

Planning and Architecture



Implementing Designing Streets

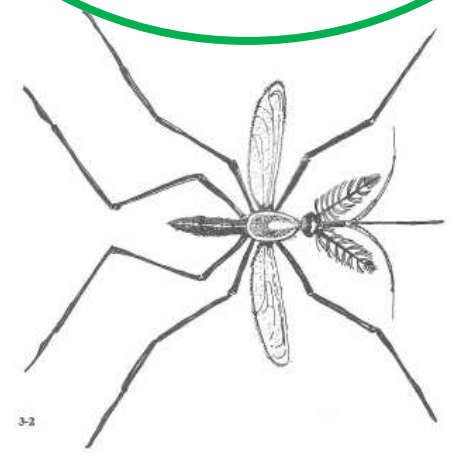
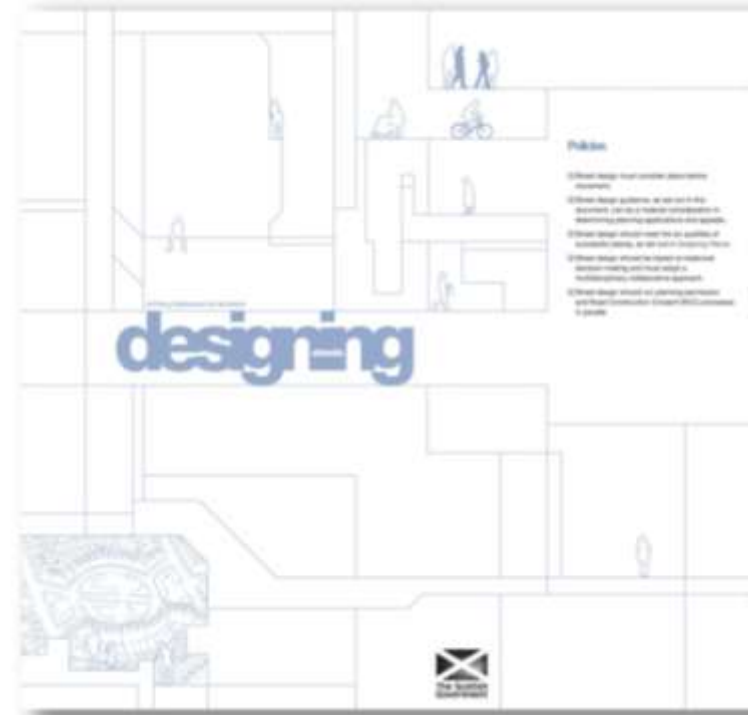


Image © Christopher Williams
(Origins of Form) 1981



**Geometry based
Roads hierarchy**



**Multidisciplinary design
User hierarchy**

“Putting people and place before the movement of motor vehicles”

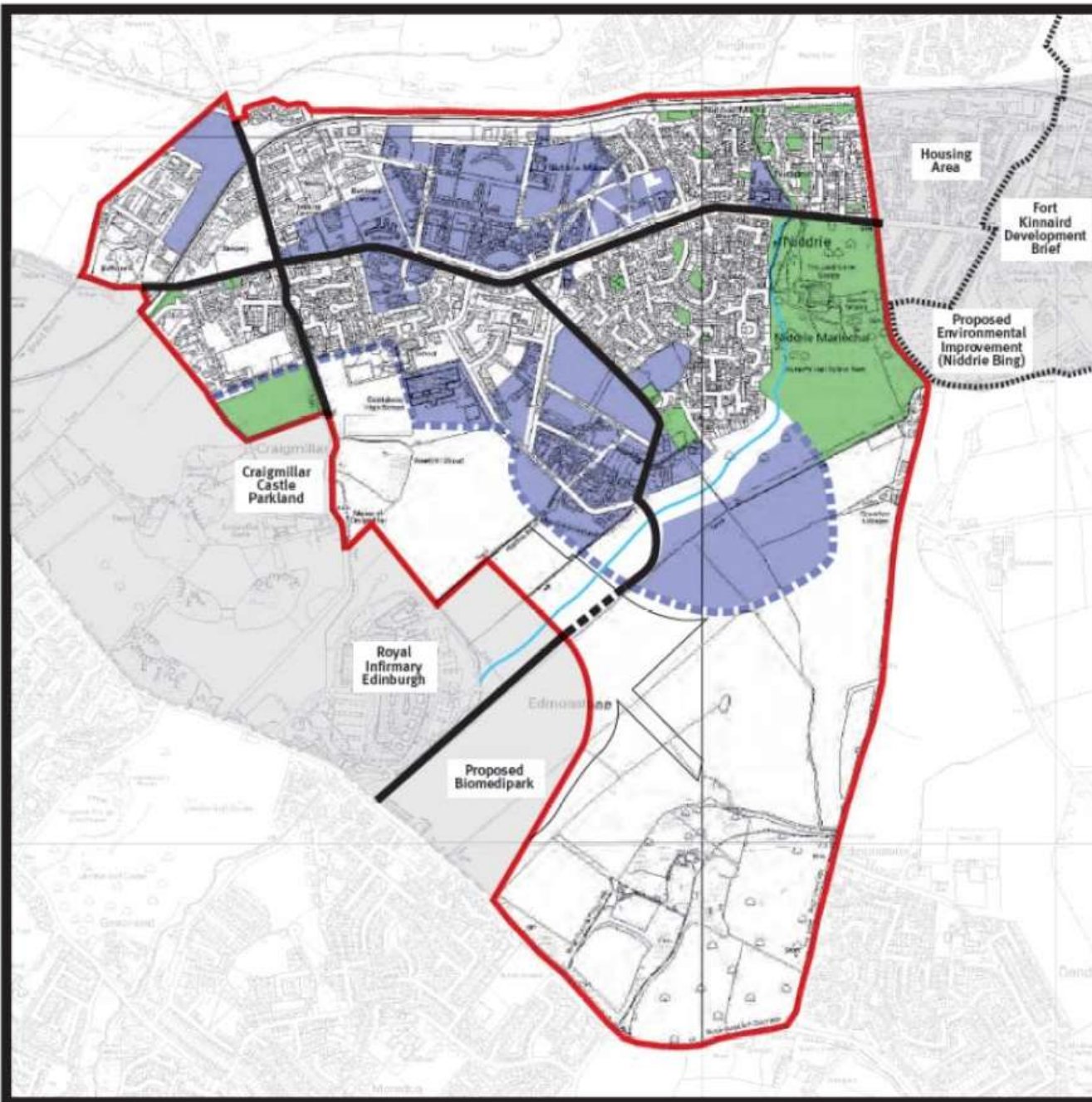
unlocking... “the full potential of our streets to become vibrant, safe and attractive places.”

John Swinney

Foreword to *Designing Streets*



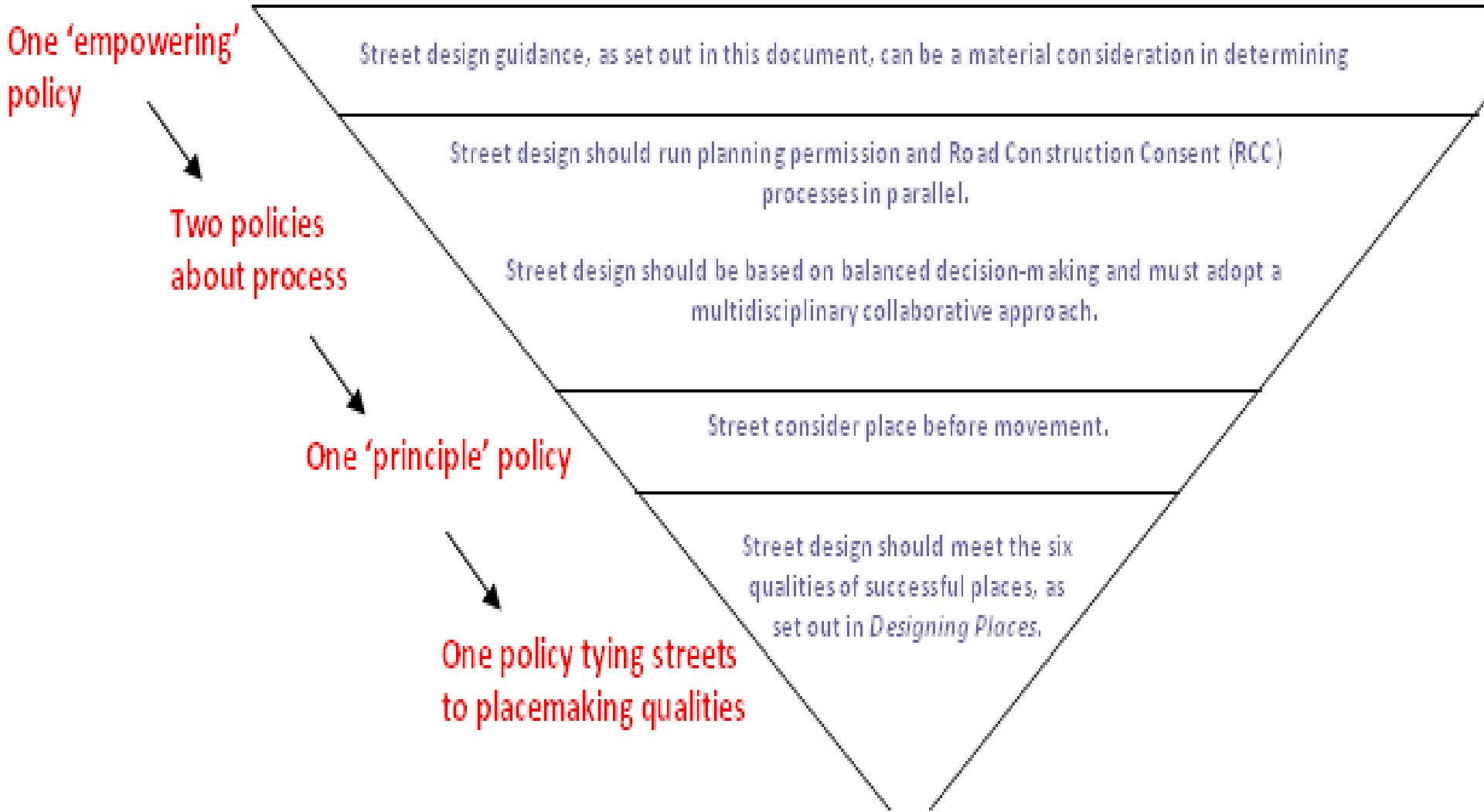
Fig 2.8
Development Outline Plan



- Craigmillar Study Area
- Edge of proposed built up area
- Adjacent Context Areas
- Existing open space to be protected
- Development blocks or individual sites
- Key Connector Streets
- Public Transport Link
- Niddrie Burn River Restoration (proposed)



Below are the 5 policies in Designing Streets, presented as a hierarchy:

