

# Design Roundtable session

## Agenda item 2 – Building for Life 12/Building For Healthy Life (BHL)

### Visual Comparison of BHL ‘Red Lights’ with the Council’s Design Proof

This document **does not attempt a BHL assessment**. It is a comparison tool for the Roundtable discussion and **a response to the BHL review** undertaken by David Birkbeck. It recognises areas where that review makes little or no commentary/assessment of highlighted Red Light matters and areas where Red Lights align with the Council’s design case.

Extracts of Robert Scrimgeour's Proof of evidence are provided throughout along with reference paragraphs of that proof. These are indicated with these labels = **Para 6.3**

Produced by Ben Woolnough and Robert Scrimgeour for East Suffolk Council



What 'red' looks like

- ❌ Single or limited points of access for pedestrians and cyclists.
- ❌ Extensive use of private drives.
- ❌ Pedestrian or cycle routes that are not well overlooked and lit after dark.
- ❌ Failing to respond to existing (or anticipate future) pedestrian and cycle desire lines.
- ❌ No opportunities to connect or extend streets and paths if required by later development.
- ❌ Internal streets and paths that are not well connected or are indirect.
- ❌ Retaining existing hedgerows between the back gardens of individual homes.
- ❌ Ransom strips.

 red = stop & rethink

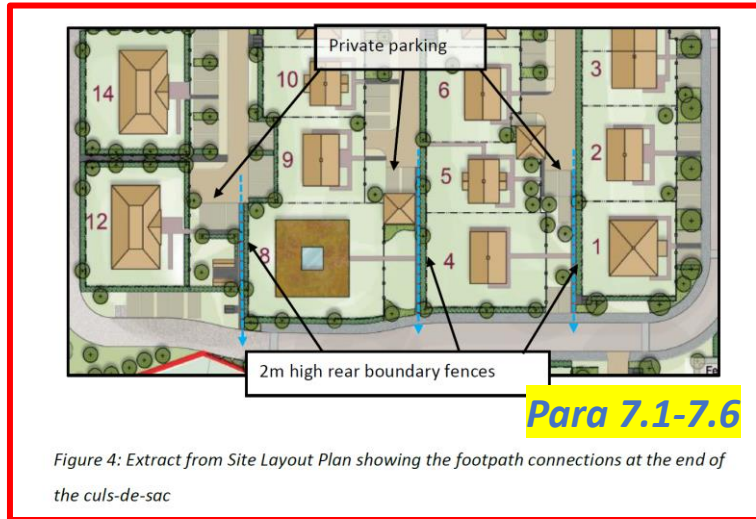


Figure 4: Extract from Site Layout Plan showing the footpath connections at the end of the culs-de-sac

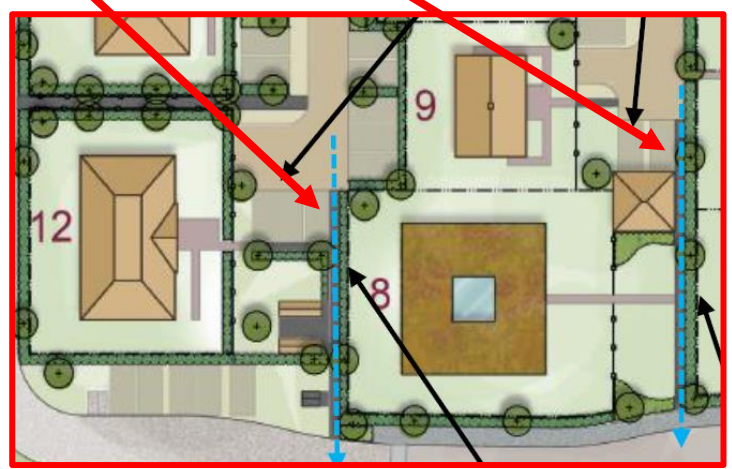


Figure 2: Road hierarchy diagram from Appellant's Building for Life 12 assessment





**What 'red' looks like**

- ✗ Grouping affordable homes in one place (except on smaller developments).
- ✗ Dividing places and facilities such as play spaces by tenure.
- ✗ Revealing the different tenure of homes through architecture, landscape, access, car parking, waste storage or other design features.
- ✗ Not using the space around apartment buildings to best effect and where these could easily be used to create small, semi-private amenity spaces allocated to individual ground floor apartments. Ⓞ

