

Stakeholder Event (session two) |

Record of Event and Feedback Report | 4th October 2006



Sport England Active Design Stakeholder Event (Session Two) Record of Event and Feedback Report October 2006

Introduction; the Context for the Second Active Design Stakeholder Workshop

On 2nd May 2006, the first Active Design Stakeholder Event was held to introduce the Active Design project to a group of stakeholder participants and to test the application of the emerging design principles concerning Accessibility, Amenity and Awareness (known as 'the Three A's'). The outcomes and consensus achieved during this first stakeholder session have directly informed the subsequent formulation of draft design guidance relating to;

- Everyday Activity Destinations;
- Formal Sports and Leisure Activities; and
- Informal Activity and Recreation.

Copies of the draft design guidance and a summary active design checklist were circulated to all event participants prior to the design workshop, a summary of which are reproduced in Appendix 1 of this report.

The objective of the second Active Design Stakeholder Event held on 4th October 2006, which is the subject of this report, was to invite selected participants representing a range of stakeholders and groups to test this draft design guidance and its application both as an analysis and a design tool. Participants' details and attendance are included in Appendix 2 of this report.

This report documents both process and findings, providing a summary of the workshop aims, format and issues. This report will conclude with an analysis of the workshop outcomes, which achieved a high level of consensus among the participants, together with recommendations for further work.

This report is divided into five sections;

- Workshop Timetable and Format
- Case Study Analysis Exercise
- Case Study Design Exercise
- Conclusions and Further Work
- Appendices

This report should be read in conjunction with;

- Active Design; The Role of Master Planning Phase I (September 2005)
- Stakeholder Event (Session One) Record of Event and Feedback Report (2nd May 2006)

Workshop Timetable and Format

The stakeholder workshop was run by David Lock Associates and both hosted and attended by representatives from Sport England at Victoria House, London on 4th October 2006.

- 10.00 am Registration
- 10.30 am Welcome and introduction 15 minutes

DLA opened the workshop, providing an update of the Active Design project, together with the aims and objectives for this second stakeholder workshop.

- 10.45 am Summary of the draft design guidance 15 minutes

This presentation by DLA provided an overview of the draft design guidance and how it should be applied, under the following headings;

- Everyday Activity Destinations;
- Formal Sports and Leisure Facilities; and
- Informal Activity and Recreation.

This presentation included a question and answer session.

- 11.00 am Introduction to the case studies 15 minutes

Following an introduction to the case study examples and the first workshop exercise, the delegates were randomly divided into four groups, and each group assigned a single case study from the following;

- Case Study A; Northstowe
- Case Study B; Oxford West End Area Development Strategy
- Case Study C; Land North of Gavray Drive, Bicester
- Case Study D; Kingsmead South

- 10.15 am break 10 minutes
- 11.25 am Case studies assessment 40 minutes

Each group, with the aid of a facilitator, assessed and recorded the successes and shortcomings of their individual case study, using the guidance as an assessment tool.

- 12.05 pm Report back and review 40 minutes

The delegates reconvened and nominated a spokesperson from each group to present the outcomes of their case study assessment and review the use of the guidance as an assessment tool under the following three headings;

- Is the guidance easy to understand and use?
- Is the guidance fully comprehensive?
- Is there anything that you would refine, change or add?

- 12.45 lunch 45 minutes
- 1.30 pm Introduction to the design exercise 15 minutes

Following an introduction to the second workshop exercise, the delegates were once again divided into their four groups.

- 1.45 pm Case study design exercise 40 minutes

Each group, with the aid of a facilitator, undertook a design exercise based on a case study design parameters plan, using the guidance as a design tool.

- 2.25 pm break 10 minutes
- 2.35 pm Report back and review 40 minutes

The delegates reconvened and nominated a spokesperson from each group to present the outcomes of their case study design exercise and review the use of the guidance as a design tool under the following three headings;

- Is the guidance easy to understand and use?
- Is the guidance fully comprehensive?
- Is there anything that you would refine, change or add?

- 3.15 pm Next Steps 15 minutes

DLA presented a summary of the workshop outcomes and achievements, together with information on the next steps for the Active Design project.

- 3.30 pm close

Case Study Analysis Exercise



During the first part of the event, participants were randomly divided into four groups and each group given a case study to assess. However it should be stressed that the overall purpose of the exercise was not only to consider the merits or shortcomings of each individual case study example, but rather to utilise this process to test the application of the guidance checklist as an analysis tool.

Information was provided for each case study including layout plans illustrating both detailed and strategic issues and written details intended to provide prompts for discussion. The case studies are actual projects intended to represent urban design best practise. Copies of the case study exhibition sheets are reproduced in Appendix 3 of this report.

Following the analysis exercise, the delegates then reconvened as a whole to discuss and summarise their use of the design guidance as an assessment tool under the following three headings;

- Is the guidance easy to understand and use?
- Is the guidance fully comprehensive?
- Is there anything that you would refine, change or add?

The issues, comments and findings arising from this exercise are summarised below. For the sake of clarity and brevity, recorded responses from individual

groups have been amalgamated. The written notes of each group which were taken during this exercise are included in Appendix 4 of this report.

- It was agreed that the guidance demonstrates an appropriate scope and balance; being comprehensive and sophisticated but practical and not overly complex. The format of a guidance document which covers issues in depth, coupled with a checklist for ease of use was very well received;
- It was agreed that the guidance is appropriately broad in scope and should place more emphasis on informal activity and Active Travel Routes than formal sport;
- It was suggested that the guidance should include more on delivery, implementation and community engagement;
- It was felt that Active Travel Routes should include the following characteristics; ideally offer not a single route but a choice of routes, and focus on choice and permeability (be 'porous'); routes should be attractive, safe, human in scale, and potentially with qualities that specifically benefit walkers and cyclists and provide an additional incentive to non car users; routes should be direct and link key destinations; the definition of active travel routes should be extended to include bridleways; routes should not be segregated, but should be an integral part of the public realm; routes should ideally extend and link beyond the masterplan layout or red line boundary to the wider urban context, landscape setting or rural destinations;
- It was agreed that, in the context of walking and cycling, journey time is a more important unit of measurement than journey distance. The guidance also needs to differentiate between walking times / distances and cycling times / distances. The guidance should recognise that people's movements and activities vary daily and promote choice and flexibility;
- It was debated as to how far existing constraints such as a poor strategic location or inadequate infrastructure links may disproportionately affect or even thwart the aspirations of the guidance (for example, poor transport infrastructure may reduce the choice of travel modes), and if this should or could be accounted for in the guidance;
- It was suggested that the guidance should more particularly take into account the existing context, specifically the location and capacity of any existing or adjacent facilities.
- There was some debate regarding co location, particularly co location with schools (mirroring some of the discussions during the first Active Design Stakeholder Workshop). It was generally agreed that although the principle of co location is sound, there is as yet little documented evidence to support the perceived benefits. This prompted further discussion regarding mixed use / mixed demographic and the potential benefits and pitfalls of encouraging this, and concerns that implementation should live up to aspirations and not be 'watered down'. It was agreed that the issues of co location, mixed use and

residential density should always be considered in conjunction with one another.

