

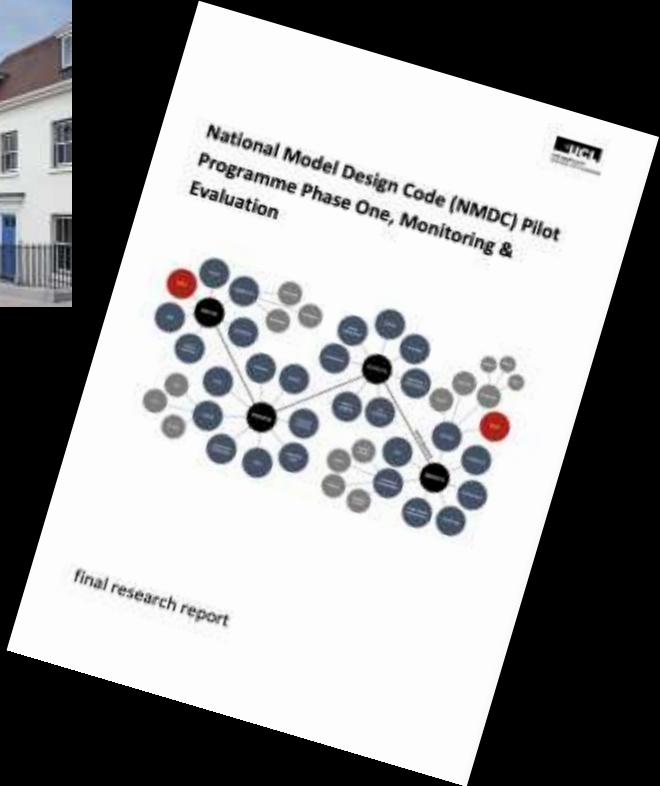
# Authority-wide design codes – four questions (answered?)



