

# RENEWABLE ENERGY CENTRE K145 KEYPOINT SWINDON

DESIGN AND ACCESS STATEMENT



ROLTON KILBRIDE  
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**“THE GOVERNMENT ATTACHES GREAT IMPORTANCE TO THE DESIGN OF THE BUILT ENVIRONMENT. GOOD DESIGN IS A KEY ASPECT OF SUSTAINABLE DEVELOPMENT, IS INDIVISIBLE FROM GOOD PLANNING, AND SHOULD CONTRIBUTE POSITIVELY TO MAKING PLACES BETTER FOR PEOPLE.”**

(PARA. 56 & 57, NPPF 2012).

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NOTE: THIS DOCUMENT IS DESIGNED TO BE VIEWED AS A3 DOUBLE SIDED



Pegasus Design  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
GL7 1RT  
www.pegasuspg.co.uk | T 01285 641717 | F 01285 642348

Prepared by Pegasus Design  
Pegasus Design is part of Pegasus Group Ltd  
Prepared on behalf of Industrial Property Investment Fund  
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Contact: Urban Design - Edward Turner/Oliver Watkins

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SITE AERIAL

# 01 INTRODUCTION

## INTRODUCTION

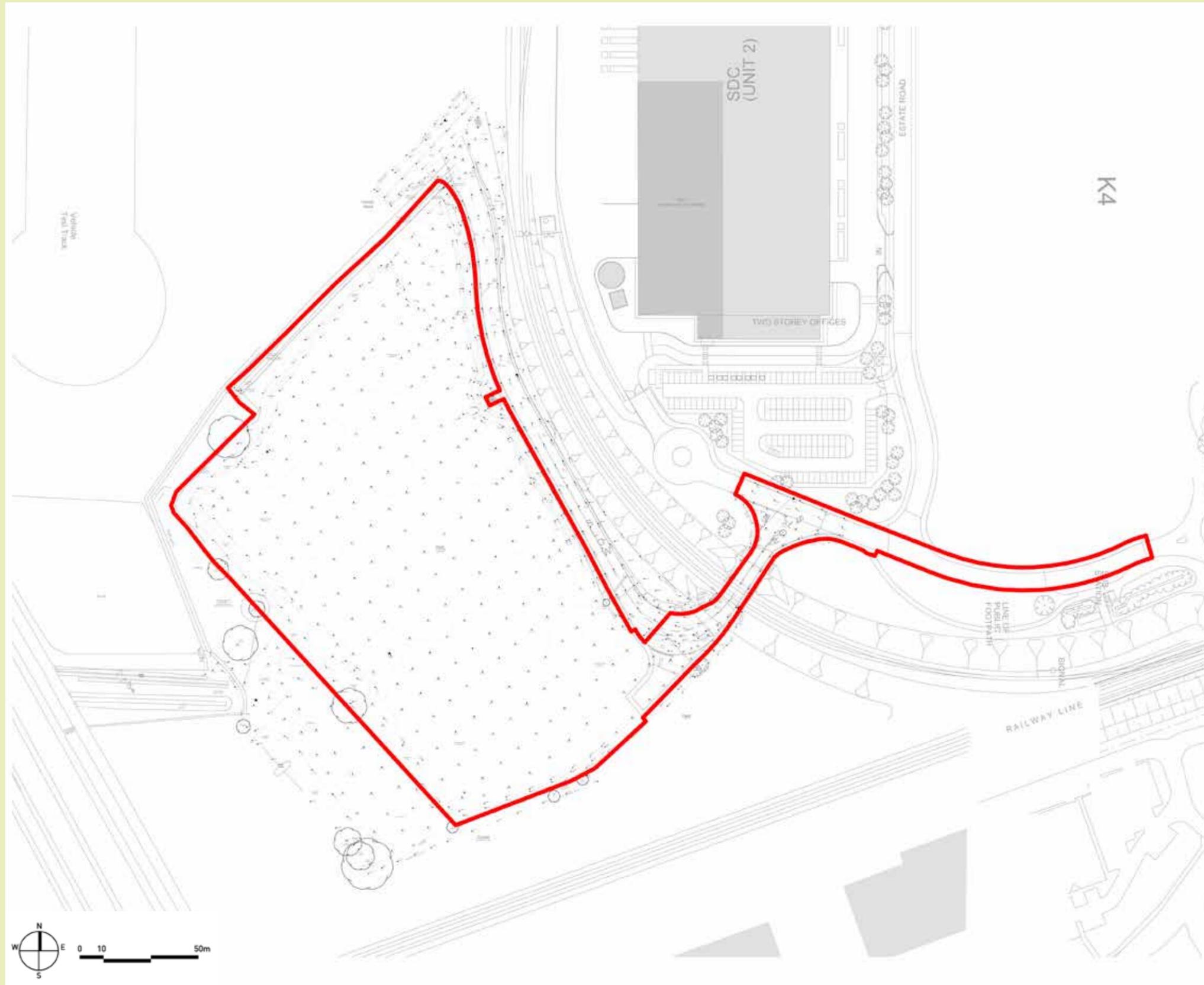
- 1.1 This Statement has been prepared by Pegasus Urban Design on behalf of Rolton Kilbride to accompany the full planning application for a proposed Renewable Energy Centre (REC) using an advanced conversion technology called gasification to generate power and heat from Refuse Derived Fuel, together with non-recyclable wastes and the erection of an industrial/warehouse building on land at K145 Keypoint, Swindon.
- 1.2 The proposed development would generate up to 14.5MW gross of electricity – the equivalent of powering 26,000 homes on a continual basis. The plant is capable of accepting 150,000 tonnes of waste per annum which may otherwise go to landfill or be exported to a similar facility abroad.

## PURPOSE OF THE STATEMENT

- 1.3 This statement has been prepared in accordance with Article 9 of the Town and Country Planning (Development Management Procedure) (England) Order 2015, which requires certain applications to be accompanied by a Design and Access Statement.
- 1.4 The purpose of this statement is to explain;  
**“how the proposed development is a suitable response to the site and its setting and demonstrate that it can be adequately accessed by prospective users”** (para. 34, Planning Policy Guidance ID 26-034-20140306, March 2014).

- 1.5 The Town and Country Planning (Development Management Procedure) (England) Order 2015 also states the following requirements:  
**“(2) An application for planning permission to which this paragraph applies must, except where paragraph (4) applies, 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 must:**  
**(a) explain the design principles and concepts that have been applied to the development;**  
**(b) demonstrate the steps taken to appraise the context of the development and how the design of the development takes that context into account;**  
**(c) explain the policy adopted as to access, and how policies relating to access in relevant local development documents have been taken into account;**  
**(d) 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; and**  
**(e) explain how specific issues which might affect access to the development have been addressed.”**

- 1.6 This document achieves this within the following sections:  
**Section 1: Introduction** – outlines the purpose of the document;  
**Section 2: Assessment** – considers the site and its surroundings in terms of the physical, social and planning context;  
**Section 3: Involvement and Evolution** – outlines the stakeholder participation and consultation undertaken as well as its key findings;  
**Section 4: Design Proposals** – presentation of the design proposals including uses and amount proposed, access arrangements, layout of the development, scale of buildings, landscaping treatments and appearance.  
**Section 5: Summary**



**KEY**

SITE BOUNDARY (3.17Ha)

