

4 Development Framework

Introduction

This section describes the over-arching principles that will guide physical development within the regeneration area. It includes guidelines in relation to:

- strategic principles
- land use mix
- street hierarchy
- building scale and density
- residential type and density
- open space and public realm
- quality of architecture
- sustainable development

Development proposals must be consistent with these principles if they are to be supported by the Council.

The principles have been drawn up following a series of technical studies comprising:

- town centre needs analysis to identify the quantum of retail floorspace included within the Framework
- housing analysis to scope the broad mix of residential units, and the proportion of units that will be affordable
- property overview to establish the 'market' for the proposals
- transport studies
- environmental quality and contamination
- economic and demographic analysis
- sustainability appraisal

Strategic Principles

A number of strategic principles have been established to underpin the Development Framework. These have been instrumental in shaping the physical form. These principles are illustrated in Figure 16 and are summarised as follows:

- a new town centre with major new shopping and leisure development as part of a comprehensive mix of uses
- a range of employment uses located around a new transport interchange
- in the region of 10,000 new homes
- a commitment to the provision of affordable housing and places of local employment for the existing and new communities
- improvements or additions to existing community facilities as part of the creation of a sustainable community (including health and education)
- an additional main line railway station
- new bridges across the A406 North Circular Road and the Midland Mainline Railway
- a new High Street to integrate the areas to the north and south of the A406 North Circular Road
- a new Market Square
- a new food store
- a new bus station with modern facilities and improved services
- a high quality transit system from Cricklewood Station to Brent Cross Shopping Centre and Brent Cross Underground Station via the new town centre
- improvements to the highway network including a new road junction on to the A41 to provide access to the Eastern Lands
- improved pedestrian connections to existing public transport, particularly Brent Cross Underground Station, including two new pedestrian bridges across the A41 and the A406
- provision of freight facilities
- provision of strategic waste handling and recycling facilities for local residents
- improvements to the River Brent and links to the Welsh Harp Reservoir
- the provision of new public open space, enhancement of the existing green spaces and links to established neighbourhoods
- a fully accessible street network that positively encourages the use of public transport, walking and cycling over the car
- a comprehensive approach to regeneration that embraces implementation on both sides of the A406 North Circular Road concurrently
- a commitment to deliver sustainable development
- a deliverable solution with measurable benefits for everyone



- Key
- Regeneration Area
 - Underground Station
 - Bus Station
 - Rail Station & Pedestrian Link
 - New and Improved Open Space
 - Development Opportunity Areas
 - Indoor Street Network
 - High Street
 - Eastern Lands Connections
 - Brent River Corridor
 - City-wide Landmark
 - Existing Brent Cross Shopping Centre
 - Rail Freight Facility
 - Waste Handling Facility
 - Activity Focal Points
 - Road Network
 - Local Links to Existing Development
 - Area Improvements
 - Pedestrian Environment & Junction Improvements
 - Urban Squares
 - New Bridges
 - New Pedestrian Bridges
 - Shared Playing Fields

Figure 16: Strategic principles

Land Use Mix

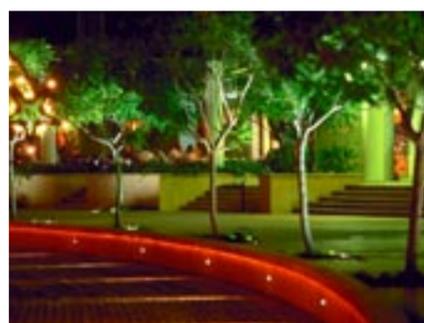
The key to the success of the regeneration area will be a vibrant, diverse mix of uses anchored within and around the new town centre. This mix will include a significant amount of retail and office development, and a large number of homes for sale and rent. These uses will complement and support existing facilities to create a new mixed use commercial heart for the wider area, attracting people throughout the day and evening and creating a vibrant new destination. The Development Framework provides a major focus for regeneration for the whole of North London.

The area will comprise approximately:

- up to 420,000m² of business space, primarily comprising office accommodation
- In the region of 10,000 new homes of mixed type and tenure
- 27,000m² of leisure space
- 55,000m² of comparison retail
- 20,000m² of convenience shopping
- 2 new hotels
- community facilities, (quantum and nature to be defined)
- freight facility
- a waste handling facility

The quantum of retail floorspace has been confirmed by a sub-regional retail assessment undertaken in accordance with the requirements of para 5.125 of the London Plan.

A key organising element of the Framework is the creation of a new High Street that will integrate the north side of the A406 North Circular Road with the south side of the A406 North Circular Road. The land uses will be developed around a series of focal points of activity to make up the town centre at the heart of the area and a series of character areas. The town centre and the character areas are described in Section 6 of the Development Framework.



The distribution of land uses is illustrated on Figure 17. Land uses have not been defined for the whole regeneration area. Proposals for land within the area that have not been allocated for a specific new use will only be supported if they are consistent with the Council's regeneration objectives as described in the Unitary Development Plan, and do not conflict with those land uses defined in the Development Framework.