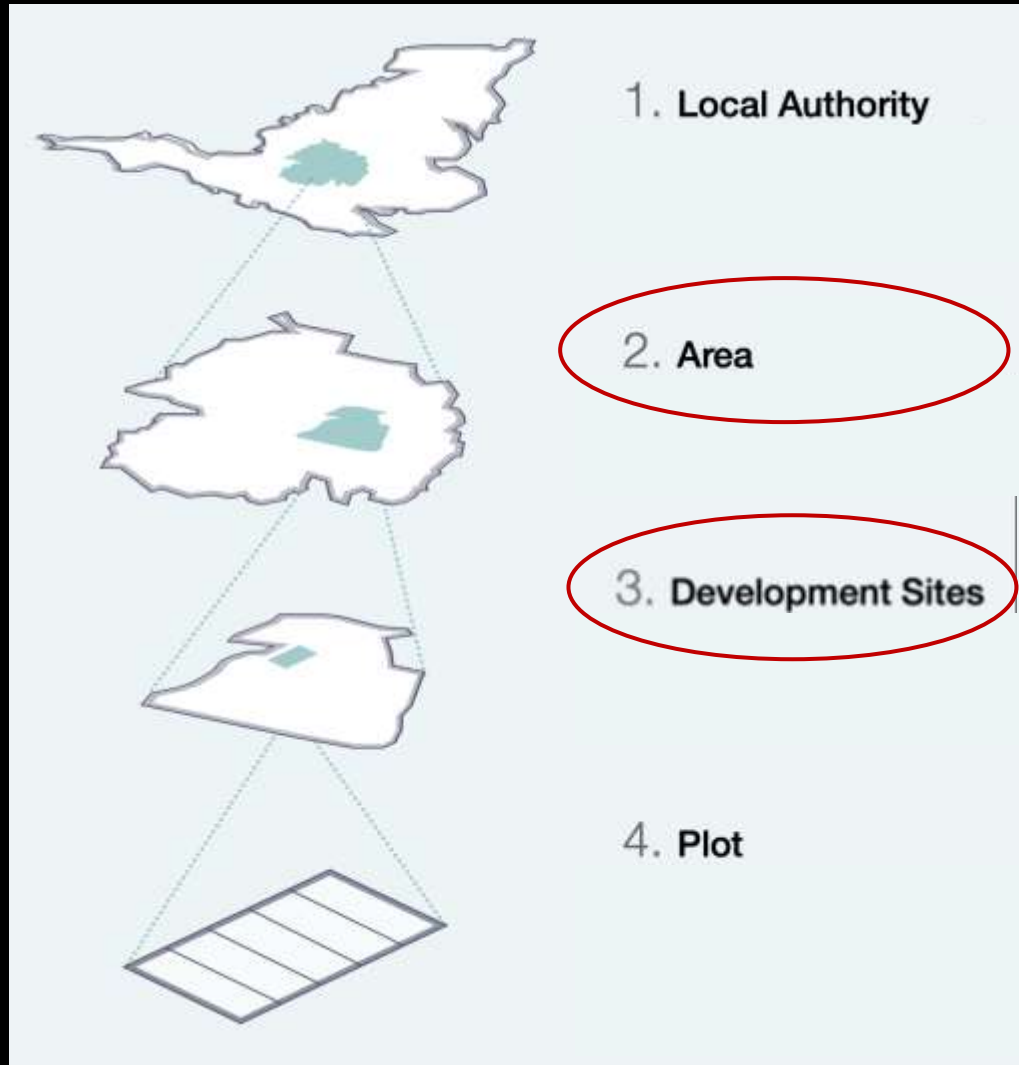
Matthew Carmona

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# Levelling-up and Regeneration Bill



# What is an authority-wide design code?



“A set of illustrated design requirements that provide specific, detailed parameters for the physical development of a site or area”.  
(National Design Guide 2019)

“The graphic and written components of the code should build upon a design vision, such as a masterplan or other design and development framework for a site or area”  
(National Design Guide 2019)

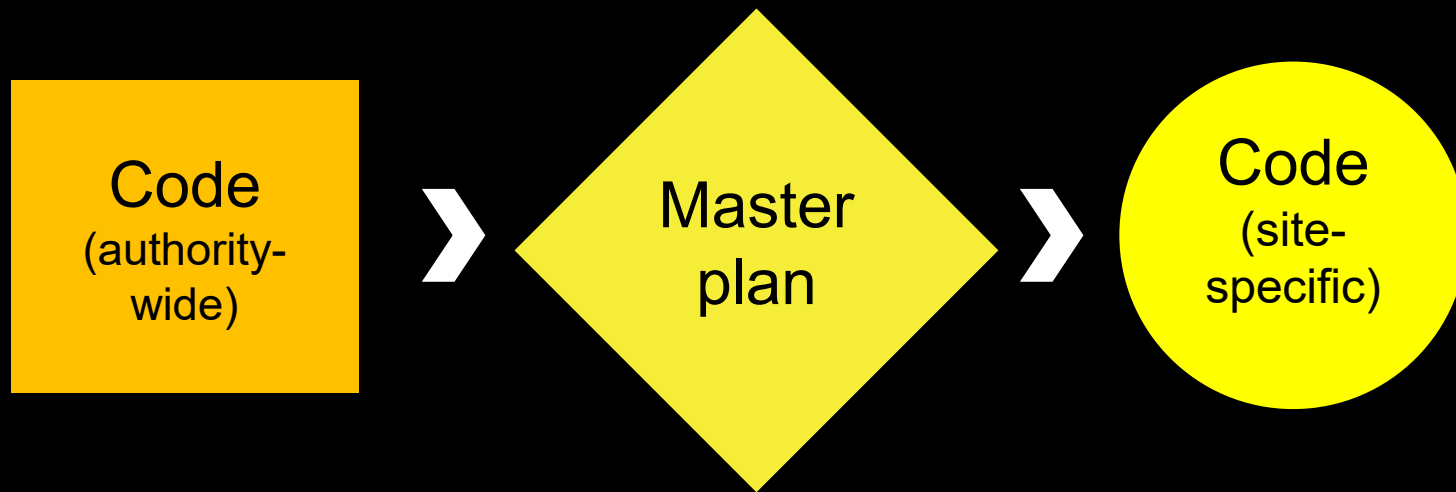
# What is an authority-wide design code?



