

Urban Form

Overview

Key Objectives

- **Maximise connectivity;**
- **Establish an urban grain within the OA that is inspired by the surrounding pattern of streets and open spaces;**
- Provide good quality **public open space** that offers a range of recreational and ecological opportunities and overcomes existing deficiencies in access to public open space and play facilities;
- Ensure that new buildings on the **edges** of the OA are sensitively integrated into and enhance the existing context;
- Ensure that no new buildings visible on the **skyline** have a negative impact on the quality and character of the surrounding townscape; and
- Design well proportioned **streets** that respond to those in the surrounding area and encourage walking and cycling.

4.0 This Urban Form Strategy establishes a spatial framework, based on six Key Objectives (left) to deliver a quality new urban quarter.

4.1 The Key Principles are set out under each Key Objective and are followed by diagrams and photographs to suggest how they could be achieved. At the end of this chapter there is also guidance on how the OA could be divided into a number of different illustrative development parcels, each delivering the appropriate Key Objectives.

4.2 This Urban Form Strategy is supported by the following SPD Supporting Evidence Documents:

- Character Area Analysis;
- Townscape and Visual Analysis;
- Edges Study; and
- Development Capacity Scenarios.

Deleted: how each Key Objective could be delivered in a phased manner, including brief descriptions of the contingencies that would be necessary in order to deliver each objective during the appropriate phase. ¶

Context

4.3 The OA itself is dominated by the Empress State Building, the Earl's Court Exhibition Centres and railway infrastructure. The surrounding area consists of a much more finely grained urban structure with a number of formal garden squares, communal gardens and private rear gardens. The predominant residential building typologies around the OA include town houses, terraced town houses, mansion blocks, mews houses and infill blocks.

4.4 Within the OA there are a number of significant barriers to movement, particularly the West London Line which runs along the boundary between LBHF and RBKC and prevents east-west connectivity between the boroughs. The OA also features some very distinctive topographical conditions formed by the railway infrastructure.

4.5 In and around the OA a significant deficiency of publicly accessible open space has been identified.

4.6 There are 19 conservation areas in and around the OA, including Brompton Cemetery. There are also a number of sensitive long distance views, particularly those identified in the RBKC Building Heights SPD, which may be effected by development in the OA. Any development will be required to respect the character and appearance of its surroundings, and all heritage assets.

Deleted: 18

Deleted: .

Deleted: .

Policy Context

4.7 The Mayor's London Plan (2011):

- 'Quality and design of housing developments' (Policy 3.5);
- 'Children and Young People's Play and Informal Recreation Facilities' (Policy 3.6);
- 'Large residential developments' (Policy 3.7);
- 'Building London's neighbourhoods and communities' (Policy 7.1);
- ['An Inclusive Environment' \(Policy 7.2\):](#)
- ['Designing Out Crime' \(Policy 7.3\):](#)
- 'Local Character' (Policy 7.4);
- 'Public Realm' (Policy 7.5);
- Location and design of tall and large buildings' (Policy 7.7);
- 'Heritage assets and archaeology' (Policy 7.8);
- 'Heritage-led regeneration' (Policy 7.9);
- 'Implementing the London View Management Framework' (Policy 7.12); and
- 'Protecting Local Open Space and Addressing Local Deficiency' (Policy 7.18).

4.8 LBHF's Core Strategy (2011):

- 'Built Environment' (Policy BE1);
- 'Strategic Site and Housing Estate Regeneration Area - FRA 1'; and
- 'Improving and Protecting Parks and Open Spaces' (Policy OS1).

4.9 RBKC's Core Strategy (2010):

- 'Earl's Court' (Policy CP10 and associated Vision);
- 'Earl's Court Exhibition Centre' (Policy CA7);
- 'Biodiversity' (Policy CE4);
- 'Context and Character' (Policy CL1);
- 'New Buildings, Extensions and Modifications to Existing Buildings' (Policy CL2);
- 'Heritage Assets - Conservation Areas and Historic Spaces' (Policy CL3);
- 'Heritage assets – Listed Buildings, Scheduled Ancient Monuments and Archaeology' (Policy CL4);
- 'Amenity' (Policy CL5);

- 'Street Network' (Policy CR1);
- 'Three-dimensional Street Form' (Policy CR2);
- 'Street and Outdoor Life' (Policy CR3);
- 'Streetscape' (Policy CR4);
- 'Parks, Gardens, Open Spaces and Waterways' (Policy CR5);
- 'Trees and landscape' (Policy CR6); and
- 'Servicing' (Policy CR7).

4.10 RBKC's **'Building Height in the Royal Borough' SPD**

Deleted: adopted

4.11 English Heritage's **s** and CABE's **s** Guidance on Tall Buildings (2007).

4.12 English Heritage's 'The Setting of Heritage Assets' (2011).

Connectivity and Urban Grain

Deleted: Urban Grain and

Figure 4.1: Illustrative diagram showing the potential to establish maximum connectivity and a suitable urban grain within the OA

Deleted: Indicative

Deleted: illustrating

Key Objective

Maximise connectivity.

4.13 At present, the OA can be thought of as an 'island' in the urban fabric. It is so disconnected that there is no way for people to move across it directly between the two boroughs. Severance is caused by the railway lines, the Exhibition Centres and the changes in ground level that currently exist across the OA.

Deleted: 12

Key Objective

Establish an urban grain within the OA that is inspired by the surrounding pattern of streets and open spaces.

4.14 It is easier for people to find their way around an area when the design of streets responds directly to their role in a well defined street hierarchy. There is already a well defined street hierarchy surrounding the OA (see Figure 4.2) into which the new streets will be expected to integrate.

Deleted: 3

Key Principle UF1:

Introduce a number of new east-west and north-south connections across the OA that overcome the existing severance.

Key Principle UF2:

Create east-west connectivity between Warwick Road and North End Road at an early phase of development.

4.15 Overcoming the existing severance is one of the fundamental aims of regeneration in the OA. Figures 4.36 to 4.39 suggest an approach to parcelling up the development in a manner that could achieve east-west connectivity in an early phase.

Deleted: 4

Deleted: 37

Deleted: 40

Deleted: phasing that achieves

4.16 Even if comprehensive regeneration of the entire OA never happens, the authorities will expect east-west connectivity to be delivered. Therefore, any

Deleted: 5

application for development within the OA will be expected to contain contingency plans that demonstrate how this can be achieved if later phases are not progressed.

Key Principle UF3:

Establish a clear and well defined network of streets providing a variety of environments and a choice of routes. The urban grain of new streets should be inspired by the street types and patterns identified in the best of the surrounding context.

Deleted: pattern

4.17 Proposals that replicate the distinctive street alignments found in the OA's surroundings are encouraged.

Deleted: 6

4.18 The existing street hierarchy can be categorised into Primary, Secondary and Tertiary Streets. Primary Streets define neighbourhoods and connect them with the wider city. Secondary Streets form the majority of the urban grain and subdivide the neighbourhoods into urban blocks. Tertiary Streets create extra local connections.

Deleted: 7

4.19 The Primary Streets that currently surround the OA should be sufficient to define the new neighbourhood and connect it with the wider city. Therefore, in order to establish a suitable urban grain in the OA, no new Primary Streets will be expected. However, in traffic capacity terms some streets may become more dominant than others and should be designed accordingly, with due care being taken to avoid the creation of new vehicular 'rat runs'. A number of new Secondary and Tertiary Streets should be provided.