**1 red = stop & rethink**



No direct access from ground floor flats to garden space

**Not part of the Council's case but absent from the BHL Review**







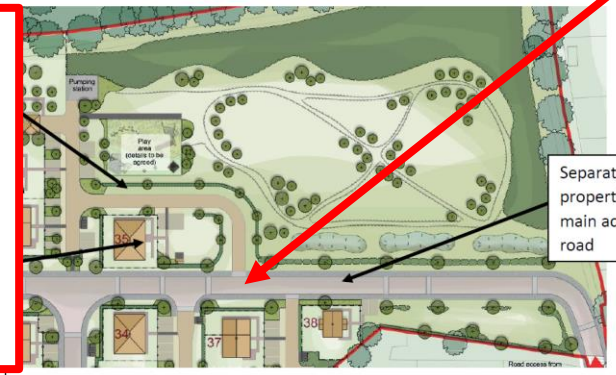
### What 'red' looks like

- ✗ Designing without walking the site first.
- ✗ Funnelling rainwater away in underground pipes as the default water management strategy.
- ✗ Unmanaged gaps between development used as privacy buffers to existing residents.
- ✗ Placing retained hedges between rear garden boundaries or into private ownership.
- ✗ Building orientations and designs that fail to capitalise on features such as open views.
- ✗ Not being sensitive to existing neighbouring properties by responding to layout arrangements, housing typologies and building heights.



2m high boundary fences

Figure 5: Extract from Site Layout Plan to show the Tidy Road entrance to the site



Separated from properties by main access road

Figure 8: Extract from the Site Layout Plan showing the open space on the north-eastern side of the site



2m high boundary fences

Backs and sides of dwellings only

Figure 7: Extract from Site Layout Plan showing the open space on the western end of the site





**What 'red' looks like**

**Para 10.1**

- ❌ Using a predetermined sequence of house types to dictate a layout.
- ❌ Attempting to create character through poor replication of architectural features or details.
- ❌ Arranging buildings next to each other in a way that does not create a cohesive street scene.
- ❌ Referencing generic or forgettable development nearby to justify more of the same.

A Memorable Character



Figure 5: Extract from Site Layout Plan to show the Tidy Road entrance to the site

