PLACEMAKING - QUALITY AUDIT

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Placemaking Quality Audit

Design Principles

<u>**Movement**</u>

Connections

1. Does the development connect into its surroundings by maximising existing routes and creating new ones? Can pedestrians, cyclists and vehicles easily move around the development using good quality routes?

   ➢ Where do vehicles enter and exit the site and are these in the most suitable locations? Is there a choice of routes to navigate/move through the site?
   ➢ Where do pedestrians and cyclists enter and exit the site? Are there opportunities to incorporate more pedestrian/cycle than vehicular routes to encourage walking and cycling to support healthy lifestyles?
   ➢ Have desire lines been incorporated into the layout?
   ➢ Is there a permeable street pattern for pedestrians, cyclists and vehciles to move through the site?
   ➢ Do streets cross the development and create linkages into the surrounding area? Do these routes create direct and quick linkages from surrounding development to public transport connections, shopping, leisure and health facilities? Are connections to the surrounding area provided to serve potential future development?
   ➢ Is there a clean transition between new and existing routes?

Public Transport

2. Are there public transport connections located within the development or within a short walking distance (400-800m) of the development to help reduce car dependency?

   ➢ Are public transport connections in well used places, accessible for all, well overlooked and well-lit?
   ➢ Is there a higher density of homes located close to public transport stops taking care not to compromise the wider design qualities of the development?
   ➢ Does the layout and orientation of routes provide as many people as possible with direct, safe, attractive and quick routes between homes and public transport stops?

Safer Environments

3. Are streets and spaces designed to encourage low vehicle speeds and create a safe environment to move around?

   ➢ Are buildings and detailed street design used to encourage cars to drive slower and more carefully?
   ➢ Do houses front onto streets to encourage social interaction and provide natural surveillance?

➢   Do streets consider pedestrians and cyclists first rather than simply as routes for vehicles?

➢   Are all streets and spaces well-lit and overlooked by properties and accessible for all?

Car Parking

4.   Is car parking well-integrated so that it does not dominate the street and character of the area?

➢   Is parking to the side or rear of properties the norm rather than the exception?

➢   Is parking within the street scene sufficiently softened by planting?

➢   Are parking courtyards small in size (less than 5 properties use a parking courtyard)

➢   Are garages well-positioned so that they do not dominate the street scene?

Legibility/Street Hierarchy

5.   Is the development designed to make it easy to find your way around?

➢   Is the street hierarchy easy to define?

➢   Have a variety of surface materials been used to differentiate routes (e.g. primary, secondary, lanes)?

➢   Do building heights, density, massing and boundary treatments reinforce this hierarchy?

➢   How do features link together to create clear routes that are pleasant experiences? Are there landmarks and focal points along these routes to aid navigation and mental mapping?

Buildings

Character & Identity

6.   Does the development create a place with locally inspired or otherwise distinctive character?

➢   How are the houses designed to reflect local traditional characteristics or an otherwise distinctive character?

➢   Has a variety of boundary treatments been proposed to reflect public/ private locations and maximise surveillance of streets and spaces?

➢   Do buildings have public fronts and private backs?

➢   Are buildings designed to turn a 'corner'?

➢   Does the development incorporate buildings that reinforce the character and identity along key frontages and locations within the development (e.g. prominent streets, corners, buildings that terminate a vista)?

➢   Does the development layout and building orientation maximise visual connections with the surrounding area?

➢   Does the development incorporate, or visually or physically connect to any existing landmarks and focal points? Does it propose new landmarks and focal points?

➢   Are existing buildings of local architectural merit carefully designed into the development to reinforce the character and identity of the place?

➢   Has public art been incorporated into the development?

Housing Mix

7. Are a range of house types and tenures included and integrated within the development?

    ➢ What is the mix of tenures needed (e.g. private owned, private rented, social housing) and how have these been integrated with each other to avoid segregated pockets?
    ➢ Is affordable and private housing tenure blind?
    ➢ How well does the housing mix meet the needs of a variety of people (e.g. starter homes, family homes, affordable housing, housing for disabled and older people)?

Access to Facilities and Amenities

8. Does the development provide (or is it close to) community facilities such as shops, schools, workplaces, parks, play areas, pubs or cafes?

    ➢ Are there enough facilities and services in the local area to support the development? If yes, are these located within a short distance of the site (400-800m)? If no, what is needed and has the opportunity for these facilities been included within the development?
    ➢ Does the layout encourage people to walk, cycle or use public transport to access these facilities?
    ➢ Are facilities designed into the fabric of the development (e.g. shops and offices with residential accommodation above) to avoid isolated single use buildings? Are these located in the places with the most activity (e.g. primary routes)?
    ➢ Are affordable and accessible housing located close to or on direct routes to facilities?

Landscape & Open Space

Natural Features

9. Does the development take advantage of existing topography, landscape features, trees and plants, wildlife habitats, and existing buildings?

    ➢ Has the development been integrated into the landscape? Has structural planting been proposed to help integrate the development into the landscape? Do elevated sites have a natural backdrop?
    ➢ Does the development reflect the topography of the site (e.g. through building heights)? Have ground works (e.g. cut and fill) been minimised? Does the development respond to landscape features such as knolls and ridge lines satisfactorily?
    ➢ Have existing trees, hedges and other features such as watercourses, stone dykes or existing buildings been carefully integrated into the development?

Open Space

10. Does the development provide safe, quality recreational opportunities?

> ➢ Are open spaces well connected internally and to green and blue corridors in the surrounding area?
> ➢ Are different types of open space provided (e.g. recreational, play, amenity)?
> ➢ Are open spaces well-overlooked? Do houses front onto these spaces?
> ➢ Has cognisance of the impact of the built environment (e.g. building height) on the use of open space (e.g. light reaching the public realm) been taken into account?
> ➢ Has private and public space been clearly defined?
> ➢ Do the open spaces provide good opportunities for social interaction?

Biodiversity

11. Has biodiversity been encouraged within the development?

> ➢ Has a range of native planting (e.g. trees, hedgerows, shrubs) been incorporated into the development to promote biodiversity?
> ➢ Has opportunities to improve habitats and support wildlife, both on the fabric of buildings (e.g. green roofs) and spaces between them been embraced?
> ➢ Are opportunities for biodiversity maximised through SUDS within the development?

Landscaping

12. What structural planting and landscaping has been incorporated into the proposal?

> ➢ Do the streets, including parking areas, and spaces include trees and other soft landscaping to add to the character?
> ➢ Has structural landscaping been provided?
> ➢ Has SUDS been incorporated into the development? Are ponds, etc. designed into the development as attractive features within the open space network? Are these features well-overlooked?