
3 Workshop results

- 3.1 Two half day stakeholder workshops were held on 26 January 2017 to help develop the urban design principles to be applied to the Canal Quarter. Stakeholders included representatives from the following organisations.
- The Canal and River Trust
 - The Stratford Town Trust
 - The Stratford Society
 - Warwickshire County Council Highways
 - Stratford-on-Avon District Council
 - Stratford-upon-Avon Town Council
 - Neighbourhood Plan Steering Group
 - Stratford Vision
 - Stratforward
 - Orbit Housing Association,
- 3.2 The aim of the sessions was to evaluate the characteristics of the area and consider the design principles that could be applied to inform new development in the Canal Quarter. The summary aim was to select the combination of those principles that balances the aims of:
- creating a compelling and high quality new quarter to the town
 - maintaining the identity of the locality and town as a whole
 - producing forms of development that are attractive and marketable.
- 3.3 The programme for the sessions included presentations, exercises and discussion:
- Welcome and introduction by John Careford, Stratford-on-Avon District Council
 - Presentation of interim urban design analysis by Karl Kropf, Built Form Resource
 - Exercise 1: Values, aims and objectives
 - Coffee/Tea and discussion
 - Exercise 2: Identifying principles that create a vision
 - Summary and discussion
 - Conclude
- 3.4 The facilitated exercise sessions were prompted by key questions. The questions for the first exercise were:
- What do you value within the area?
 - What within the area prevents it from being a better place?
 - What within the area has the most potential to be improved?
 - What are the three most important things to protect?
 - What are the three most important things to change?
- 3.5 The questions for the second exercise were:
- Where should the public realm be (streets and open spaces)?
 - Where should there be 'fronts' and 'backs'?
 - How tall should buildings be?
 - Where should there be landmarks?
 - What should the character of places be?
 - What are the six most important principles?
- 3.6 Participants were provided with plans of the area and photographs and encouraged to write notes on sticky notes and on the plans. The comments are captured in the following pages.

Morning session

Stage 1

- Flexibility
- Parking
- Canal and tow path and canal frontage
- Green space tow path
- Value - trees
- Retain the canal and its natural habitat
- Protect: canal environment including tow path, vegetation, lock – but room for improvement / enhancement
- Valued: continued enhancement of canal tow path and make it attractive to pedestrians and cyclists
- Better access / Permeability
- Problem – ease of access – fencing along canal
- Accessibility - leavability
- Need to integrate with the Highway plans for north side of Stratford and the rest of the highways around town; fixed route of current railway line
- Town centre site foot and cycle access rather than car
- Traffic – Bham Rd – access pedestrians
- Improve / provide better pedestrian / cycle links and routes through the area and other parts of town
- Dominance of traffic and conflict with pedestrians at main crossing points / junctions
- Potential: Provide more linkages across the canal for pedestrians / cyclists to improve integration and movement
- Retain business – diversity of uses
- What do you value? Employment close to the town centre
- Business park on the land further out to encourage use of canal towpath
- Travel to work patterns
- Creating sense of community ease of interaction
- Why do people want to go there? Attractors
- Parking!
- An experience! SuA more than just W.S. - Diversity
- Leisure and canal go together
- Introduce a 'Park Row & Ride' concept
- Canal: use of canal itself; centre for boats etc.; special community events; green space along canal and within the development area; biodiversity; lots of trees; railway line
- Potential: Experience of Birmingham Road as a pedestrian / cyclist and approach to town centre as a visitor
- Problem: character of adjacent sites
- Relationship with adjacent land – look beyond the 'grot'
- Clean Timothys Bridge Road bridge
- Potential: Appearance of road and rail bridges over canal as experienced from canal and tow path
- Change: improve appearance of various bridges – road, rail, canal
- Many existing uses turn their back on the canal and fencing (barriers) between them and canal

- Valued: view from railway / train/ which provides a different perspective of approach to the town
- Integration of canal – don't turn its back on canal
- Mix of designs
- Improved designs – identity – bricks lias stone
- Design in line with heritage
- Set a high bar for design

PROTECT

1. Canal environment (public access and vegetation)
2. Railway (crossing – station)
3. Diversity and mix (more than token employment)
4. Heights profile / townscape / design

CHANGE

1. Access to canal
2. Relocate inappropriate businesses / allow for growth
3. Quality / Feel / Ambiance - perception

Stage 2

- Improve: access, canal
- Design so cyclists don't have to stop at every road coming in from the left
- Safeguarded route pedestrian and cycle
- Public access both sides of canal
- Think of cyclists (shouldn't share with pedestrians)
- Widen tow path west of TBR bridge
- Tow path surfacing
- Parking residents / visitors
- Who will live here? Commuters?
- Local brick?
- Design and appearance – not Stratford
- Reflection of place can be activities, mix, innovation as opposed to materials.
- Higher density: east; lower density: west
- Mix of uses Bham Road – Railway
- Some businesses might want to pay more and relocate for a better environment

PRINCIPLES

1. Physical and visual access
2. Vibrant commercial / leisure on Bham Road end
3. Height / intensity varies from Bham Road (higher) to TBR (lower)

