

Public Realm Framework

3.7 Street Type 4 - Alleys and Lanes ...

Alleys and lanes are generally narrower than minor streets and are not streets as such. Alleys and lanes provided vehicle access to individual properties in some locations, others are too narrow and are only used as pedestrian access routes. A number of historic alleys and lanes are found, particularly within the city walls, which display traditional paving styles and natural stone materials and so the guidance which follows distinguishes between 'historic' and 'general' streets. The aspirational street hierarchy plan (Figure 3.4) proposes no changes to the existing alleys and lanes in Chester city centre. However, there are opportunities to develop a consistent approach to the surface treatment of these routes depending on their location (see guidance that follows).

4a Historic Alleys and Lanes

Description of Street Type

Although of least importance in terms of scale and function, a number of alleys and lanes within the city centre core and particularly within the city walls are of historic importance by way of their context within built form and the presence of existing vernacular use and arrangement of materials.



Type 4 Alleys and lanes within existing and aspirational street hierarchy

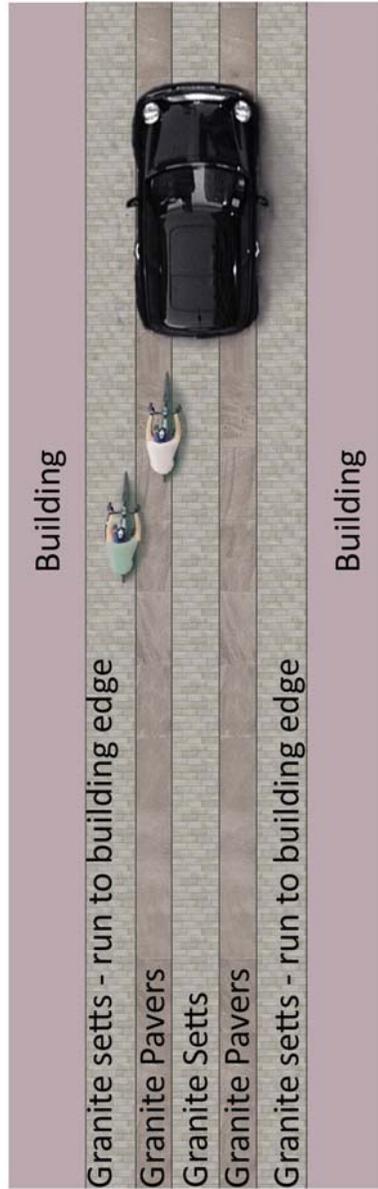
Although only used by a limited number of pedestrians, these alleys and lanes add to the richness of experience for visitors and allow an opportunity for exploration and discovery. It is important that the materials used and idiosyncrasies applied to historic alleys and lanes are maintained where they already exist and although unlikely to be of high priority it may be considered appropriate to return some alleys and lanes within the historic core to a more traditional design where this has been lost.

Key Design Principles

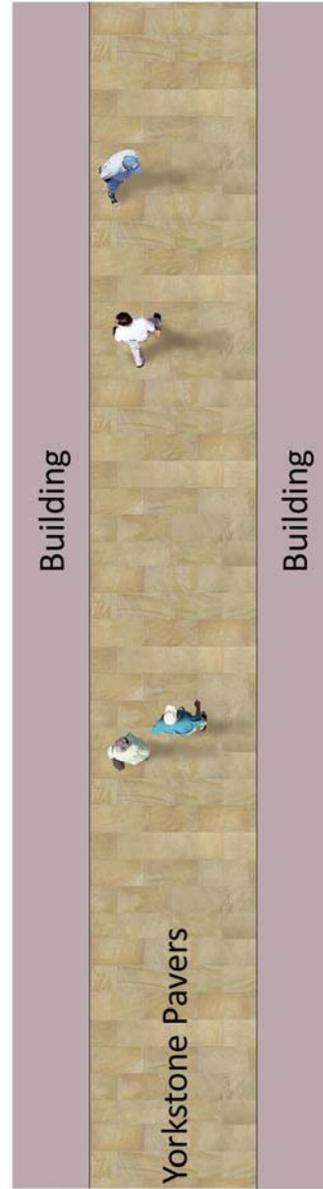
- Existing materials should be retained and relaid wherever feasible.
- Where it is necessary to replace surfacing, new high quality stone materials should match and complement existing materials and their arrangement in order to preserve local distinctiveness (see illustrations below for typical arrangements).
- Setts used on vehicular alleys and lanes must be laid to a smooth finish to allow ease of use by pedestrians.

- The scale of paving flags to pedestrian alleys/lanes should reflect the scale of these minor routes, with smaller flag units used compared to Principal Pedestrian Streets.
- Design of vehicular lanes and alleys should include vehicle entry points across pavements extending to the back of pavement/building line. These should be defined using flush granite kerbs with granite sett infill. Additional bands of granite laid flush can be used to mimic local detailing where appropriate.