“a set of simple, concise, illustrated design requirements that are visual and numerical wherever possible to provide specific, detailed parameters for the physical development of a site or area”  
National Model Design Code 2021)

Vision-defining  
not  
Vision-delivering

# What is an authority-wide design code?



Less detailed  
More strategic

Critical design parameters

- development form
- mix
- density
- greenness
- connections

Authority-wide coding does not need to cover every aspect of design or the design implications of every possible type of development in every location

# How are authority-wide codes different from previous design standards and guides?

“For every part of their area, the development plan includes requirements with respect to design that relate to development” (Schedule 7, 15F)

“Local authority fails to ensure design code”.  
(Schedule 7, 15HB)



# How are authority-wide codes different from previous design standards and guides?



**Table 1: Highway Standards**

Highway classification	Primary (2 or more lanes) (control access)			Class I (1 or more lanes)		
	L	B	M	L	B	M
Terrain classification	L	B	M	L	B	M
Design speed (km/h)	100 120	80-100	60-80	80 110	60-80	50-70
WMS	Right of way (50-70) (40-60)		(50-70) (40-60)		3.50-3.75	
	(a)	Lane	3.75 3.75	3.50 3.75	3.50-3.75	
		Shoulder	1.50-3.00	2.50	1.50-3.00	1.50-2.50
Min. horizontal curve radius (m)	300	230	110	220	120	80
Type of pavement	Asphalt/vermac concrete			Asphalt/vermac concrete		
Min. superelevation (%)	(7) (0.5-7)			(8) (0.5-8)		
Min. vertical grade (%)	4	5	6	5	6	7
Min. vertical clearance (m)	4.50 (5.00)					
Structure loading (kN/m <sup>2</sup> )	HS20-44			HS20-44		

Highway classification	Class II (2 lanes)			Class III (2 lanes)		
	L	B	M	L	B	M
Terrain classification	L <td>B <td>M <td>L <td>B <td>M </td></td></td></td></td>	B <td>M <td>L <td>B <td>M </td></td></td></td>	M <td>L <td>B <td>M </td></td></td>	L <td>B <td>M </td></td>	B <td>M </td>	M
Design speed (km/h)	80-100	60-80	45-60	60-80	50-70	30-40
WMS	Right of way (40-60) (30-40)		35-40		3.00 (3.25)	
	(a)	Lane	3.50-3.75	3.00 (3.25)	3.00 (3.25)	
		Shoulder	1.50-2.50	1.50-2.00	1.50 (2)	1.0-1.2 (1.3)



**POLICY 7.4 LOCAL CHARACTER**

**Strategic**

A. Development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings. It should improve an area's visual or physical connection with natural features. In areas of prior or ill-defined character, development should build on the positive elements that can contribute to establishing an enhanced character for the future function of the area.

