

POLICIES AND GUIDANCE

Manual for Streets (MfS) has been used in conjunction with TAN18 and Common Standards for Residential, Industrial and Commercial Estate Roads (CSR) to implement a more attractive and locally suited scheme.

Notes applicable to specific areas of the drawings have been used below, quoting sections from each of the above documents. Further notes which have been implemented within this drawing follow:

Manual for Streets

1.1.1 'There is a need to bring about a transformation in the quality of streets. This requires a fundamental culture change in the way streets are designed and adopted, including a more collaborative approach between the design professions and other stakeholders. People need to think creatively about their various roles in the process of delivering streets, breaking away from standardised, prescriptive, risk-averse methods to create high-quality places.'

1.1.2 'Streets make up the greater part of the public realm. Better-designed streets therefore contribute significantly to the quality of the built environment and play a key role in the creation of sustainable, inclusive, mixed communities consistent with the policy objectives of Planning Policy Statement 1: Delivering Sustainable Development (PPS1)1, Planning Policy Statement 3: Housing (PPS3)2 and Planning Policy Wales (PPW).'

1.1.4 'Streets should not be designed just to accommodate the movement of motor vehicles. It is important that designers place a high priority on meeting the needs of pedestrians, cyclists and public transport users, so that growth in these modes of travel is encouraged.'

2.3.4 'A sense of place encompasses a number of aspects, most notably the streets:
 • local distinctiveness;
 • visual quality; and
 • propensity to encourage social activity'

4.3.1 'Good design is a key element in achieving the Government's aim to create thriving, vibrant, sustainable communities. Sustainable communities meet the diverse needs of existing and future residents, are sensitive to their environment by minimising their effect on climate change, and contribute to a high quality of life. They are safe and inclusive, well planned and promote social inclusion, offering equality of opportunity and good services for all.'

5.2.1 'Good design plays a vital role in securing places that are socially, economically and environmentally sustainable (see 'Gateshead case study box'). Planning Policy Statement 1: Delivering Sustainable Development (PPS1)1 emphasises this. It states that 'good design ensures attractive, usable, durable and adaptable places and is a key element in achieving sustainable development. Good design is indivisible from good planning and should contribute positively to making places better for people (Wales: refer to Planning Policy Wales, 2 Section 2.9, and Technical Advice Note (TAN) 12).'

5.2.2 'This message is also reinforced by Planning Policy Statement 3: Housing (PPS3)4 which states that 'good design is fundamental to the development of high-quality new housing, which contributes to the creation of sustainable, mixed communities'. (Wales: refer to Ministerial Interim Planning Policy Statement 01/2006: Housing5).'

5.2.3 'There is growing evidence of the benefits of a public space, development or building that improves people's sense of well being, although these benefits can often be difficult to quantify. However, evidence is also growing of the economic, social and environmental benefits of good urban design. Good design should not be considered as an optional or additional expense—design costs are only a small percentage of construction costs, but it is through the design process that the largest impact can be made on the quality, efficiency and overall sustainability of buildings, and on the long-term costs of maintenance and management.'

5.2.4 'CABE has collated a supporting evidence base,6 which includes the following:
 • compact neighbourhoods that integrate parking and transport infrastructure, encourage walking and cycling, and so reduce fuel consumption;
 • properties adjacent to a good-quality park have a 5–7% price premium compared with identical properties in the same area but that are away from the park; and
 • the benefits of better-designed commercial developments include higher rent levels, lower maintenance costs, enhanced regeneration and increased public support for the development.'

TAN 18

3.4 'Settlement policies and residential allocations in development plans should therefore:
 • promote housing development at locations with good access by walking and cycling to primary and secondary schools and public transport stops, and by all modes to employment, further and higher education, services, shopping and leisure, or where such access will be provided as part of the scheme or is a firm proposal in the RTP;
 • ensure that significant new housing schemes contain ancillary uses including local shops, and services and, where appropriate, local employment;
 • include policies and standards on density, and parking to achieve higher residential densities in places with good public transport accessibility and capacity;
 • encourage residential layouts that incorporate traffic management proposals such as home zones, calming measures and 20 mph zones and where appropriate, layouts that allow public transport to pass through easily; and
 • require layouts and densities, which maximise the opportunity for residents to walk and cycle to local facilities and public transport stops.'

VEHICLE TRACKING

Vehicle tracking for turning heads for emergency and service vehicles to be undertaken as part of a reserved matters application which is to be submitted following the approval of the outline application to which this drawing is appended.

