

BRIEFING PACK

Viability

Kidbrooke Village

26 April 2013

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April 2013



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A series of ten principles for development of sustainable suburbs drafted by Jon Rowland and Nicholas Falk following the last Urban Design Group conference in Oxford

TEN Group

TEN is a small group of senior local government officers in London who have met regularly over nine years to share ideas and exchange knowledge on how to achieve urban renaissance. Using the principle of *looking and learning* they visit pioneering projects to draw out lessons that can be applied in their own authorities. In the process the members develop their skills as urban impresarios and place-makers, and are able to build up the capacity of their authorities to tackle major projects.

Photographs: unless otherwise stated provided by TEN Group members and URBED Ltd

Front cover: Top left - Exterior of Apartments at Kidbrooke Village phase 1 (www.alumascwaterproofing.co.uk)

Middle - View from Apartments (www.berkeleygroup.co.uk/property-developers)

Right - Kidbrooke Site Plan (www.kidbrookeregeneration.info/)

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TEN Group | Final meeting of the Ninth Series

26 April 2013

Kidbrooke Village

BRIEFING DIGEST

The final session in the ninth series will deal with the all-important issue of **viability**, with a visit to the Berkeley Group's redevelopment of the old Ferrier Estate in South East London. Some of the best opportunities for building new housing are on former Council housing estates, and many schemes are underway. Often these involve changing the social mix through clearance and redevelopment, as in the Elephant and Castle, which we visited in 2003. When the TEN Group met at Woodberry Down in Hackney 2007, concerns were expressed about the potential for increasing the supply of flats in peripheral locations if there were to be a property downturn. But the Berkeley Group has seemingly managed to achieve the impossible in many parts of London, and this event will enable the Group to consider the factors that lead to success, and discuss what can be done to pass on the lessons.

The briefing for this visit comprises:

- A Berkeley homes case study, *A place in the making, Kidbrooke Village* (previously circulated), which describes the main features of the project, which is in partnership with the Housing and Communities Agency and Greenwich Council
- A summary of a report *Design for Social Sustainability* originally prepared by the Young Foundation for the HCA and developed by its offspring Social Life as a measurement tool for the Berkeley Group
- A series of ten principles for development of sustainable suburbs drafted by Jon Rowland and Nicholas Falk following the last Urban Design Group conference in Oxford, and published as *The Oxford Charter for Sub-urban Development*

As well as seeing what has been achieved, in the company of John Anderson, Chairman for Berkeley Homes Ltd, we will be meeting in the Kidbrooke Visitor Centre Boardroom to discuss the Berkeley Group's approach to regeneration, and to discuss issues such as:

1. How can you achieve the viability test in the National Planning Policy Framework without sacrificing quality?
2. What kind of social mix and estate management is required to make the redevelopment of council estates work as communities?
3. What should we be looking for in choosing appropriate locations for major housing developments?

This is the final session in what could be the last series for the TEN Group. At the end we will be discussing proposals for the dinner in May to draw out general lessons from the Group's deliberations over the years, and an event to compare planning and development in Paris and London. Nicholas Falk and Jess Bousie are keen to talk to any members who have proposals for what might be done to perpetuate the process we started back in June 2003 at Kings Cross in Camden.

PROGRAMME

Our walk around will start at Kidbrooke Village Visitor Centre, Capital Plaza, off Tudway Road, London , SE3 9PL at **9.30am**

- | | |
|-------|--|
| 9.30 | Meet at Kidbrooke Village Visitor Centre |
| | Walk around led by Berkeley Group |
| 11.00 | Discussion in Visitor Centre Boardroom |
| 12.30 | Close of meeting |

Train stations

Kidbrooke Village greatly benefits from superb transport links, both on-site and locally, making for easy access to places of business and leisure such as the West End, City, Canary Wharf and Greenwich. Kidbrooke Village is serviced by on-site Southeastern trains, which are on the Bexleyheath line. Existing train services will run through Kidbrooke Village to provide direct access across London to London Bridge in 15 minutes, Waterloo East in 19 minutes, Charing Cross in 23 minutes and Victoria in 28 minutes, all of which connect to the London Underground network. Lewisham station, which is just six minutes away by train, allows you to connect with the DLR to provide access to Canary Wharf in 22 minutes.



