5. List of figures
Part one.

A recent resurgence of interest in urban form and urban design issues

- Un recente ritorno di interesse per i temi della forma e del disegno urbano

1.1. The Blair Government "Urban Renaissance" proposals

- Le proposte del governo Blair per la "Rinascita urbana"

1. Towards an Urban Renaissance. Cover

- Frontespizio (Urban Task Force 1999)

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

- La struttura urbana delle città diffuse (Ibid., p. 52)

3. Towards an Urban Renaissance. 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 (Ibid., p. 58)

4. Towards an Urban Renaissance. The urban structure of compact cities

- La struttura urbana delle città compatte (Ibid., p. 53)

5. Towards an Urban Renaissance. Mixing uses. Relationships between density and urban form

- Relazioni tra densità e forma urbana (Ibid., p. 62)

6. Towards an Urban Renaissance. Mixing uses. Cross-section through a residential district

- Sezione trasversale di un quartiere residenziale (Ibid., p. 63)

7. Towards an Urban Renaissance. Models of urban capacity. Relationships between density, local facilities, public transport network

- Modelli di capacità urbana. Relazioni tra densità, attrezzature locali, reti di trasporto pubblico (Ibid., p. 61)

8. Towards an Urban Renaissance. The key components of a mixed-used and integrated urban neighbourhood

- Le componenti chiave di un nucleo urbano di vicinato multifunzionale e integrato (Ibid., p. 66)
   - Elenco di temi di progetto (Ibid., p. 74)
10. Towards an Urban Renaissance. Multidisciplinarity. The Spatial masterplanning process
    - Multidisciplinarietà. Il processo per la costruzione di uno Spatial masterplan (Ibid., p. 76)
Towards an Urban Renaissance

Final Report of the Urban Task Force
Chaired by Lord Rogers of Riverside

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
The urban structure of compact cities –
La struttura urbana delle città compatte
Mixing uses. Relationships between density and urban form – Relazioni tra densità e forma urbana
Mixing uses. Cross-section through a residential district – Sezione trasversale di un quartiere residenziale

Fig. 5, 6
Models of urban capacity. Relationships between density, local facilities, public transport network –
Modelli di capacità urbana. Relazioni tra densità, attrezzature locali, reti di trasporto pubblico

Fig. 7

Assumes 3ha of communal area/400 dwellings – DETR (LWW) and use study – at 2.2 persons per dwelling is 42ha of communal space/7,500 persons

Gross development density of 50 people per hectare

7,200 people

Large land take
Dispersed facilities – no centre
Bus may not be viable

Population to support good neighbourhood facilities

Important urban-neighbourhood facilities and their responsible support population

Primary school 2,500 – 3,000
Doctor 2,000 – 3,000
Perfumer shop 2,000 – 3,000
Greengrocer 1,000 – 2,000
Post office 500 – 1,000
About 7,500 people support a viable local hub of facilities

Alternative local connections

Regular bus service

Local social facilities
Better public linkages

At more compact densities centres are more vibrant
Key retail and local facilities become viable
Walking distances are acceptable and alternative public transport linkages are affordable

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
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

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
• recycled 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

Fig. 10
Part two.
Planning tools
- Gli strumenti della pianificazione

2.1. Programming and land use planning
- Programmazione e land use planning

1. The planning policy framework in England
   - Il quadro della pianificazione in Inghilterra (Cullingworth, Nadin 1997, p. 80)

2.2. Design control process
- Design control process

1. The hierarchy of design guidance
   - La gerarchia degli strumenti di design guidance (Punter, Carmona 1997, p. 318)

2. The hierarchy of design guidance
   - La gerarchia degli strumenti di design guidance (Punter, Carmona 1997, p. 319)

3. The hierarchy of design guidance
   - La gerarchia degli strumenti di design guidance (Punter, Carmona 1997, p. 320)

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
   - La costruzione di design policies: elementi chiave (Punter, Carmona 1997, p. 94)

9. Structure for appraisal
   - Struttura della valutazione (Carmona 1998, p. 51)

10. Method for policy writing
    - Metodo per la redazione di politiche urbanistiche (Punter, Carmona 1997, p. 85)

11. Le procedure di design control
    - The procedures of design control (Punter, Carmona 1997, p. 84)

12. Circostanze locali e loro influenza sul design control
    - 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

UK PARLIAMENT

PRIMARY LEGISLATION

SECRETARY OF STATE FOR THE ENVIRONMENT

SECONDARY LEGISLATION
Statutory Instruments eg: T&CP (General Development Procedure) Order 1995; T&CP (General Permitted Development) Order 1995; T&CP (Use Classes) Order 1987

PLANNING POLICY
GUIDANCE NOTES
(Listed at the end of the book)

MINERALS PLANNING
GUIDANCE NOTES
(Listed at the end of the book)

REGIONAL PLANNING GUIDANCE
Provides a framework for structure plans and context for UDPs and local plans for 20 year period or longer

Circulare
Elaboration of procedural matters

Overall power to call-in

COUNTY COUNCILS

STRUCTURE PLAN
Authority-wide; mandatory; broad framework; 15 year horizon, but longer for some policies, eg green belt; cover complete; prepared jointly with unitaries in some cases

The Department of the Environment consults all planning authorities and relevant organisations on draft guidance

Local authorities prepare 'advice' to the SoS on regional guidance, through a conference of constituent authorities

UNITARY AUTHORITIES

LOCAL PLANS
Authority-wide; mandatory; detailed policies and proposals to guide development control, 10 year horizon, but longer for conservation and 'phased development' policies; 43% cover by end 1996