Ground Floor Mixed Use

The built form will provide for a diverse mix of uses not only within urban blocks but also within individual buildings and at street level. In addition to the substantial commercial and residential development, a more diverse mix must be provided for, including local shops, small businesses and workshops, bars, cafés and restaurants, arts and cultural centres, community facilities, leisure and sports provision. It is these uses that bring an urban area to life. It is proposed that these uses will be focused along the High Street.

When owners or developers make proposals for individual sites they must demonstrate how they will offer a wide range of uses at ground floor level. These uses may vary over time. For example, it may not be possible to attract small scale shops during the early years of the development and therefore temporary ground floor uses will be required. Flexible leasing arrangements will allow small business uses to enliven these spaces in the early years, with more established commercial uses arriving with the increasing residential and working populations.

To facilitate this, the following principles will apply:

- higher ground floor to first floor heights
- roof spaces that can be converted to residential use at a later date
- removable ground floor partitions to allow flexibility in size and configuration of ground floors
- larger windows
- consideration of possible future emergency exit arrangements
- provision for ground floor toilets/washrooms



Key

- Regeneration Area
- Existing Shopping Centre
- Existing Car Parks
- Proposed Car Parks
- Open Space
- Comparison Retail
- Neighbourhood Retail/ Bars/ Restaurants
- Residential
- Community
- Leisure/ Hotel
- Business
- Education/ Leisure
- Rail Freight Facility
- Waste Handling Facility
- New Railway Station
- New Bus Station

Figure 17: Proposed land uses

Social, Economic and Cultural Diversity

The diversity of the town centre will evolve over time as the fine grain of the mix of uses becomes established. This will in part be due to the nature of the ground floor uses, but also once the catchment population begins to grow and the demand for services and facilities increases.

Other services will also be required within the regeneration area. Some of these will fall within the town centre, such as community and health services, perhaps a museum and life long learning opportunities. Others, such as educational facilities, may well be located outside the town centre, and even potentially beyond the boundary of the regeneration area to meet the needs of the community as a whole.

It is difficult to define all of these requirements at the outset. The broad parameters will be set down in a delivery strategy as described at the end of the Framework. As development takes place, this will need to be regularly reviewed to ensure that service provision is implemented in tandem with built development. This will include the consideration of some of the Borough's local town centres including Cricklewood. Some improvements in services or physical proposals might more appropriately take place in these areas there to maximise the regenerative benefits of this Framework for the whole community.

Moreover, land uses have not been identified for all of the areas of land within the regeneration area boundary. Where proposals come forward in these locations, the Council and the GLA will expect them to include a contribution to the provision of services and facilities for the benefit of the community in the way that other areas of the Framework require. Any proposals will need to be consistent with the objectives of the Framework and the applicant will need to demonstrate the potential impact of their proposals in relation to the Framework including transport, compatibility of land use mix, viability and regenerative benefits.

Street Hierarchy

The public realm will be clearly defined by an interconnected network of streets, squares and public open spaces providing the maximum freedom of movement and choice of direct routes to all destinations within the area defined by the Framework and beyond. If walking is to be encouraged, then the streetscape must be considered as important as the buildings themselves. It must be attractive, highly permeable, good quality, multi functional, safe and durable.

The network of streets and squares will be arranged in a hierarchical sequence in order of location, physical scale, movement capacity, activity and mix of uses. At the top of this hierarchy will be the High Street running from the existing, but remodelled Brent Cross Shopping Centre in the north of the new town centre (north of the A406 North Circular) to the new station and Station Square in the commercial district to the south of the new town centre (south of the A406 North Circular Road). The High Street will form the principal movement and activity spine through the area defined by the Development Framework, connecting both the strategic road network and providing access to new development opportunities. A new main street will also run east-west through the Square connecting the wider Eastern Lands to Brent Cross Underground Station.

The exact dimensions of each street will be the subject of a detailed study, however an indication of the dimensions based on urban design criteria is proposed as part of the Development Framework, in Section 6.

The High Street

The High Street will have 3 distinct characters. To the north of the A406 North Circular Road, it is a 'High Street' which will be a pedestrian dominated environment lined with a mix of retail and commercial premises, with upper level residential in some locations.

To the south of the A406 North Circular Road, although still part of the 'High Street', it takes on a different character. In addition to being the mixed use focus for the new business and residential communities, it should form the primary vehicular and public transport corridor through this part of the new town centre.

The character of the High Street running south from Station Square is more residential in nature and not a High Street in the traditional sense. It essentially forms a spine road serving the new residential development and linking it to the new town centre.

Secondary and Tertiary Streets

The High Street will provide access to secondary streets which should in turn provide access to tertiary streets. The preferred location of secondary streets is identified within the Development Framework. There is some flexibility with these locations, although any significant differences will need to be justified. The location of tertiary streets within the area defined by the Development Framework is flexible. The street hierarchy is illustrated on Figure 18.





