

POPULARWORKS

CYCLE CAFE

ABERFELDY

JOLLYS GREEN

Design and Access Statement: The Masterplan Revision B - 11th August 2022

ABERFELDY VILLAGE MASTERPLAN

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Model of the illustrative masterplan for the Aberfeldy Village Masterplan

1

INTRODUCTION

Introduction

This Masterplan Design and Access Statement has been prepared by Levitt Bernstein and LDA Design and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan. The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the south west of Abbot Road (the "Site") on behalf of The Aberfeldy New Village LLP ("The Applicant"). The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved ("Detailed Proposals"), and outline development proposals for the remainder of the Site, with all matters reserved ("Outline Proposals"). The Detailed Proposals and Outline Proposals together are referred to as the "Proposed Development".

The Proposed Development comprises the comprehensive redevelopment of the Site. The Proposed Development will provide new retail, workspace and community floorspace along with residential dwellings and the pedestrianisation of the A12 Abbott Road vehicular underpass to create a new east to west route. The Proposed Development will also provide significant, high quality public realm, including a new Town Square, a new High Street and a public park.

This report is an update to the version dated 19th October 2021 that was submitted to the Council in support of the hybrid planning application. This updated version has been prepared principally in response to the changes to the planning application boundary as explained in the covering letter to accompany the amendments to the Proposed Development

Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green. The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green. Accordingly, the Applicant has updated the planning application plans and documents where necessary to reflect this. Importantly the extension of the redline boundary of the Hybrid Application does not result in any fundamental alterations to the development that is proposed.

The purpose of the Masterplan Design and Access Statement is to provide background and context information about the Site and demonstrate the design intentions for the Site through a range of illustrative material about the Proposed Development. An overview of the maximum parameters for the Site will also be provided. The illustrative masterplan is one way in which a scheme can be delivered within these parameters.

The Masterplan Design and Access Statement is submitted in support of the Outline Proposals alongside the Design Code, Parameter Plans and Development Specification. A separate Design and Access Statement is submitted in support of the Detailed Proposals alongside Application Drawings.



Fig.1 Aerial sketch of the proposed Aberfeldy Village Masterplan

Executive Summary

This Masterplan Design and Access Statement describes the ground-breaking and ambitious masterplan for the Aberfeldy and Nairn Street Estates in East Poplar, which creates a new, cohesive neighbourhood with an identifiable and strong East London character and celebrates its rich heritage and diverse community.

The new Aberfeldy Village Masterplan is a once in a generation opportunity to stitch east and west Poplar together and will realise the regeneration of the neighbourhood and secure growth on a strategic scale in one of east London's most important areas. It will bring about a substantial range of social, economic and environmental benefits and will fulfil the potential of the Site as an Opportunity Area, Housing Zone and Neighbourhood Centre. Moreover, and most importantly, this development will create a new destination to live, work and visit.

In summary, the Aberfeldy Village Masterplan seeks approval for:

- High quality housing - a total of up to 1628 affordable and private homes
- Improved east west connections including the pedestrianisation of the vehicular underpass and provision of a direct link to Jolly's Green
- Improved east west connections including improvements to the existing Dee Street underpass
- New public open space including up to 2814m² delivered as part of Highland Place
- Substantial upgrades to existing open spaces including Leven Road Open Space, Braithwaite Park and Jolly's Green
- Traffic calming of Abbott Road to create a pedestrian focused healthy street
- Revitalised High Street including up to 2366m² GIA of new retail space
- Employment opportunities including up to 2702m² GIA of new workspace

(The above numbers relate to the maximum parameter scheme).

The Aberfeldy Village Masterplan is structured by the six threads, which form its backbone and are derived from a deep understanding of the Site itself and extensive involvement of its community in the design. From these threads, a variety of streets, spaces and homes have been designed to reflect their character, collectively creating a diverse and exciting neighbourhood.

Aberfeldy is located within a triangular shaped urban island, which is severed by the River Lea to the east, the A13 to the south and the A12 to the west/north west. The Proposed Development unlocks this existing neighbourhood and helps to reintegrate the 'Aberfeldy island' into its surroundings by making new and improved connections into the local area.

These include:

- Repurposing the existing vehicular underpass as a new pedestrian and cycle route - the Underbridge - which creates an improved connection across the A12 to Jolly's Green and West Poplar. This strategic connection, which will benefit Aberfeldy and the wider community, is marked by taller buildings and Highland Place, a new public space at the heart of the neighbourhood.
- The pedestrian underpass that connects Dee Street to the west of the A12, adjacent to Balfron Tower, will also be upgraded. Collectively, alongside public realm improvements to Dee Street this will better the pedestrian experience and strengthen east-west connections.
- Transforming Abbott Road into a Healthy Street and a vital pedestrian and cycle friendly connection, with traffic calming to support safer vehicular movement
- The Proposed Development also improves permeability and connections through the Site with two new north-south routes: Community Lane and Enterprise Yard, and the upgrading of the existing north-south route Aberfeldy Street.
- East-West permeability has been improved by reinstating the Victorian street pattern of Dee Street, Ettrick Street and Blair Street.
- A child-friendly neighbourhood that focuses on health and play for the first time in London creating a network of connected green spaces, where are safe for children to play out, and where young people feel welcome and included, and linked by pedestrian and cycle priority routes which promote and encourage active and healthy lifestyles.

Alongside these substantial route and infrastructure improvements, a series of new and upgraded existing open spaces dramatically improve the public realm for residents and visitors alike. These include Highland Place, a new public park at the heart of the Aberfeldy Village Masterplan, which marks the convergence of the masterplan threads and the transformed pedestrian and cycle underpass connection under the A12. This park is linked to the upgraded Leven Road Open Space, Jolly's Green and Braithwaite Park and creates a strong green connection with East India Green for the first time. In addition, a new market square is created at the end of the High Street, opposite the local landmark of St Nicholas Church.

The Aberfeldy Village Masterplan will be a truly mixed-use neighbourhood with a revitalised High Street and local centre at its heart, running north-south along the existing route of Aberfeldy Street from Blair Street in the south to Abbott Road in the north. It will act as an important connection between the most recent Phase (3b) of the previously approved Aberfeldy Village Masterplan and this new masterplan. A variety of uses will be found along the Aberfeldy Street including retail, food and beverage, community, and smaller independent shops.

Alongside new homes, open space and the revitalised Aberfeldy Street, Enterprise Yard creates employment opportunities and space for creative industries and enterprise. It has been designed as a continuation of the successful Poplar Works development along Nairn Street, which offers workspaces to fashion graduates and local independent businesses, bringing fashion back to its East London home.

In its entirety, this new masterplan will transform the Aberfeldy and Nairn Street neighbourhood and the surrounding wider area from Chrisp Street to the River Lea. It has its community, its young and old at its centre and is an opportunity to lead the way in exemplary regeneration, for others to follow.

This Masterplan Design and Access Statement shows the proposals for the illustrative masterplan which delivers 1595 homes.

The illustrative masterplan includes the Phase A information set out in the Detailed Proposals for 277 homes, which is fixed through the Detailed Planning aspect of this hybrid application. However, the building envelopes within the remaining phases B – D of the Outline Proposals are fixed through the maximum parameters set out in the Parameter Plans, notably:

- Drawing 3663 - LB - ZZ - OO - DR - A - 000021: Building Plots
- Drawing 3663 - LB - ZZ - OO - DR - A - 000031: Building Heights

Further detail regarding the design of these buildings is clearly set out and controlled through the Design Code.

As such, the residential capacity of the masterplan could be increased beyond that shown in the illustrative proposals, within these maximum parameters and in compliance with the Design Code, to deliver up to a total of 1628 homes across the Aberfeldy Village Masterplan for which this hybrid planning application seeks approval.

The team

Crafting the masterplan together

Ecoworld and Poplar HARCA, as the joint partners of Aberfeldy New Village LLP, have commissioned Levitt Bernstein with a team of expert designers and consultants to recast the previously approved Aberfeldy Village Masterplan, drawing in the Nairn Street Estate to the north of Aberfeldy, Balmore Close, Abbott Road, Blairgowrie Court, Braithwaite Park, and Leven Road Open Space.

As masterplanners, Levitt Bernstein have led the design team including LDA as landscape architects, Velocity as transport consultants, DP9 as planning consultants, and ZCD Architects as play and youth engagement specialists. The design team also includes a range of other specialist consultants as shown in the adjacent list.

Morris + Company joined the design team following Stage 1 as Phase A Architects to lead on the first phase of the masterplan which forms the Detailed Proposals of this hybrid planning application. Morris + Company and Levitt Bernstein have worked closely alongside the team of consultants to deliver this application.

<p>Levitt Bernstein People.Design Masterplanners and Architect</p>	<p>RW Wind Consultant</p>	<p>CIRCLE Cost Consultant</p>
<p>MORRIS+COMPANY Phase A Architect</p>	<p>parmarbrook Flood Risk Consultant</p>	<p>Greengage Ecology and Sustainability Consultant</p>
<p>L D A DESIGN Landscape Architect</p>	<p>DS2 Viability Consultant</p>	<p>AnsteyHorne Rights of Light Consultant</p>
<p>ZCD Architects Play and Recreation</p>	<p>BAILY GARNER Principal Designer</p>	<p>ELEMENTA Fire Consultant</p>
<p>VELOCITY Transport Consultant</p>	<p>Quod Education Consultant</p>	<p>HATCH Socio-economic Consultant</p>
<p>dp9 Planning Consultant</p>	<p>TRIUM EIA Consultant</p>	<p>THAMES VALLEY ARCHAEOLOGICAL SERVICES Archaeology Consultant</p>
<p>PETER STEWART CONSULTANCY Townscape Consultant</p>	<p>Lowick Communications and PR</p>	<p>CYCLING SCORE Cycling Consultant</p>
<p>KMHeritage Heritage Consultant</p>	<p>AD Retail and Commercial Consultant</p>	<p>BLACK POINT DESIGN Visualisation</p>
<p>gia Daylight and Sunlight Consultant</p>	<p>MEINHARDT Structural and Civils, MEP</p>	<p>millerhare Visual Impact Assessment</p>
<p>Pinsent Masons Legal</p>	<p>entran environmental & transportation Air Quality and Acoustic Consultant</p>	<p>LCL Lord Consultants Inclusive Design Access Consultant</p>
<p>tma Arboriculture Consultant</p>		

Fig.2 Design team

The Site

A ground breaking masterplan that can create the greatest possible benefit for the wider neighbourhood

Existing outline planning permission

The adjacent aerial photograph shows the boundary for the approved Outline Planning Application, which was granted permission in 2012. Phases 1, 2 and 3a of the previously approved Aberfeldy Village Masterplan have been completed on site and are now occupied. Phase 3b is currently on site. These are shown in pink.

New masterplan scope

The new red boundary line and scope for the new Aberfeldy Village Masterplan includes land to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the south west of Abbott Road. More specifically, this includes the extant phases 4, 5 and 6 of the Outline Planning Permission (OPP) for the previously approved Aberfeldy Village Masterplan which comprises existing affordable homes and the retail and community uses on Aberfeldy Street. In addition, the site also includes Kilbrennan House, Blairgowrie Court, numbers 33-35 Findhorn Street and the Nairn Street Estate. The two local green spaces of Braithwaite Park and Leven Road Open Space situated along Abbott Road, alongside Jolly's Green, have also been included for their enhancement

Annotations on the aerial photograph identify the area's current major landmarks, green spaces and routes, all of which are discussed later in this report.

- Site boundary
- Aberfeldy Village built phases 1-3
- Aberfeldy Village OPP phases 4-6

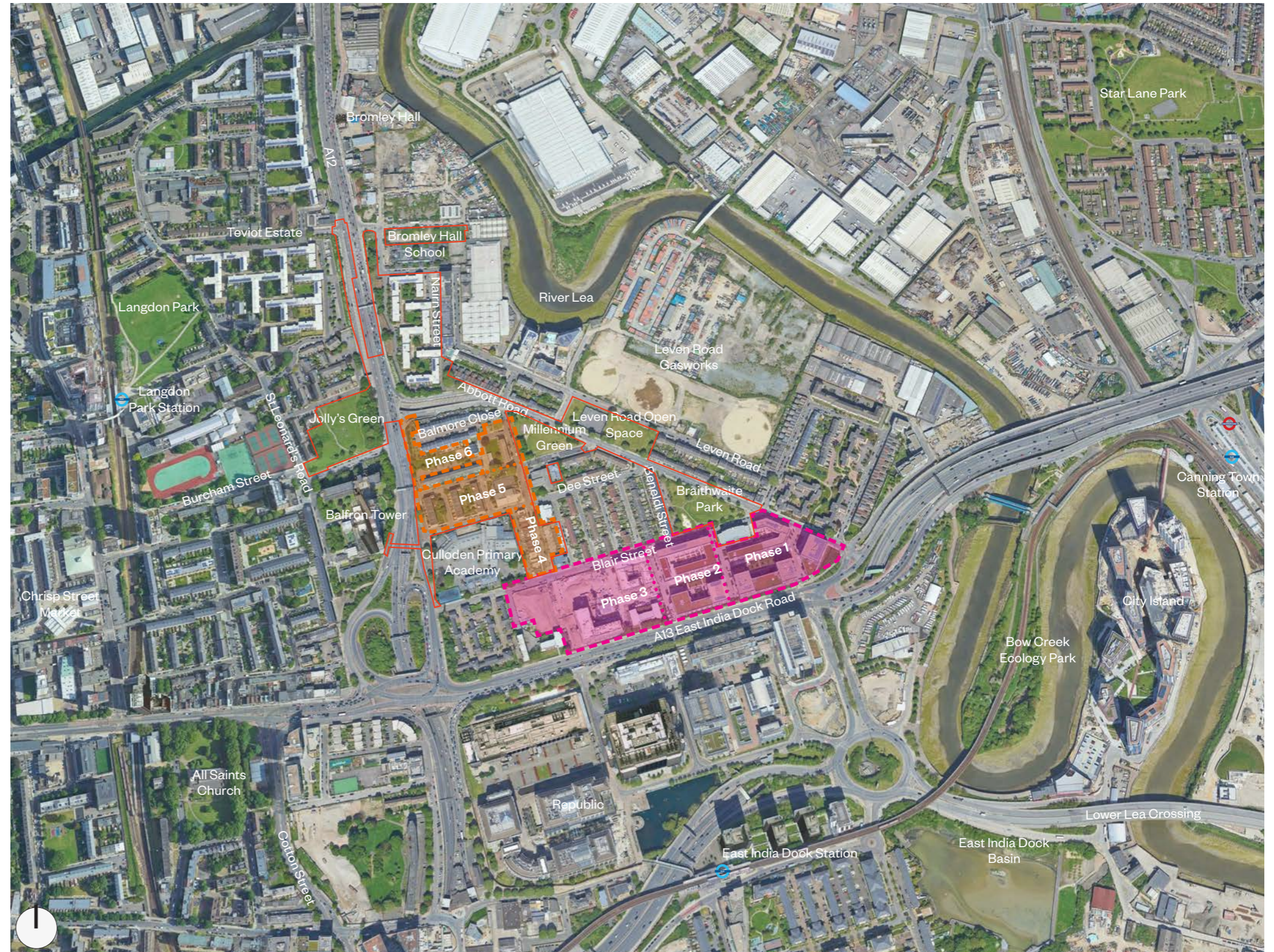


Fig.3 Site location plan

The Site

Phase A

Phase A is the first phase of the new Aberfeldy Village Masterplan and, as such, forms the Detailed Proposals of the hybrid planning application. A separate Design and Access Statement for the Detailed Proposals is included as part of this hybrid planning application.

The location of Phase A is illustrated on the adjacent Site plan. Phase A includes land at Lochnagar Street and the Allotments in the north of the Site; land along Aberfeldy Street and adjacent to St. Nicholas Church; the Site of the existing GP surgery; and land along Blair Street adjacent to Braithwaite Park which completes a courtyard building in the earlier Phase 1 of the previously approved Aberfeldy Village Masterplan. Improvements to the existing open spaces of Leven Road Open Space and Braithwaite Park are also included within Phase A.



Further information on Phase A can be found within the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company, and supporting consultant reports.



Fig.4 Phase A location plan

Hybrid planning application

Application structure

The adjacent diagram illustrates the structure of the hybrid planning application for the new Aberfeldy Village Masterplan.

Hybrid application

This Design and Access Statement relates specifically to the Masterplan, as set out on the following page, and should be read in conjunction with the Design and Access Statement: Detailed Proposals, the Design Code, Application Drawings, Parameter Plans and Design Specification submitted as part of the Aberfeldy Village Masterplan hybrid planning application.

- The Masterplan Design and Access Statement, Design Code and Parameter Plans constitute the Outline Proposals of the application.
- The Design and Access Statement: Detailed Proposals and Application Drawings comprise the Detailed Proposals for the first phase, Phase A, of the Proposed Development.

Supporting documents

A series of additional documents prepared by the design team support both the Outline and Detailed Proposals. These set out the technical strategies for future development of the application Site and help to ensure a robust and deliverable masterplan. A full list of supporting documents are set out in the schedule of documents in the adjacent diagram.

Surveys

Various site surveys have been commissioned throughout the design process which in turn have been fed into the design. These have included topographic surveys to understand site levels, tree surveys and utilities surveys to determine existing service routes and inform the SuDS strategy.

Future phases

Design proposals for future phases of the Aberfeldy Village Masterplan must come forward as a Reserved Matters application and should follow the guidance set out in the Parameter Plans, Design Code and the Development Specification.

Please note:

- All references to the Design and Access Statement: Detailed Proposals, Design Code and Tall Buildings Statement throughout this report refer to Revision A of these documents.
- All references to the Parameter Plans refer to Revision 1 dated April 2022.
- For other supporting documents please refer to either Revision A or the original document in addition to the Addendum document, as set out in the Planning Application Documents and Drawing Schedule dated April 2022.

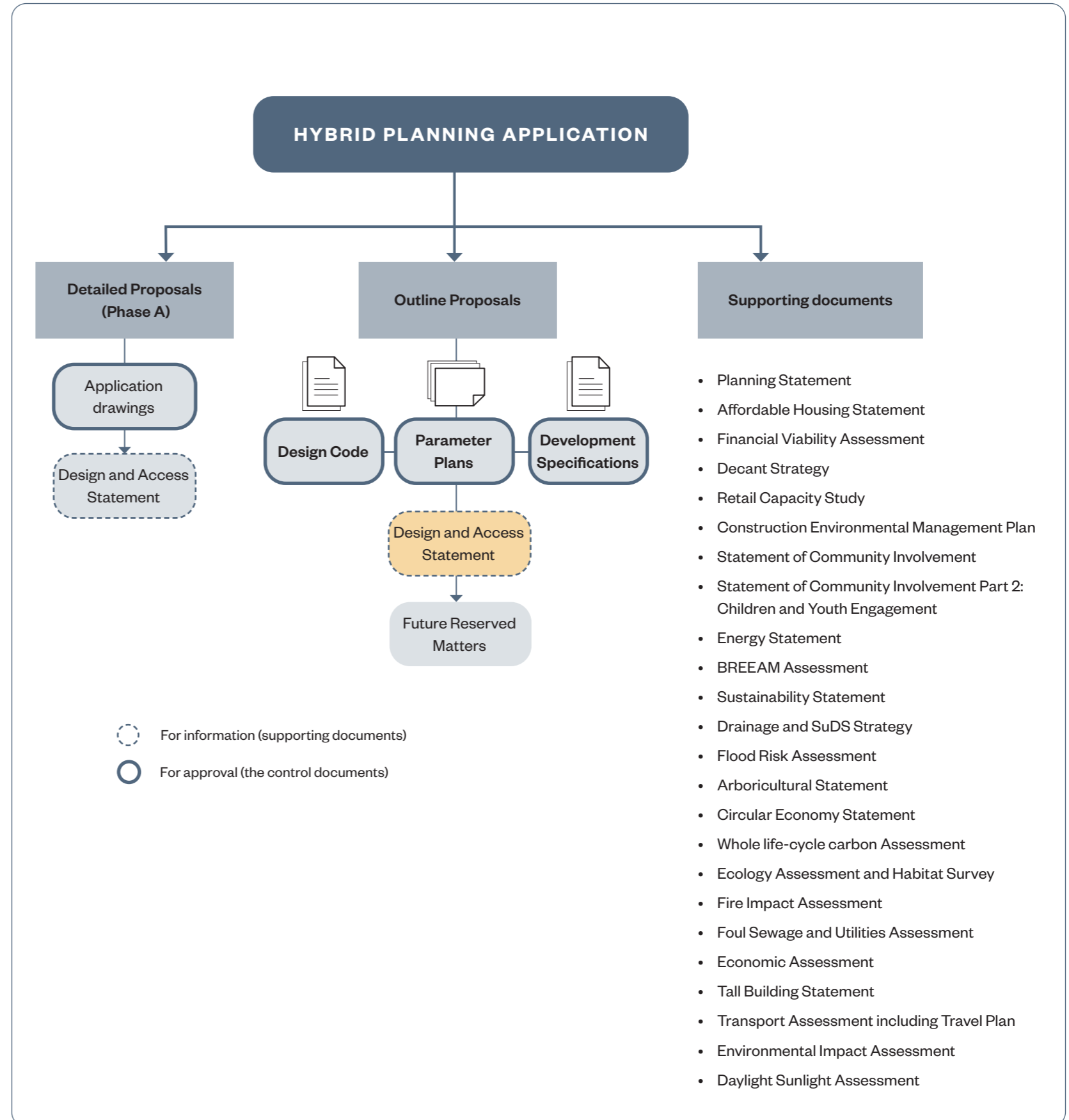


Fig.5 Structure of the planning application

Report structure

Design and Access Statement

This Design and Access Statement aims to provide background and context information about the Site, and illustrative material about the Proposed Development to support the Design Code, Parameter Plans and Development Specification submitted as part of this hybrid planning application.

This report is structured into nine chapters covering information about the application structure, the Site and detailed analysis of its existing condition, the masterplan vision and objectives, evolution of the masterplan and the development of the design, a description of the illustrative proposals for the masterplan, and indicative information on buildings and home typologies. A separate chapter on public realm provides detail on the landscape strategy, open space and play space. The final chapter on technical strategies extracts key information from supporting technical reports which are integral to the success of the masterplan.

In summary, the chapters of this Design and Access Statement are as follows.

- Chapter 1: Introduction
- Chapter 2: The Site
- Chapter 3: Analysis of Aberfeldy
- Chapter 4: Vision and Masterplan Development
- Chapter 5: The Masterplan
- Chapter 6: Buildings
- Chapter 7: Public Realm

- Chapter 8: Inclusive Design
- Chapter 9: Technical Strategies
- Appendix A: Underpass and Slip Road Technical Note
- Appendix B: Elevational analysis of Balfron Tower

For detailed information relating to Phase A of the masterplan, a separate Design and Access Statement is included as part of the hybrid planning application. Both this document and the Design and Access Statement: Detailed Proposals should be read in conjunction with other technical documents and reports.

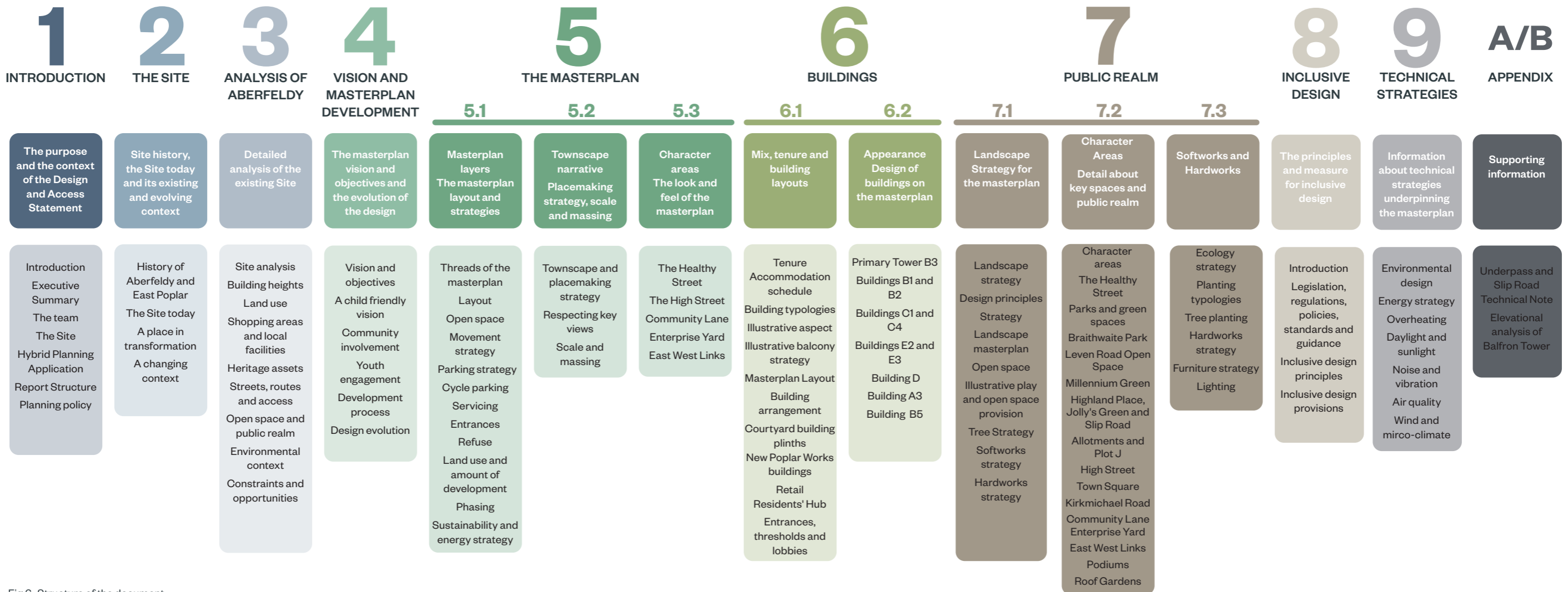


Fig.6 Structure of the document

Planning policy

Local, London and National policy and guidance

This application has been developed having regard to relevant policy documents from a local to a national scale. These include:

Local policy and guidance

- London Borough of **Tower Hamlets Local Plan 2031**, adopted January 2020 setting out the strategy for managing growth in the borough over the next 15 years.
- The emerging London Borough of Tower Hamlets **Leaside Area Action Plan** which will set out a strategy for growth and regeneration in the area from now until 2031. The AAP area includes Aberfeldy Village, the application Site for the new Aberfeldy Village Masterplan and its immediate surroundings. Regulation 18 consultation on the AAP has been completed and an updated version of the AAP has been prepared. Further consultation has taken place and closed on the 11th February 2022. The Applicant has been involved in the AAP consultation process to ensure that the application for the new Aberfeldy Village Masterplan is in line with the aspirations of the emerging AAP. Reps have been submitted by LLP.
- London Borough of Tower Hamlets **High Density Living Supplementary Planning Document**, adopted December 2020. This guidance seeks to provide a clear design vision and set expectations for future development in the Borough and ensure that future high density homes and tall buildings support good quality of life for all residents living and working in these buildings.
- The emerging London Borough of Tower Hamlets **Tall Buildings Supplementary Planning Document** which, when adopted, will guide and influence the design and planning of tall buildings across the borough. Early engagement to gather evidence for the draft SPD was undertaken in early 2021, and formal consultation on the Draft SPD has now taken place (closed on 4th March 2022). Reps were submitted by the LLP.

London policy and guidance

- The new **London Plan**, adopted March 2021, which sets out the framework for how London will develop over the next 20-25 years and the Mayor's vision for Good Growth.
- The **Housing Supplementary Planning Guidance**, adopted March 2016 which provides guidance on strategic policies including housing supply, density, housing standards and viability.
- The emerging **GLA Good Quality Homes for all Londoners**, a suite of documents that provides guidance on ensuring land is used in the best way to deliver the right quantity of new housing, at the right quality, in the right place and embedding high quality design at the centre of housing delivery. The documents were consulted on in winter 2020-2021 and these responses are being analysed to inform the final version of the guidance.

National policy and guidance

- The revised **National Planning Policy Framework**, published July 2021, which sets out the government's planning policies for England and how these are expected to be applied.
- The **National Design Guide**, published January 2021, which illustrates how well designed places that are beautiful, enduring and successful can be achieved in practice through the ten characteristics of good design.
- The **National Model Design Code (NMDC)**, published July 2021, provides detailed guidance on the production of design codes, guides and policies to promote successful design. The NMDC provides a toolkit to guide local authorities on the design parameters and issues that need to be considered and tailored to their own context, whilst also placing an expectation on involving communities throughout design code preparation.

Child friendly policy and guidance

The vision for the new Aberfeldy Village Masterplan, which places child friendliness at its heart, is supported by current and emerging policy and guidance at a London and Borough level, as well as best practice gathered from ZCD Architects research and advocacy as child friendly experts.

London policy and guidance

Excerpt from the 2021 London Plan Section S4: Play and informal recreation:

'B Development proposals for schemes that are likely to be used by children and young people should:

1. Increase opportunities for play and informal recreation and enable children and young people to be independently mobile
2. For residential developments, incorporate good-quality, accessible play provision for all ages, that:
 - a) can be accessed safely from the street by children and young people independently
 - b) forms an integral part of the surrounding neighbourhood
3. Incorporate accessible routes for children and young people to existing play provision, schools and youth centres, within the local area, that enable them to play and move around their local neighbourhood safely and independently

4. For large-scale public realm developments, incorporate incidental play space to make the space more playable'

In addition, the GLA's draft Housing SPD and Making London Child Friendly report, both published in 2020, promote good connections between play spaces so that children can independently access them.

Local policy and guidance

London Borough of Tower Hamlets draft SPD: Designing for high density living:

Design Guideline 6

'Public realm including streets should be designed to prioritise the pedestrian and cyclists and encourage incidental play. All play space should be adjacent to or integrated with other public uses including communal amenity space, indoor community rooms or commercial uses.'

The pre-application process

Throughout the design process and in the production of this hybrid planning application, the Applicant and the design team have been engaged with the London Borough of Tower Hamlets (LBTH) and the Greater London Authority (GLA) through the Pre-Application process. A timeline of engagement and meetings held with both LBTH and the GLA is set out in Development Process included within Chapter 4 of this document on pages 83 and 84.



Further information about Planning Policy is set out in the **Planning Statement** prepared by DP9 which supports this application.

Legislation, regulations, policies, standards and guidance

Key documents that guide the design team's decisions about access and inclusion provisions for the proposed development are listed below.

The illustrative scheme, including any indicative building layouts, are provided for information only. The illustrative scheme has been designed in accordance with current relevant design documents and guidance and demonstrates one way in which the Aberfeldy Village Masterplan could be delivered. Further development of phases within the outline application area will respond to any applicable updates or revisions to relevant design documents and guidance. Approval for these phases will be secured through future reserved matters applications.

Equality Act

The Equality Act does not set out criteria that buildings need to comply with; it exists to protect people's right not to be discriminated against. Compliance with Part M of the Building Regulations does not imply compliance with the Equality Act though it goes towards meeting duties under the Equality Act. Some of the information within the inclusive design statement in Chapter 8 (and the subsequent building regulations application access statement) will inform an access management plan, which will assist its future operation in relation to the operator's obligations under the Equality Act.

National Housing Standards

The 2015 Building Regulations Part M supersedes the various residential access standards and guidance (including Lifetime Homes, the Wheelchair Housing Design Guide and any local residential standards) that could be applied to residential developments prior to October 1, 2015.

A new edition of Approved Document M was published in March 1, 2016, incorporating various minor amendments. Volume 1 defines three 'Optional Categories' for accessible dwellings:

- M4(1) Category 1: VISIBLE dwellings;
- M4(2) Category 2: Accessible & adaptable dwellings
- M4(3) Category 3: Wheelchair user dwellings

Regulation M4(1) is mandatory for all new dwellings across England in the absence of any local authority requirements.

Optional requirements M4(2) and M4(3) are mandatory when the Local Planning Authority impose them on projects as a planning condition.

The London Plan was revised to reflect changes to the National Planning Policy Framework and enable local authorities to require Optional Categories 2 and 3 of Part M without having to update their policies to do so. This is explained in the Mayor of London's Housing Policy Transition Statement (May 2015):

- 90% of new housing to meet optional requirement M4(2) - Category 2 of Building Regulations;

- 10% of new housing to meet optional requirement M4(3) - Category 3 of Building Regulations.
- Category 1 is not applicable to any new residential developments in London boroughs.

Each London Borough will set out the requirement for new housing in Local Development Frameworks, and these should conform to the London Plan. London boroughs are not allowed to have their own variations. Where a borough requires a higher design standard this should only be requested to meet the needs of a specific individual and therefore should only be required of a home where a local authority allocation policy applies.

Building Regulations and British Standards

Building Regulations Part M as described in Approved Document M Volumes 1 and 2 represents the minimum standard of accessibility that the Development should meet.

Any solutions proposed that are different to those described in Approved Document M must provide an equal or greater level of accessibility and are justified where necessary within this Access Statement.

The following Approved Documents and British Standards are key references for the access strategy of the Proposed Development:

- The Building Regulations 2010, Access to and Use of Buildings, Approved Document M, Volume 1: Dwellings, 2015 with 2016 Amendments;
- The Building Regulations 2010, Access to and Use of Buildings, Approved Document M, Volume 2: Buildings other than Dwellings, 2015;
- The Building Regulations 2010, Fire safety, Volume 1: Dwelling houses, Approved Document B (2006 edition incorporating 2010 and 2013 amendments), HMSO, 2013;
- The Building Regulations 2010, Fire safety, Volume 2: Buildings other than Dwelling houses, Approved Document B (2006 edition incorporating 2007, 2010 and 2013 amendments) HMSO, 2013;
- The Building Regulations 2010, Protection from Falling, Collision and Impact, Approved Document K, HMSO, 2013;
- British Standard 8300:2018 Design of an accessible and inclusive built environment. Part 1: External Environment, and Part 2: Buildings, Code of Practice, British Standards Institution 2018; and
- British Standard 9999:2017 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2018.

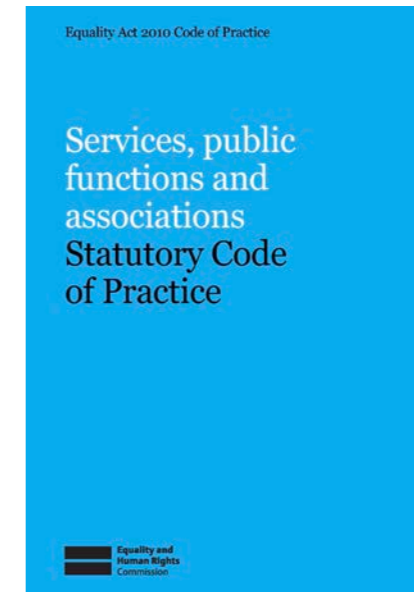


Fig.7 Equality Act Code of Practice

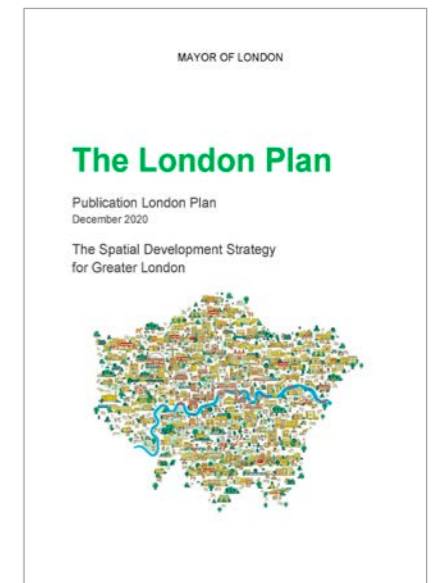


Fig.8 London Plan 2021

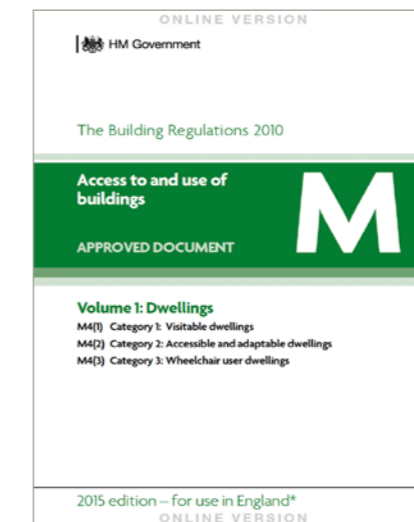


Fig.9 Building Regulations Approved Document M Vol 1: Dwellings



Fig.10 Building Regulations Approved Document B Vol 1: Fire Safety

2

THE SITE

History of Aberfeldy and East Poplar

Built form evolution

Making the invisible, visible: revealing the history of the Site to enhance the character and identity of the Aberfeldy neighbourhood

The maps and photographs across the following pages illustrate the historical evolution of Aberfeldy and East Poplar between the 1880s and present day, illustrating the change in use of the land and the changes in the built form and urban grain. The impact of the war was significant in this area, as can be seen by the bomb damage map on page 16.



Fig.11 Historic map from 1845

c. 1845

Before the end of the 19th Century, the Site adjacent to East India Docks where Aberfeldy Estate and Nairn Street Estate are currently located, was marshland. This land was owned by the McIntosh Family, who worked on the nearby docks.

Towards the end of the 19th Century the family developed the land to start building homes for the dock workers.

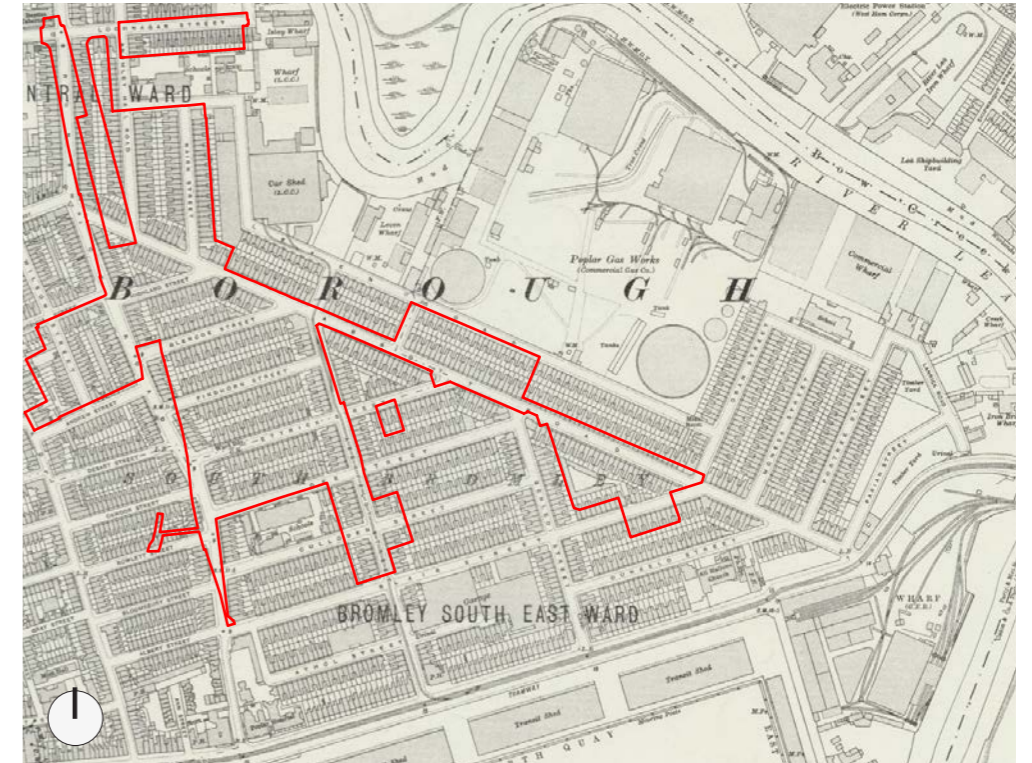


Fig.12 Historic map from 1892

1892-1914

In the early 20th Century the Site was covered by Victorian terraced houses for the dock workers. The Site had a clear street pattern, notably its east west connections, and was well integrated with the residential neighbourhood to the west.

Aberfeldy Street had a tram line that connected East India Road to the south with the Tram Depot to the north along the Lea River. The map above also shows Poplar Gasworks to the east of the Site.

History of Aberfeldy and East Poplar

Pre-war historical images

The photographs on this page illustrate how the Site looked before the war.



Fig.13 View along Abbott Road which was a bus route pre-war and continues to be today



Fig.14 Poplar Hospital on East India Dock Road



Fig.15 View along Abbott Road showing traditional terraced housing, some of which remains today



Fig.16 Traffic along Blair Street to the south of the Site



Fig.17 East India Dock Road, now the A13



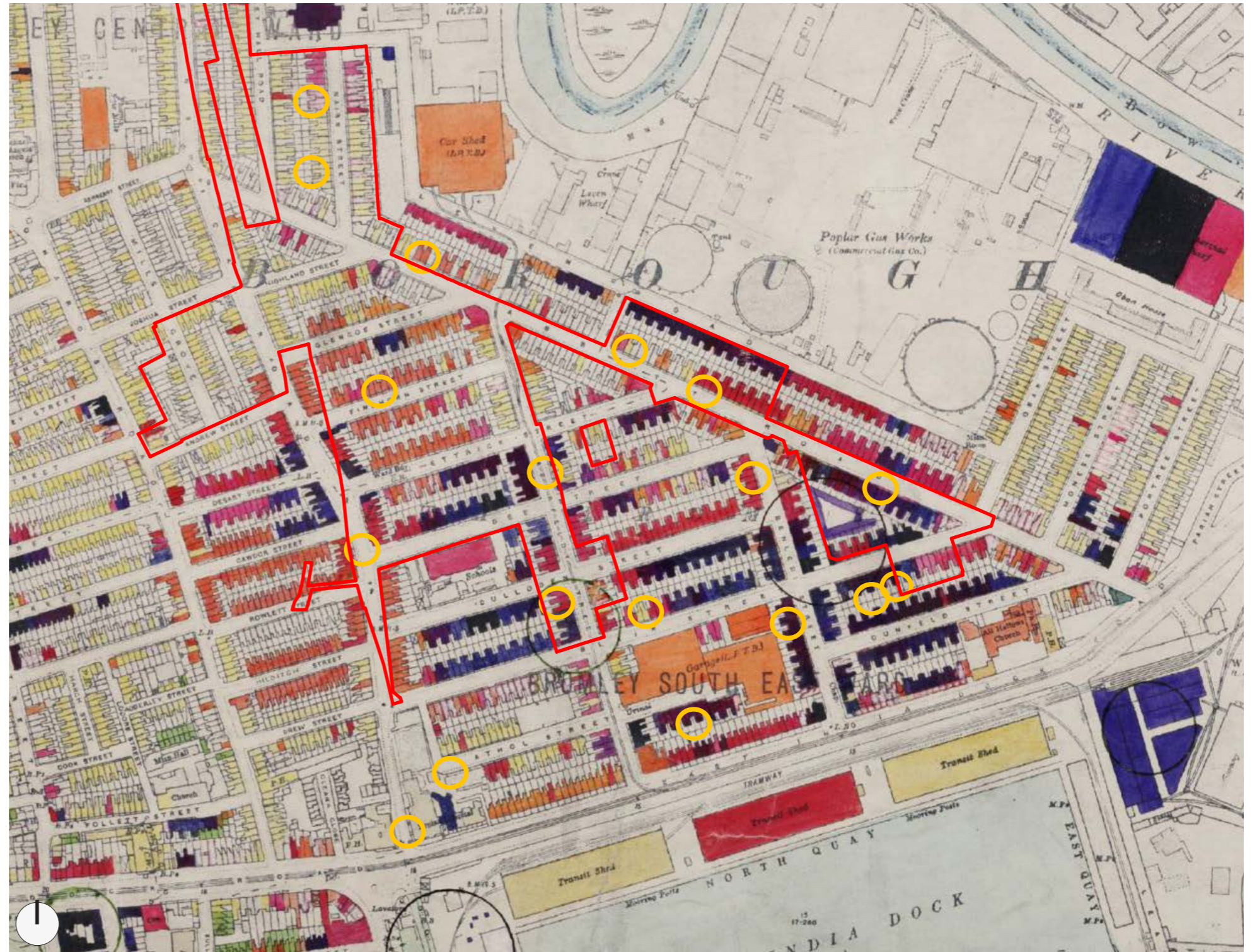
Fig.18 The Aberfeldy Tavern, located at 357 East India Dock road and Aberfeldy Street, was damaged by bombs in 1941

History of Aberfeldy and East Poplar

WWII Bomb Damage Map

The Site was heavily bombed in World War II with many high explosive bombs and parachute mines causing extensive damage to the built form. The adjacent bomb damage map shows the extent of damage to street properties. In particular those along Blair Street, Dunfield Street and Culloden Street were completely destroyed.

Following the war, the area was to undergo rapid and significant change.



- Site boundary
- Total destruction
- Damaged beyond repair
- Seriously damaged - doubtful if repairable
- Seriously damaged - repairable at cost
- General blast damaged - not structural
- Blast damage - minor in nature

Fig.19 Bomb damage map: extract from Ward, L. (2015) The London County Council Bomb Damage Maps, 1939-1945

History of Aberfeldy and East Poplar

Built form evolution

As illustrated in figure 14 on the previous page, the area was significantly affected during the war. After the war the area began to undergo change in terms of its built form, which has had a lasting impact on the Site today. These changes are set out across this page.

This detailed analysis of the historical built form has informed the street network of the Proposed Development, set out later in this document.

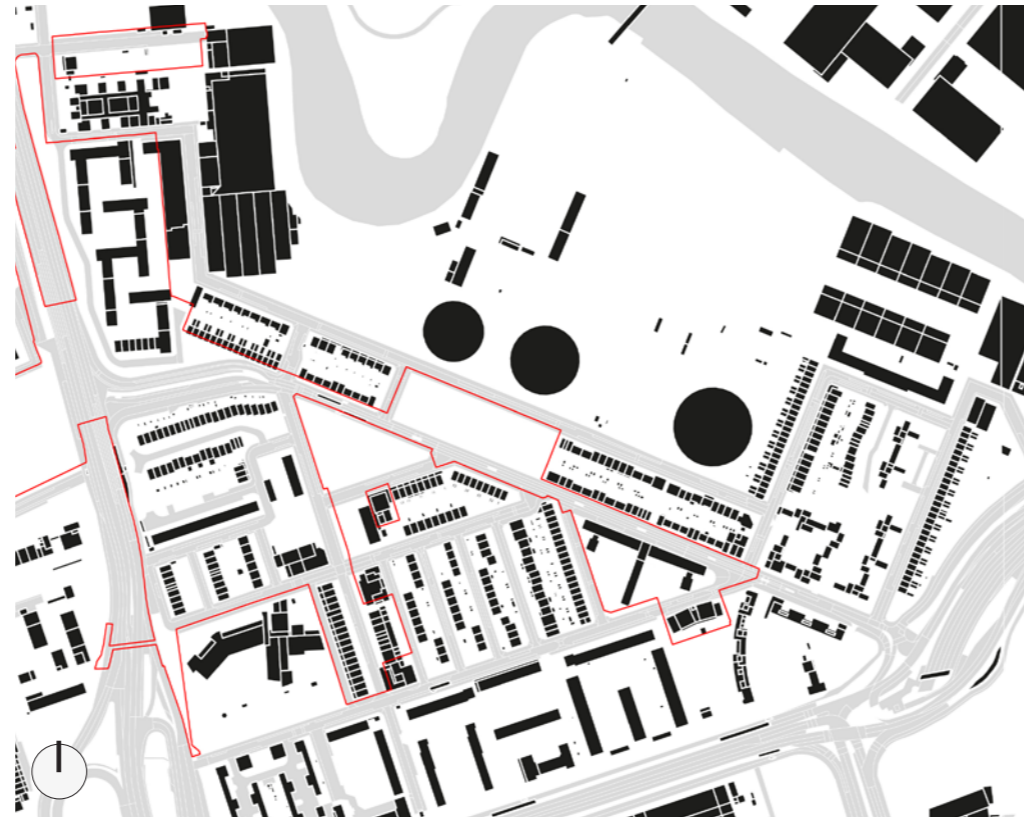


Fig.20 Map showing the built form post world war II

Post World War II

This map illustrates the area following the war and shows significant changes to the area, some of which remain and characterise the Site today:

- Two major roads, the A12 and A13, were introduced during the 20th Century, forming physical barriers in the area, and isolating the Aberfeldy area from the rest of the Borough.
- The A12 followed the route of Brunswick Street, a historic pre-war connection.
- In the early 20th Century, Culloden Primary Academy was built on the bomb damaged site of Culloden Street, adjacent to the A12.
- The Aberfeldy Estate and Nairn Street Estate were built in the mid 20th Century, following the typical design principles and architectural approaches of that time. The new street pattern and building layouts did not follow the historic grain of the former Victorian terraces. Instead a less permeable area with long linear block of flats and maisonettes was created.



Fig.21 Map showing the built form in 2019

2019

The image above shows the Aberfeldy Estate and the Site in 2019. Key changes up to this point included:

- In 2012 planning permission was granted to develop the Aberfeldy Estate, north of the A13. To date, Phase 1, 2 and 3a of the previously approved Aberfeldy Village Masterplan have been completed and are occupied. Phase 3b is currently on site and due for completion within the next year.
- Phases 1-3 of the previously approved Aberfeldy Village Masterplan help to reinstate a clearer, more legible street pattern, as well as deliver high quality homes with access to new outdoor amenity spaces such as East India Green, a new linear public space at the heart of Aberfeldy Village.
- Around 2010, the gas holders were decommissioned and demolished at the Poplar Gasworks site, and the Leven Road Gasworks development emerged.

History of Aberfeldy and East Poplar

Post-war historical images

The photographs on this page illustrate the Site post war and show the extent of the bomb damage.



Fig.22 The view from Blair Street towards Poplar Gasworks, showing bomb damage in the foreground



Fig.23 Dee Street



Fig.24 Aberfeldy Tavern c.1959



Fig.25 Aerial view from Abbott Road towards the new residential estate



Fig.26 Aberfeldy Street c.1954

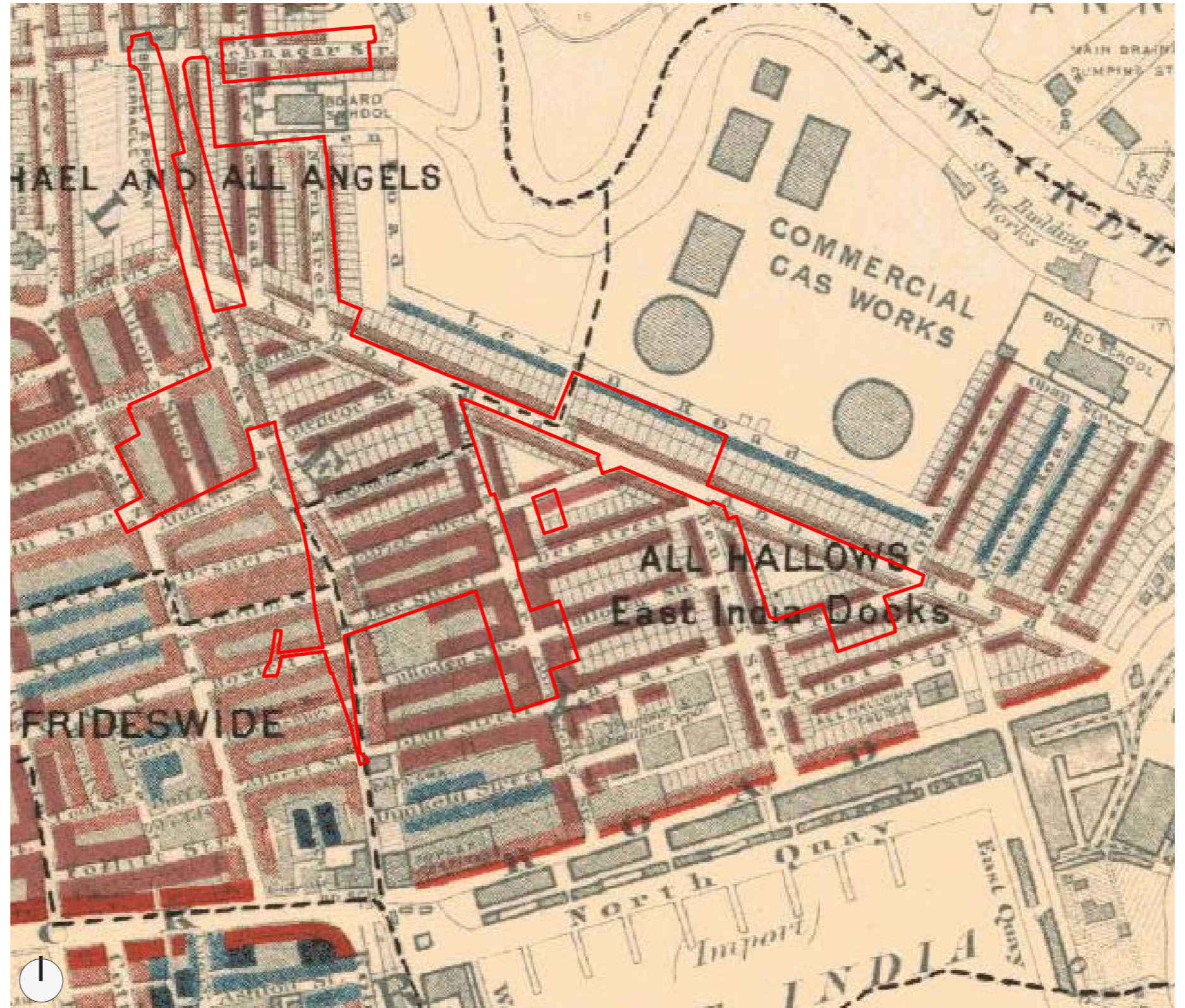


Fig.27 Aberfeldy Street c.1966

History of Aberfeldy and East Poplar

Poverty map

The adjacent image is the Charles Booth Poverty Map showing data from 1898 to 1899. During the Victorian era, the Site was built out with terraced homes for dock workers which led to households of a mix of different incomes residing in the neighbourhood. Along the eastern edge, on Leven Road, poorer communities lived. To the west of Abbott Road, the map shows homes of the 'fairly comfortable' class.



- Site boundary
- Lowest class. Vicious, semi-criminal
- Very poor, casual. Chronic want.
- Poor. 18s. to 21s. a week for a moderate family.
- Mixes. Some comfortable others poor.
- Fairly comfortable. Good ordinary earnings.
- Middle class. Well-to-do.
- Upper-middle and upper classes. Wealthy.

Fig.28 Charles Booth Poverty Map 1898-1899

The Site today

The existing Site condition

The Aberfeldy Estate is located in Lansbury ward in the south-east of Tower Hamlets. As a result of its location, Aberfeldy is one of the most physically and geographically segregated parts of the Borough, with the A12 and A13 road networks separating the estate from the rest of Poplar and Blackwall.

The Site is located to the south of the River Lea and the Leven Road Gasworks site. It is bounded to its west by the A12 and borders Aberfeldy Village and Culloden Primary Academy to the south.

The Site includes:

- Existing homes on the Aberfeldy estate, including the properties and land around Balmore Close
- The Nairn Street Estate to the north and the new Poplar Works development adjacent to the A12
- Land at Lochnagar Street to the north of Bromley Hall School
- Abbott Road and the existing green spaces of Braithwaite Park, Leven Road Open Space and Jolly's Green
- Land along Blair Street, adjacent to Braithwaite Park, which will complete the courtyard building within the built phase of Aberfeldy Village; and
- The existing vehicular underpass, land parallel to the A12 and the pedestrian underpass at Dee Street.



— Site boundary

— Extent of existing Outline Planning Permission for Aberfeldy Village

Fig.29 Aerial photograph showing Site location

The Site today

Site photographs

The photographs across the following pages show the condition of the Site and its immediate surroundings. The walking route of the Site, and location of photographs taken is set out on the adjacent diagram.



Fig.30 Diagram showing the location of the Site photographs

The Site today

Site photographs



1 Fig.31 East India Green, Aberfeldy Village



2 Fig.32 Aberfeldy Street meanwhile initiative



3 Fig.33 View along Dee Street to Balfour Tower



4 Fig.34 Culloden Street and Dee Street



5 Fig.35 Dee Street pedestrian underpass



6 Fig.36 St. Nicholas Church, Aberfeldy Street

The Site today

Site photographs



7 Fig.37 View looking west along Balmore Close



8 Fig.38 Entrance to pedestrian underpass on Abbott Road



9 Fig.39 Pedestrian underpass under the A12



10 Fig.40 Jolly's Green



11 Fig.41 Looking west along Abbott Road and the ramp to the vehicle underpass



12 Fig.42 Nairn Street estate and terraced houses along Abbott Road

The Site today

Site photographs



13 Fig.43 Poplar Works development along Nairn Street



14 Fig.44 Poplar Works development along Nairn Street



15 Fig.45 Bromley Hall School



16 Fig.46 Looking south along Nairn Street



17 Fig.47 Looking south east across Millennium Green



18 Fig.48 MUGA on Leven Road Open Space

The Site today

Site photographs



19 Fig.49 Looking west from Abbott Road across Braithwaite Park

A place in transformation

Aberfeldy Village Phases 1-3

Previously approved Aberfeldy Village Masterplan

The previously approved Aberfeldy Village Masterplan received outline planning consent in 2012. Phases 1, 2 and 3a have been completed on site and are now occupied. Phase 3b is currently on site and is due for completion within the next year.

The key concept for the previously approved Aberfeldy Village Masterplan was to create a series of new routes in and around the Site, a narrative which continues into the proposals for the new Aberfeldy Village Masterplan, as described within these application documents. The completed phases offer a variety of new homes across a series of medium rise, high density courtyard buildings all of which are arranged around a central linear park, East India Green, which features soft planting and informal play spaces. Lower, more domestic scale buildings sit adjacent to the neighbouring estate, whilst taller more robust buildings are located along the A13 to provide a degree of protection to this urban edge.

On site development

Upon completion of Phase 3b, Aberfeldy Village will collectively provide 901 new homes, in addition to extending the non-residential offer of Aberfeldy Street to the south with a pharmacy, new community centre, and health centre. This is in addition to the facilities in earlier phases of the development which include a residents clubhouse and gym.



Fig.50 Communal courtyards with places to relax, meet others and play



Fig.51 Homes fronting onto East India Green

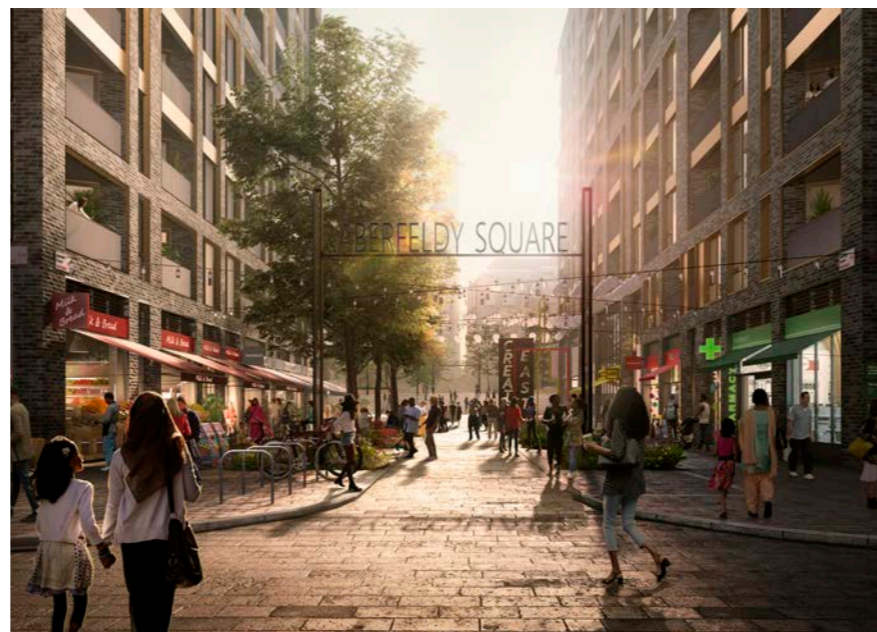


Fig.52 New commercial and community facilities emerging as part of Phase 3b of the masterplan



Fig.53 Vision for Aberfeldy Square, emerging as part of Phase 3b of the masterplan

A place in transformation

Poplar Works

Poplar Works recently opened on the Nairn Street Estate, which forms part of the new Aberfeldy Village Masterplan application Site. It was built on the site of underused garages on the estate which run parallel to the A12, thus they utilise a difficult space to create much needed space for work and culture. There are a total of forty studios over two sites, as well as training spaces, a small production unit and a cafe.

Poplar Works provides studios and workshop spaces for fashion professionals and strives to bring fashion back to its spiritual home in East London, in a hub which will help small businesses to grow as well as creating employment opportunities in Poplar. The goal of Poplar Works is to help people and businesses reach their full potential.

Poplar Works is a partnership between Poplar HARCA, London College of Fashion, UAL and The Trampery. The initiative has been supported by the Mayor of London and is part of the Fashion District.

Whilst Poplar Works brings many benefits to the community in terms of workspace, promoting creativity and supporting students and local businesses, the repurposing of the existing garages has also brought with it a range of additional physical benefits. These include:

- Improvements to noise and air quality along Nairn Street, as the Poplar Works buildings provide a buffer to the A12.
- Aesthetic improvements to the street and the public realm.
- A signifier of change, promoting development in the area which puts the local community and local businesses first.

The success of Poplar Works has been well recognised by the design team and, as such, this initiative will be supported, continued and enhanced through the Proposed Development.



Fig.54 Cafe and informal workspace



Fig.55 Flexible studio spaces located off a communal access deck



Fig.56 Existing garages converted into small studios



Fig.57 Repurposed garages along Nairn Street creating a buffer to the A12

A place in transformation

Aberfeldy Street

The Aberfeldy New Village LLP appointed High Street Works to revitalise Aberfeldy Street. High Street Works is a joint venture between Meanwhile Space and Jan Kattein Architects. High Street Works is working with existing businesses and tenants, and new ones, to create opportunities which inspire Aberfeldy Street to become a bustling social hub again.

Physical Appearance

Aberfeldy Street was transformed by The London Mural Company into a colourful vibrant street. The patterns painted on to the buildings were designed by local people and were inspired by a Bangladeshi tradition of Kantha, which involves recycling old textiles to create something new. This celebrates the area's diverse community and respects its cultural heritage. Murals along Aberfeldy Street celebrate local people who have helped shaped history, for example Tommy Flowers, who the pub is also named after, who was a Post Office engineer and helped develop the worlds first programmable computer, Colossus, during World War II. He grew up on Albert Road near to the Aberfeldy Estate.

Start Here programme

The Start Here programme has also launched, which offers advice, mentoring and support to local businesses and community organisations, in order to help them trial or grown their businesses.

These initiatives have been recognised by the national media and are loved and supported by local residents.



Fig.58 Recently painted murals along Aberfeldy Street

A place in transformation Aberfeldy Street

The photographs across this page show the recent murals along Aberfeldy Street.



Fig.59 Improvements to signage and entrances and wayfinding



Fig.60 Patterns inspired by Kantha



Fig.61 Local businesses such as the Boxing Club and community initiatives such as the People Speak located along Aberfeldy Street



Fig.62 A revitalised street aiming to attract businesses to the area

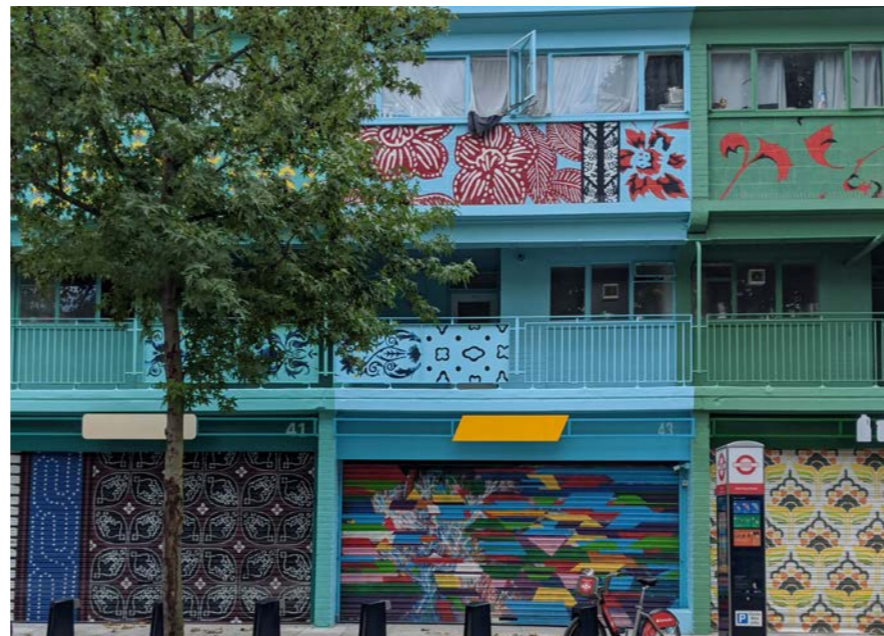


Fig.63 Vibrant colours and patterns along the shop frontage



Fig.64 Tommy Flowers mural

A changing context Development and connections

Aberfeldy is located in an area which is undergoing substantial change. The information set out across the following pages illustrates this changing context. Various developments and connections are emerging in close proximity to Aberfeldy. Whilst these are at varying stages in the planning process, they will significantly change the context of the Site. As such, they must be carefully considered throughout the design process and they present an exciting opportunity for the Site to stitch into these initiatives and benefit the wider neighbourhood.

The diagram opposite shows the wider network of development sites coming forward and those which have proposed built form footprints. It also maps the proposed bridges coming forward along the River Lea which will significantly improve the east-west connectivity of the area. Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Wharf Bridge are of particular importance to the new Aberfeldy Village Masterplan and will allow connectivity to Poplar Riverside Park, the Lea River Park, the Leaway and other local centres. Further information about the Lea River Park is provided on the following page.

- Site boundary
- Development Sites
- Footprints of newly constructed developments
- Footprint of Proposed Developments
- Existing green spaces
- Identified east-west connections
- Streets identified as 'Liveable Streets'
- ➡ Proposed Bridges
- ➡ Newly constructed bridges
- ➡ Silvertown Tunnel
- Crossings to be improved and made pedestrian focused

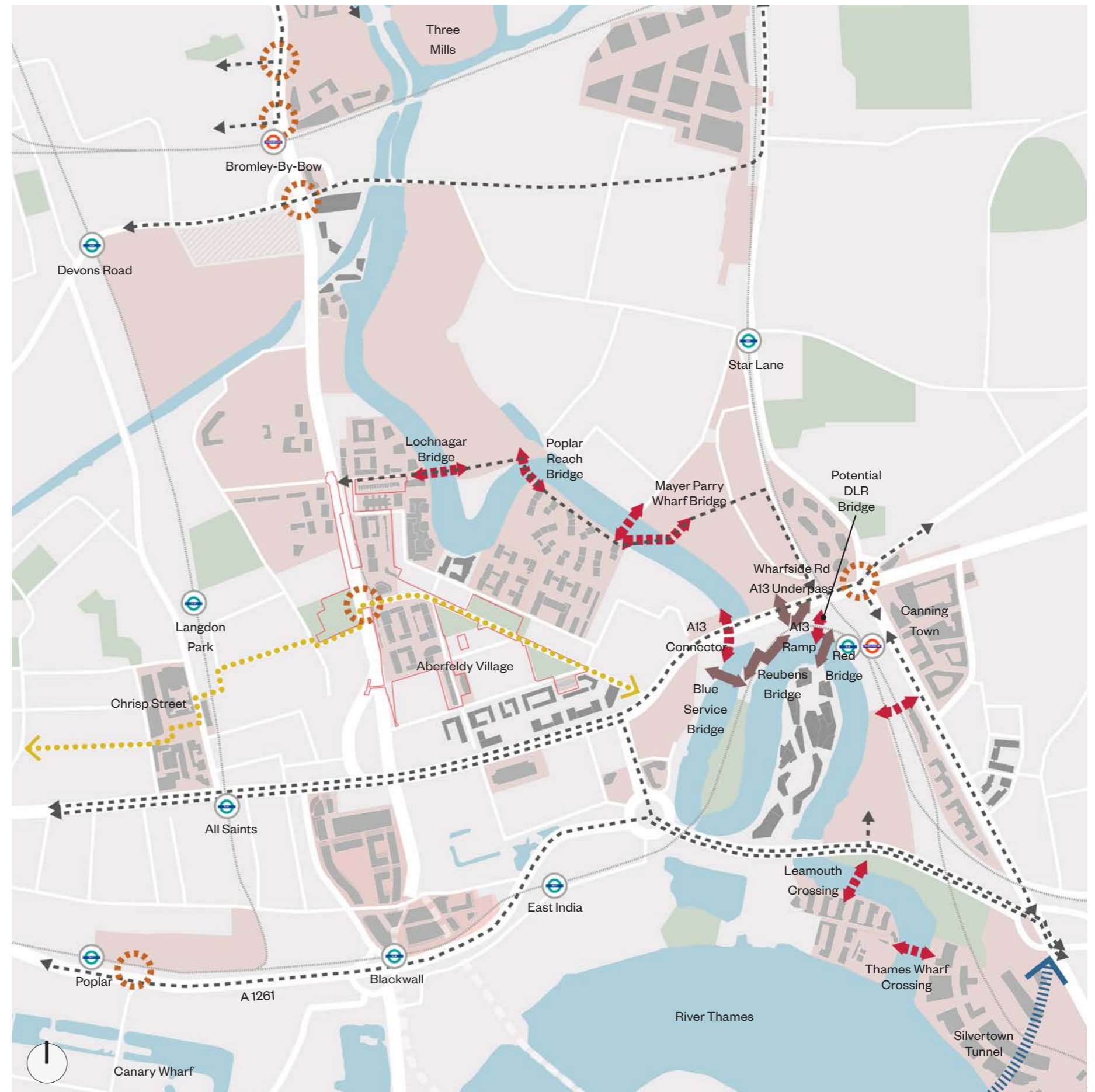


Fig.65 Map showing emerging development and emerging connections

A changing context

The River Lea

The neighbouring boroughs of Newham and Tower Hamlets are working together to consider regeneration along the River Lea and the wider River Lea Park strategy which aims to aid regeneration and address the acute lack of public open space within the area, as set out in the Lea River Park Design Manual. Extracts from this manual are shown on this page.

The emerging Leven Road Gasworks development, which is located adjacent to the Aberfeldy Village Masterplan Site to the north of Leven Road, will include Poplar Riverside Park which is currently under construction and will constitute part of this wider River Lea Park strategy.

This combined approach of realising the River Lea as a leisure asset, and better facilitating recreation opportunities along its duration, combined with improved bridges and connections, will be of value to the Aberfeldy neighbourhood. As such, this has informed the design principles set out in this document which ensure that links and connections to the River Lea, Poplar Riverside Park and the wider River Lea Park are integral to the Aberfeldy masterplan.

Linking public parks and open space, and overcoming the severance caused by the River Lea in this location, will also be important in promoting healthy lifestyles and encouraging the sustainable transport options in the future.