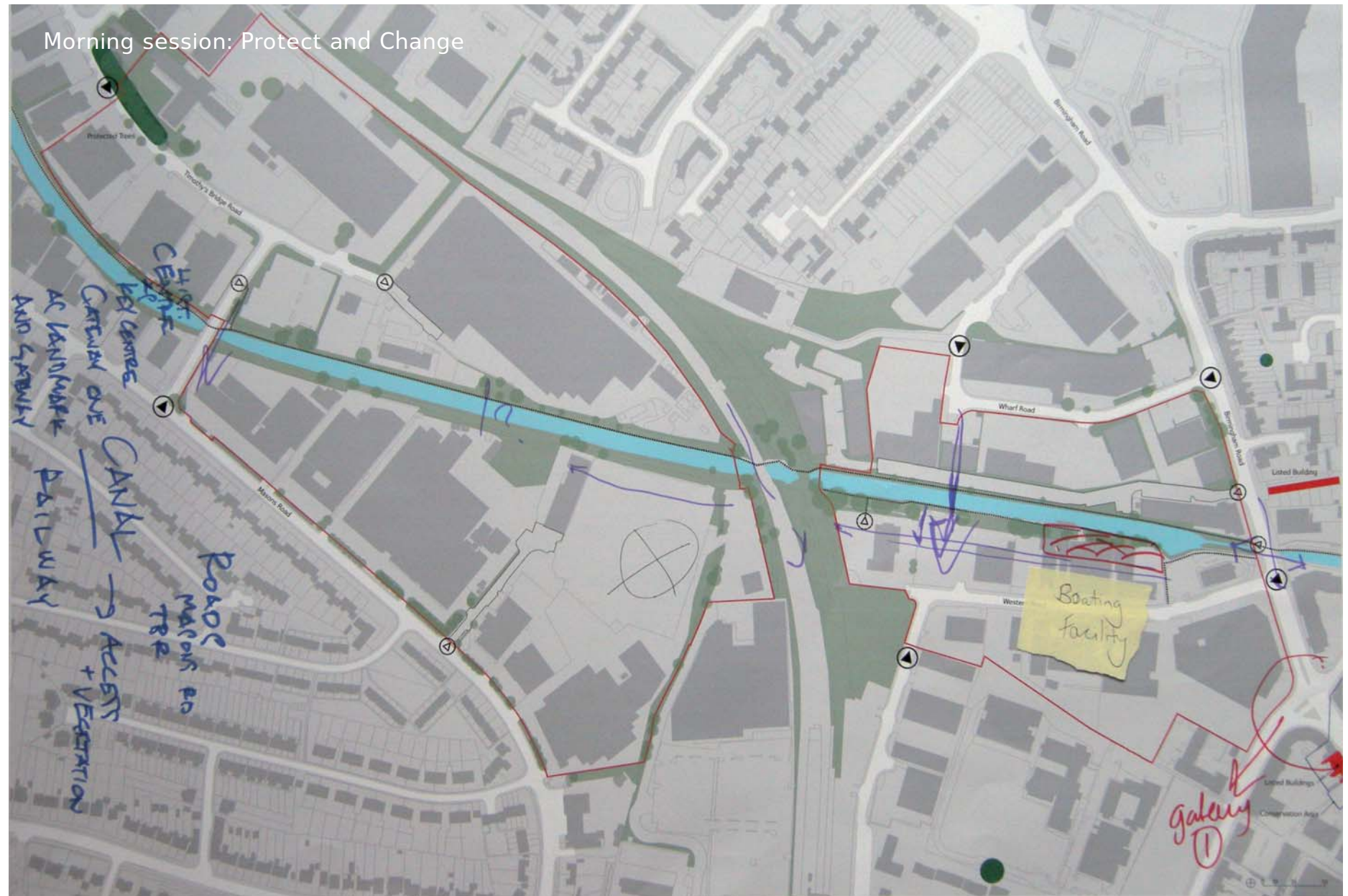


Figure 19 Morning session: Protect and Change

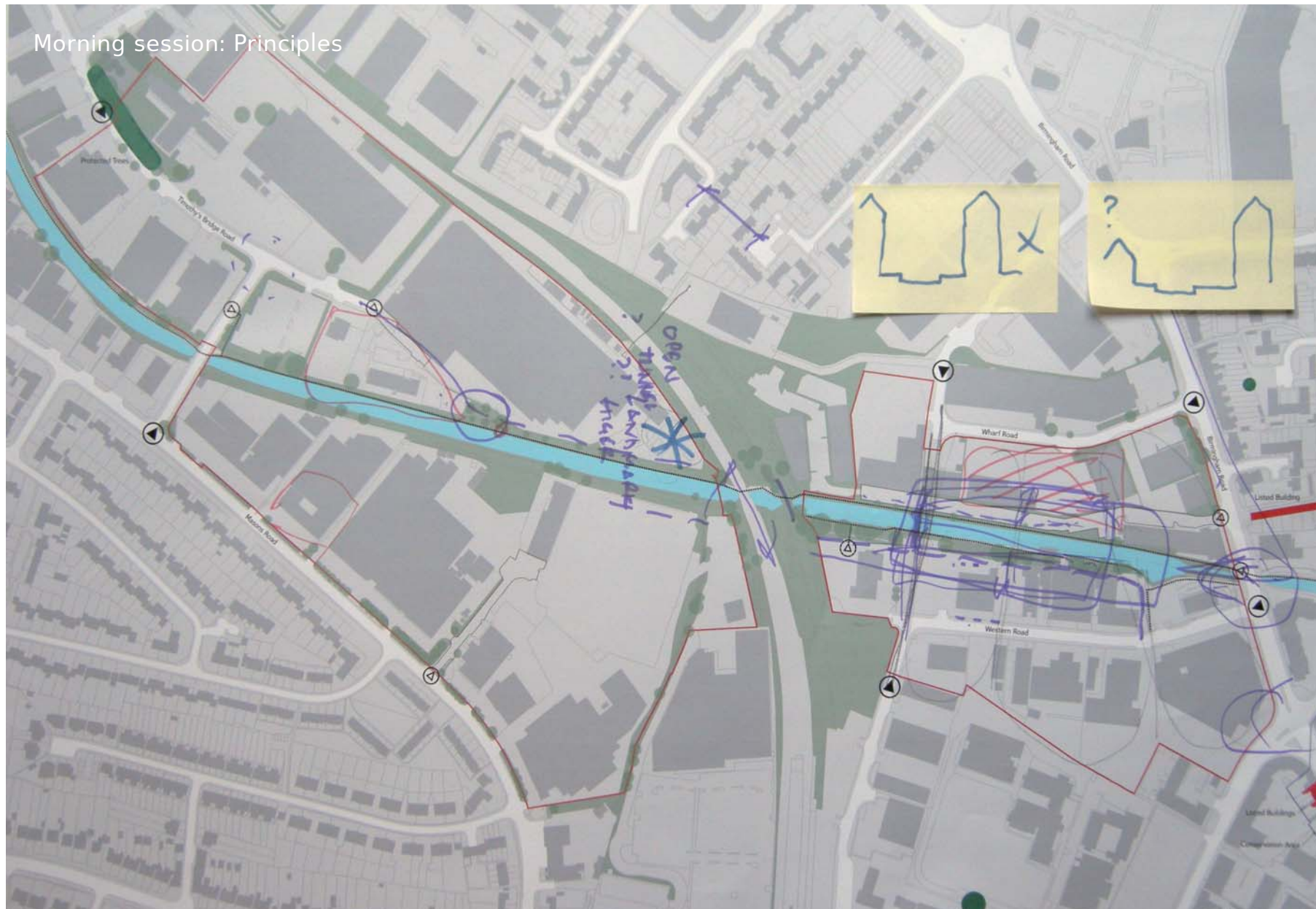


Figure 20 Morning session: Principles

Afternoon session

Stage 1

- Vitality!
- Night life!
- Problem - lack of road connections across canal
- Problem – paths too narrow
- Lack of accessibility
- Lack of access/nodes
- Lack of leisure space along canal
- Multiple access points to canal
- Canal access and green lung
- Type of green space
- What makes the Greenway successful?
- Where does the canal go? How do I get to it?
- Need to know (publicise) access points to canal
- Cross railway from SDC land next to RSC to Bham Rd
- All buildings should front the canal
- Tow path on one side lots of ecology on the other side – what is the value?
- Ecology/vegetation
- Retain canal ecology on south side

