



King Street, Wigan  
Design Code

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**Wigan**  
Council



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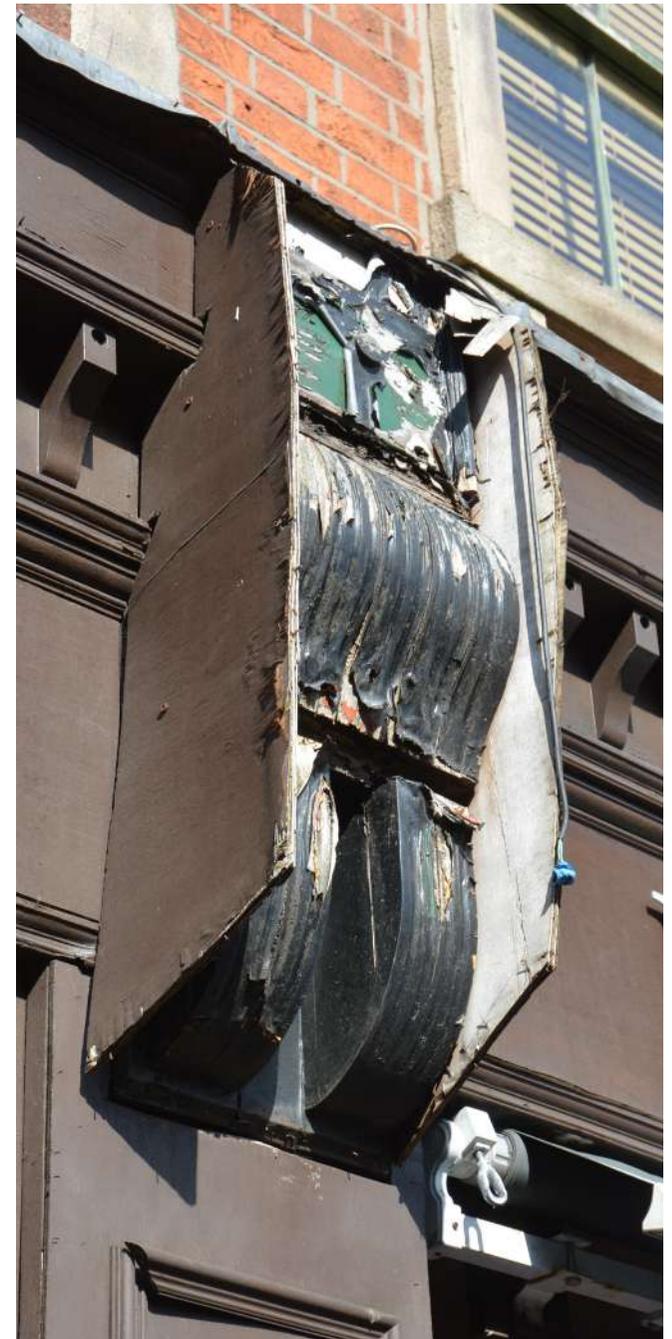
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*Historic shopfront console bracket on King Street*

# Introduction

## What is a Design Code?

A Design Code is a set of principles and minimum design requirements for new development within a defined geographical area. Its purpose is to ensure that future development proposals are consistent, of high-quality and appropriate in character.

## A Design Code for King Street

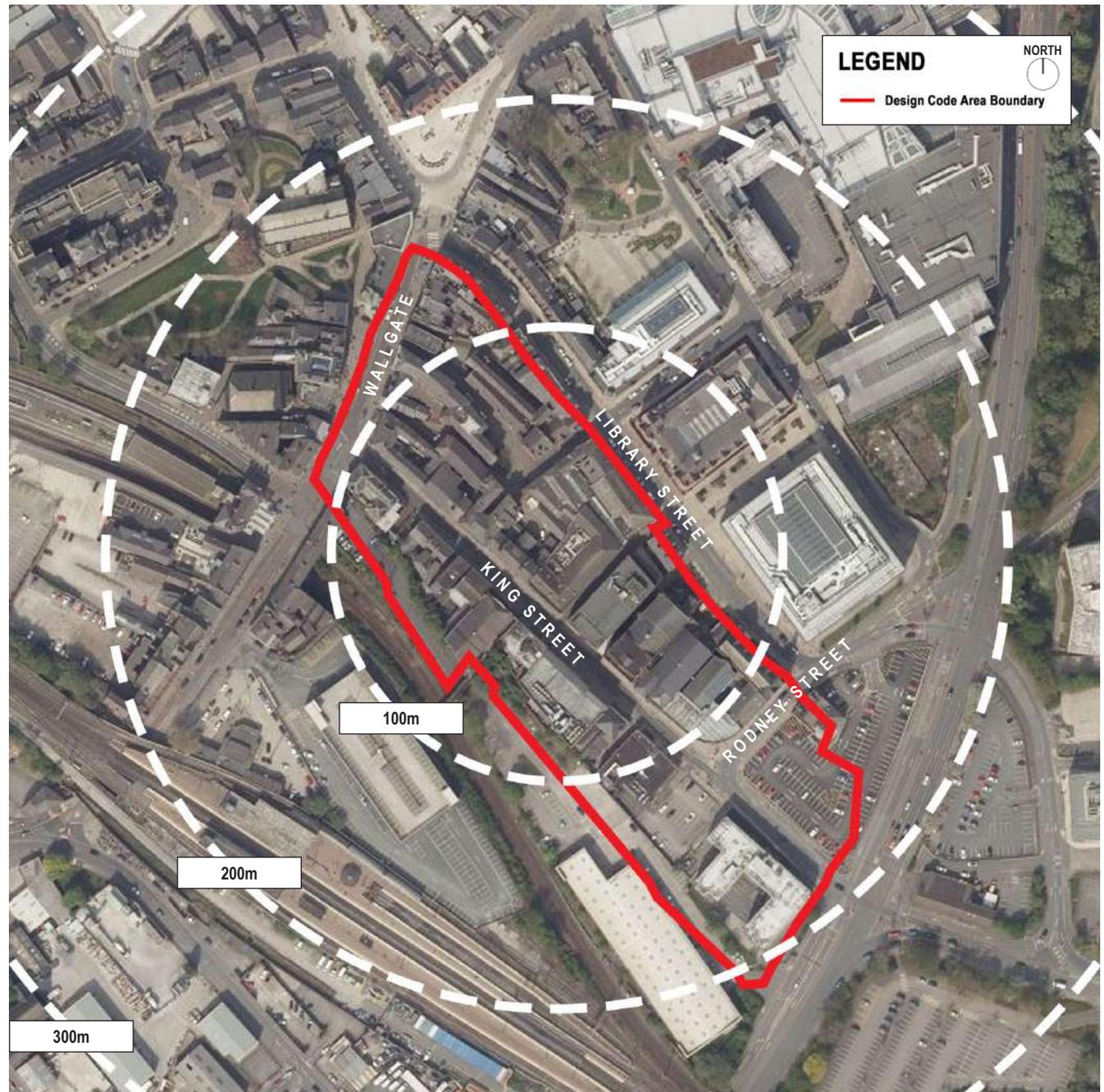
This Design Code relates to the area around King Street, in the historic heart of Wigan town centre.

It has been strongly influenced by a process of consultation and structured engagement with local business owners and residents, including face to face meetings, virtual interviews and informal 'drop-in' sessions.

It therefore reflects the vision and aspirations of the King Street community.



*King Street looking south*



*Aerial Image showing King Street Design Code Area*

## Policy Context

This King Street Design Code Supplementary Planning Document is supported by the following policies in the Wigan Development Plan:

- CP10: Design
- CP11: Historic environment
- SP2: Our town and local centres

### Also retained UDP Policy:

- EV4a: Development and design in conservation areas

## How is this Design Code to be used? National Guidance

This Design Code is intended to act as a tool to help guide the development of planning applications within the King Street area.

It should therefore be considered by applicants prior to developing designs and also used to test and review proposals as they emerge.