UNITED DEVELOPMENT PLAN
Authority-wide; mandatory

PART I: Framework of general policies

PART II: Detailed policies and proposals to guide development control; 10 year horizon but longer for some policies, e.g. green belt

Simplified Planning Zone
Small area; discretionary; gives planning permission for designated uses subject to conditions. Seldom used

Supplementary Planning Guidance
Discretionary; limited to supplements to statutory plan policy and to be clearly cross-referenced to it

Fig. 1
<table>
<thead>
<tr>
<th>National</th>
<th>Source of guidance</th>
<th>Advantages</th>
<th>Disadvantages</th>
<th>UK Best Practice</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Primary Legislation</td>
<td>Legitimises design control/conservation by setting down the statutory framework through which planning operates.</td>
<td>Open to legal interpretation by the courts.</td>
<td>N/A</td>
<td></td>
</tr>
<tr>
<td>2. Government Guidance: a) PPGs (NPPGs in Scotland) b) Circulars c) PANs (in Scotland) d) Design Bulletins</td>
<td>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.</td>
<td>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.</td>
<td>DoE - PPG15: Planning and the Historic Environment (1994) SO - PAN 44: Fitting New Housing Development into the Landscape (1994)</td>
<td></td>
</tr>
<tr>
<td>3. Regional Guidance (RPGs)</td>
<td>Establishes any broad regional design/environmental context or growth strategy and ensures adequate and consistent provision at the strategic level.</td>
<td>Tendency in the past to concentrate on economic and development issues at the expense of environmental concerns. Little design content.</td>
<td>DoE - RPG3: Strategic Guidance for London Planning Authorities (draft 1995)</td>
<td></td>
</tr>
<tr>
<td>4. Structure Plan/UDP Part 1 Policy</td>
<td>Sets district or borough-wide planning framework, to guide local plan policies, so balancing design/environment against 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.</td>
<td>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.</td>
<td>Hertfordshire County Council - Hertfordshire County Structure Plan Review: Future Directions (draft 1994)</td>
<td></td>
</tr>
<tr>
<td>5. Landscape Character Assessment</td>
<td>Such appraisal helps ensure the full recognition of the landscape dimension of design and in itself 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.</td>
<td>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.</td>
<td>Hampshire County Council - The Hampshire Landscape (1993) Countryside Commission - The New Map of England: A Celebration of the South Western Landscape (1994)</td>
<td></td>
</tr>
<tr>
<td>6. County Design Guidance</td>
<td>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.</td>
<td>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, coordination between county highways and district development control.</td>
<td>Essex County Council - A Design Guide for Residential Areas (1973) Suffolk County Council - Suffolk Design Guide for Residential Areas (1993)</td>
<td></td>
</tr>
</tbody>
</table>

The hierarchy of design guidance - La gerarchia degli strumenti di design guidance
<table>
<thead>
<tr>
<th>Source of guidance</th>
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<tbody>
<tr>
<td><strong>D. Local Plan/UDP Part 2 Policy</strong></td>
<td>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.</td>
<td>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.</td>
<td>City of Westminster - Unity Development Plan Part II (Deposit 1991) Bristol City Council - Bristol Local Plan (Deposit 1993)</td>
</tr>
<tr>
<td><strong>Development Control Guidelines (in plan)</strong></td>
<td>Provide a half-way house between policy and SDG. Particularly suited to key rules of thumb and guidelines used by authorities, which are constructed 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.</td>
<td>Not recognised in Government guidance as a legitimate format for control. Tendency as with all standards to generate qualitative concerns at the expense of quantitative issues, thus resulting in standardised solutions. Their status where adopted remains unclear.</td>
<td>Stevenage Borough Council - Environmental Safeguards (Deposit 1990) Dacorum Borough Council - Dacorum Borough Local Plan Part 2 Environmental Safeguards</td>
</tr>
<tr>
<td><strong>Design Guides</strong></td>
<td>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 in a material consideration with a clear relationship to plan policy.</td>
<td>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.</td>
<td>Bristol City Council - Bath Shopfronts: Guidelines for Design and Conservation</td>
</tr>
<tr>
<td><strong>Design Standards</strong></td>
<td>Clearly quantifiable criteria with which to assess applications. Based on the desire to secure safe living conditions and high quality residential amenity. Provides a firm 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.</td>
<td>Rarely secure good design, let alone best. Often fail to be used, and when used, appear oneriouous to prepare and use.</td>
<td>National Playing Fields Association - Six Acre Standard for Outdoor Playing Space (1992) Lambeth Council - Housing for People with Disabilities (Second edition 1989)</td>
</tr>
<tr>
<td><strong>Design Strategy (established context)</strong></td>
<td>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.</td>
<td>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.</td>
<td>City of Birmingham - City Centre Design Strategy (1990) DoF - Thames Strategy: A Study of the Thames (1992) Warwick District Council - Royal Leamington Spa: A Design Framework in an Historic Town (1990)</td>
</tr>
<tr>
<td><strong>Landscape Strategy</strong></td>
<td>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.</td>
<td>Again such strategies are rare, and where found also tend to operate separately from the plan. Like design strategies they require a considerable investment in skills and resources, both for their preparation and implementation.</td>
<td>Bath City Council - Cherhill Outdoor Places, A Landscape Strategy for Bath (1993) Thames Landscape Steering Group - Thames Landscape Strategy Hampton to Kew (1994)</td>
</tr>
</tbody>
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<th>UK Best Practice</th>
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<tbody>
<tr>
<td>13. Area Appraisal</td>
<td>Helps to ensure that proper regard is given to context, both by the local authority and by applicants, so strong 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 biases can be material consideration.</td>
<td>Tendency to focus on visual context only at the expense of social, functional and environmental concerns. Tendency also to encourage implementation of established form, rather than innovation. Can be resource intensive to carry out, usually requiring high skills input to develop prescriptions.</td>
<td>Dacorum Borough Council - Residential Area Character Study (draft 1995)</td>
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<tr>
<td>b) Conservation Area Assessments</td>
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<tr>
<td>14. Design Codes</td>
<td>Lay down a set of codes: principles to guide development, without defining an actual site specific framework to follow. Can be based on cases from the surrounding context, or need 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.</td>
<td>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. Isle of Dogs Development and Design Guide (1982).</td>
<td>Halme Regeneration Limited - A Guide to Development: Halme Manchester (1994)</td>
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<td>(usually new build)</td>
<td></td>
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<td>Manchester City Council - City Development Guide (draft 1995)</td>
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<tr>
<td>15. Development Frameworks</td>
<td>Usually tailored to large, long term development sites. Flexible and readily adaptable approach to site planning, clearly defining the two and three dimensional form 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 in good for defining the 'capital web.'</td>
<td>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.</td>
<td>London Docklands Development Corporation - Royal Albert Dock Development Framework (1985)</td>
</tr>
<tr>
<td>16. Design Briefs</td>
<td>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 consultants 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.</td>
<td>Briefs more commonly take the form of development or planning briefs rather than design briefs, with consequently little design input. Often criticised for 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.</td>
<td>Wycombe District Council - Local Plan Appendix: Development Briefing (1992)</td>
</tr>
<tr>
<td>17. Master Plans</td>
<td>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 tool. Architectural competitions can be utilised to ensure quality implementation. Still allow architectural freedoms within limits of form.</td>
<td>Rarely used by local authorities as a method of controlling design, unless involved directly in development schemes. Requires large professional design input inflexible and incapable of adjusting to changing circumstances. Can constrain designers of individual buildings.</td>
<td>Crown Street Regeneration Project - Crown Street Master Plan (1991)</td>
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<td>Olympia And York - Canary Wharf Master Plan (1985)</td>
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The hierarchy of design guidance - La gerarchia degli strumenti di design guidance