- Value in commerce, business, employment
- Industrial area with a canal running through it not vice versa
- Value of commerce in the CQ

- Canal under Bham Road: Indistinct 'node'
- Commercial/leisure uses at Bham Rd end
- Arden Street car park to take parking off CQ
- Arden Street parking of value

- Improvement to Masons Road frontage
- Relationship to open space at Bishopton (SUA.3)

Stage 2

- Not just a housing estate
- Link from Masons Road to Wharf Road
- Higher density at eastern/Bham Rd end
- 4 storey changing over the site tapering down to west
- Views from outside: Snitterfield etc.
- Open space on one side of canal
- The the size of the open space but the buildings that adjoin it
- Open space must have a purpose to it
- Cycle link off TBR to canal – fantastic opportunity

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- Biodiversity offsetting
 - Backs to maintain habitat – no public access
 - Is view/access essential to value e.g. ecology corridor?
-
- Bham Road leisure uses
 - Beer garden
 - Shift Western Road (south to make deeper plot along canal)
 - Commercial value of access to canal
 - Destination with parking
 - Keep parking on existing Premier in parking
 - Maybird -> Canal lock -> Gateway site

PROTECT

1. Canal corridor / vegetation / green space
2. Pedestrian / car access into town / connectivity (north-south / canal-centre)
3. Mix of use

CHANGE

1. Create more commercial / leisure / night time activity on Bham Rd end
2. Improve accessibility / legibility / knowledge of access
3. Have a destination.

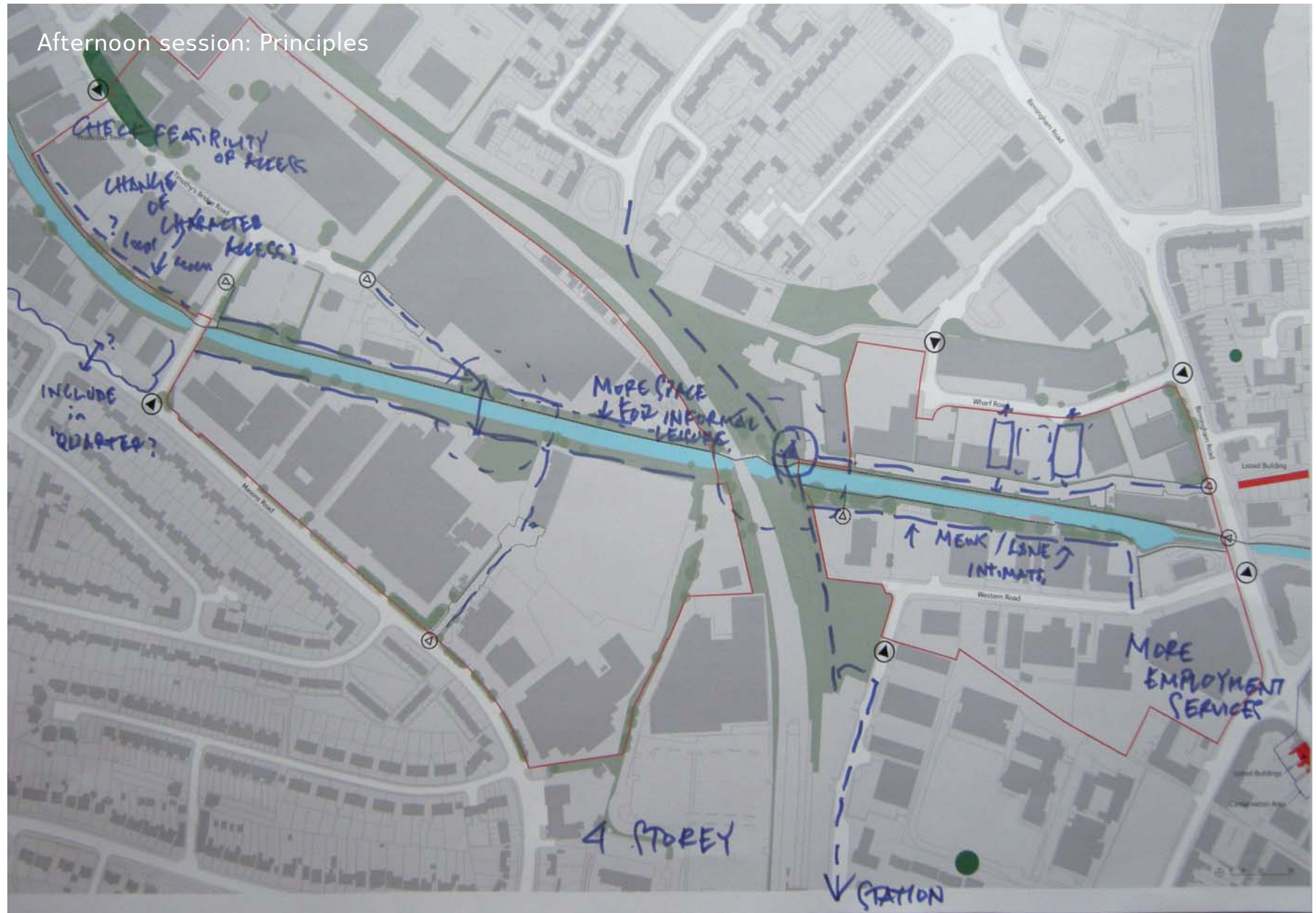


Figure 21 Afternoon session: Principles

4 Principles

- 4.1 As set out in the Introduction, the task of this section is to apply the principles of good urban design to the particular characteristics of the area in order to achieve the overall objectives for the Canal Quarter in Proposal SUA.1. That is, this section aims to bring together the objectives of the policy, the information from the analysis and urban design principles as identified in current guidance and good practice as well as articulated by stakeholders in the workshop sessions.
- 4.2 The analysis is set out in Section 2. Specific sources for urban design principles include, *By Design*, the *Urban Design Compendium* (1 and 2), *Responsive Environments* as well as *Neighbourhoods for Life* and *Inclusive Mobility*. Readers are referred to those documents for the more detailed rationale and arguments for the principles.
- 4.3 As summarised in the headings of *By Design*, the principles include:
- Character
 - Continuity and enclosure
 - Quality of the public realm
 - Ease of movement
 - Legibility
 - Adaptability
 - Diversity.
- 4.4 Further, more specific principles were articulated in the workshop sessions and are set out in Section 3.