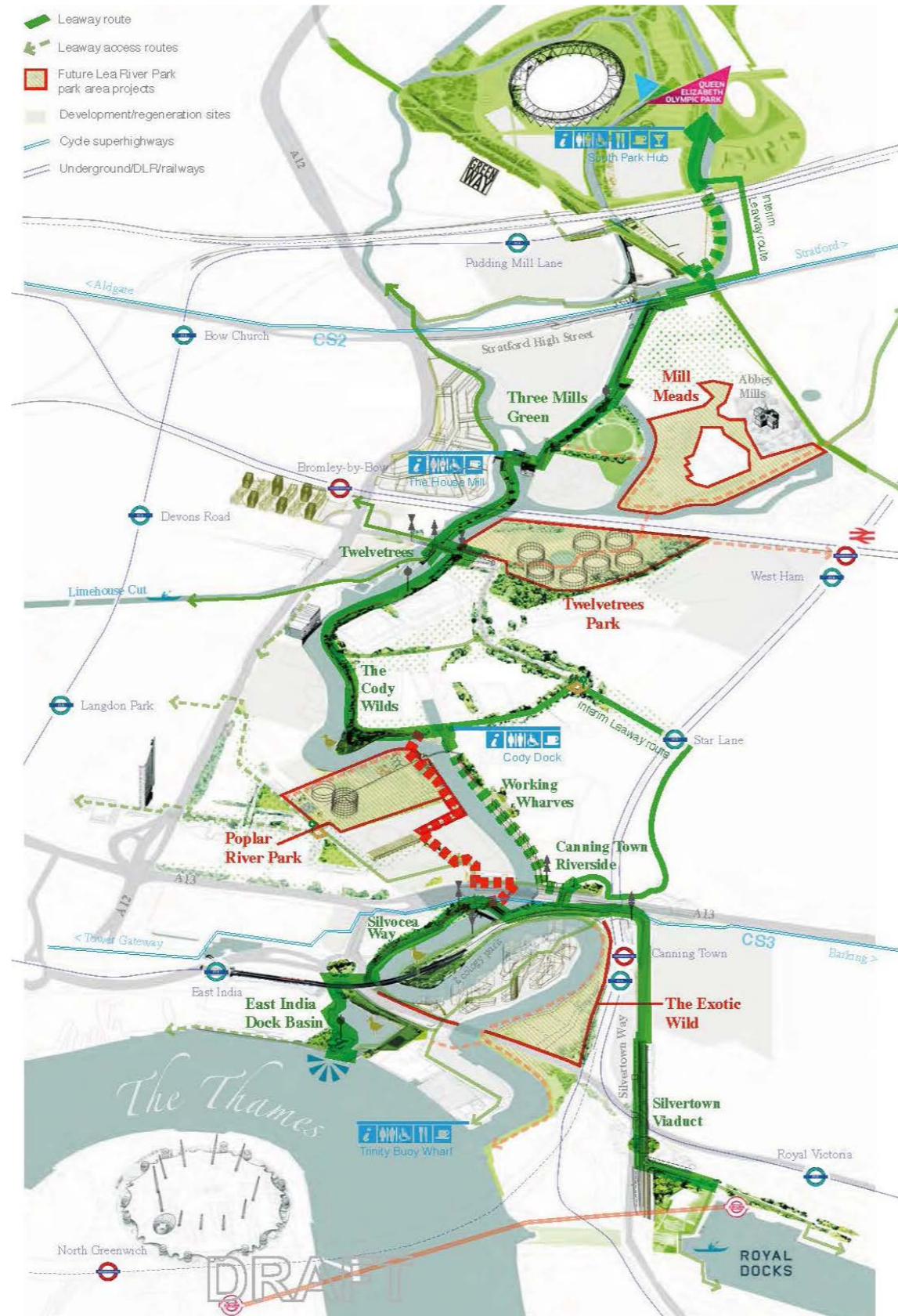


Fig.67 Design principles of the River Lea Park Strategy extracted from the Lea River Park Design Manual (2016)



Fig.66 Design principles of Poplar Reach section of the River Lea Park strategy extracted from the Lea River Park Design Manual (2016)



Fig.68 CGI view of Poplar Riverside Park which will form park of the River Lea Park Strategy

A changing context New and emerging development

Stitching into the emerging development to benefit Aberfeldy and the wider neighbourhood

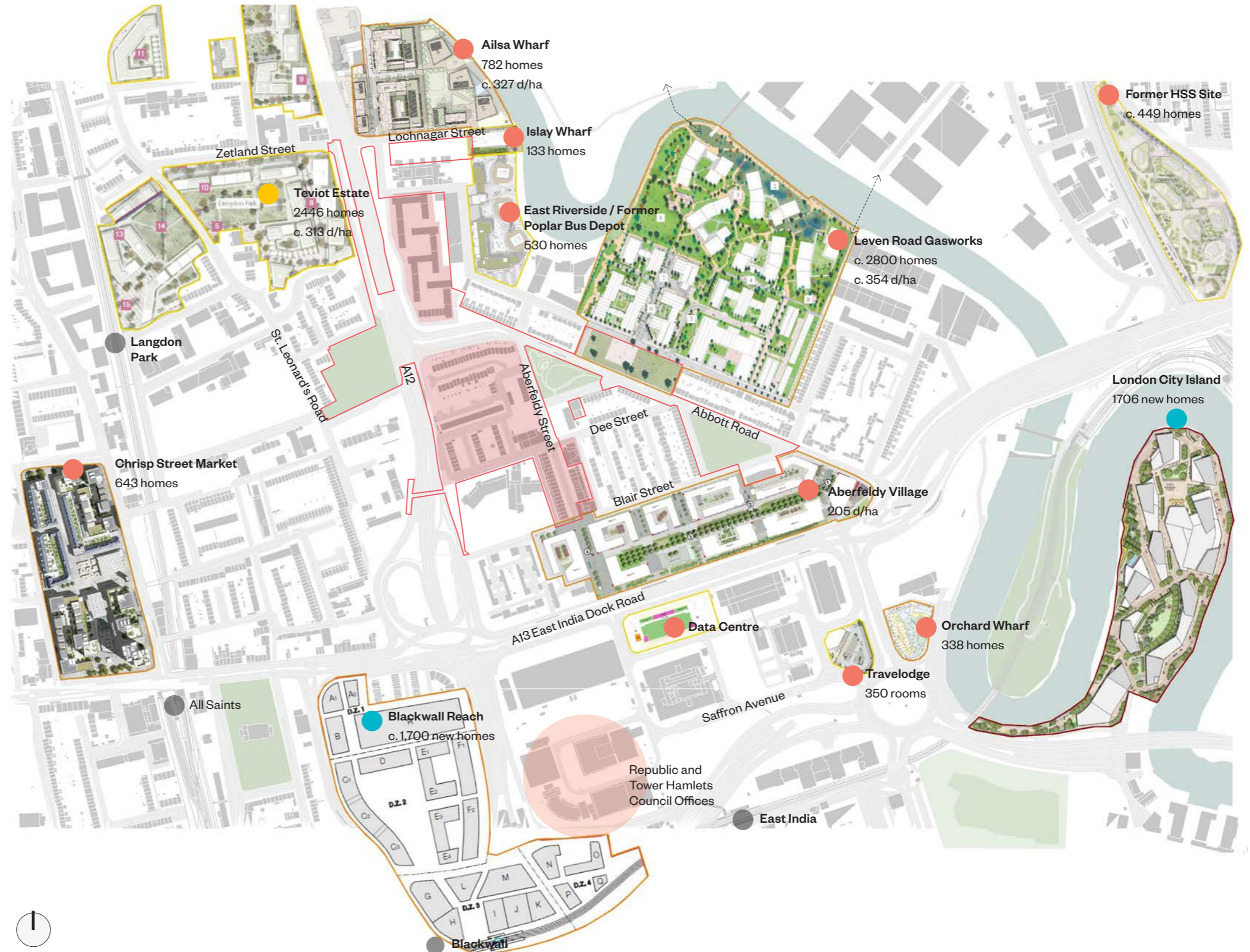
Tower Hamlets, and in particular the area around Aberfeldy Estate and along the River Lea, is changing rapidly and will continue to change as a result of the new and emerging development in the Leaside area which surrounds the Site. The diagram opposite shows some of the new emerging developments, some of which have gained planning approval and some are in the pre-application design stage. These include:

- The Teviot Estate
- Ailsa Wharf
- Islay Wharf
- East Riverside / Former Poplar Bus Depot
- Leven Road Gasworks
- Crisp Street Market
- Blackwall Reach

Further information in relation to development schemes within the area surrounding the site is provided within the Environments Statement Addendum as prepared by Trium, dated April 2022.

With these new and emerging developments, and in addition to those which are already built such as Aberfeldy Village, there will be an increase in population in the area which will require better quality public realm, open spaces and a larger, more improved offer of non-residential uses.

This changing context has informed the Proposed Development in terms of its layout, proposed massing, land use and movement and open space strategy. By responding to this changing surrounding context, it will help to create an active, liveable and well connected neighbourhood which responds to the needs of the community both now, and in the future for many years to come.



- Site boundary
- Schemes with planning permission
- Schemes which have been delivered
- Schemes at pre-planning stage



Fig.69 Diagram showing changing context, emerging development and its planning status

A changing context

New and emerging development

The images across the following pages show the vision and illustrate the proposals for the emerging development which has been granted planning permission, and which surround the Aberfeldy Village Masterplan Site.

Leven Road Gasworks

Leven Road Gasworks is a residential-led mixed-use development that will provide up to 2,800 new private and affordable homes, commercial space, a new 1-hectare riverside park 'Poplar Riverside Park', a riverside walk with access to the River Lea and land for a new secondary school. The first phase of the development which is currently on site and due for completion by 2024, will deliver 577 homes and the majority of commercial space and public amenities. A new public square will be also be created as well as the park phase which will provide residents with access to a new open space and the River Lea.



Fig.70 Visualisation of Poplar Riverside Park



Fig.71 Leven Yards - Phase 1 of the development

Chrisp Street Market

The Proposed Development will create a thriving town centre - keeping the best of what's there, whilst providing an improved retail offering. This includes 649 homes, a 35% increase in affordable homes, a new cinema and restaurants, parks, a community hub, the refurbishment of existing shops, new shops and a larger market.



Fig.72 Proposals for Chrisp Street market, a mixed use scheme reinvigorating the existing market



Fig.73 Proposed public square with commercial space



Fig.74 Connections through the development from Leven Road Open Space towards the River Lea



Fig.75 Proposed cinema and restaurants within the new development at Chrisp Street Market

A changing context

New and emerging development

Ailsa Wharf

A major waterside regeneration project which will create a vibrant mixed-use hub of new homes, offices, retail and leisure facilities in 13 buildings which vary in height between 3 and 17 storeys. The site will provide 782 new homes, 35% of which are affordable, 2000sqm of commercial space and associated public realm. A revised application has recently been submitted to LBTH in relation to the site (PA/22/00210/A1) which seeks planning permission for an increase in density and height beyond that previously consented. The updated submission in relation to Aberfeldy take account of the current application.



Fig.76 New development adjacent to the River Lea

Islay Wharf

A mixed use development comprising two blocks of 12 - 22 storeys, accommodating 133 flats of various sizes and two ground floor commercial units, adjacent to the proposed Lochnagar Bridge at the eastern end of Lochnagar Street. The site is located adjacent to Ailsa Wharf. Permission was granted in November 2020.



Fig.77 Proposed tall building adjacent to a new connection over the River Lea

East Riverside / Former Poplar Bus Depot

A residential led mixed-use scheme which retains five of the existing arches of the old tram shed depot to front a new public square on Leven Road, and introduces three new varied height towers which overlook Bow Creek. The scheme delivers 530 homes of which 35% are affordable, alongside workspace, restaurants, and retail units.



Fig.78 CGI of East Riverside development



Fig.79 The creation of new public spaces along the River Lea



Fig.80 Tall buildings along the riverside marking new connections



Fig.81 CGI of the proposed tall buildings up to 20 storeys

Introduction

This Masterplan Design and Access Statement has been prepared by Levitt Bernstein and LDA Design and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan. The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the south west of Abbot Road (the "Site") on behalf of The Aberfeldy New Village LLP ("The Applicant"). The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved ("Detailed Proposals"), and outline development proposals for the remainder of the Site, with all matters reserved ("Outline Proposals"). The Detailed Proposals and Outline Proposals together are referred to as the "Proposed Development".

The Proposed Development comprises the comprehensive redevelopment of the Site. The Proposed Development will provide new retail, workspace and community floorspace along with residential dwellings and the pedestrianisation of the A12 Abbott Road vehicular underpass to create a new east to west route. The Proposed Development will also provide significant, high quality public realm, including a new Town Square, a new High Street and a public park.

This report is an update to the version dated 19th October 2021 that was submitted to the Council in support of the hybrid planning application. This updated version has been prepared principally in response to the changes to the planning application boundary as explained in the covering letter to accompany the amendments to the Proposed Development

Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green. The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green. Accordingly, the Applicant has updated the planning application plans and documents where necessary to reflect this. Importantly the extension of the redline boundary of the Hybrid Application does not result in any fundamental alterations to the development that is proposed.

The purpose of the Masterplan Design and Access Statement is to provide background and context information about the Site and demonstrate the design intentions for the Site through a range of illustrative material about the Proposed Development. An overview of the maximum parameters for the Site will also be provided. The illustrative masterplan is one way in which a scheme can be delivered within these parameters.

The Masterplan Design and Access Statement is submitted in support of the Outline Proposals alongside the Design Code, Parameter Plans and Development Specification. A separate Design and Access Statement is submitted in support of the Detailed Proposals alongside Application Drawings.



Fig.82 Aerial sketch of the proposed Aberfeldy Village Masterplan

3

ANALYSIS OF ABERFELDY

Site analysis

Overview

This chapter contains detailed analysis of the Site and its surroundings, including:

- Building heights
- Land use
- Shopping areas and facilities
- Architectural character and heritage assets
- Movement and connections
- Access to public transport
- Open space and green infrastructure; and
- Environmental considerations.

These aspects, combined with the changing context of Aberfeldy outlined in the previous chapter, have shaped the Proposed Development ensuring that the design is deeply grounded in this unique part of Poplar and makes the most of every aspect of the Site, its past and future opportunities. Collectively, this helps this ground breaking masterplan to create the greatest possible benefits for the local residents and the wider neighbourhood.



Fig.82 Aerial view of the site early 2019

Building heights

Existing and emerging heights

The Site itself is characterised predominately by low rise development, however its surroundings have a diversity of heights which are continuing to evolve as new development comes forward (refer to the information about the changing context set out in Chapter 2).

Directly to the east of Aberfeldy Street and Abbott Road an area of two storey terrace homes reside, to the south-east buildings of four to ten storeys have recently been constructed as part of Phases 1-3a of Aberfeldy Village and to the north Bromley Hall School sits at just one storey.

To the north east along Poplar Riverside, new emerging developments are proposing significant height with buildings up to twenty one storeys.

To the west of the Site, buildings are predominately two to four storey buildings. These are located adjacent to the Brownfield Estate which includes Balfron Tower and Carradale House at twenty six and eleven storeys respectively.

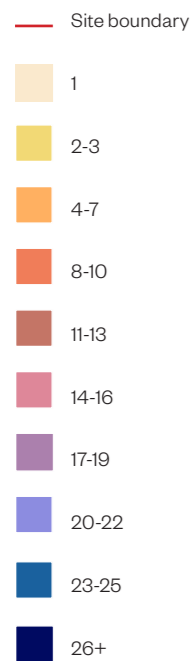


Fig.83 Diagram showing existing building heights and proposed heights for emerging development

Building heights

Existing and emerging tall buildings

As illustrated on the building heights plan, and set out in previous chapters, there are some tall buildings adjacent or in close proximity to the Site at present. There are also many more emerging tall buildings which have been granted planning permission and which will therefore change the character and appearance of the Site's surroundings.

The location and heights of these tall buildings, both existing and proposed, have been important to consider in the development of the Aberfeldy Village Masterplan and have helped to inform the townscape and placemaking strategy as set out in Chapter 5.2 of this report.

The adjacent images show some of these buildings and give information about heights in storeys and as AODs.



1 Fig.84 Balforn Tower: 27 storeys / up to 84.7m AOD



2 Fig.85 Islay Wharf: 21 storeys / 80.8m AOD



3 Fig.86 Orchard Wharf: 23 storeys



4 Fig.87 City Island: up to 27 storeys



5 Fig.88 East Riverside / Former Poplar Bus Depot: 15, 17 and 20 storeys/ up to 72.2m AOD

Land use

Existing and surrounding uses

The Site is located in a predominantly residential area, hence the majority of buildings on the Site are family homes. Some non-residential buildings are located on or in close proximity to the Site. These include:

- Existing retail and community uses along Aberfeldy Street
- St Nicholas Church adjacent to Millennium Green
- Culloden Primary Academy on Dee Street
- The derelict, Grade 2 listed Bromley Hall School to the north of the site
- The existing Aberfeldy Community Centre

As a result of the emerging development, more non-residential uses are proposed in close proximity to the Site. These include:

- A health centre, pharmacy, new relocated community centre and new retail units as part of Phase 3b of Aberfeldy Village
- Retail and workspace on the Leven Road Gasworks development
- A potential new secondary school on Leven Road with land safeguarded as part of the Leven Road Gasworks development.

- Site boundary
- Residential
- Educational facilities
- Community facilities including places of worship
- Workspace
- Retail and catering
- Leisure including hotels and cinemas
- Not occupied



Fig.89 Diagram showing existing land use and proposed uses for emerging development

Land use

Non-residential uses

Whilst the Site and its surroundings are predominantly residential, there are a variety of non-residential uses which are within or close to the Site. Images of some of these uses are shown on this page.



1 Fig.90 Aberfeldy Street is a concentration of retail food and drink and community uses. It is hoped that its recent revitalisation will attract new businesses



2 Fig.91 East India Dock Road has a concentration of food and drink outlets



3 Fig.92 Blackwall Trading Estate comprises of single storey industrial units and warehouses with first floor ancillary offices and open yard space



4 Fig.93 Community and educational uses surround Langdon Park, including Langdon Park School, the local secondary school.



5 Fig.94 Recently completed Poplar Works offering small affordable workspaces to creatives



6 Fig.95 Vacant Bromley Hall School, which has the potential to be refurbished and reused

Shopping areas and local facilities

Location and walking distances

There are several concentrated areas of non-residential uses in close proximity to the Site, all of which are within 15 minutes walking distance. These include:

- All Saints Local Centre
- Poplar High Street
- Republic Campus
- Aberfeldy Street

In addition to this, new emerging development will bring with it a wide mix of new non-residential facilities. For example:

- Aberfeldy Village Phase 3b will include a mix of retail, health and community facilities at the southern end of Aberfeldy Street around the new Aberfeldy Square.
- The new Leven Road Gasworks mixed use neighbourhood will include retail, food and beverage and potentially a new secondary school for the area.
- The proposed Chrisp Street Market redevelopment will significantly improve the retail and commercial offer for the area with proposals for a new cinema, restaurants, the refurbishment of existing shops, new shops and a larger market.

All of these schemes will help create a thriving mixed use community, to which the new Aberfeldy Village Masterplan will also strive to contribute to.

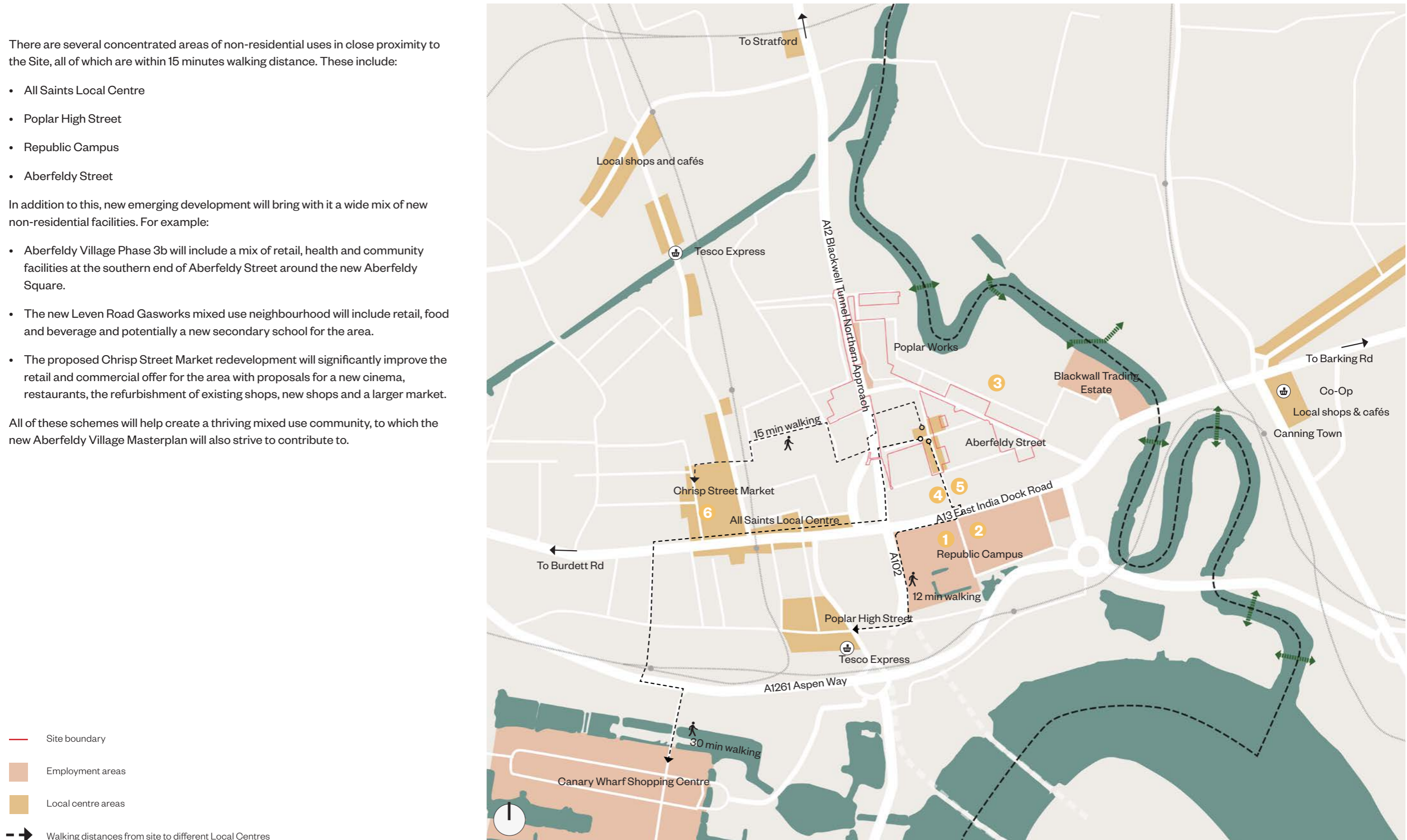


Fig.96 Plan showing key shopping areas and walking distances from the site

Shopping areas and local facilities

Concentrations of non-residential uses

The images opposite show examples of the new and proposed non-residential facilities in the area.



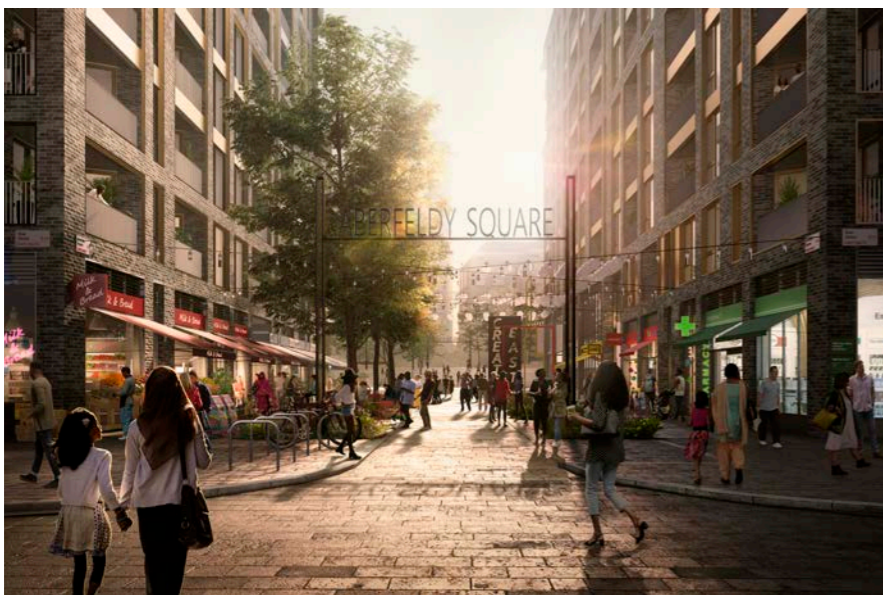
1 Fig.97 Republic Campus: office space, retail, leisure and other amenities



2 Fig.98 Republic Campus: office space, retail, leisure and other amenities



3 Fig.99 New retail space on the Leven Road Gasworks development will be delivered in Phase 1 of the masterplan, also known as 'Leven Yards'



4 Fig.100 Aberfeldy Village Square, phase 3b of the masterplan



5 Fig.101 Aberfeldy Village Square, phase 3b of the masterplan



6 Fig.102 Proposed redevelopment of Chrisp Street market with new and improved retail space.

Heritage assets

Listed buildings and conservation areas

There are numerous listed buildings along the A12, to the north and west of the Site. The surrounding heritage assets are from a variety of time periods and have a diversity of architectural styles. Those listed are highlighted on the adjacent diagram.

The architectural approach of the Proposed Development draws from the existing buildings around the Site, and the proposed massing is respectful of the surrounding context, including the Balfron Tower Conservation Area.

Conservation areas

- A Balfron Tower
- B Landsbury
- C All Saints Church Poplar
- D Naval Row
- E Langdon Park
- F Limehouse Cut

Listed buildings

- 1 Former Fire Station
- 2 Bromley Hall
- 3 Old Poplar Library
- 4 Bromley Hall School
- 5 Church of St Michael and All Angels
- 6 War Memorial
- 7 Glenkerry House
- 8 Carradale House
- 9 Balfron Tower
- 10 Saint Nicholas Church
- 11 Chrisp Street Market Clock Tower
- 12 All Saints Church with St Frideswide
- 13 East India Dock House
- 14 Dowgate Wharf

- Site boundary
- ★ Grade II Listed
- ★ Grade II* Listed
- ★ Heritage Asset of Local Importance
- ▨ Conservation Areas

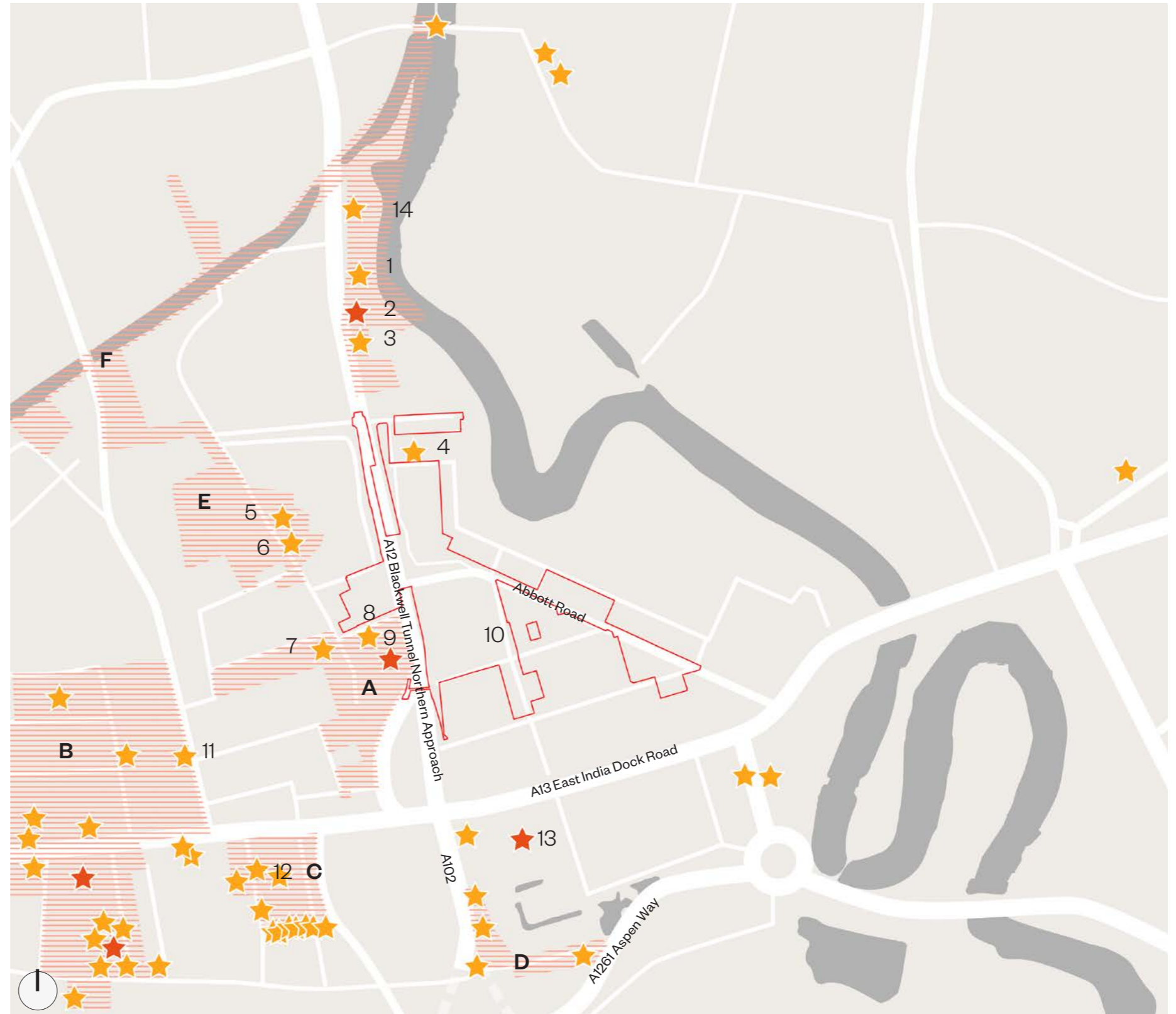


Fig.103 Plan showing listed buildings and conservation areas

Heritage assets

Listed buildings

The images across the following page show the listed buildings, as identified on the heritage plan opposite. The yellow numbers of the images correspond with those identified on the plan.



Further information about heritage assets is set out in the **Heritage Assessment** prepared by KM Heritage which supports this application.



1 Fig.104 Former Fire Station: Grade II listed fire station built in 1910 and designed by London County Architects



2 Fig.105 Bromley Hall: Grade II* listed building thought to be the oldest brick house in London built in approximately 1485 by Holy Trinity Priory



3 Fig.106 Old Poplar Library: Grade II listed library built in 1904 and designed by Squire, Myers and Petch



4 Fig.107 Bromley Hall School: An education facility built in 1967 and designed by the GLCD Department of Architecture



5 Fig.108 Church of Michael and All Angels: A former church which has now been converted into flats, built in 1864 by R.W. Morris



6 Fig.109 War memorial: Located at the St. Michael and All Angels Church, the memorial commemorates the members of the parish who were killed or missing in the First World War and the Second World War

Heritage assets

Listed buildings



7 Fig.110 Glenkerry House: Grade II listed residential building which forms part of the Brownfield Estate, built in 1977 and designed by Erno Goldfinger



8 Fig.111 Caradale House: Grade II listed residential building which forms part of the Brownfield Estate, built between 1967 and 1970 and designed by Erno Goldfinger



9 Fig.112 Balfon Tower: Grade II* listed residential building which forms part of the Brownfield Estate, built in 1963 and designed by Erno Goldfinger



10 Fig.113 St. Nicholas Church: Grade II listed church located on Aberfeldy Street established in 1900



11 Fig.114 Chrisp Street Market Clock Tower: Grade II listed clock tower designed in 1949 by Frederick Gibberd



12 Fig.115 All Saints Church with St Frideswide: Grade II listed church built in 1817 and designed by J Hollis



13 Fig.116 East India Dock House: Grade II* listed former Financial Times Print Works built in 1988 by Nicholas Grimshaw and Partners



14 Fig.117 Dowgate Wharf: Grade II listed former distillery built in the mid 19th century

Streets, routes and access

Major infrastructure

The Site is surrounded by major transport infrastructure, including the A12 and A13, two major north-south and east-west routes respectively, which create significant severance between the Site and the rest of the Borough and reinforce the neighbourhood as an urban island.

A manual PTAL calculation has confirmed PTAL scores ranging from 3-4. The higher scores are as a result of the Site being within 960m of Docklands Light Railway (DLR) and London Underground stations. The most accessible part of the Site is around Nairn Street with a PTAL of 4, whilst the central part of the Site around Millennium Green and the southern section of the Site, around Culloden Primary Academy and Braithwaite Park, have a PTAL of 3.

There is very little access to public transport within the Site itself, with only the 309 bus route running through the Site connecting it to Canning Town. There are other bus routes along the A12 and A13 connecting to Central London. The area of the Site along Blair Street is within 960m walking distance from Canning Town.

Within 15 minutes walking distance of the Site there are a number of DLR stations with trains running regularly to Central London, London City Airport, Beckton and Woolwich. Despite being in close proximity, the access to these facilities is not obvious and easy.

The Site is very well connected with the wider area, but poorly connected to its immediate context, which has an isolating effect on this neighbourhood.

-  Major roads
-  Site area
-  Outdoor amenity spaces
-  CS3
-  Upgraded on road cycle lane
-  Potential future cycle routes
-  DLR stations
-  Bus stops
-  Leaway
-  Proposed bridges



Fig.118 Plan showing major infrastructure and severance caused by the A12 and A13

Streets, routes and access

Existing vehicular routes

The Site is accessed primarily by Abbott Road which runs through the site connecting the A12 and A13. A local road network stems off this, serving homes directly to the east of the A12. There are many no-through roads making the area difficult to navigate, whilst also significantly car dominant. On-street car parking is how most residents are currently parked.

Culloden Primary Academy is accessed from Dee Street and Blair Street. There is limited staff parking for the school.

The adjacent diagram illustrates the existing vehicle routes across the neighbourhood. Several bus routes run in the area, these include:

- 309 which has bus stops within the site and runs between Canning Town and Bethnal Green. The route of the 309 and associated bus stops are shown on the adjacent plan
- 115 between East Ham and Aldgate with stops along the A13 East India Dock Road
- D8 between Stratford and Crossharbour with stops along the A12
- N15 night bus between Romford and Oxford Circus
- N551 night bus between Gallions Reach Shopping Park and Trafalgar Square

Further information about the existing transport infrastructure is set out in the **Transport Assessment** prepared by Velocity which supports this application.

- Site area
- Major road network
- Local road network
- Bus route and stops
- Cycle Superhighway (CS3)
- Key pedestrian routes
- School to generate some traffic
- 🚌 Bus stops



Fig.119 Plan showing vehicle connections within and surrounding the site

Streets, routes and access

Existing pedestrian connections

Connectivity and permeability for pedestrians and cyclists in the area can be difficult as a result of the street network, with several dead-end routes, alongside the severance caused by the A12. As a result the Site is considered relatively impermeable.

- There are several established pedestrian connections to the west and the east of the A12 but this road itself is a barrier for connecting them.
- Currently there are no cycle routes within the Aberfeldy island, and the closest cycle route is the CS3 to the south.
- There are two pedestrian underpasses connecting the site to the west under the A12: one from Abbott Road and another from Dee Street. Both of these underpasses are in poor condition, and considered unpleasant and unsafe. In addition, these are not cycle friendly.

Recent and emerging new developments are improving the pedestrian and cycle connections, for example Phases 1-3 of the previously approved Aberfeldy Village Masterplan has introduced a new east west connection along East India Green as well as reinstating a series of north south connections. In addition, new emerging developments to the north-east of the site including Leven Road Gasworks, East Riverside (Former Poplar Bus Depot), Islay Wharf and the proposed bridges of Lochnagar Bridge, Poplar Reach Bridge and Mayer Parry Wharf Bridge are collectively improving the pedestrian experience, enhancing connections and creating safe routes towards the Leaway.

The Aberfeldy Village Masterplan presents a significant opportunity to help overcome the severance and the 'Aberfeldy island' effect, both in terms of stitching together pedestrian and cycle connections and better connecting the green infrastructure across the A12.



Fig.120 Plan showing existing pedestrian connections and the severance caused by the A12

Streets, routes and access

Pedestrian movement analysis

The spatial accessibility analysis set out across the following pages was led by Space Syntax in Stage 0 of the project. It identifies the hierarchy of each street segment in terms of how relatively convenient that link is for most journeys from A to B within the street network as a whole. It reflects the movement potential of each street segment purely based on the geometry, connectivity, and continuity of the urban layout.

City-wide route hierarchy

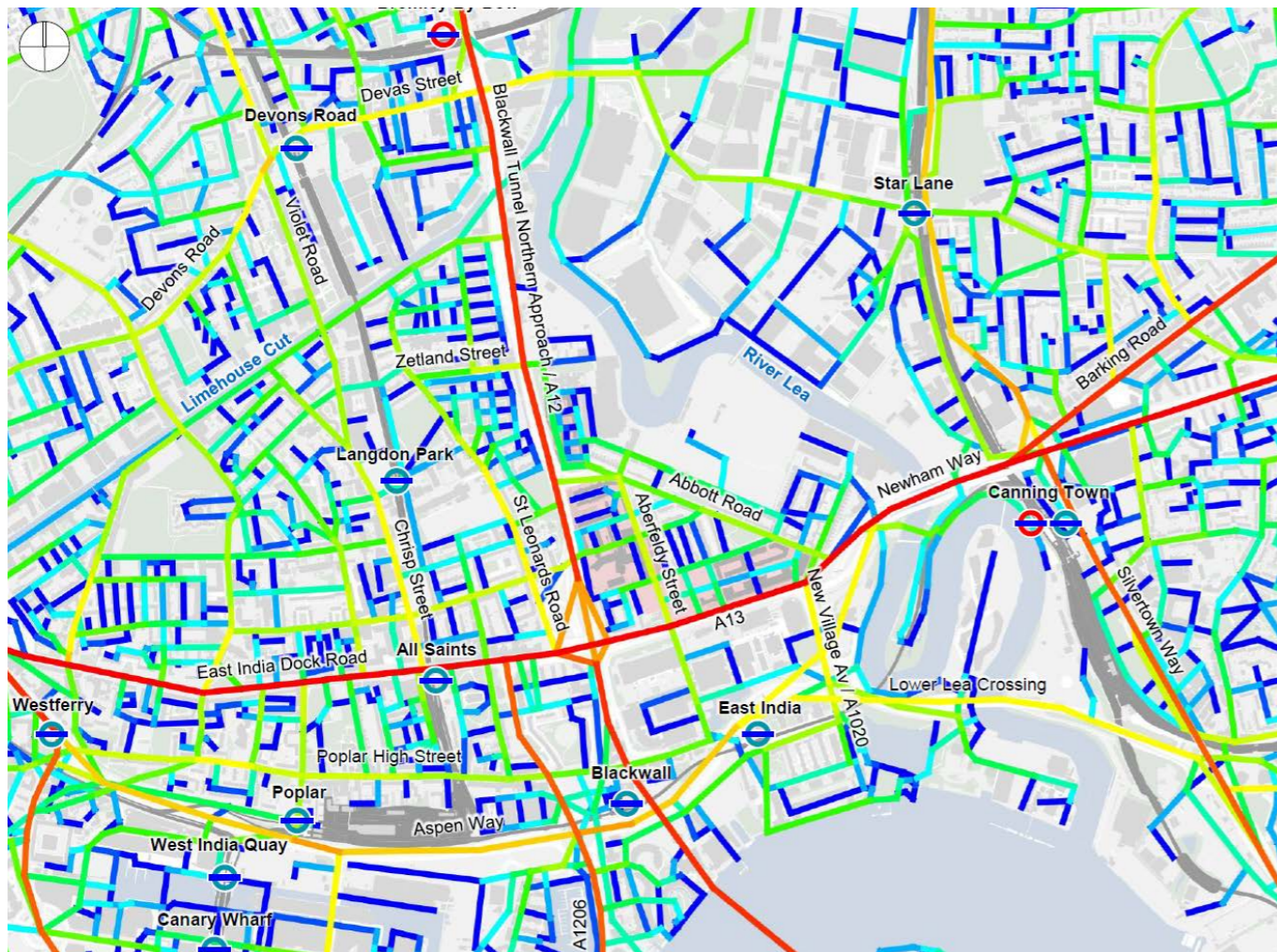


Fig.121 Diagram illustrating spatial accessibility analysis at a city wide scale

The analysis shows that the edges of the Site are very well connected at the city-wide scale, as the area is strategically located at the intersection of two highly accessible roads, the A12 and A13. This is shown in red, orange and yellow. However, the internal network of local streets, within the Site and surrounding Aberfeldy Street, is isolated from its surrounding context due to the barriers of the A12, A13 and the River Lea. These routes are coloured blue.

Local route hierarchy

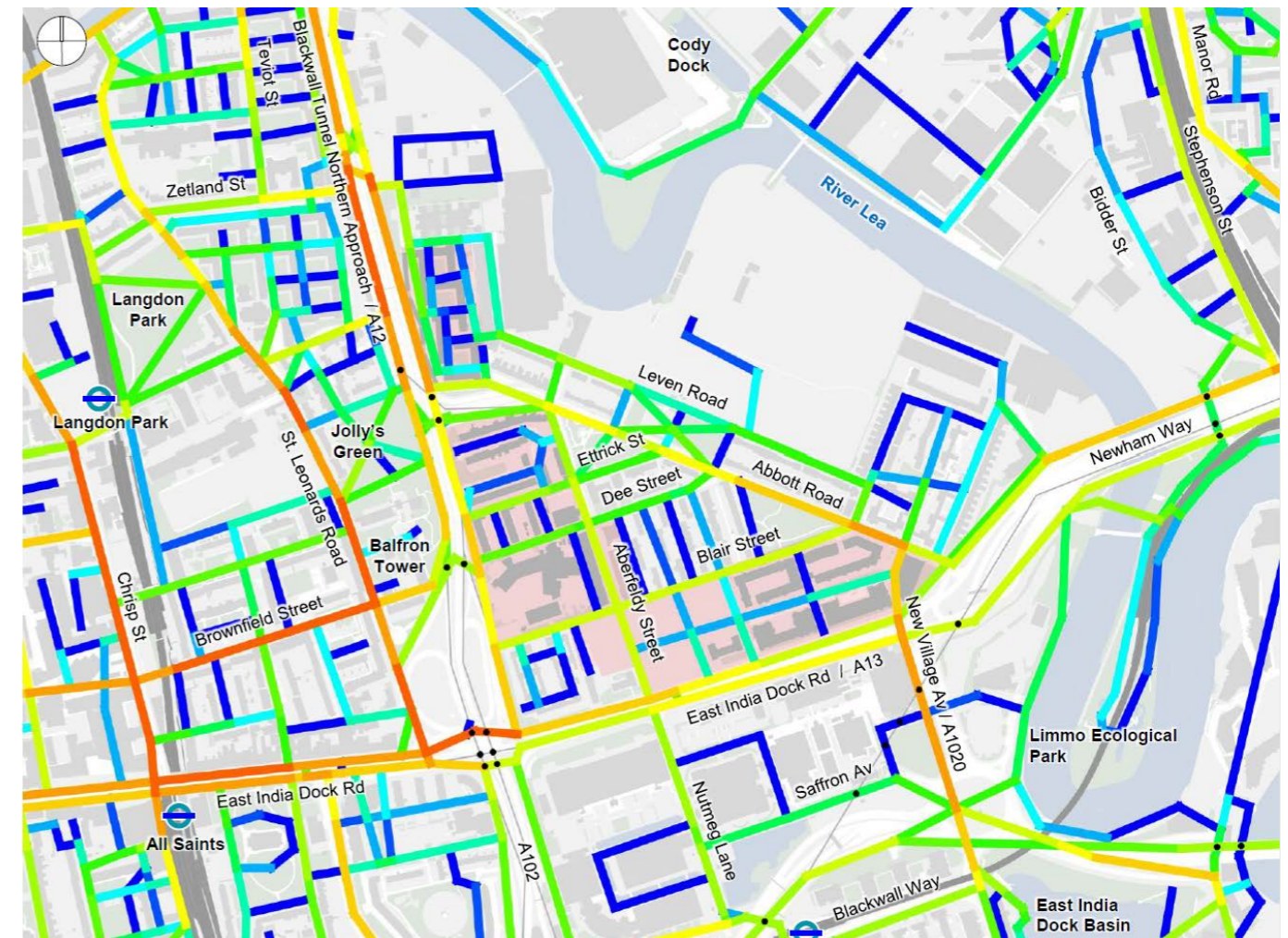


Fig.122 Diagram illustrating spatial accessibility analysis at a local scale

The local spatial analysis considers the local scale route hierarchy within a 1,200m radius, comparable to a 15-minute walk. The streets with higher movement potential are, again, located on its boundary. These are Abbott Road, New Village Avenue and some sections of the A12 and A13. Aberfeldy Street is an important internal north-south route, which connects the Site across the A13 with East India Station to the south.

With the exception of these aforementioned connections, through-movement potential within the site is very low, especially in the east-west direction with the A12 causing substantial severance. The east-west links which are important are the two pedestrian underpasses. Although they are poorly designed and are considered unsafe, they are heavily used by local residents who access Chrisp Street Market and other areas in the west and as pupils travel to and from Culloden Primary Academy and Langdon Park School.

Streets, routes and access

Pedestrian movement analysis

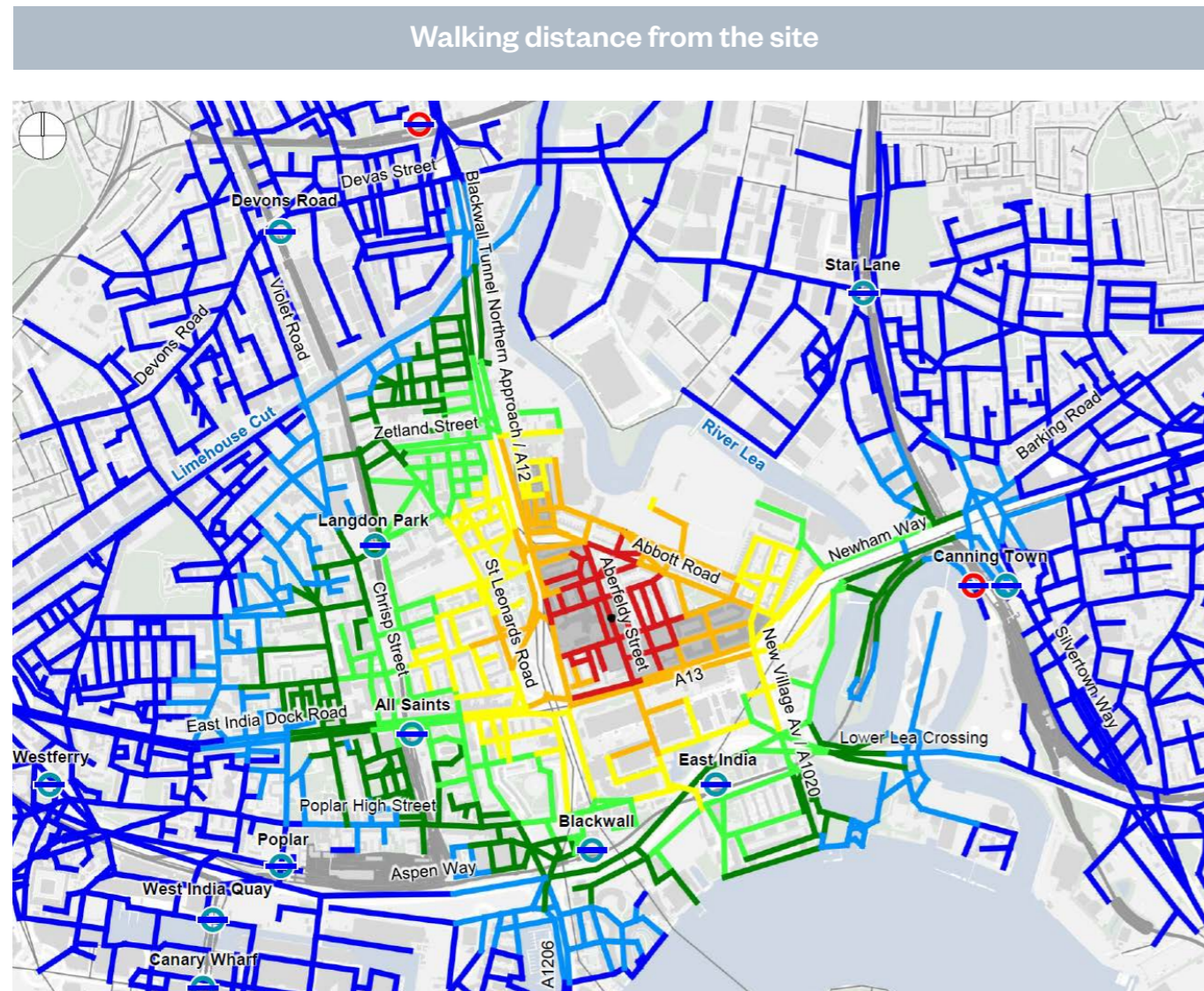


Fig.123 Diagram illustrating walking distance from the site

- 1,200 - 2,000m / 20-min walk
- 1,000 - 1,200m / 15-min walk
- 800 - 1,000m
- 600 - 800m / 10-min walk
- 400 - 600m
- 200 - 400m / 5-min walk
- 0 - 200m

This analysis calculates the walking distance from Aberfeldy Street within the Site. It shows that the site has good public transport links, mainly to the west and south and within a 10 minute walking distance, there are four DLR stations including Langdon Park, All Saints, Blackwall and East India.

Local high streets or shopping areas, including Chrisp Street Market and Poplar High Street, are also within a 10 minute walking distance from the site.

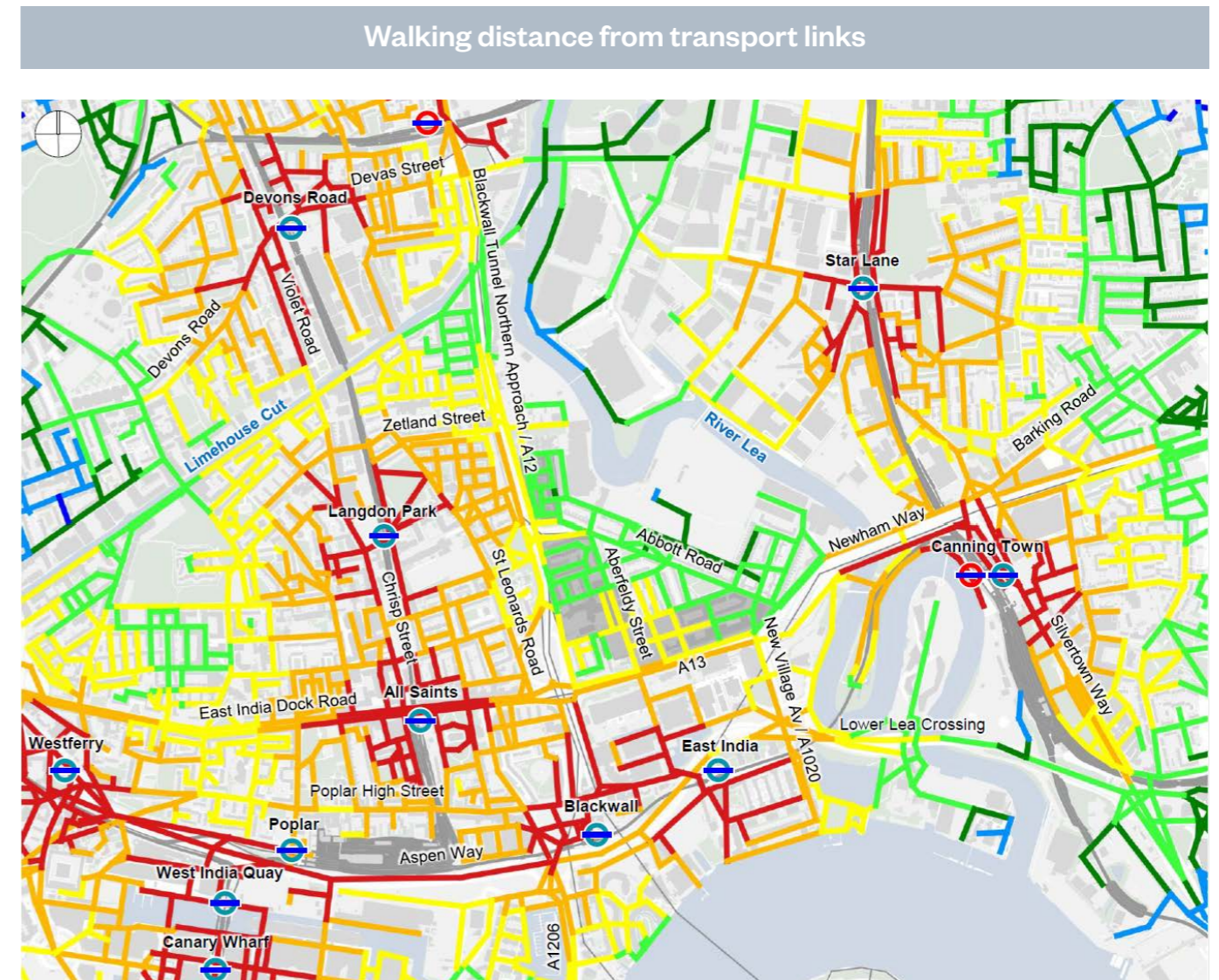


Fig.124 Diagram illustrating walking distance from transport links

- 1,200 - 2,000m / 20-min walk
- 1,000 - 1,200m / 15-min walk
- 800 - 1,000m
- 600 - 800m / 10-min walk
- 400 - 600m
- 200 - 400m / 5-min walk
- 0 - 200m

Most of the southern part of the Site is accessible in less than a 10 minute walk from East India Station which is located to the south of the A13. The northern and eastern parts of the site are accessible within a 10 minute walk from Langdon Park, All Saints, Blackwall and East India and Canning Town stations. However, with improvements to pedestrian connections within the Site, these journey times could be reduced, or their conditions improved.

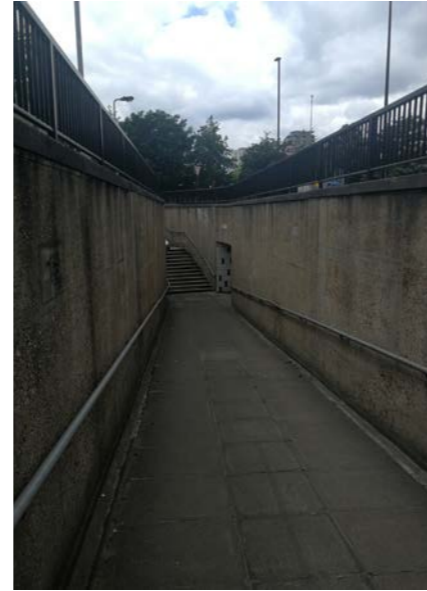
Streets, routes and access

Existing routes and connections

The images below show the character of the existing routes and connections, both within the wider neighbourhood and to illustrate connections internal to the Site. The yellow numbers correspond to the plan on page 49.



1 Fig.125 Aerial view of the large junction between A12 and A13 towards the Blackwall Tunnel



2 Fig.126 The pedestrian underpass from Abbott Road is in poor condition and can feel unsafe



3 Fig.127 The pedestrian underpass at Dee Street



4 Fig.128 Entrance to the vehicular underpass on Abbott Road allowing northbound egress onto the A12. This creates a physical barrier between Aberfeldy Estate to the south and Nairn Street Estate to the north making pedestrian movement extremely difficult.



5 Fig.129 Culloden Primary Academy main entrance along Dee Street



6 Fig.130 Streets with limited legibility in the Nairn Street Estate

Streets, routes and access

New and emerging routes and connections

The images below show the character of the existing infrastructure surrounding the Site. The yellow numbers correspond to the plan on page 49.



7 Fig.131 Connections through Leven Road Gasworks towards the River Lea



8 Fig.132 East India Green, a linear park created by Aberfeldy Village phases 1 - 3a is a key east-west pedestrian link to the south of the site



9 Fig.133 New connections are being created to the east of the site, such as through the Proposed Development at the East Riverside/ Former Poplar Bus Depot



10 Fig.134 View from Poplar Reach bridge to Poplar Riverside Park. The bridge will provide a connection from the first phase of the Leaway to the new park in the Leven Road Gasworks development



11 Fig.135 North-south connections through Aberfeldy Village help to stitch the site into its surroundings



12 Fig.136 Proposed Lochnagar bridge across the River Lea connecting to the emerging Islay Wharf development

Open space and public realm

Green network

The Site is surrounded by multiple green spaces and water spaces, as illustrated on the adjacent diagram.

The Site is located to the southwest of the meandering River Lea which feeds in to Bow Creek, and ultimately the River Thames. At present, nearby water spaces are typically difficult to access due to major infrastructure and lack of pedestrian routes. This will change as surrounding development comes forward.

There are a number of green areas and parks in close proximity to the Site, including Millennium Green, East India Green, Leven Road Open Space and Braithwaite Park. The site is within walking distance of these spaces, and these are connections which should be promoted and enhanced where possible to encourage use.

The closest large green areas are Langdon Park and Jolly's Green, within 12 and 6 minutes walking distance respectively. Despite being so close, they are not easily accessible due to the severance caused by the A12 and the poor character of the existing underpasses which cross the A12. These underpasses are poorly lit and can feel unsafe. The A12 presents a barrier to east-west movement, the ability to complete a green grid and joining up these spaces.

Larger open spaces, including Victoria Park, Mile End Park and Queen Elizabeth Olympic Park, are located to the north of the site but are destination green spaces.

The green space provision of the area will evolve and expand as a result of the emerging developments and the changing context of the area, including the Poplar Riverside Park which is coming forward as part of the Leven Road Gasworks development. The new bridges crossing the River Lea will improve the links to the existing Leaway, a walking and cycle route along the Lea Valley.

The Proposed Development provides the opportunity to create new green spaces which can connect to the existing green network. New green links provide residents and visitors with an exciting prospect of gaining access to the river and other existing spaces which previously have been inaccessible.

- Site boundary
- Existing green spaces
- Future green spaces
- Leaway
- Borough Boundary



Fig.137 Diagram showing location of existing open spaces

Open space and public realm

Green network

This page shows photographs of some of the existing green spaces within and around the Site. The yellow numbers correspond to the diagram on the previous page.



1 Fig.138 East India Green is the new outdoor amenity space in Aberfeldy Village



2 Fig.139 Millennium Green located along Abbott Road



3 Fig.140 Leven Road Open Space with ball court/multi-use games area



4 Fig.141 Jolly's Green separated from the site by the A12



5 Fig.142 Braithwaite Park



6 Fig.143 The first phase of Poplar Riverside Park

Environmental context

Overview

There are a range of important environmental considerations on and in close proximity to the existing Site. These include:

- A variety of well-established trees which add both ecological value and character to the existing streets and spaces. A tree survey was carried out during stage 2 which has informed the approach to trees on the masterplan, as set out in on page 56. An additional tree survey was carried out to inform the approach to Jolly's Green.
- A variety of existing green open spaces such as Millennium Green, Braithwaite Park and Leven Road Open Space, in addition to the nearby Jolly's Green and Poplar Riverside Park which is emerging as part of development along the River Lea. See pages 53 and 54 for further information about the green infrastructure.
- The flood risk associated with the site as a result of the site's close proximity to the River Lea and location within Flood Zone 3. See page 57 for further information about flood risk.
- The condition of the A12 and A13 major roads which constrain the site in terms of noise and air quality. This is explored in more detail on pages 58 and 59.

- Site boundary
- Open space
- Major roads
- Existing trees
- River Lea



Fig.144 Diagram showing an overview of environmental considerations

Environmental context

Flood risk

The Site is located within Flood Zone 3, in close proximity to the River Lea. The site therefore has a 1 in 100 or greater probability of the river flooding each year. However, the Site, benefits from the flood defences along the river which lowers this risk.

Careful consideration has been given to the design of the Proposed Development and homes to ensure that flood risk is mitigated where possible. Sustainable urban drainage plays an important role in doing this. The approach to flood mitigation, drainage and the measures that have been put in place for the Proposed Development are set out within Chapter 5: The Masterplan and Chapter 7: Public Realm.

Further information can be found within the **Flood Risk Assessment and Environmental Statement Chapter 11: Water Resources, Flood Risk and Drainage** prepared by Parmabrook and Meinhardt, which supports this application.

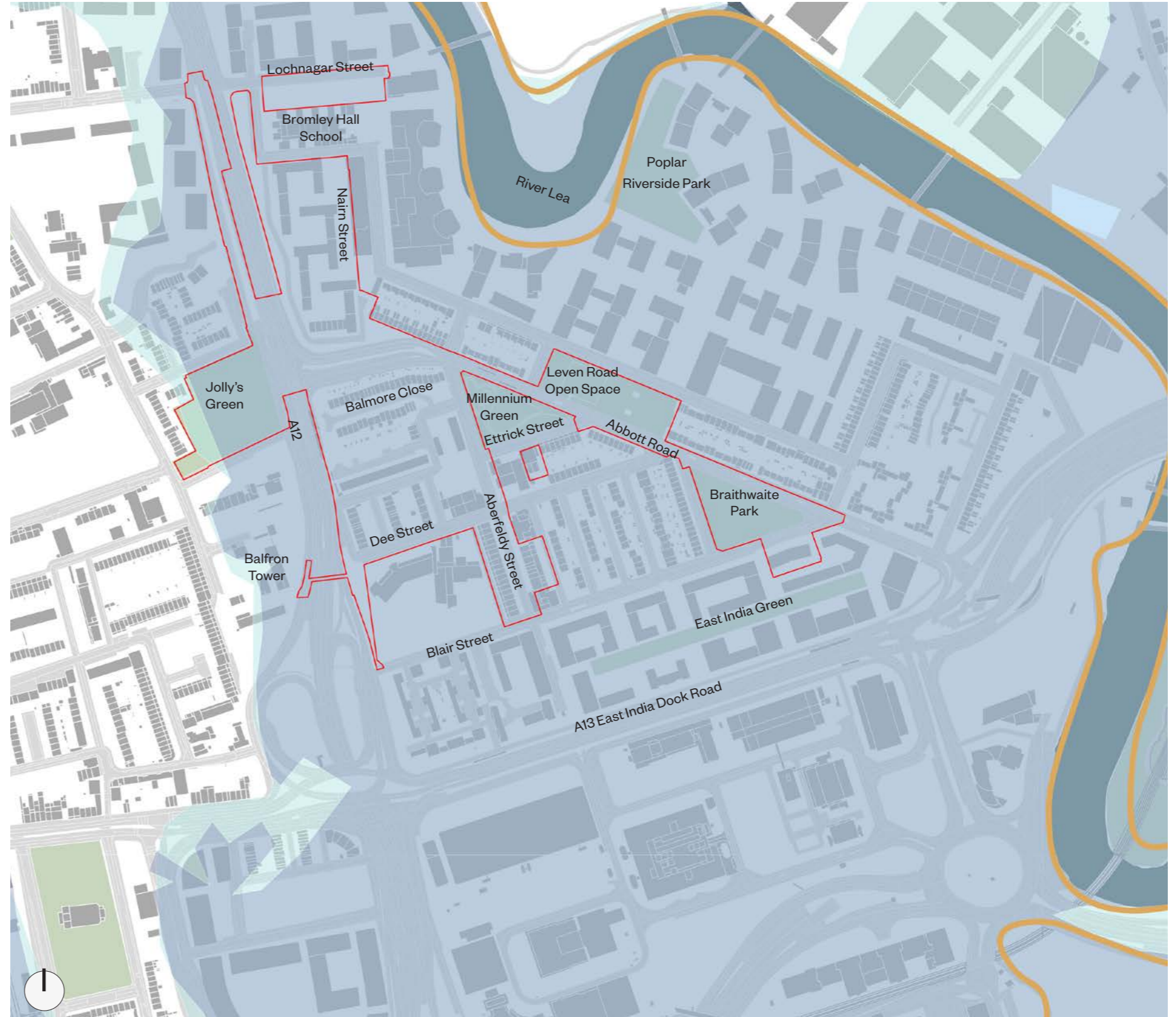


Fig.146 Diagram showing extent of flood zone

Environmental context

Air quality

The diagram opposite shows the annual mean pollution level for Nitrogen Dioxide (NO₂) during 2016, in microgrammes per metre cubed (ug/m³), across Aberfeldy Village and the site.

Poor air quality stunts the growth of children's lungs and worsens chronic illness, such as asthma, lung and heart disease. There is also emerging evidence linking air pollution with an increased vulnerability to the most severe impacts of COVID-19 – with those often most affected being from Black, Asian and Minority Ethnic communities. It is also important to note that the presence of NO₂ reduces with altitude. For this reason children are up to 1/3 more exposed to air pollution because they live in closer proximity to the ground and their breathing is faster.

The A12 to the west of the Site and the A13 (East India Dock Road) both generate NO₂ levels in excess of 58ug/m³, which is far above the annual mean target. In large part as a result to being in such close proximity to these two major roads, much of the west of the site also suffers from NO₂ levels which exceed the acceptable target, including Culloden Primary Academy. Other roads of note, such as Abbott Road and Aberfeldy Street, sit on the threshold of acceptance, scoring 40 ug/m³ (pale yellow). The NO₂ measure improves increasingly to the east of the site and towards the River Lea. The figures above are take from www.londonair.org.uk.

Improving air quality across the masterplan is an important ambition as part of a child-friendly site, and various greening strategies will be proposed in an attempt to offset the imposing presence of the two A roads. In particular, specific tree planting and dense shrub planting will work hard to form 'native A12 corridor' buffer, supported by climbing plants where suitable wall façades exist or can be created.

Note: A mean value of 40 or below passes the annual mean objective; a mean value of 41 or above fails the annual mean objective.

Further information can be found within the **Environmental Statement Chapter 8: Air Quality** prepared by Entran which supports this application.

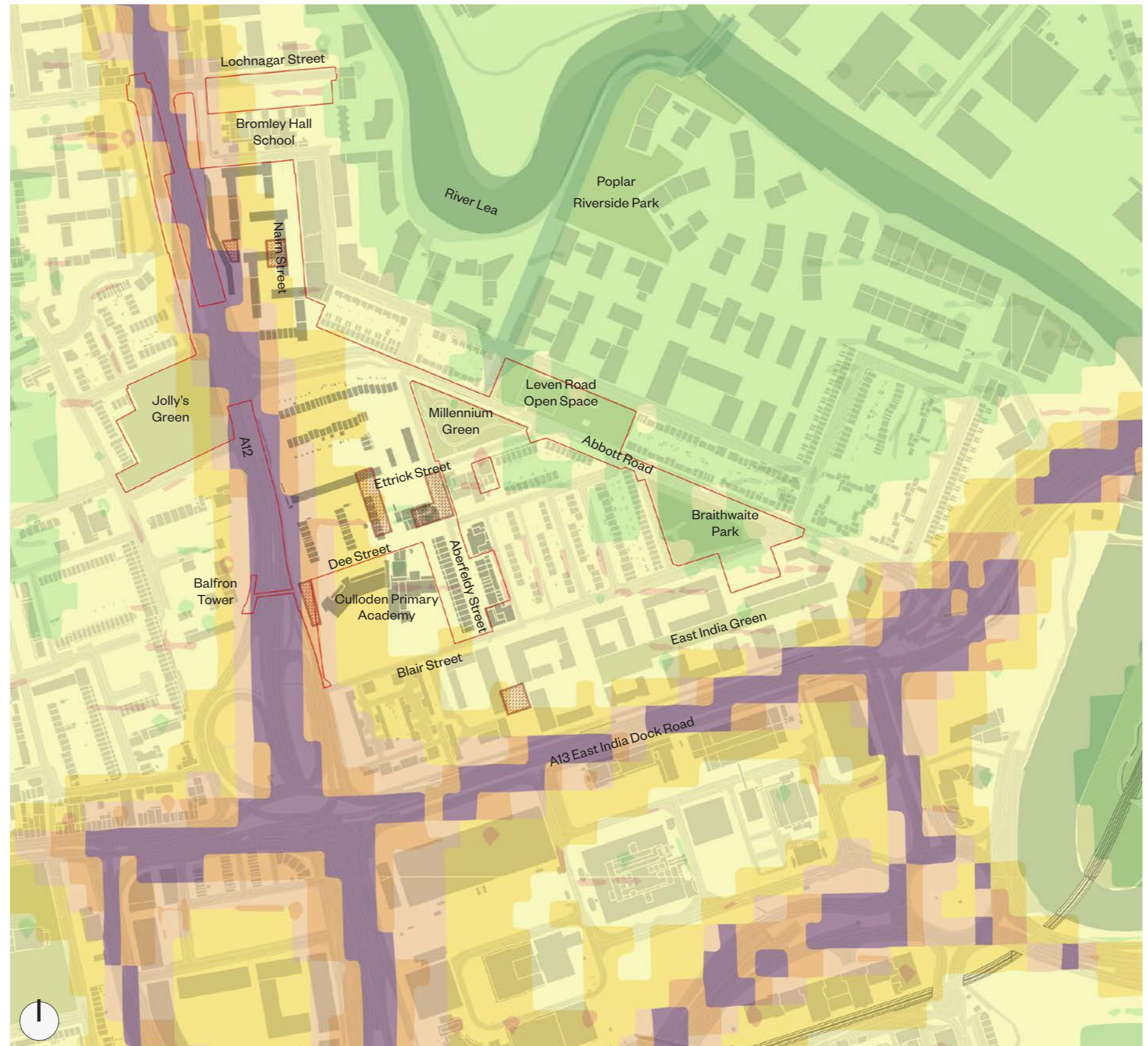
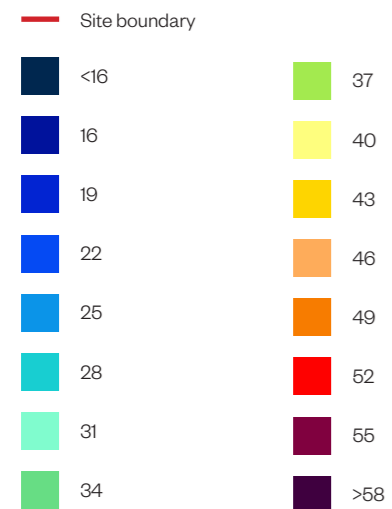


Fig.147 Diagram showing NO₂ air quality data

Environmental context

Acoustics and road traffic noise

The diagram opposite visualises data obtained from noise level indicators, as a way of describing noise. The results for the Site are shown here for 'Lden' (day-evening-night), that is a 24 hour annual average noise level in decibels with weightings applied for the evening and night periods. Within the masterplan area, noise levels drop to approximately 55 to 60 dB.

In line with the Air Quality data, the A12 and the A13 both generate the highest noise levels, in excess of 75dB, and as a result provide an unpleasant experience for those walking and living in the area. The former carries 6 lanes of busy traffic, plus bus lanes, whilst the latter carries 4 lanes of traffic, plus bus lanes. The figures above are taken from www.londonair.org.uk.

Both noise and air pollution are important considerations in the design of high quality public and private spaces, and the buildings themselves and this information is used to inform the design of both the architectural and landscape components of the masterplan. Substantial public realm improvements, including tree planting, climbing plants, acoustic walls, and planting beds, along the route from Jolly's Green and the underpass through to proposed public spaces on the Aberfeldy Village masterplan, as well as Balfron Underpass further south at Dee Street, are all intended to contribute to an overall reduction in the noise experienced at street level.

Note: Orange denotes noise of 55 decibels (dB). Louder noises are denoted by reds and blues with dark blue showing the loudest. Where the maps appear with no colour and are just grey, this means there is no traffic noise of 55dB or above.



Further information can be found within the **Environmental Statement Chapter 10: Noise and Vibration** prepared by Entran which supports this application.

