PART TWO: Design Approach

2.1 Existing Guidance

Places for People
Manual for Streets
Streets for All
The Westminster Way

2.2 Design Approach and Objectives
2.1 Existing Guidance

There are four key documents which this Handbook builds upon in terms of design approach:

- Places for People
- Manual for Streets
- Streets for All
- The Westminster Way

The Public Realm Handbook complements these documents. It seeks to build upon their advice in terms of their relevant application to Mayfair and Belgravia and develop comprehensive detailed guidance for designing the public realm on the Estates in order to assist delivery of Grosvenor’s Vision. The Public Realm Handbook ensures that those designing, implementing and looking after the public realm in either estate have guidance that is geographically specific and relates to the distinctive characteristics of Mayfair and Belgravia.

Part 3 of this Handbook provides practical guidance on the design, physical position and choice of appropriate public realm materials within Mayfair and Belgravia. Technical specifications on the materials to be employed are provided on Grosvenor’s web site www.grosvenorpublicrealm.co.uk.

Places for People

Places for People: Public Realm Strategy for Mayfair and Belgravia was prepared by Gehl Architects for Grosvenor and published in March 2007. It included a broad review of the quality of the public realm in Mayfair and Belgravia and presented both the positive and adverse qualities existing within each estate.

Places for People identified that, although the two estates have many positive assets and qualities, they both display some of the adverse characteristics common to many parts of cities today. Key issues include:

- The outstanding quality of the buildings and architectural compositions present in Mayfair and Belgravia is not complemented by a corresponding quality in their public realm.
- The Estates streets and squares are dominated by traffic and are not celebrated as quality public spaces.
- Road space is extensive for limited traffic volumes, particularly in Belgravia. This leads to increased speeds and sends a clear signal that vehicular traffic has top priority at the expense of pedestrians and visual quality.
- Strong traffic barriers to Mayfair and Belgravia have been created by a traffic dominant environment.
- Excess on street parking downgrades the visual quality of the environment and limits the potential use of valuable space.
- As is the case elsewhere in London, cycling is not prioritised in Mayfair and Belgravia.
- Walking has not been accorded sufficient priority and pedestrians are faced with numerous difficulties which causes specific problems related to accessibility and inclusion.
- Public spaces are not fully utilised and most recreation takes place in the bordering Royal Parks.
- The visual environment can be of exceptional quality for example outstanding ground floor frontages, but the quality of many street elements such as surfacing, signage and furniture is poor and streets are often too cluttered.

Places for People identified six ‘main strategies’ for addressing these issues (see page 8). The Public Realm Handbook develops and augments these main strategies whilst seeking to translate them into detailed physical implementation on the ground.
Manual for Streets

Manual for Streets (Department for Transport, Department for Communities and Local Government, Welsh Assembly, 2007) sets out technical guidance for the design of streets. Whilst the Manual recognises that its focus is on lightly trafficked residential streets, much of the guidance is equally applicable to other types of streets.

Manual for Streets provides guidance which recognises that streets serve multiple functions, and that the design of streets must consider more than just traffic movements. This approach supports sustainable communities, where streets contribute to creating better places, enhancing local identity, creating distinctiveness and fostering communities and social interaction.

The Manual advocates designing streets and places that are suitable for present and future communities, which are inclusive to all people, and which can be used safely. Clear, well connected and well defined public and private spaces and streets must be incorporated into street designs from the outset. Manual for Streets represents a significant change from the traditional approach in that it places a new emphasis upon pedestrian priority.

The principles set out in the Manual for Streets supports those set out in Places for People and the strategies it defines for Mayfair and Belgravia.

Streets for All

English Heritage’s Streets for All (2000) has been used to inform Westminster City Council’s document, ‘The Westminster Way’. Streets for All recognises that whilst the character of the capital is defined by its streets, these are all too often let down by poor management and presentation, and often fall short of the standards expected of a world class city.