Key

- Regeneration Area
- Urban Square
- Main Street - Easter Lands
- High Street - North
- High Street - South
- The Bridge Link
- High Street - Brent Terrace
- Edgware Road Link
- Secondary Street
- Tertiary Street (illustrative)
- Pedestrian Link/ Footbridge

Figure 18: Street hierarchy

Building Scale and Density

Tall buildings will define the heart of the new town centre. A building height profile (as illustrated on Figure 19) is proposed comprising a range of building typologies including 3 storey terraces, 5-8 storey courtyard blocks and a range of taller buildings from 10-25 storeys with some landmark commercial buildings located at the gateway to the site, the M1 motorway. The positioning of tall buildings across the area defined by the Framework will be in response to the surrounding context. Lower buildings will form a transition from existing 2 storey residential development with taller buildings located adjacent to the existing heavy infrastructure of the Midland Mainline Railway, Brent Cross Underground station, the M1 motorway junction and Staples Corner, and the A406 North Circular Road. The building height profile generally steps down across the area defined by the Framework from the city wide landmark in the north-west to the existing residential areas in the south-east.

Tall buildings will be strategically located to define key activity areas and at gateway sites. There are also opportunities for taller buildings particularly along the western boundary. Spectacular views will be afforded. Figure 19 illustrates the concept for building height zones.

Buildings will generally respect the minimum storey heights within each zone unless the specific location justifies a taller building. Whilst tall buildings will be encouraged in certain locations it is not desirable that they become the predominant urban form.

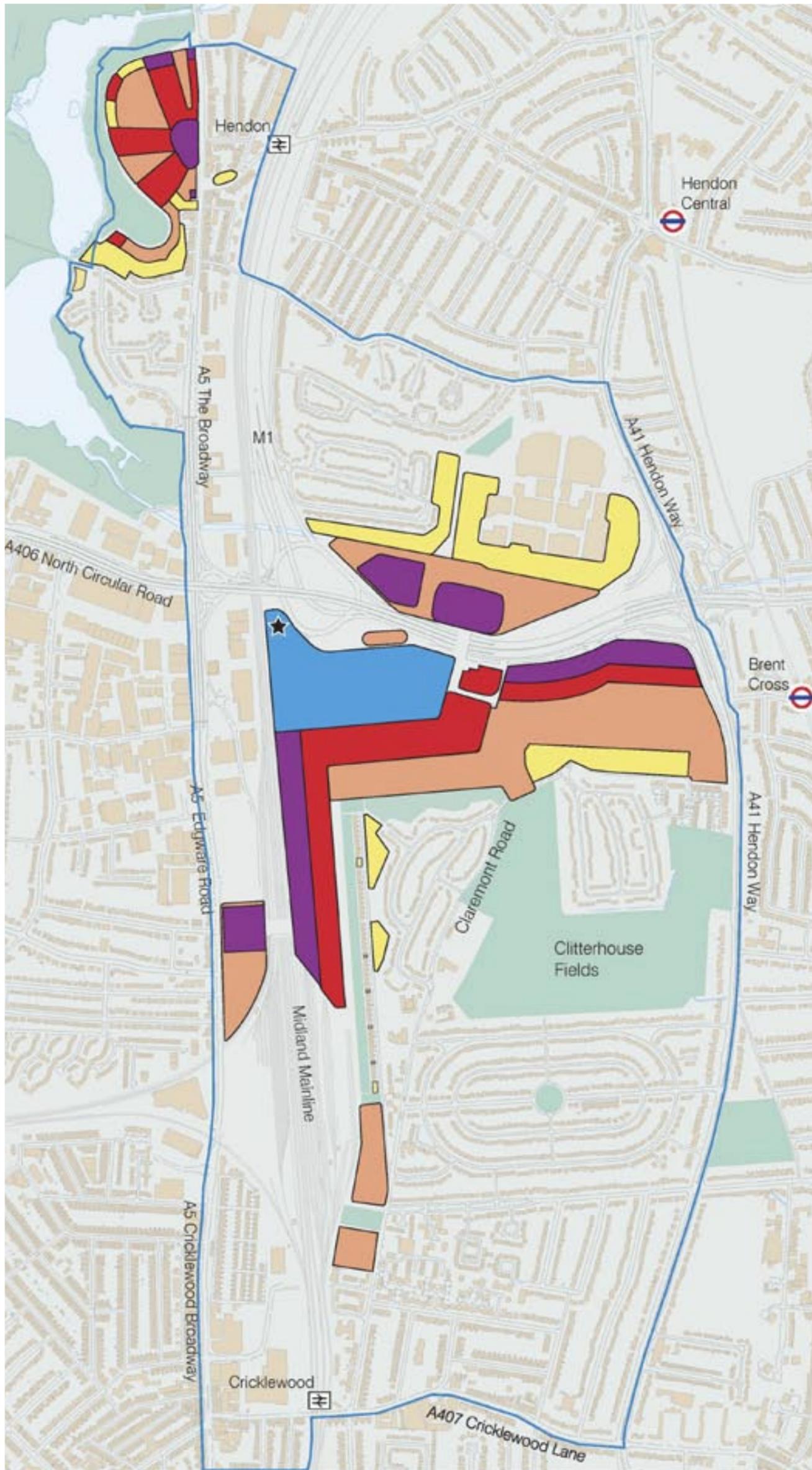
At ground level, buildings should be constructed to the back edge of the pavement to retain a sense of enclosure and to define the street edge. Setbacks at upper levels may be introduced to create view corridors, create an animated skyline, offer daylight penetration and comfort at street level for pedestrians.