- It was agreed that the issue of Active Design should always be considered in context and as an ongoing (not a one off) planning and design issue.
- It was suggested that the guidance should reaffirm the issue of quality and best practise in design.
- Some delegates suggested that the guidance should make specific and detailed reference to either minimum standards or potential design solutions. However, others disagreed, and felt that the guidance should not be overly prescriptive.
- It was agreed that the guidance would carry more weight and be applicable to policy makers as well as designers and developers if it were to be cross referenced with legislation or standards regarding key issues such as planning, design, transport, health, accessibility, environmental sustainability and public consultation (for example; PPG13, PPG17, NPFA standards, Secure By Design, CABE guidance etc).
- Delegates agreed that community involvement and public consultation from the outset is essential, and that the guidance should reflect this. It was also agreed that the guidance checklist would provide a concise and easily comprehensible reference tool for use during public consultation.
- There was some debate as to whether S106 agreements could be used as a mechanism to secure Active Design objectives. No conclusion or consensus was reached.
- It was recognised that some of the Active Design objectives may potentially be in conflict with the objectives of other guidance documents (for example; Secure By Design), and that encouraging collaborative working between different professions, authorities and groups may help to foster a positive and balanced approach.
- Delegates queried the eventual status of the guidance in relation to both LDF and SPD, as it was felt that there needs to be much more incentive for developers and house builders to use the guidance.
- It could not be agreed whether the guidance should or should not make some mention of health and safety or risk assessment; many felt that this would stifle the spirit of the guidance and restrict creativity and innovation.
- Some delegates felt that the guidance lacked an empirical evidence base, and wherever possible needs to be supported by case studies demonstrating best practise in planning, design and implementation. It was suggested that as there are as yet few or no precedents to support the guidance, implementation should be monitored and reviewed by Sport England over a period of time firstly to assess the effectiveness of the guidance, and secondly to provide an evidence base supporting the guidance (e.g. evidence of the reduction of local car use).
- It was agreed that, in the context of individual projects, regular cross reference to an overarching vision statement together with a strategy for long term management and maintenance will be essential; this

should be reflected in the guidance. This is in order to prevent piecemeal interventions compromising innovative proposals or successful schemes over a long period of time.

- Delegates agreed that the guidance should make reference to community awareness and lifestyle education including health, diet, exercise and other related issues (this included a topical discussion about Jamie Oliver and school dinners).
- Many stated that they would like the guidance to be linked to and endorsed by specific authorities, in particular transport and highways authorities (who are currently perceived as being most likely to impede or thwart the aims the guidance and future innovations or proposals); they need to 'sign up' to the guidance.
- It was suggested that the guidance could also be used as a marketing tool; the creation of a 'healthy place to live' might attract potential house buyers, thereby encouraging developers and house builders to appreciate the potential benefits of Active Design.
- It was suggested that the guidance should be deliberately marketed, publicised and 'badged' by Sport England to increase public awareness and also to encourage professionals to aspire to a 'Sport England stamp of approval'.

- At least 4 children's playspaces accommodating a range of age groups
- A connected layout of Active Travel Routes

As before, the overall purpose of the exercise was not only to compare and critique the design solutions achieved by each group, but rather to utilise this process to test the application of the guidance checklist as a design tool. Following the design exercise, the delegates reconvened as a whole to discuss and summarise their use of the design guidance as an design tool under the following three headings;

- Is the guidance easy to understand and use?
- Is the guidance fully comprehensive?
- Is there anything that you would refine, change or add?

The issues, comments and findings arising from this exercise are summarised below. For the sake of clarity and brevity, recorded responses from individual groups have been amalgamated. The written notes of each group which were taken during this exercise are included in Appendix 5 of this report. A reproduction of the design parameters plan and subsequent concept masterplans are reproduced in Appendix 6 of this report.

- The checklist was considered a helpful and easy to use summary of the guidance document, providing a constant focus. In practical terms, most felt that the guidance would provide a point of reference and a reflective design tool as part of an overall vision against which proposals could be regularly cross checked during an iterative design process, with the checklist being used as the basis for a final 'health check' assessment of the design proposals;
- Most delegates agreed that the guidance in its current form provides a better 'review' tool rather than a straightforward 'design' tool; it was also suggested that a supplementary foundation of design / planning issues and objectives may be required. There were several suggestions as to what form this might take. Some suggested that the guidance should be preceded by a statement of Active Design themes or principles; others suggested that an introductory section could be structured around a number of key topics (e.g. transport);
- Once more, many felt that the guidance should be cross referenced to other relevant design standards or planning legislation (e.g. NPFA standards);
- There were concerns that the guidance document should not be read or used in isolation. With this in mind, several suggested that the guidance should briefly reiterate the principles of the 'three A's', and the key messages behind the Active Design project;
- It was agreed that the guidance was most successful in promoting variety and choice and facilitating pedestrian and cycle movement;
- It was agreed that the guidance should strongly emphasise and promote the role of informal activity and Active Travel Routes, but

delegates were uncertain as to how this aspiration should be translated into design or masterplan proposals;

- The guidance was criticised for jumping too easily between macro scale and micro scale issues;
- The guidance was criticised for not fully addressing the issue of time and longevity, including ongoing management and maintenance issues;
- There was a linked discussion concerning the balanced provision of formal and flexible facilities / spaces, the various advantages and disadvantages of dispersed and co located facilities, and the preferred balance of public and private facilities. No consensus was reached;
- There was further debate (following on from discussions held earlier in the day) regarding the detailed issues concerning the co location of facilities, especially schools. One design solution (among others) suggested a balanced approach whereby if a school formed the centre of one activity hub then mixed use development, public transport interchange or employment uses should form the centre of complimentary activity hubs elsewhere within the masterplan. With this in mind, it was felt that the guidance successfully encouraged productive discussions regarding which land and building uses are combatable or good neighbours (e.g. the floodlighting of sports pitches encourages flexible use and promotes personal safety, but can also be a nuisance for adjoining residents).
- Issues were raised regarding security, safety and segregation; as a result of the design exercise it was agreed that although design proposals aspire to be as inclusive and integrated as possible, this may often be impractical. However, delegates felt strongly that a common sense approach is required to overcome this apparent conflict of best intentions, and there were concerns that the guidance was in danger of being undermined if the checklist were to result in a reactive rather than a proactive attitude to design. It was agreed that if a punitive audit or 'tick box' mentality were adopted within the design process, this would stifle creativity and innovation, compromising the overall vision.