- Site boundary
- Average noise level (dB) 75.0 and over
- 70.0 - 74.9
- 65.0 - 69.9
- 60.0 - 64.9
- 55.0 - 59.9

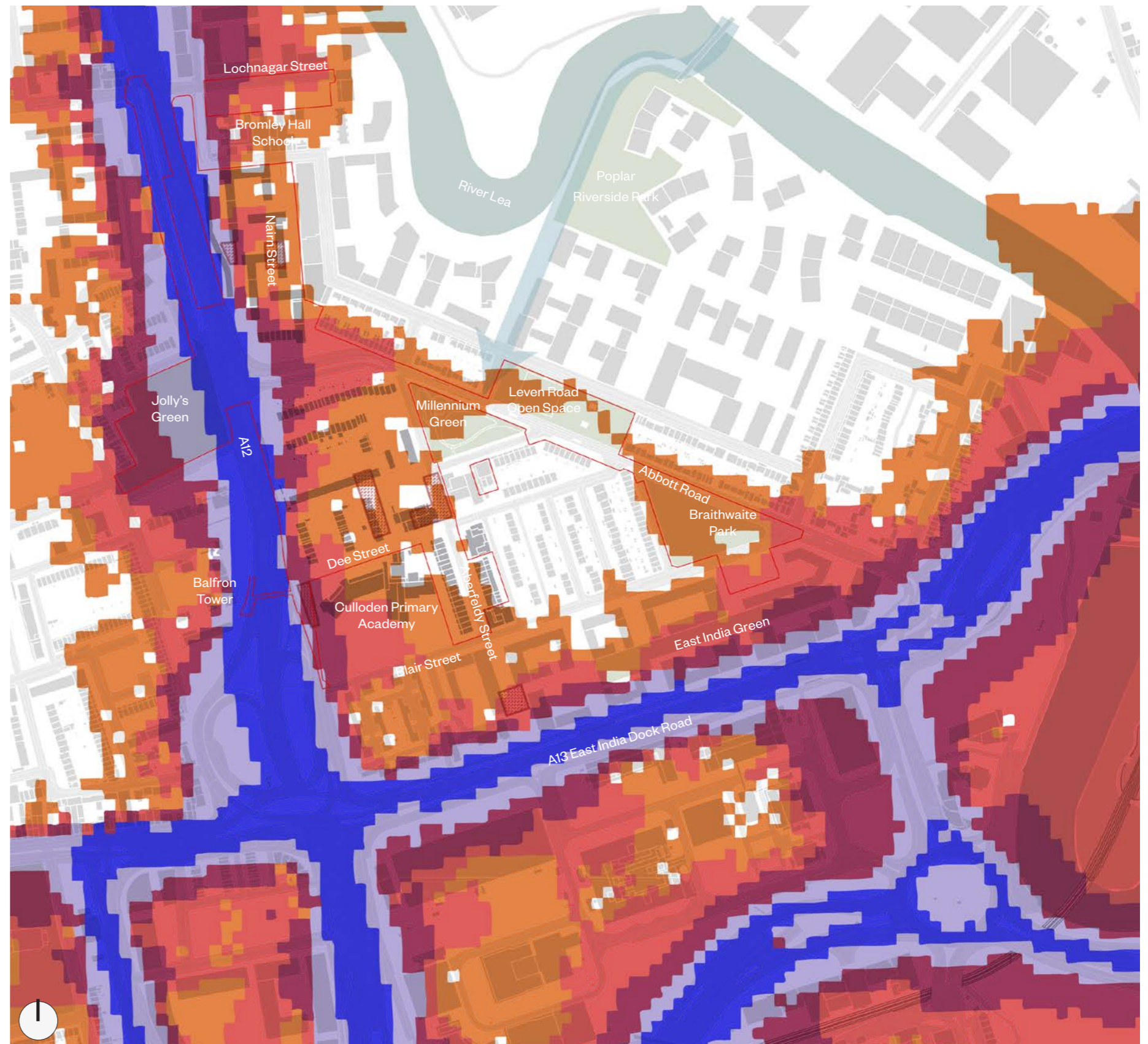


Fig.148 Diagram showing acoustic data

Constraints and opportunities

Constraints

This diagram maps the constraints of the Site and its immediate surroundings which are important considerations in the design of the masterplan.

Constraints include:

- The existing roads, including the A12 and A13 and the vehicular underpass which act as physical barriers to the Site and to the access of green spaces, local amenities and community uses.
- High levels of noise and air pollution along major roads adjacent to the Site
- Existing mature trees within the site and the requirement to retain these where possible.
- Existing pedestrian underpasses are in poor condition with poor lighting and attract anti-social behaviour
- Existing vehicular underpass divides the area and acts as a barrier between Aberfeldy and Nairn Street
- Inactive frontage along the back of the building facing onto Nairn Street
- LBTH view towards the Balfon Tower identified in the Local Plan as strategically important
- Scale and character of Grade II Listed Bromley Hall School to the north of the site to be considered in design
- Scale and proximity to Culloden Primary Academy to the south of the Site

- Site boundary
- Existing roads
- ⚡ Noise and air pollution
- 🌳 Mature trees
- ↔ Pedestrian underpasses
- ▨ Segregation caused by the vehicular underpass
- Inactive frontage
- 👁 Local Plan designated view
- 🏫 Grade II listed Bromley Hall School
- 🎓 Culloden Primary Academy

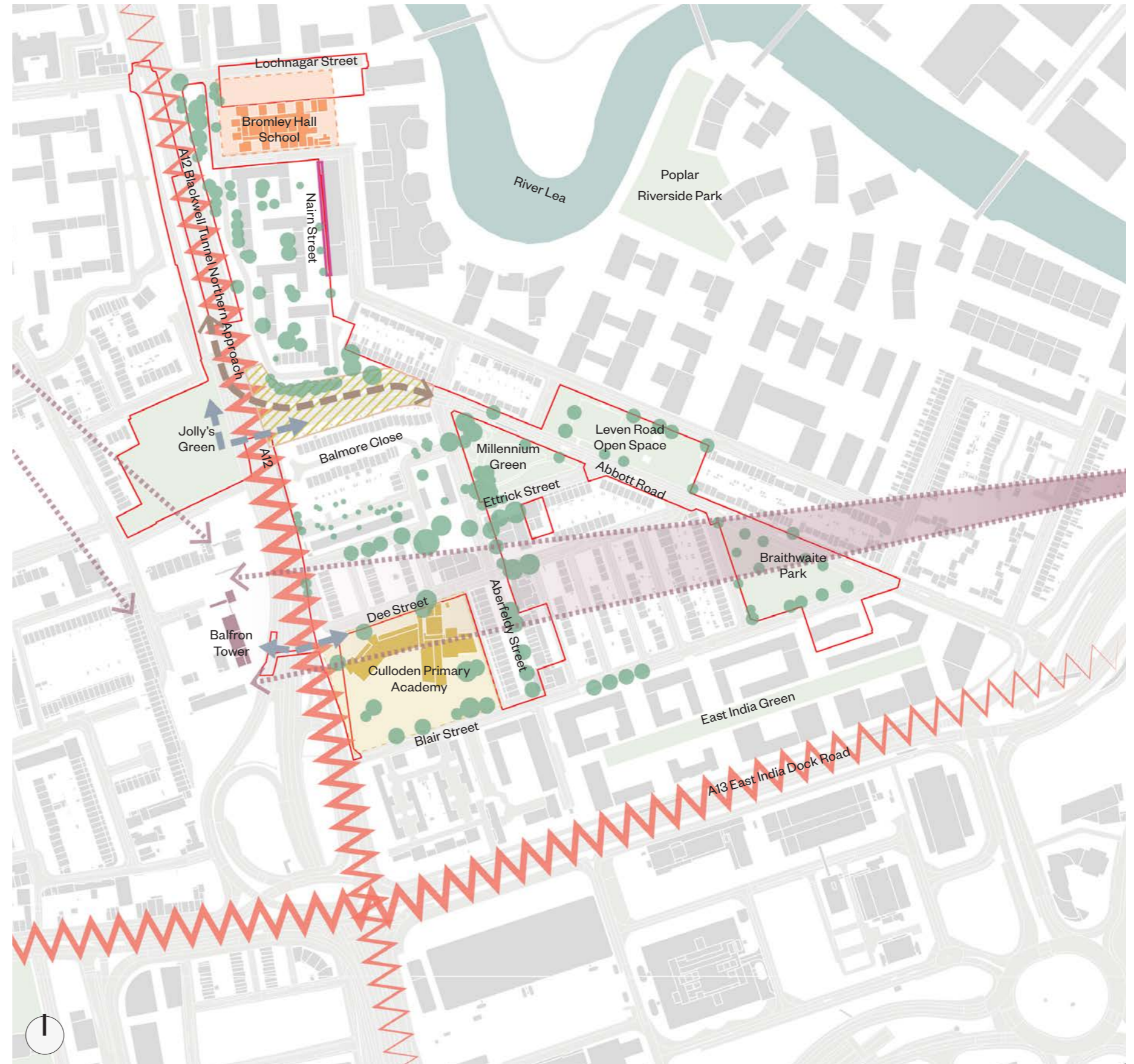


Fig.149 Diagram showing the Site constraints

Constraints and opportunities

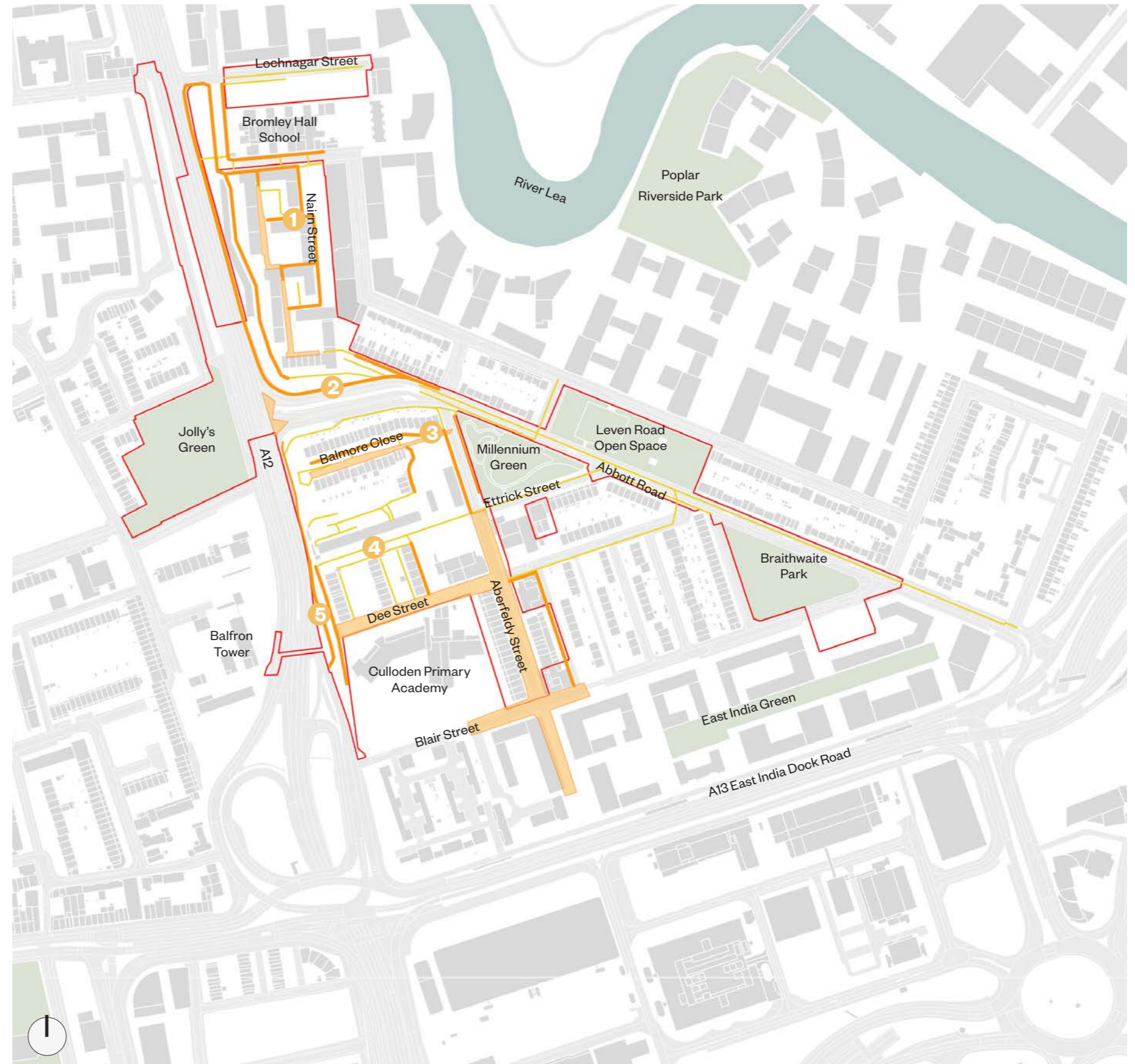
Utilities constraints

This diagram maps the existing utilities across the Site and is a key constraint to consider in developing the masterplan. The location of a number of existing utilities below ground are of note:

1. Electric, BT and heating routes service the existing buildings along Nairn Street
2. Electric and BT lines are located under the pavement of Abbott Road
3. Electric, BT and fibre optic service the existing buildings either side of Balmore Close
4. Electric and water service Thistle House, Heather House and Tartan House
5. Electric, water and gas are located under the pavements of Culloden Street



Further information can be found within the **Foul Sewage and Utilities Assessment** prepared by Meinhardt which support this application.



- Site boundary
- Single utility
- Run of multiple utilities
- Area with condensed amount of utilities

Fig.150 Utilities constraints diagram

Constraints and opportunities

Opportunities

This diagram maps the opportunities which the Site presents. These have been taken forward to inform the strategy for the masterplan and the design principles which are set out later in this document. Site opportunities include:

- Improve pedestrian connectivity between the Site and the west of the A12. There is an opportunity to pedestrianise the existing vehicular underpass to enable a connection between Abbott Road, the slip road and direct access to Jolly's Green.
- Improve the existing green spaces of Braithwaite Park, Leven Road Open Space and Jolly's Green creating different characters and uses for each
- Improve Abbott Road by making it more pedestrian-friendly and less car dominated
- Improve the retail offer along Aberfeldy Street, making it a key Local Centre in the area
- Introduce a new creative hub along the A12 following the Poplar Works narrative
- Create an active frontage on Nairn Street with new buildings which help enliven and activate the street
- Create a new community/civic square with active non-residential uses fronting onto it
- Retain and integrate existing mature trees into new public realm where possible
- Improve the character and environment of the existing pedestrian underpasses
- Improve existing crossing to encourage cycling and link in to CS3
- Ensure pedestrian movement within the site links in with adjacent consented developments to the north-east, creating connectivity to Poplar Riverside and the Leaway
- Opportunity to locate taller buildings along the A12 whilst responding to the listed landmarks of Balfour Tower and Bromley Hall School

- Site boundary
- -> Opportunity for new pedestrian connection
- Opportunity to make Abbott Road increasingly pedestrian friendly
- Local Centre
- Creative hub
- Create an active frontage
- Opportunity for community square
- Existing trees
- Improve the character and appearance of the existing pedestrian underpasses
- Cycle connections to CS3
- Pedestrian movement connecting into wider developments
- Opportunity for taller buildings

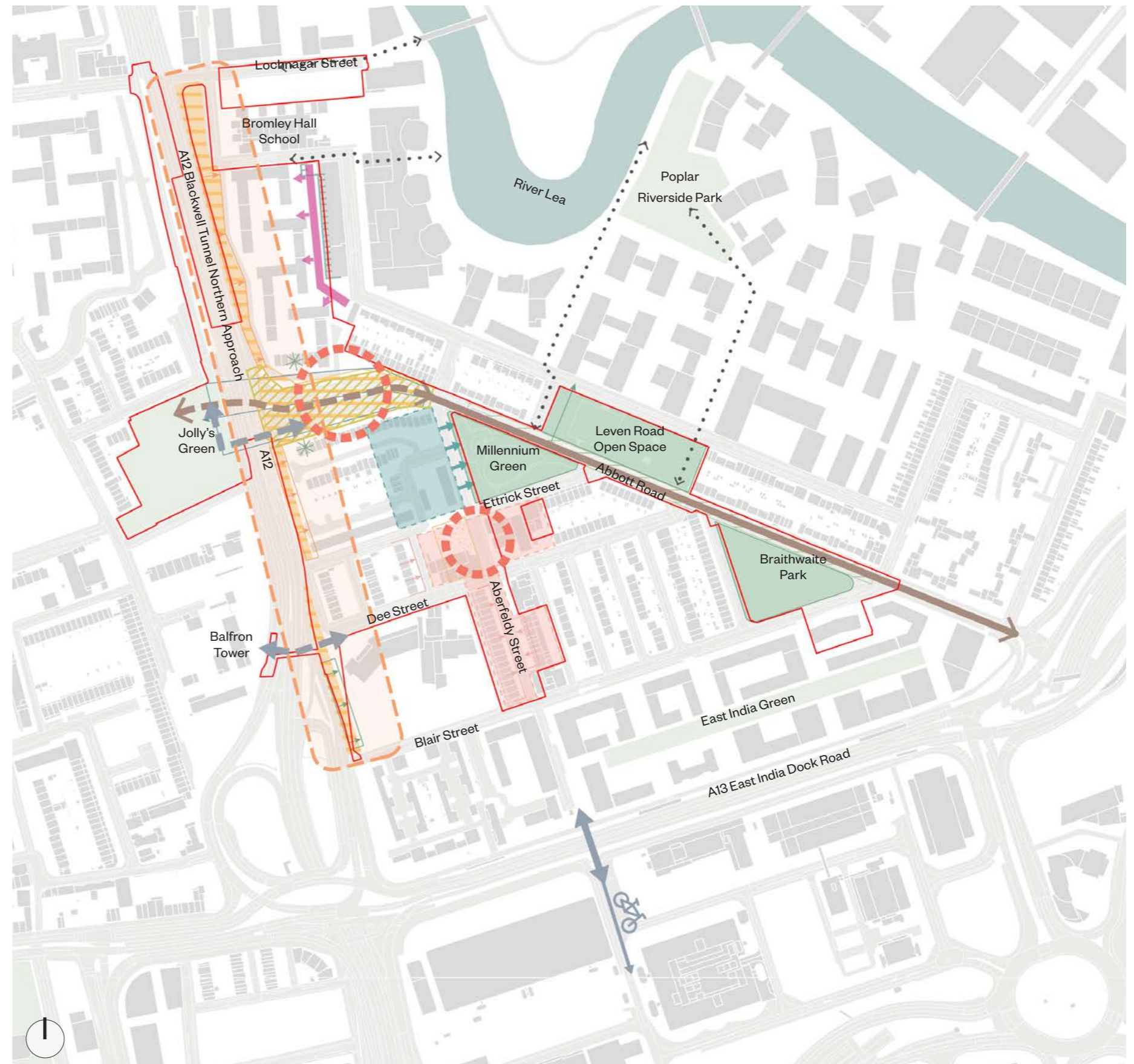


Fig.151 Diagram showing the opportunities presented by the site

4

VISION AND MASTERPLAN DEVELOPMENT

Vision and objectives

London Borough of Tower Hamlets regeneration outcomes

The eight Regeneration Outcomes

The icons opposite are the eight Regeneration Outcomes identified by LBTH in their Regeneration Delivery Plan presented by the Transformation and Improvement Board on the 9th September 2019. These have been used as key objectives for the masterplan and hence strongly influenced the design.

It is clear that the new masterplan represents a once in a generation opportunity to reshape the heart of Poplar and deliver:

- A neighbourhood that fosters growth through high quality mixed use redevelopment
- A revitalised local centre with new retail, commercial workspace, civic and faith facilities
- Considerable public realm focused on walkability, healthy streets and creating a child friendly place
- Improved connectivity to, from and through the site east and west, and north and south
- A substantial number of new high quality homes providing a significant contribution to LBTH housing targets



1. Infrastructure and place-making

New development that is designed to promote inclusivity and enhance quality of place, and is matched by timely delivery of social, transport and services infrastructure in order to support sustainable growth.



2. Reducing inequalities and enhancing well-being

Reducing health and other inequalities between people from different communities and different areas, and better air quality.



3. Making communities safer and more cohesive

Making communities safer and more cohesive through ensuring the accessibility of spaces, places and facilities, enabling community participation & strong relationships, and promoting culture and leisure opportunities.



4. Public realm and environment

The local environment is improved - cleaner and more attractive streets, open and green spaces.



5. Affordable housing

More high quality, affordable housing which meets the needs of residents is provided.



6. Employment

More local people are in work and progressing to better paid employment.



7. Enterprise

Locally owned business and those that employ local people are starting, growing and staying in the borough.



8. Town centres and markets

Well-functioning town centres and markets provide existing and new residents with access to a range of local shops, services, leisure, cultural and community facilities that meet their needs.

Fig.152 LBTH Regeneration Outcomes

Vision and objectives

The vision pillars

The four vision pillars shown on this page were defined by the Applicant and the design team following extensive local research and engagement, creating an ambitious and contextual basis for the masterplan.

1 Proudly made of East London



Strong heritage, strong connections

- ✓ A masterplan that enhances local connections
- ✓ Architecture that celebrates local heritage
- ✓ Built from real engagement with our community
- ✓ Diversity of uses: homes, shops, workspace and community space
- ✓ Active throughout the day, evening and weekend
- ✓ Dynamic street-scape
- ✓ Public realm that feels of London
- ✓ An inclusive community where everyone feels welcome
- ✓ Independent grocer

2 Creatively made



An exciting, dynamic place made of local soul and character

- ✓ Art strategy embedded in history
- ✓ Creating jobs and training for the local community
- ✓ Features the instagrammable moment
- ✓ Providing workspace for independent local business
- ✓ Providing studio space for fashion graduates
- ✓ Multi-functional space for events, cinema and exhibitions
- ✓ Opportunities for meanwhile use to foster community and raise the profile of Aberfeldy Village
- ✓ Art in the park

3 Live well



Promoting healthy habitats and lifestyles

- ✓ A diverse mixed tenure community
- ✓ A safe place to be throughout the day or night
- ✓ c.50% publicly accessible
- ✓ Enhanced pedestrian and cycle routes
- ✓ New health provision
- ✓ A sanctuary that offers respite
- ✓ Increased biodiversity on site
- ✓ Native trees
- ✓ Natural water attenuation
- ✓ Diverse F&B offer featuring health natural cuisines
- ✓ London Living Wage Employer
- ✓ Child friendly neighbourhood

4 Celebrating community



Inclusive and welcoming, a place to meet and celebrate cultural diversity

- ✓ Community space to enrich lives
- ✓ Amenity to combat social isolation and foster community
- ✓ Events programme for all
- ✓ Play space for all abilities
- ✓ Water elements to provide incidental play
- ✓ Play on the way
- ✓ Mapping the local area to celebrate the best of Poplar
- ✓ A digitally connected community
- ✓ Community collaboration
- ✓ Connected to the wider area

Proudly made of East London

An ambitious masterplan crafted from the neighbourhood, linking east and west

The Proposed Development aligns with the project vision, and creates a neighbourhood with a strong East London character. To do so, strong links and connections to the wider context are created through the development of a high quality public realm. The proposed urban strategy re-links the area through different types of connections, which will add variety and richness to the streetscape. These will encourage a range of uses at various times of the day.

The adjacent diagram shows six key new threads of the masterplan that form its framework and character. These are:

1. THE HEALTHY STREET

Improve the character of Abbott Road to create a pedestrian focussed street that links Langdon Park and Jolly's Green with Braithwaite Park and Millennium Green. Abbott Road will be re-designed to reduce traffic and the existing vehicular underpass beneath the A12 will be re-imagined as a pedestrian connection and improve the links to the west of the A12.

2. THE HIGH STREET

Create a new local centre along Aberfeldy Street with non-residential facilities including retail and community uses. This street will link Nairn Street with The Republic to the south of the A13 and East India Station. It will also encourage a cycle link with the exiting CS3.

3. ENTERPRISE YARD

Continuing the character of Poplar Works, which runs adjacent to the A12 in the existing Nairn Street Estate, the proposed masterplan introduces light industrial activities and workspaces in the south of the masterplan to establish a creative north-south route through the neighbourhood.

4. COMMUNITY LANE

A residential north-south connection running from Nairn Street Estate to Blair Street is proposed. This link will be a pedestrian priority street with residential uses and doorstep play.

5. EAST WEST LINKS

The masterplan will improve the east west links, including the existing underpasses across the A12 to ensure the neighbourhood is easily and safely accessible.

6. THE BLUE LOOP

Whilst the site is in close proximity to the River Lea, it is not easily accessible. New bridges across the River Lea and improved links within the neighbourhood will encourage local residents to use the river as a leisure route connecting to the Queen Elizabeth Olympic Park to the north and to City Island, Good Luck Hope and the Clipper to the south east.

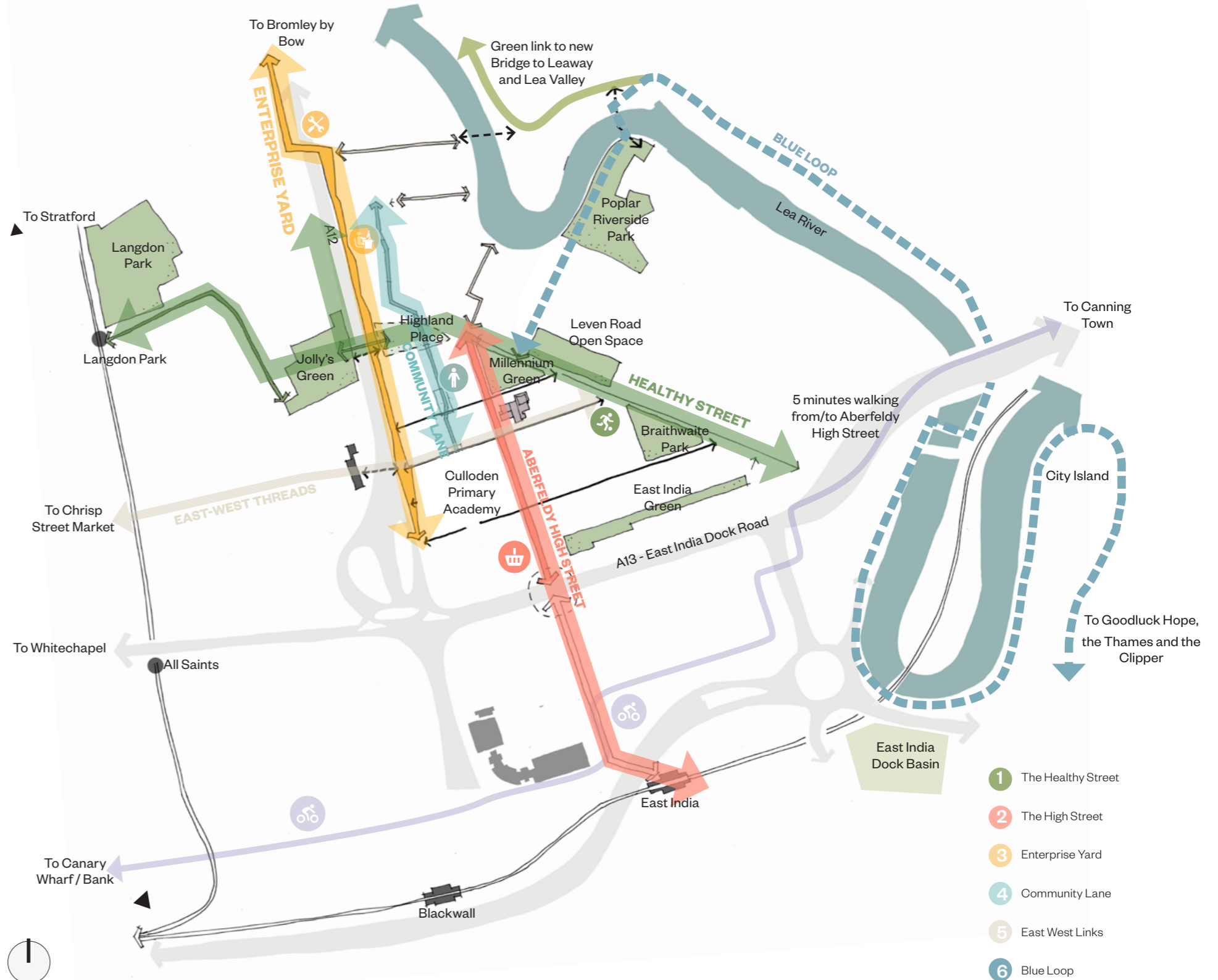


Fig.153 The six threads of the masterplan which form the framework and structure of the Proposed Development



Fig.154 Create strong links and connections across the masterplan and surrounding area



Fig.155 Create a vibrant, active neighbourhood at all times of the day with a mix of different uses



Fig.157 Ensure the neighbourhood is built from engagement with the community



Fig.156 Establish routes and connections that reinstate the former industrial heritage of the area

Creatively made

An exciting, dynamic place made of local soul and character

The Proposed Development builds on the rich mix and history of the neighbourhood area and celebrates the diversity and heritage of the Aberfeldy and Nairn Street Estates.

Poplar Works recently opened on the Nairn Street Estate, along the A12, providing studios and workshop spaces for fashion professionals. The initiative brings fashion back to its spiritual home in East London in a hub which will help small businesses to grow as well as creating employment opportunities in Poplar. It was built on the site of underused garages on the Estate, utilising a difficult space to create much needed space for work and culture. The masterplan will celebrate the success of Poplar Works and extend this strategy further south along the A12, through the proposals for Enterprise Yard. This is a new creative north-south link which will offer a variety of workspaces, workshops and commercial units along its full length.

Meanwhile interventions have revitalised Aberfeldy Street to create a new active local centre. Recently the street was transformed by the London Mural Company, with a variety of patterns designed by local people and inspired by a Bangladeshi tradition of recycling old textiles to create something new. These initiatives have enlivened the shop frontages and public realm, and are used by local people and visitors alike. The adjacent images were taken during the meanwhile spaces event in September 2019 and more recently following the work of the Local Mural Company.



Fig.158 Poplar Works - a hub for creative industries located on the existing Nairn Street Estate adjacent to the A12



Fig.159 Flexible workspaces offer opportunities for local creatives



Fig.160 The masterplan will provide new, creative workspaces for independent, local businesses extending the existing offer of Poplar Works



Fig.161 A masterplan born out of, and enriched by the local community

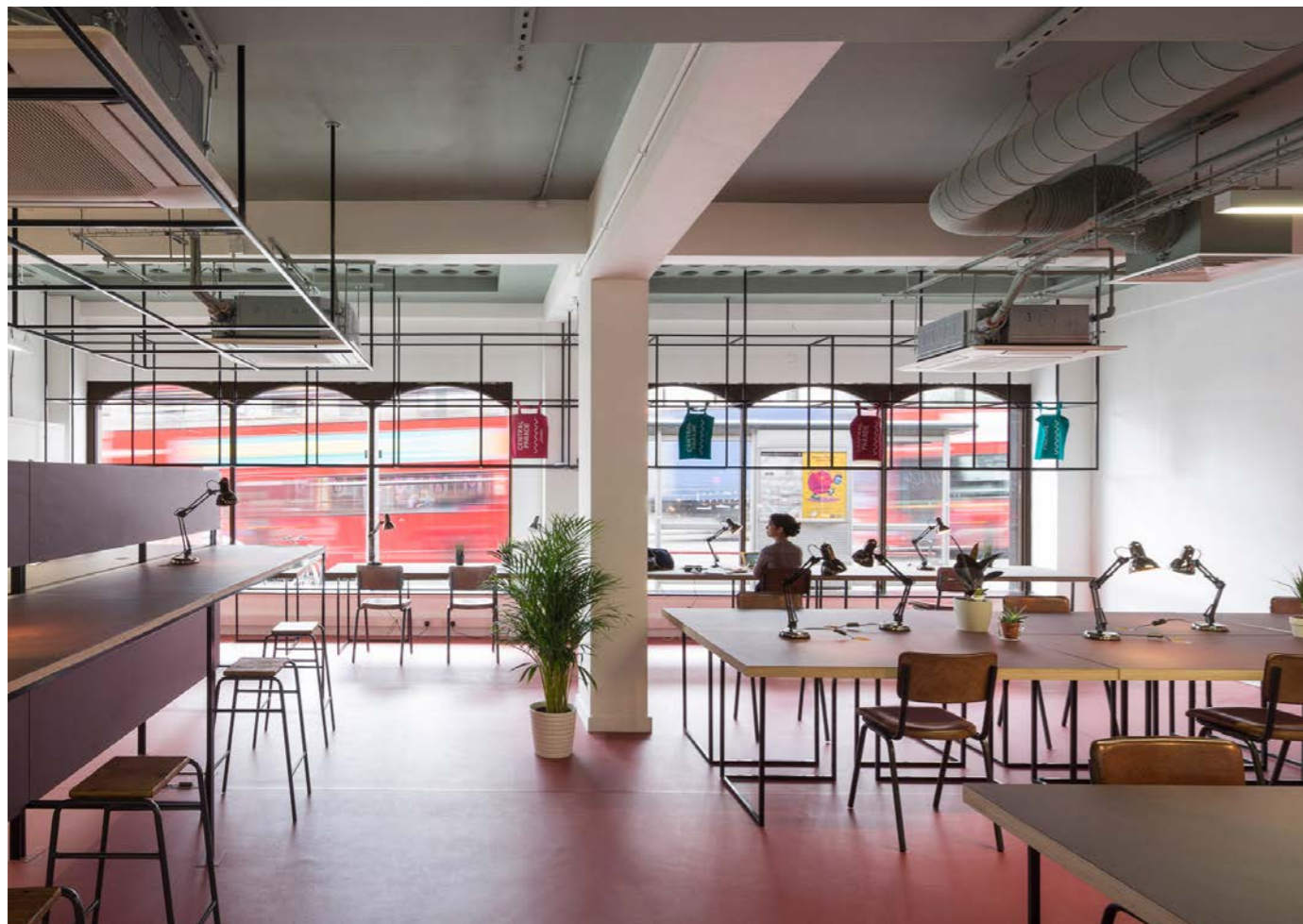


Fig.163 The creation of a range of commercial spaces located along Enterprise Yard, as an extension of Poplar Works



Fig.162 Recognising the success of Aberfeldy Street transformed by the London Mural Company

Live well

Encourage an active and healthy lifestyle

The Proposed Development encourages an active and healthy lifestyle by:

- Transforming the existing green spaces of Leven Road Open Space, Braithwaite Park and Jolly's Green, with improved opportunities for recreation and play.
- Ensuring strong links between these green spaces to create a green network which encourages outdoor activities, social interaction and healthier transport choices. This will change the character of the neighbourhood to be greener and more sustainable.
- Introducing the Healthy Street that connects north west to south east through the neighbourhood, and joins all green spaces with a pedestrian friendly environment.
- Creating a pedestrian and cycle friendly public realm, which limits vehicular use where possible and uses traffic calming measures to prioritise cyclists and pedestrians.
- Extending the network of healthy streets to better connect the site with the surrounding neighbourhoods beyond the site boundary, including the Lea Valley walk.
- Creating a strong landscape narrative which introduces a variety of hard and soft spaces suitable for all ages to enjoy.
- Designing rich planting and tree strategy, alongside sustainable urban drainage, which will enhance biodiversity.
- Considering movement from a 'child first' perspective and addressing play and children's independent mobility together, with a focus on open space and the networks and connections between these spaces.

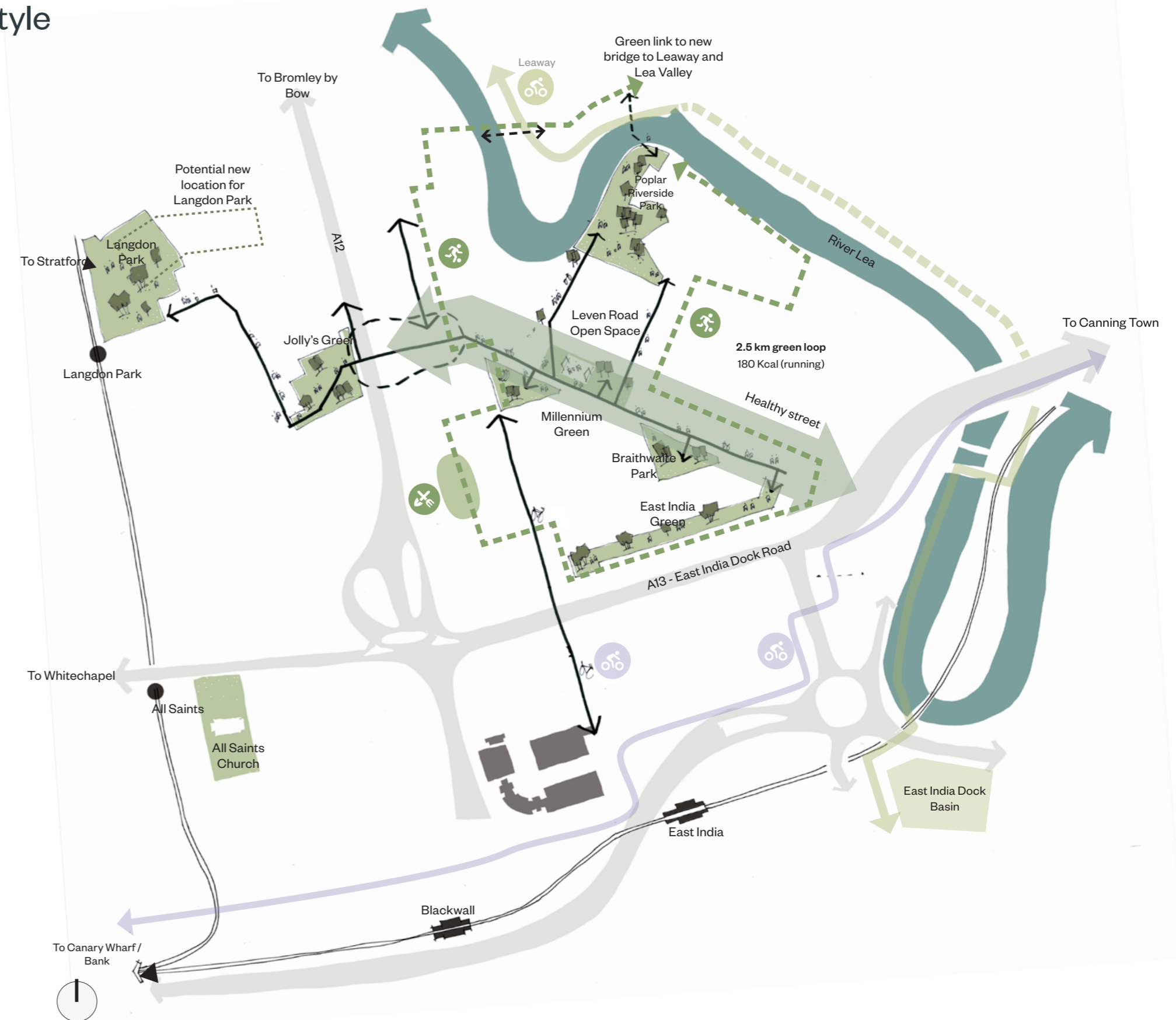


Fig.164 Diagram to illustrate the vision for the green network



Fig.165 Re-design existing outdoor green spaces to encourage activity and social interaction



Fig.166 Design spaces which provide outdoor sport facilities for all ages and social groups



Fig.168 Create areas for pedestrian and cyclists only to promote healthier lifestyle and improve connectivity and permeability through the masterplan and wider area



Fig.167 Introduce water drainage solutions to create a sustainable environment

Celebrating the community

Encourage a strong connection between all communities in the neighbourhood

The Proposed Development creates strong links between the nearby education and community facilities, and the Site.

Education is a key element to ensure a strong and cohesive community. The proposed masterplan will create physical and social links between the schools in the area to encourage movement between them, the possibility to share activities or spaces, or the opportunity to collaborate on community projects.

Culloden Primary Academy is currently located adjacent to the site boundary between Dee Street and Blair Street, new masterplan. Throughout the design process extensive engagement has been carried out including a series of youth engagement sessions with both Culloden Primary Academy and Langdon Park School. This has helped to ensure that the voices of young people are reflected in the design of the masterplan.

Access to green, open space

The masterplan will strive to improve access to and quality of existing green spaces whilst also providing a variety of new public and communal spaces as part of the new development. The aim is for the neighbourhood to be child friendly, which means that it will be a safe place for children to play out, young people will feel welcome and included and all ages of the community will enjoy spending time outside.

By stitching into and expanding on the existing **High Street and community facilities** along Aberfeldy Street the masterplan will help to celebrate and foster the community, whilst offering local and accessible facilities and amenities to both existing and new residents.

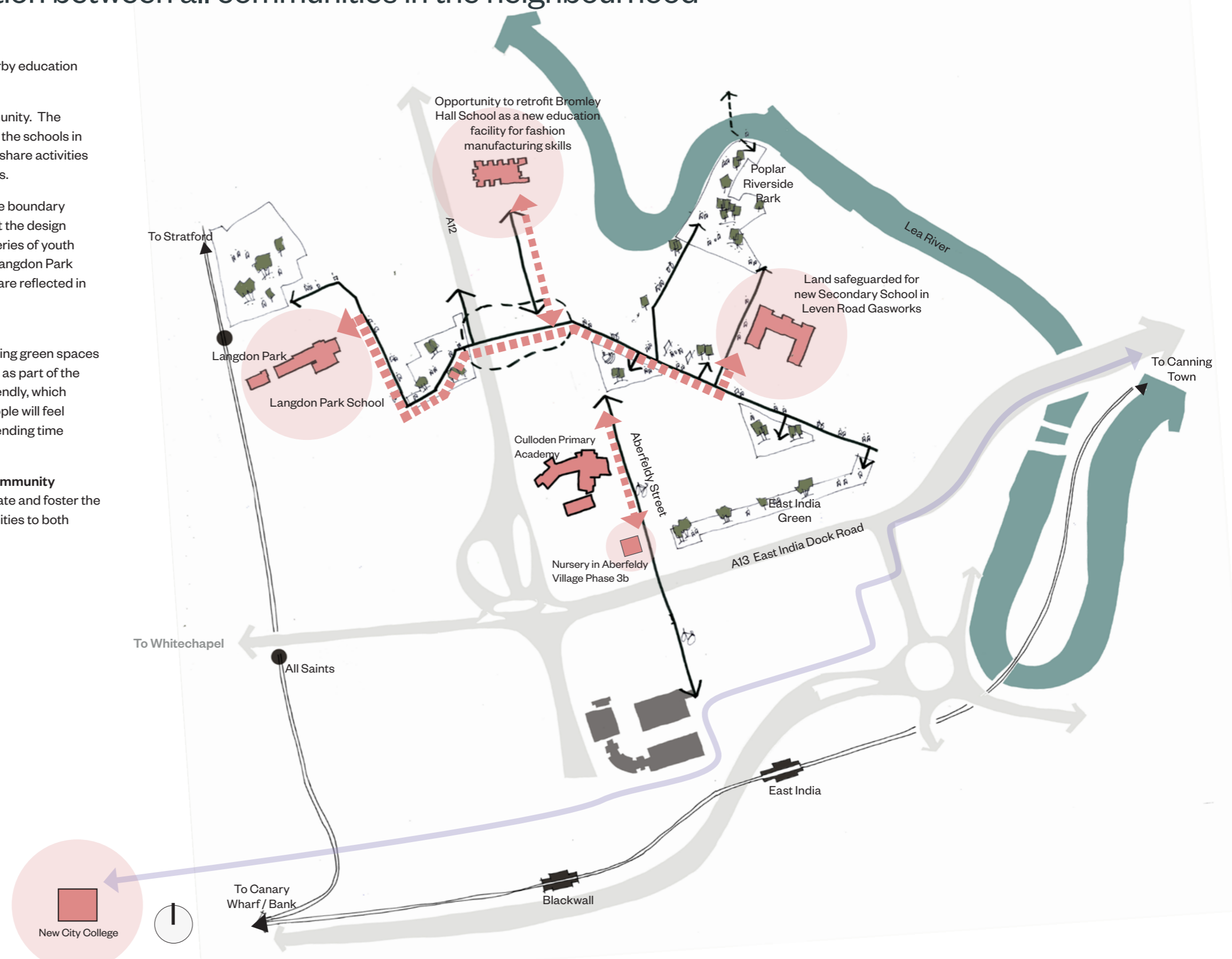


Fig.169 Vision diagram illustrating important community connections



Fig.170 Re-think existing streets to encourage children to play and create safer spaces and opportunities for them to move around freely



Fig.171 Creating opportunities for local schools to have a strong presence in the neighbourhood and utilise open spaces through outdoors classrooms and educational activities



Fig.173 Working with local schools to improve sense of community, for example: Sand Pit, Lambeth



Fig.172 Community design with local schools heavily involved in the design process, for example: Build Up Hackney

A child friendly vision

Putting children first

The Applicant and the design team are designing Aberfeldy Village as a child friendly neighbourhood, putting children at the top of the hierarchy pyramid

A child friendly vision

The child friendly vision aims to create a safe place for children to play out, young people to feel welcome and included and all ages of the community to enjoy spending time outside. The design process has involved listening to the voices of children and young people, taking their needs seriously and allowing them to have a meaningful impact on the Proposed Development. This will bring benefits for everyone, from getting to know your neighbours, feeling safer from traffic, experiencing less pollution, having more places to rest and enjoy greenery and nature and knowing that the next generation will grow up in a friendly and supportive environment that they will have helped shape.

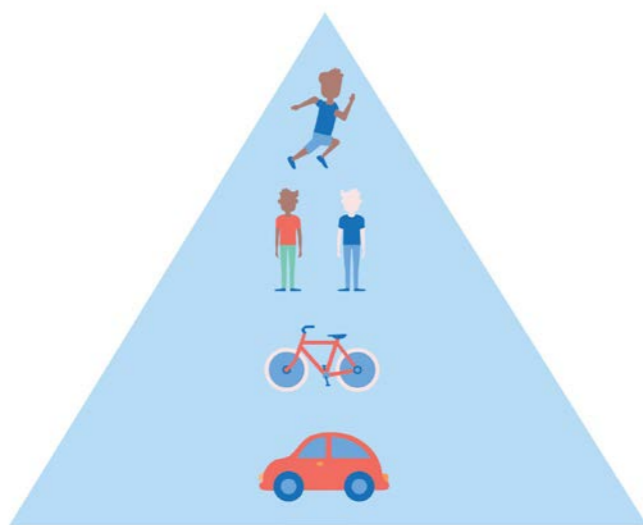


Fig.175 Child first approach to movement

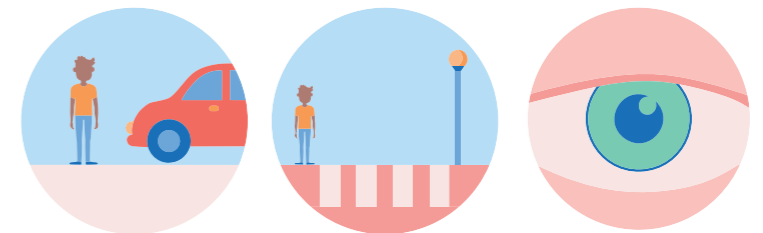
Car free

- No cars
- Pedestrian and cycle priority
- All playable space



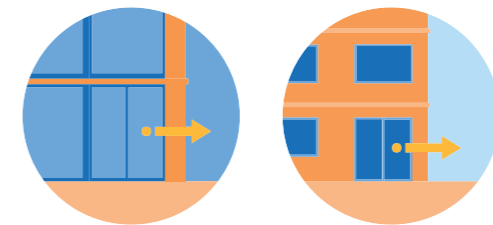
Connections

- Shared surface
- Safe crossing points
- Good sight lines



Access

- Easy access to spaces from dwellings
- Doorstep play for everyone



Overlooking

- Visual connections
- Deck access
- Balconies

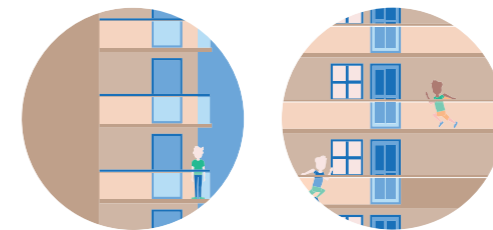


Fig.174 Principles of child friendly design

Community involvement

The public engagement and consultation for the application was coordinated by Lowick, in conjunction with The Applicant and the wider design team. Since 2018, there has been extensive discussions with neighbouring businesses, local groups and societies, as well as elected members.

Over the last two years, residents and stakeholders have played an important role in shaping the new masterplan and the design team are continuing to canvass their views on all areas of the Proposed Development as the project moves forward. This includes the formation of the Residents' Steering Group (RSG) which monitors and scrutinises all aspects of the masterplan and whose feedback has directly informed and shaped the scheme to date. In tandem, the unique and pioneering approach of consulting with young people has been undertaken to ascertain their priorities and aspirations for the area. They have in particular fed back on upgrades to open spaces and proposed amendments to the existing A12 vehicular underpass. Further information on youth engagement is provided later in this chapter.

In September and October 2020 an independently administered and GLA compliant ballot was carried out. 93.1% of residents endorsed the regeneration proposals on a 91.1% turnout. Following the successful ballot, The Applicant has widened the scope of engagement, proactively seeking the views of the wider Poplar area. Two further rounds of consultation were carried out at the end of 2020 and in Summer 2021.

The Proposed Development has been strongly supported by the local community, with 88% strongly supporting or supporting the ambitions and principles of the masterplan in the second round of consultation undertaken this summer. Respondents have recognised and stated that the Proposed Development will help tackle some of the existing socio-economic challenges in the area, namely a chronic shortage of good quality and affordable housing, poor connections on and off the estate.


 Further information about Community Engagement is set out in the **Statement of Community Involvement** prepared by Lowick which supports this application.



Fig.176 Group discussions helped to answer any questions that residents may have about the proposals



Fig.178 Using the model to discuss the masterplan with young people



Fig.179 The models helped the community to envisage the changes and locate in relation to where they live today



Fig.177 A series of display boards were prepared with information about the masterplan which aided discussions at the events



Fig.180 Collecting feedback from the community has been an integral part of the process

Community involvement

Summary of consultation

The adjacent timeline shows the engagement undertaken on the Aberfeldy Village Masterplan between 2019 and the submission of this hybrid planning application.

Ongoing

ZCD Architects working with pupils from Culloden Primary Academy and Langdon Park School to hear their ideas to improve Aberfeldy, culminating in the creation of a Young Person's Manifesto that has helped to shape the masterplan.

Distribution of Poplar HARCA newsletters on the Aberfeldy regeneration.

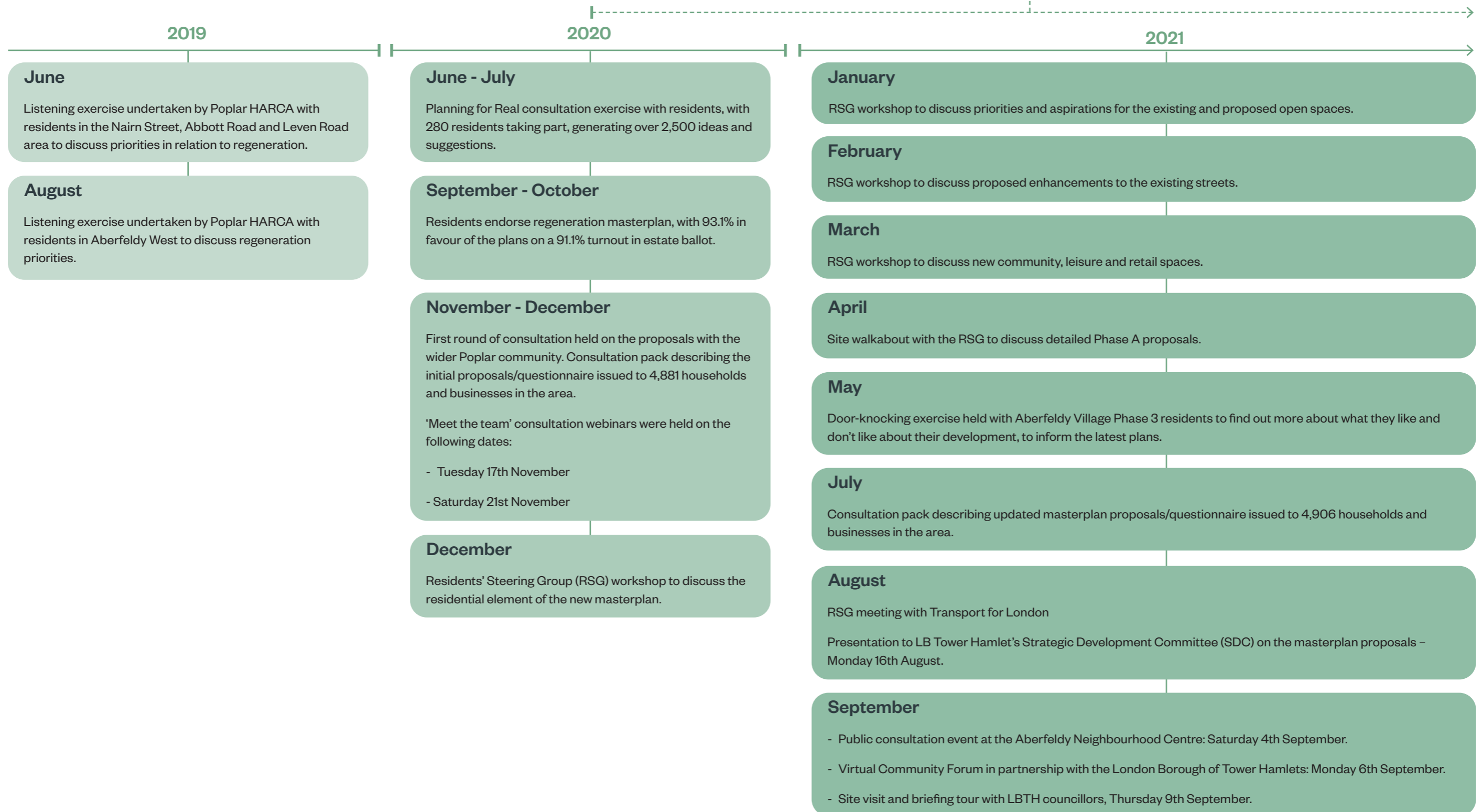


Fig.181 Timeline of engagement

Youth engagement

‘Word has spread in the community that ‘student voice and views’ are powerful and forward thinking’

A child friendly Aberfeldy - Our approach

The findings from the child and youth engagement have been instrumental in shaping the masterplan and landscape design. Led by ZCD Architects and supported by Levitt Bernstein, Morris + Company and LDA, the team have carried out a rigorous programme of youth engagement, based on ZCD’s youth engagement toolkit ‘Youth Opportunity Power’ with pupils from Culloden Primary Academy and Langdon Park School. Through working with them ZCD and the design team have gained valuable insight into what it is like to grow up in Aberfeldy and had opportunity to incorporate these findings into emerging designs. Alongside the engagement work, design proposals have embedded child friendly principles from the outset, starting with a vision and thinking about the designs from the point of view of children and young people throughout.

The results have reached beyond the engagement and design process, attracting interest from the press. Most importantly the benefits of the skill building have been felt by the young people themselves; the group from year 9 at Langdon Park School are now known as the Aberfeldy Heroes and are helping shape other ideas for their local neighbourhood. The process has helped galvanise the design team and design proposals have been truly shaped by youth involvement. Their work has been shared widely with adult residents and the London Borough of Tower Hamlets.

ZCD’s approach is designed to work on children’s own terms; they go to them, and include involvement from the design team so that they can hear first hand what matters to children and young people in their local area. Techniques draw on young people’s knowledge as local experts and focus not on what they ‘like’ or ‘don’t like’, but rather on how they feel about places, if they have agency and control, and how this relates to their sense of happiness and well-being. In this way children and young people also learn how to analyse spaces that they know, which then helps them to begin to look at the proposals for their new neighbourhood.

Engagement took place in two stages:

Stage 1: Carried out with primary and secondary school pupils. This stage was about fact finding, listening and skills building and included walking tours of the local area, using a ‘RAG’ traffic light analysis and photography, all carried out by the pupils themselves. We held whole class and smaller group discussions and used drawing and writing to convey ideas. For the secondary pupils the engagement worked towards producing a manifesto - a clear set of wishes for their new neighbourhood.

Stage 2: Carried out with the secondary school pupils. This involved assessment of the proposals against the manifesto, which was then fed back to the design team. Pupils were shown proposals twice in order to gain feedback and to demonstrate how the team had listened to young people.



Fig.182 Culloden Primary Academy: Stage 1 - Drawing ideas for a new playground



Fig.183 Culloden Primary Academy: Stage 1 - Walking tours and surveying



Fig.184 Langdon Park School: Stage 1 - Students map ratings of different areas



Fig.185 Langdon Park School: Stage 1 - Walking tour and survey of the local area



Fig.186 Langdon Park School: Stage 1 - Students work on their manifesto



Fig.187 Langdon Park School: Stage 2 - Design team present their proposals to the young people

Youth engagement

Stage 1: Findings

Young people feel proud of Aberfeldy (some areas more than others) and there is much that could be improved. The design team understood from the pupils a real need for places to enjoy in their local area, but these weren't close to hand for many of them. They also heard how getting around is a vital part of their everyday life, for example the underpass and the A12 have a very real and negative impact on them. Pupils would like to cycle more, to school and to meet friends, but don't find it easy for a number of reasons.

Both primary and secondary school pupils were looking for spaces to play. Teenagers like to play as well as hang out and there are a number of reasons why they can't, from feeling unsafe, to not having permission to do so. We also heard about how places 'shift' after dark to feeling uncomfortable, unwelcoming and unsafe.

We were all impressed how in the third session, on a walking tour of a new development, the secondary pupils were able to start to 'read' the spaces and think what it might be like to live there. One boy commented that the courtyard with front doors and back gardens felt 'like a place where you would trust your neighbours' and this became part of the manifesto later that day.

Culloden Primary Academy

On the walking tour of the neighbourhood the pupils explored and rated the Millennium Green, the high street and access to the River Lea. Many didn't know about the river and were excited to hear about proposed park next to the river and to imagine getting down to the waters edge and exploring more. The children rated Millennium Green less 'green' for their own age group than for older children and adults. This is sad but probably not surprising as they find the space boring and unsafe and most of them don't use it.

Through the survey and classroom discussions we found many children would like to cycle to school (for the enjoyment, freedom and benefit of exercise) although only one child did. They were enthusiastic about play and their playground ideas were extensive. Given the chance they would rather play outside with friends than on screens. Compared to other London children we have met, these children may play out less; Reasons for this can be complex, (both cultural and spatial) but it is safe to say that play space isn't as readily available and easy to get to as it might be in other neighbourhoods.

Langdon Park School

We looked at six different local spaces. Like the primary school pupils, Langdon Park students revealed the challenges of negotiating the busy roads. Like the primary school pupils, some of them are driven to school, despite the close proximity. None of them like the 'tunnels' (the underpasses) and would also like to see safer routes and easier ways to cycle home or around their local area. They had



Fig.188 The young people's manifesto created in session 3 of stage 1 and which the client and design team were committed to work towards and against which the young people assessed design proposals in Stage 2.

fond memories of Sandy Park (Braithwaite Park), although most of them did not like the sand itself. On the whole they played close to home and this was most apparent for those living in the new dwellings around East India Green, which they called the Aberfeldy Village space. The children who lived here were the most enthusiastic about their local spaces, keen to show us the play areas and the fountains, and talking about water fights in the summer (although not in 2020). All the children are wary of playing football here, either because they might break a car window or because the ball might run in front of a car.

The year 9 pupils were more positive than the younger pupils, with most spaces rated quite highly during the day, but then less so after dark, which can be as early as 4pm in the winter. They rated the Aberfeldy Village space (East India Green) highest for after dark, which is a quality vital for this age group and on our walking tour of St Andrews in Bow, they were able to see that the courtyards and pedestrianised streets were similarly well connected and overlooked; one of them remarking that this must be a place 'where people trust their neighbours'. Whilst the Blue Pitch (Leven Road Open Space) plays a part in their everyday lives, it is not used by all of them and is not enough space on its own for any of them.

Youth engagement

‘It’s something that we’ve not experienced before and not an opportunity many people get. It’s nice to have our voices heard and our contributions listened to.’



Fig.189 Students give their feedback on the emerging masterplan, designs and meanwhile uses



Fig.190 Students ('Aberfeldy Heroes') present their photography and meet Councillor Rajib Ahmed

Stage 2: Findings

Langdon Park School

In the final two sessions students were asked for their feedback on key public realm and open space proposals.

Session 4 (held online due to Covid): Generally the students liked the six spaces shown and had lots of positive comments. They liked some of the quieter spaces, the green, flowers, colour and seating. They also really liked Highland Place and the new tunnel, but were concerned it might not feel safe after dark. There were lots of ideas about what to add into the spaces, such as bins next to seating areas.

Many of the images had younger children in and the pupils reacted to that, for example; 'I don't think that teenagers will go there when there are children so they might go after dark', they also felt self conscious about being overlooked and too surrounded by homes, on Millennium Green but welcomed Community Lane's spaces with proximity next to homes. There is a fine balance between feeling safe and close to home and too overlooked. The obvious solution would be to give variety as young people are clearly looking for both.

Session 5: The design team presented updated drawings, replacing the precedent examples with actual proposals and detail. Pupils filled in a survey sheet for each space, assessing it against each of the manifesto points.

This time the group were more positive about spaces like Millennium Green 'This looks good for older children like us' from one and from another about Sandy Park 'Good to see big swings, not just baby swings', although another remained

concerned that Millennium Green isn't necessarily for children of all ages as they don't know if different age groups would share the space at the same time. Good design and equipment alone may not be enough to make people of all ages feel that these spaces are for them to enjoy too.

They were very positive about Highland Place. At the last session their concerns had been about feeling unsafe after dark, but having been shown the new visualisation there were a number of comments that specifically said the opposite, such as 'I really like Highland Place because of how the place is lit up after dark and how lively it looks.' One even said 'This is more than what I was thinking!'

They had other ideas to add this time, such as shelter so that they could spend time outside when it is wet and a water feature, as the one in Aberfeldy Village is very popular. Other ideas included making sure there was enough space for ball games as well as places to cycle and skateboard. Their ideas continued into the meanwhile space discussions thinking about markets and pop ups, bike storage, less cars and spaces to grow food.

Overall the session demonstrated how deeply knowledgeable the young people had become about their neighbourhood and the forthcoming regeneration changes. Their comments have added greater depth and nuance to the proposals as their ideas were respectful and not far fetched.

As well as evidence for the design team, these findings have provided an

opportunity to feed into other resident engagement work such as with the Aberfeldy Big Local team and LBTH, and also the Green Infrastructure Fund using primary school knowledge.

The design team's designs and visualisations responded to their manifesto. In every instance the parks, streets and squares that were presented to them in the second stage had their wishes in mind. This wasn't a case of making it 'for' children, it was about being inclusive, making them feel part of the design, from putting them in the picture, to thinking of equipment for play, sport and meeting up.

There was a wider narrative about being able to get around safely, in part a response to their meanwhile requests but also in terms of creating an ambitious masterplan that links neighbourhoods together (for example pupils from Aberfeldy need to cross the A12 every day and pupils from Culloden would love to visit the River Lea).

All of these elements have helped create a masterplan that works for all ages, and it is hoped, will continue to do so .

Youth engagement

Conversations with local young people are at the fore of the design process at Aberfeldy. They have deeply shaped our thinking and the masterplan itself.

Impact on design

The design process has involved listening to children and young people, taking their needs seriously and allowing them to have a meaningful impact on the proposals. We believe this will bring benefits for everyone, from getting to know neighbours, improved traffic safety and accessibility, less pollution to having more green places

Secondary pupils developed a manifesto which clearly sets out their wishes for their new neighbourhood. The design team witnessed the production of this manifesto and worked to these requests. As designs have evolved the young people have had opportunity to check the manifesto has been met. Other residents and local people, including local councillors and planning officers, have witnessed the young people's work.

ZCD Architects, supported by Levitt Bernstein, Morris + Company and LDA delivered a truly integrated engagement programme for young people who, in turn, have provided powerful and insightful feedback to steer design. They have talked about the challenges and restrictions they are placed under, in many cases due to local traffic, and their everyday experience of negotiating the busy roads that they live next to. Their manifesto is evidence of their issues and is testament to how fundamentally important their local area is to them. They know Aberfeldy well and recognise its shortcomings. But they are also positive and optimistic and there is huge potential to provide more of what is well loved and used. Their input has had a huge impact on the design of all communal and open spaces within the masterplan, the connections between these spaces, the supporting community uses, meanwhile opportunities and beyond.

Further information about Youth Engagement is set out in the **Statement of Community Involvement Part 2: Children and Youth Engagement** prepared by ZCD Architects which supports this application.

Design considerations the design team have incorporated within the masterplan, in response to feedback from children and young people (in their manifesto and in Stage 1 and 2 design discussions), include:

- Improved connectivity between homes, community infrastructure and open spaces for pedestrians and cyclists
- Improved road safety for pedestrians and cyclists
- Improved environment to walk around
- More and improved access to shared green spaces, with these spaces offering play opportunities for all ages
- Improved opportunities for diverse ball games
- Improved lighting to key routes subject to biodiversity considerations
- Improved overlooking throughout
- Improved play and hang out opportunities for teenagers including a bucket swing, climbing frame and social benches
- Improved opportunities for adventurous play and exercise including a good outdoor gym, bouldering and parkour.
- More intergenerational spaces
- More incidental and informal doorstep play
- Enhanced school street
- Growing spaces (private and communal)
- Quiet spaces
- Spaces for community events
- Informal hard spaces for scooting, skating and skateboarding
- Diverse and welcoming neighbourhood
- More natural areas, greening, rooftop gardens and biodiversity
- Low carbon design
- Sufficient refuse stores
- Rain gardens and reduced run off
- Meanwhile uses such as markets, pop ups, bike stores, car free areas and spaces to grow food
- Welcoming signage

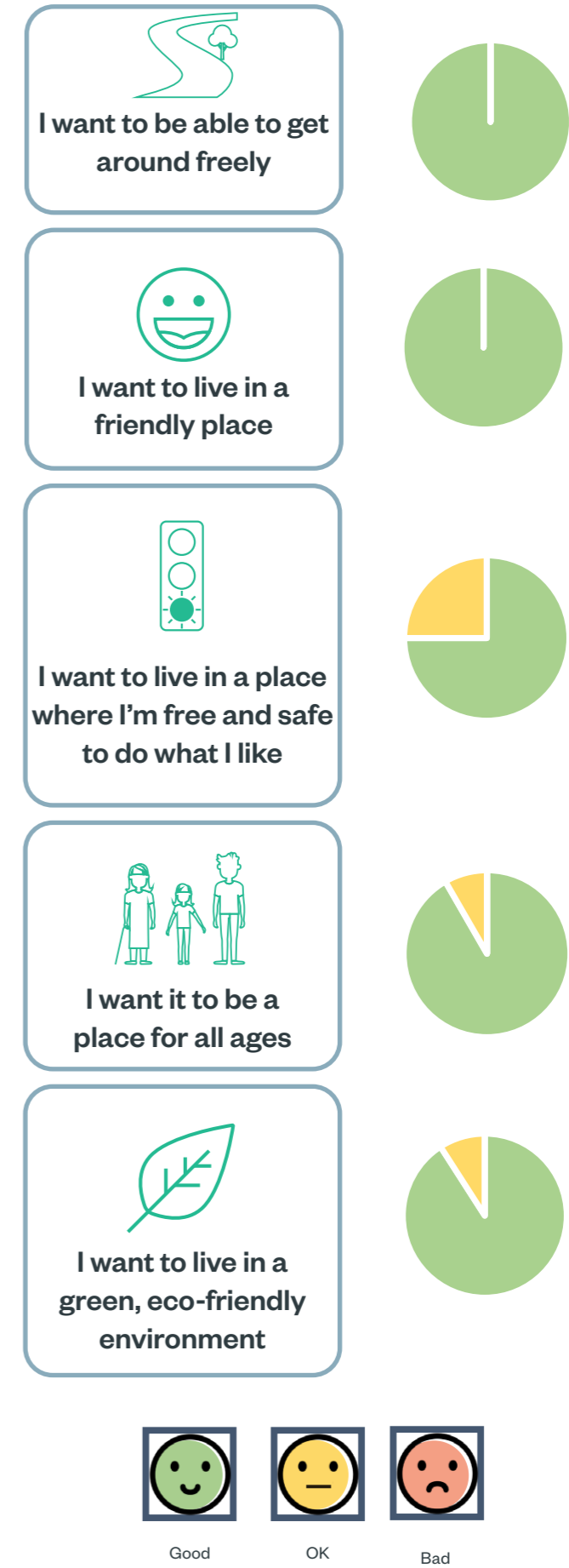
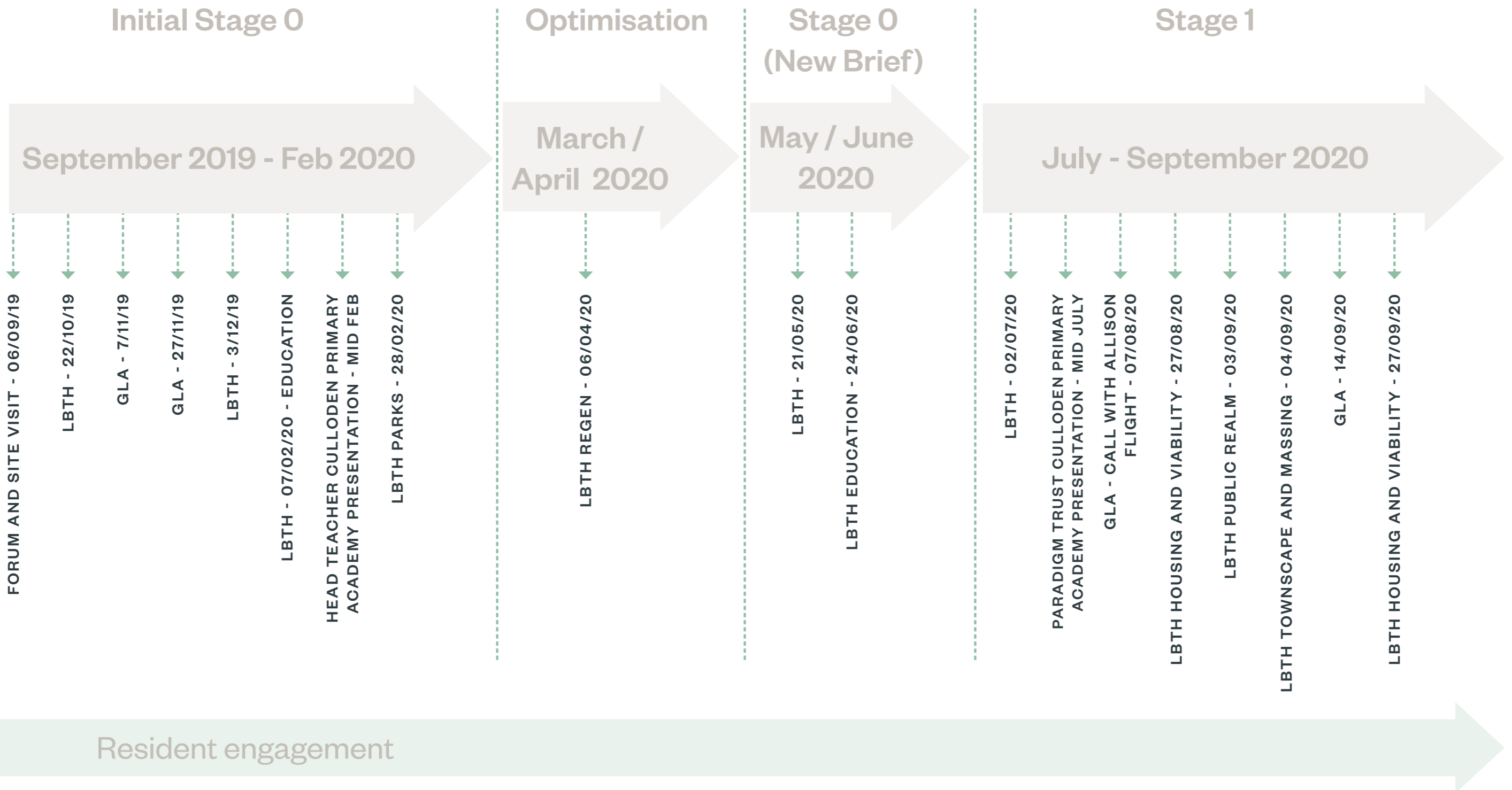


Fig.191 Final student feedback on the masterplan

Development process

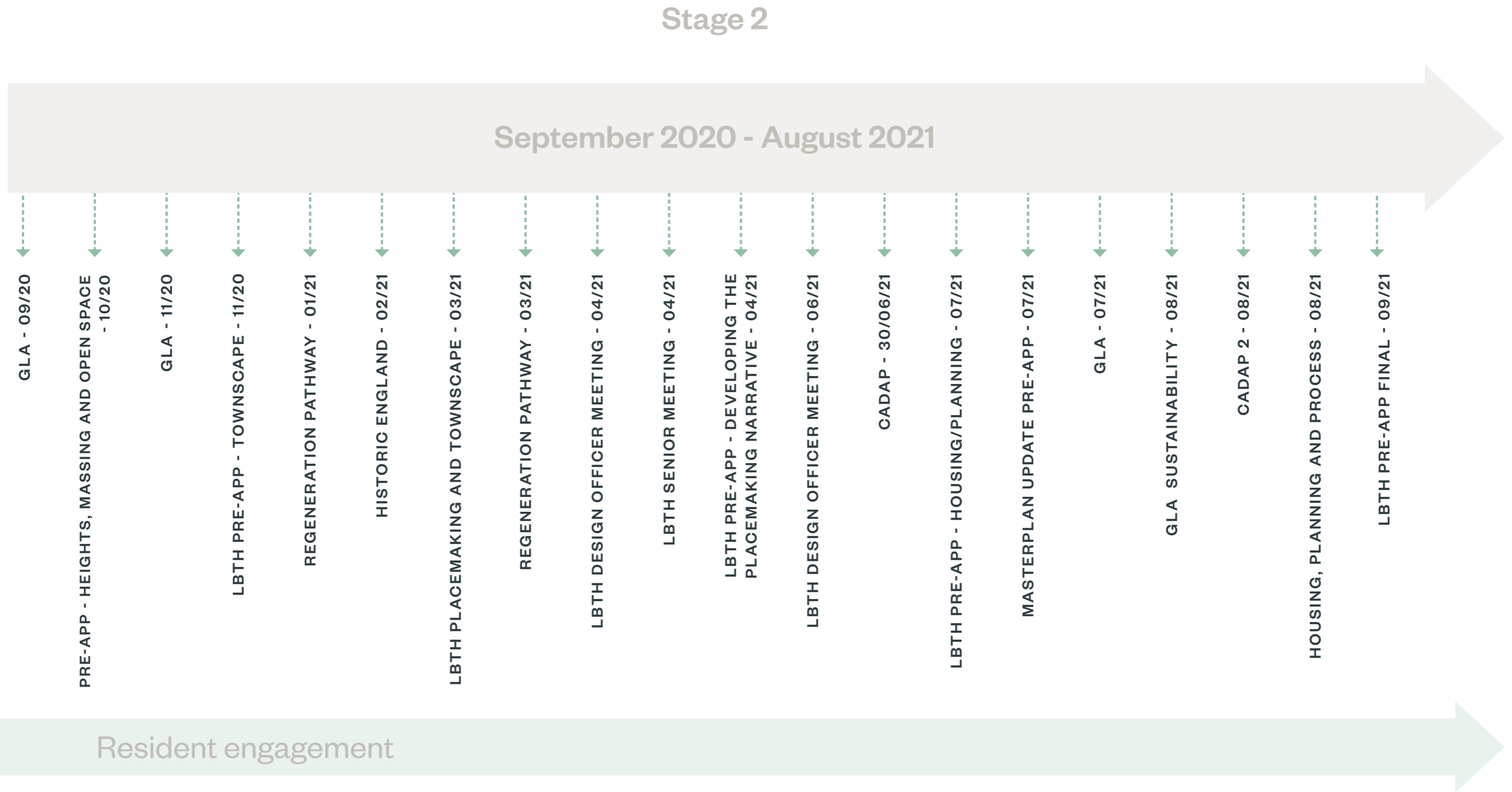
Project timeline

Throughout the design process and in the production of this hybrid planning application, the Applicant and the design team have been engaged with the London Borough of Tower Hamlets (LBTH) and the Greater London Authority (GLA) through the Pre-Application process. The key meetings throughout each stage of the project are set out in the timeline across the following two pages.