**TOPOGRAPHICAL SURVEY**

# 02 ASSESSMENT

2.1 This section provides a summary of the assessment of the site and its surroundings that has been undertaken.

## **SITE CONTEXT AND LOCATION**

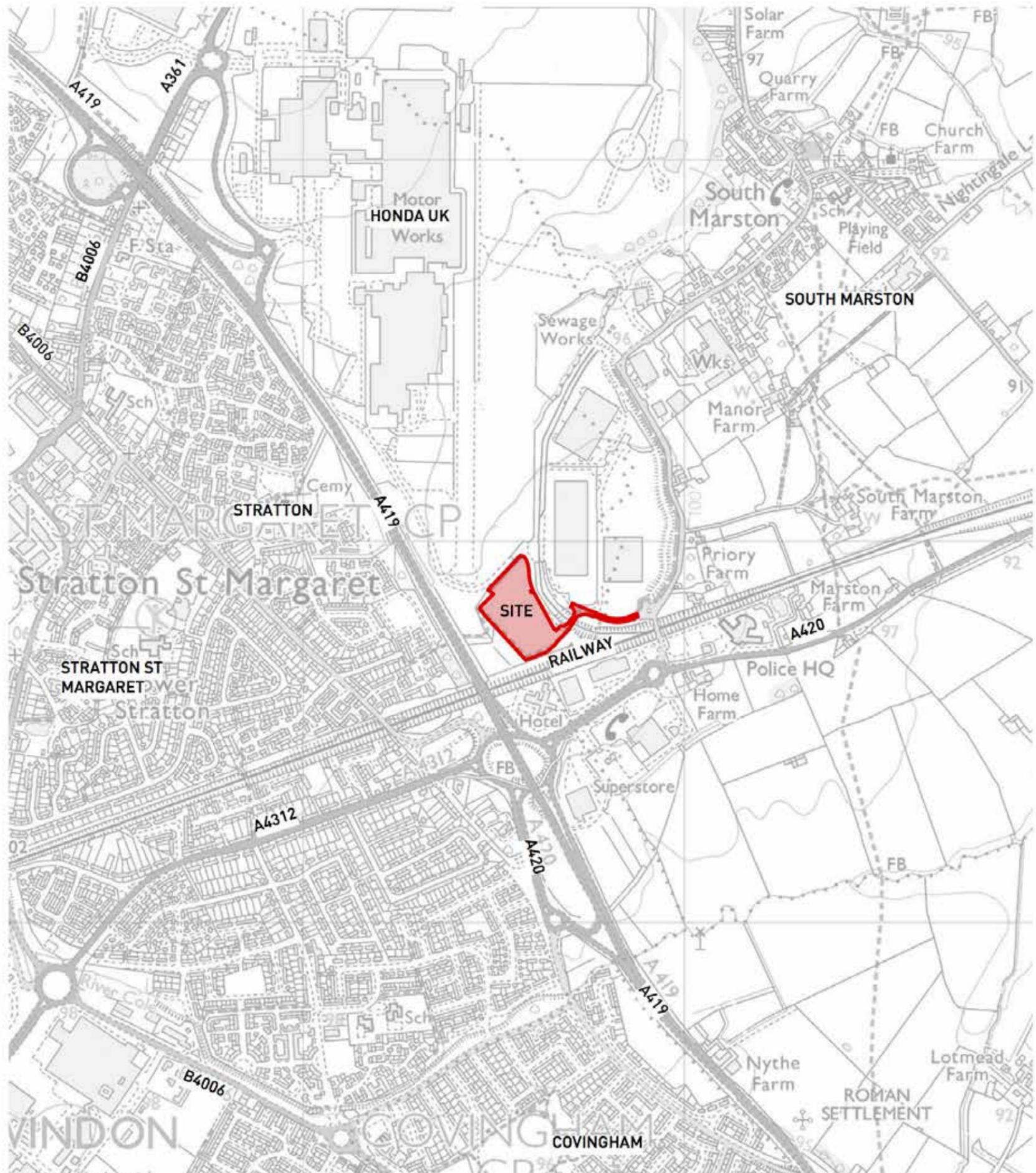
2.2 The Application Site is located with the Keypoint Site, off Thornhill Road, Swindon. Thornhill Road is located just off the A420 at the Gablecross roundabout which fronts the A419 leading to the M4 motorway.

2.3 The site is a vacant plot measuring 3.17Ha and is allocated in the Local Plan under Policy EC2 for employment and sui generis uses.

2.4 The Application Site is surrounded by various forms of development. The site once formed a part of the South Marston Aerodrome, which is now the base for the Honda plant. The Honda plant and testing track is located to the north. To the east are the SDC and TDG warehouses which form part of the Keypoint site and recently acquired plot by Oxford University for the Bodleian book storage facility. A rail terminal is located just north of the TDG building. Immediately south of a wooded tree belt, adjacent to the site's southern boundary, lies the Great Western Main Line railway which connects Swindon with Bristol and London Paddington. Beyond the railway line is the former Madison Hotel and retail park. To the site's western boundary are two fields consisting of grass and a mix of semi-mature and mature trees; beyond the fields is the A419 dual carriageway.

2.5 The closest settlements are Stratton and Stratton St Margaret which are located west of the A419 where the closest dwellings lie approximately 165m from the site. The village of South Marston is located approximately 1km to the north east.

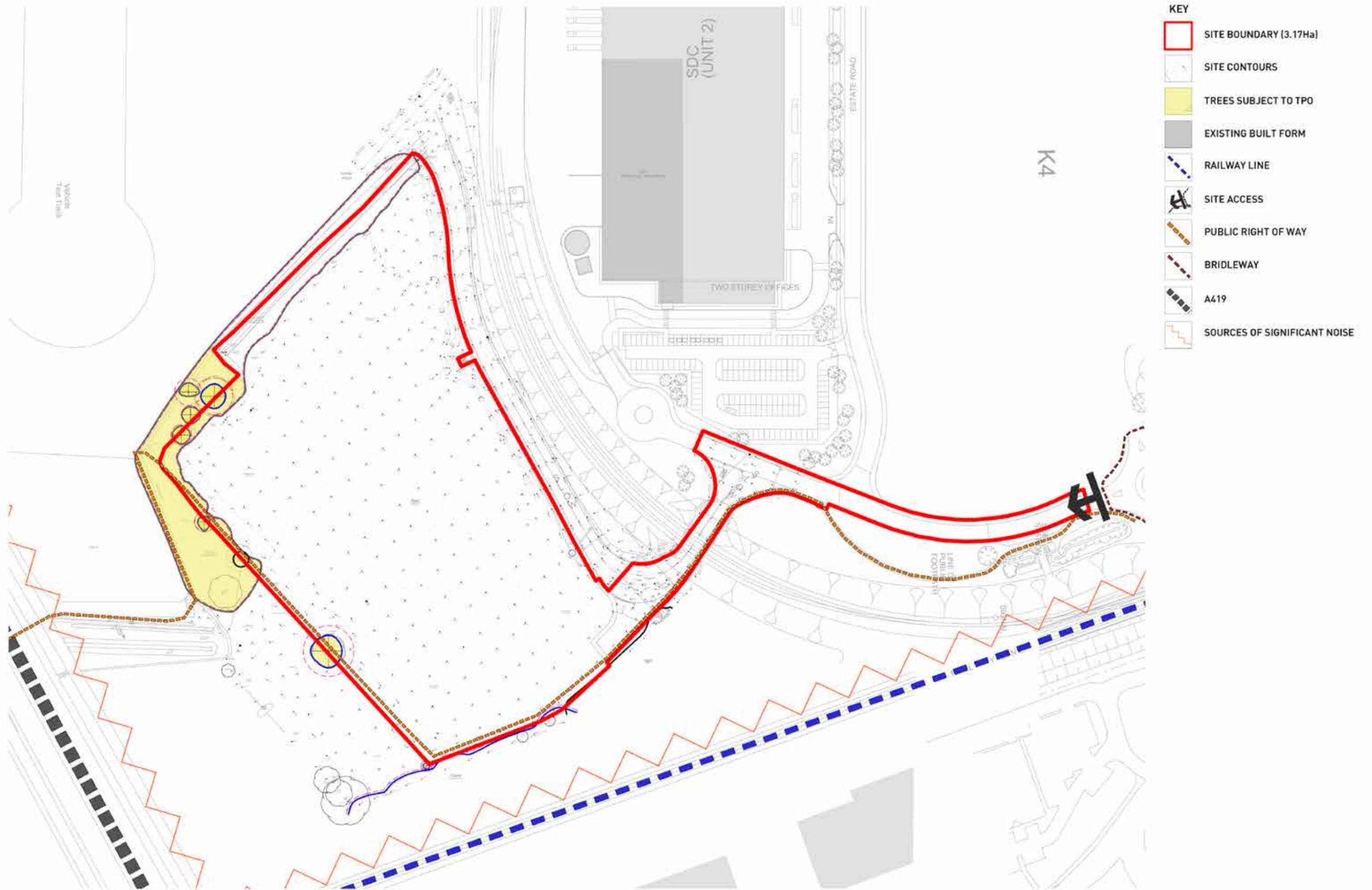
2.6 The Application Site lies in relatively close proximity to two conservation areas; Stratton St. Margaret Conservation Area and Lower Stratton Conservation Area; both are designated by Swindon Borough Council. Lower Stratton Conservation Area lies c.500m north west of the site at its nearest extent and incorporates a small group of Grade II listed buildings and a Grade I listed church. A second Grade I listed church is located 1.4km north east of the site. The Listed Buildings and Conservation Areas are located within an urban situation. One scheduled monument, the site of a Roman town, lies c.800m south of the site.