This drawing is COPYRIGHT. It must not be reproduced or disclosed to third parties without our prior permission. Do not leave this drawing, or, interrogate and use electronic information.
 Any discrepancies should be reported immediately.
 Any surveyed information incorporated within this drawing cannot be guaranteed as accurate unless confirmed by a fixed dimension. All dimensions are in millimetres unless noted otherwise.

MfS 2.15 PRIVATE SHARED ACCESS

'Up to five dwellings may be developed off a private shared access.'

MfS 3.6 PRIVATE SHARED ACCESS

Private shared driveways should be a minimum of 4.5 metres wide to enable two vehicles to pass'.
 Private shared access to be surfaced with gravel.

MfS 4.1.2 RESIDENTIAL STREETS

'Where a road only has single sided development, a continuous 2m wide footway on both sides of the carriageway may not be required but at least one must be provided.'

Pedestrian access will not be restricted by the configuration of the proposed layout. Turning head will still meet requirements.

MfS 4.1.7v THROTTLES

'Throttles/narrowing to provide priority, with a minimum width of 3.8m.'

Throttles to feature planting and shrubbery to provide greenery within the developed areas of the site.

CSR 4.4.6 VISITOR PARKING SPACES

'The requirement for visitor parking must also be considered particularly where the absence of such provision would result in parking within turning heads of the access road'

MfS 2.9 SINGLE-WAY TRAFFIC FLOW

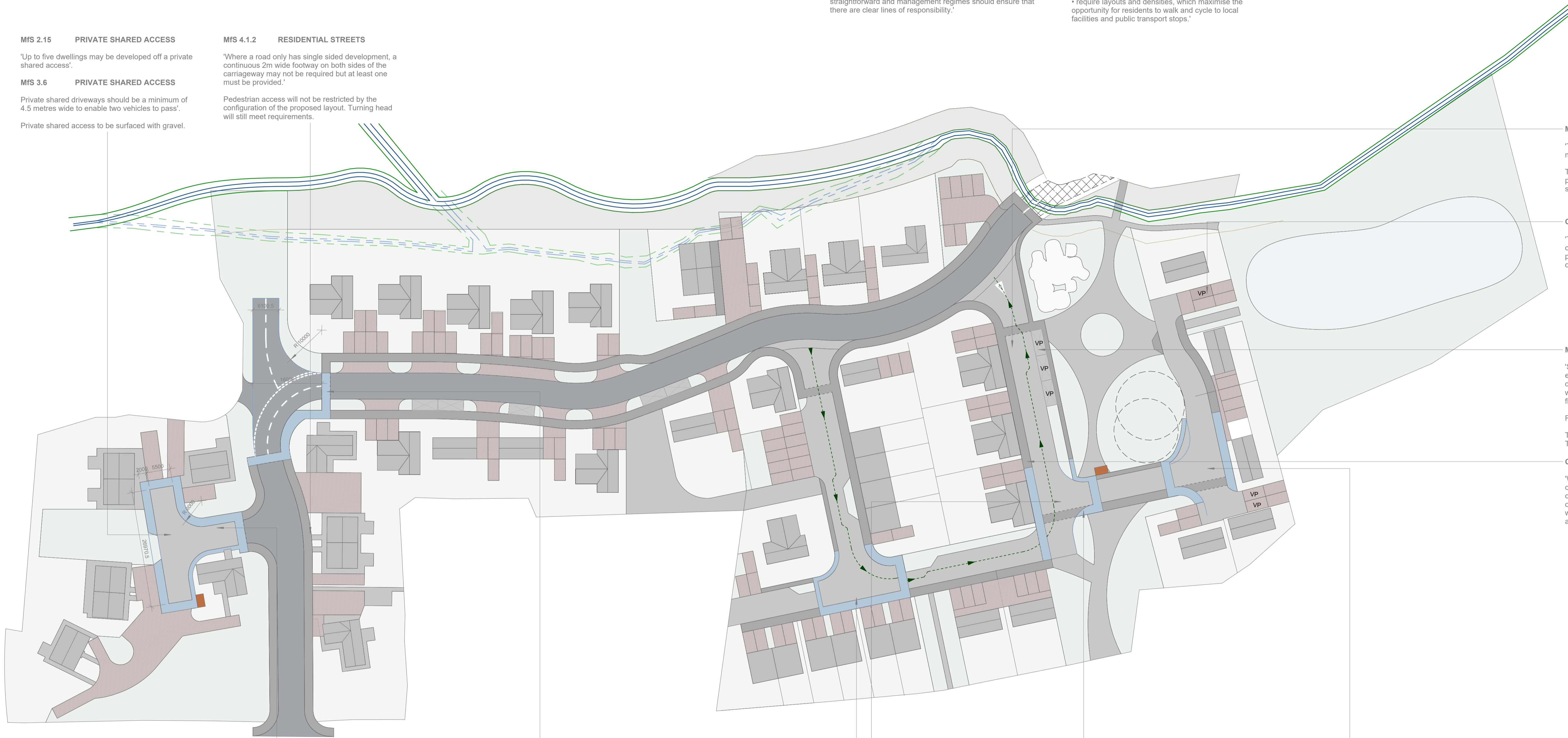
'Single-way priority working may be considered on estate roads with low traffic flows and over short distances.' 'A road accessing up to 50 dwellings would usually be considered to have low traffic flows.'

