

case study

Location: Chapelton, Stonehaven
Developer: Turnberry Consulting for Elsie Developments
Size: 57 hectares; 802 homes in phase 1
Type: Mixed Use Masterplan - 4,000 new homes plus employment provision
Stage: Detailed planning application for phase 1 approved by Aberdeenshire Council

This development complies with four of the five Designing Streets Policies:

- ✓ Street Design should consider place before movement.
- ✓ Street Design Guidance as set out in Designing Streets can be a material consideration in determining planning applications and appeals.
- ✓ Street Design should meet the six qualities of successful places, as set out in Designing Places.
- ✓ Street Design should be based on balanced decision-making and must adopt a multidisciplinary collaborative approach.
- ✗ Street Design should run planning permission and roads construction consent (RCC) processes in parallel.

Background

The Chapelton masterplan is based upon the historic towns of northeast Scotland, such as Montrose and St Andrews. There are seven pedestrian-scaled neighbourhoods designed to be inherently sustainable places to live and work. These include many types of traditional homes, all within walking distance of attractive parks and community facilities.

The site will accommodate up to 4,000 houses and a town centre, including a main high street and shops, offices, parks and schools. This network of streets and parks will follow the features of the site's landscape, incorporating

the contours of the land and existing trees and woodlands.

Aberdeenshire Council were involved in the design process from the outset. The client's development consultant, Turnberry Consulting, suggested using the processes described within Designing Streets which included a pilot Quality Audit, and the Local Authority were interested and forward-thinking.

An in-principle planning application for 4045 new homes and associated facilities and a detailed planning application for the first phase of development have been obtained, and the

developers are now going for Roads Construction Consent.

The first phase comprises 802 new homes together with associated retail and commercial development, community facilities, services and infrastructure. No surface water treatment (such as swales) is provided in urban streets – run-off is piped to ponds instead.

Three house builders have been appointed with a site start planned for September 2013. The tender process for the infrastructure works for the first phase of Chapelton is also now underway.



Site: Chapelton, Stonehaven

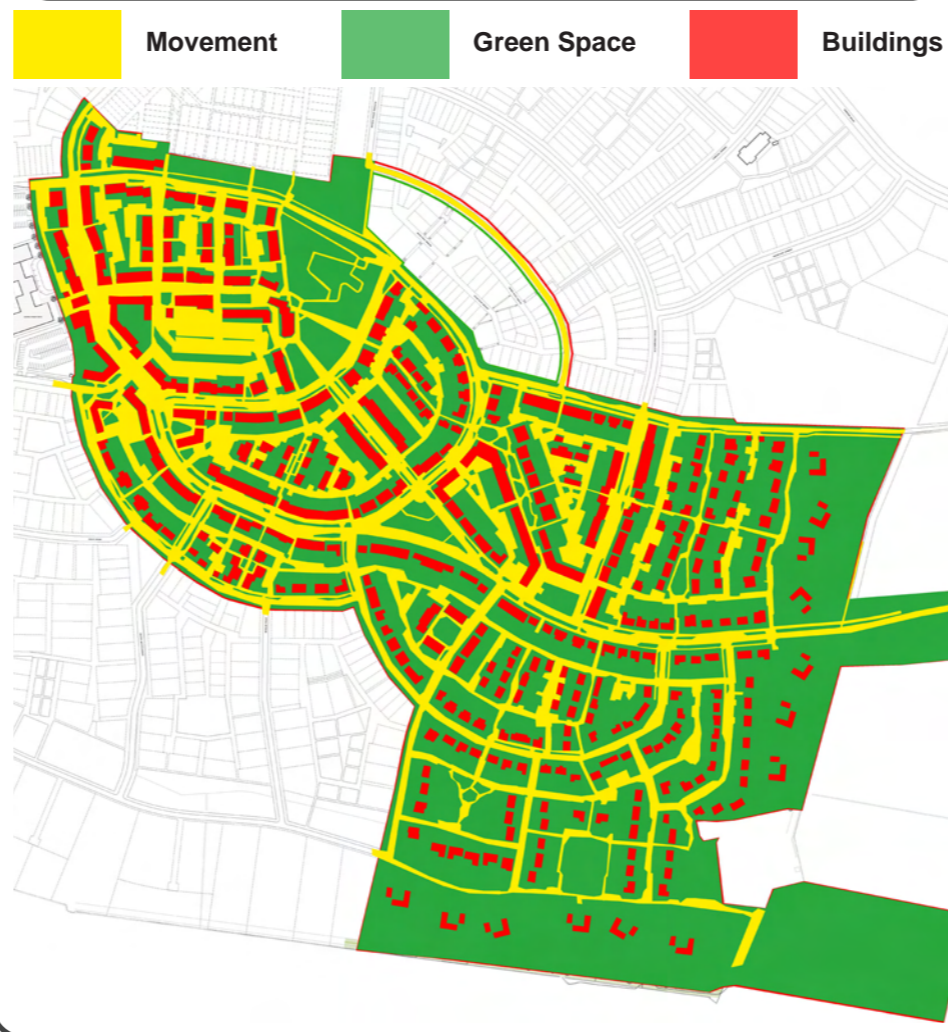
Developer: Elsick
 Size: 57ha; 802 homes in phase 1
 Type: New Residential
 Scale: Not to scale