**Para 8.1 – 8.10**

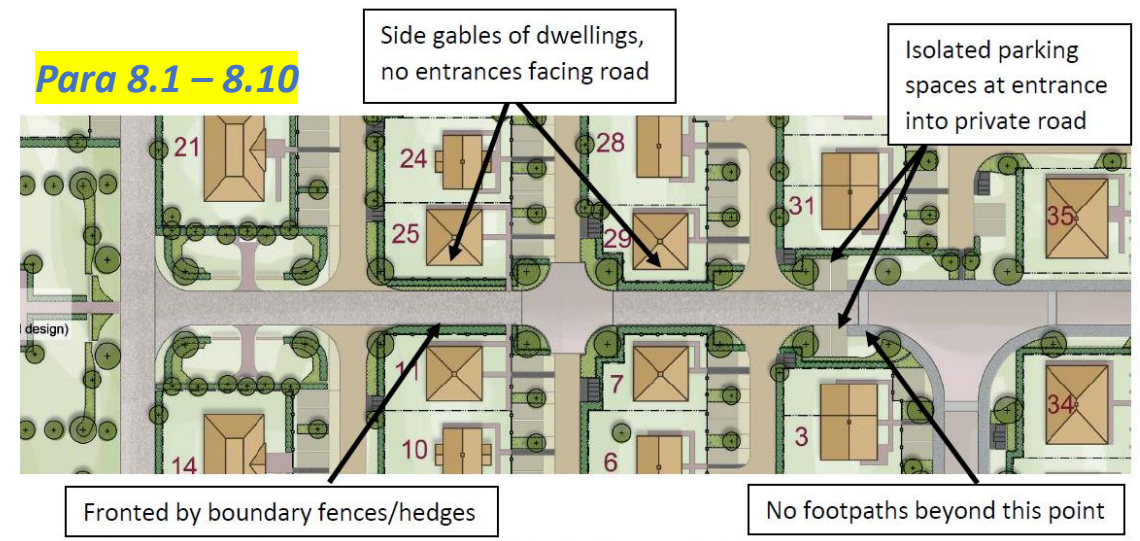


Figure 3: Extract from Site Layout Plan showing treatment along secondary route





### What 'red' looks like

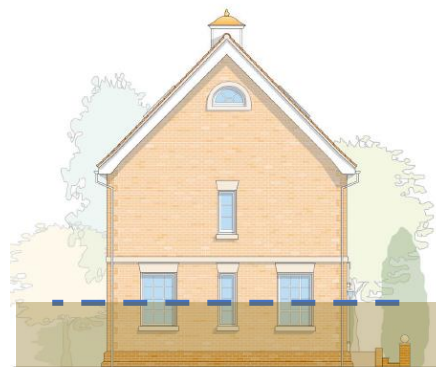
- ✗ Distributor roads and restricted frontage access.
- ✗ Broken or fragmented perimeter block structure.
- ✗ Presenting blank or largely blank elevations to streets and public spaces.
- ✗ Lack of front boundaries, street planting and trees.
- ✗ Apartment buildings with single or limited points of access.
- ✗ Apartment buildings accessed away from the street.
- ✗ Staggered and haphazard building lines that are often created by placing homes with a mix of front and side parking arrangements next to each other.
- ✗ Street corners with blank or largely blank sided buildings and/or driveways. Street edges with garages, back garden spaces enclosed by long stretches of fencing or wall.
- ✗ Buffers between new and existing development that create channels of movement between back gardens whether access is permitted or not.
- ✗ Single aspect homes on street corners.
- ✗ Bits of left over land between the blank flank walls of buildings.

### Para 8.1 – 8.10

Basic visualisation of boundary heights against properties on north edge of the primary route (not to scale)



South Elevation



South Elevation



South Elevation

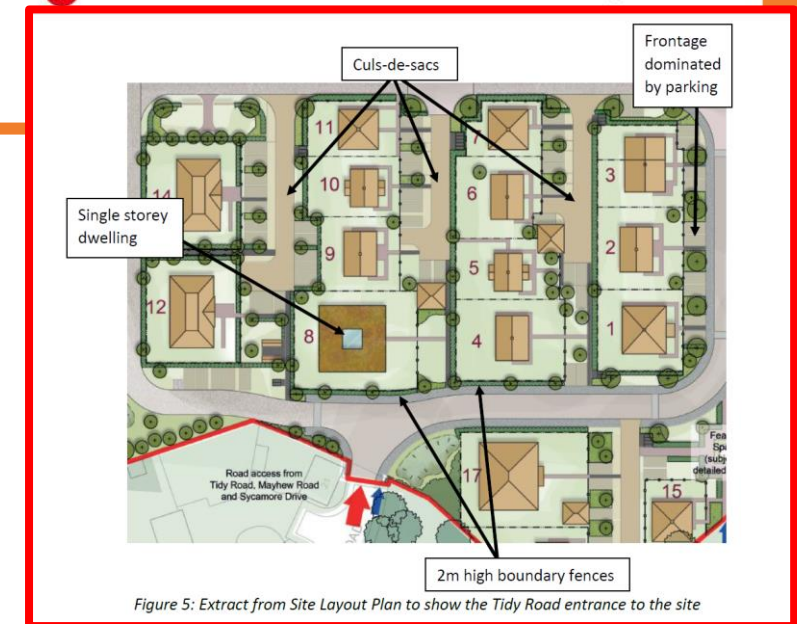


Figure 5: Extract from Site Layout Plan to show the Tidy Road entrance to the site





### What 'red' looks like

- ❌ No meaningful variation between street types.
- ❌ Disorientating curvilinear street patterns.
- ❌ Disconnected streets, paths and routes.
- ❌ Building typologies, uses, densities, landscaping or other physical features are not used to create places that are different to one another.
- ❌ Cul de sac based street patterns.