Vehicular



Non - Vehicular



Street Type Materials

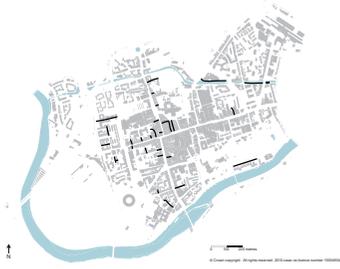
(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Kerbs/edgings	Granite	-
Main surfacing (vehicular routes)	Granite setts	River washed cobbles
Optional surfacing detail – ‘Wheelers’ (vehicular routes)	Granite flags	-
Surfacing (non-vehicular routes)	Yorkstone flags	-
Vehicle entry points (vehicular routes)	Granite setts	-

4b General Alleys and Lanes

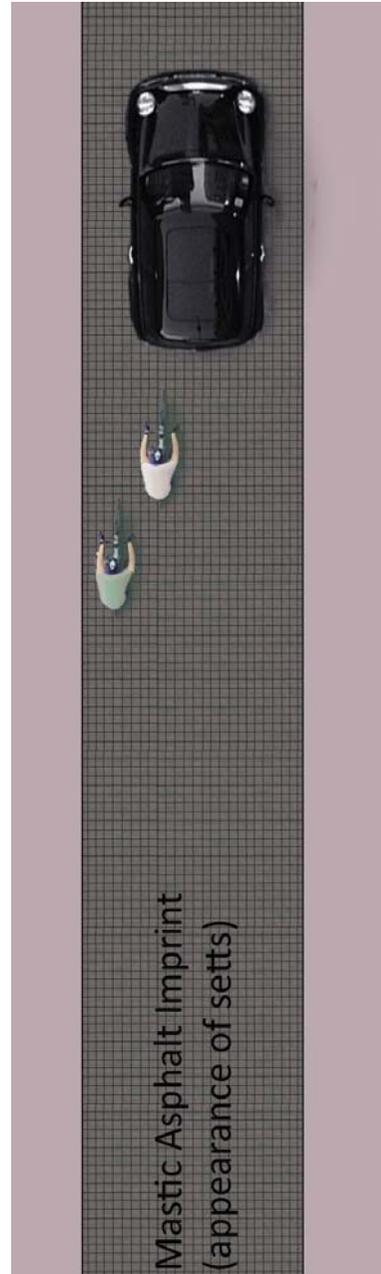
Description of Street Type

These general alleys and lanes are found away from the historic city centre core, outside the city walls. These are not of historic importance by way of the surrounding architecture or presence of existing vernacular design and materials and therefore a standard approach to the use and application of materials is appropriate.



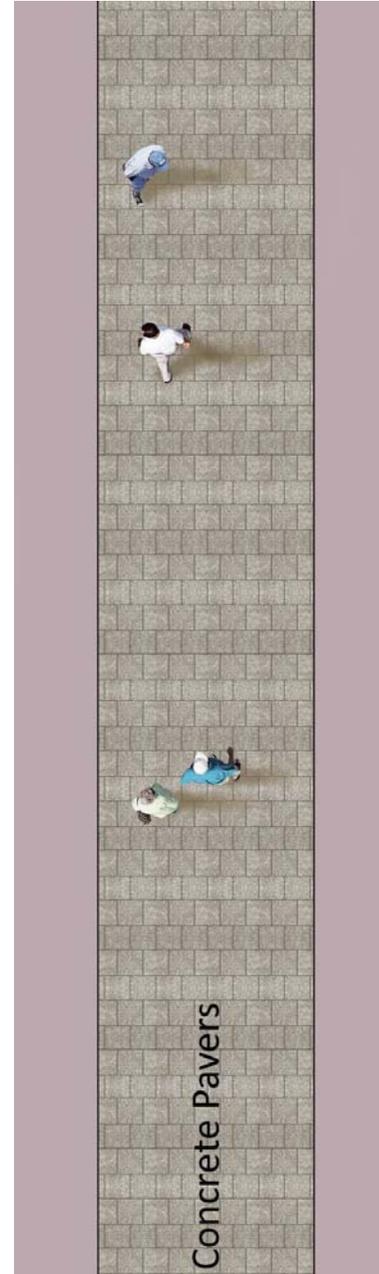
Type 4 Alleys and lanes within existing and aspirational street hierarchy

Vehicular



Mastic Asphalt Imprint
(appearance of setts)

Non - Vehicular



Concrete Pavers

Key Design Principles

- Use of functional materials along these alleys and lanes to reflect the lesser importance of the routes compared to 4a.
- The scale of paving flags should reflect the scale of these minor pedestrian lanes and alleys, with smaller flag units used compared to Secondary Pedestrian Streets.
- Design of vehicular lanes and alleys should include vehicle entry points across pavements extending to the back of pavement/building line. These should be defined using flush concrete kerbs with mastic asphalt imprint (unless the alley/lane is accessed from a Principal Pedestrian Street).

Street Type Materials

(see Part 7 for further detail on material specification, including sizes and finishes)

Function	Recommended Material	Potential Alternative Material
Kerbs/edgings	Concrete	-
Surfacing (vehicular routes)	Mastic asphalt imprint	Tarmacadam
Surfacing (non-vehicular routes)	Concrete flags	Tarmacadam
Vehicle entry points (vehicular routes)	Mastic asphalt imprint	Granite setts (if accessed from a Principal Pedestrian Street)

Street Type 4b – Other Vehicular Lane and Pedestrian Alley



Historic Alley - Godstall Lane, Chester