Deleted: 8

Deleted: .

4.20 New Secondary Streets should form a permeable, generally orthogonal grid (i.e. a grid that is based on right angles and perpendicular streets). The existing street patterns in the surrounding area tend to have a number of strong, orthogonal east-west connections and fewer, often more broken up, north-south connections.

Deleted: 19

4.21 New Tertiary Streets should ensure that the urban grain is fine. They should prioritise very local movement, particularly by pedestrians and cyclists and should contribute to informal play provision.

Deleted: 20

Figure 4.2: The existing street hierarchy in and around the OA

Key Principle UF4:

Where appropriate, extend existing streets into and through the OA.

Deleted: E

4.22 There are a number of existing streets that could be extended into and through the OA as part of comprehensive regeneration including:

Deleted: 21

Deleted:

- Archel Road;
- Chesson Road;
- Baron's Court Road;
- Merrington Road;
- Halford Road;
- Hildyard Road;
- Beaumont Crescent;
- Beaumont Avenue; and
- Star Road.

4.23 If these existing streets are extended, care should be taken to respect existing dimensions, building heights and enclosure ratios.

Deleted: 2

4.24 The direct extension of Star Road into the OA is considered particularly important as it has the greatest potential to connect the new neighbourhood to the wider context in the west. This connection must therefore be delivered and it must be delivered in the earliest phase possible.

Deleted: 3

4.25 Extending the urban grain should exploit all opportunities to strengthen connections between the OA and Fulham Town Centre, ensuring that activity levels are focused on North End Road and do not take footfall away from existing shops and businesses.

Deleted: 4

Key Principle UF5:

Extend the existing pattern of garden squares found around the OA into the new neighbourhood and use their most successful features as design precedent for new publicly accessible green, open spaces.

Deleted: public

4.26 New garden squares in the OA should take the existing squares in the surrounding area as their design precedents. Design features may therefore include: active streets (accommodating vehicles, pedestrians and cyclists) defining all four edges of the garden squares;

Deleted: 5

- garden squares framed by predominantly residential buildings;
- visually permeable boundary treatments (such as hedges or railings) used to ensure garden squares offer visual amenity to the surrounding streets;
- a grand sense of scale created by substantial mature trees; and
- the inclusion of games courts, like the tennis courts at Queens Club Gardens.

4.27 Contemporary garden squares that adopt the most positive characteristics of the traditional garden squares, but also meet 21st Century demands are encouraged.

Deleted: 6

In order to meet contemporary demands, new publicly accessible green open spaces should differ from existing garden squares in the following ways:

Deleted: public

- they should be publicly accessible to everyone;
- there should be no private rear gardens backing onto publicly accessible spaces;
- they may spill out into shared surface streets around their edges in order to become a more active part of the public realm; and
- mature trees are encouraged, and could be used to create shade, but they should not leave open spaces dark and/or overshadowed.

Figure 4.3: Aerial photograph highlighting existing garden squares in the OA's immediate surroundings

Key Principle UF6:

Retain and/or improve views of special existing local landmarks.

4.28 There are three views of special local landmarks (St. Andrew's Church St. Cuthbert's Church and St. Luke's Church) that the authorities are keen to retain and improve (see Figure 4.4). This will both aid legibility and knit the new development into its existing context. The heights of the buildings that frame the views of these landmarks should not undermine their status as wayfinding markers.

Deleted: 7

Figure 4.4: Illustrative diagram of the views of the special existing landmarks that the authorities have identified

Key Principle UF7:

Create new view compositions in the OA that complement those identified in the surrounding area and aid navigation and way finding.

4.29 The Character Area Analysis [SPD Supporting Evidence document](#) identifies a number of successful view compositions and landmark buildings that create distinct places and assist with wayfinding. This includes a number of well enclosed long views (see Figure 4.5) and a number of views deflected off corner buildings (see Figure 4.6). Creating new view compositions like these within the OA will not only help to integrate the new development into its surroundings, it will also help people to find their way around, as well as adding to the visual interest.

Deleted: 8

Figure 4.5: An example of a well enclosed long view, looking down Redcliffe Gardens to a 'view terminating' building

Figure 4.6: An example of a deflected view, looking down the gently curving Hogarth Road to the corner building on Knaresborough Place

Key Principle UF8:

Introduce a deck structure over the railway lines in order to enable an acceptable number of east-west connections to be made. If this proves not to be viable, a series of bridges over the railway lines could be acceptable.

4.30 Achieving the authorities' connectivity aspirations will require either decking or bridging over the West London Line and the District [Line](#) of the London Underground.

Deleted: 29

Deleted: branch

4.31 Bridging over the railway lines in a number of discrete locations would result in the majority of the railway lines remaining exposed. This could result in intrusive noise levels in the new development.

Deleted: 30

4.332 Alternatively, east-west connectivity could be achieved by introducing more extensive decking over the entire railway. The deck could be used for either buildings or for the creation of open space. Either way, its long term structural integrity must be guaranteed. Any open space created on top of the deck must exploit the opportunity to create new, direct north-south connections.

Deleted: 1

4.33 [Whether the top of a deck is used for open space or buildings](#), it must not compromise connectivity. [Any open space should be permeable](#), and there should be new routes created around and across it that are accessible for all road users. [The creation of 'dead ends'](#) should be avoided.

4.34 At present, the land adjacent to the railway line carries significant biodiversity value. If it is decked over, this must be replaced and enhanced through an open

Deleted: 33

space strategy. Please refer to the Environmental Strategy (Chapter 12) for further detail.

4.35 Whether the railway line is decked over or bridged over, tangible links with the past could be created by tracing its alignment (which is also the alignment of the now culverted Counters Creek) and leaving parts of the railway line exposed.

Deleted: 4

Figure 4.7: The railway line, looking south from EC2

Figure 4.8: The railway line at the West Kensington platforms

Key Principle UF9:

Increase pedestrian connectivity from the A4 into the OA.

4.36 At present, the A4 has a very hostile pedestrian environment. As part of comprehensive regeneration, this should be improved with high quality planting and landscaping and other streetscape improvements. The new buildings that front onto the A4 should not create an oppressive 'mono-elevation'.

Deleted: 5

4.37 Only one vehicular connection from the OA to the A4 is expected. However, this should be complemented by additional pedestrian routes from the footway along the southern edge of the A4 into the OA in order to increase visual as well as physical permeability. Such routes must be well overlooked and should include entrances to buildings.

Deleted: 6

Figure 4.9: Poor quality public realm on the A4 edge of the OA

Public Open Space

Figure 4.10: Illustrative diagram showing the potential distribution of open space throughout the OA
[KEY AMMENDED]

Deleted: Indicative

Deleted: illustrating

Key Objective

Provide good quality public open space that offers a range of recreational and ecological opportunities and overcomes existing deficiencies in access to public open space and play facilities.

Deleted:

4.38. As set out in the Site Context Chapter, much of the OA and its surroundings are deficient in publicly accessible open space. There is also limited access to play facilities. Although Brompton Cemetery is large, it does not contribute sufficiently to formal recreation provision to combat the open space deficiency. Of all the surrounding garden squares, only Redcliffe Square is publicly accessible.