**Planning decisions**

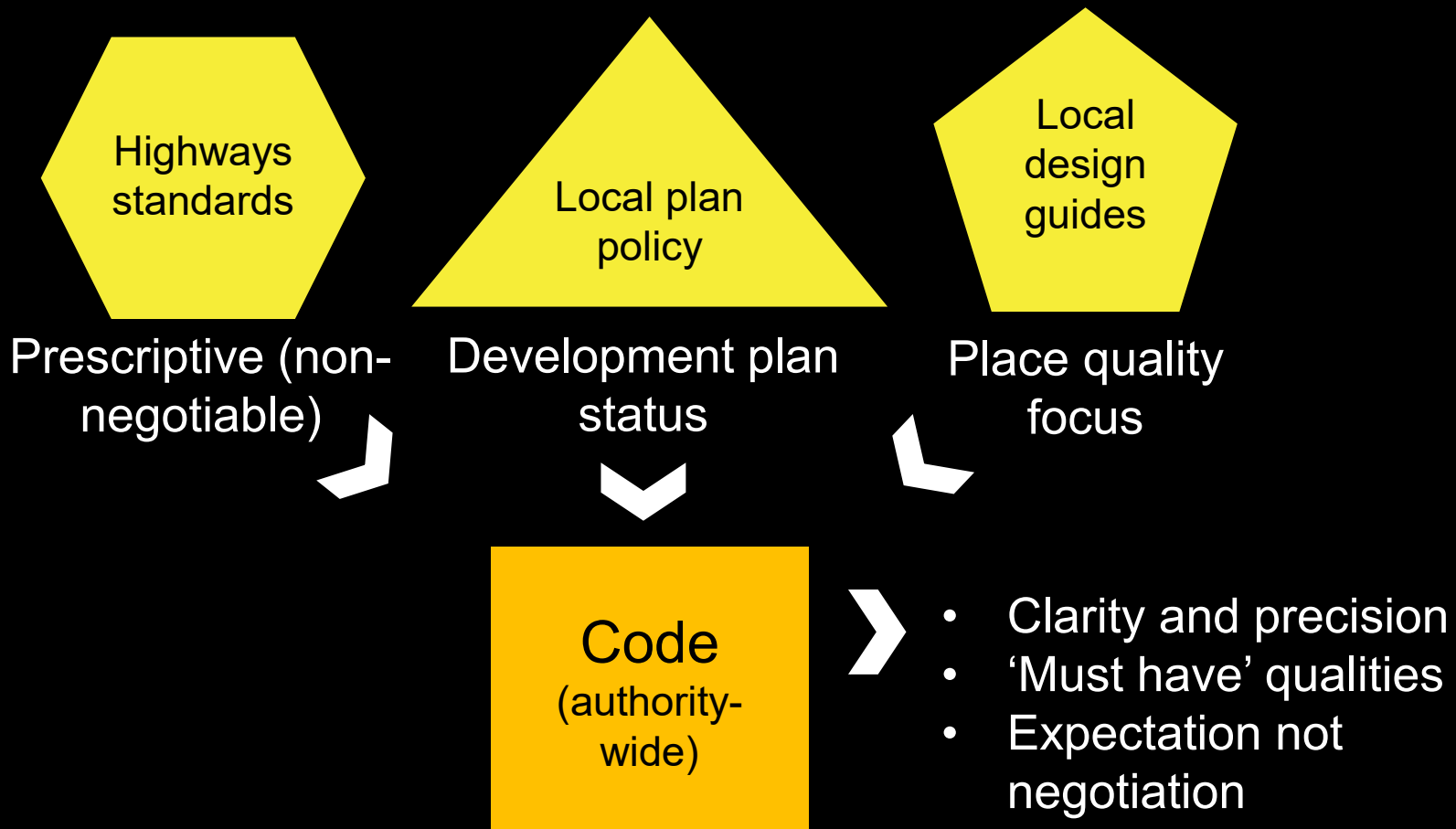
B. Buildings, streets and open spaces should provide a high quality design response that:

- a. has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass
- b. contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area
- c. is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings
- d. allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area
- e. is informed by the surrounding historic environment.