Development process

Project timeline



Design evolution

Stage 0

The masterplan has evolved throughout the design process, notably as feedback from residents and young people has been taken on board; as the aspirations and design principles of the design team consultants are applied; and through pre application discussions with London Borough of Tower Hamlets and other stakeholders.

By working closely with the Applicant and LBTH, the design team has strived to ensure that the Proposed Development balances the views and interests of all stakeholders, whilst carefully responding to site constraints.

The series of images across the following pages illustrate the evolution of the design for the Aberfeldy Village Masterplan and the narrative behind this process.

The Stage 0 masterplan, shown on this page, sought to create a new neighbourhood with a strong East London Character. Based on the principles of the six masterplan threads, the masterplan was designed to improve permeability and connections through the site, with the introduction of two new north-south routes, Enterprise Yard and Community Lane, and the upgrade of the existing High Street. The east-west permeability was also improved with the upgrading of the Victorian era historic street pattern of Dee Street, Ettrick Street and Blair Street. A new east west connection, Culloden Mews, was created connecting from the High Street to Community Lane in the south of the Site.

The masterplan strived to:

- Place health at play at the heart of the masterplan
- Provide considerable, high quality, functional open space
- Establish a new local centre and High Street
- Create employment opportunities, space for creative industries and enterprise.
- Improve education and training facilities.

The Stage 0 masterplan delivered 1,575 new homes, of a variety of types and tenures, including 4, 5 and 6 bedroom homes to rehouse the existing residents within the Site boundary.

Stage 0



Fig.192 Stage 0 illustrative masterplan layout

Stage 0: design development



Fig.194 Stage 0 design development illustrative masterplan layout



Fig.193 Stage 0 illustrative masterplan massing



Fig.195 Stage 0 design development illustrative masterplan massing

Design evolution

Stage 1

Key drivers behind the evolution of the masterplan throughout Stage 1 included:

Scenario A and B – respecting the existing school boundary

In order to build flexibility into the masterplan and allow time to work with Culloden Primary Academy and LBTH regarding the potential relocation of the school site, the masterplan evolved to respect the school site boundary, with no buildings positioned partially on and off the school site and for the school site to become the final phase of the masterplan, should agreement be reached to allow this to happen. As a result the masterplan was rationalised by keeping Dee Street in its current alignment, removing Culloden Mews, and changing the alignment of Ettrick Street to equalise the size of buildings C and E.

Throughout stage one there were two scenarios for the masterplan:

- Scenario A, without school relocation; and
- Scenario B, with school relocation.

Further extension of the red line boundary

The Site boundary was extended for stage 1 to include:

- the land to the north of the Bromley Hall School along Lochnagar Street
- the existing pedestrian underpass at Dee Street to facilitate the repurposing of the vehicular underpass as a pedestrian and cycle connection and the improvement of other existing underpasses
- the site of the existing GP and St Nicholas Church

Abbott Road and its junction with the A12

Working with closely with Transport Consultants, Velocity, proposals began to develop for the reconfiguration of the A12 junction and the existing vehicular underpass. This proposed to move the junction further north, opening up the heart of the masterplan for the creation of a public landscaped space, Highland Place, and changing the plots of the land available for development.

Re-design of Nairn Street and land in the north of the site

To respond to the evolving design of Highland Place, the relocation of the A12 junction, and provide more homes, the northern part of the site (the current Nairn Street Estate) was redesigned to better integrate with the southern part of the masterplan.

Change of use

A number of changes to the land use were incorporated into Stage 1.

- The two storey library building located within the ground and first floors of building F, adjacent to the Town Square, was replaced with additional retail units to the ground floor and residential on the first.
- The resident's facilities and concierge have been centralised into one building, B3, rather than located in multiple locations across the masterplan.

Stage 1: Scenario A



Fig.196 Stage 1 Scenario A illustrative masterplan layout



Fig.198 Stage 1 Scenario A illustrative masterplan massing

Stage 1: Scenario B



Fig.197 Stage 0 Scenario B illustrative masterplan layout



Fig.199 Stage 0 Scenario B illustrative masterplan massing

Design evolution

Stage 2

Key drivers behind the evolution of the masterplan throughout Stage 2 included:

Amendments to the red line boundary

The Site boundary was amended as follows:

- the exclusion of Culloden Primary Academy to retain the school in its current location. The Site boundary now extends up to the school boundary, to allow improvements to Dee Street.
- the exclusion of Millennium Green from the red line
- the addition of the existing vehicular underpass and the slip road joining the A12
- the addition of the existing allotment between the A12 and Bromley Hall Road

Focus on Scenario A

- To enable the move of Culloden Primary Academy to be explored in more detail the focus of the masterplan was developed around scenario A, leaving Culloden Primary Academy in its current location. This allows a future stand-alone application to come forward if relocation of the school was to be agreed.

Abbott Road and its junction with the A12

- The existing A12 Slip Road from the vehicular underpass was utilised to provide a new pedestrian entrance to the north, providing a direct connection to the Teviot Estate. Further information is set out in Chapter 7 of this document.

Placemaking, townscape and height strategy

- A change in the location and quantum of tall buildings. Workshops and pre application discussions with LBTH, the GLA and Historic England have helped to shape a strong place-making narrative responding to the sites context. Five tall buildings parallel to the A12 were proposed in the Stage 1 masterplan. In stage 2, a cluster of three taller buildings mark the Underbridge and Highland Place .
- A sensitive response to Balfour Tower and consideration of the Borough designated views towards Balfour, which requires the preservation of sky space surrounding Balfour resulted in the redistribution of height and massing across the masterplan.

Jolly's Green

Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green. The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green.

Further information about the evolution of the design is set out in the **Environmental Statement** prepared by Trium which supports this application.

Stage 2: development



Fig.200 Stage 2 development illustrative masterplan

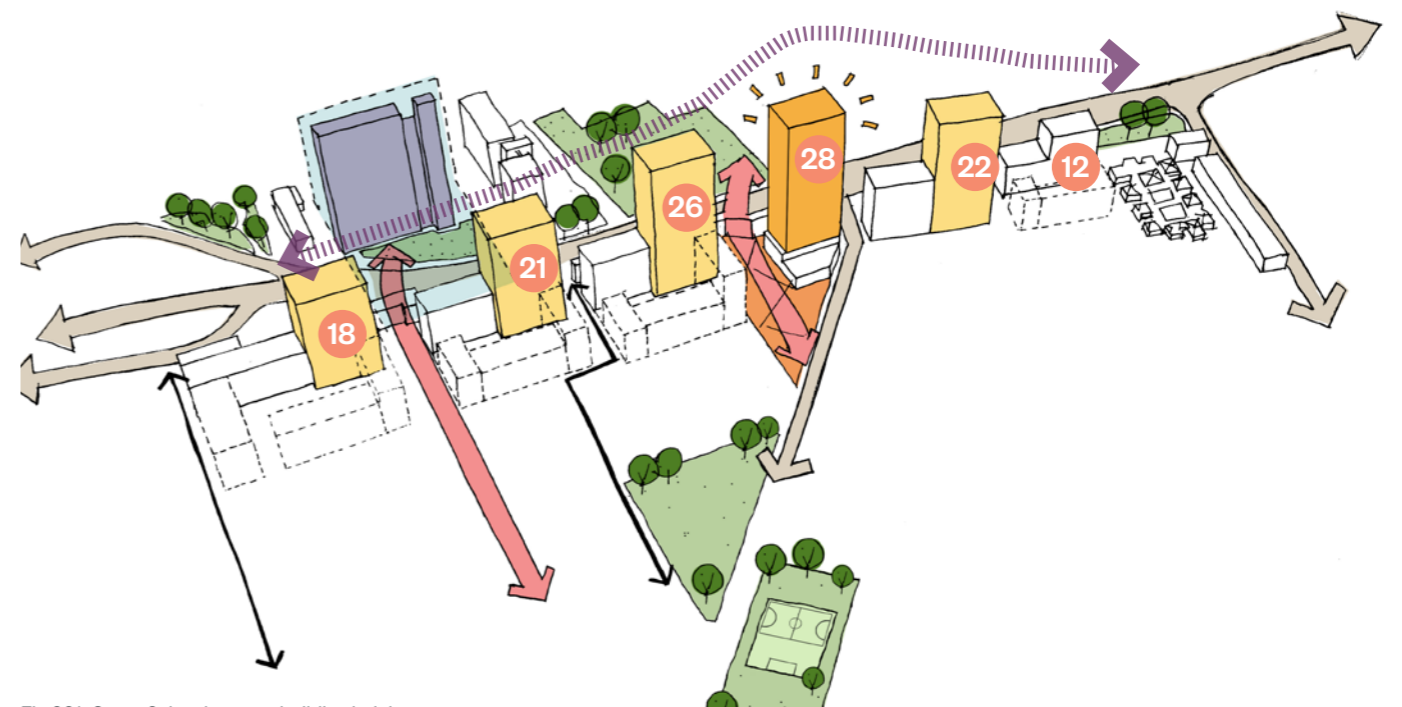


Fig.201 Stage 2 development building heights strategy

Design evolution

Stage 2

Stage 2: scenario A only

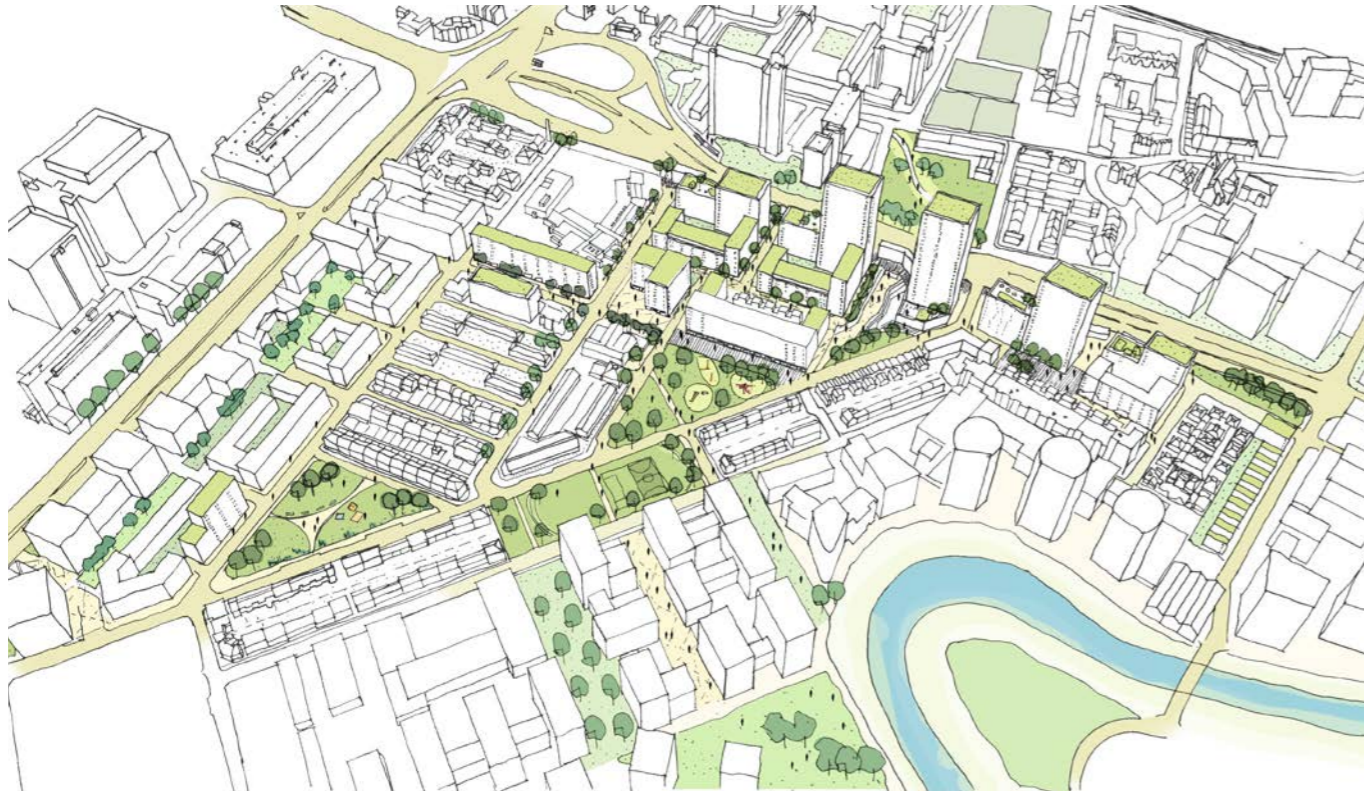


Fig.202 Stage 2 evolving illustrative masterplan

Stage 2: preferred masterplan



Fig.203 Stage 2 preferred illustrative masterplan

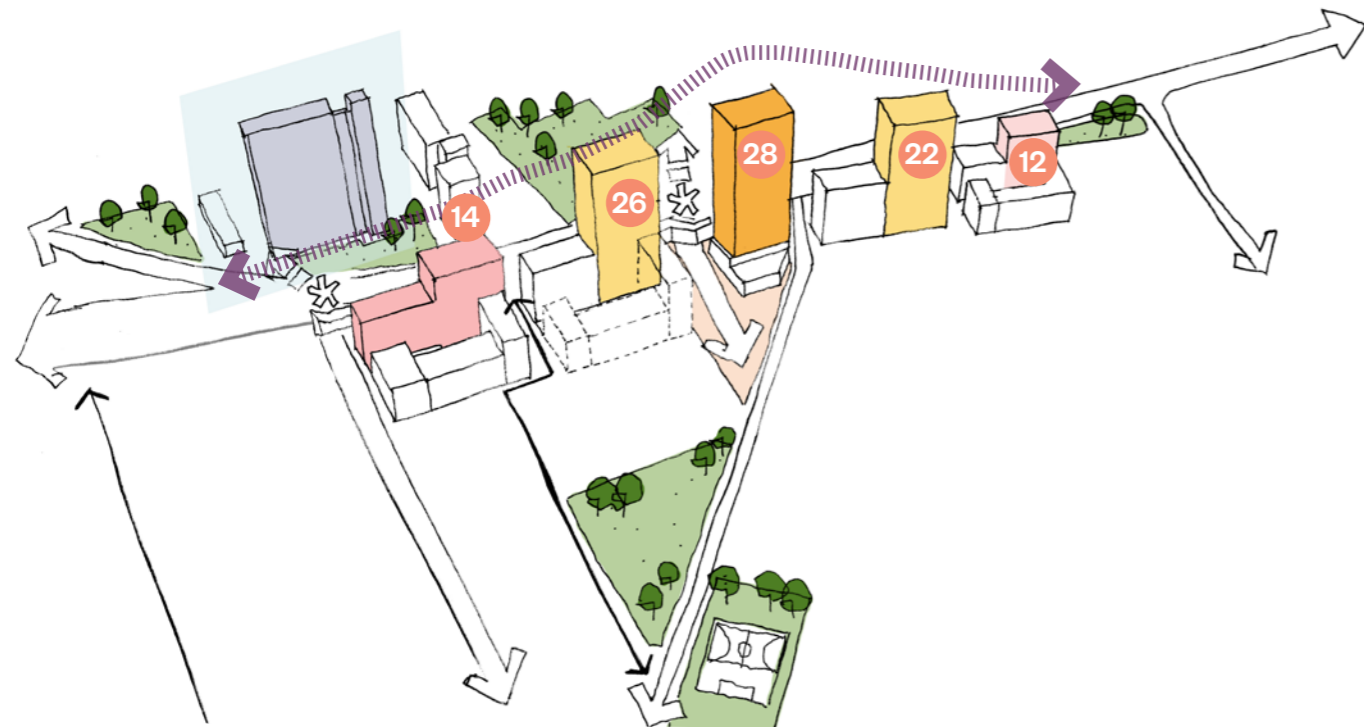


Fig.204 Stage 2 evolving placemaking strategy

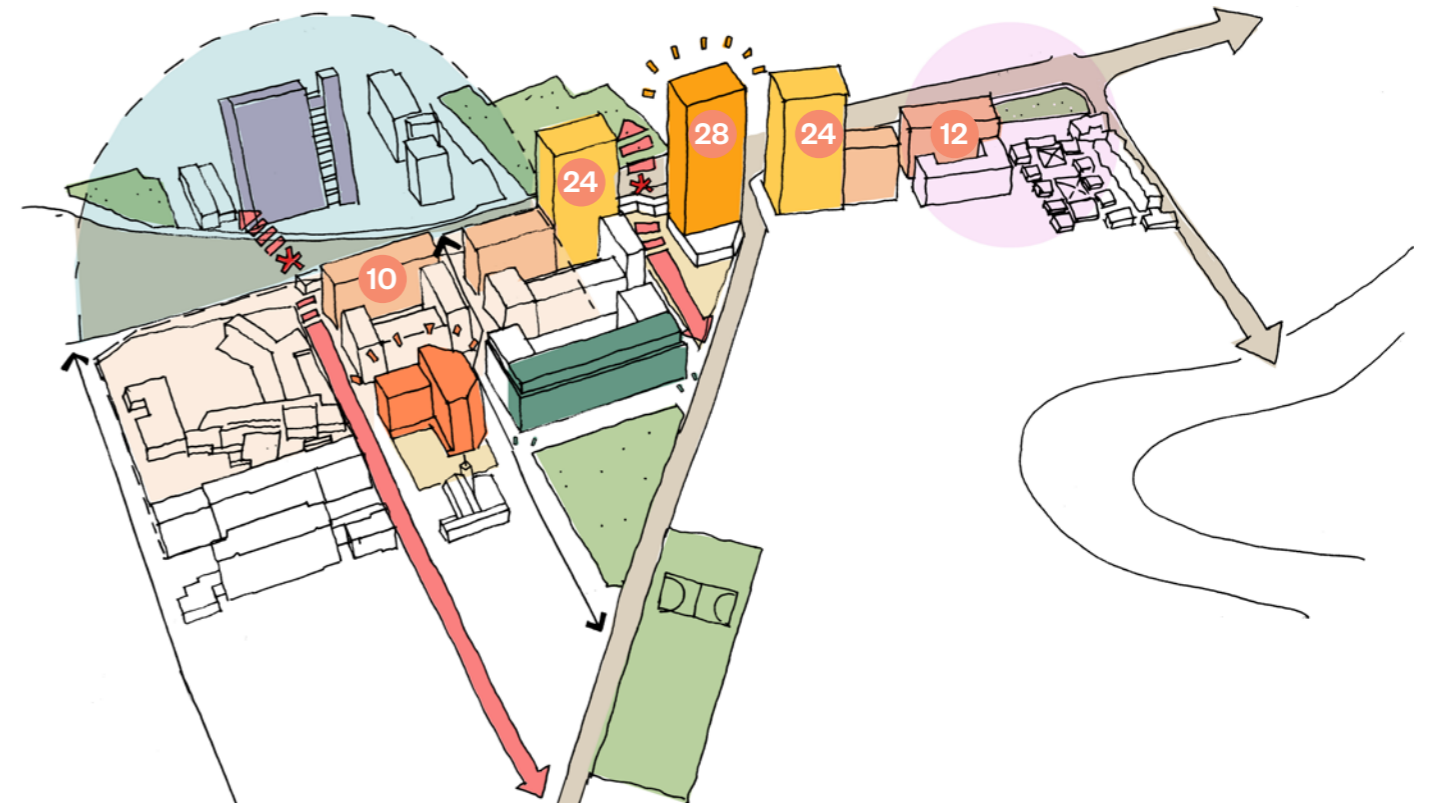


Fig.205 Stage 2 preferred placemaking strategy

5

THE MASTERPLAN



5.1

LAYERS OF THE MASTERPLAN

Threads of the masterplan

Masterplan strategy

Connecting Aberfeldy into its surroundings with a series of threads, each with a unique character

Following the vision explained in the previous chapter, the masterplan contains six threads, which form the framework of development and character of each route and space. The six threads form the following routes:

- 1 **The Healthy Street**
A 2.5km green loop connecting a network of public spaces with pedestrian and cycle friendly routes.
- 2 **The High Street**
Enhancing Aberfeldy Street and promoting it as the Local Centre.
- 3 **Enterprise Yard**
A creative link which offers opportunities for local and independent businesses, whilst improving north-south connectivity.
- 4 **Community Lane**
A neighbourhood street which is residential in character connecting Nairn Street Estate to Blair Street.
- 5 **East West Links**
Historic streets that have been reinstated to improve permeability within and through the Site.
- 6 **Blue Loop**
An improved connection with the River Lea, which encourages its use as a leisure route and connects into the wider blue network.

These masterplan threads have been integral in arriving at the new Aberfeldy Village Masterplan layout which is discussed throughout this chapter, and play a pivotal role in ensuring the success of the new neighbourhood.

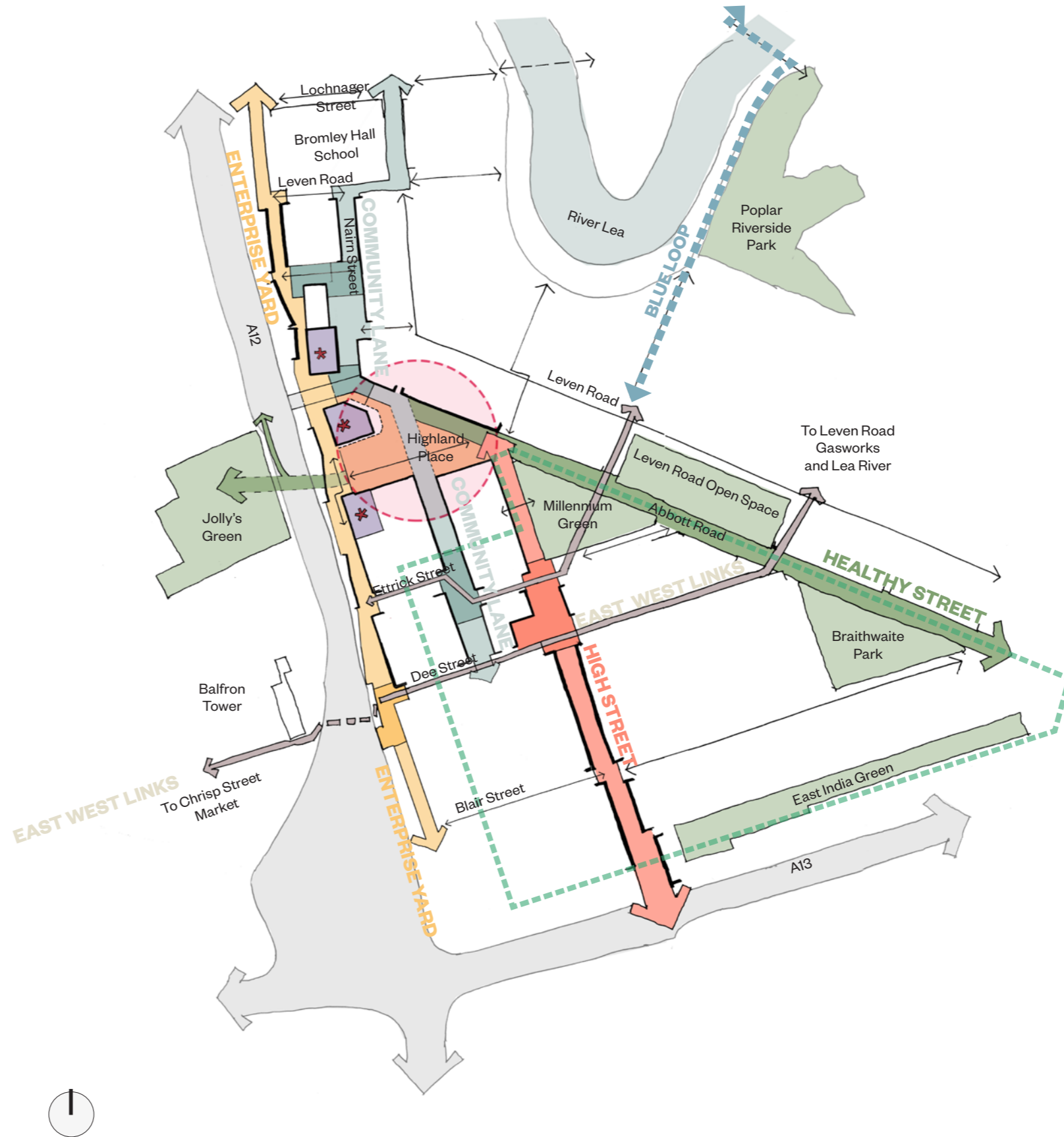


Fig.206 Concept diagram illustrating the threads of the masterplan



The Healthy Street



High Street



Enterprise Yard



Community Lane



East West Links



Blue Loop

Threads of the masterplan

The Healthy Street



A 2.5km green loop connects a network of green spaces both within the Site and the surrounding area including Millennium Green, Braithwaite Park, East India Green, Leven Road Open Space, Jolly's Green and Poplar Riverside Park. The Healthy Street is at the heart of this loop and transforms Abbott Road through traffic calming, increased planting and crossing points, and connecting existing green spaces on either side.

The Healthy Street promotes walking and cycling and active lifestyles enabling a network of streets and routes that prioritise pedestrians and cyclists, and calm or remove vehicular traffic from the public realm.

Landscaping, trees and planting will play an integral role in creating the Healthy Street environment, and will offer opportunities for play, recreation, and leisure within the Aberfeldy Village Masterplan and its surroundings, whilst also promoting better connections to the wider area of Poplar.

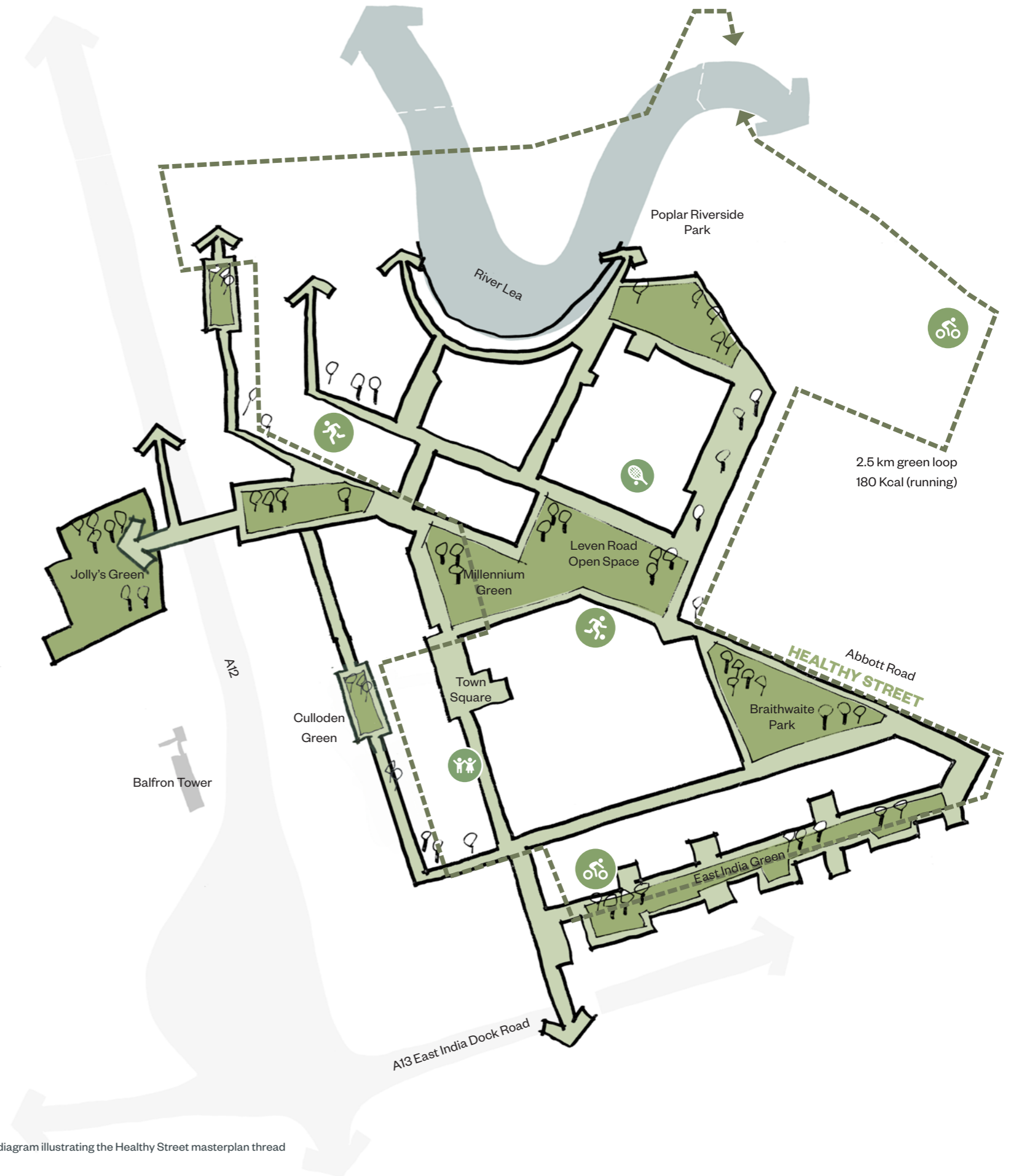


Fig.207 Concept diagram illustrating the Healthy Street masterplan thread

Threads of the masterplan


The High Street



The High Street builds on the historic Aberfeldy Street which currently supports a range of local businesses. This thread enhances Aberfeldy Street and promotes it as the Local Centre, adding to the facilities and amenities on offer, whilst also improving the public realm and pedestrian experience. The High Street will connect into the previously approved Aberfeldy Village Phases 1-3 and East India Station in the south, and to Abbott Road to the north where the High Street joins the Healthy Street.

With a variety of new spaces for existing and new traders, The High Street will be a hub of amenity for residents and visitors, offering services to meet a diverse range of needs.

Some of the plots along the High Street (H and F) fall within the Phase A Detailed Proposals of this hybrid planning application.

 Further information on the Phase A section of the High Street is provided within the **Design and Access Statement: Detailed Proposals** and **Application Drawings** prepared by Morris + Company and submitted as part of this application.

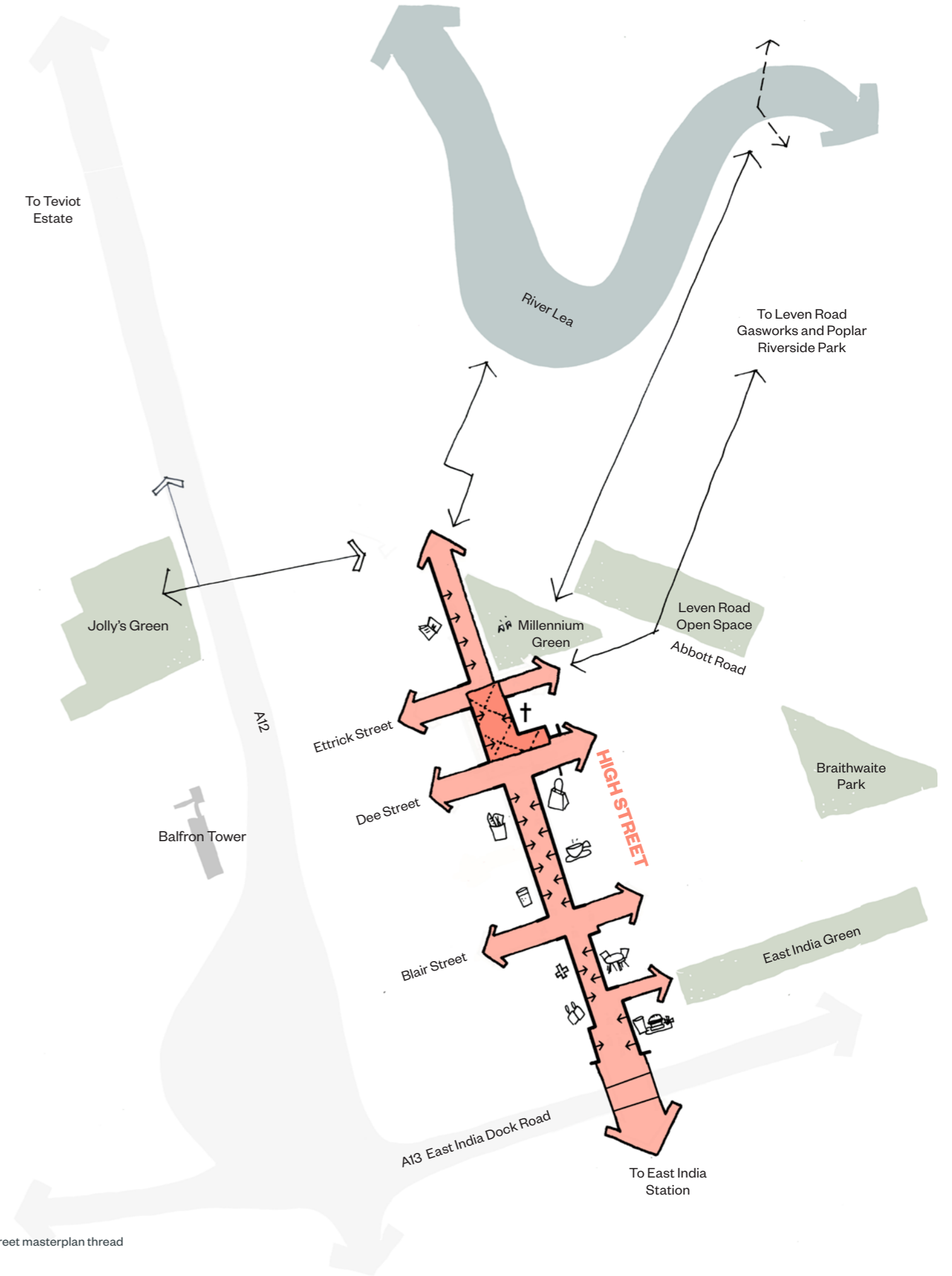


Fig.208 Concept diagram illustrating the High Street masterplan thread

Threads of the masterplan

Enterprise Yard



Enterprise Yard is a creative linear route which connects north-south through the masterplan, from Lochnagar Street through to Dee Street and beyond to the site of the Old Poplar Hospital in the south. The route, which reflect the industrial heritage of Aberfeldy, runs parallel to the A12 and extends the recent initiative of Poplar Works which is located along Nairn Street. Poplar Works offers workspace to fashion graduates and local independent businesses, bringing the textile industry back to its East London home. Enterprise Yard builds on this creative narrative and crafts spaces for enterprise and makers within the masterplan.

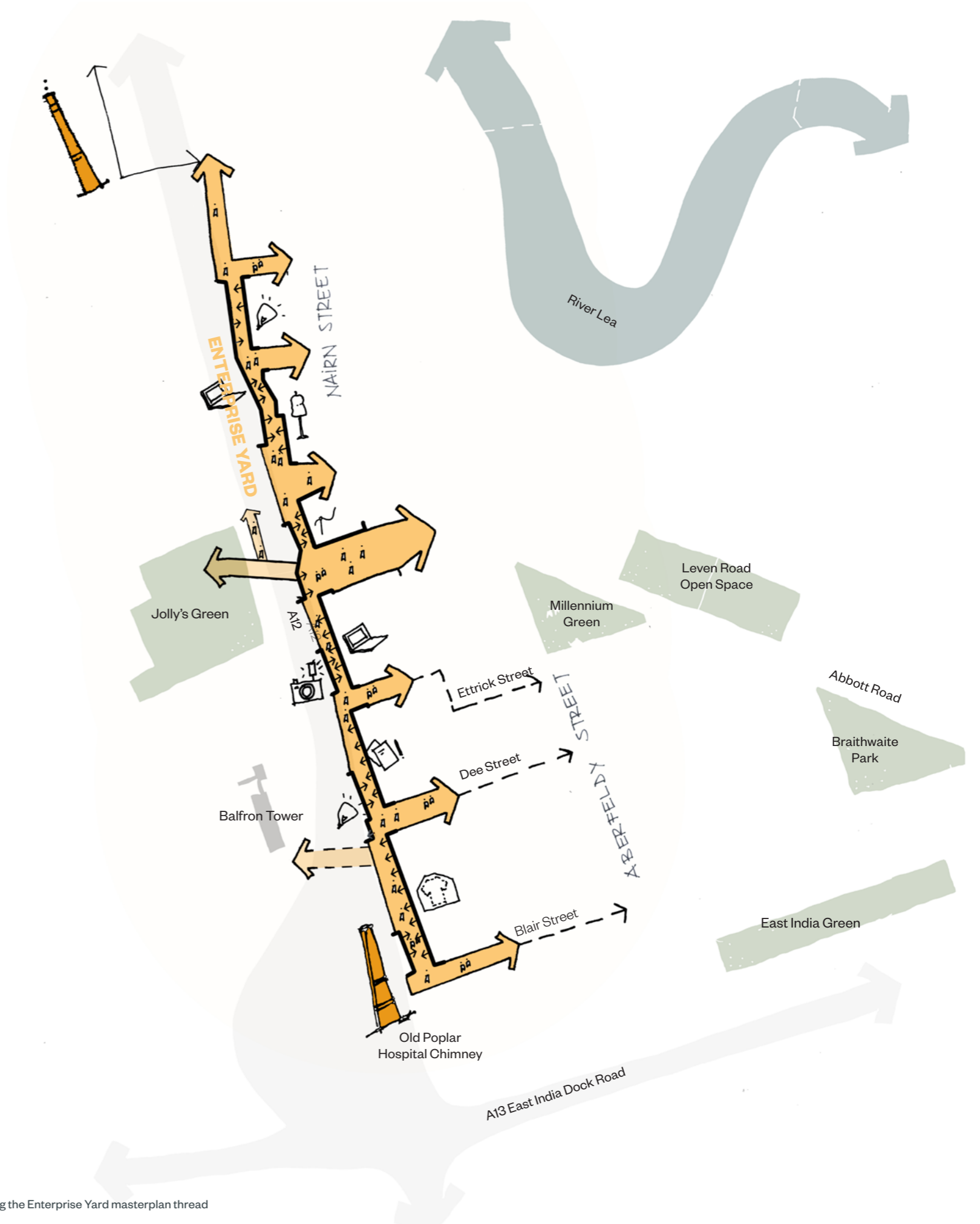


Fig.209 Concept diagram illustrating the Enterprise Yard masterplan thread

Threads of the masterplan

Community Lane



Community Lane also connects north-south through the masterplan from Nairn Street to Dee Street, but is residential in character with a variety of family homes along its duration. A true neighbourhood route with community at its heart, Community Lane has front doors to homes directly off the street to encourage neighbourliness and doorstep play.

With integrated soft landscape, Community Lane creates outdoor spaces for the community to enjoy and child friendly streets to encourage incidental and doorstep play.

Community Lane directly connects to Culloden Primary Academy, and better links it into the residential surroundings, recognising its value in the community. Community Lane offers safe pedestrian and cycle priority routes to and from school for children and their families.

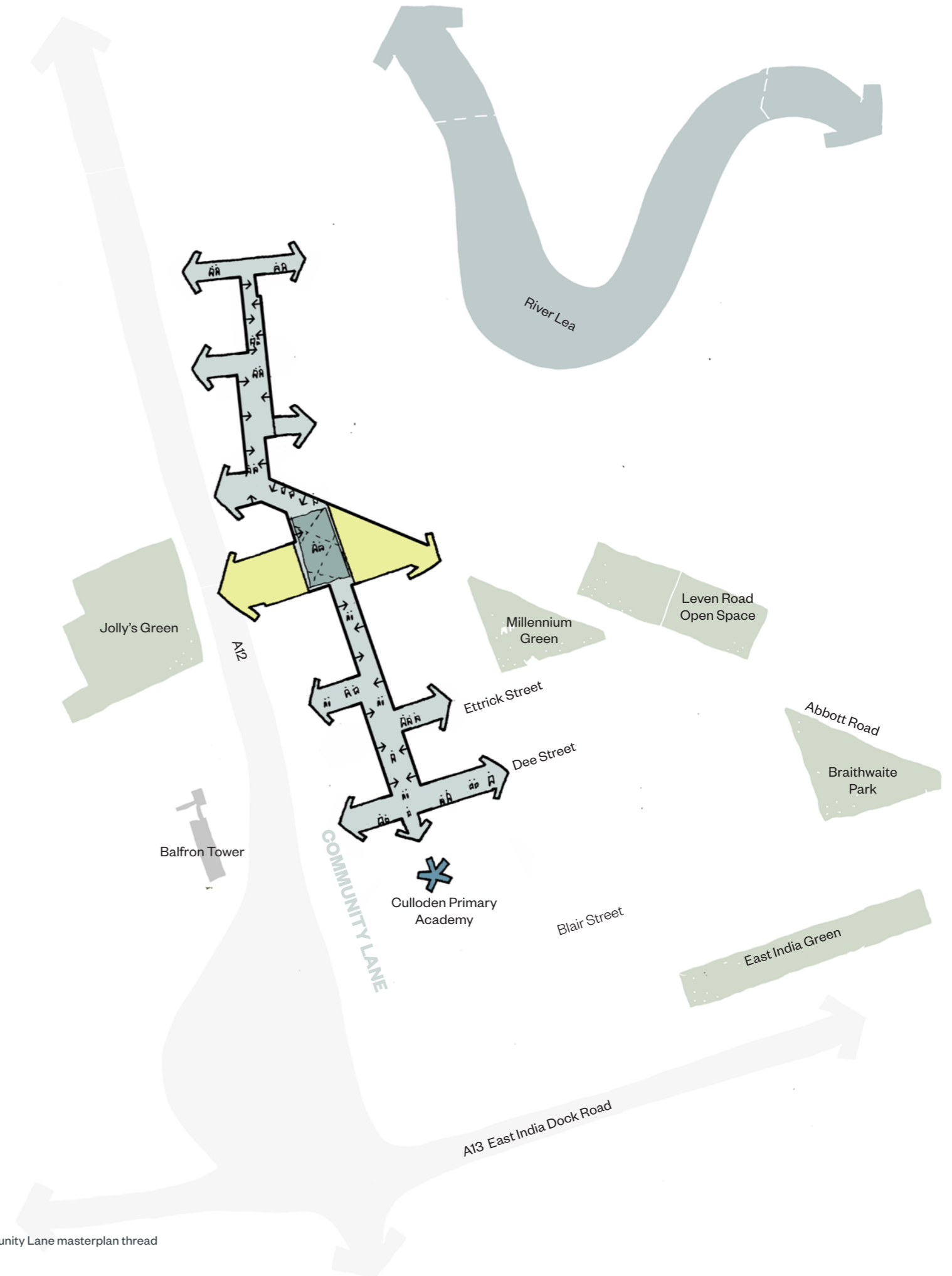


Fig.210 Concept diagram illustrating the Community Lane masterplan thread

Threads of the masterplan

East West Links



As illustrated in Chapter 2, historically the Site had a series of east west streets which were lined with dock workers terraced housing, until these were demolished through bomb damage and subsequent post war redevelopment of the Aberfeldy and Nairn Street Estates. The masterplan seeks to reinstate these streets as East West Links to improve permeability and connectivity within the masterplan and its surroundings, whilst also re-establishing a clearer hierarchy of roads and a legible street pattern.

The East West links will be pivotal in allowing pedestrians and cyclists to move freely through the neighbourhood, between the north-south routes of the High Street, Community Lane and Enterprise Yard and beyond.

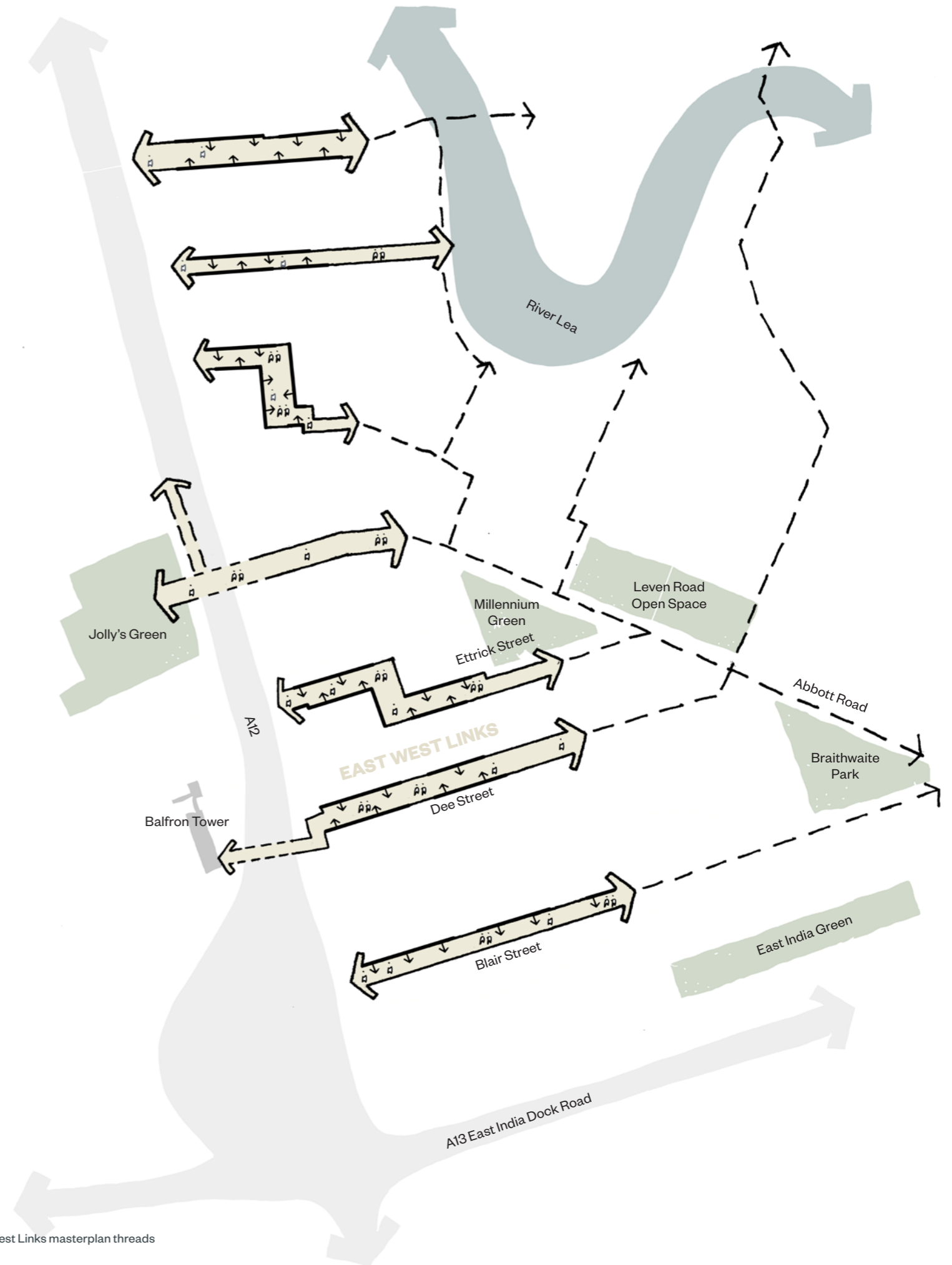


Fig.211 Concept diagram illustrating the East West Links masterplan threads

Threads of the masterplan

Blue Loop



The Blue Loop is an improved connection to the River Lea, via Poplar Riverside Park, linking into the new routes proposed as part of the Leven Road Gasworks development. It will also link into the proposed new bridges across the River Lea to give access to the Leaway. The aim of the Blue Loop is to encourage the use of the River Lea as a leisure route and connect into the wider blue network, including connecting to the Olympic Park to the north and to City Island, Good Luck Hope and the Clipper to the south east.

Similar in role to the Healthy Street, the Blue Loop also promotes active and healthy lifestyles by encouraging walking, cycling and running within the Site and its surroundings. It reinstates the River Lea as a valuable leisure asset, in addition to its role in promoting biodiversity and sustainability.

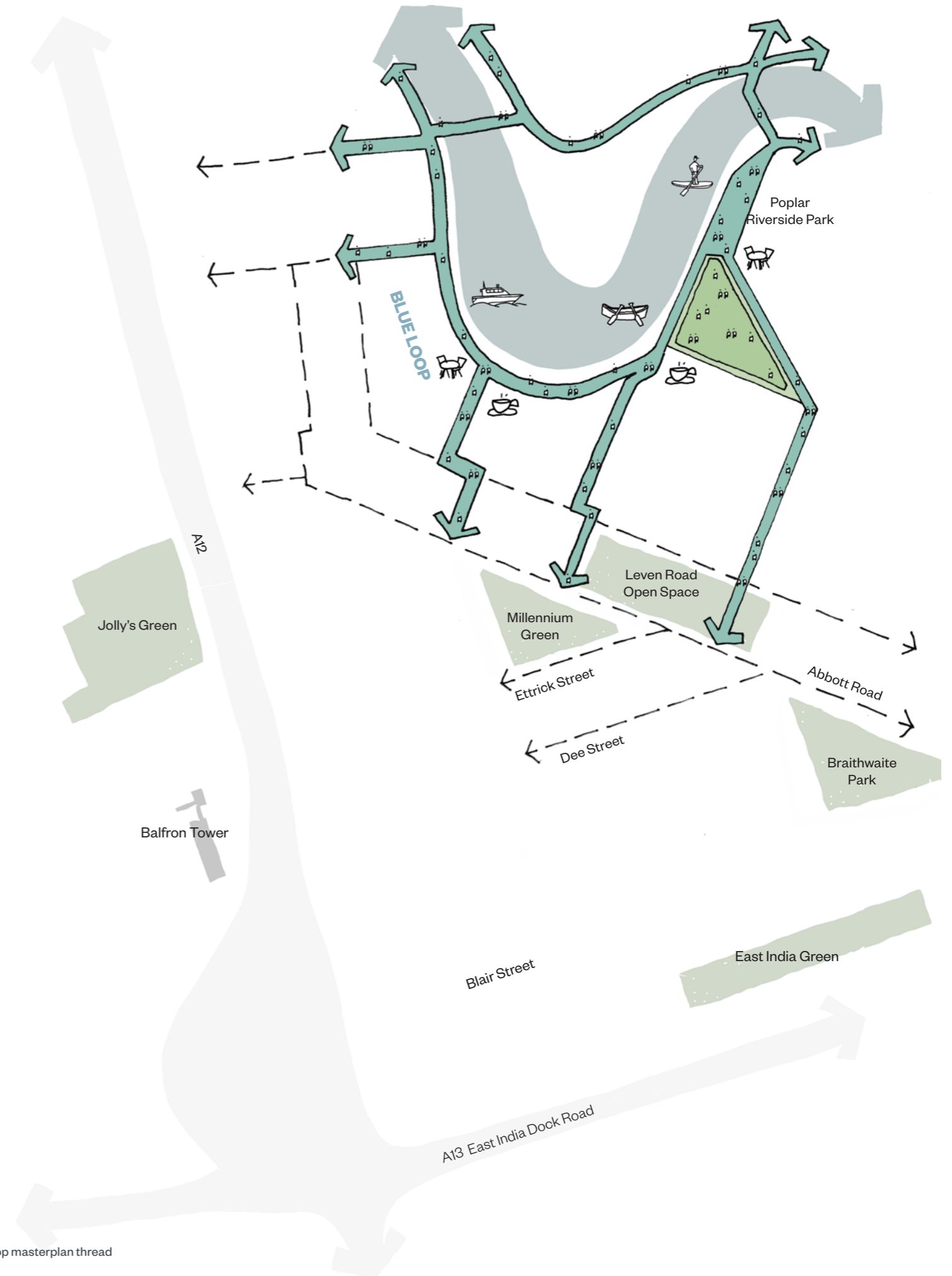


Fig.212 Concept diagram illustrating the Blue Loop masterplan thread

Layout

Illustrative masterplan

Overview

The masterplan layout is informed by the six threads of the masterplan, as presented over the previous pages. These threads form the backbone and structure of the masterplan from which a variety of streets, spaces and homes reflect their character, collectively creating a diverse and distinct neighbourhood.

The information in this chapter shows the illustrative masterplan for the Outline Proposals, alongside the Detailed Proposals for Phase A. This is one way in which the Aberfeldy Village Masterplan could be delivered and would provide 1595 homes. This hybrid application seeks approval for up to 1628 homes, however, development must be achieved in line with the maximum parameters as set out on page 128 and within the Parameter Drawings. The fundamental principles of the masterplan, key spaces and approach to the public realm detailed in this Design and Access Statement would remain consistent.

Unlocking the Site

The Site is located within a triangular shaped urban island, which is severed by the River Lea to the east, the A13 to the south and the A12 to the west/north west. The Proposed Development unlocks the Site and helps to reintegrate it into its surroundings by making new and improved connections into the local area. These include:

- Repurposing the vehicular underpass for pedestrians and cyclists only and creating a new vehicular connection with the A12 further north, whilst transforming Abbott Road itself into a Healthy Street. This seeks to reduce the volume and speed of traffic entering or passing by the Site to and from the north.
- Promoting Abbott Road (the Healthy Street) as a pedestrian and cycle friendly connection and calming traffic along its length.
- Repurposing the existing vehicular underpass and Slip Road as a new pedestrian and cycle route which creates an improved connection to the west of the A12 and direct access to Jolly's Green, improving access to spaces including Jolly's Green and Chris Street Market. This strategic connection, which will benefit Aberfeldy and the wider community, is marked by taller buildings and Highland Place, a new public space at the heart of the neighbourhood.
- The pedestrian underpass that connects Dee Street to the west of the A12, adjacent to Balfron Tower, will also be upgraded. Alongside public realm improvements to Dee Street, this will substantially improve the pedestrian experience and strengthen east-west connections.

The masterplan also improves permeability and connections through the Site with the introduction of two new north-south routes, Community Lane and Enterprise Yard, and the upgrading of the existing north-south route Aberfeldy Street, or the High Street. East-West permeability has been improved by reinstating the Victorian streets patterns of Dee Street, Ettrick Street and Blair Street.

A child-friendly neighbourhood that focuses on health and play for the first time in London

The masterplan will be a safe place for children to play out, young people will feel welcome and included and all ages of the community will enjoy spending time outside. This will benefit the community as a whole, allowing people to get to know their neighbours, feel safer from traffic, experience less pollution, having more places to rest and enjoy green space and nature and know that the next generation will grow up in a friendly and supportive environment.

The spaces surrounding Culloden Primary Academy, including Kirkmichael Road and the land adjacent to the A12, or School Square, will also be improved in order to enhance the overall quality of the public realm and the experience for young people travelling to and from school.

A network of accessible open space

Fundamental to the principles of the masterplan is the network of green open spaces, connected by pedestrian and cycle priority routes which promote and encourage active and healthy lifestyles. The existing open spaces of Leven Road Open Space, Braithwaite Park and Jolly's Green will be improved and connected by a pedestrian priority 'Healthy Street' along Abbott Road. Other existing open spaces such as Millennium Green will also benefit from this.

The masterplan also proposes several new open spaces, including:

Highland Place

A new public space at the heart of the Aberfeldy Village Masterplan, Highland Place marks the convergence of the masterplan threads with a cluster of tall buildings including a landmark building, B3, which is home to the Resident Hub. Highland Place combines the repurposed underpass connection beneath the A12, the Slip Road, the Underbridge and direct connection to Jolly's Green and a landscaped park, creating opportunities for play and recreation. It stitches the northern and southern parts of the Site together, removing the severance created by the existing vehicular underpass whilst the new pedestrian and cycle connection also helps to overcome the severance created by the A12.

Town Square

A flexible market square facing St Nicholas Church, which is located along the High Street within the Local Centre, but more specifically within Phase A at the important junction where Dee Street and Ettrick Street connect to the High Street. Further detail about the Town Square is provided within the Design and Access Statement for the Detailed Proposals

Community Lane

An informal, linear pedestrian and cyclist priority street connecting north-south through the heart of the masterplan. This route encourages independent play for children of all ages with soft landscape that changes in character along its length. A large proportion of family homes are located along this route with their own front doors to active and increase natural surveillance.

Nairn Square and Culloden Green

Two special landscaped moments along Community Lane North and South, respectively, which offer a space of relief where the route widens. Nairn Square and Culloden Green have a play focus and offer doorstep play opportunities for

the family homes located along Community Lane, which face onto these spaces. Culloden Green is located at an important junction of the masterplan where Community Lane terminates at the existing Culloden Primary Academy main entrance.

Establishing a new local centre

The masterplan will be a truly mixed-use neighbourhood with a revitalised High Street and local centre at its heart, running north-south along the existing route of Aberfeldy Street from Blair Street in the south to Abbott Road in the north. It will act as an important connection between Phase 3b of the previously approved Aberfeldy Village Masterplan and this new Aberfeldy Village Masterplan. A variety of uses will be found along the High Street including retail, food and beverage, community functions with St Nicholas Church and smaller independent shop units. A large portion of the High Street falls within Phase A, the Detailed Proposals of this application. Further information is included within the Design and Access Statement for the Detailed Proposals.

Supporting local enterprise and talent

Enterprise Yard runs parallel to the A12. It will create employment opportunities and space for creative industries and enterprise. It has been designed as a continuation of the creative narrative of the successful Poplar Works development along Nairn Street, which offers workspaces to fashion graduates and local independent businesses, bringing textiles back to their East London home. The spaces will be located in purpose built shallow buildings, which act as both a physical and noise barrier between the busy A12 and the new Aberfeldy neighbourhood, and will be flexible and adaptable for a variety of uses. Additional workspaces will also be provided in the lower and upper ground floors of the residential buildings opposite, contributing to a mixed use neighbourhood. Works Square is located along Enterprise Yard North and will encourage workspace activities to spill out onto the street. Whilst Enterprise Yard will work with existing conditions along the A12, consideration has been given to the opportunity for these to open up and offer frontage to the west, in future years when the nature of the A12 changes.

A masterplan which celebrates its rich heritage and diverse community

The Proposed Development has evolved out of extensive analysis of the Site and its surroundings. It strives to build on the rich heritage of East Poplar and celebrate the local community. Each thread of the masterplan adds its own unique character to the neighbourhood, offering a variety of new homes, private and communal spaces for all to enjoy. The masterplan recognises the significance of the area's past, the needs of the current residents, but also strives to create an environment that will be successful and enjoyable to live in and move for the future.

Phase A

The first phase of the masterplan, as illustrated on page 8 of this report includes Aberfeldy Street and the Town Square, in addition to land at Lochnagar Street, the Allotments, land adjacent to Braithwaite Park, and improvements to the green spaces of Leven Road Open Space and Braithwaite Park.



Further information on the Phase A spaces is provided in the **Design and Access Statement: Detailed Proposals** prepared by Morris + Company and within Chapters 4 and 5 of the Design Code prepared by Levitt Bernstein, both of which support this application.

Layout

Illustrative masterplan

- 1 Lochnagar Street
- 2 Allotments
- 3 Enterprise Yard
- 4 Community Lane (North)
- 5 Slip Road
- 6 Works Square
- 7 Nairn Square
- 8 Repurposed Underbridge
- 9 Jolly's Green
- 10 Highland Place
- 11 Healthy Street / Abbott Road
- 12 Community Lane (South)
- 13 Millennium Green
- 14 Ettrick Street
- 15 Leven Road Open Space
- 16 Culloden Green
- 17 Town Square
- 18 Dee Street underpass
- 19 Dee Street
- 20 School Square
- 21 Kirkmichael Road
- 22 High Street
- 23 Lansbury Gardens
- 24 Braithwaite Park



Fig.213 Illustrative Masterplan

Open space and public space

Overview

The open space strategy is centred around the design principle of the Healthy Street; the thread of the masterplan which connects all existing and new open spaces together along a pedestrian and cycle friendly route. These open spaces are shown in the context of the illustrative masterplan, however the principles and location of these spaces would remain in place should the quantum of development be increased in line with the maximum parameters.

The open spaces on the Aberfeldy Village Masterplan include the green spaces of:

Braithwaite Park

This is located at the southern end of Abbott Road, the Healthy Street. Enhancements will have a strong natural focus to improve biodiversity and ecological value. Braithwaite Park, or 'The Gardens' for the neighbourhood, will have a play area, planting, and areas of lawn, seating and picnic tables to rest, relax and socialise. Braithwaite Park is included within Phase A, the Detailed Proposals, of the masterplan.

Leven Road Open Space

This is located at the centre of Abbott Road, the Healthy Street. It will have a strong focus on activity and will be identified as 'The Hub' for sports, fitness, and adventurous play. Leven Road Open Space is also included within Phase A, the Detailed Proposals, of the masterplan.

Highland Place

Highland Place, located at the heart of the Aberfeldy Village Masterplan, marks the convergence of the masterplan threads with a cluster of tall buildings, including B3, and a new exciting piece of public realm. Highland Place is pivotal to the enhanced connectivity of Aberfeldy as the repurposed underpass within it provides pedestrians and cyclists with a fun and playful car free route, travelling beneath the A12 and on to other parts of Poplar.

Jolly's Green

The Proposed Development will deliver an enhanced pedestrian and cycle connection from Aberfeldy to the west of the A12 via the pedestrianisation of the existing vehicle underpass and Slip Road. Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green. The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The new direct connection to Jolly's Green via the Underbridge will substantially increase access to this green space. The vision for Jolly's Green will be developed in collaboration with the community, but works to the space could include new play, gym and fitness, social terraces, tree planting and wildflower meadows, new surfacing and furniture.

A series of hard surfaced spaces, or squares also contribute to the public realm. These are moments, or episodes, that pedestrians and cyclists encounter as they move through the masterplan. These include:

The Town Square

Located along the High Street, the Town Square is a flexible public space which will perform an important civic and social function for the neighbourhood. The Town Square offers opportunities for a diverse range of community events including markets, music, theatre, games, exhibitions, and community gatherings. The Town Square is included within Phase A, the Detailed Proposals, of the masterplan.

Nairn Square

Nairn Square is located along Community Lane North. It is a local square that provides a variety of different areas for social opportunities, and for families and neighbours to gather and play.

Works Square

Works Square is located along Enterprise Yard North and is a flexible space with tables and seating to encourage workspaces to spill out into the street.

School Square

School Square is located adjacent to the entrance to Culloden Primary Academy. It includes seating and play for use during school drop off and collection. The Dee Street/Balfron underpass, located within School Square would also be improved, to better the conditions of the A12 crossing in this location.

Kirkmichael Road

Kirkmichael Road is a play street which promotes play on the way and incorporates the existing exit from Culloden Primary Academy.

The Allotments

The Allotments are community gardens for use by all residents but also offering a flexible spill out space to the neighbouring Poplar Works buildings. The Allotments are included within Phase A, the Detailed Proposals, of the masterplan.

Culloden Green

A key local square, or green space, along Community Lane South which offers a moment of relief at the widest part of this route. It is a family friendly, child focused space which provides a doorstep lawn areas and playable structures for the community.

The illustrative masterplan also shows indicative information regarding Millennium

Green. This space, despite falling outside of the Site boundary, is immediately adjacent to the Proposed Development and are therefore useful to consider in the context of the Proposed Development.

Millennium Green

Millennium Green is located at the northern end of the High Street, at junction where the High Street meets the Healthy Street. Millennium Green could be a 'Community Green' at the heart of Aberfeldy; a place for events and fun days, but also an everyday green space for rest and picnics and play. Any improvements to Millennium Green are envisaged to be secured via a planning obligation and as such the material shown in this Design and Access Statement is for illustrative purposes only.

Open space and public space

Location and network of spaces

The adjacent diagram shows the relationship of the spaces discussed on the previous page including the green spaces and squares or hard surfaced space. It also highlights the location of key routes: Enterprise Yard, the High Street and the pedestrian and cycle priority Community Lane.



Further information and detailed design about the open spaces is provided in **Chapter 7: Public Realm of this Design and Access Statement.**

Reference should also be made to **Chapter 4 of the Design Code and Parameter Plan 3663 - LB - ZZ - 00 - DR - A - 000024: Principal Public Realm Areas.**

- Site boundary
- Enterprise Yard
- Pedestrian/ cycle priority
- Squares/hard surfaces
- High Street
- Green spaces
- Healthy Street

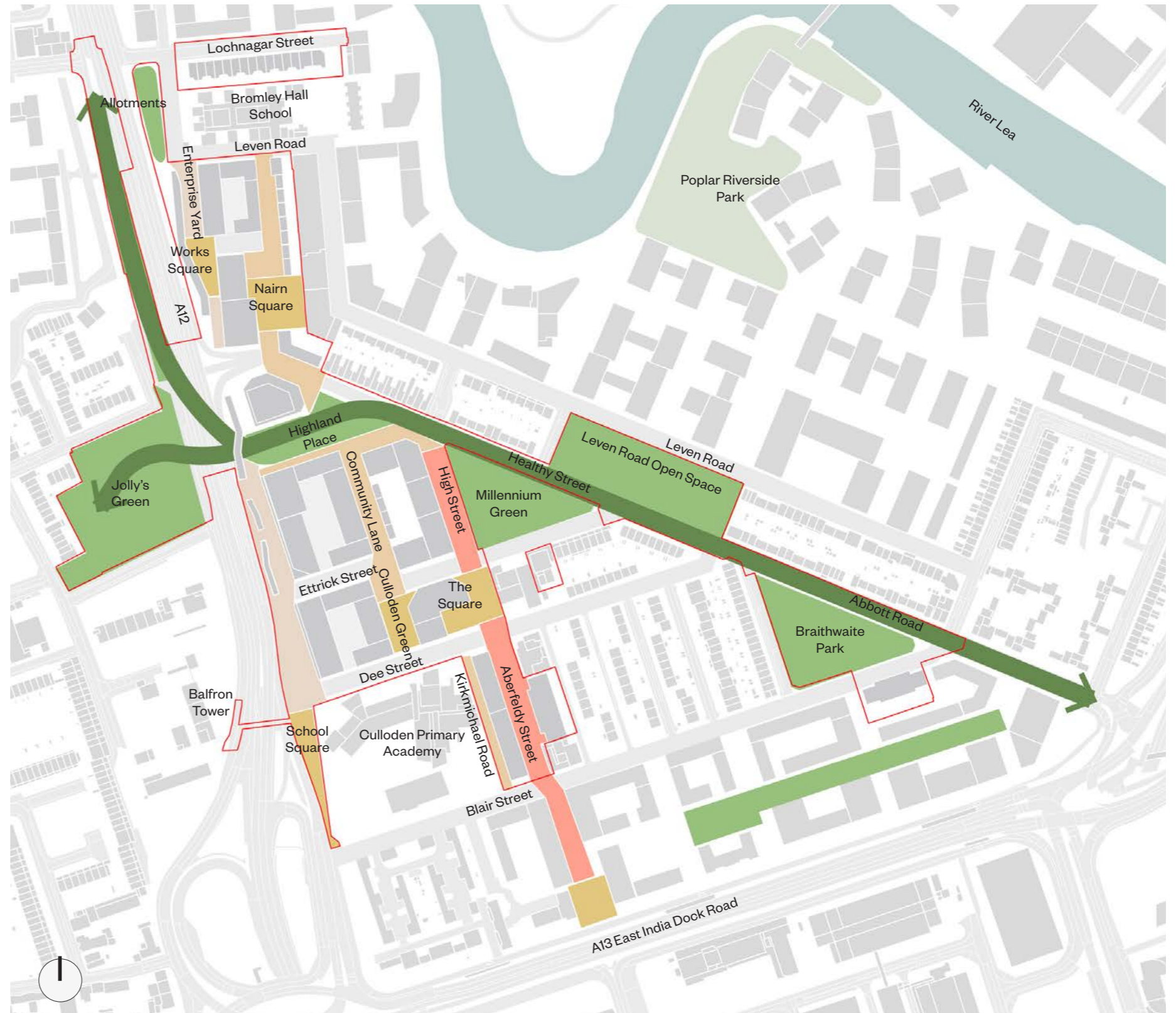


Fig.214 Diagram illustrating the open spaces across the illustrative masterplan

Movement strategy

Pedestrian and cycle connections

The Proposed Development prioritises pedestrian and cycle movement to ensure safety and wider network legibility. It links the Site to the wider, existing and emerging, east west and north south routes. A series of pedestrian and cycle priority routes through the Proposed Development, which connect into green open spaces, squares and public spaces, make up this network. These include:

- Community Lane is an important new pedestrian and cycle route connecting north south through the Proposed Development.
- Abbott Road, or the Healthy Street, is an important cycle link connecting the Site to the west of the A12 including Jolly's Green and Teviot Estate, and Canning Town to the east.
- The repurposed vehicular underpass which creates a safe pedestrian and cycle crossing from Highland Place beneath the A12, utilising the Slip Road and a new direct access to Jolly's Green via the Underbridge, improving connections west to Chriss Street Market.
- Improvements to the Dee Street underpass, adjacent to Balfon, which will enhance pedestrian connections across the A12 and improve east-west permeability in this location, notably towards Chriss Street Market.