- The Code focuses on the minimum standards and core principles that future development proposals should achieve.
- Its purpose is to establish consistent standards of quality, functionality and harmonious design, as well as to improve environmental performance.
- It is not intended to dampen creativity or restrict the design process and within the parameters set out in this document there remains wide scope for innovation and creative design solutions.

The requirements in this Design Code will also form the basis of the assessment of planning applications by Wigan Council.

The Council expects applicants to demonstrate compliance with the Design Code, usually within their Design and Access Statement, clearly identifying how compliance has been achieved. To assist, at the end of this document a checklist is provided, summarising the requirements outlined in each section of the Design Code. Where proposals are not compliant with any element of the Code, an explanatory statement of justification should be provided.

This Design Code has taken into account a range of local, regional and national planning policies. Planning policy evolves and is frequently updated. The preparation of planning applications should always be informed by current or emerging National or Local Plan policies or amended Building Regulations which may impact future applications.

Applicants should also refer to the following publications, which have informed this Design Code, and which give practical advice on how well-designed and successful places may be achieved:

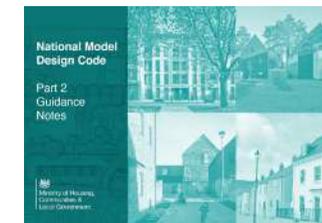
- National Design Guide
- National Model Design Code - Part 1
- National Model Design Code Guidance Notes - Part 2
- Manual for Streets



*National Design Guide*



*National Model Design Code - Part 1*



*National Model Design Code - Part 2*



*Manual for Streets*

## Design Code structure

This Design Code is intended to be easy to understand and apply, in order that all aspects of future development proposals work together towards achieving the intended design vision for the area.

This document has two parts:

### Part 1 Context

This part outlines the background and context of the King Street area, in terms of geography, heritage, identity and land use.

### Part 2 The Code

This part outlines the requirements of the Design Code. It is structured into five main sections, each addressing a different aspect of design. These are as follows:

1. Use, Identity and Character
2. Built Form
3. Movement, Access and Servicing
4. Public Realm and Nature
5. Resources, Lifespan and Sustainability

Each of the above sections begins with a brief outline of the guiding principles, followed by the Code requirements. Where appropriate, this is followed by additional guidance relating to specific locations or to further illustrate the Council's expectations.

At the end of the document is a summary checklist of the principal Design Code requirements from each section, to assist in the preparation and assessment of planning applications.



National Design Guide - 10 Characteristics of a Well-designed Place



Historic Image of King Street

**PART ONE**  
**CONTEXT**

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## 1.1 Geographic Context

Wigan is a large town in Greater Manchester, within the boundaries of the historic county of Lancashire.

The town is midway between the two major regional cities of Manchester (16 miles to the south east) and Liverpool (17 miles to the southwest).

The towns of Bolton to the northeast, and Warrington to the south are 10 miles and 12 miles away respectively.

Wigan has good transport links with easy access to the M6 and M61 and national rail connections via the West Coast main line as well as to the east and west.



*Oblique Aerial View of Wigan Town Centre and Design Code Area*

## 1.2 Local Context

The King Street area, to which this Design Code relates, forms an essential part of the historic town centre of Wigan and covers approximately 3.3 hectares of the town centre. The area is bounded by:

- Wallgate to the north, which leads to Market Place and the main commercial and retail centre of Wigan, 5-10 minutes' walk away.
- Library Street to the east, beyond which lies the civic heart of Wigan, particularly the Town Hall and Life Centre council offices.
- King Street to the west, behind which are Wigan's two railway stations and associated rail lines.
- Rodney Street to the south, which leads to the A49 / River Way, the main dual carriageway bypassing the town centre.



*Wallgate*



*Library Street*



*King Street*

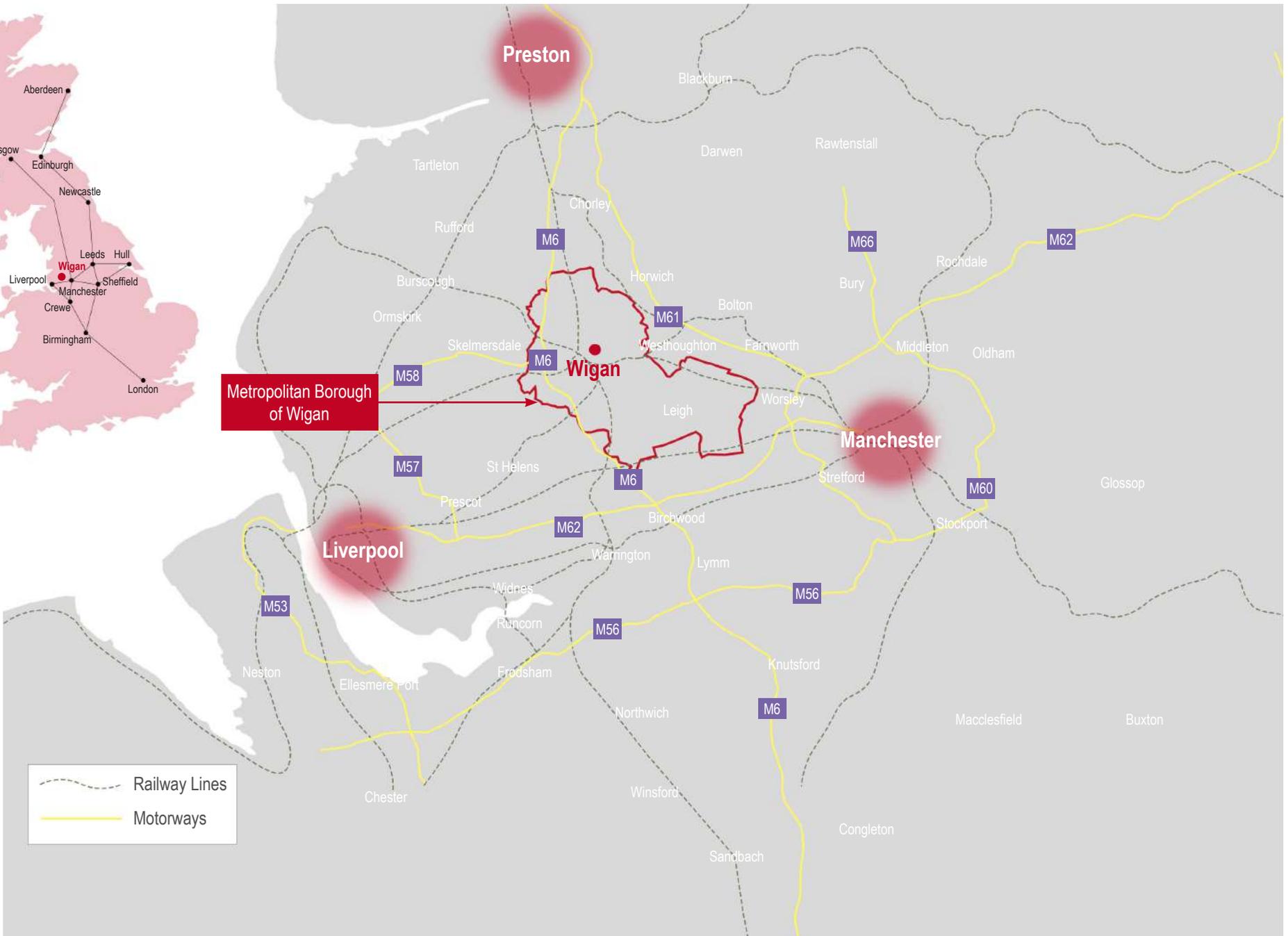


*Rodney Street*

NORTH



Metropolitan Borough of Wigan



Strategic and Local Context

## 1.3 Heritage Context

Wigan was formerly a significant industrial town, particularly in textiles, coal and engineering, though these industries declined during the late 20th Century.

The King Street area was largely developed during the 18th and 19th centuries, as part of a planned extension to Wigan at a time of rapid growth in the manufacturing industries and the development of the associated railway connections nearby.

