Planning and Architecture

Stuart Watson, Scottish Government

Implementing Designing Streets

Highly Prescriptive Design Standards

Policies

- Street design must consider place before movement.
- Street design guidance, as set out in this document, can be a material consideration in determining planning applications and appeals.
- Street design should meet the six qualities of successful places, as set out in *Designing Places*.
- Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.

A Policy Statement for Scotland

designing streets

The Scottish Government

Geometry based

Roads hierarchy

Multidisciplinary design

User hierarchy

"Putting people and place before the movement of motor vehicles"…..

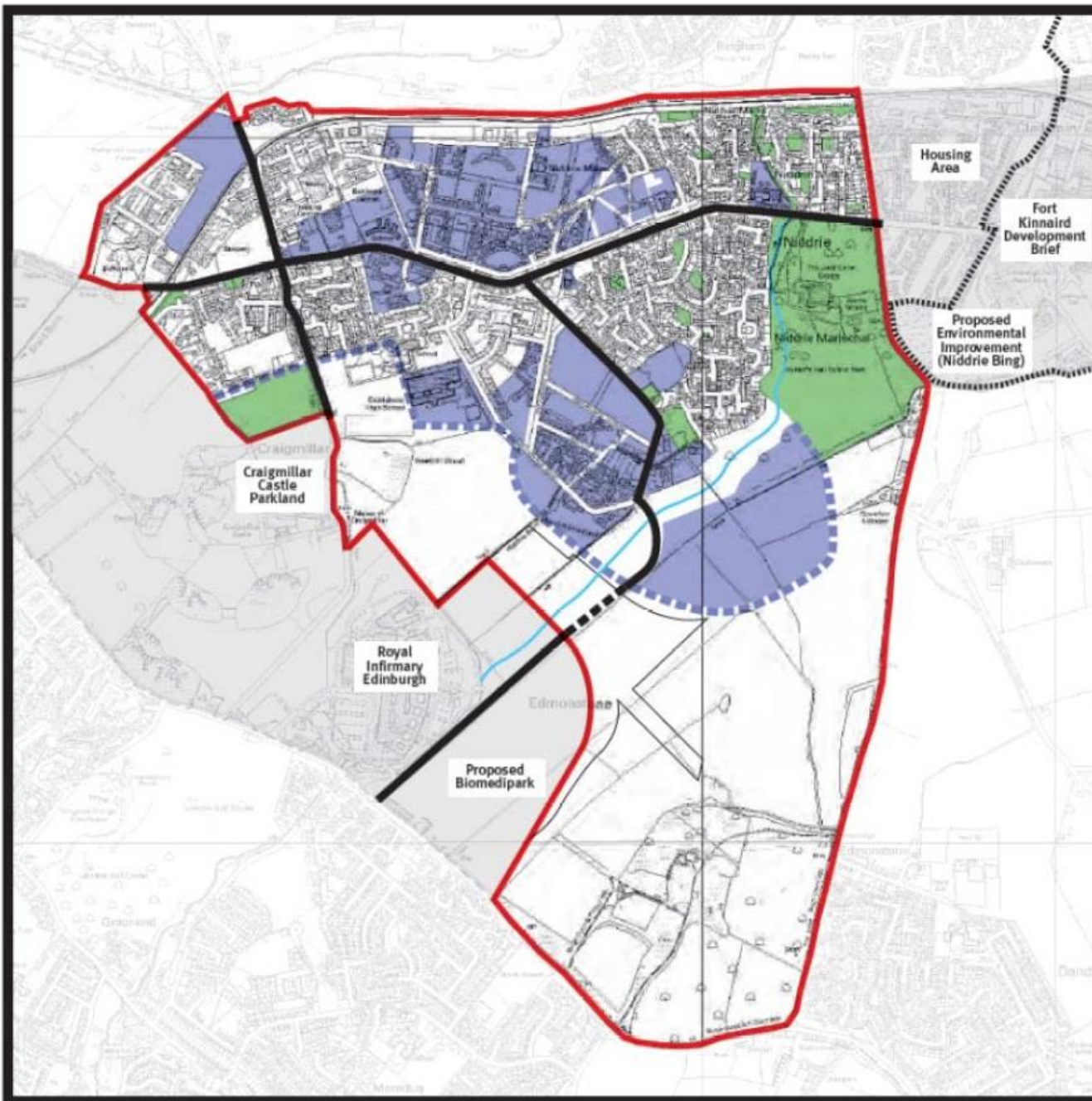*unlocking… "the full potential of our streets to become vibrant, safe and attractive places."*

John Swinney

Foreword to *Designing Streets*

Fig 2.8
Development Outline Plan

Legend:

- 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
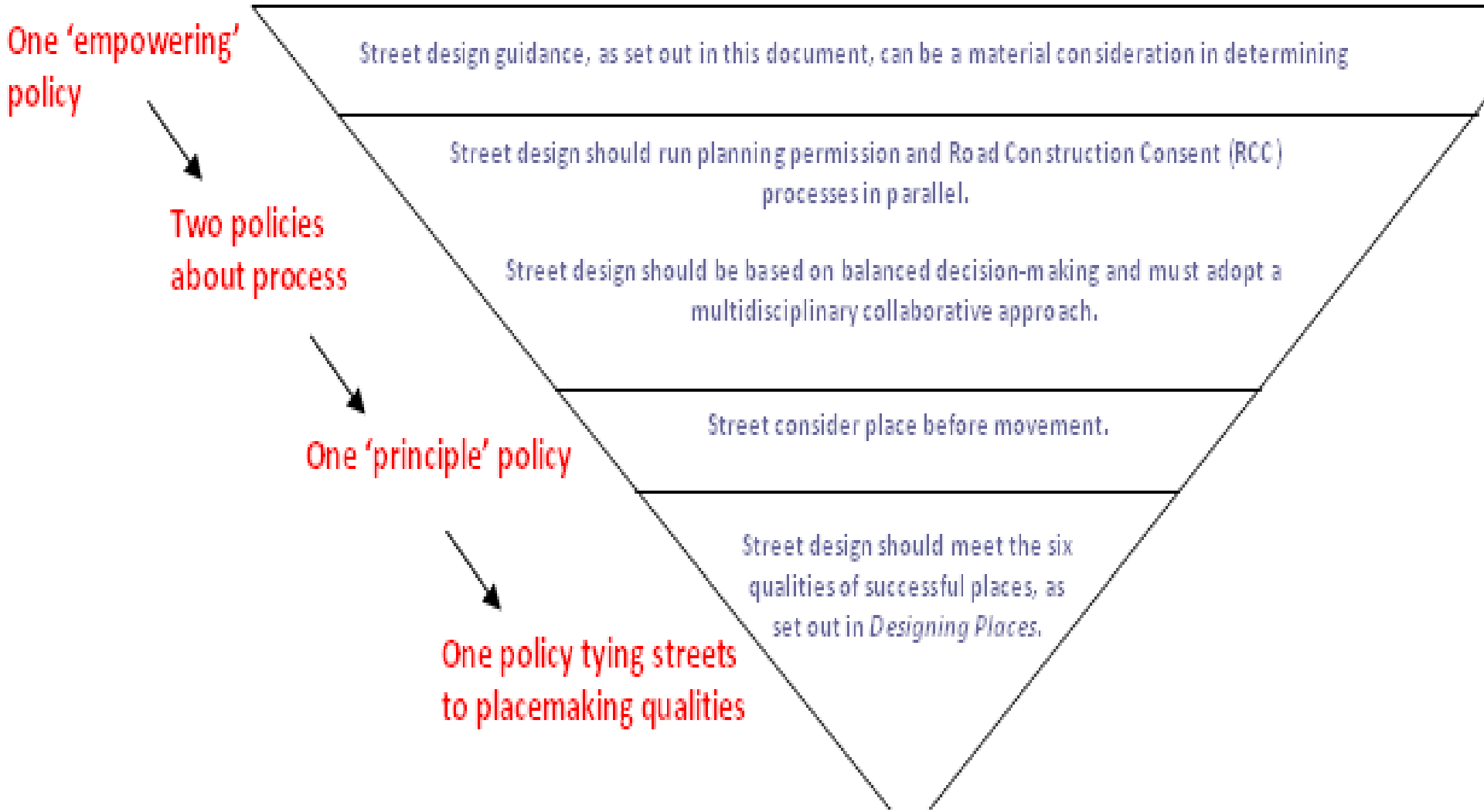- Niddrie Burn River Restoration (proposed)

Map labels:

Housing Area

Fort Kinnaird Development Brief

Proposed Environmental Improvement (Niddrie Bing)

Niddrie

Niddrie Marischal

Craigmillar Castle Parkland

Royal Infirmary Edinburgh

Proposed Biomedipark

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

One 'empowering' policy

Two policies about process

One 'principle' policy

One policy tying streets to placemaking qualities

Street design guidance, as set out in this document, can be a material consideration in determining

Street design should run planning permission and Road Construction Consent (RCC) processes in parallel.

Street design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.

Street consider place before movement.

Street design should meet the six qualities of successful places, as set out in Designing Places.

'Health-check' research

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

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

Guidance -- Process -- Confidence
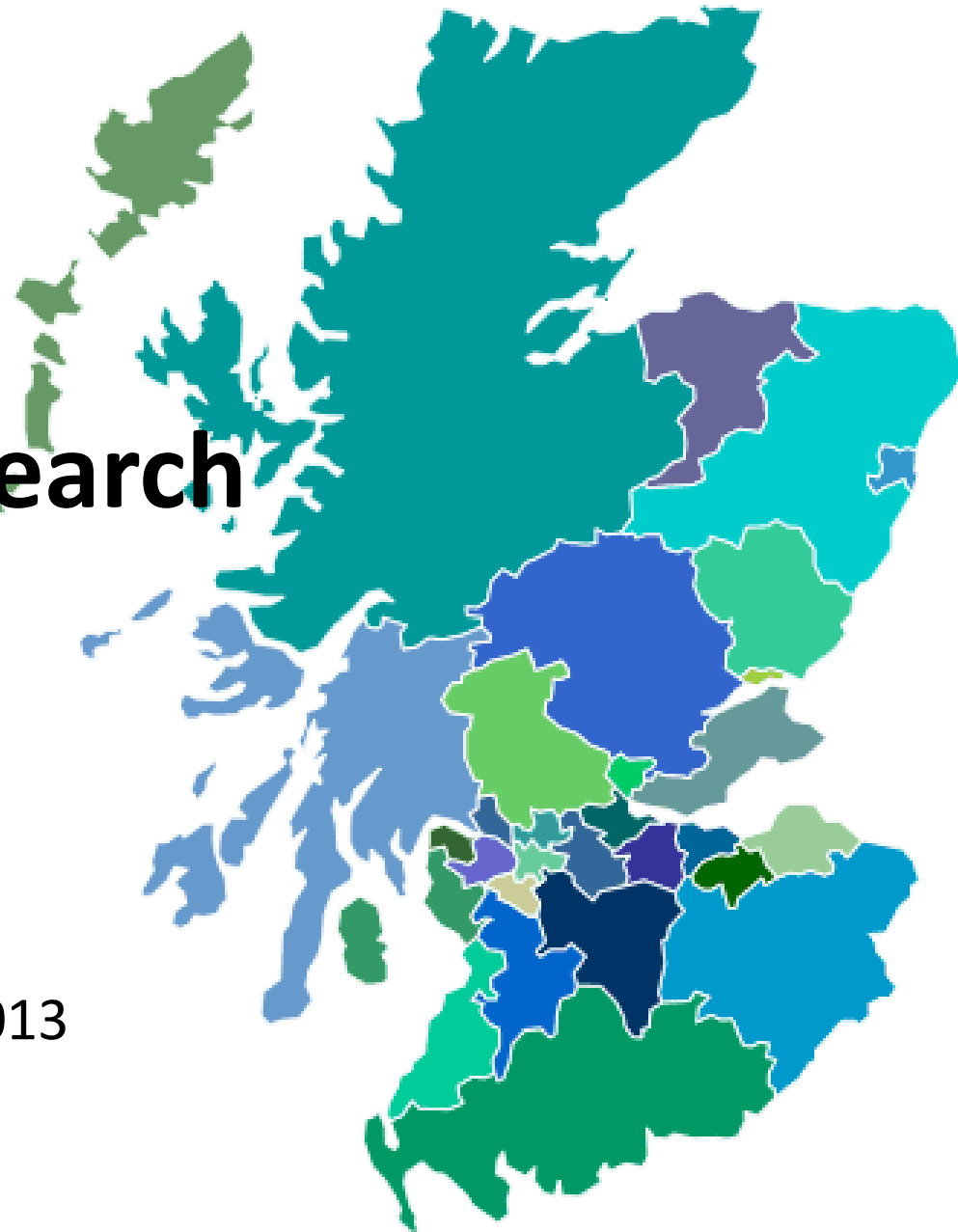
Guidance