**LDF preparation**

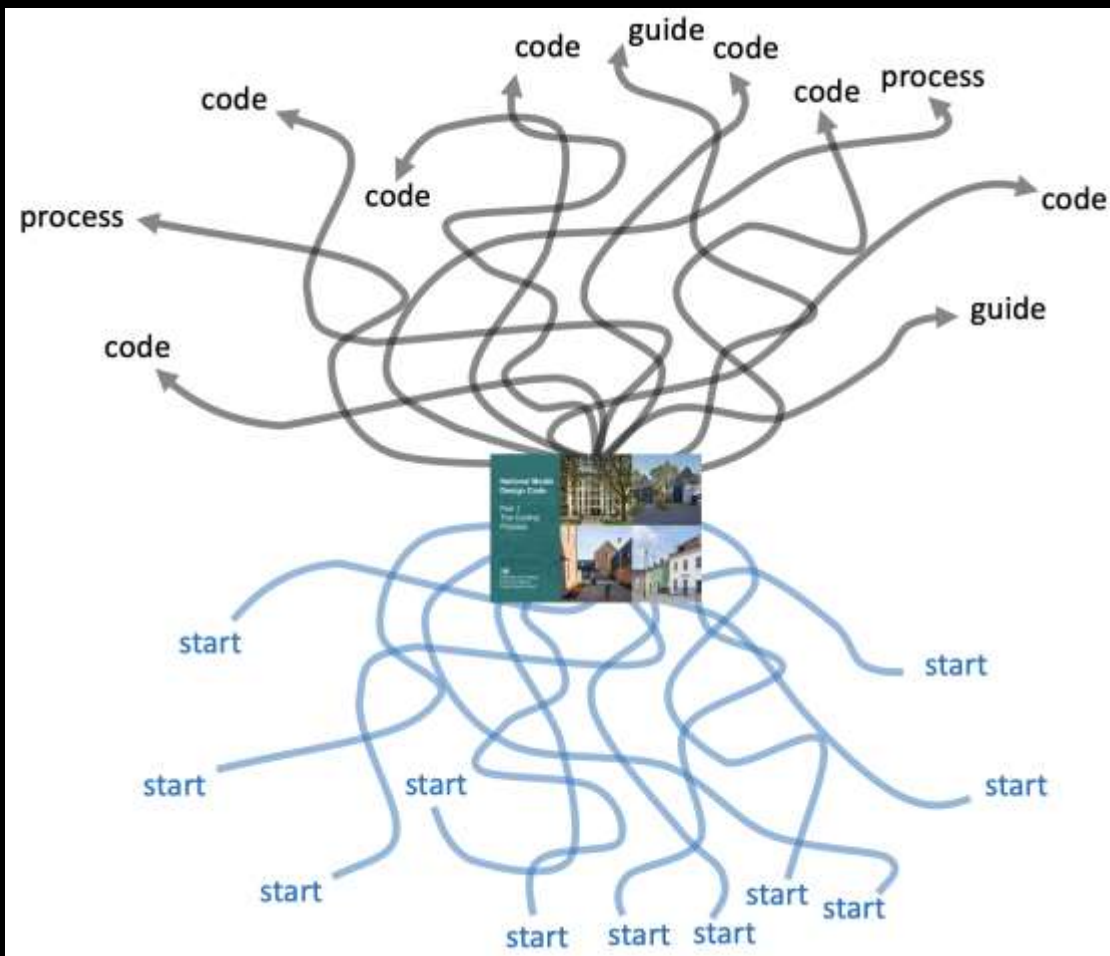
C. Boroughs should consider the different characters of their areas to identify landscapes, buildings and places, including on the Blue Ribbon Network, where that character should be sustained, protected and enhanced through managed change. Characterisation studies can help in this process.

