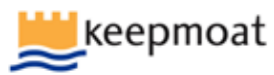




COMMERCIAL ESTATES GROUP



central park

Masterplan Document
10 May 2012





Purpose of the Masterplan Document

The Central Park Masterplan has been prepared as a statement of intent setting out the aspirations of Darlington Council, its public and private sector partners and local stakeholders to achieve the successful regeneration of Central Park and secure its prosperous future. It responds to and achieves the requirements and issues identified in the approved Central Park Masterplan Brief (January 2012).



Background to the Masterplan

Central Park is a 30-hectare brownfield site, situated between Houghton Road, Yarm Road, Hundens Lane and the railway. It has been selected as one of the regeneration flagship projects for the Tees Valley and is to be developed over the coming few years.

Darlington Borough Council and the Homes and Community Agency (HCA) are working with the selected developer consortium CKY (comprising Commercial Estates Group, Keepmoat Homes and Yuill Homes) to bring forward the mixed use development. The scheme represents a tremendous opportunity to revitalise a key strategic site near the centre of Darlington, bringing investment and jobs which will spread benefit throughout the town and beyond.

The site was the subject of an outline planning application in 2005 for "mixed-use development comprising residential, offices, hotel and conference facilities, a range of leisure and community facilities and open space" (Application Reference Number: 05/00643/OUT) which was approved (subject to conditions) in October 2005 and expires November 2012.

Due to the changing economic cycle and market factors it is prudent to refresh the masterplan to this extant planning approval. In response to the economic downturn in January 2012 the Council and HCA Board members signed off a new Masterplan Brief which reflects the original qualities and aspirations for the site as well as responding to points raised through consultation. One of the main changes to be incorporated within this new masterplan is the reduction in the number of new homes from 600 to 450.

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Part 1

Introduction

1.1 Executive Summary

The design and development of a central Linear Park which provides the “spine” to the overall development is the key unifying factor behind the Masterplan delivery. Allied to this the remediation, regeneration and renaissance of this derelict, urban, brownfield site illustrates the many ways in which sustainability and biodiversity can be at the centre of regeneration.

The Linear Park is divided into seven separate Character Areas, each of which provides a unique and distinct “take” on different aspects of landscape resurgence, increasing biodiversity and sustainability. At an early stage the Linear Park will provide an accessible and safe pedestrian routeway from north to south (Haughton Road to Yarm Road). Each completed landscaped area will serve, in its own way, as a “pointer” for change, bringing the public into the site, creating confidence in the regeneration process, and promoting renewed interest on a phased basis in the successive development cells released for purchase or rent.

Each Character Area of the Linear Park will act as a dramatic starting point and inspirational context for the design evolution of successive development cells. Housing phases and commercial phases alike will respond to the unique qualities of this unifying central landscape feature.

The Central Park accommodates a wide range of recreational opportunities for visitor and resident alike. The design and development of these recreational assets will enable the involvement of local people. School children and community groups, to work alongside selected local artists in the design and development of appropriate art within the environment installations. In keeping with the functional and robust nature of the Park, these art elements will also fulfil a functional purpose within the landscape environment as well as responding to local history, culture, and community aspirations.

The Park facility will be managed to ensure its long term future and regular maintenance. This, at an early stage, will create opportunities for young apprenticeships and local job opportunities, ensuring that the Central Park is designed and developed in close coordination with local peoples aspirations, with a view to involving local people in its long term upkeep and management.

The landscape design acknowledges the Park’s setting in close proximity to the Station and the Railway and “View Slots” and “Vista Corridors” are provided to not only link the Park with its Darlington Town Centre context, but also to enable selected “View Corridors” from the train track deep into the Park, fulfilling the need to promote Darlington as a place of regenerative change and iconic status. The use of a Linear Park as a central unifying and coordinating element has clear symbolism for the regeneration process. The remediation, replanting and resurgence of this vital green area will be a catalyst for the revitalisation of Darlington Town Centre.



1.2

The Vision



Principle:

- Create a central linear park that is the heart of the development.
- The landscape should provide a catalyst to resolving a truly interactive, sustainable and inspiring environment threaded together by common themes and principles.
- Use these principles to integrate the existing surrounding urban framework of Darlington through physical and virtual desire lines.
- Landscape and lighting, focal points and desire lines, site constraints, and sustainable design should provide the main driving forces behind the masterplan solution.
- The linear park should provide the heart and lungs of Darlington and set a new precedent for how mixed use urban development should be planned in the future.
- The interplay of architecture and landscape should provide an environment that engages workers, visitors and residents alike and at the same time provides an exciting and invigorating place to live, work and play





Part 2

Understanding the Place

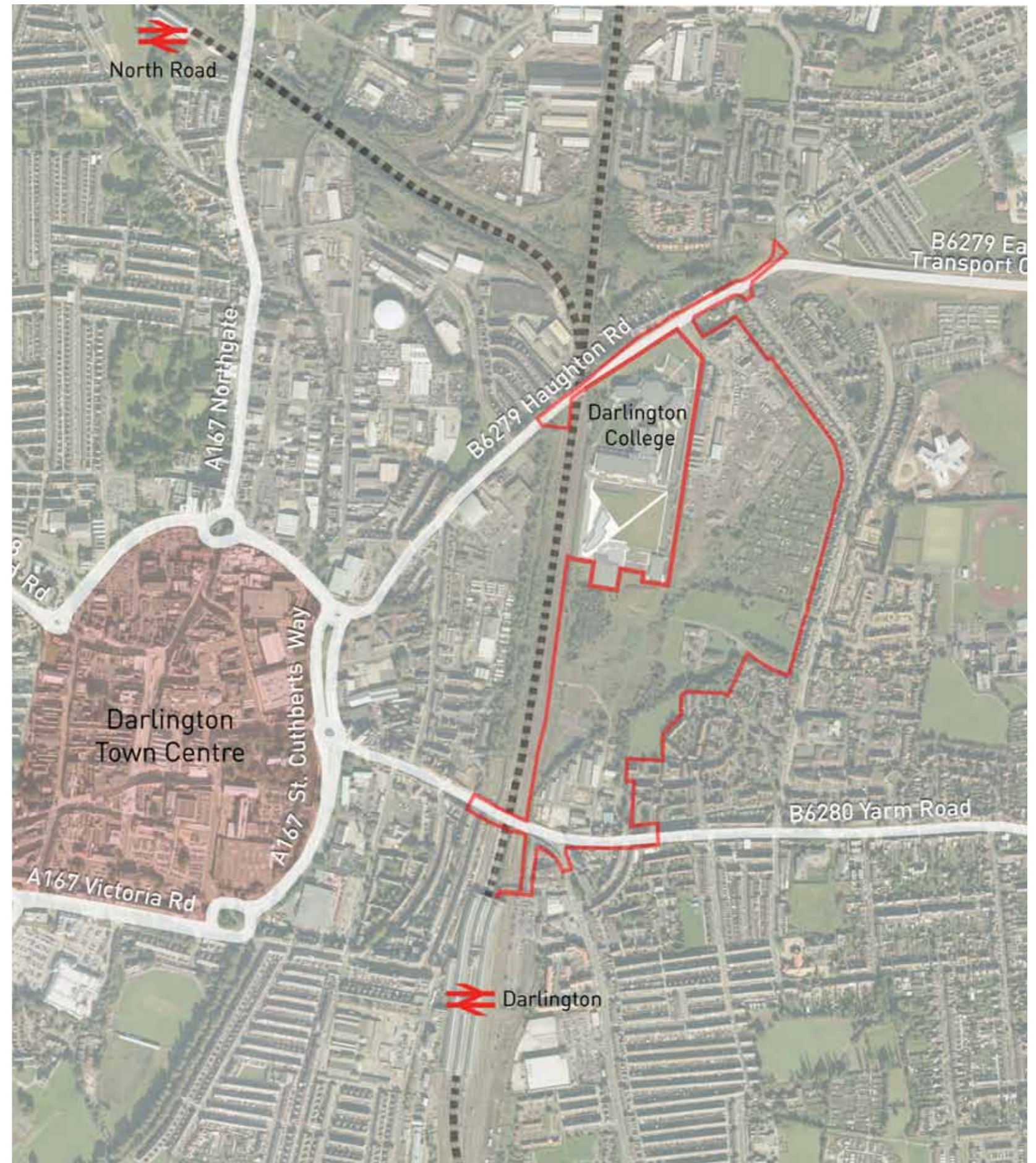
2.1 The Urban Context

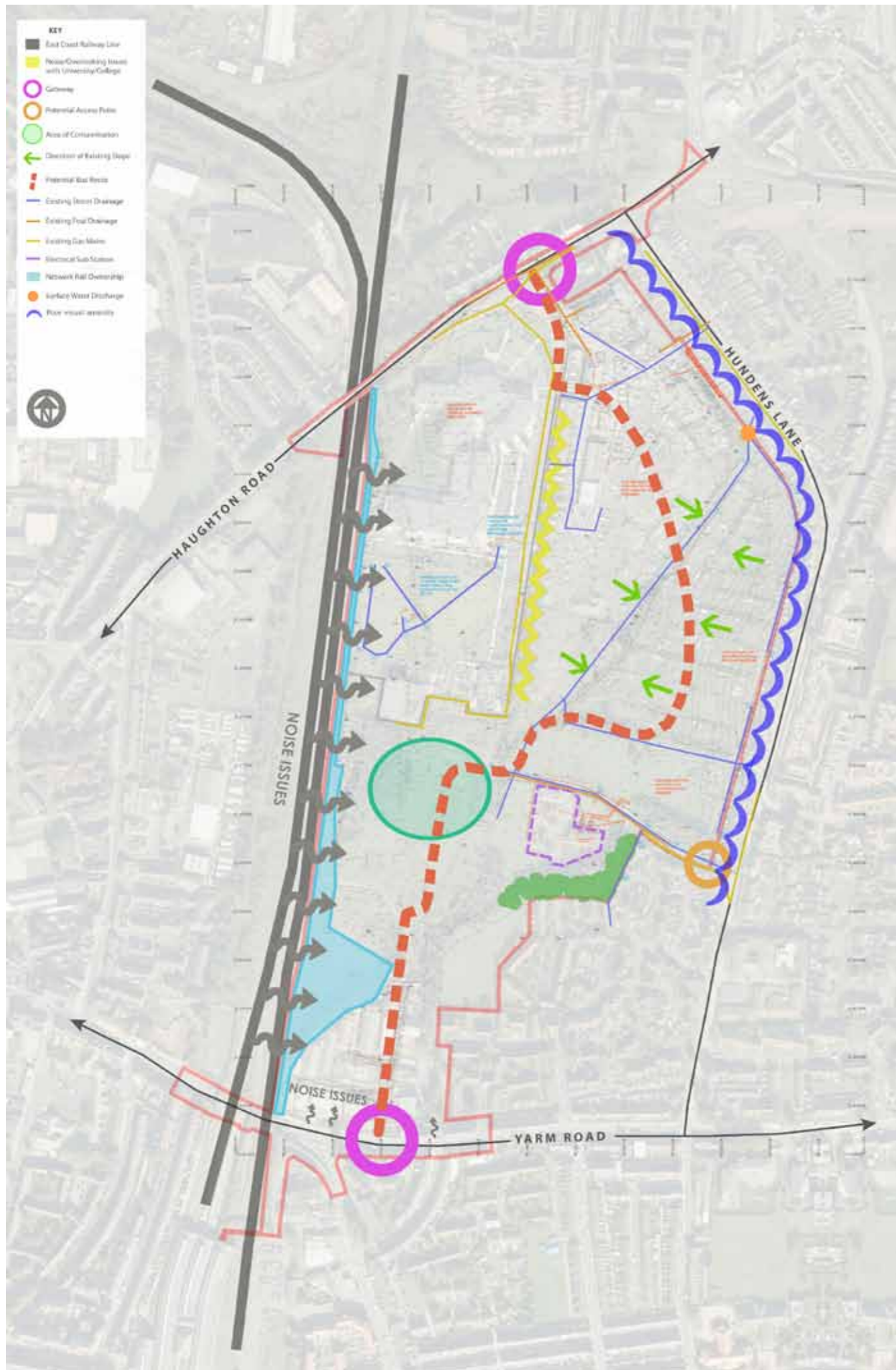
Principle:

Central Park has been formed and shaped by the historic development of Darlington itself. The current site is in a phase of stagnation and dereliction, caused by the need for regeneration.

Utilising key opportunities

- The site provides opportunities to create a sense of place by utilising existing site opportunities such as:
-
- Habitat and Biodiversity Value
- Landscape mitigation to minimise loss and improve the developments biodiverse potential
- Maximising landscaping, existing and proposed, against critical development mass will be a key consideration of the overall masterplan
- The railway heritage of the site/borough
- Views to the town towers and spires due to the sites topography
- Proximity to the railway





The constraints

Principle:

The site constraints will help configure the development cells and provide the development with a unique sense of place. The diagram adjacent clearly identifies and characterises all the site constraints which will need to be addressed in order for the development to proceed. These include:

- Existing Slope Topography
- Potential access and phasing issues
- Existing Utilities
- Noise issues
- Ground Conditions
- Land ownerships and acquisitions issues within the masterplan area.
- The retention of established key wildlife habitat areas

In this way, the potential quarantining of part of the site can be avoided and attractive streetscape can be accommodated in close proximity to this otherwise visually inert structure.

Softening the Boundary between the University / College and the Housing Area

The University / College are not participating within the Masterplan delivery. There is, however, still a need to create a substantial visual buffer between the Campus and the adjoining housing area. This boundary can be visually enhanced in a number of ways:

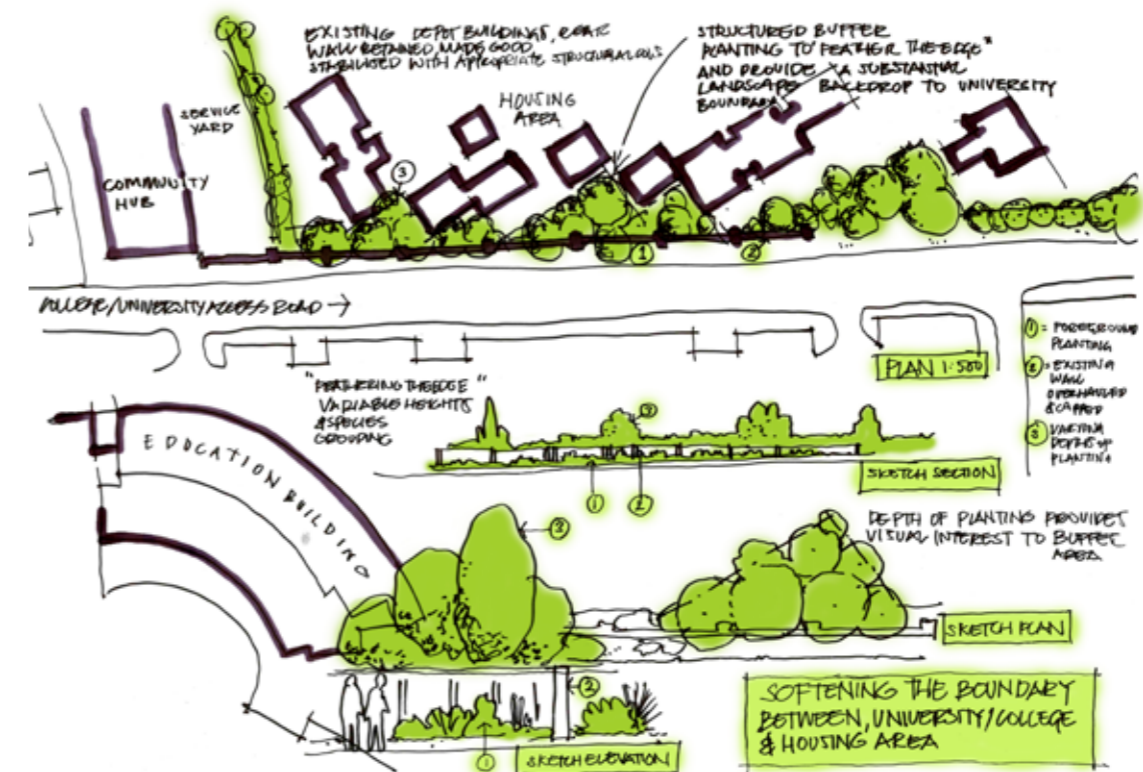
Foreground planting on the University side of the existing Depot wall

Retention of the existing Depot wall, (wall made good), stabilised with the appropriate structural columns and provided with coping stones to provide a mature and attractive boundary wall

A varying depth of planting behind the wall to “visually feather the edge”

Triangular areas of planting enable larger species and specimen trees to provide a varied silhouette together with a strong landscape boundary

The “dogtooth” arrangement of land on the boundary to be conveyed to the Management Company for long term maintenance purposes



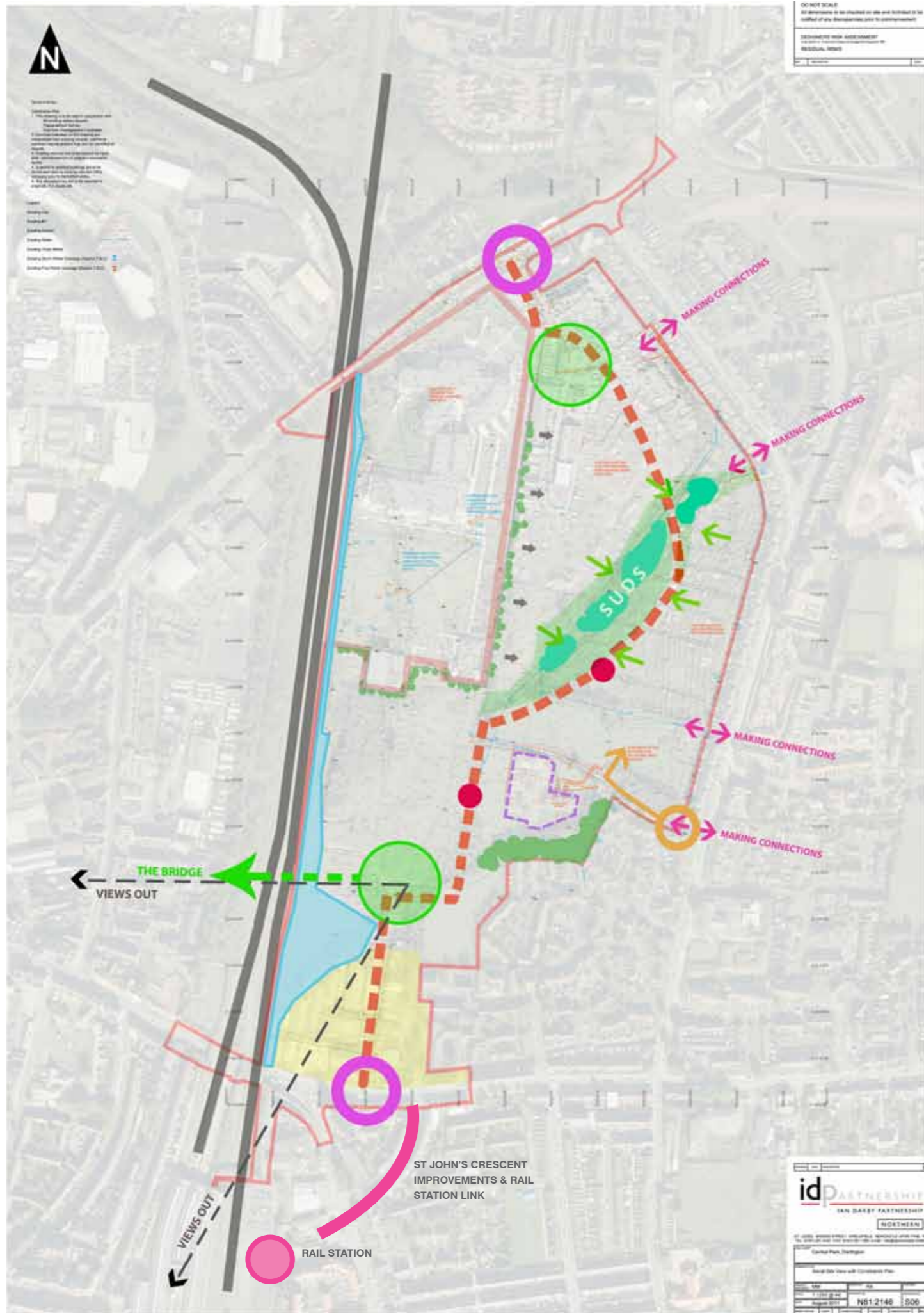
2.2 The Masterplan Site

This is a development opportunity for the redevelopment of predominately brownfield land to the east of the town centre. The site lies between Haughton Road in the north and Yarm Road in the south and is bounded by Hundens Lane to the east and the main east coast railway line to the west. In the main the site is relatively flat. The north eastern part of the site is occupied by the Council's depot and former allotment gardens.

Towards the centre it comprises of large areas of scrub, rough grass, brambles and seeding trees, with wooded areas alongside the railway line, planted as part of the Railside Revival programme in the mid to late 1980's. Some small areas of open space are present on the eastern and south eastern side of the site and adjacent to an electricity sub-station which abuts the site boundary.

The south western portion of the site adjacent to Yarm road around Green Street is occupied by a number of commercial and industrial buildings. The site also takes in several commercial and residential properties to the east of Green Street along Yarm Road.





The opportunities

Principle:

The diagram adjacent clearly identifies and characterises all site opportunities, which through integrating existing site constraints can create a unique sense of place. These include:

- Existing Slope Topography - Creation of SUDS area
- Informal play and arrival space
- Acknowledge and enhance existing pedestrian access from adjacent residential areas
- Integrates and enhances existing flora and fauna where possible
- Utilise proposed green spaces around areas of worst contamination
- Promote pedestrian and cycle desire lines from station to University/ College

Areas to the south of the University incorporating Sports Hall

Opportunities exist for developing in relatively close proximity to the Sports Hall. This large scale building is “blind” on the three sides affecting the adjoining housing area and therefore will not create problems of proximity with regard to loss of privacy. Enough space should be left for buffer planting to provide interest against this visually inert backdrop. Thereafter two, two and a half to three storey buildings could visually “enclose” this large scale structure, incorporating it successfully into a streetscene. This scale and massing would be suitable for either residential or commercial development.