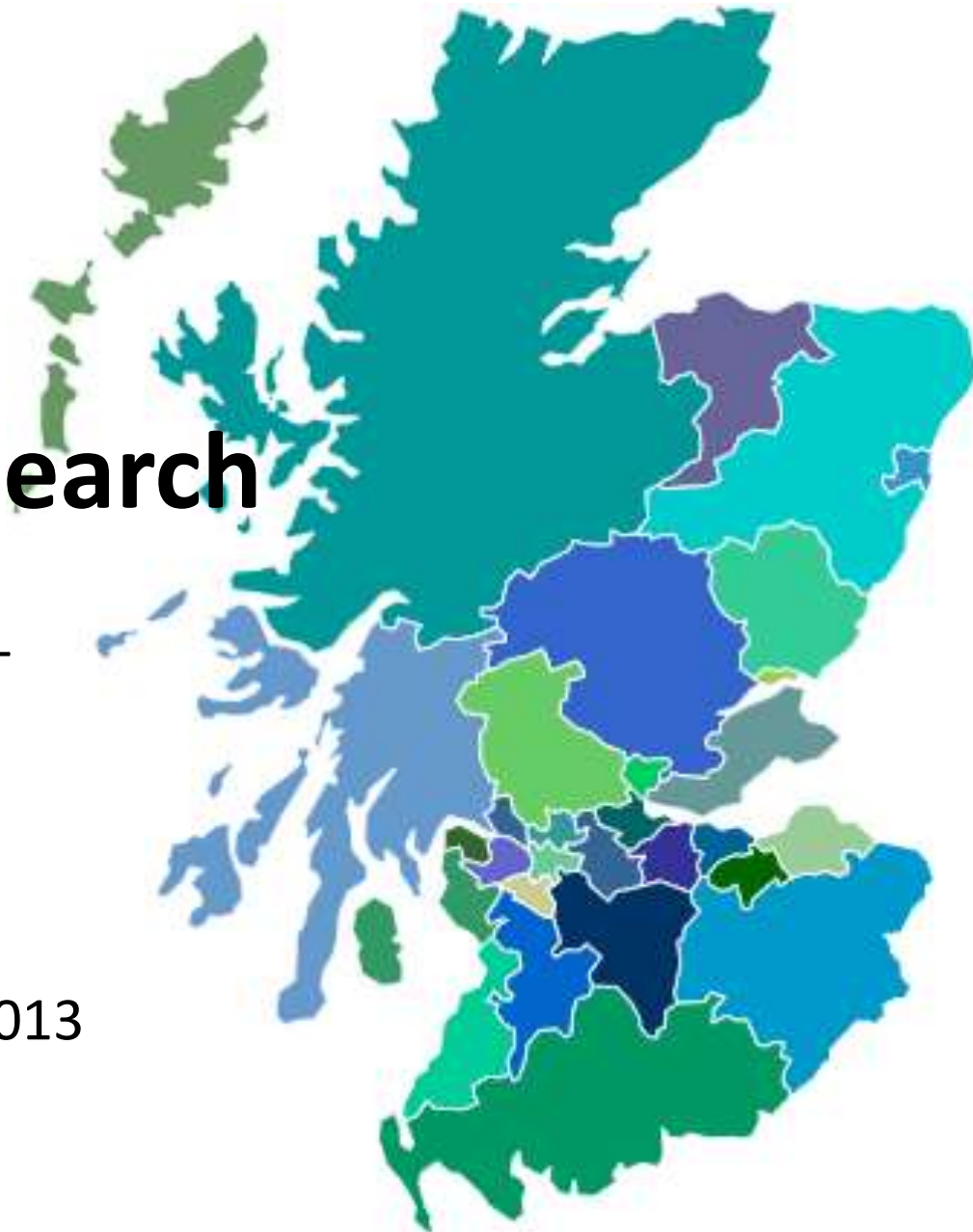


'Health-check' research

-----anecdotes to evidence-----

- Guidance review
- Questionnaires / interviews
- Case studies
- Recommendations - August 2013

Guidance -- Process -- Confidence



Guidance

measure up other national or **local**

Process DS can:

- align roads + planning info.
- 2-stage RCC ?
- audit street quality ?

Confidence

~~consistent check~~ does design comply?

resources on materials/street details



Guidance -- Process -- Confidence

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<p>People & Communities</p>	<p>Health & Place</p>	<p>Economy & Place</p>	<p>Culture & Heritage</p>	<p>Sustainable Development</p>	<p>Landscape & Environment</p>
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HOME

WELCOME TO CREATING PLACES ONLINE

"Creating Places" is the Scottish Government's policy statement on architecture and place. This website is an important element of the policy and it is designed to be a resource for everyone with an interest in the built and natural environment.

The site contains resources from across Scotland and beyond, intended to stimulate discussion, share good practice and inspire excellence.

We are interested in sharing a wide range of knowledge and lessons and this site will be updated regularly to help develop a comprehensive resource on built and natural environment issues.



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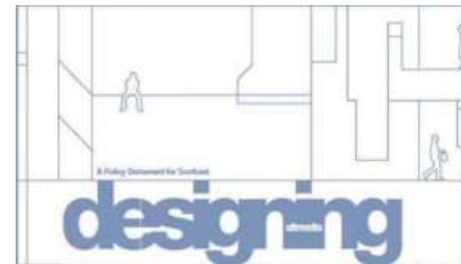


Processing agreements

Common method of assessing quality

A streamlined structured process

Emphasis on design to achieve an appropriate level of integrated information



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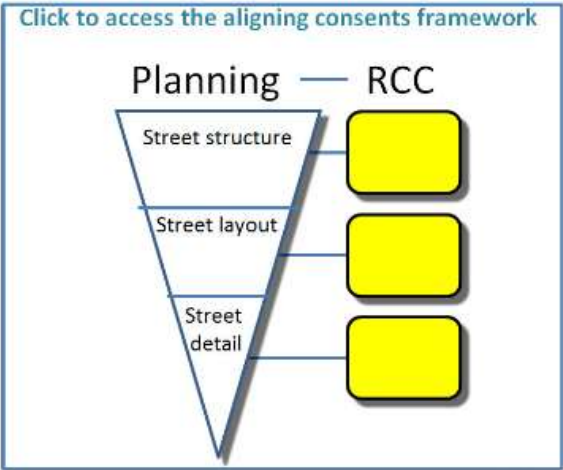
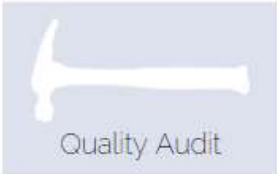
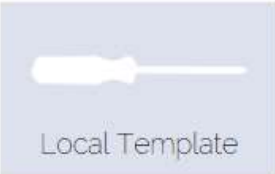


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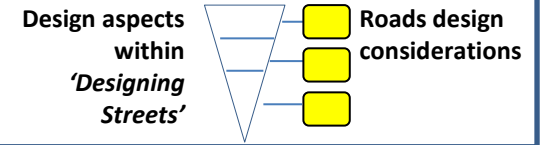
Confidence



6 qualities of successful places: the starting point

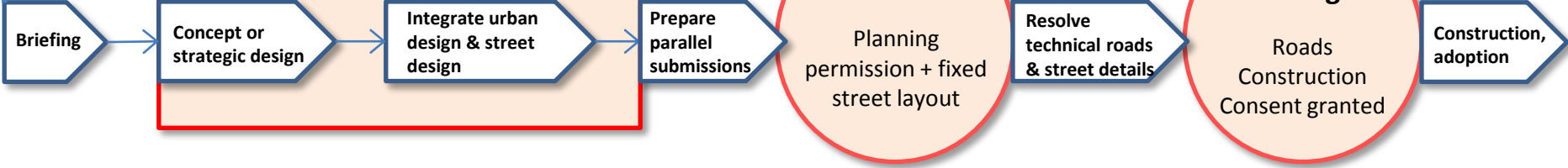
Distinctive	Safe and pleasant	Easy to move around
Welcoming	Adaptable	Resource efficient

ALIGNING PLANNING PERMISSION AND ROADS CONSTRUCTION CONSENT Framework

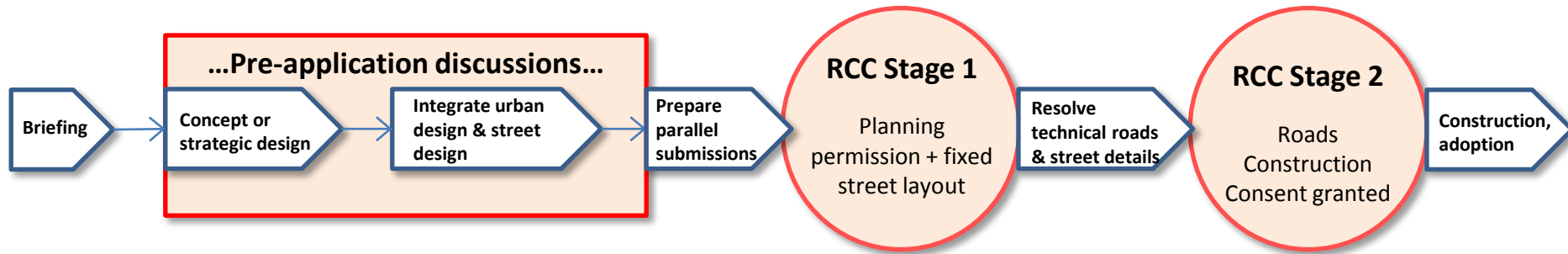


Timeline...

...Pre-application discussions...



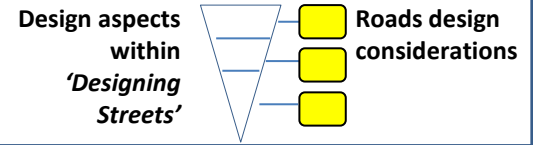
Framework timeline – 2 stage



6 qualities of successful places: the starting point

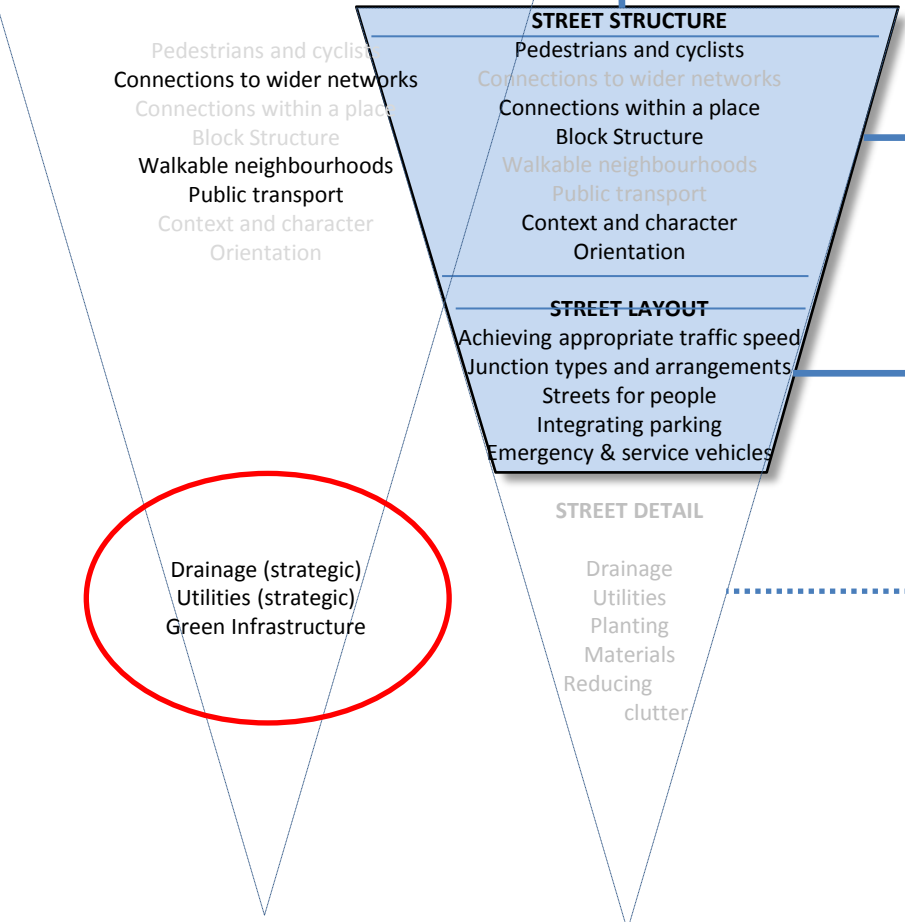
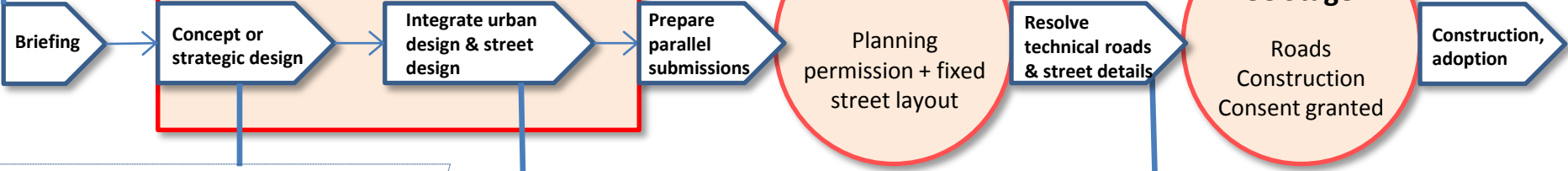
Distinctive	Safe and pleasant	Easy to move around
Welcoming	Adaptable	Resource efficient

ALIGNING PLANNING PERMISSION AND ROADS CONSTRUCTION CONSENT Framework



Timeline...

...Pre-application discussions...