Deleted: 7

4.39. There are a number of Sites of Nature Conservation Importance (SNCI) in the OA. Please see Figure 4.11.

Deleted: 8

Figure 4.11: Existing Sites of Nature Conservation Importance in the OA

Key Principle UF10:

High quality civic spaces should be well integrated into the proposed urban grain especially in those locations that are expected to have high levels of movement and activity and where appropriate ground floor land uses are proposed.

Deleted: will be expected in locations that respond to

4.40. The opportunity to improve the public realm outside each of the existing underground stations and to provide welcoming civic spaces at the 'gateways' into the OA should be explored. The Culture Strategy (Chapter 8) also requires civic spaces to be provided in relation to the new cultural destination.

Deleted: , the potential movement patterns and the distribution of different land uses.

Deleted: 39

4.41. Retail, cafe, culture and community uses should be located on the ground floor around civic spaces to provide them with life and activity.

Deleted: 0

4.42. As set out in the transport chapter, civic spaces outside underground stations will be expected to enhance the potential for transport interchange.

Deleted: 1

4.43. Of particular significance is the potential for a new pedestrian focused civic space outside Earl's Court Station, as established in RBKC's core strategy. This

Deleted: 2

"open urban square" will need to accommodate the significant changes in level that occur in this location whilst maintaining a comfortable gradient for pedestrians. Introducing a welcoming sense of arrival and vibrant, lively public functions in this location could contribute to the continuation of the 'Earl's Court Brand'.

Key Principle UF11:

New public open spaces within the OA will be expected to provide for a mix of different leisure pursuits including sports pitches, children's play, court games, passive recreation, community gardening and nature conservation.

4.44. Open space is an important community resource, which creates opportunities for leisure, recreation, play, ecology, natural drainage and improves visual aesthetics. It is key to many issues such as health and biodiversity. The provision of playing pitches, courts and play spaces will help to combat obesity, particularly in children. Some of the open space should also consist of space for community gardening in line with Policy 7.22 of the Mayor's London Plan (2011).

Deleted: 3

4.45. Management arrangements will be secured to enable public open spaces to be used at all reasonable times by all members of the public.

Deleted: 4

4.46. The open spaces within the OA will also be expected to meet the requirements established in the Environment Strategy in relation to nature conservation, biodiversity, and Sustainable Urban Drainage Systems (SUDS).

Deleted: 5

Ecological spaces should be provided in addition to the publicly accessible green open space and recreation quotas set out in this SPD.

Deleted: public open green

Key Principle UF12:

Any proposal for comprehensive regeneration will be expected to include a publicly accessible local park of at least 2 hectares, either as one discrete park or as a series of contiguous smaller spaces that meet the criteria set out in Table 7.2 of the Mayor's London Plan (2011).

Deleted: the offer of

4.47. Existing green spaces surrounding the OA tend to be small and well integrated into the very permeable urban grain. A wholly contained and undissected two hectare open space would not necessarily complement this. Therefore, proposals for a series of contiguous publicly accessible green open spaces that combine to make the offer of linear 2ha local park are encouraged. There are many advantages to this 'linear park' approach including the potential to:

Deleted: 6

Deleted: public

- improve north-south connectivity for pedestrians and cyclists;

- maximise doorstep access to open space and the aesthetic benefits that parks afford;
- accommodate a diverse range of recreational activities;
- ensure that permeability is not compromised, even if the open spaces are locked at night;
- communicate the historical legacy of the OA by tracing the course of the culverted Counters Creek; and
- ensure that development provides diverse publicly accessible green open space in every phase.

4.48. Furthermore, a linear park approach has considerable potential ecological benefits. Although decking over the railway line may involve the loss of a SNCI, this loss can be mitigated if that deck is used to create a continuous biodiversity habitat. As such, a linear park on the deck over the railway would address Policy CE4 of RBKC's Core Strategy (2010) which states that the council will "require that development proposals create opportunities to extend or link Green Corridors".

Deleted: 7

4.49. The land area of SNCI lost by any decking should be reprovided in addition to the 2ha recreational open space.

Deleted: 8

4.50. Any proposal for a 'linear park' must include publicly accessible green open spaces that are wide enough to accommodate a range of functions, including full size games courts and sports pitches. It is therefore possible that if a proposal comes forward including a linear park, land take greater than 2ha will be required in order to ensure the park is fully functional.

Deleted: 49

4.51. Locating publicly accessible open spaces next to uncovered railway lines may result in unacceptable noise levels and risks to personal safety and should therefore be avoided.

Deleted: 50

Key Principle UF13:

As far as possible, all residential properties should be within 100m walking distance of a publicly accessible green open space.

Deleted: public

Key Principle UF14:

Any regeneration proposal should provide a minimum of 10m² of publicly accessible green open space per child.

Deleted: public

Key Principle UF15:

Any regeneration proposal should provide a minimum of 10m² of dedicated play space per child.

4.52 There is no guidance at either regional or local level that sets out what overall quantity of public open space should be provided by a development of this size. The Mayor's SPG on Providing for Children and Young People's Play and Informal Recreation (2008) sets out standards for access to play. Standard B.2 within this SPG states that "a minimum of 10sqm of dedicated playspace per child (existing and new provision) is recommended as a basis for assessing existing and future provision". It is considered that this provides a useful aggregation for the calculation of the overall quantity of public open space provision. Children under the age of five from houses with private gardens must not be discounted when assessing the publicly accessible green open space required by Key Principle UF14.

Deleted: 1

Deleted: public

Formatted: Font color: Black

4.53 Any quantum of publicly accessible green open space that is required over and above the 2ha local park should be provided in the form of garden squares that observe the design criteria set out under Key Principle UF5.

Deleted: 2

4.54 Key Principle UF15 is also based on the Mayor's SPG on Providing for Children and Young People's Play and Informal Recreation (2008). Children under the age of five from houses with private gardens may be discounted when assessing dedicated play space requirements.

Deleted: 3

4.55 LBHF and RBKC are both densely developed and highly urbanised. In areas such as this, it is essential that redevelopment opportunities incorporate the provision of safe, stimulating play facilities.

Deleted: 4

Figure 4.12: Community gardening at Normand Park

Key Principle UF16:

Development in the OA will be expected to provide play facilities for all ages to address the local deficiency. Both naturalistic and equipped play will be expected, and provision for differing age groups should be co-located where appropriate in order to make supervision more practical for families. The authorities will secure the provision of equipped play that meets the location standards set out in Table 4.1 and that is of a size that adequately caters for children within its catchment.

4.56 Given the current deficiency in play provision, the scale of development proposed in the OA and the likely uplift in numbers of young people, play space must

Deleted: 5

be provided on-site to meet the needs of all ages. Therefore, a Play Strategy must be submitted with any application for the OA and any subsequent detailed applications must show the location of play areas and how these address the deficiency. Any proposals for open space and/or play space must consider the needs of disabled children and children with other special needs.

4.57. All 'pocket parks' (small areas of open space distributed throughout the public realm) should provide play space for under 5s. Some of the larger open spaces should provide play spaces for 5-11s and the 2 ha local park should provide play facilities for all ages including 12+. The maximum distance that each of these age groups should be expected to walk to access a play space are set out in Table 4.1.

Deleted: 6

Deleted: .