Part 3

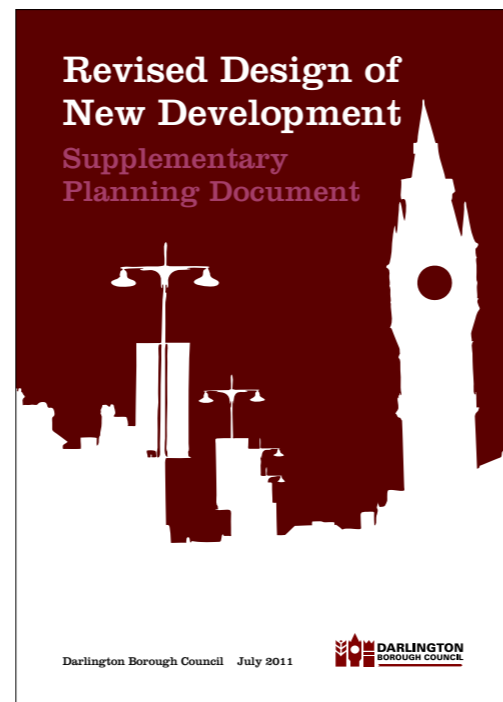
Character and Identity

3.1 Design Process

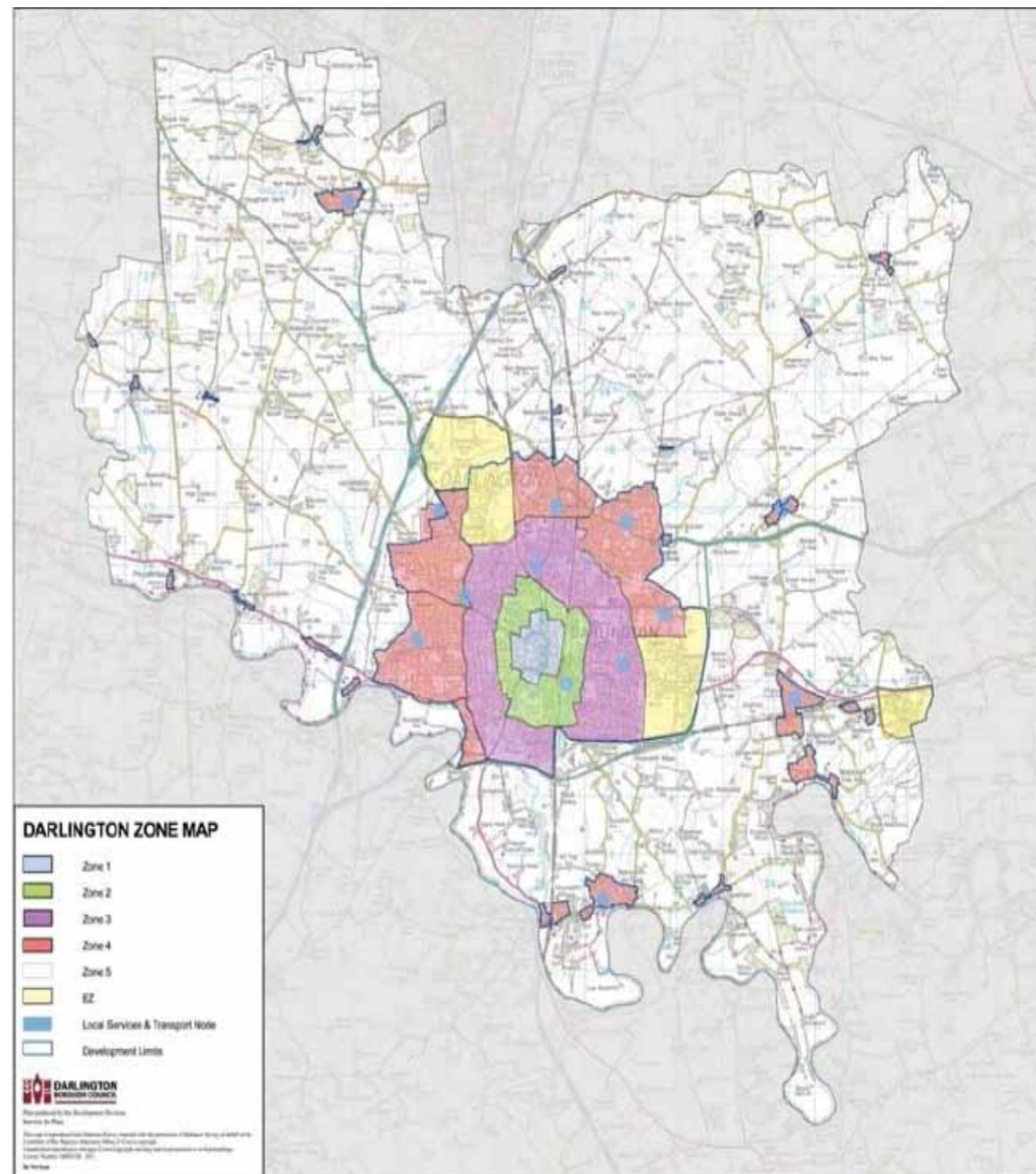
The guidance contained within this masterplan document sets out parameters for the elements that are deemed critical to generate character within the development. This approach has been informed by the Revised Design of New Development, Supplementary Planning Document produced by Darlington Borough Council, July 2011. In order to develop a distinctive character at a number of spatial scales, the design process adopts the following principles:

- The design of each Character Thread will be co-ordinated to ensure a consistency in language throughout;
- The principle unit of design will be the street, which will mean the design of separate development blocks either side of the street and/or open space will be co-ordinated as part of a single design concept;
- Within the residential areas that lie outside the Character Threads, each development phase will have its own unique identity that avoids standard design responses across the site;
- Variety and richness will be achieved for each development block, of a degree appropriate to its position in the spatial hierarchy and relevant Character Area;
- Buildings and spaces, and the interface between the two, will be co-ordinated within the design process;
- Each Mews Court will have its own individual identity.

To assist with the design process and ensure maximum stakeholder involvement a series of workshops were held during January and February 2012. The evolution of the design from concept through to masterplan



Darlington Urban Design Guidance



Proposals map that identifies the site within Zone 2

The Workshop Approach

The Central Park Design Team utilised a “Workshop” approach in order to evolve the Masterplan design. Workshop sessions were held in the Dolphin Centre at Darlington, and within Darlington Civic Centre, as well as preparatory Design Team Workshops at IDP’s studios at St Jude’s, Barker Street, Newcastle upon Tyne.

The Workshop approach enabled “brainstorm” sessions to capture “the widest possible input in the shortest possible time”. Workshops / brainstorming were informal in nature, but captured all contributions on the basis of marked-up drawings, diagrams and sketches. This information was then updated on a freehand 1:500 overall Masterplan document which was then used specifically for specialist Workshops involving landscape design, highway design, infrastructure and remediation.

A “Best Practice” visit was organised on 7 February 2012, to Royal Quays to examine the two Linear Parks within the development. The field trip examined both Linear Parks and provided a critique of good elements and bad elements. These issues were then fed into the subsequent design Workshops.

Stage 1



Sketch from discussions with Darlington planners that led to a revised configuration of the park.

Stage 2



Stage 3



3.2 Core Concepts

Stage 4



Stage 5



Revised Central Park Schematic Layout-
21st Feb Northern area added

A Linear Park forms the central unifying feature which runs right through the development from north to south. On either side of the Linear Park development cells are situated, defined by their site constraints.

The Linear Park provides a sequence of spaces and character areas which inform and define each development cell.

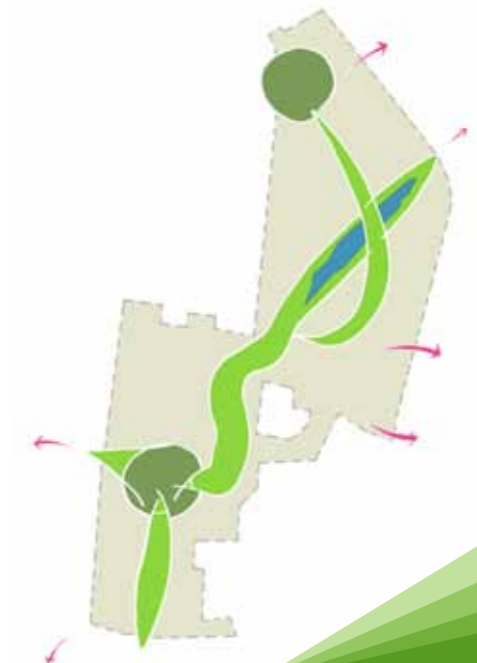
The masterplan principle:

The masterplan ethos should be all about movement patterns and legibility underpinned by a linear central park which is based on desire lines to home, work, study and leisure.

Postcards of Darlington

The movement framework created by the Linear Park will allow the proposed development to link to the existing community and Darlington Town Centre. The relationships with and influences of which have been drawn from the Revised Design of New Development (SPD). The overall green framework will define Central Park by:

- 'Sequences of Spaces'
- Landmark Buildings
- Delivering the required backdrop for the residential and commercial buildings
- Providing important marketing images that capture an aspirational 'Postcards of Darlington' setting
- Nationally recognised iconic features







The indicative proposal for the Phase 1 area showing development of the SUDs area.

3.3 Character Strategies

The linear park

Principle:

The various phases of development will be accessed, linked and unified by a linear park which runs north/south through the scheme to promote green bio-diverse desire lines to the Town, University and Station.

A Green Framework

The Linear Park will form the 'Spine' of the development, providing a high quality 'Sequences of Spaces' that act as an effective skeleton for the ensuing development cells which occur on either side of this landscaped movement corridor. The Linear Park shall be large enough to be attractive, well managed and maintained and functional, whilst at the same time, not in-balancing the relationship between net and gross developable land. Key requirements include:

- Character Areas
- Width of Green Space
- Configuration
- Landscape Elements therein
- Acknowledge existing Habitat and Biodiversity Value

Character threads

Principle:

The Linear Park which runs north to south generates a distinct sense of place. Over this, the character threads define a series of key spaces which will make a significant contribution to the character of the development as follows:

1. Entry Statement

It is important that this flagship regeneration project maximises its road frontage to Houghton Road. Also, it is essential that first impressions of the site are positive, and that the visitor is drawn into the site by means of attractive environment, landscape and buildings.

The proposal responds to this requirement by greating gateway points into the site. These utilise enhanced 'key' buildings, boundary treatments and landscaping to create significant arrival spaces. These introduce the distinctive character that defines the zone beyond.

2. Local Centre

Character

An area that defines Houghton Gateway to the north of the development and provides a strong visual link between the Local Centre and Houghton Road itself. This area may also accommodate some first floor offices above retail units.

Design Principles

- Houghton Gateway to the north
- A community hub area that responds to soft and hard landscaping elements to incorporate car parking areas
- Must respond to the relationship with College building adjacent
- Must be visually connected to Houghton Road to help maximise the retail offer with 'customer footfall'

3. The Cut

Character

A woodland planted area that provides areas for informal recreational activities whilst accommodating pedestrian and cycle movement patterns and also provides a visual and acoustic buffer to the depot area until such time this area becomes available for development.

Design Principles

- A substantial woodland/planting amenity space
- Woodland area to provide a visual buffer to the Depot area
- Woodland buffer subsequently becomes the margin/ boundary of a further landscaped development area once the Depot has been relocated
- Opportunities for informal 'play along the way'
- Accommodates pedestrian and cycle desire lines

4. Lakeside

Character

An informal, SUDs and recreation area that consists of an incidental body of water that provides a significant destination for the overall Linear Park, whilst enhancing biodiversity and wildlife habitat.

Design Principles

- Inclusion of a Sustainable Urban Drainage System (SUDS) to provide significant water feature and accommodate the change in level
- A pond area that enhances biodiversity
- Provide an informal/rural habitat with areas of seating, play and way finders
- The space should be overlooked by development cells to provide passive surveillance of all public amenity spaces

5. Green Core

Character

An informal area given back to nature to establish local species of flora and fauna. Remediation and regeneration of the existing site will, in many cases, result in diminution of the existing "wild areas" of the site. These

seemingly derelict areas of opportunist scrubland are valuable and rich areas of biodiversity.

Because remediation of the "hot spots" of contamination will, by definition, deprive the site of this wildness and biodiversity, it was agreed in the early workshops that an area of wild planting should be safeguarded so that biodiversity within this part of the Central Park can be protected, and enhanced.

The Ecology Reserve, is an informal area "given back to nature", to re-establish local species, of flora and fauna.

Design Principles

- A "Preserve of Wildness" that is free from human interference
- An informal space with a wide variety of naturalistic ground cover
- A space which visually cloaks the electricity sub-station
- A wild area that has structure and density to it, providing an attractive backdrop to the west of the Central Park development
- A distinct area in which the planting is dense and impenetrable, to safeguard biodiversity and increase the potential for wildlife colonisation
- An area with boundary planting of wild species that provide visual containment throughout the year and safeguard the interior of this wild area from penetration

6. The Circus

Character

An area that provides a transitional point between the commercial quarter and the residential cells. In effect a civic space which responds to both hard and soft landscaping and encapsulates all rural and urban qualities within the development.

Design Principles

- An interface between commercial and residential
- A formal space with hard and soft landscaping features
- An interpretation of both informal qualities in the north and urban qualities in the south which allow workers and residents to inhabit the space all times of the day and night
- Opportunities for a more formal civic-feeling space with vertical features.
- Clear and legible routes to the University and station are to be provided

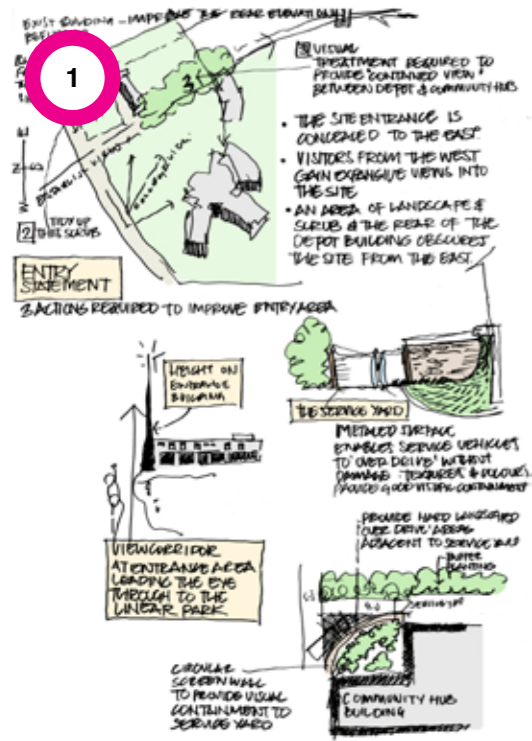
7. The Lime Boulevard

Character

An area that provides a formal linear boulevard space within the heart of the commercial quarter that enables desire lines to the station and University.

Design Principles

- An urban edge that responds to the southern Yarm Road gateway
- A tree-lined boulevard
- Hard and soft landscaping should provide a formal character
- Bus pick up and drop off point to be provided
- Clear and legible routes to the University and station are to be provided



Entry Statement



Local Centre



The Cut



Lakeside including The Beach



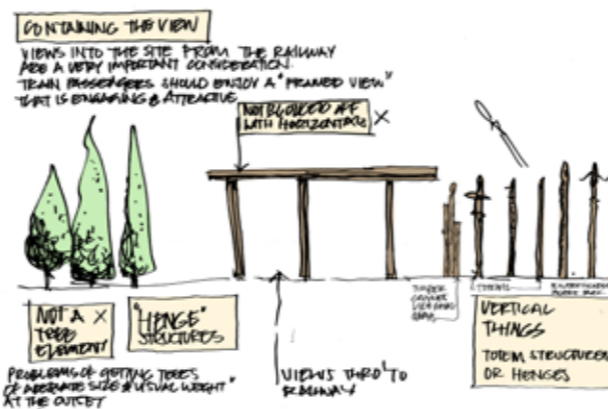
Ecology Reserve



The Lime Boulevard



The Circus





Part 4

Land use and Community

Amount and Mix of Uses Strategy

Principle:

Central Park will offer residents and visitors variety and choice. The new community will provide a critical mass to support and sustain local services and businesses.

A balanced mix of uses and building types is essential to establish a vibrant and viable neighbourhood with a rich urban form. The Central Park Masterplan will ensure that the amount of development is sufficient to create a critical mass of population and footfall to support local services and businesses. Conversely, the local services must be of a sufficient quality and variety to reinforce each other as a local destination point. Therefore, along with a range of new homes, the development will provide a range of local retail, leisure, community and workspace accommodation as well as improved quality parks, squares and new civic public open spaces.

Principle:

The masterplan should clearly establish the boundaries of the development cells. Development cells and the overall development area should be calculated, and cross-referenced with the project viability/business plan.

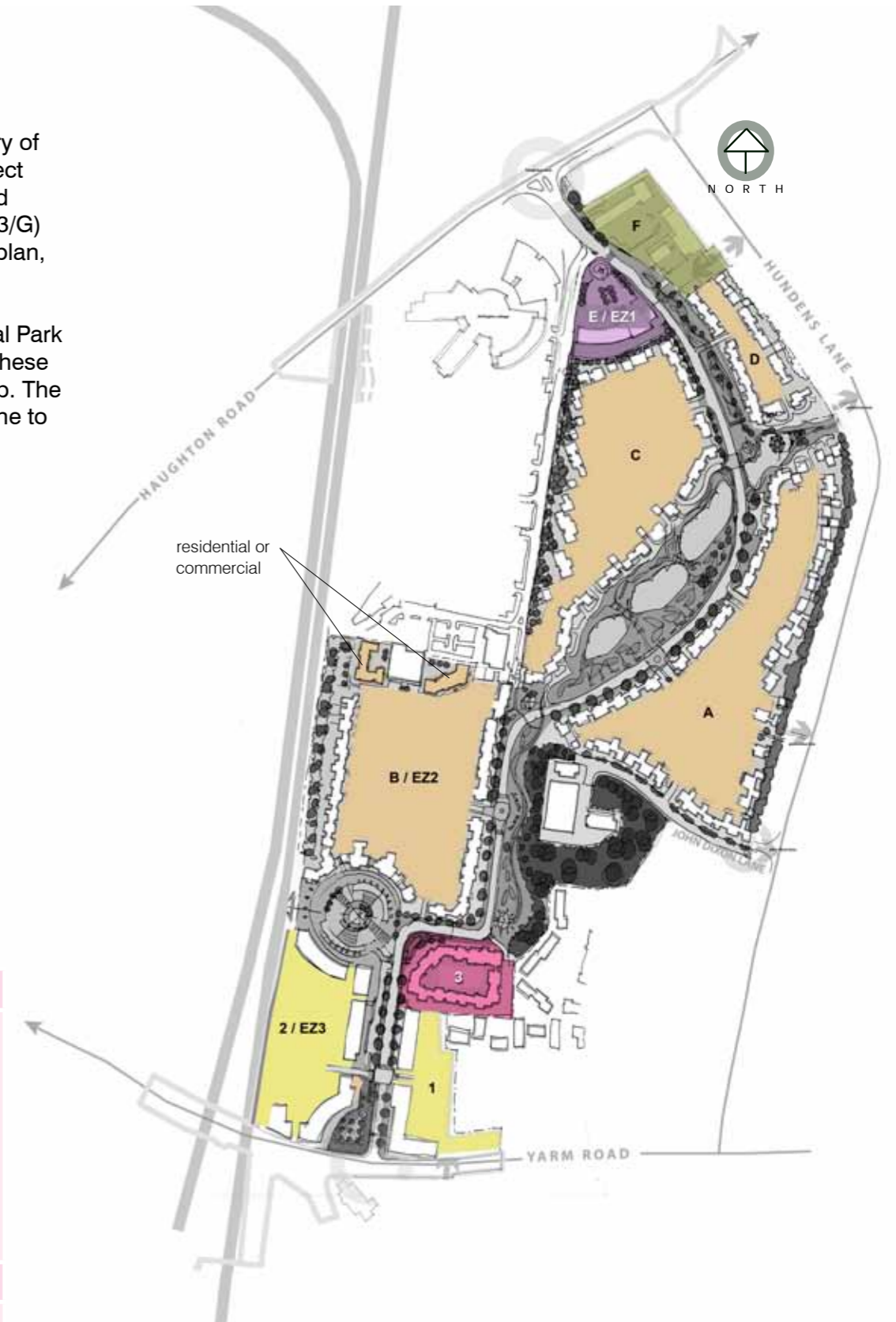
Establishing realistic phasing of cells

Development cells must be clearly established with regard to realistic phasing, so that the scheme is robust and flexible enough to accommodate a number of scenarios within the delivery programme, as shown in the table below and still maintain existing timescales. The main scenarios include:

The potential for rationalising the existing Depot facilities (DEPOT) within the existing site to free up development land at an early stage for the Local Centre is being fully explored. The Depot is to be relocated with the exception of offices and its car park, with part of area F being identified as development in phase 1.

It is recognised that the Network Rail land is integral to the delivery of the comprehensive scheme. It is recognised however that the effect programming of the cells in which the Network Rail land is located raises question of uncertainty. Network Rail land ownership (Cell 3/G) must be included as a development cell within the overall masterplan, with a programme for inclusion in the development.

The masterplan shall delineate three potential areas for the Central Park Enterprise Zone in response to the recent Government Initiative, these include: a. The top end of site at Haughton Road Gateway (EZ1) b. The mid point adjacent to the Sports Hall (EZ2) c. The commercial zone to the south off Yarm Lane (EZ3).



Indicative Development Cells	
Cell A	Residential
Cell B	Residential / Enterprise Zone 2
Cell C	Residential
Cell D	Residential
Cell E	Residential / Enterprise Zone 1 / Local Centre
Cell F	Residential / Depot Location
Cell G	Residential / possibly incl. 3rd building / Enterprise Zone 2
Cell H	Residential
Indicative Commercial Area	
Cell 1	Commercial / Multi Storey Car Park (MSCP)
Cell 2	Commercial / Enterprise Zone 3 / Hotel
Cell 3	Commercial
Cell 4	Live/Work Units

Numbers and densities

Principle:

The housing numbers and commercial and retail outputs must be safeguarded to maintain commercial viability.

Housing Numbers / Development Capacity

Development cells (A-H) in the diagram adjacent highlight the critical mass required to deliver no fewer than 450 residential units to ensure that housing land supply and locational strategy set out in the Core Strategy is not undermined. The limitations and thresholds for retail development are as follows:

1. Local Centre (LC): 1x400sqm food retail, up to 3x100sqm other A1 retail plus A3 and A4 uses
2. Overall scheme: No more than 1,000sqm retail throughout (with limit of 100sqm per unit with exception on the food retail unit identified above).
3. A1, A3 and A4 uses should not exceed 1,700sqm throughout the development, although there is more flexibility surrounding the A3 and A4 uses especially in terms of individual unit size

Residential development

The development will provide a range of residential accommodation but with the focus on a variety of quality family housing. A mix of tenures, are provided with up to 15% of the residential development being affordable. This comprises of both social rented and intermediate tenures to provide greater choice in addressing issues of affordability. This will also contribute to creating a mixed and balanced community.

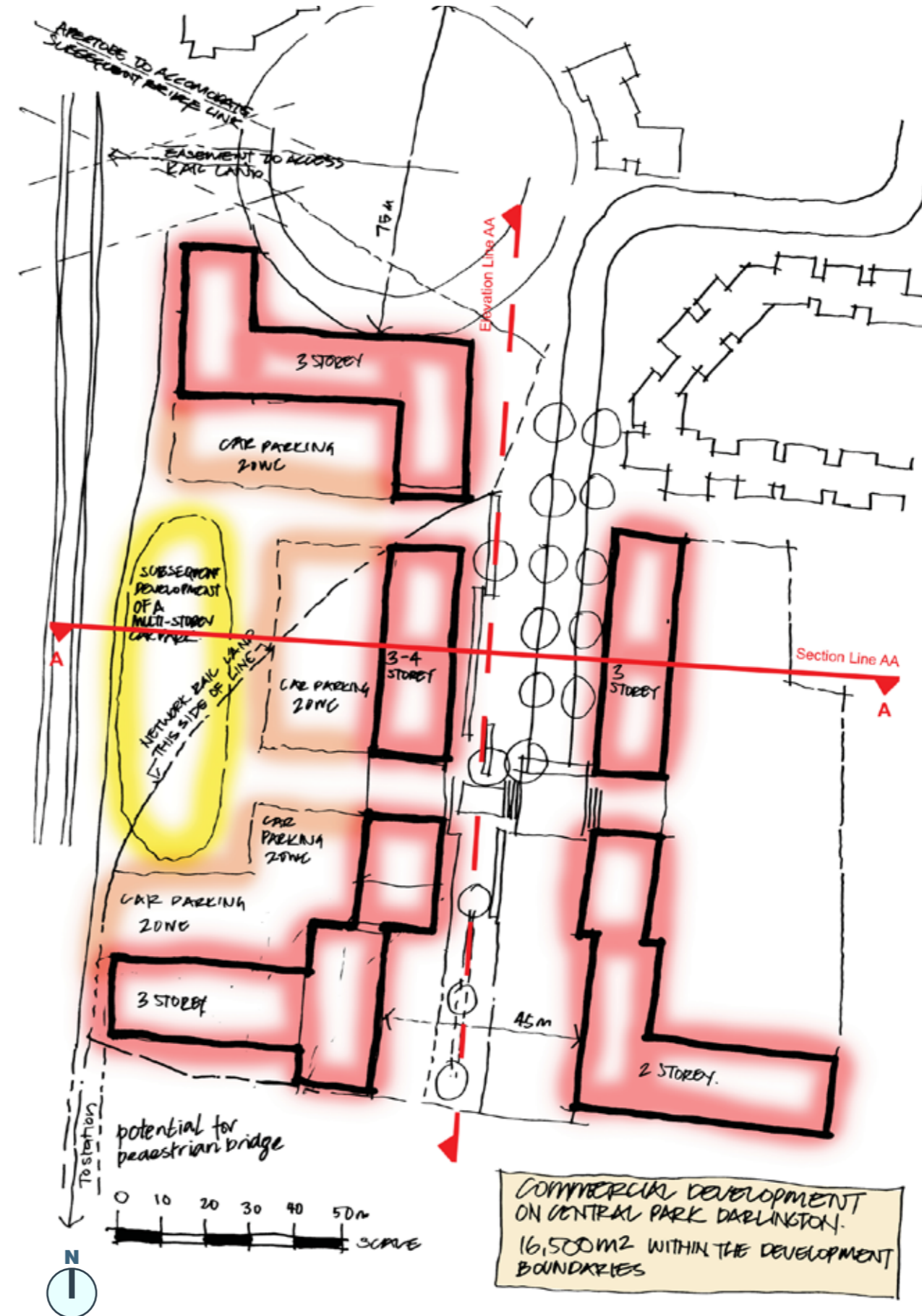
In addition, there will be no differential in the quality or style of the affordable houses compared to the rest of the housing development.