DELEGATE LIST

ATTENDEES

1. David Tannahill | Regeneration Manager, Planning & Regeneration | Croydon Council
2. Ed Watson | Assistant Director Regeneration and Planning | Camden Council
3. James Robinson | Senior Development Manager | Grosvenor Developments
4. Jess Bousie | Executive Assistant | URBED
5. John East | Director of Community Infrastructure | London Borough of Newham
6. Karen Galey | Head of Economic Development | Camden Council
7. Katherine Rodgers | Project Director | Grosvenor Developments
8. Marc Dorfman | Assistant Director Planning & Regeneration | Haringey Council
9. Mark Lucas | Acting Head Planning and Regeneration | London Borough of Redbridge
10. Nicholas Falk | Founding Director | URBED
11. Sue Foster | Executive Director Housing and Regeneration | Lambeth Council

APOLOGIES

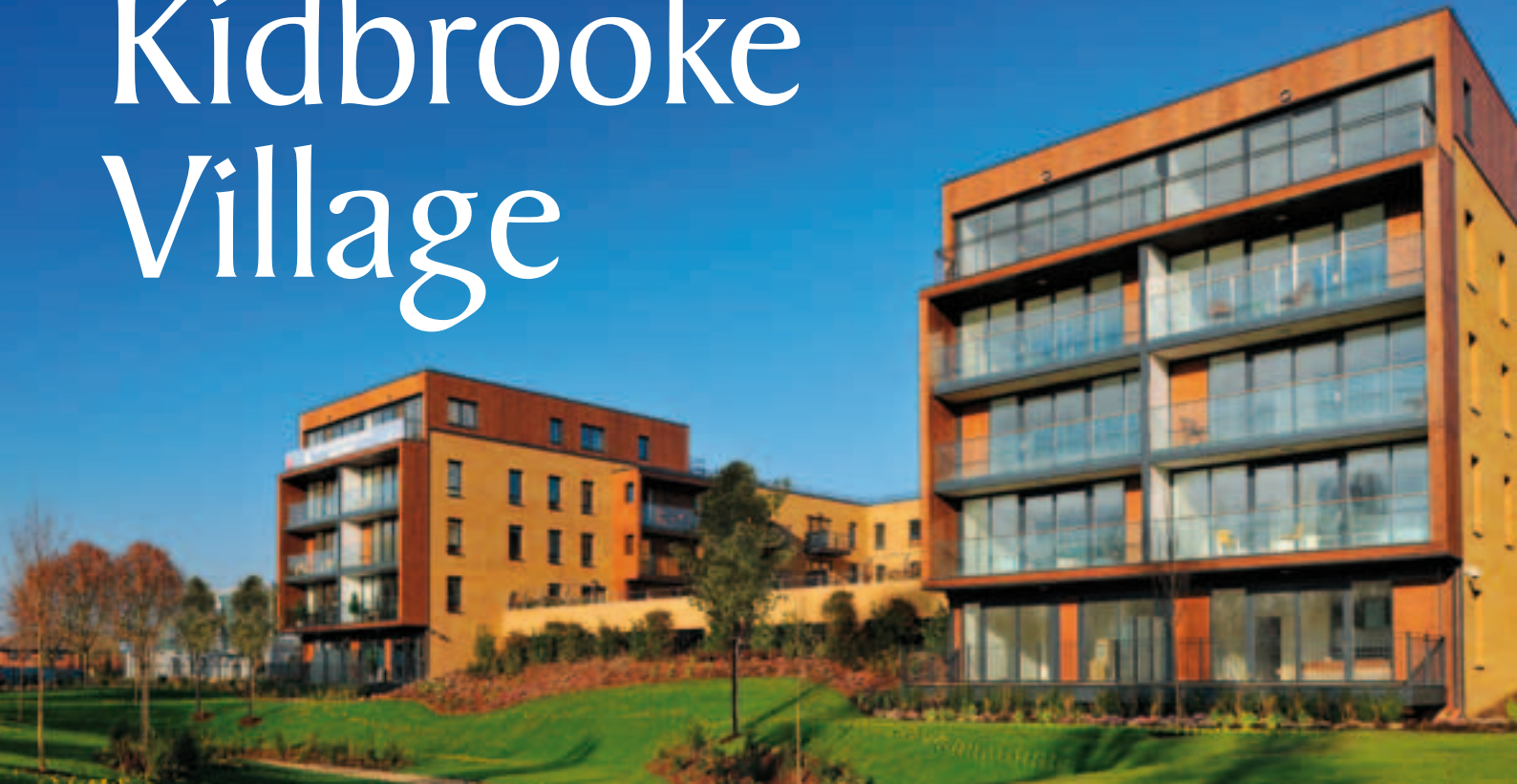
- Pat Hayes | Executive Director Regeneration and Housing | London Borough of Ealing
Julia Moulder | Director of Development | Catalyst Housing Group

UNCONFIRMED

- Stephen Tapper | Consultant and Senior Vice President | Planning Officers Society
David Hennings | Consultant
Tom Titherington | Director of Business Development | Catalyst Housing Group

A place in the making

Kidbrooke Village



Turn left out of Kidbrooke station and follow the road round towards Sutcliffe Park. For anyone that knew the Ferrier Estate, it is a strange experience. The concrete blocks have gone. The sense of empty isolation has vanished. In its place is the hum of construction.