Table 4.1: The standards for play set out in The Mayor of London's SPG on Providing for Children and Young People's Play and Informal Recreation (2008)

Key Principle UF17:

A phasing strategy that demonstrates how all of the publicly accessible green open space requirements will be met must be submitted with any application. It is expected that it will be delivered incrementally so that each phase has proportionate publicly accessible green open space to accommodate the increasing living and working populations.

Deleted: ,

Deleted: ,

Deleted: public

Key Principle UF18:

All open spaces should be built to and managed to Green Flag Award standards.

4.58. The Green Flag Award scheme provides benchmark national standard for parks and green spaces in the UK.

Deleted: 7

Skyline

Key Objective

Ensure that no new buildings visible on the skyline have a negative impact on the quality and character of the surrounding townscape.

4.59 Development within the OA will create a new skyline that should enhance the existing context.

Deleted: 58

4.60 At present, there are several buildings in the OA which are significantly taller than those in the surrounding area and therefore have an impact on the skyline (see Figure 4.13). For example, the exhibition centres are large footprint, large span buildings with dominant roofscapes rising to a considerable height when compared with the surrounding context. However, as redevelopment will be residential led, it will introduce very different building typologies. Therefore, the heights of the existing exhibition centres should not be seen as precedent for redevelopment proposals. The location and height of new buildings should not be based on the location and height of existing buildings on the site, but rather on their impact on the quality and character of the surrounding townscape.

Deleted: 59

Deleted: 14

Figure 4.13: Heights of the tallest existing buildings in the OA. * Heights are expressed in meters Above Ordnance Datum (AOD). The Ordnance Datum is a set level above which all heights are measured. This means that the significant topographical changes across the OA do not effect the measurements.

Deleted: 4

Key Principle UF19:

Preserve or enhance the character, appearance and setting of surrounding conservation areas and listed buildings.

Deleted: and

Deleted: of nearby

Deleted: the settings of

4.61 Buildings that are visible on the skyline can be harmful for listed buildings and their settings, conservation areas, historic parks and significant views. Development proposals, including those containing tall buildings, must respect the character and appearance of their surroundings.

Deleted: 60

Key Principle UF20:

Preserve or enhance the character and appearance and setting of Brompton Cemetery and its listed buildings.

Deleted: the setting of

4.62 Brompton Cemetery is a conservation area, the setting of listed buildings and monuments (which are listed in English Heritage's List of Buildings of Special Architectural or Historic Interest), a registered 'park and garden' of special historic interest (Grade I listed) (as described in English Heritage's Register of

Deleted: 1

Parks and Gardens: Cemeteries and Metropolitan Open Land. The views from Brompton Cemetery are panoramic and open and as a result, even new buildings of only moderate height may be visible. Therefore, any applications for redevelopment will be expected to preserve or enhance the inherent characteristics of the cemetery setting whilst also improving the enclosure on the western boundary.

Deleted:

4.63. The opportunity to improve the enclosure of the cemetery is highlighted in RBKC's Conservation Area Proposals Statement which states that "Formal set-pieces such as the neat and open war graves section contrast with less well defined locations such as the flanked Chelsea Pensioners monument and with recent internments. These latter areas fail to provide sufficient enclosure where it is most needed on the western boundary". Therefore, proposals on the eastern edge of the Seagrave Road site should introduce new buildings that enclose, but do not over dominate, the western edge of the cemetery and as a result, enhance the character of the conservation area.

Deleted: will be expected to demonstrate that changes to the skyline will not be negative. ¶

Deleted: 2

Deleted: Regeneration of

Deleted: the OA presents t

Deleted: .

Deleted: for the cemetery

4.64. Financial contributions will be sought for enhancements to Brompton Cemetery where directly relevant and in scale and kind to any development proposals.

Deleted: 3

Figure 4.14: One of the views from Brompton Cemetery tested in the Townscape and Visual Analysis supporting evidence document

Deleted: 5

Deleted: Townscape Analysis

Figure 4.15: One of the views from Brompton Cemetery tested in the Townscape and Visual Analysis supporting evidence document

Deleted: ¶

Deleted: 16

Deleted: Townscape Analysis

Key Principle UF21:

All proposals will be expected to demonstrate that they do not have a negative impact on the views identified and analysed in the Townscape and Visual Analysis SPD Supporting Evidence Document. Therefore all applications must be accompanied by a set of verified views from the points identified in that document and a thorough analysis of the impact that proposals will have on them.

Deleted: Townscape and Views Analysis

Where a scheme has a specific impact, not already covered by the Townscape and Visual Analysis SPD Supporting Evidence Document, further verified views will be sought.

Deleted: Townscape and Views Analysis

4.65. As set out in the Townscape Townscape and Visual Analysis SPD Supporting Evidence Document, there are a limited number of exceptional views within the OA's

Deleted: 4

Deleted: and Views Analysis,

surroundings from which it will not be appropriate for any new building to be visible on the skyline. However, for the majority of the views, the authorities may accept some new visible buildings if acceptable urban design justification is provided. This justification should address how the alignment, spacing, height, bulk, silhouette, massing and design quality of proposals will be combined to enhance the skyline.

Key Principle UF22:

Where tall buildings are visible on the skyline they should enhance legibility by marking the presence of a significant, London-wide public function/destination.

4.66. The Empress State Building is visible on the skyline in a significant number of the views analysed in the Townscape and Visual Analysis SPD Supporting Evidence Document. It therefore has the potential to work as a successful landmark, signifying the location of the redevelopment within the OA. In light of this, it may be appropriate to locate a new public destination at the base of the Empress State Building to give meaning to its height and presence on the skyline. This relates to the requirement set out in the Culture Strategy (Chapter 8) to create a new significant cultural destination.

Figures 4.16 to 4.18: Examples of the current impact of the Empress State building on important views towards the OA

Key Principle UF23:

All buildings that are significantly taller than their surroundings will be expected to address the following four design aspirations:

1. slenderness;
2. how the building meets the sky;
3. how the building meets the ground; and
4. articulation of the facade.

Key Principle UF24:

In any proposal that retains the Empress State Building it should be integrated into an attractive composition of new tall buildings that form a cluster around it.

4.67. Tall buildings should be designed to appear slender and their massing should be proportionate to their height. Large slab blocks with continuous flat tops are discouraged. One way of achieving a slender appearance is to reduce the massing or floorplates of tall buildings as they rise. However, this is not always a guarantee of success.

Deleted: In any proposal that retains the Empress State Building it should be integrated into an attractive composition of new tall buildings that form a cluster around it. ¶

Key Principle UF23: ¶
Where tall buildings are visible on the skyline they should enhance legibility by marking the presence of a significant, London-wide public function/destination. ¶

Deleted: 5

Deleted: Townscape Analysis.

Deleted: . Furthermore, three dimensional analysis of the Development Capacity Scenarios reveals that the most appropriate location for additional tall buildings within the OA is within the vicinity of the Empress State Building.

Deleted: ¶
4.66

Deleted: :¶

Deleted: :¶
locate new buildings of increasing heights close to the Empress State Building in response to its existing status; and¶
create an inviting composition of taller buildings around the Empress State Building.