Para 8.1 – 8.10 Para 10.1

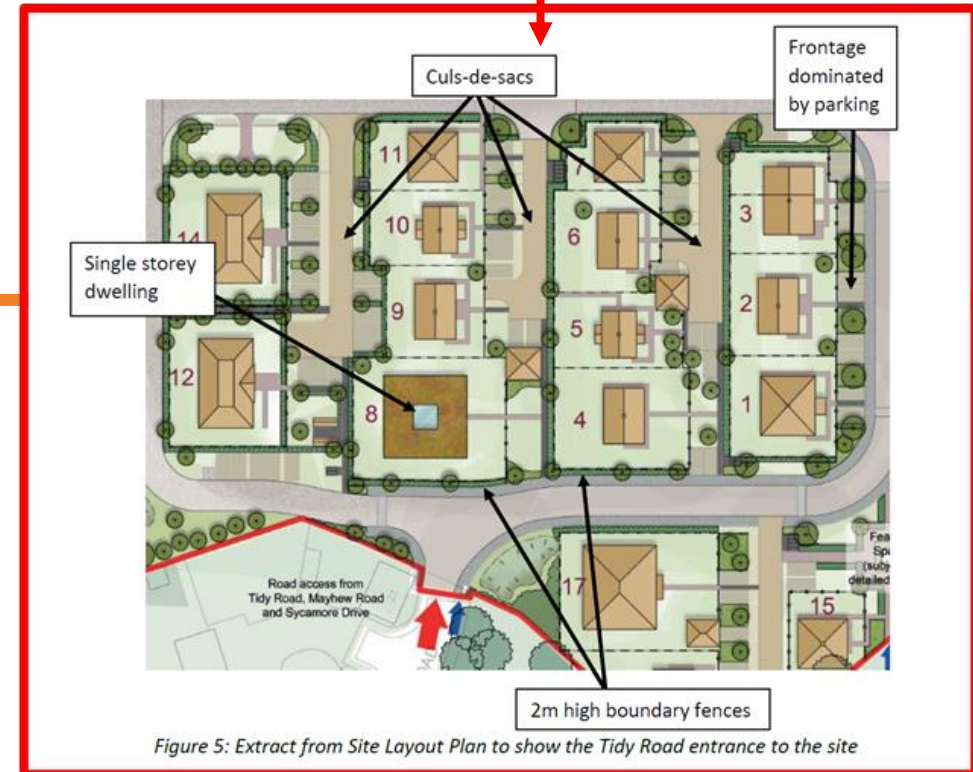


Figure 5: Extract from Site Layout Plan to show the Tidy Road entrance to the site

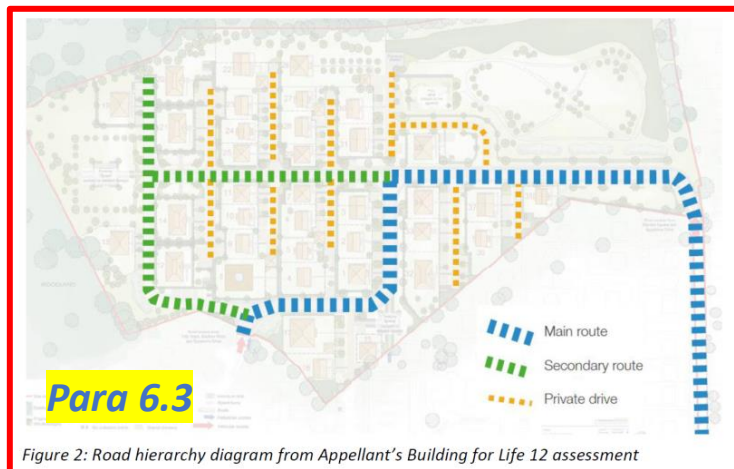


Figure 2: Road hierarchy diagram from Appellant's Building for Life 12 assessment





### What 'red' looks like

- ❌ Roads for cars.
- ❌ Failure to adhere to the user hierarchy set out in Manual for Streets.
- ❌ Wide and sweeping corner radii (6m or more).
- ❌ 6m+ wide carriageways.
- ❌ Highways engineering details that make pedestrian and cycle movements more complex and difficult.
- ❌ Street trees conveyed to individual occupiers.
- ❌ Distributor roads with limited frontage access, served by private drives.
- ❌ Painted white line cycle routes on pavements or on carriageways.
- ❌ Speed control measures that rely on significant shifts in street alignment that contribute towards wasting land whilst also creating disorientating places.