Fig. 3
### Items structuring urban design –
Tematiche strutturanti l’urban design

<table>
<thead>
<tr>
<th>Spatial</th>
<th>Morphological</th>
<th>Contextual</th>
<th>Visual</th>
<th>Perceptual</th>
<th>Social</th>
<th>Functional</th>
<th>Sustainable</th>
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<tbody>
<tr>
<td>open space</td>
<td>building lines</td>
<td>character</td>
<td>amenity</td>
<td>defensibility</td>
<td>access</td>
<td>daylight</td>
<td>biodiversity</td>
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<td>road hierarchy</td>
<td>density</td>
<td>conservation</td>
<td>appearance</td>
<td>distinctiveness</td>
<td>active frontages</td>
<td>footpaths</td>
<td>energy efficiency</td>
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<td>settlement pattern</td>
<td>layout</td>
<td>context</td>
<td>building traditions</td>
<td>enclosure</td>
<td>activity patterns</td>
<td>house size</td>
<td>landscaping</td>
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<td>town cramming</td>
<td>street pattern</td>
<td>environmental quality</td>
<td>bulk</td>
<td>place</td>
<td>crime</td>
<td>house type</td>
<td>orientation</td>
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<td>height</td>
<td>colour</td>
<td>variety</td>
<td>mixed use</td>
<td>infrastructure</td>
<td>sunlight</td>
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<td></td>
<td></td>
<td>landscape</td>
<td>development size</td>
<td></td>
<td>play space</td>
<td>layout</td>
<td>sustainable design</td>
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<td></td>
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<td>materials</td>
<td>eyesores</td>
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<td>public health</td>
<td>overlooking</td>
<td>trees</td>
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<td>neighbour’s impact</td>
<td>interest</td>
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<td>public space</td>
<td>overshadowing</td>
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<td>relation to other b’ths</td>
<td>local style</td>
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<td>quality of life</td>
<td>parking</td>
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<td>siting</td>
<td>massing</td>
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<td>supervision</td>
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<td>streetscape</td>
<td>scale</td>
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<td>vitality</td>
<td>road design</td>
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<td></td>
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<td>views</td>
<td>texture</td>
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<td>road safety</td>
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</table>

### Design issues listed as non-legitimate design concerns in government guidance (from Table 3.3)

| Other relevant design concerns not explicitly covered in government guidance |
|---------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
|                                 | location on plot | detailed design | disabled access | garden size | space formulation | community | infrastructure | ecology | economic viability | lighting | environment capacity | microclimate | road dominance | robustness | site capacity | structure planting |
|                                 | outlook          | style            |                 |                |                 |            |                |            |                  |               |                              |                |                  |            |            |                          |
|                                 |                  |                  |                 |                |                 |            |                |            |                  |               |                              |                |                  |            |            |                          |

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

Residential design should be considered at the spatial scale of capital web (including public transport) and settlement forms, as well as at the site-specific scale. The integration of public space and built and natural environments should be a key concern.

The sustainable implications of residential design need to be incorporated into local authority design aspirations, particularly a concern for the pedestrian, for mixing uses, achieving adequate densities, and for providing resilient, adaptable buildings and spaces, and a diverse, green local environment.

Functional considerations of privacy, sun, air and light penetration, and servicing/maintenance are important, but should be tempered with a concern for the other key dimensions of urban design. Vehicular access is also essential, but so is design for reduced vehicle speeds and parking standards.