Retail and commercial development

16,500sq/m of B1 accommodation including hotel and potential business incubator units

The development footprint of the commercial area is arranged in six distinct plots, which create the "Visual Containment" to the The Lime Boulevard Character Area. The buildings will create an imposing and impressive entrance to the southern end of the Central Park Regeneration Area. Attractive urbane and well proportioned, commercial buildings will prove an impressive backdrop on either side of the visually arresting Linear Park which will carry the entrance road deep into the site.

The commercial area is urban in character, and compliments its juxtaposition with the Station Concourse by offering a vibrant,



contemporary, "Commercial Quarter" close to the Town Centre.

Commercially attractive and responsive to the market place

In the third year of the recession, the current market conditions require the commercial area to be as responsive to commercial opportunities as possible, whilst also delivering the most attractive and flexible plan forms, specification and accompanying criteria. In order to do this, the Masterplan stipulates the amount of development available within this area (16,500m² of B1 accommodation including a hotel and potentially a business incubator type use), whilst offering flexibility on how the individual development plots will be configured.

The storey heights of the buildings are also stipulated within the Masterplan.

- Building 1, 3, 4 – three storeys
- Building 2 – three to four storeys
- Building 5 and 6 – two storeys

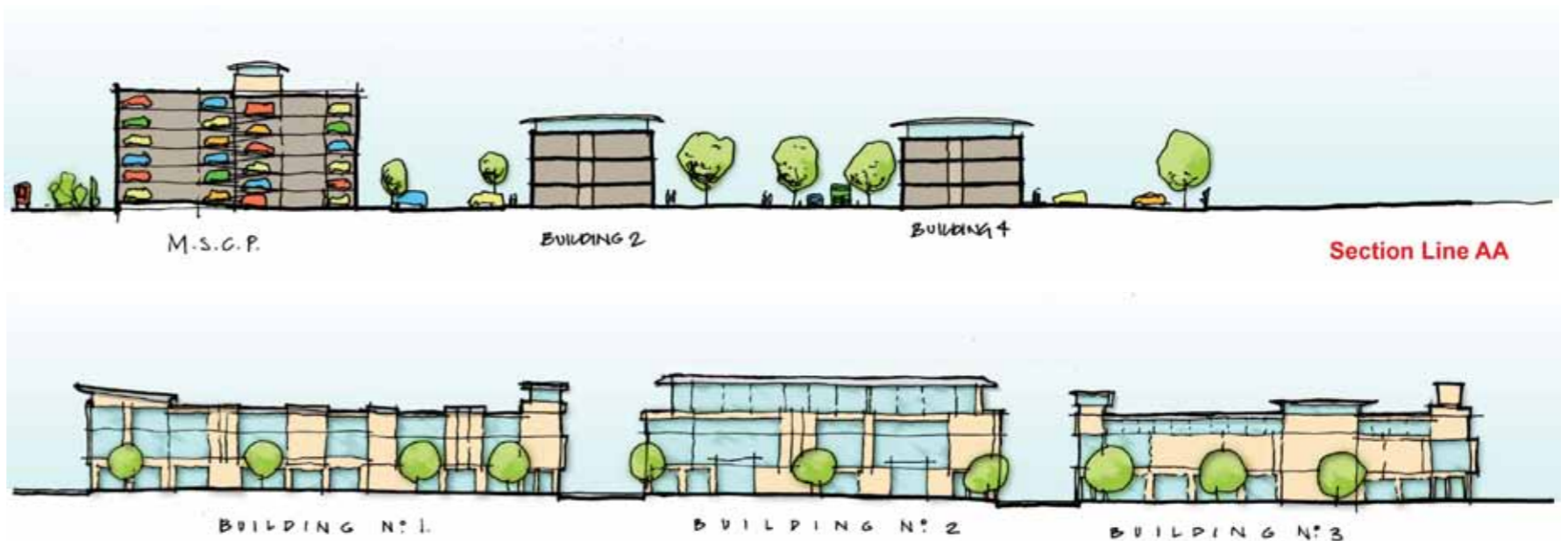
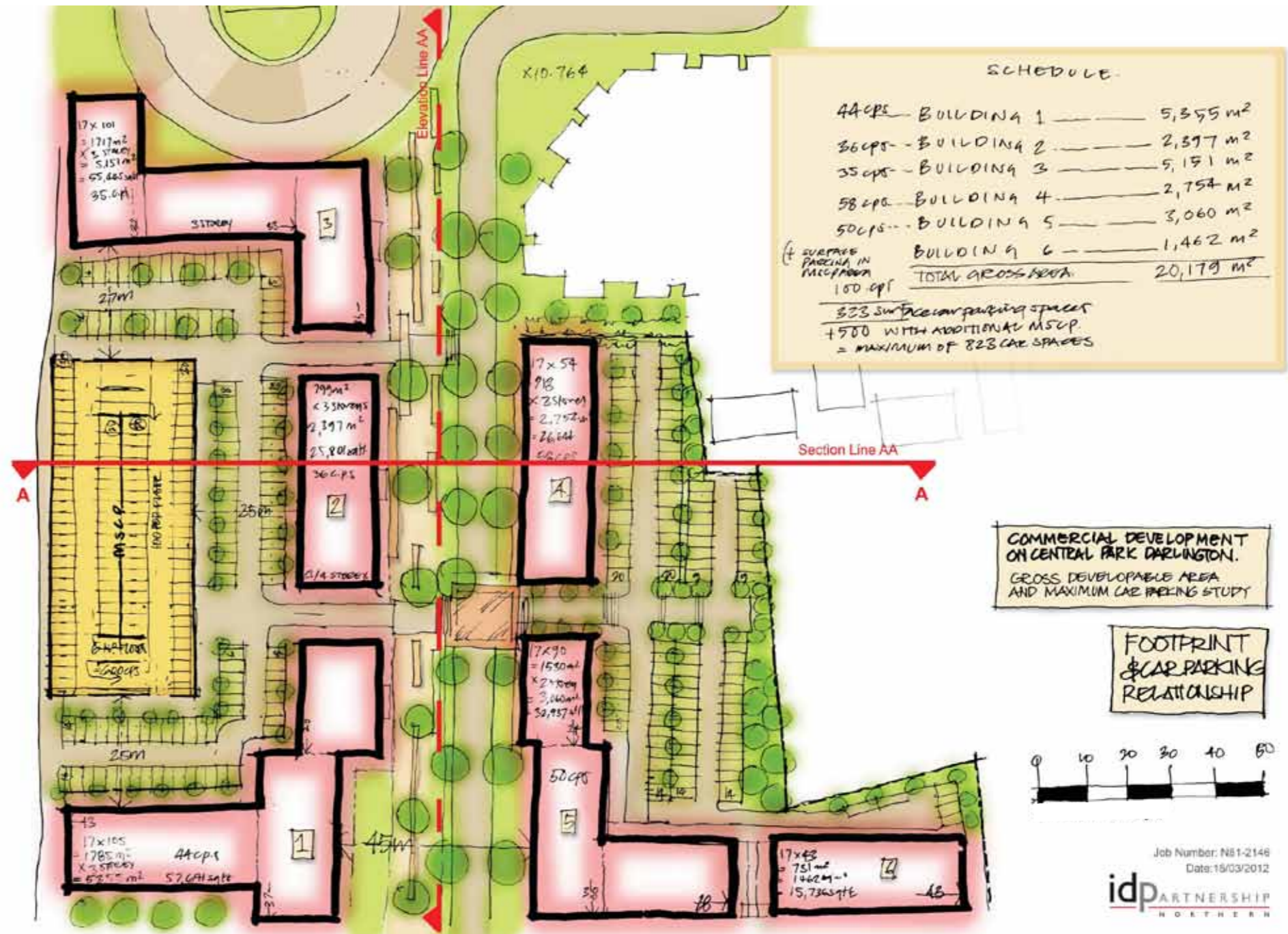
Flexibility In The Development Programme

Within these floor plates the commercial developer will procure the most attractive and commercially beneficial developments for Darlington. A hotel development is desirable to compliment this strategic location in close proximity to the Railway Station, and a hotel development may, therefore, occupy the footprint of Building 1 or 5 for example.

Multi-Storey Car Parking

A multi-storey car park is also strategically desirable in this location.

Within the current market place however it is unlikely that a multi-storey car park will be in the First Phase of development. It is, therefore, envisaged that the backlands of Building 1, 2 and 3 will provide the location for a multi-storey car park at some later stage in the development programme. Initially this site may provide up to 100 car parking spaces in surface car parking format. The development and construction area required for the multi-storey car park would need to be clearly delineated to enable surface car parking users to vacate it and allow construction access for this Building at a subsequent point in the development programme. It is likely that a multi-storey car park in this location would yield circa six floor levels of car parking i.e. a total of 600 car parking spaces.



A schematic of the proposed commercial area with sections through the key areas.

Dedicated Surface Car Parking

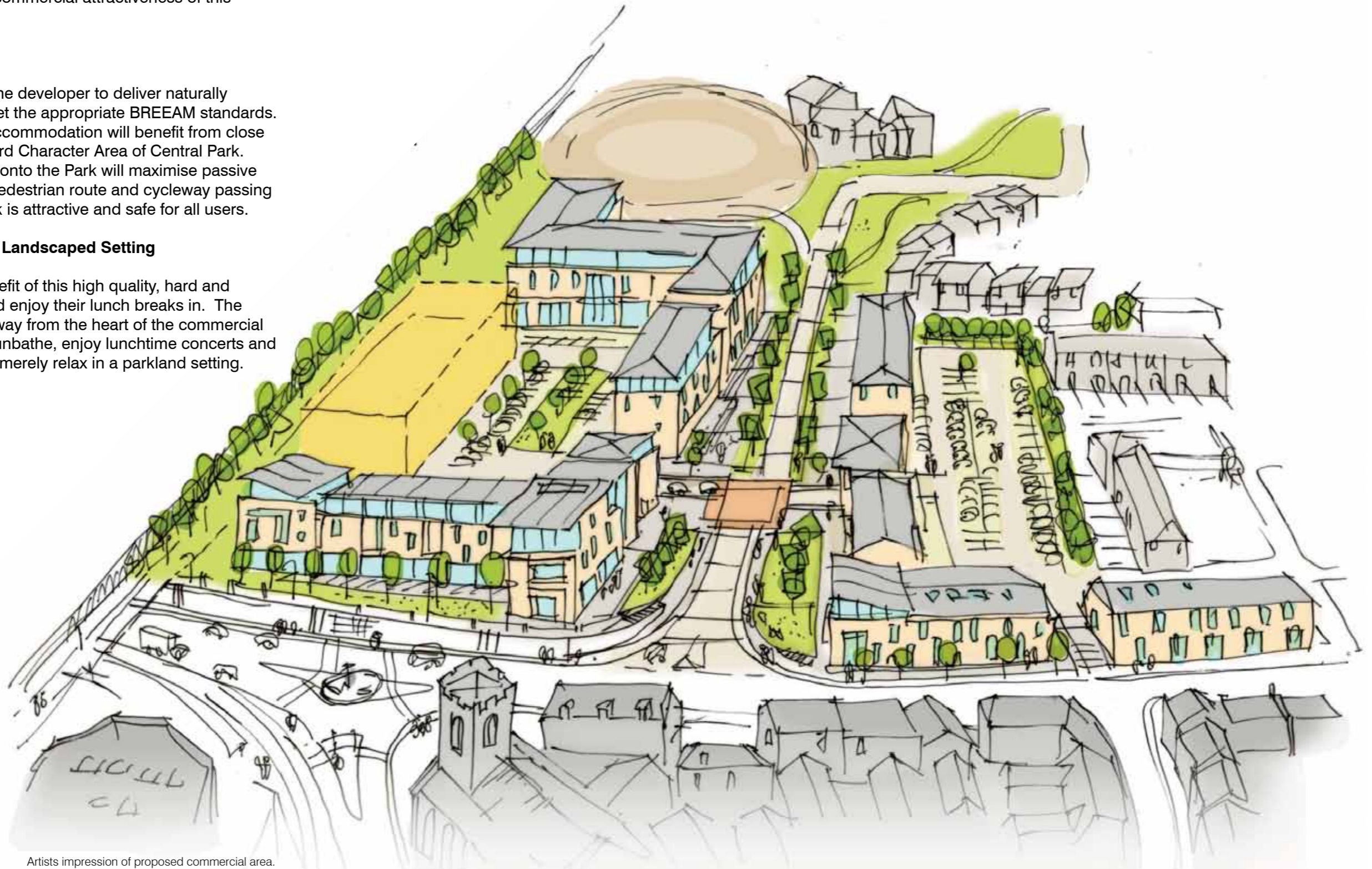
Each commercial building will also benefit from its own dedicated surface car parking area, maximising the commercial attractiveness of this exciting new business quarter.

Sustainable Commercial Design

17m wide floor plates will enable the developer to deliver naturally ventilated office floor plates to meet the appropriate BREEAM standards. Well-lit, spacious and airy office accommodation will benefit from close proximity to the The Lime Boulevard Character Area of Central Park. Active frontage from the buildings onto the Park will maximise passive surveillance and ensure that the pedestrian route and cycleway passing north – south through Central Park is attractive and safe for all users.

A High Quality Business Park In Landscaped Setting

Office users will also have the benefit of this high quality, hard and soft landscape space to picnic and enjoy their lunch breaks in. The Ecology Reserve is only metres away from the heart of the commercial quarter, enabling office users to sunbathe, enjoy lunchtime concerts and entertainment, play ball games or merely relax in a parkland setting.



Artists impression of proposed commercial area.

Adaptability and Flexibility Strategy

Principle:

All types of buildings and space will be designed in such a way to be adaptable and flexible in order to meet the changing needs of households and users.

Lifetime Homes

The aspiration is to achieve Lifetime Homes standards wherever possible. Many of these standards are already covered by elements of the Building Regulations (particularly Part M) or HCA (Homes and Communities Agency) Standards where they apply. Creative interpretation of some of these standards means that the extra space that is necessary to accommodate these Lifetime Home functions can be used for other uses such as storage until/if they are required.

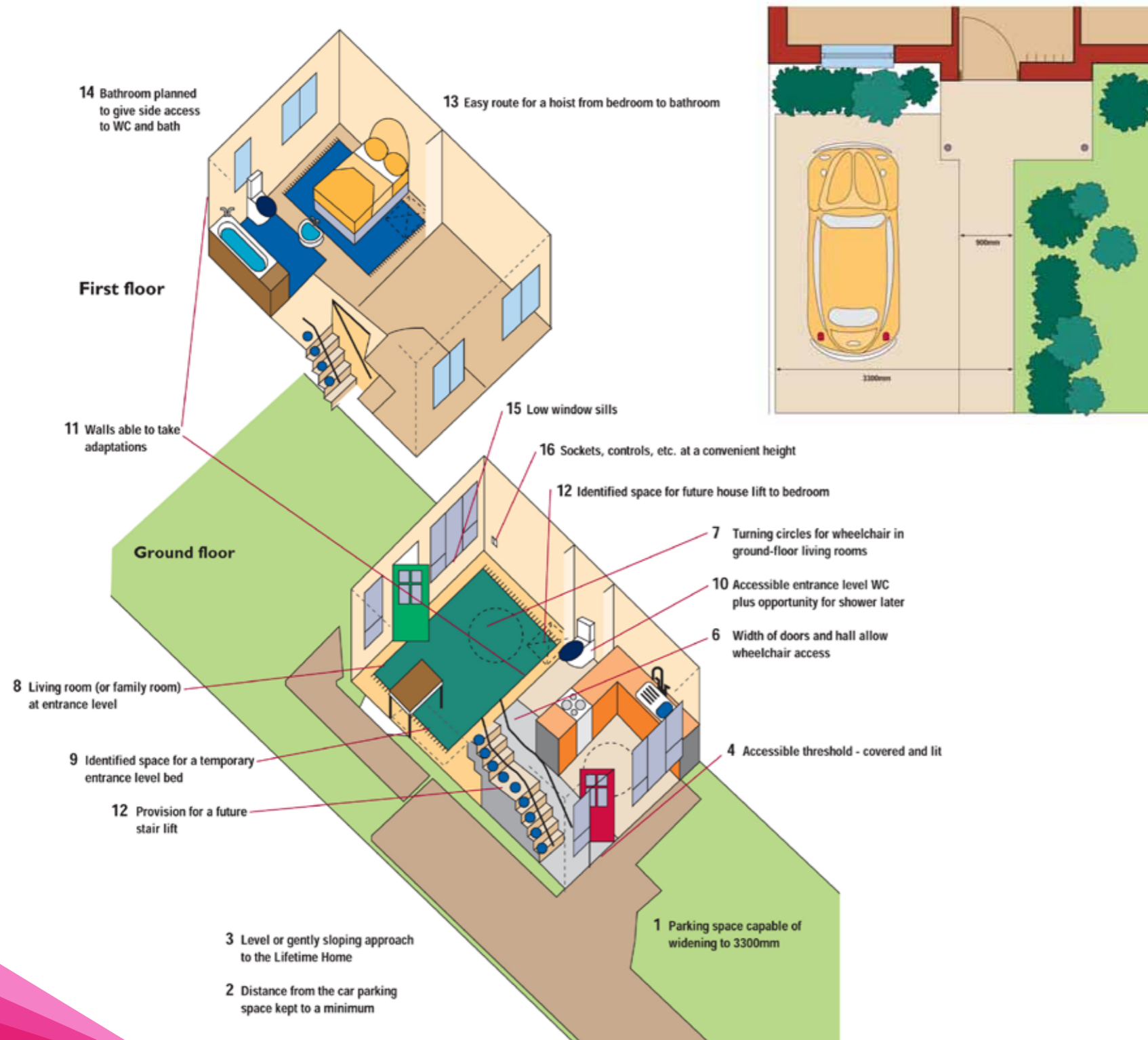
Information and Communication Technology

Consideration of fibre optic broadband network across the new neighbourhood may provide households and businesses with their own individual access to high speed internet for a vast range of domestic, commercial, entertainment and digital media applications. Information technology may be exploited to support the development of the 'intelligent home', enabling the efficient management of dwellings and providing a wide range of social and environmental applications.

There may be the opportunity to create interactive homes with living spaces that respond intelligently to adapt to the needs of individual households. This can be particularly beneficial in terms of energy and resource consumption through smart metering and automated heating and lighting systems, controlled by sensors that detect and monitor usage patterns.

This can play an important role in helping people change their behaviour patterns towards a more sustainable lifestyle. Other applications include security measures, assisted living for elderly and vulnerable households and home-working.

The layout has been designed to allow the retrofitting of sustainable infrastructure at a later date if financially viable.



4 Employment and Skills Strategy

Principle:

A thriving and diverse local economy in Central Park will lead a more prosperous, vibrant community and will consist at local shops cafes, increased social enterprise and measures to promote local employment and training opportunities.

The development will provide significant local employment, training and education opportunities from the construction works, through to the establishment of retail and commercial enterprises in the Commercial Area.

Employment and skills training

The development of a community-based programme will ensure that employment and training opportunities for economically inactive local residents will be created in a number of sectors. The development represents a major construction programme which will need to provide significant numbers of vocational training places and jobs for local residents. These opportunities will be developed with existing training and employment agencies and partnership networks.

The new community area, with its mix of retail and business premises will provide a large amount of permanent employment, and will offer significant new opportunities for local people to find work. Business floorspace in the community area will also enable new business and social enterprise opportunities through the development of studio workshops and small workspaces. The Masterplan development, with its focus on design, innovation could programming provide the impetus to attract new and young businesses within the cultural and creative sector, adding to the neighbourhood's new identity and sense of place as well as stimulating the local economy. The development of social enterprises, such as cafés, sandwich bars, hairdressers and nurseries will be encouraged.

Recruitment and training opportunities will be made available to local residents during the construction phase of this development. A Recruitment and Training Charter will ensure this targeted recruitment net and training is effectively delivered and monitored throughout the lifetime of the development.

We will develop a programme and will seek to add value to each of these through partnership and joint venture working to achieve as a minimum:

- training up to 30 people to industry standard on a two year apprenticeship scheme through the construction programme
- helping up to 25 people gain a vocational qualification
- helping up to 30 people into sustainable employment for 26 weeks or more
- working with Darlington Council and partner agencies to develop a marketing, information and support service to increase the percentage of local people accessing enterprise support
- engaging with local businesses on business issues and opportunities
- working with local schools to provide a real experience of enterprise for young people
- helping to develop easily accessible ICT based training tools
- developing a strategy for supply chains to increase local business and employment, reduce transport needs and increase sustainability

We will also be working in partnership with local agencies to maximise all opportunities for utilising local labour, local employment and local training opportunities. We will aspire to fill 10% of construction job opportunities and 30% of retail and hospitality job opportunities by local residents.



4 Engaged Community Strategy

Principle:

Community participation is an essential part of successful regeneration. Strategies will be developed to engage both the existing and new residents, developing links between them from the earliest possible stages.


The Engagement Strategy will ensure on-going engagement on a number of levels with the local community and stakeholders. It will bring together the existing community and new residents and businesses as they move into the neighbourhood. An engagement strategy will be developed which seeks to effectively develop and involve existing and new residents, businesses, local groups and stakeholders in order to encourage and facilitate active participation in the development of the new neighbourhood.

The strategy will be inclusive and it is particularly important to avoid omitting young people from consultation and engagement. A wide variety of engagement mechanisms will thus be employed to give the widest possible reach.

The development of a Central Park website will be a key communications and marketing tool for the Masterplan development. There is also the opportunity to develop this medium into a community based website which can act as a primary source and exchange of neighbourhood management service and other local information. This could include public transport, health, leisure, waste and recycling services, education and training courses and employment opportunities. It could also provide a social network for local residents and community groups.







Part 5

Connections: Improved Movement and Access

Strategic Connections

Linking with the wider context

As a key strategic development it is vitally important that the proposed connections do not just focus on effective and efficient internal circulation. The scheme must integrate effectively with the surrounding area and the rest of the town. It must respond to natural desire lines and try to facilitate these.

Unfortunately the site does suffer from several physical constraints that hamper movement. Chief among these is the railway line. Nevertheless there are wider plans within Darlington Council to open up areas of the town centre which could facilitate bonds between the site and the town centre. In particular proposals for St Cuthberts Way and the nearby urban park would help open up potential routes to the site. These potential routes are illustrated on the adjacent diagram.

Developing a pedestrian route between Central Park and the Town Centre

Darlington Borough Council have explored the potential for making St Cuthbert's Way a single carriageway. The intention would be to turn the redundant carriageway into a Linear Park, running alongside the River Skerne. In this way, the eastern perimeter of Zone 1 would be constituted by an urban Linear Green Park, affording town workers invaluable recreational opportunity. This exploratory work has also reviewed ways in which greater connectivity can be provided from Central Park to the Town Centre. St Cuthbert's Way would become an easy single carriageway to cross, and would become less of a barrier encompassing the Town Centre. The pedestrian routeway from Priestgate across St Cuthbert's joins Brunswick Street and opens up the potential of a route across the East Coast mainline accessed from Steeplejack Way. Middleton Street and Melland Street might also offer opportunities for connectivity across the East Coast mainline. These connections would need to be by means of a high level pedestrian bridge. The potential for providing stairs, a ramp and a lift to access this high level pedestrian bridge have been allowed for within the Masterplan, ensuring that when funds become available at a later stage, the physical connections are available to enable construction

Link with the Rail Station

To achieve the best range of public transport options for the developed site an enhanced route will be provided to the rail station. This will initially comprise a greened route via St John's Crescent but in the medium-term the aim is to develop a pedestrian and cycle bridge across Yarm Road.