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

Text size A A

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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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A policy statement on architecture and place for Scotland

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Guidance   Process   Confidence

SCOTS Guidance   Local Template   Aligning Consents   Quality Audit   Street Technique   Materials Resource
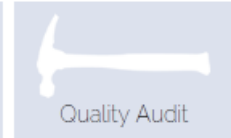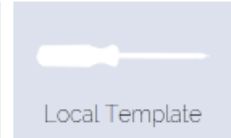
Processing agreements

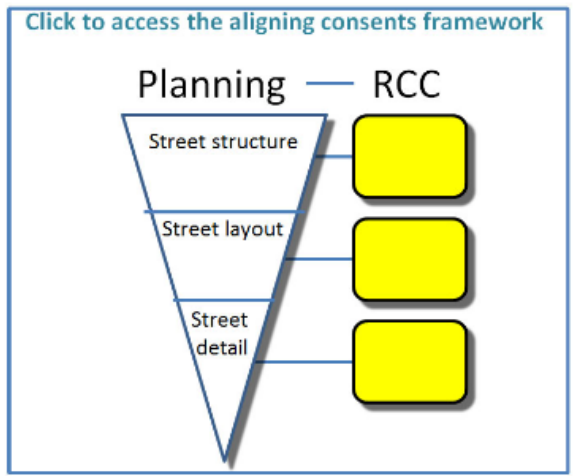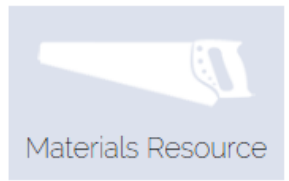**Common method of assessing quality**

A streamlined structured process

Emphasis on design to achieve an appropriate level of integrated information

Greenspace Scotland have developed a '5 Streets Project'. This is an idea whereby current streets are

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Click to access the aligning consents framework

Planning — RCC

Street structure

Street layout

Street detail

f

ALIGNING PLANNING PERMISSION AND ROADS CONSTRUCTION CONSENT
Framework

6 qualities of successful places: the starting point

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

Design aspects within *'Designing Streets'*

Roads design considerations

Timeline…

…Pre-application discussions…

Briefing → Concept or strategic design → Integrate urban design & street design → Prepare parallel submissions →

RCC Stage 1

Planning permission + fixed street layout

Resolve technical roads & street details →

RCC Stage 2

Roads Construction Consent granted

Construction, adoption →

Framework timeline – 2 stage

Briefing →

…Pre-application discussions…

Concept or strategic design → Integrate urban design & street design →

Prepare parallel submissions →

RCC Stage 1

Planning permission + fixed street layout

→ Resolve technical roads & street details →

RCC Stage 2

Roads Construction Consent granted

→ Construction, adoption

6 qualities of successful places: the starting point

Distinctive	Safe and pleasant	Easy to move around
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ALIGNING PLANNING PERMISSION AND ROADS CONSTRUCTION CONSENT
Framework

Design aspects within *'Designing Streets'* — **Roads design considerations**

Timeline…

Briefing → **…Pre-application discussions…** [**Concept or strategic design** → **Integrate urban design & street design**] → **Prepare parallel submissions** → **RCC Stage 1** — Planning permission + fixed street layout → **Resolve technical roads & street details** → **RCC Stage 2** — Roads Construction Consent granted → **Construction, adoption**

STREET STRUCTURE
Pedestrians and cyclists
Connections to wider networks
Connections within a place
Block Structure
Walkable neighbourhoods
Public transport
Context and character
Orientation

STREET LAYOUT
Achieving appropriate traffic speed
Junction types and arrangements
Streets for people
Integrating parking
Emergency & service vehicles

STREET DETAIL
Drainage
Utilities
Planting
Materials
Reducing clutter

(Left funnel / circle)
Drainage (strategic)
Utilities (strategic)
Green Infrastructure

Yellow box 1:
Traffic Generation
Street Use:
Pedestrians
Cyclists
Inclusivity, accessibility & equality
Visual quality

Yellow box 2:
Road alignment
Junction layout
Tracking
Visibility
Landscaping
(Safety audit stages 1 & 2)

Yellow box 3:
Signs and lining
Materials palette
Drainage details
Utilities
Construction details

(Right funnel — RCC Stage 2)

STREET STRUCTURE
Pedestrians and cyclists
Connections to wider networks
Connections within a place
Block Structure
Walkable neighbourhoods
Public transport
Context and character
Orientation

STREET LAYOUT
Achieving appropriate traffic speed
Junction types and arrangements
Streets for people
Integrating parking
Emergency & service vehicles

STREET DETAIL
Drainage (detail)
Utilities (detail)
Planting (detail)
Materials
Reducing clutter

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.
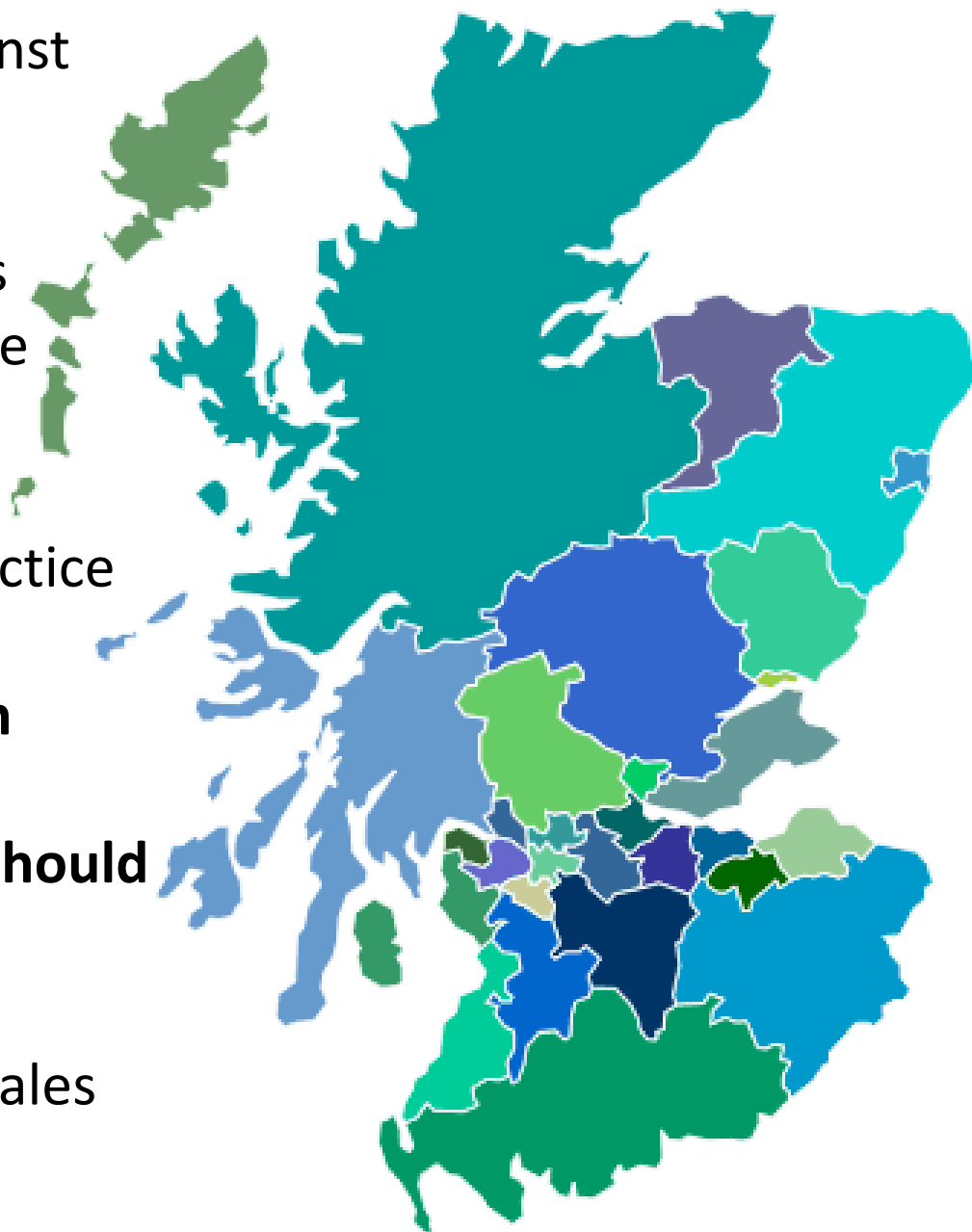
Guidance -- Process -- Confidence

Joint Housing Delivery Plan for Scotland

Joint Housing Policy and Delivery Group - May 2015

Joint Housing Delivery Plan for Scotland

The Scottish Government
Riaghaltas na h-Alba

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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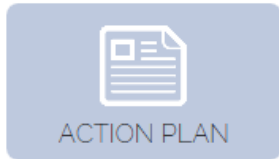
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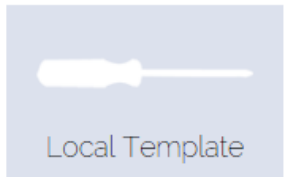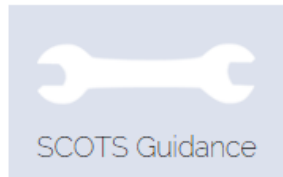
Click to access the quality audit summary template

check quality -
based on
'Designing Streets'