The design of the social environment is fundamental to successful residential communities. Thus, the design of an equitable, safe, secure, comfortable and well used public realm should be prioritised in policy and guidance, alongside the facilities and amenities and variety and tenure choice that make it so.

Intuitive perceptual design concerns are important, but might best be addressed through encouraging sense of place through intervention in contextual, visual and social concerns and through the creation of easily navigable street networks.

A concern for morphological patterns, integration and connectivity should underpin residential estate design. Although useful as a key control criteria, the all-encompassing term "layout" should be broken down into its constituent parts.

Distinctive contextual qualities - urban design, landscape and architectural - are important everywhere, but should be clearly defined, based on rigorous and available appraisal and should extend beyond generalised 'motherhood' aspirations.

Visual considerations are important in achieving local distinctiveness, but are not the be-all and end-all. They should include the delivery of visually interesting townscape (well defined and enlosed urban spaces), architectural (inherent quality and where desired innovation) and landscape concerns (hard and soft, including trees and private open space).

<table>
<thead>
<tr>
<th>Traditional emphases</th>
<th>New progressive emphases</th>
</tr>
</thead>
<tbody>
<tr>
<td>External appearance</td>
<td>Environmental quality</td>
</tr>
<tr>
<td>The looked-at</td>
<td>The lived-in</td>
</tr>
<tr>
<td>Townscape</td>
<td>Public realm</td>
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<tr>
<td>Aesthetic needs</td>
<td>Human needs</td>
</tr>
<tr>
<td>Elitist taste</td>
<td>User values</td>
</tr>
<tr>
<td>Intuition</td>
<td>Problem solving</td>
</tr>
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<td>Rationalism</td>
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<td>Built environment</td>
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<td>Client interest</td>
<td>Sustainability</td>
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<tr>
<td>Urbanity</td>
<td>Hierarchy of scales</td>
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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
<table>
<thead>
<tr>
<th>Strengths</th>
<th>Weaknesses</th>
<th>Opportunities</th>
<th>Threats</th>
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<tr>
<td>Spatial</td>
<td>Do distinctive district/</td>
<td>Where does the spatial</td>
<td>What opportunities are there</td>
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<td></td>
<td>neighbourhood boundaries</td>
<td>pattern break down?</td>
<td>to add to the network of</td>
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<td></td>
<td>exist, if so where?</td>
<td>Do no man's lands exist</td>
<td>open space?</td>
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<td>Is the topography a positive</td>
<td>between adjoining districts?</td>
<td>What opportunities exist for</td>
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<td>character-giving asset</td>
<td>What topographical</td>
<td>large-scale interventions</td>
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<td>Will developments fit in to</td>
<td>restraints are apparent?</td>
<td>that enhance the existing</td>
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<td></td>
<td>the existing capital web?</td>
<td>Is the road hierarchy a</td>
<td>spatial form/capital web?</td>
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<td>What quality open spaces</td>
<td>unifying or divisive factor?</td>
<td>Can the existing spatial</td>
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<td>exist?</td>
<td>Any public transport?</td>
<td>form be repaired?</td>
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<td>Morphological</td>
<td>Is the morphological form</td>
<td>Which spaces lack</td>
<td>Do opportunities exist to</td>
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<td>distinctive?</td>
<td>definition/enclosure?</td>
<td>enhance connectivity?</td>
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<td>Which morphological</td>
<td>Where does route</td>
<td>Can a distinctive network</td>
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<td>elements give character:</td>
<td>connectivity break down?</td>
<td>of spaces be formed?</td>
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<td>street pattern/blocks/</td>
<td>Where has the urban grain</td>
<td>What opportunities exist to</td>
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<td>edges/nodes/building line?</td>
<td>been lost/ignored?</td>
<td>re-impose/establish a</td>
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<td>Is the historical grain intact</td>
<td>Have standardized layouts</td>
<td>legible urban form/grain?</td>
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<td>and is permeability good:</td>
<td>been imposed?</td>
<td>Can permeability be</td>
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<td>pedestrians/cars/cycles?</td>
<td>Are density targets too rigid?</td>
<td>enhanced?</td>
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<td>Contextual</td>
<td>Where is landscape setting</td>
<td>Which areas possess no</td>
<td>What opportunities exist to</td>
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<td>especially important?</td>
<td>defining character?</td>
<td>enhance existing or open up</td>
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<td>Which characteristics</td>
<td>Where does environmental</td>
<td>new views and vistas?</td>
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<td>most clearly define the</td>
<td>quality break down?</td>
<td>Do opportunities exist for</td>
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<td>context?</td>
<td>Do buildings gel together in</td>
<td>high buildings?</td>
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<td>Do any important building</td>
<td>distinctive groups, if not</td>
<td>Is conservation policy</td>
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<td>groups exist?</td>
<td>why not?</td>
<td>appropriate (CAs, Lbs)?</td>
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<td></td>
<td>Is unity or diversity the</td>
<td>Which areas require further</td>
<td>Do opportunities exist to</td>
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<td>defining characteristic?</td>
<td>(increased) protection?</td>
<td>define context anew?</td>
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<td>Visual</td>
<td>What townscape qualities</td>
<td>Does scale tend towards</td>
<td>Do opportunities exist to</td>
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<td></td>
<td>can be identified?</td>
<td>the inhuman?</td>
<td>establish new landmarks</td>
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<td>Which traditional materials</td>
<td>Do wider amenity concerns</td>
<td>or focal points?</td>
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<td></td>
<td>are used in which areas,</td>
<td>impact on areas?</td>
<td>What opportunities exist to</td>
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<td></td>
<td>what colours predominate?</td>
<td>Are buildings visually</td>
<td>remove eyesores?</td>
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<td></td>
<td>Do local styles exist, what</td>
<td>interesting from different</td>
<td>How can existing</td>
</tr>
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<td></td>
<td>are their key qualities?</td>
<td>views and distances?</td>
<td>townscape be enhanced?</td>
</tr>
<tr>
<td></td>
<td>Is roofscape an important</td>
