provision likely to be required by all users. Proposals should consider the provision that is required for motor vehicles such as cars, buses, lorries and motor cycles along with bicycles and other forms of transport. Regard should also be given to the specialist parking needs of certain parts of the community such as those with disabilities or parents with young children.

13.50 Parking provision should be carefully designed and integrated into development proposals having regard to the principles of Policy DM04: Design Principles.

13.51 Recognising the transition to a low carbon economy and a move to lower emission transport, regard should be given, as part of the provision of an appropriate range of parking, to providing electric vehicle charging infrastructure.

13.52 Policy DM06: Parking Provision seeks to encourage the use of sustainable modes of transport. Proposals should maximise opportunities to integrate access to public transport provision and to encourage safe walking and cycling. Such opportunities might arise through the provision of bus stops in accessible locations, introduction of additional bus routes or services or the provision of safe, accessible and integrated cycle ways and footpaths.