Diagram highlighting potential strategic connections



St Cuthberts Way currently separates the town centre from its hinterland to the east. There are long term plans to remove one carriageway and create a riverside park. At this point pedestrian route ways between Central Park and the Town Centre will become more widely used.



Vacant sites on either side of Brunswick St create opportunities to regenerate an authentic Darlington streetscape on the way to and from Central Park, connecting with the Town Centre.



Claytops Yard offers the potential of an improved pedestrian linkage with the Town Centre.



Brunswick Street links back to the Town Centre and may provide important pedestrian links to Central Park in the future. Victorian School buildings, currently used as a music centre off Brunswick St create valuable key buildings within a resurgent streetscape.



Middleton St is a potential pedestrian linkage between Central Park and the Town Centre.



There remains potential to provide better facilities for the theatre, whilst linking and preserving historic buildings.



Borough Road Industrial Estate is situated at the end of Brunswick St. This area may also yield pedestrian connections with Central Park at a late stage.



Melland St is also a potential pedestrian linkage between Central Park and the Town Centre.

Street Network Strategy

Traffic management and calming

A key objective of the transport strategy is the creation of a network of streets that, through their intrinsic design, encourage drivers to travel at a speed that is appropriate to the local environment and to other users. Traffic calming features will be implemented that are appropriate for the character of the street and will include the approaches listed below. In addition, the following parameters provide appropriate urban design and traffic calming.

Street Design

The quality of the public realm and the streetscene is crucial to create a successful plan.

Visual Appearance

The visual appearance and character of a street gives users important clues about relative priorities and appropriate driving speeds. Streets are therefore designed with as narrow a carriageway width as appropriate for the respective street typology and features such as landscaping or alternating the alignment of parking spaces will be used. These principles will be applied in all access and local collector streets.

Corner Radii

Small corner radii will typically be used (having regard to vehicle overrun particularly on bus routes at junctions) rather than wide sweeping curves to force slower and more careful movements by all vehicles. The corner radii of junctions will be designed in joint discussion with DBC and reference to Disability Discrimination Act (DDA) compliance.

Speed Limit

Streets within the Masterplan Area will be designated as a 20mph zone. Traffic calming features will be installed at intervals in conjunction with speed limit entry signs to provide a self-enforcing environment throughout the zone. This will help reduce speeds even further where children are likely to play. Street clutter (signs) will be kept to a minimum, with speed limit repeater signs and traffic calming signs located to a minimum legal requirement.

Shared Space

Tertiary Streets and Mews Courts are designed as shared spaces. Change in width and use, surface treatment and a differentiation at the entrances together with variations in alignment, will restrict driving speeds through driver behaviour although the official speed limit of 20mph will still apply.

Vertical Deflection

A variety of traffic calming measures will be integrated with pedestrian crossings and footways wherever appropriate.

Bus Gates

'Rat-running' has historically been an ongoing issue affecting Hundens Lane to the eastern area of the development. Within the new development, the north - south access road will be designed to ensure the issue is not re-routed through the development.

Access for Phase One will be taken from the northern entrance from Hundens Lane. Access for Phase Two will be taken from the entrance from Yarm Road. The north - south link will be connected via a "bus gate" to allow direct public transport accessibility as previously agreed within the Masterplan proposals.



The proposed plan highlighting the proposed movement routes

Active Travel Strategy

Pedestrian and cycle environment

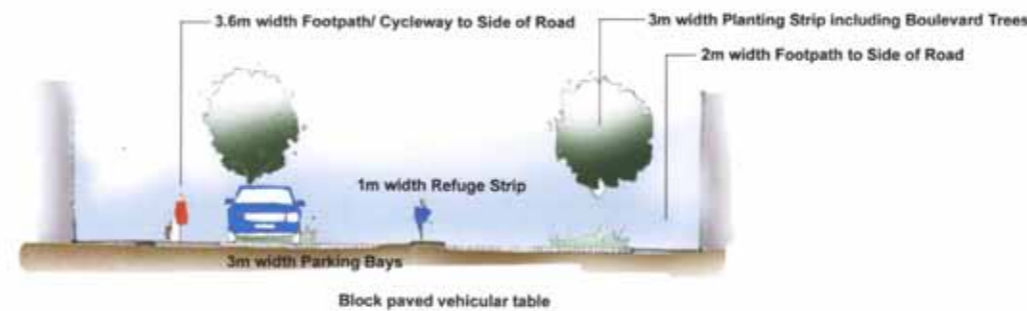
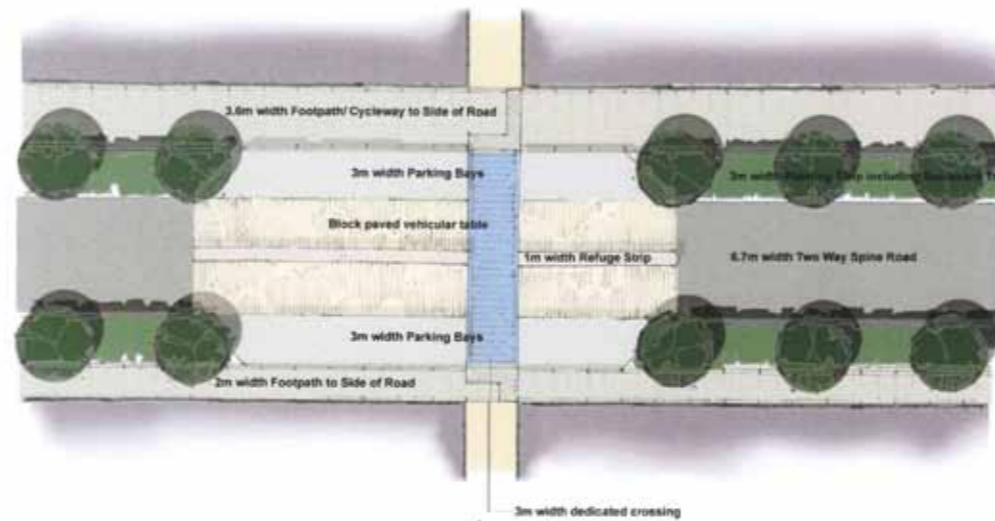
A network of pedestrian routes will be established as footways alongside the carriageway, as shared space along the mews and as off-street routes through the open spaces. Routes will be direct, barrier and clutter-free, well-maintained and comfortable. Adequate lighting will be provided and informal pedestrian crossing facilities will be provided along desire lines, straight across, and at-grade. Ideally they will be combined with traffic calming features that accentuate the crossing facility. The traffic calming features as outlined in the previous section will promote pedestrian safety and contribute to creating a pedestrian friendly environment.

Cycle parking

To encourage cycling to and from the site, adequate cycle parking facilities will be provided. Cycle parking at the residential units will be provided with particular focus on easy access to storage facilities where the topography of the site allows. Cycle racks will be located in close proximity to public facilities across the neighbourhood and are well overlooked and well lit. In particular, publicly available cycle parking facilities will be provided in The Circus area.

Inclusive access

The Masterplan has been developed to provide a network of accessible routes through the area. Limited areas of challenging topography, accommodating severe changes in level around the SUDS area (lakeside) may require steps. Where this is the case an alternative route in close proximity has been provided.



Spine Road



Materials



Shared Cyclepath



Materials - edging treatment



Boulevard tree planting



Illustration of proposed improvements to the St Johns Crescent route to the Rail Station.



Cycle parking should be convenient, attractive and robust

5.4 Parking Strategy

Principle:

A range of parking solutions will be provided in ways that do not dominate the street scene and which minimise opportunities to park in inappropriate locations.

This section presents the parking strategy, bringing together the design and policy influences with the practical needs for parking. Elements outlined within this strategy include:

- Parking standards
- Parking design
- Adoption, and
- Management and control

Parking standards

The following parking standards have been incorporated within this masterplan:

- 2 per dwelling maximum;
- Commercial - 1space per 35sqm if units are under 2500sqm or 1 space per 30sqm if above 2500sqm. 2 cycle spaces per 200sqm.

Parking design

It is essential that parking is designed so that it will be used as intended and that the opportunities to park in inappropriate locations are minimised by the design of streets. Therefore, the following principles are applied to help create an attractive and safe environment:

- Any allocated parking is provided close to the residential unit in question, ideally in plain view from inside the dwelling;
- Car parking bays for people with disabilities should normally measure 5.0mx3.6m, to enable a transfer area to one side and be conveniently located in relation to the main entrance to the development; and
- Landscaping will be used to soften the impacts of parked cars on the streetscape.

A range of parking solutions is proposed within the Masterplan in order to create a balanced approach to accommodating parking. These are as follows:

On-Street

On-street parking will include parallel and perpendicular on-street solutions. All visitors parking will be located on residential streets. On-street parking bays will be designed to reduce the visual impact of parked cars and ensure that bays are perceived as a distinct part of the carriageway through a combination of tree planting, build outs and surface treatment.

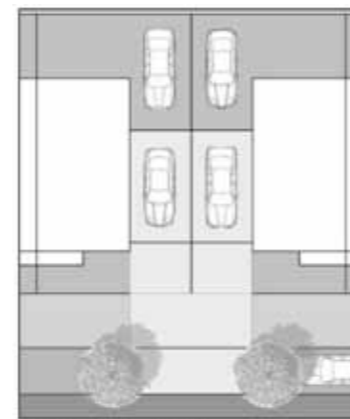
On-Plot

Innovative forms of on-plot parking design have been sought. The steep topography of some areas of the site favours structured parking. Where houses are complying with the Lifetime Homes standard the parking spaces and space within garages and carports will be 3.3m in width. The following forms are acceptable:

Driveways to the side of dwellings, are limited to manage the amount of vehicles crossing the footway and to avoid harming the landscaping within the street. Access across the footway will be achieved by the use of a conventional footway crossover;



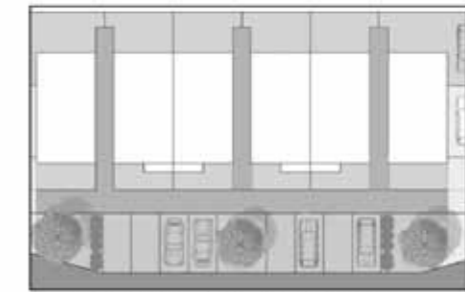
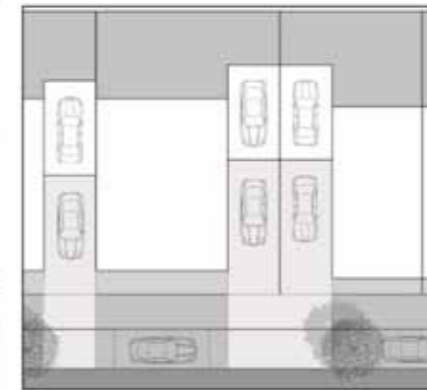
Parking should be provided wherever possible in well overlooked areas and softened with appropriate landscaping.



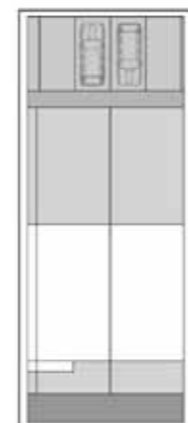
A) CARRIAGE - ARCH



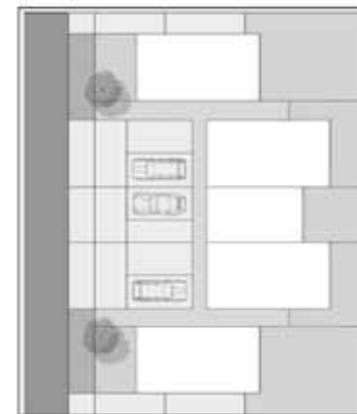
B) GARAGE TO SIDE



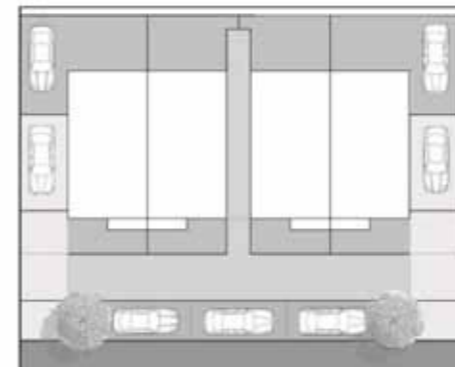
C) ON-STREET PERPENDICULAR PARKING



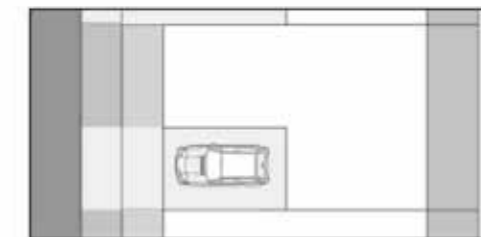
D) PARKING TO REAR



E) IN-CURTILAGE TO FRONT



F) ON-STREET PARALLEL PARKING



G) INTEGRAL GARAGE

Diagrams highlighting the proposed parking strategies.

Single carport or garage. The number of consecutive garages within a street or mews is limited to three building plots. Garage sizes will be a minimum of 6m long, or on a housetype by housetype basis.

Shared structured parking at rear of properties with deck above limited to a maximum of six units, with single entrance. The car parking is located beneath lightweight pedestrian decks to the rear of properties. These decks may also provide external private or semi-private space. Access to car parking beneath decks must be secured and accessible by residents only. The deck must be designed so that natural light and visibility of car parking is provided from adjacent properties; and

Internalised parking at rear of properties at a block level covered with a deck or garden level. This is accessed by a shared entrance generally along secondary and tertiary streets and not at the corner of blocks.

On plot parking towards the street side of the plot will be carefully designed to ensure good passive surveillance, create an attractive streetscape and define the building line. This type of on plot parking will be arranged perpendicular to the street. Limiting the width of the building inset and privacy strip and carriageway widths will control 'fly parking' or future conversion to on-plot parking at the front of buildings.

Carriage Arch

This technique takes cars off the main street and into covered driveway parking to the side of the dwelling. The successful inclusion of the car in the streetscape, without overpowering or dominating the street scene, is a key challenge to the quality of the design. The Design Team have concentrated on how to deliver a wide range of imaginative solutions for incorporating the car within the streetscape and delivering active street frontages. The appropriate mix of residential on-plot and off-plot parking to on-street parking is dependent on the character and function of the street.

Visitor Parking

Within the overall parking allocation there will be provision made for additional visitor car parking. This will typically be within or adjacent to the carriageway. In areas where resident parking is designated then visitor parking will also be signed as such. Where parking is not designated then an allowance will be made for visitor spaces but this will not be designated. Typically visitor parking will form up to 25% of additional spaces over and above parking for residents.

Public transport strategy

Principle:

Public transport routes will be enhanced to ensure the neighbourhood is well connected to the town and beyond. Public transport infrastructure and pedestrian routes to them will be attractive, safe and designed to a high standard.

The details of this strategy will be informed by the Transport Assessment for the development as well as the Green Travel Plan. These will be developed with local stakeholders and in conjunction with the local Highways Authority. By doing this the most effective interventions can be prioritised and any conflicts between safety, amenity and adoption can be resolved at an early stage.

Key elements are likely to include:

- Enhanced bus stops
- Cycle routes
- Information on public transport services within Home User Guides and websites
- Cycle storage for both residential and commercial buildings
- Pleasant green routes for walking
- Safe routes for school children to walk to school.



A car club for the site could form part of the range of 'green' travel options.



Cycling to work is clearly a very viable option for any residents working in the town centre.





Part 6

Urban Form

Development Block Strategy

Principle:

Blocks of development will relate well to the hierarchy of the streets, create a clear definition between public and private space and provide a sense of enclosure.

The block is the principle unit of development. It provides the framework within which buildings are located and organised between the network of streets. The development of the Masterplan has explored a range of different block types, all of which comply with the generic guidance set out below. The development blocks within the Masterplan are split into distinct types:

- The perimeter block;
- The mews court block; and
- Special blocks.

The layout of the Masterplan comprises a mixture of different block types responding to specific locations. The guidance contained within the Revised Design of New Development (SPD) has informed the approach used within this masterplan.

Generic block requirements

Layout

- The design of the blocks has ensured that there is a clear definition between public space along streets, squares, parks and private space internal to the block;
- The design of the blocks means that streets and spaces will have good levels of natural surveillance by being overlooked by a ground floor habitable room to avoid
- 'Dead spots'. Blank gable ends (such as those devoid of windows or doors) have been avoided where they face onto public streets or spaces;
- Residential development (with the exception of mews properties) are designed to be dual aspect for both houses and apartments, with fenestration providing good levels of light and views to at least two elevations. This includes corner buildings; and

In general, development is designed to exploit views.

Access

- All main entrances to houses and ground floor flats/maisonettes and communal hallways for flatted development directly face onto the public street or public mews and be easily visible from the public realm; and
- Communal and private gardens may be accessed by gated passages. The passages will be as short as possible, serve no more than six properties, and be designed to provide safety and security including being visible from the public realm.

Privacy

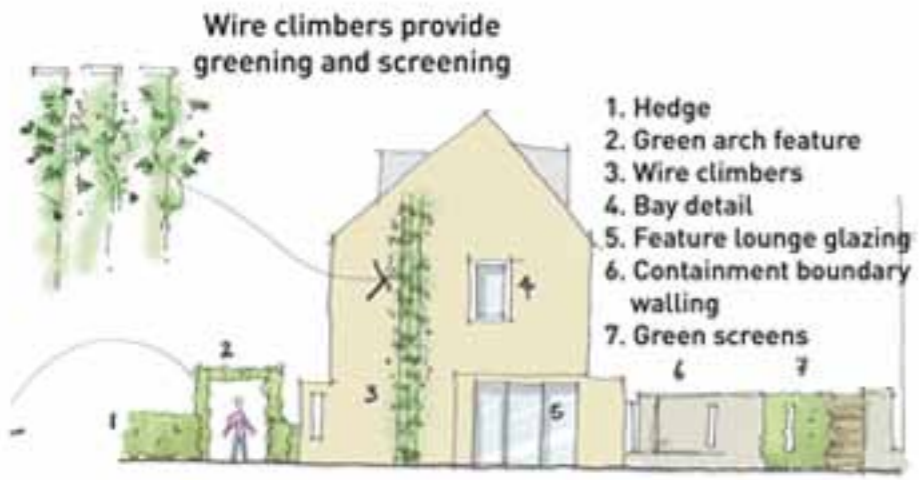
- Designs ensure that the privacy of occupants is protected without

compromising the need to create a compact urban neighbourhood with streets that provide a good sense of enclosure. Methods to ensure privacy include:

- Providing sufficient elevation to elevation separation distances;
- Creatively using opaque glazing on bathroom windows;
- Using topography and the change in level across the block as a solution to increase privacy between the rear of properties;
- Detailed design measures such as appropriate positioning of windows and arrangement of habitable rooms to reduce direct views;
- Single aspect mews units that still allow for sufficient levels of internal natural lighting; and
- Enclosing rear gardens other than those backing directly onto mews spaces with a fence or wall/railings of up to 1.8m high.

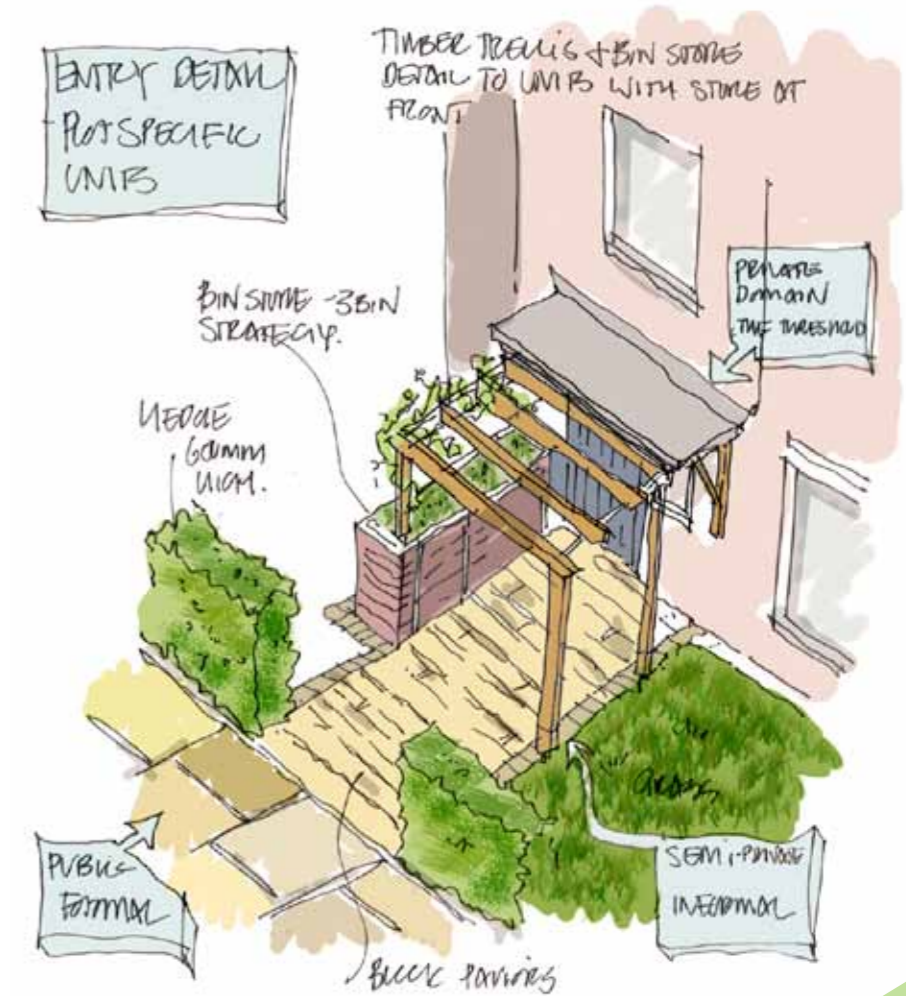
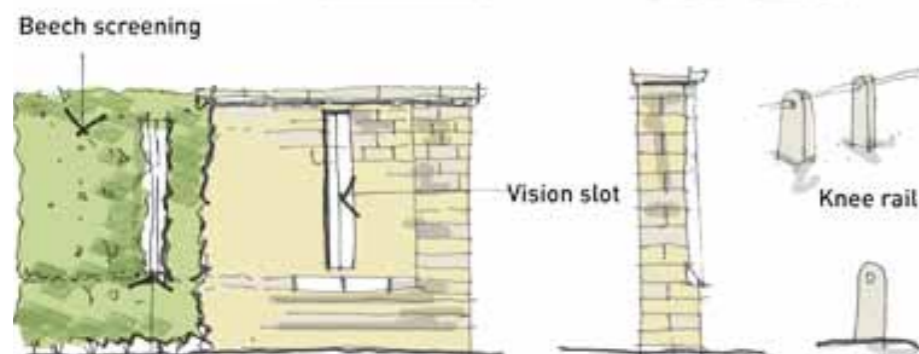
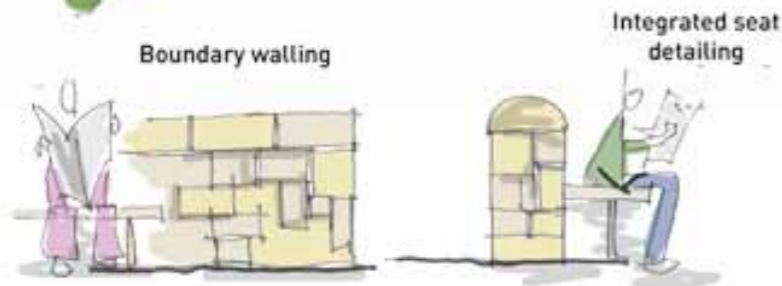
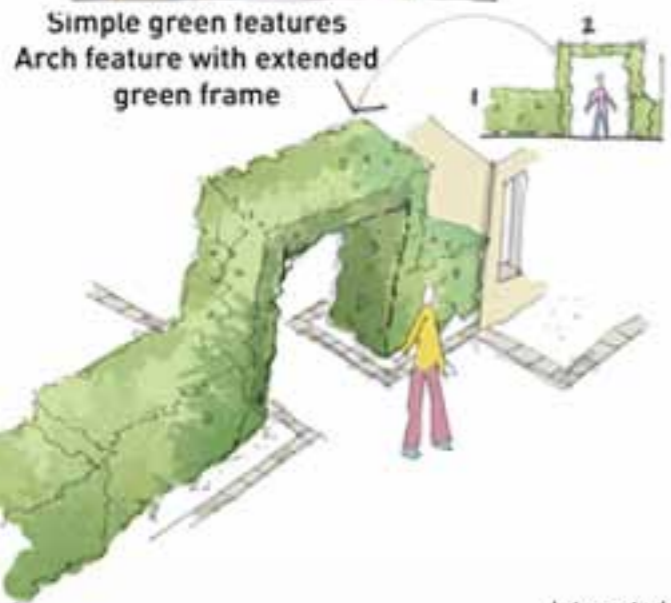
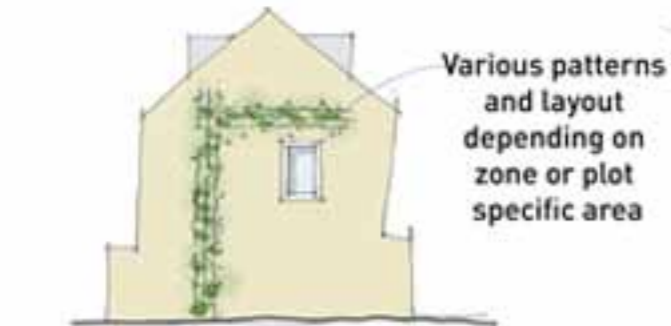


Massing model highlighting the primary routes and spaces.



