

## Creating A Place

### 7b Good buildings 'turn' corners. Do buildings turn corners well?

Evaluation

The proposal has developed clear perimeter blocks to generate continuous active frontages. The geometry of the blocks, together with the need for pedestrian and vehicular linkages generates key corner turning buildings which take on importance in setting focal points within the development. These are illustrated on the adjacent plan.

### 7c Do all fronts of buildings, including front doors and habitable rooms, face the street?

Evaluation

All housing is positioned at the edge of the street with a semi-private space that varies in width along the street. The front doors are always on the street promoting active frontages and social interaction between neighbours.

### 8a Will the development be easy to find your way around? If not, what could be done to make it easier to find your way around?

Evaluation

The layout shows a Movement and Connections Framework which, sets in place a well defined and easily understood pattern of development parcels and streets. It also provides an easily understood framework with a clear hierarchy of pedestrian, cycle, and vehicular movement routes. The starting point is making good connections with the existing streets and footpaths. In accordance with Manual for Streets (DfT/CLG 2007), streets will be designed as high quality places with five principle functions: place, movement, access, parking and utilities. Of the five principles, place and movement will be the most important in determining character and helping to navigate the development. This proposal follows this by placing buildings to terminate views



Figure 19 - Active frontages

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in turn create memorable way markers while moving around the development. Well connected and accessible green areas helps to navigation depending on which approach route is taken. This is achieved by carefully manipulating vistas, pinch points, block massing and positioning. Attractive and distinctive landscaping adds further to this effect. The principal road within the development has direct access from Sked Dale road. The development frontage is set back from Sked Dale road with new landscaping acting as a landscape buffer and gateway to the development.

### 8b Are there any obvious landmarks?

**Evaluation**

The arrangement of development blocks and green spaces creates a number of key views and feature spaces within the development. Recognising where these occur enables the development to be designed with a unique character and a sense of place. Nodes are created throughout the development and are defined through the framing and changing density of buildings. These spaces which have their own sense of character and which can aid orientation and navigation through the development. Key landmark buildings are placed to terminate views and are defined by architectural detailing.

### 8c Are the routes between places clear and direct?

**Evaluation**

The proposals create a regular pattern of easily understood development parcels and street hierarchy that is clear to navigate around. The streets are clear and direct with hierarchy, legibility and linkages.

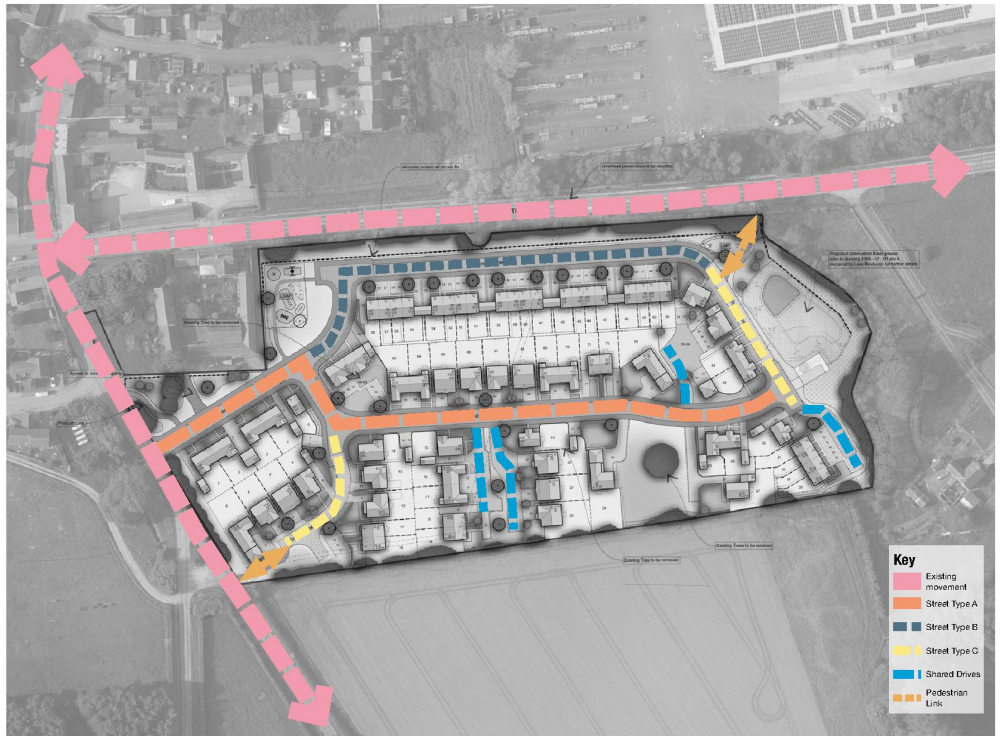


Figure 20 - Movement hierarchy

## Streets And Home



### STREETS FOR ALL

Are streets designed in a way that encourage low vehicle speeds and allow them to function as social spaces?

