



Grouped service strips help minimise maintenance disruption and avoid features such as trees

The services infrastructure is an essential part of a development, but it can be a source of clutter and a major irritant when services have to be renewed.

#### 4.6.1 SERVICES ROUTING

##### Make services subservient to layout

The standard arrangement of service corridors beneath the pavement can have a detrimental effect on the layout of new developments. The routing of services should be designed to suit the kind of place that is being created.

There are two variations on the standard services corridor design:

- routing the services away from the main street, for instance down a back street or through rear courtyards. This may be more direct and economic, and make life easier for those living in the area when the services have to be dug up;
- fitting the services into the landscape, for instance by bunching them to avoid features such as trees.

Services to individual houses and buildings do not always have to be provided from the road frontage: with the agreement of the utilities they can be routed from the rear of communal areas.

##### Co-ordinate design development with service providers

Today's extensive site services often require extra space, which can be particularly disruptive to the floorscape during the early periods of development. The key is good planning and liaison with the service providers. They need involving early in the design process. This consultation should cover routes, requirements and programming. Care should be taken to coordinate routing and access covers with paving design.

##### Put services underground in shared strips

Services conventionally follow the routes taken by roads and footpaths, and the standard arrangement of a 2m wide corridor beneath the pavement has a major influence, sometimes detrimental, on the layout of new developments. One main reason for the use of this arrangement is that utility companies have a statutory right to install apparatus in the highway. However, subject to the agreement of the utilities, services can be routed away from the adopted carriageway. Multiple services can be accommodated in shared service strips.

#### 4.6.2 EQUIPMENT BOXES

##### Hide the boxes

With the proliferation of service providers (particularly the number of cable TV companies) the number of equipment boxes in the street multiplies. Junction boxes for telecommunications and cable TV are needed at frequent intervals (about one per eight houses for cable TV) but are relatively unobtrusive. Having said that, care should be taken over where they are placed in the footway. Larger equipment boxes, access points and traffic light control boxes are much more obtrusive. They should not be allowed to obstruct the footway but should be sited elsewhere, for instance set into boundary walls or masked by shrubbery. Equally, the unsightly clutter of satellite dishes on houses can be avoided by the provision of communal equipment.