4: Assess

3: Audits

2: Qualities

1: Project
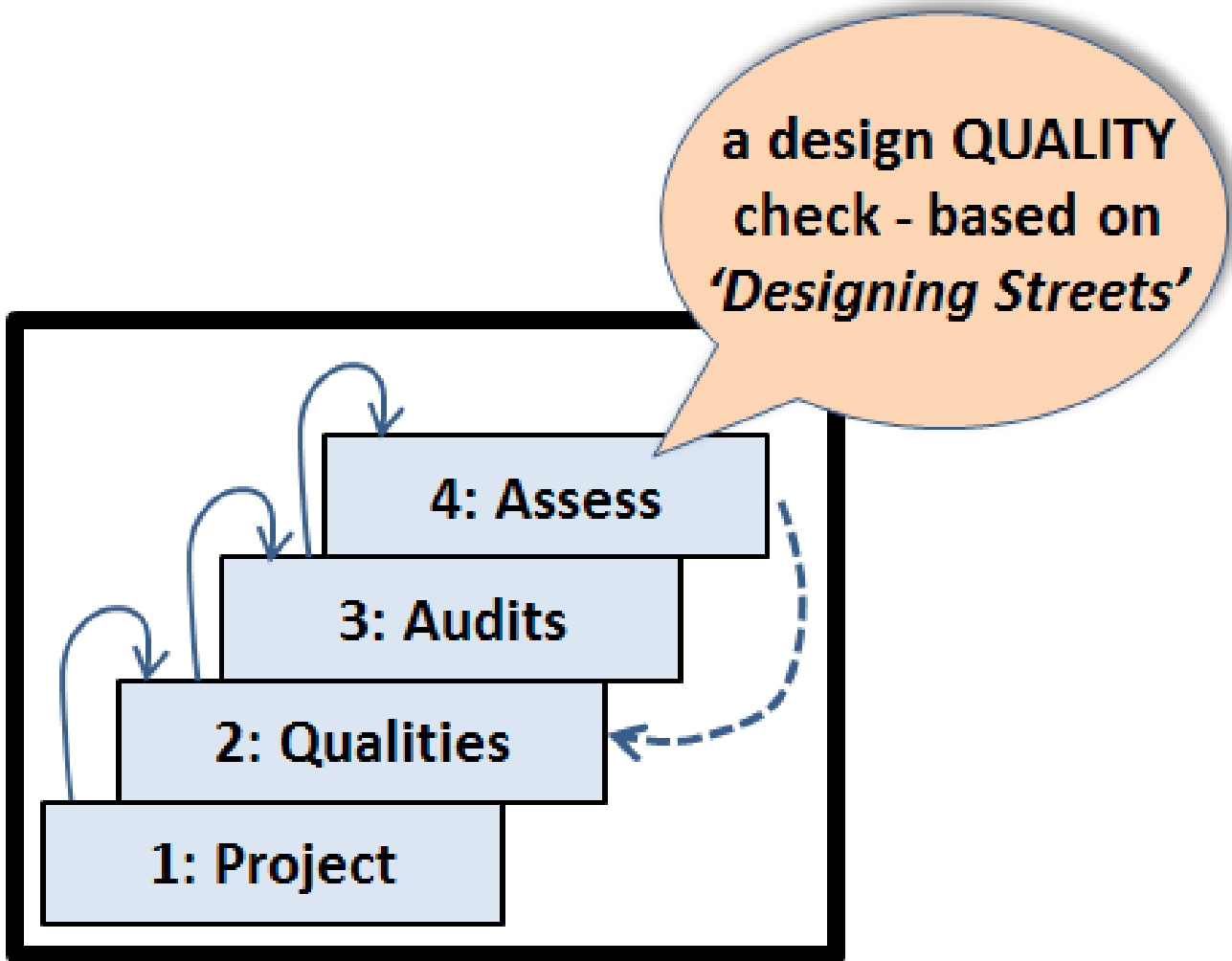
Quality Audit Summary Report Template

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

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

Aspects of Design – **Street Structure**

Step B: Qualities Summarise and record a balanced assessment of each design aspect

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...

Aspects of Design – **Street Detail**

Drainage
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...

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

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...

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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| SCOTS Guidance | Local Template | Aligning Consents | Quality Audit | Street Technique | Materials Resource |

CASE STUDY STREET DETAIL
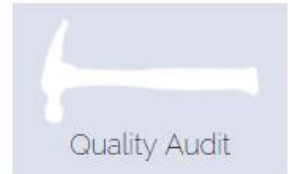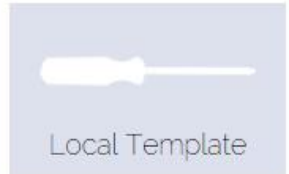
CASE STUDY
GLASGOW COMMONWEALTH GAMES VILLAGE

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

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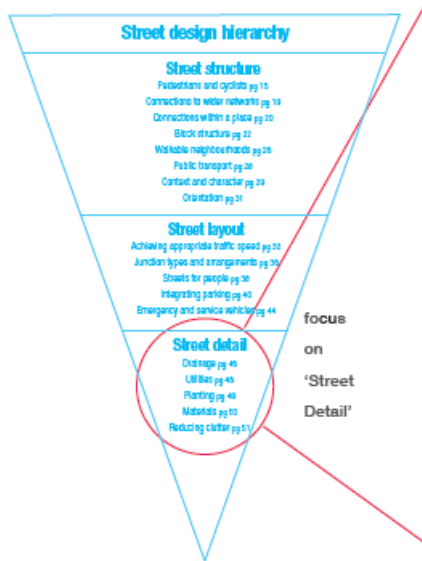
The vesting and adoption of the surface water drainage/ SUDS facilities will be shared between Scottish Water and GCC.

CASE STUDY STREET DETAIL
GLASGOW COMMONWEALTH GAMES ATHLETES' VILLAGE

Street design hierarchy

Street structure
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Connections to wider networks pg 18
Connections within a place pg 20
Block structure pg 22
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Street layout
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Junction types and arrangements pg 34
Streets for people pg 36
Integrating parking pg 40
Emergency and service vehicles pg 44

Street detail
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Planting pg 49
Materials pg 50
Reducing clutter pg 51

focus on 'Street Detail'

Looking northwest along Auckland Wynd, May 2014

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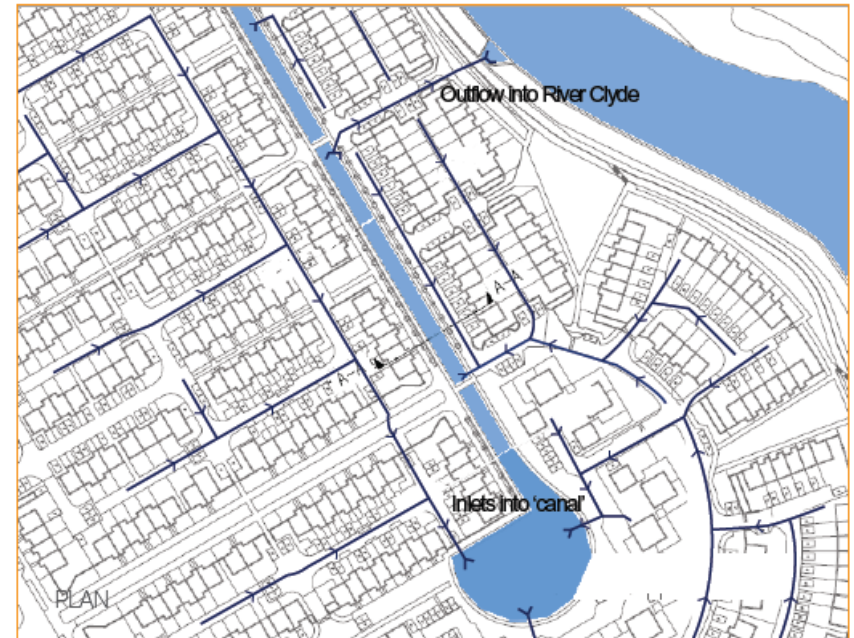
Design mimics natural drainage routes to allow run-off into the river.

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.

PLAN

Outflow into River Clyde

Inlets into 'canal'

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).
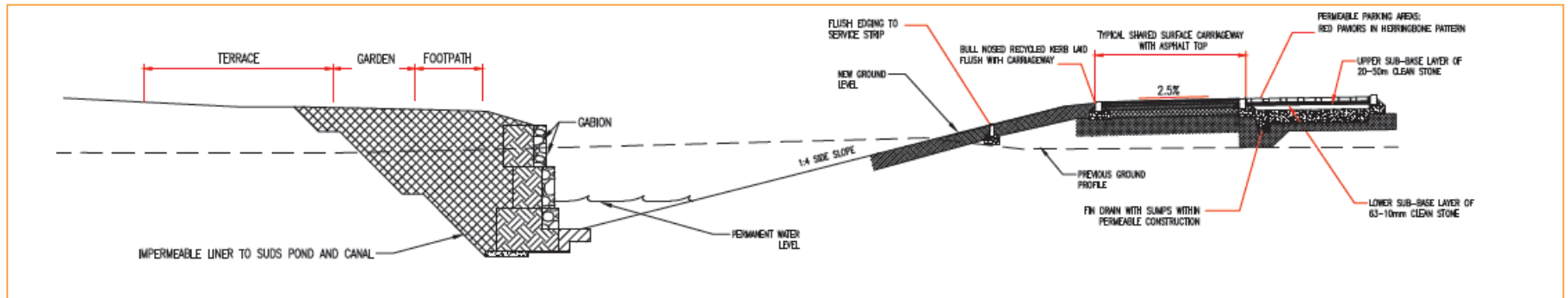
Section AA through central canal

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

Architecture+Design Scotland
Ailtearachd is Dealbhadh na h-Alba

The Scottish Government
Riaghaltas na h-Alba

Street design hierarchy

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focus on 'Street Detail'
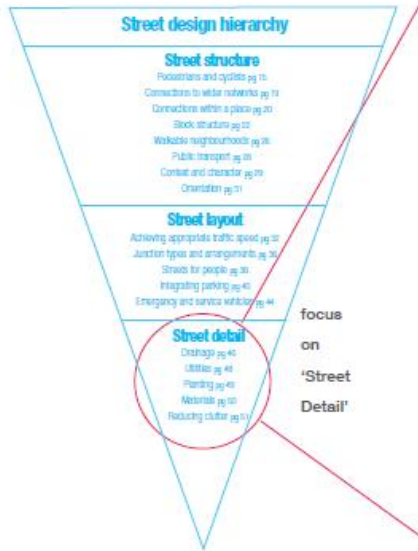
Typical edge between parking and residential boundary