Proposals for taller buildings (over 15 storeys) will need to be supported by:

- A design statement. This will include development context, location, description, development objectives, urban design principles, architectural philosophy, the relationship of existing and proposed land and building uses, treatment at roof top/crown, ground floor treatment and the relationship to street vitality. The statement will also include a public realm strategy, a description of scale and massing, materials, lighting (day and night time) and the approach to public art. This statement should be accompanied by a model of the development.

- A movement statement. This will include a traffic impact assessment illustrating the existing situation and the situation with the development in place, including infrastructure and services, the strategy for public transport, on and off site highway works, servicing, car parking, and pedestrian movement demonstrating pedestrian comfort levels. This should be accompanied by the urban design analysis to demonstrate the impacts upon permeability and connectivity of the new development.
- A building services strategy. This will include building systems and enclosure, building life cycles, energy consumption and efficiency, lighting (day and night time), telecommunications, micro climate (wind, sunlight, daylight, shadowing, privacy and overlooking) and ground conditions.
- A heritage statement. This will include the relationship to heritage assets illustrating the effect on Conservation Areas and archaeology, including nature conservation and ecology, where relevant.
- An economic statement for commercial buildings. This will include the business case for high buildings, the numbers of jobs, and the impact upon regeneration objectives.
- A statement indicating the relationship to (Strategic, Metropolitan and Local) views. This will include agreement with the Council with regard to relevant views, photomontage analysis which will show the proposal fully rendered (an outline of the building is unlikely to be sufficient), a 3 dimensional computer model illustrating the proposal in its context, and the relationship of the building to other tall buildings or structures. Artists' perspectives would be useful, but should not be relied upon as a technical evaluation of the appearance of the proposal.
- A construction and demolition statement including processes, techniques, movement of material and the impact on site and off site.

Tall buildings will be acceptable providing they satisfy a series of tests including: design and safety, movement, affect on micro-climate, sustainability, heritage, relationship to the skyline, views, and appropriate methods of construction.



- Key
- Regeneration Area
 - 2-4 Storeys
 - 4-8 Storeys
 - 6-10 Storeys
 - 10-20 Storeys
 - 20-25 Storeys
 - ★ City-Wide Landmark

Fig 19: Building height profile

Residential Type and Density

Residential development is a key component of this new urban place. A mix of units will help to build sustainable communities, allow residents the choice to move within the area and also avoid 'churn' and transience.

It is a priority of the Council that family accommodation is provided throughout the development in both private and affordable units.

Brent Cross and Cricklewood

At Brent Cross and Cricklewood it is proposed that up to 5,500 homes will be provided. When evaluating proposals for residential development of this scale, the Council considers that having regard to the UDP overall 50% target for the Borough, it will seek to negotiate the maximum reasonable amount of affordable housing.

The Council will seek a commonality of dwelling design to minimise the difference between affordable housing and housing for private sale and to encourage social cohesion.

The precise proportion of affordable housing will be determined in relation to viability issues, site characteristics and the provision of social and physical infrastructure.

Where residential development is in apartments, family homes should be provided only at ground floor and/or first floor level. If families are located on floors above this, they will have direct access to generous balconies and roof terraces in addition to being situated within no more than 2.5 minutes walking distance from their front door to a public open space or communal courtyard garden.

Affordable housing should not be delivered in separate areas. It should be distributed within any development on a block by block basis. Affordable housing should be located on the lower floors of any apartment blocks and where possible, restricted to the first six floors to ease management procedures.

Residential development throughout the regeneration area will comprise a mix of 1, 2, 3 and 4 bed apartments with some terrace housing. Some of this accommodation will be in taller buildings.

The scale of residential development will need to be matched, over time, by an appropriate range and mix of employment, shopping, leisure and local facilities, to ensure that a sense of community is established as early on as possible.

The housing mix broadly will be as follows:

- 26% 1 bedroom
- 50% 2 bedroom
- 24% 3-4 bedroom

Consideration must also be given to the integrated management of residential areas for all tenures. Management structures will need to be put in place that allow for community involvement.

Figure 20 illustrates the indicative distribution of residential typologies and densities across the Framework. Development opportunities have been categorised as lower, medium and higher density, and higher density residential above commercial buildings.



