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2. Towards an Urban Renaissance. The urban structure of dispersed cities
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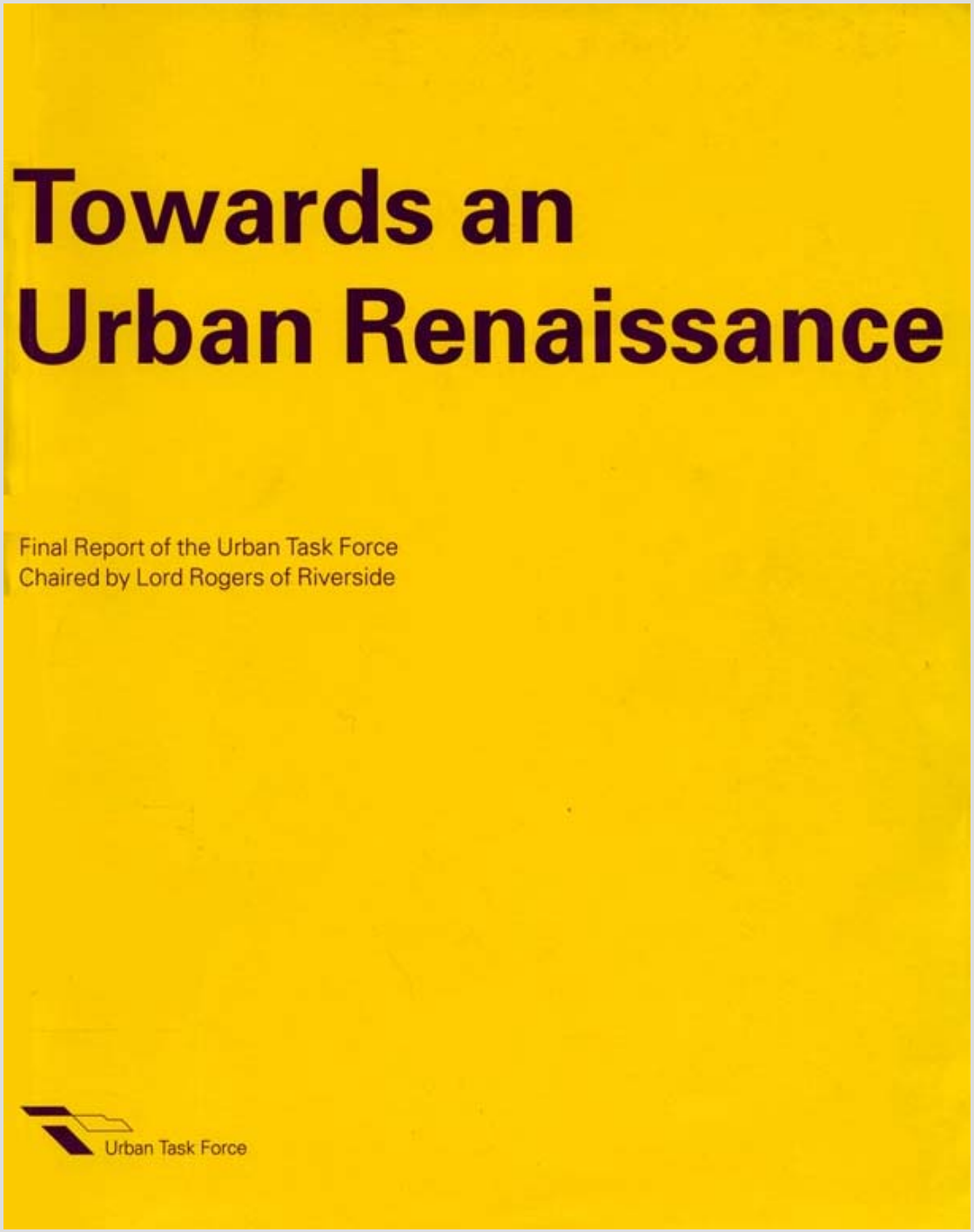

Urban Task Force,

***Towards an Urban Renaissance*, E & FN Spon, London, 1999**

Fig. 1

The urban structure of dispersed cities –
La struttura urbana delle città diffuse

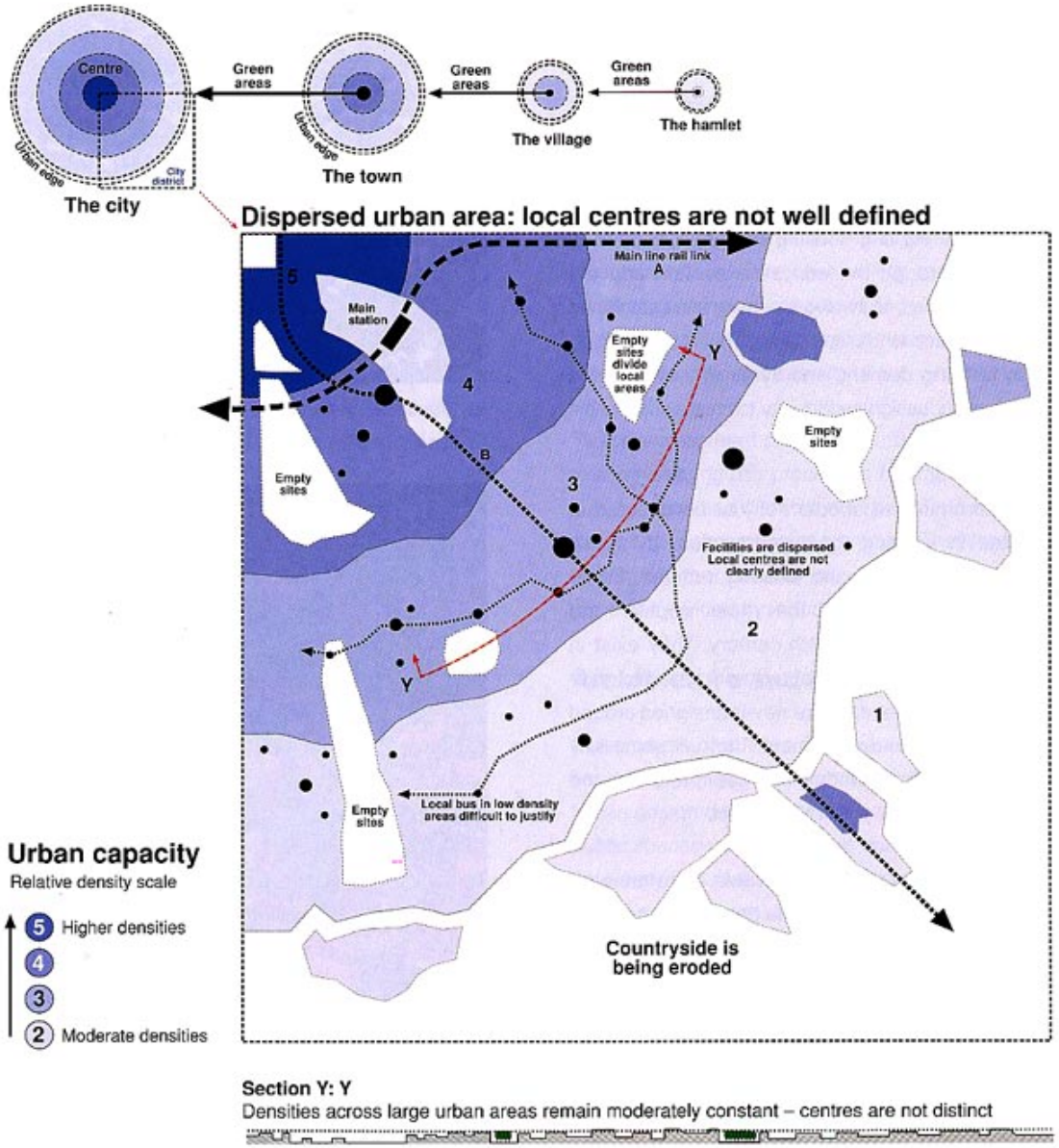

Fig. 2

Networks that link together residential areas to public open spaces and natural green corridors –

Reti di connessione tra aree residenziali, spazi aperti pubblici e corridoi verdi naturali

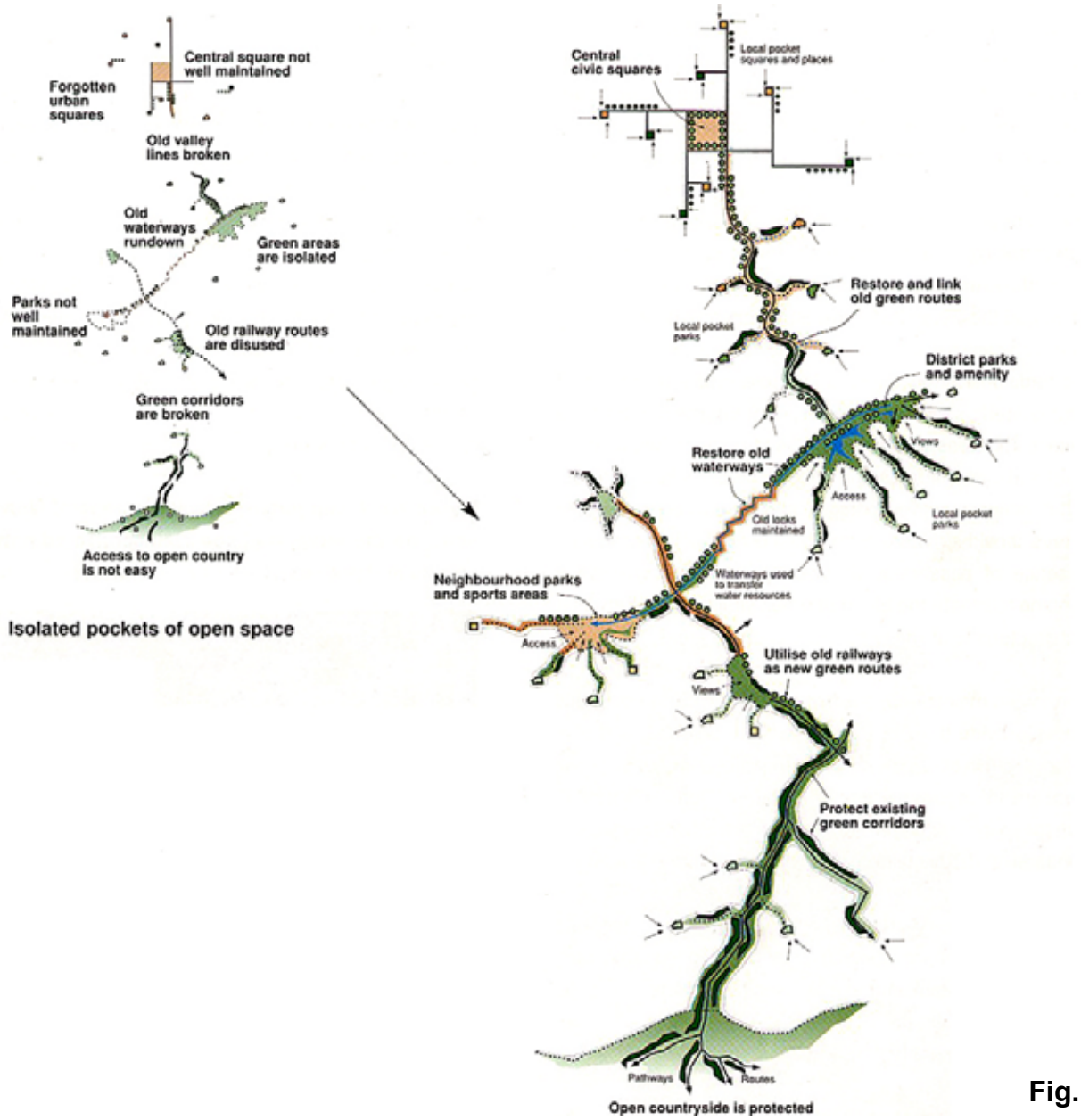

Fig. 3

The urban structure of compact cities –
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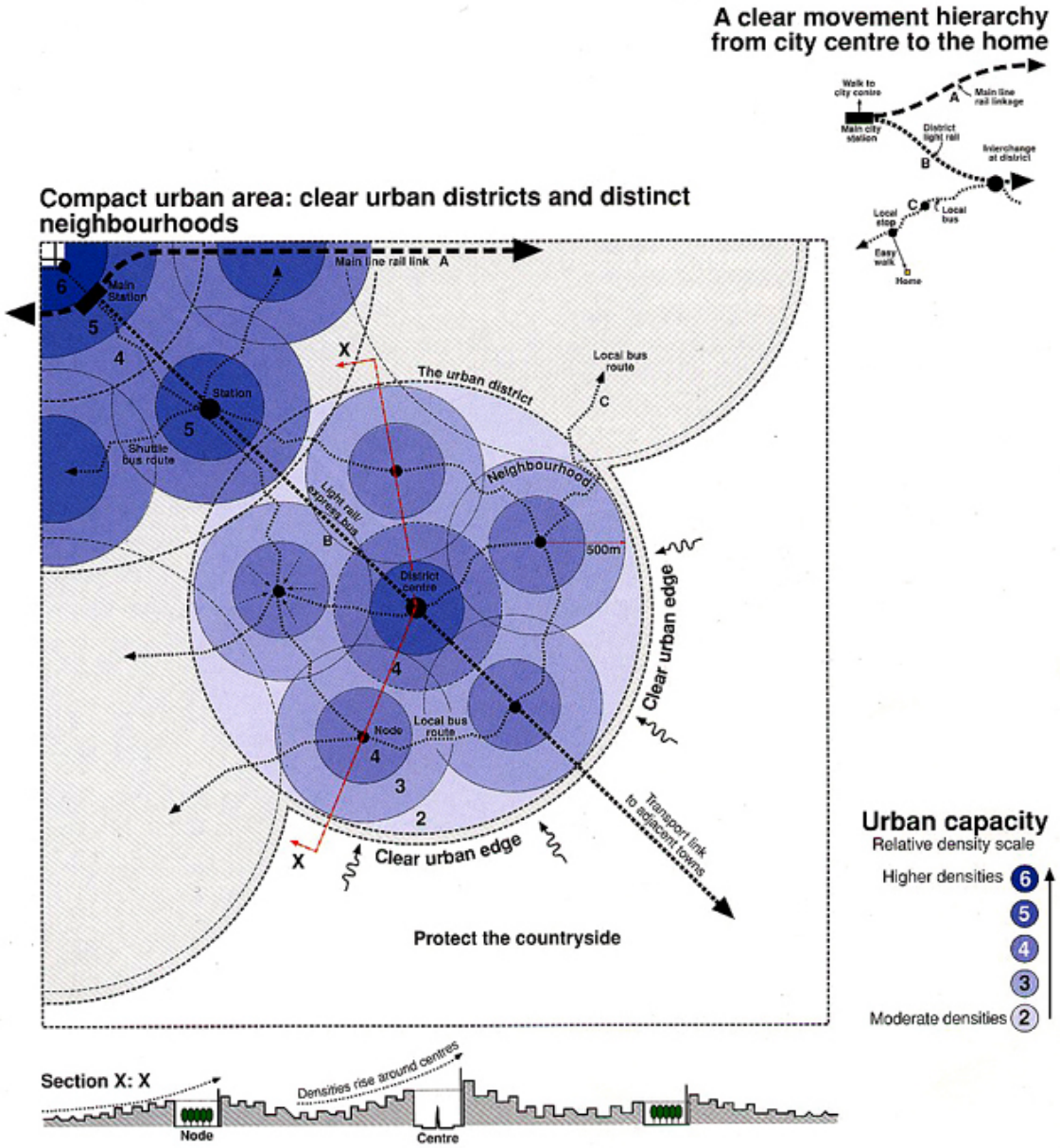

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Mixing uses. Relationships between density and urban form – Relazioni tra densità e forma urbana

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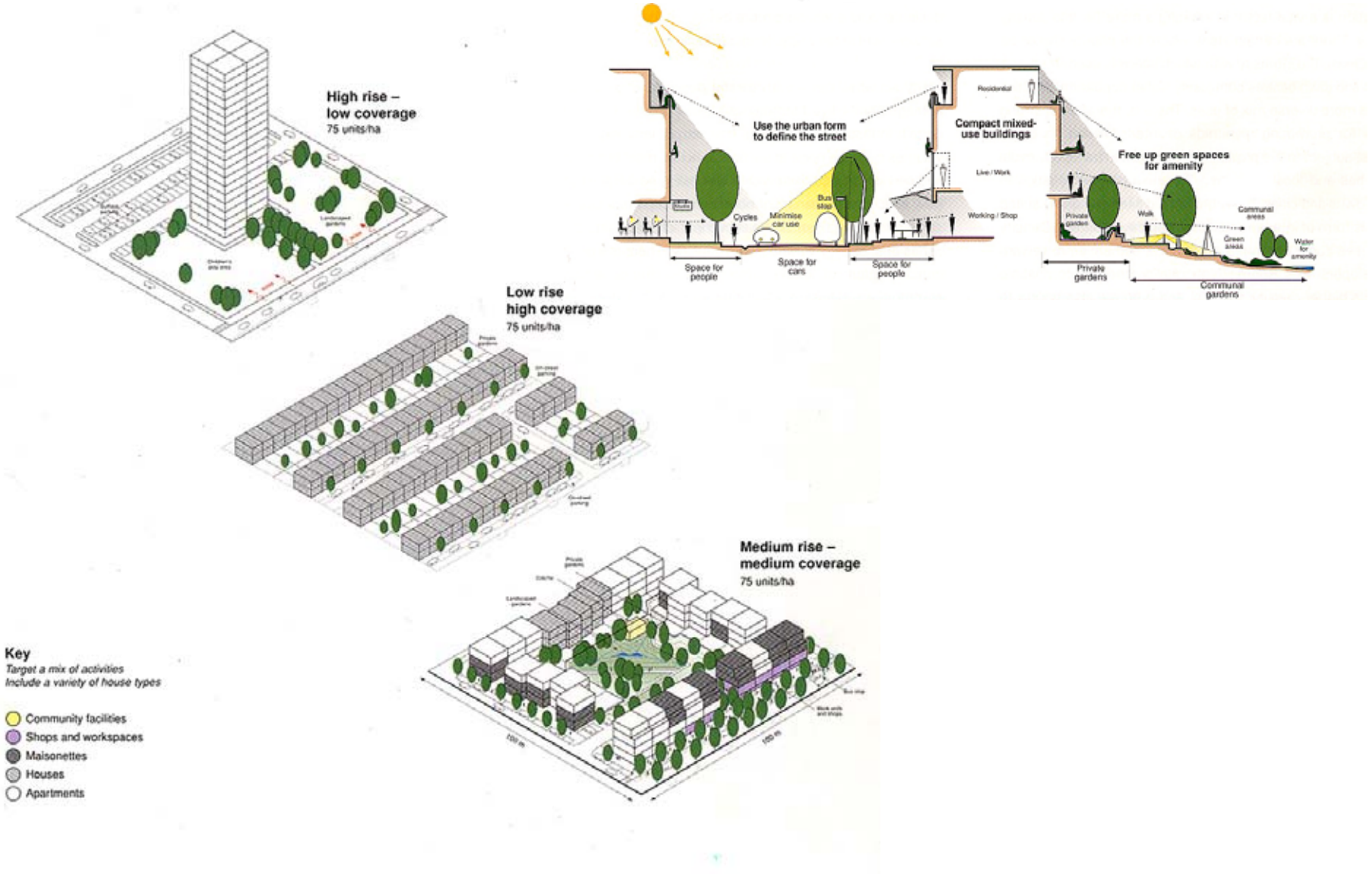

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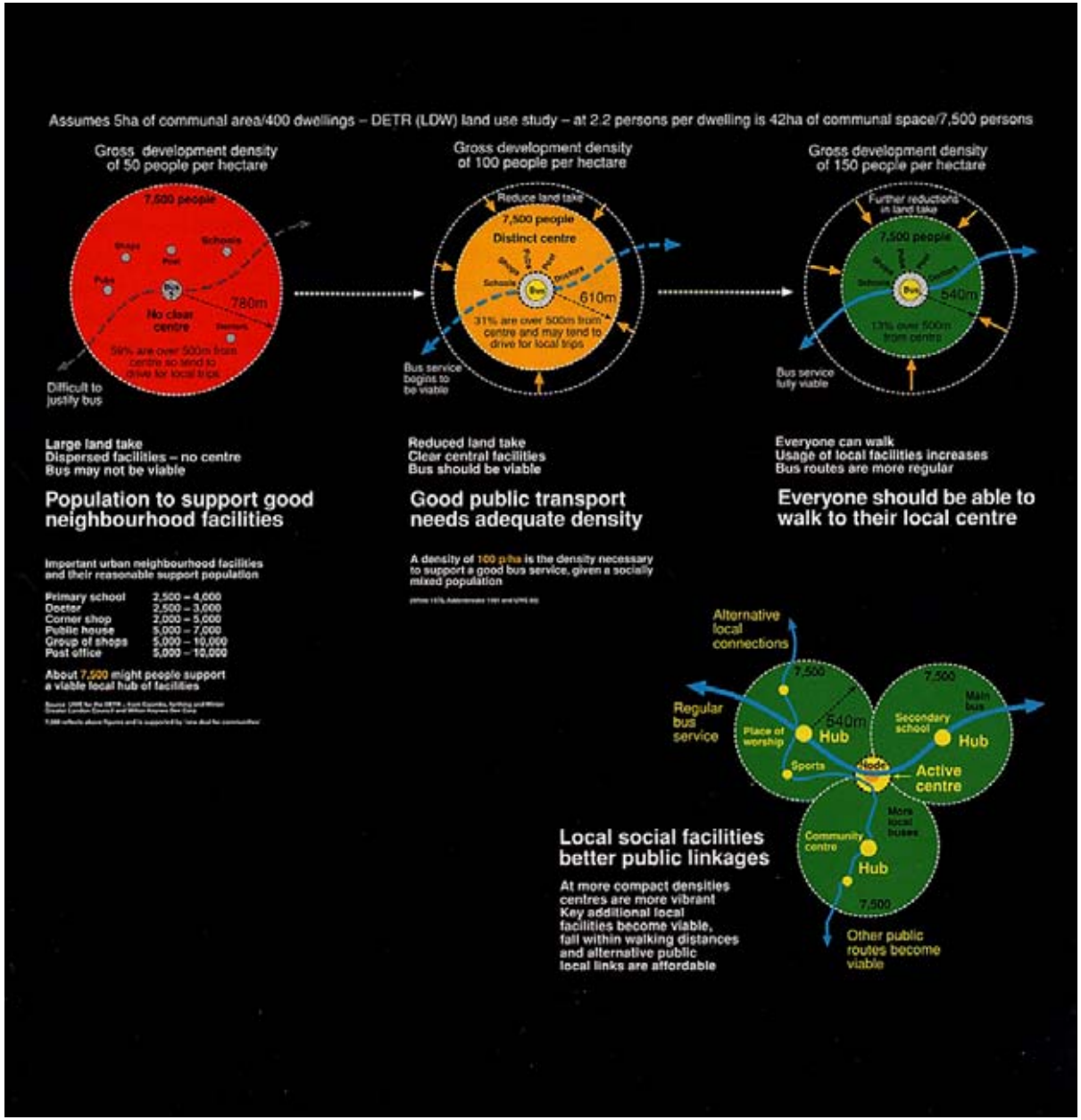


Fig. 7

The key components of a mixed-used and integrated urban neighbourhood –

Le componenti chiave di un nucleo urbano di vicinato multifunzionale e integrato

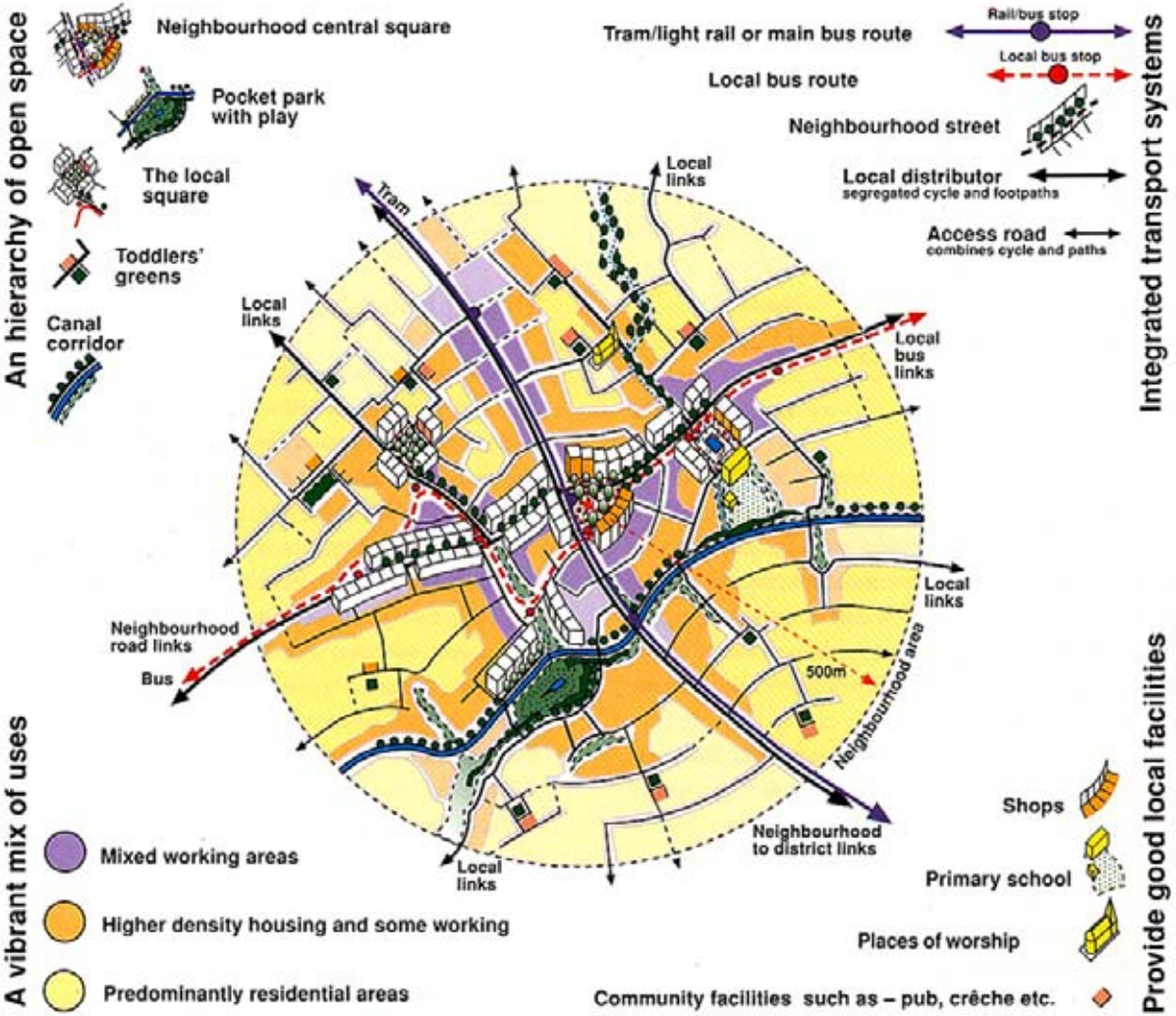


Fig. 8

Spatial masterplanning. Checklist of design issues – Elenco di temi di progetto

Urban form and public space

- relationship between development and wider metropolitan or regional context
- urban structure and grain of streets and public routes
- identity and sense of place
- design, shape and scale of major public spaces
- variety of built form and urban block structure
- location of building entrances along streets and public spaces
- distribution of residential, commercial and community facilities
- development densities, plot sizes and ratios
- intensification of public realm
- landmarks and public buildings
- public art
- use of natural features including trees, planting and water
- design and materials of hard and soft landscaped areas
- pavement widths and street furniture
- lighting and safety
- 24-hour use

Movement

- integration with existing pedestrian, vehicular and public transport routes
- location of public transport facilities
- integration between different movement modes (foot, cycle, car, public transport)
- accessibility of facilities within five and ten-minute walking and cycling distances
- car parking standards and location of car parking spaces
- traffic calming measures
- disabled access

Building design

- building layout and orientation
- variety of massing, materials and architectural expression
- flexibility of internal layout
- work/live and lifetime homes
- disabled access
- materials and maintenance
- visual link between buildings and streets – openings and entrances
- use of external spaces – balconies, roof terraces, porches
- overlooking distances

Environmental design

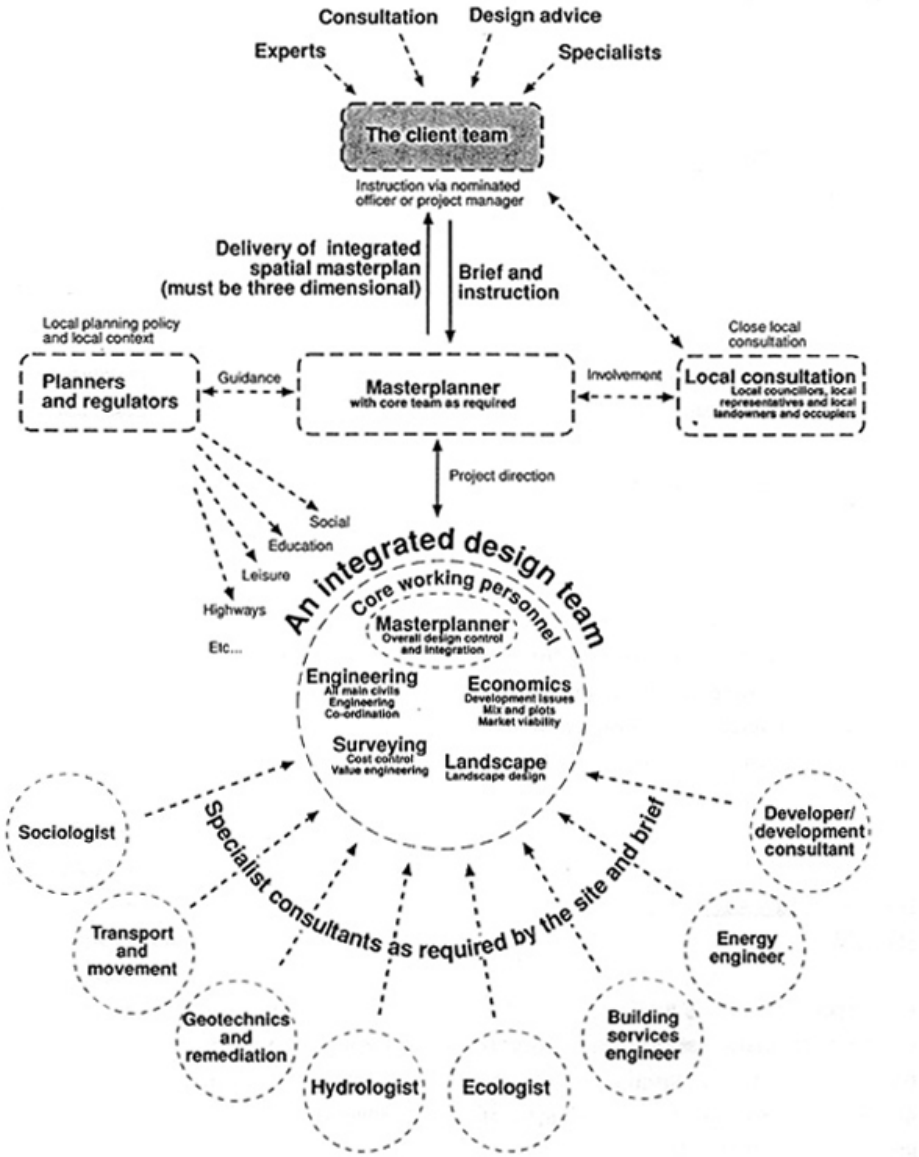
- massing and thermal performance
- passive environmental design
- exposure to sunlight and natural daylight penetration
- energy efficiency
- renewable energy sources
- Combined Heat and Power (CHP) provision
- grey water recycling
- reedbed filtration
- thermal and acoustic insulation
- household waste management
- landscape, biodiversity and ecology