*Not part of the Council's case but Radii consideration appears limited to the culs de sac in the BHL review.*

**red = stop & rethink**

Building for a Healthy Life: The Launch

Small radius (eg. 1 metre)      Large radius (eg. 7 metres)

- Pedestrian desire line (---) is maintained.
- Vehicles turn slowly (10 mph – 15 mph).

- Pedestrian desire line deflected.
- Detour required to minimise crossing distance.
- Vehicles turn faster (20 mph – 30 mph).

- Pedestrian does not have to look further behind to check for turning vehicles.
- Pedestrian can easily establish priority because vehicles turn slowly.

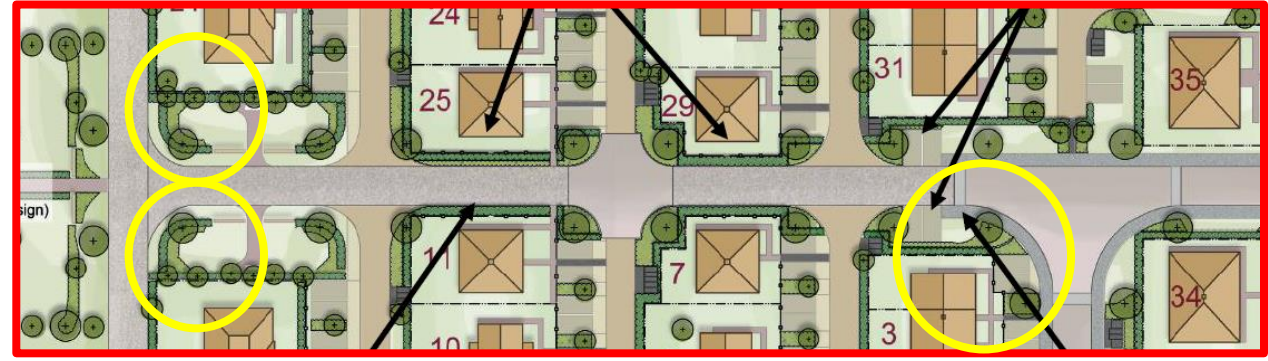
- Pedestrian must look further behind to check for fast turning vehicles.
- Pedestrian cannot normally establish priority against fast turning vehicles.

Figure 6.3 The effects of corner radii on pedestrians.