Key

- Regeneration Area
- Proposed Rail Station
- Existing Shopping Centre
- Higher Density Residential above Commercial Premises 200-435 units/ha
- Higher Density Residential 200-435 units/ha
- Medium Density Residential 100-200 units/ha
- Low Density Residential 50-100 units/ha
- Other Non Residential Development

Figure 20: Residential type and density

Lower Density

Development will comprise 3 storey, 3 and 4 bedroom family terraced housing with a density range of 50-100 units per hectare depending on specific site constraints such as contamination. Houses will have private gardens. Parking will be provided either in adjacent off-street spaces or in secure parking courtyards. Lower density development will generally be located around the periphery adjacent to existing 2 storey residential properties.

Medium Density

Development will generally comprise perimeter block style development of 1, 2, 3 and 4 bedroom apartments and maisonettes in buildings of between 4 and 6 storeys with a density range of 100-200 units per hectare. Medium density development is located in the southern part of the area within the Development Framework adjacent to Brent Terrace and Claremont Road.

Higher Density

Development will generally comprise a combination of perimeter block style development of 1, 2, 3 and 4 bedroom apartments in buildings of between 5 and 10 storeys with a density range of 200-435 units per hectare. Residential towers of between 10-15 storeys will also be considered in appropriate locations. This type of accommodation will be more appropriate within the heart of the regeneration area taking advantage of easy access to public transport facilities.

Where possible, larger 3 and 4 bedroom properties will be situated on the ground floor with direct access to private open space. Open space will be provided in a combination of private balconies and roof terraces and private and communal gardens.

Higher Density Development Over Commercial Premises

Development will be situated along the High Street and within the town centre with a density range of 200-435 units per hectare. These situations will be more suitable for 1 and 2 bedroom apartments given the limited space for private or communal open space.

Taller residential buildings will be permitted but they will need to be sensitively located. In principle, buildings of between 10-15 storeys will be permitted within the higher density residential areas, but will not form the dominant residential typology. Residential buildings above 15 storeys will be restricted to the western edge of the development along the line of the mainline railway.

Parking will need to be provided 'on street' and in undercroft parking garages. In principle, courtyard areas should not be given over to surface parking as these areas should be dedicated to private or communal garden space.

Eastern Lands

It is proposed that between 1500 and 2500 new homes are provided in the Eastern Lands. These will include the re-provision of social housing and affordable housing. The new homes will comprise a range of mix and tenure according to the guidelines stated previously (26% 1 bed, 50% 2 bed and 24% 3 bed). This will include some taller residential and mixed use buildings in close proximity to the major infrastructure adjacent to the A406 North Circular Road and A41 Flyover.

West Hendon

At West Hendon it is proposed that approximately 2,200 units will be provided.

The guidelines relating to affordable housing above do not apply to West Hendon. In this case, the existing affordable housing must be replaced by an equivalent amount, type and mix of new affordable housing funded by private sector investment to meet the Decent Homes Standard and therefore requires a site specific solution.

It is recognised that in order to fund the re-provision, the density of development at West Hendon will be increased. The precise quantum will be subject to detailed design given the sensitive location adjacent to the Welsh Harp Reservoir.

Lifetime Homes

It is an aspiration that lifetime homes will be provided wherever possible, although it is recognised that the physical characteristics of the area do not necessarily lend themselves to this in every location. The precise form will need to be assessed as part of the detailed design of the new homes. This will enable a broad range of choice to be created and allow the Council and the GLA to achieve the objective of establishing a sustainable community with a local population that can satisfy all of its housing needs within one area from individual apartments to family housing.

Proposals for development must demonstrate that they meet the highest standards of accessibility and inclusive design.

Open Space Public Realm

The regeneration area falls within an area of public open space deficiency and the existing open space is of poor quality and would benefit from an improved maintenance regime. It is imperative therefore that existing public open space is improved in conjunction with any proposals for residential development.

The success of the public realm depends not only on the quality of the design and materials but on its relationship to surrounding buildings, the way people enter and pass through it and the uses that are within it and surrounding it.

Figure 21 illustrates the concepts in relation to new homes. Figure 22 illustrates the public realm strategy for the new development.

The key design principles to be applied include:

- The creation of a hierarchy of interconnected public realm spaces within a network of streets including urban squares and neighbourhood parks.

The Council will not support the loss of any existing public open space, and in the unlikely event that a loss cannot be avoided, the Council will expect a like for like replacement in the amount of space elsewhere in the regeneration area.

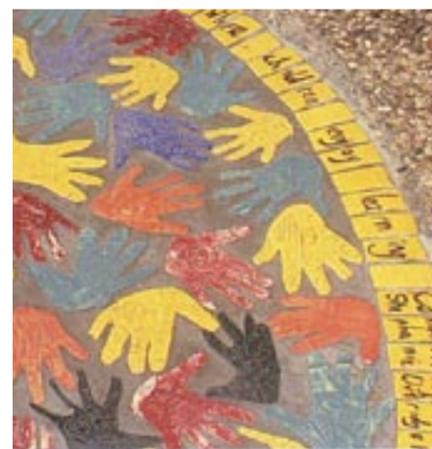
- Existing underused and isolated spaces must be brought back into public use by improving access to them and their relationship with surrounding development.
- Opportunities for public art should be created particularly in relation to the Squares at Brent Cross and the new Station.
- In improving the current underused open spaces consideration must be given to shared community/education open space.