WIDER CONTEXT PLAN

### **LANDSCAPE & ECOLOGICAL CONTEXT**

- 2.7 The Application Site comprises a single body of land with no distinct boundaries. The northern third of the plot has been dug over and is currently ephemeral/short perennial vegetation and the remainder is dominated by tall ruderal vegetation with patches of poor semi-improved grassland and the few larger strips of grassland.
- 2.8 The Application Site is bordered on three sides by young broadleaved woodland/ dense shrub with occasional mature trees, together with a section of semi-improved grassland to the south west. The remaining (north eastern) side borders a road with an earth bank along the margin which is sparsely vegetated.



**CONSTRAINTS AND OPPORTUNITIES PLAN**

## CONSTRAINTS AND OPPORTUNITIES

2.9 The constraints and opportunities presented by the site are utilised to inform and structure the development proposals. These are outlined below and illustrated, where appropriate, on the Constraints and Opportunities Plan shown opposite.

### OPPORTUNITIES:

- THE SITE IS ALREADY WELL CONNECTED TO THE WIDER TRANSPORT NETWORK.
- THERE IS ALREADY A SIGNIFICANT LEVEL OF OPERATIONAL/BACKGROUND NOISE GENERATED FROM NEARBY TRAFFIC, RAILWAY AND BUSINESS OPERATIONS.
- THE CURRENT ACCESS ARRANGEMENTS AND LOCATION CAN ACCOMMODATE FOR THE PROPOSED DEVELOPMENT.
- VEHICLES ACCESSING THE SITE WOULD BE OF A SIMILAR SIZE AND SPECIFICATION TO THOSE ACCESSING NEIGHBOURING BUSINESSES.
- A PREDOMINANTLY FLAT SITE MEANING MINIMAL GROUND WORKS ARE NECESSARY.

### CONSTRAINTS

- EXISTING VEGETATION & TPO TREES (TWO OAK TREES)
- PUBLIC RIGHT OF WAY TO THE SOUTH AND ALONG WESTERN BOUNDARY.

## DESIGN RELEVANT PLANNING POLICY

- 2.10 This section provides a summary of the key relevant national planning policy, strategy and guidance that may be material to the determination of the planning application. These comprise:
- National Planning Policy Framework (NPPF), published 27 March 2012;
  - Waste Management Plan for England (WMPE), published December 2013;
  - National Planning Practice Guidance (NPPG), initially published 6 March 2014 and dynamically updated;
  - National Planning Policy for Waste (NPPW), published October 2014;
  - Overarching National Policy Statement for Energy (EN-1), published July 2011; and
  - National Policy Statement for Renewable Energy Infrastructure (EN-3), published July 2011.

- 2.11 National guidance in the form of Planning Practice Guidance, first published in March 2014 which is updated on an occasional basis, further reinforces the NPPF's commitment to requiring good design by stating:

**“Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations.**

**Good design responds in a practical and creative way to both the function and identity of a place” (para 001, Planning Practice Guidance, ID 26-001-20140306, March 2014).**

- 2.12 Whilst the National Planning Policy Framework (NPPF) and the subsequent publication of Planning Policy Guidance (March 2014) has replaced the Planning Policy Statements, the following design guidance document is still relevant to creating good design:
- Design and Access Statements – How to write, read and use them (CABE 2006).

## LOCAL PLANNING GUIDANCE

- 2.13 This section provides a summary of the key relevant policies of the local Development Plan, emerging Development Plan and other local policy, strategy and guidance that may be material to the determination of the planning application. These comprise:
- 2.14 The extant Development Plan as relevant to waste management planning applications comprises:
- The Wiltshire and Swindon Waste Core Strategy 2006-2026, adopted July 2009;
  - The Wiltshire and Swindon Waste Development Control Policies Development Plan Document, adopted September 2009;
  - The Wiltshire and Swindon Waste Site Allocations Local Plan, adopted February 2013; and
  - Swindon Borough Local Plan 2026, adopted 26 March 2015.
- 2.15 Other material considerations at the local level comprise:
- Eastern Villages Draft Supplementary Planning Document, July 2013.
  - South Marston Draft Supplementary Planning Document, July 2013.
  - South Marston Draft Neighbourhood Plan, submitted 28 January 2016.

## LOCAL DESIGN GUIDANCE

- 2.16 This section provides a summary of the key relevant supplementary planning documents that may be material to the determination of the planning application. These comprise:
- Sustainable Building Design & Construction SPD

## SUMMARY

- 2.17 The planning application for the proposed Renewable Energy Centre has been made in the context of the Government's aim to work towards a 'zero waste economy' in which material resources are reused, recycled or recovered wherever possible and only disposed of as the option of last resort. The recovery of non-recyclable materials accords with the principles of the waste hierarchy. Furthermore, the energy recovered in the process will contribute towards the United Kingdom's legally binding obligation to produce 15% of all electricity used from renewable sources by 2020.



# 03 INVOLVEMENT & EVOLUTION

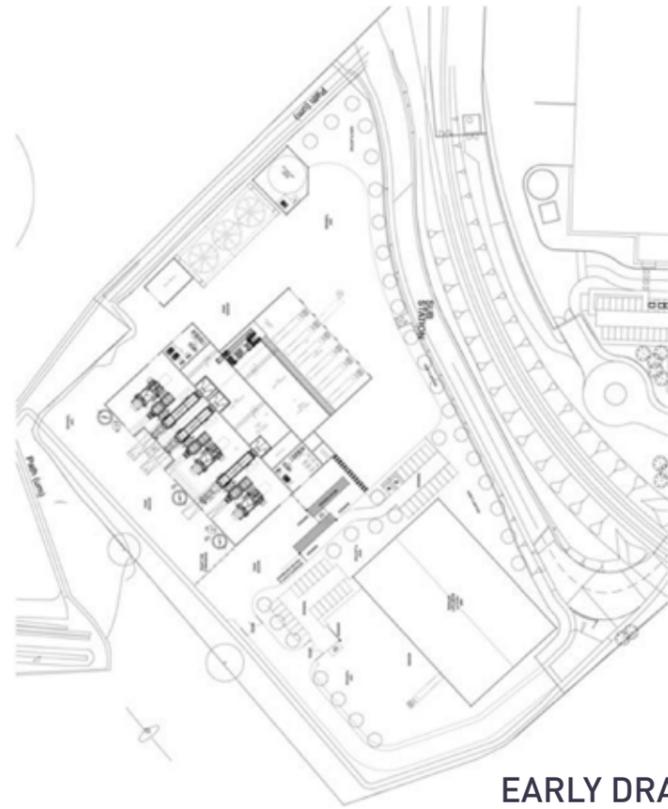
## PRE-APPLICATION DISCUSSIONS

- 3.1 The Applicant has engaged in the pre-application consultation process with Officers of Swindon Borough Council (SBC), the Waste Planning Authority (WPA) with responsibility for determining planning applications for waste-related development. The advice received was broadly supportive of the proposed development in principle and that the Application Site is an appropriate location, subject to findings of the required assessments. SBC also provided guidance as to the planning policy context against which the proposed development would be considered and identified the documentation necessary to support the planning application.

## COMMUNITY CONSULTATION

- 3.2 The Applicant has actively undertaken consultation with Parish Councils and held Public Exhibitions within the parishes of Stratton St Margaret Parish Council, (within which the Application Site is located) and neighbouring South Marston Parish. The Applicant has also consulted with local business users. Details of all community consultation is provided within the Community Involvement Statement that accompanies this planning application.