Deleted: ¶
4.67 . The first of these bullets contributes to the aspiration set out in the Culture Strategy (Chapter 8) to create a new significant cultural destination within the vicinity of the Empress State Building. The latter recognises that, through variations in height, silhouette, profile and orientation, new buildings within the vicinity of the Empress State Building have the potential to enhance its visual impact on the skyline. All taller buildings within a composition around the Empress State Building should have slender profiles to reduce their visual impact and to allow glimpses of sky between them. ¶

Deleted: 17

Deleted: 19

Deleted: ¶

Deleted: UF24

Deleted: ¶

Deleted: 8

Deleted: The massing of tall buildings should diminish as they get taller. ¶

4.68 The ways in which tall buildings meet the sky will be of particular importance when considering their impact on the skyline. A distinctive and well designed 'top' can help to give identity to a tall building and therefore avoid anonymity. However, when a tall building is part of a cluster, it is the grouping of the buildings and the way in which they read together, that will be the primary source of local distinctiveness. Therefore, for a cluster of tall buildings, attention should be paid to the profile of the top of each building within the context of the whole cluster.

Deleted: 9

4.69 Clusters of tall buildings can be attractive as they can provide context for one another. If a number of tall buildings are proposed, a cluster is preferable to an approach that sees them scattered across the OA with no relation to one another. However, a cluster will only be visually attractive if the tall buildings are designed as a whole composition. Their location relative to one another is therefore as crucial to their potential success as the design of the individual buildings themselves. Whilst the lower levels of the individual taller buildings that form a cluster may be largely solid, it is important that their upper levels are variable, with plenty of sky visible between them. This will avoid a visual merging of the cluster into a 'solid wall' of several buildings each of similar form and height.

4.70 The three dimensional analysis undertaken as part of the Development Capacity Scenarios testing exercise revealed that the most appropriate location for additional tall buildings in the OA is within the vicinity of the Empress State Building. It also showed the potential for new buildings within the vicinity of the Empress State Building to enhance its visual impact on the skyline through variations in height, silhouette, profile and orientation.

4.71 The ways in which tall buildings meet the ground is also an important design consideration. If a tall building is treated as a 'stand alone' building it can present difficulties in achieving active frontages on all sides at ground level. This can be avoided by integrating tall buildings into a street, either with the lower storeys forming part of the street 'terrace' or with the lower levels forming a podium from which the tall element rises. Integrating tall buildings into a street gives the potential for the roof areas of the lower storeys to be used as roof terraces for the tall building's users. Given the emphasis in this SPD on the extension of the existing urban grain, this street based approach is likely to be the most successful for any redevelopment of the OA.

4.72 However, whichever approach is taken tall buildings must appear 'well rooted' and their design must mediate between the large scale of the building itself, and the

human scale of the public realm to which it relates. Active ground floor uses are essential. Tall buildings can also impact on the microclimate at street level. Their location and design must successfully mitigate for these effects.

4.73 The visual impact of tall buildings cannot be assessed in terms of bulk and massing alone. They must also be of excellent architectural quality. The facades of tall buildings need to be particularly carefully articulated and animated. This can be achieved through the use of materials, colour, fenestration, reflectiveness and/or the expression of depth. Blank walls must be avoided. The authorities must be satisfied that any outline planning application for the OA that includes tall buildings as important elements within a robust and credible masterplan also puts in place parameters and design principles that will result in excellent urban design and architecture. In order to ensure that the commitment to high quality can be realised through proactive control of reserved matters, the authorities will make these parameters and design principles a condition of any outline consent.

Key Principle UF25:

Proposals for tall buildings should indicate how their impact on microclimate, wind turbulence, overshadowing, noise, reflected glare, aviation, navigation and telecommunications interference will be mitigated.

4.74 All applications will be expected to include analysis of daylight, sunlight and the overshadowing of surrounding open spaces and should demonstrate that they do not have a detrimental effect.

Deleted: Where appropriate, the tops of tall buildings should be distinctive in order to meet the wayfinding requirements set out under Key Principle UF23. ¶

¶
4.70 · The approach taken to the design of the ways in which tall buildings meet the ground offers the opportunity to ensure that they appear 'well rooted'. Not only will a base with a solid appearance help to achieve this, it will also help to emphasise the desired reduction in massing as the building gets taller. The bases of tall buildings also have the potential to ensure that a successful 'sense of human scale' is achieved. They must have active frontages. ¶

¶
4.71 · When considering the impact of tall buildings on the skyline, their bases will be considered particularly important in terms of local streetscape and near views. ¶

¶
4.72 · The lower storeys of a tall building may: ¶
<#>be architecturally articulated in different ways to the rest of the building; and/or¶
<#>be permeable at street level; and/or¶
<#>use canopies and/or podiums.¶

¶
4.73 · Where they are proposed in the OA, podiums should: ¶
<#>reduce the impact of tall buildings on the public realm and ensure that they have a human scale;¶
<#>provide active frontages onto the public realm;¶
<#>accommodate a varied mix of uses;¶
<#>explore the opportunity to create accessible amenity on the roof of the podium; and¶
<#>help to mitigate any microclimate effects created by the tall buildings.¶

¶
4.74 ·

Deleted: ¶

Deleted: ¶

Deleted: 75

Deleted: .

Edges

Figure 4.19: Illustrative diagram showing proposals for development on the edges of the OA

Deleted: 20

Deleted: Indicative

Deleted: illustrating

Key Objective

Ensure that new buildings on the edges of the OA are sensitively integrated into and enhance the existing context.

4.75 Development around the edges of the OA will be expected to respond to a number of existing conditions including:

Deleted: 76

- the heights of adjacent buildings;
- the existing terraces and mansion blocks that need to be brought into new urban blocks;
- the widths of existing streets;
- the existing private rear gardens;
- the proximity to conservation areas; and
- the proximity to listed buildings or heritage assets.

Key Principle UF26:

The height and massing of new buildings on the edges of the OA will be expected to respect the scale and massing of neighbouring buildings.

Deleted: ¶

4.76 In the southern part of the OA, the edge conditions along Seagrave Road and the openness of views from the Brompton Cemetery are major influences on acceptable building heights and massing. Currently, this part of Seagrave Road largely comprises of 3 storey buildings rising slightly to a maximum of 5 storeys at the northern end. On the RBKC side of the railway line there is a 5.5 storey building.

Deleted: 77

Figure 4.20: The existing built edge fronting onto the Seagrave Road car park

Deleted: 21

4.77 There is a strong context to the west of the OA, to which development will be expected to respond. This is created by North End Road and the streets adjoining it. Building heights and typologies in these streets tend to be consistent. Many of these streets are also within conservation areas.

Deleted: 78

4.78 On the eastern edge of the OA the terraces of Philbeach Gardens and Eardley Crescent exhibit consistent scale and building typologies which are characteristic of much of the area further east. However, there are also a number of mansion blocks of a larger scale which front Warwick Road. The majority of the buildings to the east of the OA are included within conservation areas.

Deleted: 79

Figure 4.21: The existing edge conditions along North End Road

Deleted: 22

4.79 Given the strongly defined character that exists to both the western and eastern edges of the OA, any proposed buildings in these locations should not rise significantly higher than the prevailing adjoining heights. Furthermore, in order to help the proposed buildings successfully integrate into their surroundings, they should also reflect the characteristics of nearby streets and buildings.