<td>Are corners given due</td>
<td>Do opportunities exist to</td>
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<td></td>
<td>element (a fifth elevation)?</td>
<td>emphasis?</td>
<td>encourage modern design?</td>
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<td>Strengths</td>
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<tr>
<td>Perceptual</td>
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<tr>
<td>Which areas possess a distinctive sense of place and impart a clear image and why?</td>
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<tr>
<td>Which areas are clearly legible and what qualities contribute to this?</td>
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<tr>
<td>Is the prevailing scale human in nature?</td>
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<tr>
<td>Social</td>
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<tr>
<td>Which design factors contribute most strongly to improving quality of life?</td>
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<td>Which areas exhibit a strong and cohesive community spirit?</td>
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<tr>
<td>Identify important gathering places, what qualities make them so?</td>
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<tr>
<td>Functional</td>
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<td>Which potential expansion areas are well linked to existing infrastructure?</td>
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<tr>
<td>Which housing types have been used particularly successfully and why?</td>
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<tr>
<td>What principles can be identified for successful road design/integration?</td>
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<tr>
<td>Sustainable</td>
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<tr>
<td>Which development forms are most energy efficient?</td>
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<tr>
<td>Identify any ecologically valuable sites?</td>
<td></td>
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<tr>
<td>Appraise indigenous vegetation, is it appropriate for use in development?</td>
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<tr>
<td>Which trees are worthy of preservation?</td>
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<table>
<thead>
<tr>
<th>Weaknesses</th>
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<tbody>
<tr>
<td>Perceptual</td>
</tr>
<tr>
<td>Which areas suffer from a lack of clear identity?</td>
</tr>
<tr>
<td>Are any areas threatening in character and if so why?</td>
</tr>
<tr>
<td>Do parts of the town/city suffer from a poor image, and is this related to design factors?</td>
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<tr>
<td>Is monotony a problem?</td>
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<tr>
<td>Social</td>
</tr>
<tr>
<td>Which areas suffer from a high incidence of crime; is this due to design factors?</td>
</tr>
<tr>
<td>Do women feel excluded/intimidated in some areas?</td>
</tr>
<tr>
<td>Where are the needs of the disabled not adequately catered for; why is this?</td>
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<tr>
<td>Is play space adequate?</td>
</tr>
<tr>
<td>Functional</td>
</tr>
<tr>
<td>Identify any space left over after planning (SLOAP), what can be done with it?</td>
</tr>
<tr>
<td>Under what circumstances have standards-based approaches failed?</td>
</tr>
<tr>
<td>In what circumstances has road design been allowed to dominate urban form?</td>
</tr>
<tr>
<td>Sustainable</td>
</tr>
<tr>
<td>How do microclimatic factors impact on development strategies?</td>
</tr>
<tr>
<td>Are any potential development areas poorly served by public transport?</td>
</tr>
<tr>
<td>Where has landscaping been treated as an afterthought, and why?</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th>Opportunities</th>
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<tbody>
<tr>
<td>Perceptual</td>
</tr>
<tr>
<td>Can potential gateways be identified to enhance district/settlement identity?</td>
</tr>
<tr>
<td>Can an increase in visual and social variety be used to enhance sense of place?</td>
</tr>
<tr>
<td>Do possibilities exist to reinforce existing sense of place and legibility?</td>
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<tr>
<td>Social</td>
</tr>
<tr>
<td>Identify opportunities for mixing uses?</td>
</tr>
<tr>
<td>What design opportunities exist to cater for minority needs and improve social cohesion?</td>
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<tr>
<td>Do opportunities exist for improving accessibility and providing public space?</td>
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<tr>
<td>Functional</td>
</tr>
<tr>
<td>Do opportunities exist for traffic calming?</td>
</tr>
<tr>
<td>Can more flexible space standards and functional criteria be identified for development forms?</td>
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<tr>
<td>What opportunities exist to better utilize existing infrastructure?</td>
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<tr>
<td>Sustainable</td>
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<tr>
<td>Do opportunities exist to fully integrate natural and built environmental concerns?</td>
</tr>
<tr>
<td>What opportunities exist for greening sites/buildings?</td>
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<tr>
<td>Which principles guarantee robust development forms: adaptability and resilience?</td>
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<table>
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<tr>
<th>Threats</th>
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<tbody>
<tr>
<td>Perceptual</td>
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<tr>
<td>Is local distinctiveness being undermined?</td>
</tr>
<tr>
<td>Are standardized and corporate designs a problem, and where should such design be resisted?</td>
</tr>
<tr>
<td>Do particular land uses contribute to sense of place, are they under threat?</td>
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<tr>
<td>Social</td>
</tr>
<tr>
<td>Where is vitality being undermined and how?</td>
</tr>
<tr>
<td>Does personalization represent a threat; what forms can be encouraged?</td>
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<tr>
<td>Is there any noticeable trend to privatizing the public realm?</td>
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<tr>
<td>Do problems affect health?</td>
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<tr>
<td>Functional</td>
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<tr>
<td>Does the need for adequate servicing pose any threat?</td>
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<tr>
<td>Does demand for parking represent a threat?</td>
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<tr>
<td>Does town cramming threaten basic amenity?</td>
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<tr>
<td>In which areas does road safety pose a real or potential problem?</td>
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<tr>
<td>Sustainable</td>
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<tr>
<td>Which areas are in danger of exceeding their natural environmental capacity?</td>
</tr>
<tr>
<td>Are street trees ageing?</td>
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<tr>
<td>Are enough brown-field sites available for development?</td>
</tr>
<tr>
<td>Which developments encourage car use?</td>
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</table>
Method for policy writing – Metodo per la redazione di politiche urbanistiche
The procedures of design control – Le procedure di design control