# DESIGN EVOLUTION



**EARLY DRAFT LAYOUT**  
(SEPTEMBER 2015)

## INITIAL DRAFT PROPOSAL:

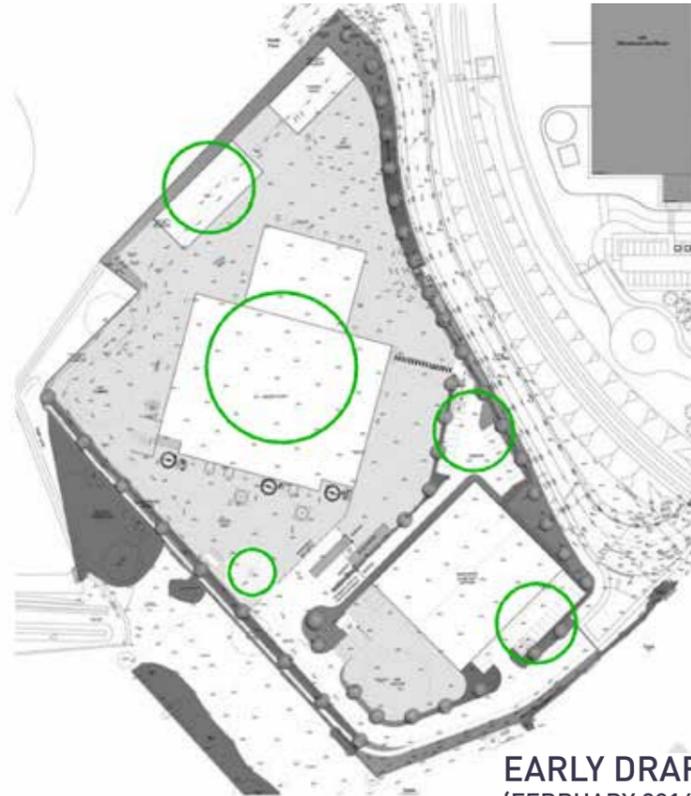
- One access point
- Two uses; a REC & a Warehouse
- New planting the the eastern boundary
- New planting to soften proposals
- Separate staff and visitor parking
- Majority of plant located to the north and western boundaries



**REVISED LAYOUT**  
(JANUARY 2016)

## DESIGN DEVELOPMENT:

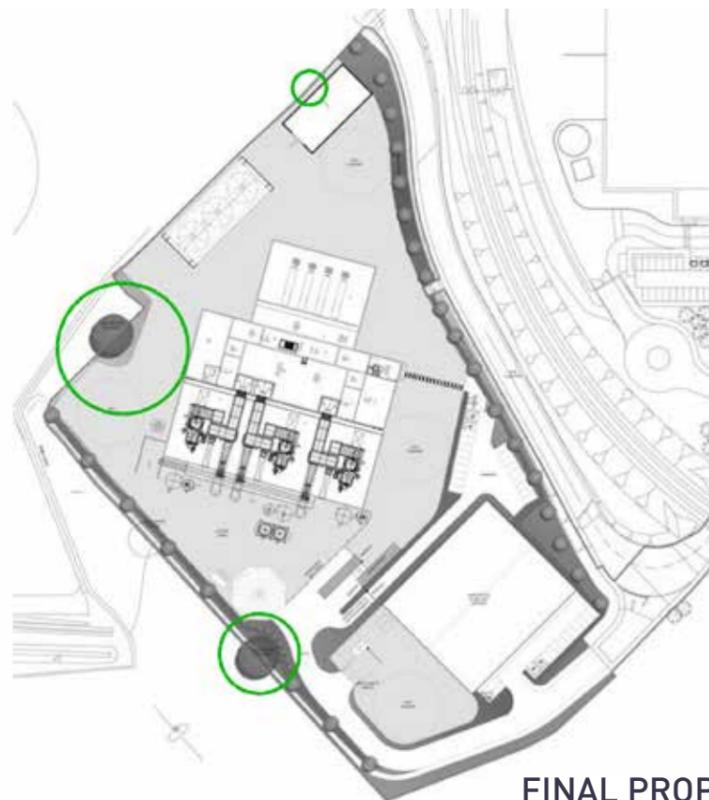
- Ancillary buildings spaced out along northern boundary to allow for air flow for ACC units
- Car parking to REC & Warehouse altered to provide a more efficient use of space
- Warehouse footprint reduced
- Footpath to south re-aligned to match PRoW



**EARLY DRAFT LAYOUT**  
(FEBRUARY 2016)

**INITIAL DRAFT PROPOSAL:**

- REC rotated slightly to allow for safe vehicle tracking around the layout. This also helps to avoid the Root Production Area of the nearby protected trees.
- Car parking for both the warehouse and REC have been relocated.
- Water tank relocated
- Separate staff and visitor entrance now provided



**FINAL PROPOSED LAYOUT**  
(MARCH 2016)

**DESIGN DEVELOPMENT:**

- Road and Landscaping re-aligned to allow for TPO trees to be retained
- Recycling area introduced for warehouse



- KEY**
- SITE LOCATION (3.17HA)
  - PROPOSED BUILT FORM
  - PROPOSED VEGETATION

SITE LAYOUT

# 04 DESIGN PROPOSALS

## USE & AMOUNT OF DEVELOPMENT

- 4.1 The proposed development included two separate buildings; 1) a Renewable Energy Centre powered by an advanced conversion technology plant to generate power and heat; and 2) an industrial warehouse building to include storage & offices.

### Renewable Energy Centre and Associated Works

- 4.2 The proposed development consists of an energy plant and associated ancillary buildings comprising 104,891sqft of floor space. This will include:

- An Energy Plant located within the centre of the site to allow good vehicular circulation around the building;
- Weighbridges/Weighbridge office;
- Separate staff and visitor entrance with car parking facilities;
- Retained and enhanced perimeter landscaping and tree screening; and
- Safe and protective staff and visitor footways to building entrances.

### Office and Warehouse Building

- 4.3 Also forming part of the application is an office and warehouse element comprising 28,758sqm of floor space. This will include:

- A warehouse and office element;
- A security office;
- Separate operational and visitor/staff entrance.

## Arrangement

- 4.4 The proposed Energy Plant will include a number of ancillary buildings and plant as shown on the arrangement plan. These will house the industrial processes associated with the waste management.

- 4.5 The plant employs a two stage system that first gasifies the waste to produce a synthetic gas which is then transferred to a second stage where it is oxidised. Changing the waste to a gas fuel, means the process can be finely controlled, dioxins thoroughly destroyed and nitrous oxides (NOx) emissions minimised which can achieve emissions levels that are compliant with the Industrial Emissions Directive (IED).