Conclusions and Further Work

In conclusion, the design guidance was successfully tested and endorsed by those attending the workshop. Significant positive feedback was received from participants on the day, stating that the event was informative, constructive and enthusing.

In addition to the issues, comments and findings summarised earlier in this report, a number of overarching conclusions have emerged following an analysis of the recorded event outcomes. These conclusions reflect issues that were discussed both within individual groups and also while the delegates were convened as a whole, and reflect popular feeling and a high level of consensus. These conclusions are listed below;

- The design guidance is considered successful;
- The design checklist is considered successful; and
- It was agreed that the guidance functions best as an assessment tool, with the potential to also be used as a design tool.

The following represent recommendations for further work;

- The guidance needs to reflect and cross reference other relevant planning or design guidance / legislation to 'give it teeth';
- The potential status and endorsement of the guidance document together with the ongoing relationship between this and other guidance (e.g. Secure by Design) needs to be considered and clarified;
- The guidance should reaffirm the importance of quality and best practice, and be preceded by a brief reiteration of the Active Design principles and an introductory set of overarching design / planning principles;
- The guidance should ideally be accompanied by examples of design / planning best practice;
- The guidance can actively foster good relationships with the wider community, firstly by reiterating the importance of public consultation and community involvement throughout the planning and design process, and secondly through lifestyle education and the publicising of the Active Design project by Sport England;
- The guidance needs to consider long term issues of delivery, implementation, maintenance and management.

Appendices

- Appendix 1 - Draft Design Guidance
- Appendix 2 - Participants Details and Attendance
- Appendix 3 - Case Study Exhibition Sheets
- Appendix 4 - Notes from Case Study Analysis Exercise
- Appendix 5 - Notes from Case Study Design Exercise
- Appendix 6 - Parameters Plan and Concept Master Plans

Further information can be found at the Active Design website www.sportengland.org/activedesign.pdf or by contacting your local Sport England regional office.

Appendix 1 Draft Design Guidance

The following draft design guidance has been developed by a multi disciplinary stakeholder group and is aimed at all those involved in the master planning of new developments; planners, master planners, urban designers, architects, and developers in both the public and private sectors.

The guidance is set out in the form of a checklist. Not all measures will be relevant to all schemes, but a review of the checklist will ensure that all measures have been considered. The guidance takes the form of a series of questions addressing key design and master planning issues, with each question accompanied by a detailed commentary.

The guidance aims to encourage activity, recreation and sport in a variety of ways. Master planning components that can contribute towards promoting physical activity and active travel have been broken down into the following three categories:

- *Everyday Activity Destinations* – these are those places where people spend most of their time and which are essential to meeting people's day to day needs. They include schools, workplaces, shops, homes and community facilities and, importantly, the linkages between them. These may be termed as Active Travel Routes which are any routes which provide safe, convenient and direct access that can be used for walking, running or cycling between different places;
- *Formal Sports and Leisure Facilities* – these are those facilities where sport or physical activity will be the deliberate and primary purpose of the visit. This includes swimming pools, formal pitches and indoor facilities used for team sports, athletics, countryside and water sports; and
- *Informal Activity and Recreation* – this includes sport and physical activity opportunities that might be used more spontaneously such as children's play areas, multi use games areas, skate parks, home zones, allotments, parks and gardens and other informal parkland, natural greenspace and civic spaces.

Within each of these three categories, the guidance sets out a range of hard (physical) measures and soft (management) measures promoting the three active design objectives (the three A's):

- Improving *Accessibility*; providing easy, safe and convenient access to a choice of opportunities for participating in sport and physical activity and active travel for the whole community;
- Enhancing *Amenity*; promoting environmental quality in the design and layout of new sports and recreational facilities, their links and relationship to other development and the wider public realm;
- Increasing *Awareness*; raising the prominence and legibility of sports and recreation facilities and opportunities for exercise through the layout of development.

Each delegate was provided with a copy of the draft design guidance prior to the event. In addition, for the purposes of the stakeholder workshop, the design guidance has been summarised and condensed into a single table, with key phrases highlighted in colour to provide an 'at a glance' aide memoir.

