

CHAPTER 2

GENERAL DEVELOPMENT CRITERIA

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2.0.1 New development gives the opportunity to improve the built environment of the area, making it more attractive. An attractive environment in which to live and work is essential for the way in which people perceive their surroundings and adds to their quality of life. This section of the plan is intended to deal with issues of general principle, providing a list of the material considerations most commonly arising from the development proposals. People using the plan should consult this section of the plan before moving on to consider specific policy considerations which will need to be considered alongside the terms of policy GD1. In the detailed circumstances of an individual proposal a balance will need to be drawn between the relevant topic policies and between these and GD1, although it should be noted that the considerations listed in GD1 are not all relevant in every case. The Council will seek to promote well designed developments which are functional, attractive and durable, incorporating landscape features and relating well to a local environment, and in this respect Village Design Statements and Countryside Design Summaries are useful supplementary guidance.

2.0.2 Full use should be made of natural features such as important trees, hedgerows, site boundaries and varying ground levels on site. Natural features also include wetland features including ponds and watercourses along with reed beds and rushes, which can act to filter run off and effluent from a development site as well as having security benefits. It is important to maintain the setting of an area by the retention of, and creation of new open spaces. Adequate open space and landscaping provision is important to ensure the new development is incorporated into the wider area. Existing traditional structures and buildings, such as stone outbuildings, stone walls, etc., should be utilised and incorporated within new schemes. The layout of new development should closely relate to the existing development patterns, for example, a suburban cul-de-sac layout will be resisted within a countryside setting. The layout of new development should also utilise design principles to attempt to reduce the risk of crime.

2.0.3 Adequate and safe access will be required to the satisfaction of the Highway Authority. Schemes will be required to fulfil the Durham County Council parking standards or in their absence the requirements of PPG13. Developments which create levels of traffic which exceed the capacity of the local road network will be resisted,

2.0.4 Residential, commercial and employment developments require careful location to help to reduce the need for additional car journeys. It is appreciated that it is a personal decision as to where to live and work

and whether to use a car. Locating land uses within easy access to each other and to the public transport network will give the opportunity to use alternative methods of transport to the car. As specified in PPG12, reducing the number and length of car journeys is vital to cut down the levels of CO2 emissions which contribute significantly to the greenhouse effect and global warming.

- 2.0.5 New development should be designed where possible to incorporate energy conservation features. Energy efficiency should not be seen as an after thought, but should be a key feature in all new development. Energy efficient developments are vital to help reduce the demand on non renewable fossil fuel resources and to produce a lifestyle which is self-sustaining.
- 2.0.6 New developments should be complementary to existing adjoining uses and not be in conflict with the surrounding area, in particular they should not increase the risk of noise pollution.

POLICY GD1

DEVELOPMENT WILL BE PERMITTED PROVIDED THAT IT COMPLIES, WHERE RELEVANT TO THE PROPOSAL, WITH EACH OF THE FOLLOWING CRITERIA: -

- A) IT IS OF A HIGH STANDARD OF DESIGN AND WOULD CONTRIBUTE TO THE QUALITY AND ENVIRONMENT OF THE SURROUNDING AREA, AND**
- B) IT IS IN KEEPING WITH THE CHARACTER AND APPEARANCE OF THE AREA IN THAT:
 - a. IT IS DESIGNED TO BE APPROPRIATE IN TERMS OF FORM, MASS, SCALE, LAYOUT, DENSITY AND MATERIALS**
 - b. IT HAS REGARD AND IS APPROPRIATE TO THE SETTING OF NEIGHBOURING BUILDINGS, LANDSCAPE FEATURES AND OPEN SPACES OF THE SURROUNDING AREA**
 - c. LANDSCAPE, NATURAL AND HISTORIC FEATURES ON THE SITE ARE RETAINED AND INCORPORATED INTO THE DESIGN AND LAYOUT OF THE SCHEME; AND**
 - d. IT WOULD NOT RESULT IN THE LOSS OF IMPORTANT OPEN SPACES WITHIN THE BUILT UP AREAS AND VILLAGES OF THE DISTRICT****
- C) ADEQUATE ACCESS, TOILET AND PARKING FACILITIES ARE PROVIDED FOR THE ELDERLY, DISABLED AND PEOPLE WITH CHILDREN FOR ALL PROPOSALS WHICH PROVIDE ACCESS FOR THE GENERAL PUBLIC; AND**
- D) IT WOULD NOT DISTURB OR CONFLICT WITH ADJOINING USES; AND**
- E) IT WOULD NOT UNREASONABLY HARM THE AMENITY OF OCCUPANTS OF ADJOINING SITES, AND**
- F) ADEQUATE FOUL AND STORM WATER DRAINAGE WITHIN AND AWAY FROM THE DEVELOPMENT SITE ARE PROVIDED, AND**
- G) IT IS LOCATED AND DESIGNED WHERE POSSIBLE TO CONSERVE ENERGY AND BE ENERGY EFFICIENT. THIS SHOULD INCLUDE SOUTHERLY ORIENTATION OF BUILDINGS, LIMITING THE SIZE OF WINDOWS ON NORTH ASPECTS, INSULATION AND DOUBLE GLAZING, SCREENING FROM PREVAILING WINDS, AVOIDING EXPOSED LOCATIONS; AND**
- H) IT IS DESIGNED WHERE POSSIBLE TO DETER CRIME AND TO INCREASE PERSONAL SAFETY. DESIGN WILL NEED TO INCORPORATE OPEN, WELL LIT LAYOUTS WHICH REDUCE HIGH RISK AREAS WHERE THE USER IS UNSIGHTED DUE TO VEGETATION, ALCOVES OR CORNERS; AND**