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 permable 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.
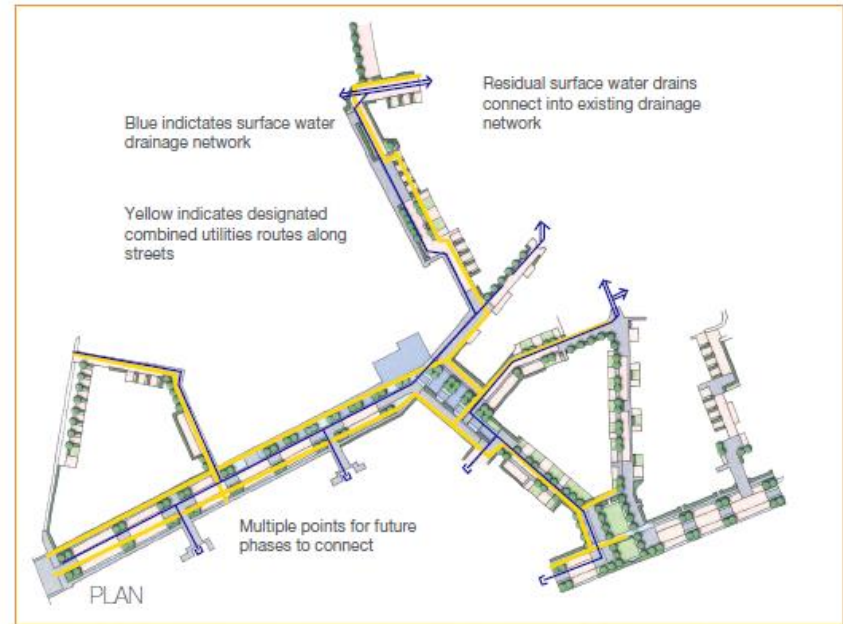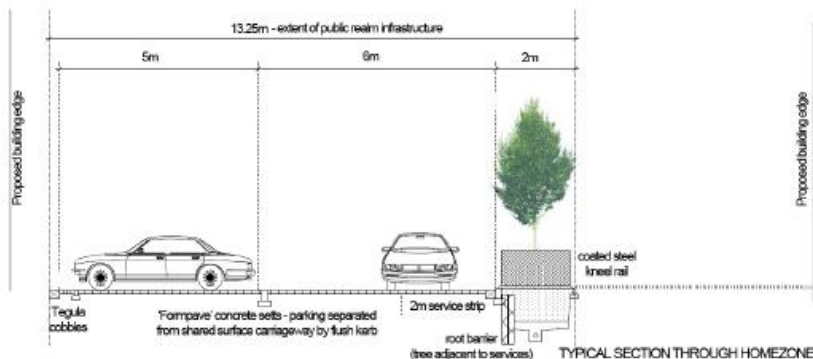
REDUCING CLUTTER
Changes in material, patterns of laying and flush kerbs emphasise changes in street priorities. Painted line markings are avoided.
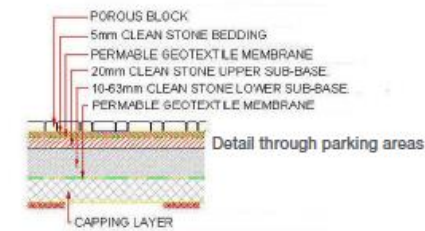
> **SUMMARY:**
> Integrated utilities are below level shared surfaces and connections are allowed into future phases.
>
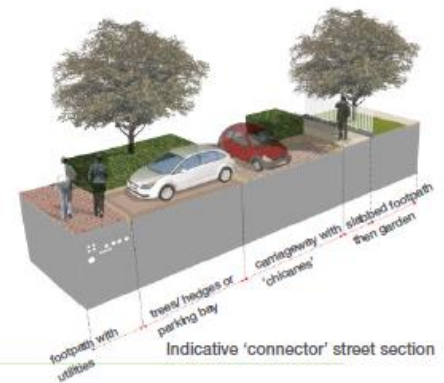> Varied street materials with some areas of permeable paving support safe streets for people to walk and play.
>
> There has been some lack of material durability and difficulty in establishing maintenance regimes with local authority.

13.25m - extent of public realm infrastructure

5m | 6m | 2m

Proposed building edge

coated steel kneel rail

Tegula cobbles | 'Formpave' concrete setts - parking separated from shared surface carriageway by flush kerb | 2m service strip

root barrier (tree adjacent to services)

Proposed building edge

TYPICAL SECTION THROUGH HOMEZONE

Blue indicates surface water drainage network

Residual surface water drains connect into existing drainage network

Yellow indicates designated combined utilities routes along streets

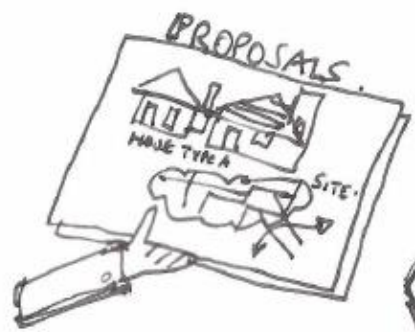Multiple points for future phases to connect

PLAN

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

- POROUS BLOCK
- 5mm CLEAN STONE BEDDING
- PERMABLE GEOTEXTILE MEMBRANE
- 20mm CLEAN STONE UPPER SUB-BASE
- 10-63mm CLEAN STONE LOWER SUB-BASE
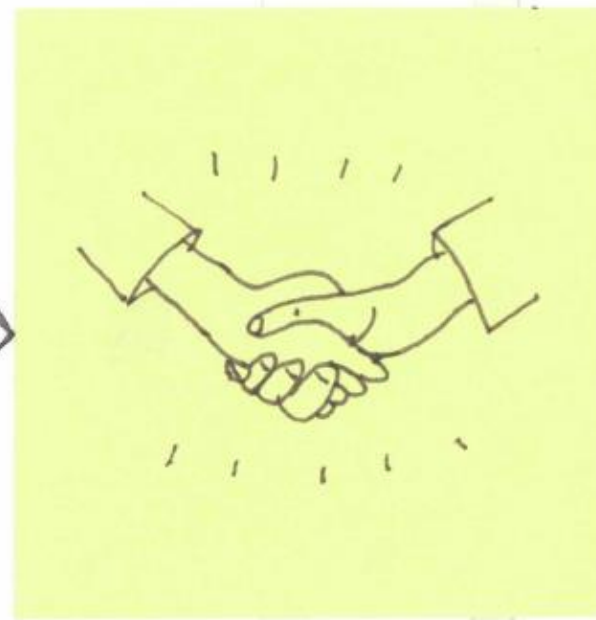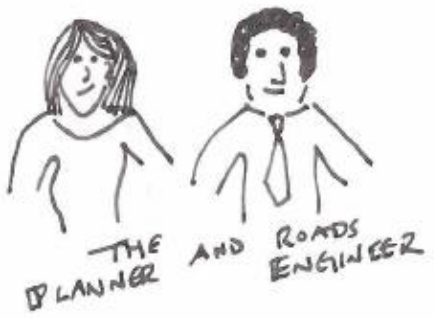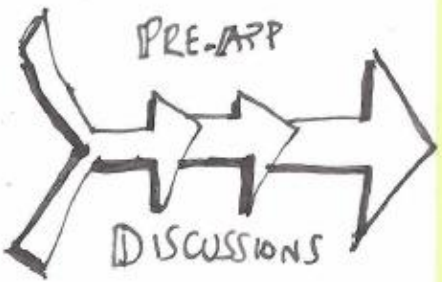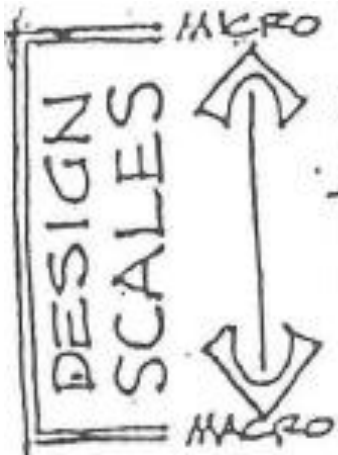- PERMABLE GEOTEXTILE MEMBRANE

Detail through parking areas

CAPPING LAYER

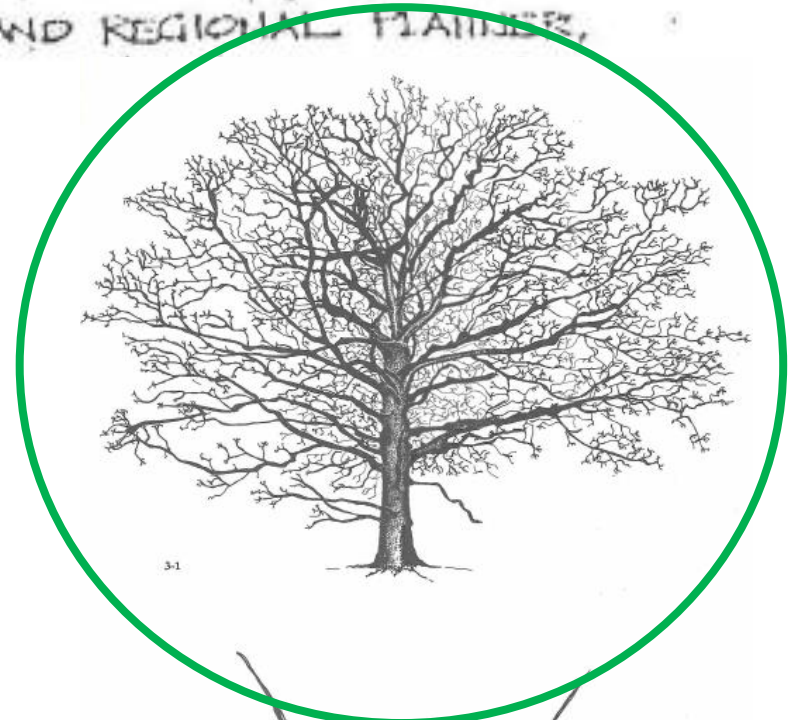Hard edge to street Timber panels screen and protect wheelie bins

footpath with utilities | trees/ hedges or parking bay | carriageway with 'chicanes' | slabbled footpath then garden

Indicative 'connector' street section

THE DEVELOPER AND THE ARCHITECT

THE PLANNER AND ROADS ENGINEER

PROPOSALS.

HOUSE TYPE A

SITE.

THE LOCAL DEVELOPMENT PLAN

SPGS + DEV BRIEFS

POLICY, GUIDANCE, DEVELOPMENT BRIEFS.

PRE-APP DISCUSSIONS

DESIGN SCALES

MICRO ↑

INDIVIDUAL	FASHION AND INDUSTRIAL DESIGNER.
SPACE	FACILITIES AND INTERIOR DESIGNER.
BUILDING	ARCHITECT AND SYSTEMS ENGINEER.
CONTEXT	LANDSCAPE ARCHITECT AND PLANNER.
REGION	URBAN AND REGIONAL PLANNER.