The guidance seeks to help create streets which are “attractive, safe and enjoyable spaces for people”. It sets out good practice, identifies common problems and explains how “integrated townscape management techniques can provide an answer”. The guidance covers ground surfaces, street furniture, new equipment, traffic calming and management, and environmental improvements, providing advice and guidance on how to maintain and enhance visual amenity in each of these areas.
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2.1

Places for People: Main Strategies
(Extract from Places for People - Gehl Architects, 2007)

- **CREATE NEW POSSIBILITIES FOR PARKING**
  - Introduce pocket parking
  - Provide underground parking

- **REDUCE THROUGH TRAFFIC**
  - Reintroduce two way streets in selected areas
  - Introduce traffic calming in selected areas
  - Emphasise entry points to both areas
  - Reduce roadspace
  - Strengthen the London cycle network

- **PEDESTRIAN NETWORK**
  - Ensure accessibility for all
  - Widen footways
  - Ensure designated pedestrian crossings
  - Create interesting walking links
  - Carry footways across minor streets
  - Create coherent pedestrian landscapes
  - Introduce places to rest
  - Strengthen a legible pedestrian environment
  - Create more and better public & private space
  - Shared streets
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INVITATIONS FOR ACTIVITIES
- Introduce various activities & events avoiding conflict with residential areas
- Strengthen active recreation
- Make it a safe city day and night
- Expand the outdoor season
- Ensure permanent, flexible and transient activities

IDENTITY
- Introduce art elements
- Introduce green elements
- Celebrate local amenities

VISUAL ENVIRONMENT
- Reduce number and variety of street elements
- Improve maintenance
- Introduce new underground refuse collection systems
- Create a design code for street elements – toolbox
- Ensure high quality outdoor serving areas
- Introduce a lighting strategy
- Enhance street trees and planting
- Develop an art programme
- Introduce water elements
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The Westminster Way (Consultation Draft - April 2004)

Following on from ‘The Westminster Street Furniture Manual’ (1991), ‘The Westminster Way’ recognises that it is vitally important to strike the right balance between the preservation of Westminster’s unique character and the demands of a modern City. The City recognises that streets and spaces are the crucial interface of all activities and functions and that, without careful control and coordination, the appearance and functions of public space can be fundamentally compromised.

The Westminster Way is set out in two parts. Part 1 (A Public Realm Manual for the City) contains the guidance element of the manual, providing design, technical and procedural advice and part 2 (Information Directory) contains detailed product reference sheets for the full range of approved street furniture components. It also provides a useful list of relevant reference material and points of contact within the city council.

Fundamental to the Westminster Way is the ‘Westminster Code’, a set of 10 rules guiding interventions in the public realm in Westminster. These cover quality, durability, character, clutter, continuity, containment, consistency, context, coordination and the need to cherish. Extracts from Westminster Way are provided on the following pages.

Fig 2.1.4 Westminster Way Public Realm Manual, Consultation Draft, April 2004
Fig 2.1.5-7 The Estates are composed of a diverse range of streets and spaces.
Fig 2.1.8 High quality traditional materials can have a timeless quality.
Fig 2.1.9 Reinstate traditional surfaces where appropriate can enhance local distinctiveness and the Estate’s sense of place. Natural stone can provide a durable ground surface and is cost effective when considering life costing.
Fig 2.1.10 Quality workmanship in installation and maintenance helps to create a sense of visual order, and can be as important as good design in ensuring high quality. DDA compliance can be difficult to achieve in undertaking work to historic buildings. (Ref: English Heritage - Easy Access to Historic Buildings, 2004).
Rule 1 of the Westminster Code: Quality

Long lasting, sustainable solutions rather than superficial, cheaper short-term solutions will endure and offer best value for money. Where resources are inadequate, quality should not be compromised. The answer is to do less to a better and higher standard as a long-term investment in the future of Westminster.

High quality and coordinated reinstatement of the street and public realm by statutory authorities is essential. Those agencies with the authority to undertake works in the public realm or install/replace street furniture need to co-ordinate their activities. Co-ordination arrangements for works should include the local authority, public utilities and the business community.

Quality workmanship is vital in the installation of new street furniture and materials and the repair and/or replacement of existing street furniture and materials.

Regular maintenance and management must be considered in selecting street furniture and materials and in designing street and public realm layout.

Rule 2 of the Westminster Code: Durability

Apply whole life costing assessments to evaluate the costs of new or replacement street furniture and materials. Often the cheaper cost of a less durable material or street furniture element will be offset by the cost of replacing it within a short period of time. At the same time issues with sustainability, including durability and sourcing, must be taken into account.

Consider the functionality of street furniture and materials, given the level of use and type of wear expected. Street furniture and materials will only endure and withstand the significant pressures of everyday use within Westminster if they are functional and fit for purpose. All elements of street furniture must conform to safety requirements and take into account the needs of those with disabilities. Exceptions will be expected to occur, but anything that falls outside the Westminster Code should go before a specialist officer-working group within the City Council.

Assess maintenance and cleansing demands when selecting new or replacement street furniture and materials.