Route of traffic flow denoted by:

Total distance of single-way priority - 170 metres
 Total no. dwellings accessed via road - 17

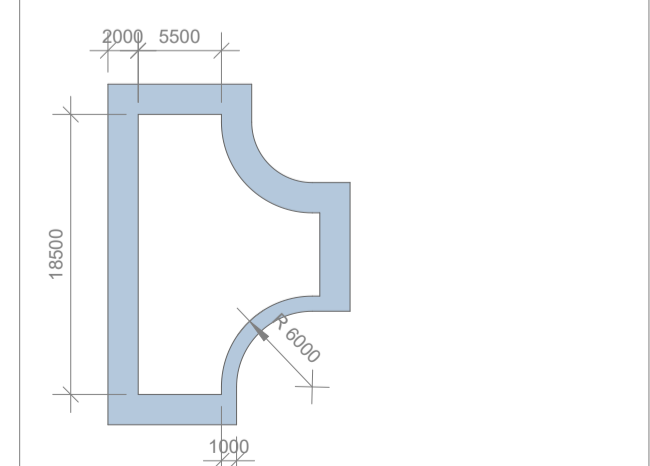
CSR 4.2.10 ONE-SIDED DEVELOPMENT

'Where development is proposed on one side of the carriageway only the use of Mews Court construction, consisting of a 2m wide footway along one side of the road, a 5.5m carriageway and 1m wide margin strip with block paving surfaces may be appropriate'



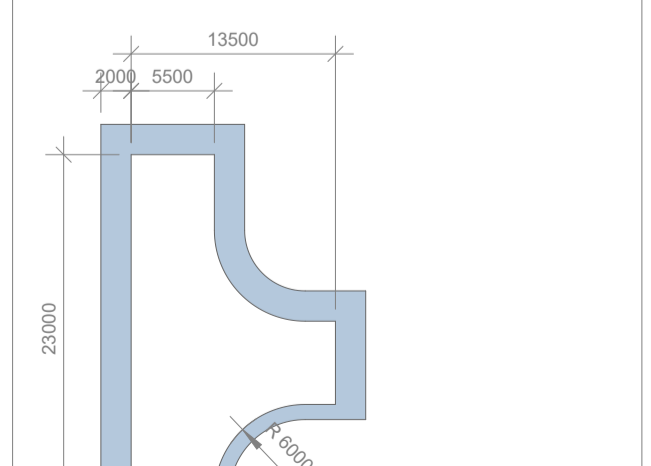
Highways Plan
 1 : 500

TURNING HEAD 1
 Turning Head has been adjusted to suit the proposed landscaping and layout in accordance with Manual for Streets. 7.10 Turning Areas 'The turning space provided should relate to its environment, not specifically to vehicle movement'. Turning head to meet the dimensions and radii of the below:



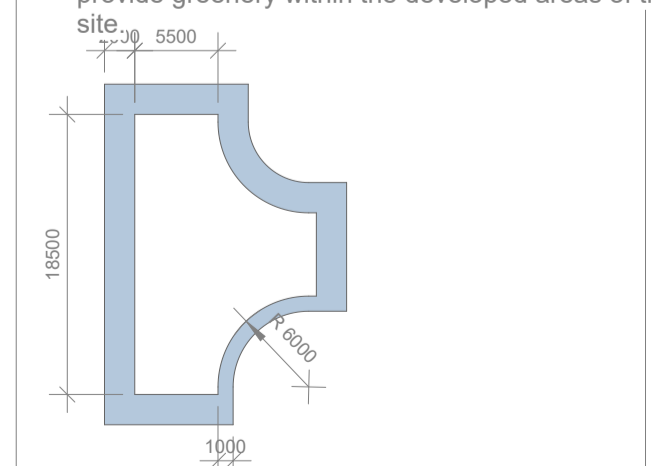
Area to edges of turning head to feature signage and road markings to discourage parking.