Across the road are new modern apartment blocks – large windows, balconies and smart red brick – set in immaculate landscaping with lush grass, scarlet geraniums and other brightly coloured bedding plants. It feels almost manicured.

This is Kidbrooke Village, one of the most ambitious regeneration schemes in Europe. The masterplan will cost £1bn to deliver and transform 109 hectares of deprived south-east London, an area little smaller than Hyde Park, into a stunning modern community.

Over a period of 20 years, 4000 new homes will be delivered. But the result will be more than just housing – this is a place in the making. There will be a complete mix of tenures and facilities, carefully matching the needs of families, renters, first time buyers and older people to youth, school and health facilities, shops, offices and a new train station. Thirty five hectares of parkland and playing fields will run through the centre, creating an extraordinary place where people can live comfortably and sustainably together.

- 4,000 homes by 2028: already over 500 are complete, including 344 affordable, and another 300 started on site.
- Over 2,500 jobs created so far in construction; 34 apprenticeships; and 57 permanent local jobs.
- £36m invested in infrastructure so far, out of a projected total of £143m, helping to reclaim 11.3 hectares of brownfield land to date and create 35 hectares of parkland and sports pitches.
- 170 new, award-winning homes specifically designed as senior living for older people.
- A village centre, with retail, community, health and commercial facilities beside the new train station.



Site plan with phases

Numbers refer to phases of the development

Key:

- A** Sutcliffe Park
- B** Kidbrooke Station
- C** Village Square
- D** Senior Living
- E** Pedestrian and Cycle Links to Blackheath
- F** 'One Space' Village Hall
- G** New Park, Wetlands and Sports Pitches
- H** A2 Road – Links to O2 & Central London

The story so far

But what does the creation of Kidbrooke Village tell you about the process of regeneration and renewal? Could the ideas and approach taken here inform the way we create new places nationwide?

The Ferrier Estate was built between 1968 and 1972. At the time, it was an award-winning development. Families paid a rent premium to move in. But by the 1980s it had become one of the most economically deprived areas in the country. Bad design and an enclosed inward-facing layout isolated it from neighbouring areas and all 1,906 of its homes were single tenure. It had become a poorly integrated community rife with social problems. The fact that only 164 homes were snapped up under the right-to-buy attests to this unpopularity.

In 2001, the Royal Borough of Greenwich consulted on its redevelopment, going out to tender in 2003. Berkeley was selected in early 2006, with the deal signed in 2007 to create a partnership between Berkeley, Greenwich Council and the HCA.

The masterplan for the scheme was designed by the architectural practice Lifschutz Davidson Sandilands. It received planning permission in March 2009. Demolition of some of the existing buildings on the Ferrier Estate began shortly after, so that construction of the first two phases could get started. Building of the first tranche of homes got underway in September 2009 thanks to £43 million of kick start funding from the Homes and Communities Agency. The HCA also provided another £65m grant for affordable homes.

By October 2012, 344 affordable homes had been built, the majority of which are occupied by residents from the Ferrier Estate. Altogether 2,517 new homes, together with over 170,000 square foot of commercial and community space, have now received detailed planning in the first four phases. Of this amount, over 800 homes are completed or in construction.

So what makes Kidbrooke different?

1. Placemaking

Kidbrooke Village has:

- A clear sense of identity, through investment in excellent landscaping, clear and uniform architectural design, and planning for a thriving new commercial centre.
- A well-considered and widely consulted masterplan, allowing density to more than double while still only building on 35% of the site.
- Good transport links, both to other busy local centres and 15 minutes into London. Unlike some other suburban schemes, this is not located at the end of a railway line.
- Green infrastructure, with a new spine running down the centre with additional green areas or “fingers” coming into the streets to provide play areas, cooler spaces, and a sense of calm.
- A complete mixture of housing types and tenures, including self-contained apartments for older people in the heart of the development.

Kidbrooke has many of the key ingredients of an English suburb. But what really marks this development out is the investment in high quality landscaping. The value of the scheme is created by the spaces between buildings – not just by the buildings themselves.

Careful design has also enabled the density to be more than doubled while still only building on 35% of the land. This makes the scheme much higher density than the classic English suburb. Hampstead Garden suburb, for example, is 10–20 dwellings per hectare. Kidbrooke is around 40 if you include the park and 130 dwellings per hectare if you don't.

The masterplan proposes four distinct neighbourhoods, with links to surrounding communities. But there will still be uniformity and an overall feel that gives this place its own identity, characterised by high quality design and beautiful landscaping.