Domestic Refuse and Recycling Facilities

- On primary and secondary streets, these will be located within the dwelling plot, normally located to the rear gardens. Gates and a hardstanding surface will allow bins to be easily moved to the front of the property for collection.
- Within mews courts and as appropriate within tertiary streets, these will be located within secure communal storage units, other than in circumstances where this would be more harmful to the appearance of the streetscape than individual on-plot storage;
- Enclosures and boundary treatment of communal stores will be carefully designed to incorporate and/or screen the storage facilities/wheelie bins from the street and views from the dwelling;
- Within mews courts, communal storage units will be approximately 30m from the front of individual dwellings and carefully located and designed within the public realm to take account of issues such as visual obtrusiveness and the amount of available sunlight.



0.2 Spatial Syntax

The Masterplan is developed as a three-dimensional exercise.

A 3D computer generated wire-frame model has been prepared of the whole site.

The Central Park, which provides the backbone of the whole development has been modelled and the overall area calculated. As the design development has taken place the overall Public Open Space element of the scheme has been safeguarded. The “balloon technique” has ensured that as the Linear Park has been “pushed and pulled” it has preserved its overall spatial integrity.

Once the Linear Park boundaries were agreed, the surrounding development cells were also formalised within the model.

“Place-making” exercises were then carried out within these areas utilising the model and “Cullen Technique” principles to ensure an attractive sequence of spaces is created in each successive development cell.

The Cullen Technique – Serial Vision

Gordon Cullen (1914–1994) believed that if designers could describe a journey through the proposed Masterplan, they would necessarily engage with the three dimensional opportunities and challenges offered by the plan. The analysis of these challenges and opportunities is termed “Spatial Syntax”.

Spatial Syntax and Place-Making

The 1:500 base plan of the character area is marked up as a “Spatial Syntax” drawing, and checked to ensure that “Visual Containment” is delivered by the block format – i.e. that views are contained, and that visual amenity and privacy are delivered to the residents. The main entrance to the site is given visual prominence by the inclusion of the “corner turners”, which articulate the entrance and lead the visitor’s eye round the corner where forward vision is contained by a “Vista Stop”. “Passive Surveillance” is ensured by the provision of overlooking windows to the side elevation

Entrance area needs to be well articulated with “corner turner” housetypes carrying the eye round the corner and into the site. The visitor should be drawn into the development by these means.

The visitor’s forward vision should finally be arrested by a “Vista Stop”, which then diverts the eye towards other potential turnings and possibilities.



The proposed masterplan highlighting the Spatial Syntax elements.

In a diagrammatic form, the clear hierarchy of circulation routes and built form has been synthesized to provide:

- Entry points
- To guide the resident or visitor into the site
- Corner turners to visually carry them round the corners
- Pinch points to frame distance views and significant buildings or vista stops to contain “view corridors”

The spatial syntax analysis enables the designers to ensure the areas are visually contained, that legibility of the environment is reinforced, i.e. the clear understanding between public, private and semi private spaces, and similarly a clear legibility with regard to:

- Main routes/secondary routes, and more intimate semi private spaces such as: parking courts/traffic calmed zones, as tertiary routes
- “Pinch points” are included to help visually distinguish the traffic calmed areas and to divide roads into a series of meaningful spaces
- “Corner turner units” are identified to help increase natural surveillance in key areas. “Corner turner units” have been specifically designed to help visually turn the corner and will have features such as bay windows, gable windows or other ‘enhanced’ detailing to emphasise them

Sequence of Spaces

In addition to providing spatial clarity, this approach creates a sequence of spaces that underpins effective placemaking. These sequences of space are created by the inter-play of built form elements that define gateways, thresholds and corners. In addition to these spatial interactions in the vertical plane, they are echoed in changes of surface material and hard and soft landscaping features in the horizontal plane

Placemaking helps to increase the legibility of a development, which is key in the reinforcement of a unique sense of place, and is important for helping visitors find their way around.

By making these pocket spaces, we give each area and sub area its own unique identity which helps to give personal identity to each home.



Darlington Market Square is 75 metres wide. The Circus public arena space has been designed to mirror the overall dimensions of Darlington Market Place. The Circus will be designed in such a way to deliver a multi-functional space which is better utilised than market place and make it less impersonal.



Civic buildings achieve a visual pecking order. The most important commercial building should be the most physically dominant.



Darlington has a proud and much respected tradition of significant towers and spires. Central Park should play its part by creating view corridors, and carrying on this visual tradition.

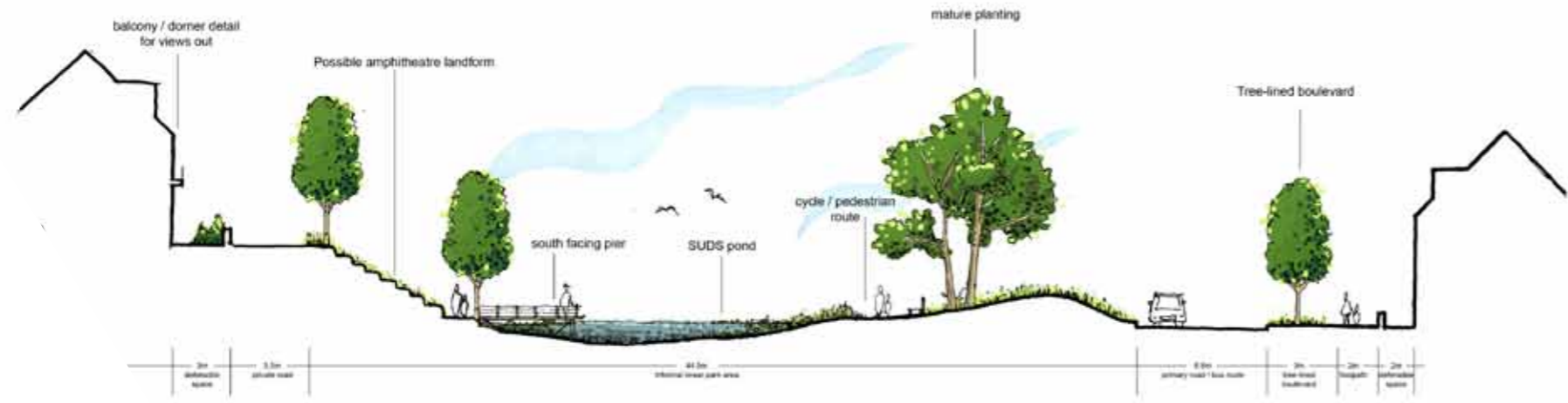


Entry Statement and Local Centre

Section A



Section B



Section C



Building Plot Strategy

Building Types

Dwellings

The location of housing typologies is based on the hierarchy of streets and character areas. Terraced housing is the predominant typology providing continuity, enclosure and definitions to the street layout. These benefit from direct street access, private back gardens and good energy performance as well as providing sufficient density to support local services and public transport. They have shared party walls and broadly consistent building lines and can be easily extended in the future, particularly to the rear. As terraced houses can have many repeated elements such as party walls, construction can be made more efficient.

Corner Buildings

In order to avoid blank gable-ends and to create an active frontage, designs for all corner buildings should incorporate a corner window detail wrapping around the flank or bay window. Designs should try to demonstrate innovative solutions for the treatment of corners that incorporate this and other solutions such as upper floor projections, balconies, varied roof and ridge levels that aid legibility, improve the surveillance of the street and contribute to the overall character of the area. Corner buildings in specified locations will step forward from the general building line to create a reduced street width that increases the sense of enclosure of the street space and creates a locally distinctive feature.

Key Buildings

There are a number of key buildings which by virtue of their plot width, height, interface, façade treatment and use differ from surrounding buildings. This helps to aid legibility and contribute towards a distinctive character. These include:

- Focal Points – Buildings that serve to terminate vistas or views and aid in orientation. These buildings have slight variations of one or more of the attributes of urban form to ensure their distinctiveness from adjacent buildings;
- Gateway Buildings – Buildings that mark the entry points into the Central Park Masterplan Area. These buildings have noticeable variation of urban form attributes and have an additional storey over and above the maximum allowed in the height strategy. Other elements such as a distinctive roof form or architectural treatment also contribute to the gateway; and
- Landmark buildings– Landmark buildings are distinctive landmarks which have special features to denote their importance within the neighbourhood and differentiate them from domestic buildings.

Space standards

Private Amenity Space

All dwellings are provided with a usable private external space. These spaces take a variety of forms, including gardens, patios, courtyards, balconies, roof gardens, and winter gardens. Private amenity space is designed to have a functional relationship with habitable rooms, optimise solar gain, and be oriented to avoid overlooking and overshadowing.

Innovative designs that utilise upper floor levels and roofscape to include roof gardens, terraces and raised patios will be encouraged and should promote horizontal and vertical surfaces to support plant growth. However the amount of amenity space will depend upon area, topography and site constraints.

Cycle Storage

To encourage the wider use of bicycles, cycle storage is accommodated for most homes providing secure and weatherproof storage according to the requirements of the Code for Sustainable Homes (CfSH). Cycle parking provision is provided at a level to encourage and support use of bicycles, where levels/topography permit.

All retail, office, community and other commercial and employment premises (with a gross floorspace of 500m² or more) provides secure cycle parking, as well as changing, shower and storage facilities for employees within their premises.



Corner turners - Corner developments celebrated within zone one. Buildings exhibit turrets and extra storeys to carry the eye around the corner and assist legibility of the streetscape



Zone two - Good quality housing occurs in close juxtaposition to zone one commercial and retail areas. Simple, well proportioned terraced housing creates excellent streetscape. Terraces form perimeter blocks containing the streetscape



Zone two - Corner turners carry the eye around the corner. Townfront gardens define the streetscape providing semi-formal frontages which overlook the park area

Building Interface and Appearance Strategy

Principle:

A high quality appearance of streets, blocks and buildings will be achieved. This will be determined primarily by the land use, character of the surroundings and position in the street hierarchy.

Privacy strip

The extent and treatment of space between a building line and the adjacent street or public space provides an important interface between the private and public realm.

At a functional level, the privacy strip will provide access to a building, could provide a potential location for cycle storage, utility meters, outdoor seating and planting as well as for domestic refuse storage. At a visual level, it must aid privacy, provide interest and variety through floor treatment, landscaping and usage and therefore, contribute to the character of the street.

The dimension of a privacy strip relates directly to land use and/ or building types. All proposed buildings should adhere to the parameters. Building Interface codes for each Street. The privacy strip is measured from the plot boundary to the building elevation.

Boundary treatments

The plot edge and the street creates a clear boundary defining public and private space, with an appropriate boundary treatment. Front boundary treatments must not act as a barrier to visual surveillance of the street from the building and should provide easy access to front doors.

Corner buildings may be exempt from the above to allow for an added emphasis to the building form and a 'pinching' of the streetscape to heighten the sense of enclosure along the street.

Building appearance

Quality, richness and variety in architecture and design make a significant contribution to the character of the neighbourhood. The document is not prescriptive about architectural style but seeks a creative high quality architectural response to buildings within the site. The examples throughout this Framework are indicative of the quality of design to be delivered.

In order to achieve architectural variety within the proposed development, designs vary at intervals relating to the quality and character of the street. These may include variations in one or more of the following:

- Elevational design (Materials, fenestration, entrances and balconies);
- Roofscape (roof pitch, ridge line, eaves line and upper floor set back);
- Plot width; and
- Building type and size.

In each case, designs demonstrate that an overarching coherency to the street scene is preserved. Architectural solutions focus on the visual coherency, identity and character of each street over and above that of the individual development block.

Non-Residential Frontage

Frontages will reveal the activity of non-residential ground floor uses by maximising glazing. Non-residential floorspace (A1,3 and 4) outside the local centre should be utilised to provide active frontages at key points throughout the development. This will also provide natural surveillance and prevent a commercial area which is sterile at night.

Solid to Void Ratio

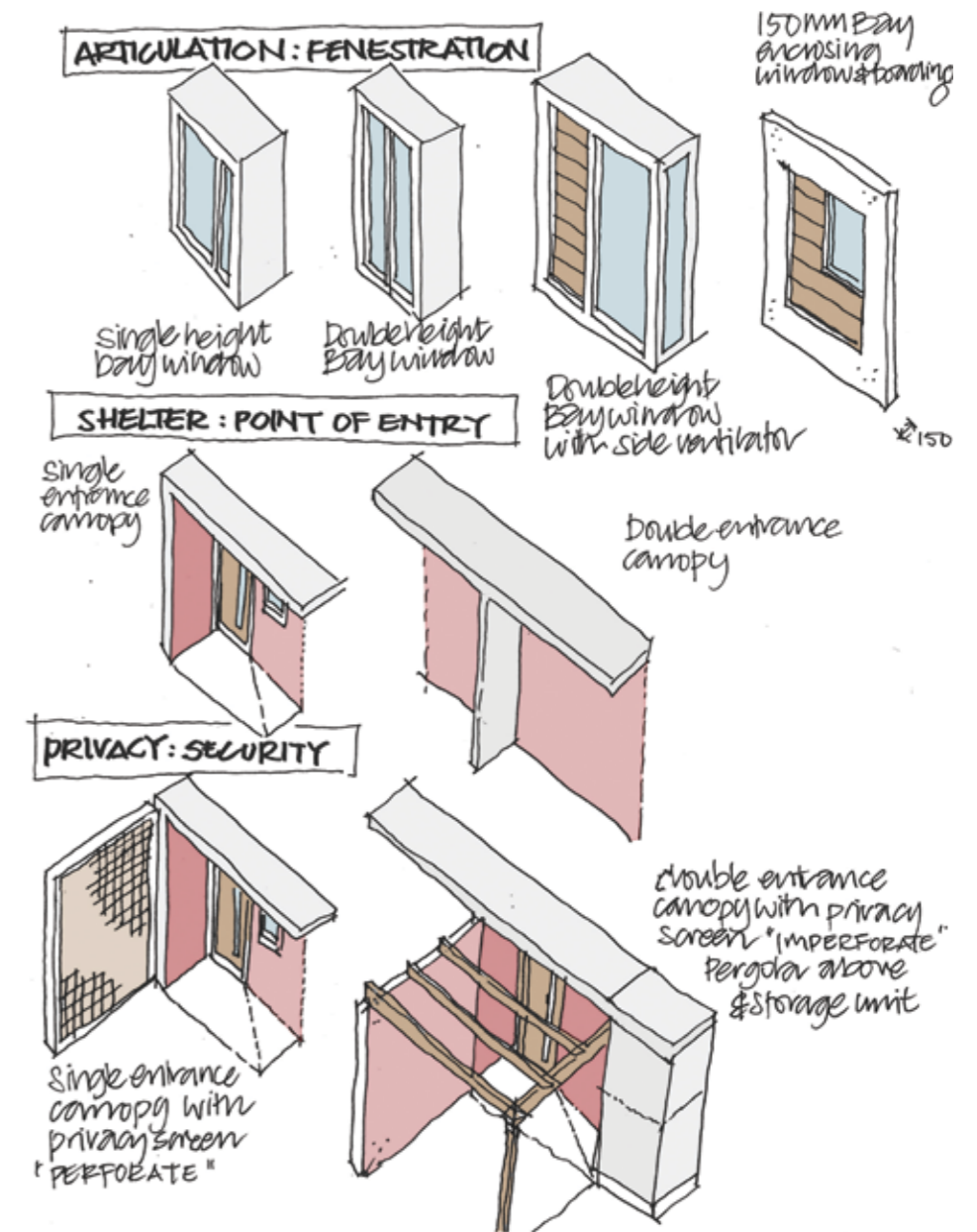
A minimum of 20% of the building façade must be fenestrated.

Passive Solar Design

The proposed layout is already designed with the general orientation on a south east/north west axis. Internal layouts and detailed designs for all buildings should maximise solar gain in order to increase the thermal performance in terms of both heating and cooling and to ensure as far as possible that all buildings have south or south-west facing roofs free of overshadowing.

Roofscape

The steep nature of the site means the roofscape of the development will be an important contribution to character and therefore is carefully considered as part of the detailed design. Lift over-runs, plant, flues, satellite dishes, aerals and solar thermal or photovoltaic panels should not be easily visible from the public realm.



A family of details will be utilised to create variety within an overall unified 'look' to the scheme.

Responding to Context

Working with the design framework developed within the 'Revised Design of New Development' document by Darlington, a thorough set of design principles is established. Within this framework, the Central Park site is designated as Zone 2. Responding to this, the design team have drawn on the existing character of this context.

Having distilled elements of the urban grain, form, massing and prevalent typologies it is possible to extrapolate these as useful strategies to give character to the Central Park development. These could be articulated as historically referenced responses that echo the existing or as contemporary interpretations that use the existing language of rhythm, solid-to-void, proportion and scale to develop contemporary architecture.

The images on the following pages investigate some of the elements that make up the distinctive character of the area.



Zone two housing - Careful definition of the semi-private space between back of footpath and the front door characteristics, and softens the streetscape. Accrington red brickwork is contrasted with black and white rendering



Accrington red brickwork contrasts strongly with black and white half timbering. Entrance porches are first-topped, as are the bay window roofs



Tree planting and parking - Darlington possess numerous examples of streets which benefit from tree planting within the 'adopted surface'. In this manner, streets benefit from the softening effect of integrated landscape. The overpowering effect of car



Zone two - Residential terraces overlook the park area, ensuring passive surveillance and public safety. Houses benefit from proximity of mature trees and public open space



Varied carriageway widths, asymmetrical building line and variety of storey heights create visual interest in zone one development



Bay windows with oriels above create 'corner turner' features



Darlington's Edwardian boom years are celebrated in the ornate, flowing balconies and elegant rolling Dutch gables of its most important civic buildings



New build within the streetscape - New buildings utilise a contemporary version of the Georgian terracotta stock to fit into the streetscape



Thomas Worthington's Victorian Town Hall provides a dramatic 'view stop' to the curve of the high street



Vertical features - Darlington Parish Church asserts its visual authority as the town's prominent vertical feature



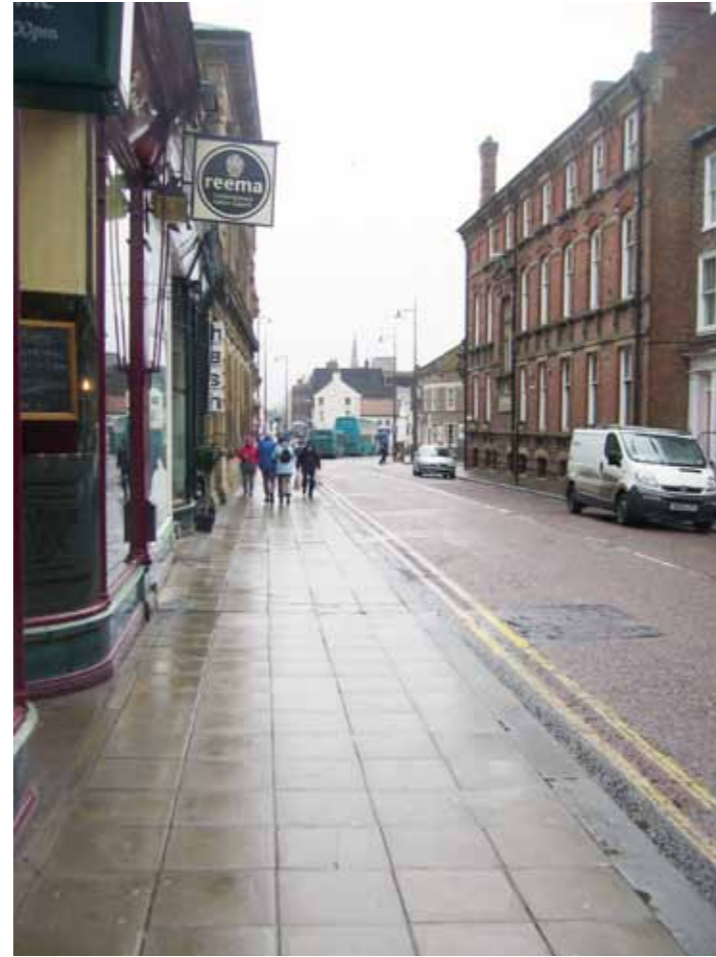
Corner turners - Gable and subservient off-shot; with a range of levels, carries the eye around the corner



'Historically referenced' detailing - Steep roofs, chimneys and deep eaves; with articulated soffits. Render and brickwork with art-stone bound courses. Windows with 'Edwardian' astragals and glazing bars. Articulated entrance doors



Containment - Curtilage treatment, delineating public from semi-private areas is a crucial part of the Darlington streetscape



Streetscape - Corner turners - Darlington offers numerous 'corner turner' precedents. A far off gable with reduced scale pantile 'offshot' carries the eye around the corner



Corner turners - Entry doors and fenestration overlooking the junction are strengthened by panelled brickwork and decorative stone 'band courses'



Corner turners - Darlington has a number of precedents where the curved building facades carry the eye around the corner. In this instance the buff coloured faience work is supplemented with buff mosaic



Typical Darlington Edwardian terraces. Gabled dormers create an articulated roofscape. Alternating bays and ariel windows provide modelling to the facade

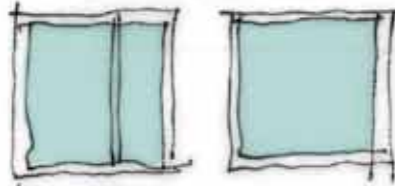


A variety of bays (single and double) integrate to create high and low half timbered gables, interspersed with individual dormer windows. The resultant building group is complex and over fussy, yet offers a good example of exuberant Darlington Edwardiana.

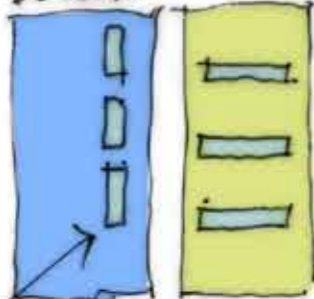


Palette of materials - Darlington possesses a number of indigenous local bricks. The Georgian Terracotta stock bricks found in the Georgian, early Victorian townhouses on Coniscliffe Road are probably the best example of this brickwork

PENETRATION

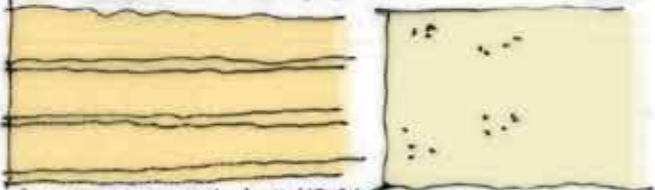


DOORS

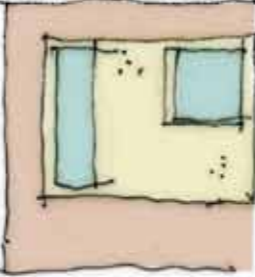


ASYMMETRICAL GLAZEMENTS

TIMBER LEADING KENNER



ASYMMETRICAL WINDOWS



FORM FOLLOWS FUNCTION
FUNCTIONAL PLAN FORMS &
ELEVATIONS CREATE AIRY
MODERN SPACES, WITH LOCAL
MATERIALS

CRISPLY ENGINEERED & DETAILED
CONTEMPORARY FORMS.
UTILISING MATERIALS DRAWN FROM
LOCAL PALETTE, RELATE TO GENIUS LOCI

SIGNIFICANT BUILDING
CORNER TURNER WITH
DRIVE TO GARAGE..