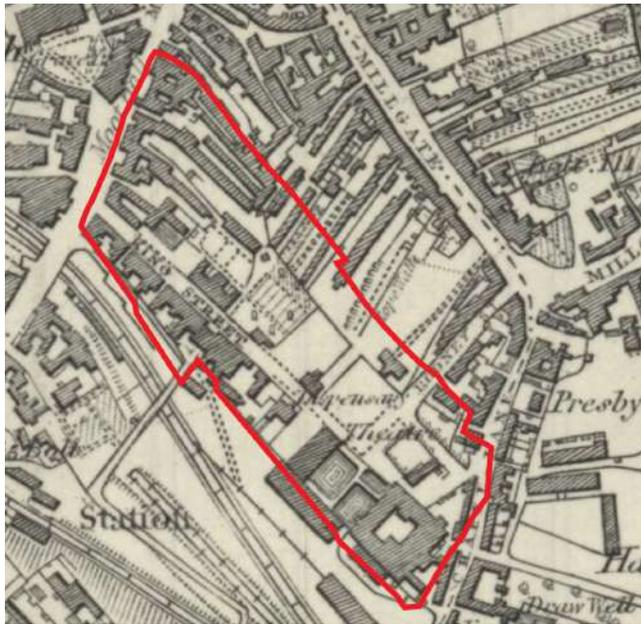
The area lies within the Wigan Town Centre Conservation Area and contains a number of listed buildings. Of particular note are the Royal Court Theatre, Grimes Arcade and the Museum of Wigan Life.

The architecture of the area is varied in style, however with a few exceptions is fairly consistent in scale and massing. The overall character is not elaborate or over-stated and provides an interesting and varied historical urban landscape including several signature buildings.

The grain of the area is dense, with little designated public open space. Individual building plots have in many places been combined together, however a number of smaller plots remain, including in the northern part some elongated sites reflecting the original burgage plot lines from the pre-industrial period.

A number of original properties have been replaced with more recent buildings and, although these generally align with their surroundings in height and scale, most are of limited architectural quality. Similarly, a number of original buildings have been modified unsympathetically during the 20th Century.

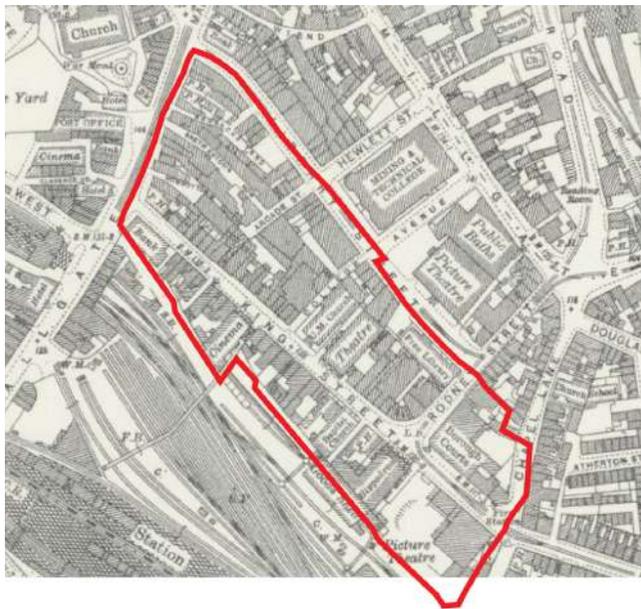
A number of gaps exist in the streetscape where buildings have been demolished, particularly around Rodney Street.



*Historical Map - 1849*



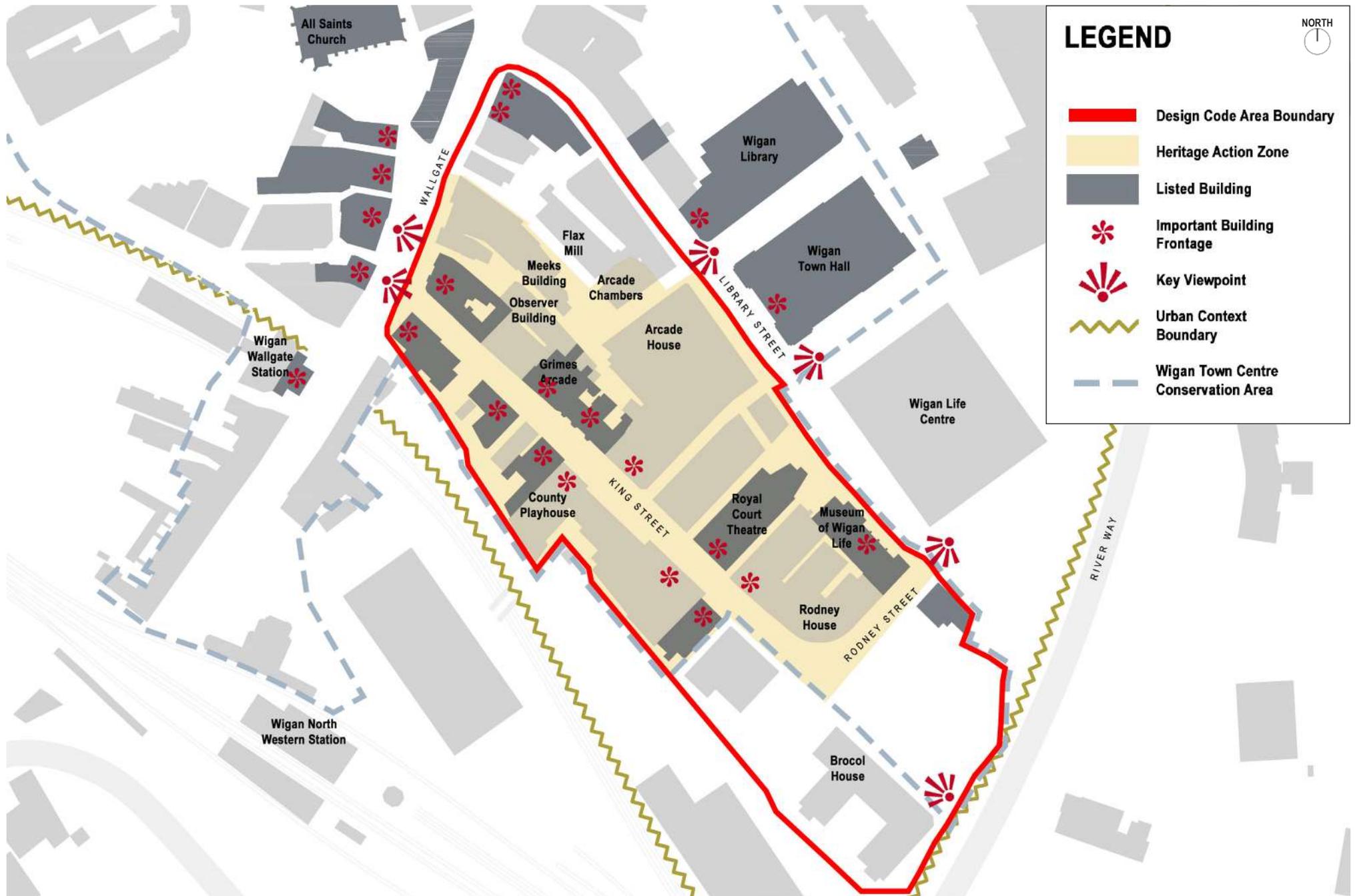
*Historical Map - 1892*



*Historical Map - 1927*



*Historical Map - 1939*



## 1.4 Identity and Character Areas

The general character of the King Street area is already distinctive, however within that a second tier of four distinct 'character areas' can also be broadly identified. The subtle variation between these adds enrichment and greater depth of context to the overall character of the wider area:

- King St itself: a relatively narrow street with numerous heritage buildings and generally consistent building lines and heights. The historic character and identity of King Street has however been compromised by inactive and poorly considered frontages.
- Library St and Wallgate: more civic in nature, with wider streets, larger and more varied buildings.
- College Avenue, Arcade Street and the adjacent backstreets and lanes: more intimate, with a tighter grain and smaller scale, more modest buildings and less consistent built form.
- Rodney Street and southern King Street: few historic buildings remain, largely dominated by traffic and empty sites.