Deleted: 80

Figure 4.22: The scale and building typologies of Philbeach Gardens

Deleted: 23

4.80 In the north of the OA, development will be expected to create a 'Metropolitan Face' which responds to the strategic importance of the A4 as a route into and out of Central London. The built form of the Metropolitan Face should create a strong edge to the A4. This may require some relatively tall elements, including potential 'gateway' landmark building(s) at the main entrance to the OA. However, the elevation onto the A4 should not become an oppressive 'mono-facade'. Instead, it must preserve or enhance the setting of the Baron's Court Conservation Area and respond to local topography and character. Gaps between buildings and profiled facades should be used in order to avoid the creation of a wall of monolithic development.

Deleted: 81

Figure 4.23: The edge that the OA presents to the important metropolitan corridor of the A4

Deleted: 24

Key Principle UF27:

Development will be expected to preserve or enhance the character, appearance and setting of any listed buildings or conservation areas around the edges of the OA.

4.81 The treatment of the Empress State Building and any new buildings within its vicinity will be particularly important in terms of their impact on the setting of the terrace of listed houses on Lillie Road. The height and massing of any proposed buildings in this area must take account of the impact they will have on near views as well as their relationship with the attractive composition required in Key Principle UF24.

Deleted: 82

Deleted: 2

4.82 Existing building lines create a setting for the public realm, particularly for listed buildings and conservation areas and should therefore be respected. This is

Deleted: 83

particularly important for the terrace of listed buildings on Lillie Road, which could be harmed by new buildings that do not follow the same building line.

Key Principle UF28:

The privacy, daylight and sunlight of **all** existing and future buildings must be respected.

4.83 LBHF's UDP Standard S13 (as amended in 2007 and 2011), Protection of Existing Residential Amenities, addresses potential loss of outlook, loss of privacy, noise and disturbance from roof terraces and balconies and aspect. Any application for regeneration within the OA must demonstrate that full regard has been paid to these standards.

Deleted: 84

4.84 RBKC's Core Strategy (2010) also identifies the importance of residential amenity and Policy CL5 requires all new buildings to ensure that *"the conditions of existing adjoining buildings and amenity spaces are not significantly reduced"*. It also requires *"reasonable visual privacy for occupants of nearby buildings"* and *"that there is no harmful increase in the sense of enclosure to existing buildings"*.

Deleted: 5

Key Principle UF29:

Sensitively incorporate the existing buildings that remain on the edges of the OA into new urban blocks.

4.85 Existing properties on the edges of the OA and their relationship with any new development should be treated sensitively. Where the back gardens of existing buildings occur on the boundary of the OA, they should be incorporated into new urban blocks. **Any proposals for the OA should demonstrate due regard for the access requirements and boundary locations of existing private rear gardens. Either new 'back-to-back' private gardens or semi private communal gardens, which are only accessed by the residents of the new adjoining properties,** should be introduced between the new and existing buildings.

Deleted: 6

Deleted: Either back to back gardens or communal gardens

Figure 4.24: Illustrative approach to sensitively incorporating the Lillie Road terrace (made up of listed buildings and buildings of merit) into a new urban block

Deleted: 5

Deleted: ¶

Key Principle UF30:

Development within the OA should not prejudice future development of other sites outside its boundary.

Streets

Key Objective

Design well proportioned streets that respond to those in the surrounding area and encourage walking and cycling.

4.86 There are a number of different streets in the OA's surroundings. Although there are differences between them, which make different neighbourhoods identifiable, there are also a number of similarities. In order to integrate the OA into its surrounding context successfully, the design of new streets should also adopt these common features.

Deleted: 7

Key Principle UF31:

The widths of the streets should be proportional to the heights of the buildings that frame them. In general, no street should have an 'enclosure ratio' narrower than 1:1. In other words, no buildings should be taller than the width of the street onto which they front.

4.87 In order to design a successful street, it is important that the heights of buildings are proportional to the width of the streets onto which they front. This relationship is known as the 'enclosure ratio', which is usually expressed as:

Deleted: 8

'building height : street width'.

4.88 Successful enclosure depends upon the type of street being designed. For example, some Secondary Streets should have generous proportions whilst, in general, all Tertiary Streets should feel more intimate. The following enclosure ratios were found in the OA's surroundings:

Deleted: 9

- Primary Streets have the most generous proportions, tending to range between 1:1.25 and 1.5.4 (the street is wider than the buildings are tall);
- Secondary Streets tend to range between 1:1.2 and 1:3.2 (the street is slightly wider than the buildings are tall); and
- Tertiary Streets have the most intimate proportions, tending to range between 1:0.8 and 1:1.9 (the street width and buildings heights are roughly the same).

Deleted: buidings

4.89 As a general rule across the OA, it is considered that any enclosure ratio less than 1:1 would not be in keeping with the existing character of the area and would risk feeling oppressive or 'canyon-like' and/or having restricted daylight/sunlight.

Deleted: 90

Therefore, any street that breaks this rule will require significant urban design justification.

4.90 In order to achieve appropriate enclosure ratios, 'shoulder heights' may be used. The shoulder height of a building is the line above which the top storeys are set back, thus reducing their visible impact at street level. A general limit of one storey above shoulder height will be expected across the OA. Any further storeys above shoulder height will need to be justified in relation to street proportions and design. Plant should be included within the overall design of buildings and not simply added to rooftops.

Deleted: 1

Key Principle UF32:

The heights of buildings and the widths of streets will be expected to vary according to street type.

4.91 In the OA's surroundings, the Character Area Analysis showed that street widths (building front to building front) tend to fall into the following broad range:

Deleted: 2

- Primary Streets: from 16m to 60m (the majority fall between 16m and 27m);
- Secondary Streets: from 15m to 24m; and
- Tertiary Streets: from 6m to 18m (the majority fall between 6m and 9m).

4.92 As the cross sections in Figures 4.25 to 4.27 demonstrate, achieving enclosure ratios no narrower than 1:1 need not result in monotonous streets if the heights of the buildings and the widths of the streets vary in response to street type. Streets that are likely to accommodate high levels of movement and activity should be wide, with higher buildings, whilst local streets should be narrower with lower buildings.

Deleted: 3

Deleted: 26

Deleted: 8

4.93 Buildings along a whole street, or on either side of the street, do not have to have exactly a same height. A level of variation is possible within the general 1:1 proportion.

Deleted: 4

Figure 4.25: An illustration of a wide street with a mix of uses that achieves an enclosure ratio of 1:1. For illustrative purposes only.

Deleted: 26

Figure 4.26: An illustration of a medium width street with only residential uses that achieves an enclosure ratio of 1:1. For illustrative purposes only.

Deleted: ¶

Figure 4.27: An illustration of a narrow street with only residential uses that achieves an enclosure ratio of 1:1. For illustrative purposes only.

Deleted: 27

Deleted: ¶

Deleted: 28

Deleted: ¶

4.94 The importance of appropriate enclosure ratios is applicable to open spaces as well as streets. As outlined in the Character Area Analysis, the existing garden squares in the OA's surroundings tend to be framed by residential buildings that are broadly between 15m and 26m in height (from street level). Using 21st Century floor to ceiling heights, this equates to roughly 5 to 8.5 residential storeys.

Deleted: 5

4.95 The open spaces themselves tend to be between 35m and 65m wide and 50m and 115m long. Their enclosure ratios are generally between 1:3 and 1:7.