Evaluate the practical issues of repair and reinstatement when selecting new or replacement street furniture and materials.
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Rule 3 of the Westminster Code: Character

Westminster’s distinctive black livery should be adopted universally, on street furniture items throughout the City.

There are two general exceptions to this policy: street furniture made of natural materials, and street furniture where there is an established precedent for it to be painted colours other than black. All proposed new and amended street furniture colour schemes will be subject to careful consideration by the City Council, however further departures from black are discouraged.

The Westminster livery with gold detailing can be used where it is appropriate to the local historic context. Some street furniture, such as guard railing, should not be given emphasis in the street scene, in such circumstances gold detailing is not appropriate.

Rule 4 of the Westminster Code: Clutter free environment

Minimise street furniture and obstructions to ensure ease of pedestrian movement, particularly for those with impaired mobility. Items of street furniture should be located within passive pedestrian spaces, reducing potential hazards in streets. Minimal street furniture and signage also facilitates easy cleansing/refuse collection and maintenance.

However, it is recognised that there is a balance to be struck between visual order and spontaneity within the public realm.

Co-location of street furniture is encouraged. Alternatives to pole mounting should always be considered, including affixing to walls, bollards or existing poles. Other forms of co-location could include: locating street light lanterns on buildings, integrating bus ticket dispensers into bus shelters.

Simplicity of design, materials and paving form is encouraged. A limited palette of street furniture and materials can declutter the street scene. Street furniture, in the main, should provide a backdrop to the street and public realm, enhancing the built form rather than dominating it.

Continuity of street furniture and materials contribute to a less cluttered townscape.

Remove obsolete street furniture following confirmation that there are no cherished items whenever possible. Superfluous/unnecessary and redundant street furniture and signing should be removed when installing or replacing street furniture.
Rule 5 of the Westminster Code: Continuity

Historically accurate furniture and materials are encouraged, while heritage style furniture is not. Spurious historicism and nostalgia are inappropriate in Westminster.

Good new design may be preferable to traditional solutions in some locations. The development of well designed, appropriate street furniture elements and ranges will, if they are placed in appropriate contexts, create the heritage of tomorrow. Detailed consideration of context will help establish where such modern interventions are appropriate.

Accurate detailing is required when replicating historic street furniture to ensure authenticity. Street furniture and materials should depart as little as possible from original materials and details.

Rule 6 of the Westminster Code: Containment

The tradition in the City for locally distinctive designs on items of street furniture should be recognised and where established continued, maintaining the diversity of layers that give definition to an areas local identity.

Distinctive street furniture items should be located within an appropriate area. Historic street furniture elements should be contained within the area in which they were originally placed. Street furniture elements located outside their historically appropriate area are to be removed as and when they require replacement or as part of regeneration or street improvement schemes.

Fig 2.1.11
Black livery is characteristic of Westminster. The use of black livery within Mayfair and Belgravia provides continuity with the Estates Westminster context.

Fig 2.1.12
Street clutter disrupts the visual order and function of the public realm. Unnecessary items should be removed (unless historically valuable), and only necessary items installed.

Fig 2.1.13
Many items in the public realm could be collocated to reduce street clutter, and improve the function and visual order of streets and spaces.

Fig 2.1.14
Sir Misha Black was responsible for designing Westminster’s iconic street name signs in 1967.

Fig 2.1.15
Materials and details in Motoomb Street, Belgravia respond to their historic context.

Fig 2.1.16
Coal holes and their large stone surrounds support the character of streets including Elizabeth Street in Belgravia.
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Rule 7 of the Westminster Code: Consistency

Replace like for like where good quality already exists unless part of a regeneration/street improvement scheme, or unless replacing like for like would be contrary to the other policies of the code.

Styles and ranges should be consistent throughout the City, with some select locations warranting adaptations and variations in street furniture and materials for the purposes of historical accuracy or enhancement. Street furniture is a linking and unifying element running through the City. It would be inappropriate to discriminate in terms of quality for streets of different status; although sensitive areas do warrant a greater degree of design input or the application of more creative flourishes to highlight their status. In locations of distinctive character and high quality it is appropriate to maintain existing custom/historic street furniture to complement the quality and architecture of the street or space as part of its unique identity.

Rule 8 of the Westminster Code: Context

Relate street furniture and materials to the surrounding context. Street furniture, materials and surfaces must relate to the surrounding streetscape (including existing street furniture and materials) as well as to their wider context within Westminster.