DESIGN GUIDANCE SUMMARY | ● ● ●

EVERYDAY ACTIVITIES	FORMAL SPORTS AND LEISURE ACTIVITIES	INFORMAL ACTIVITY AND RECREATION
Everyday Activities – these are those places where people spend most of their time and which are essential to meeting people's day to day needs. They include schools, workplaces, shops, homes and community facilities and, importantly, the linkages between them. These may be termed as Active Travel Routes which are any routes which provide safe, convenient and direct access that can be used for walking, running or cycling between different places.	Formal Sports and Leisure Facilities – these are those facilities where sport or physical activity will be the deliberate and primary purpose of the visit. This includes swimming pools, formal pitches and indoor facilities used for team sports, athletics, countryside and water sports.	Informal Activity and Recreation – this includes sport and physical activity opportunities that might be used more spontaneously such as children's play areas, multi-use games areas, skate parks, home zones, allotments, parks and gardens and other informal parkland, natural greenspace and civic spaces.
Accessibility	Accessibility	Accessibility
AC1 As part of the master plan are everyday activities (schools, workplaces, homes, shops, community facilities) accessible to all travel modes in particular walking and cycling?	AC9 Does the design and layout of formal sports and leisure facilities prioritise pedestrian, cycle and public transport access over car access through providing: <ul style="list-style-type: none"> • Direct and welcoming pedestrian access from the street? • Public transport stops? • Well designed and conveniently located cycle parking? • Controlling car parking? 	AC14 Are a range of informal sport and recreation facilities within a reasonable walking distance of homes along safe, direct and well overlooked Active Travel routes?
AC2 Does the design enable the most direct active travel route between all everyday activities (either in or outside of the master plan area)?	AC10 Will the sports and leisure facility meet the needs of the whole local community and be physically accessible?	AC15 Are informal sport and recreation facilities located: <ul style="list-style-type: none"> • Within an integrated network of open space and recreational opportunities? • On, or close, Active Travel pedestrian and cycle routes between Everyday Activities? • Adjoining development sites in order to provide good natural surveillance?
AC3 Are everyday activities co-located to offer the opportunity for linked trips?	AC11 Are formal sports and leisure facilities co-located with other: <ul style="list-style-type: none"> • Sports and leisure facilities to create a Sports Hub? • Everyday activities including schools or other community focal points? Has the potential to share access, parking and reception facilities with other uses been explored? 	AC16 Are informal sport and recreation facilities co-located with other: <ul style="list-style-type: none"> • Informal sport and recreation uses to create sports hubs? • Everyday Activities or other community uses?
AC4 Are homes within a reasonable walking and cycling distance of everyday activities or public transport services linking to everyday activities?	AC12 Are formal pitches integrated within a broader landscape framework?	AC17 Are informal sport and recreational activities generally open and available throughout the week and take account of seasonal variations?
AC5 Are active travel linkages to everyday activities prioritised ahead of car linkages in terms of distance and directness?	AC13 Has the viability, management and long-term maintenance of the facility been demonstrated considering issues such as the servicing of grass pitches, the impact of noise on adjoining uses and the potential impact of flooding on grass pitches?	AC18 Is children's playspace effectively integrated into streets and spaces in accordance with best practice such as the NPFA standards or guidance on Homezones?
AC6 Does the design and layout of everyday activities help prioritise pedestrian, cycle and public transport access over car access through providing: <ul style="list-style-type: none"> • Direct and welcoming pedestrian access from the street? • Public transport stops? • Well designed and conveniently located cycle parking? • Controlled car parking? 		AC19 Is the design of key public open spaces sufficiently flexible to support occasional use for a broad range of community, cultural and sporting events?
AC7 Is provision made for public conveniences and drinking fountains at everyday activities?		
AC8 Is appropriate access provided for users with impaired mobility?		
Amenity	Amenity	Amenity
AM1 Are active travel networks between everyday activities: <ul style="list-style-type: none"> • Direct and well-lit without blind corners? • Fronted and overlooked by development and/or other road users to create natural surveillance? • Integrated with open spaces to create a variety of experiences along a route? 	AM5 Is the master plan underpinned by a strong and well defined landscape framework that provides a range of formal and informal sport and recreational opportunities that are integrated into the landscape/natural environment?	AM9 Are informal sport and recreation facilities fronted and overlooked by adjacent/surrounding development whilst maintaining residential amenity?
AM2 Are durable and high quality materials and street furniture employed throughout active travel routes?	AM6 Does the facility contribute positively to the public realm by being of a good architectural quality, having strongly defined entrance points and reception areas, and minimising adverse visual impacts?	AM10 Does the design of sport and recreation facilities create a high quality environment through: <ul style="list-style-type: none"> • Use of high quality materials and landscape planting? • Careful integration with existing development and the broader landscape and open space framework? • Providing links into woodlands and other natural environments to enhance the range of informal sport and recreation opportunities?
AM3 Are flexible and durable high-quality public spaces proposed that form a focal point that might support civic, cultural and community functions such as markets, public art, open-air performances, sports demonstrations etc.?	AM7 Have formal sports and leisure facilities been co-located or integrated alongside other appropriate uses such as schools to make efficient use of land? Are shared reception facilities available?	AM11 Has the use of home zones with play areas for young children been explored?
AM4 Does the quality, design and layout of open spaces enhance the setting of development?	AM8 Is an appropriate relationship proposed between formal sports and leisure facilities and adjoining residential areas particularly through minimising noise and light spillage from floodlighting?	AM12 Have measures been put in place to maintain planting and play equipment?
Awareness	Awareness	Awareness
AW1 Are active travel foot and cycle routes to and between everyday activities: <ul style="list-style-type: none"> • Direct, unobstructed and legible as to their function and destination? • Offer a more direct route than car routes? • Clearly signed to communicate the potential for day-to-day trips to achieve physical activity targets? 	AW4 Are formal sports and leisure facilities located in prominent positions within the master plan playing a positive role as landmarks and attractions?	AW9 Are informal sport and recreation facilities located in prominent positions?
AW2 Are everyday activities co-located with sports and leisure facilities in a manner that promotes awareness (e.g. locating health and sports centres together)?	AW5 Does the design of the sport and leisure facility communicate the uses that it accommodates, promoting activity on the street and encouraging its use?	AW10 Are opportunities for informal sport and recreation to fulfil activity targets appropriately signed?
AW3 Are occupiers of buildings using health promotion measures to inform residents, staff, pupils, customers of the opportunities that exist?	AW6 Is the reception area designed to encourage use of the facility, promote legibility and contribute activity to the public realm?	AW11 Has an imaginative approach been taken to promoting activity targets through informal recreation?
	AW7 Is appropriate signage employed to communicate the location and availability of formal sports and leisure facilities (especially where a prominent pavement-side location is not possible or in large open spaces)?	AW12 Is appropriate high quality provision made for all age groups within the community including the incorporation of 'lifestyle sports' and flexible facilities such as MUGAs that might meet a number of needs?
	AW8 Is there a community involvement strategy in the long term use and management and promotion of facilities?	



Appendix 2 - Participants Details and Attendance

The workshop was run by staff from David Lock Associates, and both hosted and attended by representatives from Sport England together with the following participants;

- Group A (red)

Simon Blakely, Doncaster Metropolitan Borough Council
Kevin Haugh, LHI Advisor
Mark Heaton, Institute of Highways Engineers
Catherine Hutton, BHF National Centre for Physical Activity and Health
Rebecca Salay, National Heart Forum

- Group B (yellow)

Nick Cavill, Cavill Associates
Tim Crawshaw, Darlington Borough Council
Tim Townshend, Newcastle University
Frances Duffy, DCMS

- Group C (green)

John Dennis, SportKeighley Partnership
Roger Tallwin, O&H Hampton Ltd
Liz Beth, Sustrans
Angela Banks, RTPi

