

Cricklade – Response of Urban Design Comments

Urban Designers Comments	Our Response
Integrate SUDs into the streets using a combination of wetlands, rain gardens, small ponds, and permeable surfaces which could help create greater differentiation between street characters also. One possible solution could be for the main avenue street to integrate swales within them or for the green edge to incorporate green and blue infrastructure which could then form an edge to street and a clear threshold into the landscape beyond which is both attractive and a functional drainage system.	Swales have been added to the Framework Plan, along the primary and secondary streets. This has also been highlighted in the DAS on pages 38, 39, 40, 52 and 53. The opportunity for rain gardens and permeable paving has also been added. The drainage engineer has advised that swales along streets running up/down the slope (east/west) would not be practical, so have not been included.
Amend the site layout and bring the play area and landscape areas deeper into the scheme so there are areas which are sheltered from the Malmesbury Road but also overlooked by homes. These landscaped spaces can help create memorable areas and landmarks to aid navigation around the site also, which would align with p44.	Due to the site's topography, constraints and visual impact, much of the public open space needs to be located on the sites periphery. This would still be highly accessible to all residents and creates an integrated green ring around the site. Additional areas of greenspace have been included along the main streets and on key corners, which could include LAP play facilities and aid in legibility. This is highlighted on p44 of the DAS
A clearer framework should be provided, this could be through parameter plans or a design code, to address and communicate: • materiality • boundary treatments • a distinctive architectural strategy and language that is specific to Cricklade and enhances the local distinctiveness (see CP57). Cricklade high street demonstrates principles of perimeter blocks however the character area	A section on materials and appearance has been included in the DAS (p55), which highlights local materials and styles within Cricklade. This is an outline application, with approval for materials being sought at the Reserved Matters stage. The framework plan shows that development areas are arranged into perimeter blocks, with frontages looking out on the street and private

diagrams present a fragmented block structure and boundary enclosures not communicated.	rear gardens. A section has been included in the DAS (p56) to highlight this.
Trees should be placed within the public realm to align with BfHL. Attention should be given to surface materials which could help delineate the street being a slower and different character as can be seen in the example below of a mews typology. As noted above, the character areas need greater architectural character differentiation, rather than interchangeable precedent imagery.	We do not agree that the precedent images are interchangeable between the 3 character areas. They are all taken from in and around Cricklade and so have been used to demonstrate how other parts of the town have influenced the design. However, we have replaced some of the images to make it clearer how the character areas differ. Within the character area sketches, trees are placed in the public realm. Although some look to be placed in private gardens, these areas are in fact incidental green spaces and rain gardens. Again, this is an Outline Application and materials will be sought at Reserved Matters stage.
To avoid frustrating pedestrian users, private driveways should become 'edge lanes' connecting with each other. The key difference being these are not private and solely reserved for the homeowner at the end of the driveway.	A pedestrian/cycle runs around the periphery of the site within the public open space. Footpaths within the development area will connect into this route, bypassing private drives to create a connected and continuous pedestrian/cycle footpath around the site. This has been highlighted on p36 and p54 of the DAS.
The site currently has a Public Right of Way running across the site. The proposed scheme places an attenuation basin at the point re routing the PROW. Re routing the PROW reduces the legibility of the route and this goes against CP57 ii. The attenuation layout should be amended to suit the current PROW desire lane, this could be done by splitting the attenuation area or with a bridge over.	The attenuation basin has been split into 2 smaller basins to maintain the route of the PROW.

The corners are significant and their architectural quality must be clearly articulated, with each designed to be distinctly different through a variety of possible approaches. A potential architectural response here could be a 3 storey building as per the precedent below or it could be a change in architectural language. All key corners should demonstrate they are buildings which turn the corner with windows to habitable rooms rather than blank gables. It could be helpful to highlight a second tier of key corners which emphasises more critical nodes in the townscape to aid legibility. Please see markup below of one possible selection of key corners proposed. The parameter plan needs to include greater detail on how these corners will be articulated to define the design quality at reserved matter stages.

The storey heights parameter plan has been amended in line with these comments, and now has a hierarchy of street corners. Additional text on p35 of the DAS outlines how these corners can be articulated. This includes changes in height, materials and using corner turning properties. However, this is an Outline Application so full details of the materials and character of these corners will be presented at a Reserved Matters stage.