Community issues

- play areas and community facilities
- proximity to existing or proposed school facilities
- adult education and family learning opportunities
- sports and childcare facilities
- training opportunities and job creation
- management and stewardship
- the wired community
- complementary community initiatives

Fig. 9

Multidisciplinarity. The Spatial masterplanning process –
Multidisciplinarità. Il processo per la costruzione di uno Spatial masterplan



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Part two.
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- Il quadro della pianificazione in Inghilterra (Cullingworth, Nadin 1997, p. 80)

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- Design control process

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4. Items structuring urban design
- Tematiche strutturanti l'urban design (Carmona 1996a; Carmona 1998, p. 49)

5. Urban design agenda (Carmona 2001b, p. 282)

6. The shifting bases of urban/environmental design
- I cambiamenti nelle tematiche fondative dell'urban/environmental design (Punter, Carmona 1996)

7. Diagram of the relationships between development and design control process
    - Diagramma delle relazioni tra design control process e attuazione del progetto (Shaw, Robinson 1998)

8. Generating design policies: key elements
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9. Structure for appraisal
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    - Local circumstances and their influence on design control (Carmona 2001b, p. 7)

13. Un 'diagramma dei poteri' per l'urban design / A 'powergram' for urban design (Punter, Carmona 1997, p. 86).

The planning policy framework in England –
Il quadro della pianificazione in Inghilterra

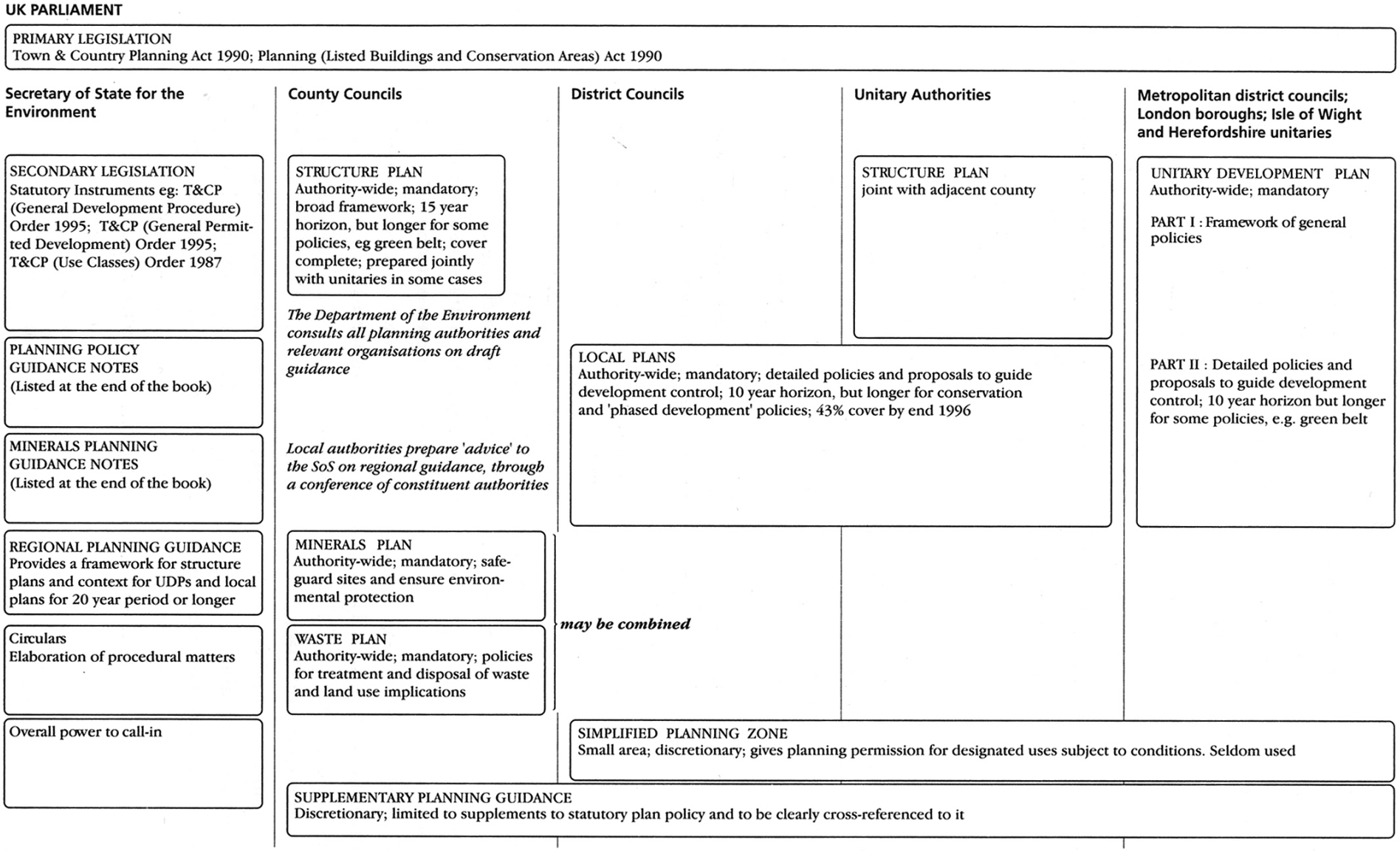


Fig. 1

		Source of guidance	Advantages	Disadvantages	UK Best Practice
NATIONAL	1.	**Primary Legislation**	Legitimises design control/conservation by setting down the statutory framework through which planning operates.	Open to legal interpretation by the courts.	N/A
	2.	**Government Guidance:** a) PPGs (NPPGs in Scotland) b) Circulars c) PANs (in Scotland) d) Design Bulletins	Provide statements of Government policy on nationally important land use matters; c) and d) also illustrate good practice. They specify the limits of design as a material consideration and guide local authorities in relevant design considerations. Such guidance is in itself a paramount material consideration.	Very general advice only, on broad-based concerns, requiring much interpretation. Effectively limits local interpretation of design issues in the light of local concerns and sense of place. Criticised by many for being too generalised too flexible, and too limiting.	DoE - PPG15: Planning and the Historic Environment (1994) SO - PAN 44: Fitting New Housing Development into the Landscape (1994)
STRATEGIC	3.	**Regional Guidance** (RPGs)	Establishes any broad regional design/environmental context or growth strategy and ensures adequate and consistent provision at the strategic level.	Tendency in the past to concentrate on economic and development issues at the expense of environmental concerns. Little design content.	DoE - RPG3: Strategic Guidance for London Planning Authorities (draft 1995)
	4.	**Structure Plan/ UDP Part 1 Policy**	Sets district or borough-wide planning framework, to guide local plan policies, so balancing design/environment against an assessment of local economic and social priorities in the light of national and regional advice. Potentially has an important role to play in establishing the strategic dimension of design; like local plan policy it also benefits from the full weight of Sec. 54A.	Tendency in the past to ignore design issues as only relevant as a local consideration, thus missing the opportunity to set an effective strategic design framework.	Hertfordshire County Council - Hertfordshire County Structure Plan Review: Future Directions (draft 1994)
	5.	**Landscape Character Assessment**	Such appraisal helps ensure the full recognition of the landscape dimension of design and in itself is a material consideration. Landscape character zones are a well established and accepted concept, synthesising landscape characteristics and providing a basis for allocating land for development or conservation, and shaping urban form.	Tendency to be descriptive rather than prescriptive, such analysis is of little value unless able to inform and underpin policy. Character assessment has yet to fully embrace natural processes such as sustainability.	Hampshire County Council - The Hampshire Landscape (1993) Countryside Commission - The New Map of England: A Celebration of the South Western Landscape (1994)
	6.	**County Design Guidance**	Helps ensure a consistent approach and standard of design across counties, particularly aiding those district authorities who have a shortage of in-house design skills. Usually focus on county matters like highways (extended into residential design at large) and landscape. County guidance is a material consideration.	Although able to distil the county-wide vernacular characteristics, such guidance is not a substitute for more contextual guidance at the district level. Utility depends on adoption by the district, co-ordination between county highways and district development control.	Essex County Council - A Design Guide for Residential Areas (1973) Suffolk County Council - Suffolk Design Guide for Residential Areas (1993)

The hierarchy of design guidance -

La gerarchia degli strumenti di design guidance

Fig. 1

		Source of guidance	Advantages	Disadvantages	UK Best Practice
DISTRICT AND CITY	7.	**Local Plan/UDP Part 2 Policy**	Can provide a contextually based locally orientated framework for design control, within the limits established by Government guidance. Such policies benefit from the full force of Section 54A and thus provide the most potent tool for controlling design.	Closely scrutinised by Central Government and development interests to prevent over prescription, thus effectively limiting local choice about the level of control, and the degree of tailoring to local context.	City of Westminster - Unitary Development Plan: Part II (deposit 1991) Bristol City Council - Bristol Local Plan (deposit 1993)
	8.	**Development Control Guidelines** (in plan)	Provide a half-way house between policy and SDG. Particularly suited to key rules of thumb and guidelines used by authorities, which are construed to be too detailed for policy, but which nevertheless constitute a key basis for control. They often articulate previous 'bottom drawer' policies and standards, so making the basis for design control explicit.	Not recognised in Government guidance as a legitimate format for control. Tendency as with all standards to ignore qualitative concerns at the expense of quantitative issues, thus resulting in standardised solutions. Their status where adopted remains unclear.	Stevenage Borough Council - Environmental Safeguards (deposit 1990) Dacorum Borough Council - Dacorum Borough Local Plan-Part 5: Environmental Safeguards
	9.	**Design Guides**	An accessible format through which detailed design advice can be expressed directly to designers, developers and householders. Can be used to ensure design is contextually based, to highlight good practice and to help avoid common design faults. Well suited to single issues, development types or development contexts. SDG is a material consideration with a clear relationship to plan policy.	Can be ignored, or conversely followed too slavishly. Does not necessarily ensure good design, and advice is not always relevant to site/ context specific circumstances. Often requires significant input of skills and resources in preparation. Too often copied from other guides and not cross-referenced to policy.	Bristol City Council - Residential Guidelines (1993) Bath City Council - Bath Shopfronts: Guidelines for Design and Conservation
	10.	**Design Standards**	Readily quantifiable criteria with which to assess applications. Based on the desire to secure safe living conditions and high quality residential amenity. Provides a firm/fair basis for development control decisions and for applicants to assess proposals, so reducing the need for readily available design skills. When land use related such standards are a material consideration.	Rarely secure good design by themselves, and can be directly responsible for promoting standardised, regimented solutions. Much criticised and resisted by the development industry, and by Central Government as part of deregulation. Need skilled application and weighting.	National Playing Fields Association - Six Acre Standard for Outdoor Playing Space (1992) Islington Council - Housing for People with Disabilities (second edition 1989)
	11.	**Design Strategy** (established context)	Attempt to provide a spatial framework for urban design, landscape and infrastructure investments and a basis for detailed design decisions. Design strategies give spatial expression to, and linkage between, structure and local plan policies, and can be detailed through design frameworks and briefs. Like briefs and frameworks, they represent a pro-active rather than reactive form of guidance.	Design strategies are rare, and when found sometimes operate independently of the plan making process, rather than as part and parcel of a fully integrated hierarchy of guidance. They require a considerable investment of skills and resources to prepare and implement and an agreed 'vision' for future form.	City of Birmingham - City Centre Design Strategy (1990) DoE - Thames Strategy; A Study of the Thames (1995) Warwick District Council - Royal Leamington Spa: A Design Framework in an Historic Town (1990)
	12.	**Landscape Strategy**	Help ensure a proper integration of natural and built environment concerns. Unlike landscape character assessments they tend to focus on urban as well as rural landscapes, and on managing and enhancing as well as protecting the landscape. Such strategies should form the basis for a more holistic, sustainable approach to landscape policy.	Again such strategies are rare, and where found also tend to operate separately from the plan. Like design strategies (11) they require a considerable investment in skills and resources, both for their preparation and implementation.	Bath City Council - Cherishing Outdoor Places, A Landscape Strategy for Bath (1993) Thames Landscape Steering Group - Thames Landscape Strategy: Hampton to Kew (1994)

The hierarchy of design guidance -

La gerarchia degli strumenti di design guidance

Fig. 2

		Source of guidance	Advantages	Disadvantages	UK Best Practice
AREA/SITE SPECIFIC	13.	**Area Appraisal** a) Design Appraisal b) Conservation Area Assessments	Helps to ensure that proper regard is given to context, both by the local authority and by applicants, so raising design standards. Should form a vital part of the policy/guidance writing process. Can be tied into the process of conservation area designation and ongoing enhancement. Appraisal results can be a material consideration.	Tendency to focus on visual context only at the expense of social, functional and environmental concerns. Tendency also to encourage replication of established form, rather than innovation. Can be resource intensive to carry out, usually requiring high skills input to develop prescriptions.	Dacorum Borough Council - Residential Area Character Study (draft 1995) Royal Borough of Kensington and Chelsea - Queen's Gate Conservation Area Proposals Statement (1989)
	14.	**Design Codes** (usually new build)	Lay down a set of codes/ principles to guide development, without defining an actual site specific framework to follow. Can be based on cues from the surrounding context, or used to define a totally new identity, in areas of comprehensive development, for which such codes are particularly suited. Of particular value where long time spans for development are envisaged, and where exact development processes are unclear.	No clear three dimensional development pattern established to guide development, so reducing certainty for all concerned. Requires long term will to implement as tendency to abandon such codes in good times (i.e. the Isle of Dogs Development and Design Guide (1982)).	Hulme Regeneration Limited - A Guide to Development: Hulme Manchester (1994) Manchester City Council - City Development Guide (draft 1995)
	15.	**Development Frameworks**	Usually tailored to large, long term development sites. Flexible and readily adaptable approach to site planning, clearly defining the two and three dimensional forms of public space, whilst allowing developers/designers to be creative within an overall controlling framework. Can be used to co-ordinate the efforts of different landowners, as a framework for individual briefs, and is good for defining the 'capital web.'	Some uncertainty about final built form (greater certainty than design codes, less certainty than briefs and master plans). Problems with ensuring successful long term implementation.	London Docklands Development Corporation - Royal Albert Dock Development Framework (1985) Birmingham City Council - Convention Centre Quarter (1994)
	16.	**Design Briefs**	A pro-active rather than reactive form of guidance, which is tailored to individual sites and so can readily respond to the context and to the character of the site. Can be used to co-ordinate the various design requirements of different consultees and to systematically assess design factors. Briefs are quick and easy to produce and are readily adaptable to changing circumstances. They possess great potential for consultation and community participation, as well as for site promotion and for implementing plan policy. They can also be used to lever planning gain from a site.	Briefs more commonly take the form of development or planning briefs rather than design briefs, with consequently little design input. Often criticised as being divorced from economic realities. Require considerable skills and resources for preparation, review and implementation. Tendency to be either over prescriptive, or too vague and unresponsive to design context. Have a short shelf life and are frequently ignored in practice even if adopted by authority.	Wycombe District Council - Local Plan Appendix: Development Briefing (1992) Wokingham District Council - Wokingham Town Centre Integrated Urban Design Briefs (1987)
	17.	**Master Plans**	Ensure maximum development certainty by creating a three dimensional vision of future form. They are tailored to individual sites and can be used as marketing tools. Architectural competitions can be utilised to ensure quality implementation. Still allow architectural freedom within limits of form.	Rarely used by local authorities as a method of controlling design, unless involved directly in development themselves. Requires large professional design input. Inflexible and incapable of adjusting to changing circumstances. Can constrain designers of individual buildings.	Crown Street Regeneration Project - Crown Street Master Plan (1991) Olympia And York - Canary Wharf Master Plan (1985)

The hierarchy of design guidance -

La gerarchia degli strumenti di design guidance

Fig. 3

Items structuring urban design –
Tematiche strutturanti l'urban design

Spatial	Morphological	Contextual	Visual	Perceptual	Social	Functional	Sustainable
Design issues listed as legitimate design concerns in government guidance (from Table 3.2)							
open space road hierarchy settlement pattern town cramming	building lines density layout street pattern	character conservation context environmental quality height landscape materials neighbourh'd impact relation to other b'lgs siting streetscape views vistas	amenity appearance building traditions bulk colour development size eyesores interest local style massing scale texture	defensibility distinctiveness enclosure place variety	access active frontages activity patterns crime mixed use play space public health public space quality of life supervision vitality	daylight footpaths house size house type infrastructure layout overlooking overshadowing parking privacy road design road safety	biodiversity energy efficiency landscaping orientation sunlight sustainable design trees
Design issues listed as non-legitimate design concerns in government guidance (from Table 3.3)							
		location on plot outlook	detailed design style		disabled access	garden size space formulae	
Other relevant design concerns not explicitly covered in government guidance							
capital web compact form districts neighbourhoods public transport topography	block size connectivity edges grain incremental design morphology nodes permeability space network spatial proportions	boundaries building groups contrast plot size unity	balance corners focal points form harmony landmarks proportion rhythm roofscape solid v void townscape vertical v horizontal	appropriateness gateways human scale identity image legibility sensual experience	community facilities minority needs personalisation public/private public realm social cohesion social equity	infrastruture lighting servicing SLOAP traffic calming	ecology economic viability environment capacity microclimate road dominance robustness site capacity structure planting

Design considerations appear under one approach only, although in reality many fit into more than one of the categories identified. This emphasises the interrelated, and interdependent nature of urban design theory and of the urban design considerations identified.

Fig. 4

Urban design agenda

The shifting bases of urban/environmental design –

I cambiamenti nelle tematiche fondative dell'urban/environmental design

Traditional emphases	New progressive emphases
External appearance	Environmental quality
The looked-at	The lived-in
Townscape	Public realm
Aesthetic needs	Human needs
Elitist taste	User values
Intuition	Problem solving
Rationalism	Empiricism
Professionalism	Inter-professionalism
Product	Process
Individual design	Collaborative design
Built environment	Built and natural environment
Client interest	Public interest
Urbanity	Sustainability
The project	Hierarchy of scales

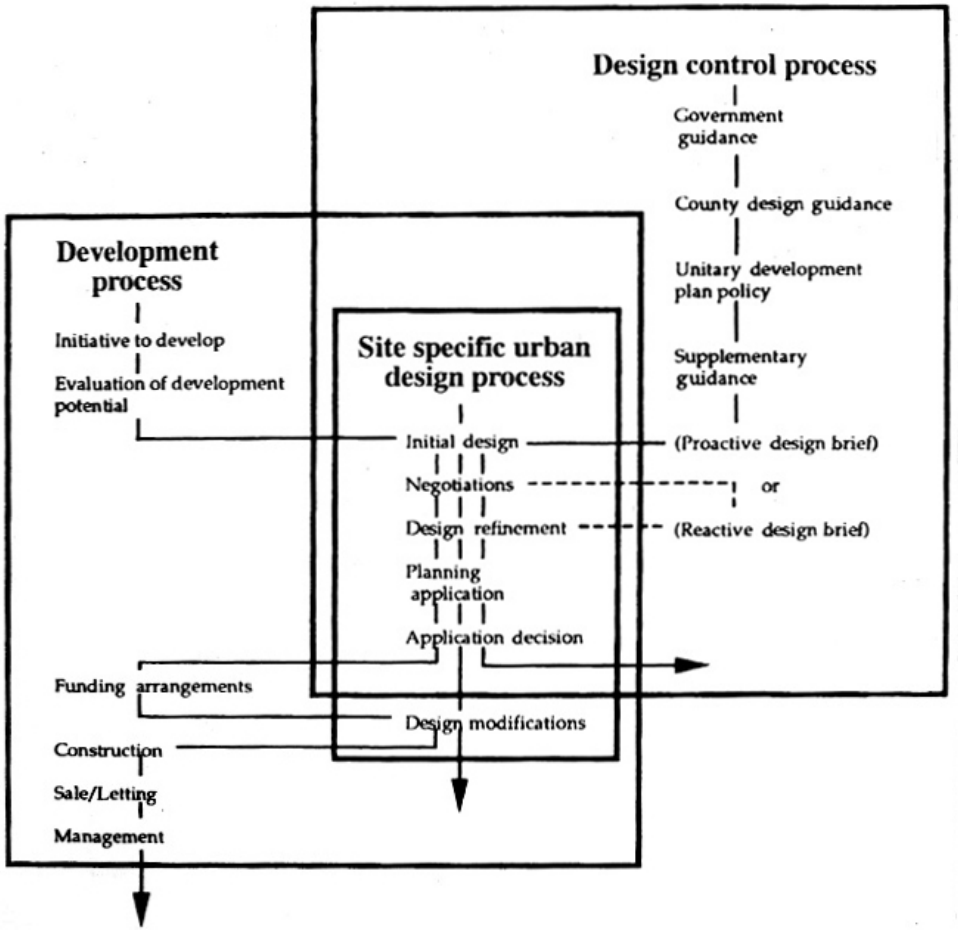
Fig. 5, 6

Diagram of the relationships between development and design control process -

Diagramma delle relazioni tra design control process e attuazione del progetto –

Generating design policies: key elements –

La costruzione di design policies: elementi chiave



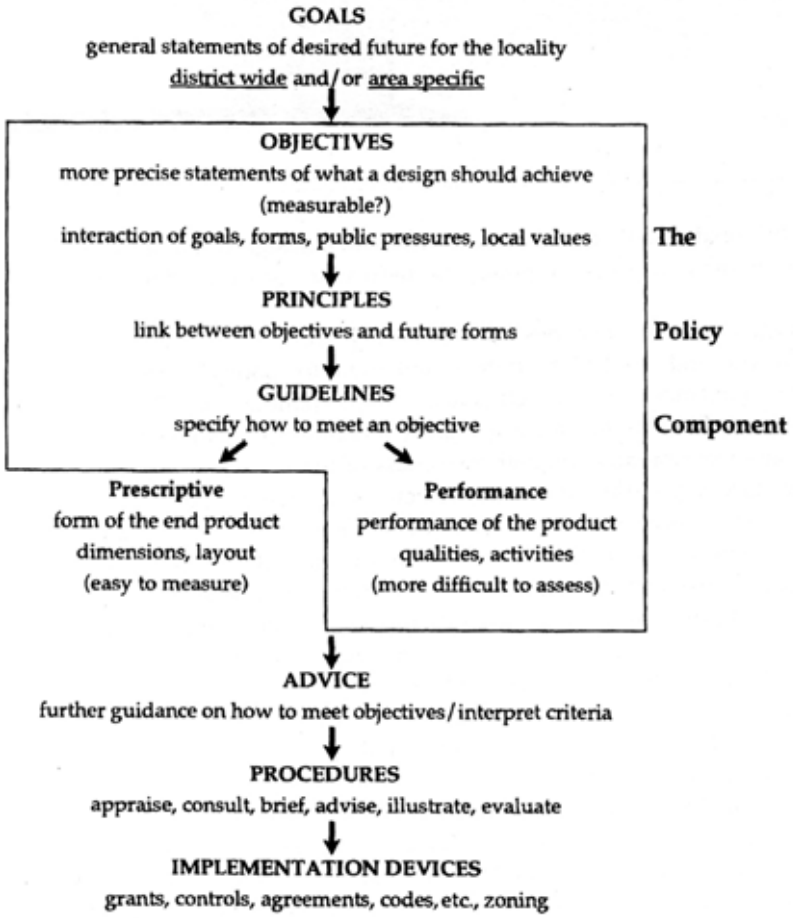


Fig. 7, 8

Structure for appraisal –
Struttura della valutazione

	Strengths	Weaknesses	Opportunities	Threats
Spatial	Do distinctive district/ neighbourhood boundaries exist, if so where? Is the topography a positive character-giving asset Will developments fit in to the existing capital web? What quality open spaces exist?	Where does the spatial pattern break down? Do no man's lands exist between adjoining districts? What topographical restraints are apparent? Is the road hierarchy a uniting or divisive factor? Any public transport?	What opportunities are there to add to the network of open space? What opportunities exist for large-scale interventions that enhance the existing spatial form/capital web? Can the existing spatial form be repaired?	What high-impact threats lie over the horizon, i.e. new roads, developments business closures? Is town cramming a problem? Is urban sprawl a problem? Is public transport viable in the long term?
Morphological	Is the morphological form distinctive? Which morphological elements give character: street pattern/blocks/ edges/nodes/building line? Is the historical grain intact and is permeability good: pedestrians/cars/cycles?	Which spaces lack definition/enclosure? Where does route connectivity break down? Where has the urban grain been lost/ignored? Have standardized layouts been imposed? Are density targets too rigid?	Do opportunities exist to enhance connectivity? Can a distinctive network of spaces be formed? What opportunities exist to re-impose/establish a legible urban form/grain? Can permeability be enhanced?	Are incremental developments damaging morphological form, i.e. plot/block amalgamations? Do comprehensive redevelopments constitute any threat? Is built density increasing or decreasing?
Contextual	Where is landscape setting especially important? Which characteristics most clearly define the context? Do any important building groups exist? Is unity or diversity the defining characteristic?	Which areas possess no defining character? Where does environmental quality break down? Do buildings gel together in distinctive groups, if not why not? Which areas require further (increased) protection?	What opportunities exist to enhance existing or open up new views and vistas? Do opportunities exist for high buildings? Is conservation policy appropriate (CAs, LBs)? Do opportunities exist to define context anew?	Is landscape character being eroded? Is increasing building height a problem? Which existing contexts are under threat—incrementally or comprehensively? Are traditional boundary treatments being replaced?
Visual	What townscape qualities can be identified? Which traditional materials are used in which areas, what colours predominate? Do local styles exist, what are their key qualities? Is roofscape an important element (a fifth elevation)?	Does scale tend towards the inhuman? Do wider amenity concerns impact on areas? Are buildings visually interesting from different views and distances? Are corners given due emphasis?	Do opportunities exist to establish new landmarks or focal points? What opportunities exist to remove eyesores? How can existing townscape be enhanced? Do opportunities exist to encourage modern design?	Do any large-scale developments threaten the townscape character? Are important skylines under threat? Do plot ratios result in an increasing building bulk? Do new building technologies pose a threat?

Fig. 9

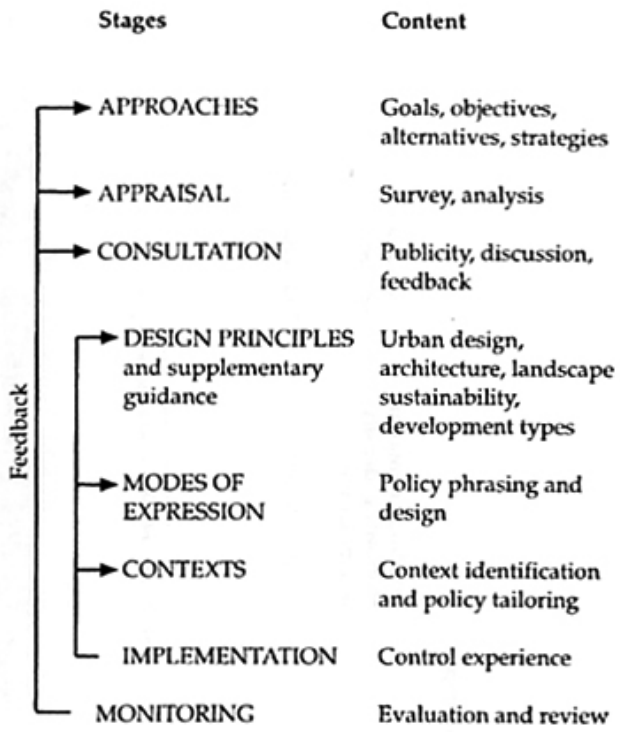
Structure for appraisal –
Struttura della valutazione

	Strengths	Weaknesses	Opportunities	Threats
Perceptual	Which areas possess a distinctive sense of place and impart a clear image and why? Which areas are clearly legible and what qualities contribute to this? Is the prevailing scale human in nature?	Which areas suffer from a lack of clear identity? Are any areas threatening in character and if so why? Do parts of the town/city suffer from a poor image, and is this related to design factors? Is monotony a problem?	Can potential gateways be identified to enhance district/settlement identity? Can an increase in visual and social variety be used to enhance sense of place? Do possibilities exist to reinforce existing sense of place and legibility?	Is local distinctiveness being undermined? Are standardized and corporate designs a problem, and where should such design be resisted? Do particular land uses contribute to sense of place, are they under threat?
Social	Which design factors contribute most strongly to improving quality of life? Which areas exhibit a strong and cohesive community spirit? Identify important gathering places, what qualities makes them so?	Which areas suffer from a high incidence of crime; is this due to design factors? Do women feel excluded/ intimidated in some areas? Where are the needs of the disabled not adequately catered for; why is this? Is play space adequate?	Identify opportunities for mixing uses? What design opportunities exist to cater for minority needs and improve social cohesion? Do opportunities exist for improving accessibility and providing public space?	Where is vitality being undermined and how? Does personalization represent a threat; what forms can be encouraged? Is there any noticeable trend to privatizing the public realm? Do problems affect health?
Functional	Which potential expansion areas are well linked to existing infrastructure? Which housing types have been used particularly successfully and why? What principles can be identified for successful road design/integration	Identify any space left over after planning (SLOAP), what can be done with it? Under what circumstances have standards-based approaches failed? In what circumstances has road design been allowed to dominate urban form?	Do opportunities exist for traffic calming? Can more flexible space standards and functional criteria be identified for development forms? What opportunities exist to better utilize existing infrastructure?	Does the need for adequate servicing pose any threat? Does demand for parking represent a threat? Does town cramming threaten basic amenity? In which areas does road safety pose a real or potential problem?
Sustainable	Which development forms are most energy efficient? Identify any ecologically valuable sites? Appraise indigenous vegetation, is it appropriate for use in development? Which trees are worthy of preservation?	How do microclimatic factors impact on development strategies? Are any potential development areas poorly served by public transport? Where has landscaping been treated as an after-thought, and why?	Do opportunities exist to fully integrate natural and built environmental concerns? What opportunities exist for greening sites/buildings? Which principles guarantee robust development forms: adaptability and resilience?	Which areas are in danger of exceeding their natural environmental capacity? Are street trees ageing? Are enough brown-field sites available for development? Which developments encourage car use?