The Masterplan is illustrated below, showing the context around the site.



Step 1: B-Plan the Masterplan

Produce a B-Plan to the same scale as the Masterplan. This uses colour coding to make analysis easier (illustrated on page 21 of Designing Streets). It highlights the relationships between the plan's elements of movement, buildings and green space.



Step 2: Movement Analysis

Extract the movement (yellow) layer from the B-Plan. This will consist of streets as well as paths, closes, pends, squares etc. Annotate to specific points or places on the plan where the street design can be assessed against the key considerations within Designing Streets.

- ② **Connections to wider networks** – new streets are connected to existing road network and historic towns.
- ③ **Connections within a place** - important buildings and social spaces serve as markers along main routes.
- ④ **Distinctive block structure** – Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.
- ⑤ **Walkable neighbourhood** – Four neighbourhoods proposed with amenities and a main high street to join communities.
- ⑥ **Public transport** – Bus stops allows easy local transport. Town centre offers main bus link.
- ⑦ **Achieving appropriate traffic speed** - road geometry and materials aid traffic calming.
- ⑧ **Junctions designed for pedestrians first** - Road junctions and pleasant pathways used to situate community meeting facilities for people to take ownership of their streets.
- ⑨ **Streets for people** – Roads accommodate all users, streets provide a pleasant and visually interesting experience for pedestrians and cyclists.
- ① **Pedestrians and cyclists** good pedestrian connectivity along safe and pleasant streets throughout site.