### The key stages of the process are as follows

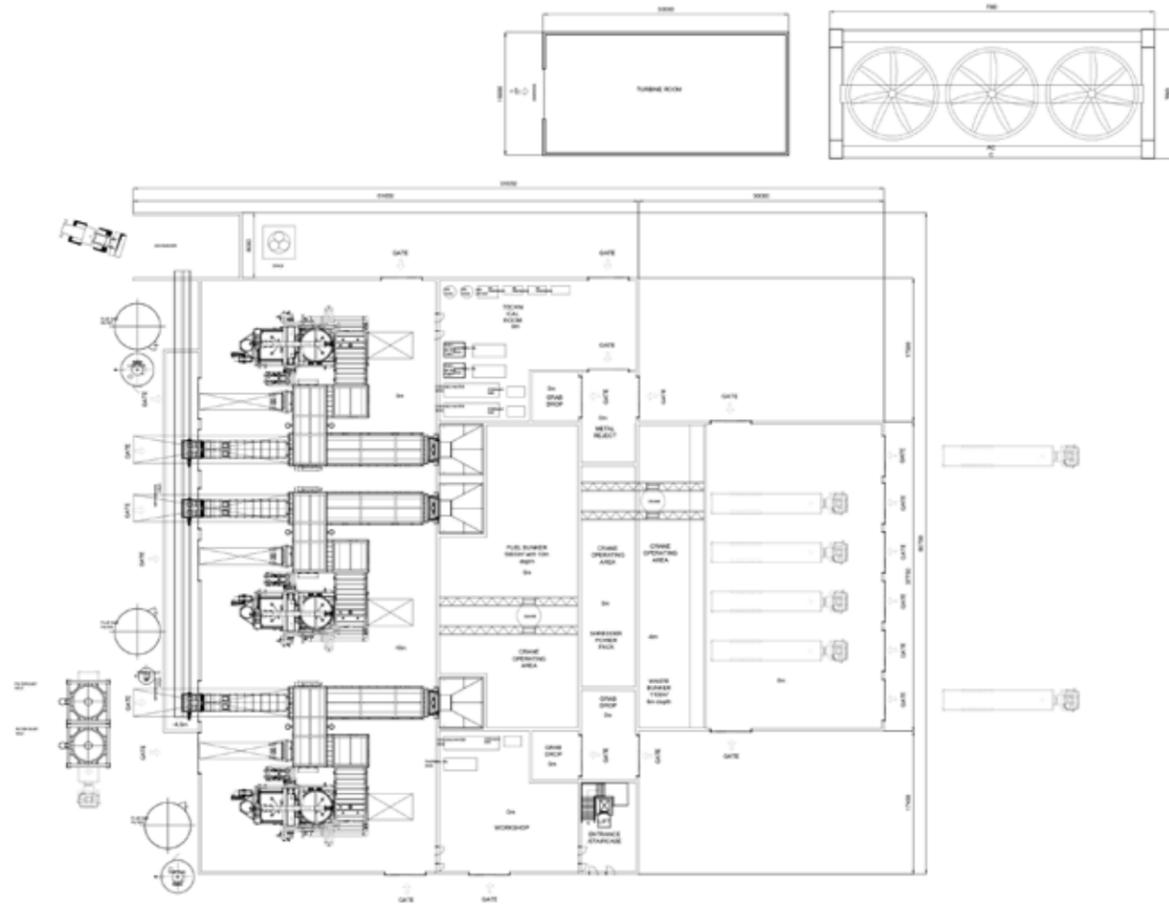
- Fuel bunker and transport system;
- Thermal conversion;
- Heat recovery system;
- Heat recovery steam generator;
- Energy utilisation system;
- Flue gas cleaning system; and
- Control and monitoring system.
- Proposed Movement and Access

#### KEY

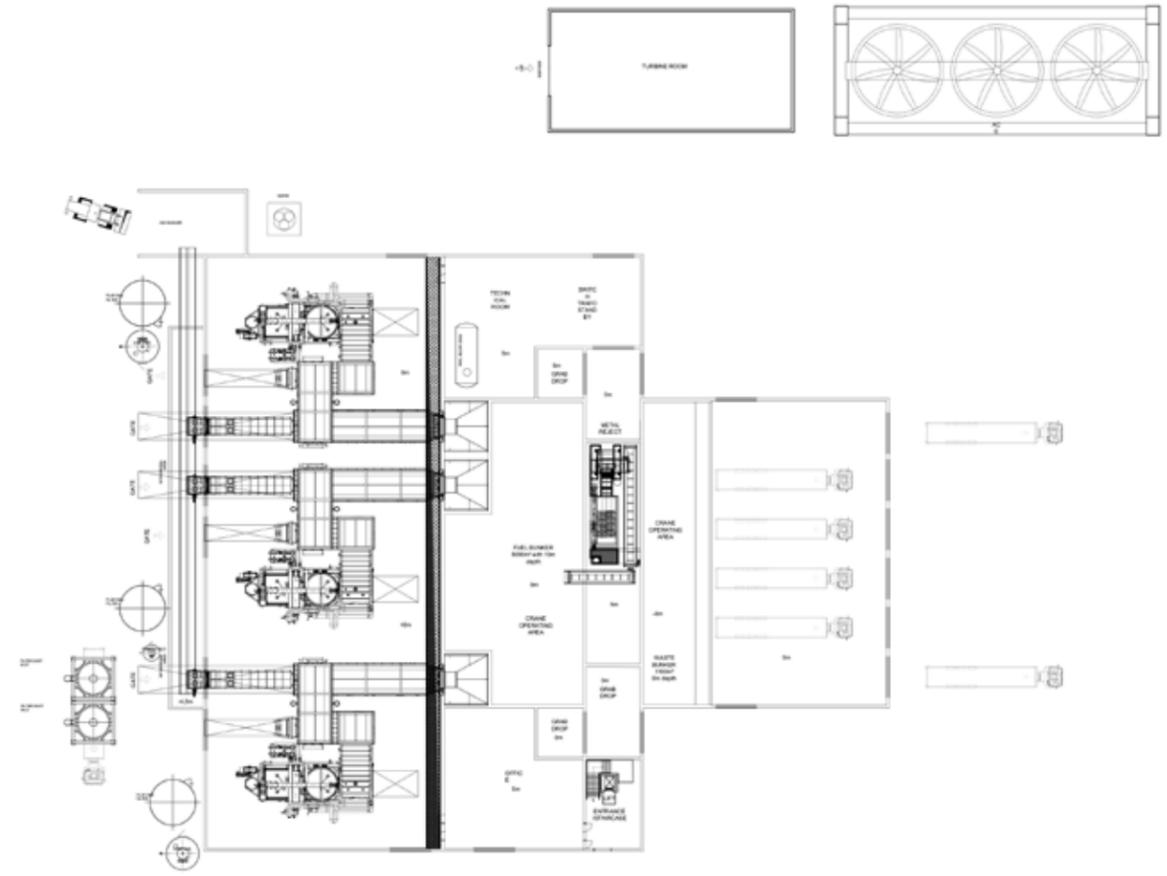
	ATT		SUPPORT SPACES/PLANT
	WASTE RECEPTION		STAFF/VISITOR/OFFICE
	WATER TANKS/PUMP ROOM		WEIGHBRIDGE
	ASH OUT		WAREHOUSE