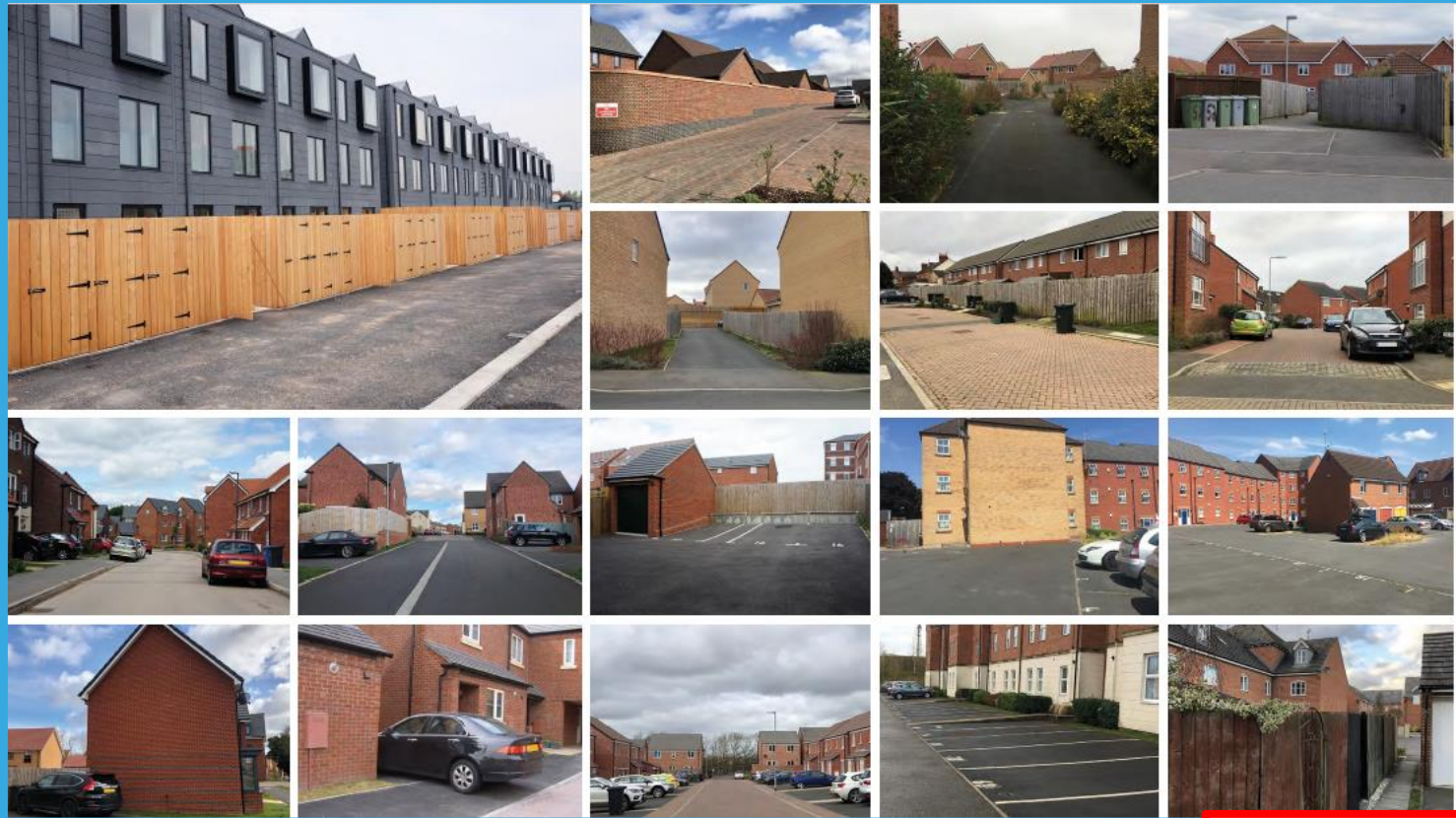
✔ Tight corner radii (3m or less).

MORE VIDEOS      18:07 / 59:22      YouTube

Slide from the BHL Launch Webinar





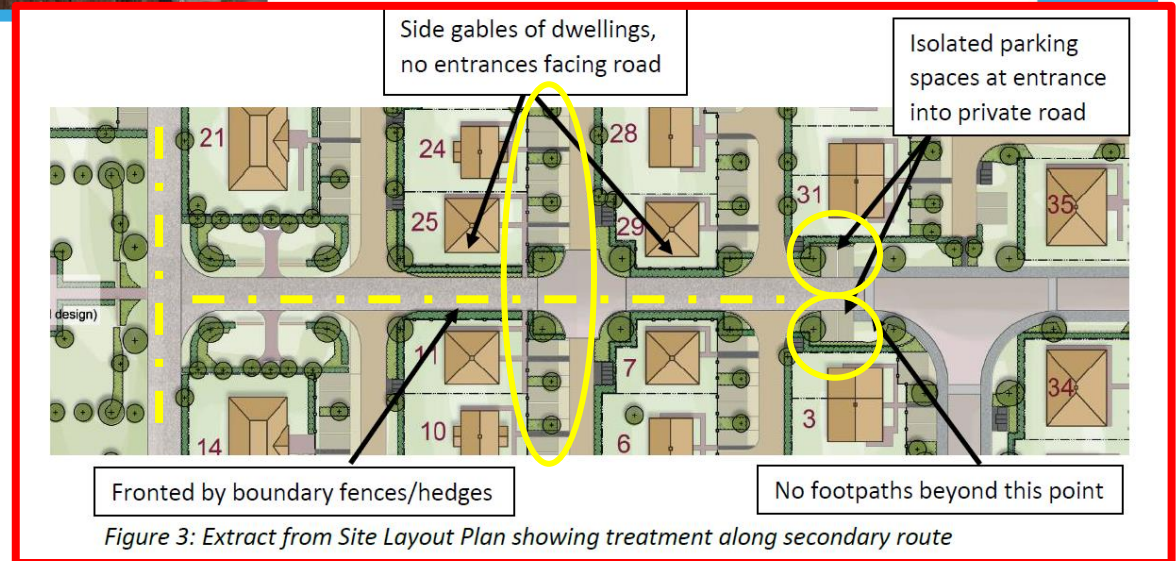
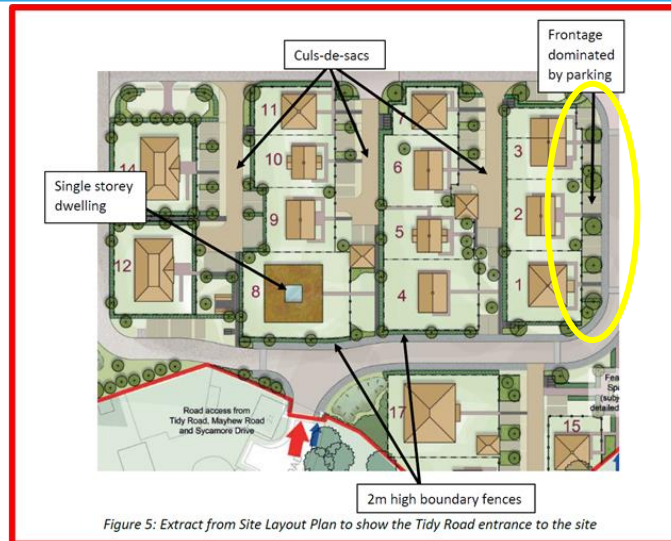