Character Area Plan

## 1.5 Land Use

The King Street area was originally occupied by a broad mix of commercial and entertainment uses. Retail and business premises remain predominant on Library Street, Wallgate and Arcade Street, however in the late 20th Century King Street itself became a focus for the late-night economy within Wigan and the surrounding areas. Many of the properties are occupied at ground floor level by bars, nightclubs and independent take-away food outlets.

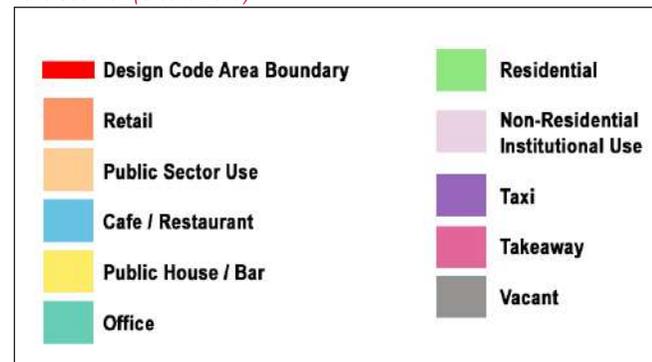
At upper floor level across the area there is some residential and office occupancy, however a large amount of vacancy. The preponderance of late-night hospitality venues may have deterred other uses, leading to an overall decline in the variety of the offer in the area and limited footfall and activity during the day.



Land Use Plan (Upper Level)



Land Use Plan (Ground Level)



# PART TWO

## THE CODE

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## **2.1 Use, Identity and Character**

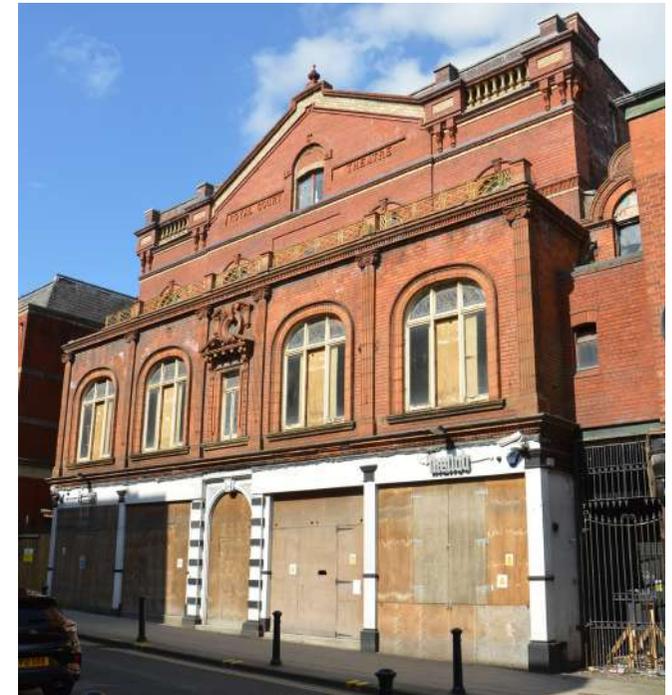
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**A successful urban area will:**

- Contain a broad mix of complementary and mutually-supportive uses.
- Include uses that generate activity throughout the day - to create interest and vitality, encourage social interaction and a sense of community and provide security through natural surveillance.
- Cultivate new development that will respect and enhance the existing character of the area, supporting a distinctive local identity.
- Include signature buildings which act as landmarks - improving legibility and assisting navigation, as well as creating a hierarchy of built form, giving added depth and identity to the character of the area.
- Enable residents to live in close proximity to their work, which not only benefits the environment by reducing commuting, but also promotes activity throughout the day and evening.

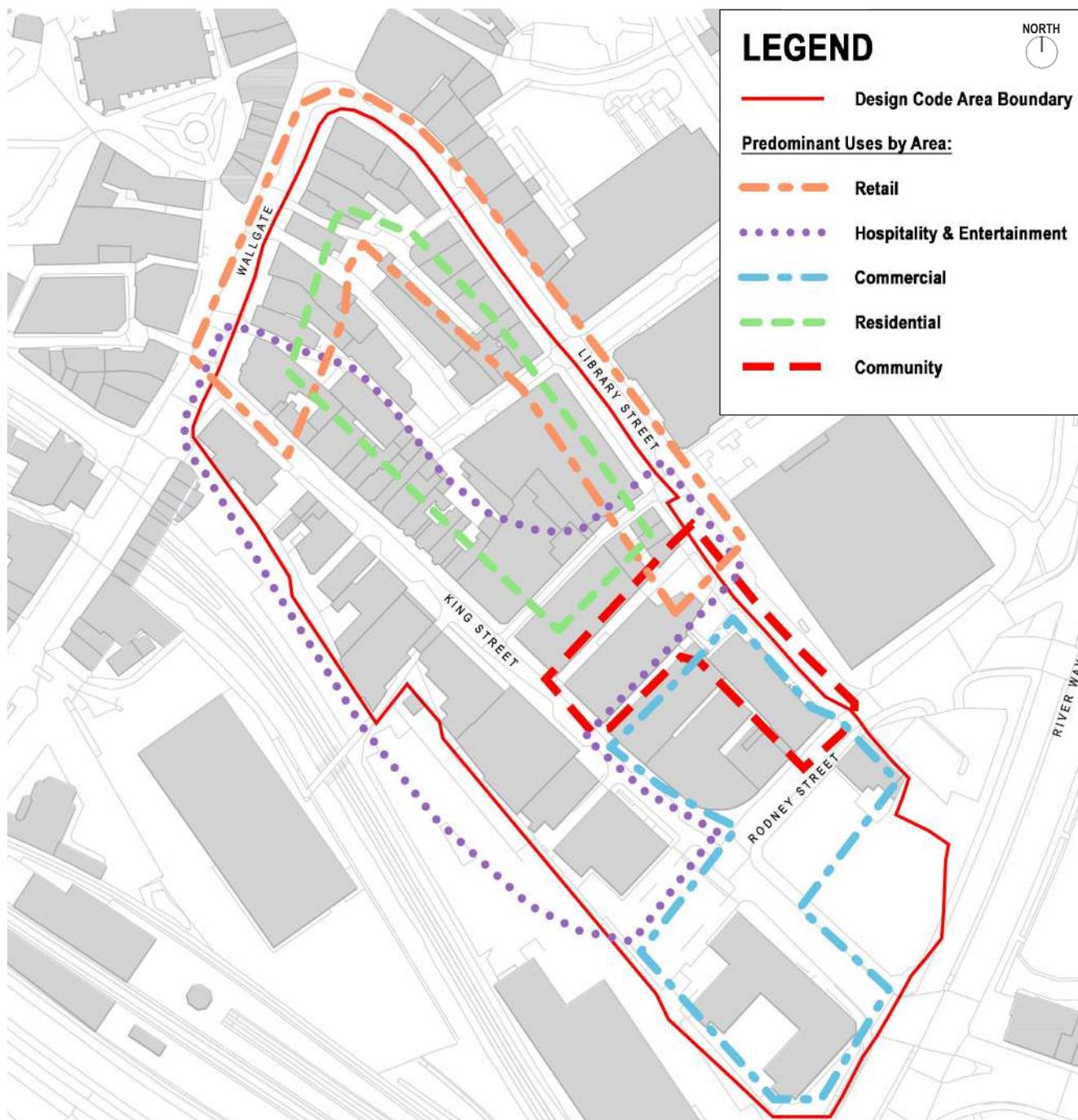
## 2.1.1 The Code

1. New development generally should acknowledge and reflect the particular character and context of its location in terms of scale, design, materials and detailing, as well as the intended use of the building. (This should not be viewed as a constraint to good design and, in particular, divergence from the general principle may be acceptable for signature buildings – see below).
2. Signature buildings, whether by virtue of their use (for example the Royal Court theatre) or location (such as at an important corner or end of a vista), should have an individual identity, whether in height, materials, detailing or architectural features, whilst at the same time complementing the general character of the streetscape.
3. Infill or replacement development should be used to increase the mix of uses in the area.
4. New hospitality and entertainment venues should widen the offer available, to appeal to local residents and visitors of all ages and tastes, and must be open during the day and early evening as well as, or rather than, late night.
5. Introducing new community uses and smaller scale commercial use, including shared work places, is considered appropriate across the King Street area, especially at ground floor.
6. Making more efficient use of under-occupied buildings through residential development on the upper floors will be encouraged.
7. All new residential accommodation should meet the minimum space standards described in the government document 'Technical housing standards – nationally described space standard'.
8. New uses providing amenities and local infrastructure to support residential occupiers, such as convenience shops, service and leisure facilities will be encouraged.
9. Servicing and refuse arrangements are essential and must be carefully considered and included in all development proposals.
10. Retail use should remain focused on Wallgate and Library Street, however is also appropriate elsewhere to extend the mix of uses across the area.
11. New residential development will be encouraged and should provide a mix of tenures, including private, rental and short-term accommodation, to support a varied and integrated community.
12. Applications for residential use on King Street will be considered but would need to evidence that the development can comply with appropriate internal noise levels and ventilation rates. Residential use will be prioritised in the surrounding streets.