TURNING HEAD 2
 Turning Head has been adjusted to suit the proposed landscaping and layout in accordance with Manual for Streets. 7.10 Turning Areas 'The turning space provided should relate to its environment, not specifically to vehicle movement'. Turning head to meet the dimensions and radii of the below:



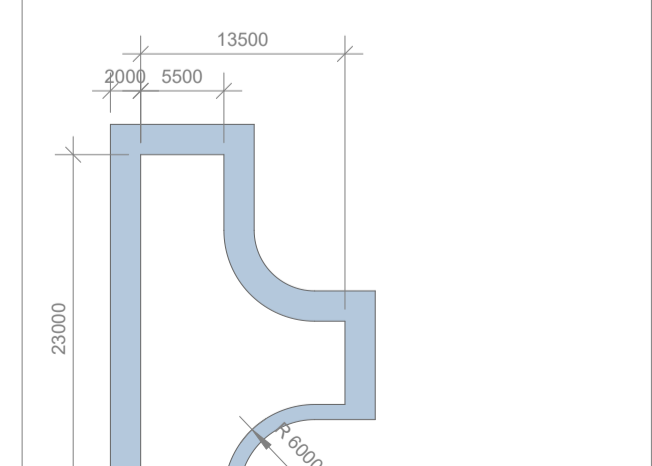
Area to edges of turning head to feature signage and road markings to discourage parking.

TURNING HEAD 3
 Turning Head has been adjusted to suit the proposed landscaping and layout in accordance with Manual for Streets. 7.10 Turning Areas 'The turning space provided should relate to its environment, not specifically to vehicle movement'. Turning head to meet the dimensions and radii of the below:



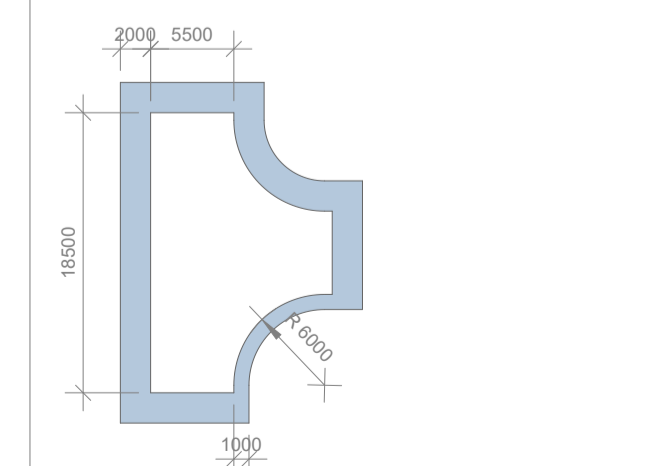
Area to edges of turning head to feature signage and road markings to discourage parking.

TURNING HEAD 4
 Turning Head has been adjusted to suit the proposed landscaping and layout in accordance with Manual for Streets. 7.10 Turning Areas 'The turning space provided should relate to its environment, not specifically to vehicle movement'. Turning head to meet the dimensions and radii of the below:



Area to edges of turning head to feature signage and road markings to discourage parking.

TURNING HEAD 5
 Turning Head has been adjusted to suit the proposed landscaping and layout in accordance with Manual for Streets. 7.10 Turning Areas 'The turning space provided should relate to its environment, not specifically to vehicle movement'. Turning head to meet the dimensions and radii of the below:



Area to edges of turning head to feature signage and road markings to discourage parking.

Application Site Boundary
 Land under ownership of applicant



Project :- Proposed Residential Development adj. Forden Road, Montgomery, SY15 6QX			
Drawing Status :- Stage 3a		Drawing Title :- Highways Plan	
Scale :- 1 : 500	Date :- 14.08.24	Drawing No :- 2006.3a.1.103	Rev :- B
Drawn by :- KT	Checked :- OO		

B - KT - Revised Following LFS Landscape Design - 30.10.24
 A - KT - Revised Road Layout and Reposition of Unit - 25.09.24

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