Traffic Generation Street Use:

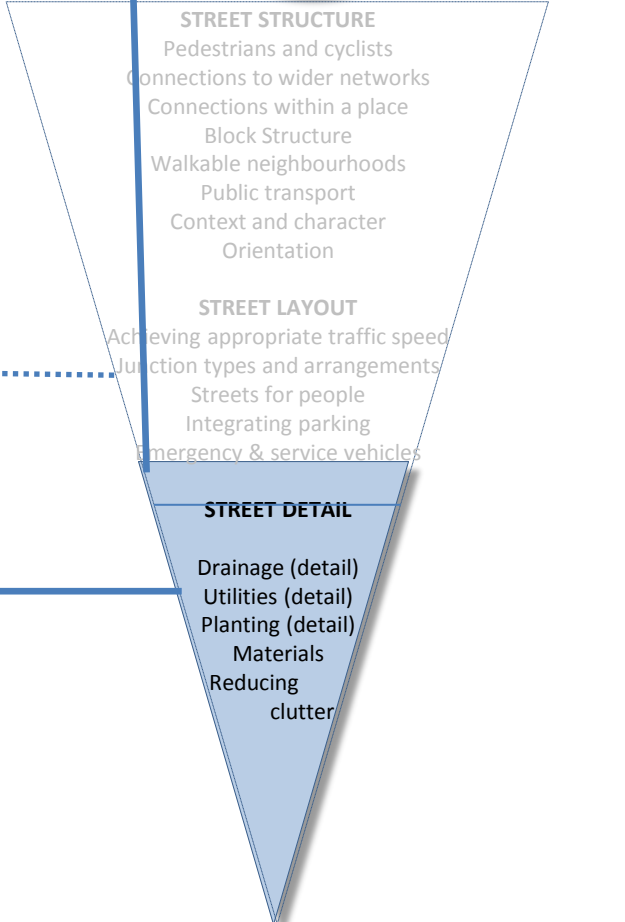
- Pedestrians
- Cyclists
- Inclusivity, accessibility & equality
- Visual quality

Road alignment

- Junction layout
- Tracking
- Visibility
- Landscaping
- (Safety audit stages 1 & 2)

Signs and lining

- Materials palette
- Drainage details
- Utilities
- Construction details



Drainage (strategic)
Utilities (strategic)
Green Infrastructure

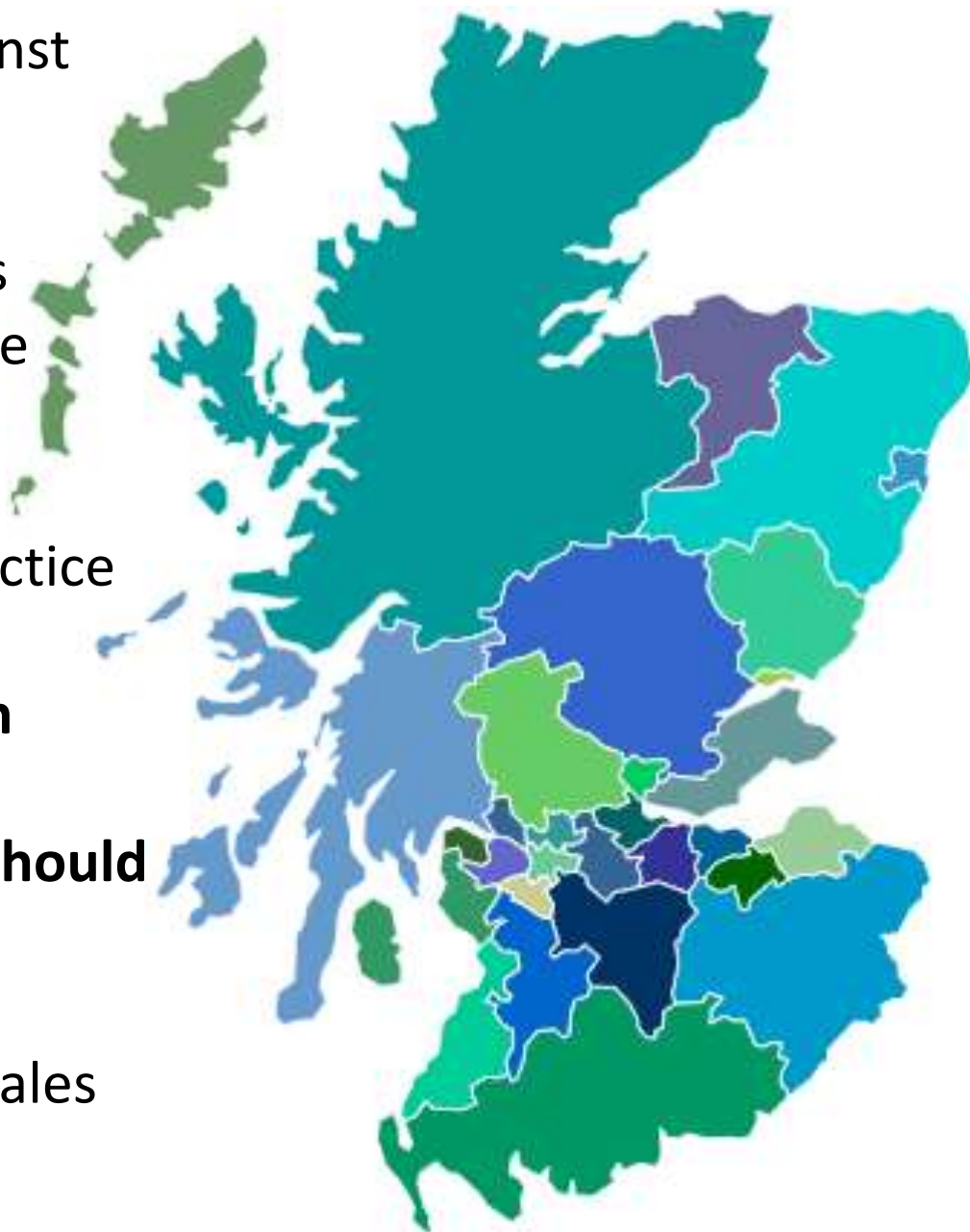
Testing structured approach against live cases shows it can:

- provide **consistency**
- earlier **certainty** for applicants
- be **flexible** to suit local practice

SO publish approach as good practice
AND next step...

**time periods between validation
(minimum requirements) to
determination of RCC (stage 1) should
mirror those in planning.**

Use other tools and processing
agreements to set agreed timescales
for planning and roads.



Guidance -- Process -- Confidence

Joint Housing Delivery Plan for Scotland

Joint Housing Policy and Delivery Group - May 2015

 Joint Housing Delivery Plan for Scotland



Action 6

The processes and timescales associated with obtaining separate planning and roads consents can be impediments to the speed at which developments can move forward. While both require to go through due process there remains scope to streamline the way in which developers interact with local authorities and the engagement between planning and roads teams when seeking consents.

Ref	Purpose	Actions	Leadership	Partners	Current Status and Resources	Timeline
6.	Improve timescales and processes associated with development consents.	Implement work on aligning planning and other consents in four local authority pilot areas to speed up the time from application to approvals.	Scottish Government PAD.	HoPS Local authorities	Project commenced.	Pilots complete, April 2015, next steps identified and taken forward by end 2015.

PURPOSE: Improve timescales and processes associated with development consents.

ACTION: Implement work on AC to speed up time from application to approvals.

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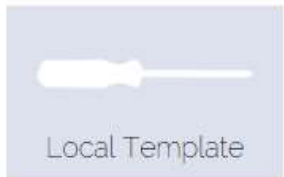


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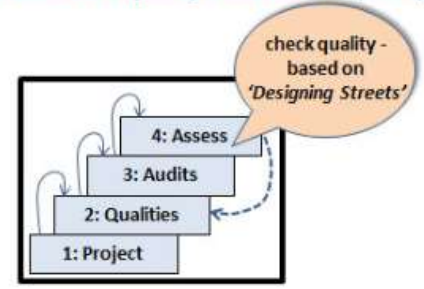
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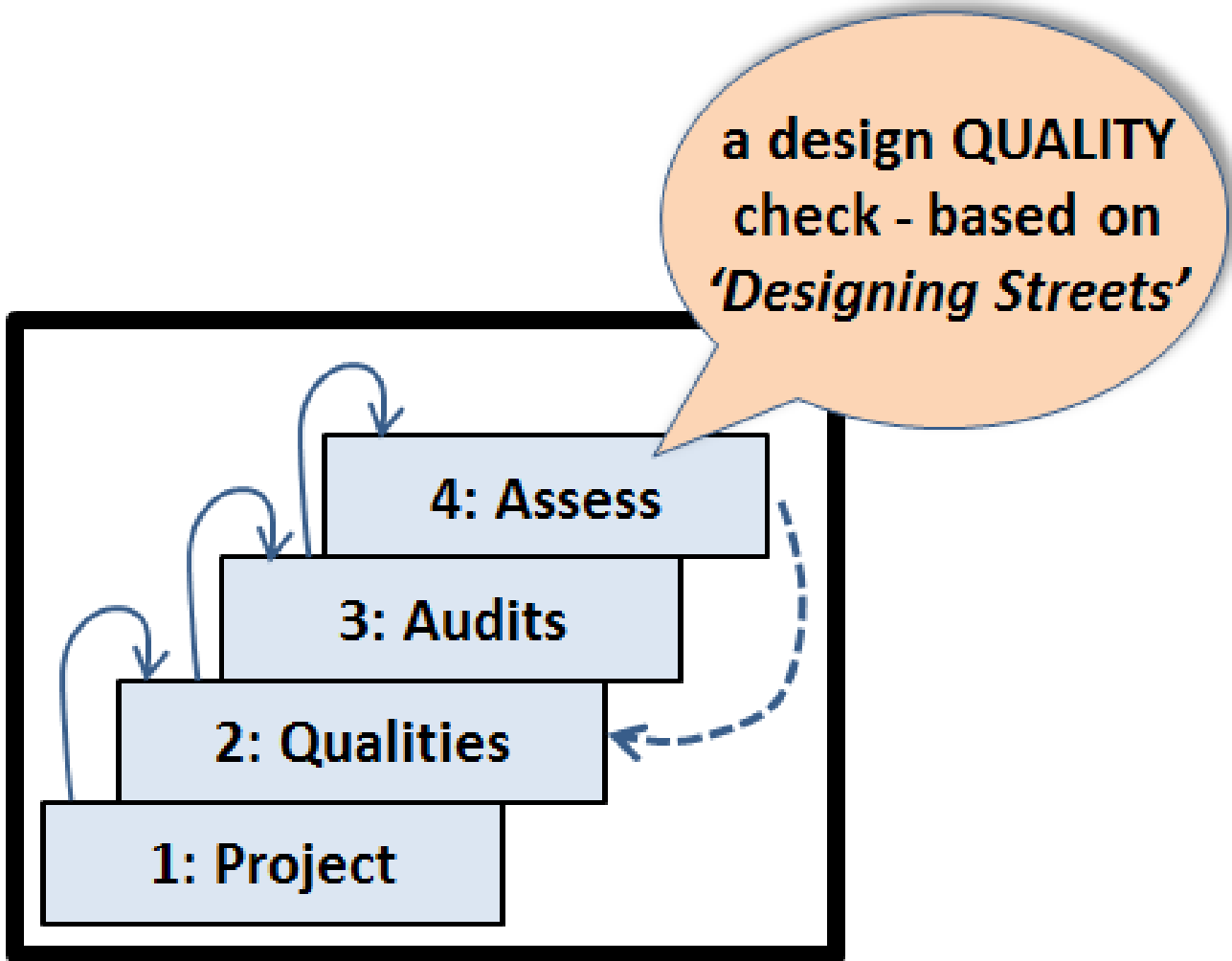
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Click to access the quality audit summary template





Quality Audit Summary Report Template

This QA Summary report template can be used at various stages of the development or design process. It should demonstrate what considerations have been given to the design aspects of **Designing Streets** and provide an audit trail. Summaries of checks against each aspect of design should be added at each stage as far as possible, although street detail matters may not be auditable until later stages. Other specialist technical reports, if required, by a project, should be appended.

**Project name/ site:
Local authority area:**

Project brief
Outline the aims and objectives of the proposed development with a focus the design of the roads and streets...

Step A: Project Reference brief and B-Plan to identify issues

Plan in context

Paste in a layout of the proposal showing its extents and the primary routes through. A plan should use the same base as used in the street analysis tool (under development) that uses B-Plan technique.
Outline the main features of the proposal appropriate to the audit at each stage.
For street structure, in particular, the connections to existing street networks to accommodate future adaptation
For street layout or detail (more for later stages) append site sections and detailed layouts for main junctions or spaces as necessary

Aspects of Design – Street Structure

Pedestrians and cyclists
Sum up how the proposal places pedestrians first & is inclusive...