The predominant building material is brick, typically used in the suburbs, rather than rendered façades, a choice for more inner City developments. The designers specified a limited pallet of materials and planting for the landscape. Again this is intended to create an overarching identity and ensure that, like a classic Victorian or 1930s suburb, Kidbrooke Village does not become an architectural zoo.

There is a balanced mixture of housing – so that roughly a third will be affordable; a third for private sale; and about a third private rent. The good transport links, including bus links and rail services, which take about 15 minutes to London Bridge, make the area attractive to younger or more transient professionals who want to rent for shorter periods.

But this is certainly not designed to be a dormitory for the City. The centres of Blackheath and Eltham, Canary Wharf and Greenwich are close by, while the shops and commercial spaces in the new central hub will provide local employment and fuel growth.

In a radical departure from other British developments, the central hub takes a leaf out of practices in mainland Europe and provides 170 new homes specifically designed for senior living. The idea is that the older residents can live closer to amenities and are therefore better able to remain active. At the same time, because they are at home more during the day, they bring more life and spirit to the centre during working hours.

‘Kidbrooke Village has many of the key ingredients of an English suburb. The value of the scheme is created by the spaces between buildings.’

2. Partnership

Kidbrooke Village has:

- An open relationship between the different partners – Berkeley; the Royal Borough of Greenwich; and the GLA
- Continuity of personnel through the key stages of the development
- Regular meetings as well as design and energy review panels enshrined in section 106 agreements
- A communications group across all the partners to debate and coordinate messages and promotion of the scheme

With a scheme of this size and complexity, it is essential that all those involved are pulling in the same direction. As you’d expect, the financial arrangements are underpinned by legal contracts. But relationships around the table are also underscored by a remarkable degree of openness, trust and understanding of each other’s needs.

All the partners engage in problem solving together. For example, Berkeley re-phased the scheme early on to bring forward more affordable housing at the request of the Royal Borough of Greenwich. This allowed Ferrier families to be re-housed in the new homes as soon as possible. There is also a clear intention for all the partners to be realistic and stay on message, driven by the communications group.

The result is a build rate of 800 over 3 years – almost double the normal delivery of 150 homes per annum on most housing developments.

Community involvement has been taken forward through a programme of workshops, seminars, engagement with school children, health providers and the police. In addition, alongside the overall partnership board, there

are separate panels covering design review and energy, set out in the section 106 agreements. This provides a degree of continuity of purpose and personnel rarely found in many other regeneration programmes.

3. Infrastructure

The major challenge to the development of Kidbrooke Village is the initial work and spend required to remove the old Ferrier Estate. This involves stripping the buildings of asbestos and any other hazardous materials, demolition of 1,900 existing homes, digging out basement car parks, the removal of foundations, disconnection of services and utilities and groundworks to allow future construction.

In total, the regeneration programme will require £143m of infrastructure investments. These include:

- £28m on site preparation
- £23m on sustainability and combined heat & power
- £18m on roads & highways
- £9m on soft landscaping
- £8m on utilities & diversions

It is often these infrastructure costs that prevent large pieces of land from being redeveloped, despite the acute shortage of housing. In that context, Kidbrooke Village is an example of how complex and large brownfield regeneration projects can actually be delivered.

The majority of the site preparation work is required during the early years of this kind of regeneration, not least to establish a decisive break with the past. At Kidbrooke, everyone recognised the need for infrastructure investment and the HCA team (now part of the GLA) made an initial grant of £43m. This allowed the project to progress fast and has meant that by summer 2013, only a year after the departure of the last resident, all of the estate will have been demolished and made ready for redevelopment.



However, looking ahead, the scope for additional grants from either national or London government is significantly reduced and future work on roads, landscaping and heating networks is still essential. So if the public sector cannot make these investments, something else has to give.

At Kidbrooke, negotiations have centred round future overage. Berkeley has agreed to take the initial risk and invest upfront in future infrastructure while the public sector partners have chosen to limit their future returns and allow the developer to take an increased margin in the medium term.

In effect, Greenwich Council and the GLA have revised their estimates of future returns at the end of the scheme, and Berkeley will now take the risk of forward funding the scheme in return for a greater share of the subsequent profit.



How to create a sustainable place

Kidbrooke Village is being built to high levels of energy efficiency – code level 3 homes for the first phase, and higher code level 4 for phases three and four. There will be an energy centre in the middle and extensive use of renewables. But it is no cheer leader for eco-bling.

The contrast with Hammarby, on the edge of Stockholm, is instructive. Kidbrooke and Hammarby have a similar scale and feel but there are key differences. Hammarby is more advanced ecologically, with a centralised waste and recycling facility built into the housing. Waste is then automatically recycled to generate energy on site.