All public spaces should function as part of an overall network of pedestrian routes and provide for the needs of the users including the elderly and people with disabilities.

- Incidental open spaces will not be acceptable. Every space must have a clearly defined function. 'Left over' areas that are often poorly maintained or vandalised can very quickly detract from the appearance of an area and are a costly maintenance item.
- New focal points (new urban squares), must be created that interconnect the primary activity areas and act as a focus for day and evening activity, a place for public events and areas just to sit out, meet friends and watch the world go by.
- Urban squares must be overlooked by active ground floor uses that relate directly to passing pedestrians to create activity and interest such as shops, restaurants, civic and community uses.
- Careful consideration must be given to the layout and massing of surrounding buildings taking into account local climatic conditions of sunlight, daylight, wind temperature and frost pockets.
- A clear distinction between public and private space must be established that will help to improve safety and security and give people clear direction as to where they can or cannot go.
- A positive interface must be created with the built form e.g. building frontages, windows and entrances should face onto and overlook the street and open spaces.
- Use of high quality materials is essential.
- Neighbourhood parks should be fronted onto and overlooked by residential development providing natural surveillance at all times.
- A comprehensive management and maintenance regime should be established to look after all public realm areas.

The principles of open space provision are illustrated overleaf.

The Council will not support proposals for development that have a negative impact on either the Welsh Harp Reservoir or the River Brent.



The key components of the public realm strategy are:

Brent Cross Square

Located within the heart of the new town centre providing a focal point for leisure and entertainment facilities and the evening economy.

Station Square

Situated immediately adjacent to the new railway station at the western end of the High Street providing a commercial and entertainment focal point for the business and residential community and a transport interchange.

Office Square

Situated within the heart of the commercial and business quarter providing a relaxing space for workers during the day.

Market Square

A new Market Square will be the focal point in the town centre on the south side of the A406 North Circular around which a number of these land uses will be concentrated to ensure that the Square is vibrant and well used. Market Square will form the hub of the new town centre on the south side of the A406 North Circular in advance of the completion of the commercial district and the railway station.

Clitterhouse Fields

Relocation and improvement of sports pitches, community gardens and casual recreation areas for toddlers and teenagers, multipurpose sports courts, improved tree planting, and a new pedestrian and cycle network. The area will be a focus for shared community and education playing fields.

Eastern Park

Running from North to South, the location of this new park has been chosen to enable the existing water course, a tributary of the River Brent which has been largely lost, to be opened up in this location to provide a feature to the park. This along with the other key component areas will replace the facilities of the existing Clarefield Park, but to a higher standard.

Brent Terrace Park

A new linear park alongside Brent Terrace providing play areas, gardens and casual amenity space for new and existing residents.

New River Walk

A new riverside walkway along the River Brent. This will vary in character from a more urban canal feel through the heart of the town centre opening out into a landscape corridor through the residential area to the west.

Millenium Green

An existing public open space, that will benefit from some further improvement in the longer term.

Welsh Harp Reservoir

An existing SSSI that will require a management plan to be formulated as part of any proposals for redevelopment at West Hendon to protect the natural character and encourage bio-diversity. It is important that human disturbance of natural habitats is minimised, but education and enjoyment of this unique resource is stimulated.

York Park

A new and remodelled open space to form a buffer between a redeveloped West Hendon Estate and the Welsh Harp Reservoir.

West Hendon Place

A new Square at the heart of the revitalised West Hendon local centre.

Claremont Park

The improved open space will utilise the existing Claremont Way Open Space, its landscape upgraded, and provided with new facilities to create an attractive contiguous new expanded facility linked to Clitterhouse Fields.