Connections to wider networks
Sum up how the proposal integrates with surrounding networks...

Connections within a place
Sum up how the proposal contains good connectivity for all modes and users...

Block Structure
Sum up how the distinctive form of the proposal allows good navigation...

Walkable neighbourhoods
Sum up how streets are configured to walkable access to local amenities...

Public transport
Sum up how public transport has been considered at an early stage

Context and character
Sum up how streets derive value from context and variety is present...

Orientation
Sum up how street and open space maximise environmental benefits...

Aspects of Design – Street Layout

Achieving appropriate traffic speed
Sum up how driver behaviour to reduce speeds is influenced by the proposal...

Junction types and arrangements
Sum up how pedestrian needs, and context, are put first...

Streets for people
Sum up how streets/ spaces within the proposal encourage social interaction...

Integrated parking
Sum up how parking needs are met by a variety of means to provide flexibility

Service and emergency vehicles
Sum up how they are accommodated without dominating the layout...

Distinctive	Safe & pleasant	Easy to move around	Welcoming	Adaptable	Resource efficient
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Step B: Qualities
Summarise and record a balanced assessment of each design aspect

Aspects of Design – Street Detail

Pavement
Sum up how appropriate SUDS techniques help minimise impacts...

Utilities
Sum up the accommodation of services without determining the layout ...

Planting
Sum up how natural features are integrated and foster biodiversity...

Materials
Sum up contextual specifications as distinctive durable and maintainable...

Reducing clutter
Sum up how signs, marking, lighting and street furniture feature

Additional information (if required)

Transport Assessment
Building on 'connections...' – sum up the transport appraisal & mitigations such as physical changes to existing connected networks, or travel plans...

Road safety audit
Building on 'achieving appropriate traffic speed' – sum up additional safety issues and append more detailed information as necessary...

Accessibility and Equality audit
Provide details of key features that ensure the scheme will be functional for people with impaired mobility or other disabilities. Demonstrate that the scheme complies with the Equalities Act 2010

Additional audit(s)
Only as necessary where they impact on overall quality of street design, list then add links or append...

Step C: Audits
Summarise/link to additional audits, if necessary

Overall quality assessment of street proposals

Where conflicts arise between different areas of the audit, summarise decision-making leading to a proposed solution.
Refer to multidisciplinary meetings and append a balanced risk assessment with likelihood and severity of the most significant residual risks, if appropriate.
Judging overall quality is especially important at planning application stage when Designing Streets is a material consideration...

Step D: Assess
Form a balanced judgement: streets as part of a place

date	project stage	auditor	notes

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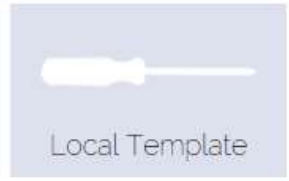


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CASE STUDY GLASGOW COMMONWEALTH GAMES VILLAGE

Name of development
Glasgow Commonwealth Games Athletes' Village

Date completed
2014 (Commonwealth Games)/2015 (public occupation)

Development type
Residential (including a care home)

Location
Dalmarnock, City of Glasgow

Architect/others designers
RMJM / AECOM, Turleys and Brindley Associates (landscape design)

Full engineering design service
WSP

Client
Glasgow City Council (GCC)

Developer
City Legacy Homes (consortium of CCG Homes Ltd, Cruden, Mactaggart & Mickel and the Malcolm Group)

With thanks to DPT Urban Design, WSP, CCG Homes and City Legacy for images



Looking northeast along London Avenue, May 2014

This case study is part of a programme of work to implement Designing Streets via an online TOOLBOX



Scottish Government
Planning and Architecture

Victoria Quay
Edinburgh EH6 6QQ
architecture@scotland.gsi.gov.uk

Architecture + Design Scotland

The Lighthouse
11 Mitchell Lane
Glasgow G1 3NU
melenkono@scotlanddesigns.org.uk

Background

This site by the river Clyde is at the heart of one of Europe's largest regeneration areas, approximately 5km southeast of Glasgow City Centre. During the mid-2000s Glasgow City Council (GCC) organised a design-led bid for the Commonwealth Games that included using this mostly unoccupied brownfield land. So when the bid was successful in 2007 there were already strong urban design principles in place for proposals to integrate new streets with drainage infrastructure.

The National Planning Framework (NPF2 2009) designated the village as a National Development enabling the development phase to proceed within a supportive overview of certainty on investment for all stakeholders. A successful four and half year partnership between public (GCC) and private (City Legacy) sectors ensured project delivery within budget and by the deadline demanded by the Games Organising Committee.

This first phase was 700 purpose-built units and a 120-bed care home to house 6500 athletes and officials. During late 2014 it is being refitted into mixed-tenure housing.

Design, planning, maintenance and adoption

The north part of the site is sloping but the south part shown in the plan (overleaf) is fairly flat. Suitably treated and attenuated surface water and wholly separated foul water is collected then discharged to either the River Clyde or Scottish Water's drainage network respectively, within agreed flow rates. Removing surface water that falls on the masterplanned area from entering the existing combined sewer network releases capacity in the local wastewater treatment works, providing a more ecologically sustainable site solution.

Run-off from impermeable areas including roofs is routed either to porous paved lightly-trafficked areas or directly into below ground SUDS features such as bio-retention cells for treatment and attenuation.

Foul and surface water sewers comply with 'Sewers for Scotland 2nd Edition' with capacity to serve future development and align with the Metropolitan Glasgow Drainage Partnership vision.

The vesting and adoption of the surface water drainage/ SUDS facilities will be shared between Scottish Water and GCC.

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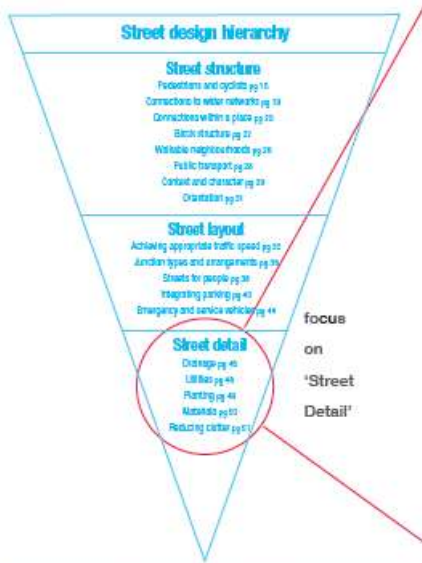
CASE STUDY STREET DETAIL GLASGOW COMMONWEALTH GAMES ATHLETES' VILLAGE



Architecture + Design Scotland
Athenachill in Dalhousie na h-Arda



The Scottish Government
Riaghais na h-Arda



DRAINAGE/SUDS (sustainable urban drainage systems)
 Surface water run-off is conveyed into carrier drains or landscape features. These include swales the 'canal' (a new linear wetland) and retention pond. Detention ponds are also defined.

After passing through two levels of treatment (firstly permeable paving in lightly trafficked areas), surface water can ultimately discharge into the river. Outfalls between the new 'canal' and the Clyde are designed to keep levels consistent within the new SUDS facilities.

UTILITIES

District heating from an onsite energy centre including a combined heat and power (CHP) engine is piped underground to all homes (and to sports facilities). It is integrated within a combined utilities trench.

PLANTING

The cover image shows the planting around the central canal as anticipated when it reaches maturity. It will be a pleasant amenity that should add value to the whole built environment as well as a vital part of the SUDS strategy.

MATERIALS

A mixed surface palette of block paving, low kerbs, asphalt and contained planted areas connect well in tone and colour with the built form of the houses and flats. Gabions are filled with crushed sandstone recovered from demolition of buildings that used to be here.

SUMMARY:

Suds solution provides a distinct identity and focus to the place – it should become a positive amenity for all residents.

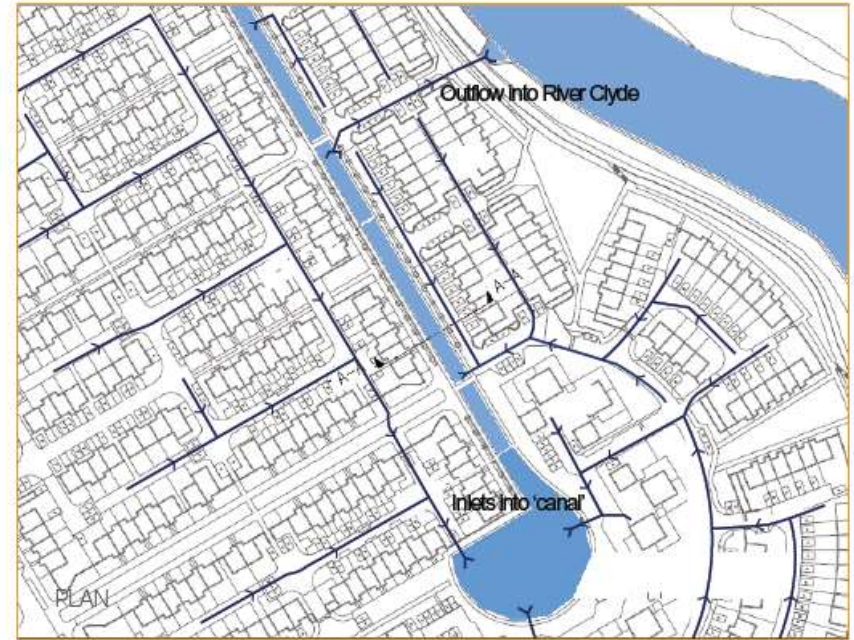
Design mimics natural drainage routes to allow run-off into the river.

Physical investment in regeneration has been consistently design-led right down to detail.

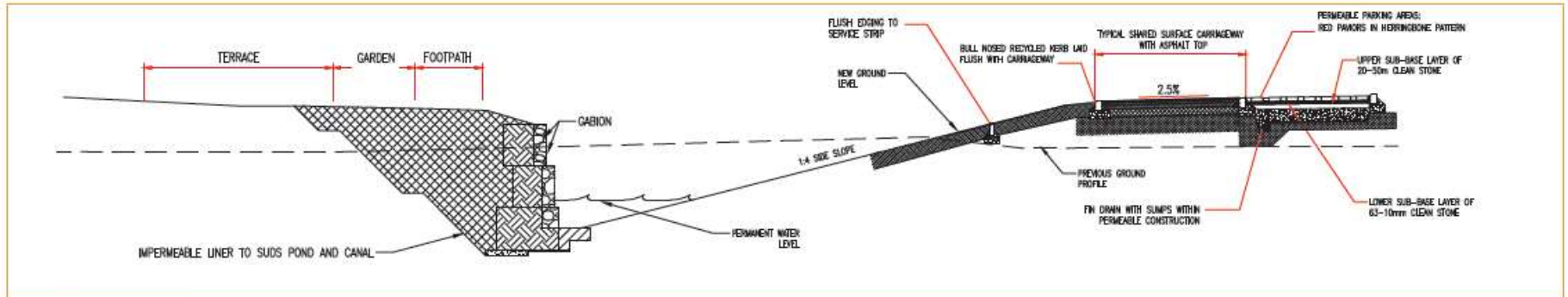
Following occupation by residents in 2015, the performance of design aspects such as the porous paved areas can be reviewed.



Looking northwest along Auckland Wynd, May 2014



Part of the southern end of the development showing surface water drains flowing into central canal and pond, then links to the River Clyde (lines are indicative only).



Section AA through central canal

CASE STUDY WAUCHOPE SQUARE, CRAIGMILLAR

Name of development
Wauchope Square, Edinburgh.

Date completed
Phase 1 – 2008 and Phase 7 – 2009 (Also since, Phase 8 and part of Phase 2)

Development type
Mixed-tenure housing plus primary schools

Location
Craigmillar, City of Edinburgh

Masterplanners
Primarily Page/Park (for Wauchope Square) with Ian White Associates, Llewellyn Davies (UDF stage)

Architect
Page/Park Architects, Elder and Cannon Architects

Engineering design
W A Fairhurst and URS

Landscape architect
Ian White Associates

Client
PARC Craigmillar

With thanks to HarrisonStevens and Ian White Associates for images.



Sign explaining permeable surface to public

Background

The Craigmillar Urban Design Framework (UDF) sets out co-ordinated development to regenerate the area. Wauchope Square sits to the north of the area, adjacent to Craigmillar's town centre.