Further information about the pedestrian and cycle network is provided in the **Transport Assessment** and **ES Chapter 7: Traffic and Transport** prepared by Velocity and submitted as part of this application.

- Site boundary
- Traffic free routes
- Pedestrian and two way cycle routes
- Pedestrian and one way cycle routes
- Primary cycle route linking east and west
- ▶ Access to podiums

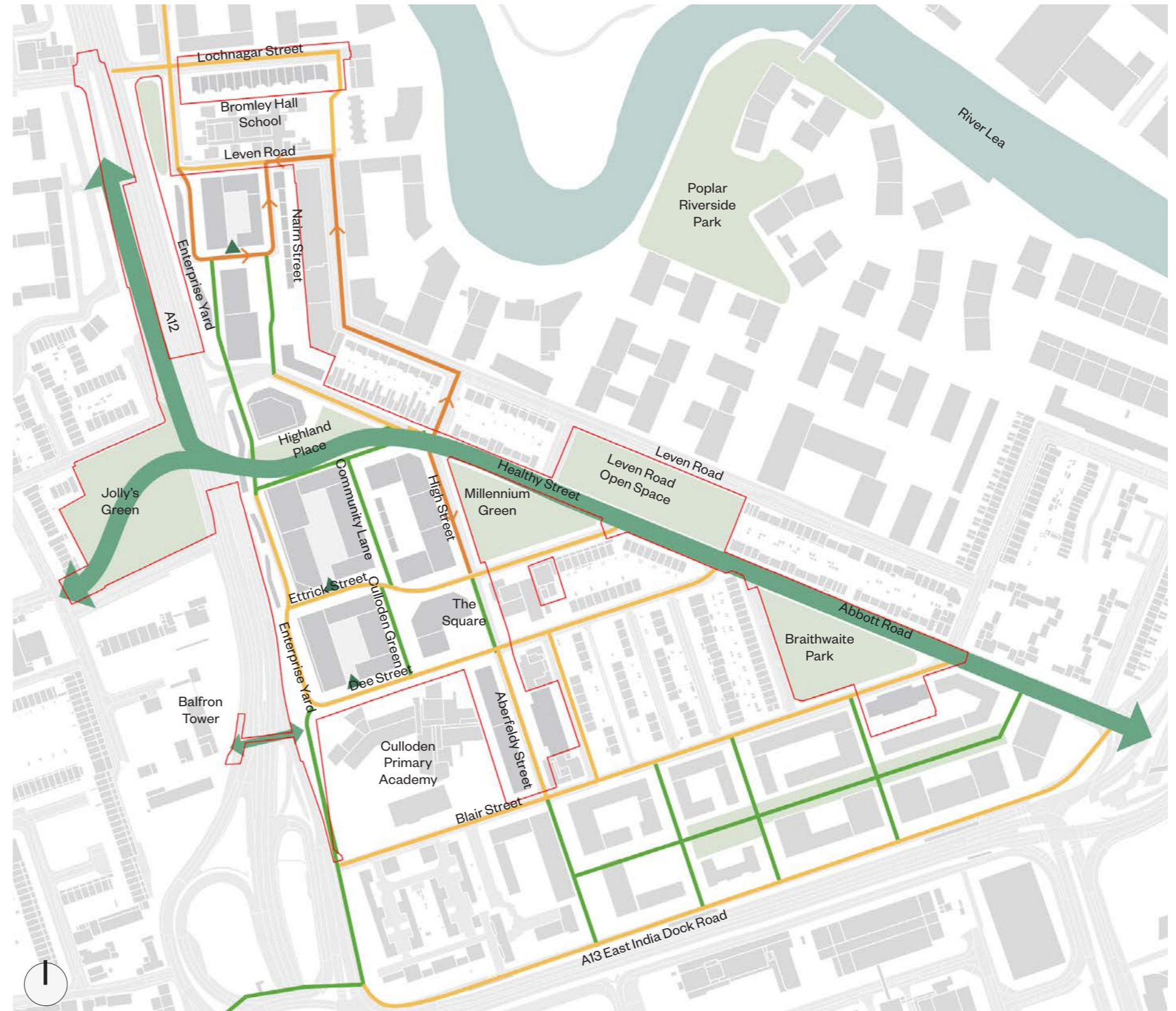


Fig.215 Diagram illustrating the proposed pedestrian and cycle connections on the illustrative masterplan

Movement strategy

Overcoming the severance

The Proposed Development will help to overcome the severance created by the A12, A13 and the River Lea, and crucially strive to reintegrate and reconnect the Aberfeldy urban island better into its surroundings.

The movement strategy and the vision for the public realm have played a fundamental role in shaping the masterplan and helping to ensure significant improvements to the pedestrian and cycle experience in the area.

The concept of the Healthy Street and the repurposing of the vehicular underpass into a new safe and direct pedestrian and cycle route under the A12, as illustrated on the previous page, instates a clear east west connection to allow free movement uninterrupted by the traffic of the A12.

This new connection, a key feature of the masterplan which is located within the new public space, Highland Place, is also a central point within the Aberfeldy Village Masterplan where all of the masterplan threads meet, and north-south routes link into improved east west connections, collectively strengthening permeability within the Site and across the wider area.



Further information about the repurposed underpass is provided within the **Underpass and Slip Road Technical Note in Appendix A of this Design and Access Statement.**

- Site boundary
- Enterprise Yard
- Community Lane
- High Street
- Healthy Street
- East West links
- ||||| New East West connection



Movement strategy

Safe networks and crossings

The masterplan sets up safe networks and crossings around Aberfeldy Village

Movement across the Site and into the wider neighbourhood is considered from a 'children first' perspective, placing young people at the top of the movement hierarchy. The masterplan addresses play and children's independent mobility together, focussing on the design, delivery and management of open spaces as well as the networks and connections that join these spaces together.

Network and connections

Safe networks and crossings connect Highland Place, Millennium Green, Leven Road Open Space, Braithwaite Park and Jolly's Green along a Healthy Street. Public Realm proposals address how traffic on this street can be reduced and calmed to allow children and families to safely walk and cycle along Abbott Road as well as cross between these spaces

The network connects through to Leven Road Gasworks and Poplar Riverside Park, and sets up 'safe loops' around the existing neighbourhood so that children can visit friends, get to school and to the local shops. It also supports the more meandering activity of play that begins in early childhood and continues through adolescence as children become more independent.

Open spaces

Along the safe loops there are a series of different types of play spaces with different levels of challenge. The Proposed Development strives to go beyond meeting the play space requirements, set out in the London Plan, to create a playable public realm where children of different ages and abilities can mix, if they choose, and adults can enjoy relaxing and exercising in open spaces as well.

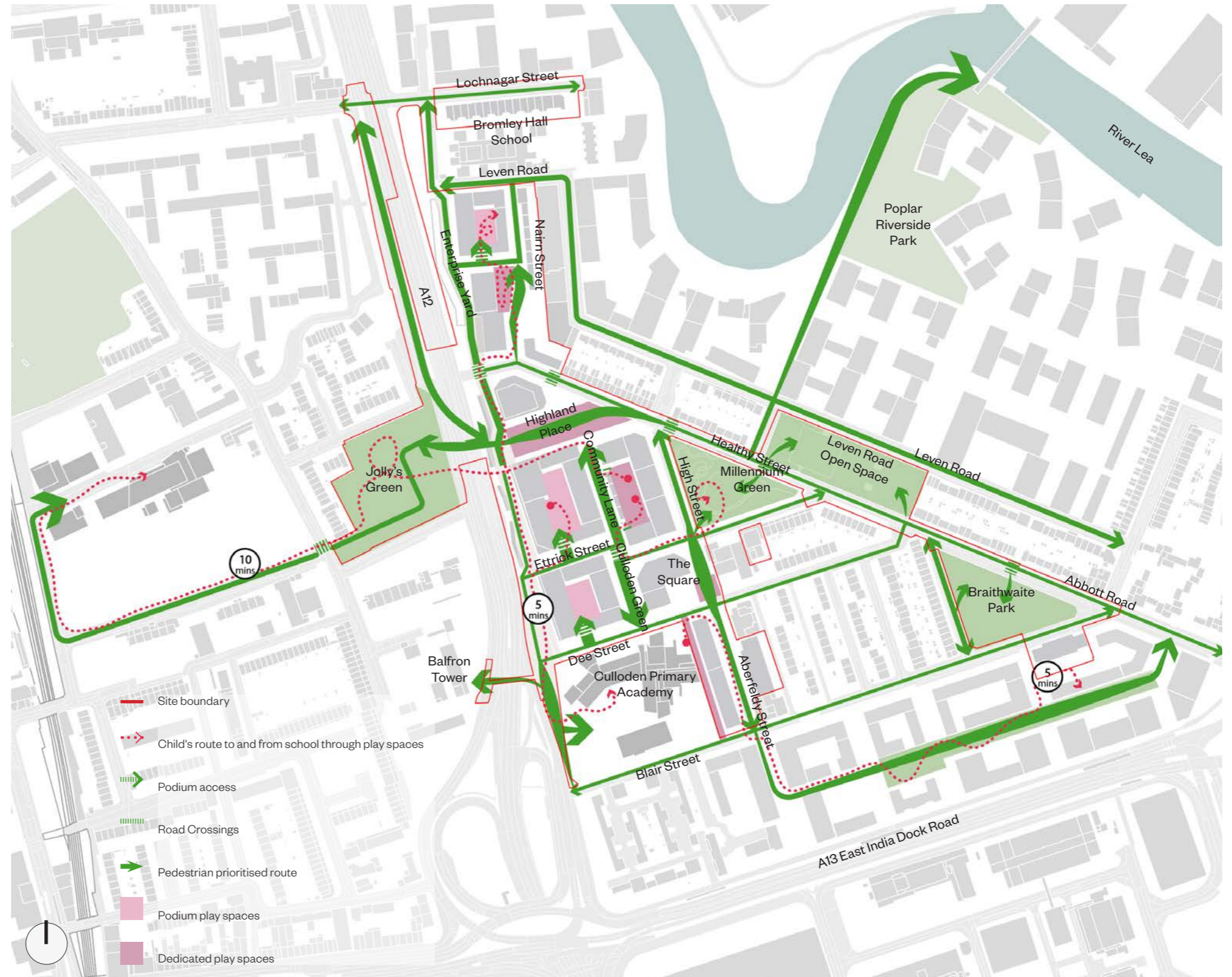


Fig.217 Diagram illustrating connected spaces across the illustrative masterplan

Movement strategy

Vehicle connections

The main objectives of the movement strategy include:

- Creating a pedestrian and cycle friendly environment including some non-vehicular streets
- Developing a network of permeable walking and cycling routes that connect with surrounding existing and planned neighbourhoods
- Discouraging rat running by traffic calming along Abbott Road to reduce and slow traffic including improved pedestrian/cyclist crossings
- Providing good access to the public transport network; and
- Maintaining highway access for servicing vehicles and the existing residents via Abbott Road.

The adjacent diagram illustrates the proposed movement strategy for the masterplan which includes:

- Repurposing the existing vehicular underpass for pedestrians and cyclists as a car free route
- Realigning the north end of Abbott Road and creating a new left-in, left-out vehicular, at grade junction with the A12
- Accommodating bus services and reusing the existing 309 route throughout Aberfeldy and connecting it with the new at grade vehicular A12 junction; and
- Designing streets that safely provide access and space for servicing the proposed buildings and emergency access when/if required.



Further information about the vehicle network is provided in the **Transport Assessment** prepared by Velocity and on **Parameter Plan 3663 - LB - ZZ - 00 - DR - A - 000025: Access and Circulation**.

- Site boundary
- Major road network
- Primary vehicular route
- Secondary vehicular route
- One-way primary and secondary vehicular route
- Servicing and emergency access only
- Pedestrian and off-street cycle routes

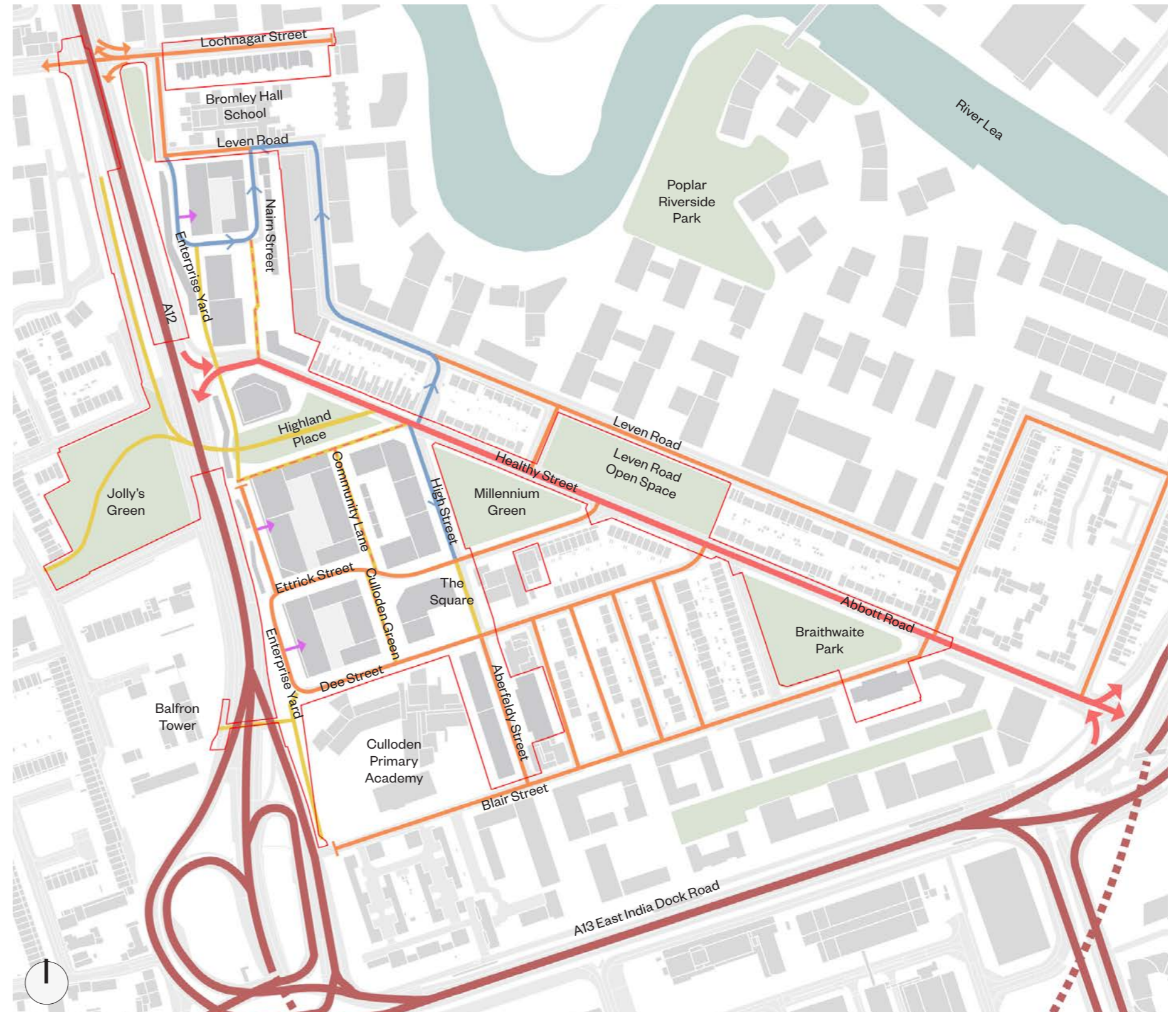


Fig.218 Diagram illustrating the proposed vehicle connections on the illustrative masterplan

Movement strategy

Street hierarchy

The below sections illustrate the different street typologies shown on the previous plan.

Primary street

The Primary street on the Masterplan is Abbott Road. This is the key vehicular connection through the masterplan. This street will retain existing trees where possible and clearly delineate zones for pedestrians and vehicles. This is also the bus route for the 309 bus.

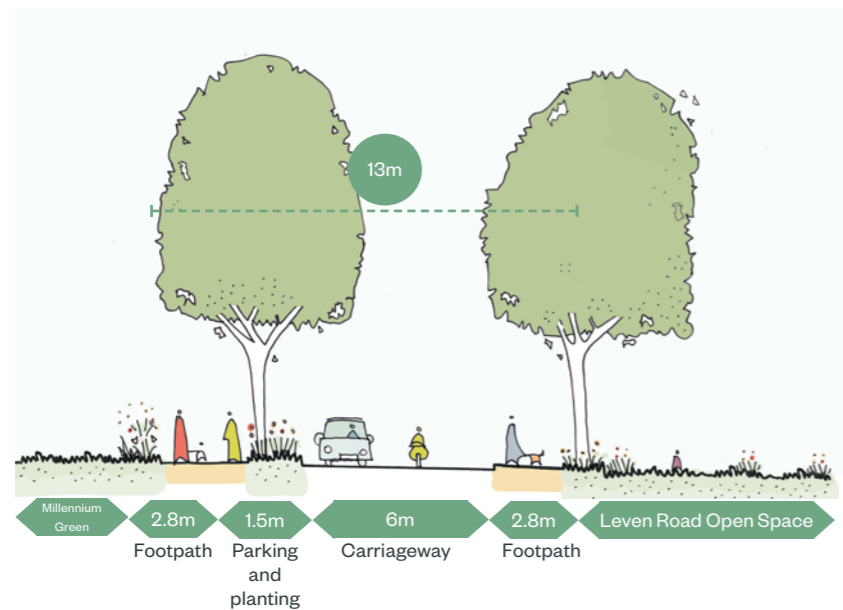


Fig.219 Primary street - Abbott Road

Secondary street

Secondary streets allow vehicles to move through the neighbourhood at a more local scale, whilst also ensuring good connections for pedestrians and cyclists. Important secondary Streets include the east west connections of Dee Street and Ettrick Street. These streets are instrumental in ensuring car and servicing access within the masterplan

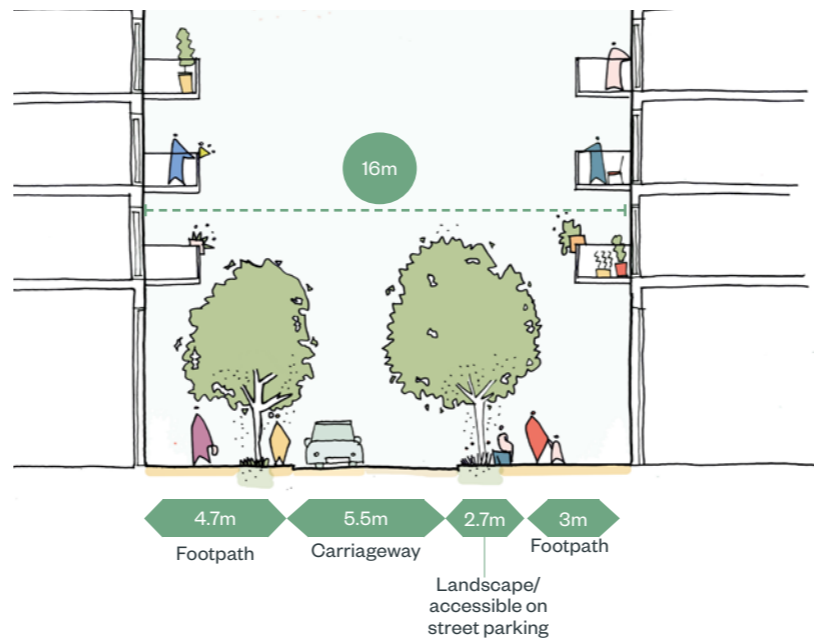


Fig.220 Secondary street - Ettrick Street

Pedestrian and cycle route

These routes are car free and promote sustainable travel. Vehicles will not be permitted along these routes unless identified as emergency or servicing routes only. The key pedestrian and cycle connection on the masterplan is Community Lane.

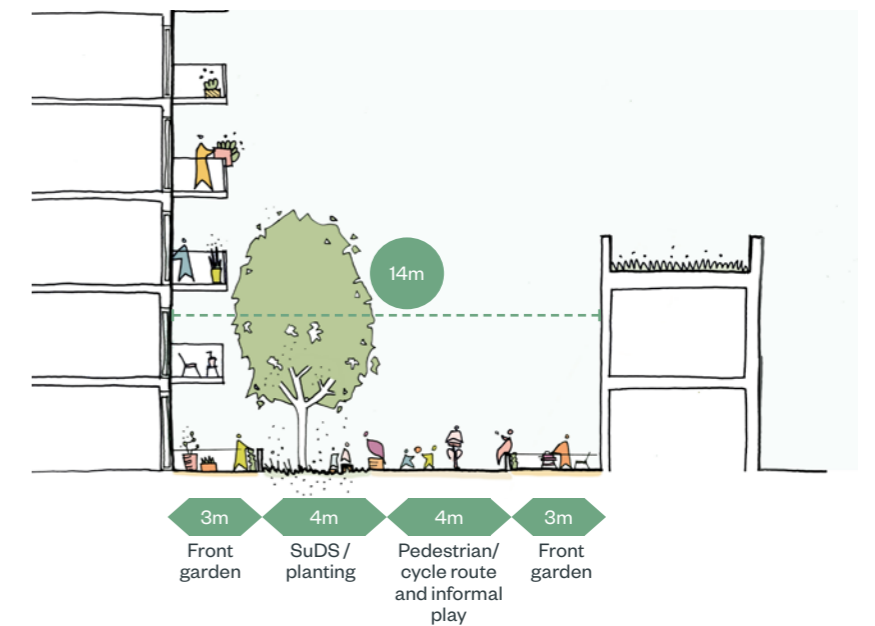


Fig.221 Pedestrian and cycle route - Community Lane South

Further information about the streets and public realm is provided in **Chapter 7: Public Realm of this Design and Access Statement** and **Chapter 3.3 of the Design Code.**

Movement strategy

Bus routes

In order to facilitate the transformation of the existing A12 vehicular junction and an improved pedestrian experience along Abbott Road and the High Street, whilst still ensuring the sufficient functioning of the A12, some changes to the 309 bus route are proposed.

- The re-routing of the bus along Dee Street, rather than Ettrick Street where it runs at present, will allow the section of the High Street adjacent to St Nicholas Church and Building F, on the Town Square, to be free from vehicles.

- The 309 will continue to run along Abbott Road and egress north onto the A12, however it will use the new vehicular junction that is moved further north, to the north of building B3.
- At present the 309 uses the vehicular underpass, but the proposals will introduce a bus gate at the junction of Abbott Road and the A12 which will stop traffic on the A12 and allow buses only to turn right and egress northbound via an at grade junction.

- The 488 bus might be introduced to this area in the future as part of the Leven Road Gasworks scheme, and would then also follow this route along Abbott Road.

Further information on the bus routes is provided in the **Transport Assessment** and **ES Chapter 7: Traffic and Transport** prepared by Velocity and submitted as part of this application.

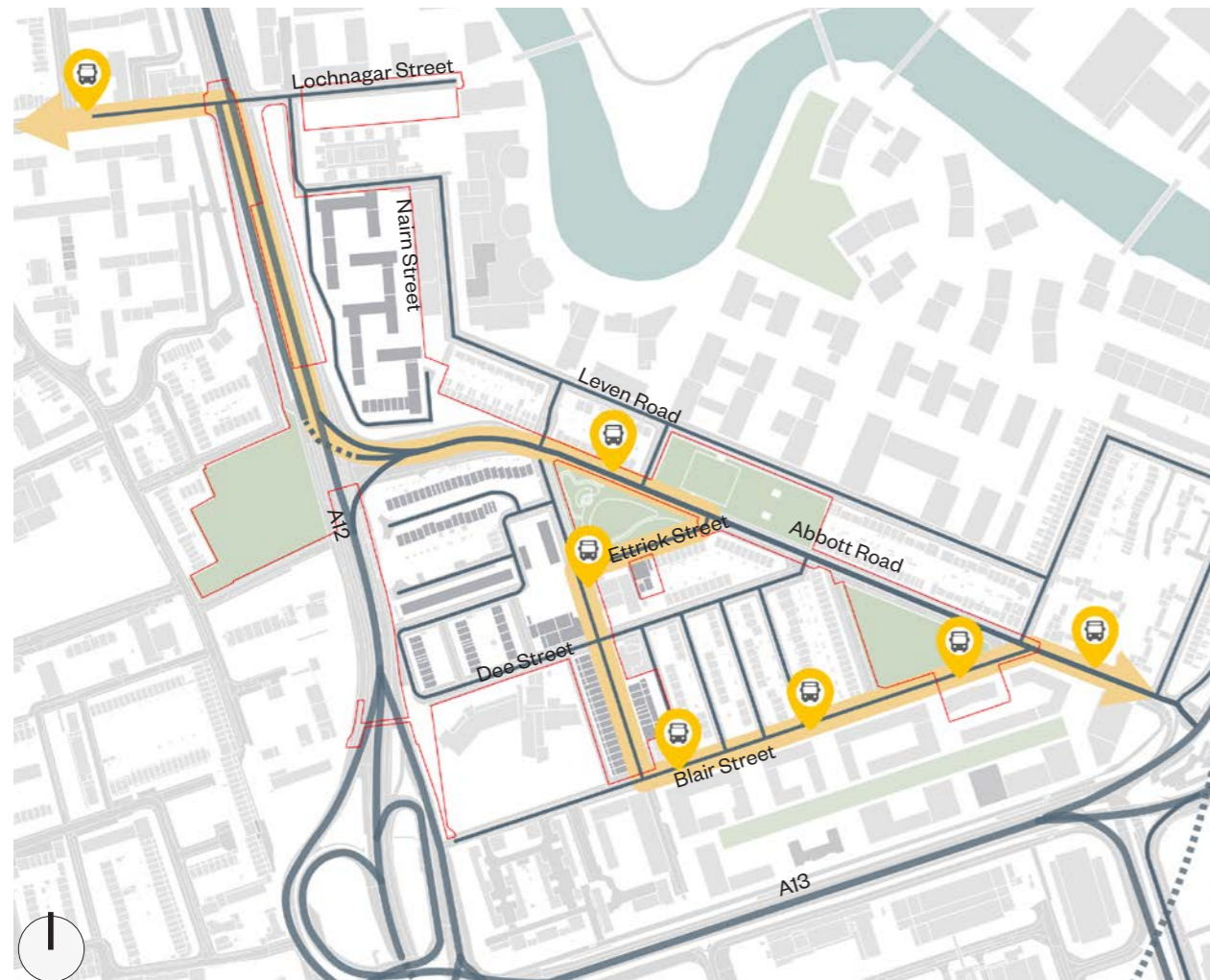


Fig.222 Diagram illustrating the existing route of the 309 bus service

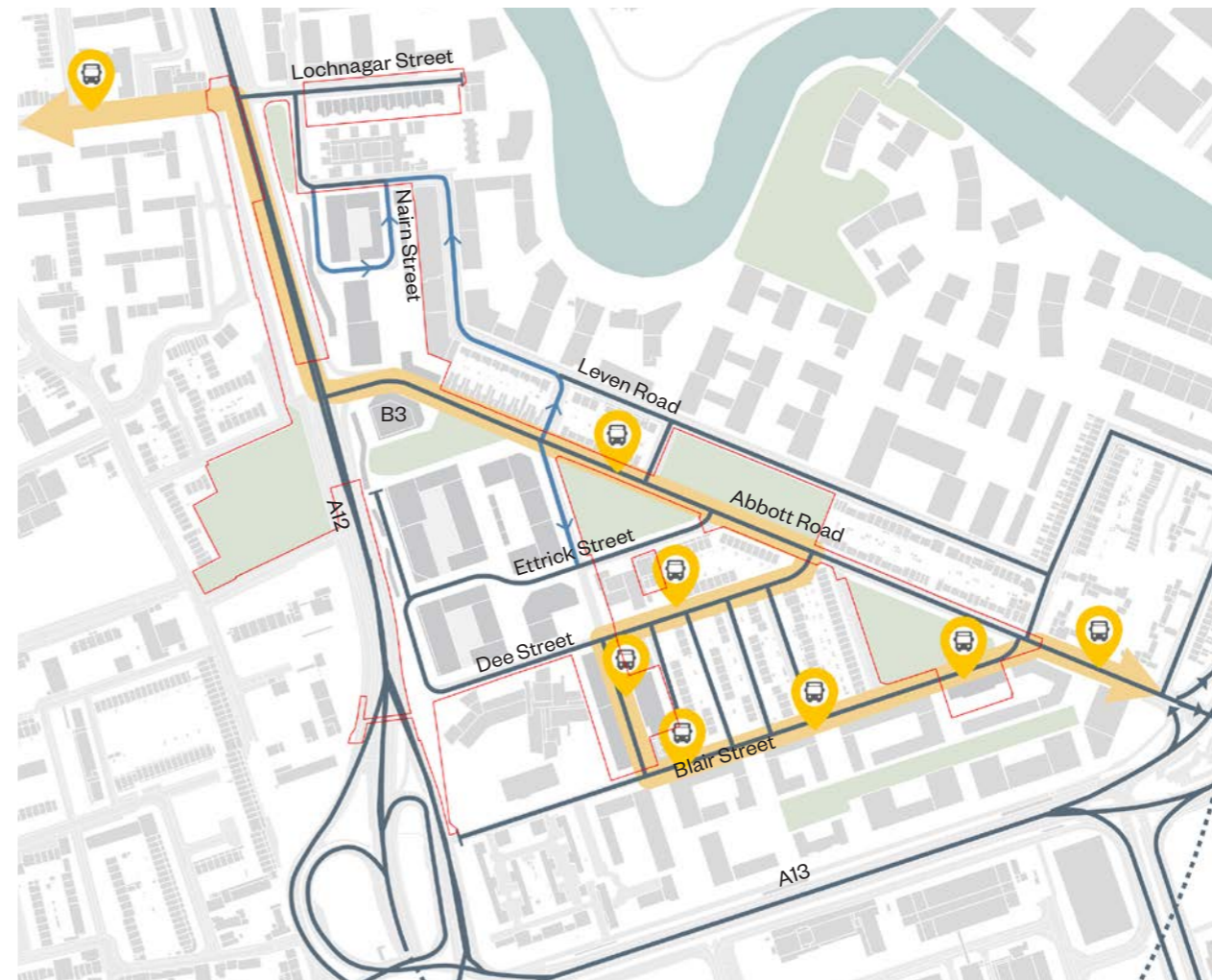


Fig.223 Diagram illustrating the proposed re-routing of the 309 bus service

- Site boundary
- Vehicle routes
- One-way vehicular route
- 309 bus route








Movement strategy


The new A12 junction at Abbott Road



The adjacent diagram shows further information about the A12 junction and the ways in which to enter or exit the Site.

Whilst the A12 junction is moved further north to facilitate the repurposing of the underpass, the fundamental principles of the movement network at this junction remain in tact. The key difference is that general traffic will not be able to egress northbound from the Abbott Road junction, however this will not impact the 309 bus route, as shown on the previous page. There is also no change to the entry to Aberfeldy from the Lochnagar Street junction and entry to Aberfeldy from the Abbott Road junction is reprovided as existing.

The following routes are possible for vehicles:

-  Leave the Site via Abbott Road southbound and the A13 (unchanged)
-  Turn left at the Abbott Road junction and go southbound on the A12 (unchanged)
-  Use Leven Road and exit at the Lochnagar Street junction to go northbound or southbound on the A12, or westbound on Zetland Street
-  Turn left at the Abbott Road junction, go round the island along the A12/A13 interchange and then northbound along the A12
-  The repurposed vehicular underpass allows pedestrians and cyclists to cross under the A12 from Highland Place connecting directly to Jolly's Green or along the Slip Road
-  A new connection from Abbott Road southbound along Aberfeldy Street is introduced
-  Access to Aberfeldy from the A12 via the Abbott Road junction

 Further information about the changes to the A12 junction is provided in the **Transport Assessment** and **ES Chapter 7: Traffic and Transport** prepared by Velocity and submitted as part of this application.

-  Site boundary
-  Vehicle routes

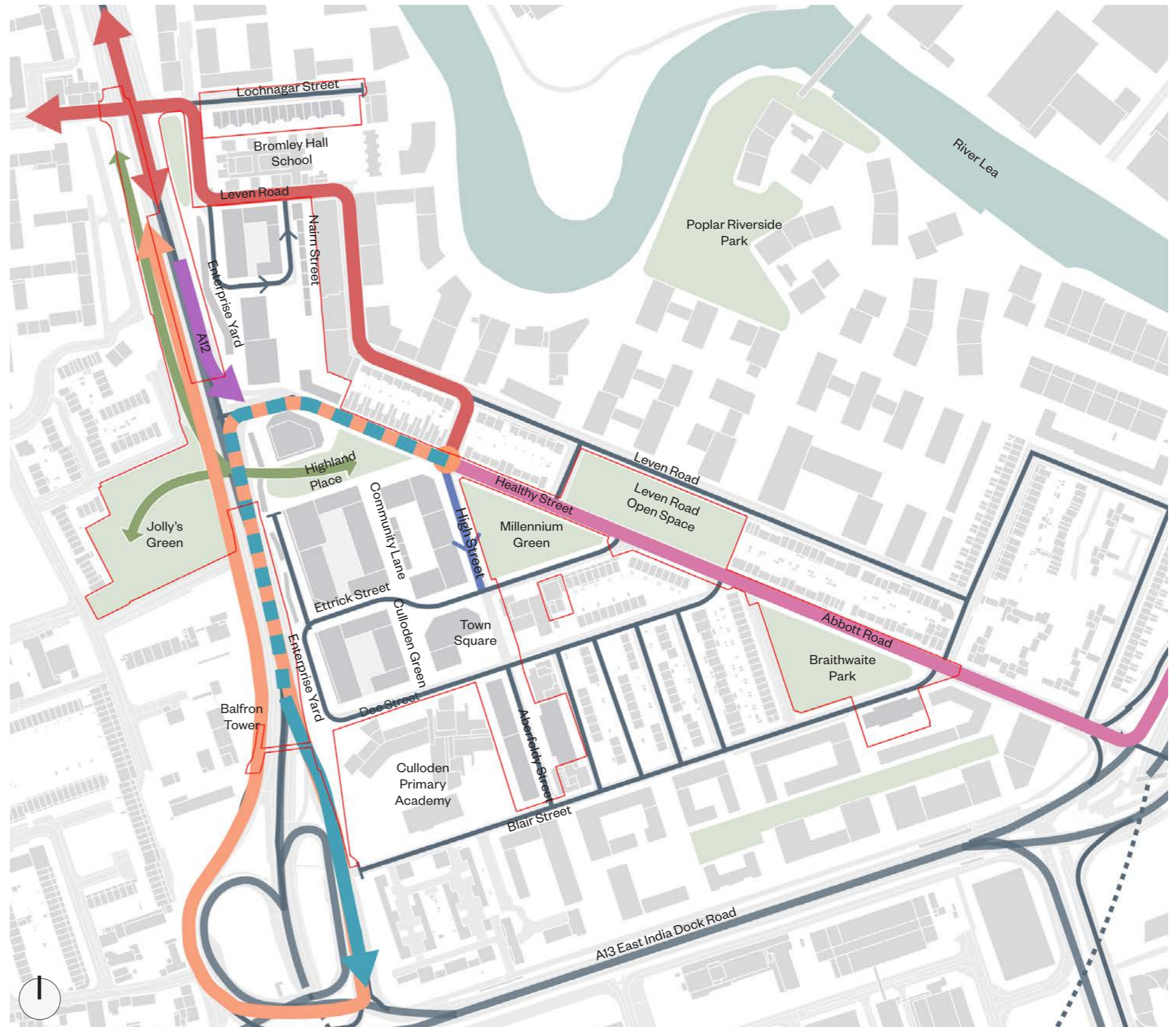


Fig.224 Diagram showing the proposed egress from the Site and routes possible from the proposed A12 junction at Abbott Road

Parking strategy

The parking strategy for the illustrative masterplan is set out on this page. During the subsequent Reserved Matters applications for each phase B - D, the exact locations and quantum of parking bays will be determined.

The masterplan is a low car parking scheme with car parking spaces for accessible homes (3% of the total number of homes), re-provision spaces for returning residents from the existing homes within the Aberfeldy and Nairn Street Estates, and car club spaces. The illustrative scheme achieves parking ratio of 0.065.

The proposed car parking spaces are distributed throughout the masterplan and are primarily provided as on-street spaces with a minority of spaces delivered on-plot in the podiums of buildings A, C and E. There are a total of 105 spaces across the illustrative masterplan, with 48 accessible, 53 standard for returning residents and 4 car club spaces. This is set out in the table below and on the adjacent diagram. The quantum for Phase A is the exact number proposed in the Detailed Proposals (spaces are shown on the diagram). The quantum for Phases B - D of the Outline Proposals may vary as future Reserved Matters Applications come forward (parking zones are illustrated on the diagram). The quantum in Phases B-D can increase within these zones, up to the maximum parking provision as set out in the Transport Assessment.

The car parking provided on street has been carefully designed by LDA to be well integrated with the proposed planting, and spaces are located in small groups to avoid long runs of uninterrupted cars. The majority of the on-street car parking is located on the East West Links of Ettrick Street and Dee Street, and the new one-way street loop around Building A, within Phase B.

The accessible car spaces have been located close to the building cores, which house accessible homes, either within the podium car parks or the public realm. This layout has been designed in collaboration with LCL access consultant. Further information is provided in Chapter 8: Inclusive Design.

Electric vehicle charging points will be provided in accordance with the New London Plan which requires 20% active and 80% passive provision.

PHASE	CAR PARKING TYPE			
	Accessible	Standard (Resident permit)	Car Club	Total
A	10*	18*	2*	30*
B	9	15	1	25
C	26	12	1	39
D	3	8	0	11
TOTALS	48	53	4	105

Fig.225 Illustrative car parking figures
 Note 1: Parking figures for Phase A reflect the exact quantum required for the Detailed Proposals. The quantum for Phases B - D could increase up to the maximum parking provision set out in the Transport Assessment.
 Note 2: The 7 standard spaces along the east of Lansbury Gardens are excluded from the above total.

Further information about the car parking strategy is provided in the **Transport Assessment** prepared by Velocity which supports this application.

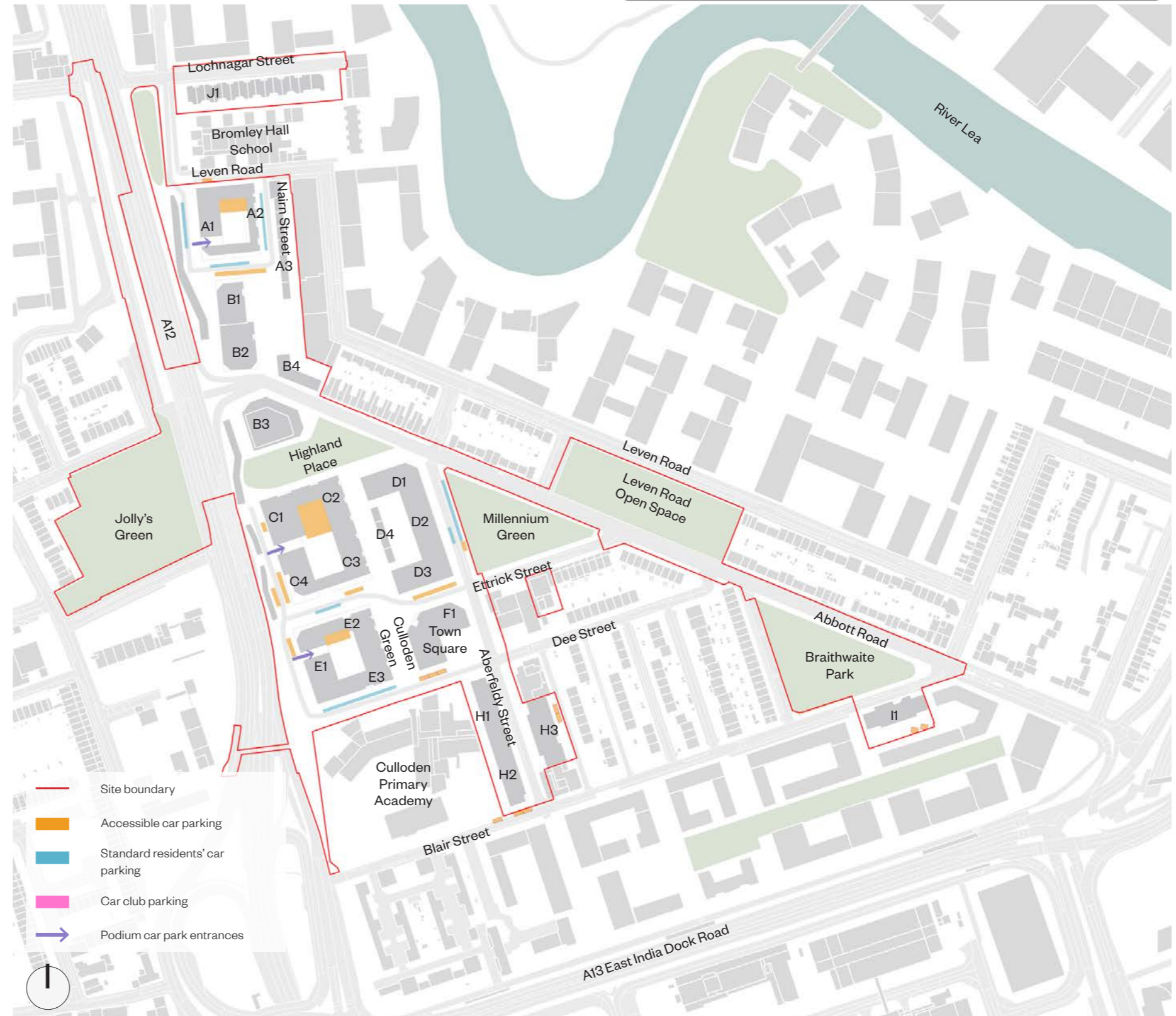


Fig.226 Diagram illustrating the car parking strategy

Cycle parking

Long stay cycle parking

The cycle parking for the illustrative masterplan is set out across the following pages. During the subsequent Reserved Matters applications for each phase B - D, the exact locations and quantum of long stay cycle will be determined.

The masterplan cycle strategy has been developed with Cycle Score and Velocity to meet the new London Plan requirements for cycle storage for residential and non-residential buildings. Please see the table below for the total number of cycle spaces broken down by phase. In some instances the proposed number of residential cycle space exceeds the London Plan requirements because of the Cycle Score design criteria the team are working to.

Each building core has its own dedicated cycle store that achieves the 58% occupancy target considered best practice for future proofing. Each store allows for 80% josta stands, 15% Sheffield stands and 5% for oversized bikes.

Cycle stores are easily accessible and located close to the core main entrances. A number of the cores have more than one cycle store to ensure the size of any given cycle store is kept to a minimum. Cycle stores within the courtyard buildings with podiums (buildings A, C and E) are provided over two storeys to utilise the upper ground floor of the building plinth. These two storey cycle stores are connected through the communal stairs and are provided with a platform lift to get the cycles safely to the upper floor.

The non residential uses of the masterplan will be served by a cycle hub located in Building C, which is located at the centre of the masterplan and easily accessible to the new workspaces along Enterprise Yard and the retail units along Aberfeldy Street.

The adjacent diagram shows cycle parking at lower ground floor level.

- Site boundary
- Long stay internal cycle store locations
- Primary cycle route
- Secondary cycle route
- ▶ Cycle store access

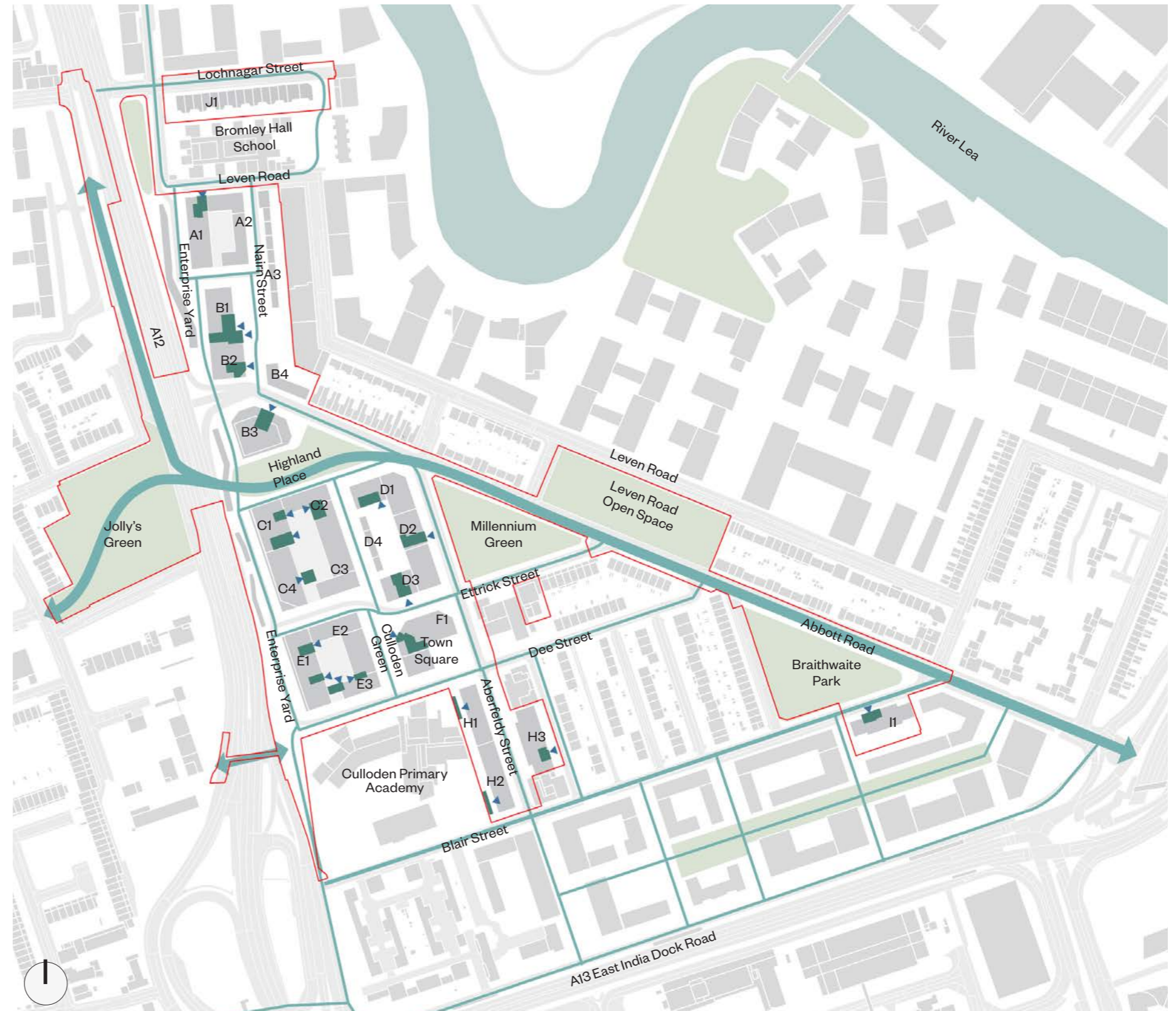


Fig.227 Diagram illustrating the locations of resident cycle stores at lower ground floor level and cycle routes around the neighbourhood

Cycle parking

Long stay cycle parking

The adjacent diagram shows the long stay cycle parking at upper ground floor level.

The table below shows the quantum of long stay cycle parking by phase for the illustrative masterplan.

PHASE	CYCLE PARKING TYPE		
	Long stay residential	Long stay non residential	Total
A	494	9	503
B	1,109	9	1,118
C	1,005	20	1,025
D	368	6	374
TOTALS	2,976	44	3,020

Fig.228 Illustrative long stay cycle parking figures



Further information about the long stay cycle parking strategy is provided in the **Transport Assessment** prepared by Velocity which supports this application.

- Site boundary
- Long stay internal cycle store locations
- Primary cycle route
- Secondary cycle route
- ▶ Cycle store access

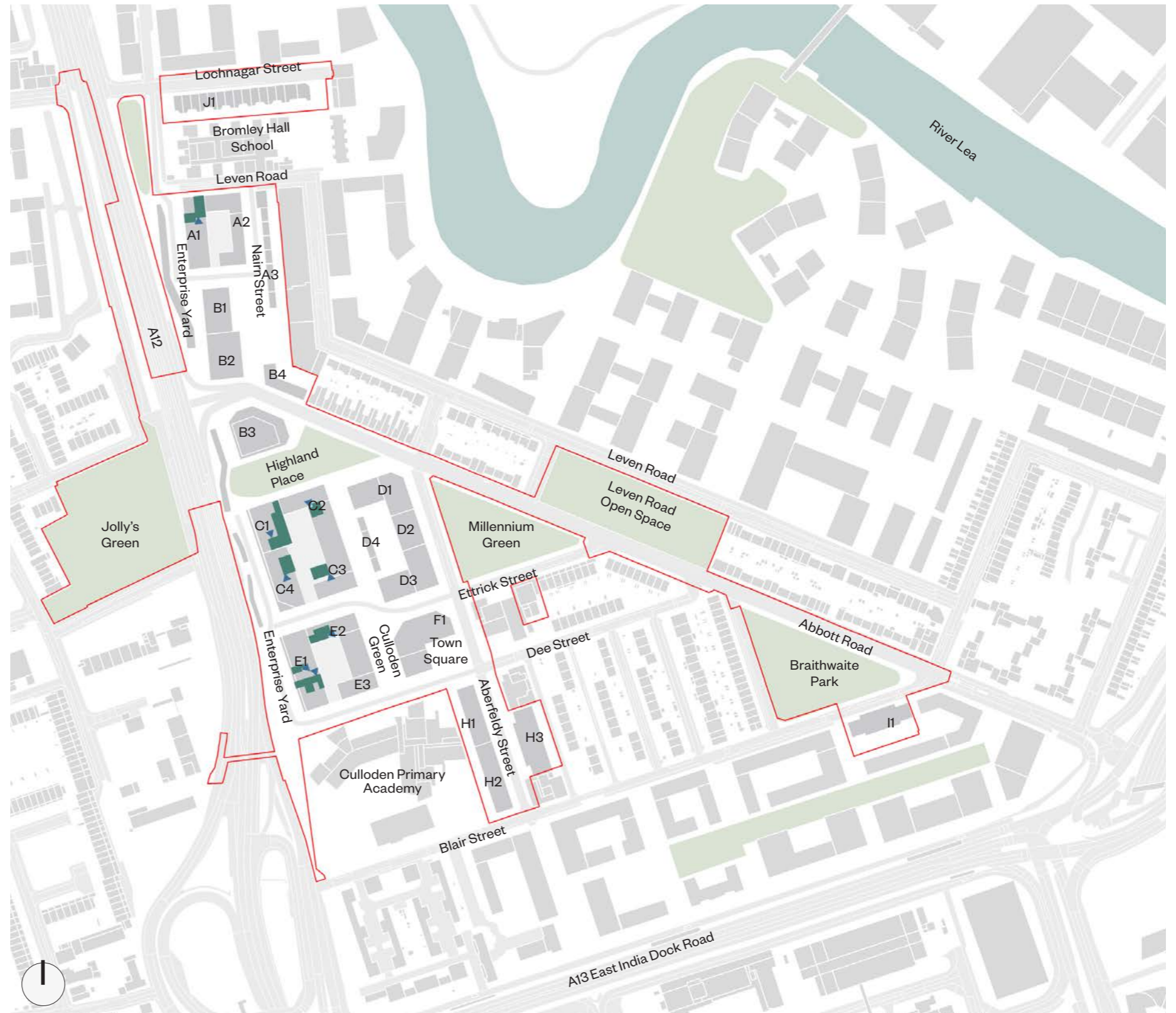


Fig.229 Diagram illustrating the locations of resident cycle stores at upper ground floor level

Cycle parking

Short stay cycle parking

The short stay cycle parking for visitors is provided within the public realm throughout the masterplan. The table below sets out the for the total number of cycle spaces broken down by phase for the illustrative masterplan.

PHASE	SHORT STAY
A	126
B	60
C	48
D	40
TOTALS	274

Fig.230 Illustrative short stay cycle parking figures

Further information and detailed design about the short stay cycle parking is provided in the **Transport Assessment** prepared by Velocity which supports this application.

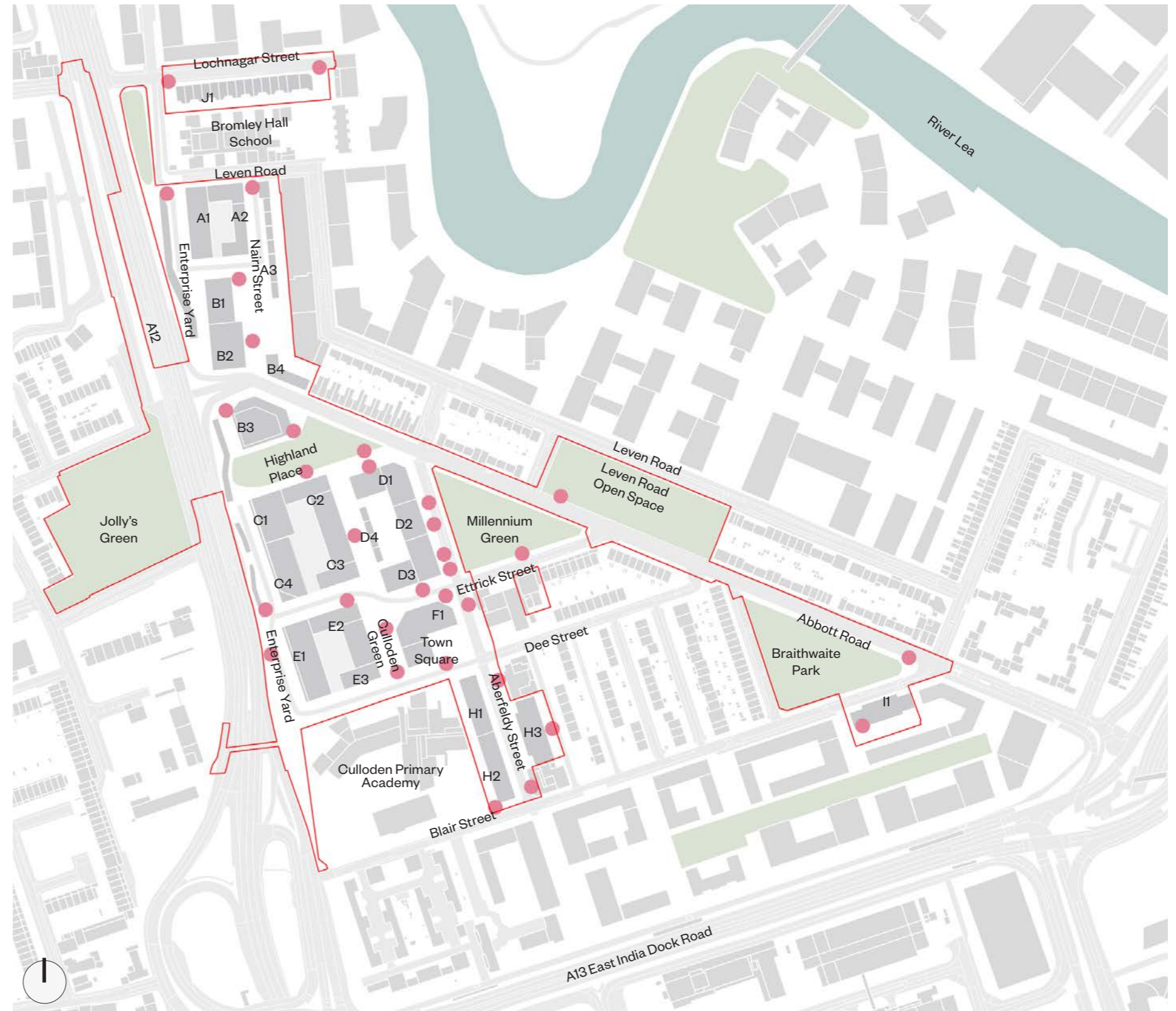


Fig.231 Diagram illustrating the locations of short stay cycle parking for the illustrative masterplan

- Site boundary
- Short stay cycle locations

Servicing


The servicing and delivery strategy for the illustrative masterplan is set out on this page. During the subsequent Reserved Matters applications for each phase, the exact locations of servicing and delivery loading bays and drop off points will be determined.






Two types of loading and drop off are proposed, dedicated loading bays and yellow lines for flexible loading and drop-off. These loading bays are located to ensure each workspace unit, retail unit and residential communal entrance can be easily served.

The bays are designed to accommodate a single rigid/ large refuse vehicle or a combination of multiple smaller vans to ensure a flexible approach to delivery and collection.

The street network has been carefully designed to accommodate the movements of a variety of type and size of vehicle. Swept path analysis has been undertaken by Velocity to ensure the proposed vehicle routes can be manoeuvred safely.

Street widths and layouts have been designed to accommodate the passage of 10m long vehicle for waste collection. Further information is set out in the Refuse Strategy on page 113 of this report.

 Further information about the servicing strategy is provided in the **Transport Assessment** prepared by Velocity which supports this application.

-  Site boundary
-  Yellow lines for flexible loading and drop-off
-  Dedicated loading bay location
-  Service vehicle tracking
-  Bollards

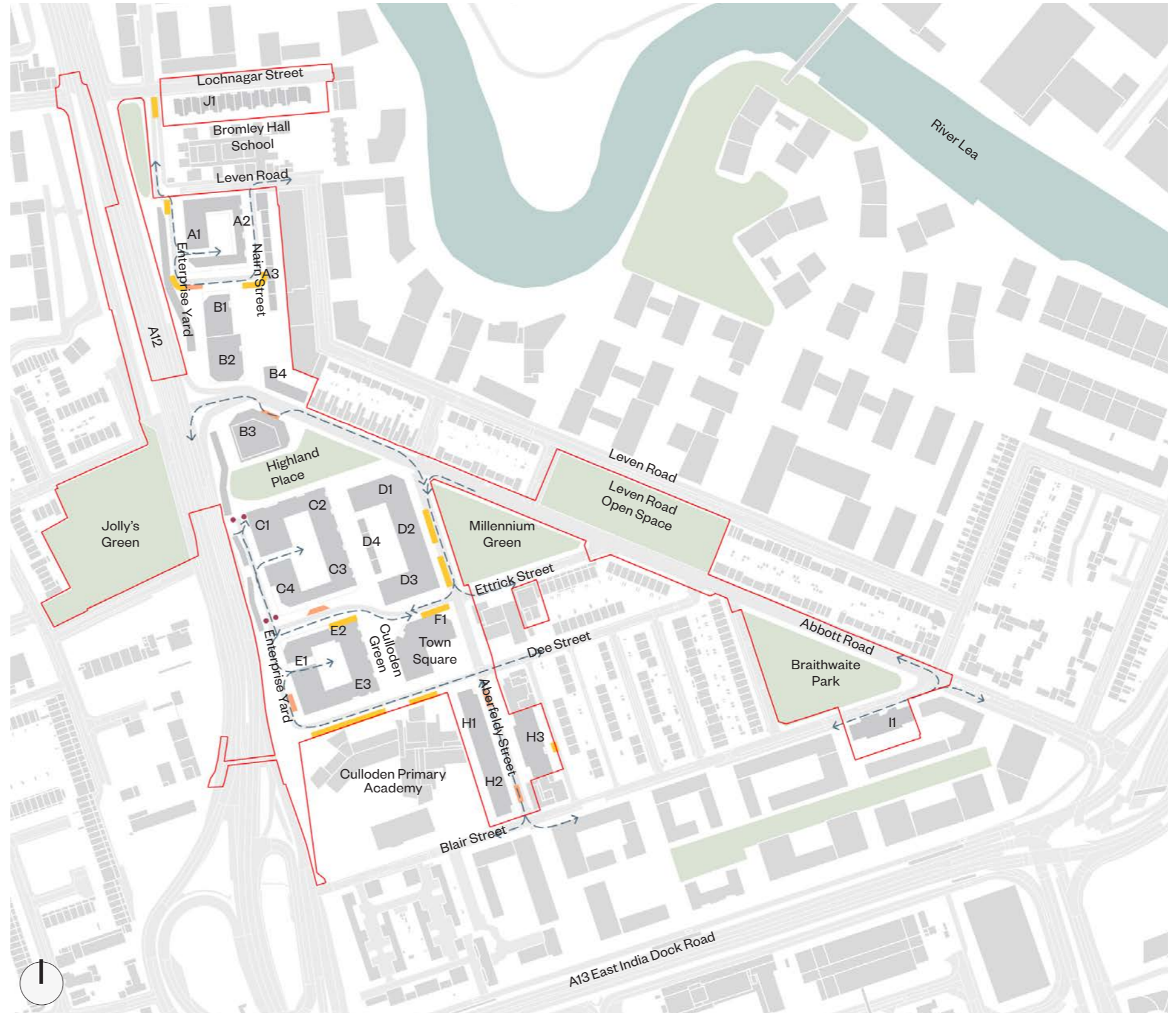


Fig.232 Diagram showing the servicing strategy for the illustrative masterplan

Entrances

Location of entrances

The adjacent diagram shows the strategy for the location of entrances across the illustrative masterplan. During the subsequent Reserved Matters applications for each phase, the exact location and quantum of parking bays will be determined.

The residential building entrances have been carefully positioned along the East West Links of Dee Street and Etrick Street, and adjacent to Highland Place, in order to minimise or remove vehicular movement along Community Lane.

The entrances to the towers are located adjacent to the prominent corners, where the East West Links meet Enterprise Yard. Additional entrances serving the lower buildings along Enterprise Yard are provided to activate the public realm. The entrances along the High Street have been positioned to minimise the interruption of the retail units on the ground floor and maximise the retail frontage.

All communal entrances are well defined, external facing, generous and recessed to be clearly identifiable from the street and welcoming. Entrances to podium buildings and the towers are double height to add a sense of arrival and provide a bright and open entrance point to the buildings.

Individual entrances with direct off-street access are distributed throughout the masterplan, particularly along Community Lane where the majority of the family homes will be located. The private entrances have a small recess and have been paired to encourage neighbourly interactions.



Further information about entrances, cores and circulation is provided in **Chapter 6: Buildings of this Design and Access Statement** and **Chapters 5 and 6 of the Design Code**.

- Site boundary
- Cores/Lobbies
- Bikes
- Bins
- ▶ Communal entrances
- ▶ Private entrances

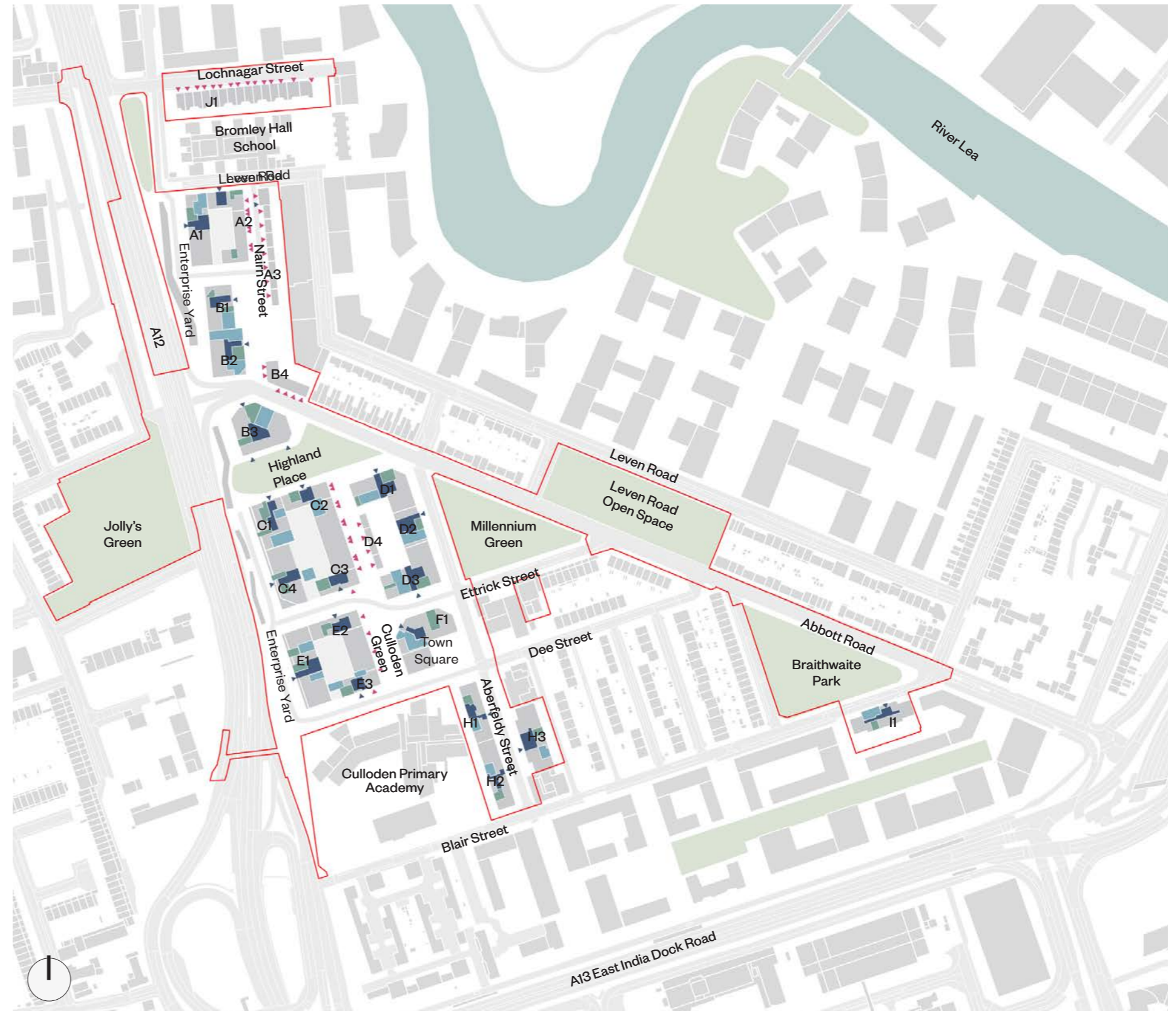


Fig.233 Diagram showing relationship of entrances to bins and bike stores on the illustrative masterplan

Refuse

Refuse strategy

The refuse strategy for the illustrative masterplan has been developed in collaboration with LDA , Velocity and LBTH, and is set out across the following pages . During the subsequent Reserved Matters applications for each phase, further detail on the refuse strategy will be determined.

The strategy utilises a range of refuse storage/ collection strategies in line with LBTH policy. The adjacent diagram illustrates the strategy for the illustrative masterplan which includes:

- Traditional communal Eurobin collections - Buildings F, H1, H2 and H3
- SULO underground collection - Building I
- Traditional individual wheelie bin collections - Building J
- Portable waste compactors in podiums - Buildings A, B, C, D and E

Bin stores are located at the ground floor close to the communal entrance of each core and have been integrated to minimise their frontage and impact on the public realm.

There are three proposed collection points for the buildings served by the compactors located within each of the courtyard building's podium car park. The buildings within Phase A are served by four collection points, three of which are traditional Eurobin collection (buildings F1, H1, H2 and H3) and the fourth will be a SULO collection adjacent to Plot I, which stitches into the SULO network in Aberfeldy Village Phases 1-3.

The houses in phases A and B will be served by individual collection points via residential wheelie bin collection.

Further information about the refuse strategy is provided in the **Waste Management Strategy** prepared by Velocity which supports this application.