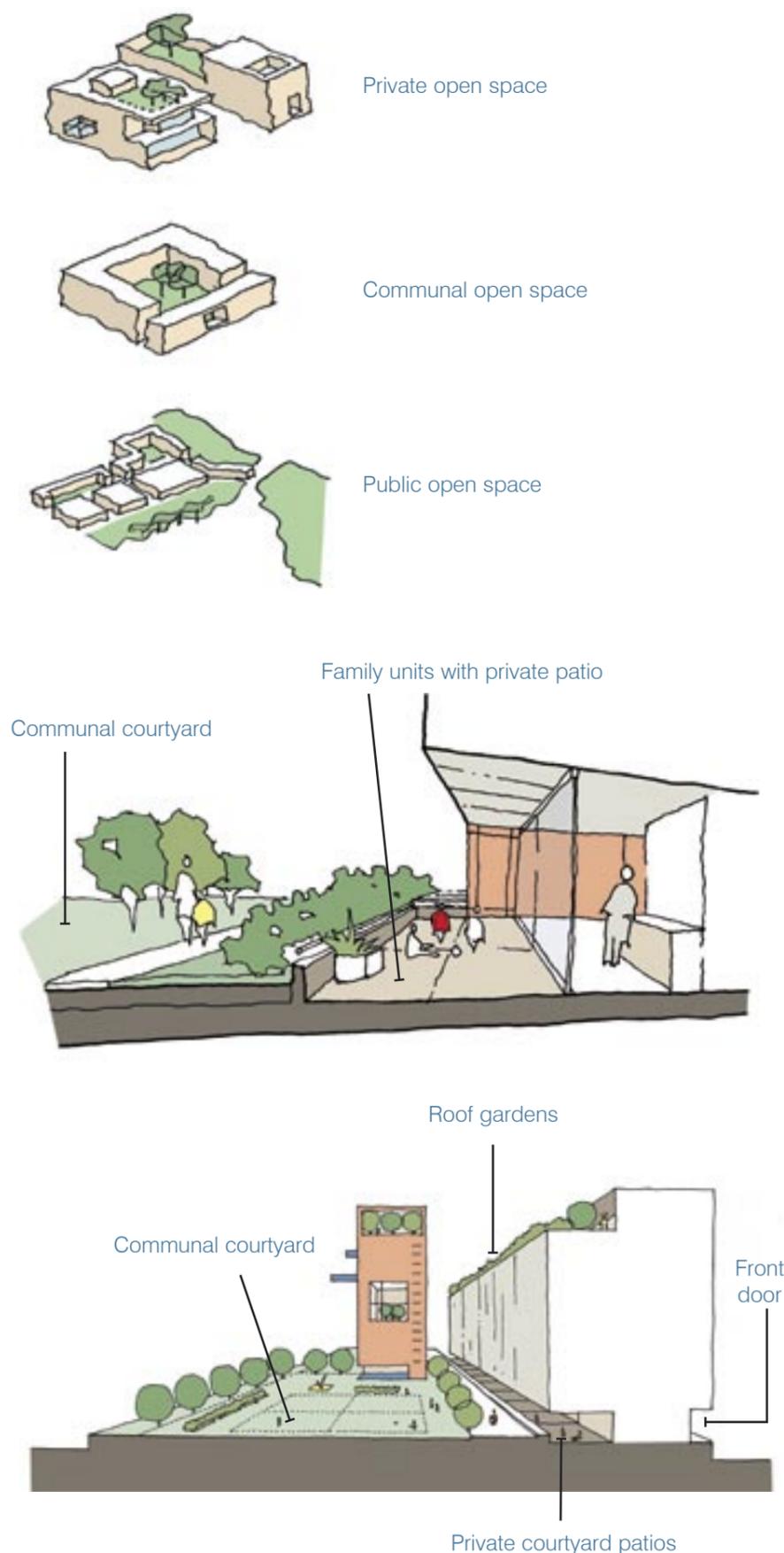


Figure 21: Conceptual relationship of residential development to different types of open space



Key

- Regeneration Area
- New Existing and Refurbished Public Open Spaces
 - 1. Clitterhouse Playing Fields
 - 2. Eastern Park
 - 3. Millenium Green Park
 - 4. New Brent Terrace Linear Park
 - 5. Claremont Park
 - 6. York Park
- Urban Squares
 - 1. Brent Cross Square
 - 2. Station Square
 - 3. Office Square
 - 4. Market Square
 - 5. West Hendon Square
- ↔ Brent River Walkway
- Existing Brent Cross Shopping Centre
- Development Opportunity Areas

Figure 22: Open space and public realm

Streetscape

The streetscape is often characterised by a clutter of mismatched signage, lighting, street furniture and traffic control measures. These detract from the appearance of the public realm.

A more holistic approach is proposed involving a co-ordinated design, installation, management and maintenance strategy – ensuring consistency of quality, style and colour. This will involve discussion with key stakeholders, including the local authority highways and cleansing departments, and utility companies. Key design issues will be to:

- design the space so that the functions of its parts are clear and the need for superfluous signage, bollards and barriers are minimised
- establish a comprehensive suite of materials and street furniture to be used consistently throughout the life of the development
- liaise with utility companies to identify the most appropriate location of inspection chambers and manhole covers

It is proposed that good quality ‘off the shelf’ designs are used adopting the best in modern and contemporary design.

Lighting

Lighting should be an integral part of the public realm design and a comprehensive lighting strategy should be considered. This would include lighting for movement corridors, public spaces and buildings. Lighting has much to offer in contributing to the feeling of safety in an area particularly where pedestrian only routes have been created. Lighting can also be used to provide a dramatic and unique identity for an area highlighting landmark buildings and aiding orientation and way finding.

Great care must be taken to provide adequate lighting around the station, bus station, existing underpasses and bridges in order to improve safety and pedestrian comfort in the evenings and encourage people to walk and use public transport.