Reinforce local character and area distinctiveness in choosing street furniture and materials. Many parts of Westminster have particular historic design traditions. It is better to recast established local designs rather than install standard catalogue street furniture. However there is a balance between providing local scale distinctiveness and unifying Westminster.

Use context to establish a minimum standard. When selecting what new or replacement street furniture and materials should be used the existing streetscape should provide a base position from which to determine appropriate elements/materials, their location and design.

Fig 2.1.17 - 2.1.19
Proposals must sensitively relate to Mayfair and Belgravia’s distinctive palette of materials, including granite setts, granite kerbs and Yorkstone. Mackenzie & Moncur (2.1.7) and Grey Wornum lights are unique historic features which should be retained in situ where possible to enhance local distinctiveness and provide visual links to the rich history of Mayfair and Belgravia.
Rule 9 of the Westminster Code: Co-ordination

Use family groups of furniture elements and materials, rather than a mishmash of individual unrelated items and materials. An emphasis on providing street furniture in ‘suites’ will unify the public realm providing a sense of identity and coherence.

Fig 2.1.20
Providing suites of elements (e.g. bollards and cycle stands in Liverpool) helps to provide a sense of identity and coherence.

Fig 2.1.21
Historic street furniture reinforces local identity and should be cherished. Where possible, it should be retained in situ to preserve its context.

Fig 2.1.22
The Grey Wornum family of lanterns and columns was designed in the 1950s and can be upgraded through the incorporation of the latest lamp and reflector technology.

Rule 10 of the Westminster Code: Cherish

Preserve and maintain historic street furniture and materials in situ. Where possible, historic street furniture and high quality surfaces should be restored and reinstated. This applies not just to the actual street furniture element/material and its location, but also to its context and setting.

Where the demands of functionality mean that historic street furniture is no longer fit for purpose then solutions to meet functional requirements, that do not disrupt the setting of the historic element must be found. Using street lighting as an example of this could include using new light source technology to improve the degree of light emitted from the street lamp or providing supplementary lighting in an inconspicuous manner. Where a piece of listed street furniture is damaged beyond repair, replace it with a ‘scholarly’ replica of the item.
2.2 Design Approach and Objectives

Both The Westminster Way and Places for People recognise the beauty, quality and rich heritage of Westminster and the importance in creating quarters with their own distinct geographic identity. Both seek a careful balance between cherishing the past and embracing the future.

There is considerable overlap between the City wide, and element focused, guidance within The Westminster Way and the estate specific and strategic guidance provided in Places for People. Both these, and the inclusive design approach put forward in Manual for Streets, which places people at the heart of the design process, support Grosvenor’s vision of once more recreating Mayfair and Belgravia as Places for People.

The Public Realm Handbook develops and augments the main elements (strategies, codes and rules) presented in the documents above. It seeks to synthesise and translate them into detailed guidance for physical implementation on the ground in Mayfair and Belgravia in order to achieve our vision for the Estates.

As such, the Handbook focuses on 10 themes and sets out guidance in relation to them that should be taken into account by public realm schemes. The Handbook sets out our aspirations regarding these 10 themes in the remaining part of this Design Approach chapter.

The chapters that follow in Part 3 set out our detailed guidance for achieving them on the ground. The 10 themes are:

- Walking
- Driving
- Parking
- Cycling
- Activities
- Identity
- Visual Environment
- Lighting
- Sustainability
- Engagement

Shared space is defined by CABE (Civilise Street Briefing, CABE SPACE, 2008) as being ‘space in which different street users have equal entitlement and priority to the space’, it ‘strives to combine rather than separate the functions of street’ and ‘seeks to improve the living environment of people without needing to restrict or banish motorised traffic. ... A well designed shared space will remove unnecessary clutter while at the same time retaining navigational clues for visually impaired people’.

Shared surfacing is defined by CABE (Civilise Street Briefing, CABE SPACE, 2008) as being a design feature within shared space that ‘features no demarcation of users by level’. A shared surface ‘may be uniform or differentiated by texture, colour or the placement of street furniture’. Shared surface schemes do not have kerbs and ‘aim to create an environment in which pedestrians can walk or stop and chat without feeling intimidated by motor traffic’.
Walking

The key objective of the Handbook (and Grosvenor’s Vision) is to achieve increased priority for pedestrians in Mayfair and Belgravia. To achieve this, the guidance within Part 3 of this Handbook seeks to:

- Promote the importance of the public realm in Mayfair and Belgravia being well designed, safe and inclusive for people of all ages, bodily ability and socio-economic groups.
- Create a high quality, coherent and legible pedestrian environment.
- Widen footways and minimise the occurrence of street furniture obstructions, by removing obsolete items, co-locating elements where appropriate, utilising passive zones and only installing new items where considered necessary.
- Create interesting walking links.
- Ensure the provision of designated pedestrian crossings in appropriate locations.
- Extend pedestrian surfacing across lanes and alleyways whilst respecting their specific context.
- Introduce ‘shared surfacing’ in appropriate strategic locations.
- Introduce places to rest and dwell at regular intervals and at points of known demand.