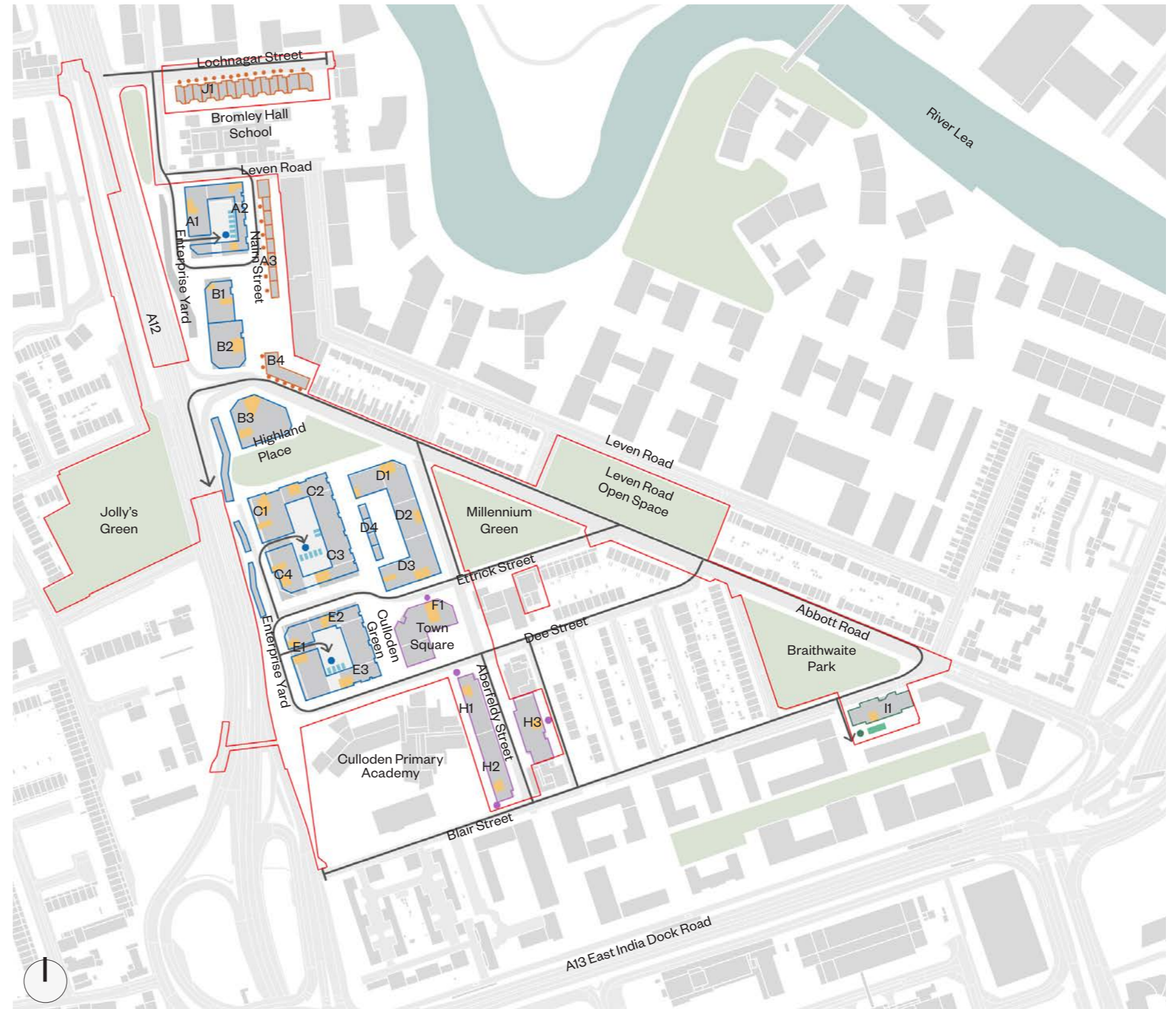
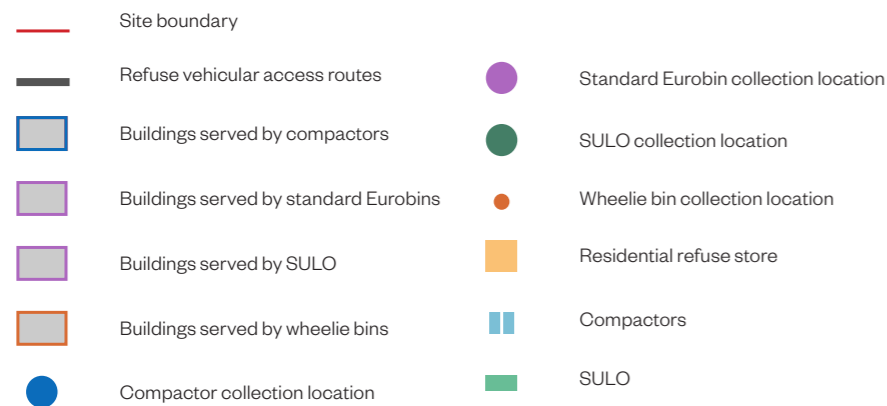


Fig.234 Diagram illustrating the refuse strategy for the illustrative masterplan

Refuse







Refuse Management

The adjacent diagram illustrates the refuse management strategy for the illustrative masterplan. The waste from the Proposed Development will be managed by an on-site Facilities Management (FM) team. The on-site FM team will transfer the 660-litre Eurobins from the residential waste stores to the centralised compactor storage as necessary, and empty them in to the compactors using a bin lift. The refuse stores have been designed with a capacity that would require the refuse stores to be emptied every two days.

As bins within the residential waste stores become full, the on-site FM team will be responsible for emptying the bins in to the portable waste compactors, returning them once complete. Where these routes remain off the public highway, the on-site FM team will be provided with an electric tow-tug to transfer bins between plots. Where necessary to transfer bins using public highway, it is anticipated that a road legal vehicle and trailer will be used.

The compactors are located within the three podium car parks: two within Phase C and one within Phase B. Phase B refuse will be moved from Building B1 and B2 into Building A. In Phase C the refuse will be moved from Building B3, Building C and Building D, and will be collected in Building C. Building E will serve itself with the refuse from the three refuse stores moved to the podium car park.

Further information about the refuse strategy is provided in the **Waste Management Strategy** prepared by Velocity which supports this application.

-  Site boundary
-  Refuse management routes
-  Buildings served by compactors
-  Buildings not served by compactors
-  Residential refuse store
-  Compactors

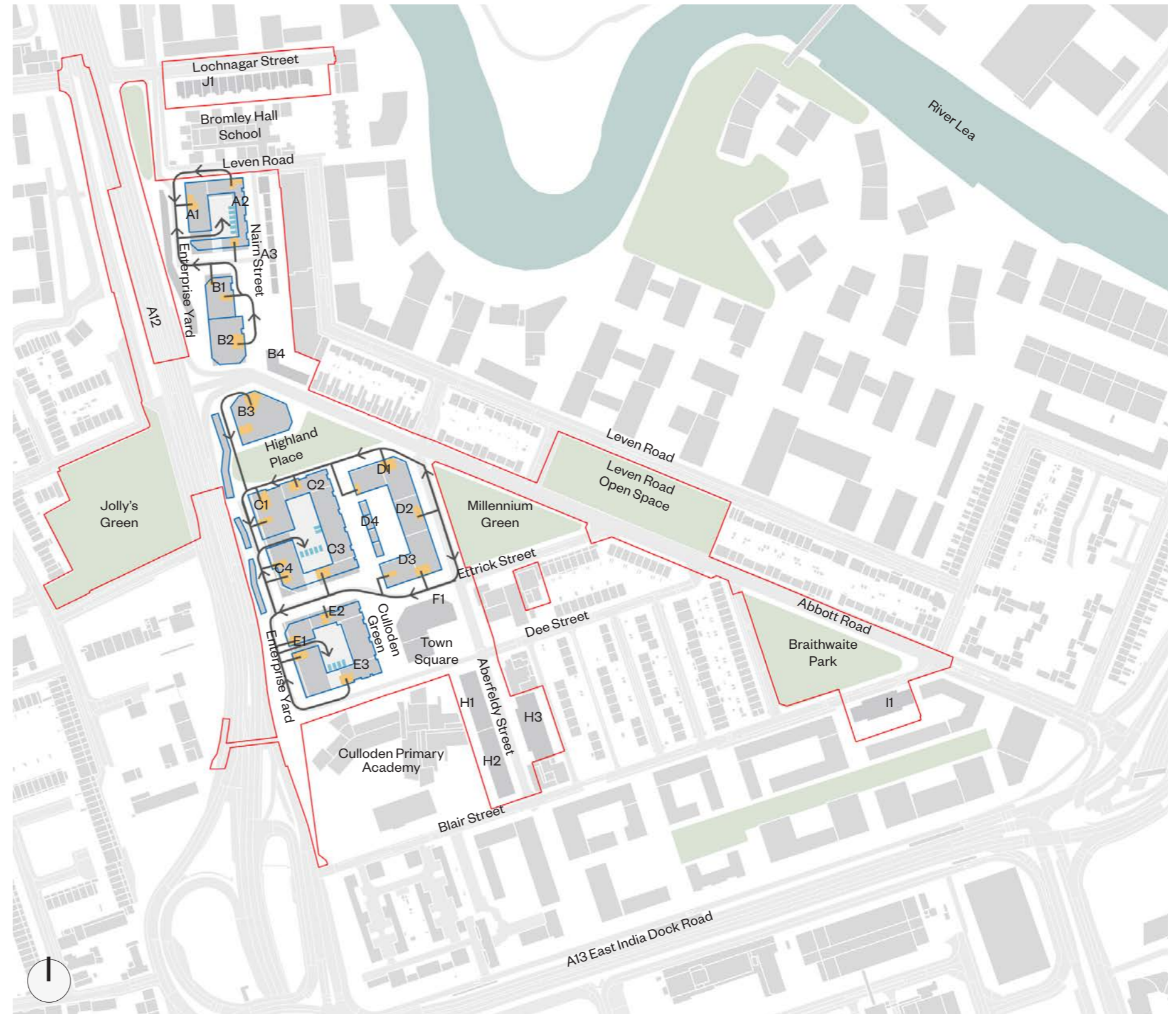


Fig.235 Diagram illustrating the refuse management strategy for the illustrative masterplan

Land use and amount of development

Basement and ground floor

The Aberfeldy Village Masterplan is a residential led mixed-use scheme including:

- Residential
- Retail
- Workspace/ employment space
- Resident facilities
- Marketing Suite

The adjacent diagram, and those on the following page, show the land use by floor for the illustrative masterplan. During the subsequent Reserved Matters applications for each phase, the exact locations and quantum of parking bays will be determined.

The majority of the non-residential uses are located on the lower and upper ground floors with residential uses above. The retail units are located along the High Street and within Highland Place. The High Street will be the new Local Centre for Aberfeldy, and a key area of non-residential activity on the masterplan which serves residents of the Aberfeldy Masterplan and it's wider surroundings. The Marketing Suite will also be located along the High Street in Building F.

There will also be a cluster of non-residential activity in Highland Place, predominantly within building B3. The plinth of this tower will house the Resident Hub and a retail unit that activates the Underbridge at basement level.

Workspace is located along Enterprise Yard in the lower floors of the residential buildings or in small, narrow units that replicate the form of the existing Poplar Works buildings. These spaces would be flexible in order to accommodate a range of small independent businesses. The new workspace buildings will be workspace up to and including the second floor.

- Site boundary
- Retail
- Workspace
- Residential
- Residential cores and entrances
- Residential amenity
- Marketing suite

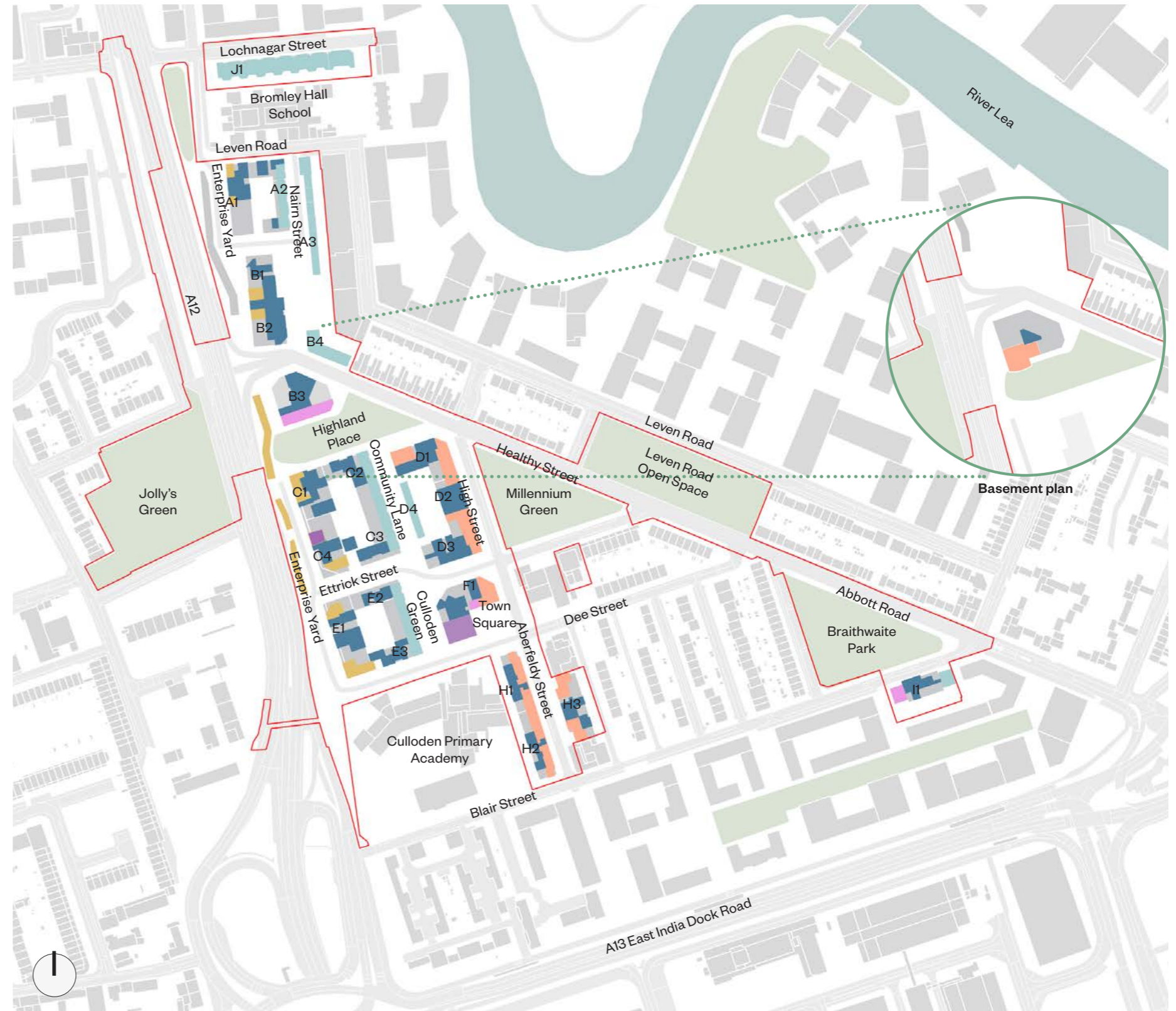


Fig.236 Basement and Ground Floor illustrative land use plans

Land use and amount of development

First floor

The first floor of the buildings across the illustrative masterplan are predominantly residential, with the exception of:

- Workspace buildings along Enterprise yard which offer non-residential spaces at all levels.
- Building B3 which has a Residents Amenity Hub at first floor.

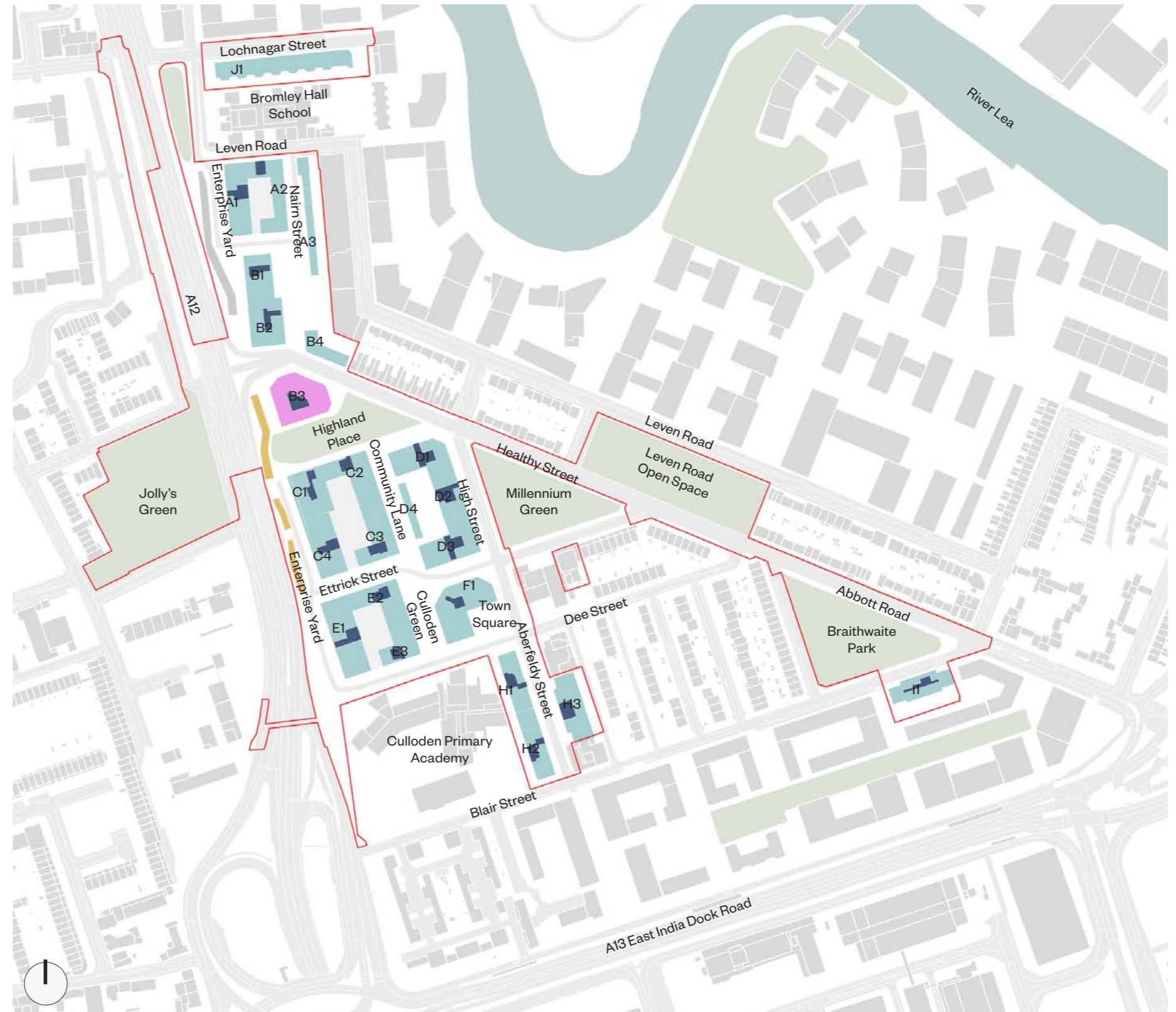


Fig.237 First Floor illustrative land use plan

Land use and amount of development

Typical upper floor

As a residential led mixed use development the upper floors of all buildings on the illustrative masterplan will be solely for residential use. For more information on the residential buildings refer to Chapter 6 of this Design and Access Statement.

The table below sets out the combined quantum of use for the illustrative masterplan for the Outline Proposals and the exact quantum for the Phase A Detailed Proposals . During the subsequent Reserved Matters applications for each phase, the exact quantum will be determined. These areas may increase but will not exceed the maximum parameters, as set out in the Design Code and Parameter Plans.

Land use	GIA
Retail	2,366 m ²
Workspace	2,369 m ²
Residential	147,444 m ²

Further information about the land use of buildings is provided in **Chapter 6 of this Design and Access Statement** and within the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company and submitted as part of this application.

- Site boundary
- Residential
- Residential cores and entrances



Fig.238 Typical upper floor illustrative land use plans

Land use and amount of development

Meanwhile uses

A strategy for meanwhile uses across the masterplan has been defined to introduce short term or temporary uses and amenities during the construction of Phase A initially, and eventually the latter phases. The meanwhile use strategy will work in line with the construction phasing, and will evolve with input from local residents and businesses.

Key ambitions of the meanwhile uses across the masterplan are the creation of:

- A flexible space that supports multiple uses, is made of lightweight materials to allow the space to grow and adapt over time, and an experimental testing ground for longer term interventions.
- A local space that residents can relate to and enjoy, which stitches into the existing Aberfeldy patchwork whilst also taking on its own identity.
- A resourceful space that uses accessible and functional materials, where trees and plants can be grown to be used in the development, and which engages community groups to develop learning and skills.
- A lively, colourful 'destination' space encouraging positive social behaviour, gatherings and events.
- An inclusive space which involves current tenants and residents, offers a variety of spaces for new businesses, and integrates play space and circulation to encourage a wide range of users.



Further information on meanwhile uses can be found on **Page 28 of the Design and Access Statement: Detailed Proposals** prepared by Morris + Company and **Page 56 of the Design Code** prepared by Levitt Bernstein which support this application.

- Safe routes
- Play and activity
- Healthy eating and socialising
- Community gardens
- Cinema and events
- Art walks



Fig.239 Indicative plan illustrating the meanwhile use strategy across the masterplan

Land use and amount of development

Meanwhile uses

Some meanwhile uses have been tested and discussed with the local community and throughout the youth engagement process. These include:

- Safe cycling and walking routes.**
 This has been highlighted as a priority by the local community. Interventions could include paint on the ground, temporary lighting, crossings and improved connections, safe routes to school.
- Play and activity**
 This could include socialising, relaxing, being active and outdoor. These could be located within existing open spaces like Millennium Green or Braithwaite Park.
- Healthy eating and meeting**
 Pop-up markets and seating with tables could be introduced along Aberfeldy Street creating opportunities for local businesses.
- Community garden**
 Areas along Dee Street and other existing and future streets could include mobile gardens and places where to grow your own food. These could be incorporated in more permanent interventions in later phases.
- Pop-up cinema and events**
 The open spaces and civic spaces such as Aberfeldy Square have the capacity to host a variety of events, including music events, film screenings, and events which showcase the history and future of the area.

Some examples of meanwhile uses are shown in the adjacent images.



Fig.240 Elephant Park, Jan Kattein



Fig.241 Curve Garden, Muf



Fig.242 College Square Croydon, Spacial Practices, Central Saint Martins, Morris + Company Croydon Schools project



Fig.243 Argent Hoarding, Kings Cross



Fig.244 Blue House Yard, Jan Kattein



Fig.245 Movement Cafe, Greenwich Park

Phasing

The masterplan is divided into four phases. These phases are named alphabetically from A-D so as to not be confused with the phasing of the previously approved Aberfeldy Village Masterplan outline planning permission.

The first phase of the masterplan, Phase A, is the key linking phase between the last phase of the previously approved Aberfeldy Village masterplan (phase 3), and the new Aberfeldy Village Masterplan. It includes the development of the majority of the Aberfeldy Street with a rich collection of retail units of all sizes, the Town Square, the redevelopment of Blairgowrie House, Lochnagar Street site, Braithwaite Park, Leven Road Open Space and the Allotments. This phase sees the demolition of the meanwhile buildings along Aberfeldy Street, the Aberfeldy Neighbourhood Centre and Blairgowrie House.

Phase B involves the demolition of the Nairn Street Estate in the north of the Site, and the construction of a variety of homes, including family houses along Nairn Street, and new workspace along Enterprise Yard. This phase also includes the development of Highland Place, the repurposing of the vehicular underpass and the Slip Road, works to Jolly's Green and the undebridge to establish a direct connection to Jolly's Green, and the delivery of the neighbourhood landmark tower, B3, which is home to the Resident Hub and Concierge.

Phase C includes a large proportion of residential development in the form of two large urban courtyard buildings with raised podium gardens and car parks beneath. This phase also delivers a large quantum of the proposed workspace and the improvements to the Dee Street underpass. The buildings demolished in the phase include those along the western portion of Balmore Close, Kibrennan House and Tartan House.

Phase D construction sees the completion of the remainder of the High Street with a residential courtyard building, D. The buildings demolished in the phase include the buildings along the eastern portion of Balmore Close and Jura House.



Further information on the indicative construction phasing is provided on **Page 40 of the Design Code** and on **Parameter Plan 3663 - LB - ZZ - 00 - DR - A - 000011: Indicative Construction Phasing** prepared by Levitt Bernstein which support this application.

- Site boundary
- Phase A - September 2022 - December 2024
- Phase B - August 2024 - December 2027
- Phase C - June 2027 - June 2032
- Phase D - January 2032 - April 2033

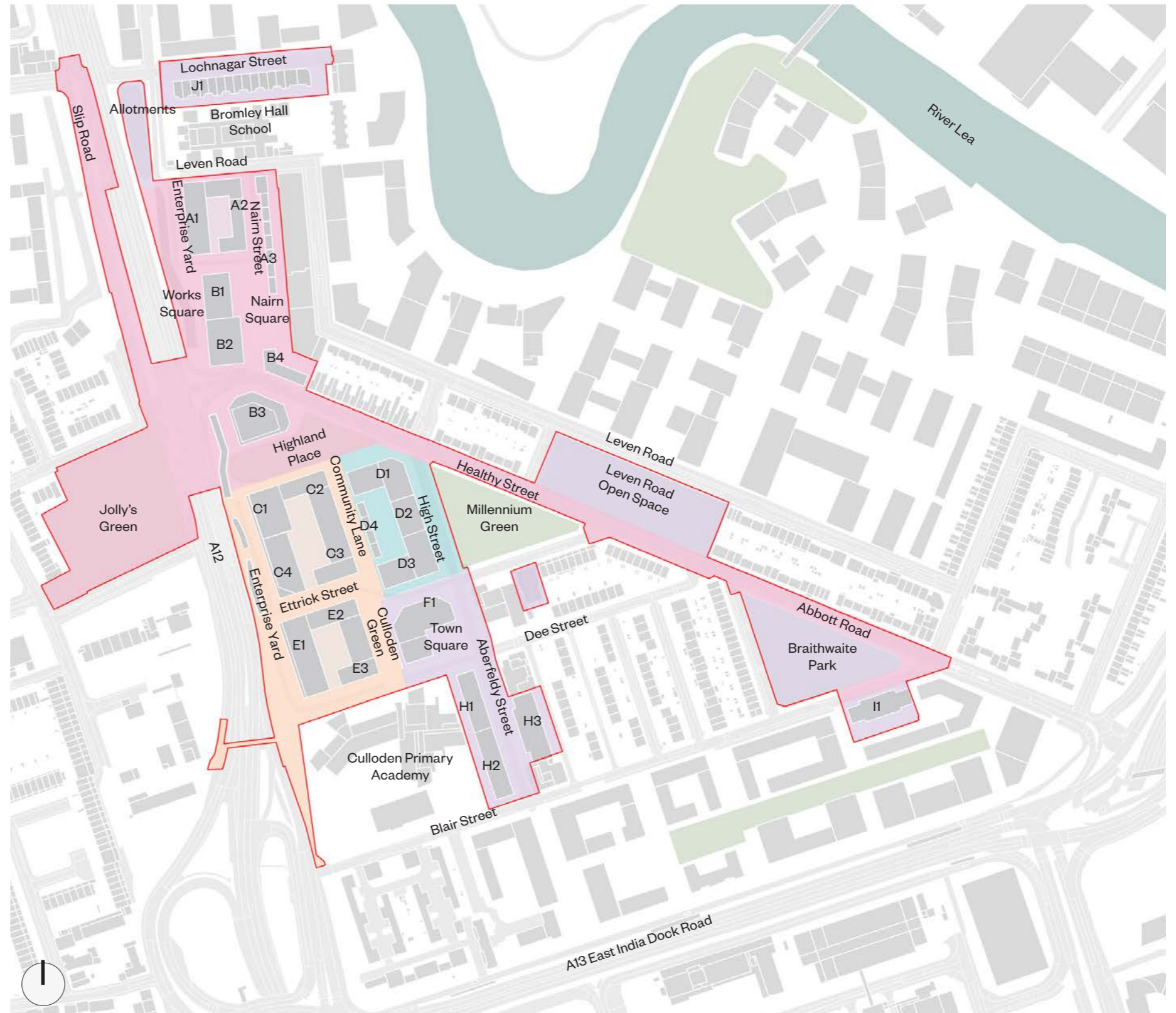


Fig.246 Diagram illustrating phasing strategy

Sustainability and energy strategy

Principles for a zero carbon future

Creation of a truly sustainable neighbourhood from resilient, passive design principles

The Proposed Development focuses on creating a sustainable urban environment with health and well-being at the heart of the design strategy, with buildings and landscape which are energy efficient and sustainable.

On a path to zero carbon

The Proposed Development takes ambitious steps to meet zero operational carbon on-site and helps address the climate emergency. Therefore the masterplan has been designed with key principles in mind, including orientation, simple building forms and high levels of insulation.

The adoption of these measures will minimise energy demands and make homes comfortable and low cost for residents. The approach also provides the foundation to allow homes to meet and exceed the London Plan targets through fabric and renewable measures alone.

This Proposed Development has been designed to allow the buildings delivered in the early phases to be linked to the existing Energy Centre, with the remaining buildings supplemented with individual building level heating systems, that do not rely on fossil fuels, with plant at roof level. Flat roofs allow the integration of energy produced from solar photovoltaic panels to provide a renewable supply of energy to the Site.

Good design for effective natural ventilation and daylight

Dual aspect homes have been designed in specific locations with appropriate window sizes for their orientation and integrated shading from window reveals, balconies and tree planting. These design features will ensure good levels of daylight, natural cross ventilation and a reduction in overheating.

Healthy places

The creation of new landscaped areas such as the Healthy Street and Highland Place green loop brings with it local wildlife, a reduction in the heat island effect, views of green space, good access to open space and play, surface water run off is minimised through permeable surfaces and rain gardens.

Sustainable movement

Reduced parking areas and electric car charging points encourage residents to use alternative methods of transport, while the new cycle and pedestrian routes throughout the masterplan are designed to keep residents active.

Further information about the sustainability and energy strategy is provided in the **Sustainability Statement** prepared by Greengage and the **Energy Statement** prepared by Meinhardt which support this application.

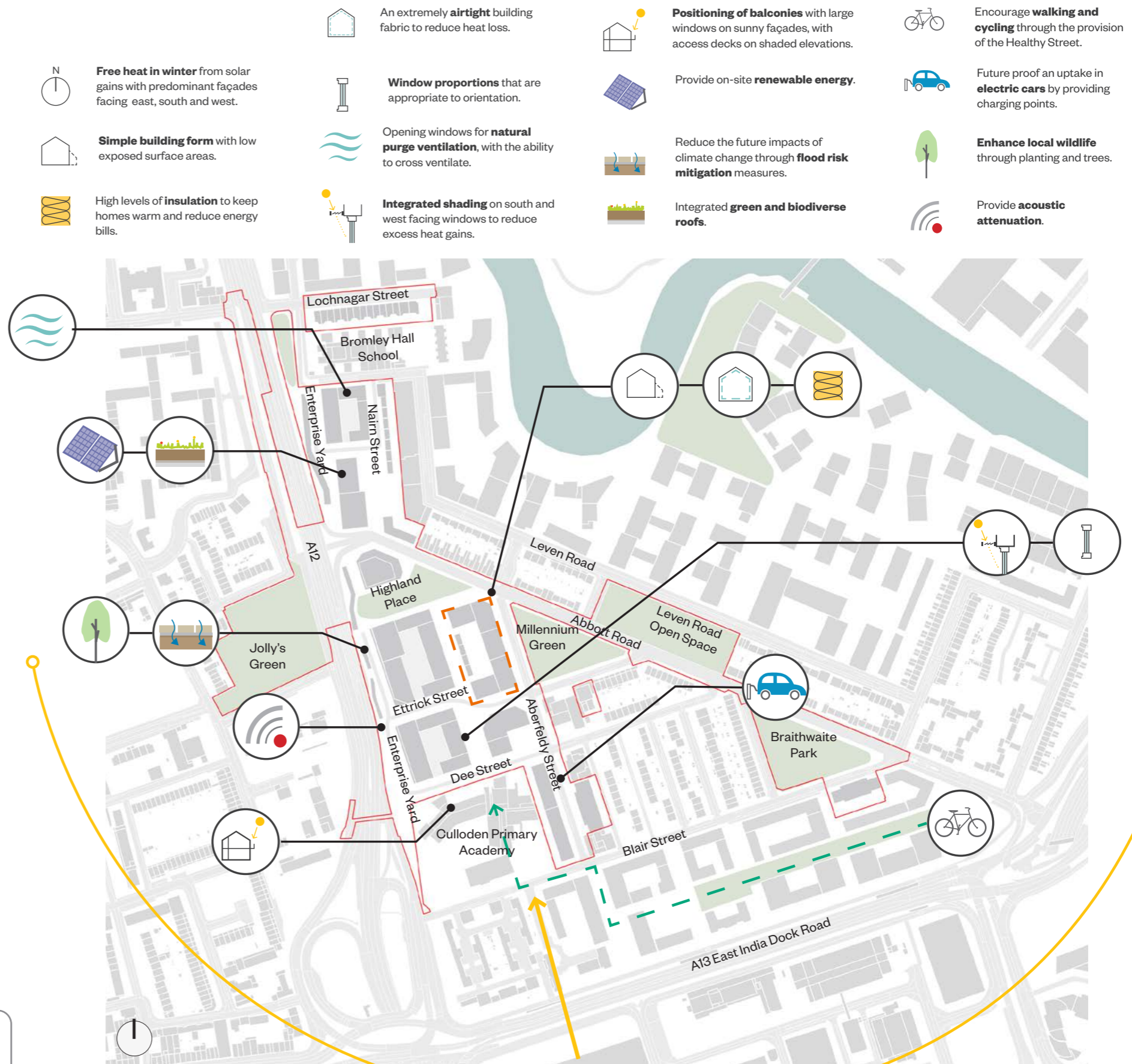


Fig.247 Diagram illustrating key masterplan sustainability principles



5.2

TOWNSCAPE NARRATIVE

Townscape and placemaking strategy

Overarching strategy

Tall buildings can play an important role in estate regeneration, particularly within opportunity areas such as the Poplar Riverside Opportunity Area which the Site lies within, and where growth and development are actively and emphatically encouraged.

There is a need to strengthen legibility, identity and identify a sense of place in this part of Poplar and tall buildings can help to achieve this as part of a well thought out masterplan, which is embedded in the area.

The location of tall buildings at Highland Place, a key node beside the A12, will mark the new east-west pedestrian and cycle route providing a safe connection between neighbourhoods on either side of this busy road. The buildings strengthen the sense of arrival at this evolving urban quarter from both the northern and southern approaches along the A12, whilst also marking improved connectivity and accessibility more generally throughout the neighbourhood. In turn this promotes better integration of the Aberfeldy Village Masterplan with other areas including the earlier phases 1-3 of the previously approved Aberfeldy Village Masterplan, DLR stations, the River Lea, Aberfeldy Street and Chrisp Street Market.

The tallest building (28 storeys) is located at a central gateway to the Site, opposite Jolly's Green. It marks a new public space at Highland Place, which will connect to the west of the A12 via the repurposed pedestrian and cycle underpass below the A12 and the Slip Road, and via the Underbridge, a new direct connection to Jolly's Green., .

An additional marker building, Building F which is part of Phase A, defines new public space, the Town Square, at the intersection of the High Street with Dee Street. Building I and Building D form strong backdrops to the key green spaces of Braithwaite Park and Millennium Green respectively.

Integral to the placemaking strategy is the preservation of sky-space around Balfron Tower and the protection of key Borough Designated views, as defined in the Local Plan, and explored on the following pages.

Whilst proposals for tall buildings within the Aberfeldy Village Masterplan fall outside of the London Borough of Tower Hamlets Tall Building Zones, Policy D.DH6 states that tall buildings will be supported outside of these zones where they can demonstrate they meet four criteria set out in Part 3 of this policy. Refer to the Tall Building Statement which responds to these criteria and demonstrates how these criteria are met through considerate design.



Further information regarding the opportunity for tall buildings on the Site and an assessment against tall building policy is provided in the **Tall Building Statement** prepared by Levitt Bernstein and DP9 and the **Townscape Assessment** prepared by Peter Steward Consultancy, both submitted as part of this application.

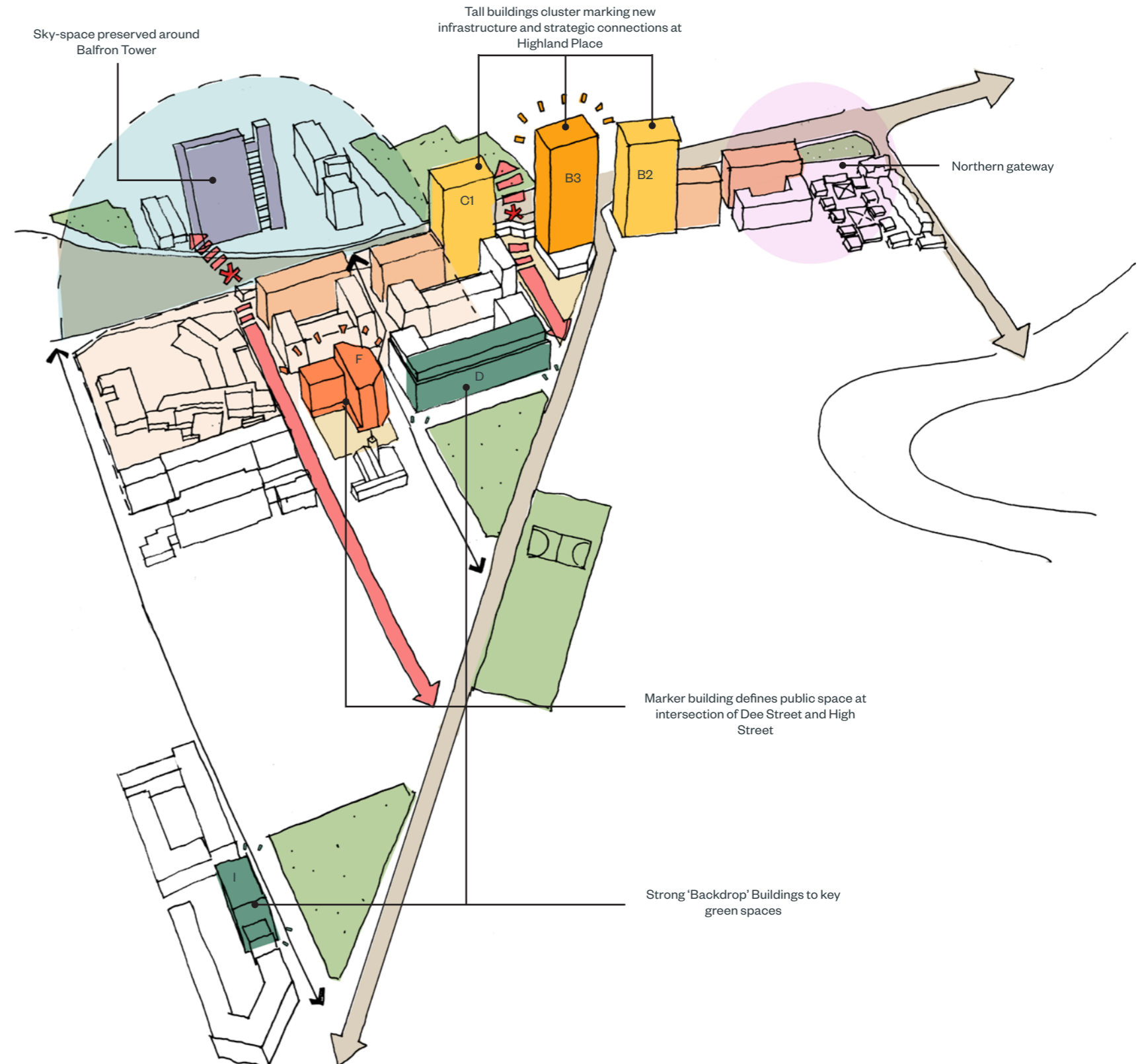


Fig.248 Massing and tall building strategy

Respecting key views

LBTH designated views

The placemaking strategy, explained on the previous page was developed with consideration to the key views within and surrounding the Site. This is in accordance with Policy D9 of the London Plan which requires that long-range, mid-range and immediate views are given careful consideration in the design of tall buildings. The testing of views has formed a key part of the pre-application process and influenced the heights strategy.

The London Borough of Tower Hamlets Local Plan designates two views which are of relevance to this application. These views are illustrated on this page and include:

- View 5 from Langdon Park to Balfro Tower and Canary Wharf in the background
- View 6 from East India Dock Road to Balfro Tower and Canary Wharf in the background

Furthermore, London Borough of Tower Hamlets identify Balfro Tower as a Locally Designated Landmark. As such other local views of Balfro Tower from within the Site have also been carefully considered, for example the view looking west along Dee Street.



Further information about key views is provided in the **Tall Building Statement** prepared by Levitt Bernstein and DP9 and the **Townscape and Visual Impact Assessment** prepared by Peter Steward Consultancy, both submitted as part of this application.



Fig.249 LBTH designated view 6: View from East India Dock Road to Balfro Tower



Fig.250 View looking west along Dee Street towards Locally Designated Landmark Balfro Tower



Fig.251 LBTH designated view 5: View from Langdon Park to Balfro Tower

Scale and massing

Principles of height

The townscape and placemaking study and strategy which was set out across the previous pages has informed the principles of the building heights for the masterplan. This respects and responds to the scale of the existing Site context and also strives to achieve variation in building heights, adding diversity and interest to the roovescape and streetscape whilst also following the principles of the masterplan threads. There are a range of building typologies including family houses, courtyard buildings and towers which create this variety in the urban fabric.

The adjacent diagram illustrates the principles of height for the Aberfeldy Village Masterplan indicating the proposed location of tall buildings, local landmark buildings and areas where lower and medium rise buildings are more suitable.

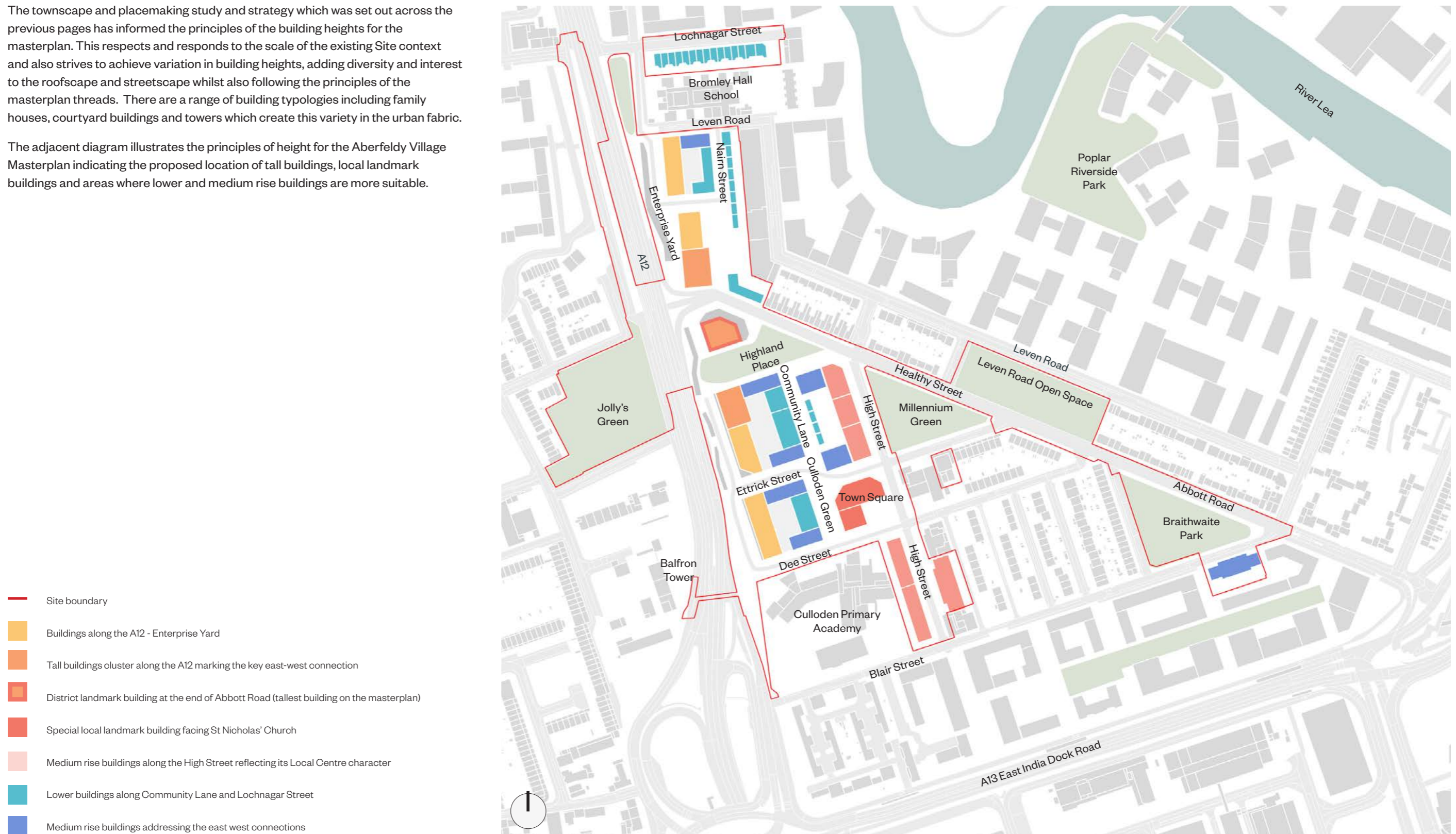


Fig.252 Diagram illustrating principles of height

Scale and massing

Building heights

The adjacent diagram shows the building heights for the illustrative masterplan massing. The maximum building envelope allows for building heights up to the maximum parameters set out in the Parameter Plans and Design Code. The principles of the height strategy, set out below, would apply to future Reserved Matters Applications.

The tallest buildings within the masterplan are positioned, in a tall building cluster of three, marking Highland Place and the Underbridge. These points of height have been carefully and sensitively considered, as explained earlier in this report.

Lower rise buildings are located around the perimeter of the Site, adjacent to existing low-rise buildings to help stitch the masterplan into its surroundings and respect the privacy, daylight and sunlight of neighbouring buildings.

The building heights along the High Street range from five to nine storeys, with the nine storey building forming the backdrop to Millennium Green. A taller building of up to twelve storeys marks the Town Square adjacent to St. Nicholas Church. These are two strategic moments and key areas of public realm within the masterplan.

The buildings along the East-West Links vary between six and ten storeys and provide a continuous frontage along these important connections. In the south of the masterplan, building heights step down where they front Culloden Primary Academy along Dee Street.

Community Lane, as the central new route in the masterplan, is characterised by buildings of between two and six storeys. This is lower rise than the High Street, Enterprise Yard and the East-West Links, in order to create a more intimate feel along this important pedestrian friendly route.

Further information about building heights is provided in the **Chapter 3.5 of the Design Code and Parameter Plan Drawing 3663 - LB - ZZ - 00 - DR - A - 000031: Building Heights**, prepared by Levitt Bernstein which support this application.

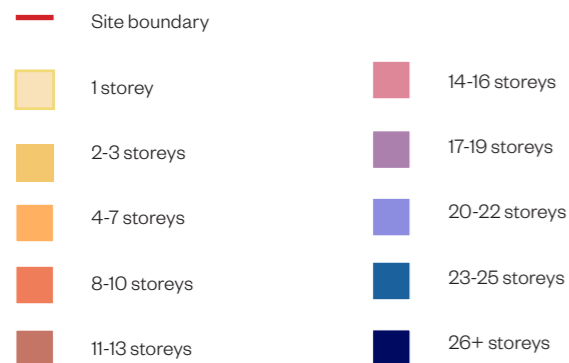


Fig.253 Diagram illustrating proposed building heights and heights of surrounding area including emerging development for the illustrative masterplan

Scale and massing

Illustrative masterplan massing



Fig.254 Sketch aerial view looking south west, showing proposed building heights for the illustrative masterplan

Scale and massing

Maximum building parameters

Overview

This Design and Access Statement shows the proposals for the illustrative masterplan for 1595 homes, including 277 homes in Phase A which is fixed through the Detailed Planning aspect of this hybrid application. The building envelopes within the remaining phases B – D of the Outline Proposals are flexible and can be adapted within the maximum parameters set out in the Design Code and on the Parameter Plans, notably:

- Drawing 3663 - LB - ZZ - 00 - DR - A - 000021: Building Plots
- Drawing 3663 - LB - ZZ - 00 - DR - A - 000031: Building Heights

This would allow the capacity of the masterplan to be increased, in line with the maximum parameters, to deliver up to a total of 1628 homes.

Relationship between the maximum parameter and illustrative scheme

The diagram to the right, and image below illustrate the relationship between the illustrative scheme and the maximum parameter scheme, for which this hybrid planning application seeks approval.

- The **maximum parameter** is the maximum development footprint and maximum building envelope that any Reserved Matters Application must not exceed.
- The **maximum development zone** is a 2m zone allowing for potential building projections such as balconies.
- The **illustrative scheme**, shown in this Design and Access Statement, demonstrates a possible proposal for development which sits within the maximum parameters.
- The **maximum AOD** represents the maximum spot height ("Above Ordnance Datum") that any Reserved Matters Application must not exceed.
- The number of storeys which can be occupied is also fixed through the Design Code, Parameter Plans and sections on Drawing 3663 - LB - ZZ - 00 - DR - A - 000031: Building Heights, Drawing 3663 - LB - ZZ - XX - DS - A - 000040: Parameter Sections-01 and Drawing 3663 - LB - ZZ - XX - DS - A - 000041: Parameter Sections-02.

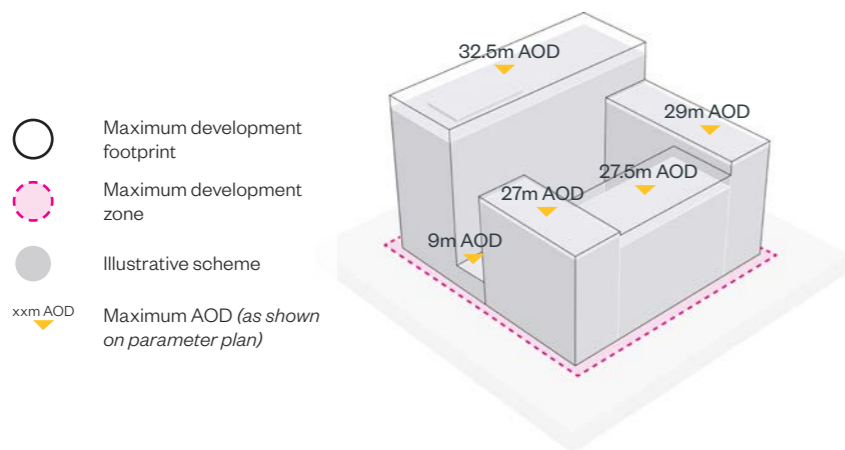


Fig.255 Diagram showing the relationship between the illustrative massing and maximum parameters

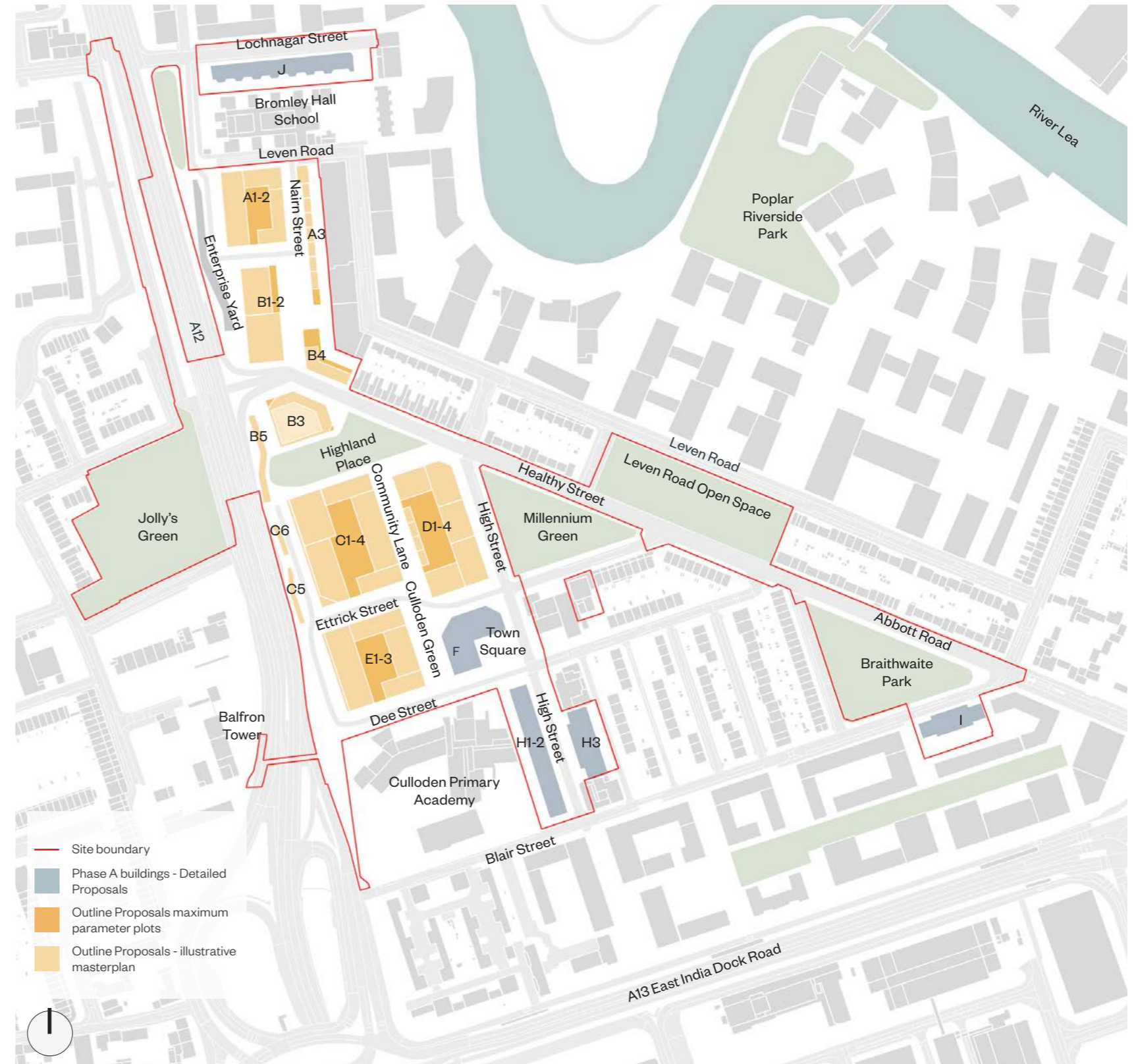


Fig.256 Diagram illustrating the maximum parameters and relationship with the illustrative masterplan

Scale and massing

Site sections

Across the following pages, a series of Site sections show the illustrative masterplan massing, giving a sense of scale and depicting the relationship to surrounding buildings. The maximum parameters are also illustrated on these sections to show how the illustrative scheme fits within these and demonstrate the flexibility to increase capacity or vary the Proposed Development for Phases B to D in future Reserved Matters Applications.

Section A-A (top) cuts north south through the Site from Culloden Primary Academy to Highland Place and Building B3. Building B3 is the tallest building on the masterplan, and marks the new transformed pedestrian underpass and the new public space in this location. Building heights step down to the south to better respond to the context of Culloden Primary Academy and Athol Square beyond.

Section B-B (bottom) cuts east west through the Site, showing the relationship with the A12 in the west and to Millennium Green in the east. Small scale workspace buildings are located parallel to the A12 acting as a buffer to the road, with taller more robust residential buildings adjacent. Buildings heights decrease to a more intimate scale on Community Lane, before increasing back up to 9 storeys creating a strong frontage onto Millennium Green.

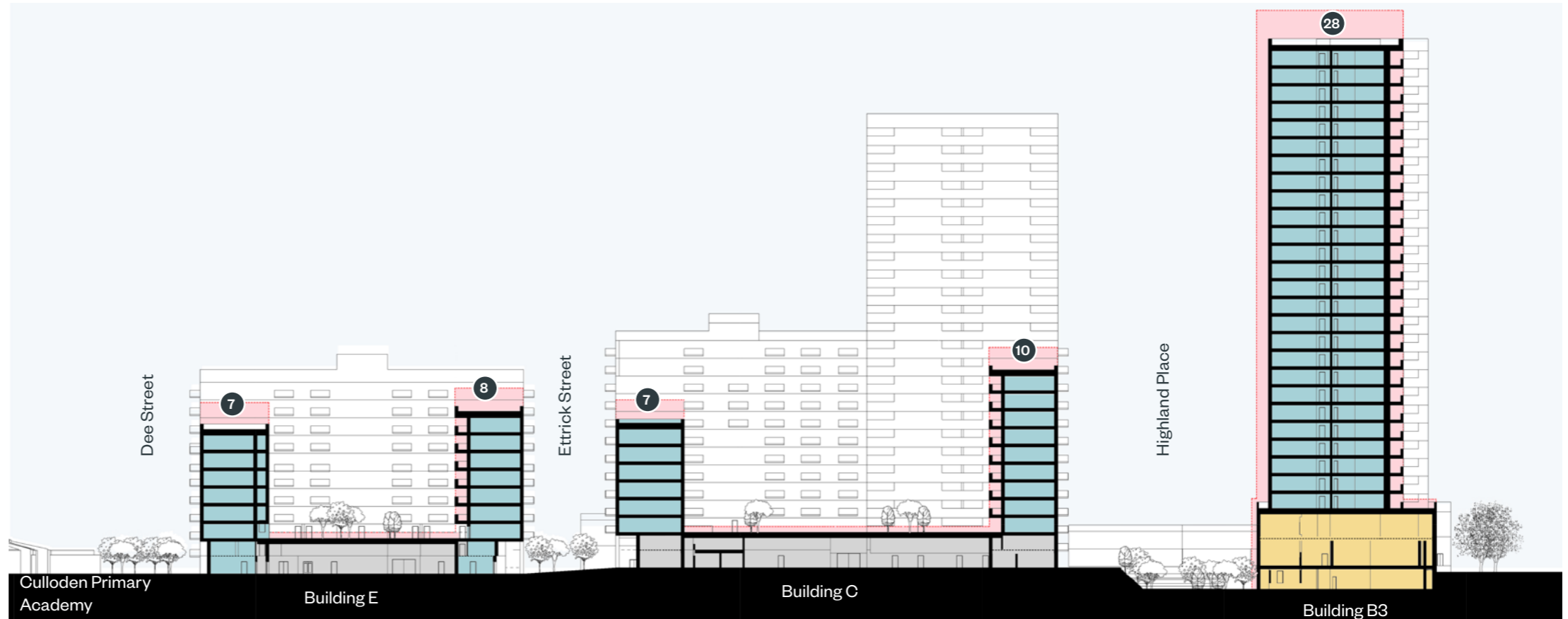


Fig.257 Section A-A cutting north south through the southern part of the Site

Further information at the maximum parameters is provided on **pages 42 to 45 of the Design Code** and on the **Parameter Plans Drawing 3663 - LB - ZZ - 00 - DR - A - 000031: Building Heights, Drawing 3663 - LB - ZZ - XX - DS - A - 000040: Parameter Sections-01 and Drawing 3663 - LB - ZZ - XX - DS - A - 000041: Parameter Sections-02.**

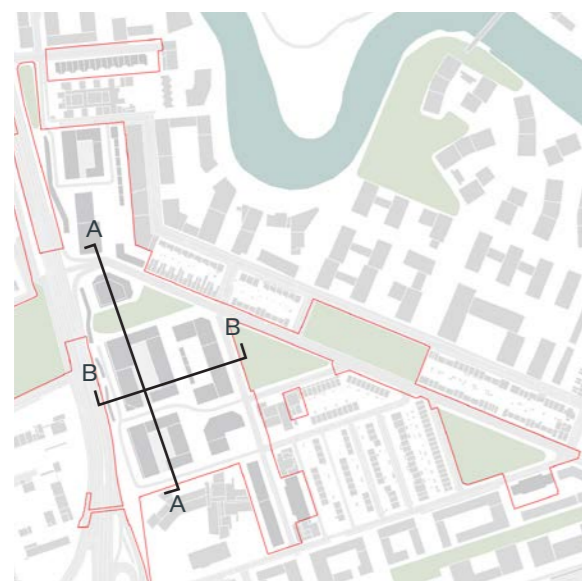


Fig.258 Key plan showing section cuts

- Retail
- Workspace
- Residential
- Maximum building envelope

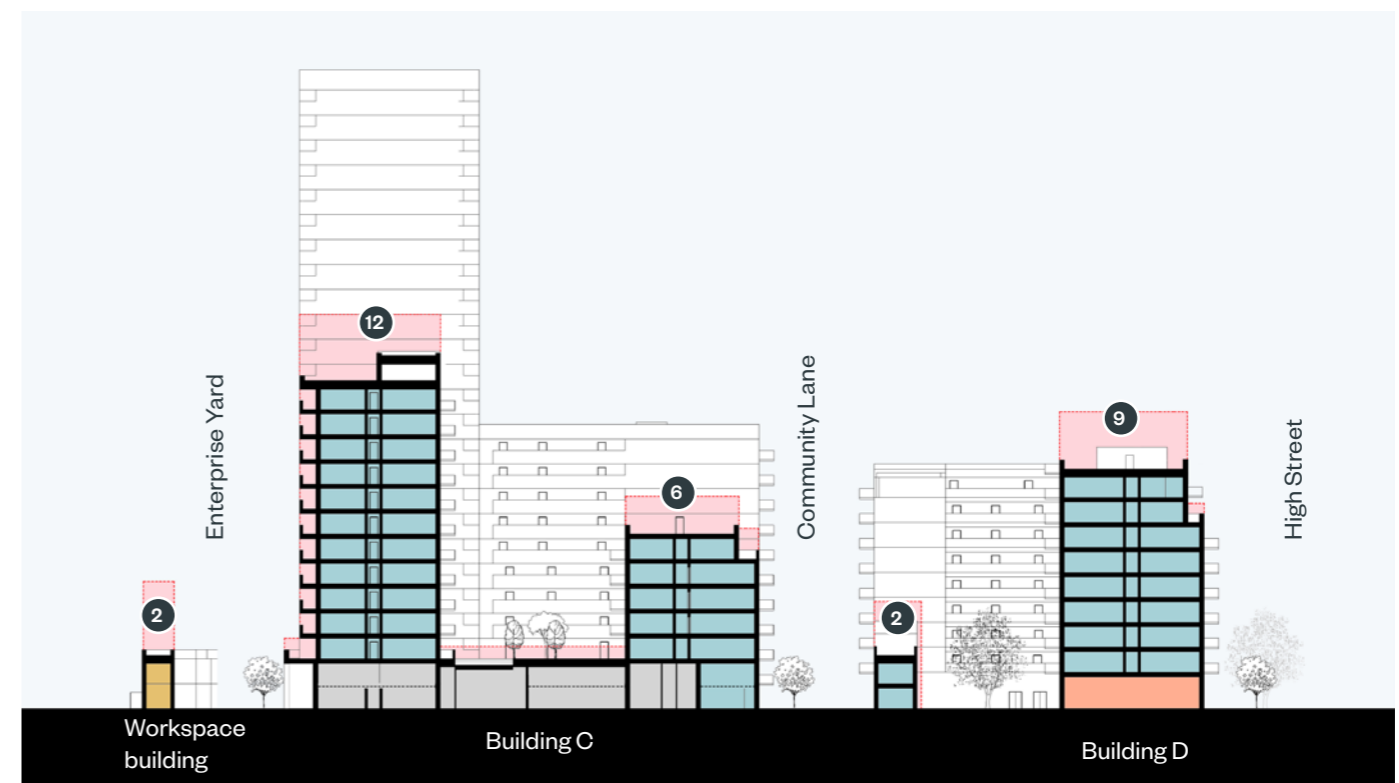


Fig.259 Section B-B cutting east-west through the southern part of the Site

Scale and massing

Site sections

Section C-C (top) cuts north south through the Site from building B3 to Lochnagar Street at the very north of the Site. Building B3, the tallest building on the masterplan marks Highland Place and the underpass, alongside its neighbour building B2. From here, the massing reduces considerably in scale to respond to the Grade II listed Bromley Hall School. The new homes along Lochnagar Street, which form part of Phase A of this application, are 3 storeys.

Section D-D (bottom) cuts through the existing Poplar Works building adjacent to the A12 to the existing Atelier Court to the east of the Site, along Leven Road. A tall robust building of 13 storeys sits along Enterprise Yard, before buildings decrease in scale along Community Lane, and again where they back onto Atelier Court in order to respect both the scale of the surroundings and for minimal impact on daylight, sunlight and overlooking.

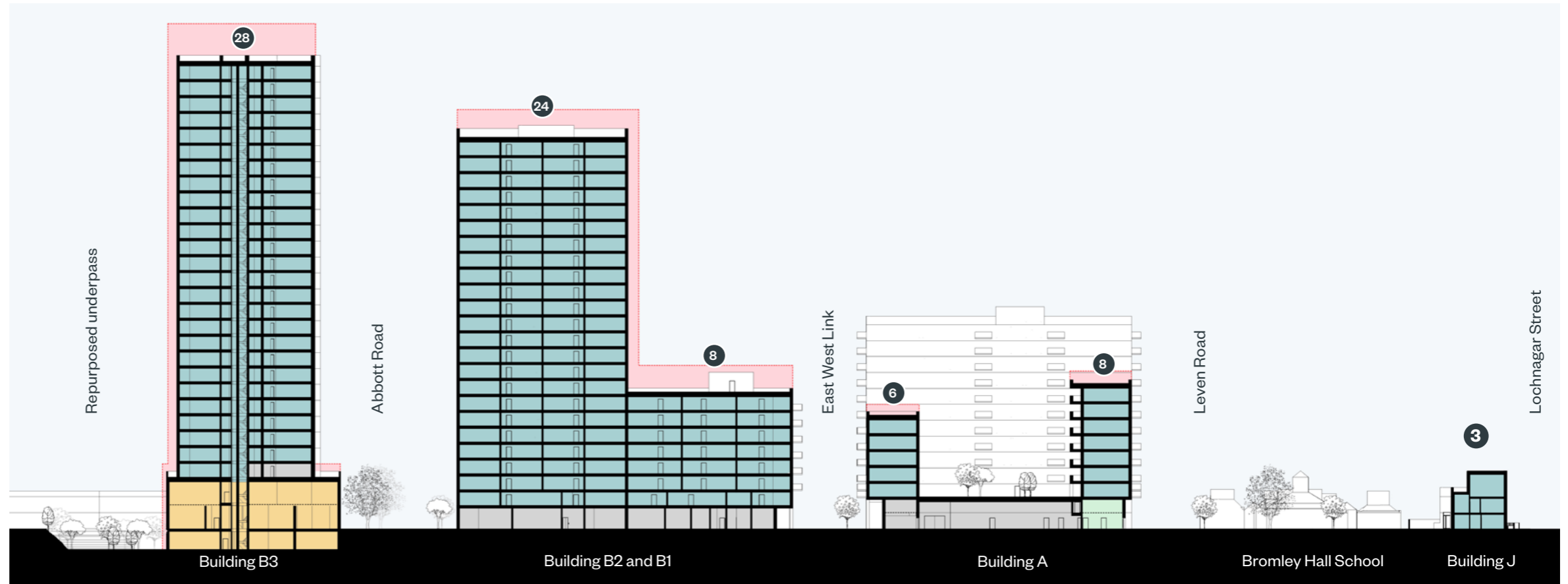


Fig.260 Section C-C cutting north-south through the northern part of the Site

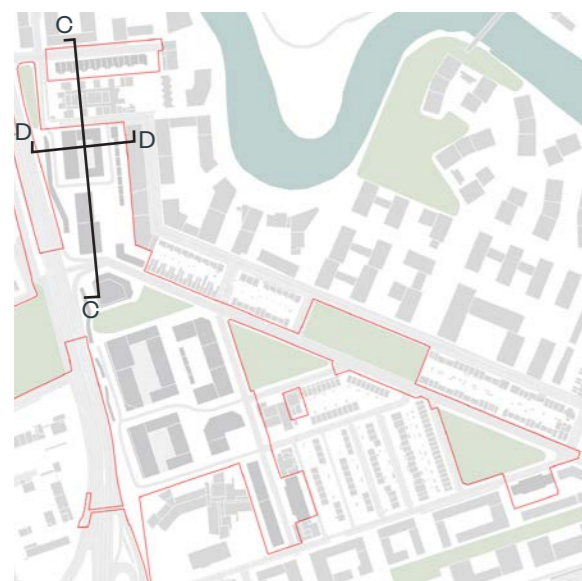


Fig.261 Key plan showing section cuts

Further information at the maximum parameters is provided on **pages 42 to 45 of the Design Code** and on the **Parameter Plans Drawing 3663 - LB - ZZ - 00 - DR - A - 000031: Building Heights**, **Drawing 3663 - LB - ZZ - XX - DS - A - 000040: Parameter Sections-01** and **Drawing 3663 - LB - ZZ - XX - DS - A - 000041: Parameter Sections-02**.

- Retail
- Workspace
- Residential
- Maximum building envelope

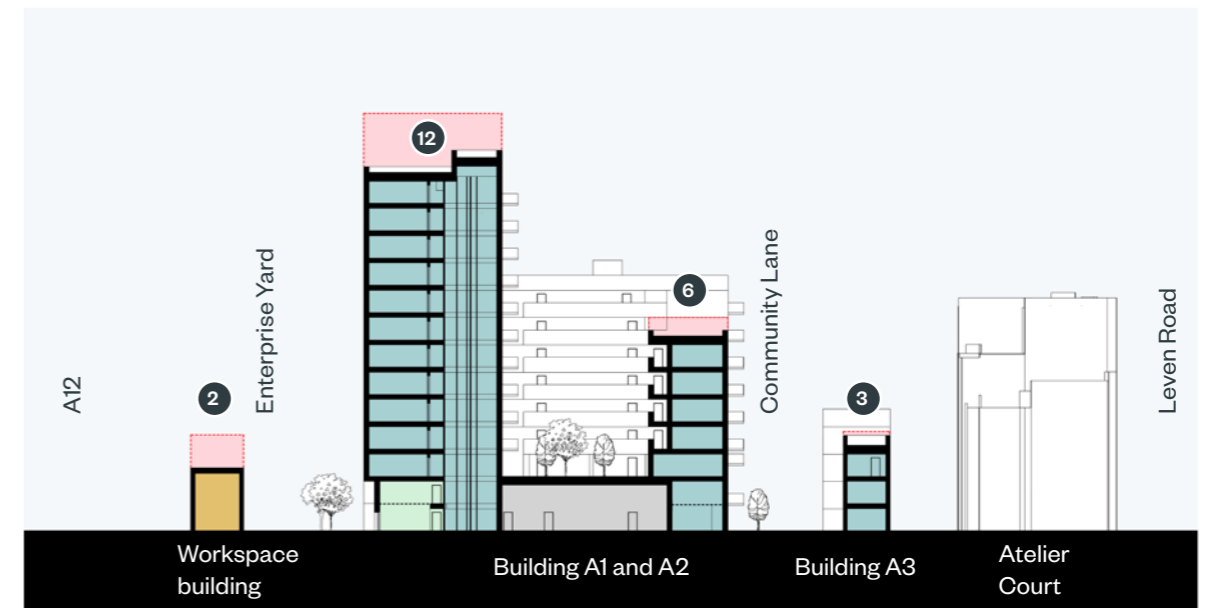


Fig.262 Section D-D cutting east-west through the northern part of the Site



5.3

CHARACTER AREAS



The Healthy Street

The Healthy Street

A green loop stitching together new and improved green spaces, and encouraging healthy lifestyles

One of the main objectives of the Aberfeldy Village Masterplan is to encourage outdoor activity, social interaction and a healthier lifestyle. The new Healthy Street will run along the existing Abbott Road and will be a green spine connecting together the series of public open spaces. Primarily these include Braithwaite Park and Leven Road Open Space, which will be improved as part of the Proposed Development, alongside Jolly's Green, the new civic space Highland Place and a continued connection beneath the A12, facilitated by the transformation of the underpass, Slip Road and Underbridge creating direct links to Jolly's Green and the Teviot Estate and further west. This network of pedestrian and cycle friendly connections will be extended to also enhance routes to Millennium Green, Poplar Riverside Park and East India Green, as well as incorporating new spaces on the masterplan such as Culloden Green, the Town Square, School Square, Works Square and Nairn Square.

The Healthy Street will give priority to pedestrians and cyclists and seek to traffic calm vehicles to create a safe and child-friendly environment. The street will be green and leafy in character and the soft landscape will encourage residents, both existing and new, to spend time outdoors and allow them to feel safe when walking and cycling around their neighbourhood.

The adjacent diagram shows Millennium Green, which although outside of the Site boundary, will benefit from the Healthy Street connection.