Kidbrooke, by comparison, focuses on helping you lead a healthy lifestyle. It has higher quality design and landscaping, and higher quality interiors. The masterplan makes efficient use of space, developing only 35% of the available land and leaving a 'spine' of parkland. This supports outdoor activities: a running track at Sutcliffe Park, new sports pitches, ecology and wildlife and SUDS drainage swales. In this respect the emphasis on communal land and gardens, rather than larger individual gardens, makes it more similar to the award-winning housing scheme Accordia in Cambridge.

Landscaped corridors form the principle cycle and pedestrian routes that extend into the established neighbourhoods of Eltham and Blackheath. The new park includes ecology and wetland zones. And in a further move to underscore a peaceful green environment, the road running through the development is being resurfaced and calmed, so that it too has the feel of, say, the road running through Richmond Park in west London, and an expectation that drivers will respond accordingly.

The idea of social sustainability is also embedded in the programme. A redundant youth centre has been brought back into use, refurbished by contractors working on site. This creates a great new space for local groups to meet, and in particular, young people and their families. The nearby schools of Wingfield and Holy Family are also frequently involved through poster competitions, a contribution to events, and a children's safety week.

Berkeley itself is an active part of the emerging community, meeting regularly with local businesses and interest groups. The use of local skills is promoted through a partnership with Greenwich Local Labour and Business, and all phases of development are signed up to the Considerate Contractors Scheme.



Kidbrooke Village



Hammarby





One step ahead

Kidbrooke Village is a bold development – audacious even. As you walk around the area today, that leap of faith taken by Berkeley, the GLA and the Royal Borough of Greenwich is quickly taking shape. The old Ferrier Estate is morphing into a very different kind of place.

This development exemplifies many of the core ingredients of successful place-making: vision, tenacity, collaboration and design. Regeneration is not an easy proposition in any economic climate. But don't imagine Kidbrooke is unique, despite its scale. There are many places in need of renewal and the ideas and attitude which drive development on this site offer practical inspiration for anyone contending with similar challenges, anywhere.

The key lessons are:

We can deliver growth in jobs and homes and create great places.

Partnerships unlock delivery.

Infrastructure needs public investment or a fresh approach to profit sharing.

Executive summary

Testing the framework established that residents on three of the four new housing developments report more positive responses compared to the benchmarks for comparable places on the 'feelings of safety' indicator. Residents report greater feelings of safety walking alone during the day and at night and feel that crime in their neighbourhood compares favourably to other areas¹.

Responses to key questions in the residents' survey also revealed that:

- **They feel they belong** – residents report higher rates of feeling like they belong to the neighbourhood.
- **They regularly talk to their neighbours** – residents report higher rates of regularly talking to their neighbours.
- **They plan to stay in the community** – they report higher rates of intention to remain resident in the neighbourhood.

The survey also found that residents of the four developments report less positive responses on two questions:

- **They feel less like they are playing a useful part in things.**
- **They are less likely to feel that people pull together to improve the neighbourhood.**

Overall, residents of the four developments report the same or similar levels of well-being compared to the benchmarks for comparable places.

However, when the results of the 598 responses to the residents' survey are compared against all people nationally, the responses showed a statistically significant difference on two key questions:

- **Well-being: Berkeley residents were more likely to feel reasonably happy than all people nationally**
- **Safety: Berkeley residents were more likely to feel safe than all people nationally**

Behind these headline statements, the real value of this work lies in the wealth of underlying data, which illuminates the specific local circumstances and dynamics of a place and how these change over time in response to different interventions.

Academic research on social sustainability has identified the importance of local context to providing a meaningful understanding of quality of life and strength of community. Testing our framework against these four new developments has demonstrated that:

- New housing developments can (given the right support) achieve the same levels of overall well-being, quality of life and community strength as older and more established communities in a relatively short amount of time.
- New housing developments can generate significant feelings of safety for residents, in particular in high-density, inner city communities. This could be a result of the higher levels of security. Higher levels of 'neighbourly' behaviour in the two high-density developments may also explain this finding. It is possible that high density positively influences informal local social interaction, which in turn influences feelings of trust and perceptions of safety.
- Early provision of amenities and social infrastructure is often important for residents' quality of life and to support neighbourliness and local social interaction.
- Housing providers could potentially do more, in partnership with local authorities and local public agencies, to provide residents with meaningful and appropriate ways to get involved in local decision-making. This needs to take account of the full range of local interests and existing opportunities for engagement. The aim should be to offer people a range of formal and informal options, from one-off events that do not require ongoing involvement, to scope for community-led asset management if there is local demand.
- More work is needed to understand the relationship between housing tenure, social and spatial integration, belonging, neighbourliness and social sustainability.