Streets for People - Variety of streetscapes and social spaces for the community



Street Tool

Assessing the development against Designing Streets Policy

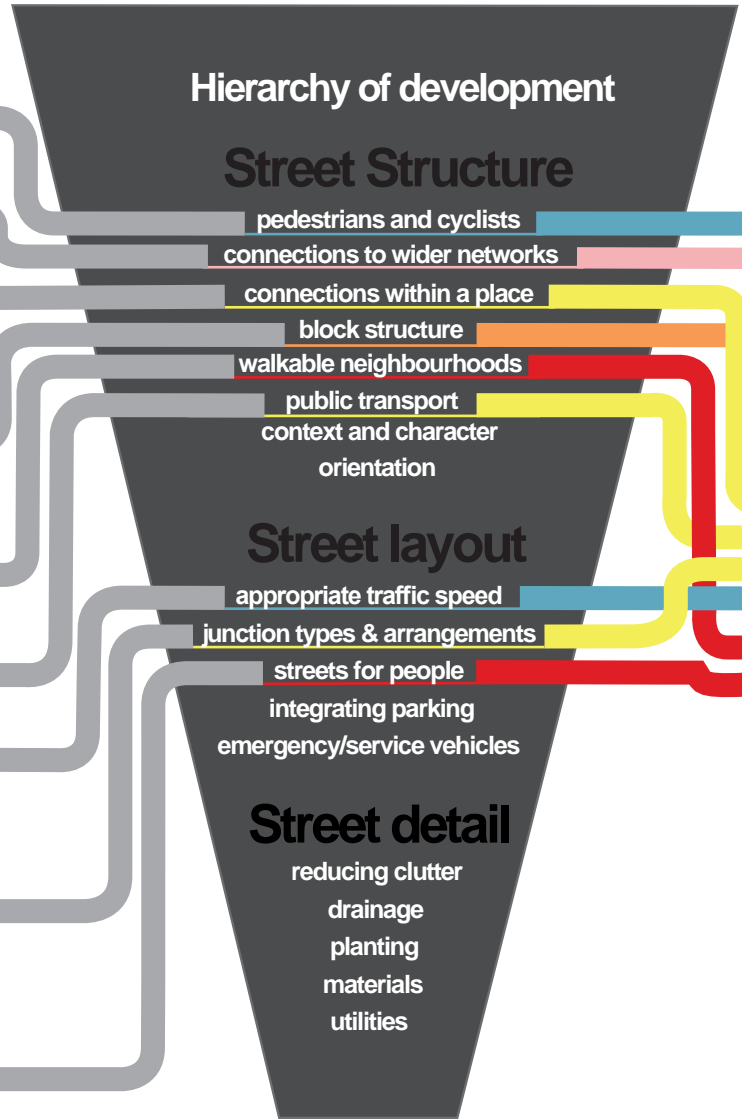
List Issues from B Plan

Match against Designing Streets Hierarchy

Match against 6 qualities of successful places

Check against Designing Streets Policy

- 1 **Pedestrians and cyclists**
good pedestrian connectivity along safe and pleasant streets throughout site.
- 2 **Connections to wider networks**
- new streets are connected to existing road network and historic towns.
- 3 **Connections within a place**
- important buildings serve as markers along main routes.
- 4 **Distinctive block structure**
- Main high street connected to villages. Clear hierarchy with perimeter blocks surrounding social streets and greenspace.
- 5 **Walkable neighbourhood**
- Four neighbourhoods proposed with amenities and a main high street to join communities.
- 6 **Public transport** - Bus stops offer easy local transport.
- 7 **Achieving appropriate traffic speed** - Road geometry and materials aid traffic calming.
- 8 **Junctions designed for pedestrians first** - Road junctions and pleasant pathways used to situate community meeting facilities for people to take ownership of their streets.
- 9 **Streets for people** - roads accommodate all users while streets provide a pleasant and visually interesting experience for pedestrians and cyclists.



Qualities of successful places	ASSESS		
	yes	partially	no
distinctive	✓		
safe & pleasant	✓	✓	
easy to move around	✓	✓	✓
welcoming	✓	✓	
adaptable	✓		
resource efficient			

Designing Streets Policy	ASSESS		
	yes	partially	no
Street Design Guidance as set out in DS can be a material consideration in determining planning consents.	✓		
Street Design should run planning permission and roads construction consent (RCC) processes in parallel.			✓
Street Design should meet the six qualities of successful places.	✓		
Street Design should consider place before movement.	✓		
Street Design should be based on balanced decisions making and a must adopt a multidisciplinary collaborative approach.	✓		

Images

1	2	3
4	5	6

1. *Connections to wider context.*
2. *Street hierarchy.*
3. *Shared surface streets for pedestrians, cyclists and vehicles.*
4. *Town centre - community focal point and public transport link.*
5. *Permeable parking with shared surface.*
6. *Pleasant community garden spaces.*