**9a Are streets pedestrian friendly and are they designed to encourage cars to drive slower and more carefully?**

**Evaluation**  
The planning layout shows how the streets have been planned to be safe and accessible by design the streets as more intimate places through narrow entrances and pinch points to slow cars down to a minimum to increase the safety for pedestrians, for example by plot 32, and between plots 73 and 33.

**9b Are streets designed in a way that they can be used as social spaces, such as places for children to play safely or for neighbours to converse?**

**Evaluation**  
The layout has been designed to encourage social cohesion and reduction in crime through the arrangement of the development blocks and public spaces. The layout respects this by positioning all housing at the edge of the street with a semi-private space that varies in width along the street. The front doors face onto the street and turn corners promoting active frontages and social interaction between children and neighbours. Open spaces are overlooked by dwellings.



Figure 21 - Demonstrating how the open space overlooked

## Streets And Home



### CAR PARKING

Is resident and visitor parking sufficient and well integrated so that it does not dominate the street?

#### 10a Is there enough parking for residents and visitors?

**Evaluation**  
Accommodating car parking is crucial to the quality of housing and to the choices people make in how they travel. The level of parking provision is influenced by the location of the site. This site is highly accessible to a range of attractions and alternative transport modes ensuring that it is well placed to meet national, regional and local policy.

The scheme has been designed in line with local standards and recommendations set out in the English Partnerships document 'Car Parking - What Works Where'. This development exhibits two car parking types which are promoted in this document as good practice.

OFF PLOT - FRONT COURT - SUBURBAN = AMBER LIGHT

ON PLOT - WITH GARAGE - SUBURBAN = GREEN LIGHT

Car parking has been provided in accordance with the council highways standard.



Figure 22 - Parking

## Streets And Home

### 10b Is parking positioned close to people's homes?

**Evaluation**  
 The streets have been designed in accordance with Manual for Streets. Car parking has been designed to reflect the change of density across the site. Parking is generally on plot either up front or to the side of the dwelling. Where parking is not directly positioned on plot, it is in close proximity. In this instance footpaths are provided to connect to the front or back door making the parking still very accessible to the dwelling.

### 10c Are any parking courtyards small in size (generally no more than five properties should use a parking courtyard) and are they well overlooked by neighbouring properties?

**Evaluation**  
 The proposed parking courts are small and well overlooked.

### 10d Are garages well positioned so that they do not dominate the street scene?

**Evaluation**  
 All garages are plotted behind the build line of the dwelling and not in prominent view lines in order to not dominate the street scene.



Figure 23 - Garages and building line

## Streets And Home



### PUBLIC AND PRIVATE SPACES

Will public and private spaces be clearly defined and designed to be attractive, well managed and safe?



#### 11a What types of open space should be provided within this development?

**Evaluation**  
Public open space will comprise recreational routes and greenways including a LEAP and LAP that connect and contain the development plots.

#### 11b Is there a need for play facilities for children and teenagers? If so, is this the right place or should the developer contribute towards an existing facility in the area that could be made better?

**Evaluation**  
The open space to the east of the site incorporates new open space which will benefit the local area and provide ready access for new and existing residents to greenspace opportunities where they currently do not exist for public access. A new play area is positioned in the north western corner of the site. The location makes the facilities accessible across the site and to the surrounding area due to its connectivity to pedestrian links and new footpaths from High Street and Sked Dale road. The location is well overlooked by properties reducing the risk of crime.

#### 11c How will they be looked after?

The public open space will be managed by a management company in order to maintain the quality and appearance.



Figure 24 - Landscape proposals

## Streets And Home



### EXTERNAL STORAGE & AMENITY SPACE

Is there adequate external storage space for bins and recycling as well as vehicles and cycles?



#### 12a Is storage for bins and recycling items fully integrated, so that these items are less likely to be left on the street?

Evaluation  
The need to make provision for the storage and collection of household waste is an important design consideration.

All containers will be stored at the rear of the proposed properties. The scheme has been designed to allow refuse containers to be collected from the street. The layout has been checked to ensure it can accommodate a refuse vehicle and the arrangement of the plots have the ability to store the waste containers to the rear of the properties.

#### 12b Is access to cycle and other vehicle storage convenient and secure?

Evaluation  
Cycle and vehicle storage is available within the private curtilage of each dwelling for ease of access and security.





Prepared by:  
**Astle Planning & Design Ltd**  
The Steam Mill  
Stream Mill Street  
Chester  
CH3 5AN  
01244886644  
info@astlepd.co.uk

[www.astlepd.co.uk](http://www.astlepd.co.uk)

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