Fig. 9

Method for policy writing – Metodo per la redazione di politiche urbanistiche

The procedures of design control – Le procedure di design control



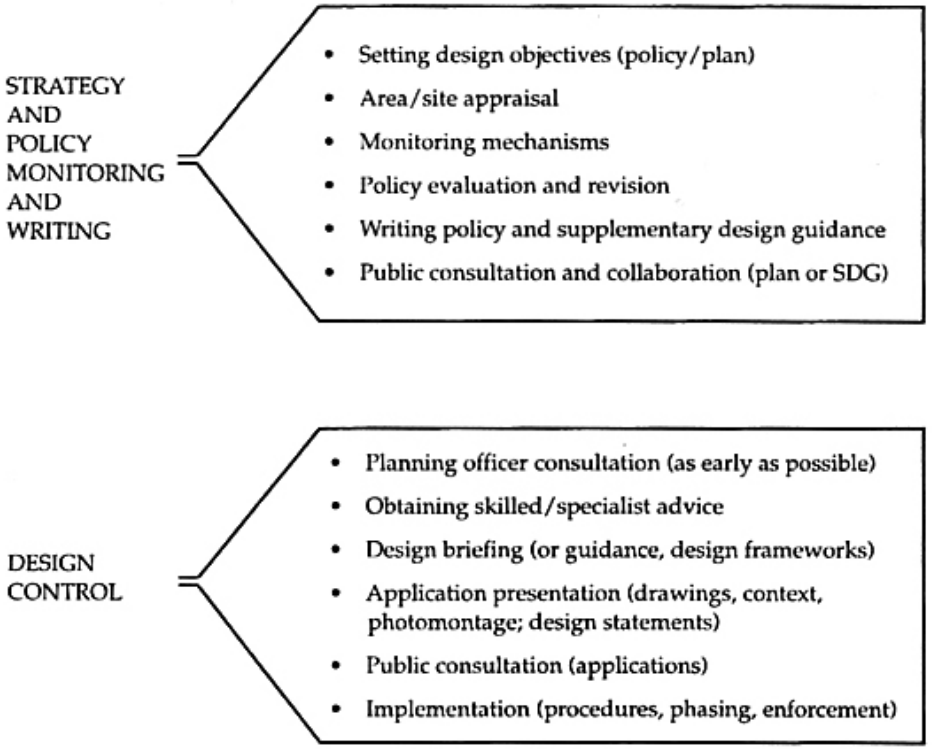


Fig. 10, 11

Local circumstances and their influence on design control –
Circostanze locali e loro influenza sul design control

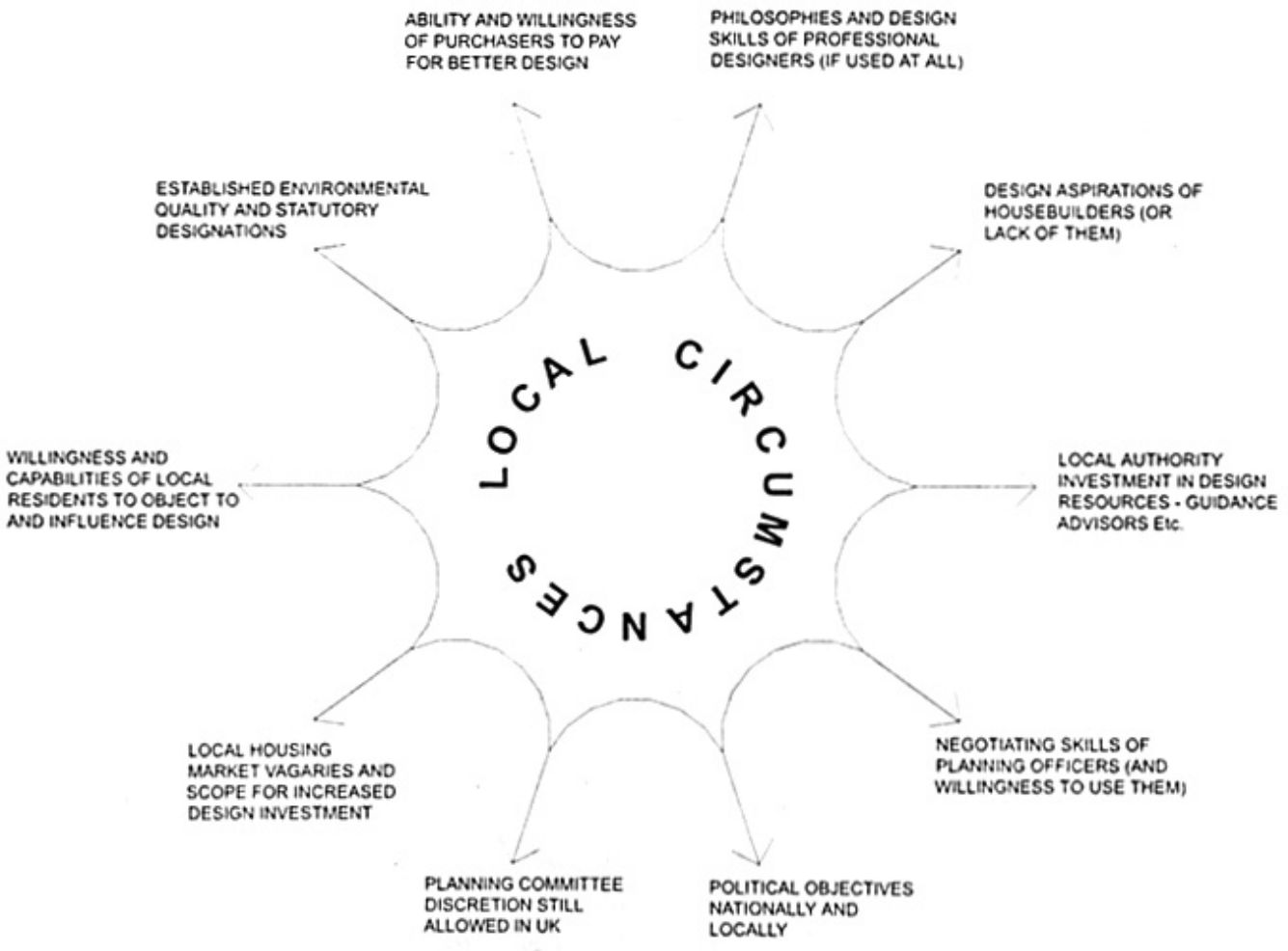


Fig. 12

A 'powergram' for urban design –
Un 'diagramma dei poteri' per l'urban design

Actors / Elements of the built environment	Suppliers		Producers					Consumers
	Land owner	Funder	Developer	Local authority		Architect	Urban designer	Everyday Users
				Planners	Highway Engineers			
Street Pattern	–	–	○	○	✪	–	⊕	○
Blocks	–	–	–	○	–	–	⊕	–
Plots - subdivision & amalgamation	●	●	●	✪	–	–	⊕	–
Land/building use	●	●	●	✪	○	○	⊕	○
Building form - height/mass	–	●	●	✪	–	⊕	⊕	○
- orientation to public space	–	○	●	✪	–	⊕	⊕	○
- elevations	–	○	●	○	–	⊕	○	○
- elements of construction (details/ materials)	–	○	●	○	–	⊕	○	○

Key: ●, Power to initiate; ✪, power to control; ⊕, responsibility to the client; ○, interest/influence - by argument or participation; –, no obvious interest. *Note*: This is a very generalized allocation of power appropriate to the majority of cases in British development, but circumstances will vary according to who employs the urban designer (it is assumed here the developer does), how interventionist the funder or planner is, etc.

Fig. 13

Parte terza.
Planning guidelines
- Planning guidelines

3.2. Guide ministeriali. Department of Transport, Local Government and the Regions, Commission for Architecture and the Built Environment, By Design. Urban Design in the Planning System: towards Better Practice, 2000
-Ministerial Guides. Department of Transport, Local Government and the Regions, Commission for Architecture and the Built Environment, By Design. Urban Design in the Planning System: towards Better Practice, 2000

1. By Design. Urban Design in the Planning System: towards Better Practice. Second cover (Detr, Cabe 2000)

2. By Design. Urban Design in the Planning System: towards Better Practice. A picture (Ibid., p. 6)

3. By Design. Urban Design in the Planning System: towards Better Practice. Objectives of urban design and aspects of development form (Ibid., p. 15, 16)
-Obiettivi dell'urban design e aspetti dell'assetto formale

4. By Design. Urban Design in the Planning System: towards Better Practice. Character (Ibid., p. 20)
-Carattere

5. By Design. Urban Design in the Planning System: towards Better Practice. Continuity and enclosure (Ibid., p. 22)
-Continuità e chiusura

6. By Design. Urban Design in the Planning System: towards Better Practice. Quality of the public realm (Ibid., p. 25)
- Qualità dello spazio pubblico

7. By Design. Urban Design in the Planning System: towards Better Practice. Ease of movement (Ibid., p. 27)
-Facilità di movimento

8. By Design. Urban Design in the Planning System: towards Better Practice. Adaptability (Ibid., p. 30)

- Flessibilità

9. By Design. Urban Design in the Planning System: towards Better Practice. Diversity (Ibid., p. 31)
   - Differenziazione

10. By Design. Urban Design in the Planning System: towards Better Practice. Thinking Machine (s.a. 1999)

11. By Design. Urban Design in the Planning System: towards Better Practice. Identifying constraints and opportunities (Ibid., p. 40)
   - Individuazione di vincoli e opportunità

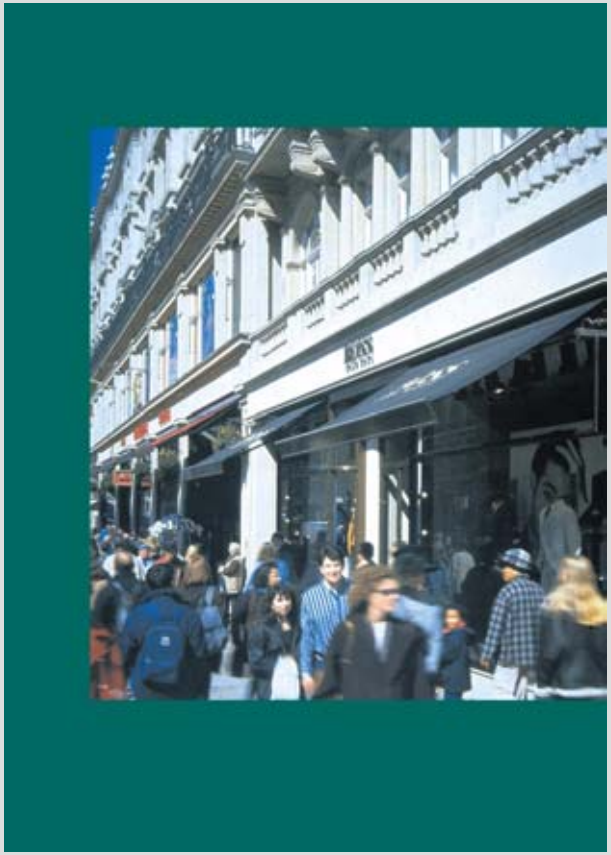
12. By Design. Urban Design in the Planning System: towards Better Practice. An urban design vision in the Development plan (Ibid., p. 43)
   - Un'immagine progettuale nel Development plan

13. By Design. Urban Design in the Planning System: towards Better Practice. Preparing an Urban design framework (Ibid., p. 51)
   - La preparazione di un Urban design framework

14. By Design. Urban Design in the Planning System: towards Better Practice. Preparing a Development brief (Ibid., p. 56)
   - La preparazione di un Development brief

15. By Design. Urban Design in the Planning System: towards Better Practice. Preparing a Design guide (Ibid., p. 60)
   - La preparazione di una Design guide

16. By Design. Urban Design in the Planning System: towards Better Practice. Pre-application design statements (Detr, Cabe 2000, p. 64)
   -La presentazione di progetti preliminari



Department of the Environment, Transport and the Regions, Commission for Architecture and the Built Environment,

***By Design. Urban Design in the Planning System: towards Better Practice*, 2000**

Fig. 1, 2

Objectives of urban design and aspects of development form –
Obiettivi dell'urban design e aspetti dell'assetto formale

OBJECTIVES OF URBAN DESIGN	
CHARACTER *A place with its own identity*	To promote character in townscape and landscape by responding to and reinforcing locally distinctive patterns of development, landscape and culture.
CONTINUITY AND ENCLOSURE *A place where public and private spaces are clearly distinguished*	To promote the continuity of street frontages and the enclosure of space by development which clearly defines private and public areas.
QUALITY OF THE PUBLIC REALM *A place with attractive and successful outdoor areas*	To promote public spaces and routes that are attractive, safe, uncluttered and work effectively for all in society, including disabled and elderly people.
EASE OF MOVEMENT *A place that is easy to get to and move through*	To promote accessibility and local permeability by making places that connect with each other and are easy to move through, putting people before traffic and integrating land uses and transport.
LEGIBILITY *A place that has a clear image and is easy to understand*	To promote legibility through development that provides recognisable routes, intersections and landmarks to help people find their way around.
ADAPTABILITY *A place that can change easily*	To promote adaptability through development that can respond to changing social, technological and economic conditions.
DIVERSITY *A place with variety and choice*	To promote diversity and choice through a mix of compatible developments and uses that work together to create viable places that respond to local needs.

ASPECTS OF DEVELOPMENT FORM	
LAYOUT: URBAN STRUCTURE *The framework of routes and spaces that connect locally and more widely, and the way developments, routes and open spaces relate to one other.*	The layout provides the basic plan on which all other aspects of the form and uses of a development depend.
LAYOUT: URBAN GRAIN *The pattern of the arrangement of street blocks, plots and their buildings in a settlement.*	The degree to which an area's pattern of blocks and plot subdivisions is respectively small and frequent (fine grain), or large and infrequent (coarse grain).
LANDSCAPE *The character and appearance of land, including its shape, form, ecology, natural features, colours and elements, and the way these components combine.*	This includes all open space, including its planting, boundaries and treatment.
DENSITY AND MIX *The amount of development on a given piece of land and the range of uses. Density influences the intensity of development, and in combination with the mix of uses can affect a place's vitality and viability.*	The density of a development can be expressed in a number of ways. This could be in terms of plot ratio (particularly for commercial developments), number of dwellings, or the number of habitable rooms (for residential developments).
SCALE: HEIGHT *Scale is the size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person. Height determines the impact of development on views, vistas and skylines.*	Height can be expressed in terms of the number of floors; height of parapet or ridge; overall height; any of these in combination; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views.
SCALE: MASSING *The combined effect of the arrangement, volume and shape of a building or group of buildings in relation to other buildings and spaces.*	Massing is the three-dimensional expression of the amount of development on a given piece of land.
APPEARANCE: DETAILS *The craftsmanship, building techniques, decoration, styles and lighting of a building or structure.*	This includes all building elements such as openings and bays; entrances and colonnades; balconies and roofscape; and the rhythm of the facade.
APPEARANCE: MATERIALS *The texture, colour, pattern and durability of materials, and how they are used.*	The richness of a building lies in its use of materials which contribute to the attractiveness of its appearance and the character of an area.

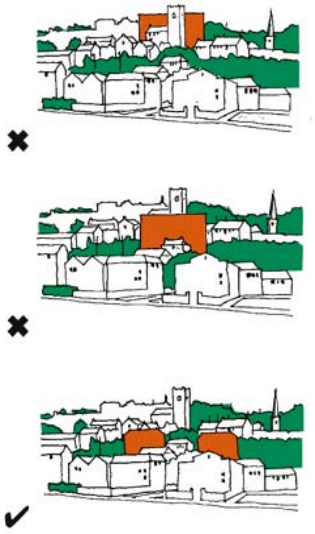
Fig. 3

Character – Carattere

Continuity and enclosure – Continuità e chiusura

Integrating new development into its landscape setting reduces its impact on nature and reinforces local distinctiveness.

- The layout, massing and landscape design of development can be integrated successfully into the wider landscape through using structure planting, shelter belts, green wedges, and (along natural features, roads, rivers and canals) green corridors.
- Reflecting plant species that are common locally will help planting in new development to reinforce the distinct natural qualities of a place.
- Integrating new and existing development at their boundaries maintains the continuity of urban form and landscape.



SKYLINES ARE SENSITIVE TO BEING OBSCURED BY HIGH BUILDINGS IN FRONT OF EXISTING BUILDINGS OR HAVING THEIR SILHOUETTE SPOILED BY HIGH BUILDINGS BEHIND THEM

Responding to the existing layout of buildings, streets and spaces ensures that adjacent buildings relate to one another, streets are connected and spaces complement one another.

- The existing layout of an area reflects its history, functions and connections with adjoining areas. These can contribute to the interest and richness of new development, and to its potential to accommodate further change in future.
- Integrating existing buildings and structures into new development can maintain the continuity of the built fabric as well as retaining buildings of local distinctiveness, historic or townscape merit.
- Narrow plot widths promote more active frontages, increase the sense of enclosure and allow higher densities. They are particularly appropriate where they reflect existing settlement patterns.

Responding to local building forms and patterns of development in the detailed layout and design of development helps to reinforce a sense of place.

- Local building forms and details contribute to the distinctive qualities of a place. These can be successfully interpreted in new development without necessarily restricting the scope of the designer. Standard solutions are rarely acceptable, as they are unlikely to create a distinctive identity or make good use of a particular site.
- Local building forms sometimes include distinct housing types, boundary treatments, building lines, roof slopes, window types and gardens.
- Responding to such forms and practices should only be at the appropriate scale. The common practice of inflating traditional domestic forms to larger scales is generally to be avoided.

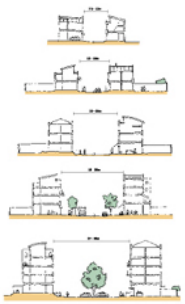
Buildings that relate to a common building line reinforce and define the street.

- Development that follows the boundary of the street block can help to create an unambiguous distinction between public and private spaces. Respecting the historic or traditional building line helps to integrate new development into the street scene, maintains the continuous urban fabric and avoids places of concealment.
- Continuous street frontages have a minimum of blank walls and gaps between buildings. Gaps between buildings reduce the degree to which the street is overlooked, as do blank walls (which also encourage graffiti). There are places, however, such as some villages where strong building lines are not a dominant feature of the street scene.
- Projections and setbacks from the building line, such as bays and entrances add valuable emphasis without undermining the principle of continuity.
- Where buildings step back from the common building line, they can create usable, attractive spaces for pedestrians.
- Small setbacks can be used to soften the impact that buildings and the public realm have on each other.

The primary access to a building is best achieved from the street.

- Building entrances that are clearly identifiable contribute to the ease of understanding a place. Entrances are where people move between public and private space and create activity on the street.
- Direct access to the street from ground floor premises (both housing and shops), rather than by way of communal entrances, can reduce the length of blank facades.
- Primary access to buildings by means of internal courtyards reduces street activity and the live connection between building and street.
- Access to private or communal back yards, such as for parking, requires careful control by means of gates or by overlooking.

PERIMETER BLOCKS CAN WORK AT ANY SCALE



THE SCALE OF BUILDINGS SHOULD RELATE TO THE WIDTH OF THE STREET

Fig. 4, 5

Qualità dello spazio pubblico – *Quality of the public realm*
Facilità di movimento – *Ease of movement*

- Buildings on busy street corners that are designed to accommodate shops, restaurants and other similar activities can contribute to local identity and activity.

Well-designed public space relates to the buildings around it.

- Public space should be designed with a purpose in mind. Space left over after development, without a function, is a wasted resource and will detract from a place's sense of identity. It is likely to be abused and vandalised, diminishing safety and security.

Streets and spaces that are overlooked allow natural surveillance, feel safer and generally are safer.

- Buildings of all types which front on to streets, squares or parks, contribute to overlooking by showing their public face.
- Making separate footpaths or cycle tracks as direct as possible, and well overlooked, will help avoid producing places where pedestrians and cyclists feel unsafe.
- There are advantages in play areas, other communal space and parked cars being overlooked.
- Living over shops encourages natural supervision and evening activity.
- Lighting and planting can help or hinder surveillance and perceptions of safety.

The design of public spaces should take account of the micro-climate.

- The layout and massing of development should take account of local climatic conditions, including daylight and sunlight, wind, temperature and frost pockets.
- The micro-climate will both influence and be influenced by the form of development, including the orientation of buildings and the degree of enclosure.
- Public spaces should be protected from down-draughts from tall buildings, as well as from lateral winds.
- Deciduous trees and climbers can filter heat and pollution in summer and allow low winter sunlight.

MEETING ACCESSIBILITY STANDARDS CAN INSPIRE CREATIVE SOLUTIONS

HIGH QUALITY MATERIALS FOR SHARED SPACES

- Boulevards are a means of creating continuous frontage development and providing a high level of traffic capacity.
- The traditional form of high street, which allows for stopping, parking and slow traffic, provides an effective way of accommodating local shopping and economic activity.

A development's access and circulation should contribute to a fine-grain network of direct and connected routes within and beyond the site rather than creating big blocks.

- The grain of streets is usually finer around busy shopping streets.
- Streets that connect to other streets encourage movement and activity and short linked-up streets can make places more accessible and encourage walking and cycling.
- In designing for connected streets care should be taken to avoid undermining the 'defensible space' of particular neighbourhoods.

The way development is laid out can encourage low traffic speeds.

- Developments should be designed with regard to their effect on traffic speeds.
- Traffic speeds can be managed by the arrangement of buildings and spaces. Physical traffic-calming measures should be secondary but considered as an integral part of the design.
- Changes in materials or 'gateways' at the entrance to low speed areas can alert motorists to the need to reduce speed.
- Smaller corner radii will encourage more careful vehicle movement.

The layout and density of development can help increase accessibility to public transport.

- Higher densities help to support public transport.

Integrated transport interchanges promote the use of public transport and provide for seamless movement between all modes of travel.

- Higher density commercial and mixed-use developments, civic buildings and developments likely to generate large numbers of visitors are best located within close walking distance of public transport interchanges.
- Stations designed as an integral part of the public realm create safe and secure pedestrian environments at all times of the day.

PUBLIC TRANSPORT AS AN INTEGRAL PART OF THE STREET

THE NEW CENTRAL SQUARE AT BIRMINGHAM'S BRINDLEYPLACE LINKS TO THE CITY CENTRE'S MAIN PEDESTRIAN ROUTE

Fig. 6, 7

Adaptability – Flessibilità
Diversity – Differenziazione

Simple, robust building forms, not tightly designed to a very particular use allow for the greatest variety of possible future uses to be accommodated.

- Floor-to-ceiling heights and building depths should be considered in the light of the need for flexibility to allow later conversion of a building to other uses.
- Adaptable ground floors on corners of busy streets allow different uses to be accommodated over time.
- Well-designed housing is adaptable to the changing needs of its occupants.

THE UNDIVIDED GROUND FLOOR SPACES IN MEWS BUILDINGS MAKE THEM EASY TO ADAPT. SUCH FLEXIBILITY CAN BE DESIGNED INTO NEW BUILDINGS

A DUTCH BARN CONVERTED INTO OFFICES AND STABLES

Places should be capable of being used for a range of activities.

- Well-designed public spaces allow for different uses, such as events, festivals and markets.
- Development can be related to the public realm in ways that encourage rather than discourage flexible use of buildings and space. This can be achieved through the imaginative use of elements such as terraces, balconies and forecourts.
- To encourage a mix of uses buildings can be designed so as to facilitate different access arrangements at different times.

Developments that endure have flexible layouts and design.

- Fine-grain development is easier to adapt than large-scale megastructures.
- Roads within a development which are built to adoptable standards, rather than being locked into estate management agreements (which inhibit change), will allow a greater variety of uses to be developed over time.
- The layout of the infrastructure servicing development (including water supply, sewerage, drainage, gas, electricity, cable, telephone, roads, footpaths, cycleways and parks) should take account of foreseeable changes in demand.
- Building to last means thinking about future uses, expansion and changing needs for access. For example, the location of means of escape can facilitate a building's later conversion, the position of the building on its site can affect scope for expansion, and floor-to-ceiling heights are important in this context.

LOFT CONVERSIONS TAKE ADVANTAGE OF ROBUST BUILDING FORMS

LONG-LIFE, LOOSE-FIT STRUCTURES HAVE FLEXIBILITY BUILT IN

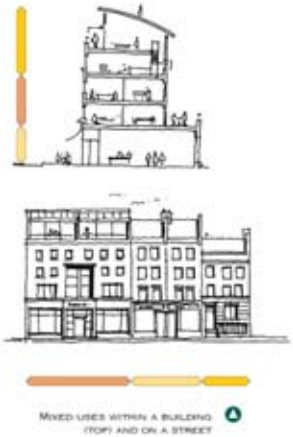
THE ADAPTABLE FORM OF THIS FORMER COMMERCIAL BUILDING ALLOWED IT TO BE CONVERTED TO HOUSING WHEN THE MARKET CHANGED

DIVERSITY
A place with variety and choice

The mix of uses (whether within a building, a street or an area) can help to determine how well-used a place is, and what economic and social activities it will support.

A mix of uses may be appropriate at a variety of scales: within a village, town or city; within a neighbourhood or a street; or even in a particular building. In a town centre, for example, housing can provide customers for shops, make use of empty space above them and generate activity when they are closed. In residential areas, workplaces, shops and other facilities can make the place more than just a dormitory.

Mixed-use development can make the most of opportunities for higher densities and intensive activity at locations with good access to public transport. At higher densities, it can provide the sort of environment that will suit particular kinds of household, such as single or young people, or couples without children.



MIXED USES WITHIN A BUILDING (TOP) AND ON A STREET

Fig. 8, 9

Thinking Machine

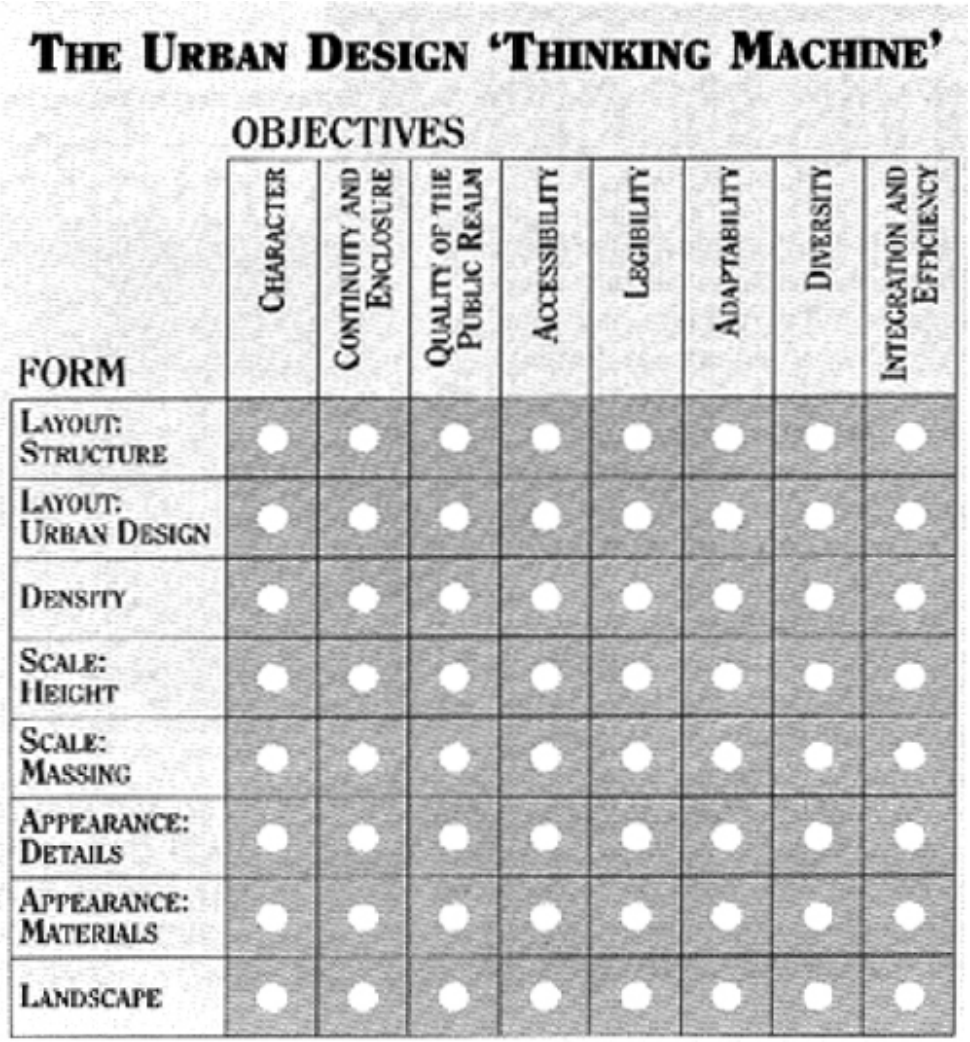


Fig. 10

3.3. County Guides. Essex Planning Officers Association, The Essex Design Guide for Residential and Mixed Use Areas, 1997
- Guide di Contea. Essex Planning Officers Association, The Essex Design Guide for Residential and Mixed Use Areas,

1. The Essex Design Guide for Residential and Mixed Use Areas. Cover (Epoa 1997)

2. The Essex Design Guide for Residential and Mixed Use Areas. Second cover (Ibid.)

3. The Essex Design Guide for Residential and Mixed Use Areas. Spectrum of visual density (Ibid., p. 6-7)
- Gamma della densità visiva

4. The Essex Design Guide for Residential and Mixed Use Areas. Site appraisal (Ibid., p. 6-7)
- Lettura del sito

5. The Essex Design Guide for Residential and Mixed Use Areas. Permeability and legibility of layout ("Criteria for development sites larger than 1 hectare", Ibid., p. 11)
- Permeabilità e leggibilità della struttura insediativa

6. The Essex Design Guide for Residential and Mixed Use Areas. Arcadia, Boulevard planning ("Criteria for layout at densities below 20 dwellings per hectare", Ibid., p. 18)

7. The Essex Design Guide for Residential and Mixed Use Areas. Pedestrian scale ("Criteria for the creation of urban space at densities over 20 dwellings/hectare", Ibid., p. 21)
- La scala del pedone

8. The Essex Design Guide for Residential and Mixed Use Areas. Relationships of house to road ("Criteria for placing buildings at densities over 20 dwellings/hectare", Ibid., p. 28)
- Relazioni tra casa e strada

9. The Essex Design Guide for Residential and Mixed Use Areas. Solid and void ("Building form", Ibid., p. 43)
- Pieno e vuoto

10. The Essex Design Guide for Residential and Mixed Use Areas. Modelling ("Building form", Ibid., p. 45)
    - Andamento volumetrico

11. The Essex Design Guide for Residential and Mixed Use Areas. Appropriate use of materials, appropriate detailing for the materials used ("Building form", Ibid., p. 47-48)
    - Uso appropriato dei materiali e dei relativi dettagli costruttivi

12. The Essex Design Guide for Residential and Mixed Use Areas. - Vehicular movement ("Service and Access", Ibid., p. 55)
    - Movimento veicolare

13. The Essex Design Guide for Residential and Mixed Use Areas. Road types ("Service and Access", Ibid., p. 57-59)
    - Tipologie di strada

14. The Essex Design Guide for Residential and Mixed Use Areas. Location of case studies ("Case studies", Ibid., p. 81)
    - Localizzazione dei casi studio

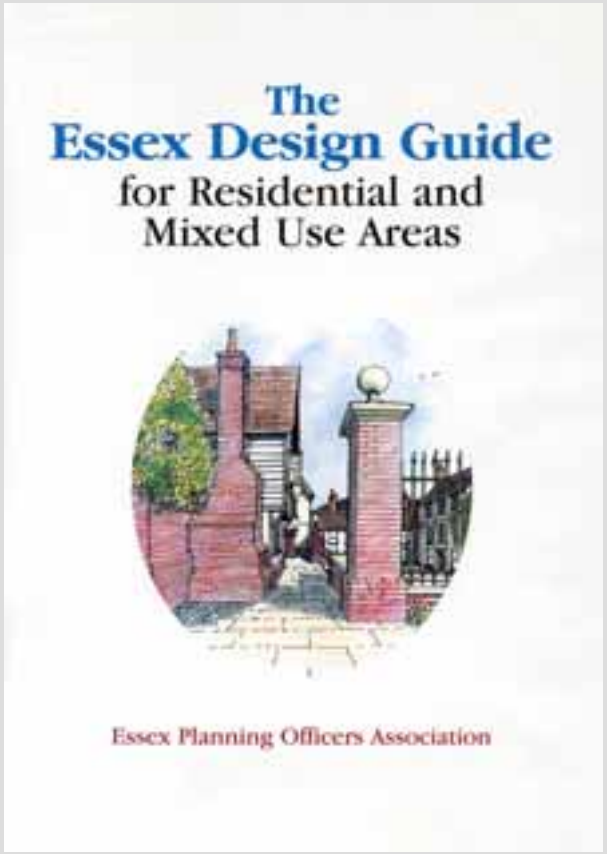
15. The Essex Design Guide for Residential and Mixed Use Areas.Large development comprising case studies ("Case studies", Ibid., p. 80)
    - Insediamento di gandi dimensioni comprendente i casi studio