*The Royal Court Theatre, King Street*

## 2.1.2 A broad mix of complementary uses with a residential community at its heart





## 2.2 Built Form

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## 2.2.1 The Code

### Good Built form will:

- Strengthen local character, identity and distinctiveness
- Complement the heritage context
- Consolidate the historic urban density and grain
- Facilitate accessible community activity & interaction

1. Development must be of high quality - in design, materials and workmanship.
2. Except for signature buildings, new development must generally follow the height, density and grain of its surroundings, and follow the predominant building line of the street.
3. Building elevations must reflect the character, scale and proportions of the street and their design should generally consolidate, rather than challenge, existing architectural forms and patterns.
4. Development at interfaces between different character areas must consider and relate to each of the areas.
5. Building frontages facing public areas must be 'active': ground floors must have large windows and visual permeability to allow overlooking and natural surveillance of the street.
6. Primary entrances to buildings must be directly from the street or public space and on the principal elevation.
7. Thresholds, and other interfaces between public and private spaces, must be clearly defined and legible.
8. Fenestration to upper floors must respect the proportions, hierarchy and rhythm of the original building if refurbishment, or that predominant on the street if new-build.
9. Rooftop extensions must be set back behind the line of sight from street level.
10. Empty sites should either be infilled to maintain the building line or utilised to create clearly defined and beneficial elements of public realm.
11. Signage and illumination must be integrated with shopfront design and must not dominate the elevation. Hand-painted or raised mounted letters are preferred.



*King Street: Poor quality public realm and inactive frontages*



*Westgate Street, Gloucester: Traditional shopfronts and active frontages © Ian Capper*

## 2.2.2 Additional Guidance

Area	Characteristics	Guidelines
King Street	<ul style="list-style-type: none"> <li>A relatively narrow, urban street.</li> <li>At the northern end generally buildings of a similar period on regular, narrow plots, with a consistent building line and eaves height.</li> <li>In the central section, larger plots and more varied heights, though with a similar building line.</li> <li>The historic south end of King St, south of Rodney St, has been lost.</li> </ul>	<p>Setbacks to the building line should only be formed where public realm space is required for congregation or adjacent to signature buildings such as the Royal Court Theatre.</p> <p>Vacant plots should preferably be infilled with new development or, if that is not possible, screen walls should be introduced to maintain the general building line.</p> <p>New development and redevelopment of existing buildings should generally follow the traditional palette of materials and colours present in King St: brick and stone facings with timber windows and shopfronts. Variety in design should however be encouraged and signature buildings may be differentiated.</p> <p>Limited illumination will be allowed, in line with the history of the street as a centre for entertainment, however should be focussed on signature buildings and integrated into the design of the façade.</p> <p>Façade improvements to Rodney House will be encouraged. These should reflect the predominant scale and proportions of the street and provide an active frontage at ground floor.</p> <p>The former building line to the south of Rodney St should be recreated along the boundary of the Rodney Street car park by an appropriately designed screen wall.</p>
College Avenue	<ul style="list-style-type: none"> <li>An important linking thoroughfare.</li> <li>Inactive and redundant building frontages are oppressive.</li> </ul>	<p>Active frontages must be introduced, requiring increased fenestration and active entrances at ground floor.</p> <p>The dominance of existing service accesses should be reduced or incorporated into the façade design.</p> <p>Inactive recesses must be utilised as entrances or gated up to the building line to engender a greater sense of safety.</p>
Wallgate, Library Street	<ul style="list-style-type: none"> <li>More civic in nature with larger and grander buildings, particularly on Library St.</li> <li>Wider streets and pavements than elsewhere</li> </ul>	<p>The building line to the rear of the Royal Court theatre should be re-established with a screen wall. This will allow a new 'controlled' area of open space to be formed, together with a service area for the theatre, access to which may be provided via gates.</p> <p>A new frontage to Arcade House should reflect the rhythm, scale and vertical emphasis of adjacent units.</p>
Rodney Street	<ul style="list-style-type: none"> <li>Buildings generally modern and aesthetically poor</li> <li>Building line lacks definition with many empty sites.</li> <li>Dominated by road traffic.</li> </ul>	<p>A new block of development on the south side of Rodney Street, up to the junction with King Street, following the building line and height of the former Westwood Estate Office building, should be encouraged to re-establish the earlier building line and sense of enclosure to the street, particularly at the important junction with King Street.</p> <p>If the Rodney Street car park is to be retained, the elevation of the new block that fronts the car park should be designed with care so as not to appear as a 'rear' elevation.</p>
Arcade Street, Rowbottom Square, Bretherton Row, Barracks Yard	<ul style="list-style-type: none"> <li>Densely developed along narrow, curving lanes.</li> <li>Varied building lines, heights and architectural styles.</li> </ul>	<p>Infill development must follow the predominant building line to retain the character of the narrow streets.</p> <p>New development should however maintain a less formal character and have a simple and less constrained built form.</p> <p>The interface between public and private space, particularly at entrances, must be clearly defined.</p> <p>Open spaces, whether for parking, servicing or to create public realm must have clearly defined edges.</p>