Driving

The impact of traffic and vehicles upon the quality of the environment in Mayfair and Belgravia is significant. A key objective of the Handbook (and Grosvenor’s Vision) is to reduce through traffic and promote better management of the traffic that has a legitimate purpose in the Estates. To achieve this, the guidance within Part 3 of this handbook seeks to:

- Promote the reintroduction of two way streets in appropriate areas.
- Introduce traffic calming and more effective speed management in appropriate areas through material selection and the location of street elements such as parking, trees and furniture.
- Emphasise entry points to, and thresholds within, Mayfair and Belgravia.
- Reduce carriageway widths where they are surplus to requirements and where a reduction would enhance its context.
- Through better design of the overall public realm environment, seek to provide more considerate behaviour from drivers towards pedestrians and cyclists.
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Parking

Parked vehicles can often adversely dominate the streetscape environment and all too often they unnecessarily encroach upon pedestrian space. A key objective of the handbook (and Grosvenor’s Vision) is to promote better management and efficient provision of parking facilities and improve their visual incorporation into the public realm where they are necessary. This needs to be achieved in balance with the other objectives of the Handbook whilst also being conscious of and very sensitive towards the parking needs of residents, businesses and visitors.

To help achieve this, the guidance within Part 3 of this Handbook seeks to:

- Avoid long rows of parking through the sensitive introduction of pockets of parking and improved visual incorporation into the streetscape.
- Reduce the dominance of parking within each estate.
- Encourage the better use of existing basement, off-street and multi-storey parking facilities.

Cycling

Whilst wishing to see an improvement in the cycle network, Grosvenor will support TfL and Westminster initiatives where appropriate rather than proposing an independent physical strategy of dedicated cycle lane provision. We recognise the importance of cycling to the shared Estates, and we encourage its increased use. The proposed strategy seeks to modify the street environment within the Estates to make conditions more conducive to cycling. This will include managing traffic speeds downwards, encouraging better interaction between drivers and cyclists to promote greater understanding, and modifying street layouts to create safer environments for cyclists and pedestrians. Our approach is based upon creating a shared public realm environment that all road users are able to utilise. The guidance within Part 3 of this Handbook seeks to:

- Promote the importance in the public realm of Mayfair and Belgravia being well designed, safe and inclusive to cyclists.
- Create a high quality, coherent and legible environment that accommodates cyclists.
- Create attractive and logical cycling links though not necessarily through separate cycle lanes.
- Introduce cycle parking at appropriate regular intervals and at points of known demand.
- Promote cycling generally across the estates.
Activities

Encouraging activities, through physical design of the public realm, in appropriate places and at appropriate times, will add vibrancy to the estates, and increase people’s enjoyment of their spaces. The guidance within Part 3 of this handbook seeks to:

- Introduce opportunities for various activities & events whilst being sensitive to residential areas.
- Promote opportunities for different types of activity, whether active or passive.
- Enhance safety and perceptions of safety during day and night.
- Promote permanent, flexible and transient activities where appropriate and while being sensitive to residents and businesses.

Identity

Ensuring that interventions collectively contribute towards the creation of a coherent and positive identity for each estate. The guidance within part 3 of this Handbook seeks to:

- Ensure a high quality estate wide treatment, enhanced in strategic locations (see figures 2.2.1 and 2.2.2) through increased design input and the application of more creative solutions, for example enhanced surfacing materials, furniture, lighting, planting, events or public art.
- Establish a geographically distinct, coordinated and simple palette of high quality surfacing and street furniture elements.
- Ensure use of the City’s distinctive black livery for all street furniture items, unless specifically identified as an exception.
- Respect the essential physical characteristics and historic legacies that combine in the public realm to give Mayfair and Belgravia their unique ‘sense of place’.
- Protect, preserve and maintain listed and other noteworthy materials and street furniture in situ. Where the demands of functionality require them, innovative solutions (e.g. light source technology) are required to resolve any deficiencies in their functionality.
- Ensure that, where appropriate, the replication of historic street furniture is accurate in terms of its fabrication and setting. Heritage style furniture is inappropriate.
- Introduce public art or water elements where appropriate. All aspects of the urban environment can be enhanced through the creative and sensitive integration of art and water features.
- Introduce green elements in appropriate locations. Street trees are not appropriate in many locations and their use should, in the main, be restricted to residential areas, areas where there is historic precedence and strategic public spaces.
- Celebrate local amenities within each estate.
Design Approach