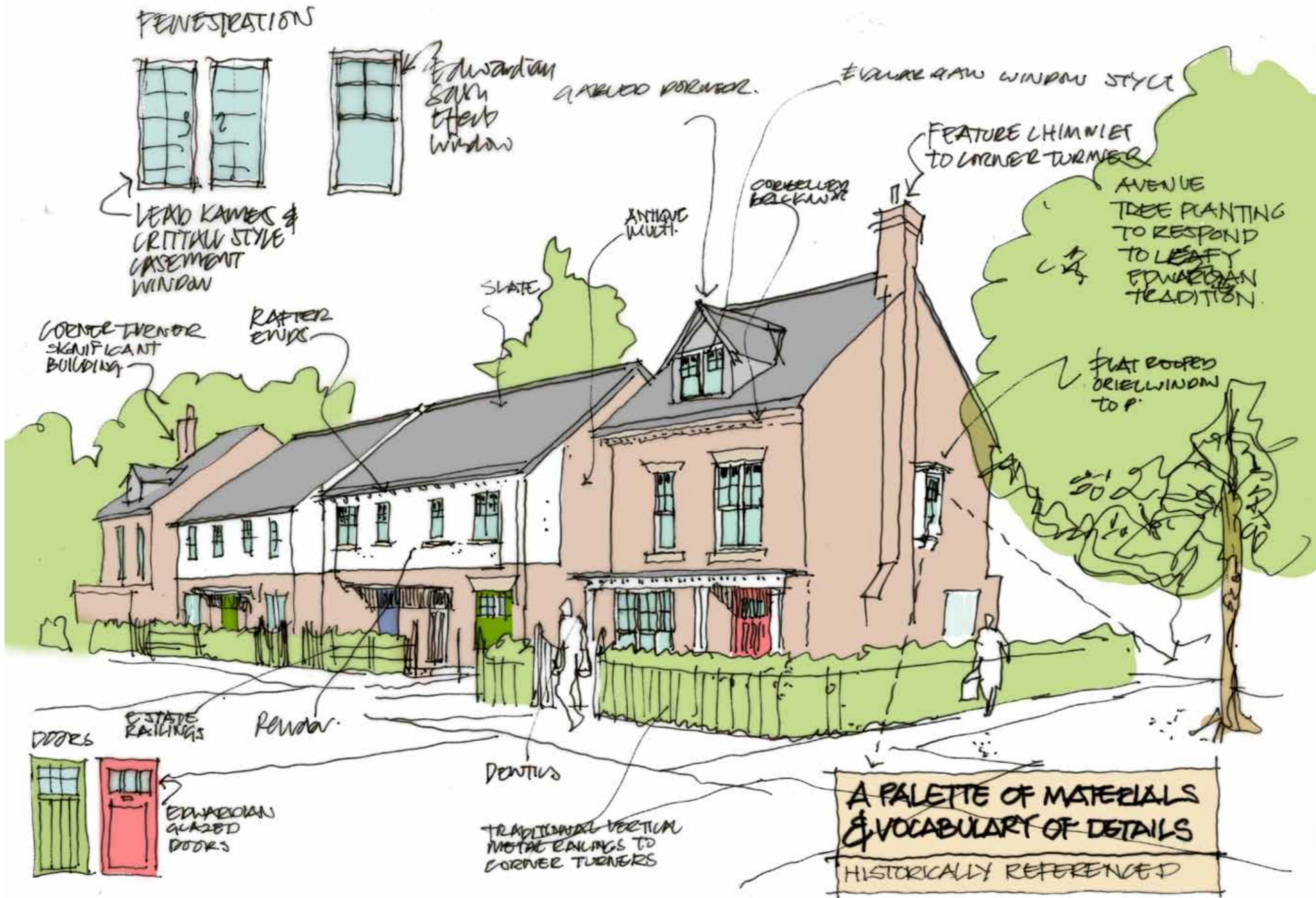
AVENUE TREE
PLANTING TO
RESPOND TO
LEAFY
SUBURBS

DRIVE WINDOW
TO PROVIDE
PASSIVE
SURVEILLANCE

ESTATE RAILINGS

HOUSING WITHIN LANDSCAPED
PARKLANDS IS THE CO-ORDINATING
THEME THROUGHOUT THE PROJECT

A PALETTE OF MATERIALS
& VOCABULARY OF DETAILS
CONTEMPORARY





3d visualisation of contemporary elevation treatment



3d visualisation of traditional elevation treatment

Housetypes and Elevational Design - Window Frames

Oriels



Feature Windows / Side Panels



Feature Bays



Dormers



Housetypes and Elevational Design - Canopies and Porches

Canopies and Porches



Gable End Treatments



Balconies and Balustrades



Door Styles



STYLE 1



STYLE 2



STYLE 3



STYLE 4





Indicative streetscape elevation facing onto linear park.







Part 7

Public Realm

Area Wide: General Design Guidance

A successful public realm is created where people have a strong social connection to their neighbourhood. This requires a network of well designed physical spaces with opportunities designed to encourage people to explore the spaces and use them in ways that meet their needs. This Central Park masterplan will create a network of multi-functional public spaces for relaxation, play, learning, discovery, health, leisure, sport and social interaction.

Safety in Design

The Masterplan proposals have been prepared in accordance with the requirements of the Construction (Design and Management) Regulations 2007, and adequate consideration has been given to safety in deriving the various components of the strategy. The designs that have emerged from this strategic guidance continue to develop with due regard to health and safety of those constructing, using and maintaining the features in the area, as well as the general public. Particular care will be devoted to facilities for those with physical impairment, the young and inexperienced, the aged, and those with sensory impairment. Particular areas where risks and hazards must be considered are highlighted throughout this section of the document.

7.2 Materials and Furniture

Principle:

Simplicity, robustness and quality will be the key aims in selecting the materials, furniture and planting to be used in the streets, public realm, local green spaces and parks across the Masterplan.

An appropriate palette of materials, furniture and planting is currently being developed in line with the Council's Guidance, and does not form part of the Development Framework at this stage.

The overriding considerations when selecting, locating and designing street furniture will be:

- Is the piece necessary? Can the item or feature be accommodated on other equipment or attached to boundaries?
- Does it reflect the character and hierarchy of the street?
- Street furniture zones to be established within the design, to provide a clear zone for walking and for the passage of vehicles.
- Simplicity is a key aim in selecting materials and furniture using a limited palette of materials and reducing the amount of clutter.

Lighting

The selection and maintenance of street lighting equipment will need to be balanced against the standard equipment under the Private Finance Initiative (PFI) contract. Any additional costs of different or specialist equipment will need to be negotiated under the terms of the PFI contract. Lighting within this Masterplan will seek to:

- Reflect the character of different streets through a choice of building-mounted and column-mounted luminaries as appropriate;
- Provide special approaches to lighting distinctive areas e.g. The Neighbourhood Square, the landscaped public open spaces and parks;
- Minimise visual intrusion and light pollution;
- Provide a sense of drama and delight to the nighttime scene;
- Achieve appropriate levels of illumination for perceived and actual safety;
- Work with the planting strategy to avoid overshadowing or deficient lighting levels due to the presence of trees;
- The light source to be metal halide for street lighting and for landscaping and architectural lighting unless there are good design reasons for choosing another form;



Materials - A wide variety of hard wearing traditional floor scape materials differentiates character areas within zone one development



Scorria blocks - Scorria blocks are a by-product of the Teeside iron industry. These hard wearing ceramic bricks offer subtle blue and green hues and are often encountered as a traditional edging for roads and pathways



Urban floor scape - Great care has been taken in the town centre to select an appropriate, attractive and hard wearing palette of hard landscaping materials



- Incorporate renewable power sources where possible; and
- Achieve an appropriate level of illumination to landscaped open spaces.

Most smaller landscaped spaces will benefit from adequate ambient lighting from the street lighting on all sides, and this is supplemented for dramatic effect by lighting to trees or marker lighting along key routes.

Handrails and Pedestrian Guard Railings

Where gradients are in excess of 1 in 12, or where more than three steps occur in one flight, handrails may be required. Also, in places where there are significant differences in level, railings may be required to protect pedestrians from falling. Handrails and railings will be integrated into the design to achieve a high quality, safe public space. Bespoke solutions, favouring the integration of safety features within the designed elements, will be preferred to stand-alone guard rail provision. In other circumstances, such as the provision of barriers between vehicles and pedestrians, other design solutions will also be required to be developed. The use of pedestrian guard railing will not normally be acceptable. Guidance on the use of guard railing is contained in Department for Transport publication LTN 2/09 April 2009 – Pedestrian Guardrailing.

Footways on Gradients

Where streets aligned across the contours are designed to have gradients at or steeper than the recommended maximum, it may be necessary to provide horizontal platforms within the length of the footway, incorporating a seating area, to allow those with physical impairment or pushing prams or luggage, the opportunity to rest, all to the appropriate recommendations and guidance.

Seating

Within public gathering spaces, at strategic locations along steeper routes and in focal points, seating will provide for recreation and rest. This will be integrated into the design of the spaces, be strategically placed next to specific amenities, in distinctive viewpoints, next to entrances and meeting points and along paths. Seating will be designed to provide the opportunity to enjoy the experience of these spaces, being placed in both active and intimate places, and should reflect their character. The seating furniture chosen will be robust to provide the maximum resistance to vandalism; comfortable for users; and minimises rainwater retention.

Street Refuse and Litter Bins

If on-street recycling storage and collection facilities are developed, they should be installed as a priority in the vicinity of the Commercial Area. Their form should include the following requirements:

- Recycling banks for various types of refuse will be grouped together; each receptacle clearly labelled with symbols and text; recycling banks will be well lit, to enable use after dark;

- Receptacles will be readily accessible by refuse collection vehicles, which may need to leave the carriageway to gain close proximity to the recycling point. Under these circumstances, a vehicle turning area is to be included in the design; and
- Receptacles will be designed to minimise the impact on the landscape; one possibility is to investigate the use of underground storage facilities.

The requirements of Darlington for litter bins are that they:

- Should be accessible to vehicles where located in public squares and open spaces;
- Shall be of metal construction, with a (colour) finish;
- Shall have a minimum capacity of 150 litres;
- Shall have a cover to avoid litter being visible or saturated by rain;
- Include an opening to deposit litter on a minimum of two sides which shall be approximately 500 mm wide and 200 mm high;
- Shall allow for the collection of litter in an inner bin, accessible through a side door with a secure keyed slam-shut lock;
- Should not display wording or logos; and
- Shall be located towards the carriageway side of the footway, to ease collection by vehicle.

Street Signage

The overarching strategy for Central Park is that all spaces and routes demonstrate good accessibility, legibility and connectivity. In this way, the need for guidance through the use of directional and information signage is minimised.

Highway Regulations signage is minimised and mounted on existing walls, street furniture, lighting columns as appropriate, avoiding the need for separate posts as far as possible. For public information displays, for example at park entrances or orientation points, signage will be provided.

Cycle Parking

Safe and secure cycle parking will be provided at destination points within the public realm. They will be of contemporary design, securely fixed to the ground and will be scratch and vandal resistant, Cycle parking in controlled parking areas will display discrete cycle parking signs and will have low level tapping rails for detection by visually impaired pedestrians using sticks.



Street furniture will be robust but not institutional and maximise opportunities for cyclists and pedestrians.

7.3 Play Facilities

It is proposed to integrate a range of natural play features into the environment at Central Park to encourage free play and enjoyment of the spaces without confining children to one traditional fenced space. Such play features might consist of simple stepping stones, a 'beach' area with fine gravel and rocks and smooth tall timber climbing features. Steeper gradients might allow the introduction of a ground level slides or rope bridges and platforms. Interpretation of the ecology could be integrated into or nearby the play areas to help with education regarding the natural environment- integrated craft based art would be a way of expressing this as a theme. The play features will be developed in the detailed design stage.

The Circus will offer a generous grassy space which can be used informally for play and kickabout.



7.4 Public Art

The Central Park project offers a great opportunity to create a unique programme of artist involvement in a new development. Artists can contribute to the quality of environment, design and ongoing experience of living, working and visiting the site. A well planned, multi-layered approach to artist involvement will assist in the creation of a new place, creating site-specific features, collaborative design projects, and programmes of work which can engage the people who will come to live and work there. Darlington Borough Council has a public art policy which encourages the council and private developers to commission new site specific work of high quality. The policy sees public art achieving many benefits, including “inspire creativity and imagination... enhance civic pride... engendering pride of place...enhancing community cohesion..” The arts programme at Central Park will follow the policy both in practical requirements and in spirit, and would aim to work closely with Council Officers.

Commission Opportunities:

Lead Artist

This would be an early appointment to an individual to work closely with the Design Team. The Lead Artist would be briefed to look particularly at elements and artworks around the themes such as sustainability /ecology and railway heritage. This could range from working with the landscape architects on the design of the landforms , bespoke landmark pieces or integrated works. The lead artist could therefore create both integrated, collaborative works as part of the fabric of the development, and also individual commissions. They will be invited to consider making work for the key sites, as listed below, or to assist in bringing in other artists to make works for these sites. Depending upon the special skills of this artist, they may also be invited to work with the Landscape Architects on landform, street furniture and play opportunities (see below).

Key sites

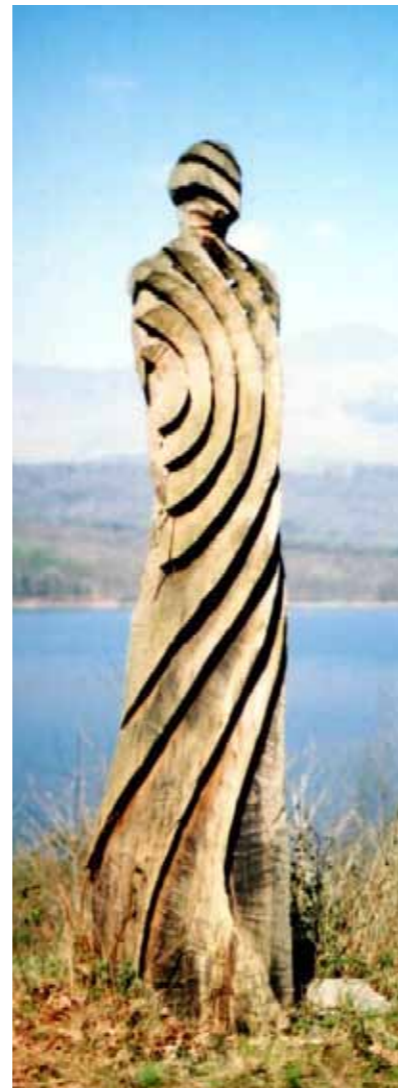
There are a number of key sites within the development, in particularly important public areas or at pivotal points, which should be considered for artists' commissions. As noted above, some of these may be realised by the Lead Artist. The key sites include:

The Circus – this could be a collaborative project with the landscape architects to design a new landmark close to the railway which will help to visually enclose the space while capturing the attention of commuters using the railway and allowing a framed ‘postcard’ view into the site. The piece could be tall and ‘henge’ like with a simple verticality forming a contemporary addition to the “towers” of Darlington’s skyline. A reactive piece could also be considered such as a pattern of lights or sounds triggered by passing trains to generate a memorable ‘talking point’ along the North East Rail Line

SUDS ponds – as noted above, this essential, practical feature provides an obvious link into the sustainable nature of the development, and is an opportunity for a work which is interpretative as well as beautiful and intriguing, such as incorporation text / poetry, lighting and timber features. Northern and Southern Gateways – these key entrances for visitors,

pedestrians and cyclists will welcome all-comers to the site and as such present an opportunity for an entrance feature or landmark. An artist could work with the architects, engineers and landscape architects to collaborate on overall design issues and also look at particular, integrated features.

Integrated Art- Landscape, street furniture and play - The landscape architects are keen to use the full potential of the open spaces in the site, and in particular would like to collaborate with an artist integrating features into it, contributing to the coherence of the linear park which snakes through the site. This could include bespoke street furniture, signifying the Central Park development, design of seating, railings, bollards etc.



7 Ecology and Landscape

The site has lain derelict for many years and it is inevitable that some of the vegetation and habitats that have developed over the years will be lost in the course of this major development. Not only will the built development itself have an impact but a remedial capping layer will have to be added in all public spaces to provide a safe environment and to protect from contact with pollutants. However, ecological enhancement proposals will seek to re-create diverse habitats through good design, embedding design for biodiversity into the framework of the masterplan.

Soils

Design will proceed from the soil upwards, creating appropriate drainage, pH and soil structure and fertility requirements for the habitats being created and ensuring impoverished soils to give wild plants the best chance of establishment, sustainable growth and cost-effective future maintenance.

Where possible the selection and introduction of different substrates and soil types would mean that species-rich grassland and flora can be encouraged to develop distinct plant and animal communities within different areas, which would also help to visually reinforce character areas. Such soil specific habitats, combined with appropriate management regimes, could encourage the development of Gorse and Broom on acidic substrates and Spindle and Maple on calcareous substrates. In this way, Central Park could showcase small scale samples of local habitats, some of which would be substantial enough to support viable populations of locally significant species. For instance, neutral soils with abundant birdsfoot trefoil communities will help to support the rare dingy skipper butterflies that are known to inhabit the railway corridor; the opportunities to provide habitat for newts in areas of formal shrub planting have been discussed above, and large areas of open water with swathes of emergent rushes and reeds can create an attractive setting for the surrounding homes.

Trees

A development of this scale has an associated loss of bird and bat habitat and unavoidable disturbance during development. It is proposed to anticipate and mitigate this with retention of selected areas of tree cover together with substantial new native tree planting and the introduction of native hedgerows – species such as *Tilia cordata*, *Fraxinus excelsior*, *Fagus sylvatica*, *Quercus* spp., *Sorbus aucuparia*, *Betula pubescens*, *Crataegus monogyna*, *Prunus spinosa*, and *Ilex aquifolium*. The level



changes and building profiles create a number of vertical faces alongside the linear parks which are suitable locations for creating 'living' gabion type or rock walls with deliberate crevices, holes, bat and bird boxes, all of which create refuge for wildlife. In addition to artificial nesting structures, cover for roosting, foraging and nesting by new and existing bird populations would be ensured by the extensive use of linked shrub and grass habitat.

Habitat Creation

The habitats will need to be carefully designed to ensure that they can successfully establish and stabilise within the local context so as to enhance the local flora and fauna. The aim would be to produce a positive balance of species on site and to ensure that current species are protected as far as possible in areas where remediation capping is not required. The selection of habitats to be created and the target species would be guided to a large extent by the Durham Biodiversity Plan and advice from Darlington's Countyside Team.

Native plant species will be combined within a framework of bold design to benefit wildlife, local residents and visitors. Swathes of single species such as blocks of bluebell beneath a woodland canopy of silver birch with a back drop of dogwood, banks of primrose on the railway cutting under the grey stems of coppiced ash and clear open water grading into swathes of greater pond sedge, yellow flag, bulrush and Phragmites reed.

Landscape Management and Maintenance

It is the intention that each homeowner will contribute a small annual fee which will be used to fund ongoing landscape maintenance and routine repairs. It is common with such arrangements to set up a steering group with representatives of the residents and Management Company to raise any issues and agree any ongoing changes. It is desirable if the annual sum can allow a small excess in order to accumulate a fund for minor new works which can be agreed by the steering group. It is normal for residents to want to ensure that their annual fee is used to best value and to demand a high standard of care, and beneficial for them to be interested in their surrounding environment.

Long term management contracts are beneficial in providing regular 'gangs' of maintenance teams who get to know the site and residents, and develop an on-going dialogue. Such a relationship will also have to added benefit of providing indirect neighbourhood surveillance, keeping 'an eye' on the streets and spaces. The management model currently in use at West Park is working successfully and it is proposed that a similar form might be adapted for Central Park.

Key Green Spaces:

'The Beach', 'The Circus', 'The Cut' and 'The Lime Boulevard' are the main areas of green space within Central Park along with the green space around the electricity sub station which will be closed to public access and be known as 'The Ecology Reserve'. These do not stand alone, but are supplemented by smaller pockets of planting and designed spaces amongst buildings and the network of roads and cycleways to create a coordinated recreation space. The southern end of the site including the The Circus and Lime Boulevard is slightly more formal in character while the ecology reserve, the Beach and The Cut will be more relaxed and 'wild' in character with an emphasis on nature and biodiversity.





Part 8

Sustainability

8.1 Introduction

Code for Sustainable Homes / BREEAM

Residential Buildings

The Code for Sustainable Homes (CfSH) provides a set of standards for sustainability in new homes, particularly related to environmental sustainability. It covers nine main topics:

- Energy
- Water
- Materials
- Pollution
- Waste
- Surface Water Run-Off
- Health and Well-Being
- Management
- Ecology.

The Resources Framework is related principally to environmental sustainability and addresses the first five Code topics outlined above. Other Frameworks within this document address the remaining topics as well as considering wider economic and social sustainability issues.

The Masterplan will implement the Code in advance of the Government's current timetable and will improve upon the quality and resource efficiency of buildings developed on site beyond the minimum statutory standards. As the minimum Code for Sustainable Homes Level 3 will be achieved in line with HCA requirements.

Non-domestic Buildings

The Building Research Establishment's Environmental Assessment Methodologies (BREEAM) cover a range of building types and a 'Bespoke BREEAM' can be developed for buildings that do not fit any of the established assessment frameworks. The topics covered are similar to those in the Code for Sustainable Homes. Non-residential buildings at Central Park will achieve a BREEAM 'Very Good' as a minimum rating in the relevant BREEAM category or via Bespoke BREEAM where a standard BREEAM framework is not available. As with domestic buildings, the first principle is to invest in minimization of demand through the highest energy efficiency standards.

8.2 Energy Strategy

Principle:

Central Park will take a low carbon approach to energy in order to reduce carbon emission directly attributed to its development and operation, there by contributing to the effects of global climate change.

Central Park's developing energy strategy is based on an energy hierarchy that sets the broad principles for reducing carbon emissions from the site's buildings. The hierarchy that shall be followed in the development of Central Park's energy strategy is:

- Minimise energy demand;
- Maximise the efficiency of energy supply; and
- Apply low and zero carbon energy generation on site.

Minimising Energy Demand

The energy strategy shall primarily address reducing energy use in buildings. The buildings will be designed and built as inherently energy efficient and to go beyond statutory minimum standards, employing effective construction techniques to maximise insulation and air tightness. Measures to maximise solar gain will be implemented but at the same time, overheating of buildings is

avoided through passive measures, therefore negating the need for mechanical cooling, particularly in the retail and commercial buildings where air conditioning could otherwise lead to unnecessary energy consumption. Measures will also be implemented to positively influence the energy consumption patterns of Central Park's residents, businesses and visitors.