¹ With the exception of Knowle Village where residents report positive responses on feelings of safety but also report feeling that crime in the area is higher than the country overall

This is an important project that will contribute to how all those involved in housing understand social sustainability. It marks an important shift in the industry's focus from placemaking to thinking about long-term stewardship and 'placekeeping'. It is also essential to recognise that social sustainability is a joint responsibility. Some aspects of it can be directly delivered by a developer. Others depend on the expertise and involvement of the council, a housing association or the residents themselves. We hope this work will offer everyone practical insights about how the idea of social sustainability can be put into practice and nurtured in new developments.

This summary is an overview of the project. The main report is in two parts:

Part one discusses what social sustainability means for housing developers, presents the findings that can be drawn from testing the measurement framework, and sets out a series of recommendations.

Part two includes a detailed description of the process of development of the measurement framework, and how it was tested. It reports on the evidence base used to develop the framework; how indicators were selected; methods of primary data collection; data treatments for secondary analysis; and strategies for testing the framework, and some lessons learned.

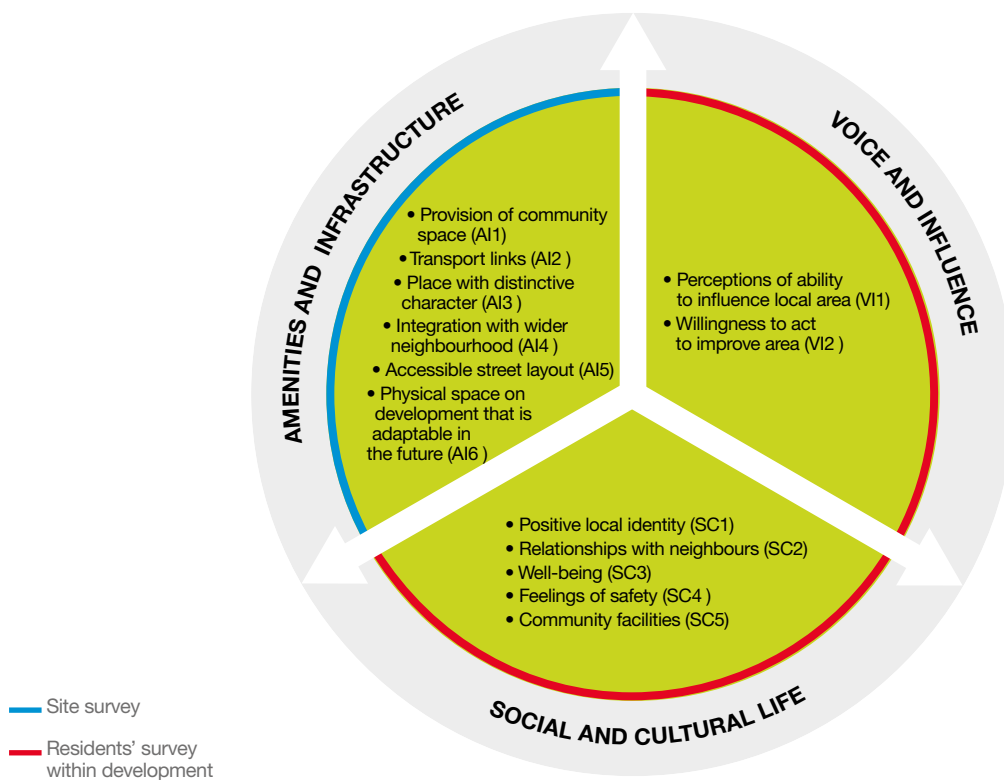
The Appendices contain data tables, notes on data treatments, statistical testing, and the resident survey questionnaire.



Selecting the indicators

The indicators from the amenities and infrastructure dimension of the framework were created by selecting questions from the Building for Life assessment tool, from PTAL (Public Transport Accessibility Level) assessments and from additional sources of secondary data about residents' travel habits. Additionally, a number of questions were created for this dimension where appropriate questions did not already exist.

FIGURE 3: THE 13 INDICATORS



A full explanation of the indicator selection process is included in Part Two of the report (see sections 2.1, 2.5 and 2.6).

institutional and invisible constraints. It points to the lack of a value system or philosophical underpinning to reflect what form we want our places and neighbourhoods to take, to the number of organisations and agencies involved, fragmented decision-making, and promotes the importance of Quality of Life Indicators.