Deleted: 6

Figures 4.28 and 4.29 show examples of the enclosure ratios found in local garden squares. For more examples and further analysis, please refer to the Character Area Analysis.

Deleted: 9

Deleted: 30

4.96 All open spaces proposed for the OA, not just the garden squares, but also those that make up the offer of a 2ha local park, will be expected to meet similar enclosure ratios. They will also be expected have similar dimensions and any buildings fronting onto them will be expected to be similar in height to those identified in the Character Area Analysis. Any open spaces that differ significantly from those found in the surrounding area in terms of spatial dimensions, the heights of surrounding buildings and/or enclosure ratios will require full urban design justification.

Formatted: Font: 11 pt

Deleted: 7

Deleted: Any that are significantly taller

Figure 4.28: Queens Club Gardens enclosure ratio. For more local examples, please refer to the Character Area Analysis

Deleted: 9

Figure 4.29: Redcliffe Square enclosure ratio. For more local examples, please refer to the Character Area Analysis

Deleted: 30

Key Principle UF33:

The buildings that frame the streets and open spaces within the OA should create strong, consistent building lines with boundary treatments that are appropriate to the use found within them.

4.97 The streets in the OA's surroundings tend to have strong and consistent building lines. They should be replicated within the OA.

Deleted: 8

4.98 For residential buildings, strong building lines should be created on the back edge of footways by formal boundary treatments surrounding small front gardens or 'residential threshold spaces' (see Figure 4.31). This would ensure that residential buildings have sufficient privacy.

Deleted: 9

4.99 Non residential buildings, including shops and offices, should also have strong building lines but need not have threshold spaces. Instead, the building lines could be created by the frontages of the buildings themselves. This would give the shops and businesses a strong street presence and would create the opportunity for appropriate non- residential uses to spill directly into the public realm, provided they do not obstruct pedestrian movement.

Deleted: 100

4.100 Building lines may vary to a degree between terraces or between urban blocks. Any proposals that include variations other than this will be expected to include a full urban design justification.

Deleted: 1

Figure 4.30: Consistent building line created by residential threshold spaces
Figure 4.31: Consistent building line created by building frontages

Deleted: 31

Deleted: 2

Key Principle UF34:

Arbitrary variations in roofscapes should be avoided. Instead, rooflines should be strong and should demonstrate regular rhythms.

Key Principle UF35:

Building blocks that are both long and high are not appropriate. Bulk and scale should be broken down by the grid of streets and other articulation.

Deleted: Long

Deleted: b

Deleted: of a large and high scale should be broken down to reduce their overbearing impact.†

Deleted: 2

4.101 The roofscape of an urban environment is the pattern created by the articulation of the rooftops. The Character Area Analysis identified that the roofscapes of the Victorian and Edwardian building typologies surrounding the OA are generally consistent. In some cases this means that they are simple, with very little visible articulation above the parapet lines (see Figure 4.32), in other cases they are punctuated by a regular rhythm of architectural details like dormer windows (see Figure 4.33 overleaf). These sorts of patterns should be replicated and reinterpreted within the OA.

Deleted: 1

Deleted: 2

Figure 4.32: Simple roofscape with a strong parapet
Figure 4.33: Consistent roofscape with regular rhythm of dormer windows

Deleted: 3

Deleted: 4

4.102 Variation in mid terrace should be part of an overall composition and should not be arbitrary. Variations could occur between urban blocks or across streets. Roofscape across the OA should not be monotonous. Instead, they should vary according to land use or street type.

Deleted: 3

4.103 Where other occasional, subtle variations do occur they should signify important public functions or punctuate important parts of the urban grain like key nodes and corners.

Deleted: 4

4.104 Consistency in roofscapes should be applied to shoulder heights as well as rooftops. Wherever possible, plant should be integrated into the design of the main building rather than located conspicuously on rooftops.

Deleted: 5

4.105 Wherever appropriate, any accessible roof spaces should be used as terraces or roof gardens that contribute to amenity space and ecology. Any appropriate roof spaces that are not accessible should be treated as green or brown roofs.

Deleted: 6

Key Principle UF36:

All proposals for regeneration within the OA will be expected to demonstrate a comprehensive, holistic approach to street design that treats streets as places where people will want to spend their time and that encourages cyclists and pedestrians.

4.106 Any application for the OA will be expected to demonstrate that it is fully accessible, in compliance with London Plan Policy 7.2, 'An Inclusive Environment'.

4.107 All reserved matters applications will be expected to include a streetscape strategy.

4.108 Streets should not just be routes for movement, but should also be places where people want to dwell. As a result, good, unified street design that avoids all unnecessary street clutter is crucial.

4.109 The design of some streets should include regular rhythms of street trees. Street trees play an important role in the perception of a pleasant pedestrian experience. They contribute to street enclosure, reduce the visual impact of taller buildings and parked cars, provide shade and shelter and demarcate the footway. Street trees could also help to integrate the new neighbourhood into its existing context. All tree species selected for the new streets within the OA should be demonstrably similar to those found in the existing context.

4.110 All street trees will be expected to allow sufficient headroom for pedestrians and cyclists, avoid 'cluttering' the unobstructed pedestrian zone and ensure that visibility for street users is not compromised.

4.111 In order to encourage walking:

- ensure that all footways include an unobstructed zone reserved for pedestrian movement;
- avoid extensive pedestrianisation as the activity generated by other road users contributes to the enjoyment and safety of pedestrians; and
- ensure that no footway is has a gradient steeper than a 1:20 or 1:12 over short distances in extreme circumstances (as set out in 'Inclusive Mobility' (2005)).

4.112 In order to create cycle friendly streets that encourage cycling:

Deleted: encouraging

- ensure that there is direct cycle access to a suitable location near the entrance of all buildings, via clear and legible routes;
- sign routes to the most important locations;
- provide ample cycle parking that is convenient, easily accessible, covered, secure and attractive;
- incorporate safe cycle priority at busy traffic junctions; and
- use attractive, modern design solutions in order to raise the profile of cycling as a mode of transport.

Key Principle UF37:

Streets should be designed to keep vehicle speeds under 20mph.

4.113 Instead of introducing visually intrusive traffic calming measures, such as speed humps or chicanes that do not reflect the character of the surrounding streets, new streets should be designed from the outset to control vehicle speeds. Design features that naturally reduce vehicle speeds include:

- narrow carriageway widths;
- on-street parking;
- accommodating cyclists in the carriageway rather than in dedicated cycle lanes; and
- introducing changes in surface materials.

Key Principle UF38:

Ensure that all streets and public open spaces are fronted onto by the public fronts of buildings.

4.114 Buildings in the OA will be expected to have clearly identified backs and fronts. The backs should be private (for example private rear gardens or servicing areas) and the fronts should be public (for example front doors or shop windows). Urban blocks in the OA should be arranged so that all of the backs are in the centre of the block, facing and protecting each other and all of the fronts should address the public realm. This will ensure that the public realm is well overlooked and animated, whilst offering sufficient privacy for garden spaces or hiding unsightly activities.

Deleted: 4.114 · In order to achieve this, all urban blocks within the OA should have clear differentiation between their public fronts and private backs. As in the surrounding context, public fronts should address the public realm whilst private backs should be absorbed into the centre of urban blocks and should be made up of private or communal gardens and service streets.¶

Key Principle UF39:

Ensure that all streets and public open spaces are overlooked by the 'active frontages' of buildings, comprising frequent windows and entrances.