16. The Essex Design Guide for Residential and Mixed Use Areas. Case study ("Case studies", Ibid., p. 83)
    - Caso studio

17. The Essex Design Guide for Residential and Mixed Use Areas. Example of unsatisfactory solution ("Case studies", Ibid., p. 85)
    - Esempio di soluzione insoddisfacente

18. The Essex Design Guide for Residential and Mixed Use Areas. Case study ("Case studies", Ibid., p. 93)
    - Caso studio

19. The Essex Design Guide for Residential and Mixed Use Areas. Case study ("Case studies", Ibid., p. 97)
    - Caso studio



Essex Planning Officers Association,

***The Essex Design Guide for Residential and Mixed Use Areas*, 1997**

Fig. 1, 2

Spectrum of visual density –
Gamma della densità visiva

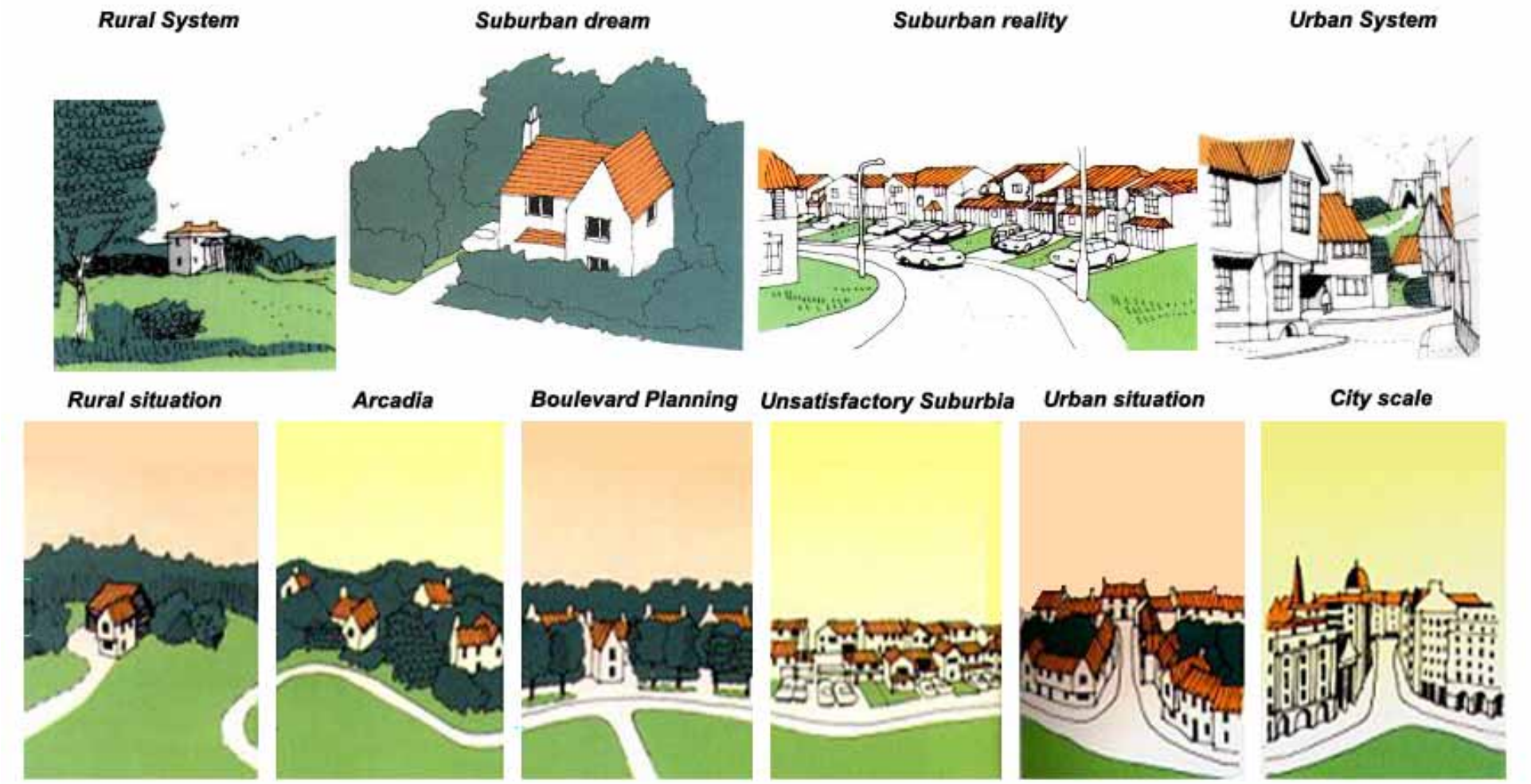


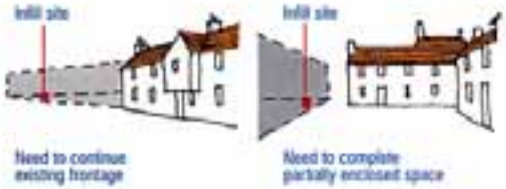
Fig. 3

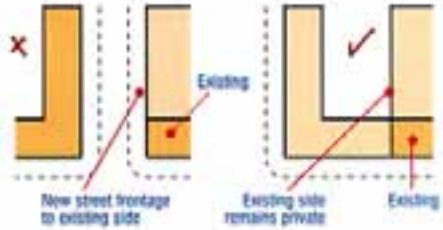
Site Appraisal

The planning applicant should carry out an appraisal of the site before designing the scheme. IN THE CASE OF SITES LARGER THAN 1 HECTARE (2.5 ACRES) THIS SITE APPRAISAL MUST PRECEDE OR ACCOMPANY THE PLANNING APPLICATION.
The site appraisal should cover the following aspects, which should be plotted on a plan:

- An analysis of visual and physical character of the site and the visual and physical relationship of the site to its townscape and landscape context.
- Views into and out of the site, landmarks in the surrounding area.
- Existing movement pattern and desire lines across and around the site.
- Access points to the site.
- Existing and potential nodal points within or near the site.
- Existing buildings and structures on and adjacent to the site and whether they are to be retained.
- Wayleaves and easement strips that cannot be built on.
- Slopes, wind shelter, overshadowing.
- Trees, their spread, height and condition, hedges, boundary features and whether they are to be retained.
- Wildlife habitats and whether they are to be preserved.

Decisions should be made as to where built frontages are required and to what scale in terms of building heights. For example, an existing road frontage may need continuation, or a space which is already partly enclosed may need completion or the enclosure by the new development. Attention should also be paid to ensure that the new development is a good neighbour to existing properties, for example that the sides and rears of existing properties do not become a frontage to a new road or publicly accessible area.





Existing key views and landmark buildings should be identified and respected by the new scheme. Similarly, points where new key buildings and views are required should be established, and the desirable form they should take.

Site appraisal –
Lettura del sito

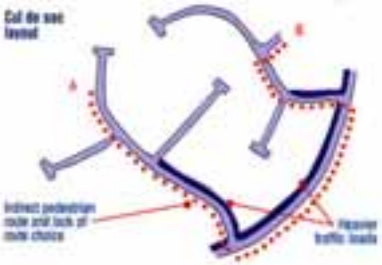
Fig. 4

Permeability and legibility of layout Arcadia, Boulevard planning –
Permeabilità e leggibilità della struttura insediativa

demands of traffic. This layout may, in part, be suggested by the topography, natural desire lines and accesses to the site. The street system should be 'plumbed' for traffic circulation, pedestrian use or cycleways after its form has been established by urban design criteria.

Permeability

It should be possible for pedestrians and cyclists to move freely between all parts of a layout, both locally and on a wider scale. The disadvantage of a layout based entirely on culs-de-sac and loops is that routes for pedestrians are indirect and boring and therefore pedestrian movement is discouraged. This creates dead areas which are vulnerable to property-related crime. Furthermore, cul-de-sac layouts result in higher traffic levels on feeder roads, with a consequent loss of amenity to residents of these roads.

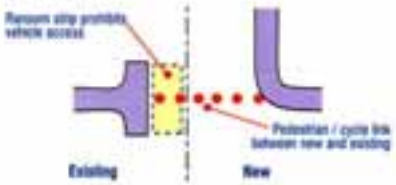


A more permeable layout offers the pedestrian a choice of routes, which offers greater visual interest and therefore generates a higher level of pedestrian activity, and thus security. If there are more pedestrians around in the street there is a greater chance of casual social encounters and less chance of thieves being able to gain access unobserved to houses or cars. In order to allow free movement the ideal would be a deformed grid based on the small residential block. The advantages of culs-de-sac and loops in preserving amenity and quiet and supervised space can be combined with those of a permeable layout for pedestrians by bringing heads of culs-de-sac together, by creating pedestrian/cycle streets between parts of the road system, and by creating pedestrian/cycle links across major roads that would otherwise form a barrier.

There should be good connections between adjacent housing schemes, and wherever possible a choice of route between one location and another. Where it is not possible for traffic routes to link old and new residential areas, either because of 'ransom strips' having been left by developers, or

else because of the undesirability of introducing new traffic into existing residential areas, there is often no reason why pedestrian and cycle links cannot be made between one area and another.

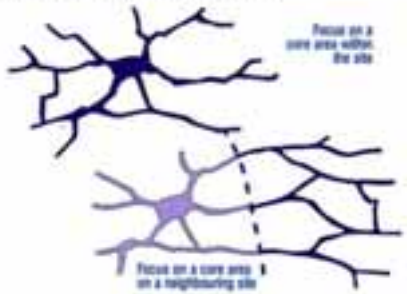
The aim of permeability is not, however, one that should be pursued to the exclusion of the need expressed below to focus the layout on cores and nodal points.



Legibility

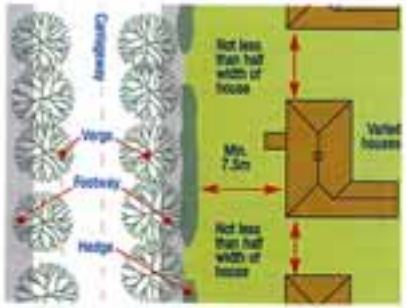
The Core

The street network should focus on a core area of greatest pedestrian concentration. Large developments may need to provide this core on site. Smaller developments may focus on an existing core on a neighbouring site.



provide the link between one house and the next, with more planting at the rear to unify the composition and contain the space between the houses. Care must be taken to ensure that there is sufficient space for trees to establish and mature. The road is a shared visual space for motorists and pedestrians.

The length and variety of linear spaces needed to avoid monotony is broadly governed by the principles explained on page 23.



2. Avenues of trees line the roads and contain the space for the motorist. At intervals, islands of trees appear to terminate vistas - buildings are scarcely noticeable. The pedestrian is contained within an inner space formed by the roadside trees and front garden hedges and trees.

Such layouts work particularly well when the streets form straight avenues or meander in a gentle, serpentine manner.

Boulevard Planning

Densities up to 20 houses per hectare (8 houses per acre).

A further variation is possible with a layout relying on a subtle combination of landscape and buildings. Part of the composition will rely on creating and enclosing spaces by trees and hedges, and part will be reliant on building groups. The right relationship must be created between the height of buildings and trees and the width of the spaces between them, following the principles on page 21.

Whilst the use of detached houses is possible in this context, the effect depends on the use of a common architectural style and detailing for all the houses, on locating garages to the rear, and on using gateways, arches, railings, etc to link the houses into one composition. Similarly the houses must be positioned in a strict geometric pattern. It is this geometry of crescent, circus, oval or rectangle that will provide the necessary order. The success of such layouts is dependent on abundant and appropriate tree planting. Sparing use should be

Fig. 5, 6

Pedestrian scale – La scala del pedone

Relationships of house to road – Relazioni tra casa e strada

As already explained, the prime underlying principle of all urban places should be the creation of a **pedestrian scaled** environment by means of **enclosing space by buildings**. If space is not satisfactorily enclosed, an attractive urban place cannot be achieved. Similarly chains of spaces must be structured in such a way as to add up to a meaningful urban place.

Pedestrian Scale

In order to encourage walking, and to create spaces in which people feel comfortable, any publicly accessible spaces must be visually satisfactory to the pedestrian.

This means that spaces must be visually comfortable in terms of their height to width ratio (see below), balance of static and dynamic spaces (page 22) and their visual length (page 23).

Pedestrian movement is sufficiently slow to allow scrutiny of one's surroundings and to examine and decode a wealth of visual information, much of it at an unconscious level. Without an abundance of visual stimuli the pedestrian experiences boredom and alienation.

There must be sufficient visual interest within the planes of the enclosing buildings to engage the eye. Repetition of similar building forms should be avoided, except where formal spaces are being created and there is compensatory detailed design enrichment. At the same time there should be sufficient density of interest in changes of frontage width and building line, surface texture of facing materials, window and door types, features such as gables, projecting wings, bays, etc. and a varied skyline with chimneys and dormers, to encourage the pedestrian to explore. There is a spectrum between a chaotic proliferation of detail at one end and severe simplicity at the other. Between these extremes an acceptable balance must be struck. Visual variety will be enhanced where there is also variety of building types and uses, ie not purely residential.


Visual variety


Severe simplicity

Height of Buildings and Width of Spaces

In order to create satisfactory enclosure of space related to the human scale it is necessary to establish a suitable ratio between the width of the space and its enclosing buildings. An ideal relationship for pedestrian-dominated dynamic spaces is for the width of the space to be equal to or less than the height of the enclosing planes.

Relationship of House to Road

In order to enclose space effectively, buildings will normally be sited at the back edge of the public footway.

This will require car parking to be sited between houses, beneath upper storey structures, or within garages to the rear. This has the advantage of reducing the visual impact of on-site parked cars. It also has the advantage of increasing the amount of site area available for private rear gardens.

The enclosure of urban space is made impossible where the fronts of houses are all set back from the road sufficiently to accommodate a visitor parking space in front. This may occur due to the use of integral garage house types, or because the houses are in a terrace without parking accommodated beneath or behind houses.

For this reason, only sparing use of integral garage house types should be made, or else visitor spaces should be located elsewhere than in front of garages. Garages may with advantage be freestanding so that they can be located anywhere on the plot. In the case of terraces, visitor parking should be located at the end of the terrace or behind, unless the terrace fronts an enclosed or partially enclosed parking court or square, see top right.

Attention should be given to the provision of covered, secure cycle storage in a position at least as convenient as the garage, possibly by widening the garage to accommodate cycles. One of the greatest deterrents to cycle use for local trips is the inconvenient location of cycle storage at home.

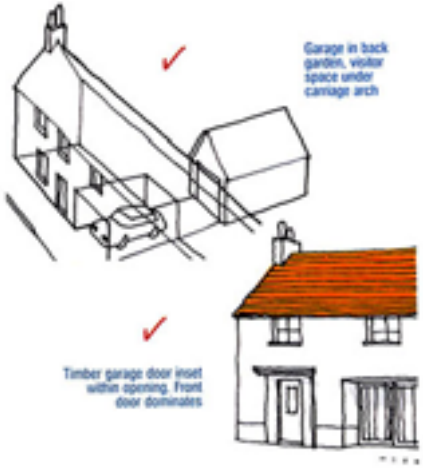
There is, exceptionally, a role for front gardens in layouts at densities over 20 dwellings per hectare (8 dwellings per acre). One or two dwellings in a street sequence may be set back to create an incidental feeling of extra space and greenery. Alternatively, three-storey houses are tall enough to maintain a feeling of enclosure even with front gardens, which, in such cases, should be large enough to contain a tree.

Fig. 7, 8

Solid and void – Pieno e vuoto
Modelling – Andamento volumetrico

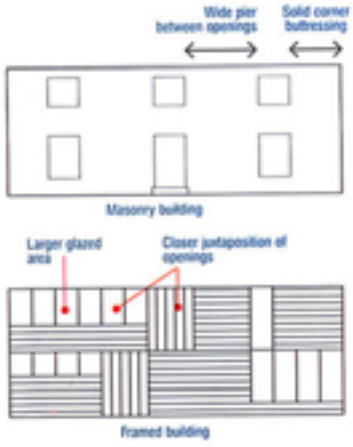
The prominent positioning of garage doors at the end of a cul-de-sac, road junction or bend in a road constitutes a visual downgrading of the townscape just at the point where a strong element, such as a 'landmark' house (see page 13), is required. The solution is to be more flexible in the positioning of garages so that they can be turned in various directions or combined to form larger structures that perform a more positive role in the townscape.

In the case of integral garages in terrace houses, the metal up and over door is a feature of poor visual quality, and a better solution is often to locate the garage in the back garden, with the visitor parking space within a carriage arch under the building. A well designed timber door inset within an opening at least 200 mm deep is also an acceptable solution.



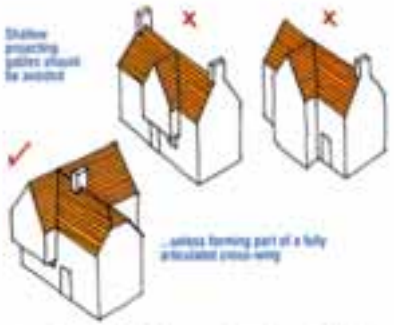
Solid and Void

Normally, in the case of masonry buildings, the total area of window and door openings should be less than the area of solid wall. Openings should be arranged so as to emphasise the visual strength of the wall by allowing as wide a solid pier as possible between openings, and keeping openings as far away as possible from the corners of the building to give an impression of solid corner buttressing.



Modelling

The three-dimensional modelling of buildings by set-backs, projecting bays or gables should be manipulated in order to play a deliberate role in the street scene (see pages 21 and 23). It also contributes the effects of shadowing and the play of light.



An overhanging first floor or jetty is a useful device which has the effect of visually separating each floor of a house, allowing more flexibility in the pattern of fenestration (see page 41). Houses, or parts of houses, that rise to three storeys are useful ingredients in the townscape. They can enclose space, terminate a view or add variety.

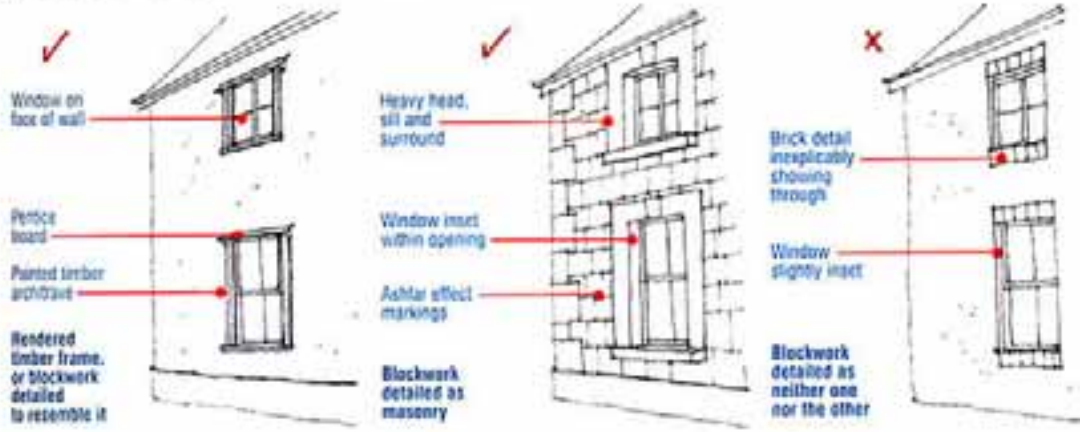
Present day requirements have led to a tendency to group a number of single storey elements outside the main, two-storey volume of the house around the entrance. These may include an enclosed porch, bin store, cloakroom and meter cupboards. Whilst enclosed porches can be a buffer against the

Fig. 9, 10

Appropriate Detailing for the Materials Used

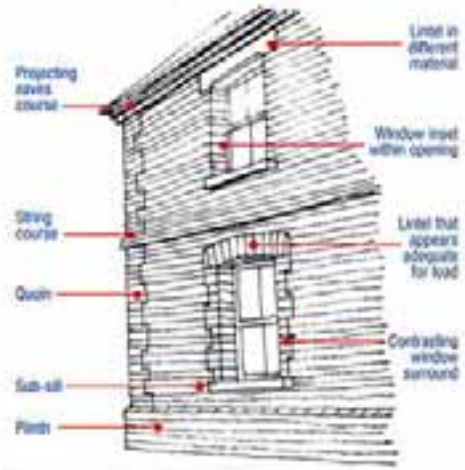
For a fuller treatment of this subject, please refer to Essex County Council's Design Guide Practice Note No. 2, Building Details.

Detailing should be used which emphasises the character of the material and has often evolved traditionally. The solidity of brickwork should be expressed by inserting doors and windows within



openings by at least a half brick depth and using sub-cills. Openings should have an arch or lintel which appears adequate to carry the load of the brickwork above. A lintel may be picked out in a different material. The form of the building may be emphasised by string courses, plinths and projections at the eaves. Variations in bond and colour can be used to decorative effect. Corners and openings can be emphasised by quoins and window surrounds in a different colour or material.

Rendered or boarded timber framed buildings should have windows and doors near the face of the wall surface to express the thinness of the construction. Painted timber architraves around the openings and pentice board heads will further emphasise this character.



Some common forms of brick detailing
Traditionally a more 'humble' building would not have quoins, projecting eaves course, string course, window surround or contrasting brick colours.

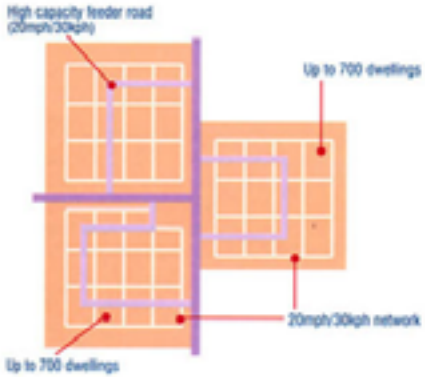
Appropriate use of materials, appropriate detailing for the materials used –

Uso appropriato dei materiali e dei relativi dettagli costruttivi

Fig. 11

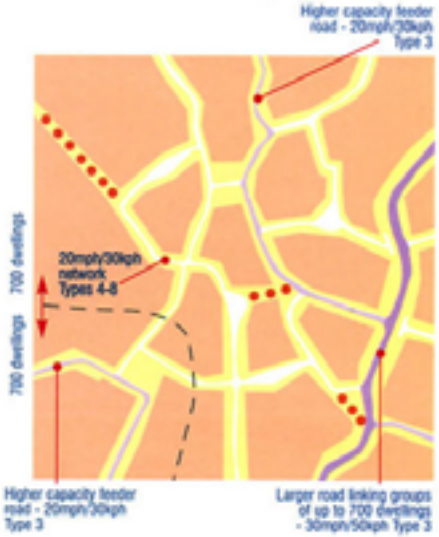
the speed and throughput of traffic to be carried by the road contained within it. By 'calming' traffic in residential areas in this way, there should be a corresponding benefit in increased pedestrian safety and thus the pleasantness and usefulness of the environment to the pedestrian.

All new residential areas should be divided up into elements not exceeding 700 dwellings. Each of these elements, and any new development less than 700 dwellings in size and containing a road over 100 m in length* is to be served entirely by roads of a design speed of under 20 miles per hour (30 km per hour).



Rather than a hierarchy of road types, a number of adoptable road types are recommended here which comply with this requirement. In order to restrict speed, it is preferable to use changes of alignment, ie bends, rather than physical obstructions, such as speed humps and chicanes, which should only be used in those less frequent cases where straight sections of road are required for urban design reasons.

It is recognised that a very extensive 20 mph (30 kph) network could be slow and frustrating to drive through and could slow up access for the emergency services. Such networks should therefore be designed in such a way that it is not necessary to travel farther than a quarter of a mile (0.4 km) through the network to reach a feeder road offering a more direct route out. There will also be larger roads which link groups of residential areas of 700 dwellings.



Generally, for the reasons stated on page 11, there should be a tendency to construct networks from linked roads rather than culs-de-sac, which should be limited in length and number and restricted to those parts of a site which cannot be served in any other way.

Whilst the road types and configurations recommended here will be adopted for the purposes of maintenance, it is open to planning applicants to propose other solutions which achieve the same purposes and these will be considered on their merits.

Access to Non-Residential Uses

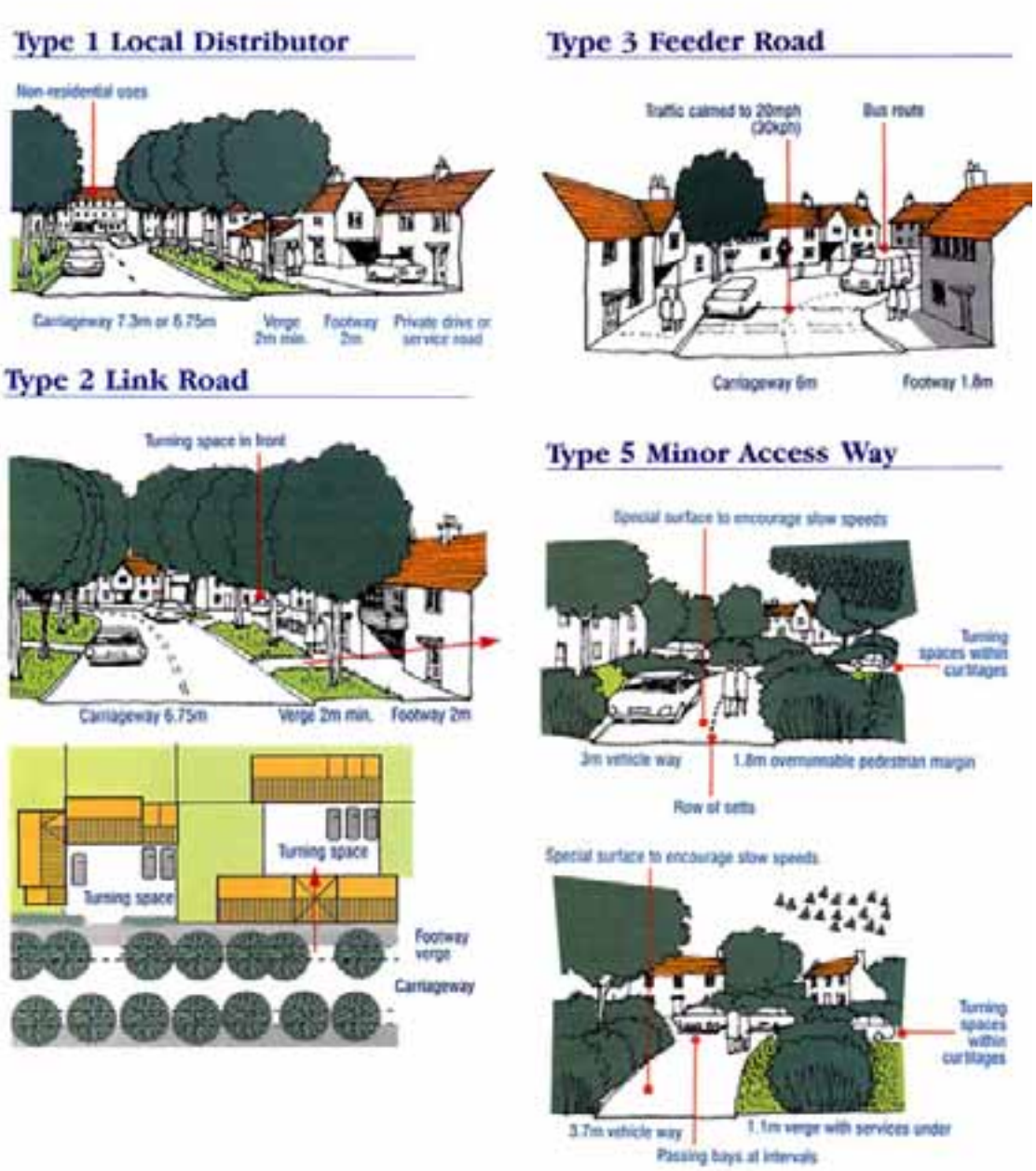
Non-residential uses such as schools, churches, community halls, shops and small businesses may be located within a 20 mph (30 kph) zone but must be served by a road no smaller than Type 3 (see page 58). Businesses likely to be regularly serviced by vehicles larger than 7.5 t, eg a retail store or supermarket, must be served on their delivery side by a road no smaller than Type 2 (see page 57), or else a 6 m wide one-way loop road.