Each masterplan consists of blocks with perimeter streets consisting of a mixture of apartments, terraces and townhouses. A hierarchy of 'connector' and local streets is defined with priority given to movement on foot. Spatial enclosure is achieved by challenging street widths and driver speeds should also be influenced by the proximity of front doors, the use of contained planting, street furniture and on-street parking.

The arrangement of homes and streetscape pioneers shared surface design and implementation in Scotland.

Design, planning, maintenance and adoption

For this large regeneration project, the client worked with the local authority to take forward planning and roads consent (RCC) at the same time. These discussions involved: the actual design of the streets; considering routes to school within a safe street environment for all users; and extensive negotiation to determine the extents of SUDS/surface water adoption.

The project was one of Scotland's first adopted porous block paved surfaces. A sign post was erected to inform the public on the different surfaces used on site.

Some materials have not been as durable as intended. There have been steel rails edging the planted areas which have not withstood impacts from vehicles (although young trees have been protected) and the street features that these form part of have sometimes been too low to sufficiently limit driver forward visibility.

This project features as a detailed worked example within the **SUDS for Roads Guidance Manual** (produced by the SUDS Working Party, SCOTS* and WSP). It describes the scoping stage that evaluated technical factors such as topography and geology as well as social factors such as the location at the centre of a new community with primary schools. Bioretention and permeable block paving were proposed as the most appropriate SUDS measures.

*Society of Chief Officers of Transportation in Scotland

This case study is part of a programme of work to implement Designing Streets via an online TOOLBOX.



Scottish Government
Planning and Architecture

Victoria Quay
Edinburgh EH6 6QQ

architecture@scotland.gsi.gov.uk

Architecture + Design Scotland

The Lighthouse
11 MERRILL LANE
GLASGOW G1 3MJ

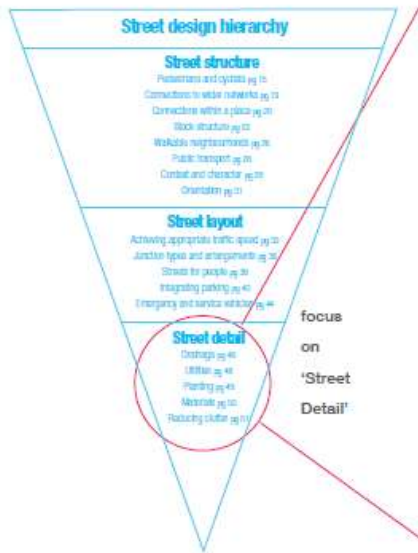
mailto:info@architectureanddesignscotland.org.uk

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CASE STUDY STREET DETAIL WAUCHOPE SQUARE, CRAIGMILLAR





Typical edge between parking and residential boundary

DRAINAGE/ SUDS (sustainable urban drainage systems)
 Run-off is directed to permeable parts of the surface. Therefore diffused flow forms the first level of water treatment. A sub-base of graded clean stone then provides storage (contributing further to attenuation of flow) and filtering action as a second level of treatment. Excess discharges into the Scottish Water sewer at the edge of the masterplanned area.

UTILITIES
 It was vital that service strips were designated due to use of permeable paving. This means that any remedial work should be confined to dedicated routes.

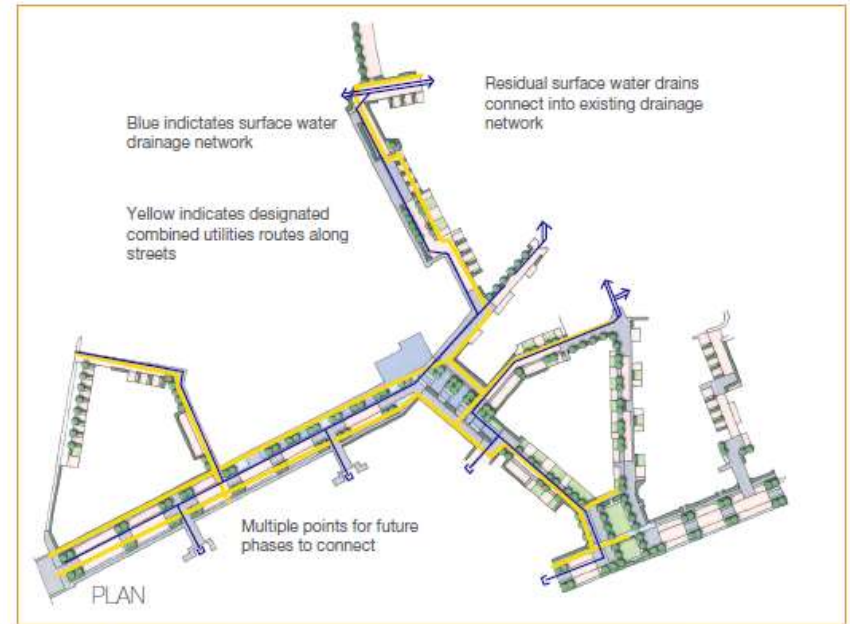
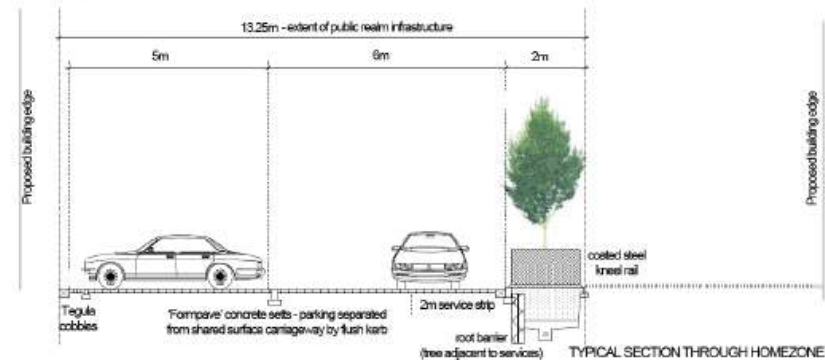
The shared space principles of the street design means pavements or sidewalks do not so obviously define utility routes.

PLANTING
 Trees are specified to thrive under the constrained narrow urban streets. Low shrubs and hedging contained in small 'blocks' of landscape soften the edges of the chicane or narrowing elements of streets, intended to influence driver behaviour towards slower speeds.

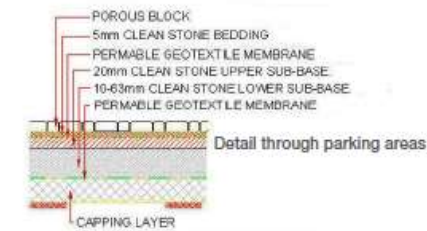
MATERIALS
 Block paving throughout creates a domestic feel and scale to all streets. Different types of block paving are used to emphasise function such as areas for pedestrians only or for parked vehicles.

REDUCING CLUTTER
 Changes in material, patterns of laying and flush kerbs emphasise changes in street priorities. Painted line markings are avoided.

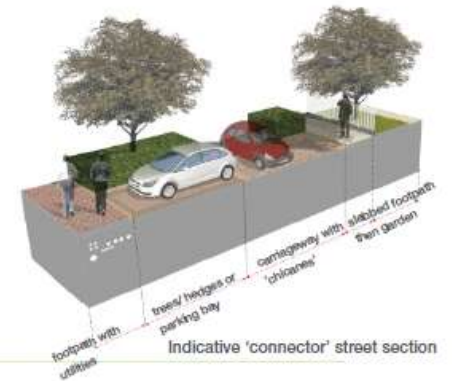
SUMMARY:
 Integrated utilities are below level shared surfaces and connections are allowed into future phases.
 Varied street materials with some areas of permeable paving support safe streets for people to walk and play.
 There has been some lack of material durability and difficulty in establishing maintenance regimes with local authority.

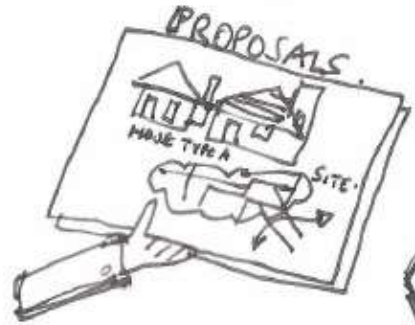


Plan of part of development showing surface water drain runs and combined utilities routes (lines are indicative only).

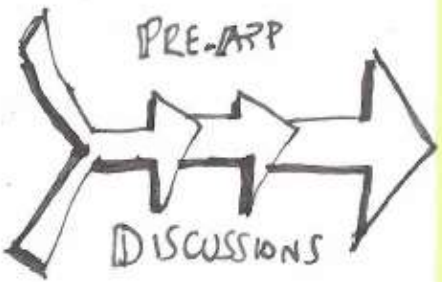


Hard edge to street Timber panels screen and protect wheelie bins





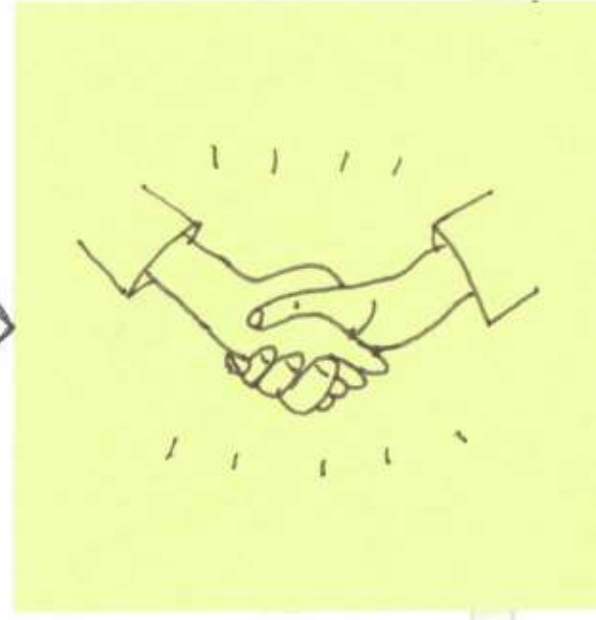
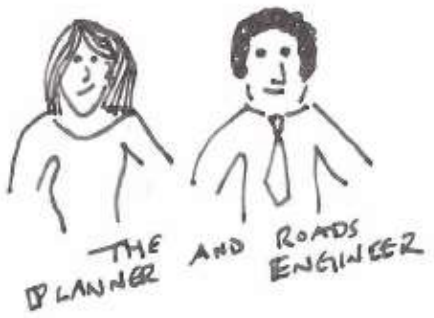
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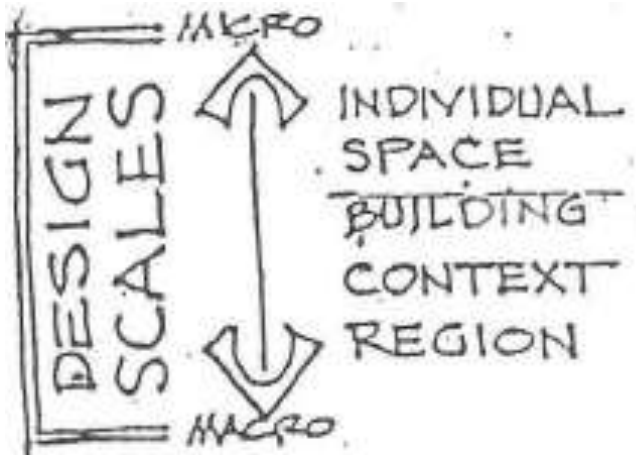


DISCUSSIONS



POLICY, GUIDANCE, DEVELOPMENT BRIEFS.





FASHION AND INDUSTRIAL DESIGNER,
 FACILITIES AND INTERIOR DESIGNER,
 ARCHITECT AND SYSTEMS ENGINEER,
 LANDSCAPE ARCHITECT AND PLANNER,
 URBAN AND REGIONAL PLANNER.