↓ MACRO

3-1
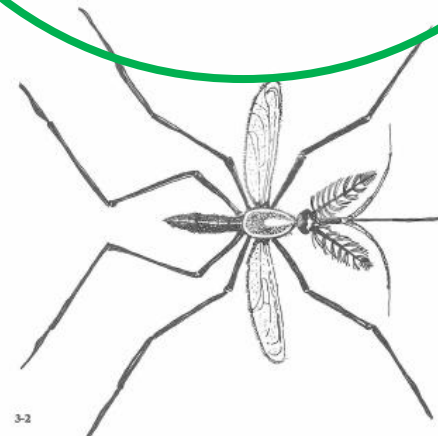
3-2

Design/think at eye level

1:20

High quality shelter for transit stops

High quality design

Places with something interesting to look at

Quiet moments

Water plants and animals

Places that inspire play

Carefully designed pathways

Finishes that engage the senses

Well cared for plants

Places in the sun

18
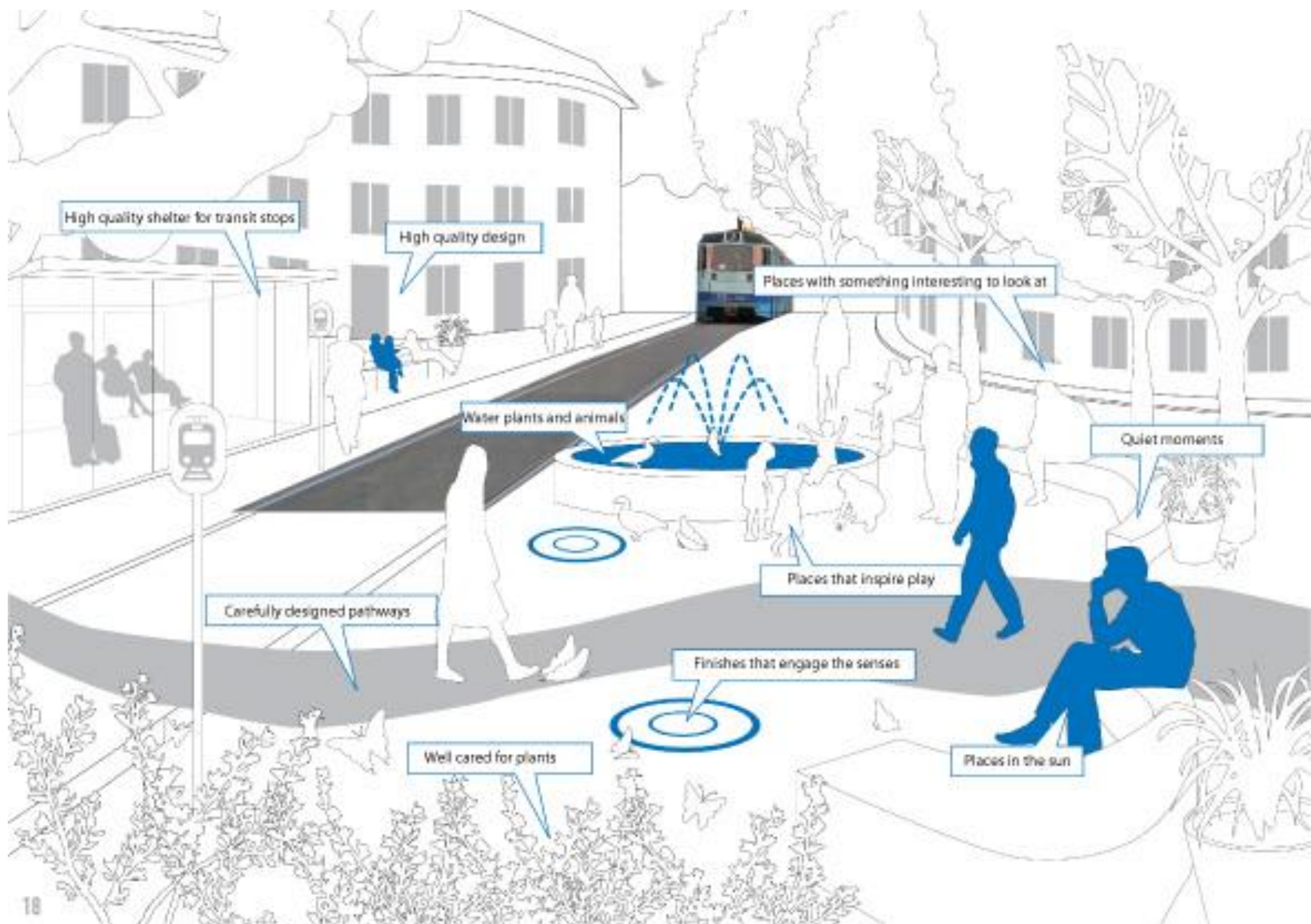
Town Centre Toolkit

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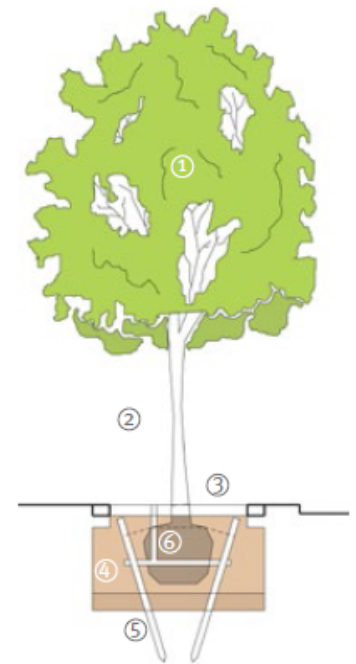
The diagram and notes show how trees can be planted despite limited space.

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

The Scottish Government

from **grey** to **green** infrastructure

road bollards	→	street trees – natural traffic slowing measures *1
traditional roofs	→	green/living roofs *2
engineered flooding solutions *3	→	SUDs, swales and natural flood management *4
standard roads and sewers	→	permeable paving, incorporating water storage in the sub base of the street *5
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

Before – Cul de sac
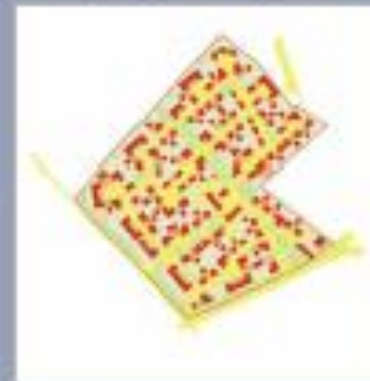
After – Hierarchy of streets

Before

After

Bavartan B Plan: Bringing movement, buildings and open space all together

Before

After

Before
- 18% Movement
- 15% Buildings
- 15% Open space (Public)
- 52% Open space (Private)

After
- 23% Movement
- 20% Buildings
- 15% Open space (Public)
- 42% Open space (Private)

standard uniform approach

design-led process for distinctive places

TREEBELT

TREEBELT
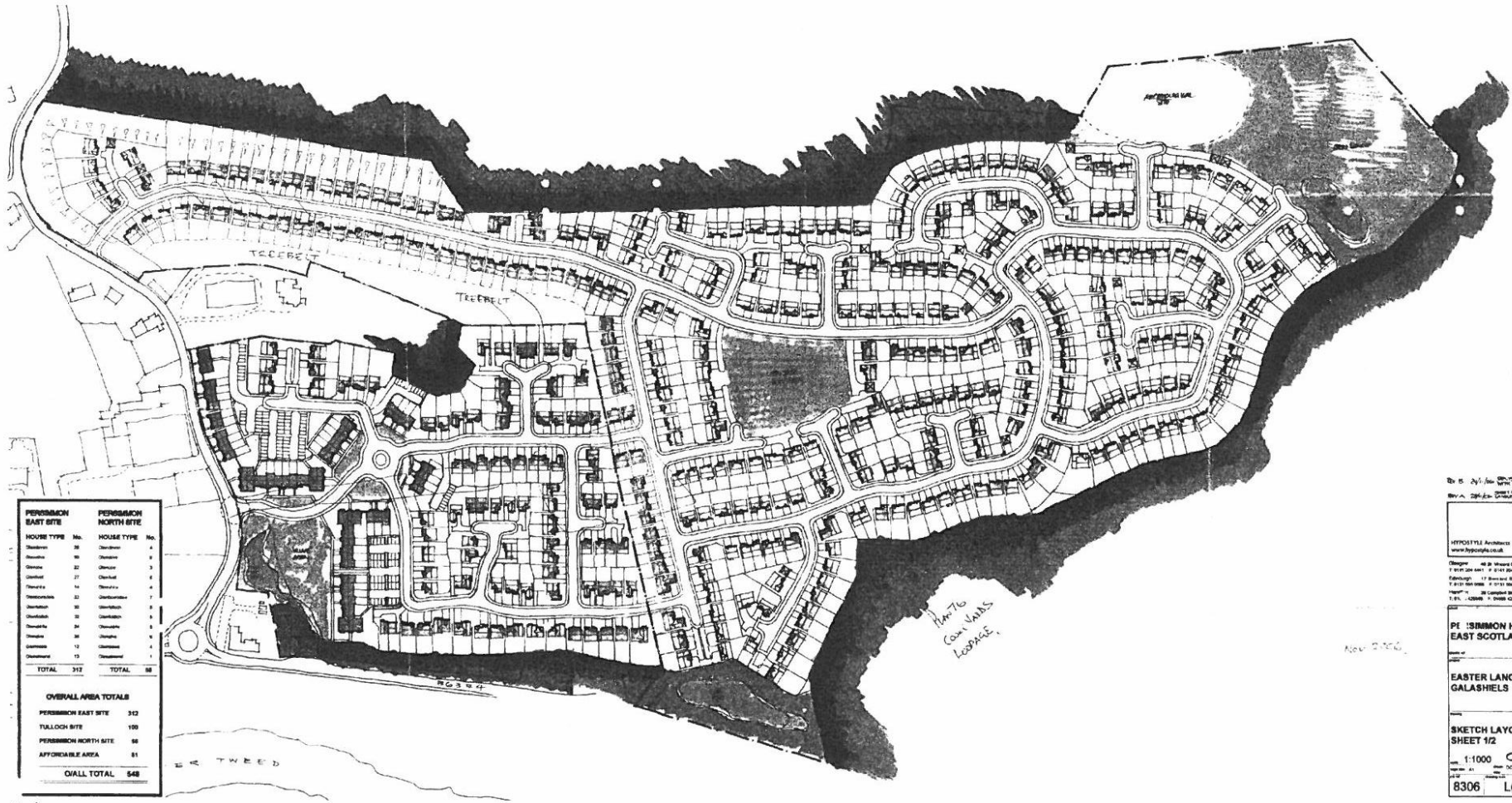
PERSIMMON EAST SITE   **PERSIMMON NORTH SITE**

HOUSE TYPE	No.	HOUSE TYPE	No.

TOTAL 312   TOTAL 56

OVERALL AREA TOTALS

PERSIMMON EAST SITE	312
TULLOCH SITE	169
PERSIMMON NORTH SITE	56
AFFORDABLE AREA	51
O/ALL TOTAL	548

RIVER TWEED

urban Framework

14

1:2000

Site: Chapelton, Stonehaven

Developer: Elsick
Size: 57ha; 802 homes in phase 1
Type: New Residential
Scale: Not to scale

The Masterplan is illustrated below, showing the context around the site.

Step 1: B-Plan the Masterplan

Produce a B-Plan to the same scale as the Masterplan. This uses colour coding to make analysis easier (illustrated on page 21 of Designing Streets). It highlights the relationships between the plan's elements of movement, buildings and green space.