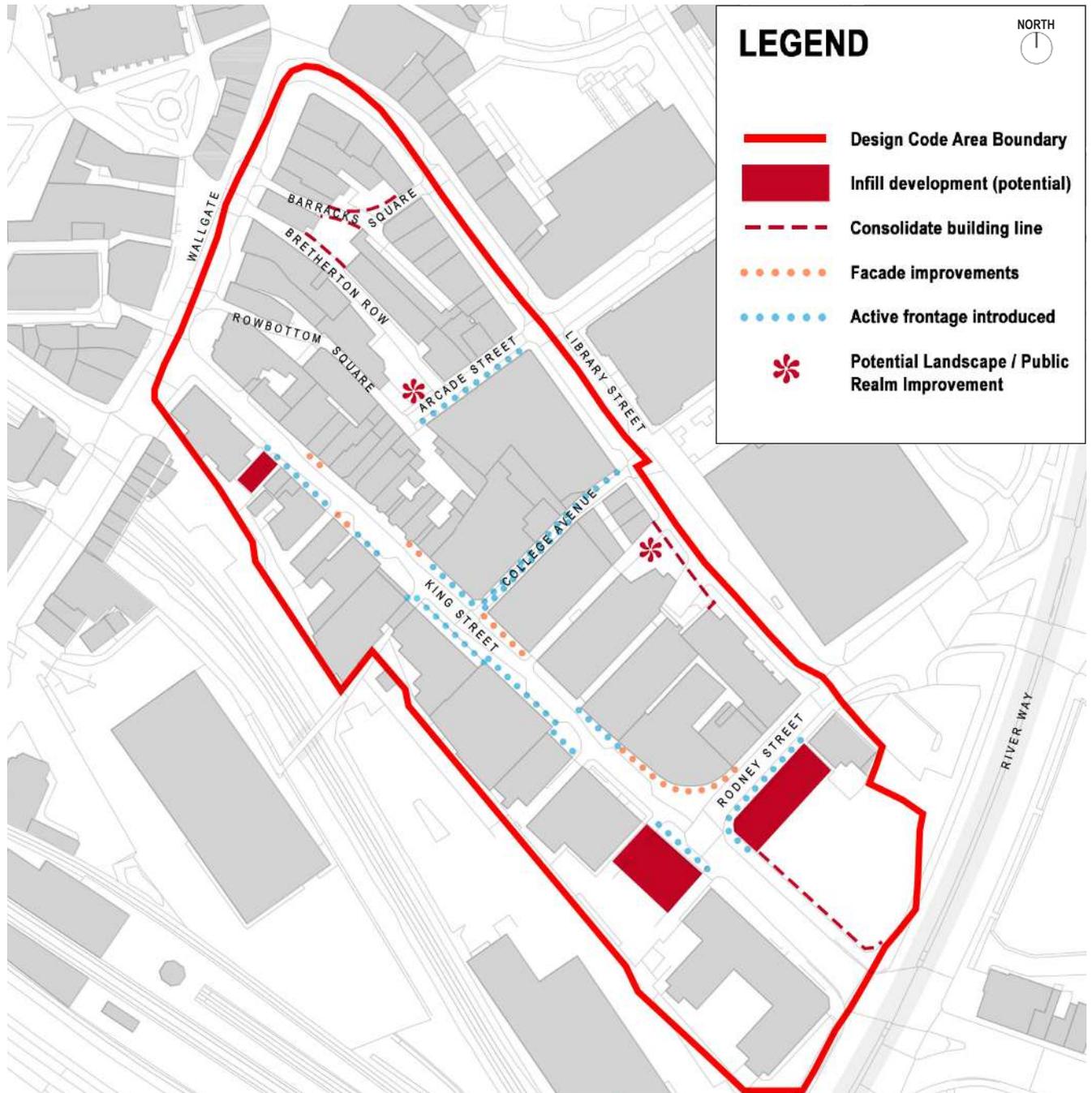
*King Street:* Inappropriate fenestration and signage.



*College Avenue:* Introduce active frontages and natural surveillance on this important thoroughfare



*King Street / Rodney Street junction:* Decluttering and facade improvements to create 'gateway' to King Street



*Potential Amendments to Built Form*

## **2.3 Movement, Access and Servicing**

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**In a tight urban area, with limited designated public open space, a well-designed network of streets will:**

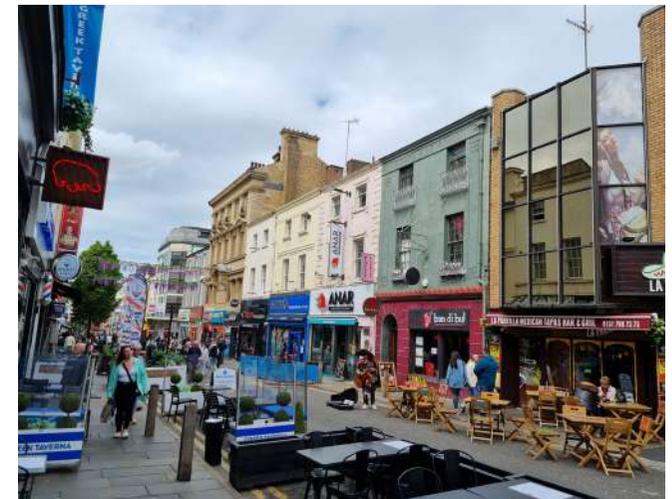
- Facilitate the circulation of people and traffic and at the same time provide multi-functional public space.
- Play a vital role in enhancing local character and creating a successful public realm.
- Form a legible network of safe and secure streets that will create a walkable neighbourhood.
- Encourage active travel and prioritise pedestrians and cyclists through the provision of safe and direct routes.
- Ensure good connections with the surrounding town and wider public transport, cycling and pedestrian networks.

## 2.3.1 The Code

1. New development must support a coherent hierarchy of routes, consisting of primary, secondary and tertiary streets.
2. Surface materials used should reflect the heritage character of the street (e.g. Yorkshire flags and granite setts) and utilised to define its position in the hierarchy of routes (subject to adoption requirements and council highways standards).
3. The street network must be highly permeable for travel and maintain variety and a choice of routes.
4. Directional signs to assist with way-finding must be of high-quality, clear and consistent design, add to local distinctiveness, ease navigation and foster a sense of security.
5. Distinctive features, such as public art, should be located within the public realm to assist way-finding.
6. The street network must safely and discretely accommodate an appropriate level of servicing, vehicular and cycle parking facilities to support local residents and businesses.
7. The design of all public space must ensure that those who are less mobile or suffer from disabilities are able to easily move around.
8. Footpaths must be level and distinct from carriageway. Street furniture must not obstruct.
9. Tactile paving must be located at all junctions and crossing points.
10. Where cycle lanes and footpaths occupy shared space, there must be sufficient room for wheelchairs and cyclists to use the path at the same time.
11. The detailed design of streets and public realm should be guided by both the National Design Guide and Manual for Streets.



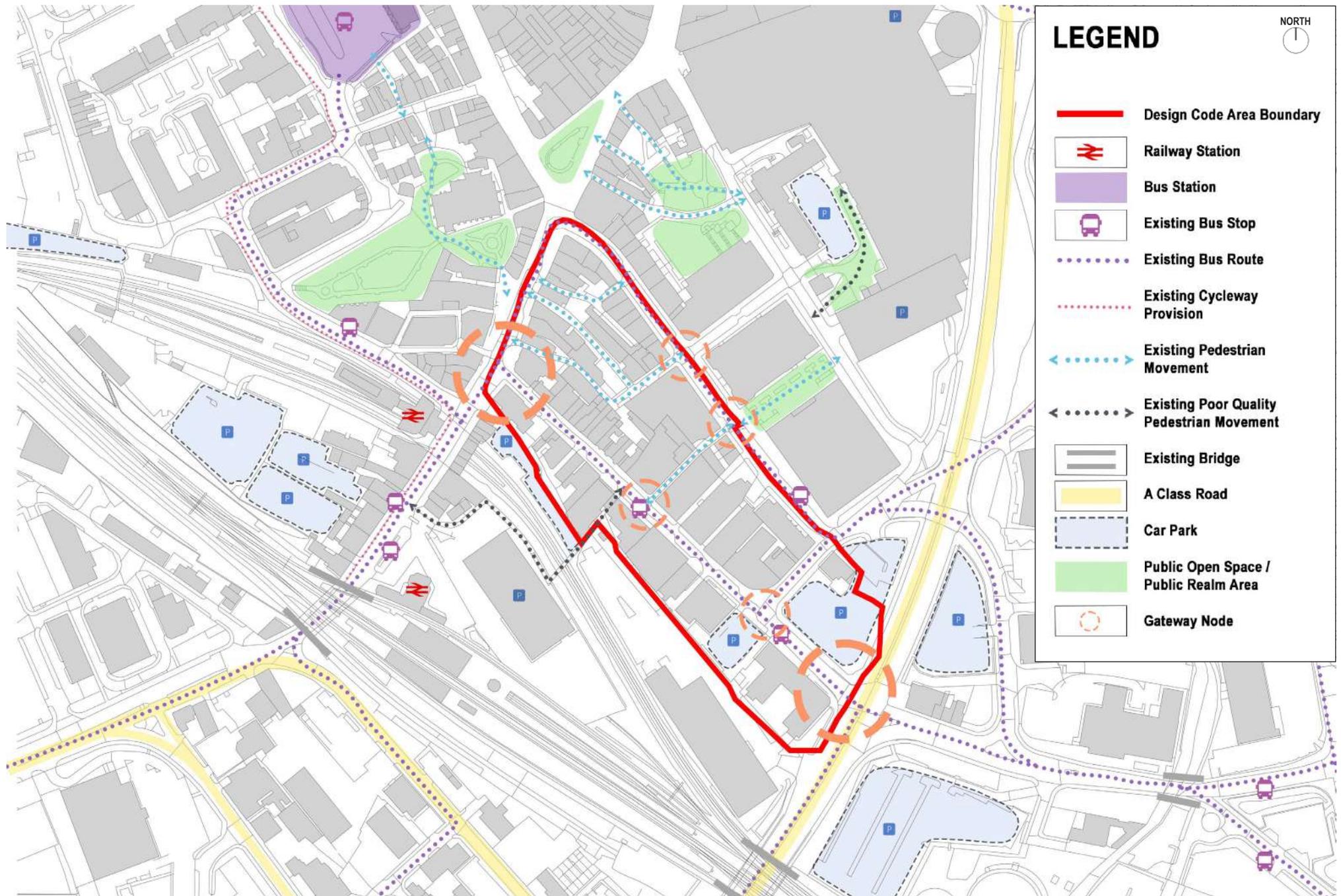
*Rowbottom Square:* Traditional surface materials define character