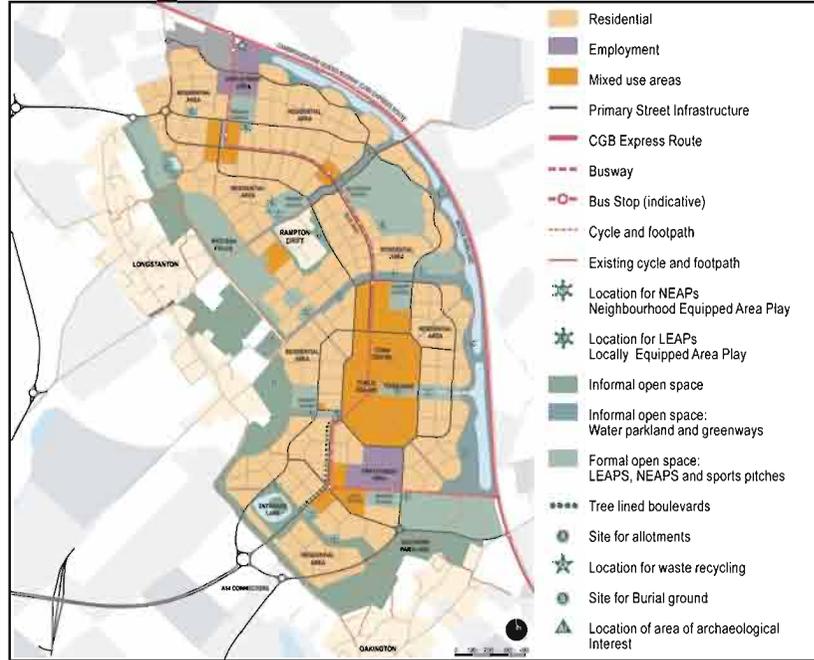
- Group D (blue)

Mark Conway, Bee Bee Developments
Don Earley, NPFA
Jon Parker, Integrated Transport Planning
Anna Wood, The Princes Foundation for the Built Environment

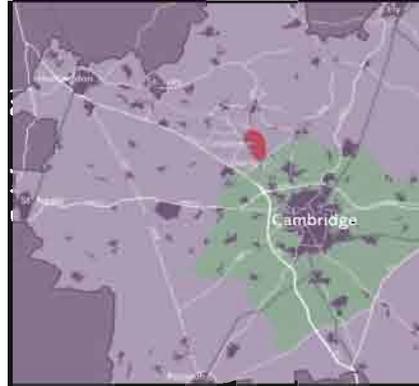
Appendix 3 - Case Study Exhibition Sheets