<table>
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<th>Stages</th>
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<td>APPROACHES</td>
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<td>APPRAISAL</td>
<td>Survey, analysis</td>
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<tr>
<td>CONSULTATION</td>
<td>Publicity, discussion, feedback</td>
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<td>DESIGN PRINCIPLES and supplementary guidance</td>
<td>Urban design, architecture, landscape sustainability, development types</td>
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<td>MODES OF EXPRESSION</td>
<td>Policy phrasing and design</td>
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<td>CONTEXTS</td>
<td>Context identification and policy tailoring</td>
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<tr>
<td>IMPLEMENTATION</td>
<td>Control experience</td>
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<tr>
<td>MONITORING</td>
<td>Evaluation and review</td>
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</table>

STRATEGY AND POLICY MONITORING AND WRITING

- Setting design objectives (policy/plan)
- Area/site appraisal
- Monitoring mechanisms
- Policy evaluation and revision
- Writing policy and supplementary design guidance
- Public consultation and collaboration (plan or SDG)

DESIGN CONTROL

- Planning officer consultation (as early as possible)
- Obtaining skilled/specialist advice
- Design briefing (or guidance, design frameworks)
- Application presentation (drawings, context, photomontage; design statements)
- Public consultation (applications)
- Implementation (procedures, phasing, enforcement)
Local circumstances and their influence on design control – Circostanze locali e loro influenza sul design control
A ‘powergram’ for urban design –
Un ‘diagramma dei poteri’ per l’urban design

<table>
<thead>
<tr>
<th>Elements of the built environment</th>
<th>Actors</th>
<th>Suppliers</th>
<th>Developers</th>
<th>Local authority</th>
<th>Producers</th>
<th>Consumers</th>
<th>Everyday Users</th>
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<td>Plots - subdivision &amp; amalgamation</td>
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<td>- elements of construction (details/materials)</td>
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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.
Parte terza.
Planning guidelines
- Planning guidelines


- Obiettivi dell'urban design e aspetti dell'assetto formale

- Carattere

- Continuità e chiusura

- Qualità dello spazio pubblico

- Facilità di movimento

   - Differenziazione


   - Individuazione di vincoli e opportunità

   - Un'immagine progettuale nel Development plan

   - La preparazione di un Urban design framework

   - La preparazione di un Development brief

   - 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,


Fig. 1, 2
Objectives of urban design and aspects of development form – Obiettivi dell’urban design e aspetti dell’assetto formale

**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, undisturbed 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 recognizable 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.

**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 another.

**Layout: Urban Grain**
The pattern of the arrangement of street blocks, plots and their buildings in a settlement.

**Landscape**
The character and appearance of land, including its shape, form, ecology, natural features, colours and elements, and the way these components combine.

**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 viability and viability.

**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.

**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.

**Appearance: Details**
The craftsmanship, building techniques, decoration, style and signifying of a building or structure.

**Appearance: Materials**
The texture, colour, pattern and durability of materials, and how they are used.

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.

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 townscapes 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, maintaining the continuous urban fabric and avoiding 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 line 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.

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.

- 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 developments 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.

![Fig. 6, 7]
Adaptability – Flessibilità
Diversity – Differenziazione

Simple, robust building forms, not tightly designed to a particular use, allow for several possible 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.

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 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 adaptable 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.

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.

Fig. 8, 9
# The Urban Design 'Thinking Machine'

## Objectives

<table>
<thead>
<tr>
<th>Character</th>
<th>Continuity and Enclosure</th>
<th>Quality of the Public Realm</th>
<th>Accessibility</th>
<th>Legibility</th>
<th>Adaptability</th>
<th>Diversity</th>
<th>Integration and Efficiency</th>
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<tbody>
<tr>
<td><strong>Form</strong></td>
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<td>Scale: Massing</td>
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<td>Appearance: Details</td>
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<td>Landscape</td>
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</tbody>
</table>


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

   - Permeabilità e leggibilità della struttura insediativa


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

   - Relazioni tra casa e strada

   - Pieno e vuoto
   - Andamento volumetrico

   - Uso appropriato dei materiali e dei relativi dettagli costruttivi

   - Movimento veicolare

   - Tipologie di strada

   - 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

   - Caso studio

   - Esempio di soluzione insoddisfacente

   - Caso studio

   - Caso studio
Essex Planning Officers Association,


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 of 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 rear of existing properties do not become a frontage to a new road or publicly accessible area.

Fig. 4

Site appraisal – Lettura del sito
Permeability and legibility of layout Arcadia, Boulevard planning – Permeabilità e leggibilità della struttura insediativa
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.

**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 plane.

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.
Solid and void – Pieno e vuoto

Modelling – Andamento volumetrico
Appropriate use of materials, appropriate detailing for the materials used.

Uso appropriato dei materiali e dei relativi dettagli costruttivi.
Vehicular movement
– Movimento veicolare

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).

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 also 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.

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

Variety of houses mainly wide frontage shallow plan, mainly joined together; some without on-plot parking. Most houses front back edge of frontage without front gardens. This is a practical and flexible format for the typical residential layout at urban densities (8 dwellings per acre; 20 dwellings per hectare and above).