In *Sustainable Urban Neighbourhood* (1999 & 2009), David Rudlin and Nicholas Falk explored models designed to meet 21st century needs and the issues that stop us building places where we would like to live. The conclusions and implications for local and central government were set out in the Joseph Rowntree Foundation's report *Building Communities that Last*, based on the experience of 13 new communities that are trying to be different. The principles were also set out in the *Cambridgeshire Quality Charter for Growth*, based on places that work well in the UK, the Dutch Randstadt and Freiburg. It is clear that the implicit values of many of the new Dutch and German suburbs respond much more to Garden Suburb principles and offer greater consumer choice. The *Freiburg Charter* sets out 12 guiding principles that embed values such as diversity, cooperation, tolerance, and reliability, and has shown that not only can a city set a vision, but can promote, control and develop it. The result is that we now look to Europe for our suburban housing exemplars.

CHALLENGES

The five design challenges that we need to meet are how to:

- accommodate a demographically changing population
- improve the design of our built environment
- make new housing more affordable
- address quality of life and other values
- reduce our carbon footprint and energy costs.

So the following draft Charter comprises ten interdependent themes that emerged from the UDG conference, and recognises the relationship between the hard urban design of physical masterplans and house design, and the soft urban design of support mechanisms to give place meaning. It tries to ensure that we build new places which are delightful to live in, that will sell well, and will also stand the test of time. ●

REFERENCE

Joseph Rowntree Foundation (2012) *Solutions: How local authorities can build sustainable urban neighbourhoods*.



THE OXFORD CHARTER

A draft UDG manifesto for sub-urban Design

Our suburbs should be living places for the 21st century that reflect our changing lifestyles and values, where all of us would like to live for some part of our lives, rather than be pale copies of past models. We should stop planning and building large developments of poor quality housing, on the edge of towns and cities, that are badly designed, have few or no facilities, are not well connected, and reinforce opposition. The collapse of house-building and financial confidence provides a unique opportunity to draw inspiration from the best of places, and build communities that offer the long-term capital growth that financial institutions are looking for. The demand for the standard product from the volume builder is over. There is a need for a much more long-sighted approach to the design of our 21st century suburbs.

An analysis of the best models past and present suggests the following ten most important and interdependent design principles and values, for schemes of more than 500 homes or 20 hectares, each of which could be assessed and benchmarked:

1. AFFORDABILITY

Strategic planning and spatial urban design should shape growth. Much can be learned from European experience of local authorities working together at the sub-regional level.

- a Government should establish new fiscal mechanisms that bring down the cost of land and make new homes widely affordable, by opening up new sources of private funding, such as infrastructure bonds, and borrowing against the rise of values once development is complete.
- b New roles are required for our financial and other institutions, building societies, banks, insurance companies, utility organisations and social, economic and transport organisations. Greater investment in improving the quality of life in our suburbs through a Green Deal will help reduce our ecological footprint. This could improve the opportunities for people to part-share, or build their own homes over time as well as provide a greener environment, by designing



out 'invisible constraints'.

- c. Local authorities should lead the way in promoting, parcelling, and servicing development in partnership with landowners and developers.

2. CIVILITY

Our suburbs should be places where it is a pleasure to live, which are attractive, safe, well-connected and where families can grow, children can play, and where good physical design is underpinned by good social, economic and institutional support – (hard and soft urban design). They should be designed to provide a sense of place, identity, ownership and belonging.

- a. The neighbourhood should be organised to be understandable, simple, easy to get around, and be characterised by different areas with different identities and sense of place.
- b. A community focus is desirable. Shops, school and other facilities for new and existing residents, that reflect local needs help promote civic pride and community spirit should be designed and managed to encourage positive interaction. This may need to be on the edge where it can serve a large enough catchment area to be viable.
- c. Streets should be designed for the benefit of the pedestrian and cyclist, and enhanced through the use of sustainable urban drainage systems (SUDS), tree planting, and informal spaces. Parking should not dominate but contribute to making streets look lively.

3. INCLUSIVITY

The new suburb should reflect the wider demographics in age and income and social balance. Establishing balanced communities of incomes and ages will add to the sense of community pride and identity, and allow a development to mature in an equitable manner without residents having to move away.

- a. Streets and neighbourhoods should allow for a full mix of residents and not zoned by tenure or cost.
- b. Covenants should ensure that the balance is retained over time (for example using a Community Land Trust).
- c. Existing communities should benefit from adjacent new urban extensions and not find themselves in a 'them and us' situation. That means an improved and integrated physical environment, increased accessibility to jobs, shops, leisure and other facilities, as well as the

certainty of visually attractive and beautiful development to provide them with a better quality of life.

4. CONNECTIVITY

Connectivity and movement must be rethought:

they are key elements of suburban design. Good suburbs offer a choice of jobs and services within easy reach. Layout and transport connections should give primacy to walking and cycling. Parking should be managed to make the best use of land and create livelier streets. Streets should be safer places for children through the uses of shared surfaces and home-zones where the car takes second place.