Further information about the Healthy Street character area is included within **Chapter 7: Public Realm of this Design and Access Statement** and **Chapter 5.2 of the Design Code**.

Detailed Proposals for Braithwaite Park and Leven Road Open Space are provided within the **Design and Access Statement: Detailed Proposals** prepared by Morris + Company and submitted as part of this application.



Fig.263 Concept sketch for the Healthy Street character area



Fig.264 Diagram illustrating the key spaces within the Healthy Street character area

The Healthy Street

Key spaces

The images below illustrate key spaces within the Healthy Street character area.



1 Fig.265 CGI illustrating Highland Place, a new civic space, and the Underbridge at the heart of the masterplan



2 Fig.266 Improvements to Braithwaite Park, which will come forward in Phase A of the Aberfeldy Village Masterplan



3 Fig.267 Improvements to Leven Road Open Space, which will come forward in Phase A of the Aberfeldy Village Masterplan



4 Fig.268 Improvements to the Slip Road for pedestrian and cycle use and exiting the repurposed underpass

The Healthy Street

Area characteristics

This section cuts through Building B3, Highland Place and Abbott Road. Its location is illustrated on the plan below.

The Healthy Street has an important location on the masterplan, adjacent to the existing Abbott Road terraced houses and the proposed Highland Place which includes Building B3, the Resident Hub and the repurposed vehicular underpass/Underbridge. Hence, the Healthy Street plays an important role in creating a soft, safe transition between the existing homes and Proposed Development, whilst better connecting the masterplan into its surroundings and creating an increasingly pedestrian and cycle friendly environment that still recognises the importance of the Abbott Road vehicular connection

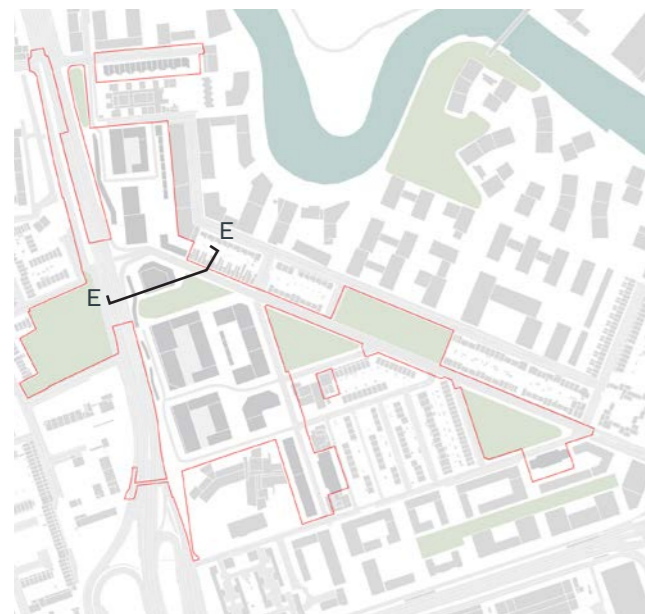


Fig.269 Key plan showing section cut

Landscaping and planting provides a buffer to the A12



Basement uses activate the repurposed underpass connecting the Site to the west of the A12



Terraces provide amenity spaces at multiple levels within Highland Place



Highland Place, a landscaped public space along the Healthy Street, at the heart of the neighbourhood



The Healthy Street, a traffic calmed pedestrian priority route, greened with trees and planting

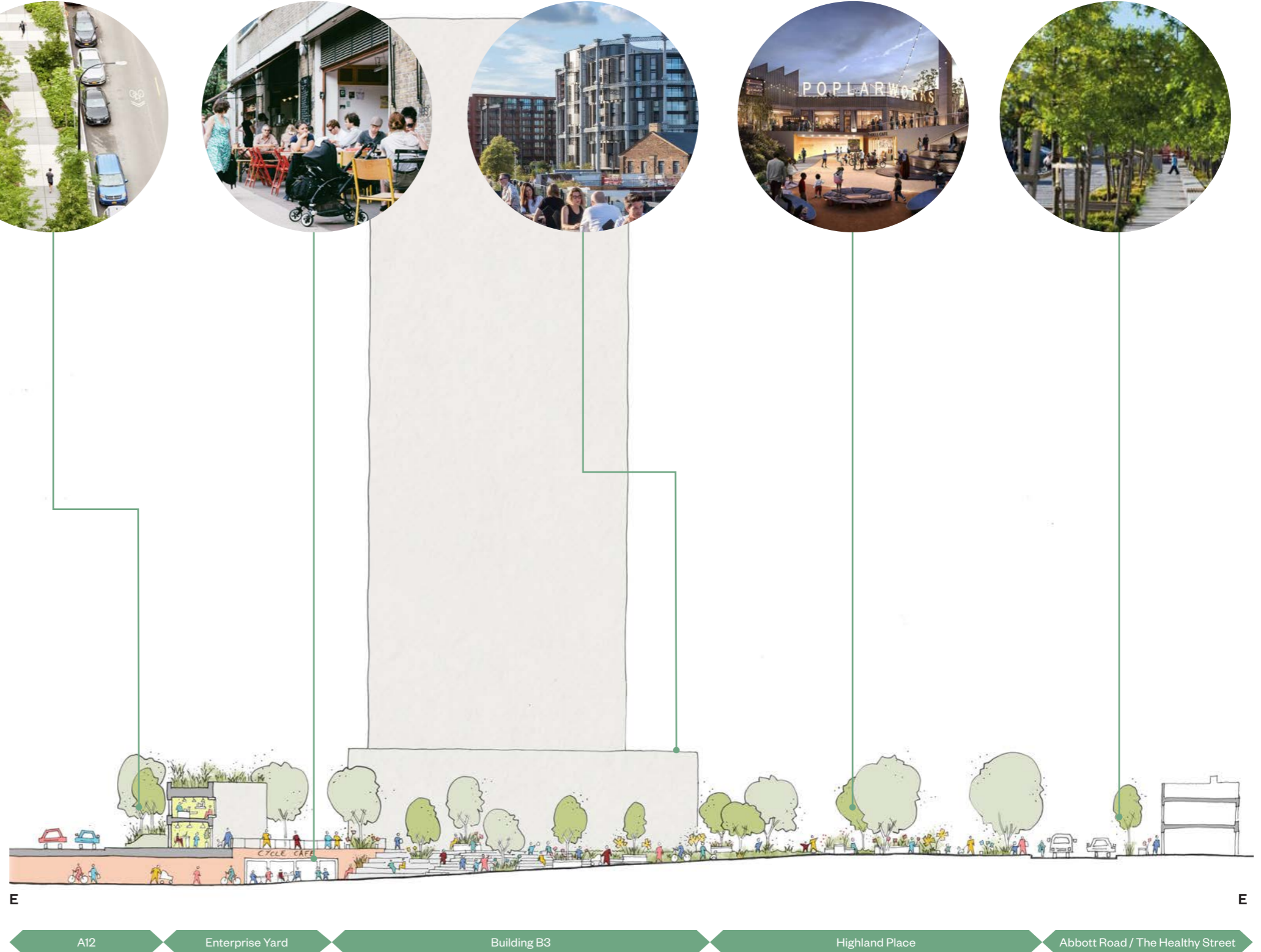


Fig.270 Section through the illustrative masterplan massing showing the Healthy Street character area

The High Street



ABERFELDY

VILLAGE

CAFE

FRESH BREAD DAILY

MOBILE COFFEE

MOBILE Flowers

The High Street

A new local centre which celebrates and enhances the character of Aberfeldy Street

The Proposed Development rethinks Aberfeldy Street as the new local High Street providing a mix of retail and community facilities. The proposed layout retains the existing street alignment and mature trees along Aberfeldy Street, and provides new buildings with non-residential uses at the ground floor and residential above. These homes will have balconies facing onto the street to create an active and overlooked environment. The Town Square, a new public space adjacent to St. Nicholas Church, creates a moment of relief along the High Street, and could be used for community events or local markets.

The High Street character connects into Phase 3 of the previously approved Aberfeldy Village Masterplan and the emerging Aberfeldy Square, a new hub of retail, commercial and community amenities. It would also continue further north, beyond Phase A, to its junction with Abbott Road to include building D within Phase D. This extension and revitalisation of Aberfeldy Street to both the north and south will establish a strong local centre for the community old and new, whilst also crucially improving connections within the area.

The High Street will also promote walking, cycling and use of public transport, with wide pavements, bus shelters and cycle parking integrated into the public realm. Opportunities for spill out spaces along the duration of the High Street will activate the street.

Further information about the High Street character area is provided within **Chapter 7: Public Realm of this Design and Access Statement**, **Chapter 5.3 of the Design Code** and within the **Design and Access Statement: Detailed Proposals** prepared by Morris + Company.

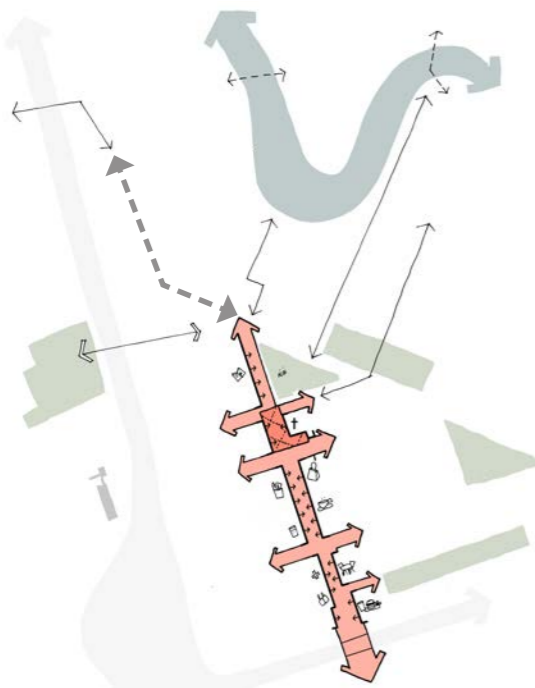


Fig.271 Concept sketch for the High Street character area



Fig.272 Diagram illustrating the key spaces within the High Street character area

The High Street

Key spaces

The images below illustrate key spaces within the High Street character area.



1 Fig.273 Aberfeldy Square in Phase 3b of the previously approved Aberfeldy Village Masterplan



2 Fig.274 The Town Square, adjacent to St. Nicholas Church, within Phase A of the Proposed Development

From glimpses of hidden gardens and courtyards, leafy community routes through to civic spaces and the High Street, the masterplan creates excitement and character at every turn.

The High Street

Area characteristics

This section cuts through Building D, the northern stretch of the High Street within Phase D and shows its relationship to Millennium Green. Its location is illustrated on the plan below.

The High Street is a new Local Centre for Aberfeldy with a variety of retail units, community and independent businesses along its duration. A large portion of the High Street falls into Phase A of the development, but later phases illustrated in this sketch will extend the High Street north to meet Abbott Road. Areas of tree planting help to break up parking and loading bays. Spill out spaces along the street add activity to the High Street and wide pavements create an inviting environment for pedestrians.

The formal character of the High Street contrasts the informal residential feel of the neighbouring Community Lane



Communal courtyards to the rear of the High Street buildings provide safe, sheltered spaces away from the hustle and bustle of the High Street



Building D creates a robust, strong backdrop to the adjacent Millennium Green. The plinth to building D continues the Kantha narrative evident in Phase A



Flexible retail units along the High Street for independent businesses and non-residential uses which activate the public realm



A pedestrian friendly street, with landscaping integrated into the streetscape that helps to delineate clear routes for pedestrians, cyclists and vehicles



Fig.275 Key plan showing section cut

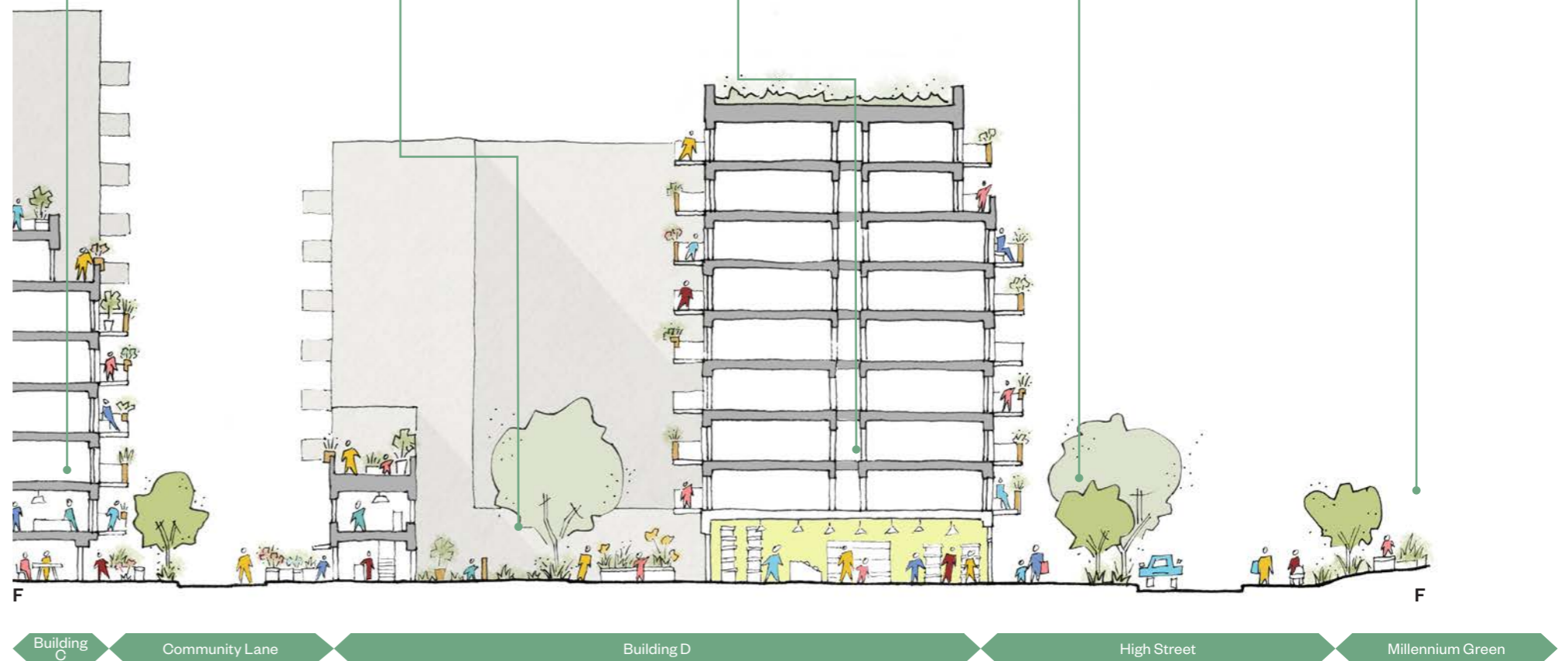


Fig.276 Section through the illustrative masterplan massing showing the High Street character area

The High Street

Relationship between the buildings, key spaces and the street

The High Street will be both a place of movement and a place where people dwell, whether that be at a spill out space created by commercial units, on a public bench or observing the shops offerings.

This intensity of activity will be created through multiple commercial units with a spill out space alongside a pavement and a landscaped zone. The separation between vehicular and pedestrian movement marked by landscaping allows pedestrians to feel safe alongside significant vehicular movement. Homes directly above commercial units help with natural surveillance onto the street.



Open frontages allowing visual connections between the street and the retail spaces



Spill out spaces activate the public realm



Trees and planting integrated into the public realm to break up runs of parking and green the street



Pavements and vehicle routes demarcated by change in materials

Fig.277 Diagram illustrating the relationship between buildings, spaces and the street along the High Street



Community Lane

Community Lane

A playful, safe, family friendly street promoting a strong sense of community

Community Lane is a residential north - south route with community at its heart. The street connects to Leven Road in the north, and to Culloden Primary Academy in the south, with Highland Place and the Healthy Street character area crossing part way along. Community Lane is intended to be a family friendly, and crucially a child friendly connection, and as such will be car-free encouraging pedestrian and cycle activity

Community Lane will have front doors to homes directly onto the street to encourage social interaction and create a community feel. With lower rise residential buildings characterising this route, it will have an intimate residential feel. A mix of houses, maisonettes and communal entrances for residents living on the upper floors will activate the street frontage.

With a soft approach to landscaping, Community Lane will create outdoor spaces for the community to enjoy and to encourage incidental and door step play, safely.



Further information about the Community Lane character area is provided within **Chapter 7: Public Realm of this Design and Access Statement** and **Chapter 5.5 of the Design Code**.

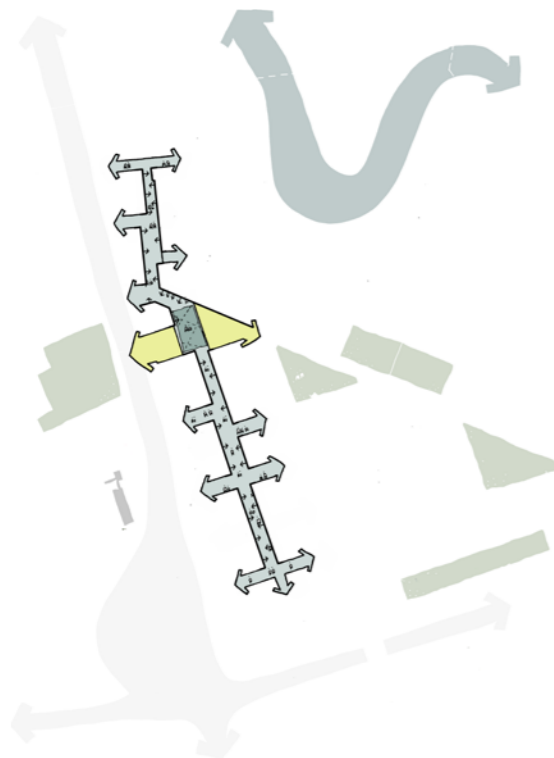


Fig.278 Concept sketch for the Community Lane character area



- 1 Nairn Square
- 2 Culloden Green



Fig.279 Diagram illustrating the key spaces within the Community Lane character area

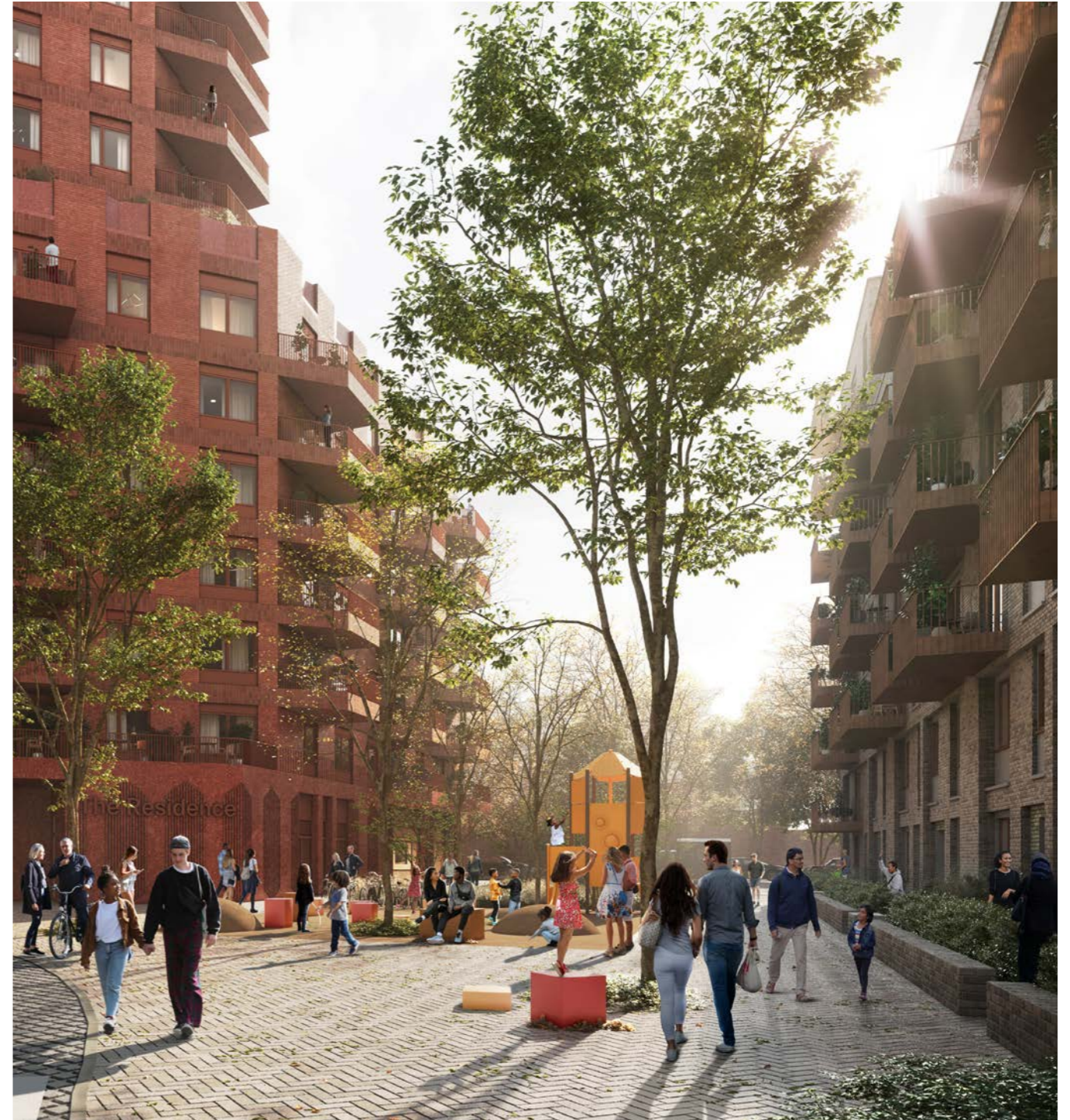
Community Lane

Key spaces

The images below illustrate key spaces within the Community Lane character area.



1 Fig.280 Doorstep play space on Nairn Square along Community Lane North



2 Fig.281 Culloden Green along Community Lane South offering space to gather and play, and a safe connection to Culloden Primary Academy

Community Lane

Area characteristics

This section cuts through building C, Community Lane South and building D. Its location is illustrated on the plan below.

Community Lane is located north-south through the heart of the masterplan. It's soft landscaped informal character contrasts with the hard, more formal streetscape of the High Street. Community Lane has a community focus and a strong relationship with the communal courtyards of the residential buildings to either side.

Communal residential courtyards with a visual and physical connection to Community Lane



Lower rise buildings create a more intimate scale along Community Lane and paired entrances encourage social interaction



A car-free pedestrian and cycle friendly environment running north south through the Aberfeldy Village Masterplan



A safe, playable streetscape which encourages social interaction, play and the free movement of young people



Family houses with entrances along Community Lane activate the street and allow opportunities to meet neighbours



Fig.282 Key plan showing section cut



Fig.283 Section through the illustrative masterplan massing showing the Community Lane character area

Community Lane

Relationship between the buildings, key spaces and the street

Along Community Lane, family homes have their private entrances or front doors opening on to the street. Planting creates a clear threshold between the public realm of the street and the private space to the front of each home. Whilst the East-West Links have a more traditional hard surfaced front garden, those along Community Lane are softer, with planting providing defensible space. The front gardens are more open to the street encouraging social interaction, doorstep and incidental play and activities spilling out onto the street.

Low rise houses and mid rise courtyard buildings front onto Community Lane. Maisonettes wrap the podium and have a private back garden at podium level, with access through to a communal courtyard space shared by the residents of the building.



Homes which open onto the street encouraging social interaction



Defensible space to the front of homes offering privacy from the street



Clearly distinguished public, private and semi-private space



A child-friendly street which is car free encouraging doorstep play and the safe and free movement of children



Fig.284 Diagram illustrating the relationship between buildings, spaces and the street along Community Lane



Enterprise Yard

Enterprise Yard

A new creative link showcasing local enterprise

Enterprise Yard is the new north-south street running parallel to the A12 and connecting with Poplar Works to the north and Blair Street to the south.

The Proposed Development provides up to three storey non-residential buildings along the A12 to activate this street. The buildings to the east of Enterprise Yard are residential courtyard buildings with non-residential uses at ground floor to ensure an active frontage along the yard. This north-south link has a strong industrial character that will be expressed in the public realm, as well as through the architectural language. Enterprise Yard is a shared surface for pedestrians, cyclists and vehicles, reflecting the character of traditional industrial streets and yard spaces. Vehicle routes are clearly delineated through the design of the street



Further information about the Enterprise Yard character area is provided within **Chapter 7: Public Realm of this Design and Access Statement** and **Chapter 5.4 of the Design Code**.

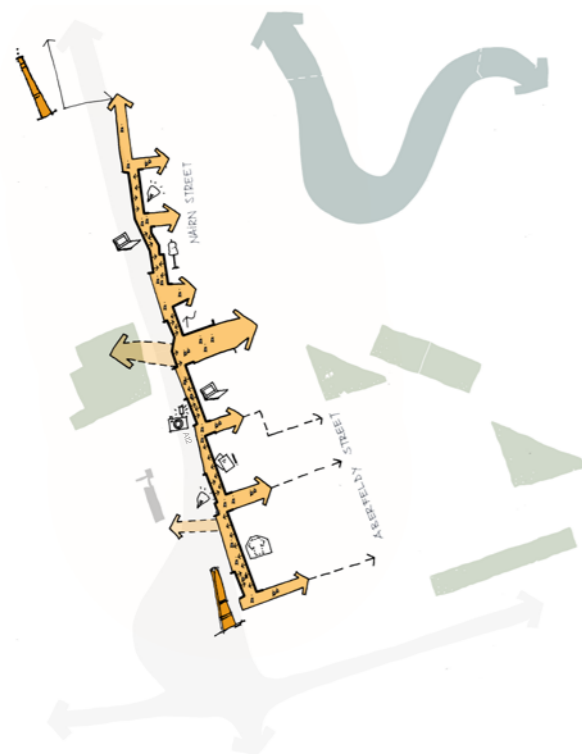
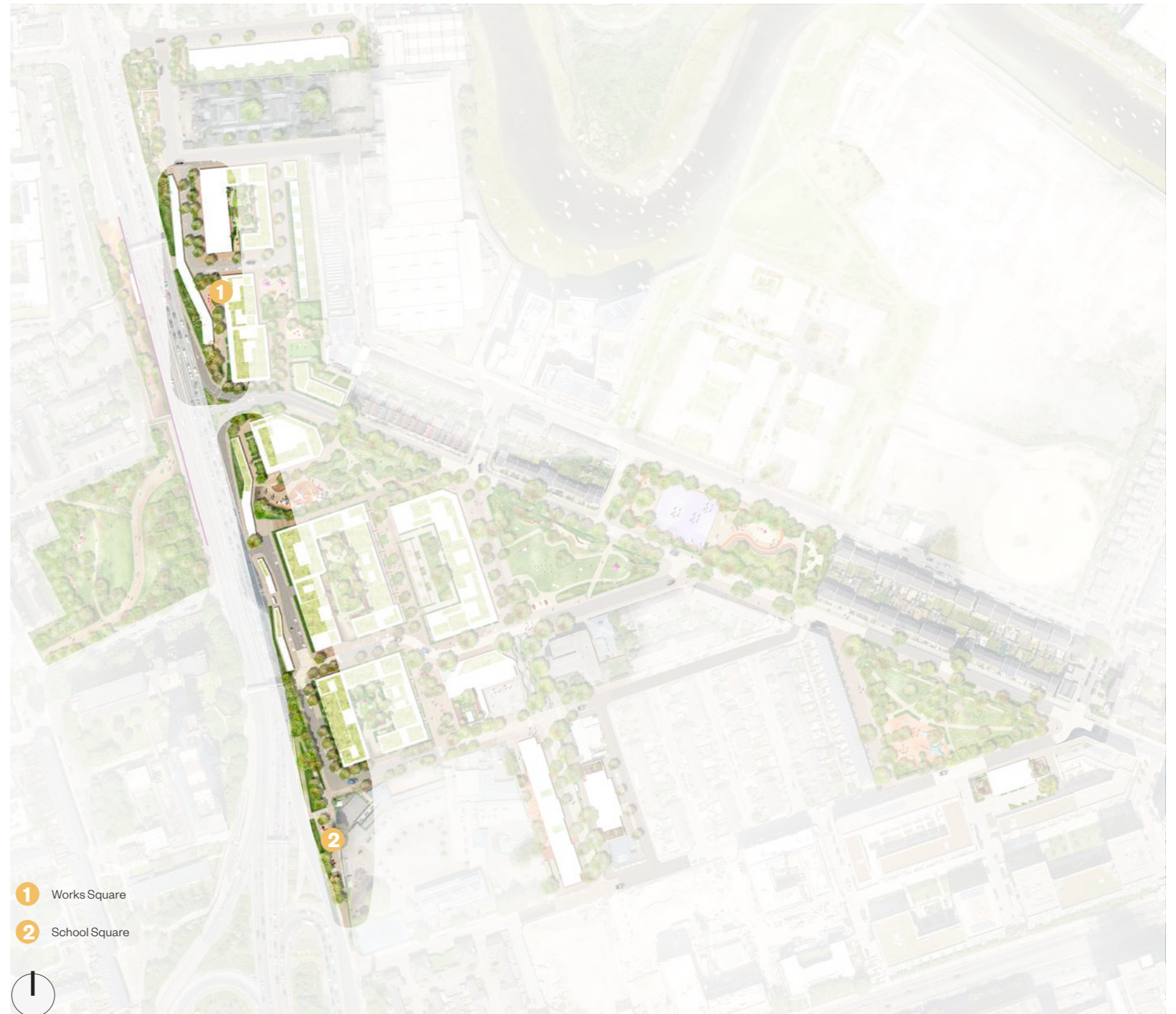


Fig.285 Concept sketch for the Enterprise Yard character area



- 1 Works Square
- 2 School Square



Fig.286 Diagram illustrating the key spaces within the Enterprise Yard character area

Enterprise Yard

Key spaces

The images below illustrate key spaces within the Enterprise Yard character area.



1 Fig.287 Works Square located along Enterprise Yard North



2 Fig.288 School Square located along Enterprise Yard South

Enterprise Yard

Area characteristics

This section cuts through the A12, new workspace buildings along Enterprise Yard and Building C. Its location is illustrated on the plan below.

Enterprise Yard runs north-south parallel to the A12 and has workspace, maker spaces and studio spaces along its duration, which act as both a noise, physical and visual buffer between the A12 and the heart of the Site. It's informal and flexible character will encourage businesses to spill out onto the street, activating the public realm and creating a community where knowledge and skill sharing is possible.

The workspace buildings adjacent to the A12 will be an extension to the successful Poplar Works development located on the existing Nairn Street Estate. These workshops will be available for local businesses.

Workspace buildings adjacent to the A12 continue the narrative of Poplar Works in the south of the masterplan offering spaces for local businesses



A hard surfaced route with a yard character and opportunities for businesses to spill out on to the street



Non residential spaces at the lower ground and upper ground floors of courtyard buildings along Enterprise Yard



Double height space at the ground floor of the residential buildings which allows additional workspace to activate Enterprise Yard



Communal courtyards with opportunities for play, seating and gathering which are protected from the A12 by taller, robust buildings

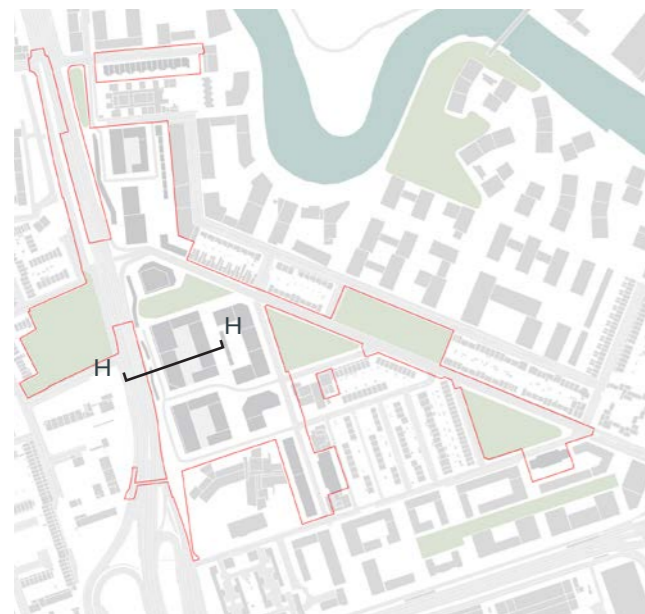


Fig.289 Key plan showing section cut



Fig.290 Section through the illustrative masterplan massing showing the Enterprise Yard character area

Enterprise Yard

Relationship between the buildings, key spaces and the street

The excitement of activity within Enterprise Yard's studio and workspace is key to the character of the street and the built form will allow artists and makers to showcase their work through glazed windows facing onto the public realm. To the eastern side of Enterprise Yard, the ground floor will be occupied with a diversity of uses: studio space; residential entrances; commercial space; and service entrances.

Despite being accessible for vehicles, this will be predominately a pedestrian space and one to dwell in as the internal and external spaces are visually blurred. Due to the limited space between the built form, landscaping will be minimal, however changes in materials will delineate the pedestrian and vehicular routes.



Fig.291 Diagram illustrating the relationship between buildings, spaces and the street along Enterprise Yard

East West Links



East West Links

Reinstating historical routes to improve permeability through the masterplan

The East West Links improve permeability and connectivity within the masterplan and its surroundings, allowing pedestrians and cyclists to move freely through the neighbourhood, between the north-south routes of the High Street, Community Lane and Enterprise Yard. These routes reinstate the pre war historical street pattern, creating an increasingly legible place.

The character of these routes are more typical of a traditional street, in comparison to those streets of the other character areas. Homes front onto the street, generous pavements allow pedestrians to walk around the neighbourhood safely and tree planting breaks up runs of parking spaces along the street. Communal entrances to the residential buildings are located along these routes creating activity, and steps from the street allow access up to the residential podiums with amenity space and play at first floor level.

Whilst these routes are integral to the vehicular movement and servicing strategies, the design of the public realm keeps the pedestrians and vehicles separate to ensure safe connections.



Further information about the East West Links character area is provided within **Chapter 7: Public Realm of this Design and Access Statement** and **Chapter 5.6 of the Design Code**.

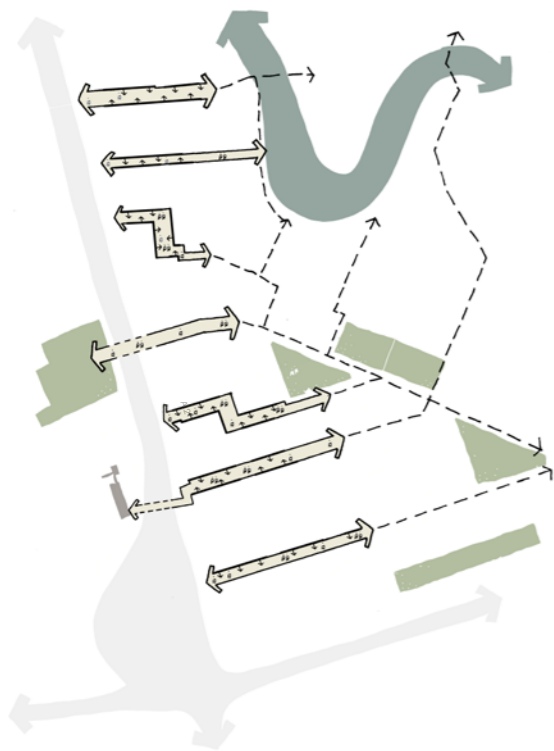


Fig.292 Concept sketch for the Enterprise Yard character area

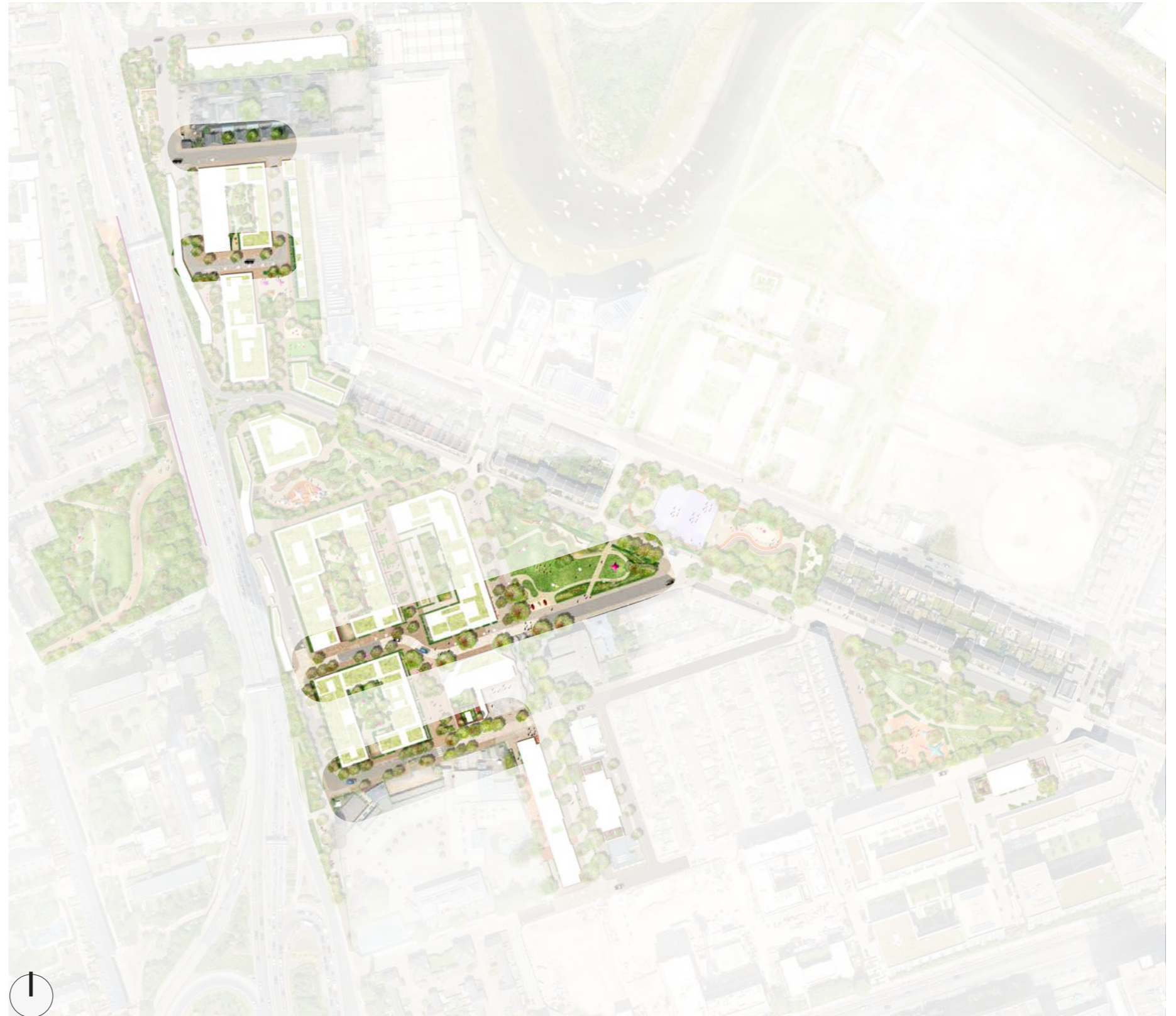


Fig.293 Diagram illustrating the key spaces within the East West Links character area

East West Links

Area characteristics

This section cuts through Culloden Primary Academy, Dee Street, Ettrick Street and Highland Place, showing the Underbridge. The location of the section is shown on the plan below.

The East West Links are more formal in character than Community Lane, through which they pass. Dee Street and Ettrick Street are the reinstated historic routes which separate residential courtyard buildings. The courtyards offer semi-private amenity space to the residents of the building with opportunities for play and recreation.

Enhancements to the underpass along Dee Street will improve east-west connections beyond the Site



Steps from the East West Links provide access to communal residential courtyards with opportunities for play



Tree lined East West Links improve permeability through the masterplan between the north south routes



Generous pavements create a safe experience for pedestrians, and clear areas which are separate from vehicles



The Underbridge at Highland Place drastically improves east-west connections through Poplar

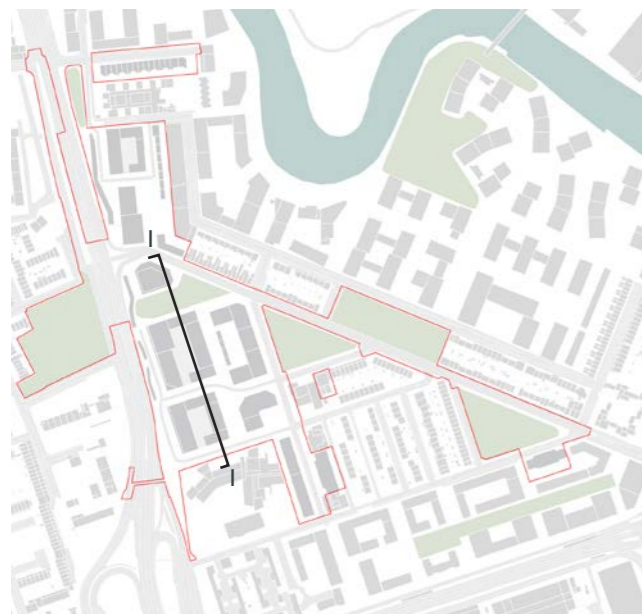


Fig.294 Key plan showing section cut

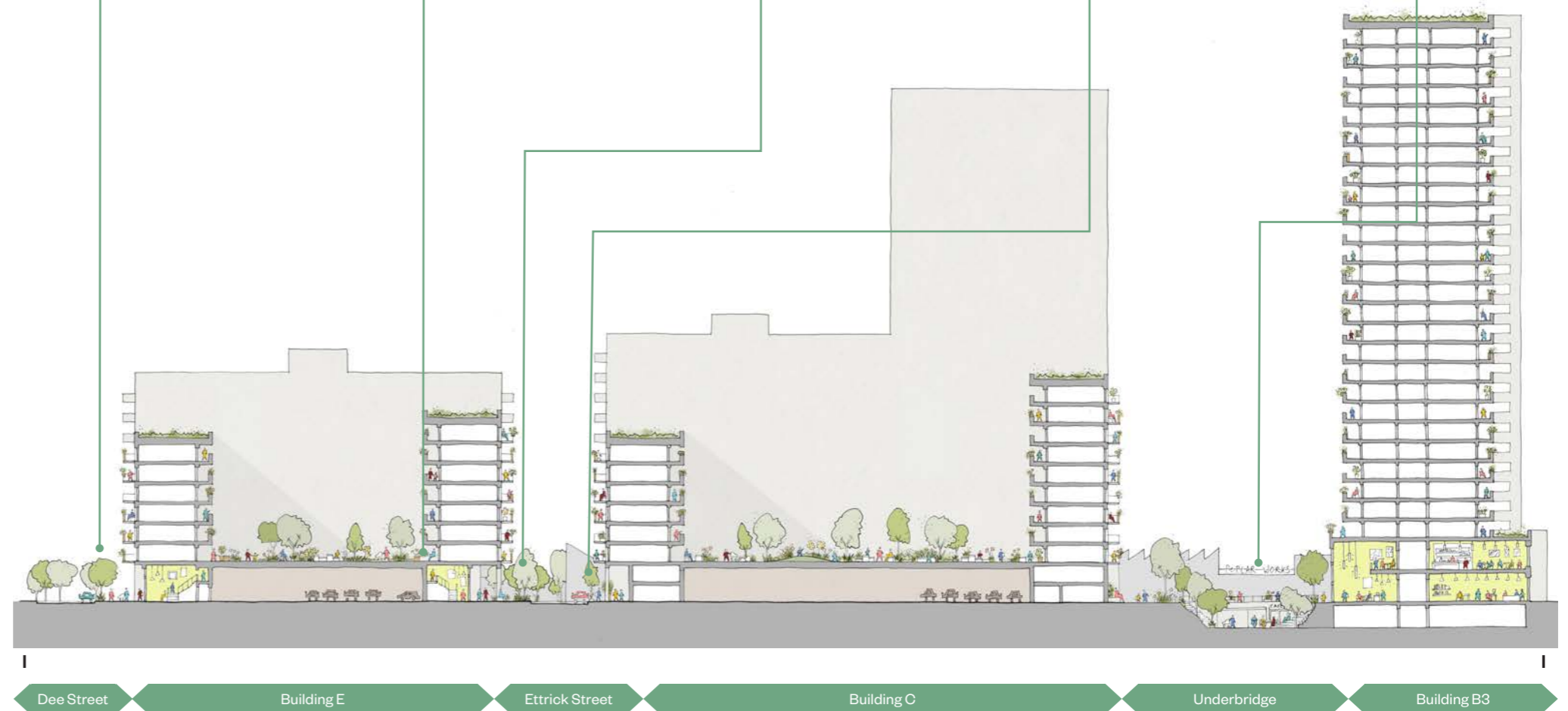


Fig.295 Section through the illustrative masterplan massing showing the East West Links character area

East West Links

Relationship between the buildings, key spaces and the street

The East West Links are residential streets, which are more formal and traditional in character than other streets.

Communal entrances and ancillary spaces are set back from the street under the colonnades, offering a clear separation between the public and private realms.

Clear pavements identify routes for pedestrians and cyclists, ensuring they are separated from vehicles for safety and ease of permeability. Trees will line the street breaking up runs of parking and servicing bays along these routes.



Glimpses and access to semi private courtyards beyond from the steps along these streets



Trees break up runs of parking bays and add character to the traditional street



Communal entrances to homes along the street create activity and offer 'eyes on the street' and natural surveillance



Ancillary spaces are accessible from the street to create activity and have perforated metal frontages



Fig.296 Diagram illustrating the relationship between buildings, spaces and the street along the East West Links

6

BUILDINGS

6.1

MIX, TENURE AND BUILDING LAYOUTS

Tenure

The tenure split for the Proposed Development will be planning policy compliant with 35% of habitable rooms delivered as affordable, with a 70/30 split between social rent and intermediate. The illustrative masterplan for the Outline Proposals and the Phase A Detailed Proposals demonstrate how this tenure split can be delivered over the four phases. The illustrative masterplan for the Outline Proposals is indicative only and the tenure split by phase will be agreed once each Reserved Matters Application is submitted.

The affordable homes will consist of social rent re-provision for existing residents, additional social rented homes and additional shared ownership homes. Based on the illustrative scheme, 41% of the affordable habitable rooms will be uplift and 59% will be re-provision.

Each phase has been designed to have a mix of affordable and private homes to ensure a mixed tenure community is delivered. Phase A has the highest proportion of affordable homes, delivering much needed affordable homes being delivered early in the regeneration.

The different tenures are generally split between cores, but where cores are shared this is between intermediate and private tenures. Large social rented family maisonettes within the courtyard buildings C and E are located at ground and first floor, with private homes above. Homes of all tenures share the communal podium amenity space.

The social rented homes are generally located in the low and mid rise buildings, with the majority of the private homes located within the towers and in buildings closer adjacent to the A12.

- Site boundary
- Private
- Social rent
- Intermediate
- ✦ Social rent maisonettes on the lower floors
- ✦ Intermediate homes on the lower floors

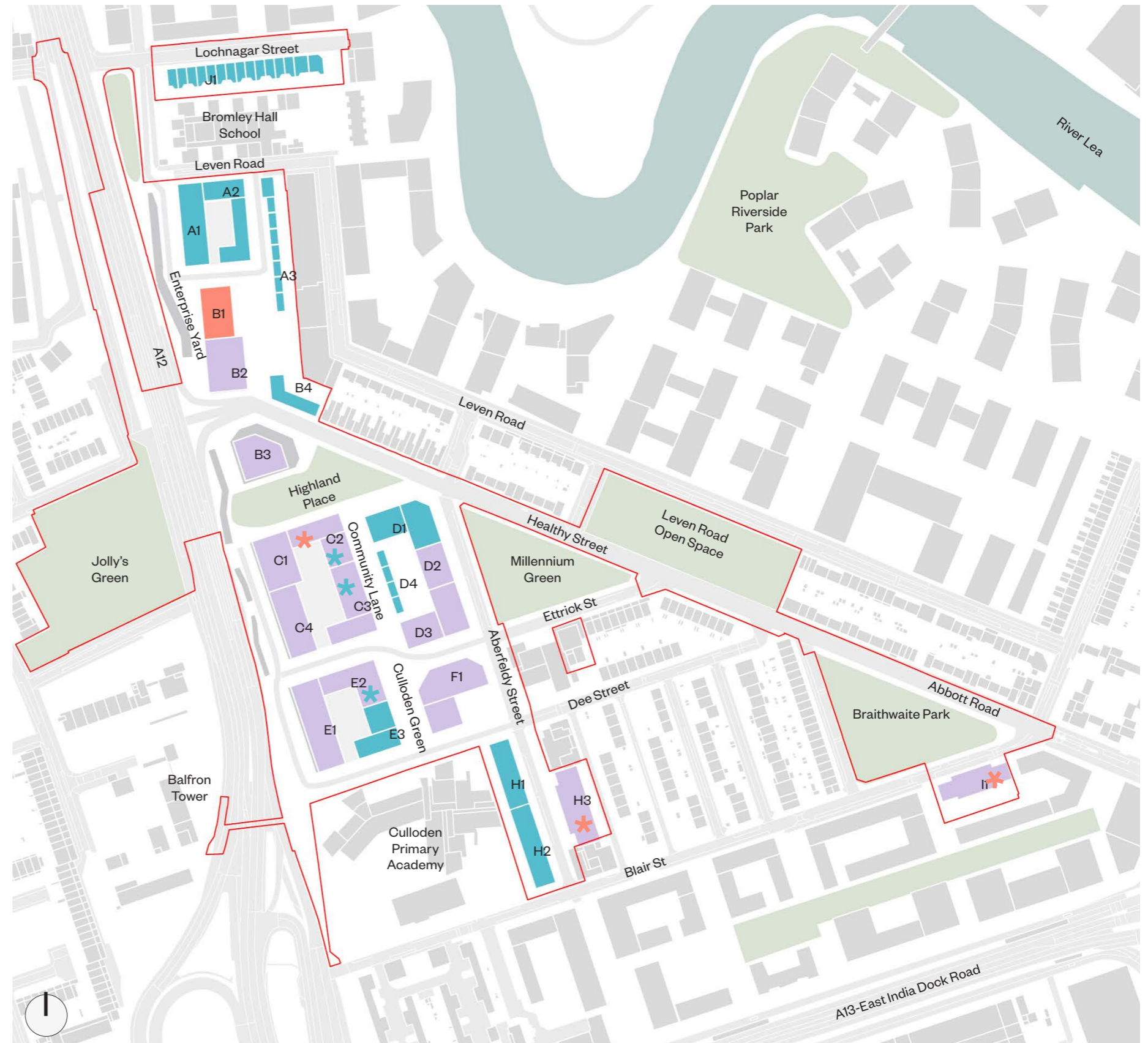


Fig.297 Diagram to illustrate site wide tenure strategy

Accommodation Schedule

The masterplan

The tables on this page and the following page are based on the illustrative masterplan for the Outline Proposals (Phases B-D) and the Detailed Proposals (Phase A). The illustrative masterplan for the Outline Proposals is indicative only. The tenure split, home mix and areas by phase may change and will be agreed once each Reserved Matters Application is submitted.

PHASE	GIA M2 BY USE				
	Workspace	Marketing Suite	Residential	Retail	Total
A	0	295	27,749	1,195	29,239
B	827	0	51,006	367	52,200
C	1,543	0	52,668	0	54,211
D	0	0	16,107	804	16,911
TOTALS	2,370	295	147,530	2,366	152,561

Fig.298 Non - residential area schedule for the hybrid application

PHASES A-D SUMMARY										
		Studio	1B	2B	3B	4B	5B	6B	Total Homes	Total hab rooms
PRIVATE	Homes	117	446	582	29	0	0	0	1174	2871
	Percent	10%	38%	49.6%	2.5%	0%	0%	0%	73.6%	65.4%
SOCIAL	Homes	0	72	109	130	29	0	4	344	1327
	Percent	0%	20.9%	31.7%	37.8%	8.4%	0%	1.2%	21.6%	30.2%
INTERMEDIATE	Homes	0	40	37	0	0	0	0	77	191
	Percent	0%	51.9%	48.1%	0%	0%	0%	0%	4.8%	4.4%
TOTAL	Homes	117	558	728	159	29	0	4	1595	4389
	Percent	7.3%	35.0%	45.6%	10.0%	1.8%	0%	0.3%		

Fig.299 Accommodation schedule for the hybrid application










Building typologies

Building typologies are designed to respond to the existing context and to define new and improved public spaces and character areas. The design of each building type, through its architectural treatment and arrangement is intended to make the most of the distinct opportunities presented by each part of the site and mitigate the affects of specific constraints.

To the west of the site, the A12 is a key constraint and buildings will be designed to provide protection from noise and pollution from this major route.

To the east of the site, the height of the buildings reduces in response to the scale of the existing homes on adjacent streets. The masterplan makes the most of its proximity to existing open spaces and seeks to define their edges and improve their setting.

The tallest elements of the scheme are located in a cluster marking the new pedestrian/cycle connection between Highland Place and Jolly's Green. From this point of height the scale of buildings along the A12 reduces to the north and south, in response to the Grade II listed Bromley Hall School to the north and Grade II* listed Balfour Tower to the south.

-  Site boundary
-  Phase A plots
-  Primary tower
-  Tower with leg
-  Courtyard addressing public space
-  Courtyard block
-  Courtyard with tower
-  Linear residential
-  Linear workspaces

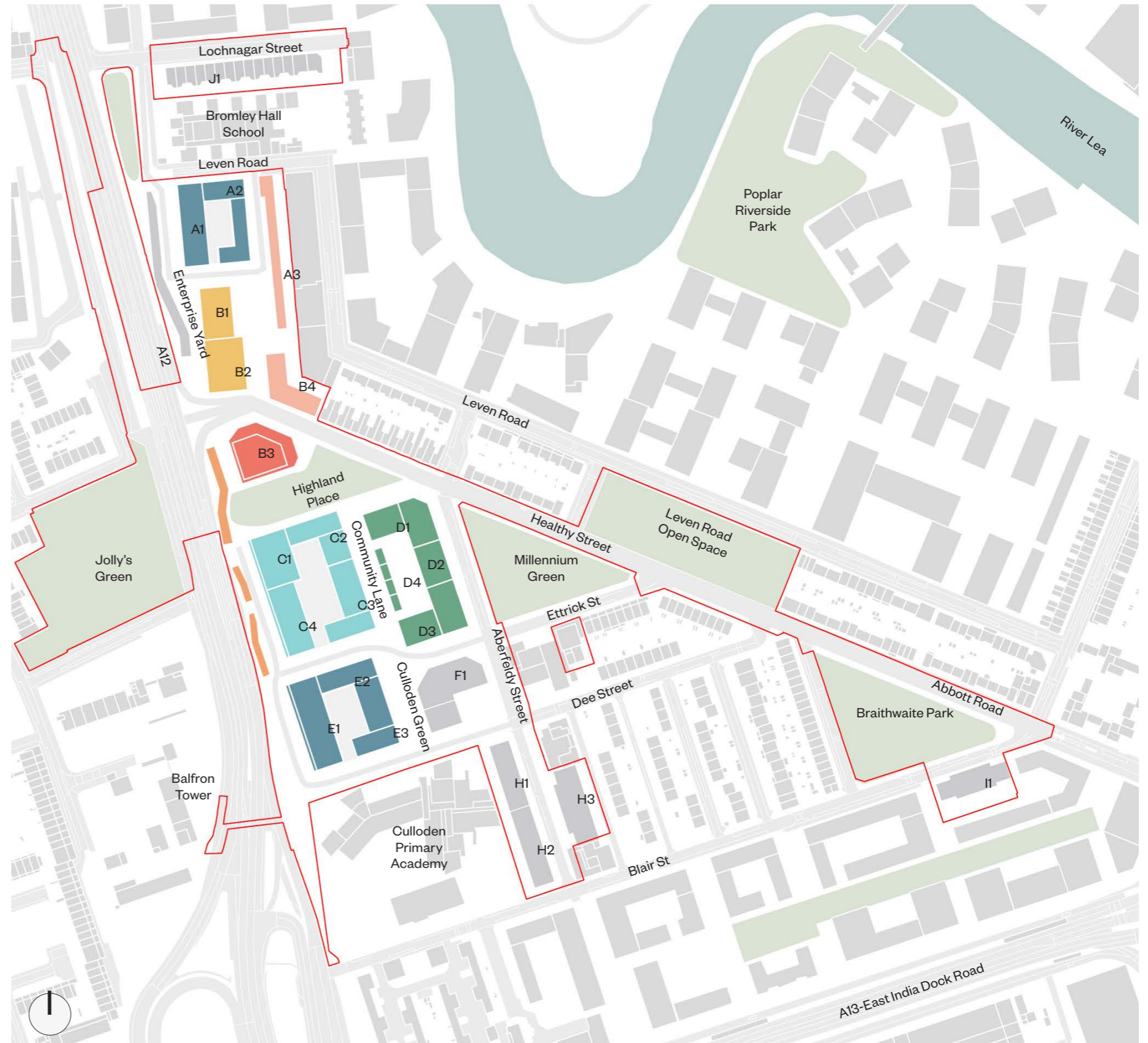
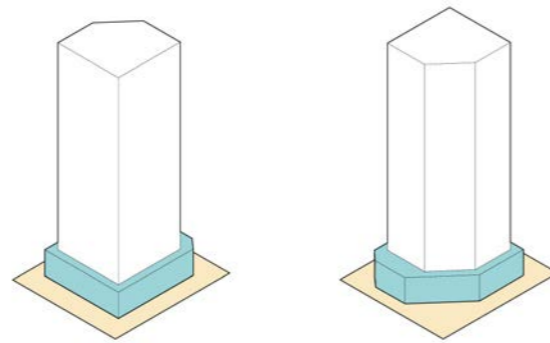


Fig.300 Diagram to illustrate site wide building typologies in response to context

Building typologies

1 Primary Tower

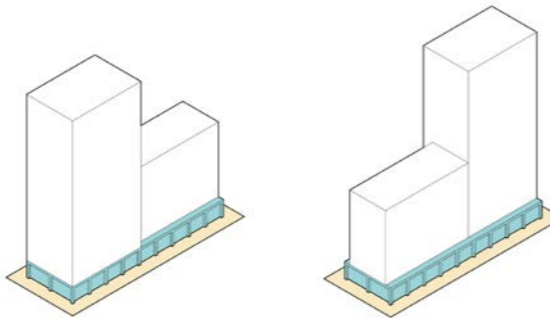
The primary tower (Building B3) has a distinctive form that differentiates it from its neighbours and responds to its context. The material quality and architectural expression of this building will signify its importance at the heart of the new masterplan and as a marker of the re-purposed underpass (Underbridge) for pedestrians and cyclists.



1 Fig.301 Primary Tower

2 Tower with Leg

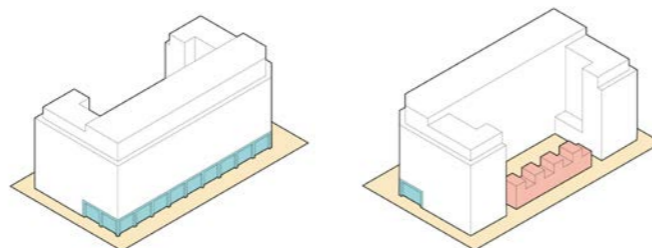
In response to the slenderness of the northern part of the site, the southern tower of this building forms part of the tall building cluster. The lower leg steps down in scale and shares an architectural language with Building A (Courtyard Building) to the north.



2 Fig.302 Tower with Leg

3 Courtyard Addressing Public Space

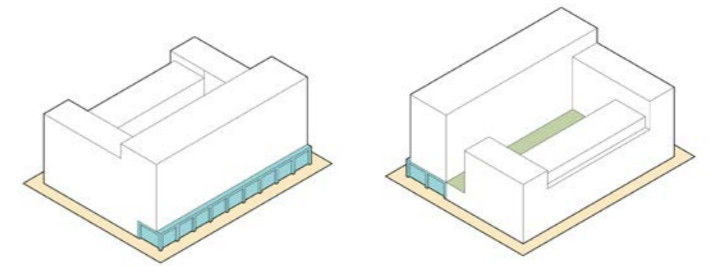
This building type forms a backdrop to an established green space which will be improved as part of this masterplan. Its corner is chamfered to facilitate physical and visual connections between new public spaces. Its upper storeys are set back to emphasise its horizontality and to minimise its impact on adjacent properties.



3 Fig.303 Courtyard Addressing Public Space

4 Courtyard Building

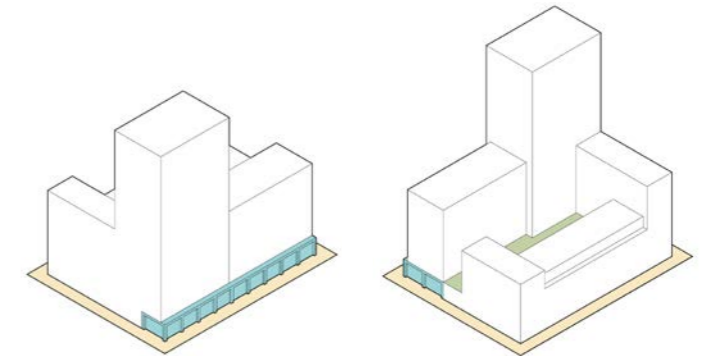
This building type overlooks Enterprise Yard and the A12 to the west, where residents benefit from recessed balconies. Projecting balconies and a change in building height respond to a shift in context to the east, where homes overlook Community Lane.



4 Fig.304 Courtyard Block

5 Courtyard with Tower

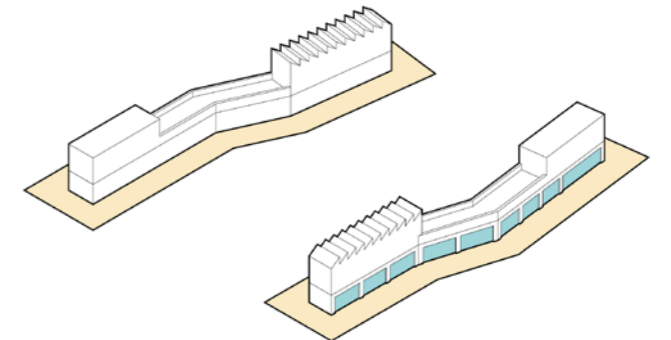
The tower is located at the north-west corner to maximise daylight in the courtyard. Access galleries serve the north and south legs of the courtyard, eliminating single aspect north facing homes.



5 Fig.305 Courtyard with Tower

6 Linear Workspace

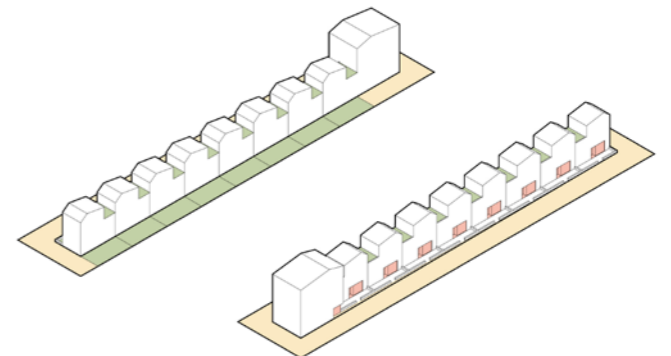
This building type is located in Enterprise Yard between the A12 and the new north south pedestrian and vehicular route. These buildings are similar in scale, form and architectural treatment to the existing Poplar Works buildings that already exist further north in the Nairn Street Estate.



6 Fig.306 Linear Workspace

7 Linear Residential

This building type is located in Phase B within the Community Lane character area. These buildings are wide and shallow and allow for a mixture of dwelling types.



7 Fig.307 Linear Residential

Illustrative Aspect

The buildings within the illustrative masterplan for the Outline Proposals have been designed to maximise the number of dual aspect homes where possible. Where buildings are orientated north-south, they are typically double loaded with central corridors and mix of single aspect homes facing east and west. Dual aspect homes are located on the corner of these buildings. Where site orientation necessitates buildings with east-west orientation, these are accessed by a gallery and are dual aspect to avoid any north facing single aspect homes.

Within the tower buildings at Highland Place larger homes are positioned on corners, making most of long views and dual aspect. The chamfer to building B3 creates an increased proportion of dual aspect homes in this key location.

In exposed locations, such as E1, overlooking Enterprise Yard, dual aspect flats are proposed to provide direct access from the courtyard amenity space and allow cross ventilation and natural light from east and west aspects.

Illustrative aspect breakdown:

- 50% of homes are dual or triple aspect
- 50% of homes are single aspect
- Of the single aspect homes only 2% are north facing
- Of the single aspect homes 98% are south, east or west facing

During the subsequent Reserved Matters applications for each phase, every opportunity will be made to increase the number of dual aspect homes.

- Site boundary
- Tower with central core
- Double loaded building
- Single loaded building
- Houses and maisonettes

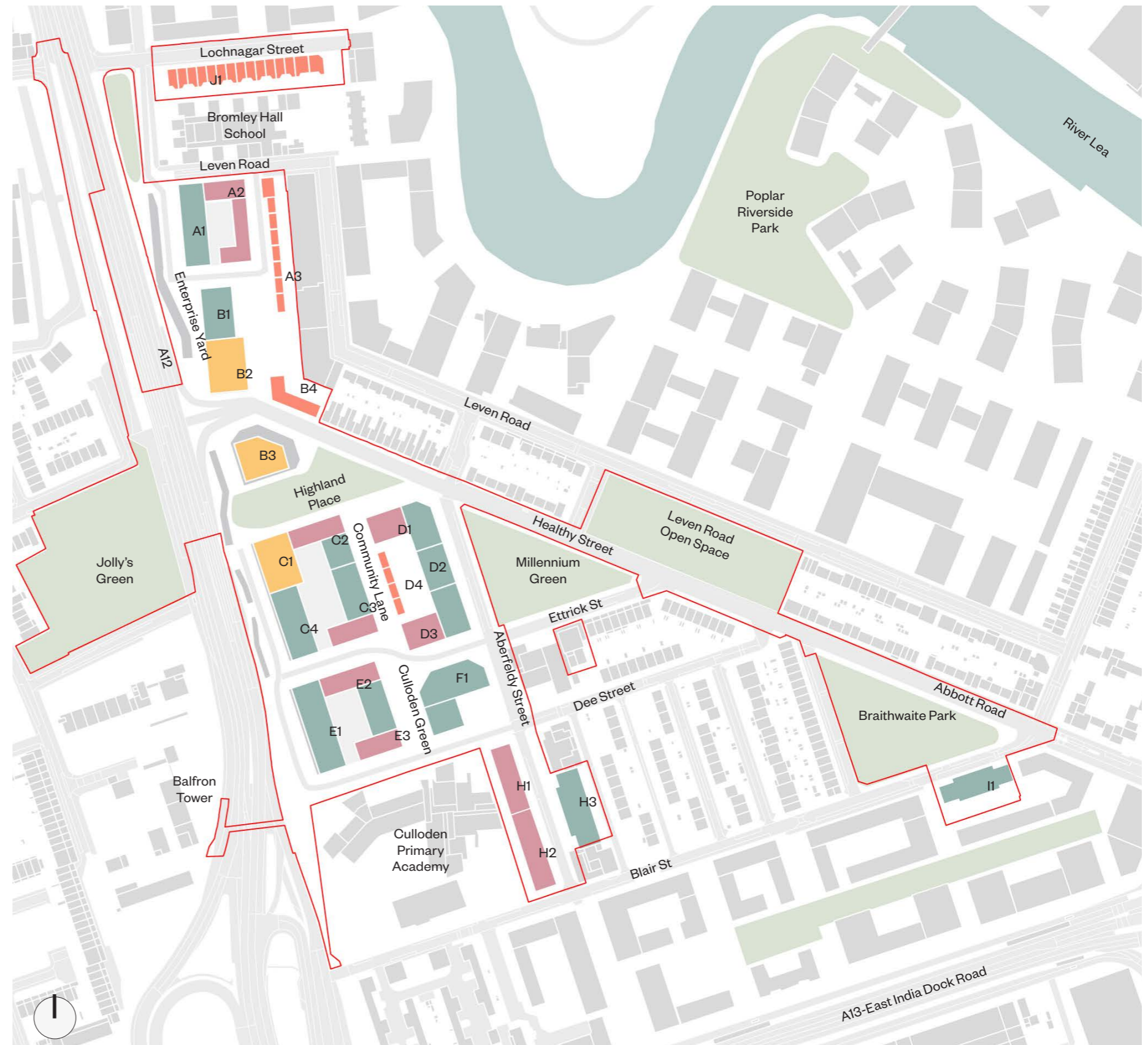


Fig.308 Diagram to illustrate the site wide building typologies in response to aspect

Illustrative Balcony strategy

The balcony strategy for the masterplan consisting of the Outline and Detailed Proposals has been developed with the design team to ensure a rich and varied architecture is delivered with distinct character areas. Balcony types have been carefully selected to respond to the environmental conditions around the site and ensure the residents benefit from good, quality, usable private amenity space.

All balconies overlooking the A12 are recessed and have wintergardens to provide a sense of enclosure and protection from the road and to form liveable part of the home. The taller buildings, B2, B3 and C1 also have from recessed balconies to reduce the impact of wind on high level amenity spaces.

Where homes overlook quieter, more domestic spaces, such as Community Lane, Millennium Green and courtyard amenity spaces, projecting balconies are provided. These balconies help to animate the public realm and shared spaces and overlook them, to support their safety and security.