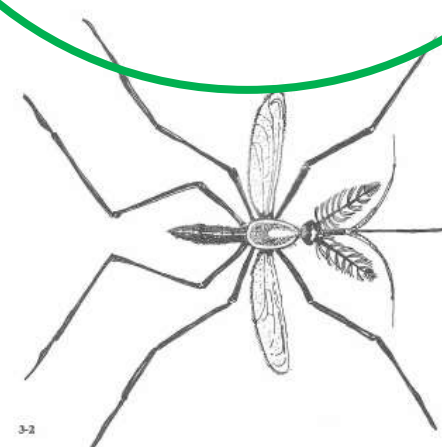
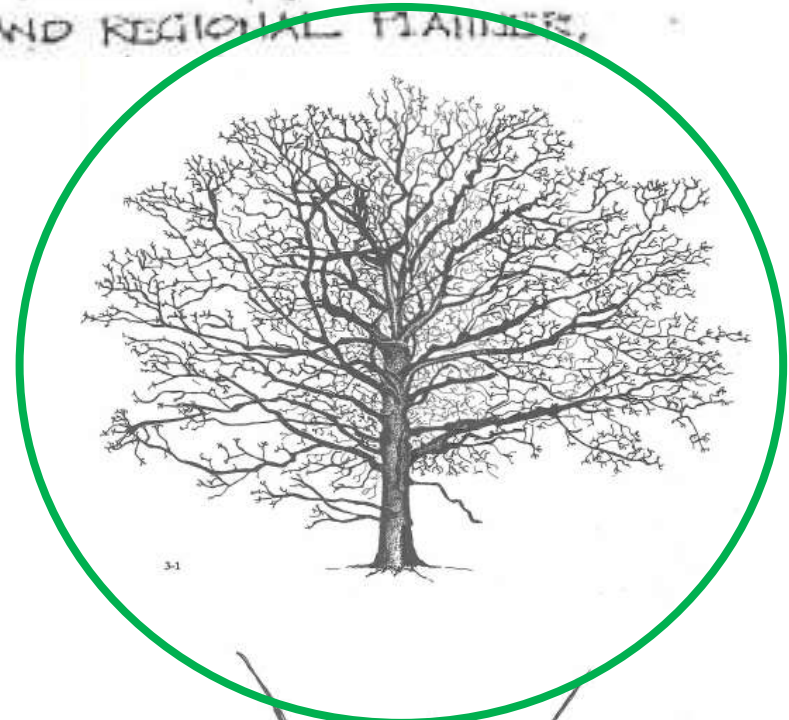
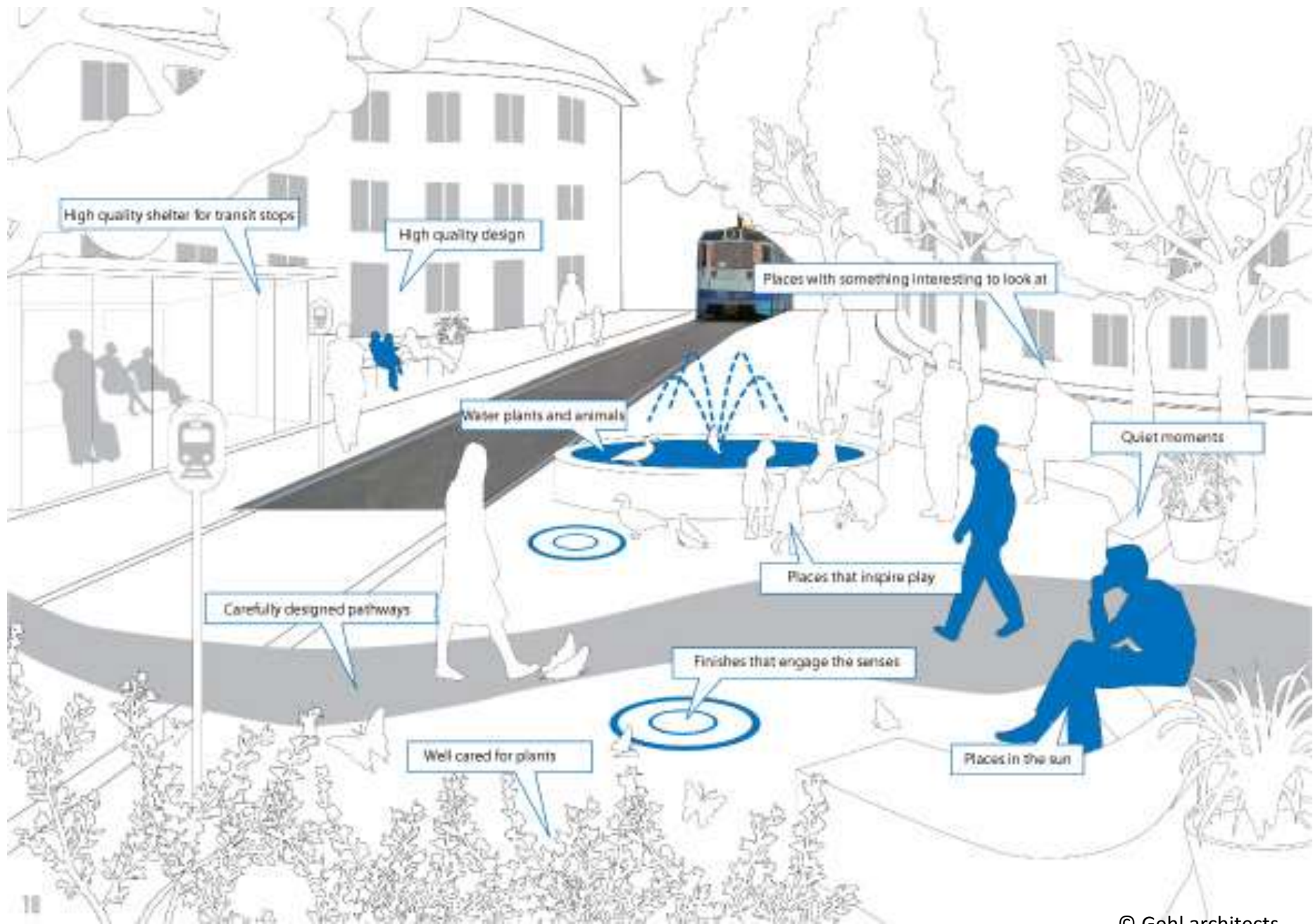


Image © Christopher Williams
 (Origins of Form) 1981

Design/think at eye level





TOWN CENTRE TOOLKIT



The Scottish
Government
Riaghaltas na h-Alba

● Installing street trees in public spaces

Street trees can give relief to otherwise 'hard' public spaces. Mature trees are an investment and seeking out the appropriate guidance is advised to give them best chance of longevity.

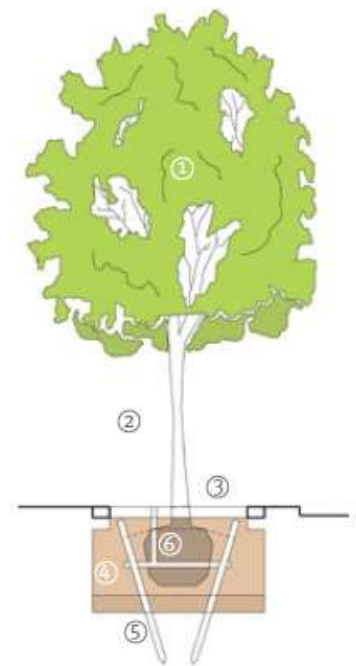
Trees can have a hugely positive impact on streets and spaces, as they provide a softness with which people generally feel more comfortable; break down the scale of a space; and moderate environmental factors.

- You may wish to consider the selective siting of street trees to reinforce a key route or space. Street trees can provide shelter from the wind for areas of seating and moderate microclimate and are also very good at moderating air pollution. Trees can be used very effectively to break up larger areas of car parking and should be encouraged in this context.
- Tree specimens should be selected to respond to context, be robust, and be appropriate for an urban environment. Common specimens that can be used in Scottish urban environments include Silver Birch, Rowan and Scots Pine.

- Careful consideration needs to be given to appropriate tree selection, their location and how they are planted. Detailed advice is contained in the Centre for Ecology and Hydrology document, Tree Roots in the Built Environment.
- If possible, semi-mature trees should be planted. Slow-growing species with narrow trunks and canopies above 2m should be considered.
- Maintenance arrangements for all planted areas need to be established at an early stage, as they affect the design, including the choice of species and their locations. The approval and maintenance of proposed planting within the street boundary will be required to comply with Sections 50 and 51 of the Roads (Scotland) Act 1984.
- Alternatives to formal adoption may require innovative arrangements to secure long-term management of planting.

Tree planting in existing town centre locations can often present challenges to fit them between underground services and their continuing maintenance. However, the benefits that trees add to a town centre can outweigh these challenges.

"Designing Streets: A Policy Statement for Scotland" Scottish Government



The diagram and notes show how trees can be planted despite limited space.

1. Tree species should be appropriate to environment and soil type.
2. Tree spacing should be considered relative to expected canopy and height dimensions.
3. Options for surface finish include tree grilles and resin bound surfaces – consideration should be given to load bearing capacity if vehicle overrun is likely.
4. Tree root growth can be managed with a root barrier installed to the edges of the tree pit or a root director and by compacting earth around the pit or director.
5. Below ground tree support looks better such as with three stakes as shown, or with structure or straps over the root ball however, where this is not practicable, above ground staking can be used.
6. An irrigation pipe leading from the surface to approximately 2/3 depth of root ball and encircling the root ball gives best irrigation.



GREEN INFRASTRUCTURE

DESIGN AND PLACEMAKING

from grey

to

green infrastructure

road bollards



street trees

– natural traffic slowing measures

traditional roofs



green/living roofs

engineered flooding solutions



SUDs, swales and natural
flood management

standard roads and sewers



permeable paving, incorporating water
storage in the sub base of the street

single function
eg super sized rainwater pipes



multifunctional

eg swales, wetlands, unculverted watercourses
that can manage large volumes of water and
also provide aesthetic benefits, recreational
opportunities, and benefits for wildlife



George and Dragon Pub before; and after, showing carriageway narrowing and planters



Photo CS14





Image © Proctor and Matthews Architects



Image © Proctor and Matthews Architects

Layout



Before - Grid like set



After - Hierarchy of streets



Before



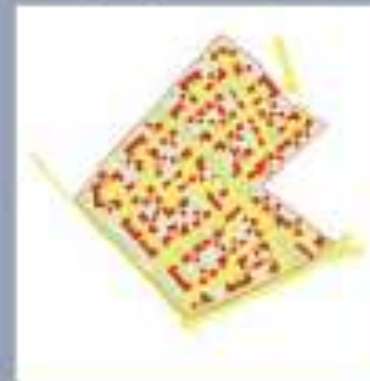
After

Scenario B Plan. Bringing movement, buildings and open space all together



Before

- 20% Movement
- 10% Buildings
- 10% Open space (Public)
- 50% Open space (Private)



After

- 20% Movement
- 20% Buildings
- 10% Open space (Public)
- 40% Open space (Private)