Schools should not be located on a road terminating in a cul-de-sac. In addition to staff car parking they should be provided with adequate parent car

* *Equally this applies to a number of shorter roads the farthest extremity of which is more than 100 m from the entrance to the development measured along the road.*

Vehicular movement
– Movimento veicolare

Fig. 12



Road types –
Tipologie di strada

Fig. 13

Location of case studies –
Localizzazione dei casi studio

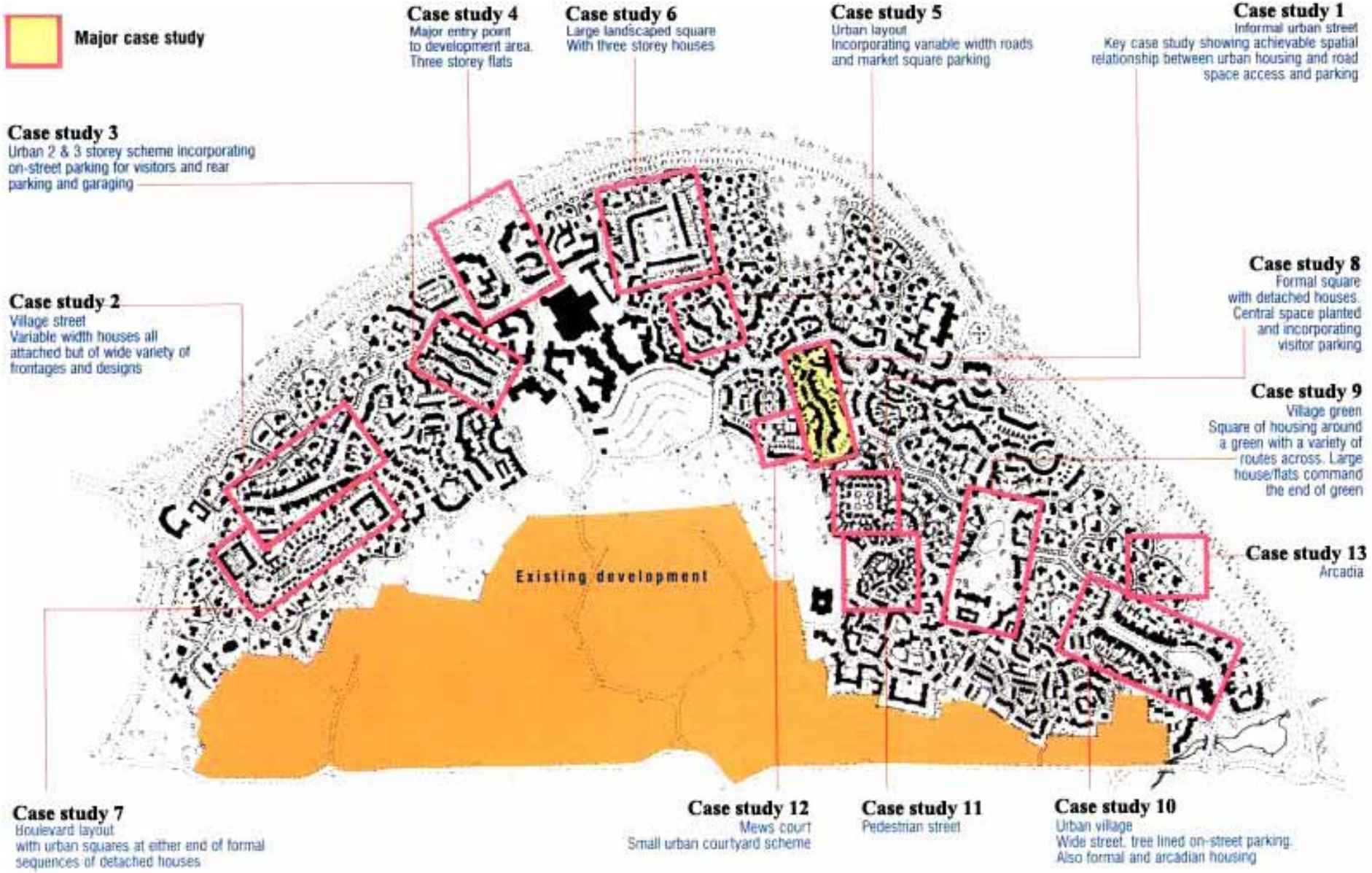


Fig. 14

Large development comprising case studies –

Insediamento di gandi dimensioni comprendente i casi studio

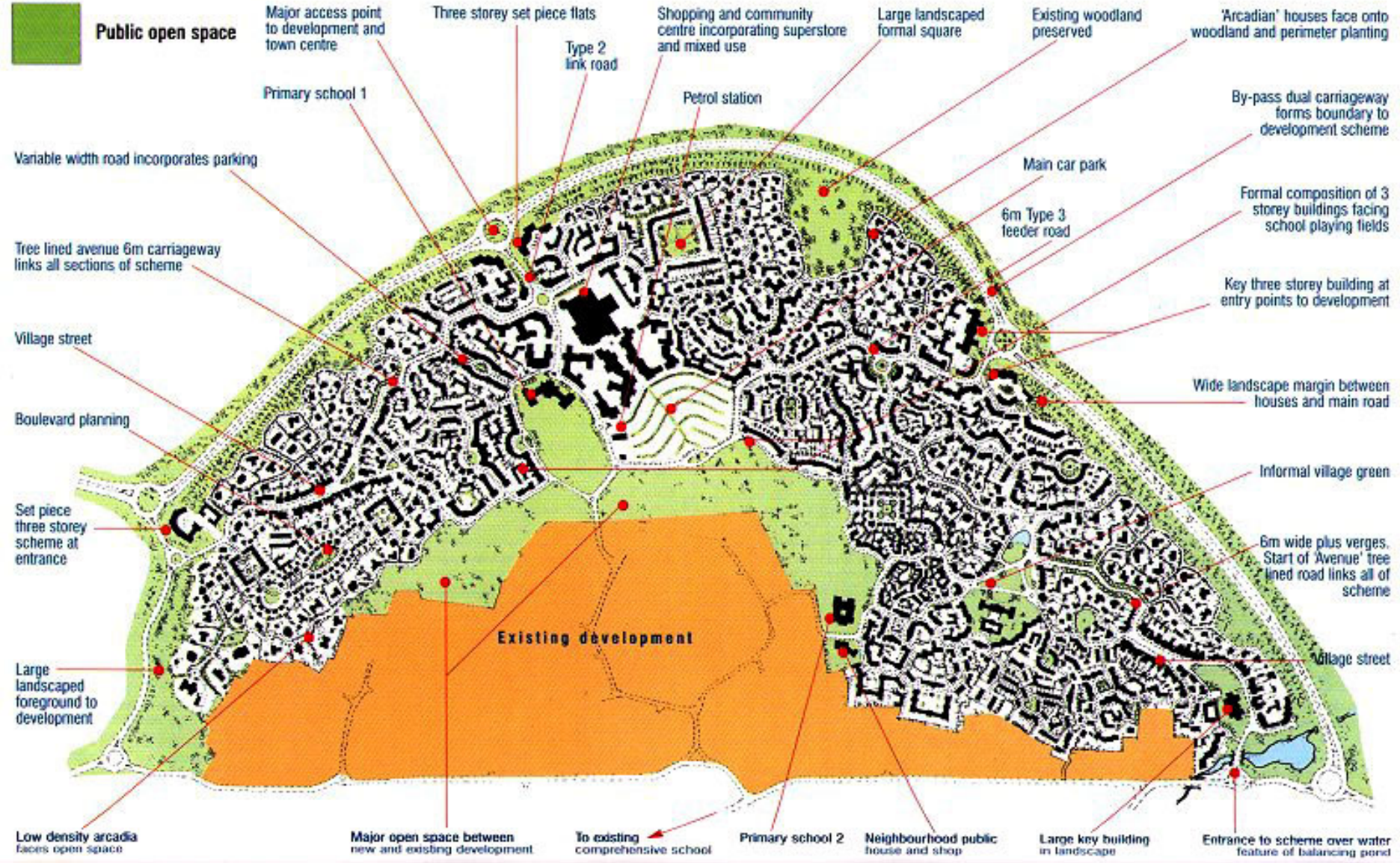
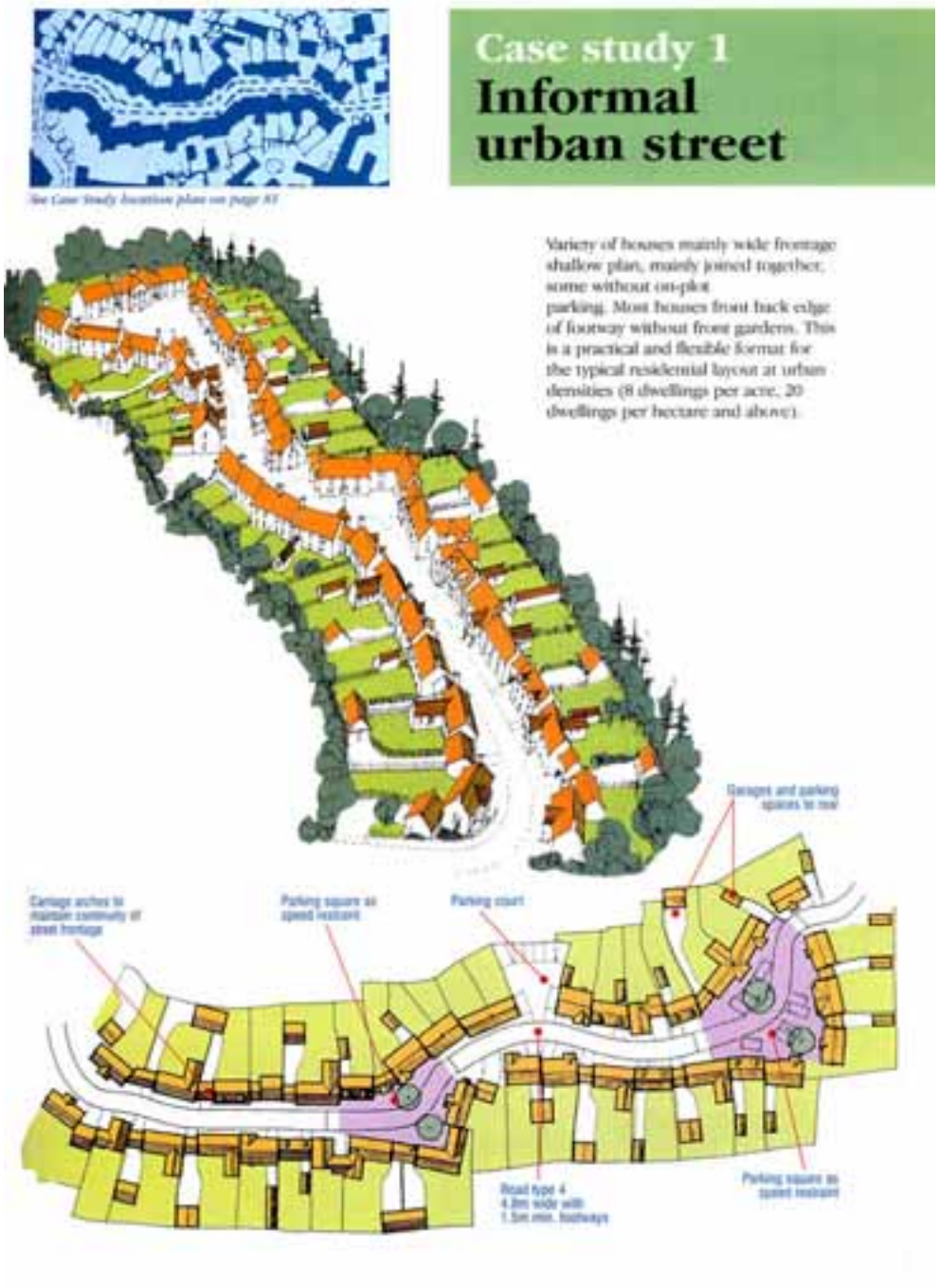


Fig. 15



Case study – Caso studio

Example of unsatisfactory solution –

Esempio di soluzione insoddisfacente

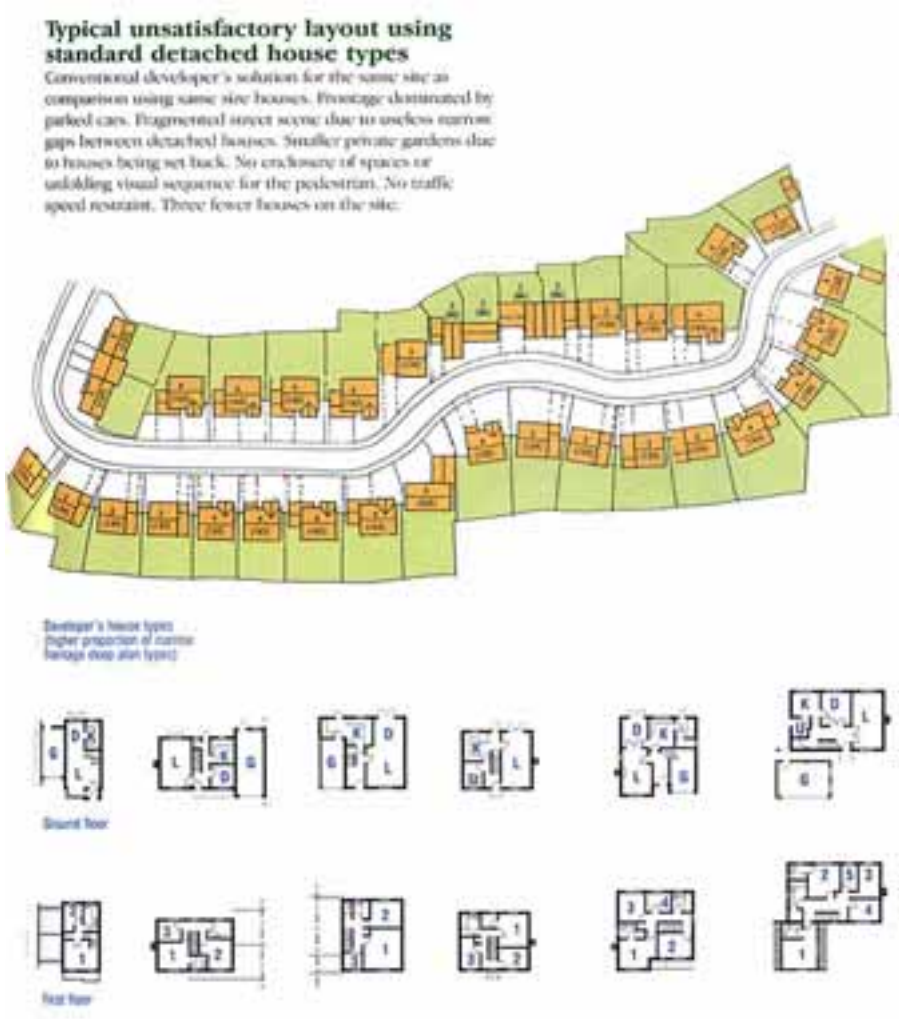
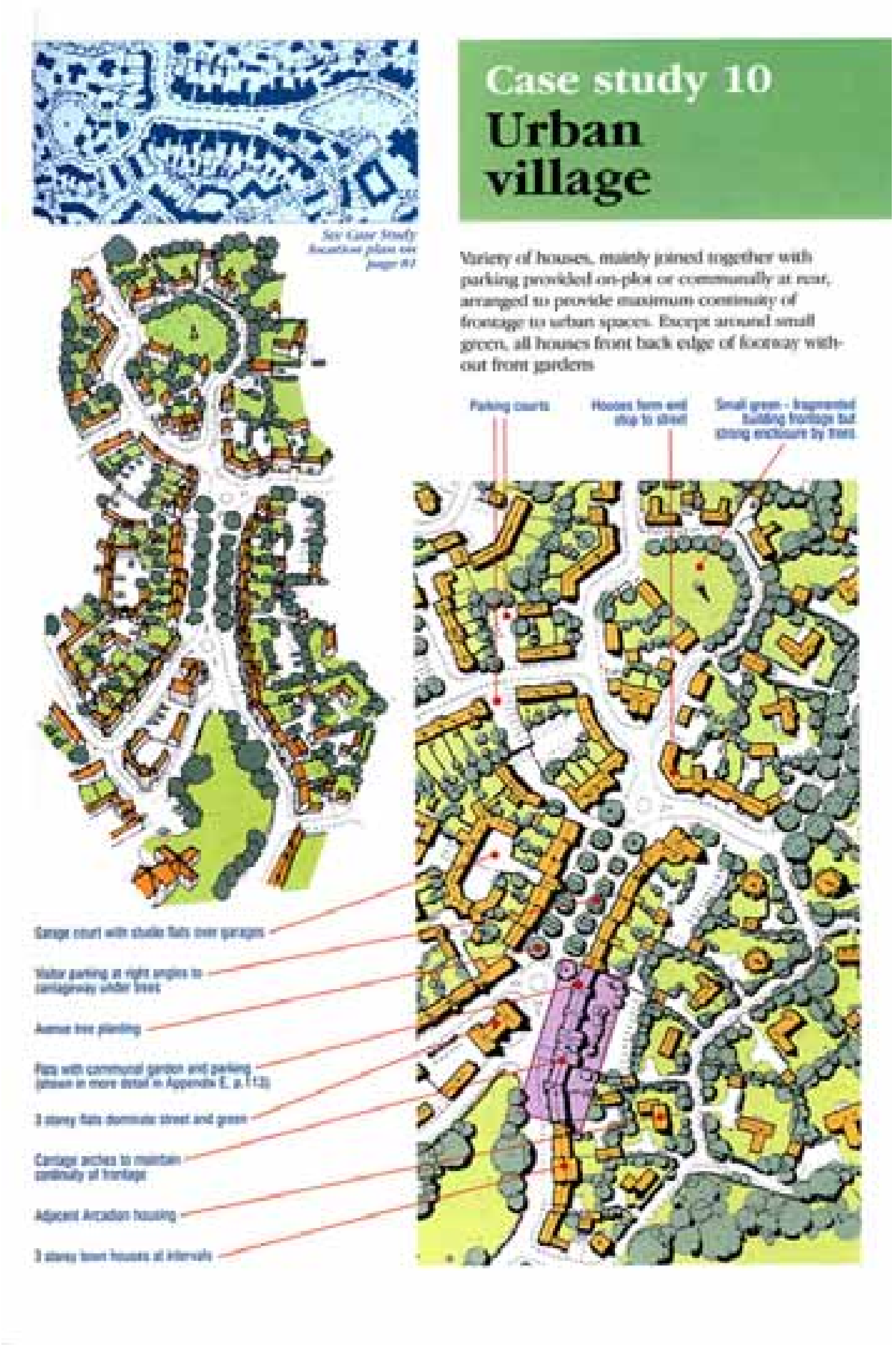


Fig. 16, 17

Case study – Caso studio

Fig. 18

Case study – Caso studio



Case study 10

Urban village

Variety of houses, mainly joined together with parking provided on-plot or communally at rear, arranged to provide maximum continuity of frontage to urban spaces. Except around small green, all houses front back edge of footway without front gardens

Fig. 19

3.4. City Guides. Department of Planning, Development and Environment, City of Stoke on Trent, Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development, 1999

- Guide per la città. Department of Planning, Development and Environment, City of Stoke on Trent, Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development, 1999

1. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Cover (Dopde 1999)

2. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. A picture ("2. Detailed Guidance. Urban Design", Ibid.)

3. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. A picture ("2. Detailed Guidance. Context and Local Distinctiveness", Ibid.)

4. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Appendix A. Layout ("Appendix A. Urban structure", estratto - extract, Ibid.)

- Organizzazione

5. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Appendix A. The Image of the City. Legibility ("Appendix A. Urban Character and Legibility", estratto - extract, Ibid.)

- L'immagine della città. Leggibilità

6. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Appendix A. Permeability ("Appendix A. Movement Through the Urban Environment - Permeability", estratto - extract, Ibid.)

- Permeabilità

7. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Appendix B. Strengths and opportunities for improving the quality of the built environment ("Appendix B. Strengths, Opportunities, Weaknesses and Threats", estratto - extract, Ibid.)

- Punti di forza e opportunità per il miglioramento della qualità dell'ambiente costruito

8. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Appendix B. Weaknesses and threats to the quality of the built environment ("Appendix B. Strengths, Opportunities, Weaknesses and Threats", estratto - extract, Ibid.)

- Punti di debolezza e rischi per la qualità dell'ambiente costruito

9. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Design Policy. Urban Design ("1. Design Policy. DP2 Urban Design", estratto - extract, Ibid.)

- Progetto urbano

10. Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development. Detailed Guidance. Urban Design ("2. Detailed Guidance. 2.2. DP2 Urban Design", estratto - extract, Ibid.)

- Progetto urbano

Department of Planning, Development and Environment, City of Stoke on Trent,

***Design Strategy for the Built Environment. Policy and Guidance for the Design of New Development*, 1999**

Fig. 1, 2, 3

Appendix A. Layout – Organizzazione

Appendices

A. Urban Design Analysis and Local Character
A.2 Urban Structure

Layout

The current built environment of Stoke-on-Trent is primarily a product of the nineteenth and twentieth centuries and little built fabric dates from before the mid-eighteenth century. However, the street layout in many areas is considerably older than this, for example Stoke Road, King Street, and Honeywall. The Yates Plan, dating from 1750, illustrates that a network of roads had been established by that time, linking growing settlements, including Hanley Green, Penkhull and Burslem. (Figure 58)

The City of Stoke-on-Trent is formed from an amalgam of towns and villages that have expanded and merged. This accounts for the multi-centred structure of the City, contrasting with the more typical structure of cities which comprises a central business district surrounded by concentric bands of growth, with subordinate districts linked by radial and concentric pathways.

The centres of the various constituent towns and villages have retained their individual characters to some extent. For example, the centre of Penkhull has retained some of its village atmosphere, despite now being surrounded on all sides by urban development. (Figure 57)

The multi-centred structure is a potential strength. The City naturally tends towards an urban village structure, to a far greater extent than many other cities. An Urban Village is defined as: "a mixed-use neighbourhood within a wider urban area". [18] These distinct neighbourhoods should each contain a diverse range of uses including housing, employment, retail and leisure. This is considered to be desirable on a number of grounds including sustainability (less journeys required), vitality, urban quality, and security (avoiding 'dead' areas in the evenings). The multi-centred structure of Stoke-on-Trent provides a varied range of uses in close proximity in many different locations through the City. Retail centres are distributed along the length of the City, and to varying degrees all have leisure, employment and housing facilities in close proximity. If the integrity of the different centres can be reinforced, this is potentially a good, sustainable structure.

The multi-centred structure is one of the most fundamentally distinctive characteristics of the City and a central aim of design policy should be to reinforce that structure by encouraging a good mixture and diverse range of uses in each centre.

Fig. 4

Appendix A. The Image of the City. Legibility – L'immagine della città. Leggibilità

Appendices

A. Urban Design Analysis and Local Character
A.3 Urban Character & Legibility

The Image of The City - Legibility

Legibility is a term used to describe the ease with which people can understand the layout of a place. [24] The City of Stoke-on-Trent is sometimes confusing to outsiders due to its multi-centred structure, which differs from more conventionally structured cities.

Kevin Lynch, a prominent Urban Design theorist, defined a method of analysing legibility based on five elements: paths, edges, districts, nodes and landmarks. [25] Lynch defined these as follows:

> **Paths** *"are the channels along which the observer customarily, occasionally, or potentially moves. They may be streets, walkways, transit lines, canals, railroads."*
>
> **Edges** *"are the linear elements not used or considered as paths by the observer. They are boundaries between two phases, linear breaks in continuity: shores, railroad cuts, edges of development, walls ... "*
>
> **Districts** *"are medium-to-large sections of the city, conceived of as having two-dimensional extent, which the observer mentally enters "inside of," and which are recognisable as having some common identifying character .. "*
>
> **Nodes** *"are points, the strategic spots in a city into which an observer can enter, and which are intensive foci to and from which he is travelling. They may be primary junctions, places of a break in transportation, a crossing or convergence of paths, moments of shift from one structure to another. Or the nodes may be simply concentrations, which gain their importance from being the condensation of some use or physical character, as a street- corner hangout or an enclosed square ... "*
>
> **Landmarks** *"are another type of point-reference, but in this case the observer does not enter within them, they are external. They are usually a rather simply defined physical object: building, sign, store, or mountain".* [26]

There is a clear need to improve legibility in Stoke-on-Trent. The multi-nuclear structure of the City perhaps makes this more of a priority than in more conventionally structured cities. Recent developments have sometimes improved matters, but often have created areas of highly illegible townscape. Legibility should be given a priority and opportunities for improvement, through new development and enhancement schemes, be exploited.

Fig. 5

Appendix A. Permeability – Permeabilità

Appendices

A. Urban Design Analysis and Local Character
A.4 Movement Through the Urban Environment
- Permeability

Permeability

Permeability is the number of alternative ways through an environment [27]. A permeable environment allows people to move around with greater ease and with more choice of routes.

Grid pattern layouts are very permeable and these form the basis of many cities in Britain and around the world. The radial organisations of the various districts in the City combine within the overall linear structure to create a complex grid.

Layouts containing a large proportion of Culs-de-sac tend to be unpermeable. The tendency for sites to be seen in isolation of their context has also created areas in the City of poor permeability, as the layout and circulation have failed to react to existing circulation routes.

The built environment of the nineteenth and earlier twentieth centuries was designed more specifically for pedestrians rather than other means of transport, and tends to be more permeable for pedestrians. Burslem Town Centre provides examples of good and bad permeability. The entry between Brickhouse Street and Market Place provides a way through the built frontage, increasing choice of movement and creating convenience. The various access points to the Market, from Queen Street, Brickhouse Street and Market Place, further enhance choice, and therefore permeability, when the building is open. This may be contrasted with the situation in the nearby Clayhanger Yard. This is an enclosed space with access only from Queen Street, via Clayhanger Street. Thus permeability is poor (however, there is potential to improve matters by creating a new access between Clayhanger Yard and Market Place). (Figure 92)

The area around the City Library and Museum in Hanley illustrates good permeability. Despite the large size of the Museum, access around all sides of the building is possible. The access between the Museum and Library buildings has created good choice of movement. To the east, there is also free access through the Bethesda Churchyard, via some steps, to Adventure Place. Consequently, there are a number of alternative routes between Cannon Street and Bagnall Street, including a very direct and convenient one. This is a relatively permeable area of the City. (Figure 93)

Fig. 6

Strengths and Opportunities	Explanation	Comments
Green space	The City has a long history of providing landscaped public open space, from the public parks of the 19th and 20th centuries to the large-scale land reclamation schemes of the 1960s, '70s and '80s. These, together with the greenways and other open spaces, provide a high quantity of green space, although there is much scope for improvement in terms of quality. In addition, the City has an extremely attractive rural hinterland with many areas of high landscape value, providing a valuable amenity for the local population, as well as providing a proportion of the City's food supplies.	The emphasis now needs to be on quality rather than quantity of green space within the City boundary. Also, a strategic approach is required to create a linked network of green routes and spaces.
Location and communications	The City has a central geographic location, between Birmingham and Manchester, the second and third largest cities in Britain, but is sufficiently distant from them to form the natural focus for the sub-region. There are good transport links to the City by rail, canal and road.	It is increasingly important to be aware of the nature and quality of investment in other cities. Manchester and Birmingham have both placed emphasis on quality of design in recent new development.
New development	The City has developed and changed rapidly over the last few centuries and this process continues. This has the potential to bring great improvements to the quality of the urban environment, although this cannot be taken for granted and new development can also cause harm if accepted indiscriminately.	Careful control of the quality of development is required through the development control process
Unitary status	The City Council's status as a unitary authority potentially confers greater influence over the form of the built environment.	There needs to be an emphasis on quality in the City Council's own development schemes.
Changes in Government Policy	Far greater emphasis has been placed on urban design and sustainability by recently revised national planning policy, especially PPG1, PPG6 and PPG13. This encourages the City Council to give greater priority to matters such as design, town centre regeneration and a balanced approach to transport.	The City's own policies and guidance need to adapt to reflect the changing emphasis of Central Government policy and guidance
Multi centred structure	The structure of the City, based around different town centres and smaller settlements, leads naturally to a strong sense of local identity and approximates to an urban villages structure.	The protection and reinforcement of existing town centres is a priority
Safety	The City is perceived to have a relatively safe living environment compared to many other major cities, although this perception varies considerably in different parts of the City.	New development needs to be designed with safety in mind, both within the site and in the adjoining public realm
Tourism and heritage	The City has a growing tourism industry based on its pottery heritage, museums, and factory shops. This provides employment and has the potential to significantly change perceptions of the City. Tourism projects sometimes provide opportunities to reuse historic buildings and regenerate derelict areas.	The quality of the built environment, and the conservation of the historic environment, are important elements in promoting tourism.
Topography	The City is located to the south end of the Pennines. The conjunction of northern moorland and the Midlands plain produces an undulating and varied topography with interesting views and landmark sites. This landscape has the potential to produce similarly interesting townscape.	Development needs to respond to contextual features such as topography.
Capacity for inner-city development	Industrial restructuring has left many vacant inner-city sites and a large number of under-used or vacant buildings. This provides the City with the capacity for considerable inner-city development, assisting in economic regeneration and absorbing development pressures that might otherwise be directed at the surrounding rural environment.	The emphasis of regeneration projects is often on declining areas of the City with low levels of economic activity. The traditional industrial core and other areas of suppressed economic activity are potentially important resources for economic growth and development.
Access to funding	Large scale investment has recently been attracted to the City, in partnership with the private and voluntary sectors, from European Structural Funds and the Single Regeneration Budget. Other funding opportunities are also now available, such as the National Lottery funds. Such funding is required especially in older areas to trigger economic regeneration.	Projects and funding bids need to emphasise quality of design as the key to raising confidence in the City and achieving high levels of economic growth. A high quality built environment is a major catalyst to both quality and quantity of investment.

Appendix B. Strengths and opportunities for improving the quality of the built environment –

Punti di forza e opportunità per il miglioramento della qualità dell'ambiente costruito

Fig. 7

Weaknesses and Threats	Explanation	Comments
Negative image	There is still an apparent lack of awareness of the relationship between urban quality and perceptions of the City by the public, employers and potential investors.	Awareness needs to be raised of the role of design and quality in the built environment in achieving economic growth and improving the quality of life
Low awareness of urban and architectural design issues	Compared to many larger cities, little emphasis has been placed on the quality of urban and architectural design in Stoke-on-Trent. The standard of design in new development is generally mediocre both in terms of urban and architectural quality. The City needs to achieve the kind of high-quality landmark schemes that other cities such as Manchester and Nottingham have achieved in recent years.	Benchmarking against other cities is required. Educational initiatives, CPD events and training all contribute to local knowledge of the role of design in changing structural economic change.
The dearth of good architecture	The City has only 193 listed buildings and there has only been a small handful of very high quality new buildings in the last few decades.	There has been a handful of very high quality schemes recently, in particular the new extension to the Victoria Hall, which provides an exemplar for design quality in North Staffordshire.
There are relatively few good quality urban spaces	Few spaces are hospitable to pedestrians and invite people to linger and interact. The spaces that are potentially of good quality are significantly harmed by traffic intrusion and poor infrastructure.	Enhancement schemes have recently been carried out or are being formulated for major spaces in the City. But more emphasis is needed on removing vehicular infrastructure from the public realm.
The low standard of design in new residential developments	New residential areas especially suffer from poor design, few amenities, poor pedestrian access, a lack of public facilities and a failure to integrate with the City's urban character. Hierarchical road layouts and 'off the peg' design have characterised much recent housing development, resulting in poor permeability and legibility. The large house building developers have tended to aim for short-term cash turnover and have catered for a middle market, failing to provide for more specialised needs.	Some local housing associations are currently becoming involved in architectural competitions for their new developments. These have the potential to provide exemplars for high quality design in residential development.
Poor legibility	The structure of the City and layout of the path network is confusing and lacking in memorable features.	Distinctive and creative design is now positively encouraged
Poor permeability	The City's network of paths does not offer satisfactory choice and convenience for users, especially for pedestrians. New development often fails to improve permeability, and in some instances has degraded pedestrian convenience.	New development needs to link in to the existing path network, and the development control process should ensure this
Problematical ground conditions	These comprise subsidence, poorly filled land, geological faults and past dereliction. Poor ground conditions can encumber redevelopment, or compromise the layout of development.	A creative and strategic approach to urban design can help accommodate restrictions caused by adverse ground conditions
Pressure for development	There is pressure to accept development at any price and of any quality. This is a legacy of the past when it was more difficult to attract investment to the City.	Short term investment decisions are not necessarily compatible with longer term economic improvement. The quality of investment needs to be considered.
The distribution of uses	The trend has been for housing, employment, leisure and other facilities to be more widely distributed with less mixture of uses, especially in new developments.	Mixed use developments should be encouraged, especially in town centres.
Vehicular growth	Continuing vehicular growth is inflicting considerable damage on the City, socially, economically and environmentally. This harms the quality of life, health and longer-term prosperity.	Urban design in new development needs to facilitate choice in means of transportation for users and occupiers.
The negative impact of transport infrastructure	The quality of spaces in and around development is limited by car-parking and other infrastructure. Transport infrastructure uses large areas of the City's scarce land resources (roads, car-parking, servicing).	The development control process needs to ensure that spaces and pedestrian amenities are fully considered in new development.
Inadequate maintenance and poor alterations	Much older building fabric is badly maintained, neglected, under-used or redundant. Inappropriate alterations have harmed their integrity and character. In some cases, buildings that would otherwise have been of listable quality have been damaged to the point where they are no longer considered listable.	Free advice is offered by the City Council on repairs and maintenance. CAPS schemes and other funded projects also improve the physical condition of the City's built environment.