General principles and objectives



- G.1 **The overarching design principle for the Canal Quarter is to create a vibrant, safe and satisfying environment for a wide range of users that can be sustained in the long term.**
- Combining the analysis, policy aims and ideas from the workshop sessions provides further broad objectives for redevelopment of the area.
- G.2 **Open up and make the canal the focus of a publicly accessible open space and central asset of the Quarter in order to make the most of the canal for public benefit.**
- G.3 **Create a vibrant mixed-use area with concentrations of commercial / retail on the eastern end and employment on the western end in order to integrate with and take advantage of the existing pattern of uses.**
- G.4 **Create quieter, residential streets in the intervening areas that take advantage of proximity to the canal, other areas of vegetation and existing residential streets.**
- G.5 **Integrate development within the Quarter with the wider area in terms of:**
- Land use – maintain continuity with adjacent areas and create clusters of uses
 - Access – use and extend the existing street network to open up land for development and create more links to the surroundings and within the area
 - Open space and vegetation – retain and enhance existing vegetation for habitat and in association with public open space

General urban design principles G and U



Figure 22 General urban design principles

- **Built form – maintain continuity of frontage orientation and height with surrounding areas and avoid abrupt or disproportionate variations**
- **Townscape – incorporate existing and create new features to act as memorable townscape elements and enhance the physical environment**

In order to:

- Maintain and reinforce the character and quality of the environment of the town of Stratford-upon-Avon and the Canal Quarter within it

G.6 Create patterns of development (streets, plots and buildings) that are specific to the place and the circumstances of each part of the area and retain selected features and alignments as traces of its history.

In order to:

- Maintain the identity and experiential richness of the area

4.5 These general principles provide the basis and structure for the more detailed urban design principles set out in the following pages. The core urban design principles are illustrated and expressed graphically in the form of the plans and accompanying text. The text includes a succinct statement of the design principles and a rationale for applying them.

4.6 The principles are grouped around the following principal aspects and elements:

- Land use (U)
- Streets (S)
- Open spaces (O)

- Frontage orientation (F)
- Building height and density (B)
- Townscape (T)

Land use



U.1 Accommodate the uses set out in Proposal SUA.1: approximately 650 dwellings up to 2031 (approximately a further 360 dwellings after 2031) and 9,000 sqm of B1 employment space, including office and/or light industrial.

In order to:

Achieve the aims of the policy.

U.2 Allow for and actively encourage live/work accommodation, employment and commercial / retail throughout the Quarter, focused on or clustered around: landmark sites as identified in Figure 27, below; along Main streets and/or; along Side streets as identified in Figure 28, below.

U.3 Allow for and actively encourage ground floor commercial / leisure uses in particular on the eastern, Birmingham Road end of the area along the canal and Western Road. Also consider areas for leisure use parking.

U.4 Allow for and actively encourage employment uses in particular on the western, Timothys Bridge Road end of the area.

In order to:

- Encourage a vibrant, diverse neighbourhood
- Maintain continuity with surrounding mixed uses
- Reinforce the existing clusters of employment / commercial / retail uses
- Reinforce the corridor of commercial activity on the Birmingham Road
- Take advantage of the high levels of accessibility and movement (vehicular and pedestrian) along the Birmingham Road, Arden Street and Western Road
- Take advantage of the accessibility from the A46 and Parkway Station

U.5 Provide a framework of routes that creates relatively large areas (blocks) for development.

In order to:

- Facilitate change of use from employment/industrial to predominantly residential with some ground floor commercial / leisure as noted above
- Allow flexibility in the location of uses
- Allow flexibility in detailed layouts and subdivision of blocks with minor streets in order to respond to specific needs

U.6 Allow for flexibility in the specific position of some streets.

In order to:

- Allow flexibility in the timing of sites coming forward for development by allowing either separate or shared access from separate land holdings

Streets



S.1 Use existing access points and streets and follow existing alignments as the basic framework for access and movement.

In order to:

- Minimise costs by retaining and using existing structures and services
- Reinforce and enhance the identity and character of the place by maintaining traces of its previous state that add to a sense of time depth and experiential richness
- Maintain and reinforce community identity by maintaining continuity in the patterns of movement

S.2 Create new key public streets and footpaths / cycleways parallel to the canal and immediately abutting open spaces adjacent to the canal. The canal edge must be publicly accessible except where retained vegetation prevents it. Create new key public streets that connect existing public streets to the new routes along the canal. Key public streets are shown in Figure 24.

In order to:

- Transform the canal and canal sides into a public asset that is easily accessible
- Integrate the canal into the surroundings and town as a whole
- Enhance the value of adjacent land overlooking the canal
- Create a high quality waterside environment

S.3 Create new local public streets that extend into the site. The specific position may vary but must lie within the arrows shown in Figure 24. Further local streets may also be added.

In order to:

- Open up land for redevelopment
- Integrate the area into the surroundings and town as a whole
- Facilitate walking and cycling to reduce car journeys
- Allow for choice of route in and out of the area to distribute and reduce the potential impacts of traffic
- Maintain the identity and experiential richness of the area

S.4 The width of new key and local streets as indicated on the plans should allow for on-street parking on one or both sides as part of the mix of measures to satisfy the Council's parking standards included in the Development Requirements SPD.

In order to:

- Create a resilient street by allowing for flexible parking arrangements
- Contribute to safety and surveillance of the street by including more active use of the space
- Avoid footway parking and/or obstruction of the street

S.5 New key and local streets as indicated on the plans should have footways on both sides unless deemed unnecessary due to low predicted traffic levels.

In order to:

- Facilitate and encourage walking and cycling by providing a comfortable environment for pedestrians and cyclists
- Provide street spaces that are proportionate to building heights

Open spaces



O.1 Create publicly accessible open spaces as linear parks parallel to and abutting the canal except where retained vegetation prevents it.

In order to:

- Transform the canal and canal sides into a public asset that is easily accessible
- Provide informal open space for the use of residents in the local and wider area
- Enhance the value of adjacent land overlooking the canal
- Create a high quality waterside environment

O.2 Create a public park /open space on the high point north of the canal and immediately east of Timothys Bridge.