Safety and Security

Safety and security are vital elements in any urban development. People feel more comfortable and confident using areas where there is good visibility and effective lighting and where people feel they can be seen and heard by others. There are two key principles for designing safety into the public realm. They are ensuring natural surveillance and human presence. This is achieved by:

- making buildings front onto the public realm
- putting ‘eyes on streets’ and minimising blank facades
- mixing uses, particularly at ground level, adding vitality at different times of the day and night
- designing an integrated network of streets, rather than more vulnerable cul-de-sacs
- locating parking in front of buildings or in secure areas such as basements
- minimising conflict – by providing safe routes and crossing points for pedestrians and cyclists
- community involvement – when people view spaces as their own they begin to take responsibility for them

Materials

With regard to surface treatments, the Council will require the emphasis to be on simplicity and quality of detailing. The mass usage of concrete block pavers will not be permitted. In general, road surfaces and pavements will be in tarmac with higher quality paving, kerbs and surface treatments utilised in key locations, such as the High Street, junctions and pedestrian crossings, around public open spaces and within courtyards.

Sustainable Development

All buildings will be required to incorporate a range of best practice energy saving and environmental features, drawing on technologies and techniques that promote sustainable development. As building continues over the period of the Development Framework, best practice standards will be reviewed and enhanced. Buildings should positively address the following design issues:

- orientation and use of solar layout for housing
- orientation and design to increase daylight provision in offices
- south facing roof orientation to maximise solar gain
- utilise opportunities for natural ventilation
- ensure all new commercial premises attain a BREEAM rating of ‘very good’ including energy use, low water use, pollution, health and the use of materials, with an aspiration to achieve an excellent rating
- ensure all new dwellings attain an EcoHomes rating of ‘very good’ and a National Home Energy Rating of 10, with an aspiration to achieve an excellent rating
- pressurisation testing on new building types to limit heat loss
- where possible use locally sourced and recycled materials

The Council will expect developers to investigate the opportunities to implement combined Heat and Power systems.

Proposals for development will need to show how sustainability principles will be met in terms of demolition, construction and long-term management.

All properties and especially those with front doors directly on to the street must be capable of accommodating provision for the storage and sorting of recyclables by residents and suitable access for collection by vehicles, including domestic refuse.

The highest quality of building design will be required to ensure best practice in construction and demolition, sustainability and energy efficiency. New buildings will significantly improve upon traditional standards in terms of comfort, utility and running costs.

Quality of Architecture

Gateway Opportunity

The Framework does not specify the detailed design for buildings. Flexibility is required to allow skilled architects to propose creative solutions which work within the design guidelines in Section 6. In preparing detailed design, the Council requires the following to be considered.

The town centre will be a gateway to London and the quality of the buildings must reflect this. Buildings must be of a sufficient scale to create a sense of place and identity, contribute to vitality and provide appropriate landmarks to aid orientation.

The Framework makes provision for tall buildings in certain locations identified on Figure 19. People respond to views of tall buildings both from a distance and at street level. From a distance, it is the crown or upper levels of the building that draw the eye. From the street, it is the relationship between the ground floor of a building to the street as people walk by. To ensure a positive visual impact, it is essential that in addition to the high standards of design required by the Council throughout the regeneration area, significant attention is given in detailed design to the way a building will be viewed either from the distance or at street level. It will be important to demonstrate that tall buildings will add to the townscape in this location, and not detract from it.

The design of buildings must have regard to the setting within which they will be built. In this context, the setting might not yet exist, so it is important to relate architecture to land use and streetscape.

Human Scale

Much of the success of a place depends upon the ability to achieve a human scale in development. This will depend upon: active frontages or ground floor uses (as described earlier), keeping pedestrian routes and views open, and simplicity in design.

Perimeter Blocks

Successful places are generally defined and enclosed by buildings, including the street. Buildings that follow a continuous line around the street block and contain private space within courtyards are generally more successful than individual buildings that sit in the middle of the plot. Continuous frontages should be used as far as possible, and adhere to a common building line.

Buildings should have active edges, such as shop fronts, doors that open onto the street and principal residential rooms (i.e. living room and bedrooms) facing the street to improve natural surveillance and safety.

Car parking can be provided in a number of ways including on street, within courtyards (in commercial blocks) or in undercroft parking within the building footprint. Service areas, external storage areas and refuse areas should be located away from pedestrian routes and spaces

Turning the Corner

Corner sites are visually prominent and form an important part in the character of an area and can be used to aid orientation and legibility.

Within mixed use areas, corner sites provide the opportunity for two active facades. This potentially offers more entrances to different parts of the buildings and as such, provides special opportunities for mixing uses such as residential or office accommodation over other types of commercial uses. A number of design approaches could be adopted to address corner sites:

- active ground floor frontages
- locating taller buildings on corners
- projecting buildings forward, above street level
- special façade treatments, such as change of material or colour to add visual prominence
- form a continuous street frontage with windows and entrances addressing both street frontages
- principle entrances should be placed on or near the apex of the corner to add visual interest and activity
- balconies, bay windows and special façade treatments will be encouraged to provide visual interest

Access for All

Buildings and public spaces must engender principles of inclusive design and address the needs of everyone, and especially those with pushchairs, people with disabilities and the elderly. Particular attention should be paid to the detailed design of the building-street interface.

The Council requires all proposals for buildings within the regeneration area to be of the highest architectural quality.