- I) IT WOULD NOT UNREASONABLY HARM THE RURAL LANDSCAPE OF THE AREA; AND
- J) IT WOULD NOT ENDANGER OR DAMAGE IMPORTANT NATIONAL AND LOCAL WILDLIFE HABITATS OR HAVE A DETRIMENTAL IMPACT ON THE ECOLOGY AND GEOLOGY OF THE DISTRICT; AND
- K) IT WOULD NOT HAVE A DETRIMENTAL IMPACT ON ARCHAEOLOGICAL SITES OF NATIONAL IMPORTANCE AND WILL TAKE ACCOUNT IN ITS DESIGN AND CONSTRUCTION OF OTHER ARCHAEOLOGICAL REMAINS AND THEIR SETTINGS; AND
- L) ADEQUATE LANDSCAPING IS INCORPORATED WITHIN THE DESIGN AND LAYOUT OF THE SITE AND, WHERE APPROPRIATE, WILDLIFE HABITATS ARE CREATED WHICH SHOULD BE IN KEEPING WITH THE NATURAL HABITATS OF THE AREA; AND
- M) FOR MAJOR LAND USE PROPOSALS, (INCLUDING ROADS, INDUSTRIAL DEVELOPMENT AND HOUSING SITES OVER 25 DWELLINGS ON THE EDGE OF A SETTLEMENT), STRUCTURAL LANDSCAPING AROUND THE PERIPHERY OF THE SITE IS PROVIDED; AND
- N) IT WOULD NOT BE UNACCEPTABLY DETRIMENTAL TO PUBLIC HEALTH; AND
- O) IT WOULD NOT SIGNIFICANTLY POLLUTE THE ENVIRONMENT WITH DUST, NOISE, EMISSION, OUTFALL OR DISCHARGES OF ANY KIND; AND
- P) IT WILL NOT CAUSE AN UNACCEPTABLE RISK TO THE QUALITY OF GROUND OR SURFACE WATER; AND
- Q) ADEQUATE AND SAFE ACCESS TO THE SITE IS PROVIDED AND PARKING PROVISION IS LIMITED TO THAT NECESSARY TO ENSURE SAFE AND EFFICIENT OPERATION OF THE SITE TO ENCOURAGE THE USE OF OTHER TRANSPORT MODES; AND
- R) IT WOULD NOT GENERATE UNACCEPTABLE LEVELS OF TRAFFIC ON THE LOCAL ROAD NETWORK; AND
- S) ADEQUATE LINKS AND ACCESS TO PUBLIC TRANSPORT SYSTEMS ARE INCORPORATED WITHIN THE LAYOUT OF THE SITE. LARGE DEVELOPMENT SITES WOULD BE REQUIRED TO PROVIDE ACCESS FOR PUBLIC TRANSPORT NETWORKS; AND
- T) PRIORITY IS GIVEN TO PEDESTRIANS AND CYCLISTS WITHIN THE DEVELOPMENT SITE AND LINKS INTO THE LOCAL FOOTPATH AND CYCLE WAY NETWORKS AND CYCLE PARKING ARE PROVIDED WHERE PRACTICAL.