# How are authority-wide codes different from previous design standards and guides?

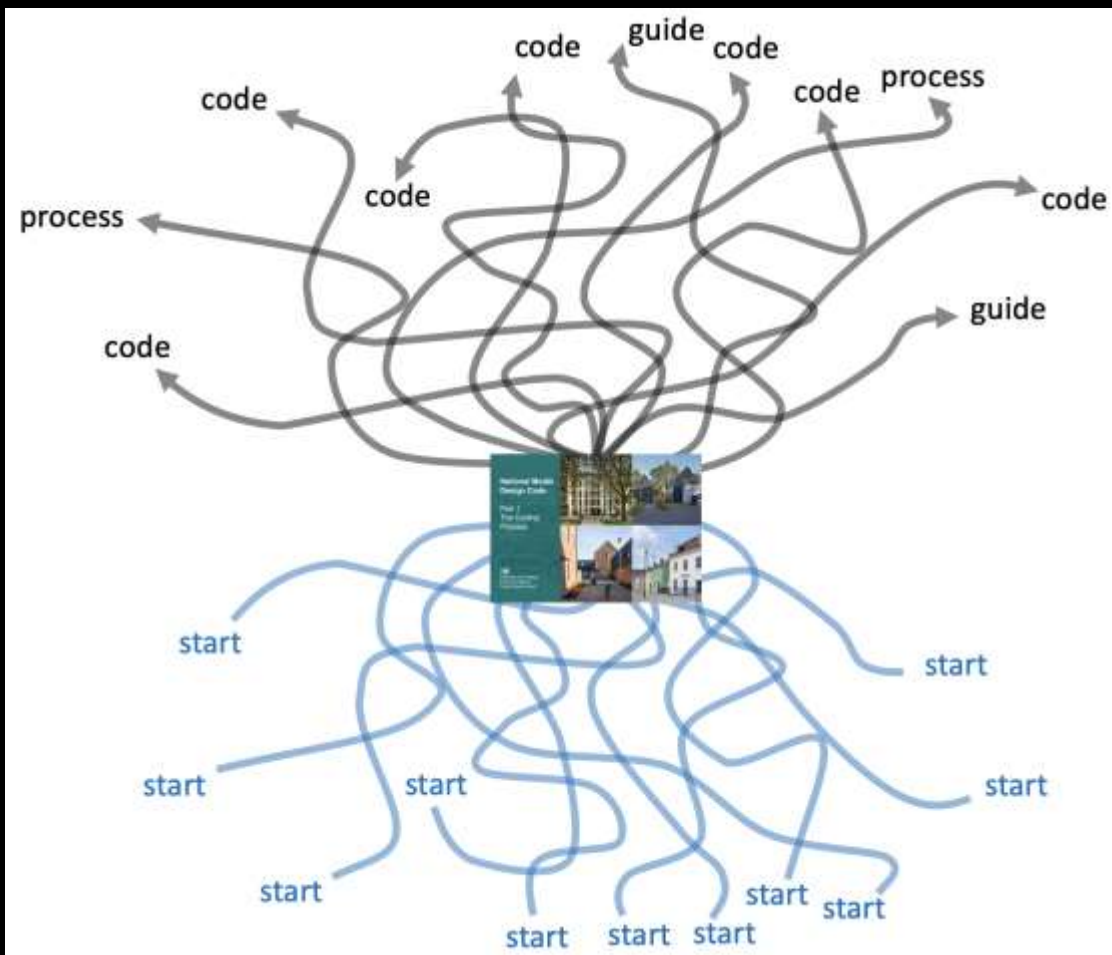




Where should hard pressed authorities start in order to produce an authority-wide design code?



# Where should hard pressed authorities start in order to produce an authority-wide design code?



- Going out, looking, experiencing and critiquing recent developments
- Meaningfully engaging local citizens in this process
- Engaging with other critical parties early in these conversations, notably highways authorities, local developers and neighbouring authorities

Where should hard pressed authorities start in order to produce an authority-wide design code?