Appendix B. Weaknesses and threats to the quality of the built environment–
Punti di debolezza e rischi per la qualità dell'ambiente costruito

Fig. 8

Design Policy. Urban Design – Progetto urbano

1. Design Policy

DP2 - Urban Design

In order to achieve good urban design, new development schemes, including the design of public spaces and transport infrastructure, will be expected to:

a. **reinforce or enhance the established urban character of streets, squares and other spaces;**
b. **integrate with existing path and circulation networks and patterns of activity;**
c. **positively respond to contextual features as set out in Policy DP1;**
d. **contribute to a safe and secure urban environment;**
e. **enhance the City's character in terms of variety and diversity of experience;**
f. **be accessible and usable to people of a range of mobility and physical ability; and**
g. **create attractive, manageable, well functioning spaces within the site.**

The following will be taken into account in considering development proposals:

i. **accessibility, permeability, access to transport modes, impact upon existing rights of way, pedestrian convenience and avoidance of conflict with traffic;**
ii. **impact on public spaces, parking and service provision, layout, enclosure, scale, massing**
iii. **variety, durability and robustness; and**
iv. **trees, vegetation and hedgerows, open space provision, hard and soft landscape design and environmental works.**

Particular regard should be paid to the accessibility needs of the young, elderly, disabled and infirmed.

Development proposals on or adjacent to significant transport corridors, gateway areas or elevated or highly visible locations as shown on the Urban Design Map (Appendix C) should be of particularly high design quality, having regard to the above factors and those listed in Policies DP1 and DP3.

The importance of Urban Design is emphasised in PPG1. The design of spaces and contribution made by development to the public realm should be a result of informed and thoughtful design decisions and should not be left to a late stage of the design process. Development should enhance the established spatial character of roads and spaces. It is essential that the design of development be based on a thorough analysis of the site and its surroundings. An integrated design approach would ensure that the relevant considerations indicated above are addressed collectively.

Fig. 9

2. Detailed Guidance

2.2 DP2 - Urban Design

Creating better streets and public spaces.

The design of spaces is as important as the design of individual buildings. (Figures 14 - 15) The spaces, squares and streets that make up the public realm are where circulation and social interaction take place. Spaces also help to create a sense of place and local identity. (Figures 16 - 17 - 18 - 19 - 20 - 21 - 22 - 23)

Formal planning can produce spaces of high quality. Winton Square is an excellent example of a formally planned square in the City, although the space is somewhat degraded by traffic intrusion. (Figures 24, 25) However, in many instances, the incremental nature of the development process means that the design of spaces is uncoordinated. This is sometimes not a bad thing. Some attractive spaces have been produced in this way in the past. But, the public realm is often neglected by developers. In recent large-scale developments in the City, there has been a tendency for the design of spaces to be determined primarily by car parking and servicing requirements. Even in more densely developed areas, there is a natural tendency for developers to look at their own sites in isolation rather than as part of a larger scheme. Thus the design of spaces and streets must no longer be left to chance. Co-ordination is necessary, even for informal spaces. The role of planning control over design is to ensure that the external effects of any development on the urban environment are considered so that new development reinforces local urban character and enhances the quality of the public realm.

> ***"As humans multiply and their technology comes to dominate the earth, the conscious organisation of the land becomes more important to the quality of life ... Well-organised, productive living space is a resource for humanity, just as are energy, air and water".[5]***

The development of any site contributes to defining and shaping the public realm. Recent new development has often failed to reinforce the City's dense urban character. This occurs where only the operational requirements of the development have been considered and the environment outside of the development site disregarded. The placing of car parking in front of buildings, adjacent to the road frontage is the most obvious example of this. A balanced approach needs to be taken between providing parking within developments, whilst giving full consideration to environmental quality.(Figures 26 & 27) Car-parking provision can seriously compromise the quality if spaces in and around development unless a balanced approach is taken. In particular in areas well served by public transport, lower levels of parking provision will be encouraged. PPG13 emphasises the desirability of reducing the need to travel and in respect of parking states:

> ***"local authorities should adopt planning and land use policies to ... limit parking provision for developments and other on or off-street parking provision to discourage reliance on the car for work and other journeys where there are effective alternatives". [6]***

Fig. 10

3.5. Site-specific Guides. Percy Johnson - Marshall & Associates, Design Briefing in Towns, 1978;
- Guide per aree di intervento. Percy Johnson - Marshall & Associates, Design Briefing in Towns, 1978

1. Design Briefing in Towns. Copertina - Cover (Johnson - Marshall & Assiociates 1978)

2. Design Briefing in Towns. Un'Immagine - A Picture ("3. Working examples. Inverderran", Fig. 3/35, Ibid.)

3. Design Briefing in Towns. Un'Immagine - A Picture ("3. Working examples. Inverderran", Fig. 3/41, Ibid.)

4. Design Briefing in Towns. Stages of the design process at which a Design brief may intervene ("1. The working context. How Briefs Interact With The Development Process", Fig. 1/1, Ibid.)
- Fasi del processo progettuale in cui può intervenire un Design brief

5. Design Briefing in Towns. Types of requirements that different actors may have for information in a brief ("2. The preparation of Design briefs. The decision to prepare a Brief", Fig. 2.1, Ibid.)
- Tipi di informazioni richieste da diversi attori a un Design brief

6. Design Briefing in Towns. Historical stages in development of gap sites and limits of future growth ("2. The preparation of Design briefs. Identifying frameworks", Fig. 2.5, Ibid.)
- Fasi del processo storico di costruzione interna al lotto e limitazioni alla crescita futura

7. Design Briefing in Towns. Study of urban skyline ("2. The preparation of Design briefs. Skylines", Fig. 2.6, Ibid.)
- Studio dello skyline urbano

8. Design Briefing in Towns. Dundron: West Port block site. Analysis of primary characteristics of the urban design context ("3. Worked examples. Dundron: the West Port block site", Fig. 3/2, 3/3, 2/3, Ibid.)
- Analisi delle principali caratteristiche del contesto di progettazione

9. Design Briefing in Towns. Dundron: West Port block site. Urban design objectives ("3. Worked examples. Dundron: the West Port block site", Fig. 3/4, 2/3, Ibid.)
- Obiettivi di progetto

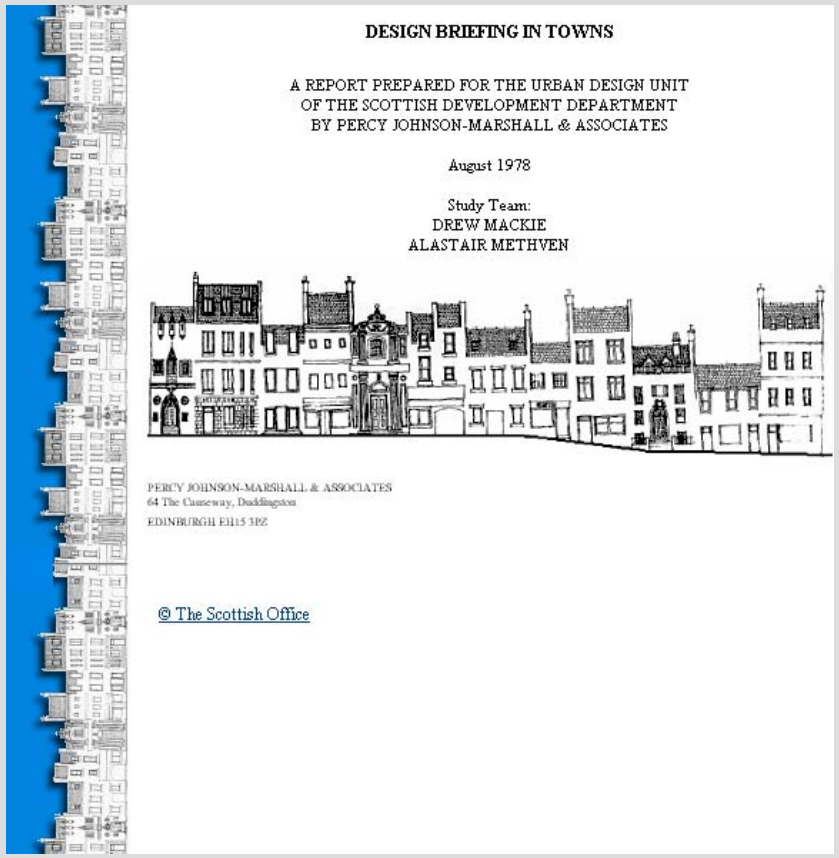
10. Design Briefing in Towns. Dundron: West Port block site. - Two and three dimensional framework controls ("3. Worked examples. Dundron: the West Port block site", Fig. 3/5, Ibid.)
- Norme di assetto planimetrico e volumetrico

11. Design Briefing in Towns. Dundron: West Port block site. - Two and three dimensional framework controls ("3. Worked examples. Dundron: the West Port block site", Fig. 3/6, Ibid.)
- Norme di assetto planimetrico e volumetrico

12. Design Briefing in Towns. Corbiehill: Conservation Area. - Analysis of primary characteristics of the urban design context ("3. Worked examples. Corbiehill Conservation Area Design brief", Fig. 3/13, 3/14, 2/3, Ibid.)
- Analisi delle principali caratteristiche del contesto di progettazione

13. Design Briefing in Towns. Corbiehill: Conservation Area. - Urban design objectives ("3. Worked examples. Corbiehill Conservation Area Design brief", Fig. 3/15, 2/3, Ibid.)
- Obiettivi di progetto

14. Design Briefing in Towns. Corbiehill: Conservation Area. - Tables for the execution of extensions and roofs, doors and windows, openings of garages and stores ("3. Worked examples. Corbiehill Conservation Area Design brief", Fig. 3/17-3/30, Ibid.)
- Abachi relativi all'esecuzione di sopraelevazioni e tetti, porte e finestre, aperture di garage e negozi (gli esempi negativi sono contrassegnati da una croce)

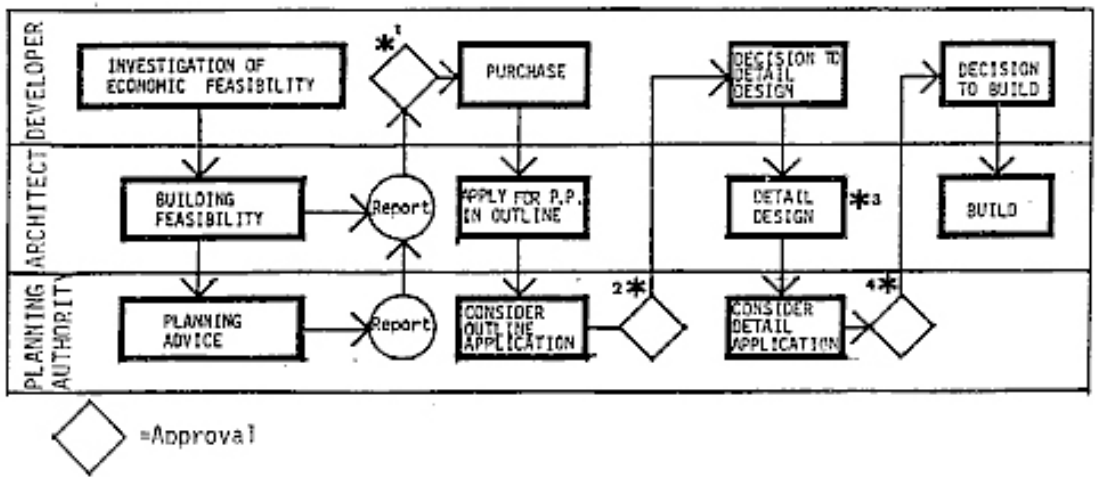


Percy Johnson - Marshall & Associates,

Design Briefing in Towns, 1978

Fig. 1, 2, 3

Stages of the design process at which a Design brief may intervene –
Fasi del processo progettuale in cui può intervenire un Design brief



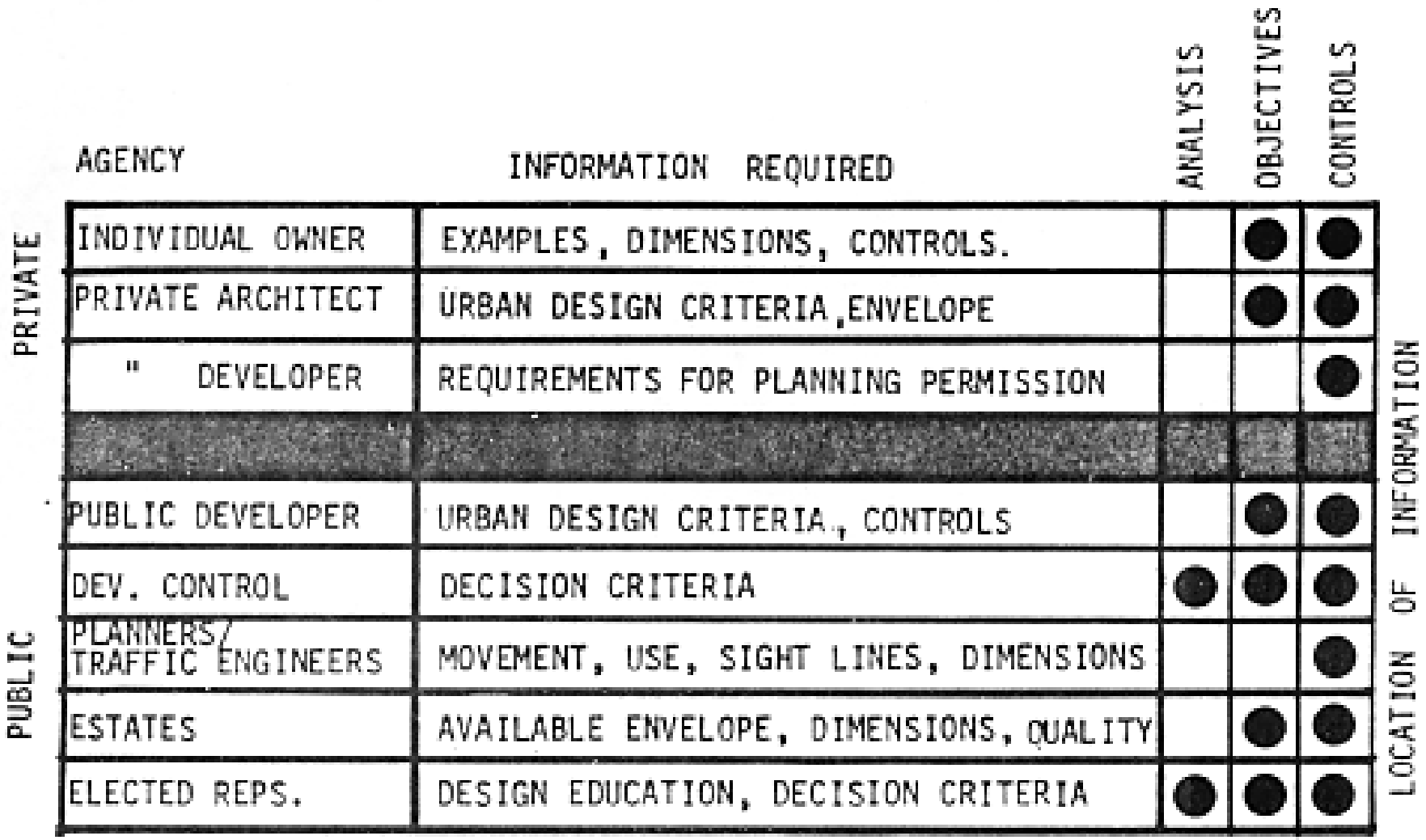
The diagram indicates the stages through which a developer goes in preparing a development. There are several stages et which a design brief may intervene. These are indicated by asterisks.

1. * The provision of an urban design brief will indicate to the developer the general volumetric and visual criteria which will apply within the area in which he intends to build. It will also indicate whether his chosen site has any special characteristics which will require a site brief to be prepared by the local authority. This information, together with other information on building feasibility drawn from its architect or surveyor, will affect his decision to purchase the site.
2. * Upon the submission for outline planning permission the local authority will test the general character and volume of the proposal against the brief to ensure that the proposal does not grossly infringe the criteria for the area. At this point a site designated in the urban design brief would have its own brief prepared by the authority.
3. * The architect will refer to the provisions of the appropriate brief in preparing his design for submission in detail.
4. * The local authority checks that the design conforms to the brief provision and gives or refuses planning permission.

Fig. 4

Types of requirements that different actors may have for information in a brief –

Tipi di informazioni richieste da diversi attori a un Design brief

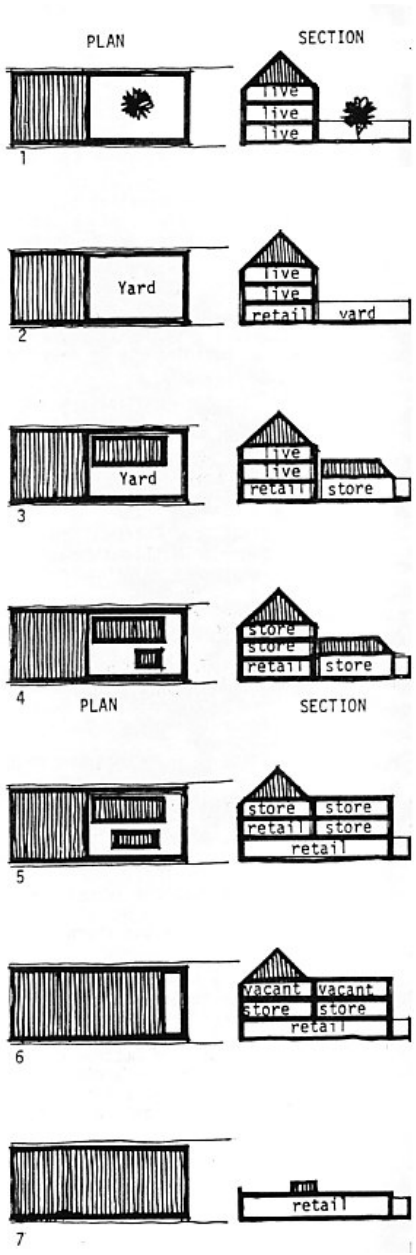


LOCATION OF INFORMATION	AGENCY	INFORMATION REQUIRED	ANALYSIS	OBJECTIVES	CONTROLS
PRIVATE	INDIVIDUAL OWNER	EXAMPLES, DIMENSIONS, CONTROLS.		●	●
	PRIVATE ARCHITECT	URBAN DESIGN CRITERIA, ENVELOPE		●	●
	" DEVELOPER	REQUIREMENTS FOR PLANNING PERMISSION			●
PUBLIC	PUBLIC DEVELOPER	URBAN DESIGN CRITERIA, CONTROLS		●	●
	DEV. CONTROL	DECISION CRITERIA	●	●	●
	PLANNERS/ TRAFFIC ENGINEERS	MOVEMENT, USE, SIGHT LINES, DIMENSIONS			●
	ESTATES	AVAILABLE ENVELOPE, DIMENSIONS, QUALITY		●	●
	ELECTED REPS.	DESIGN EDUCATION, DECISION CRITERIA	●	●	●

Fig. 5

Historical stages in development of gap sites and limits of future growth –

Fasi del processo storico di costruzione interna al lotto e limitazioni alla crescita futura



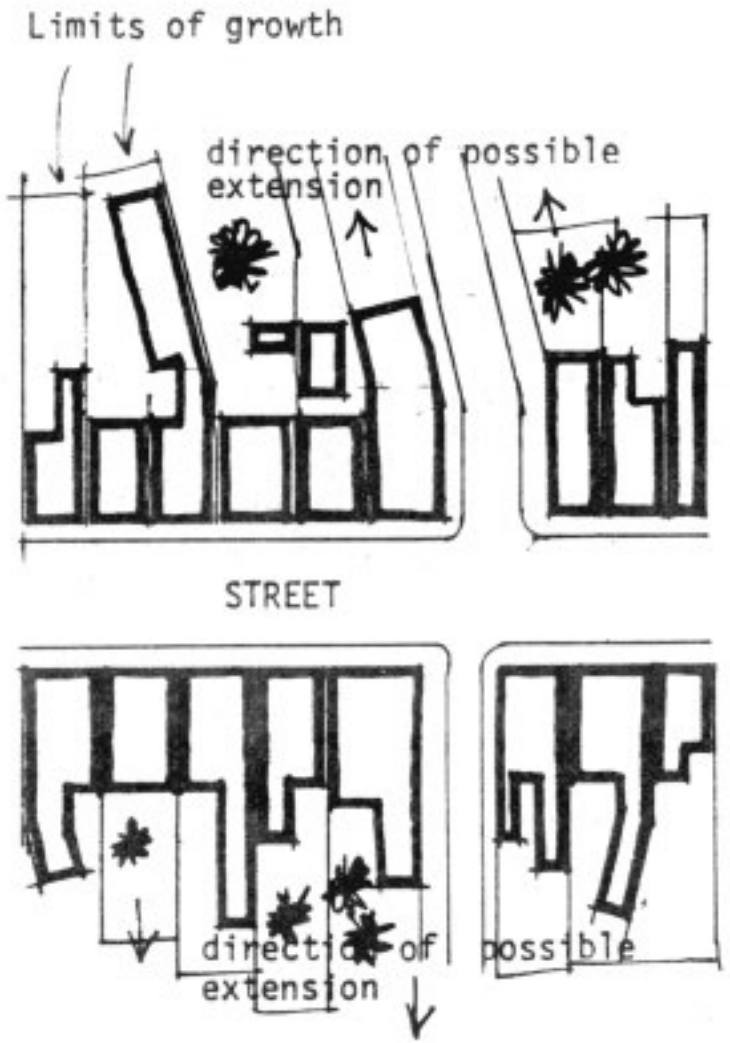
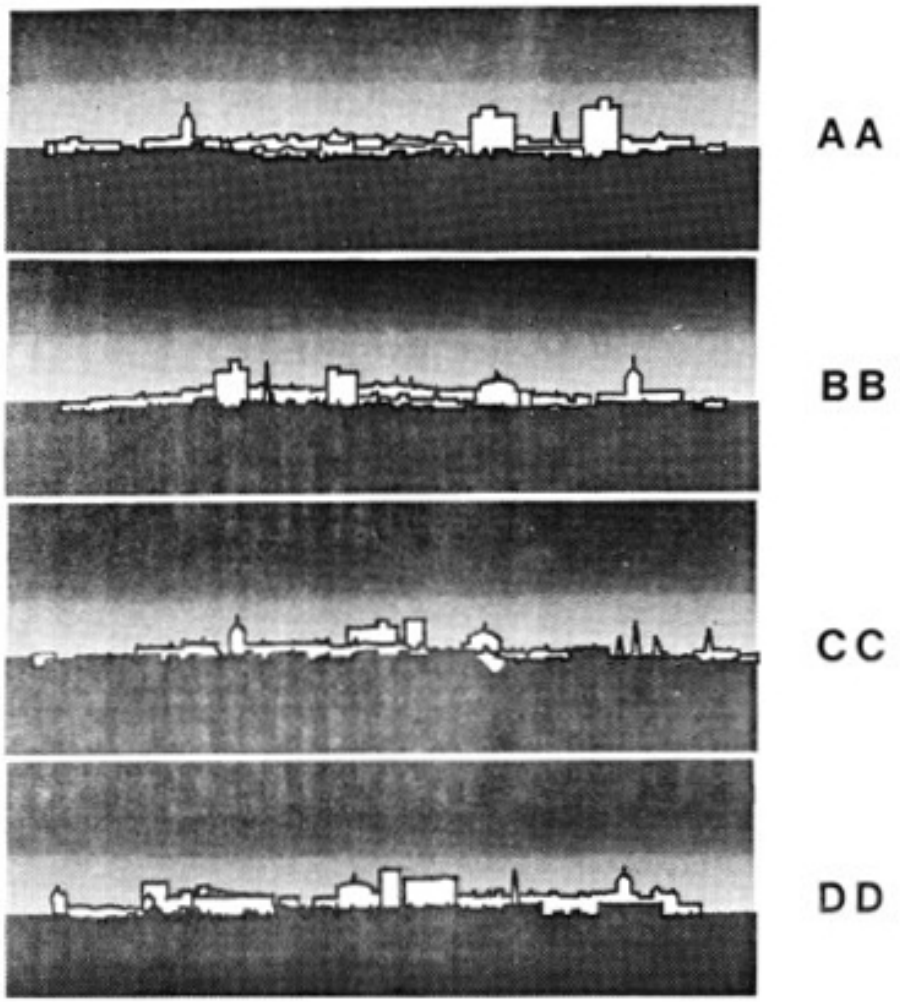


Fig. 6

Study of urban skyline – Studio dello skyline urbano



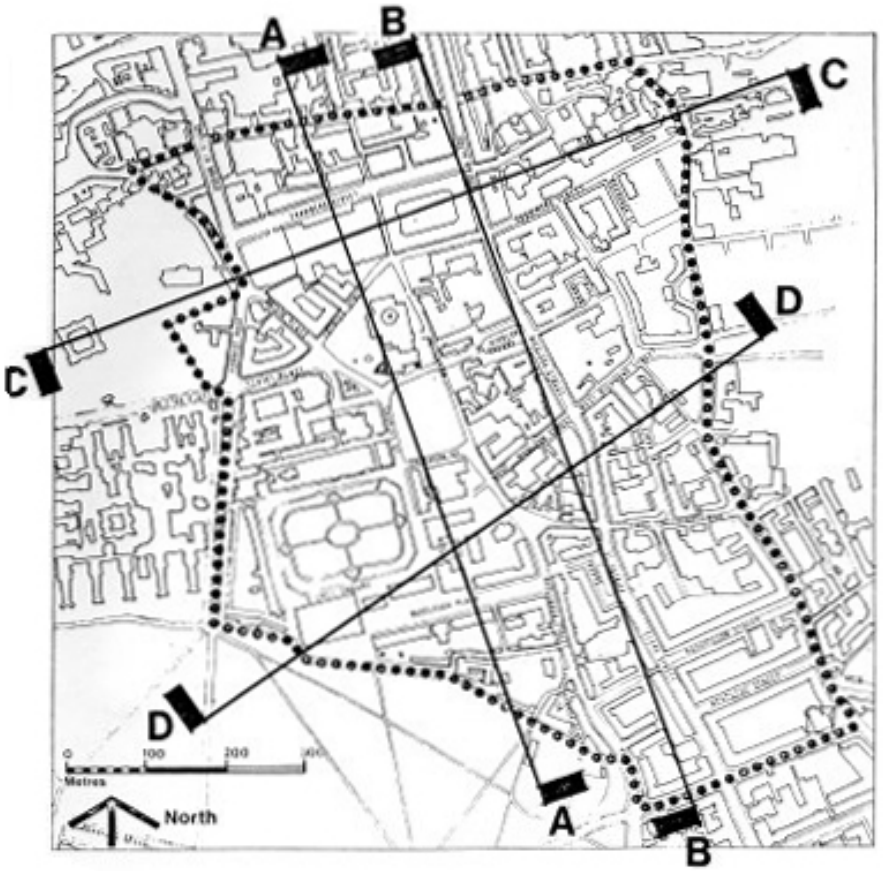
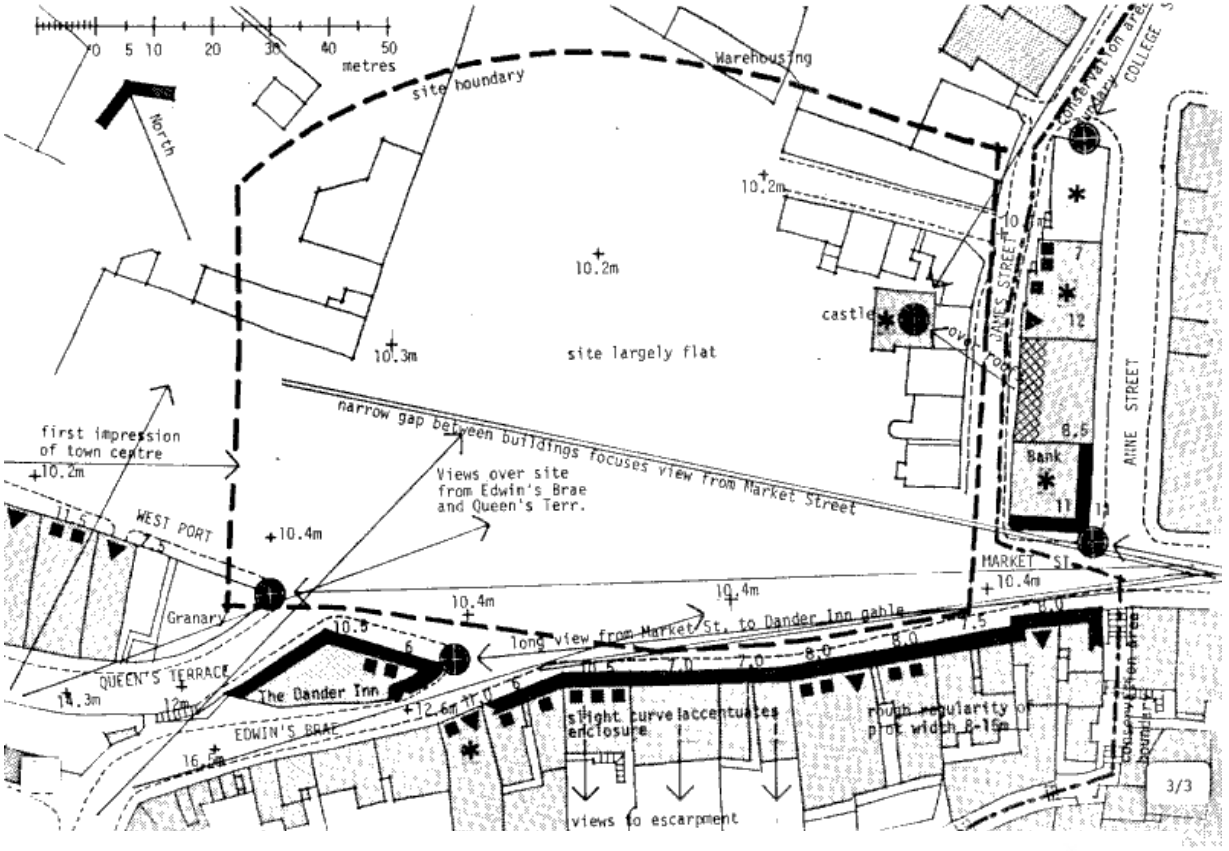


Fig. 7

Dundron: West Port block site. Analysis of primary characteristics of the urban design context

Analisi delle principali caratteristiche del contesto di progettazione



existing buildings (figures denote height in metres of eaves above pavement level)

existing buildings due for demolition

facades which form important urban design features

important view

existing angle of vision

59.13
spot level in metres

possible pedestrian space

poor facade

architectural features:
dormer window
turret
gable

building of architectural interest

important urban design feature

important urban design space

building envelope (both maximum and minimum skins specified)

building envelope (minimum skin specified over part of envelope only)