**What 'red' looks like**

- ❌ Providing all cycle storage in garages and sheds.
- ❌ Over reliance on integral garages with frontage driveways.
- ❌ Frontage car parking with little or no softening landscaping.
- ❌ Parking courtyards enclosed by fencing; poorly overlooked, poorly lit and poorly detailed.
- ❌ Over-reliance on tandem parking arrangements.
- ❌ Failing to anticipate and respond to displaced and other anti-social parking.
- ❌ Views along streets that are dominated by parked cars, driveways or garages.
- ❌ Car parking spaces that are too narrow making it difficult for people to use them.
- ❌ Cycle parking that is located further away to the entrances to shops, schools and other facilities than car parking spaces and car drop off bays.
- ❌ Relying on garages being used for everyday car parking.

**red = stop & rethink**

**Para 8.3 and 9.12**







**What 'red' looks like**

- ❌ Surface water management by way of a large, steep sided and fenced holes in the ground.
- ❌ Small pieces of land (typically grassed over) that offer little or no public, private or biodiversity value that over time become neglected and forgotten.
- ❌ Large expanses of impervious surfaces.
- ❌ Not designing paths and routes through open spaces where it is difficult for people to create distance between themselves and other people when social distancing restrictions are in place.
- ❌ Buildings that turn away from open spaces.
- ❌ Poor quality finishing, detailing and maintenance.

