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SDCC Urban Design Pre Planning Guidance

A site analysis process should be undertaken to inform the development of the site. This should cover major issues of strategic importance such as the major routes to / from and through the site, Sustainable Urban Drainage Systems (SUDS), the distribution of land uses, densities, and building heights and the retention and the strengthening of natural features. The site analysis should lead to a site Concept Plan to be submitted with a planning application along with any relevant supporting material. This should be illustrated with a Design Statement that also addresses the 12 Criteria contained in the Urban Design Manual: A best practice guide (2009) regarding;

ACCESS & MOVEMENT

- To form a functional street network, the major routes through and to/from the site should be direct and clearly defined by role (i.e. public transport, pedestrian/ cyclist, vehicular).
- To promote higher levels of accessibility and legibility, the street network should be laid out in a series of compact blocks that form a grid like structure. Universal access throughout the area should be provided for pedestrian and cyclists. Vehicle access may need to be limited to discourage thorough traffic in some areas.
- The Design Manual for Urban Roads and Streets (DMURS) provides for a safer street environment, designed according to their 'function' and 'context' to be 'self-regulating' (i.e. passively traffic calmed).
- To reduce its visual impact, and enable more efficient use of space and visitor provision, parking should be provided mainly on-street and / or in small courtyards of up to 20 spaces (low to medium density development). In higher density and / or mixed use development parking should be provided mainly in basement or well-designed multi-storey structures.

OPEN SPACE

- Open space should form an accessible interconnected network designed to retain a sites natural features, protect biodiversity, provide variety, and high levels of amenity.
- To promote a greater sense of place, development should be designed around major parks and squares as a focal point or feature. Incidental left over spaces are not acceptable.
- Open space design (including parks, squares, streets and SUDS) must deliver high quality usable space within a Landscape Masterplan that defines the role of each space.

LAND USE AND DENSITY

- More intensive land use/ higher densities should be focused around public transport interchanges and along major routes for more sustainable development patterns.
- A choice of residential dwellings types should be provided within each neighbourhood to allow residents fulfil their 'life cycle' within the same neighbourhood.

BUILT FORM

- Higher buildings should be located at appropriate locations within centres, around key destinations and along public transport routes to support more sustainable development patterns and create a more legible urban form. Transition should be provided where new development adjoins established areas of a lower scale.
- To maximise security and activity, buildings should be arranged as perimeter blocks to directly address streets and spaces and to clearly define public and private areas (without needing extensive walls and fences). External openings onto streets and space should be maximised, including building typologies on corners to provide a 'dual' frontage.
- To create variety and promote a more legible urban structure, the architectural style, materials and finishes should be varied throughout each neighbourhoods, along major routes and around other areas of interest (such as open spaces). To maintain the architectural integrity of the development service boxes, bin stores and other utilities should be architecturally integrated into the design of buildings.