Fig. 8

Dundron: West Port block site. Urban design objectives – Obiettivi di progetto

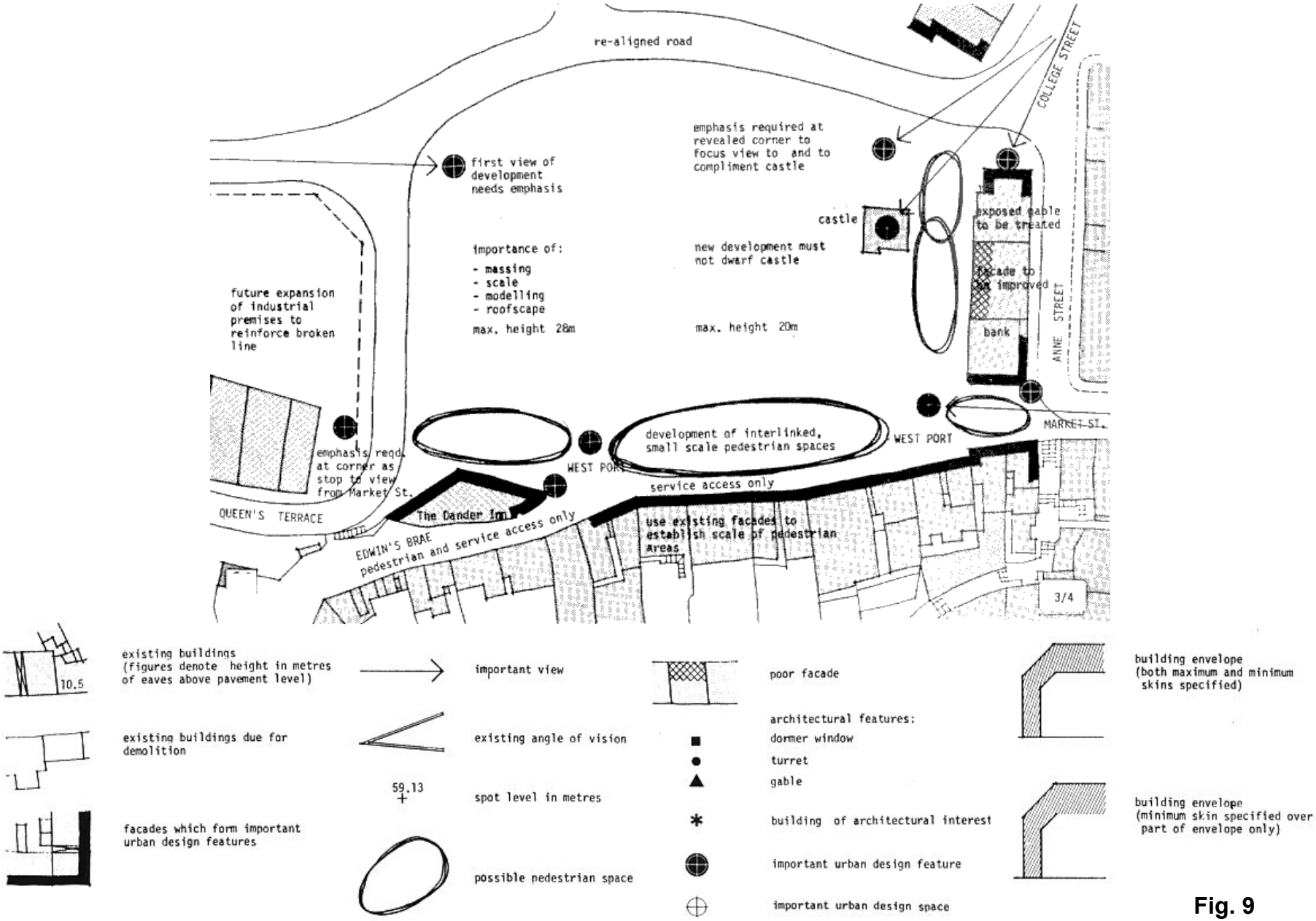


Fig. 9

Dundron: West Port block site. Two and three dimensional framework controls –

Norme di assetto planimetrico e volumetrico

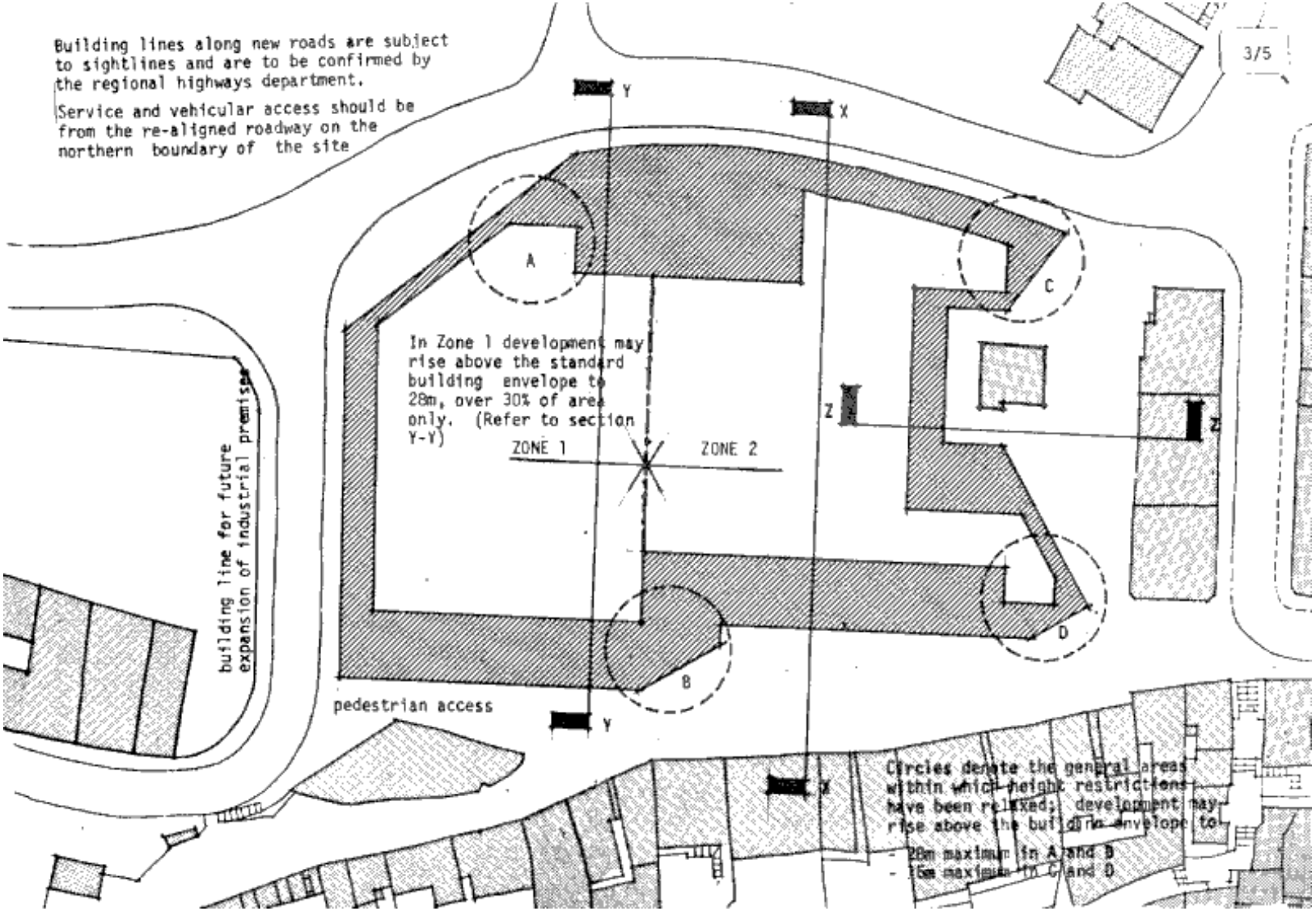


Fig. 10

Dundron: West Port block site. Two and three dimensional framework controls –

Norme di assetto planimetrico e volumetrico

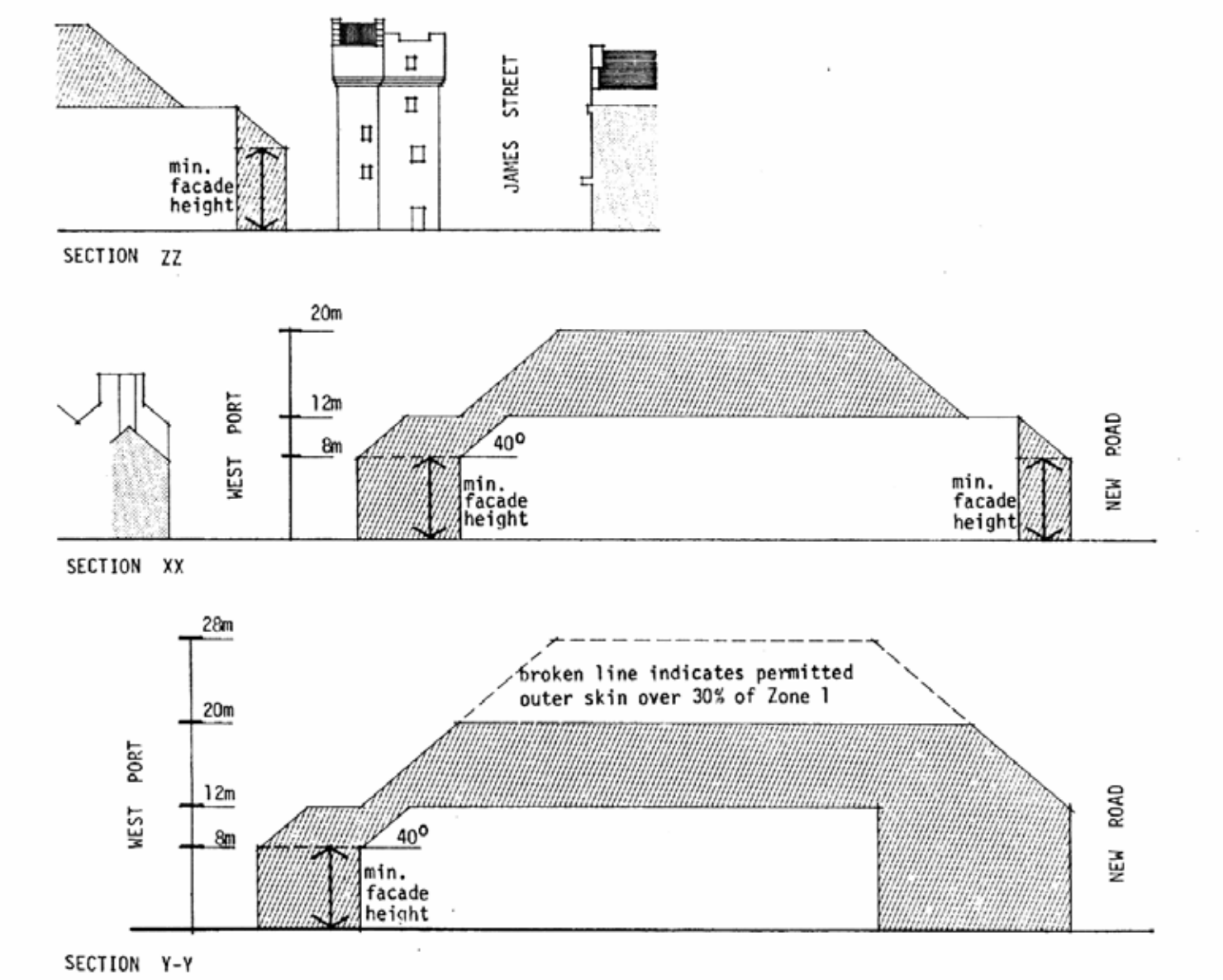
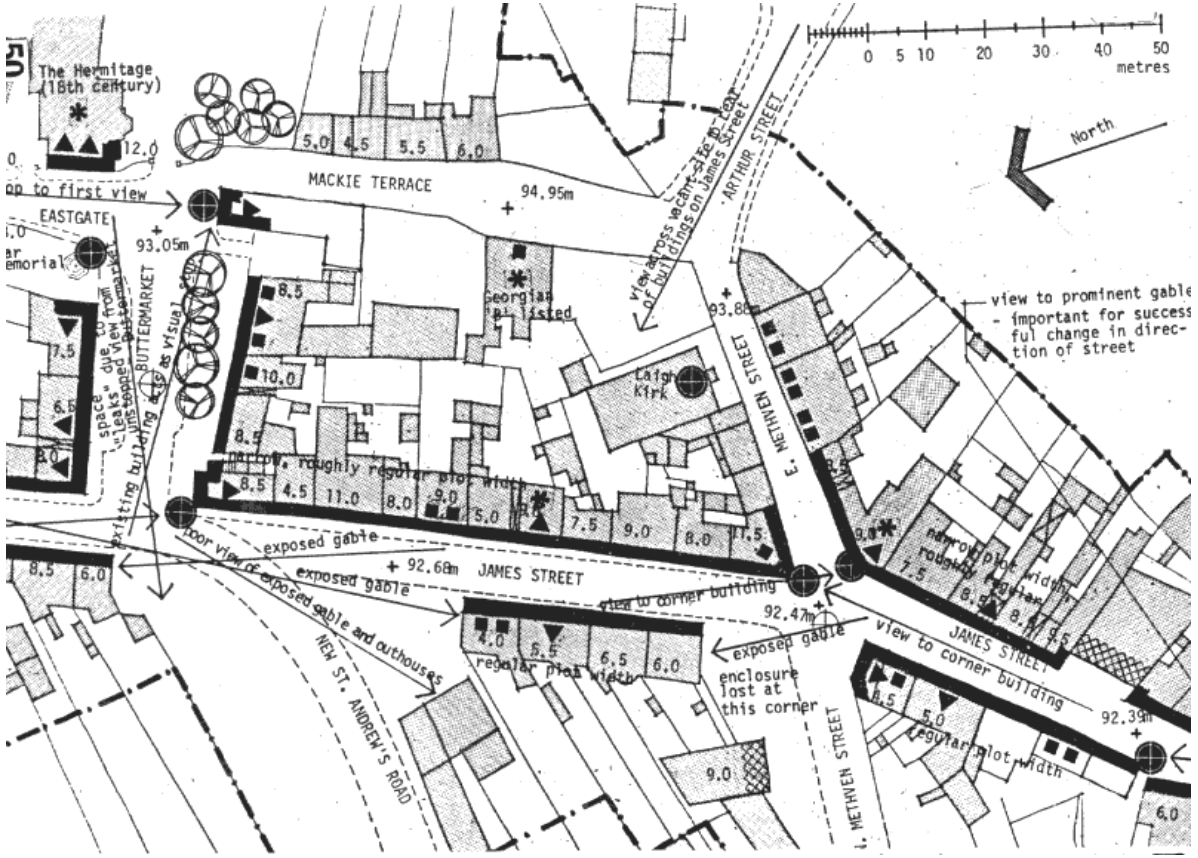


Fig. 11

Corbiehill: Conservation Area. Analysis of primary characteristics of the urban design context –
Analisi delle principali caratteristiche del contesto di progettazione



existing buildings (figures denote height in metres of eaves above pavement level)

existing buildings due for demolition

facades which form important urban design features

important view

existing angle of vision

59.13 spot level in metres

possible pedestrian space

poor facade

architectural features:
dormer window
turret
gable

building of architectural interest

important urban design feature

important urban design space

building envelope (both maximum and minimum skins specified)

building envelope (minimum skin specified over part of envelope only)

Fig. 12

Corbiehill: Conservation Area. Urban design objectives – Obiettivi di progetto

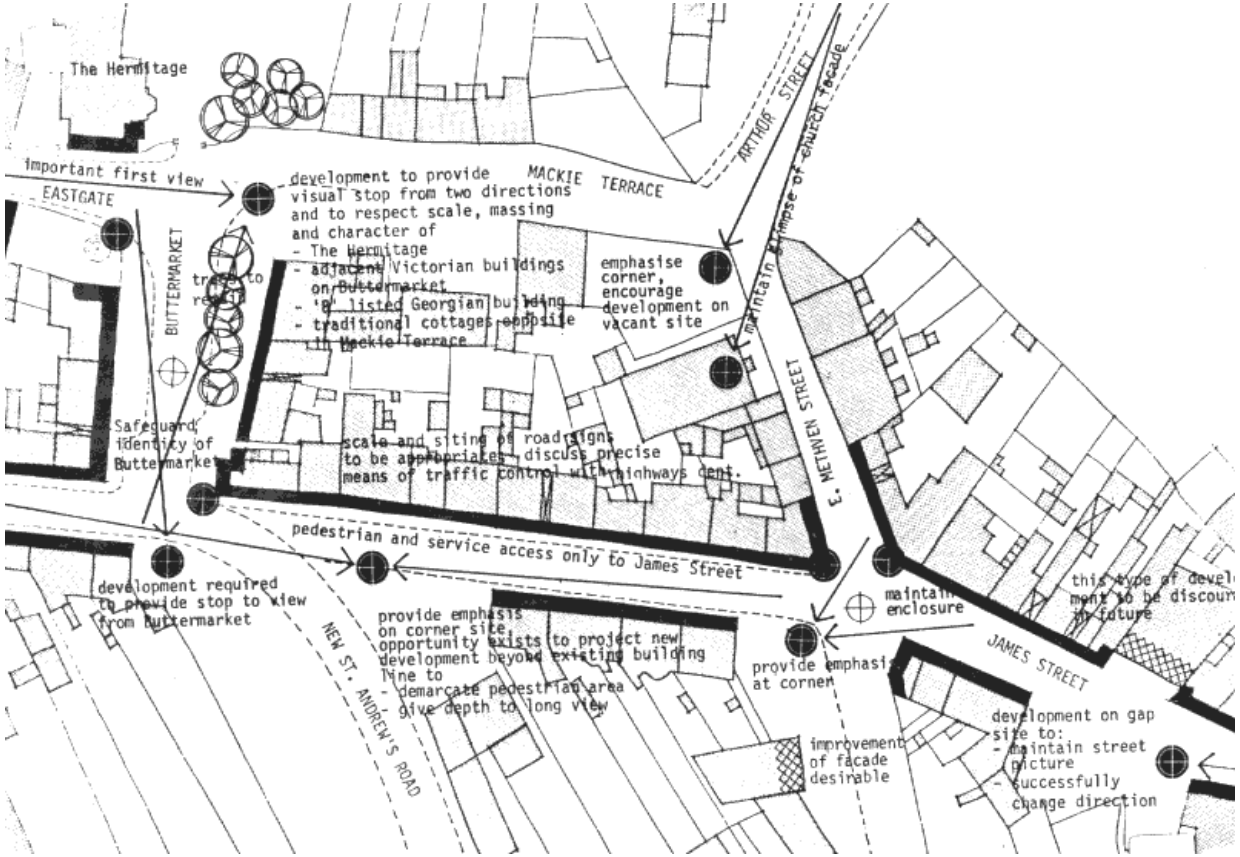


Fig. 13

Corbiehill: Conservation Area. Tables for the execution of extensions and roofs, doors and windows, openings of garages and stores –

Abachi relativi all'esecuzione di sopraelevazioni e tetti, porte e finestre, aperture di garage e negozi

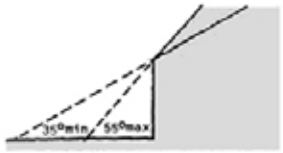


Fig. 3/22

Fig. 3/23

Fig. 3/24

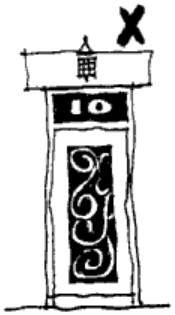


Fig. 3/25

Fig. 14

3.6. Site-specific Guides. Leicester City Council, St. Georges, Leicester: Strategic Regeneration Area Framework, 2001.
- Guide per aree di intervento. Leicester City Council, St. Georges, Leicester: Strategic Regeneration Area Framework, 2001

1. St. Georges, Leicester: Strategic Regeneration Area Framework. Cover (Leicester City Council 2001)

2. St. Georges, Leicester: Strategic Regeneration Area Framework. A picture ("2. Description and Analysis. 2.1. Location and boundaries", Diagr. 1, Ibid.)

3. St. Georges, Leicester: Strategic Regeneration Area Framework. City centre influences ("2. Description and Analysis. 2.3. City Centre Context and Infuences", Diagr. 2, Ibid.)
- Relazioni con il centro città

4. St. Georges, Leicester: Strategic Regeneration Area Framework. Existing movement ("2. Description and Analysis. 2.7. Existing Movement", Diagr. 6, Ibid.)
- Circolazione esistente

5. St. Georges, Leicester: Strategic Regeneration Area Framework. Site Analysis: Legibility, views, vistas and gateways ("2. Description and Analysis. 2.6. Townscape Qualities", Diagr. 5, Ibid.)
- Analisi del sito: leggibilità, punti di vista, vedute, accessi

6. St. Georges, Leicester: Strategic Regeneration Area Framework. Public reaml plan ("6. Public Realm", Diagr. 11, Ibid.)
- Il piano degli spazi pubblici

7. St. Georges, Leicester: Strategic Regeneration Area Framework. Development opportunities: indicative illustration ("11. Development Opportunities", Sketch, Ibid.)
- Opportunità di sviluppo: immagine indicativa

8. St. Georges, Leicester: Strategic Regeneration Area Framework. St.George's South. Area analysis ("11. Development Opportunities. St.George's South: S.W.O.T Analysis", Diagr. 13, Ibid.)
- Analisi dell'area

9. St. Georges, Leicester: Strategic Regeneration Area Framework. St.George's South. St.George's street and church. - Sketch indicating how the urban design principles may be implemented ("11. Development Opportunities. 11.1 St.George's South", Site 2, Sketch, Ibid.)
- Schizzo indicativo dell'applicazione dei principi di progettazione urbana

10. St. Georges, Leicester: Strategic Regeneration Area Framework. St.George's South. Nichols street. - Sketch indicating how the urban design principles may be implemented ("11. Development Opportunities. 11.1 St.George's South", Site 12, Sketch, Ibid.)
Schizzo indicativo dell'applicazione dei principi di progettazione urbana

11. St. Georges, Leicester: Strategic Regeneration Area Framework. St.George's South. Queen Street. Sketch indicating how the urban design principles may be implemented ("11. Development Opportunities. 11.1 St.George's South", Site 3, Sketches, Ibid.)
- Schizzo indicativo dell'applicazione dei principi di progettazione urbana

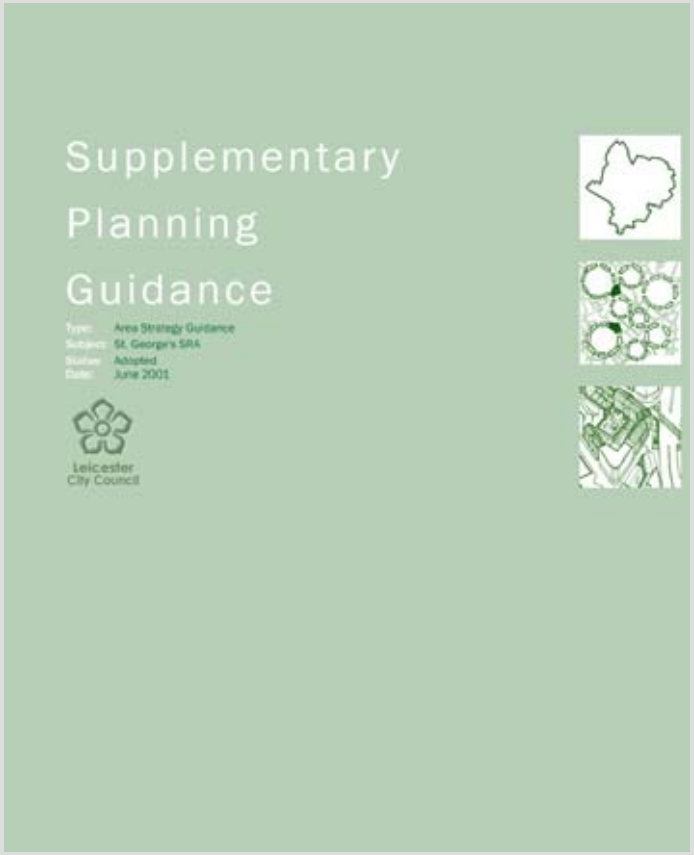
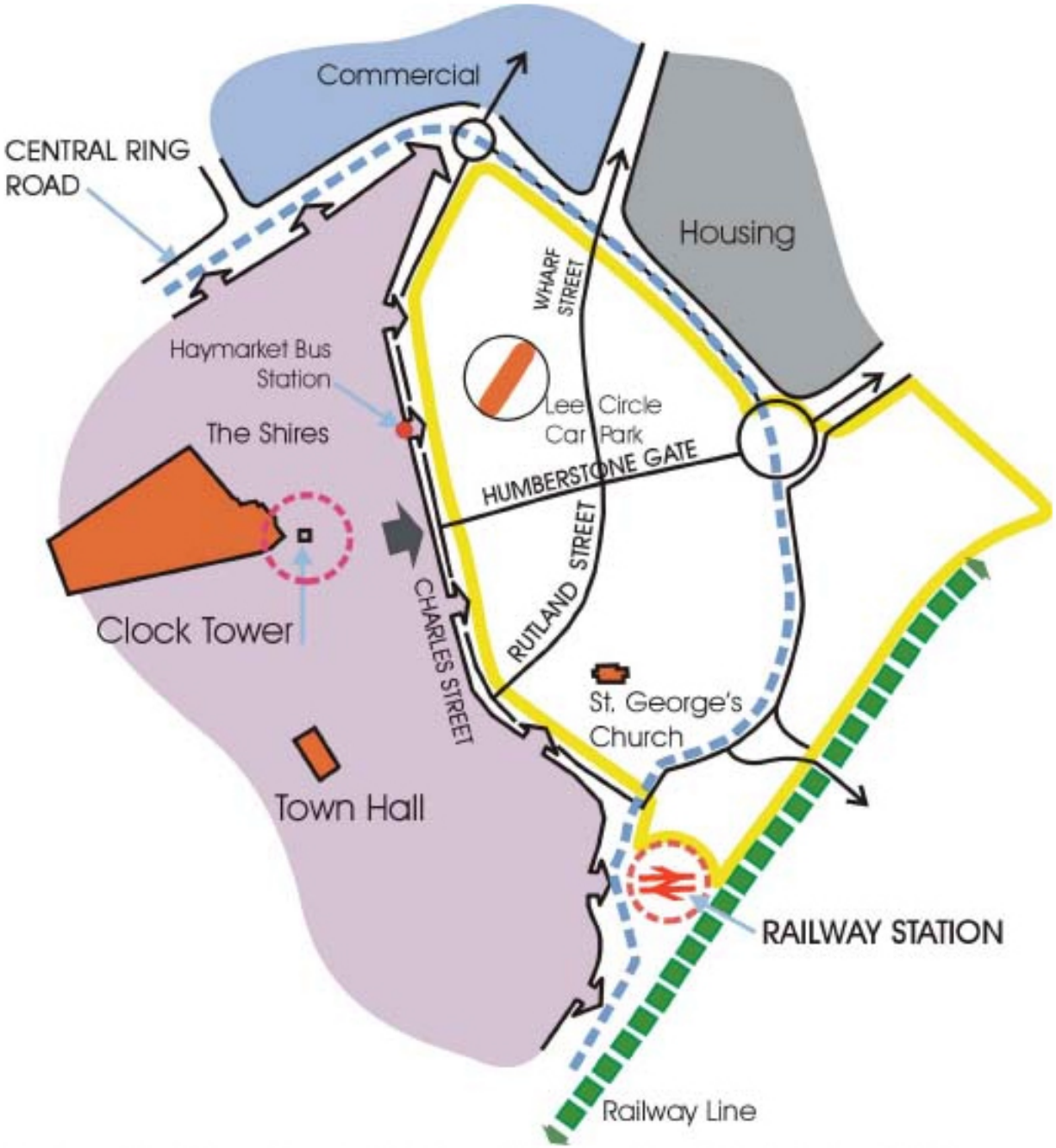


Fig. 1, 2

Leicester City Council,

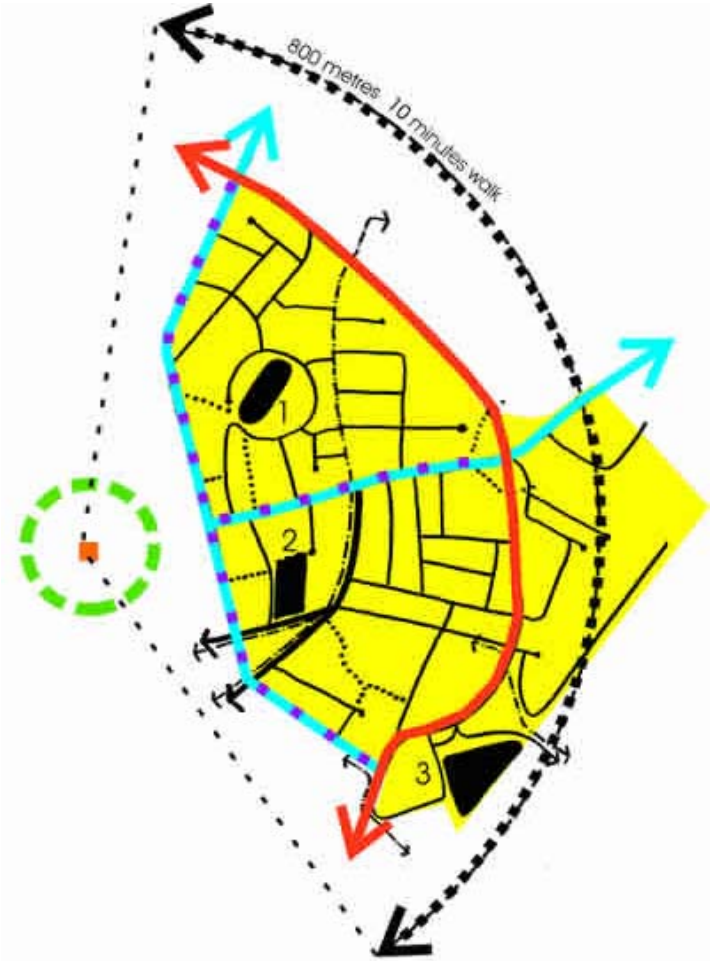
St. Georges, Leicester: Strategic Regeneration Area Framework, 2001



Based upon the Ordnance Survey's 1:1250 map with the permission of the Controller of H.M. Stationery Office. Crown Copyright Reserved. LA 078417 02/01

City centre influences –
Relazioni con il centro città

Fig. 3



Major routes

Central Ring Road.

Intermediate route.

Minor route

Bus route

Car Parks
1. Lee Circle: 1020 CPS
2. Rutland Street: 676 CPS
3. Railway Station: 500 CPS

Pedestrian route.