ARRANGEMENT PLAN

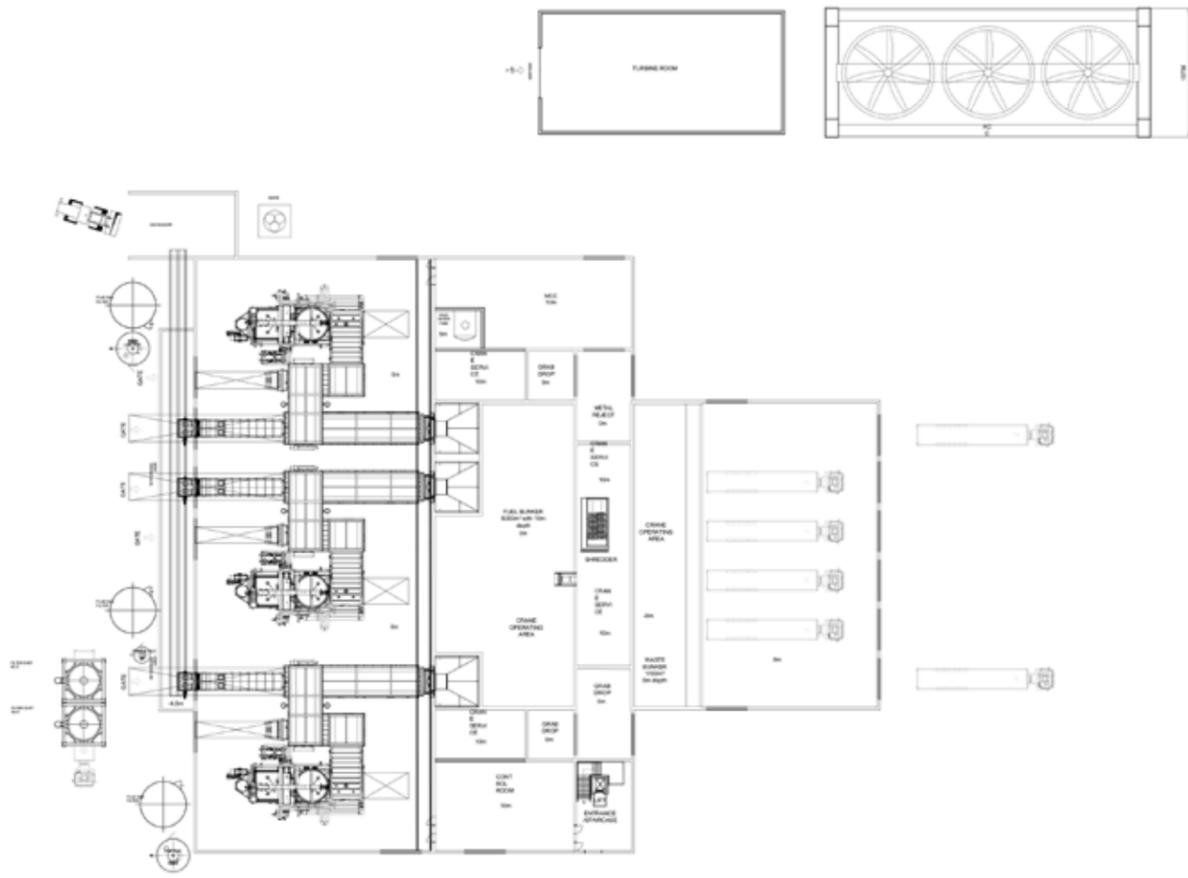


LEVEL 0M



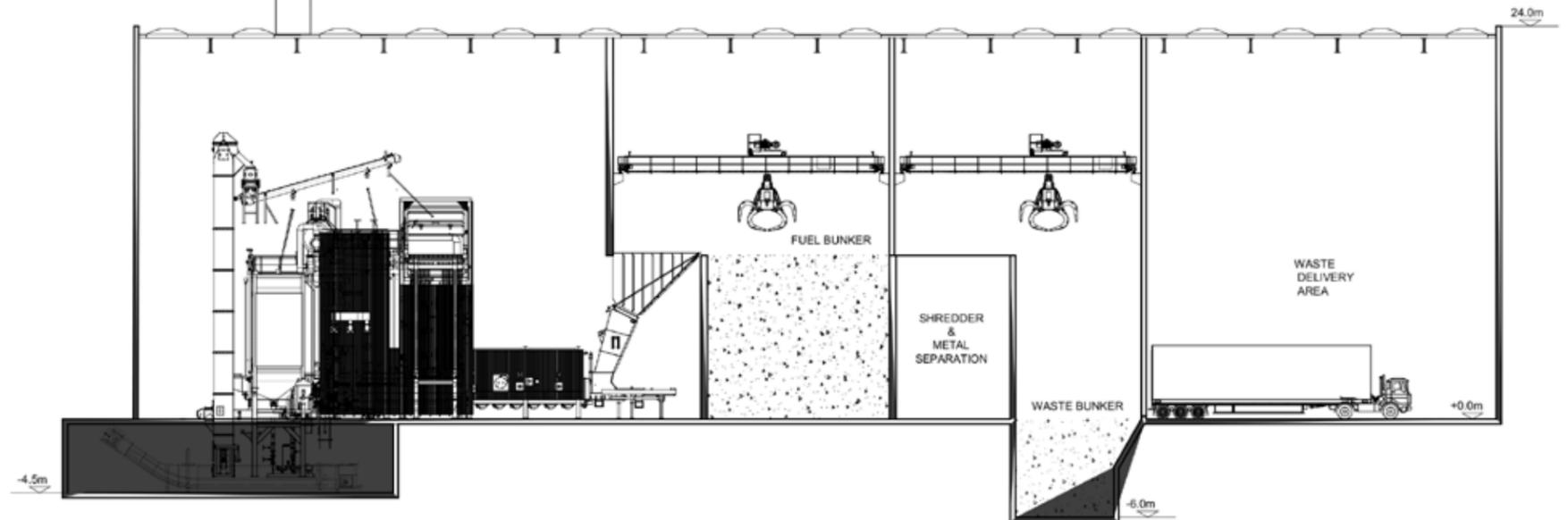
LEVEL 5M

## REC FLOOR PLANS



LEVEL 10M

SECTION





SIDE ELEVATION



FRONT ELEVATION

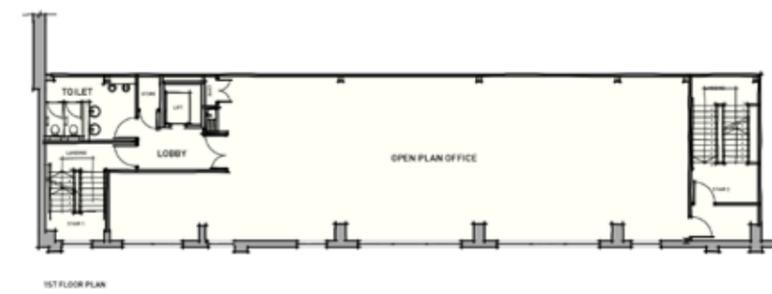
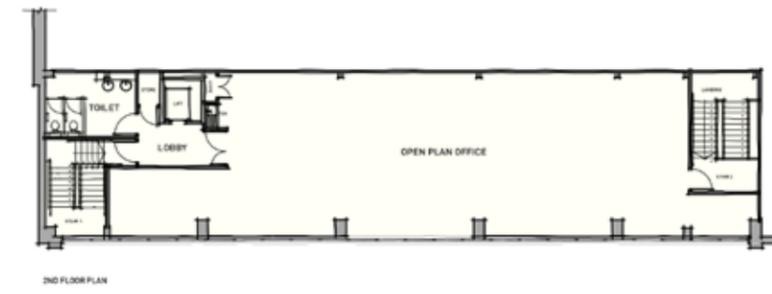
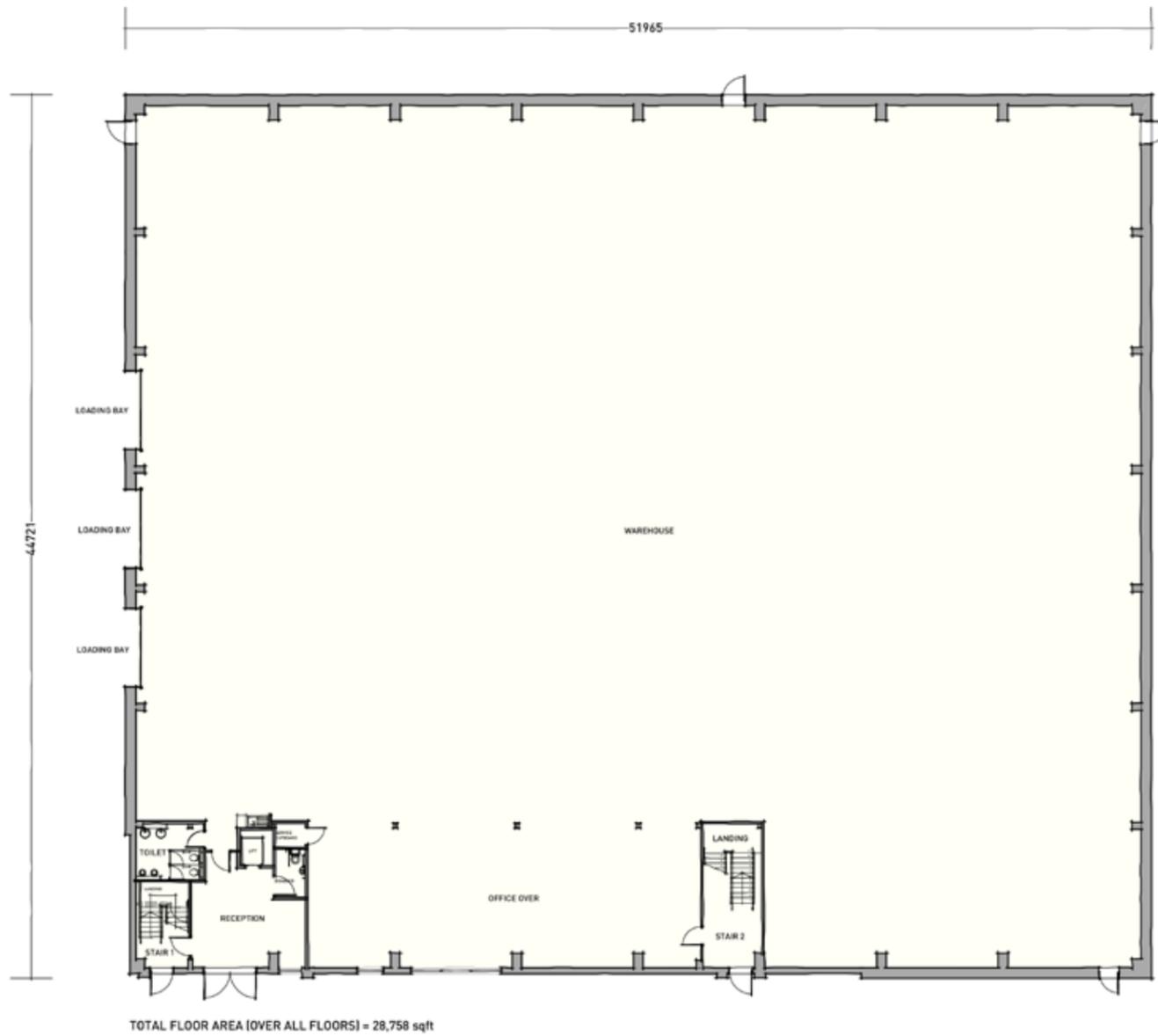
REC ELEVATIONS