- a. New neighbourhoods should be located in places with adequate infrastructure, existing or planned, and be designed as walkable communities.
- b. Public transport should be good enough to attract people away from their cars.
- c. Densities should be related to the quality of public transport with higher densities closest to good transport connections.

5. DURABILITY

Homes should be designed to allow for changes in lifestyle and demographics with scope for personalisation. New and diverse forms of tenure and the rediscovery of previous ones are required. To do this the housing market should be widened through new fiscal and other mechanisms, and new more innovative developers and designers, including self-builders, co-operatives and local authorities, encouraged.

- a. New forms of tenure are needed, such as long-term leasehold and rent; co-ownership/co-partnership and co-tenancy; as well as shared equity, social and private rent, and owner occupation, and custom-building, and should form a significant part of the suburb.
- b. New homes should be large enough and adaptable enough to allow for a range of layouts and uses. They should be designed for longevity, capable of extension, with plots earmarked for later development. New typologies will ensure changing lifestyles can be accommodated.
- c. Homes should be marketed in terms of space and not rooms. The current system of using dwellings or habitable rooms/hectare as an indicator of density, or a determinant of economic value, has led to the UK building the smallest houses with the largest number of rooms in Europe.

↑ From left to right:

- Public play areas make for happier families in Reiselfeld urban extension, Freiburg
- Giving primacy to walking and cycling, Houten, Holland
- Garden square housing with parking beneath, Dickens Heath, Solihull
- Photovoltaic roof panels to reduce energy consumption, whilst edible gardens provide sustenance and a living public realm, Graylingwell Park, Chichester



↑ Streets designed for the benefit of pedestrians and cyclists

↗ An 1843 house designed by Pugin has not changed much in 170 years



6. QUALITY

Designs should reflect local traditions, and future priorities. Local authorities should have robust design policies which, together with staged applications, design quality indicators (such as *Building for Life* criteria) and Design Reviews will help to ensure high quality design. Quality of Life Indicators should play a more important role in the design and delivery of our suburbs.

- a. The masterplan and design codes should be simple enough to be readily understandable by existing and new residents.
- b. Variety should be encouraged to suit individual taste, with streets and closes that are easy to navigate.
- c. The development as a whole should look of its time, securing economies where there is no loss of quality, for example through new forms of construction.

7. BIO-DIVERSITY

The development should add to the natural capital. The new suburb should have a green framework at its core that will enhance biodiversity and improve the quality of open space and public realm.

- a. Space should be given over to food production and play to offer a full and healthy life.
- b. The boundaries between town and country should be broken down, improving links between the two.
- c. The development should support much more wildlife than it displaces by a well designed and managed green infrastructure of parks, green streets, SUDS, multi-use public spaces and hedgerows.

8. EFFICIENCY

Addressing climate change is critical and the design of the new suburb should help to reduce the carbon footprint and energy costs, and enhance the provision of renewable energy and resource efficiency. This means re-appraising supply chains, introducing new smart technologies, management techniques and changing constructions practices; (running costs should offer significant savings over older buildings). Resource utilisation and management should be considered from the outset.

- a. Local forms of renewable energy should be supported where densities allow.
- b. Water use and management should be turned into a feature.
- c. Waste management should be unobtrusive with the minimum environmental impact.

9. COMMUNALITY

Collaboration between all parties involved is central to success. Collaborative programmes of development and co-production are needed, with councils, developers and communities participating in the design of their neighbourhoods and the extension of their towns. Neighbourliness is critical, and promotes mutual support and greater sharing of resources, both in terms of social and economic initiatives and the provision of safe, secure and well-designed environments to live in.

- a. The basic aims and constraints should be set out and agreed at the start, in a Design Charter. Community ownership of land, community trusts, development agreements, covenants and other legal mechanisms such as codes are required to ensure that new development is visually delightful, as well as functioning well.
- b. Smaller building and development companies should be involved, including housing associations and self-build groups, by providing enough serviced sites.
- c. Land values should reflect the agreed development framework and not drive it.

10. RESPONSIBILITY

Ongoing management should maintain quality standards and promote a sense of community.

The establishment of longer term involvement by developers, in the form of stewardship, management, covenants and tenure will result in well-designed higher quality development. (Grosvenor Estates or Bourneville's garden suburban developments are examples of such historic and contemporary development).

- a. Communal areas should be designed and managed in ways that engage local people as fully as possible.
- b. Standards should be written into covenants that future residents have to enter into.
- c. Sufficient funding should be allocated to supporting community initiatives that bring people together and enable them to realise their potential.

Finally, taking a cue from the Charter of the New Urbanism, we dedicate ourselves to reclaiming our homes, blocks, streets, parks neighbourhoods, districts, cities, and environments.

It is time for the debate to begin and a manifesto to be adopted. ●