Group A (red)
Case Study; Northstowe

NORTHSTOWE



Land uses and structure



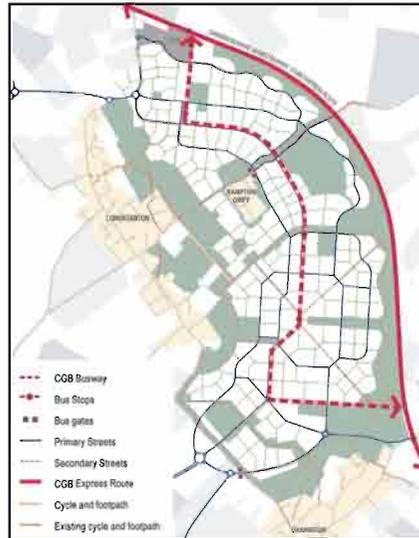
Context



Playspace



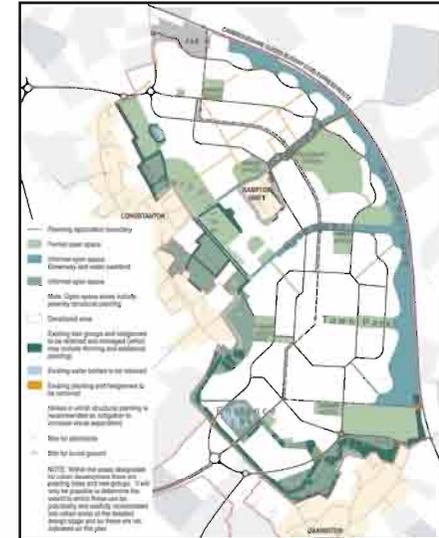
Playspace



Movement and Connections



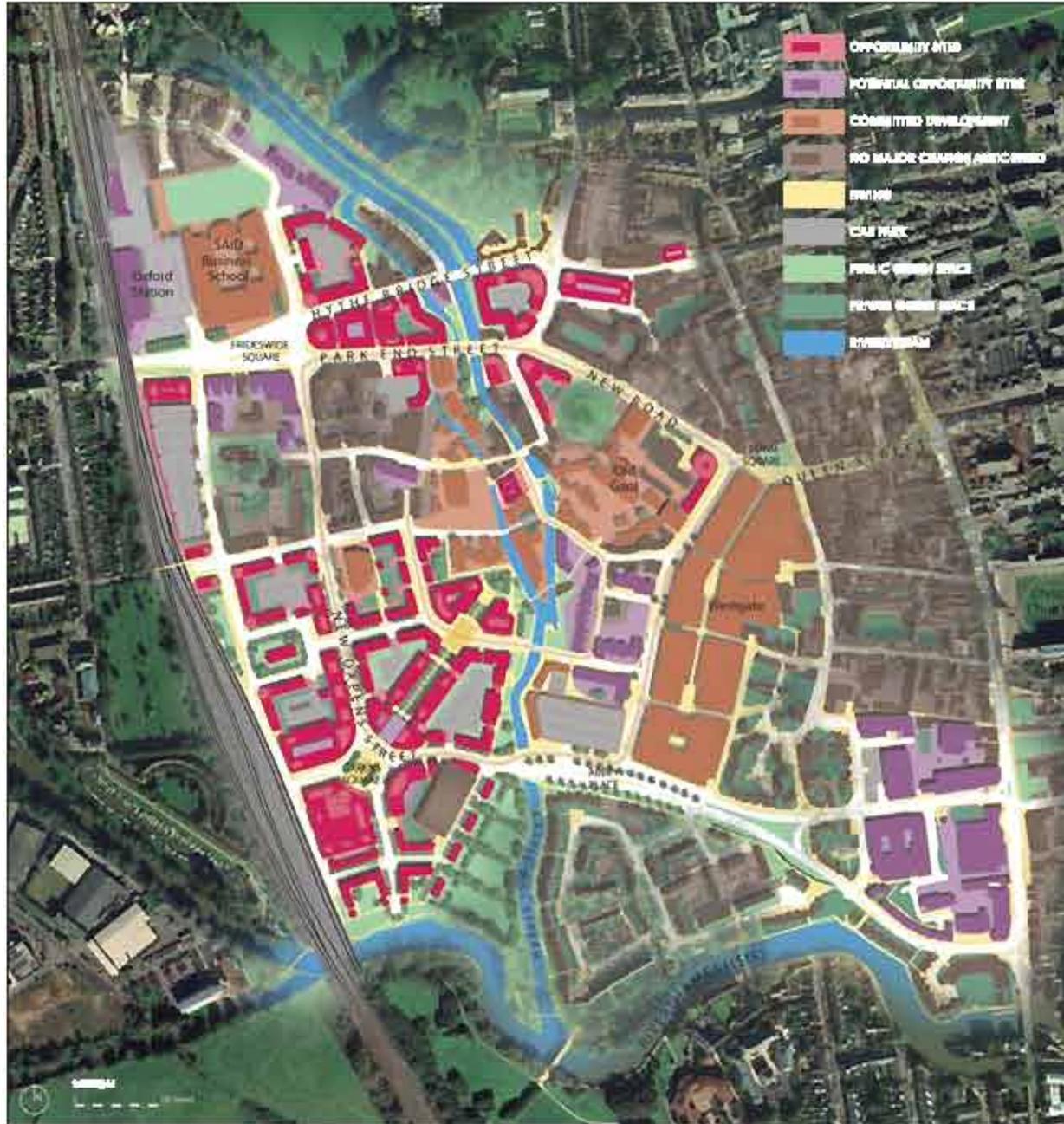
Context



Landscape and Open Space

Group B (yellow)
Case Study; Oxford West End Area Development Strategy

OXFORD WEST END



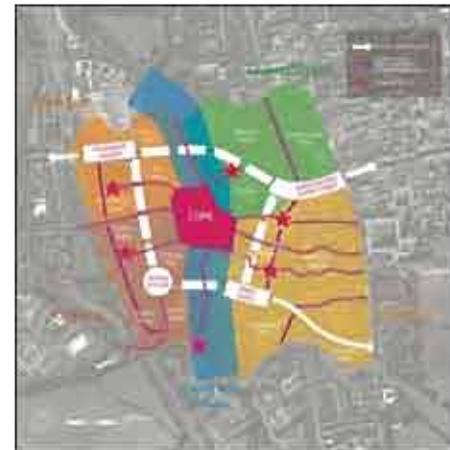
Land uses and structure



Location



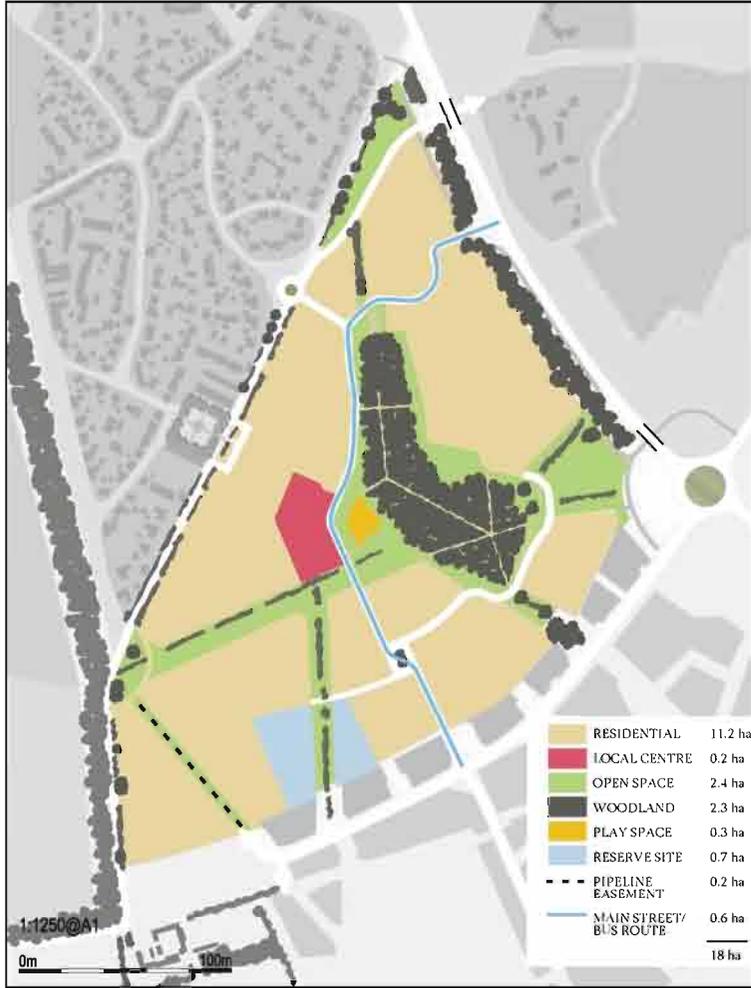
Context



Movement and Connections

Group C (green)
Case Study; Land North of Gavray Drive, Bicester

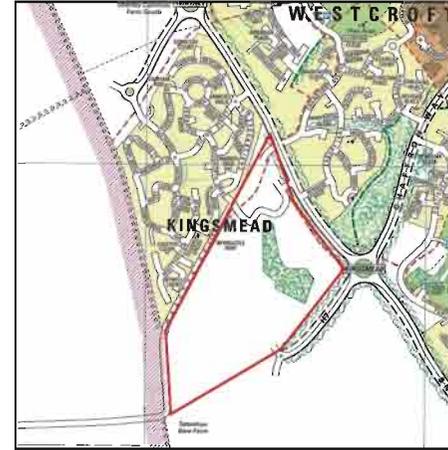
Group D (blue)
Case Study; Kingsmead South



Land Use



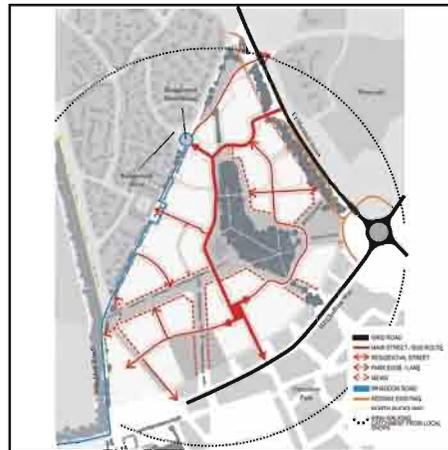
Location



Context



Landscape and Open Space



Streets and Movement



Design Concept

Appendix 4 - Notes from Case Study Analysis Exercise

LONGSTANTON/NORTHSTONE

ACTIVE DESIGN

A. TRAVEL LINKS

- AC1 - 6 LINK IN TO PPG 13
(SUST. TPT)
- AC6 - WILL THIS HELP PLANNERS
PRIORITISE SUST. TPT

B. QUALITY - AM 2

- LINK TO GUIDANCE
CABE / CABE SPACE
- SAFETY ISSUES

C. ACCESSIBILITY / DISTANCE TO LEISURE / RECREATION FACIL. PPG 17

D. CONSULTATION → COMMUNITY → LDF AW 8

NORTHS TOWE - A.M.