Visual Environment

Whilst some people will use particular senses more than others, the main way in which most of us perceive our physical environment is through sight. The public realm can often present a vast array of visual information and cluttered interruption. A key objective of The Handbook (and Grosvenor’s Vision) is therefore to improve the quality of the visual environment whilst ensuring it is accessible to all. The guidance within Part 3 of this handbook seeks to:

- Ensure that design, detailing and implementation is of a high quality and that coordinated materials are utilised.
- Ensure that the choice of materials and street furniture items is informed by the character and traditions of their local context, and strikes the right balance between the preservation of character and the demands of modern urban life.
- Ensure that the principal palette of materials and street furniture items employed within each estate does not dominate the streets and spaces in which it is used.
- Recognise that strategic streets and spaces may benefit from an approach that contrasts with the principal surfacing and street furniture palette. High quality, contemporary and bespoke design may be appropriate in strategic places (see figures 2.2.1 and 2.2.2).
- Ensure simplicity in design, materials and form.
- Minimise visual clutter whilst recognising that there is a balance to be achieved between visual order and spontaneity.
- Provide an environment that supports a vibrant and prosperous culture.
- Introduce a coordinated and stimulating approach to lighting across each estate.
- Enhance street trees and planting where appropriate.
- Promote the arts and the use of water.
- Promote high quality and coordinated public realm reinstatement by utility companies.
- Improve maintenance across each estate and ensure high quality repair and/or replacement of existing furniture and materials.

Lighting

A high standard of lighting provision is a functional necessity in a modern city. However, there are many ways in which lighting can be subtly and creatively incorporated into the public realm so that it not only performs its intended function, but adds to the visual enhancement, identity and overall enjoyment of each space. Its use must be sensitive to local residents and businesses. The guidance within Part 3 of this handbook seeks to:

- Introduce a coordinated and stimulating approach to lighting across each estate in appropriate locations, enhance local amenity and create a distinctive and memorable experience.
- Introduce lighting to emphasise the character and nature of individual streets and spaces.
Ensure that Mayfair and Belgravia are shown to their best advantage, increase their attractiveness after dark, and to benefit local businesses by supporting the evening economy in appropriate locations.

Ensure lighting schemes are energy efficient and sustainable.

Minimise intrusive light and light pollution into the surrounding atmosphere, onto surfaces and into spaces other than where desirable and intended.

Ensure lighting schemes are designed to help reduce levels of crime and the fear of crime.

Minimise street clutter and ensure that equipment does not encroach upon, or disturb activities, residents or local wildlife.

Consider the use of columns for other functional requirements including power supplies and information other than advertising.

Ensure that the public realm of Mayfair and Belgravia recognises and responds to the needs and requirements of all users of the public realm.

Ensure that Mayfair and Belgravia maintain effective protection of the environment, and the prudent use of natural resources.

Promote the sustainable use and management of energy within the estates where this is related to the public realm.

Support the use of sustainable transport modes within the estates.

**Engagement**

Talking with stakeholders with an interest in the public realm is key to ensuring that schemes are a success for everyone. Engagement with stakeholders is to be encouraged. The guidance within Part 3 of this handbook seeks to:

- Promote engagement with communities and stakeholders at the earliest opportunity when considering the public realm.
- Create lasting relationships with communities and stakeholders within the Estates.
- Seek community input into the design of the public realm.
- Ensure the needs of all communities and stakeholders are considered in the design of the public realm.

How our design approach, based upon these tenets, is translated into physical form on the ground is presented in Part 3 of this handbook.

**Sustainability**

Grosvenor intends that sustainability, a complex concept to implement in practice, should be a key tenet upon which improvement of the public realm is progressed. The guidance within Part 3 of this handbook seeks to:

- Promote whole life costing in the design of public realm schemes.
- Ensure the choice of materials selected and implemented reflects anticipated high levels of use and represent long term sustainable solutions.