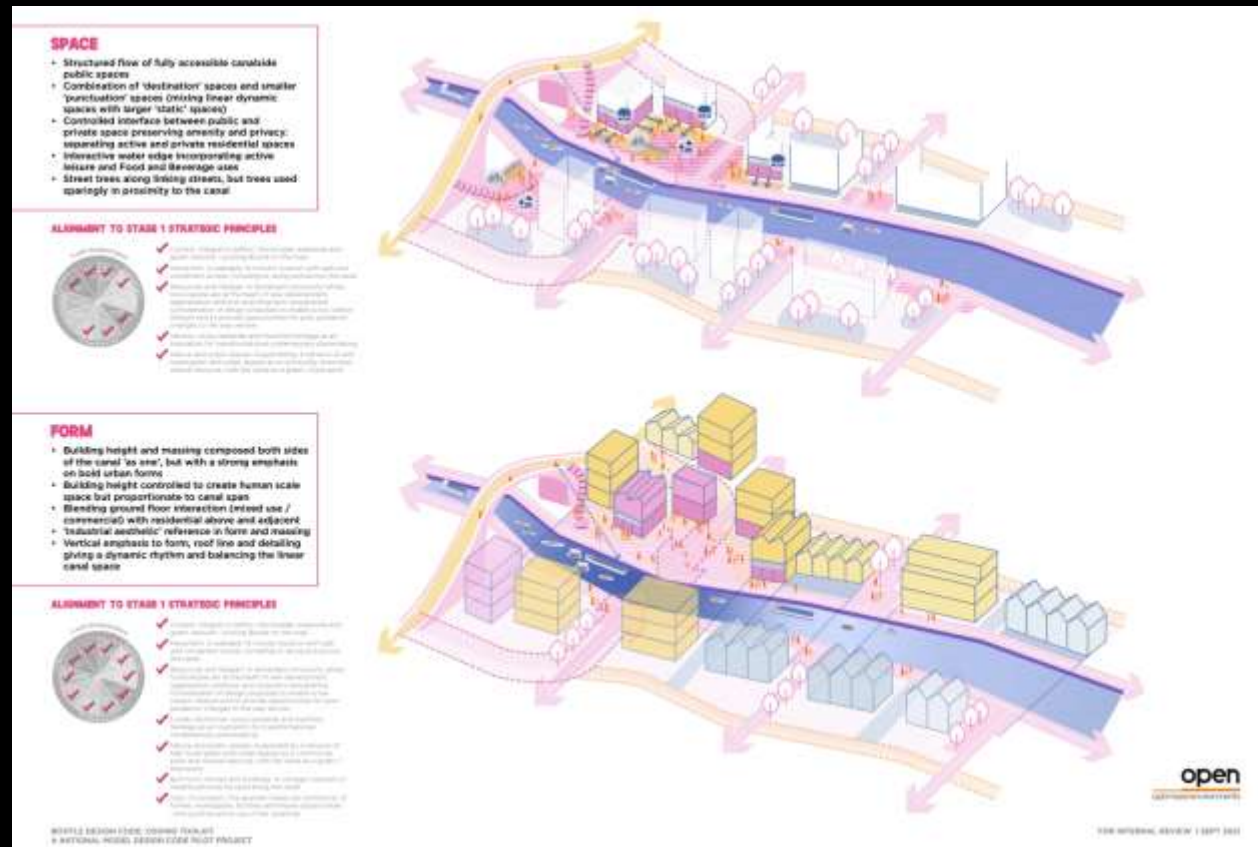


# How should authority-wide codes be used?

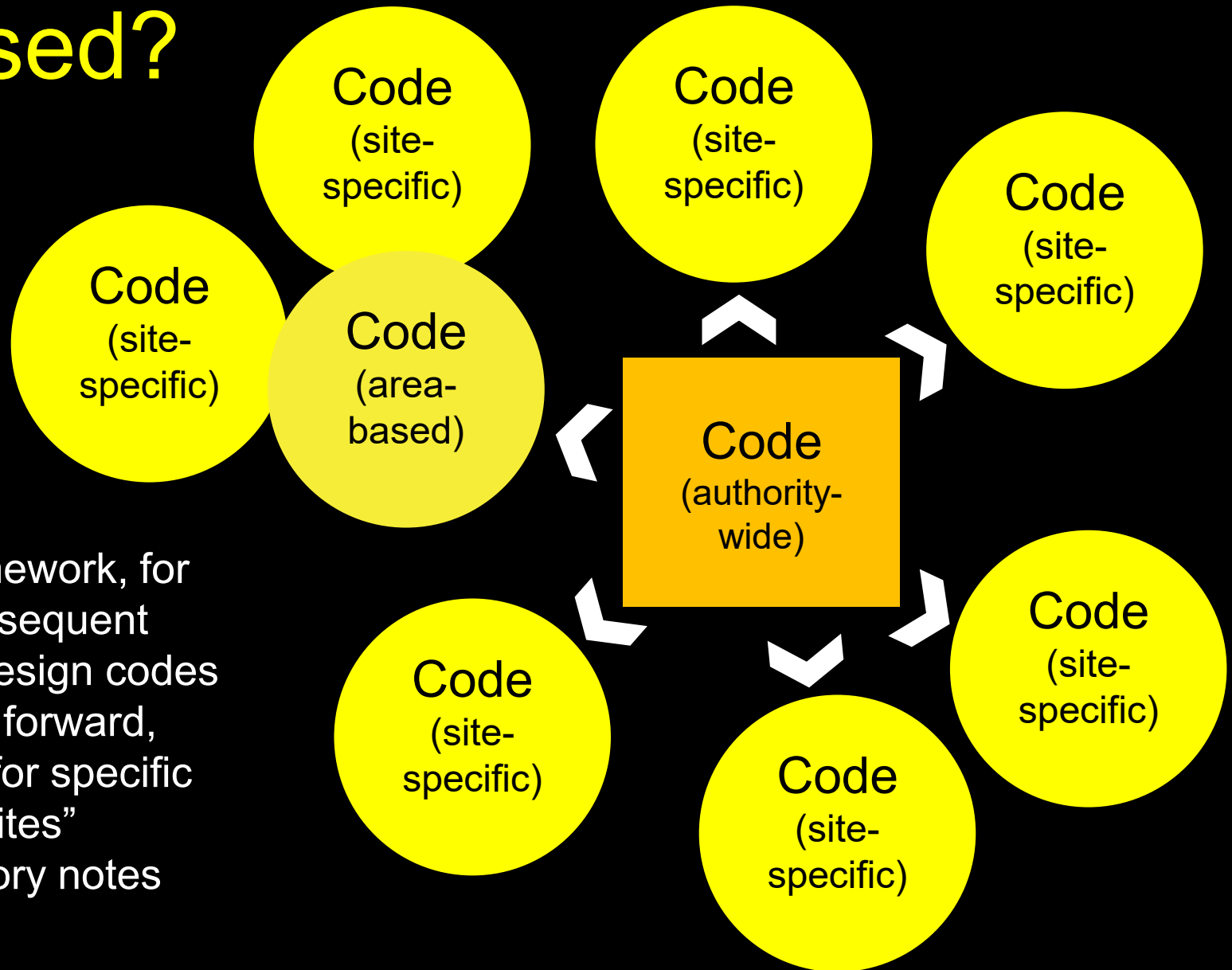
- Clear
- Focussed
- Graphic
- Measurable

- Designers and developers
- Development managers, councillors and inspectors
- Communities

- Intuitive
- Attractive and engaging
- No longer than they absolutely need to be!

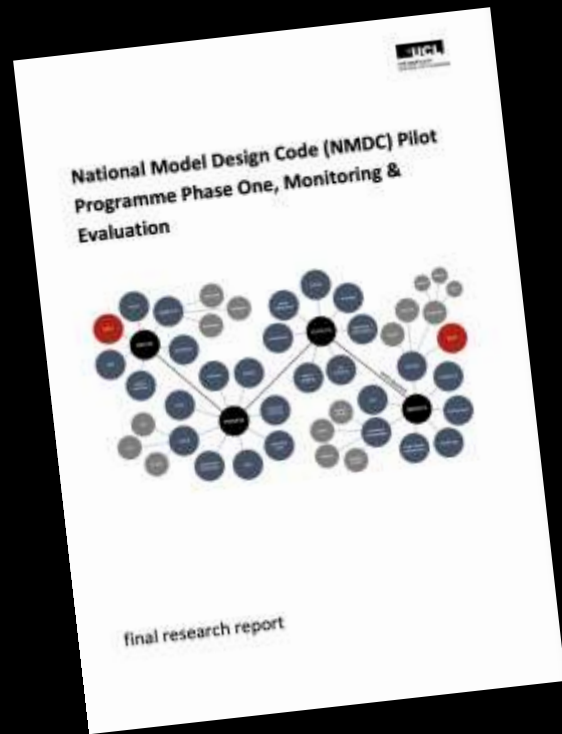


# How should authority-wide codes be used?



“As a framework, for which subsequent detailed design codes can come forward, prepared for specific areas or sites”  
(Explanatory notes para.46)

# A new era of urban design governance



“It is difficult to underestimate the vehemence with which the pilot teams drove home the message, that to move beyond the usual process of waiting until developers are in place then being led by them, requires that authorities have access to design skills and capacity”

# Thank you



@ProfMCarmona



 **UCL**