In order to:

- Provide informal open space for the use of residents in the local and wider area
- Take advantage of the high point for views over the town
- Reinforce the node at the crossing of the canal and give proportionate space for an adjacent landmark
- Enhance the value of adjacent land overlooking the space
- Provide a break from and contrast to surrounding development

Urban design principles S and O: Streets and open spaces

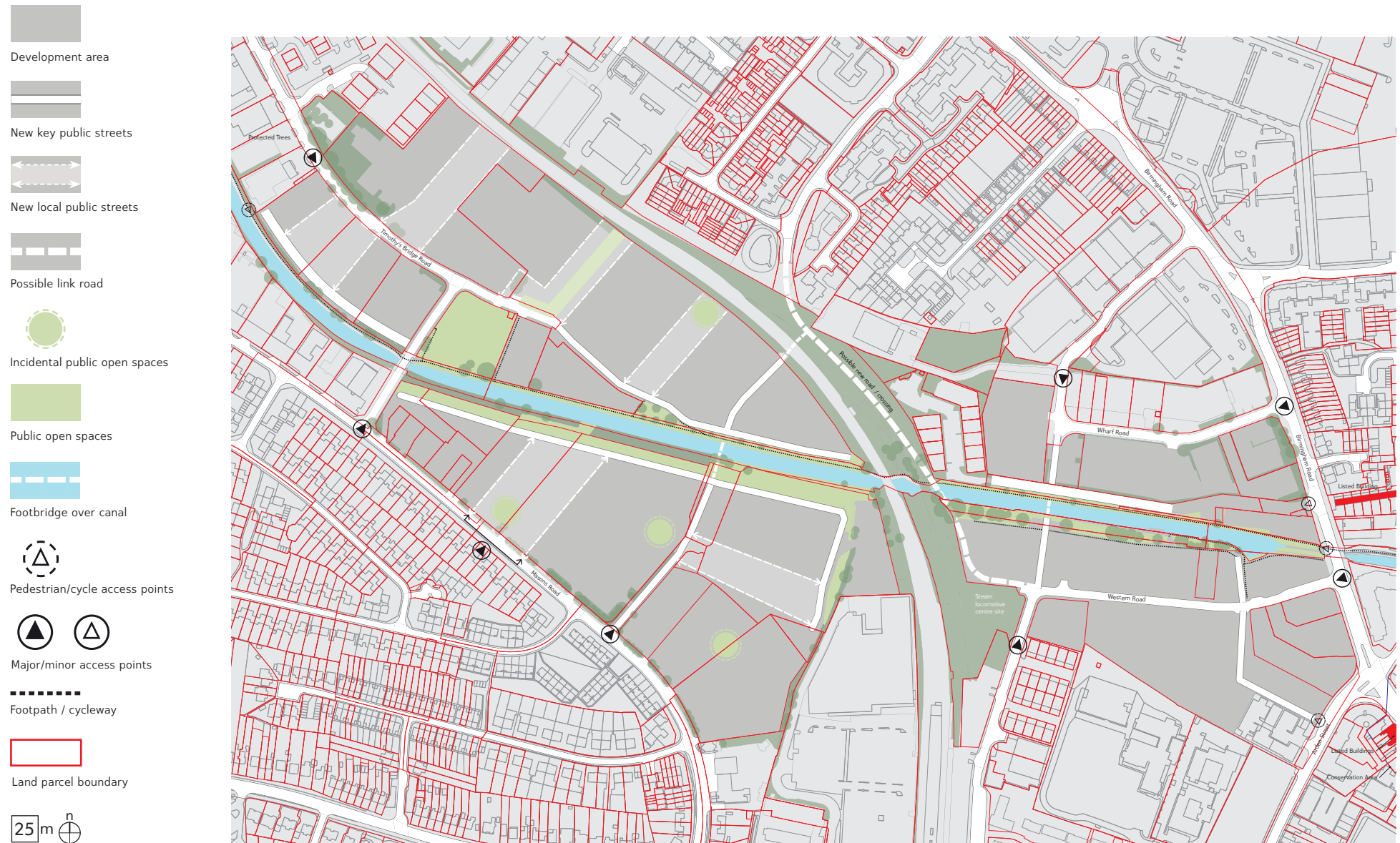


Figure 24 Urban design principles: Streets and open spaces showing land parcel boundaries

O.3 Maintain the setback of buildings from the southern edge of the canal as shown on the plans to create an open space of sufficient width and to ensure the open space receives sufficient sun throughout the year.

In order to:

- Create an outdoor environment that is attractive and comfortable to use all year round

O.4 Maintain and enhance the vegetation along the canal. In particular, retain the naturalised vegetation on the south side of the western section of the canal within the Quarter and allow only limited access to the canal edge in that location.

In order to:

- Maintain the habitat value of the canal
- Maintain the visual quality and identity of the canal

O.5 Create an open space and maintain and enhance vegetation along the watercourse running south from the canal to Masons Road along the eastern edge of the site.

In order to:

- Provide incidental open space for the use of residents in the local area
- Open up the watercourse for habitat benefit
- Enhance the value of adjacent land overlooking the space
- Provide a visual amenity and contrast to surrounding development

O.6 Create incidental public open spaces within development areas in the indicative locations shown in Figure 25. Specific locations are variable but all spaces must be adjacent to a well used route, well overlooked by adjacent development and receive as much sun as possible over the course of a day over most of the year.

In order to:

- Create visual interest by providing a local node or focal point
- Provide incidental open space for the use of residents in the local area
- Enhance the value of adjacent land overlooking the space
- Provide a visual amenity and contrast to surrounding development

Frontages



- F.1** Where the boundary of the area abuts an existing public highway and/or public open space, new development must be oriented so that buildings present an active, public front (i.e. with both entrances and windows) facing onto the public highway and/or open space.
- F.2** Where development abuts a new street, public open space and/or the canal as indicated in the plans (including variable location streets and any new streets created to sub-divide the blocks), the development must be oriented so that buildings present an active public front (i.e. including entrances and windows) facing onto the public highway and/or open space.