Para 8.1 – 8.10

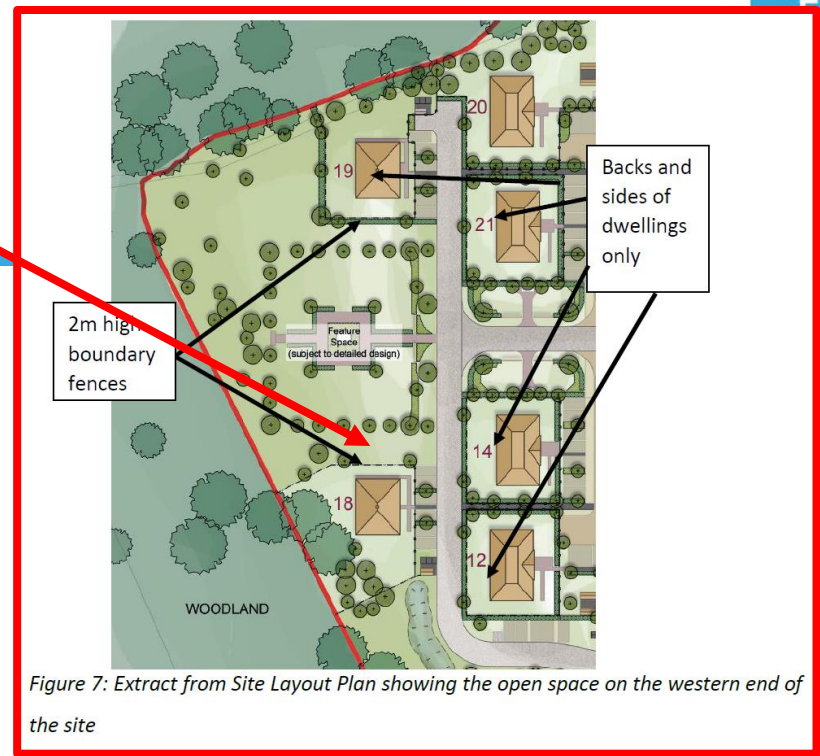


Figure 7: Extract from Site Layout Plan showing the open space on the western end of the site





**What 'red' looks like**

- ❌ Poorly considered spaces between the back of the pavement and the face of buildings that erode the quality of the street environment.
- ❌ Narrow and small grass frontage strips for space between the back of the street and the façades of buildings that are impractical to maintain.
- ❌ Waste storage solutions for terraced homes that rely on residents storing bins and crates in rear garden spaces and instead often sees bins and crates placed next to front doors.
- ❌ Slab on edge.
- ❌ Concrete screed with pebbles.
- ❌ Prominent external pipes, flues and utility boxes.
- ❌ Pieces of left over land between or to the side of buildings with no clear public or private function.
- ❌ Poorly resolved changes in level.

Para 8.3 – 8.7

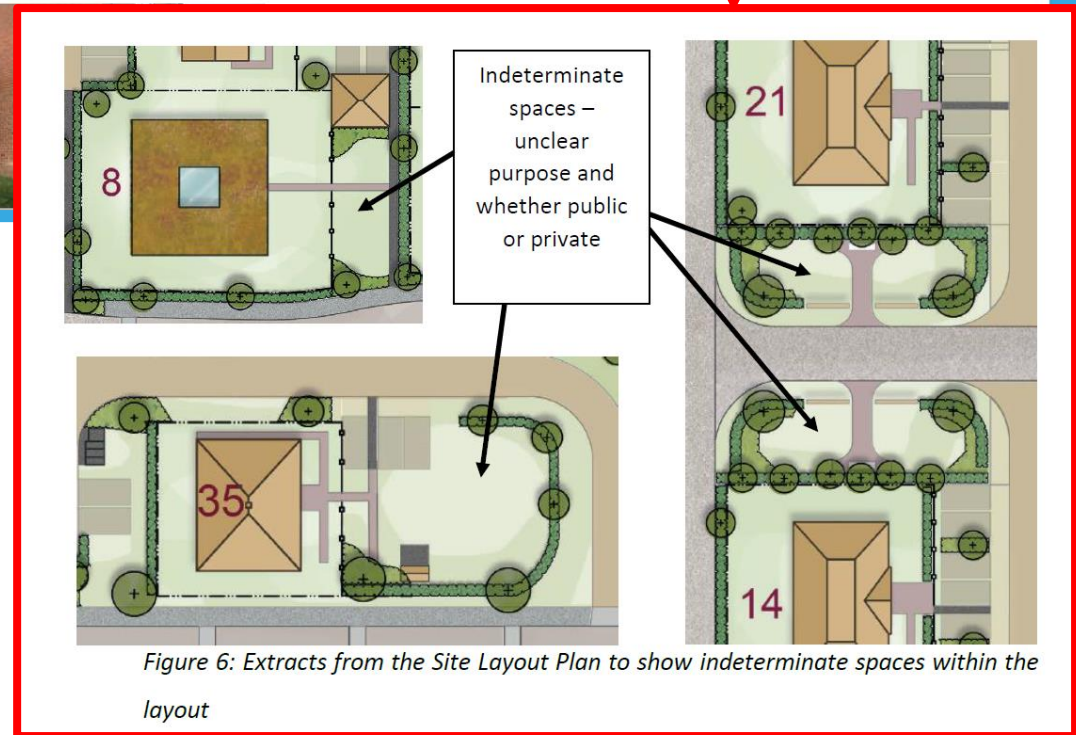


Figure 6: Extracts from the Site Layout Plan to show indeterminate spaces within the layout