

2.35 Public realm and street furniture

What is the aim of this policy?

- 2.270** This policy aims to ensure that street design - lighting, paving, signage - plays a central element in achieving a high quality environment for the borough. Poor quality street furniture that is badly sited contributes to poor quality and cluttered environments and reduces accessibility for everyone using the street.

DM Policy 35

Public realm

1. Public spaces should be designed to be safe, inclusive, accessible, attractive and robust, enhancing existing connections and providing new connections as appropriate. Existing local and historic connections that are valued and contribute to the distinctiveness of the area's public realm and streetscape should be enhanced. The provision of public art will be encouraged. The Council will require street paving and furniture, public art and street signage to:
 - a. be well designed and generously sized using high quality materials
 - b. harmonise with the street scene
 - c. be sited to minimise visual clutter
 - d. provide legible signage
 - e. allow level and safe passage for all including people with disabilities including the careful design of shared surfaces with cyclists
 - f. conserve and enhance any historic fabric, features and assets.
2. Trees are an important part of the street scene and should be accommodated wherever possible and carefully sited in line with the above principles.
3. In Conservation Areas the Council will seek to ensure that street furniture and paving is compatible with the character of the area.
4. The Council will seek the preservation of historic street furniture and other non designated heritage assets that are of value to the local street scene.

Justification

- 2.271** DM Policy 35 implements Core Strategy Policies 14, 15, and 16. DM Policy 35 also implements Core Strategy Spatial Policies 2, 3, 4, and 5 which set out various aims for the public realm and also the pedestrian environment. These policies deliver the approach in London Plan Policies 7.2 (An inclusive environment), and 7.5 (Public realm).
- 2.272** DM Policy 35 is consistent with the NPPF para. 35 which states among other things that development 'create safe and secure layouts which minimise conflicts between traffic and cyclists or pedestrians, avoiding street clutter' and 'consider the needs of people with disabilities by all modes of transport'. Para 57 states that 'It is important to plan positively for the achievement of high quality and inclusive design for all development, including

individual buildings, public and private spaces'.and wider area development schemes. DM Policy 34 is also consistent with NPPF Section 12 'Conserving and enhancing the historic environment'.

- 2.273** The Council wishes to enhance the appearance of streets in the borough and to minimise clutter. If care is not taken, and the street scene not viewed as a whole, incremental signage schemes, careless placement of litter bins, benches, telephone kiosks together with street lights, planters, recycling banks and junction boxes can result in confusion and untidiness. It may be necessary to review where facilities have been duplicated over time and excess numbers removed. The siting of trees, street furniture and good quality level paving is vital for all street users. Refer to DM Policy 25 Landscaping and trees, for further details.
- 2.274** The London Borough of Lewisham Streetscape Guide outlines clear principles that will be expected to be upheld when designing or redesigning the streetscape, as well as the bare minimum standards acceptable in terms of workmanship and materials. It also includes specific guidance to show how these principles and minimum standards can be met. Transport for London (TfL) have also produced Streetscape Guidance (2009) for use on TfL roads.
- 2.275** Specific mention is made in this policy of the important and valuable contribution historic street furniture makes to the historic environment, its status as non-designated heritage assets and the need to preserve these features. The character and appearance of all heritage assets is enhanced and to a degree dependent on the treatment of roads, pavements and other public space.