~~WAGSTATION~~

- Explicit point in checklist needed on signage
- Public consultation on design should be in checklist
- Opportunity to link checklist to planning, transport, health, environment policies/standards to increase weight of document in practice
 - e.g BS Standards for street lighting
 - Government guidance on public consultation
 - PPS17 guidance on accessibility
- Implementation of checklist needs to be monitored + evaluated over a period of time to get evidence of its benefits

GROUP : YELLOW

OXFORD WEST END AREA DEVELOPMENT FRAMEWORK

- ① CHOICE + PERMEABILITY
- ② ATTRACTIVE ROUTES (EXCLUSIVE?
ACCESS FOR
public transport
human scale)
- ③ RE-AFFIRMING IMPORTANCE OF QUALITY
- ④ TRUE MIXED USE 
- ⑤ SCHOOLS / FAMILY / MIXED DEMOGRAPHIC
- ⑥ CONNECTED OUTSIDE RED LINE /
MASTERPLAN
- ⑦ MAINTENANCE + LONG TERM VISION
- ⑧ SORT OUT HIGHWAYS / SECURED
BY DESIGN ETC
- ⑨ COLLABORATIVE WORKING

SAVRAY DRIVE

- Guidelines need to be more explicit in what is req. on site
- Site clearly ex employment
- Centre of gravity via f/p link
- Needs to be porous (active travel) esp. to rural areas
- Bridle ways used as cycle routes
- Accessibility of school limited.
- Lack of sports provision
- Active travel should follow road.
- Use of s106 to secure improvements

- Checklist as scoring system
- Density as means to encourage active travel
- Station minutes /
- Use checklist as tool in public consultation
- Journey times as important as distance
- relationship with secure by design

KINGSMEAD, MILTON KEYNES

EASY TO USE + UNDERSTAND?

- DESIGN PROCESS - OBJECTIVES + PRINCIPLES

- TRANSPORT CHOICES
- MANAGE^M + MAINTENANCE

- CONTEXT - HOW DOES IT RELATE TO SURROUNDINGS
- INITIAL DESIGN PROCESS IS KEY
- CROSS REFERENCING IS VERY IMPORTANT
- ADVOCACY TOOL.
- DOCUMENT AS IT STANDS A QUITE COMPLEX.

GUIDANCE COULD BE USEFUL HERE

BUT

IS IT FULLY COMPREHENSIVE?

- BETTER EVIDENCE BASE
- HARD EVIDENCE - DOES IT WORK ONCE BUILT?
- LITERATURE REVIEW + ONGOING MONITORING & RESEARCH PROGRAMME - SPORT ENGLAND TO LEAD?

EMPIRICAL EVIDENCE TO REDUCE CAR JOURNIES.

KINGSMEAD CHANGES / REFINEMENTS

- BADGING TO ENSURE IT'S 'SPORT ENGLAND' +'
- MARKETING TO THE COMMUNITY - MORE 'ACTIVE' LESS FOCUS ON 'SPORT' - BRINGING ALL STRANDS OF ACTIVITY TOGETHER
- CLEAR INFORMATION THAT IS ACCESSIBLE
- PUSH TO LEISURE / HEALTH / TRANSPORT / DEVELOPMENT INSTITUTES & ORGANISATIONS.
- BUSINESS COMMUNITY
- CASE STUDIES - HOW DO YOU ACHIEVE THE AIMS OF THE CHECKLIST.
- DELIVERY, IMPLEMENTATION & ENGAGEMENT WITH COMMUNITIES & THOSE WHO HAVE TO MANAGE THEM IN THE FUTURE.
- SENSITIVE TO THE NEEDS OF CAR USERS - INCENTIVES + STICKS.
- COLLAPSE DOWN + EDIT.

GET ORGANISATIONS TO 'SIGN-UP' TO THE GUIDELINES.

A MARKETING TOOL a "stamp of approval" NOT JUST THE 'DEVELOPMENT' BUT THE STRATEGIC LOCATION

- SPORT ENGLAND "STAMP OF APPROVAL"

- TARGET TO POLICY MAKERS

Appendix 5 - Notes from Case Study Design Exercise

CHECKLIST

- CHECKLIST PROVIDED A FOCUS
- A BETTER 'REVIEW' TOOL THAN
* DETAIL DESIGN TOOL.
- PRINCIPLES + 'ACTIVE DESIGN MESSAGE' WERE IMPORTANT
- THERE ARE MACRO DESIGN POINTS & MICRO MANAGEMENT & DETAILING POINTS - CHECKLIST CAN BE USED IN BOTH WAYS. IMPORTANT TO ACKNOWLEDGE THIS IN THE DOCUMENT.
- broad set of active design themes + principles to get the design process started, as this is then supported by the checklist once the initial design process is underway to bring you back + ground the process and remember what you're doing it.

ASSUMPTIONS

- ACCESS AVAILABLE TO STATION
- FOOTBALL GROUND IS A PUBLIC FACILITY.
- SCHOOL SERVES DEVELOPMENT ONLY.
- RETAIN FARM BUILDINGS

LOVES FARM

PRINCIPLES (MASTERPLAN LAYOUT)

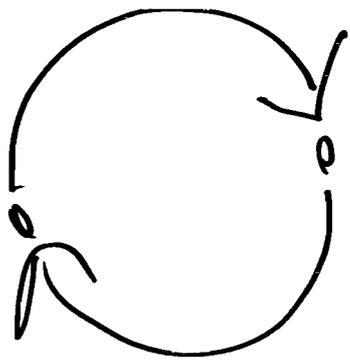
- PRIORITISED PEDS + CYCLISTS + GOOD BY LIMITING THRU' VEHICULAR ROUTES
- GOOD CONNECTIONS BACK TO EXISTING COMMUNITY. - BUS GATE POTENTIAL?
- CO-LOCATED EMPLOYMENT, LOCAL CENTRE, SCHOOL + HIGHER DENSITY NEXT TO STATION + GATEWAY SITES
- RE-INFORCED FOOTPATH CONNECTIONS
- DISPERSED FORMAL / INFORMAL SPORTS + RECREATION PROVISION AROUND THE SITE
- RETAINED + ENHANCED G.I. AS PART OF A.T.R.
- RETAINED FARM AS A 'CENTRALLY' LOCATED COMMUNITY FACILITY.
- VARIETY OF EXPERIENCES ALONG THE A.T.R.

