Management and Maintenance

Enduring quality

“Good places that are actively managed and safe will encourage a positive neighbourliness and a sense of belonging”.

Urban Design Compendium 2: Delivering quality places, English Partnerships & The Housing Corporation

4.1 Adoption and Management
4.2 Street trees and Planting
4.3 Managing Physical Assets
4.1 Adoption and Management

4.1.1 Ensuring long term quality
The on-going management and maintenance of places is a key aspect of their long-term viability and quality. Our streets, parks and public spaces must provide high quality places that can be easily maintained at a reasonable cost. Maintenance issues and costs therefore need to be considered as part of the design process to ensure that maintainable schemes can be achieved and managed thereafter.

4.1.2 Funds spent on a good design and hard wearing materials can be saved through lower maintenance costs over the lifetime of the asset.

4.1.3 Adoption of highways
Developers should work closely with the planning and highway authorities during the design stages to ensure that their adoption requirements can be achieved without undermining the quality of the public realm. This is particularly important where schemes propose creative or non-standard design solutions in order to resolve any issues around adopting highways at an early stage.

4.1.4 Derbyshire County Council (DCC) and Nottinghamshire County Council (NCC) are the highway authorities for the areas covered by this SPD. Both authorities have adopted the 6C’s Highways Design Guide (three cities and three counties) which is hosted by Leicestershire County Council. This guide details issues relating to the design and adoption of new roads.

4.1.5 In order to be adopted, all aspects of the public realm need to satisfy the technical requirements of the relevant adopting authority.

4.1.6 Safety and quality audits
The need for a safety audit should be discussed with the highway authority at an early stage. A safety audit is not normally required for streets designed and built for residential purposes, but may be prudent where a scheme proposes an innovative or non-standard design. This could be subject to a group professional review which includes a quality and safety audit. They are normally undertaken at each stage of the design process (feasibility, detailed design and on completion).

4.1.7 A quality audit addresses all aspects of street design including qualitative considerations. This normally includes their effectiveness for allowing movement of all traffic, including pedestrians, cyclists and people with impaired mobility as well as road safety, quality of place and visual appeal.

4.1.8 The format can be used to identity and resolve any issues that arise as part of the safety audit process. It provides the basis of a documented record for consideration of the issues, to demonstrate that these have been fully considered and appropriately addressed.

4.1.9 Swept path analysis
It may be necessary to demonstrate that the proposed junctions and turning areas are capable of accommodating the movements of service vehicles, buses and emergency vehicles. Applicants may be required to provide evidence in the form of swept path analysis to show that access and essential manoeuvres can be achieved in an acceptable way. This should be established at an early stage.

4.1.10 Road construction and materials must be capable of withstanding the loads and amount of traffic they will be expected to carry.
4.1.11 **Commuted payments**

If streets and public spaces are to be adopted the layout and selection of materials must be acceptable to the adopting highway authority.

4.1.12 If proposals include features that do not relate to essential highway functions of the street (such as alternative materials, street trees/planting, extraneous areas of road space not necessary to the operation of road, as in a public square) the highway authority will need to be satisfied that such features do not place an additional unnecessary burden on maintenance budgets.

4.1.13 Where alternative materials or non-standard features are agreed in principle with the highway authority, it will normally be necessary to make a commuted payment to cover the additional costs that will be incurred in their future maintenance.

4.1.14 The 6C’s Highway Design Guide details the requirements of the commuted sums policy. This covers a range of materials and features, including alternative materials and finishes such as block paving and surface dressings, bollards and street tree planting.

4.1.15 The appropriate mechanism for the payment of commuted sums related to highway requirements is normally via the section 38 and/or section 278 agreement process under the Highways Act 1980 (as amended).

**Good Practice**

Where it is proposed to use alternative materials or incorporate non-standard features the highway authority will need to be satisfied that these are:

- Easy to maintain and replace.
- Durable.
- Safe for purpose.
- Sustainable.
- Appropriate to the local character.

Source: 6C’s Highway Design Guide

**Useful Reference**

Commuted Sums for Maintaining Infrastructure Assets: Guidance Document

County Surveyors Society (2010)

www.cssnet.org.uk

An example of a space where those areas outside that which is essential to the functioning of the highway (indicated in orange) would be likely to require a commuted payment for the highway authority to adopt these areas as part of the highway and to cover its future maintenance. (Drawing courtesy of Pinfold Securities and David Black, Architect)
4.2 Street trees and planting

4.2.1 Trees and soft landscape can make an important contribution to the appearance and character of a street, along with other environmental benefits.

4.2.2 The highway authority will require payment of a commuted sum towards future maintenance for each tree, shrub or area of planting that is proposed within the highway in order for it to be adopted (see 6C’s Highway Design Guide for details).

4.2.3 Separate approval is required from the highway authority for any landscape proposed within the highway. N/B this is in addition to any approval granted by the local planning authority for landscape that forms part of a planning permission or requirement by condition.

4.2.4 The selection of tree species and their siting within the street scene requires careful consideration and balancing of:

- Maintaining adequate visibility from junctions and accesses.
- The positioning of trees in relation to street lighting to avoid undue reduction in light levels.
- Avoiding conflict with existing or proposed utilities and drains.
- Maintaining reasonable levels of natural surveillance to frontages, parking areas and streets.