Image © Page and Park, Hypostyle



Image © Kate Hendry

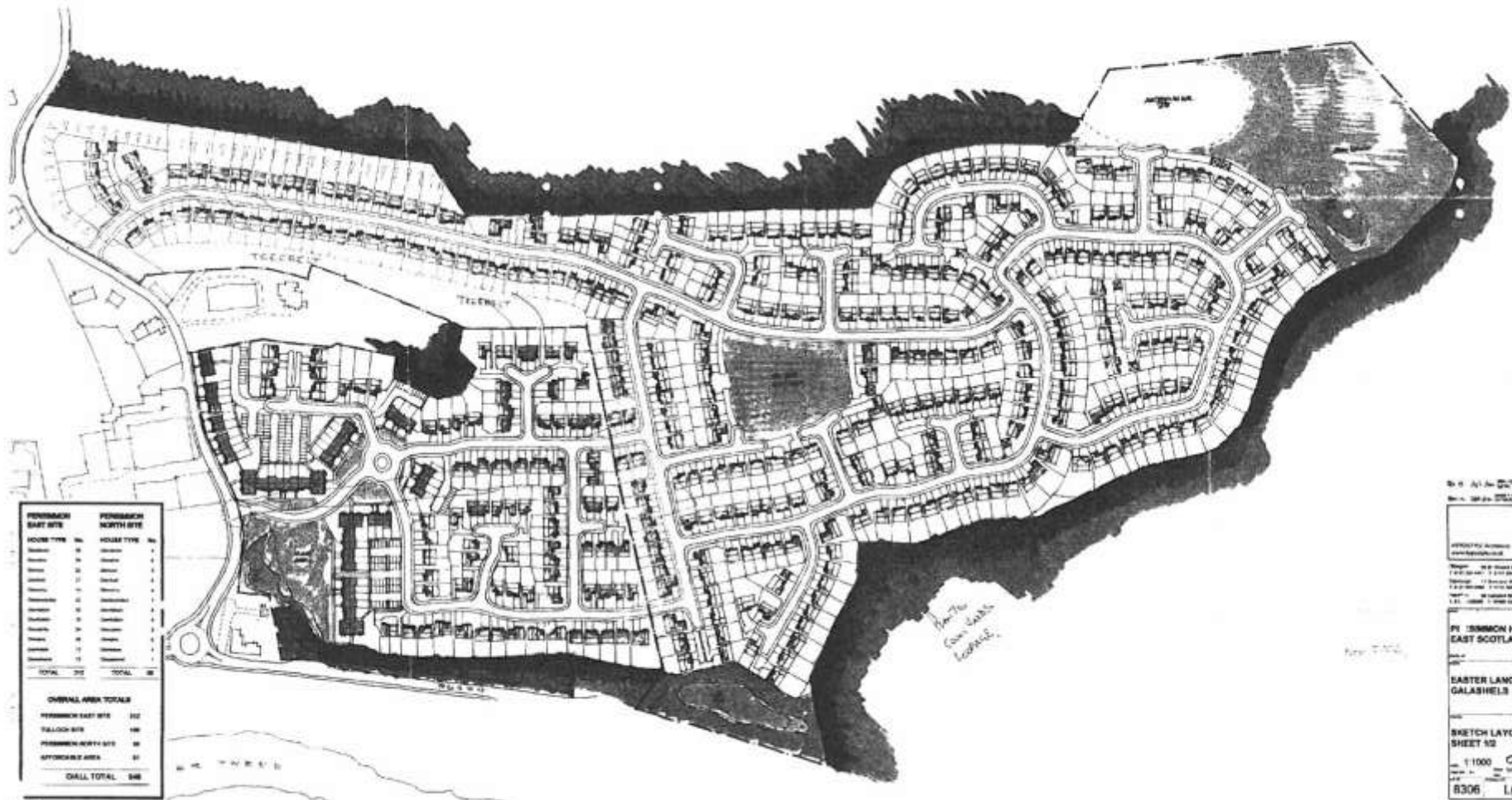


standard uniform approach



design-led process for distinctive places





PENNINGTON EAST SITE		PENNINGTON NORTH SITE	
HOUSE TYPE	No.	HOUSE TYPE	No.
1	10	1	10
2	10	2	10
3	10	3	10
4	10	4	10
5	10	5	10
6	10	6	10
7	10	7	10
8	10	8	10
9	10	9	10
10	10	10	10
11	10	11	10
12	10	12	10
13	10	13	10
14	10	14	10
15	10	15	10
16	10	16	10
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91	10	91	10
92	10	92	10
93	10	93	10
94	10	94	10
95	10	95	10
96	10	96	10
97	10	97	10
98	10	98	10
99	10	99	10
100	10	100	10
TOTAL	200	TOTAL	200

OVERALL AREA TOTALS	
PENNINGTON EAST SITE	200
TALLOCH SITE	100
PENNINGTON NORTH SITE	100
STORAGE AREA	50
GRAND TOTAL	450

From the
Coun. Plans
Landscape

20 1/2 A1 A2 A3 A4 A5 A6 A7 A8 A9 A10 A11 A12 A13 A14 A15 A16 A17 A18 A19 A20 A21 A22 A23 A24 A25 A26 A27 A28 A29 A30 A31 A32 A33 A34 A35 A36 A37 A38 A39 A40 A41 A42 A43 A44 A45 A46 A47 A48 A49 A50 A51 A52 A53 A54 A55 A56 A57 A58 A59 A60 A61 A62 A63 A64 A65 A66 A67 A68 A69 A70 A71 A72 A73 A74 A75 A76 A77 A78 A79 A80 A81 A82 A83 A84 A85 A86 A87 A88 A89 A90 A91 A92 A93 A94 A95 A96 A97 A98 A99 A100 A101 A102 A103 A104 A105 A106 A107 A108 A109 A110 A111 A112 A113 A114 A115 A116 A117 A118 A119 A120 A121 A122 A123 A124 A125 A126 A127 A128 A129 A130 A131 A132 A133 A134 A135 A136 A137 A138 A139 A140 A141 A142 A143 A144 A145 A146 A147 A148 A149 A150 A151 A152 A153 A154 A155 A156 A157 A158 A159 A160 A161 A162 A163 A164 A165 A166 A167 A168 A169 A170 A171 A172 A173 A174 A175 A176 A177 A178 A179 A180 A181 A182 A183 A184 A185 A186 A187 A188 A189 A190 A191 A192 A193 A194 A195 A196 A197 A198 A199 A200 A201 A202 A203 A204 A205 A206 A207 A208 A209 A210 A211 A212 A213 A214 A215 A216 A217 A218 A219 A220 A221 A222 A223 A224 A225 A226 A227 A228 A229 A230 A231 A232 A233 A234 A235 A236 A237 A238 A239 A240 A241 A242 A243 A244 A245 A246 A247 A248 A249 A250 A251 A252 A253 A254 A255 A256 A257 A258 A259 A260 A261 A262 A263 A264 A265 A266 A267 A268 A269 A270 A271 A272 A273 A274 A275 A276 A277 A278 A279 A280 A281 A282 A283 A284 A285 A286 A287 A288 A289 A290 A291 A292 A293 A294 A295 A296 A297 A298 A299 A300 A301 A302 A303 A304 A305 A306 A307 A308 A309 A310 A311 A312 A313 A314 A315 A316 A317 A318 A319 A320 A321 A322 A323 A324 A325 A326 A327 A328 A329 A330 A331 A332 A333 A334 A335 A336 A337 A338 A339 A340 A341 A342 A343 A344 A345 A346 A347 A348 A349 A350 A351 A352 A353 A354 A355 A356 A357 A358 A359 A360 A361 A362 A363 A364 A365 A366 A367 A368 A369 A370 A371 A372 A373 A374 A375 A376 A377 A378 A379 A380 A381 A382 A383 A384 A385 A386 A387 A388 A389 A390 A391 A392 A393 A394 A395 A396 A397 A398 A399 A400 A401 A402 A403 A404 A405 A406 A407 A408 A409 A410 A411 A412 A413 A414 A415 A416 A417 A418 A419 A420 A421 A422 A423 A424 A425 A426 A427 A428 A429 A430 A431 A432 A433 A434 A435 A436 A437 A438 A439 A440 A441 A442 A443 A444 A445 A446 A447 A448 A449 A450 A451 A452 A453 A454 A455 A456 A457 A458 A459 A460 A461 A462 A463 A464 A465 A466 A467 A468 A469 A470 A471 A472 A473 A474 A475 A476 A477 A478 A479 A480 A481 A482 A483 A484 A485 A486 A487 A488 A489 A490 A491 A492 A493 A494 A495 A496 A497 A498 A499 A500 A501 A502 A503 A504 A505 A506 A507 A508 A509 A510 A511 A512 A513 A514 A515 A516 A517 A518 A519 A520 A521 A522 A523 A524 A525 A526 A527 A528 A529 A530 A531 A532 A533 A534 A535 A536 A537 A538 A539 A540 A541 A542 A543 A544 A545 A546 A547 A548 A549 A550 A551 A552 A553 A554 A555 A556 A557 A558 A559 A560 A561 A562 A563 A564 A565 A566 A567 A568 A569 A570 A571 A572 A573 A574 A575 A576 A577 A578 A579 A580 A581 A582 A583 A584 A585 A586 A587 A588 A589 A590 A591 A592 A593 A594 A595 A596 A597 A598 A599 A600 A601 A602 A603 A604 A605 A606 A607 A608 A609 A610 A611 A612 A613 A614 A615 A616 A617 A618 A619 A620 A621 A622 A623 A624 A625 A626 A627 A628 A629 A630 A631 A632 A633 A634 A635 A636 A637 A638 A639 A640 A641 A642 A643 A644 A645 A646 A647 A648 A649 A650 A651 A652 A653 A654 A655 A656 A657 A658 A659 A660 A661 A662 A663 A664 A665 A666 A667 A668 A669 A670 A671 A672 A673 A674 A675 A676 A677 A678 A679 A680 A681 A682 A683 A684 A685 A686 A687 A688 A689 A690 A691 A692 A693 A694 A695 A696 A697 A698 A699 A700 A701 A702 A703 A704 A705 A706 A707 A708 A709 A710 A711 A712 A713 A714 A715 A716 A717 A718 A719 A720 A721 A722 A723 A724 A725 A726 A727 A728 A729 A730 A731 A732 A733 A734 A735 A736 A737 A738 A739 A740 A741 A742 A743 A744 A745 A746 A747 A748 A749 A750 A751 A752 A753 A754 A755 A756 A757 A758 A759 A760 A761 A762 A763 A764 A765 A766 A767 A768 A769 A770 A771 A772 A773 A774 A775 A776 A777 A778 A779 A780 A781 A782 A783 A784 A785 A786 A787 A788 A789 A790 A791 A792 A793 A794 A795 A796 A797 A798 A799 A800 A801 A802 A803 A804 A805 A806 A807 A808 A809 A810 A811 A812 A813 A814 A815 A816 A817 A818 A819 A820 A821 A822 A823 A824 A825 A826 A827 A828 A829 A830 A831 A832 A833 A834 A835 A836 A837 A838 A839 A840 A841 A842 A843 A844 A845 A846 A847 A848 A849 A850 A851 A852 A853 A854 A855 A856 A857 A858 A859 A860 A861 A862 A863 A864 A865 A866 A867 A868 A869 A870 A871 A872 A873 A874 A875 A876 A877 A878 A879 A880 A881 A882 A883 A884 A885 A886 A887 A888 A889 A890 A891 A892 A893 A894 A895 A896 A897 A898 A899 A900 A901 A902 A903 A904 A905 A906 A907 A908 A909 A910 A911 A912 A913 A914 A915 A916 A917 A918 A919 A920 A921 A922 A923 A924 A925 A926 A927 A928 A929 A930 A931 A932 A933 A934 A935 A936 A937 A938 A939 A940 A941 A942 A943 A944 A945 A946 A947 A948 A949 A950 A951 A952 A953 A954 A955 A956 A957 A958 A959 A960 A961 A962 A963 A964 A965 A966 A967 A968 A969 A970 A971 A972 A973 A974 A975 A976 A977 A978 A979 A980 A981 A982 A983 A984 A985 A986 A987 A988 A989 A990 A991 A992 A993 A994 A995 A996 A997 A998 A999 1000

PROJECT ADDRESS
 PROJECT NO.
 DATE
 SCALE
 DRAWN BY
 CHECKED BY
 APPROVED BY

PENNINGTON HOMES
 EAST SCOTLAND LTD
 EASTER LANGLEE,
 GALASHIELS

SKETCH LAYOUT
 SHEET 52
 1:1000 OPTIC
 8306 1/0002





1. Resource use - shared
2. Adaptability and Maintenance - cared for
3. Well-being - within and beyond the building



'place' :

- the environment in which we live
- the people that inhabit these spaces
- the quality of life that comes from the interaction of people and their surroundings



Creating Places

A Place Standard for Scotland

Scottish Government

NHS Health Scotland

A+DS



Architecture+DesignScotland
Ailtearachd is Dealbhadh na h-Alba



Place and Health Inequalities?