Typical unsatisfactory layout using standard detached house types
Conventional developer’s solution for the same site as comparison using same site houses. Frontage dominated by parked cars. Fragmented street scene due to useless narrow gaps between detached houses. Smaller private gardens due to houses being set back. No enclosure of spaces or unfolding visual sequence for the pedestrian. No traffic speed restraint. Three fewer houses on the site.

Fig. 16, 17
Detached houses designed to a single architectural theme set in a formal plan. Structural tree and hedge planting reinforces the concept. Urban design sequence starts and finishes with strong urban forms (Formal Squares).
Case study – Caso studio


   - Organizzazione

   - L'immagine della città. Leggibilità

   - Permeabilità

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

   - Progetto urbano

    - Progetto urbano
Department of Planning, Development and Environment, City of Stoke on Trent,


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 Honeywell. 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 50)

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 throughout 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.
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. [14] 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. [15] 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 recognizable 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". [16]

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.
Appendix A. Permeability – Permeabilità

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 Cul-de-sac tend to be impermeable. 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)
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<thead>
<tr>
<th>Strengths and Opportunities</th>
<th>Explanation</th>
<th>Comments</th>
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<tbody>
<tr>
<td>Green space</td>
<td>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 1880s, 1950s and 1990s. 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.</td>
<td>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.</td>
</tr>
<tr>
<td>Location and communications</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>New development</td>
<td>The City has developed and changed rapidly over the last five 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.</td>
<td>Careful control of the quality of development is required through the development control process.</td>
</tr>
<tr>
<td>Unitary status</td>
<td>The City Council’s status as a unitary authority potentially confers greater influence over the form of the built environment.</td>
<td>There needs to be an emphasis on quality in the City Council’s own development schemes.</td>
</tr>
<tr>
<td>Changes in Government Policy</td>
<td>Far greater emphasis has been placed on an urban design and sustainability by recently created 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.</td>
<td>The City’s own policies and guidance have helped lead to a new emphasis on Central Government policy and guidance.</td>
</tr>
<tr>
<td>Multi-celled structure</td>
<td>The structure of the City, based around different town centres and smaller settlements, lends itself to a strong sense of local identity and contributes to an urban villages structure.</td>
<td>The protection and reinforcement of existing town centres is a priority.</td>
</tr>
<tr>
<td>Safety</td>
<td>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.</td>
<td>New development needs to be designed with safety in mind, both within the site and in the adjoining public realm.</td>
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<tr>
<td>Tourism and heritage</td>
<td>The City has a growing tourism industry based on its historic heritage, museums, and visitor sites. 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 deprived areas.</td>
<td>The quality of the built environment, and the conservation of the historic environment, are important elements in promoting tourism. Development needs to respond to contextual features such as topography.</td>
</tr>
<tr>
<td>Topography</td>
<td>The City is located at the southern end of the Pennines. The confluence 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 similar views within the City.</td>
<td>Development needs to respond to contextual features such as topography.</td>
</tr>
<tr>
<td>Capacity for inner-city development</td>
<td>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.</td>
<td>The emphasis of regeneration projects is often on declining areas of the City with low levels of economic activity. The traditional inner-city core is an area of suppressed economic activity and is potentially important resources for economic growth and development.</td>
</tr>
<tr>
<td>Access to funding</td>
<td>Large-scale investment has recently been attracted to the City, in partnership with the private and voluntary sectors, from European Structural Funds and the Regional Regeneration Fund. Attractive opportunities are also now available, such as the National Lottery Fund. Such funding is required especially in older areas to trigger economic regeneration.</td>
<td>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.</td>
</tr>
<tr>
<td>Weaknesses and Threats</td>
<td>Explanation</td>
<td>Comments</td>
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<tr>
<td>Negative image</td>
<td>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.</td>
<td>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.</td>
</tr>
<tr>
<td>Low awareness of urban and architectural design issues</td>
<td>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 developments is generally mediocre both in terms of urban and architectural quality. The city needs to achieve the level of high-quality landmark schemes that other cities such as Manchester and Nottingham have achieved in recent years.</td>
<td>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.</td>
</tr>
<tr>
<td>The death of good architecture</td>
<td>The city has only 103 listed buildings and there has only been a small handful of very high-quality new buildings in the last few decades.</td>
<td>There has been a handful of very high-quality schemes recently, in particular the new development to the Victoria Hall, which provides an example for design quality in North Staffordshire.</td>
</tr>
<tr>
<td>There are relatively few good quality urban spaces</td>
<td>Few spaces are hospitable to pedestrians and invite people to linger and interact. The spaces that are potentially of good quality are significantly hampered by traffic infusions and poor infrastructure.</td>
<td>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.</td>
</tr>
<tr>
<td>The low standard of design in new residential developments</td>
<td>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 characterized 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 tailored for a middle market, failing to provide for more specialized needs.</td>
<td>Some local housing associations are currently becoming involved in architectural competitions for their new developments. These have the potential to provide examples for high-quality design in residential development.</td>
</tr>
<tr>
<td>Poor legibility</td>
<td>The structure of the City’s layout and the path network is confusing and lacking in memorable features.</td>
<td>Distinctive and creative design is now positively encouraged.</td>
</tr>
<tr>
<td>Poor permeability</td>
<td>The City’s network of pathways 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.</td>
<td>New development needs to link in to the existing urban network, and the development control process should ensure this.</td>
</tr>
<tr>
<td>Problematical ground conditions</td>
<td>These comprise subsidence, poorly filled land, geological faults and past development. Poor ground conditions can accumulate redevelopment or compromise the layout of development.</td>
<td>A creative and strategic approach to urban design can help accommodate restrictions caused by adverse ground conditions.</td>
</tr>
<tr>
<td>Pressure for development</td>
<td>There is pressure to accelerate 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.</td>
<td>Short-term investment decisions are not necessarily compatible with longer-term economic improvement. The quality of investment needs to be considered.</td>
</tr>
<tr>
<td>The distribution of users</td>
<td>The land has been for housing, employment, leisure and other facilities to be more widely distributed with less mixture of uses, especially in new developments.</td>
<td>Mixed use development should be encouraged, especially in town centres.</td>
</tr>
<tr>
<td>Vehicular growth</td>
<td>Continuing vehicular growth is degrading considerable damage on the City’s social, economic and environmental quality. This harms the quality of life, health, and longer-term prosperity.</td>
<td>Urban design in new development needs to facilitate choice in terms of transportation for users and occupiers.</td>
</tr>
<tr>
<td>The negative impact of transport infrastructure</td>
<td>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 green land resource (roads, car parking, servicing).</td>
<td>The development control process needs to ensure that space and pedestrian amenities are fully considered in new development.</td>
</tr>
<tr>
<td>Inadequate maintenance and poor alterations</td>
<td>Much older building fabric is badly maintained, neglected, undersized or redundant. Inappropriate alterations have harmed their integrity and character. In some cases, buildings that would otherwise have been of tolerable quality have been earmarked to the point where they are no longer considered intact.</td>
<td>Free advice is offered by the City Council on repairs and maintenance. CARPS schemes and other funded projects also improve the physical condition of the City’s built environment.</td>
</tr>
</tbody>
</table>