GROUP : YELLOW

P.M. DESIGN WORKSHOP

MICRO/MACRO SCALE
ISSUES

REFLECTIVE PRACTICE
TOOL



GATEWAYS'

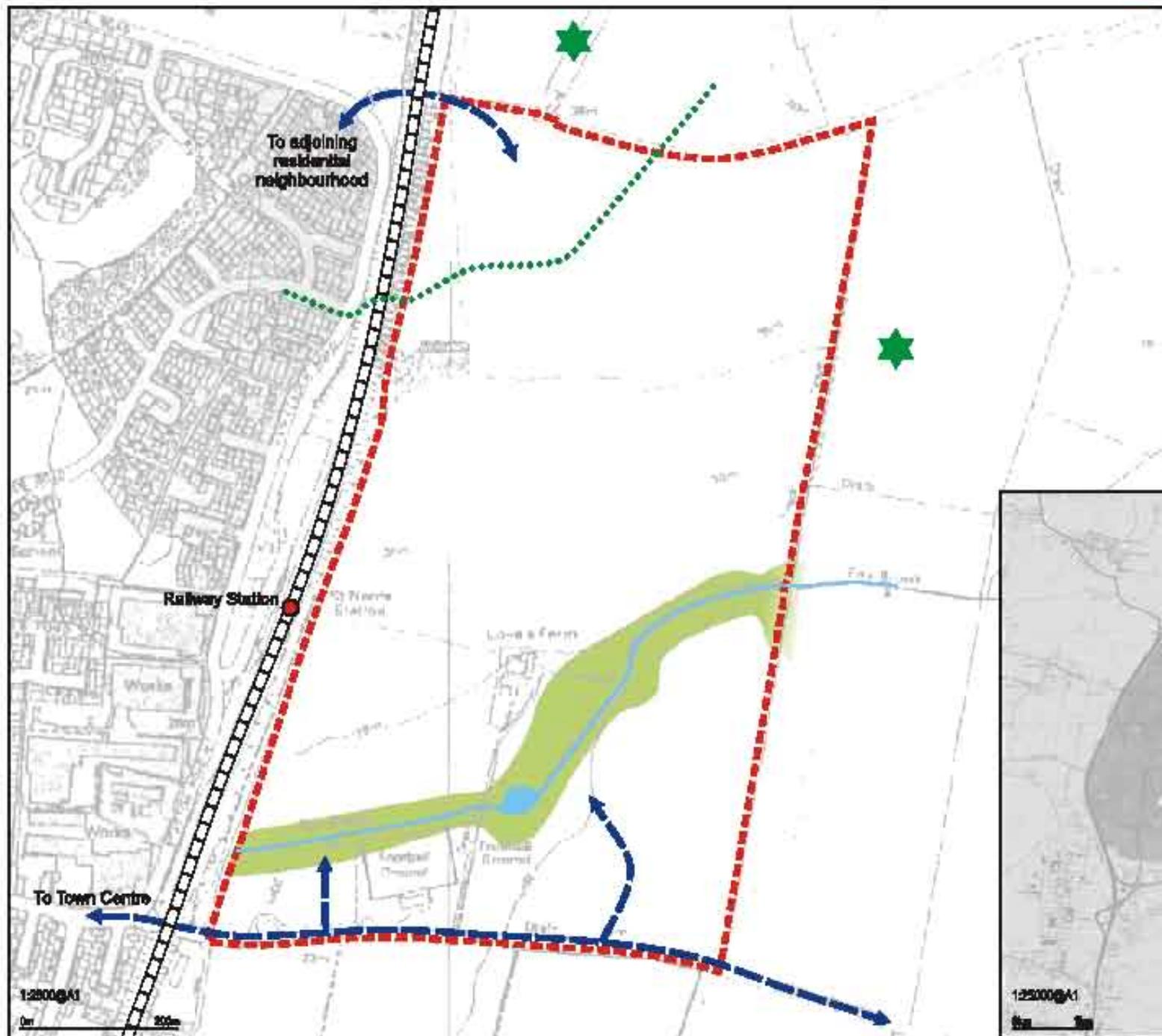
AC 11 - Colocation of
Sports Facility

~~AM8~~ - Floodlighting

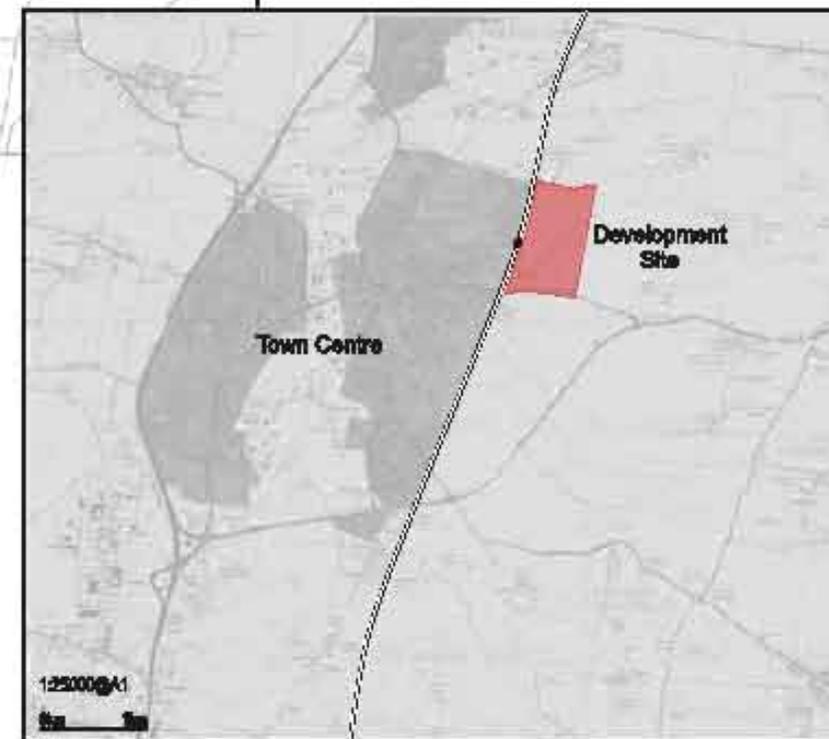
Checklist was used as
a healthcheck once
design was done

4th (A) Appraisal

Appendix 6 – Parameters plan and Concept Master Plans



- Site boundary
- Rail line and station
- Key road links and access points
- Watercourse and river valley
- ★ Open countryside; area of best landscape
- ⋯ Footpath



Site location







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