Movement | Green Space | Buildings

Step 2: Movement Analysis

Extract the movement (yellow) layer from the B-Plan. This will consist of streets as well as paths, closes, pends, squares etc. Annotate to specific points or places on the plan where the street design can be assessed against the key considerations within Designing Streets.
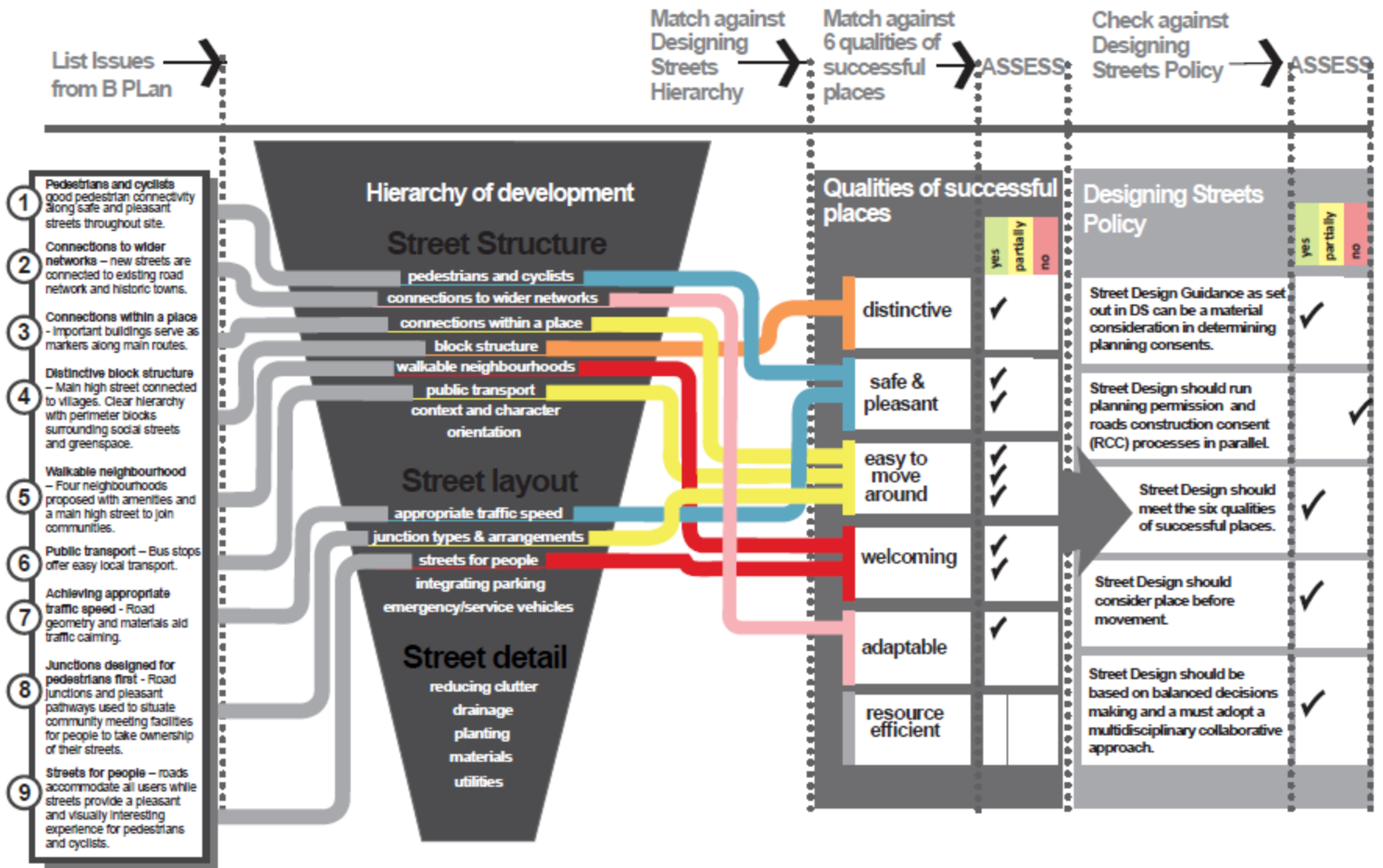
② **Connections to wider networks** – new streets are connected to existing road network and historic towns.

③ **Connections within a place** - important buildings and social spaces serve as markers along main routes.

⑤ **Walkable neighbourhood** – Four neighbourhoods proposed with amenities and a main high street to join communities.

⑨ **Streets for people** – Roads accommodate all users, streets provide a pleasant and visually interesting experience for pedestrians and cyclists.

⑦ **Achieving appropriate traffic speed** - road geometry and materials aid traffic calming.

⑥ **Public transport** – Bus stops allows easy local transport. Town centre offers main bus link.

④ **Distinctive block structure** – Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.

① **Pedestrians and cyclists** good pedestrian connectivity along safe and pleasant streets throughout site.

⑧ **Junctions designed for pedestrians first** - Road junctions and pleasant pathways used to situate community meeting facilities for people to take ownership of their streets.

Streets for People - Variety of streetscapes and social spaces for the community

Street Tool
Assessing the development against Designing Streets Policy

List of Issues from B Plan:

1. Pedestrians and cyclists good pedestrian connectivity along safe and pleasant streets throughout site.

2. Connections to wider networks – new streets are connected to existing road network and historic towns.

3. Connections within a place - important buildings serve as markers along main routes.

4. Distinctive block structure – Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.

5. Walkable neighbourhood – Four neighbourhoods proposed with amenities and a main high street to join communities.

6. Public transport – Bus stops offer easy local transport.

7. Achieving appropriate traffic speed - Road geometry and materials aid traffic calming.

8. Junctions designed for pedestrians first - Road junctions and pleasant pathways used to situate community meeting facilities for people to take ownership of their streets.

9. Streets for people – roads accommodate all users while streets provide a pleasant and visually interesting experience for pedestrians and cyclists.

Hierarchy of development

Street Structure
- pedestrians and cyclists
- connections to wider networks
- connections within a place
- block structure
- walkable neighbourhoods
- public transport
- context and character
- orientation

Street layout
- appropriate traffic speed
- junction types & arrangements
- streets for people
- integrating parking
- emergency/service vehicles

Street detail
- reducing clutter
- drainage
- planting
- materials
- utilities

Qualities of successful places

	yes	partially	no
distinctive	✓		
safe & pleasant	✓ ✓		
easy to move around	✓ ✓ ✓		
welcoming	✓ ✓		
adaptable	✓		
resource efficient			

Designing Streets Policy

	yes	partially	no
Street Design Guidance as set out in DS can be a material consideration in determining planning consents.	✓		
Street Design should run planning permission and roads construction consent (RCC) processes in parallel.			✓
Street Design should meet the six qualities of successful places.	✓		
Street Design should consider place before movement.	✓		
Street Design should be based on balanced decisions making and a must adopt a multidisciplinary collaborative approach.	✓		

1. <u>Resource</u> use - **shared**
2. <u>Adaptability and Maintenance</u> - **cared for**
3. <u>Well-being</u> - 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
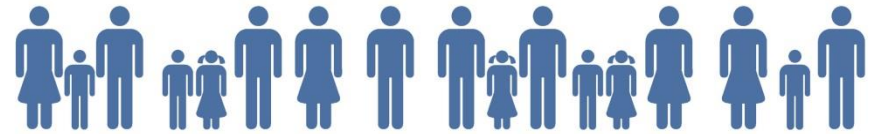
Creating Places

A Place Standard for Scotland

Scottish Government

NHS Health Scotland

A+DS

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

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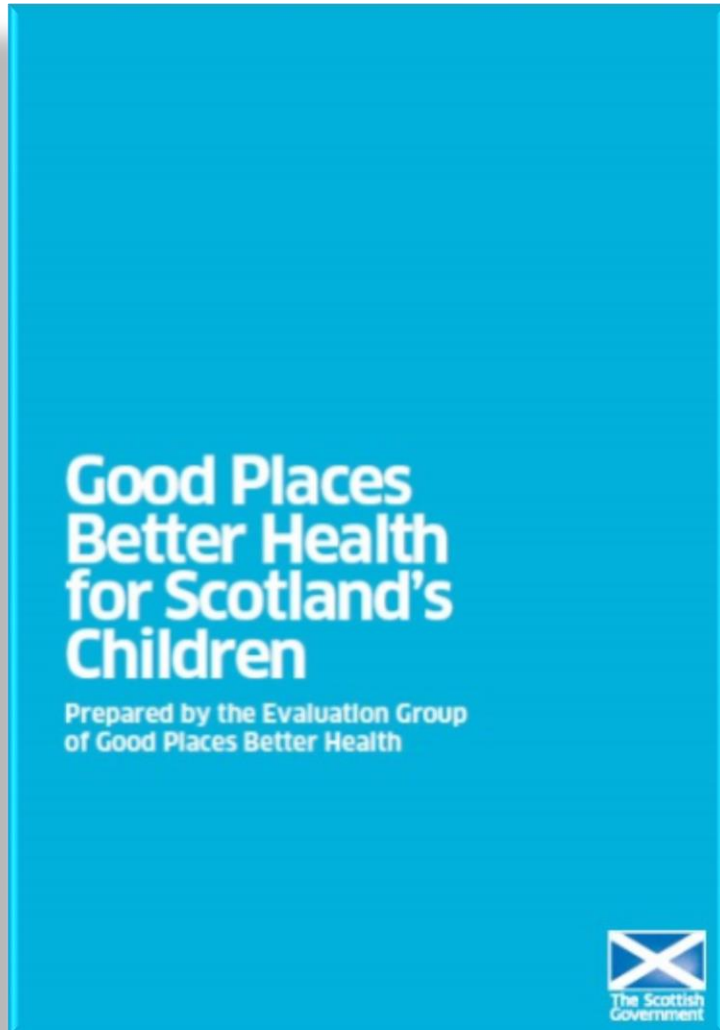
"We wish to see a Scotland where a Scottish Neighbourhood Quality Standard is used for neighbourhood asset development."
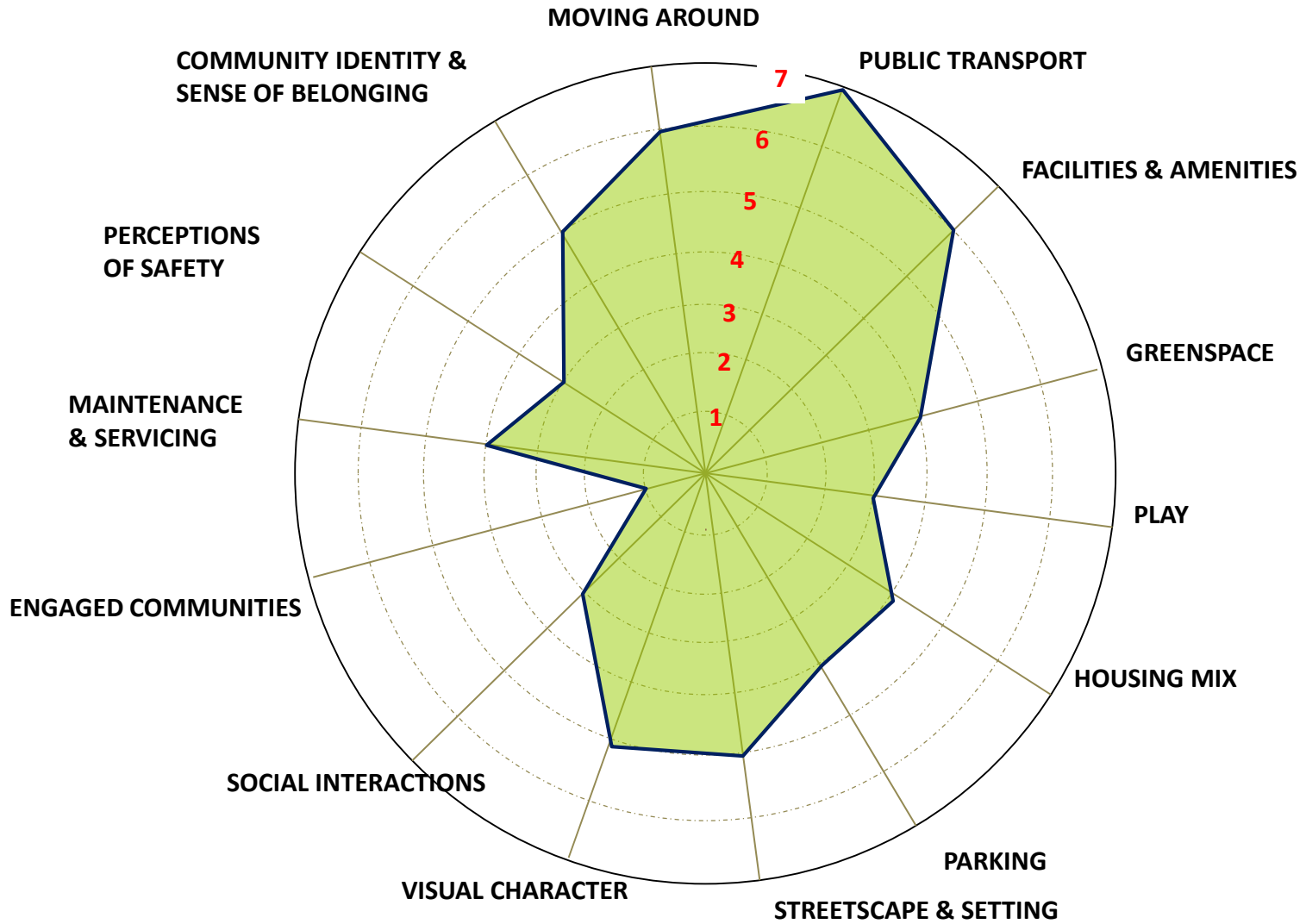
Conversations