Urban design principles F: Frontages

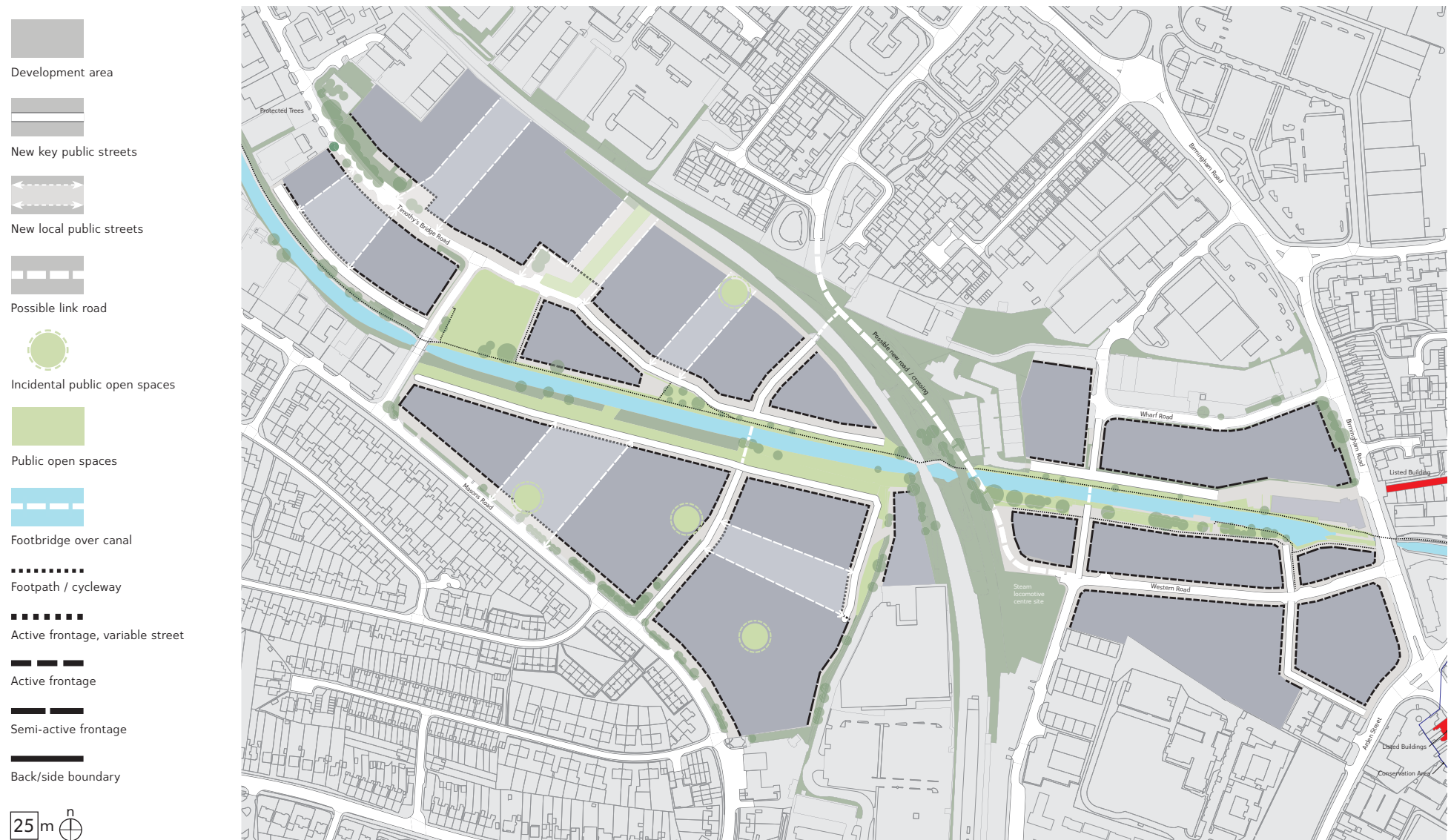


Figure 25 Urban design principles: Frontages

F.3 Where the boundary of the area abuts an existing side or back boundary, new development should be oriented to present a side or back face to the existing boundary (i.e. with enclosed private outdoor space, limited or no entrances/windows or a service entrance).

F.4 Principal entrances to buildings should be on the main public front of the building facing the public highway that gives access to the building.

In order to:

- Create active streets that are integrated into the public realm of the town
- Maintain safe streets by providing opportunities for active and passive surveillance of the street from buildings and surveillance of buildings from the street
- Foster a sense of neighbourhood and community by facilitating opportunities for casual encounters between people
- Create environments with a positive, rich and appropriate visual quality
- Create an environment that is legible and easy to navigate by using a structure that is easily remembered
- Create comfortable streets with positively defined, active frontages and clear definition between public and private space

F.5 Private outdoor spaces/gardens abutting public highways or open spaces should be defined by physical boundary features

In order to:

- Aid legibility and navigation
- Foster care and maintenance of landscape by individual owners
- Avoid encroachments into and/or inappropriate use of private space

Building heights



B.1 The height of development should be predominantly 3-4 storeys with variations in accordance with Figure 26 to suit and adapt to particular situations within the site and relative to adjacent areas. As shown on the plan, there are three height zones: Lower along the Masons Road frontage; Intermediate along the Birmingham Road and most of the rest of the site; Higher north of the canal either side of the railway.

In order to:

- Avoid disproportionate, over-scaled and overbearing development that is visually intrusive
- Maintain the character, identity and quality of existing areas
- Ensure open spaces on the south side of the canal receive sufficient sunlight
- The lower end of the range is a minimum that is intended to maintain a sufficient sense of enclosure of street spaces

B.2 Within the Higher zone there should be a general gradient from higher more dense development to the east and lower, less dense development to the west. Within that general gradient, height and density should be varied to avoid a flat, homogeneous skyline.

In order to:

- Maintain and reinforce the sense of the transition from more active centre to more tranquil edge
- Establish a positive sense of visual richness