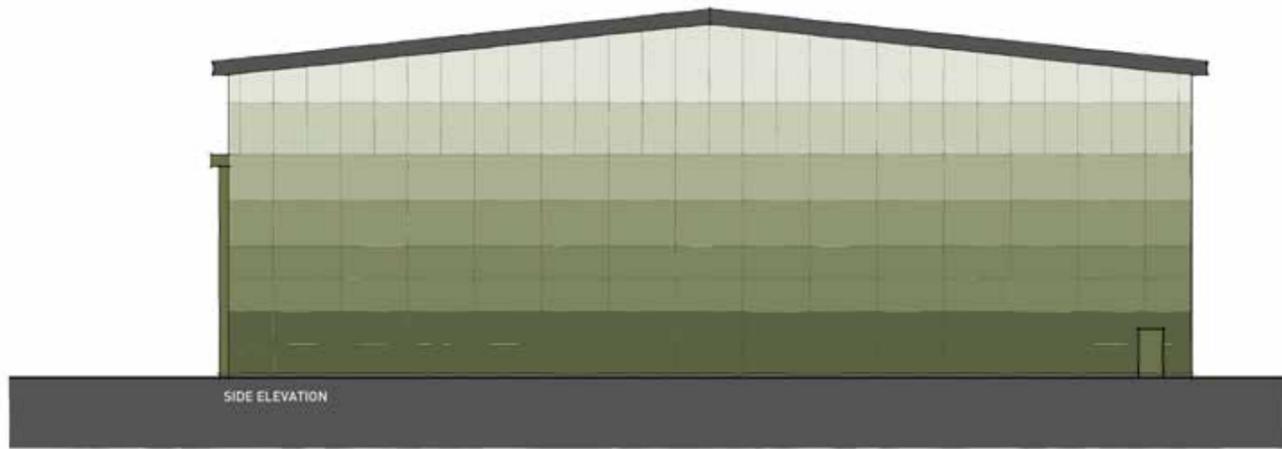
SIDE ELEVATION



REAR ELEVATION



## WAREHOUSE FLOOR PLANS



WAREHOUSE ELEVATIONS

### Vehicle Movements

- 4.6 The waste will be delivered to the site via refuse collection vehicles (RCV's), which will typically be 18-22 tonnes (gross weight), or in large articulated bulk haulage vehicles from nearby waste transfer stations.
- 4.7 The REC is expected to generate up to 90 heavy good vehicles (HGV's) trips per day, which is equivalent of 38 deliveries and 7 collections per day to site, plus trips associated with 20 staff
- 4.8 Vehicle movements associated with the industrial warehouse operation have been estimated based on TRICS database to generate a total of 43 daily vehicular trips, 9 of which are HGV's
- 4.9 The proposed REC will be operational for 24 hours a day, 7 days a week. The facility will be open for deliveries between 07:00 and 19:00 Monday to Friday including bank and public holidays (excluding Christmas Day and New Years' Day) and 07:00 to 14:00 on Saturdays. There will be no waste received on Sundays. It is expected that HGV's importing and exporting materials from the site will do so evenly throughout the 12 hour period and there is unlikely to be a peak in movements associated with these operations.
- 4.10 It is also expected that 20 operational staff would be required to operate the plant on a 3 shift pattern, comprising of 20 full time employees directly on site with a further 10 people providing services from local specials businesses. On a worst case basis, all staff would travel to the site by car giving rise to the generation of a total of 40 trips per day (20 in/20 out) by private motor vehicle.
- 4.11 A separate staff and visitor entrance is provided to keep a clear separation between the large heavy good vehicles and cars. Barriers and fences will also ensure traffic moving through the site is kept to the intended areas.

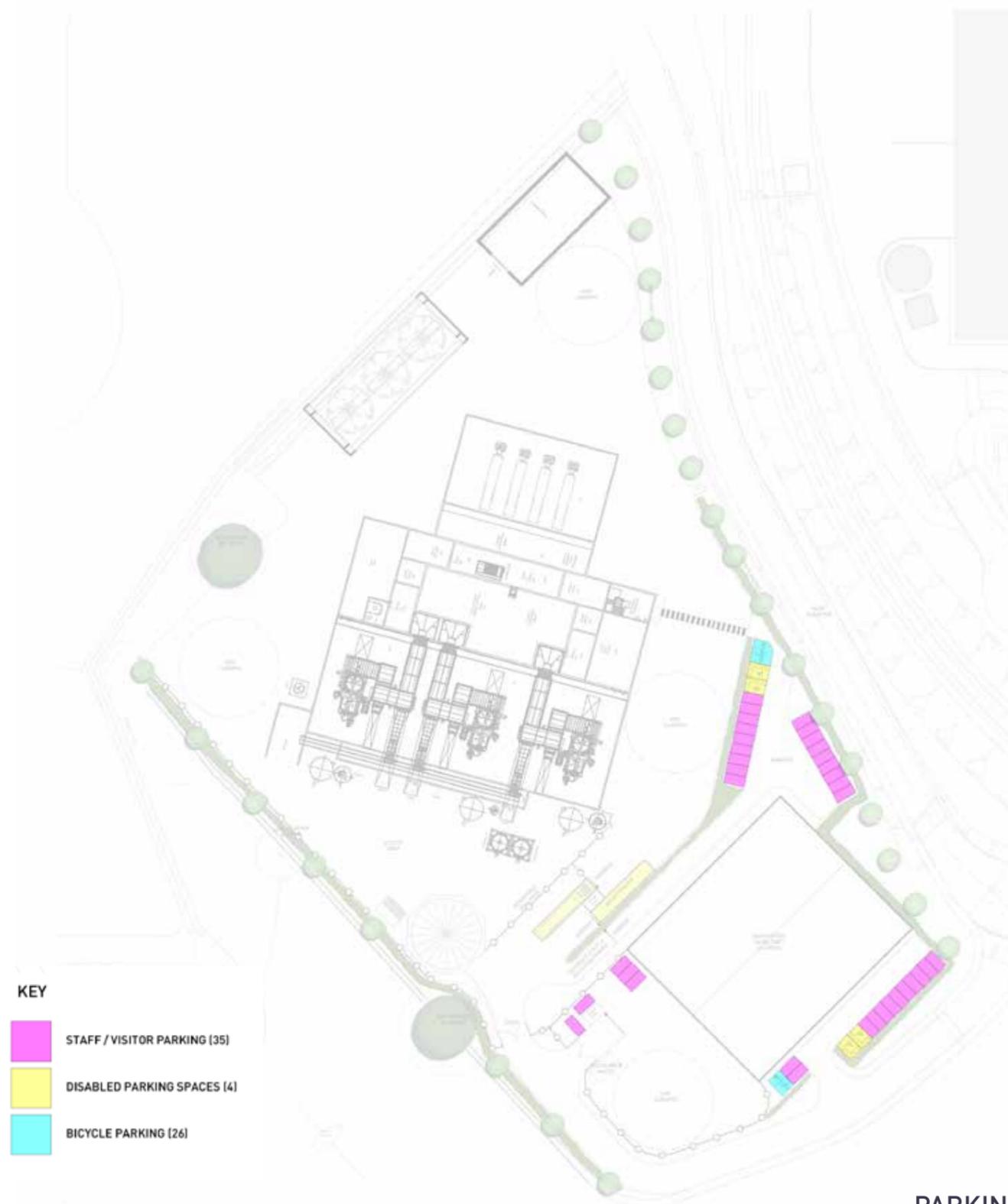
- 4.12 There are two access points located off the proposed access road, one serving the warehouse and the second serving the REC.
- 4.13 During the operational hours there will be unobstructed access to the site. This is to prevent large vehicles needing to queue on the highway. Each lorry will need to be weighed as it arrives and again before it leaves. This will be controlled by the gatehouse.
- 4.14 Emergency vehicle access to the site will be via the operational access. This will allow full access to all facades of the building and plant.