4.2.5 You are recommended to engage the services of a chartered landscape architect to advise and prepare suitable proposals for the landscape of the development. Further details on soft landscape and trees are set out in the 6C’s Highway Design Guide and must comply with the required specifications.

4.2.6 This guidance sets out design considerations for tree planting, which includes:

- Excavation of tree planting pits and specification of the growing medium.
- Tree planting and staking.
- Grilles and guards in paved areas.
- Watering.
- Tree specifications.
- Establishment maintenance for new trees.
- Maintenance of existing trees and vegetation.

4.2.7 Trees within the highway should provide sufficient planting space to enable the tree to become established, while maintaining a safe and functioning street and footway. Normally a 2m wide footway will need to be maintained, in addition to the area necessary for planting. Tree root barriers are also likely to be required to manage root spread, protect utilities and assist in maintaining even surfaces.

A properly designed and constructed tree pit means that the tree will have a greater chance of becoming established and a long term addition to the street scene.

A suitable tree grille provides protection for the tree against soil compaction whilst allowing air and water to reach the roots which are essential for it to thrive.
4.3 Managing Physical Assets

4.3.1 Where parks or public spaces are provided these may be adopted by the local authority (borough, district, town or parish) subject to the developer meeting obligations in respect of the transfer of the land in an appropriate condition and provision of commuted payments towards future maintenance. Such provisions are normally set out in a Section 106 legal agreement attached to the planning permission. Other physical assets, such as sustainable urban drainage systems (SUDS) would need to be adopted by the relevant responsible body.

4.3.2 Applicants should discuss adoption and management requirements with the local authority at an early stage to determine the necessary provisions for adoption and any likely commuted sums associated with its future management and maintenance.

4.3.3 If a developer does not propose to convey public spaces for adoption, it will be necessary to ensure that suitable alternative arrangements are put in place to secure its on-going management and maintenance.

4.3.4 In all cases the developer must make it clear how public spaces are to be managed and maintained (whether public or private) and put firm arrangements in place to demonstrate how this will be delivered. Undertakings should also be given that any spaces not adopted by a public body will remain publicly accessible.

4.3.5 Maintenance options by a non-public body could include:

- Maintenance by a Bonded Management Company.
- Maintenance by a Charitable Trust.
- Other solutions through special arrangement, such as maintenance by residents and/or businesses, where it can be demonstrated to be a responsible, properly constituted body with the necessary capabilities and resources to fulfill its role.

4.3.6 Knowing how a place will be managed will influence how it is designed. The chosen management structure should have the appropriate skills and resources to manage the assets for which it is responsible, both now and into the future.

Useful Reference

From 2012/13 the Flood and Water Management Act (2010) places a duty on County or unitary authorities to adopt SUDS.

Schedule 3, Section 32, Sustainable Drainage – Duty to adopt
Appendix

Local Policies by Local Planning Authority
National Policy Documents
National Good Practice Guidance
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<td>DM5: Housing Mix &amp; Density</td>
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NB: On adoption of Local Plans any existing saved local plan policies will be superseded by new policies and supplementary planning guidance will be reviewed or updated in due course.
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National Planning Policy Framework (NPPF)

NPPF (March 2012) sets the national planning framework for all forms of development with a clear presumption in favour of sustainable development.

A key aspect of the NPPF is the promotion of good design quality and recognising that well designed places are central to sustainable development. It states that good planning and good design are indivisible and makes it clear that poorly designed proposals should be refused permission.

National Guidance

By Design (2000) and the Urban Design Compendium 1 & 2 (2007) promote the importance of urban design in new development and provide best practice guidance. The central message from both documents is that careful assessments of places, well-drafted planning policies, well-designed proposals, robust decision-making and a collaborative approach are needed if better places are to be created.

Better Places to Live by Design (2001) is the companion guide to PPG3. It aims to promote deeper thought and greater flair from those entrusted with creating better places to live. Following on from By Design it draws together the principles of good urban design as they relate to the residential environment to help move the practice of good design forward. It uses case studies to look at the qualities associated with successful residential places in order to provide guidance on implementing better quality residential developments.
Building for Life 12 (BfL12) is the national standard for well-designed homes and neighbourhoods and is a partnership between CABE at the Design Council, the Home Builders Federation (HBF) and Design for Homes. It comprises 12 questions in three chapters and uses a traffic light system to determine whether schemes are well designed and identify areas that may require improvement. It is recommended that schemes achieve as many greens as possible, minimise ambers and avoid reds.

Safer Places (2004) establishes design principles that can help reduce criminal activity or anti-social behaviour. The focus is on ‘designing out crime’ via natural surveillance, access or management/ownership. It highlights how crime and anti-social behaviour can be reduced if careful thought is given to how new development relates to the public realm.

Manual for Streets (2007) and its companion guide, Manual for Streets 2 (2010) represents a new way of thinking about highway design, with a focus on streets as places in their own right rather than simply roads for moving traffic. Streets should be designed with the needs of all users in mind.

Code for Sustainable Homes (CfSH) is a single national standard to guide industry in the design and construction of sustainable housing. Local planning authorities are increasingly referring to the Code through their planning policies and compliance with the Energy category is mandatory under the Building Regulations. The Code comprises six levels to communicate the overall environmental performance of a new home against nine sustainability categories.