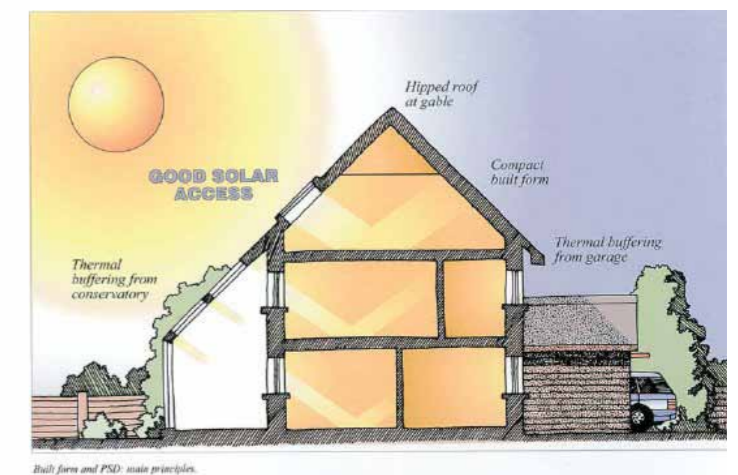
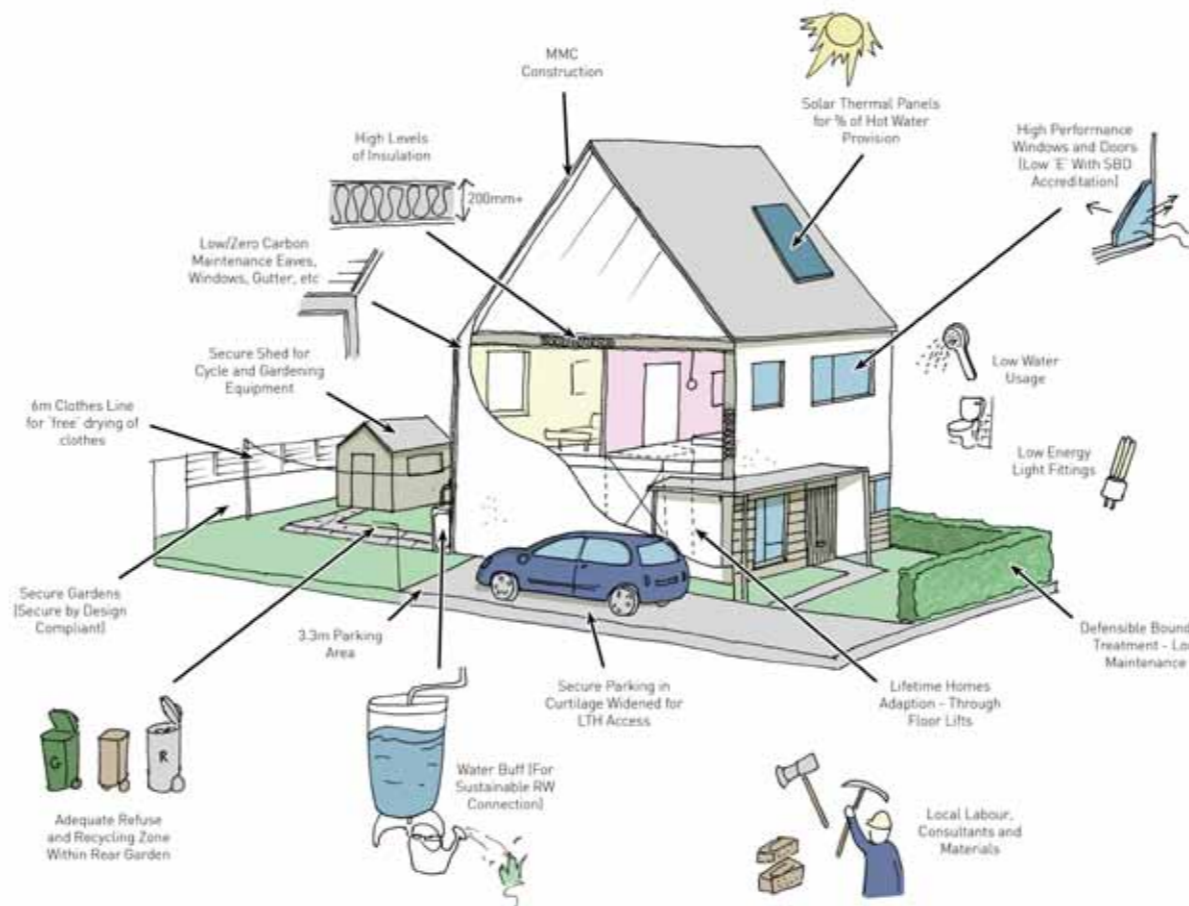
There are mandatory carbon emission standards for each level of the Code for Sustainable Homes and these imply a level of energy efficiency that must be achieved. For non-domestic buildings, energy efficiency standards are best expressed as savings in relation to the current building regulation requirements. Targets for energy efficiency at Central Park are defined in this way and are set out in the energy Toolkit below.

Maximising the Efficiency of Supply and Applying Low and Zero Carbon Energy Generation on Site

The Energy Strategy is looking at scenarios for a centralised low and zero carbon energy generation system, localised low and zero carbon energy generation systems integral to the buildings, and a hybrid of local and centralised energy generation, based on the proposed development phasing.

The Strategy will identify the potential CO2 savings of each scenario, together with the additional cost, over the base case costs of each scenario. It will also identify procurement mechanisms for the most feasible scenarios, which may involve a site specific energy service company or Energy Service Company. The findings will inform the adopted strategy to deliver the required targets within the development programme.

The development will require connections to the local utility networks whatever on-site energy generation is included in the scheme. Depending upon the capacity available from the existing infrastructure, reinforcement of the incumbents' networks may be required.



Water Strategy

Although it might be considered that there is no shortage of water in the North East, the treatment, pumping and disposal of water is responsible for significant quantities of energy and consequent carbon emissions and use of chemicals. In order to reduce these impacts, the Central Park Masterplan will be developed with full consideration of the water cycle in a consistent manner, through integration with the objectives and principles of other disciplines and through the implementation of a water management hierarchy as outlined below:

- Reduce the demand for all water;
- Match non-potable supply to non-potable demand; and
- Supply water from local sources.

Reducing the Demand for all Water

Although the North East is not an area of water stress, water is still a precious resource, which is pumped in order to deliver it at pressure around the region, heated for washing etc, highly treated and cleaned after use before discharging it. This uses enormous amounts of energy and chemicals. Population growth plus increased use of washing machines, dishwashers, high volume power showers and garden sprinklers means demand is increasing and therefore more water, more energy and more chemicals are being used.

Demand management and water efficiency will be the priority in the development of Central Park's water cycle, to allow it to be more sustainable and to contribute to other sustainability objectives. Education and promotion of water saving measures is also critical in order to influence the behaviour of residents.

Match non-potable supply to non-potable demand and supply water from local sources.

Not all water uses require water to drinking standards and some demands can be met using reused or recycled water, depending on its quality. Rainwater, in particular, is a local non-potable resource that can be used for flushing WCs, the first cycle on washing machines and external irrigation. Particular targets for the use of non-potable, local water resources are set out in the water toolkit.

The use of on site treatment and reuse of grey and/ or black water has been considered and discussed with Northumbrian Water Ltd (NWL) to minimise discharge to the foul system and to assist with the water requirements of the Code for Sustainable Homes. Due to current technology issues and maintenance requirements, these options are not adopted but should be considered in the future should the technology improve.

The impact of 'lower than normal' waste water flows as a function of water efficient appliances means that care is needed to ensure that the foul system will "self cleanse" with the possible reduced flow quantities that are likely to result.

Surface water management and flood risk

In accordance with PPS25, the proposed residential development is classed as more vulnerable and since the site is located within FZ 1, it is not considered to have a low flood risk from fluvial sources. There is a flood risk for rising

groundwater levels within the development area, but since there is no historical evidence of flooding to the site the risks can be considered as low. There is a flood risk from sewer flooding on Hundens Lane which could potentially flow overland onto the site, but there is no historical evidence of flooding at this location and any flood volumes would not be significant. Therefore, the risk can be considered as low.

With regards to the surface water management the following is concluded. Surface water from the development will be managed by ensuring flows are restricted into the existing sewerage network at rates agreed with the Statutory Undertaker. Excess flows are to be retained on site. Where possible, this will be within a SuDS pond in a similar location to that shown on the site layout. Pond and tanked sewer storage volumes are to be finalised during details design.

As agreed with NWL foul flows can be discharged unrestricted into the public sewers on Yarm Road and into the existing pumping station located at Darlington College, if capacity allows. If there is insufficient capacity at the pumping station then some of the foul flows will be to be gravitated towards the north of the development and discharged into the mains there.



84 Sustainable Waste and Materials Strategy

Principle:

Central Park will aspire to the principle of minimising waste and will break the cycle of primary resource depletion and waste production. It will aim to upgrade or maintain the quality of the materials as they move through the supply chain. It will also reduce the impact of materials used during construction and operation of the site.

The Central Park Masterplan will consider the health implications of materials used in construction, maintenance and operation of the development and take a whole life cycle approach when considering the environmental impact of those materials. This will be achieved for all buildings at Central Park through:

- Good design aimed at creating healthy buildings;
- An emphasis on reducing resources used in construction; and
- The provision of facilities in the home, at work and within the public realm to encourage and enable reuse, recycling and composting.

Waste will be considered a resource and an integral part of the cyclical flow of materials into and out of the area. Careful consideration of the management of these materials is central to the successful development of a sustainable resource management strategy for Central Park. The philosophy of a circular economy and the principles of the waste hierarchy will be applied throughout the lifecycle of the development, which actively contribute to the economic, social and environmental goals of sustainable development.

Resource Efficient Design

Many of the factors affecting inefficient resource use or waste generation will be addressed during the detailed planning and design stages. The development will embody efficient and appropriate design approaches that do not 'over design' or build in inherent obsolescence. Appropriate performance criteria will be selected and agreed that take into account the purpose and lifecycle of the product or structure.

Preferred materials will be self finishing and/or able to perform more than one function and will be selected to enhance the lifecycle (adaptability, durability, maintainability), in addition to thermal performance.

Design elements will use standard material sizes to reduce the amount of site developed off-cuts and waste. In the case of buildings this may include rationalisation of the architectural and structural grids to make the best use of standard sized components.

The development will maximise the use of recycled materials to divert waste from landfill and minimise the use of primary materials and the associated impacts of their extraction, processing and transport.

Work has been completed that identifies opportunities for recycled content, which must be read in conjunction with the pre-design Site Waste Management Plan (SWMP). A detailed SWMP, outlining opportunities for the use of recycled materials, will be developed and implemented during the detailed design and construction stages. As part of the recycled materials strategy, designs will specify the requirement for significant use of crushed aggregate, crushed masonry or alternative aggregates manufactured from recycled materials. A resource efficient design statement will be required to demonstrate that these principles have been applied in the detailed design process.

Reduce the Environmental and Health Impacts of Materials

The development will aim to minimise the impact on health and the environment through the selection and use of materials. The design of all buildings will be based on achieving healthy buildings that minimise the risk of allergic reactions.

Material specifications will be compared using the contemporary BRE Green Guide or equivalent. The use of 'C' rated specifications and below will be avoided and the use of 'A' rated specifications will be maximised. Simple rules for material selection will be adopted, such as low Volatile Organic Compound (VOC) paints and finishes, appropriate use of uPVC, sustainable sourced timber, no insulants with a Global Warming Potential (GWP) of less than 5.

A sourcing study will be undertaken to identify locally available materials for incorporation in design and to investigate local opportunities for partnering agreements with local firms and local material supply. A strategy will be developed to deliver a more sustainable approach to the use and management of materials, including:

- The procurement of sustainable timber, maximum recycled content and an Environmental Management System (EMS) certified supply chain;
- Establishment of selection criteria of materials which avoid negative impacts on human health;
- Centralised materials handling to reduce total material miles and to administer green specifications;
- Central Material Sourcing and Waste Management during construction; and
- Design for Flexibility, Adaptability and Future Use.



Where the 'in-service life' of elements of construction is relatively short, such as partition walls, these materials will be designed and constructed so that they can be easily removed, reused or recycled and are not unnecessarily durable. Conversely, the permanent elements will have the highest life expectancy. Standardised elements, products and grid and module geometry options should be utilised where possible. Materials will be selected and incorporated that require minimal maintenance, such as brick or self-finished concrete as opposed to painted render systems.

Information about the materials contained in a building structure or infrastructure system will be recorded and kept, to improve the potential to reuse the various elements of construction in the future. For example, steel sections will be marked along their length with their grade and mill certificate details.

A strategy will be developed for maintenance and refurbishment cycles for all buildings and public realm, with the aims of minimising the use of materials and reducing the impact of materials used.

Information for building owners, tenants and developers will be provided in a clear and digestible format and will include design information, as-built information, maintenance schedules and future refurbishment strategies. This information will be provided within the Home User Guide in residential properties.

Construction Resource Management

The pre-design SWMP will contain the minimum requirements for construction waste management, including targets for recovery of construction, demolition and excavation waste.

Waste generation will be monitored during the construction phase to ensure that waste recovery targets are being achieved. Construction waste generation will be monitored and reported regularly in an agreed format. Monitoring data will be stored using BRE SmartWaste or similar format.

The procurement and storage of materials will be managed in a manner that reduces the production of waste. Suppliers will be identified that operate 'just in time' deliveries and take-back schemes. Materials will be stored in secure compounds that prevent the damage of resources and creation of waste and dust. Off-site construction will be used wherever practicable for the construction of buildings and their components.

Waste Management Facilities

Residential buildings will be provided with internal and external waste storage facilities to enable segregation of recyclable waste from residual waste prior to collection. Internal facilities will be within a dedicated non-obstructive position located in or near to the kitchen. Practical containers will be provided to enable residents to segregate at least three waste streams (glass, dry recyclables and residual) in the dwelling.

A refuse collection strategy has been developed in consultation with Darlington Council and is outlined in the toolkit below. Commercial buildings will be provided with external storage areas to enable them to store containers for segregation of recyclable waste from residual waste prior to collection. These areas will be easily accessible by Refuse Collection Vehicles (RCVs) and will be visually unobtrusive and easy to

use. Commercial occupants will be subject to a management agreement for segregation of waste and collection by Darlington Borough Council to reduce the number of RCVs entering the site.

The multi-user community building will be provided with internal storage facilities to enable the segregation of waste streams prior to transfer to an external waste storage area. The external waste storage area will be easily accessible by RCV and will comprise an attractively designed mini recycling facility that will engage the building users. Facilities will be provided for the segregation of the three waste streams collected by Darlington Borough Council (glass, dry recyclables and residual waste) as well as books and clothing as a minimum. Waste management information packs will be provided to all building occupants.

Home and Community Composting

All residents with gardens should be offered a compost bin and training free of charge to encourage them to make and re-use compost locally. Community composting facilities could be provided for the neighbourhood, given the quality of compost that can be generated in more controlled conditions. Further consultation with the Borough Council's Neighbourhood Services should be undertaken to determine the desirability of such facilities, in the light of changing conditions.





Part 9

Putting it Together: Character Areas

0.1 Character Areas





Indicative aerial view looking east

Area One

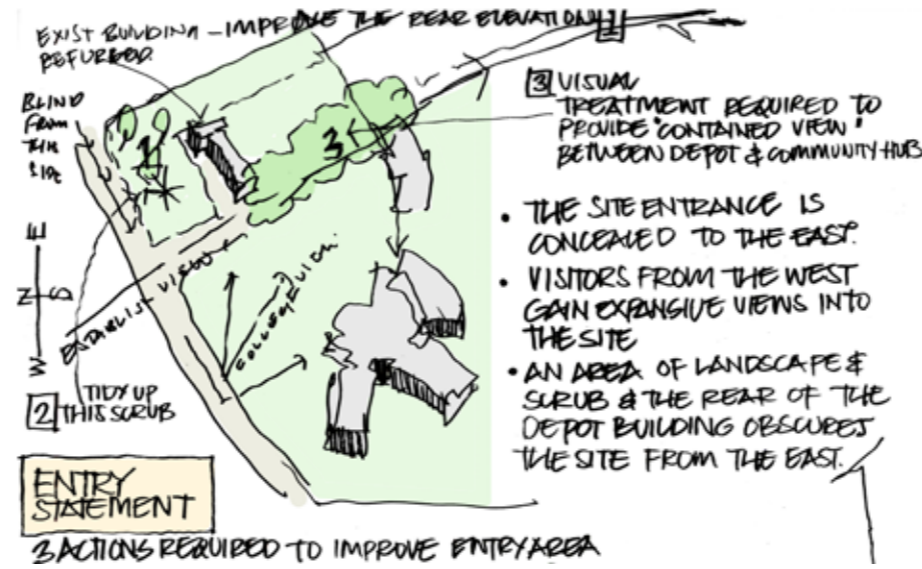
Entry Statement

It is important that this flagship regeneration project maximises its road frontage to Houghton Road. It is essential that first impressions of the site are positive, and that the visitor is drawn into the site by means of attractive environment, landscape and buildings.

Particular visual challenges are experienced accessing the site from the east. Areas of ill-defined landscape obscure vision into the site, and the existing Depot building needs to be either screened or visually improved.

Visitors from the west experience expansive views of the College building and these striking modern structures need to visually relate to the Local Centre.

An area between the refurbished Depot building and the Local Centre also needs to be given a strong landscape treatment to visually contain the necessary Local Authority car parking servicing the Depot building.



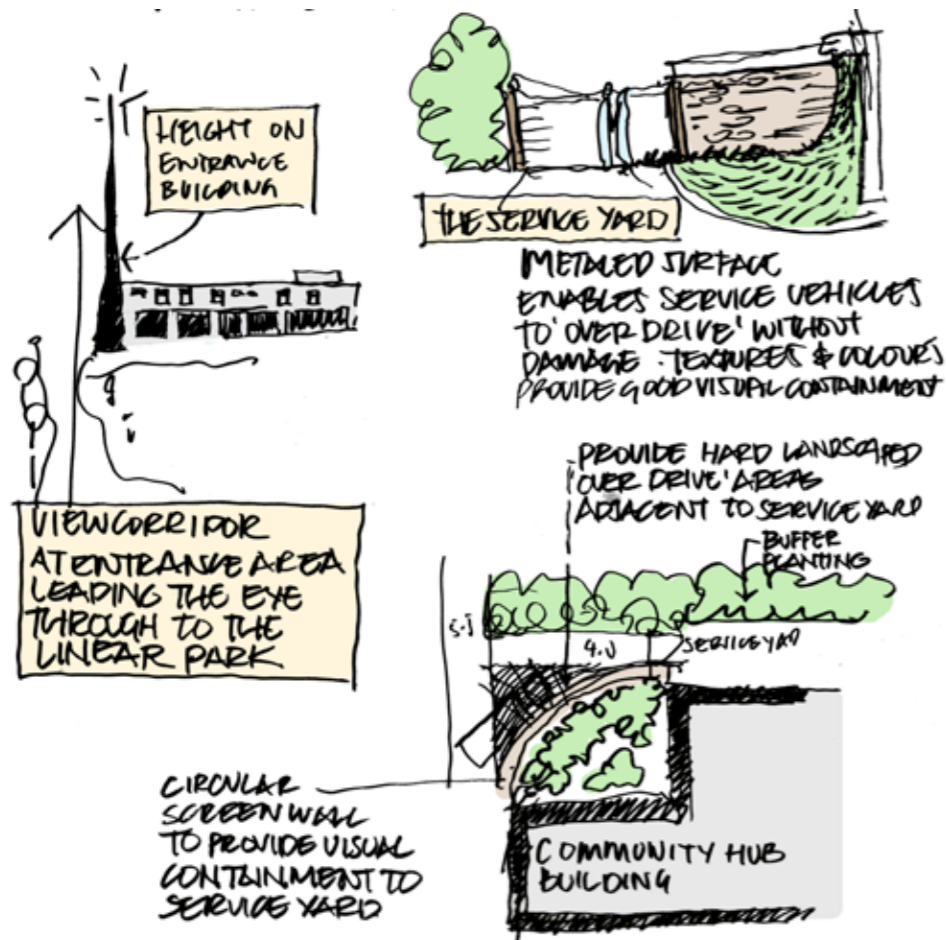
Area Two

The Local Centre

The streetscape design needs to draw the visitor's eye deep into the site, and into the next landscape character area (The Cut). In order to do this, the Local Centre building may have a vertical feature incorporated within the building design to assist as a 'way-marker' to the main primary route forming the spine of the Central Park.

The landscape design may create a pinch point at this location, framing forward views into the site, and drawing the visitor and resident into the ensuing 'Sequence of Spaces'.

Servicing of the Local Centre needs to be duly controlled. A rear Service Yard is provided. A strong curtilage treatment needs to be provided to minimise the impact of the Service Yard entrance. An area of landscaped 'over-drive' or 'rumble strip' may be provided here to minimise further the visual impact of this necessary servicing area.



Potential concepts for the entry area



Indicative 3d massing of the entry area with The Cut to the left

Area Three

The Cut

The Cut is a longitudinal area of landscape which is designed around a watercourse.

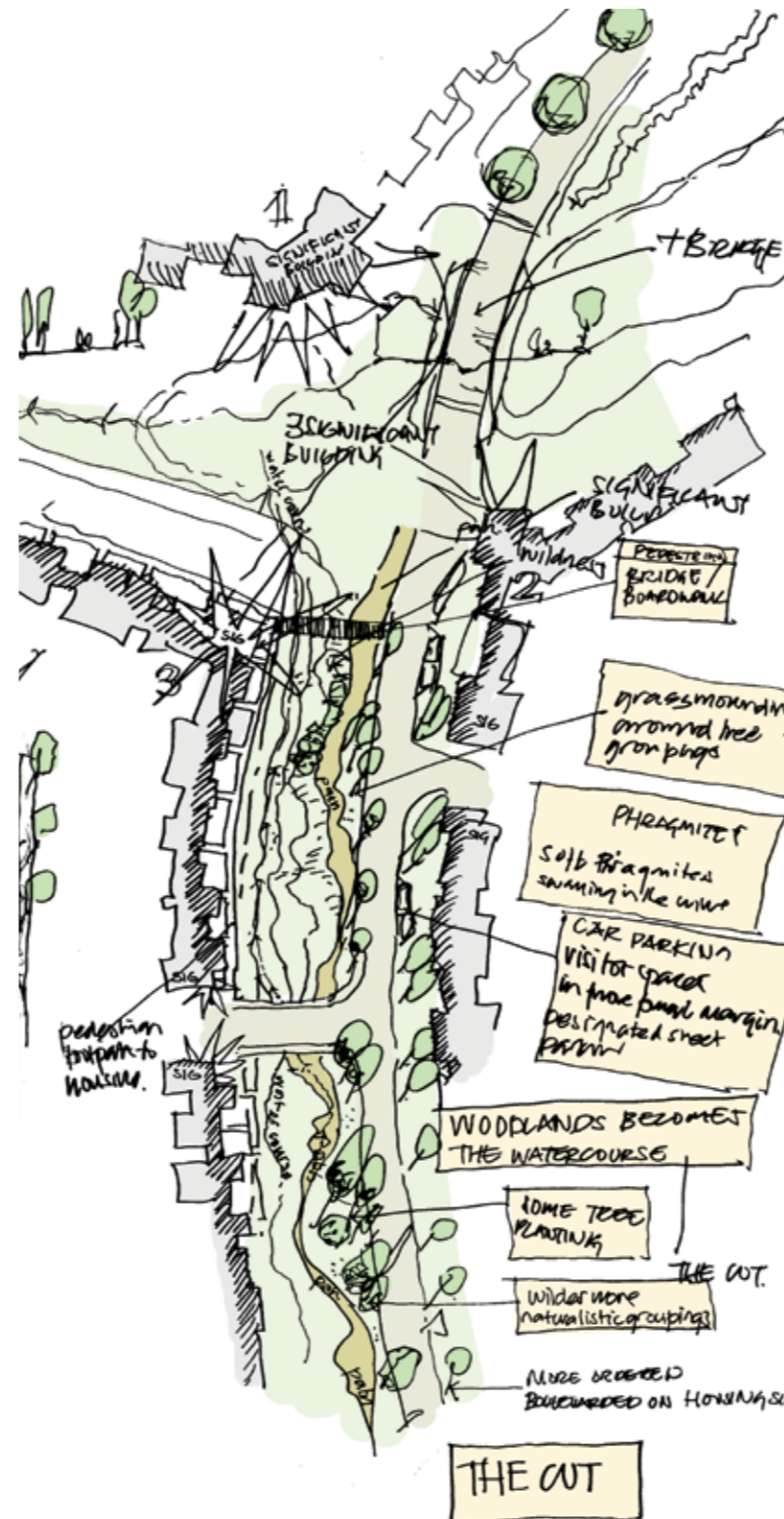
On the western side of the spine road, boulevard tree landscape compliments the setting of the overlooking houses. The eastern side of the spine road contains wilder, more naturalistic tree groupings, defined by a winding path which creates a verge of variable size and land modelling. A curvilinear footpath and cycle way wends its way between the tree planted verge and the Cut / SUDS watercourse.

The contours of this landscaped area fall away to the east (the watercourse). On the eastern edge, overlooking housing is separated from the public park area by the watercourse. The eastern perimeter housing is served by a pedestrian footpath which accesses each front door, creating an active frontage overlooking the landscaped area.