No through route

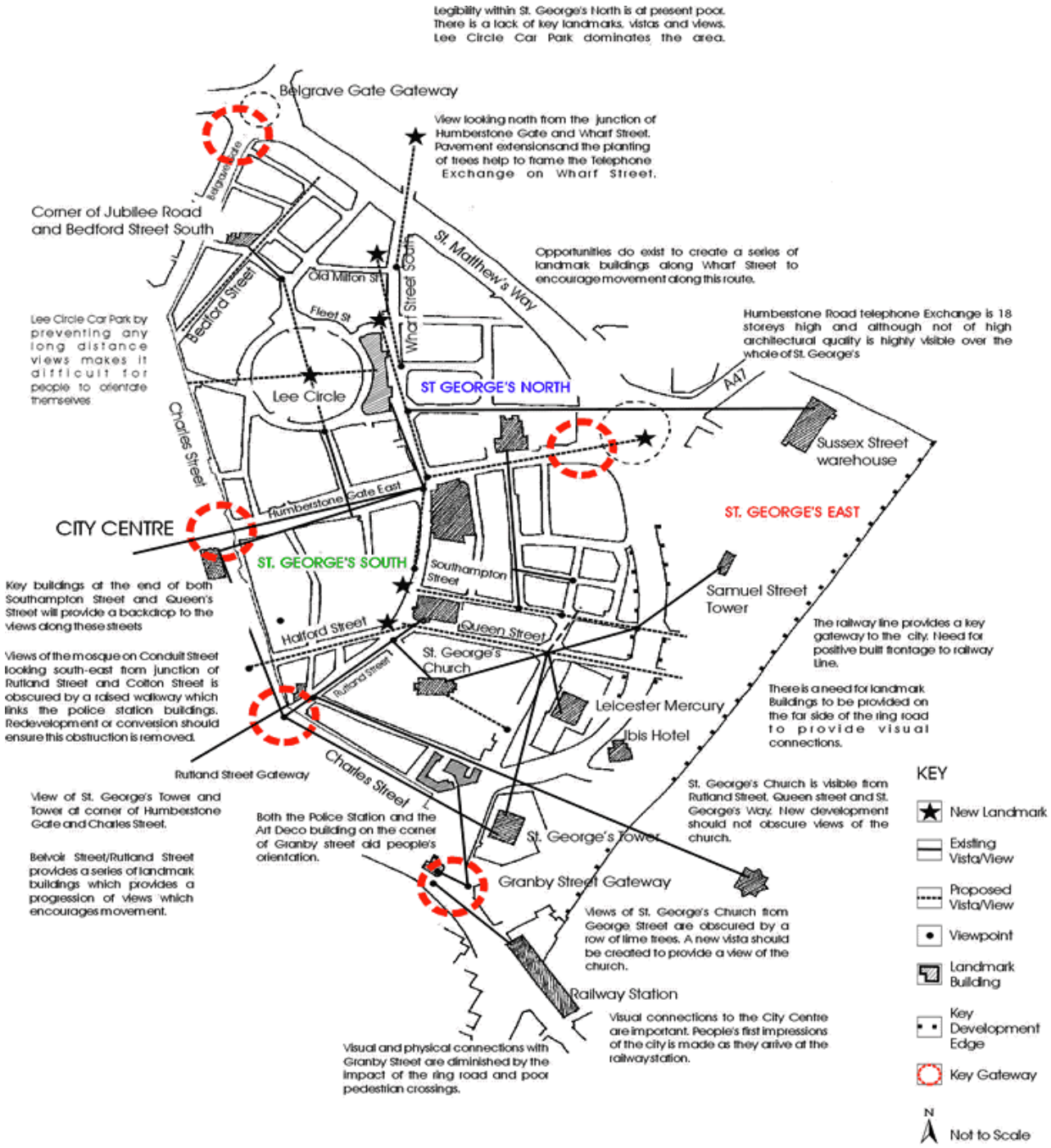
Cycle route.

Clock Tower

St. Georges

Existing movement –
Circolazione esistente

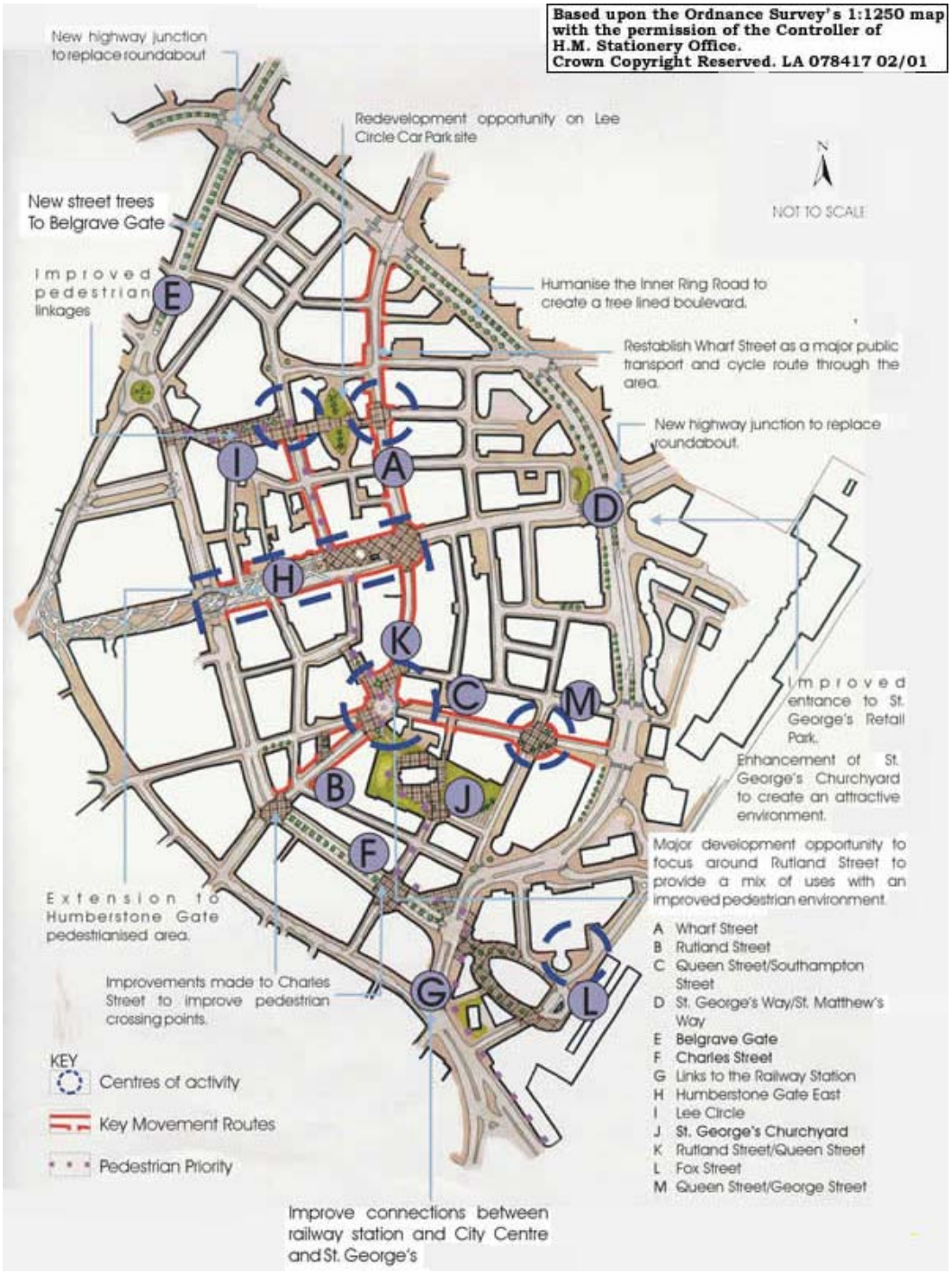
Fig. 4



Site Analysis: Legibility, views, vistas and gateways –

Analisi del sito: leggibilità, punti di vista, vedute, accessi

Fig. 5



Public reaml plan –

Il piano degli spazi pubblici

Fig. 6

Development opportunities: indicative illustration –
Opportunità di sviluppo: immagine indicativa

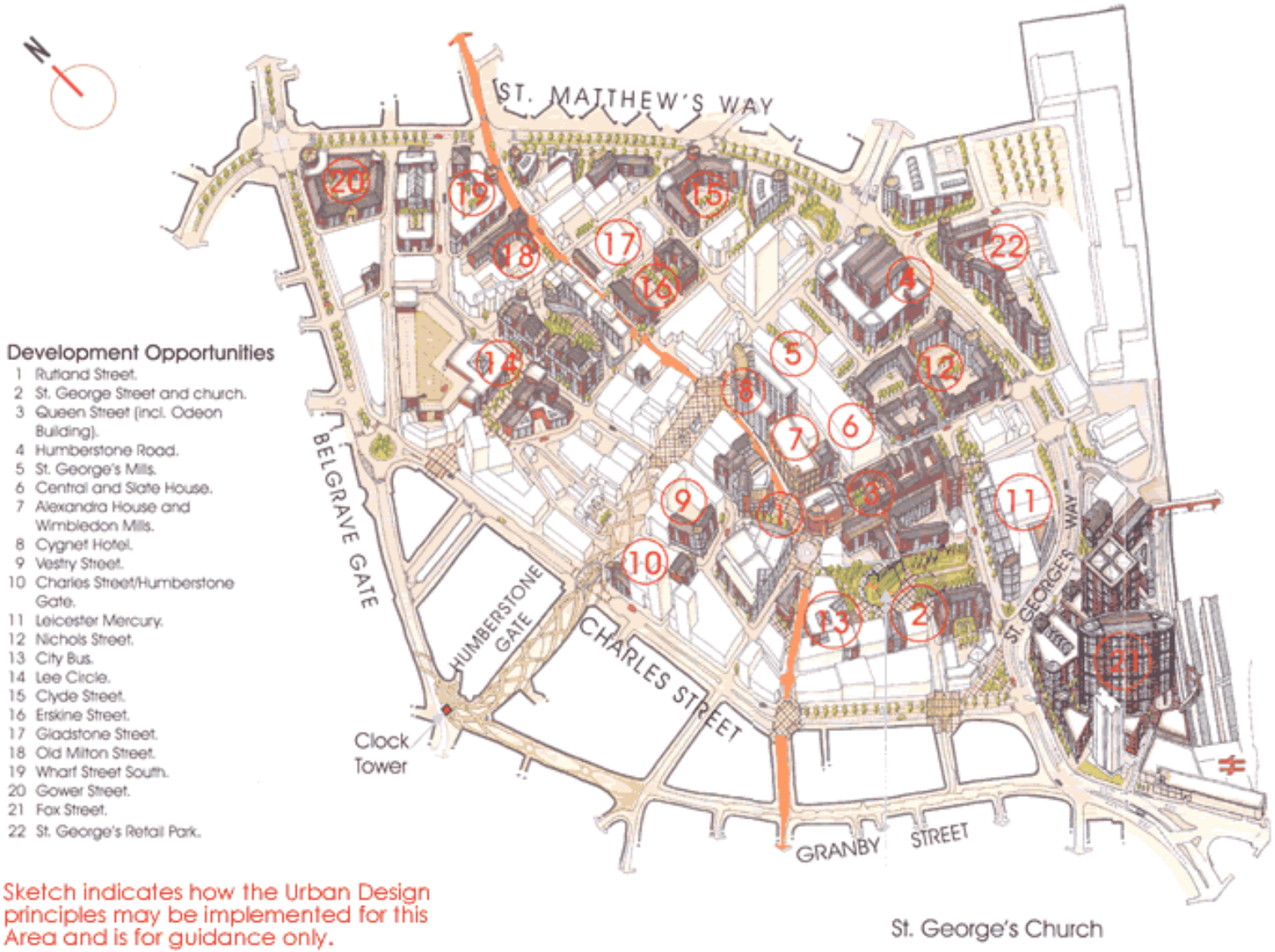


Fig. 7

St.George's South. Area Analysis – Analisi dell'area

The International Hotel is presently redundant and provides the opportunity for either conversion or redevelopment.

Humberstone Gate East presently accommodates a large number of bus pick up and drop off points.

Wharf Street provides a key route that links St. George's South with St. George's North.

Opportunities exist to improve the junction of Charles Street and Humberstone Gate to allow improved ease of movement for pedestrians.

The Rutland Centre and N.C.P. Car Park is underutilised and provides the opportunity for redevelopment.

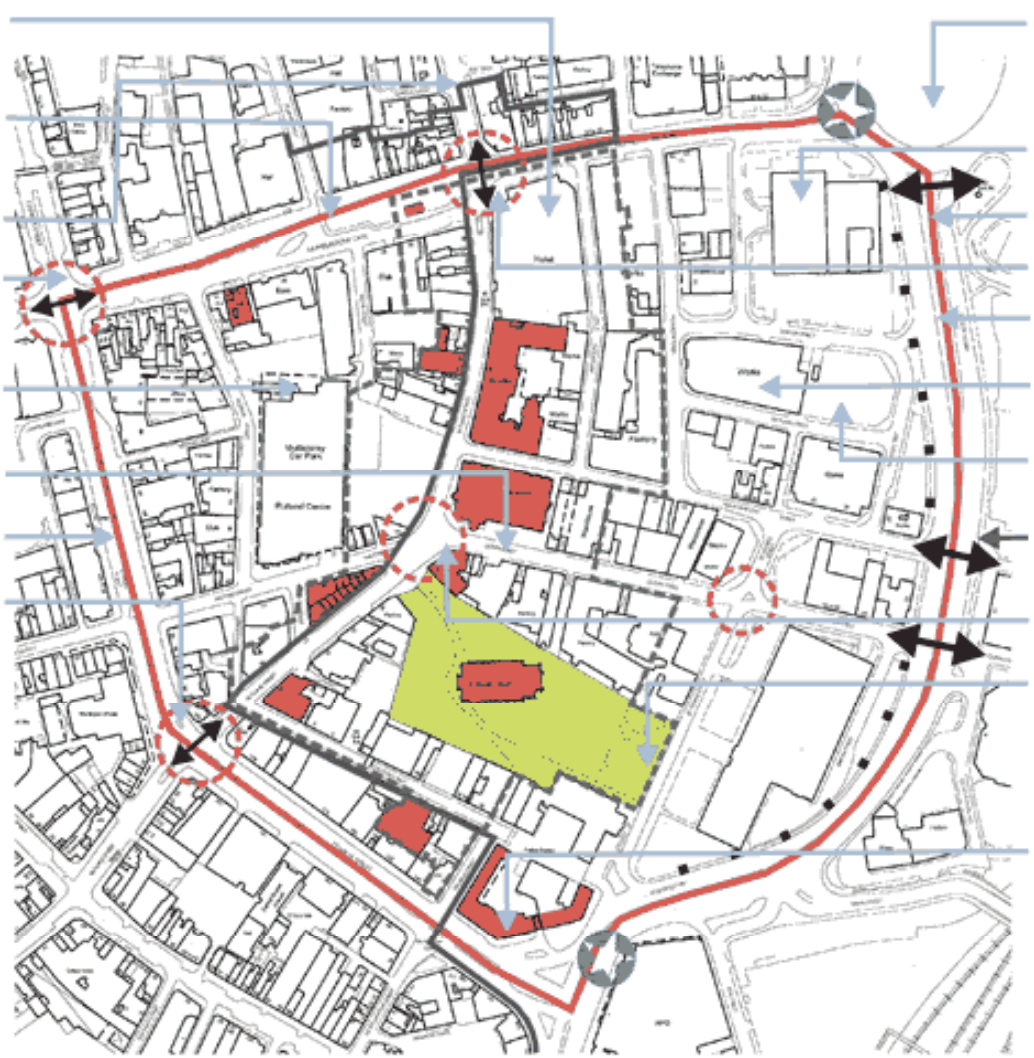
Opportunities exist to improve the pedestrian environment within the area by providing wider pavements.

Charles Street provides a barrier to pedestrian movement.

Need for public realm improvements at the junction of Rutland Street and Charles Street.

KEY

- St. George's South Boundary
- Central Shopping Core
- Open Space
- Listed Building.
- Priority Improvements to Public Realm.
- Key Gateway.
- Conservation Area Boundary.
- Key Connections.
- In-active frontage to ring road.



St. George's Way roundabout is over engineered and provides a significant barrier to pedestrian movement.

The retail sheds at the junction of Humberstone Gate and St. George's Way provide poor built form at this eastern gateway to the city.

Need for improved pedestrian crossings.

Poor pedestrian experience at the junction of Wharf Street and Humberstone Gate East.

Lack of both strong built form and activity onto the street.

A number of light industrial businesses operate within the area.

Opportunities exist to provide strong built form to the ring road by using underutilised space.

St. George's Way provides a barrier to pedestrian movement.

Rutland Street/Queen's Street provides the opportunity for an important centre of activity within the area.

St. George's Churchyard an important green space within the area. Presently underused by pedestrians due to personal safety. Improved surface treatment and lighting would improve security.

Former police headquarters provides the opportunity for a mixed use development and the opening up of Colton Street.

N

NOT TO SCALE

Fig. 8

St.George's South. St.George's street and church.

Sketch indicating how the urban design principles may be implemented –

Schizzo indicativo dell'applicazione dei principi di progettazione urbana

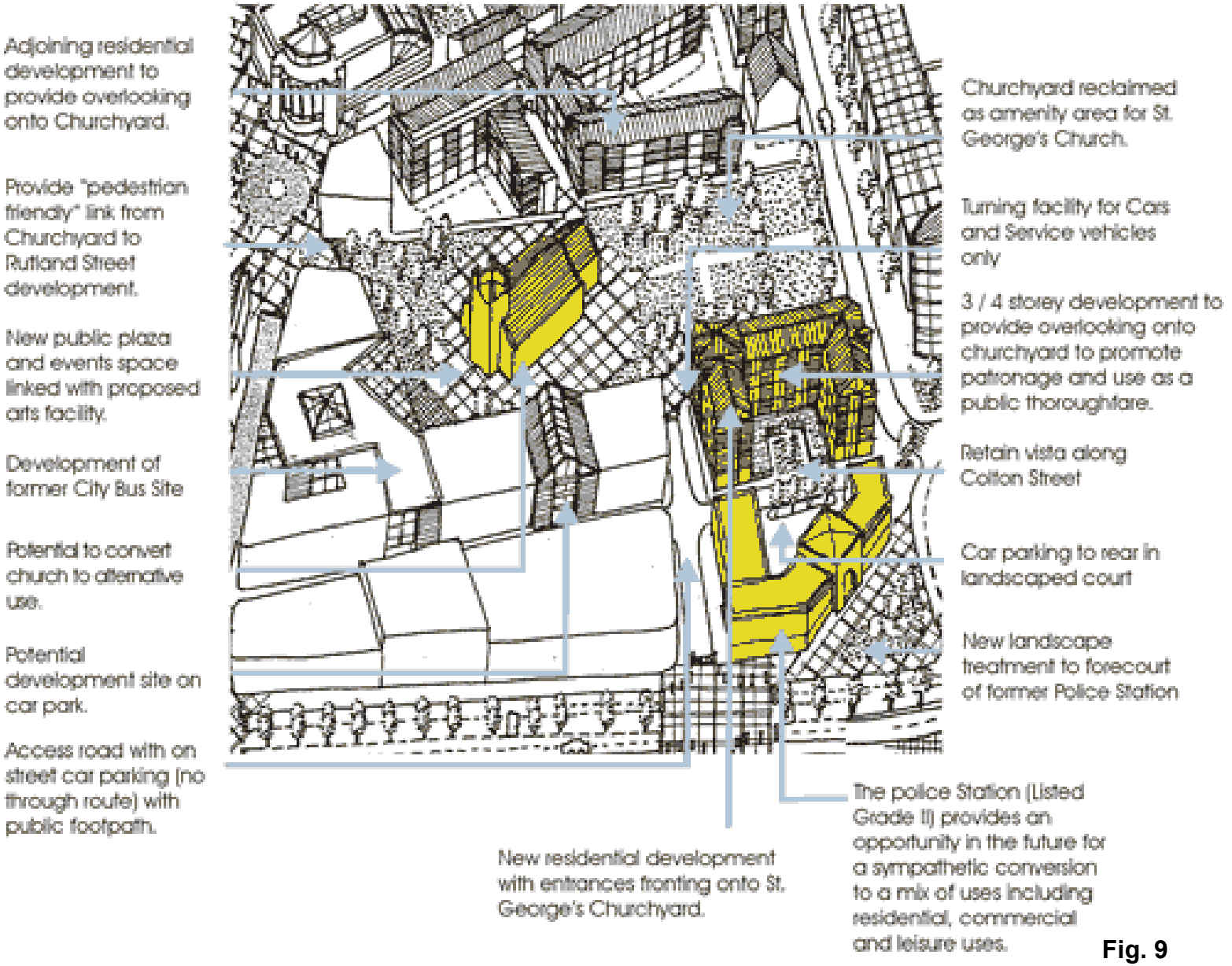


Fig. 9

St.George's South. Nichols street.

Sketch indicating how the urban design principles may be implemented –

Schizzo indicativo dell'applicazione dei principi di progettazione urbana

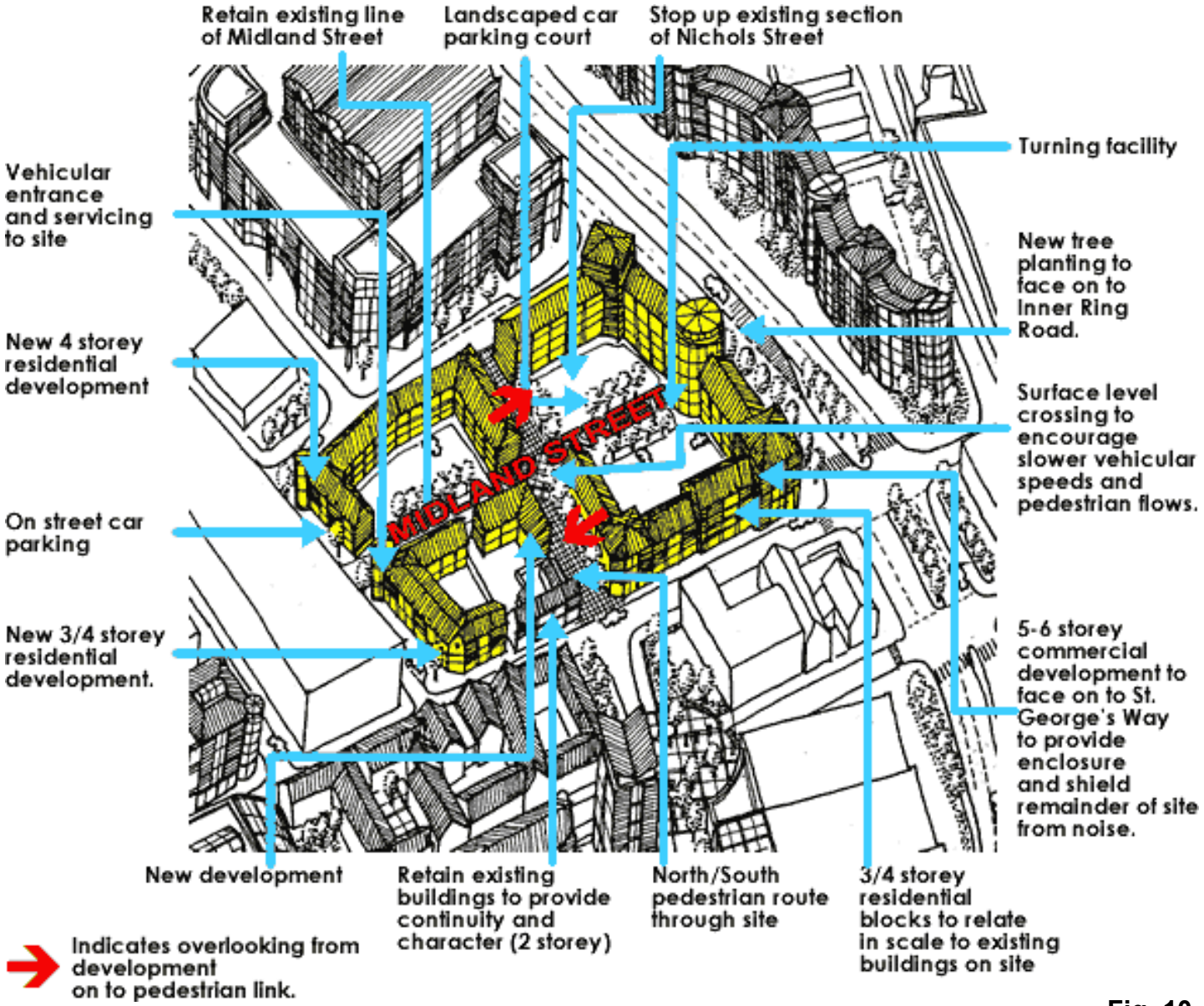


Fig. 10

St.George's South. Queen street.

Sketch indicating how the urban design principles may be implemented

– Schizzo indicativo dell'applicazione dei principi di progettazione urbana

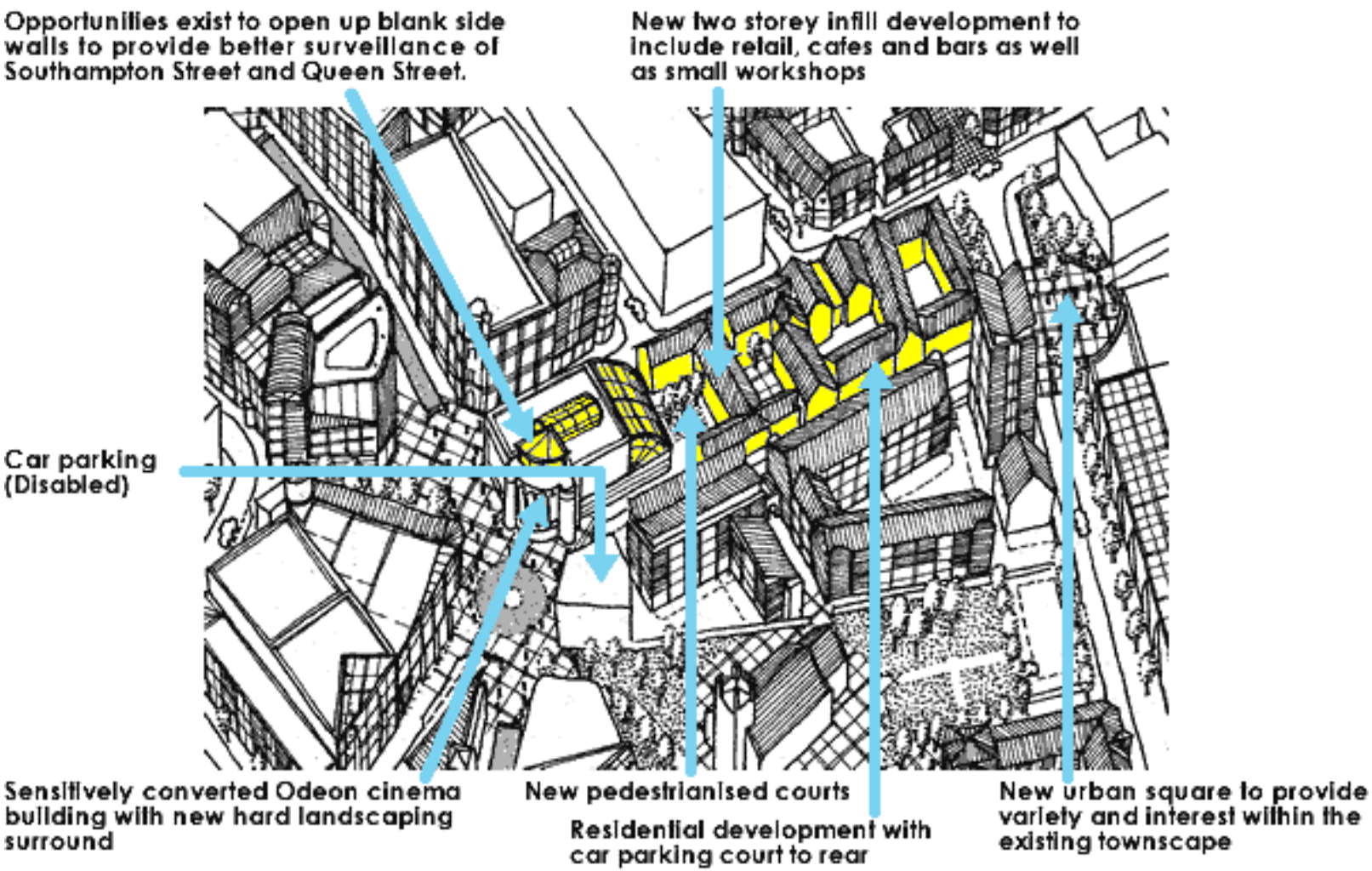


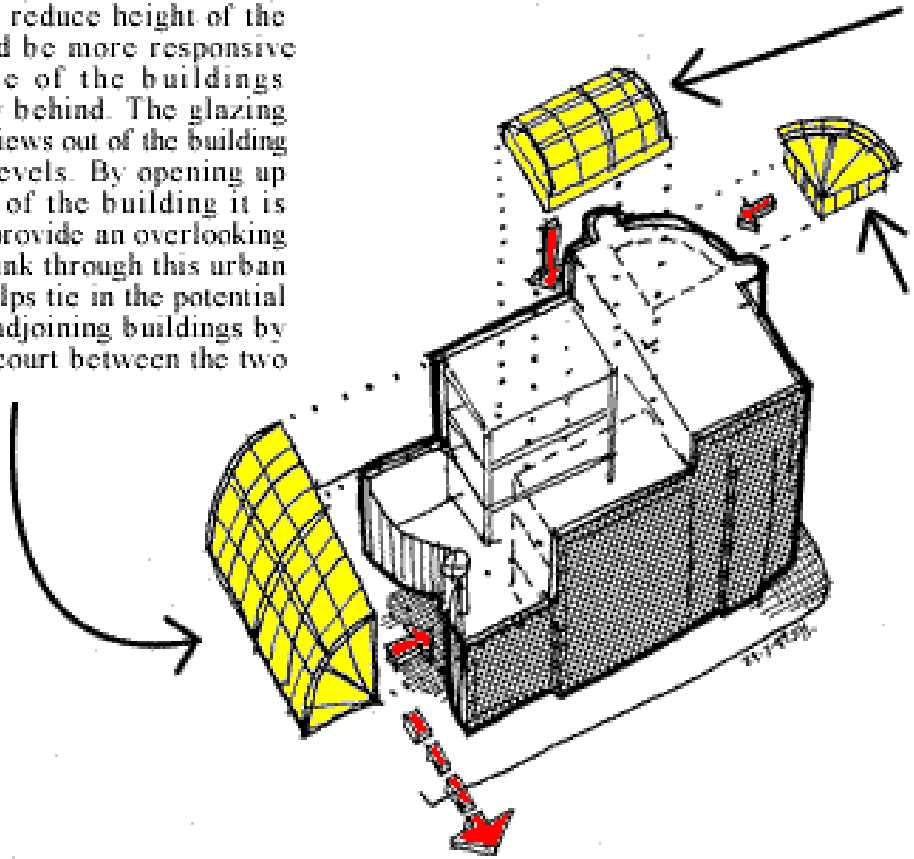
Fig. 11

St.George's South. Queen street.

Sketch indicating how the urban design principles may be implemented –

Schizzo indicativo dell'applicazione dei principi di progettazione urbana

New curved glazed facade helps to gradually reduce height of the building and be more responsive to the scale of the buildings immediately behind. The glazing also allows views out of the building at various levels. By opening up this facade of the building it is possible to provide an overlooking pedestrian link through this urban block. It helps tie in the potential uses of the adjoining buildings by providing a court between the two schemes.



A glazed canopy provides daylighting to penetrate the atrium of the new development. An atrium formed within the building, retaining the facade intact will allow sufficient floor space for a variety of uses and would be ideal for a mixed use development.

A new glazed lantern could perhaps be an additional storey for a roof top restaurant or a penthouse and will act as a beacon for the building at night when illuminated. This corner of the building is highly visible from the city along Rutland Street and should set the tone of the surrounding development.

The facades are worthy of retention but can be limiting in the buildings use as it was originally a 'black box'. New proposals could include for the main body of the building to be opened up with a glazed atrium which would allow daylighting to enter the core of the building.

This would minimise the requirement for new window openings in the existing facades. In addition a dramatic curving glazed facade to the rear of the building would open up exciting vistas at high level but also provide a visual connection with adjacent infill development including bars, restaurants cafes and workshops. A new urban square accessible to vehicles and pedestrians is proposed mid-way between southampton Street and Queen Street to provide an interesting piece of townscape in this otherwise densely built-up area with little open recreational space except for the St. George's churchyard.

Fig. 12