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

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 infirm.

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.
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 - 26) 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". [8]

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 of 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. FFG13 emphasises the desirability of reducing the need to travel and in respect of parking spaces:

"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". [8]


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
   - 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

    - Analisi delle principali caratteristiche del contesto di progettazione

    - Obiettivi di progetto

    - 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
The diagram indicates the stages through which a developer goes in preparing a development. There are several stages at 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.
### Types of requirements that different actors may have for information in a brief –

Tipi di informazioni richieste da diversi attori a un Design brief

<table>
<thead>
<tr>
<th>AGENCY</th>
<th>INFORMATION REQUIRED</th>
<th>ANALYSIS</th>
<th>OBJECTIVES</th>
<th>CONTROLS</th>
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<tr>
<td>PRIVATE INDIVIDUAL OWNER</td>
<td>EXAMPLES, DIMENSIONS, CONTROLS.</td>
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<td>PRIVATE ARCHITECT</td>
<td>URBAN DESIGN CRITERIA, ENVELOPE</td>
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<td>&quot;DEVELOPER&quot;</td>
<td>REQUIREMENTS FOR PLANNING PERMISSION</td>
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<td>PUBLIC DEVELOPER</td>
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<tr>
<td>DEV. CONTROL</td>
<td>DECISION CRITERIA</td>
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<tr>
<td>PLANNERS/TRAFFIC ENGINEERS</td>
<td>MOVEMENT, USE, SIGHT LINES, DIMENSIONS</td>
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<tr>
<td>ESTATES</td>
<td>AVAILABLE ENVELOPE, DIMENSIONS, QUALITY</td>
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<tr>
<td>ELECTED REPS.</td>
<td>DESIGN EDUCATION, DECISION CRITERIA</td>
<td></td>
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</tbody>
</table>

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

Fig. 8
Dundron: West Port block site. Urban design objectives – Obiettivi di progetto
Dundron: West Port block site. Two and three dimensional framework controls – Norme di assetto planimetrico e volumetrico

Building lines along new roads are subject to sightlines and are to be confirmed by the regional highways department.

Service and vehicular access should be from the re-aligned roadway on the northern boundary of the site.

In Zone 1 development may rise above the standard building envelope to 20m, over 30% of area only. (Refer to section Y-Y)

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

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


- Relazioni con il centro città

- Circolazione esistente

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

- Il piano degli spazi pubblici

- Opportunità di sviluppo: immagine indicativa

- Analisi dell'area
- 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
Leicester City Council,

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

Fig. 1, 2
City centre influences –
Relazioni con il centro città
Fig. 4

Existing movement – Circolazione esistente
Site Analysis: Legibility, views, vistas and gateways –
Analisi del sito: leggibilità, punti di vista, vedute, accessi
Public realm plan –
Il piano degli spazi pubblici
Development opportunities: indicative illustration –
Opportunità di sviluppo: immagine indicativa

Development Opportunities
1. Rutland Street.
2. St. George Street and church.
4. Humberstone Road.
5. St. George’s Mls.
6. Central and State House.
7. Alexandra House and Wimbeldon Mls.
8. Cygnet Hotel.
9. Vestry Street.
10. Charles Street/Humberstone Gate.
11. Leicester Mercury.
12. Nichols Street.
13. City Bus.
15. Clyde Street.
16. Erskine Street.
17. Gladstone Street.
18. Old Milton Street.
19. Wharf Street South.
20. Gowar Street.
21. Fox Street.
22. St. George’s Retail Park.

Sketch indicates how the Urban Design principles may be implemented for this Area and is for guidance only.
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 Cotton Street.

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

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
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

Opportunities exist to open up blank side walls to provide better surveillance of Southampton Street and Queen Street.

New two storey infill development to include retail, cafes and bars as well as small workshops.

Car parking (Disabled)

Sensitively converted Odeon cinema building with new hard landscaping surround.

New pedestrianised courts with residential development with car parking court to rear.

New urban square to provide variety and interest within the existing townscape.

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.