COMMUNITY IDENTITY & SENSE OF BELONGING

MOVING AROUND

PUBLIC TRANSPORT

FACILITIES & AMENITIES

PERCEPTIONS OF SAFETY

GREENSPACE

MAINTENANCE & SERVICING

PLAY

ENGAGED COMMUNITIES

HOUSING MIX

SOCIAL INTERACTIONS

PARKING

VISUAL CHARACTER

STREETSCAPE & SETTING

7
6
5
4
3
2
1

A Place Standard for Scotland

Architecture+Design Scotland — Ailtearachd is Dealbhadh na h-Alba

NHS Health Scotland

The Scottish Government — Riaghaltas na h-Alba

Place Standard: Neighbourhood Assessment

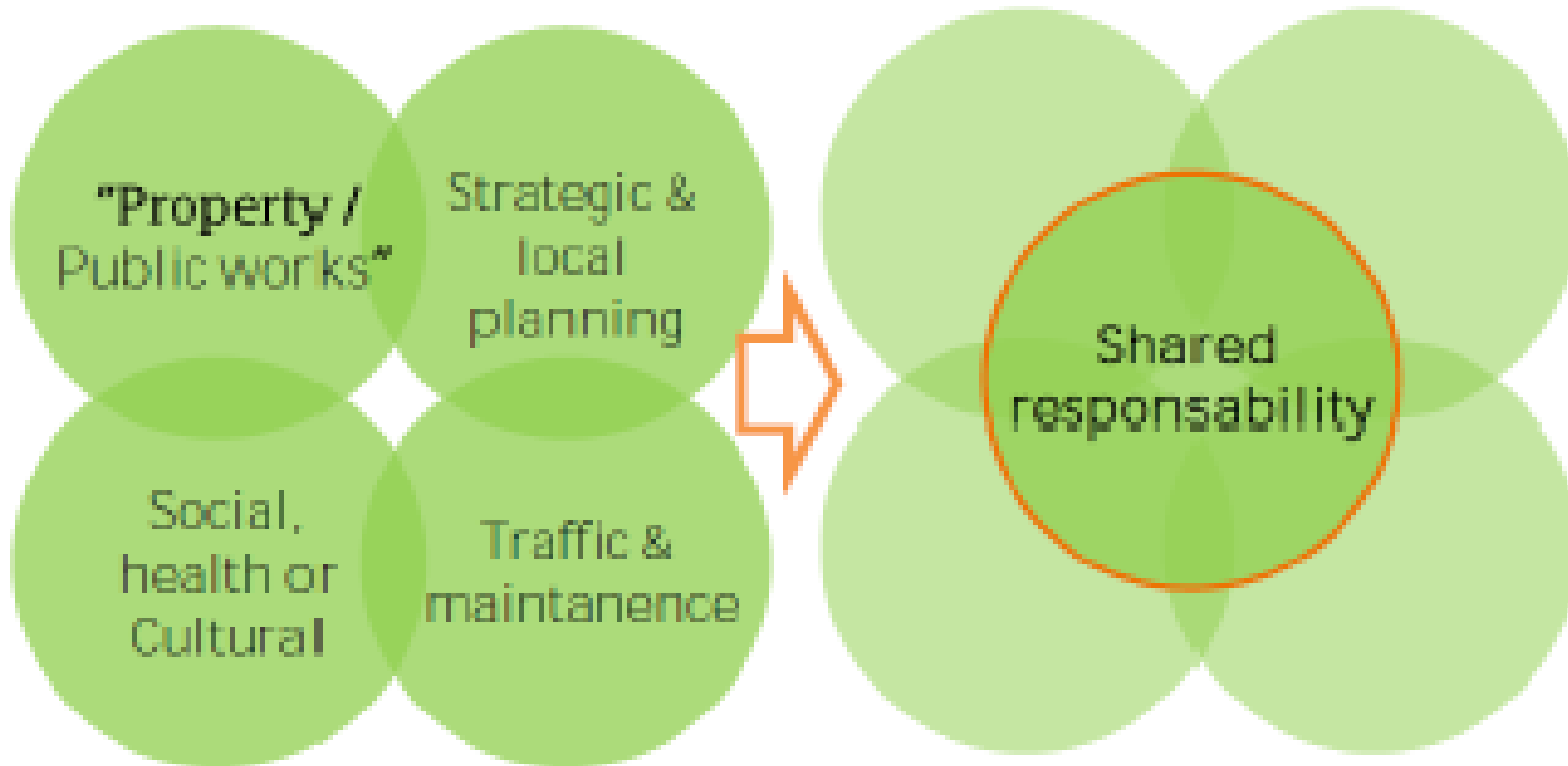| Themes	My Assessment	Questions	Considerations
Breaking your thoughts down into the themes below.		Please assess your neighbourhood for each of the questions below.	Please use these considerations to inform your scoring for each question.
Moving Around		Can I easily move around my neighbourhood using a network of routes that prioritises walking and cycling?	Is the area well integrated through the existence of a sufficient quantity of local routes joining up to form a network? Does the area provide a sufficient quality of routes to encourage walking and cycling? In particular do the routes and the position of adjoining buildings encourage walking and cycling
Public Transport		Do I have a convenient public transport system that supports my everyday needs?	Is public transport close enough? Is public transport affordable for local people? Is a good quality of service available? Are access points to public transport safe and attractive enough?
Facilities and Amenities		Do I have the facilities and amenities that support my everyday needs?	Are your local facilities and amenities good quality? Are there spaces available to support enterprise and create jobs? Are our public facilities sufficiently open to a variety of community uses? Are local facilities and amenities close and accessible enough for non-car modes of transport?
Greenspace		Do I have opportunity to experience good quality greenspace and natural features within walking distance of my home?	Is my local greenspace good quality and well maintained? Is my local greenspace easily accessible on foot? Thinking about how you feel when using your local greenspace, would you consider it to be safe? Are there opportunities and activities for all age groups within your local green and natural spaces?
Play		Does my neighbourhood provide a range of spaces and opportunities for play?	Are greenspaces and parks well-used for play? Are local facilities available and used for play (at all times)? Are streets good for playing in? Are there plenty of opportunities for play in natural settings? Do the physical environment and community attitudes / culture support a risk-benefit approach to children's play? Is the presence of children outdoors valued by the local community? Does the place support play for all ages?
Housing Mix		Does the housing in my neighbourhood contribute to a positive social and physical environment?	Is there a socially balanced mix of housing in my area? (Enabling a socially balanced community) Do the housing options in my area provide opportunities for a variety of different users / the needs of different users? Does the range of housing support lifelong living?
Parking		Does my neighbourhood have an appropriate level of car parking that is integrated in a way that avoids detrimental impact(s)?	Do car parking arrangements help prioritise non-car modes of transport? Do car parking arrangements ensure the safety and security of users? Do car parking arrangements avoid risks to the safety and security of adjoining properties? Does the location of car parking help ensure that local streets are well-used and safer places? Do car parking arrangements help maintain a good quality of street environment? Are larger car parks accessible to non-car users?
Streetscape and Setting		Does the layout of my neighbourhood create a positive experience when moving through, making the most of location, setting and climate?	Is the experience of moving through streets in the area improved by the design adjoining buildings and other street features? Does the layout of local streets and buildings benefit from a connection to the natural landscape, local topography and climate, making the most of the location, setting and climate?
Visual Character		Do I live in an attractive neighbourhood with a positive and welcoming character?	Do buildings, spaces and streets avoid the significant impact of negative features? Do buildings, spaces and streets help to create positive perceptions of the neighbourhood? Does the architecture avoid bland and monotonous forms, colours and material including extensive repetition of very plain and similar formats and types of buildings?
Social Interactions		Do I have opportunities and spaces within my local area to meet people and engage in community activities?	Are there places to socially interact with others in your area? Are there spaces to socially interact with others in your area? Are streets designed to support social interaction? What opportunities are there to take part in a collective activity? Are there opportunities for all ages, including teenagers and older age groups to socially interact with others?
Engaged Communities		Am I able to participate in making my neighbourhood as good as it can be?	Can everyone participate in the conversation? Are we sufficiently involved in the journey of change for our voice to be heard and for our needs to be properly understood and addressed? Do proposals support our capacity to thrive and to become a resilient community, with a sense of ownership and control over the local environment?
Maintenance and Servicing		Is my neighbourhood well maintained with appropriate refuse storage and collection arrangements?	Are suitable arrangements in place for the maintenance and repair of my neighbourhood streets and other facilities? Am I empowered to influence the condition of my local streets and arrangements for services if these are not being carried out satisfactorily? Are suitable arrangements in place for handling refuse? Are arrangements for refuse collection and delivery vehicles well integrated - avoiding detriment to other users of the street?
Perceptions of Safety		Do I feel safe here?	Do places feel safe at all times of the day and night? How can places be made safer? Are public spaces, pedestrian and cycle routes overlooked, well-lit, well maintained and regularly populated/used? Is there a presence of vandalism, graffiti, littering and a high percentage of vacant and derelict buildings and areas? Are there high levels of traffic and/or speeding traffic in the neighbourhood? Are there gaps in an otherwise continuous building frontage that detracts from the street's quality and are public areas enclosed by trees and buildings of the appropriate scale? Do you feel safe and secure at home?
Community Identity and Sense of Belonging		Does my neighbourhood have a positive identity and do I feel I belong here?	Does my neighbourhood have a clear and positive local identity? How does this area function to enhance the local community? Do I have a sense of belonging to my neighbourhood?

ASSESSMENT CHART

MOVING AROUND

PUBLIC TRANSPORT

COMMUNITY IDENTITY &
SENSE OF BELONGING

FACILITIES & AMENITIES

PERCEPTIONS
OF SAFETY

GREENSPACE

7
6
5
4
3
2
1

PLAY

MAINTENANCE
& SERVICING

ENGAGED COMMUNITIES

HOUSING MIX

SOCIAL INTERACTIONS

VISUAL CHARACTER

PARKING

STREETSCAPE & SETTING

"Property / Public works*"

Strategic & local planning

Social, health or Cultural

Traffic & maintanence

Shared responsability
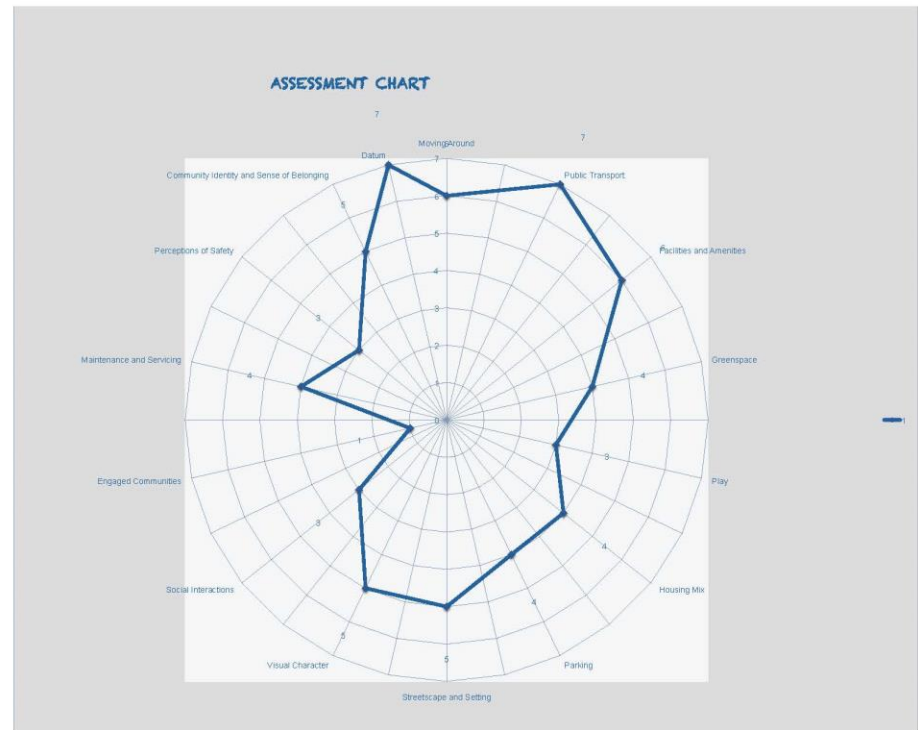
Responsibility for roads and streets…….