Urban design principles B: Building heights

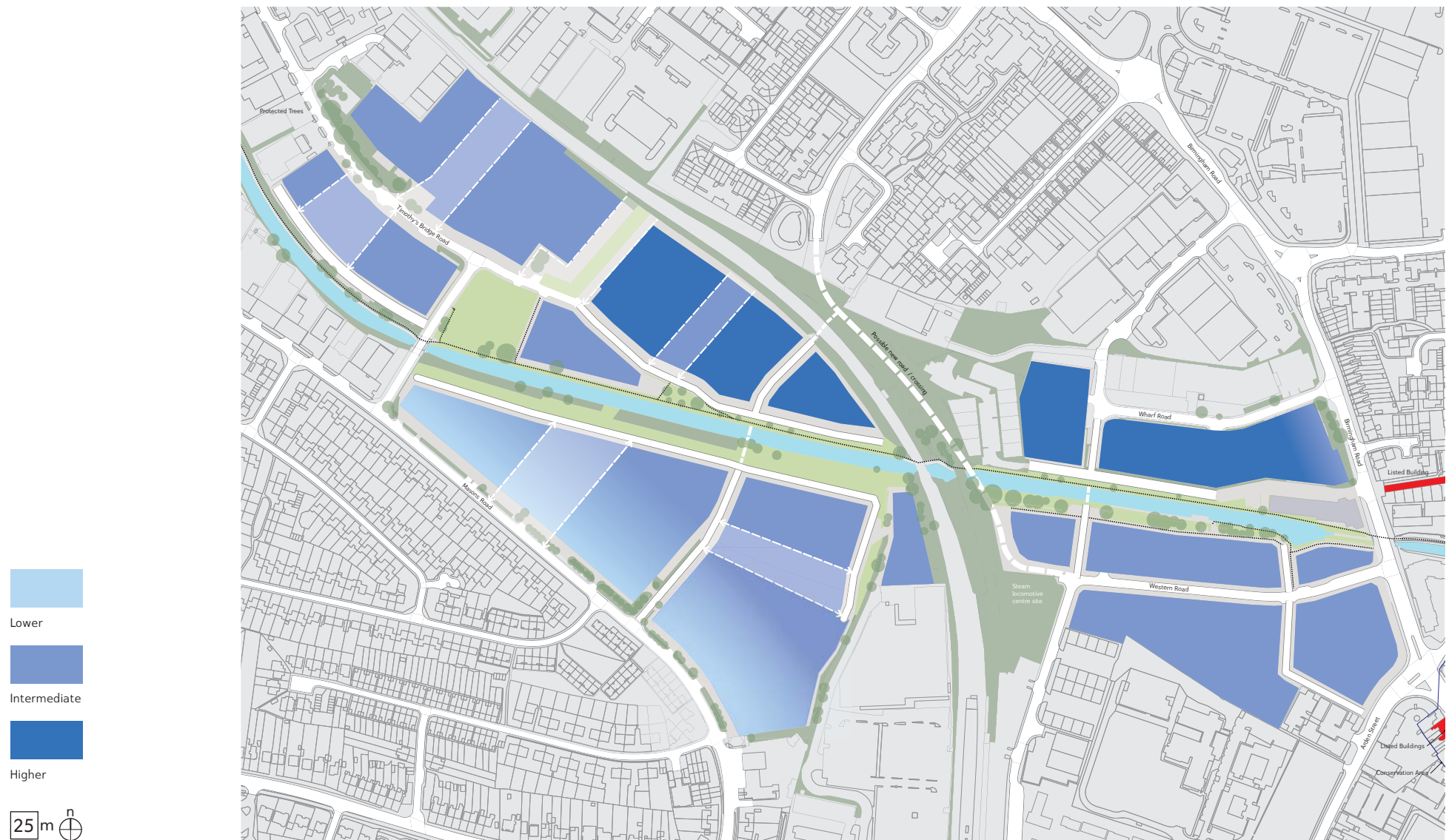


Figure 26 Urban design principles: Heights

- B.3 Landmarks as set out in Figure 27 should be allowed to exceed these limits by 1 to 2 storeys within a limited area around the points identified on the plans.
- B.4 On buildings above four storeys the top storey should be set back from the main façade by a minimum of 900mm. The resulting perimeter roof surface can be used as accessible outdoor space.
- B.5 Buildings of four storeys and above should have shallow pitched (below 32 degrees) or flat roofs.

In order to:

- Minimise the visual impact of the building height by reducing the visibility of the upper storeys as seen from the street
- Allow for active use of the set back roof surface

Townscape



- T.1 Create an enhanced environment around selected existing assets and features to reinforce the identity and distinctiveness of the area.

Key assets shown on the plan include but are not limited to:

- Specimen trees and groups of trees
- Bridges

- Canal lock
- Watercourses and drainage channels
- Topographic features and distinctive changes of level

- T.2 Create landmarks associated with key nodes and locations visible from multiple viewpoints. A landmark should be a visually prominent element relative to its surroundings that terminates key view lines and vistas and can also be seen on the skyline within and outside the quarter. Landmarks should be treated with appropriately active façades and detailing as seen from principal viewpoints.
- T.3 Create visual accent features that terminate key view lines and vistas. An accent feature should be an element (individual building or sub-element) that is emphasised and/or articulated by height and/or projection relative to elements either side. Accent features should be treated with appropriately active façades and detailing as seen from principal viewpoints within the area.
- T.4 Create visually prominent frontages that terminate local views and vistas but do not warrant an accent feature. Visually prominent frontages should be treated with appropriately active façades and detailing as seen from principal viewpoints.

In order to:

- Create an environment that is
 - visually attractive and satisfying
 - memorable and so aids orientation when moving through it ('wayfinding')
 - integrated into its specific location

Urban design principles T: Townscape

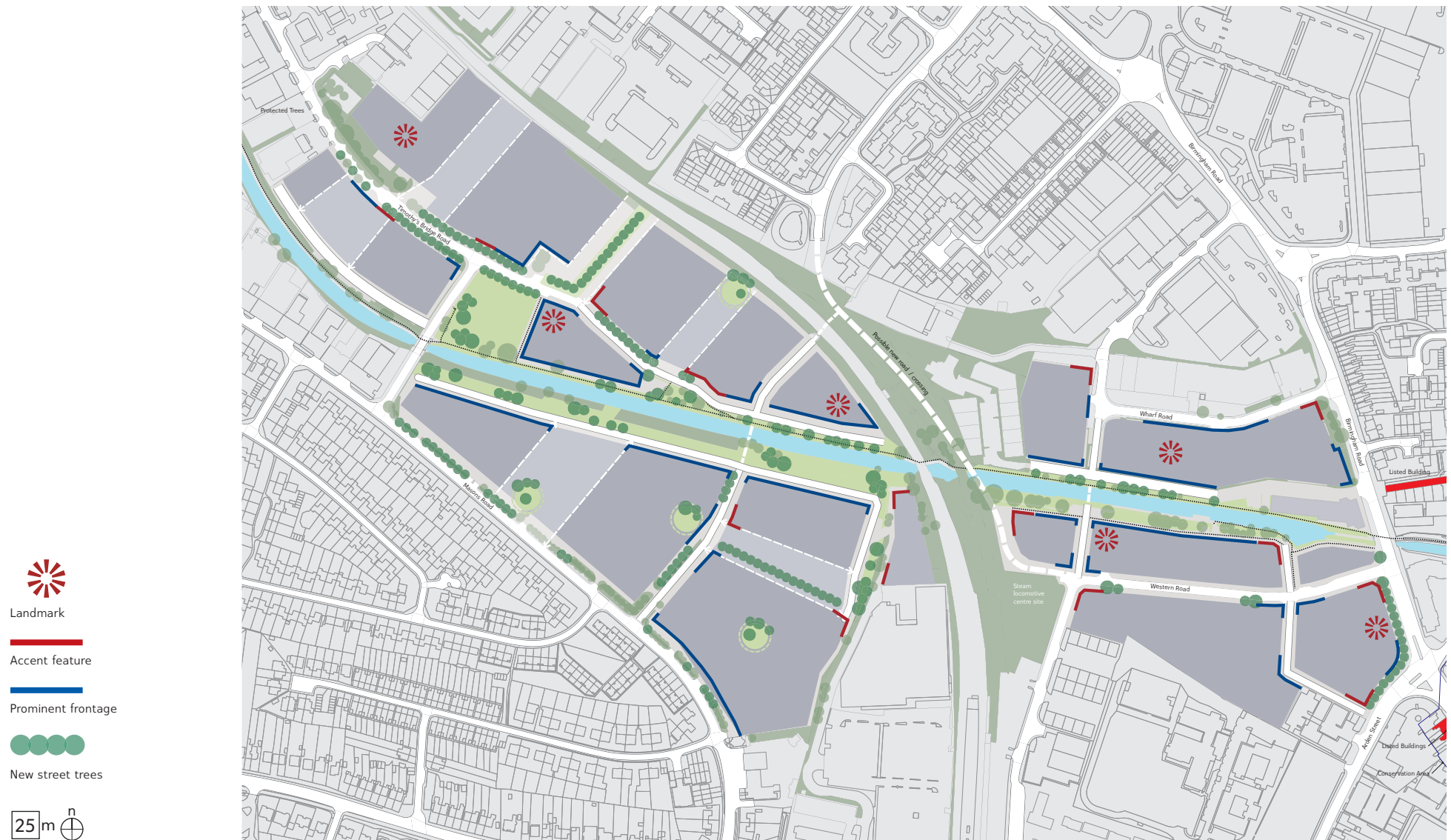


Figure 27 Urban design principles: Townscape

T.5 Use built form, building set back, building materials and details, planting and other townscape features to establish a visual hierarchy of streets (Figure 28).