The eastern housing is articulated to respond to the high and low areas of the landscape, and significant buildings articulate the long elevation of this perimeter block. A vehicular entry to the housing area is passively surveilled, and once again significant buildings provide a "Pinch Point and overlooking in the form of bay windows and oriel bays.

Character Planting

This natural green space with reed planted swales feeds from an open gateway on Haughton Road into the development. The character of the entrance gateway entrance is distinctive as the dominant building is that of Darlington College which is set back from the road and has level access, lawns and extensive parking surrounding it. The new retail offer will occupy the foreground next to the college while The Cut presents an important first glimpse of Central Park beyond, offering an enticing soft and organic contrast to the hard urban setting of Haughton Road. Retained brick walls and features salvaged from the depot will help to form a distinct edge to the College interface and bring a sense of richness and complexity. There will be clear industrial influences in the hard material choices to touch upon the former railway heritage in a contemporary context.



Early sketches of concepts for The Cut area



Detailed plan showing potential treatment of The Cut area including SUDs elements and mounding.

Area Six

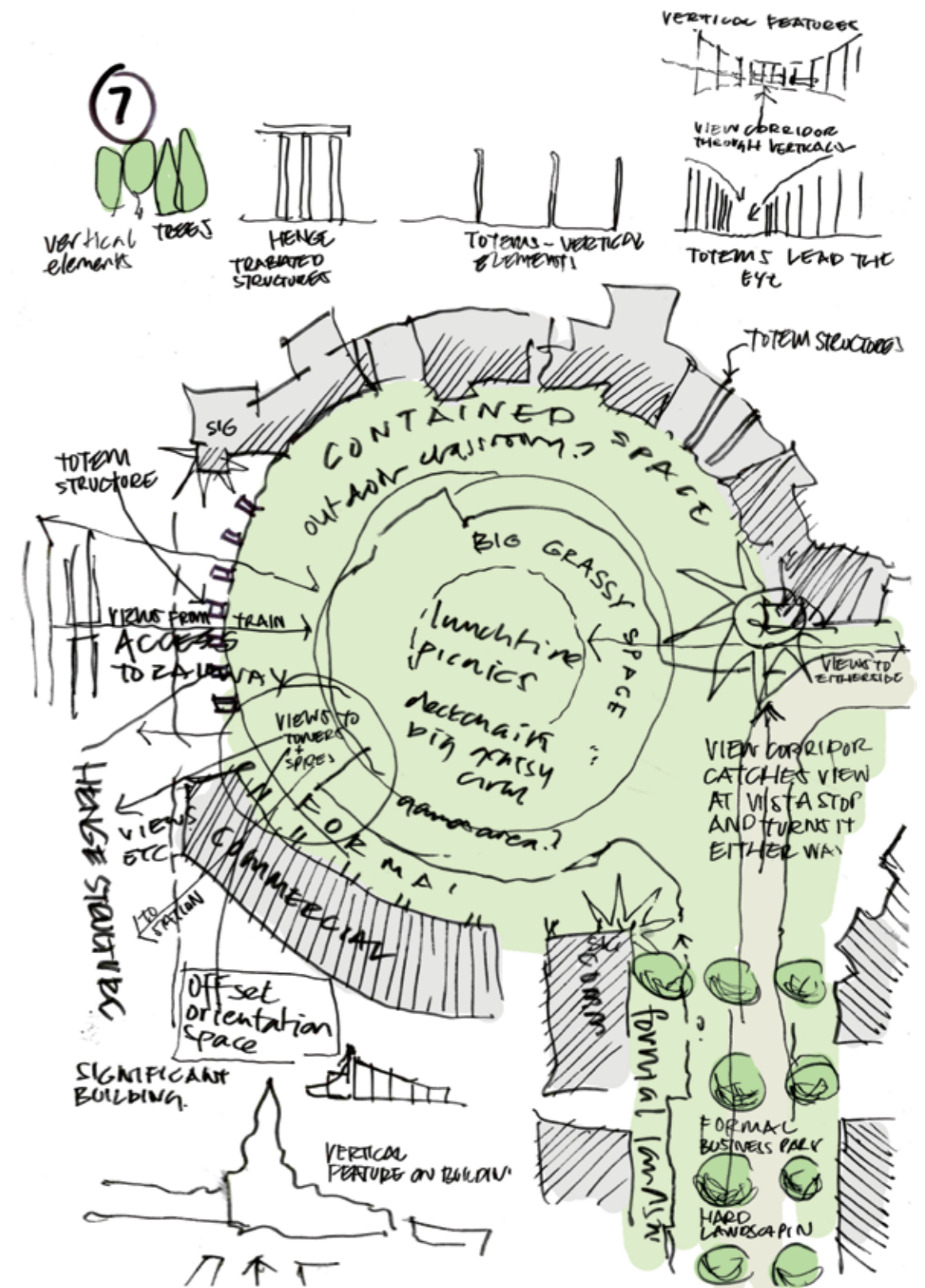
The Circus

The Circus acts as a transition from the commercial zone to the residential areas and railway corridor and its design reflects the commercial, civic setting of the adjacent offices, providing a natural space for recreation. They form an eye-catching impression of Central Park for rail commuters from various viewpoints. For people within Central Park the 'henge' artwork will help screen the railway and create a dramatic amphitheatre which is available for events which extend the recreational resources for both residents and office workers.

- The Circus is an area that provides a transitional point between the commercial development and the residential cells
- The Circus should provide an effective Civic space which responds to formal and informal activities
- Hard and soft landscaping should respond to the change from rural to urban character in a seamless way, ensuring that this space is functional and attractive, for use by office workers during the day and families during leisure time
- The Design workshops determined that this space should be similar in size to the Civic space immediately to the west of Darlington Parish Church, between the Church and the Market Place
- This space is circa 75m wide and should have clear indicators for public and private usage
- A viewing aperture to frame views to and from the railway is to be provided. This may be by means of Henge's or Totem Structures
- It is not intended that these views will be interrupted by horizontal elements on top of the henge's or vertical structures
- Timber groins or reused salvaged timber may also be an appropriate method to "lead the eye" and "frame the view"
- The north of the Circus should be less formal to reflect the housing usage
- The south of the Circus should be more formal to reflect the commercial usage
- An offset orientation space may be provided on the south side of the Circus, adjoining the henge structures
- This location may be mounded to create a higher, clearer field of vision and enable visitors or residents to orientate some of the towers and spires of Darlington
- "View Corridors" should catch the view of the visitor entering the site from the south or passing down the primary spinal road from the north



Images indicating ideas for the vertical elements or 'henges' that will help to define the Circus space. These will be reinforced with trees to create a focal circular space.

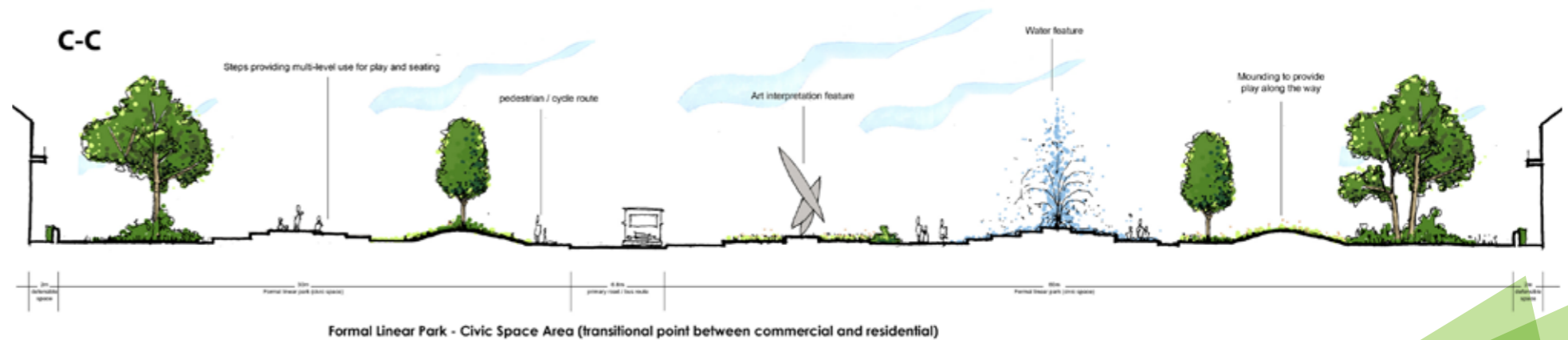
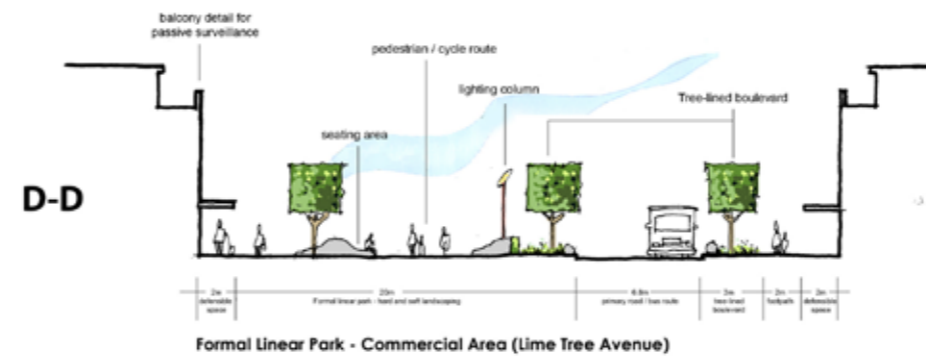
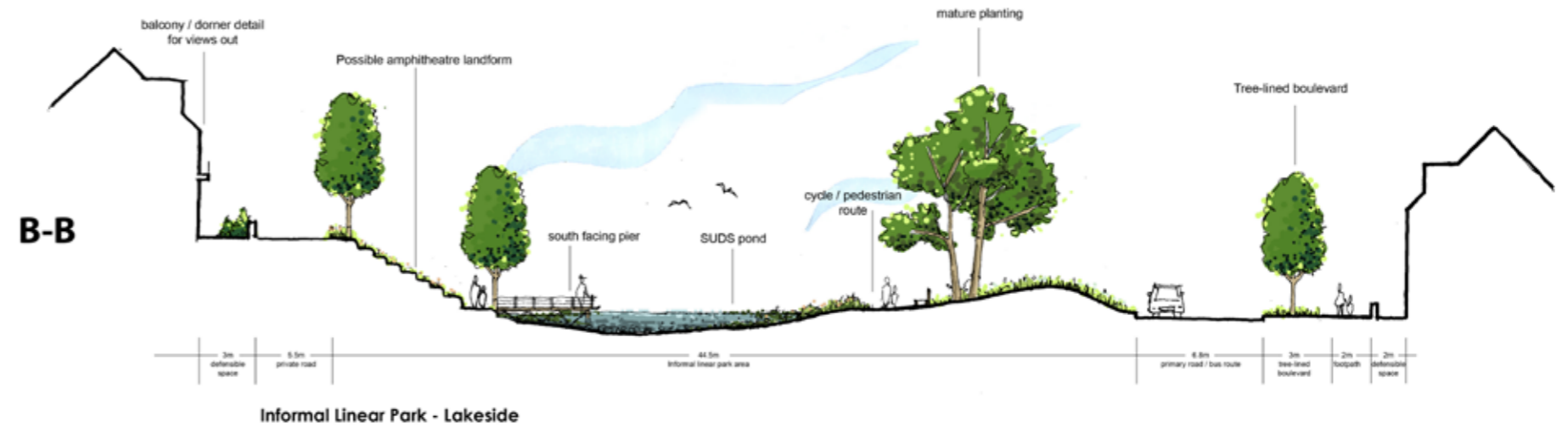
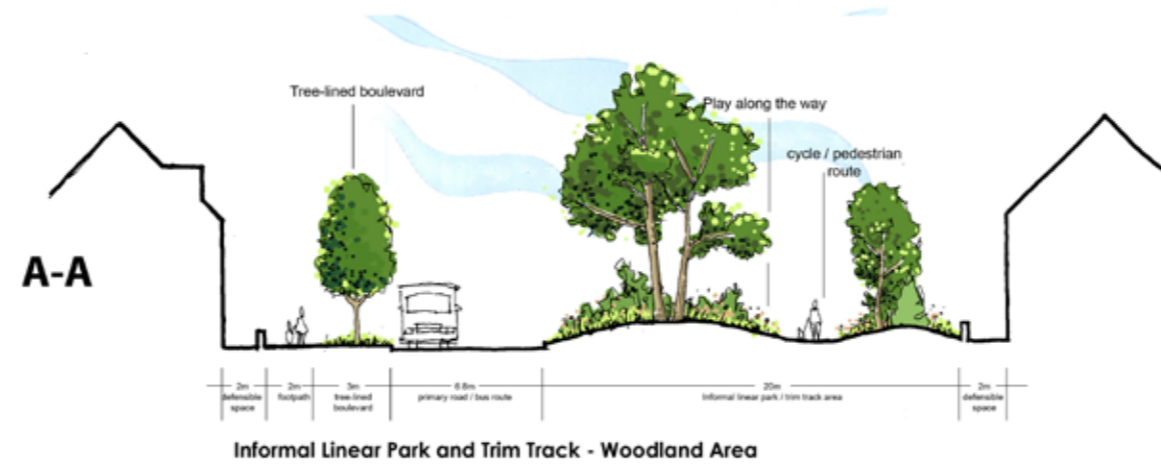


Area Seven

The Lime Boulevard

This linear space creates the ideal setting for the commercial properties in the south of Central Park. It encourages movement into the recreation parkland to the centre of the site. The linear park acts as the start of a shared cycleway which offers a choice of routes northwards through the site and secure cycle storage provides cyclists with the option to break their journey. This park has the strongest links with the town of Darlington both in terms of location and movement, but also visually. In passing along the park visitors will be well aware of the surrounding context by clear and framed views of the railway station buildings and St John's Church, plus other Darlington skyline imagery.

- This area provides a formal linear boulevard space within the heart of the commercial quarter. It responds to pedestrian desire lines to the Station and University and will incorporate, at an early stage, enhanced pedestrian access from the southern entrance to the University Nursery
- It should incorporate a bus pick up, and drop off point for office workers
- The character of this space is determined by its commercial context and soft landscaping elements will give way to increasingly formal hard landscaped areas
- The boulevarded groups of lime trees will create an attractive, tree dominated space that responds to the Darlington tradition of "leafy avenues".
- Public Art may also respond to the spaces between these formal business buildings helping the transition from the "wilder" / "rural" areas to the north and signposting the evolution towards a more urbane metropolitan streetscape as the Central Park entrance interfaces with the Station area



CONTAINING THE VIEW

VIEWS INTO THE SITE FROM THE RAILWAY ARE A VERY IMPORTANT CONSIDERATION. TRAIN PASSENGERS SHOULD ENJOY A "FRAMED VIEW" THAT IS ENGAGING & ATTRACTIVE.

NOT BLOCKED OFF WITH HORIZONTALS





Part 10

Towards Implementation

10.1 Phasing Strategy

Phasing Strategy

The overarching Central Park landscape element ensures that there is a strong, “spinal” element to the overall project delivery. Development Cells are situated on either side of this unifying landscape motif. This Central Linear Park enables the Masterplan to, firstly, create “Pointers for Change” in the delivery of a high quality, landscape backdrop and, secondly, provide a Development Cell Framework and Infrastructure that enables the Masterplan to react in a responsive way to commercial opportunities that may present themselves during the course of the Masterplan programme.

Phasing generally is arranged from north to south and is initiated by the relocation and rationalisation of Darlington Borough Council’s Depot. Thereafter, Cell 1, 2 and 3 will be the subject of detailed Planning Applications for housing purposes. Cell 4 will follow as an outline for housing purposes. Cells 6 and 7 (including the “Live / Work” Village) will be the subject of Outline Applications.



Diagram indicating potential phasing.

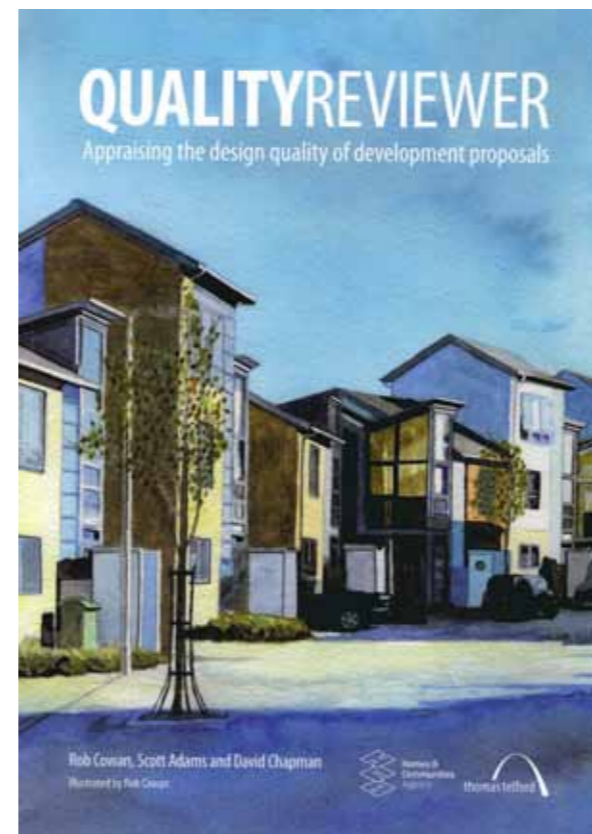
10.3 Delivering Quality

The Masterplan's performance standards are set out in the 'Toolkits' of each of the Development frameworks. These incorporate the Homes and Communities Agency (HCA) Quality Standards (Places, Homes, People : Delivering Quality Place : November 2007) which are cross referenced by the relevant Development Framework. 'Delivery and financial capacity' is addressed through the URV partner procurement process, and 'Site Specific issues' are addressed throughout the whole Masterplan.

Workmanship and build quality will be fundamental in meeting the technical challenges of performing to the high environmental standards. Construction efficiency will be the key to delivering the required quality within the time and budget constraints and lessons must be learned from the 'Design for Manufacture' competition with regard to rationalising the construction process.

Many of the quality Standards involve independent specification and validation from external bodies. Where appropriate, an interim certificate will be required at the design stage (reserved matters application), followed by a post-construction certificate.

In addition to meeting measurable quality standards and targets in the toolkits, there will need to be management structures and processes in place within the URV to successfully bring the quality standards together in a way that creates a distinctive place. The co-ordination, integration and management of the development, design and construction process will be critical in achieving the delivery and realisation of the Masterplan's vision and objectives.



10.4 Management Structures and Processes

Central Park Project Committee

The Project Committee represents Darlington Borough Council, the HCA and the private sector Development Partners, CKY (CEG, Keepmoat and Yuill). The Project Committee meets monthly and there has been a continuous dialogue involving the Project Brief, the Masterplan and the subsequent Planning Applications.

The Project Committee works in partnership with each of the development parties, ensuring that as the project moves towards a Planning Application and delivery stage, all stakeholders are fully represented and engaged in the design, development and delivery process.



Glossary of Terms

Active Frontage

Provided by a building or other feature whose use is directly visible or accessible from the street or space which it faces; the opposite effect to a blank wall.

Address

A building with 'address' means its front door faces a public street.

Adoptable Road or Pathway

Areas of road or footpath which are adopted and maintained by a local authority.

Amenity

Architectural and landscape elements in and at the edges of open space that promote the comfortable use of a space.

Blockform

The architecture of a building which is compact in nature and contributes to the creation of a larger city block.

Bus Gates

Signposted stretch of road along which use is restricted to public transport and other authorised vehicles. Designed to reduce the amount of traffic while giving access to public transport.

Character Area

Areas of varying style and building formation based upon an historical timeline or in keeping with the local vernacular. Character areas are also based around local topography and areas of special interest.

Courtyard

A landscaped open space in the centre of a city block with no street frontage.

Defensible Space

Public and semi-public that is 'defensible' in the sense that it is surveyed, demarcated or maintained by somebody.

Density (low, medium and high)

The mass or floorspace of a building or buildings in relation to an area of land.

Driveway

An individual parking pad that leads to a private garage.

Elevation

An external face of a building.

Façade

The exterior parts of a building visible to the public, that represents the building, tells people about the building, what it is, how to enter and the nature of the interior uses.

Fenestration

The arrangement and design of windows and doors on a buildings facade.

Gable

The upper, triangular portion of a facade, usually flanked by sloping roofs.

Gateway

A principal or ceremonial point of entrance into a district, or neighbourhood.

Indicative Sketch

A drawing of building forms and spaces which is intended to guide whomever will later prepare the actual design.

Legibility

The degree to which a place can be easily understood by its users and the clarity of the image it presents to the wider world.

Linear Park

Linear strip of landscaping incorporating pedestrian footpaths, cycleways and play spaces, which link up to key nodal points.

Massing

Three dimensional bulk of structure: height, width, and depth.

Mini Park

A small area accessible to the general public that is often of primarily environmental, rather than recreational, importance. Also called 'pocket park'.

Natural Surveillance

The discouragement to wrong-doing by the presence of passersby or the ability of people to see out of windows. Also known as passive surveillance (or supervision).

Neighbourhood Facilities

Providing various community facilities including possible educational, recreational, health, retail and social facilities.

Node

A place where activity and routes are concentrated.

Open Space

Land and/or water area with its surface open to the sky and predominately undeveloped, which is set aside to serve the purposes of providing active or passive recreational opportunities, conserving valuable natural resources, and structuring urban development and form.

Permeability

The degree to which a place has a variety of pleasant, convenient and

safe routes through it.

Pinch Point

A point in a layout where the distance between the vehicle and the surrounding equipment and structures is so small that it represents a safety hazard to personnel.

Plaza

An animated gathering space predominately hard-surfaced with a complimentary landscaping.

Proportion

Balanced relationship of parts of a building, landscape, and structures to each other and to the whole.

Public Art

Site specific artwork created to enhance publicly accessible space through artistic interpretations that range from independent sculpture to integrated architectural treatment and landscape design.

Public Realm

Streets and lanes, parks and other open spaces and the accessible parts of buildings.

Road Hierarchy

Categorisation of roads by function and intended traffic management treatment.

Scale

The size of a building in relation to its surroundings, or the size of parts of a building or its details, particularly in relation to the size of a person.

Site Plan

A detailed plan showing the proposed placement of structures, parking areas, open space, landscaping, and other development features, on a parcel of land.

Soft Landscaping

An open, unobstructed area that supports the growth of vegetation such as grass, trees, shrubs, flowers or other plants, and that permits water infiltration into the ground.

Street

A significant part of the City's open space system. Streets provide vehicular, pedestrian and utility access, address and light to individual lots and blocks within the urban fabric. In addition they are landscaped and lit in the evening and provide a setting for social interaction and neighbourhood activities.

Streetscape

The visual character of a street as determined by elements such as structures, access, greenery, open space, view, etc. The scene as may be observed along a public street composed of natural and man-made components, including buildings, paving, planting, street hardware, and

miscellaneous structures.

Sustainability

Meeting the needs of the present without compromising the ability of future generations to meet their own needs.

Sustainable Urban Drainage System (SUDS)

A system to reduce the potential of flooding on new and existing urban developments. Unlike traditional urban stormwater drainage systems, they also help to protect and enhance ground water quality.

Timeline Concept

A representation or exhibit of key events within a particular historical period, which are reflected throughout the development.

Traffic Calming

A set of strategies used to slow down or reduce traffic, thereby improving safety for pedestrians and bicyclists as well as improving the environment for residents.

Topography

A description or representation of artificial or natural features on or of the ground.

Urban Design

The art of making places. Urban design involves the design of buildings, groups of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes that facilitate successful development.

Urban Form

The spatial arrangement of a particular environment, as defined by the connectivity of built mass and form, the natural environment, and the movement of persons, goods and information within.

Urban Grain

The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of streetblocks and street junctions is respectively small and frequent, or large and infrequent.

Vernacular

The way in which ordinary buildings were built in a particular place before local styles, techniques and materials were superseded by imports.

View Corridors

View between built form or landscaping.

Village Hub

Community facilities incorporating possible local convenience store, doctor's surgery, crèche and post office facilities.

Vista Stops

Built form or landscape feature located at the end of a view corridor providing a view stop to the streetscape.

central park

Masterplan Document
March 2012



COMMERCIAL ESTATES GROUP