The environment that surrounds us
has substantial influence over our
health and wellbeing

It provides us with basic needs

It can be hazardous

It can be detrimental to health

It can create and nurture health



Image Flickr Lawrence OP

PLACE STANDARD

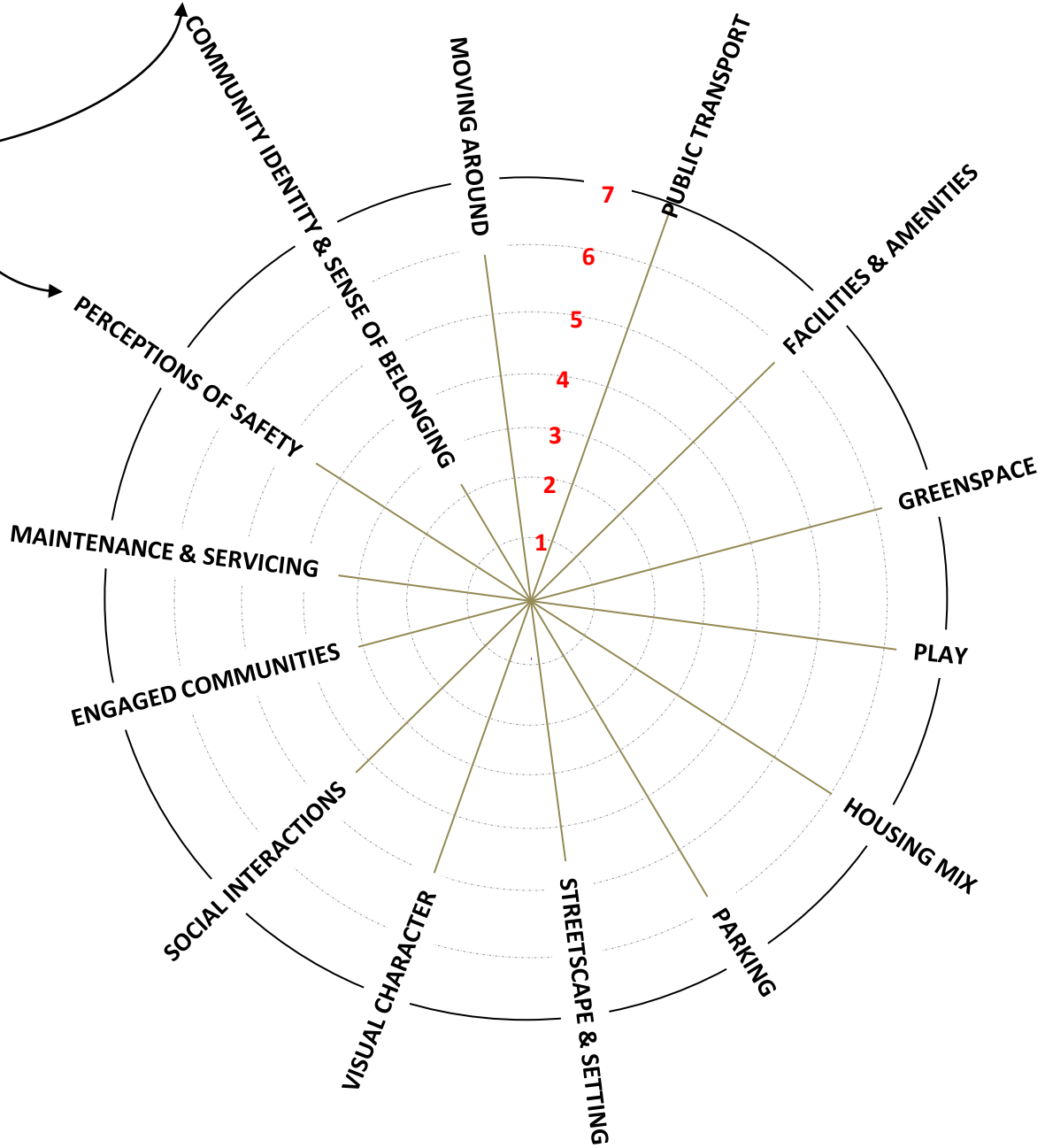
Good Places Better Health for Scotland's Children

Prepared by the Evaluation Group
of Good Places Better Health



"We wish to see a Scotland where a Scottish Neighbourhood Quality Standard is used for neighbourhood asset development."

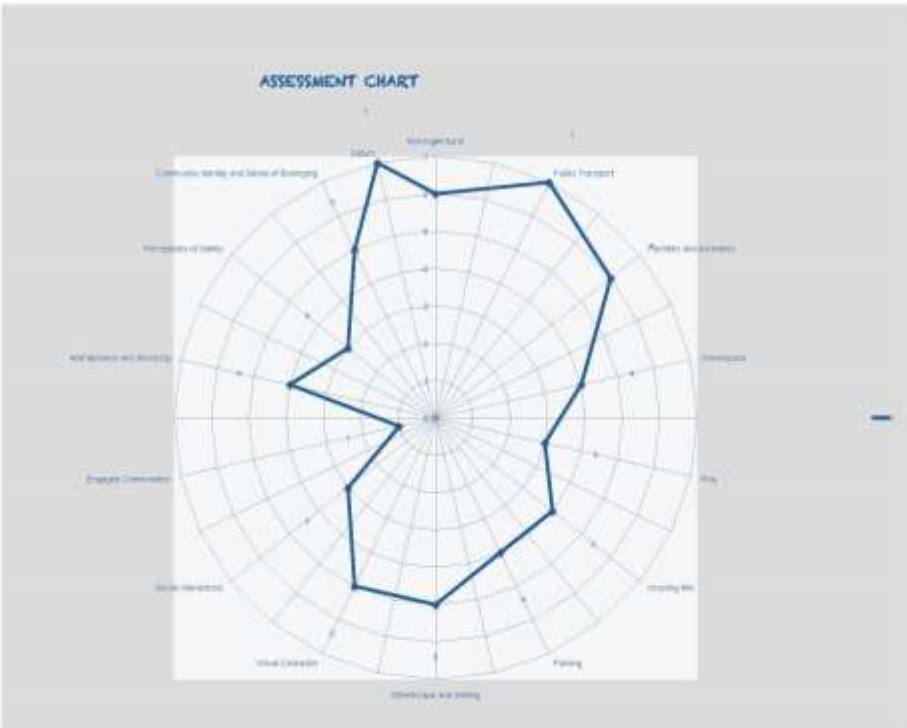
Conversations

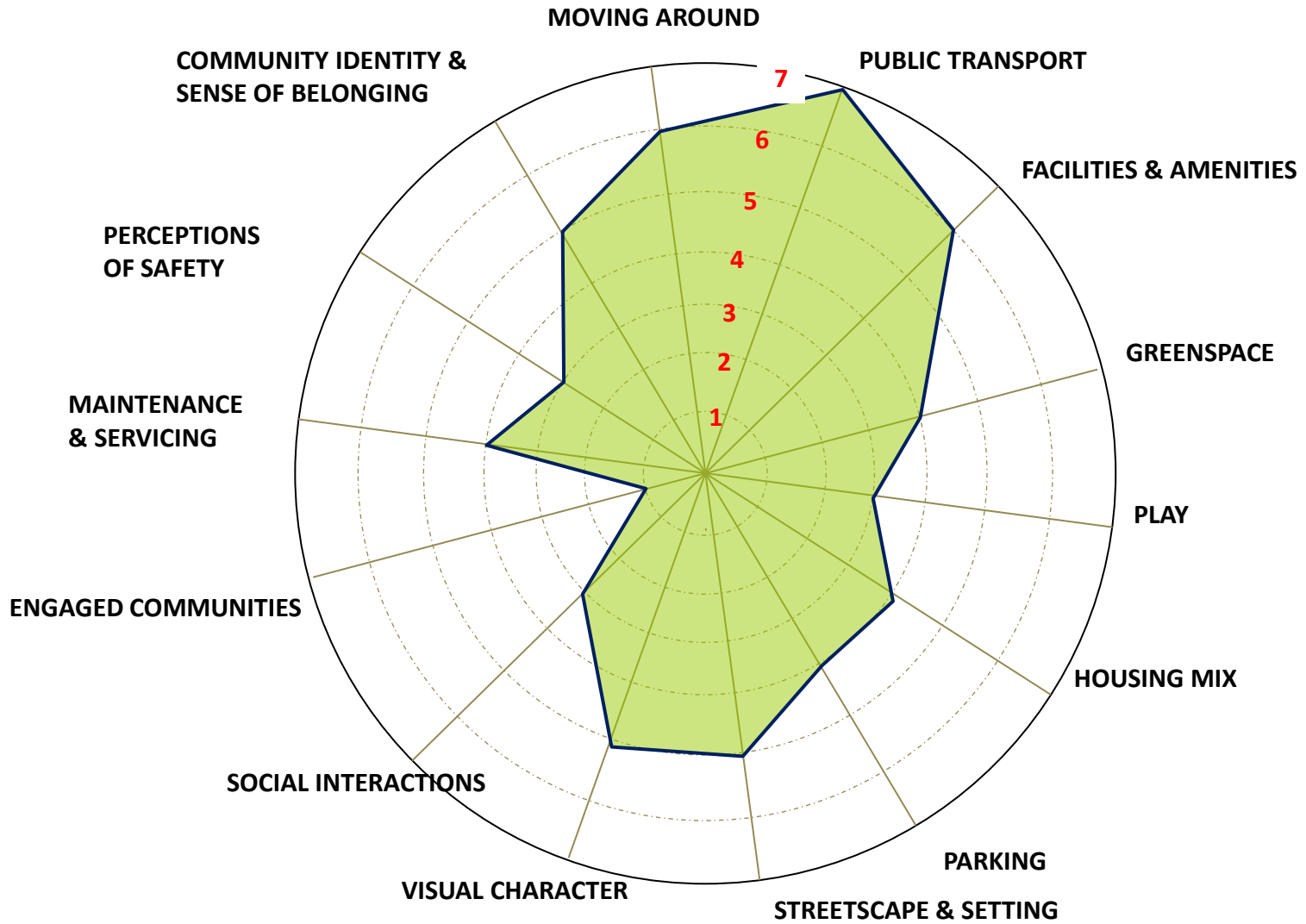


Themes	My Assessment	Questions	Considerations
Walking Around		Does walking your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Public Transport		Is there a convenient public transport system that supports your needs?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Facilities and Services		Do you have the facilities and services that support your needs?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Green Space		Do you have opportunities to experience green spaces and outdoor facilities in your neighbourhood?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Play		Does your neighbourhood provide a range of opportunities for play?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Healthcare		Does the location of your neighbourhood support your health and wellbeing?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Parking		Does your neighbourhood have a sufficient level of parking for your needs?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Streetlights and Safety		Does the layout of your neighbourhood make it safe to walk, cycle, and drive?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Visual Character		Do you like the visual character of your neighbourhood?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Social Interactions		Do you have opportunities to meet and interact with people in your neighbourhood?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Engaged Communities		Are you able to participate in activities in your neighbourhood?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Maintenance and Services		Is your neighbourhood well-maintained and clean?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Perceptions of Safety		Do you feel safe in your neighbourhood?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?
Accessibility, Equality and Inclusion		Does your neighbourhood support people with different needs?	Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you? Does your neighbourhood feel safe for you?



Place Standard: Neighbourhood Assessment

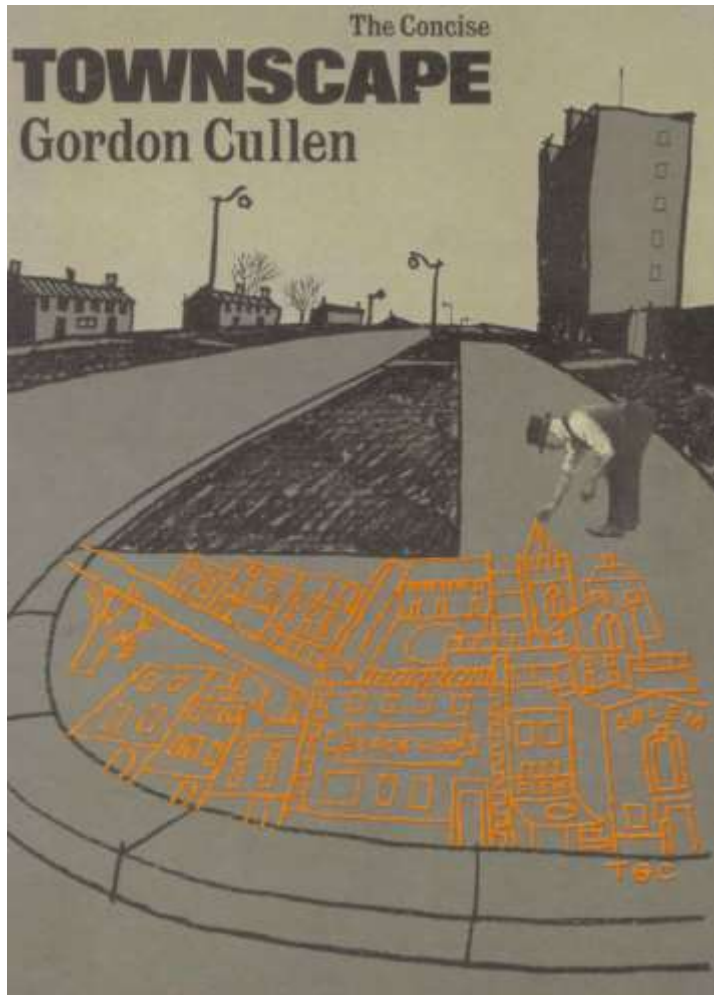






Responsibility for roads and streets.....

‘Together we raise expectations, look after and improve our place!’



**‘People live in houses...
but where do the houses live?’**

If they are homeless, then all we are left with is the typical endless, featureless suburbia!

Gordon Cullen, Maryculter report