4.115 'Active frontages' are defined here as those which contain frequent windows and entrances. Ensuring that public spaces are overlooked by active frontages provides 'natural surveillance' and therefore reduces both the incidence and fear of crime. As shown in Figure 4.34 one efficient way to achieve this principle is to ensure that all ground floor residential units have their own front door onto the street. However, this approach would not be suitable for mansion blocks as this typology should feature grand communal entrances. Where communal entrances are used, they must be accompanied by a high frequency of large windows overlooking the street.

Deleted: 35

4.116 Ground floors may be taller in proportion than the upper floors in order to create well proportioned elevations and allow long term flexibility.

Figure 4.34: A development at Mastmaker Road with individual front doors for every ground floor flat.

Deleted: 5

Figure 4.35: Mansion blocks at Queens Club Gardens with communal entrances and large, frequent windows overlooking the street.

Deleted: 6

Illustrative Development Parcels

4.117 Comprehensive redevelopment of the OA will need to be approached in phases. Each phase must contribute towards the appropriate Key Objectives and Key Principles from this SPD in order to ensure that the new and growing population can access the appropriate services and infrastructure. The following illustrations show how the Key Objectives and Key Principles could be delivered in different development parcels, and ultimately for the OA as a whole. They should not however, be treated as an illustration of phasing and no application will be assessed against them.

Deleted: Phasing

Figure 4.36: Illustrative diagram showing parcel a (Seagrave Road). For illustrative purposes only.

4.118 Development Parcel a (Seagrave Road)

- Parcel a has the potential to extend Merrington Road, Hildyard Road and Halford Road into the OA thus extending urban grain in an east-west grid of streets.
- Parcel a must deliver a publicly accessible green open space (possibly in the form of a garden square) within 100m walk of the majority of the residential units and, as set out in Key Principle UF17, proportionate to the needs of the new living and working populations.

Deleted: 37: Potential, illustrative phasing strategy for phases 1, 2 and 2b¶

Deleted: 117

Deleted: Phases 1

Deleted:), 2 and 2b

Deleted: :

Figure 4.37: Illustrative diagram showing parcels b and c. For illustrative purposes only.

4.119 Development Parcels b and c:

- The design of both parcels b and c must include the potential for integration into an orthogonal east-west street grid as it is delivered in other parcels.
- Both parcels b and c have the potential to deliver new north-south connections into the OA from Lillie Road.
- Parcel b has the opportunity to replicate the crescent street form found in the neighbouring areas.
- Parcel c must deliver east west connectivity across the entire OA from North End Road to Warwick Road during an early phase of development. This may involve creating a connection through the housing estates if they haven't been redeveloped. Contingency plans will be expected to ensure this east-west connectivity is deliverable if comprehensive redevelopment of the OA does not happen.
- As set out in Key Principle UF17, parcels b and c should have proportionate publicly accessible green open space (possibly in the form of a linear park) to accommodate the new living and working populations. This should be distributed

Deleted: <#>Phase 1 has the potential to extend Merrington Road, Hildyard Road and Halford Road into the OA. ¶
<#>Phase 1 must deliver a publicly accessible garden square within 100m walk of the majority of the residential units. ¶
<#>The design of Phase 2 must include the potential for an orthogonal east-west street grid to be delivered across the OA in later phases. ¶
<#>Phase 2 has the opportunity to replicate the neighbouring crescent street form. ¶
<#>Phase 2b must deliver east west connectivity across the entire OA. This may involve creating a connection through the housing estates. ¶
<#>Both phases 2 and 2b have the potential to deliver new north-south connections into the OA from Lillie Road.¶
<#>Phases 2 and 2b should deliver no less than 0.5 Ha of the contiguous public green open space(s) that could create the offer of a 2ha local park.¶

Deleted: 8: Potential, illustrative phasing strategy for phases 3 and 3b

Deleted: 118

Deleted: Phases 3 and 3b

in a manner that ensures the majority of residential units are within a 100m walk from it.

Figure 4.38: Illustrative diagram showing parcels d and e. For illustrative purposes only.

4.120 Development Parcels d and e

- Parcel d must deliver an east-west connection from Star Road into the OA. As outlined under Key Principle UF4, this is considered to be a particularly significant link and its delivery will be expected as early as possible.
- The design of both parcels d and e must include the potential for integration into an orthogonal east-west street grid as it is delivered in other parcels.
- Parcel d should introduce a north-south connection from Lillie Road.
- Parcel d has the potential to extend Archel Road and Chesson Road into the OA, thus extending urban grain in an east-west grid of streets.
- As set out in Key Principle UF17, parcels d and e should have proportionate publicly accessible green open space (possibly in the form of garden squares) to accommodate the new living and working populations. This should be distributed in a manner that ensures the majority of residential units are within a 100m walk from it.

Figure 4.39: Illustrative diagram showing parcels f and g. For illustrative purposes only.

4.121 Development Parcels g and h :

- The design of parcels f, g and h must include the potential for integration into an orthogonal east-west street grid as it is delivered in other parcels.
- Parcel f should deliver a vehicular connection to the A4. Construction access from the A4 into the OA is likely to be required during the earliest phases of development.
- Parcel g should deliver a number of pedestrian and cycle connections from the A4 into the OA.
- Parcel g has the potential to extend Baron's Court Road into the OA thus extending urban grain in an east-west grid of streets.
- Parcel h has the potential to extend Beaumont Crescent into the OA.
- As set out in Key Principle UF17, parcels f, g and h should have proportionate publicly accessible green open space (possibly in the form of a linear park or garden squares) to accommodate the new living and working populations. This should be distributed in a manner that ensures the majority of residential units are within a 100m walk from it.

Deleted: <#>Phase 3 must deliver an east-west connection from Star Road across the OA. As mentioned previously, this is considered to be a particularly significant link and delivery of it will be expected as early as possible.¶

<#>Phase 3 also has the potential for other east-west connections and the potential to introduce a north-south connection from Lillie Road.¶

<#>Phase 3 also has the potential to extend Archel Road and Chesson Road into the OA, thus extending urban grain in an east-west grid of streets.¶

<#>Both phases 3 and 3b must deliver new publicly accessible garden squares in order to ensure that the maximum number of residential units are within 100m walk of an open space.¶

Deleted: 39: Potential, illustrative phasing strategy for phases 4 and 4b

Deleted: 19

Deleted: Phases 4 and 4b:

Formatted: Bullets and Numbering

Deleted: <#>Phase 4 should deliver a vehicular connection to the A4. Construction access from the A4 into the OA is likely to be required during earlier phases. ¶

Phase 4b has the potential to deliver a number of pedestrian and cycle connections from the A4 into the OA.¶

Phase 4b has the potential to extend Baron's Court Road into the OA.¶

If a linear park is proposed to deliver the offer of a 2ha local park, it must be completed during phase 4b. ¶

Both phases 4 and 4b have the potential to continue the development of a grid of streets with an east-west emphasis.¶

Formatted: Font color: Custom Color(237,33,36)

Deleted: 40: Potential, illustrative phasing strategy for phase 5

Deleted: 0

Deleted: Phase 5

Formatted: Bullets and Numbering