*Bold Street, Liverpool:* A busy shared space

## 2.3.2. - Additional Guidance

Type	Name	Guidelines
Primary Streets	King Street, Library Street, Wallgate	<p>These are established main thoroughfares forming an essential part of the overall structure of Wigan. They are straight, wide and enable end to end views.</p> <p>Wallgate and Library Street should remain as the principal routes for traffic, however with separation maintained between traffic and pedestrians.</p> <p>King Street should be more nuanced, with traffic-calming road design and more allowance for the street to act as an essential part of the public realm, with the flexibility to accommodate occasional public events.</p> <p>Key junctions, particularly between King Street and Rodney Street and between King Street and Wallgate, should be used to create 'gateways' in the public realm.</p> <p>Street tree planting should be incorporated, where appropriate, to enhance the public realm, identify key buildings and create vistas.</p> <p>Bus-stops and taxi ranks should be located on these primary streets to allow easy access from all areas, located so as not to impede pedestrians and cyclists.</p> <p>If the opportunity presents itself a direct bridge link from the junction of Arcade Street and King Street to Wigan North Western railway station would be beneficial, to supersede the existing link adjacent to the County Playhouse which is currently of poor quality and has been diverted around the station car park.</p>
Secondary Streets	Arcade Street, College Avenue, Rodney Street	<p>These are connecting streets, essential in creating permeability and forming links between the primary streets. They are shorter and smaller in scale and aspiration than the primary streets.</p> <p>Appropriately designed directional signage to assist with way-finding should be introduced at the entry points to these streets.</p> <p>Priority on Arcade Street should be given to pedestrians and cyclists.</p> <p>College Avenue should be pedestrianised for most of its length (allowing service access only from Library Street to encourage foot traffic and activity).</p> <p>Rodney Street forms a busy part of the highway network and traffic predominates, however maintaining clear separation between the footway and the highway should be encouraged to create a greater feeling of safety on the footways.</p>
Tertiary Streets	Rowbottom Square, Bretherton Row, Barracks Yard	<p>These are 'back' streets, primarily to allow access to buildings within the interior of the block, however they also improve general permeability and add depth and vitality to the area. They are truncated, winding and more informal in character.</p> <p>Siting of refuse containers and access for servicing requires careful design and co-ordination to minimise clutter and reduce conflict with pedestrians, cyclists and traffic.</p>



Existing Movement Analysis Plan

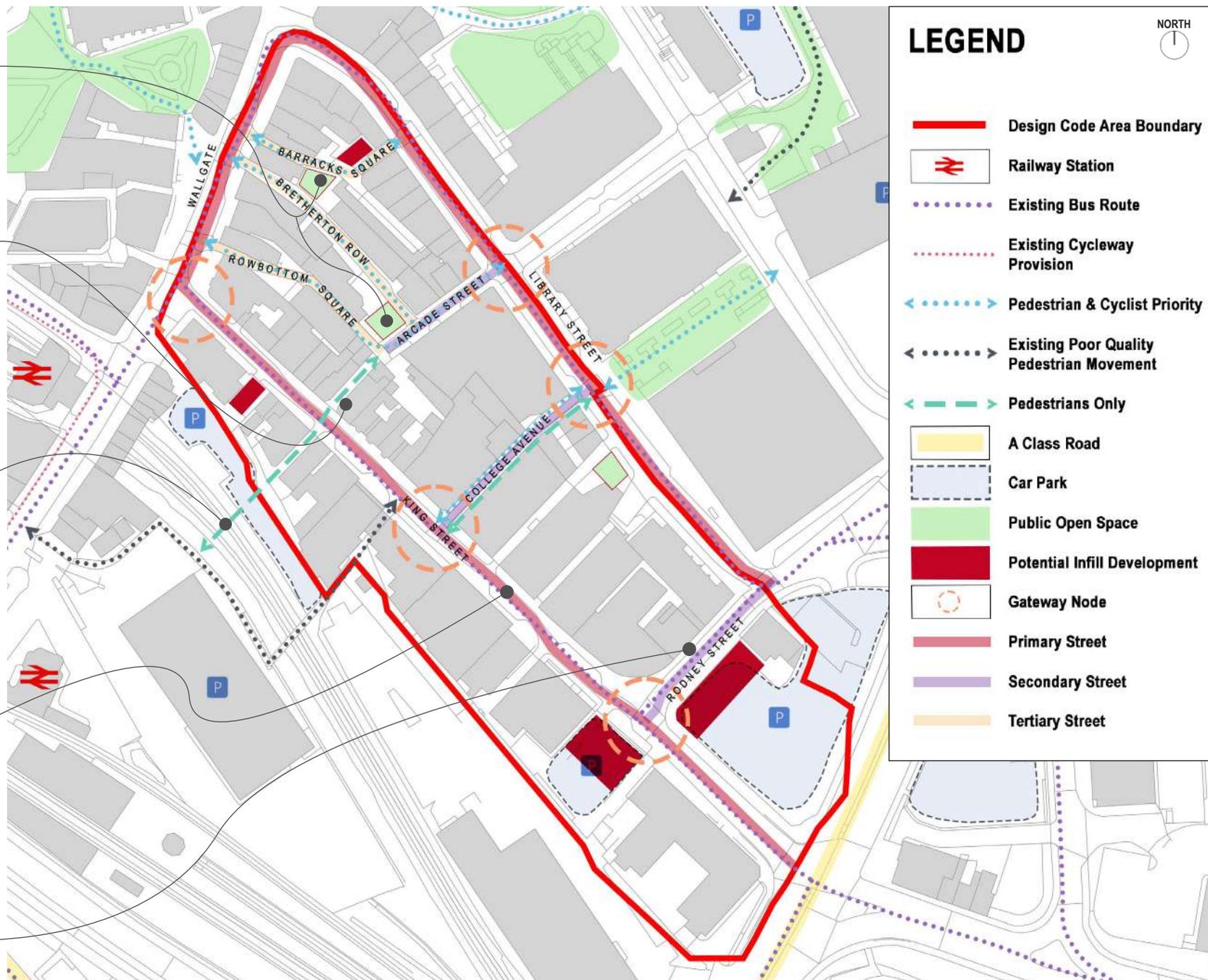
Potential public open space - pocket parks

Open Grimes Arcade - improve permeability

Potential new / future direct route to railway station from Grimes Arcade / King Street

Traffic calming to King Street - street as public realm

Clear separation between traffic and pedestrians



Proposed Movement Plan



## 2.4 Public Realm and Nature

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### A successful public realm provides the context for community life. It will:

- Recognise that the importance of a street in facilitating movement is outweighed by its function as a place.
- Facilitate differing movement patterns of traffic, cyclists and pedestrians safely whilst encouraging social interaction and a sense of security.
- Serve to encourage desirable activities and discourage those that are undesirable.
- Work in tandem with the built form to develop a strong design narrative, expressed through the articulation of buildings, the colour and texture of materials, the degree of enclosure and the quality of open space.
- Enhance nature and biodiversity – to improve health and a sense of well-being, create interest and add beauty.