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

The Concise
TOWNSCAPE
Gordon Cullen
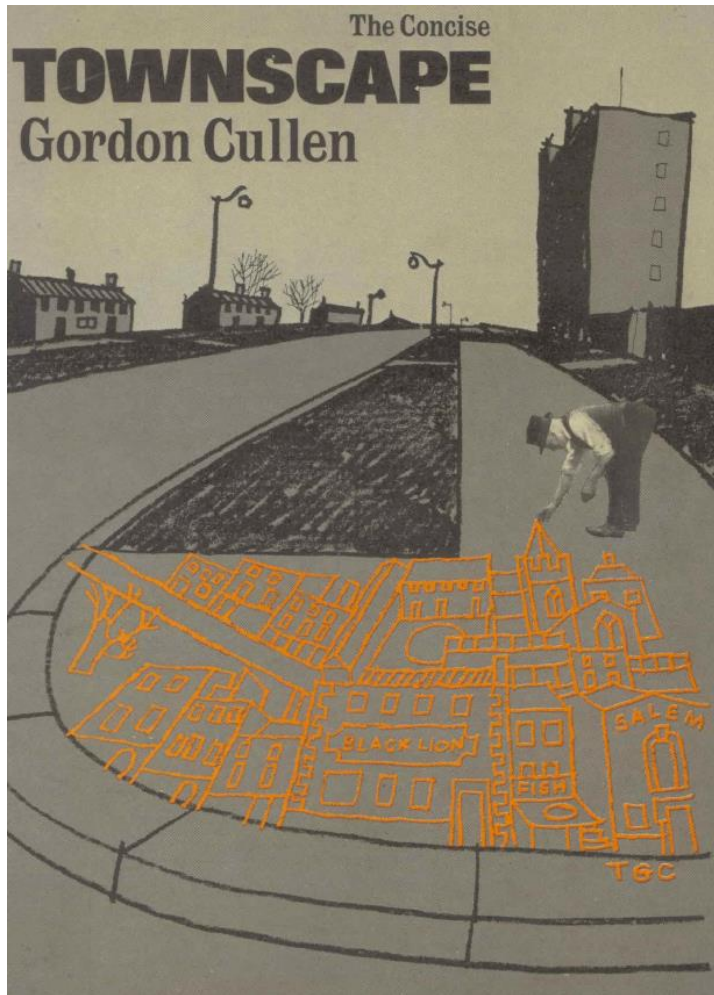
**'People live in houses…
but where do the houses live?**

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

Gordon Cullen, Maryculter report

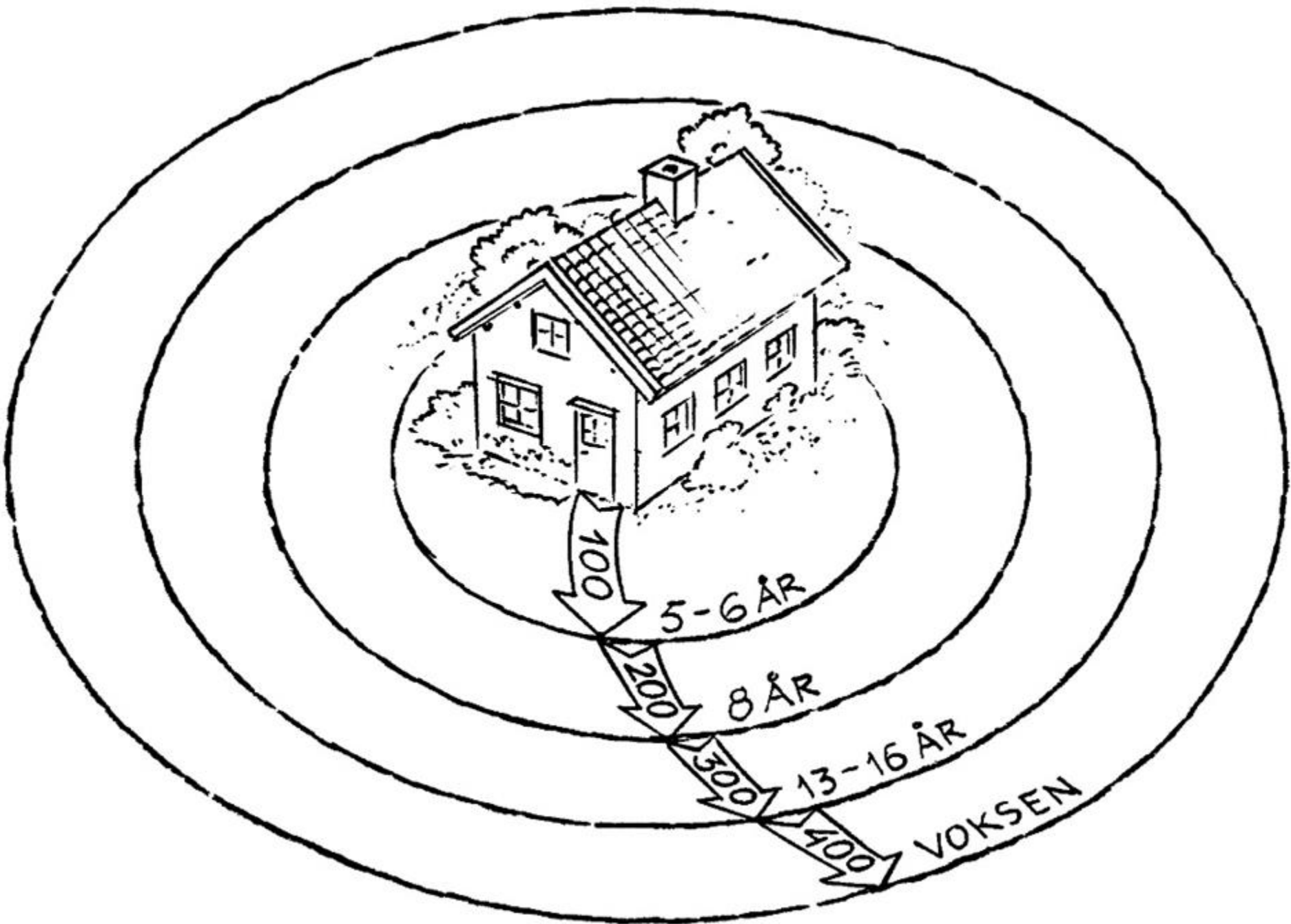The Making of the
ENGLISH
LANDSCAPE

'This is one of those rare books that can produce
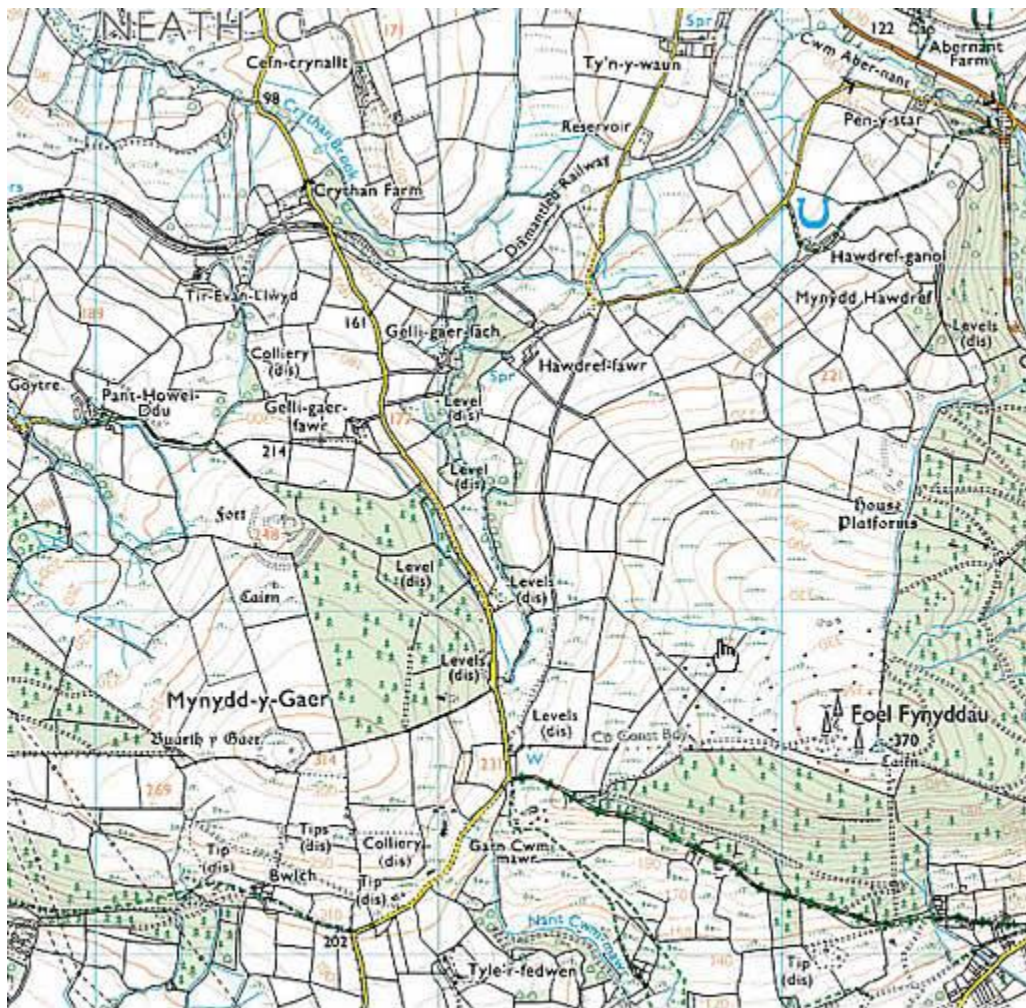a permanent and delightful enlargement of
consciousness' – *New Statesman*

W. G. HOSKINS

100 5-6 ÅR
200 8 ÅR
300 13-16 ÅR
400 VOKSEN

This image shows an example of the map detail.
Note: Resolution has been reduced for the purpose of viewing online. Actual resolution of map in Quickchart format is much higher.

GREEN INFRASTRUCTURE

DESIGN AND PLACEMAKING