**MOVEMENT PLAN**

## Parking

- 4.15 The proposed level of car parking has been based upon the expected number of users at the site and in this regard, the REC will provide a total of 20 spaces, inclusive of 2 disabled bays, whilst the proposed industrial/warehouse building will accommodate a total of 19 spaces, inclusive of 2 disabled bays. A Sheffield Stand will provide space for 14 cycles at the REC, plus 12 spaces at the warehouse.





**Brick Base:**

The lower section of the EFW building will be faced in an engineering brick.



**Metal Cladding:**

The remainder of the building will be clad in a coloured architectural wall panel similar to above. A lighter colour cladding above the brick base will allow the top section of the building to blend in to an overcast skyline.



**Metal Tanks, Silos & Stack:**

Due to a range of different processes, the energy plant requires ancillary silos, tanks & a stack. The silos and tanks will remain in their grey metal colour which will play down their part, allowing the building to sit in the forefront.



**Roller-shutter Doors:**

Operational doors will be coloured in the same feature green colour which runs through the proposals. This helps to highlight the operational entrances.



**Brise Soliel:**

Metal horizontal brise soleil will be located to the window heads to help control solar gain. This also gives the elevation some shadow relief.



**Stack:**

The stack will be faced in a grey coated metal finish, similar to the photo above.



**Roof Ventilation:**

Roof ventilation is required as part of the energy plants functional process. These will take the form of metallic grain bins.



**Gatehouse:**

The Gatehouse will be a small lightweight structure that can be placed directly onto the ground without requiring dug foundations. This will be faced in the feature green colour.



**Weighbridges:**

The weighbridges will be a 'surface' style bridge and will not require foundations.



**Ventilation Louvres:**

Ventilation louvres have been incorporated into the elevations as part of the functional requirements for the plant to run efficiently. These will be as discrete as possible, faced in the same colour panels that are adjacent.

## ARCHITECTURAL DETAILING AND MATERIALS

- 4.16 In terms of architectural detailing and materials, both proposed buildings will follow a similar palette, albeit simplified for the smaller warehouse unit.
- 4.17 Due to the Energy Plant building being a large mass, it is important to use a cladding system that achieves both the functional needs, as well as aesthetic ones too. A simple palette of materials is proposed with primarily profiled metal sheets (walls and roof) incorporating vents and louvres, with the walls coloured in graded grey-green bands which lighten in colour towards the roof. Windows and doors would be steel/aluminium framed. The colour choice for the cladding will help to break the large mass with contrasting green operational doors. The stack will be faced in a muted grey metal which will sit and almost blend into the typical overcast skyline of the UK. External machinery will be faced in a grey coated metal to emphasise their subservient nature to the main plant.
- 4.18 The warehouse will follow on from the design principles established on the Energy Plant. It will be faced in a lightweight architectural cladding panel. Operational doors will follow the theme and will be faced in green to emphasise these entry points.

## SCALE AND MASSING

- 4.19 The height and massing of the proposed development varies across the site with the main REC block measuring 24.0m tall and the chimney stack 52.0m tall. The smaller warehouse building will measure 14.0m tall at the eaves and 17.1m to the ridge.
- 4.20 Due to the split use of the site, the REC has been located to the north of the site taking advantage of the plot width, allowing for HGV access around the plant. This in turn determines the location of the warehouse.
- 4.21 The general massing of the building form is somewhat derived from the functional requirements of the Energy Plant. However, this has been carefully designed to ensure the building does not sit out of place within the surrounding context.

## LANDSCAPE & VISUAL

- 4.22 The Application Site lies outside of any statutory or local/non-statutory landscape designations. The Application Site comprises a development site already allocated for warehousing or distribution development, set within the context of other very large scale industrial developments, notably the Honda plant to the north of the Application Site and associated distribution centres to the north east.
- 4.23 The proposed development would result in the construction of two large industrial buildings, together with a 52m tall stack. These would not be out of character with the Application Site or its surroundings.
- 4.24 The nature of the proposed development, together with the context provided by the land uses surrounding the Application Site, would mean that the proposed development is considered to be appropriate to the setting and landscape character of the site. The proposed development would not result in any significant effects on local landscape features or elements, and would not have any significant effects on visual amenity as experienced from the vast majority of locations within the local area, including views from the AONB to the south.

## ECOLOGY & NATURE

- 4.25 The proposed development will have no significant effects on the ecology or nature conservation either individually or in combination with other developments. Residual effects of the proposed development will be negligible and not significant in relation to all identified ecological receptors.

## SUSTAINABLE DESIGN

- 4.26 The presumption in favour of sustainable development is at the heart of the planning system. Government drives legislative change through the Localism Act 2011 and subsequently through the National Planning Policy Framework (NPPF) and Local Policy Frameworks. Resolution 24/187 of the United Nations General Assembly define sustainable development as “development that meets the needs of the present without compromising the ability of future generations to meet their own needs” (WCED Report “Our Common Future” (1987)) and is captured within the NPPF. As set out within paragraph 6 of the NPPF, the policies in paragraphs 18 to 210, taken as a whole, constitute the Government’s view of what sustainable development in England means in practice for the planning system. The NPPF goes on to describe a presumption in favour of sustainable development should be seen as a golden thread running through both plan making and decision taking.

## ADAPTABILITY

- 4.27 The development should be flexible enough to respond to future changes in use, lifestyle and demography. This means creating flexibility in the use of property, public spaces and service infrastructure and introducing new approaches to transportation, traffic management and parking. The development should therefore be flexible in order to accommodate future changes of use and circumstances through evolving social, technological and economic conditions.

## SUSTAINABLE BUILDING TECHNIQUES

- 4.28 Where appropriate, sustainable building construction techniques will be used in line with current building regulations. Sustainable construction measures typically comprise a combination of the following:
- Improved energy efficiency through siting, design and orientation;
  - Water conservation measures;
  - Considering fabric efficiency in the design of buildings;
  - Use of building materials capable of being recycled; and
  - An element of construction waste reduction or recycling.

## CRIME PREVENTION

- 4.29 One of the design objectives within item 58 of the National Planning Policy Framework (NPPF) states that developments should:
- “create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion;” (point 5, item 58, NPPF 2012)**
- 4.30 The design proposals for the K145 Keypoint site are based on an understanding of best practice guidance and reference has been made to the relevant documents including “Safer Places: the Planning System.”
- 4.31 When designing new developments, these should create areas that are attractive and contain clearly defined public and private areas that relate well with one another and create no ambiguity. In addition, the development should enable residents to take pride in their surroundings without the fear of crime, which in turn will create a sense of shared ownership and responsibility.
- 4.32 Landscape design is essential in achieving an environment that creates a sense of place and community safety. In this context, landscape design encompasses the planning, design and management of external, public spaces. Well-designed public lighting increases the opportunity for surveillance at night.
- 4.33 Natural surveillance in the form of doors and windows overlooking streets, pedestrian routes and public open spaces will create activity throughout the day and evening and will be an essential element in creating a safe environment for all users, whilst discouraging criminal activity by increasing the risk of detection.
- 4.34 In forming the design proposals, the following key attributes have been included:
- The ownerships and responsibilities for external spaces will be clearly identified and the proposals facilitate ease of maintenance and management;
  - Natural surveillance is promoted wherever possible; and
  - CCTV and 24 hour on site surveillance will ensure the site is secure at all times.
  - Facility operates 14hrs/day





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Pegasus Planning Group  
Pegasus House  
Querns Business Centre  
Whitworth Road  
Cirencester  
Glos  
GL7 1RT

Telephone: 01285 641717

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