## 2.4.1 The Code

1. The design of the public realm must suit the proposed movement and use patterns of the street.
2. The design of the each part of the public realm must reflect its position in the hierarchy of place and movement within the area.
3. The design of the public realm must accommodate a range of uses and amenities and create visual interest.
4. The design of the public realm must, where possible, promote activity and social interaction, including focal points related to key locations or signature buildings.
5. The quality of the public realm must reflect and contribute to local distinctiveness and character, just as with built form. Local materials, patterns and forms will be encouraged.
6. There must be clear separation and definition between public and private spaces.
7. 'Gateway' spaces (such as the entry points to King Street) must reflect, through materials, street furniture, planters and public art, the overall character, identity and local distinctiveness of the street.
8. Street trees in tree pits should be introduced where possible, without compromising flexibility of use, to increase biodiversity and help define public space.
9. The creation of public or shared green spaces will be encouraged.
10. Incidental green space, such as green roofs and planted balconies in residential areas, will be encouraged as they add to biodiversity whilst enhancing visual interest and a sense of ownership.
11. Public spaces must be well-defined, overlooked and well-lit - to provide natural surveillance, a sense of security and encourage community use and social interaction.
12. Street 'clutter' must be reduced to a minimum and positioned so as to be unobtrusive (signs, refuse bins, bollards, utility boxes and poles etc.)
13. Parking, service facilities and access for emergency vehicles should be sufficient to support the use of the local built environment without dominating the public realm.
14. Secure cycle parking should be provided for both residents (internally where possible) and non-residents. External cycle stands should be Sheffield-style, embedded in tubular steel.



*A potential 'pocket' park on Arcade Street*

## 2.4.2 Additional Guidance

Area	Area
King Street	<p>A considered approach to key road junctions is important to create identity. The 'entry' points to King Street, at Rodney Street, Wallgate and College Avenue, are all opportunities to create an enhanced sense of place through the public realm, perhaps including public art or other physical features to reflect their importance.</p> <p>Planters and street furniture can be used to create focal points and to encourage lingering. These elements can also act as barriers between pedestrians and traffic and used to define space.</p>
Library Street	<p>An opportunity exists to create a shared green space on vacant land at the rear of the Royal Court theatre.</p>
Arcade Street	<p>On the north side of Arcade Street, between Bretherton Row and Rowbottom Square, there is an opportunity, subject to the landowner's agreement, to introduce a small area of greenspace to provide a pocket of nature and as a focus for social interaction – meeting, resting and playing. The scale should be suited to the context and built form around it and the surrounding buildings should have active frontages with entrances, windows and balconies to maximise overlooking.</p>
College Avenue	<p>Full pedestrianisation should be introduced to improve and enhance the quality of the public realm by adding interest through materials and encouraging activity.</p> <p>The street should be well-lit and with recesses and potential hiding places removed or screened - the safest routes are those that are well-defined and busy.</p>



## **2.5 Resources, Lifespan and Sustainability**

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### Responsible new development will:

- Respond to the climate change agenda to minimise the depletion of natural resources.
- Minimise carbon emissions to meet the Governments 'net zero' target by 2050.
- Reduce energy demand by creating a compact, walkable neighbourhood containing a mix of uses and associated facilities.

## 2.5.1 The Code

1. Existing buildings, wherever reasonably achievable, must be remodelled and repurposed rather than demolished and rebuilt - to reduce the waste of embodied energy.
2. New development must be designed so as to be as adaptable as possible in the future - to ensure it remains viable in the long term.
3. The environmental performance of all new development must meet or exceed standards set by current building regulations.
4. The layout and orientation of new development must, as far as possible, avoid excessive overshadowing.
5. Fenestration in new development must offer high levels of internal daylighting and ventilation - to reduce the need for artificial methods.
6. The design, size and orientation of windows must be designed to optimise beneficial solar gain in the winter months whilst avoid overheating in the summer.
7. Roofscapes, where not visible from the street, will be encouraged as locations for arrays of photovoltaic panels.
8. Whole-life carbon costs should be taken into account in new buildings both in terms of materials and energy use.



*A 'living wall' on Parr Street, Liverpool*





## **2.6 Summary Checklist**

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**The following is a summary checklist of the principal Design Code requirements, outlines in previous sections, to assist in the preparation and assessment of design proposals.**

Section	Item	Requirement met?			Comments	
		Yes	No	N/A		
<b>2.1.1 Use, Identity and Character</b>	1	New development should acknowledge and reflect the particular character and context of its location.				
	2	Signature buildings should have an individual identity.				
	3	Infill or replacement development should increase the diversity of uses in the area.				
	4	New hospitality and entertainment venues should cater to new audiences.				
	5	Introducing new community uses and smaller scale commercial use is considered appropriate.				
	6	Making more efficient use of under-occupied existing buildings will be encouraged.				
	7	All new residential accommodation must meet the minimum space standards.				
	8	New uses that provide local amenity or infrastructure should be encouraged.				
	9	Discrete and sufficient parking, servicing and refuse arrangements are essential.				
<b>2.2.1 Built Form</b>	1	Development must be of high quality.				
	2	New development must generally follow the height, density, grain and building line of the street.				
	3	Building elevations must reflect the character, scale and proportions of the street.				
	4	Development at interfaces between different character areas must consider and relate to each of the areas.				
	5	Building frontages facing public areas must be 'active'.				
	6	Primary entrances to buildings must be directly from the street or public space and on the principal elevation.				
	7	Thresholds, and other interfaces between public and private spaces, must be clearly defined and legible.				

Section		Requirement met?			Comments
		Yes	No	N/A	
<b>2.2.1 Built Form</b>	8	Fenestration to upper floors must respect the proportions, hierarchy and rhythm of the original or generally the street.			
	9	Rooftop extensions must be set back behind the line of sight from street level.			
	10	Empty sites should either be infilled or utilised to create beneficial public realm.			
	11	Signage and illumination must be integrated with shopfront design and must not dominate.			
<b>2.3.1 Movement, Access and Servicing</b>	2	Surface materials used should reflect the character of the street.			
		The design of all public space must ensure that those who are less mobile are able to easily move around.			
	8	Footpaths must be level and street furniture must not obstruct.			
	9	Tactile paving must be located at all junctions and crossing points.			
10	Where cycle lanes and footpaths occupy shared space, there must be sufficient room for shared use.				
11	Design should be guided by both the National Design Guide and Manual for Streets.				

Section	Item		Requirement met?			Comments
			Yes	No	N/A	
2.4.1 Public Realm and Nature	1	The design of the public realm must suit the proposed use patterns of the street.				
	2	The design of the each part of the public realm must reflect its position in the hierarchy of place.				
	3	The design of the public realm must accommodate a range of uses and amenities.				
	4	The design of the public realm must, where possible, promote activity and social interaction, including focal points related to key locations.				
	5	The quality of the public realm must reflect and contribute to local distinctiveness and character.				
	6	There must be clear separation and definition between public and private spaces.				
	7	'Gateway' spaces must reflect the overall character, identity and local distinctiveness of the street.				
	8	Street trees should be introduced where possible.				
	9	The creation of public or shared green spaces will be encouraged.				
	10	Incidental green space will be encouraged.				
	11	Public spaces must be well-defined, overlooked and well-lit.				
	12	Street 'clutter' must be reduced to a minimum and be unobtrusive.				
	13	Parking, service facilities and access for emergency vehicles should be sufficient without dominating the public realm.				
	14	Secure cycle parking (internal where possible, or Sheffield-style external) should be provided for both residents and non-residents.				

Section	Item		Requirement met?			Comments
			Yes	No	N/A	
2.5.1 Resources, Lifespan and Sustainability	1	Existing buildings, wherever reasonably achievable, must be remodelled and repurposed rather than demolished and rebuilt.				
	2	New development must be designed so as to be as adaptable as possible in the future.				
	3	The environmental performance of all new development must meet or exceed standards set by current building regulations.				
	4	The layout and orientation of new development must, as far as possible, avoid excessive overshadowing.				
	5	Fenestration in new development must offer high levels of internal daylighting and ventilation.				
	6	The design of windows must optimise solar gain in the winter whilst avoid overheating in the summer.				
	7	Roofscapes will be encouraged as locations for arrays of photovoltaic panels.				