In order to:

- Create a memorable pattern of streets that aids orientation when moving through it ('wayfinding')
- Create a visually attractive and satisfying street scene
- Integrate development into its specific location

T.6 Include street trees as shown on the plan (Figure 27).

In order to:

- Enhance the physical environment by ameliorating temperature extremes, helping to filter the air, provide shade and visual enclosure and enhancing the quality of life
- Improve legibility by reinforcing the street hierarchy
- Reinforce the value and strength of other townscape elements such as nodes and landmarks

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5 Next steps

- 5.1 The selection of principles set out above has been directed by the aims of Proposal SUA.1 and the values and objectives identified by stakeholders in the workshop sessions. Within that remit, the principles seek to create a framework for development that applies best practice in urban design to the specifics of the Canal Quarter area. As indicated in the introduction, the intention is that the principles and framework should provide the foundation for a Supplementary Planning Document to coordinate the redevelopment of the Canal Quarter.
- 5.2 A fundamental premise of the approach taken by the Council in promoting the Canal Quarter is that the mechanism for redevelopment should be a process of individual land owners coming forward with proposals. A primary purpose of the SPD is therefore to coordinate the proposals as they come forward.
- 5.3 In order to ensure that the principles included in this document can serve that purpose most effectively it is recommended that further analysis information outside the scope of this study is brought together in preparing the SPD to understand the technical issues involved.
- 5.4 The three principal issues are:
- Surface and foul water drainage
 - Other utilities
 - Potential contamination.
- 5.5 The steps involved in gathering the information include: establishing the location of existing services; ensuring there are no conflicts between existing services and the design principles; determining the capacity of the services to accommodate the proposed level of growth; identifying connection points. The information is particularly crucial for surface and foul water drainage, which often present more significant constraints. The other principal services to be investigated are potable water, gas, electricity and telecommunications. The aim should be to establish a working strategy for going forward, avoiding conflicts and facilitating progressive redevelopment of the site.
- 5.6 Given the history of industrial uses on the site, there is a significant chance that some of the land has been subject to contamination. An initial assessment should be made to determine the potential extent of any contamination and the need for remediation. As with services, the aim should be to establish a working strategy that can accommodate the progressive redevelopment of the site.
- 5.7 Any strategies for services and contamination must necessarily take into account the likely timing of different parts of the overall area coming forward for redevelopment. The Council has held discussions with land owners in order to establish an initial indication of the owners' intentions and desire or willingness to put land forward.
- 5.8 The resulting general sequence should serve as a starting point to develop an overall delivery strategy that brings together the issues of:
- Funding and development partners
 - Access to individual sites
 - Drainage and services
 - Contamination
 - More detailed sequence and timing
 - Mitigation of potential conflicts of use such as noise.

APPENDIX A:

GLOSSARY

Axis or axial composition: an arrangement of elements such as buildings, open spaces, nodes and landmarks along a straight line, often a street. Axial compositions usually allow for views along the axis and have distinct features or termination points at each end.

Active frontage: A street frontage that contains a significant number of access points and/or windows facing the street space, usually with doors spaced at least every ten to fifteen metres.

Attractor: a feature, building, activity or use that draws people toward it, either out of need or preference.

Block or street block: an arrangement of plots (or a single plot) surrounded by street spaces.

Building frontage: the face of a building oriented toward the public street space, usually for access.

Character area: a distinct area of a settlement characterised by a unique combination of streets, plots and buildings, land use and city image elements.

City image elements: features within a settlement that tend to be picked out and used by people to navigate through the settlement and remember their location within it. The general types of city image elements are: paths, landmarks, nodes, character areas and edges.

Cul-de-sac-tree: an arrangement of cul-de-sacs all connected singly to another forming a figure like a tree. A tree is a route structure sub-system.

Frontage: see building frontage and/or street frontage. A building or plot 'fronts' a street where they share a boundary and the building or plot faces onto the street space.

Grain: also urban grain, the combined patterns of buildings, plots and streets characterised in terms of their scale and distribution. Fine grained urban fabric has small features close together, coarse grained fabric large features more widely spaced.

Inflection: the modification or variation of regular forms such as routes or plot boundaries to adapt them to specific circumstances and constraints presented by particular features of a development site.

Landmarks: features within a settlement that are singled out as prominent, distinct or significant relative to their surroundings.

Node: a focal space or convergence/crossing of lines of movement within the street network or public realm of a settlement.

Perimeter block: a street block in which the buildings are arranged along the outer edge of the block (street frontage) with their frontage facing outward to the public realm.

Persistence: the tendency for elements of urban form such as street spaces and plot boundaries to remain in place (position, orientation and alignment) despite changes to the physical fabric.

Plot: 1) a defined area of land, often marked out by a physical boundary, that may contain one or more buildings and is part of a plot series or block; 2) a unit of property or land holding defined by abstract boundaries often represented by physical features on the ground and/or recorded on a plan.

Public realm: the area within a settlement that allows for public access, mainly the network of streets or public highway but also publicly accessible parks, gardens and buildings.

Route: a linear surface that allows movement from one place to another and potential access to land either side.

Route hierarchy: a grading or ranking of routes usually by their use, length and importance within a network. A long distance, heavily used route would be toward the top of the hierarchy and a cul-de-sac toward the bottom.

Route pattern: the specific arrangement of routes in terms of their horizontal and vertical alignment (width, curves and angles), spacing and connections.

Route structure: the arrangement of routes forming a network, distinguishing different types of route in terms of their relative position and connections to other routes within the arrangement. For example, strategic routes connect one settlement (and its local routes) to other settlements. A thoroughfare connects one through route to another and a cul-de-sac is a route with only one connection to a through route.

Semi-active frontage: a street frontage in which there are a limited number of access points and/or windows.

Street frontage: the boundary between public street spaces and the plots

along the street that allows access between the two, often made up of vertical features such as boundary walls or building frontages.

Street space: an area of land and surface usually defined by plot or building frontages that forms part of the network of routes and allows access to plots.

Termination point or terminal feature: a feature such as a building, landmark building, node, green space or feature tree that serves as a visual end stop to an axial composition.

Urban tissue: a distinct area of a settlement, characterised by a unique combination of streets, plots and buildings and usually the result of a distinct process of formation.