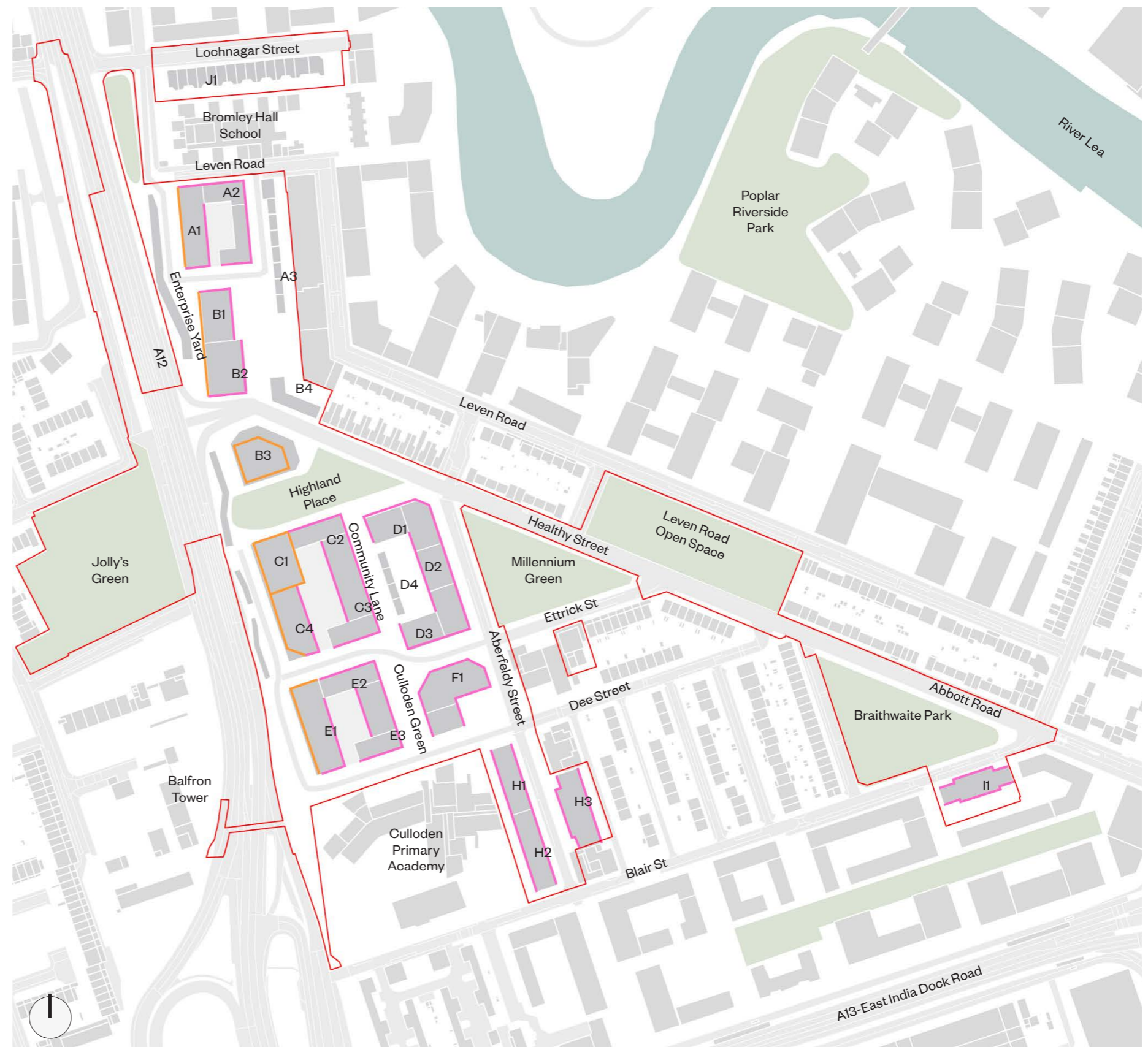


Fig.309 Diagram to illustrate the site wide balcony strategy

Masterplan Layout

Lower Ground Floor

The drawings on this page and the following pages show the illustrative masterplan building arrangements, the distribution of uses and dwelling type for the Outline Proposals. The building layouts have been developed in detail and fully coordinated input from the consultant team (see page 9). The layouts incorporate the following principles:

- Layouts have been designed in accordance with the London Plan Housing SPG 2016
- Layouts have been designed in accordance with the LBTH High Density Living SPD 2020 wherever possible
- Ten percent of homes are accessible or adaptable wheelchair user homes
- All building frontages are activated by residential individual entrances, communal entrances or non residential uses
- All homes are provided with their own private amenity space in accordance with the London Plan Housing SPG 2016
- There are an average of 8 homes per floor per core
- For information on the Phase A Building layouts please refer to the Detailed Proposal DAS.






























 2B4P M	 Core	 Refuse
 3B5P H	 Cycle	 Residents Amenity Hub
 3B5P M	 Cycle Hub	 Retail
 3B6P M	 Estate Management Hub	 Workspace
 4B7P H	 Lobby	
 4B7P M	 Plant	
 Cleaners	 Post Room	



Fig.310 Lower ground floor plan illustrating building arrangements and uses

Masterplan Layout Typical Intermediate Floor

- | | | | |
|---|--------|---|--------|
|  | 1B1P |  | 3B4P W |
|  | 1B2P |  | 3B5P |
|  | 1B2P W |  | 3B5P W |
|  | 2B3P |  | Core |
|  | 2B3P W | | |
|  | 2B4P | | |
|  | 2B4P W | | |

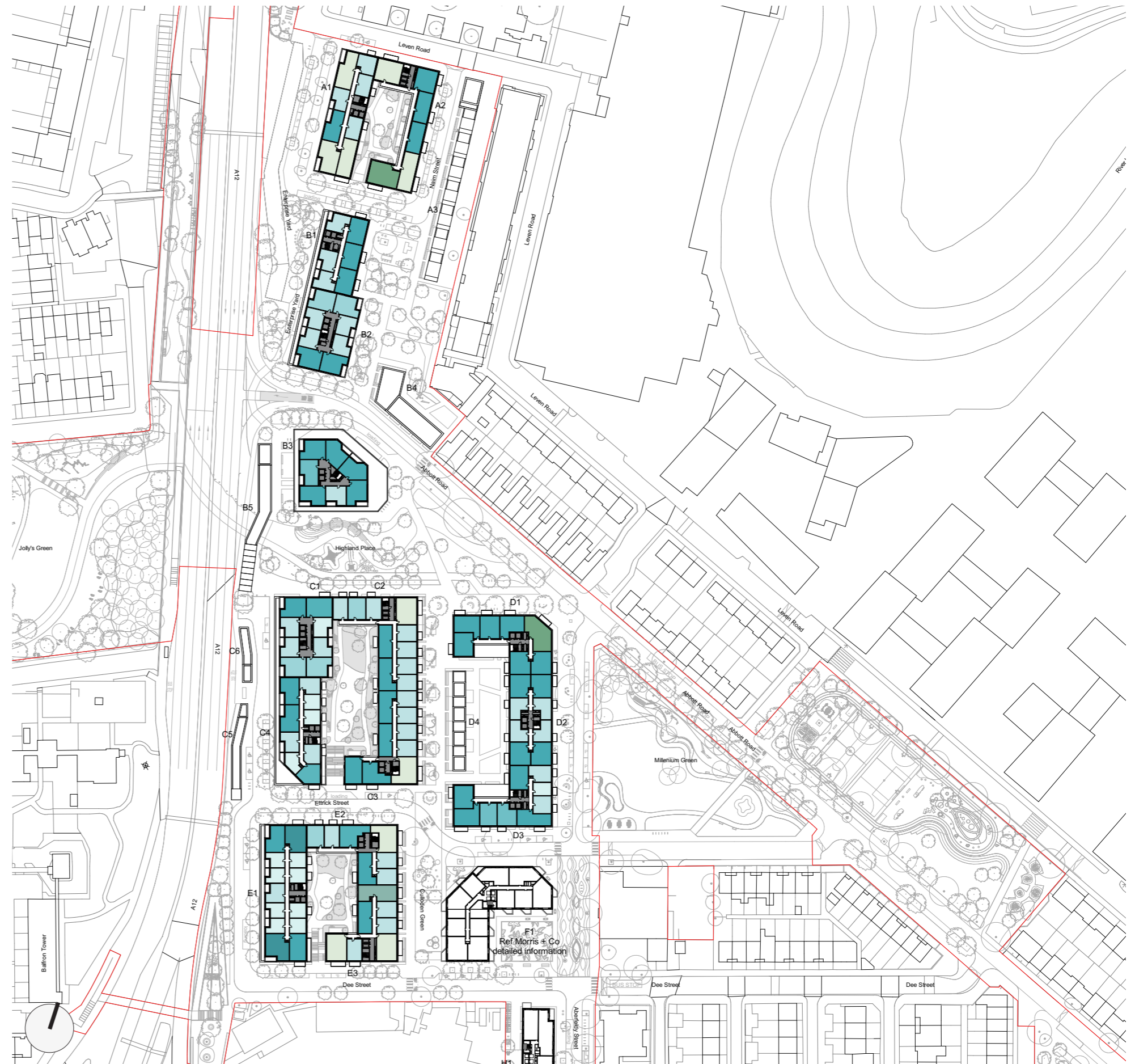


Fig.312 Typical intermediate floor plan illustrating building arrangements

Masterplan Layout

Typical Upper Floor

- 1B2P
- 2B3P
- 2B4P
- Core

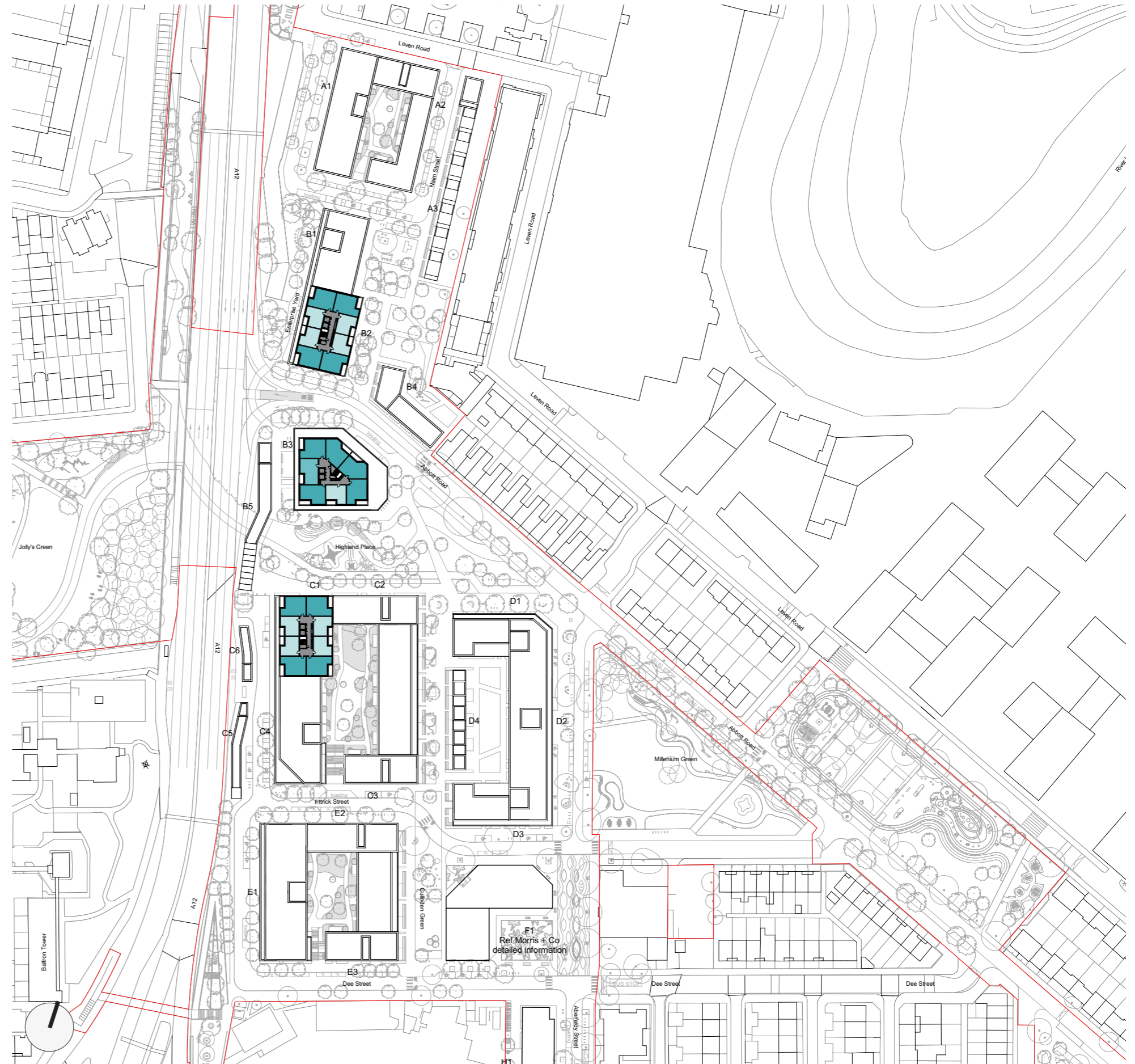


Fig.313 Typical upper floor plan illustrating building arrangements

Building Arrangement

B3

Dwelling layouts for a number of the building typologies for the illustrative masterplan within the Outline Proposals have been developed in detail to illustrate how these buildings can be arranged, and to demonstrate the quality of the new homes to be delivered within the building envelope.

Building B3 is the tallest building in the masterplan and is a private tenure building. The building has:

- Seven homes organised around a central core
- Five dual aspect homes and two single aspect homes per floor, with no north facing single aspect homes
- Two bedroom homes that benefit from dual aspect in corner positions
- Recessed balconies to all homes to ensure the private external amenity space is protected, comfortable and usable for residents
- A chamfered corner that maximises the distance to neighbouring tall building B2 (meeting the draft LBTH Tall Building SPG requirement of a minimum distance of 25m) and increases the proportion of dual aspect homes
- Homes that benefit from excellent long views in all directions at all levels within the building
- Provision of a substantial non-residential plinth on which sits beyond the residential façades, offering further protection for the lower level homes, and containing vital residents' facilities and security

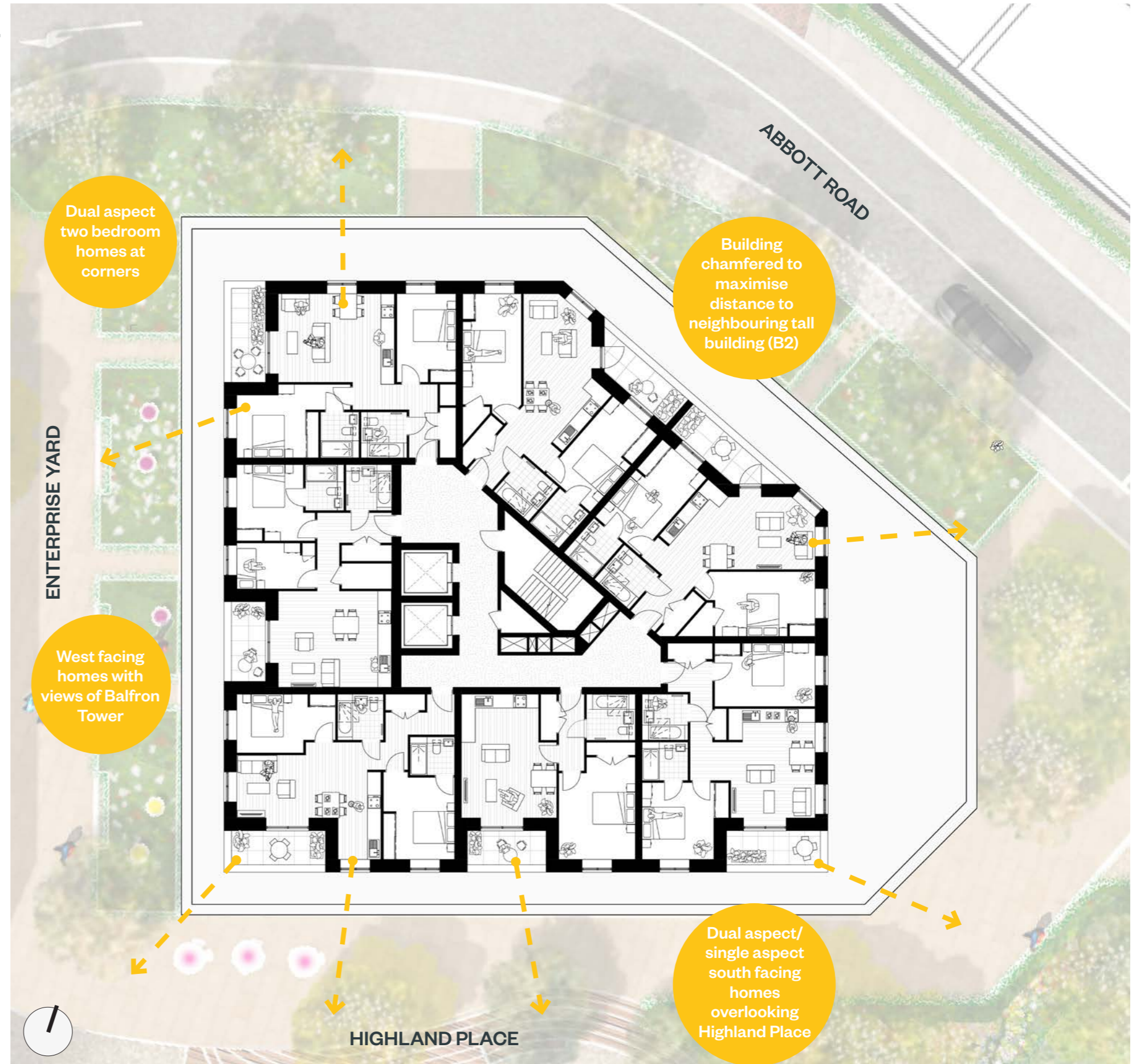


Fig.314 Typical upper floor plan of Building B3 illustrating building organisation and the internal plan of each home

Building Arrangement

B2 and C1

Building B2 and C1 sit on either side of the tallest building in the Proposed Development and are both also tall buildings at 24 storeys. These buildings have:

- Lower floors that vary to adapt to the different building typologies
- The same layouts on the upper floors
- Eight homes organised around a central core
- Four dual aspect homes and four single aspect homes on typical upper floors
- No north facing single aspect homes
- Dual aspect two bedroom homes located on the corners on typical upper floors
- Recessed balconies to all homes to ensure private external amenity space is comfortable and usable for all residents
- Two bedroom homes at the corners that benefit from long views with living/kitchen/dining spaces and balconies positioned to make the most of the dual aspect
- One bedroom homes that face west, with views of Balfon Tower, and east, overlooking podium amenity spaces and Community Lane.

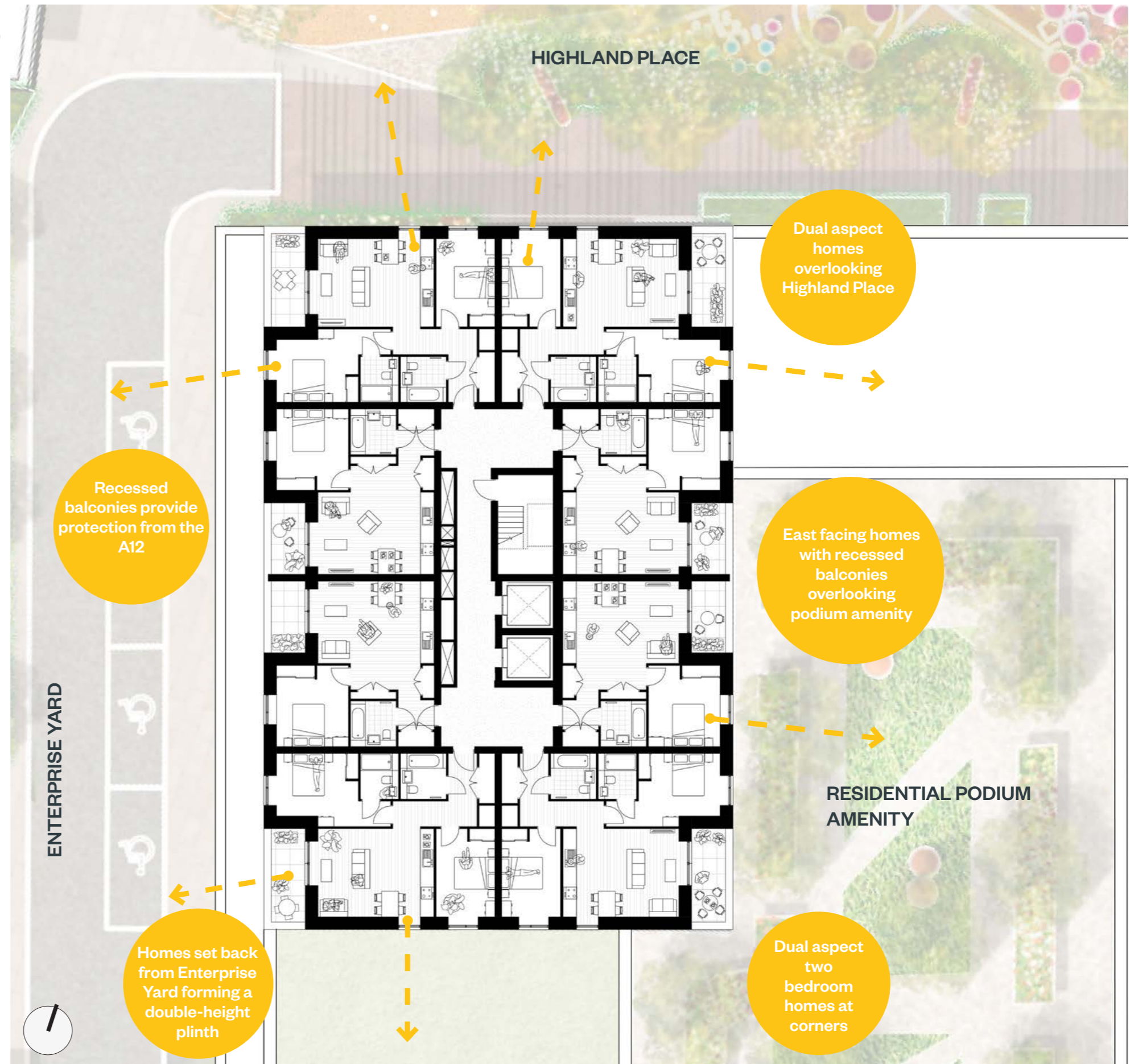


Fig.315 Typical floor plan of Building B2 and C1, illustrating building organisation and the internal plan of each home

Building Arrangement

C2

Building C2 is an 'L' shaped building which is located in the north east corner of Building C. This building type is also found in Building E2, with a different housing mix, and buildings C3 and E3, which have different orientation (facing south). The buildings have:

- A central core with natural daylight from two aspects
- A combination of internal corridor and gallery access to address the different orientation of each part of the building
- Dual aspect homes accessed by the gallery to avoid single aspect, north facing homes
- Single aspect homes on a central corridor, which face east and west
- Wide frontage, shallow flats' overlooking the residential amenity space, creating light filled interiors to each home
- Three bedroom homes located on the corner of the building, with a dual aspect living space overlooking Community Lane and Highland Place.

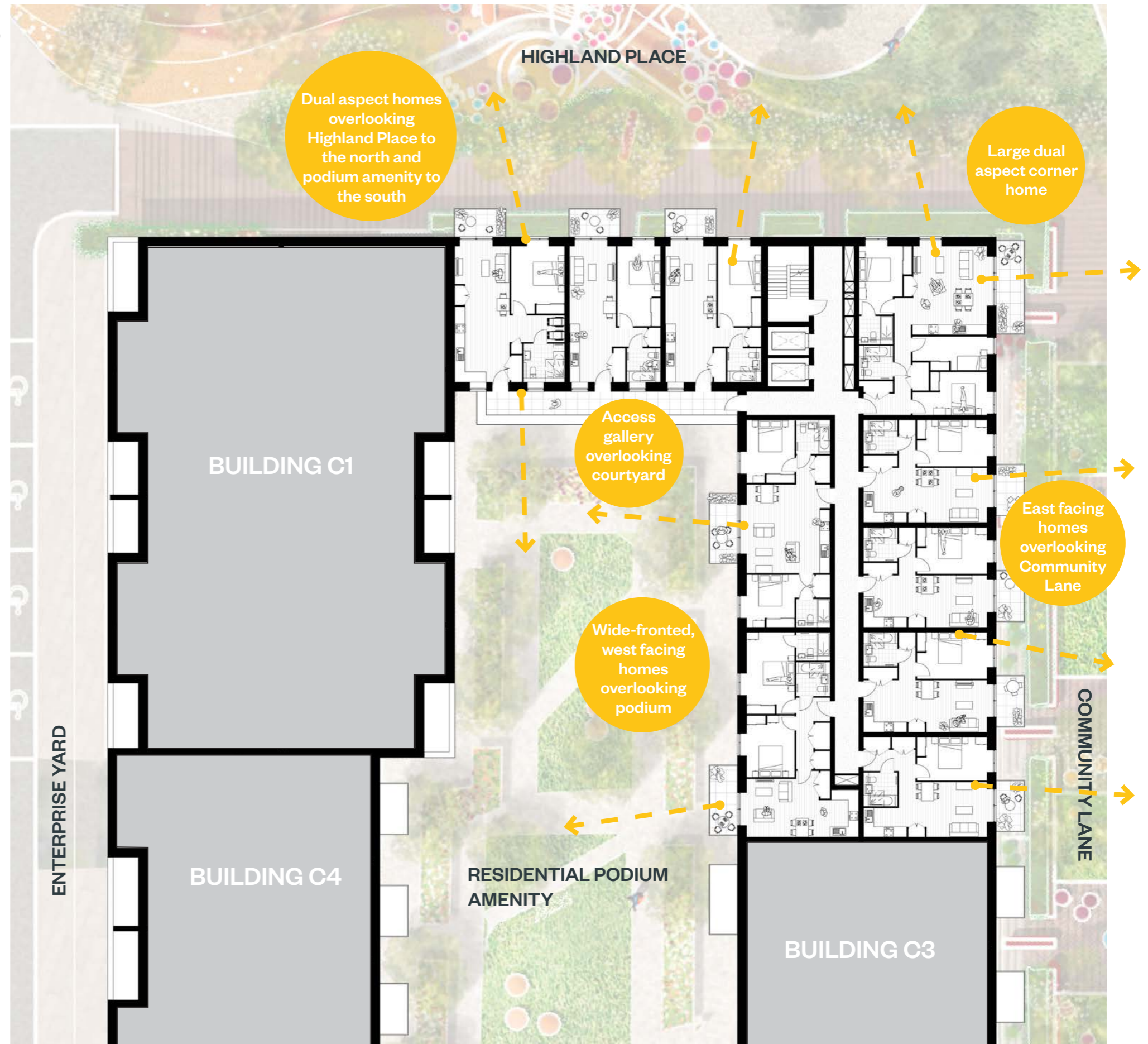


Fig.316 Typical upper floor plan of Building C2 illustrating building organisation and the internal plan of each home



Courtyard building plinths

Arrangement

The three courtyard buildings in the Outline Proposals have a two storey plinth that consists of an upper and a lower ground floor. The plinth creates vital separation for the homes above, and makes space which activates Enterprise Yard at street level. In addition the plinth enables the refuse provision to be handled discretely within the built form. Following an options appraisal of the waste strategy options with Velocity and LBTH, it was agreed to utilise a compactor refuse system within the podium car park, rather than the SULO underground system in the public realm used in Phases 1-3 of the original masterplan.

The compactor refuse system requires a 5m clear height during collection operation, so a double height space is required to the car park podium. This 5m clear zone allowed an upper ground floor to be inserted, creating:

- Work spaces with an upper ground floor mezzanine
- Two storey cycle stores with platform lifts
- Three storey maisonettes
- Double height communal entrances
- Two storey plant spaces for tall equipment.

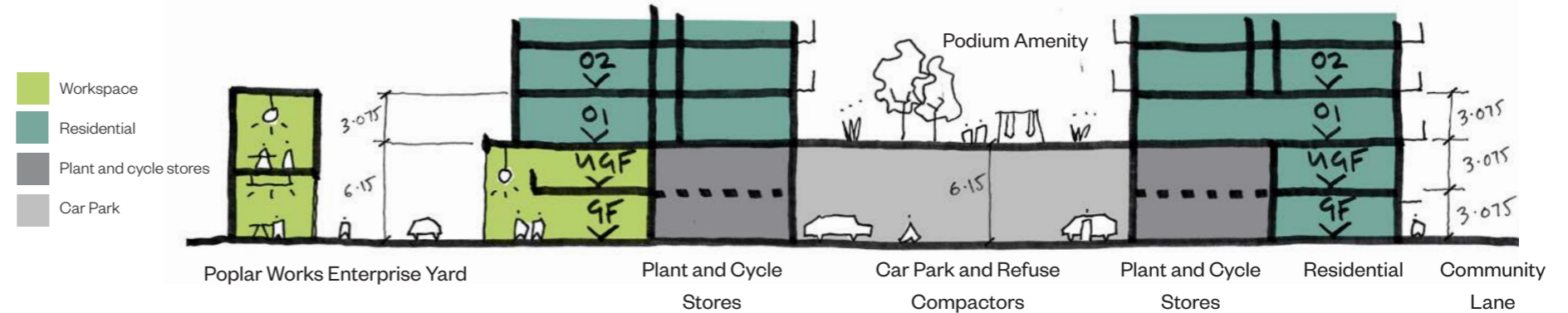


Fig.317 Concept section through courtyard building

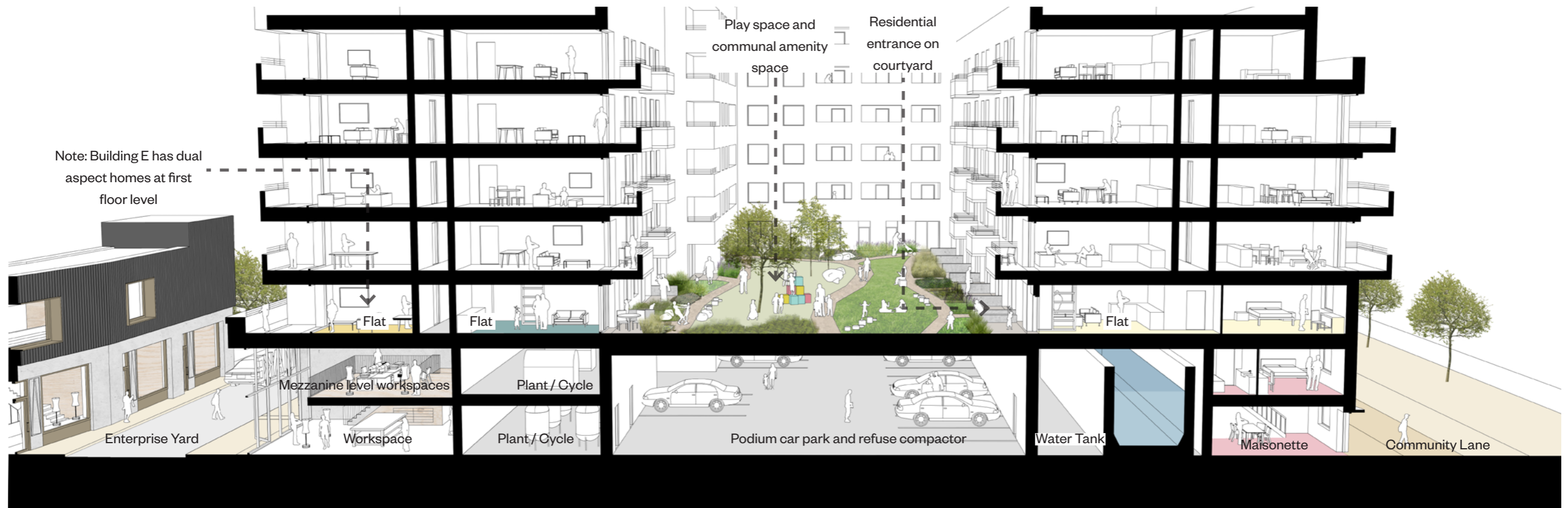


Fig.318 Sectional perspective of building C to illustrate building and podium organisation

Courtyard building plinths

Workspace

The two storey plinth creates the opportunity to deliver flexible new workspaces as part of the Outline Proposals, and to expand on the success of the existing Poplar Works buildings at the northern end of the site. The masterplan proposes a series of workspaces located along Enterprise Yard to face the existing and new Poplar Works buildings.



Fig.320 Location of work space units



Fig.319 Types of potential work spaces - creative maker spaces envisaged for Enterprise Yard

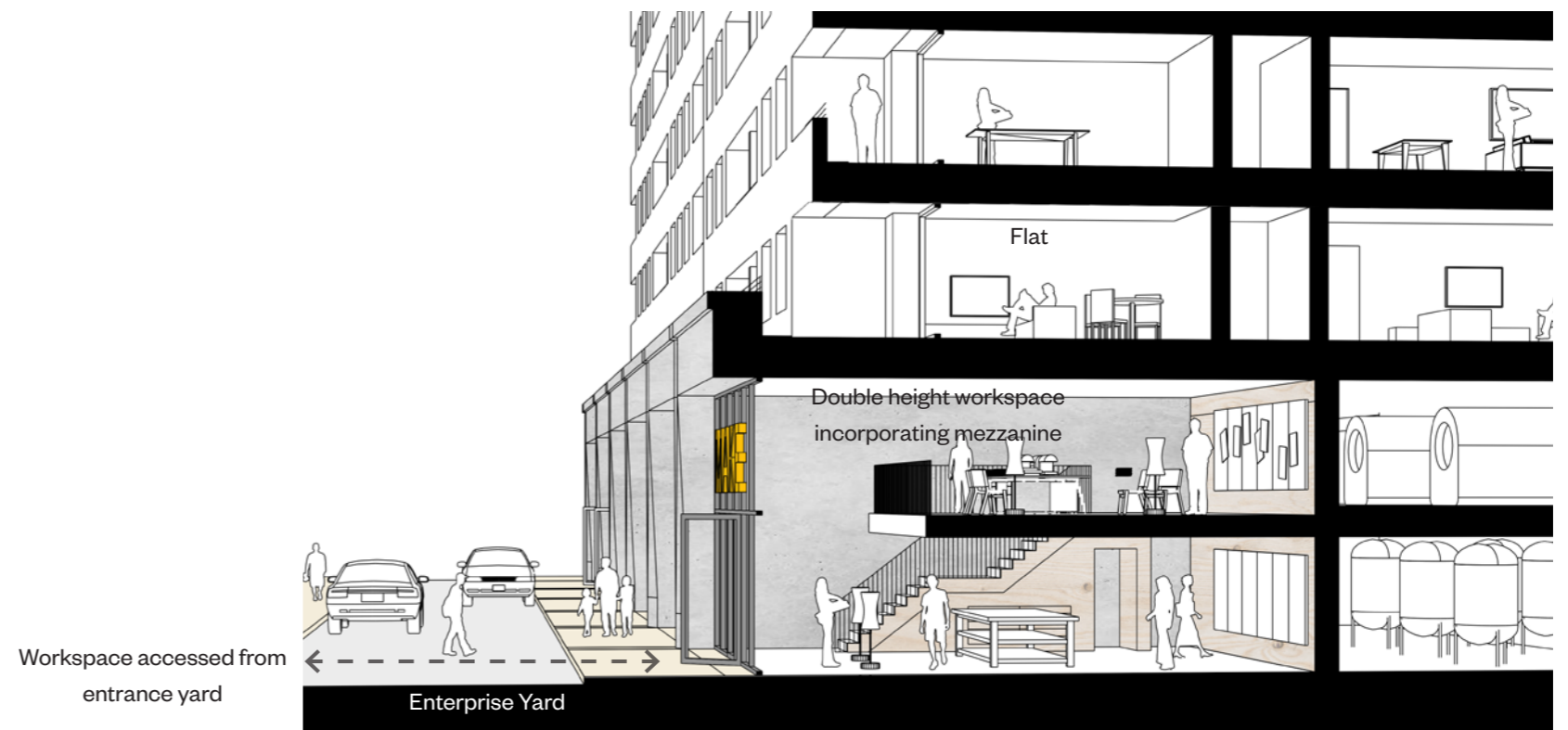


Fig.321 Sectional perspective through workspace plinth

Courtyard building plinths

Workspace

The diagrams on this page demonstrate the variety of different plinth workspace units catering for start up business' or larger established businesses moving to new premises. These spaces are flexible and can be rented as a double height space or with an upper ground floor mezzanine introduced to increase floor area. The illustrative masterplan assumes that all of these workspaces are delivered with an upper ground floor mezzanine level.

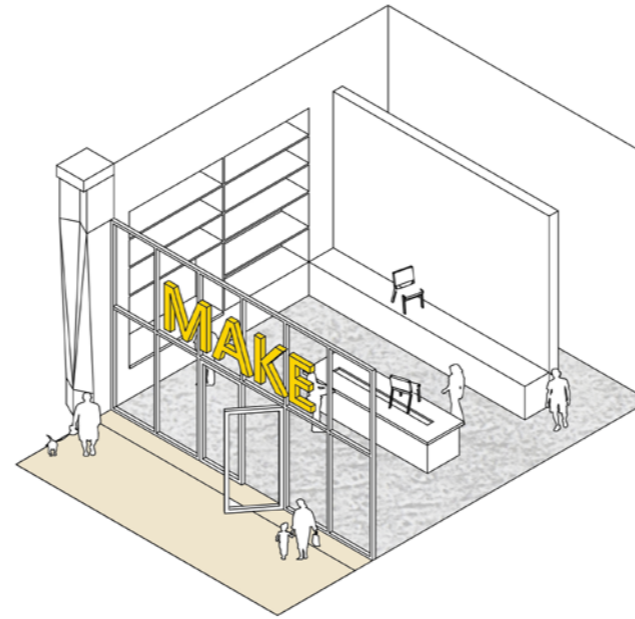


Fig.322 Single bay without mezzanine

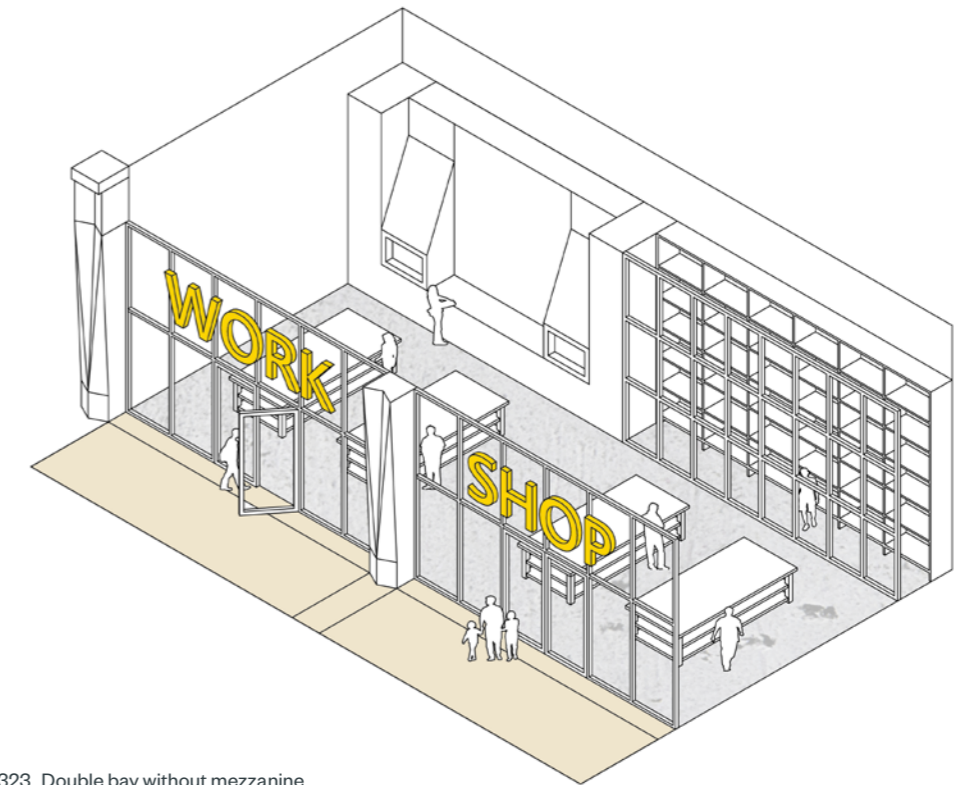


Fig.323 Double bay without mezzanine

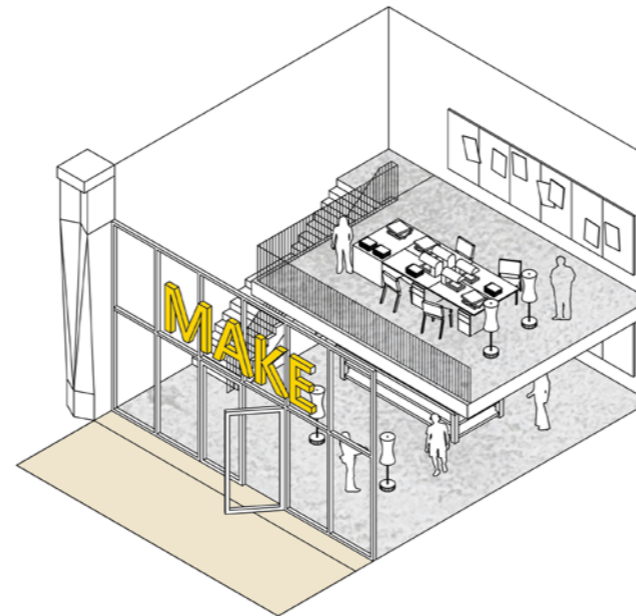


Fig.324 Single bay with mezzanine

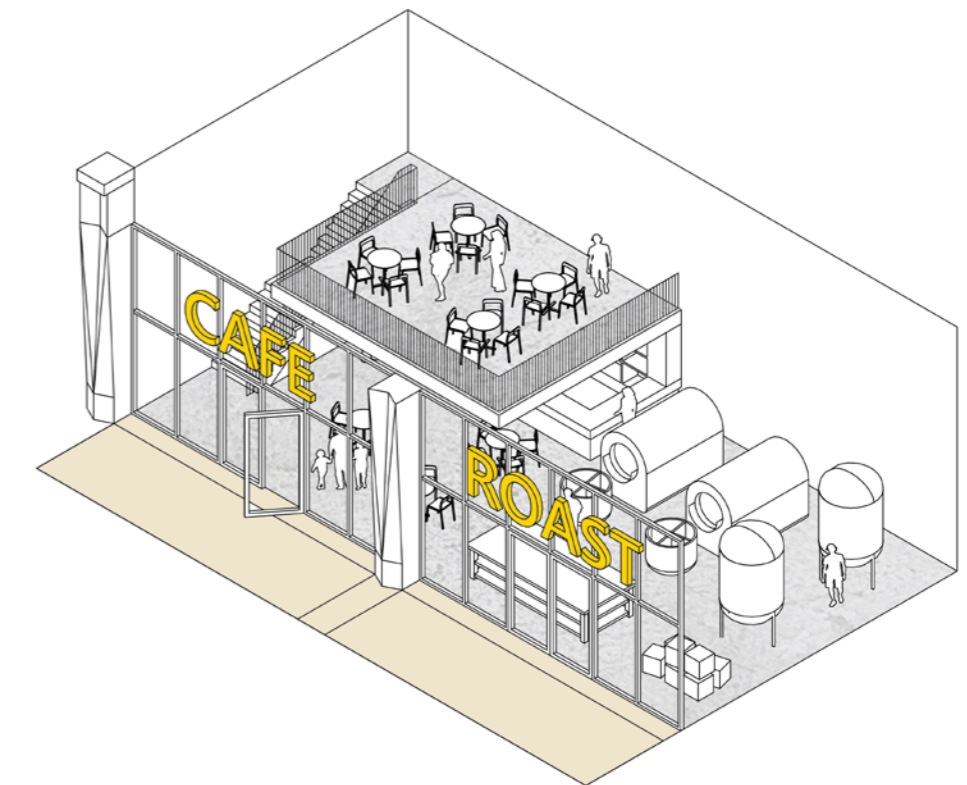


Fig.325 Double bay with mezzanine

New Poplar Works buildings

Workspace

To build on the success of the existing Poplar Works buildings, the Outline Proposals introduce three new Poplar Works buildings between the A12 and Enterprise Yard. These are long and shallow in form and act as an acoustic and visual barrier to the A12, creating a calm and safe route for pedestrians, cyclists and vehicles. Furthermore, the buildings help to activate Enterprise Yard, making the street vibrant and busy at all times of the day.

The workspaces within these buildings will be 'Plug and Play' micro units for small creative businesses. These will have shared facilities such as toilets and kitchens.



Fig.326 Types of potential work spaces envisaged in enterprise yard

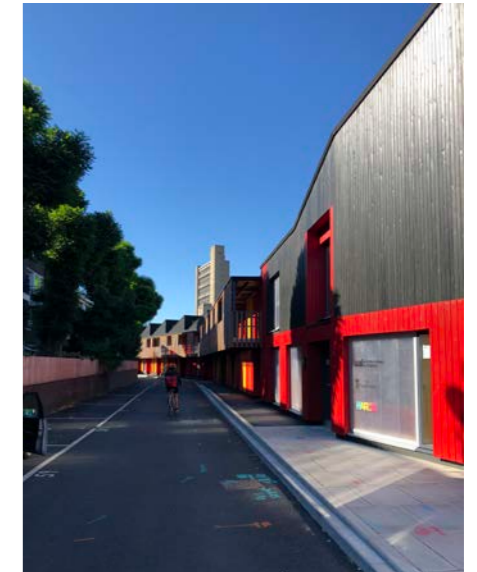


Fig.327 Existing Poplar Works building interior and exterior



Fig.328 Location of buildings

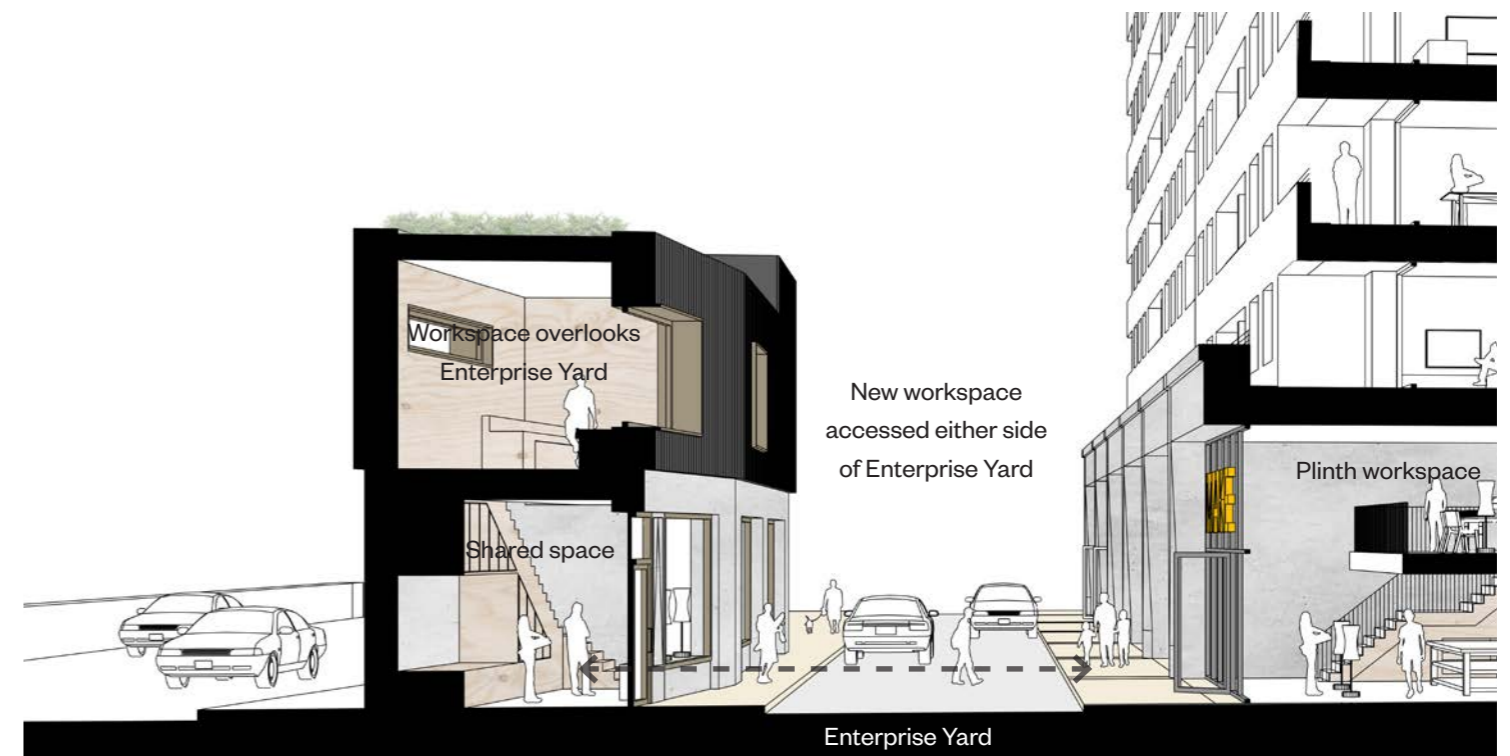


Fig.329 Sectional perspective illustrating the New Poplar Works buildings on Enterprise Yard

Retail

Aberfeldy Street

The majority of the retail space will be delivered as part of the Detailed Proposals in Phase A (please refer to the Phase A Design and Access Statement for further information). Within the Outline Proposals there will be retail spaces delivered in Phase B and Phase D.

In the illustrative scheme, the retail space delivered as part of Phase D is 739m². This will be located in the ground floor of Building D. This is an important building within the masterplan, which will complete the High Street character area as the final building on Aberfeldy Street. The retail units will face onto Highland Place and Millennium Green.



Fig.330 Types of retail units envisaged for Building D



Fig.331 Illustration of proposed Phase A retail units

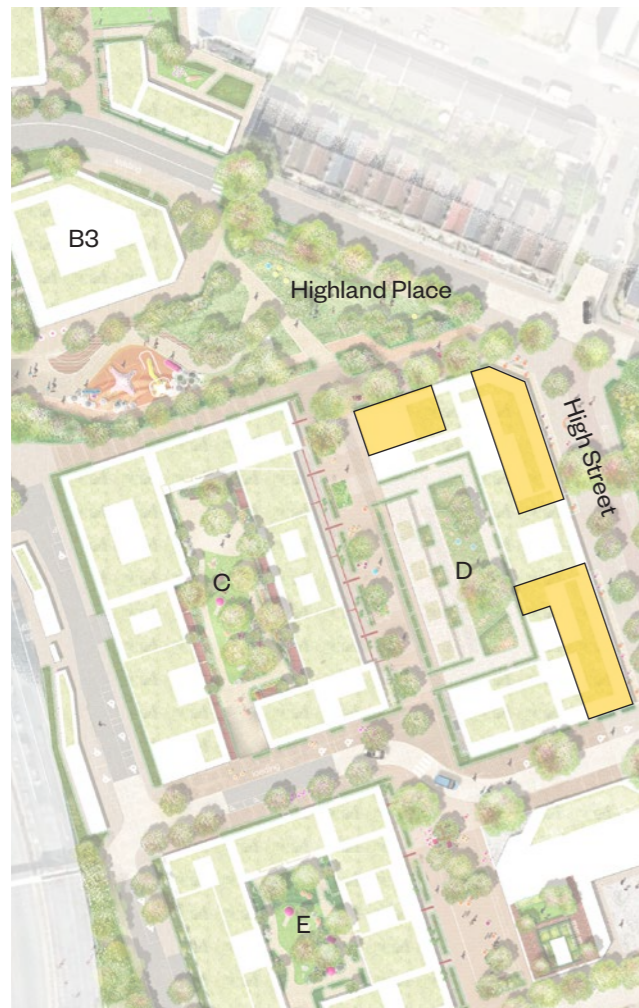


Fig.332 Location of retail units within Building D



Fig.333 Illustration of Building D retail units within a concrete plinth at the north end of the High Street

Retail

Highland Place

In the illustrative scheme, the retail space delivered as part of Phase B is 360m² and will be located in the basement of building B3 over looking the entrance to the Underbridge. This will create a well used and overlooked aspect to the public realm and the approach to the re-purposed pedestrian and cycle underpass, which will make the space safer at all times of the day.

The use of this retail unit will be flexible and is envisaged as a community cafe and cycle store/ surgery with a bike shop and repair centre.



Fig.334 Types of retail units envisaged in Building B3



Fig.335 Types of retail units for Building B3

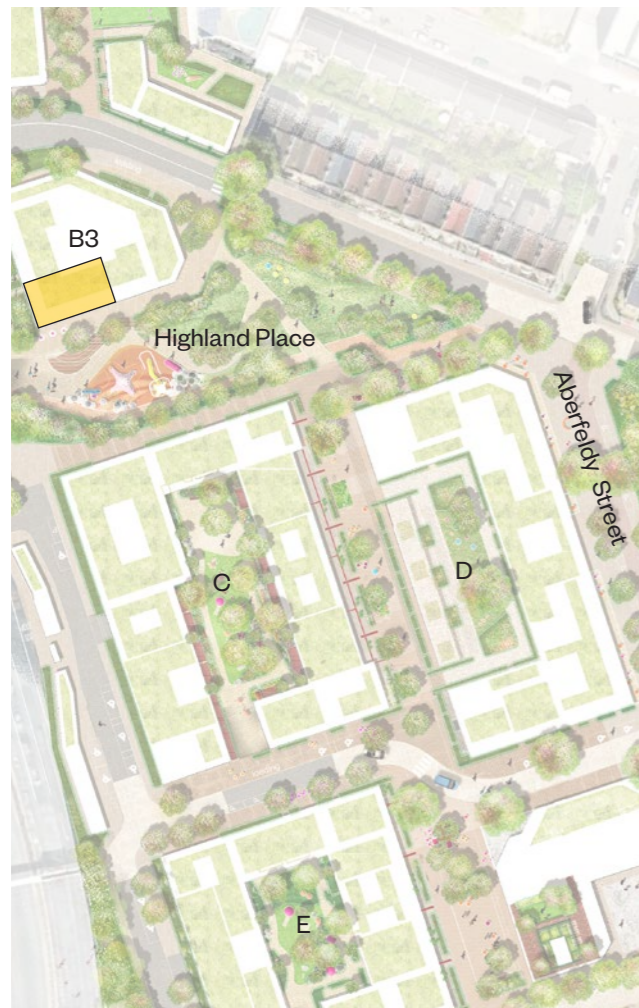


Fig.336 Location of retail units within Building B3



Fig.337 Visualisation of the proposed retail activation at the base of B3, within Highland Place and the approach to the Underbridge

Residents' Hub

Residents' facilities and estate management hub

The residents' hub sits at the heart of the masterplan within Highland Place where four threads of the masterplan converge. The Healthy Street, Enterprise Yard, Community Lane and The High Street. It's central location has been specifically chosen to allow easy access to the facilities by residents across the masterplan, and also to overlook and activate the approach to the Underbridge.

The residents' hub occupies the two storey plinth of Building B3 - the tallest building in the masterplan - and will consist of:

- The residents facilities
- Resident concierge
- Estate management hub



Fig.338 Uses within The Residents' Hub: concierge, gym and co working / meeting space



Fig.339 Location of The Residents' Hub within Building B3



Fig.340 Illustration of The Residents' Hub located within Highland Place at the base of Building B3

Entrances, thresholds and lobbies

Workspace: Enterprise Yard

The new workspaces within the courtyard plinths and the new Poplar Works buildings will be accessed from Enterprise Yard and the Cross Streets (Dee Street and Ettrick Street). These entrances will lead directly into the workspaces, which can also be used as showrooms to display the produce of the creative workers.



Fig.341 Precedents to illustrate workspace thresholds and treatments envisaged along Enterprise Yard



Fig.342 Key plan showing section location in Building C



Fig.343 Sectional perspective through Enterprise Yard work space entrances

Entrances, thresholds and lobbies

Residential: Communal entrances

The illustrative masterplan for the Outline Proposals introduces active frontages at ground floor level to increase natural surveillance of all streets and public realm. The communal entrances are strategically located at important junctions, with the majority located along the east-west Cross Streets. A number of communal entrances are located along Enterprise Yard and the High Street to further activate these important north-south streets.

All communal entrances are well lit, receive good daylight levels and are clearly identifiable and directly accessible from the public realm. The communal entrances to the courtyard buildings and building B2 will be double height, with high quality external materials carried through to the interiors and feature pendant lighting, as illustrated in the images opposite.



Fig.344 Double height interior



Fig.345 Double height entrance glazing



Fig.346 Double height entrance glazing



Fig.347 Key plan showing section location in Building C

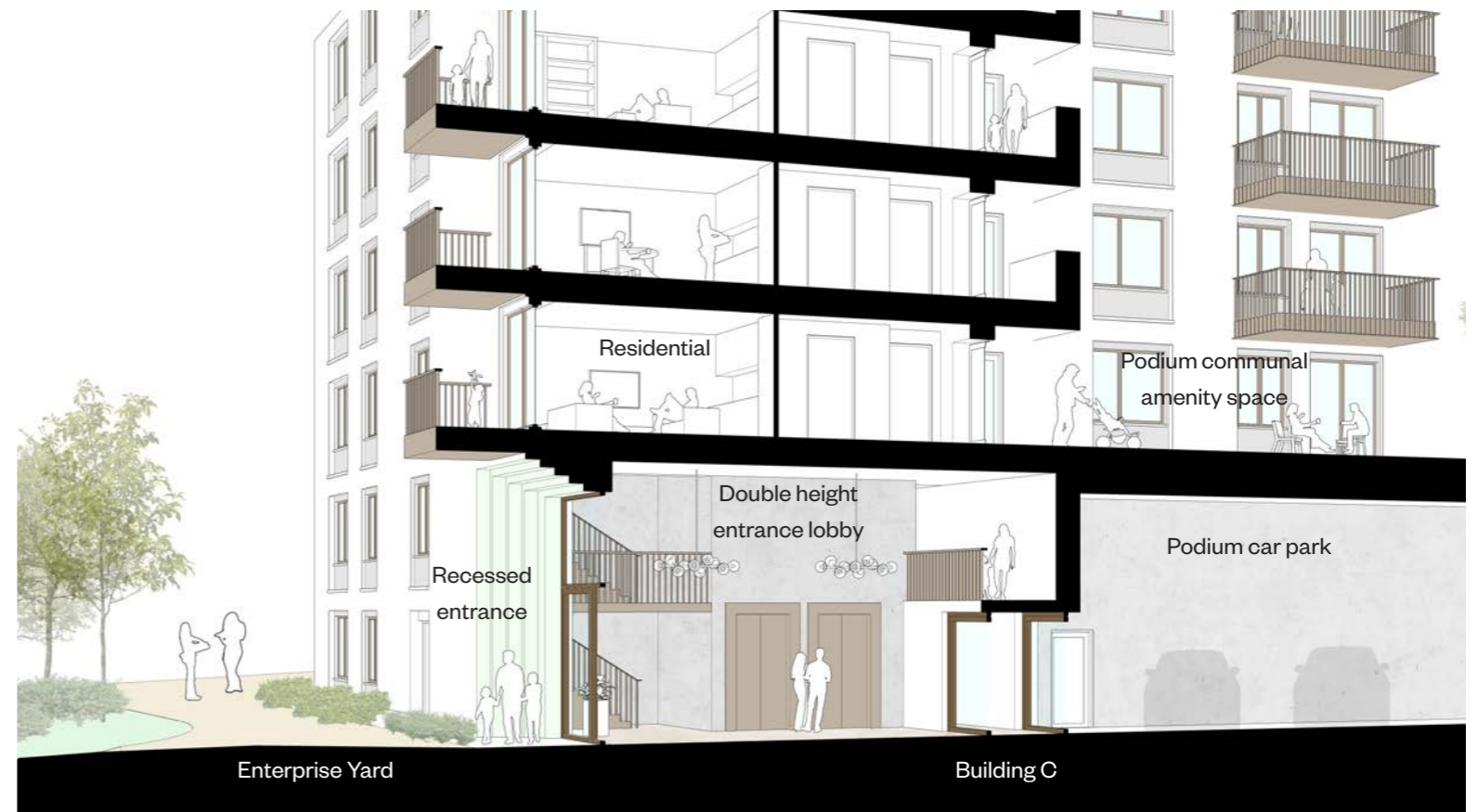


Fig.348 Sectional perspective through communal entrance of Building C2

Entrances, thresholds and lobbies

Residential: Communal entrances

A number of the communal entrances within the illustrative masterplan of the Outline Proposals will be single rather than double height. These entrances will be generous in height, with approximate floor to ceiling height of 3.5m, because they are located adjacent to non residential uses with floor to floor height of 4.5m.

All communal entrances will be open with letter boxes in a single entrance lobby, rather than a double lobbied entrance. The security of the entrances will be developed during the RM's for each phase of the Outline Proposals.

Access to cycle stores and refuse stores will not be directly off the communal entrance lobbies because of fire regulation restrictions and security issues.

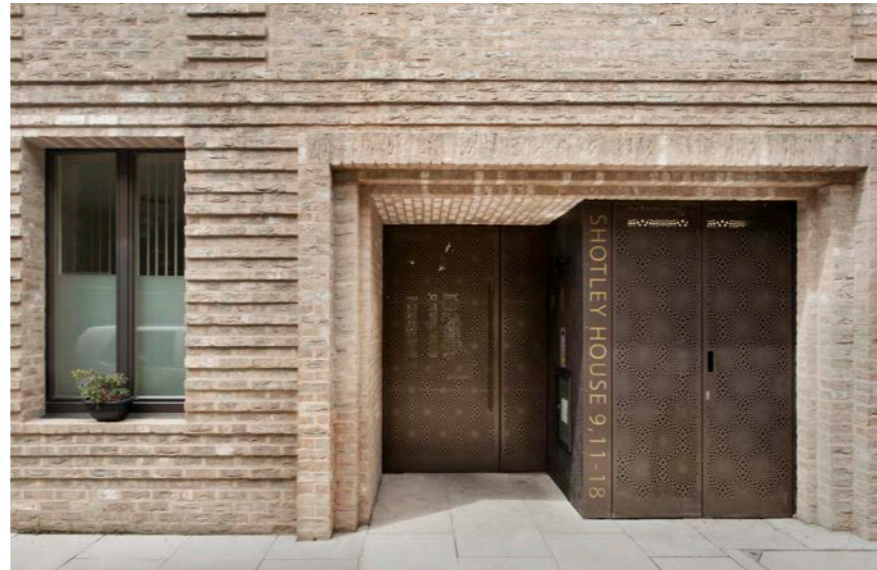


Fig.349 Generous single storey entrances marked with splayed recessed detail, signage and lighting



Fig.350 Generous single storey entrances marked with splayed recessed detail, signage and lighting

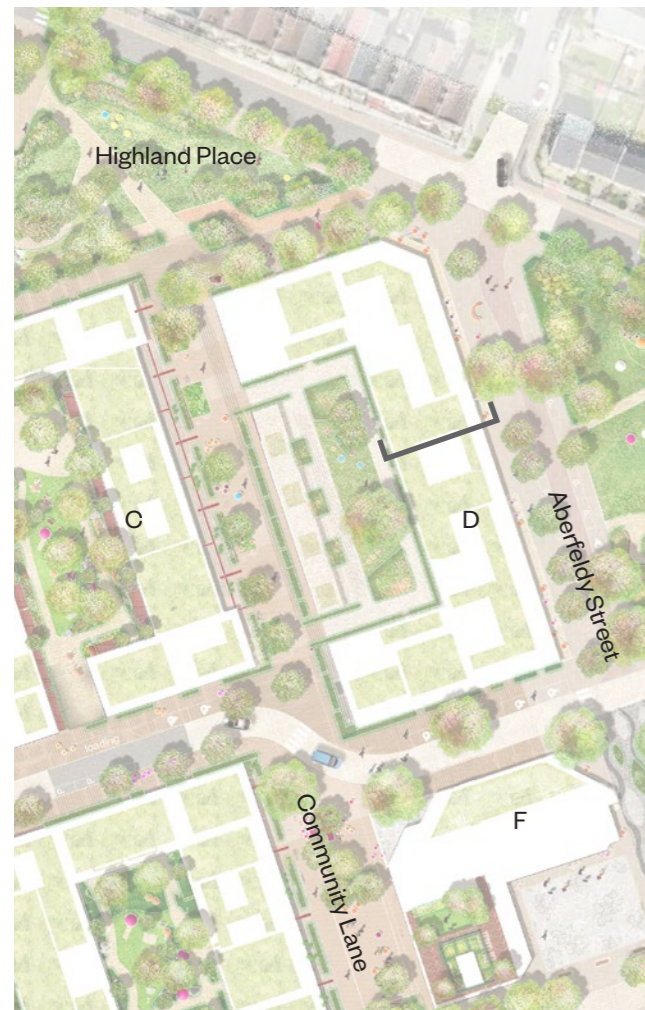


Fig.351 Key plan showing section location within Building D

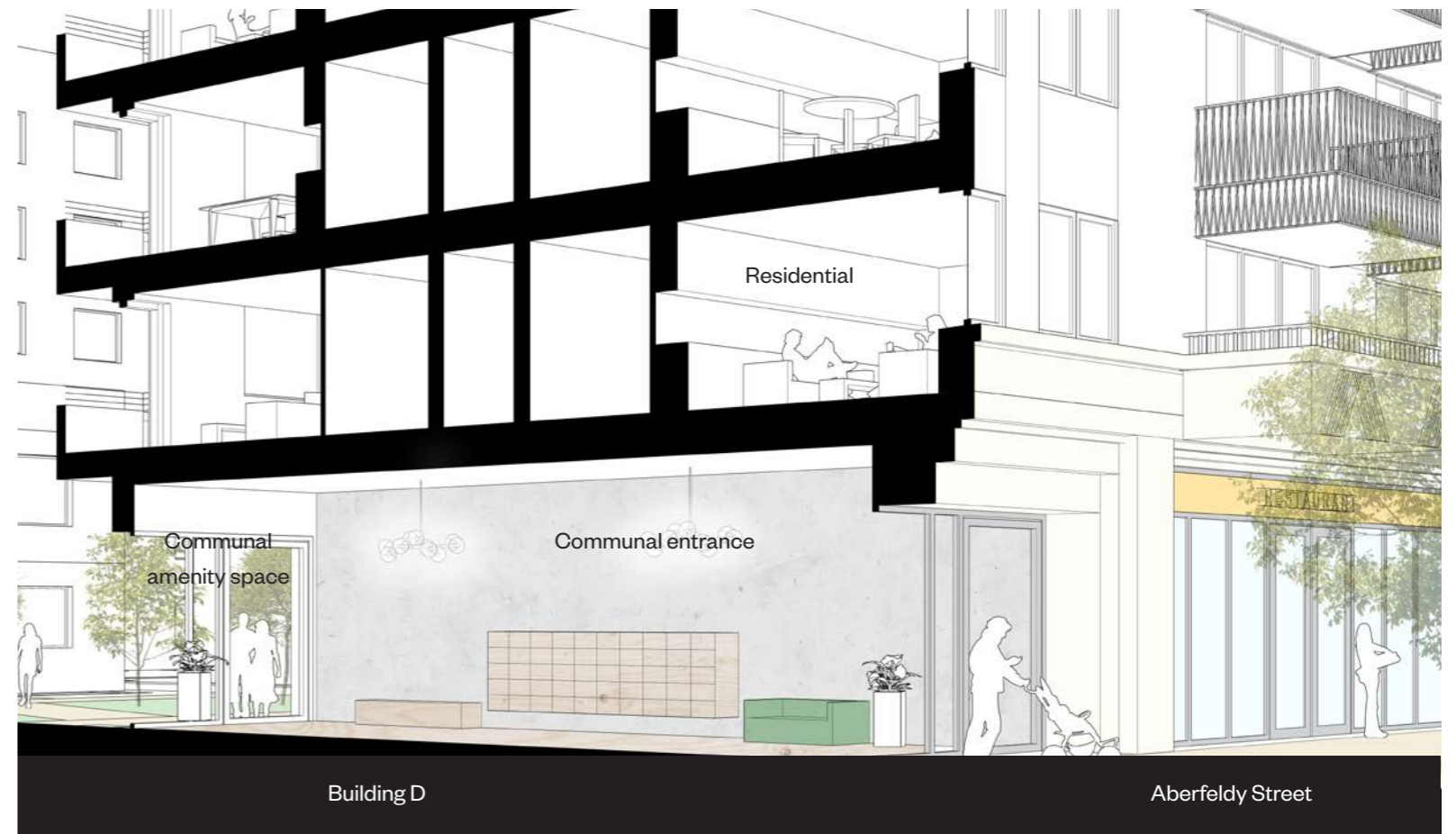


Fig.352 Sectional perspective through communal entrance of building C2

Entrances, thresholds and lobbies

Residential: Individual entrances

The ground floor of the Outline Proposal illustrative masterplan has been further activated with individual entrances to family homes throughout the masterplan. The majority of these entrances belong to social rent family homes and are located within Community Lane.

The individual entrances belong to either maisonettes or houses and are recessed. Where possible the entrances are paired together to foster a sense of community and neighbourliness.

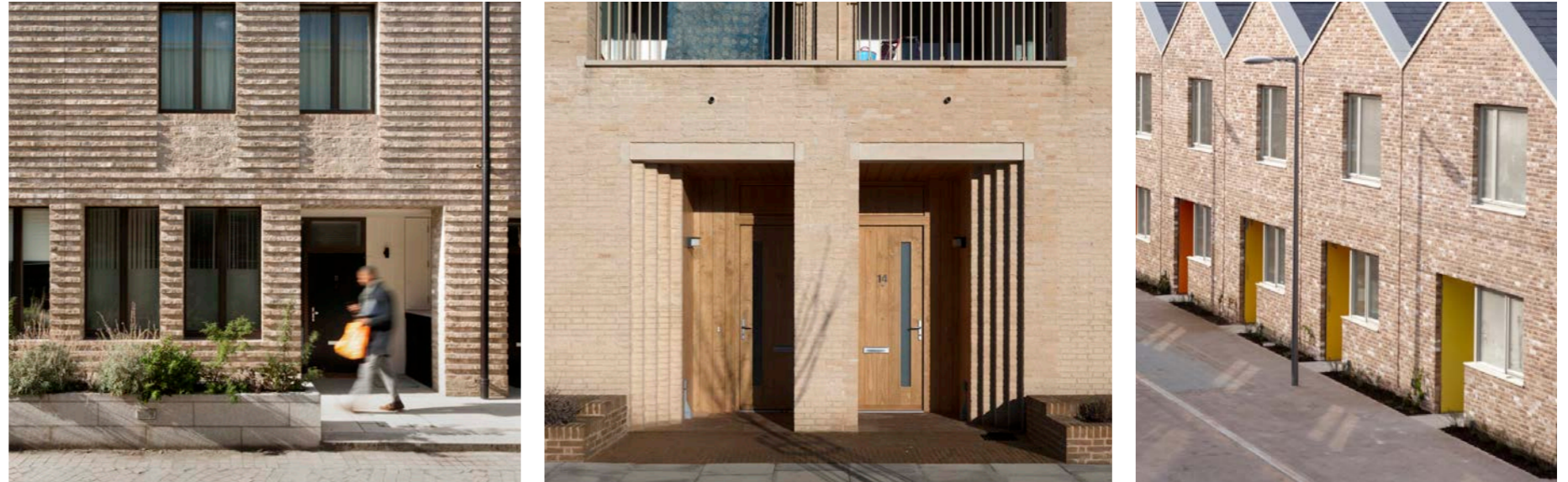


Fig.353 Examples of individual entrances showing pairing of front doors, recessed entrances, brick detailing celebrating the entrance and front garden built in planters

Key

- | | |
|--|--|
| 1 Paired recessed entrances in glazed brick | 6 Brown-grey brick |
| 2 Anodised aluminium windows in dark bronze | 7 Concrete coping |
| 3 Expressed window surround | 8 Recessed upper level, brick to match below |
| 4 Projecting metal balcony in bronze finish | 9 Concrete cill |
| 5 Recessed brick detail expressing maisonette frontage | 10 Garden wall, brick to match facade |



Fig.354 Sectional perspective through individual entrance on Community Lane

6.2

APPEARANCE

Primary Tower - B3

Illustrative proposals

The appearance description of Building B3 for the illustrative masterplan, within the Outline Proposals, is set out on pages 182 and 182. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

As the tallest building of the Outline and Detailed Proposals, it is important that this building establishes a dialogue with Balfron Tower and so its design is informed by the sophisticated relationship between vertical and horizontal elements in the existing building. These principles are simplified here and the borrowed language is expressed very subtly.

The primary facade material is a dark cast panel with a smooth, polished texture. Within this facade, horizontal and vertical strips of a paler cast panel with a fluted motif are employed.

On the broader façades, the south (shown opposite) and the west, the secondary geometry expressed by the paler bands is horizontal. On the more slender façades (the north and east) the expression is vertical to emphasise vertical proportion.

Windows, in anodised aluminium are grouped within these concrete bands to further emphasise this overall elevational expression.

A concrete plinth, paler still than the fluted banding, forms the base and incorporates some of the cast in detail of the facade above. A double order is used to indicate entrances to the residential core and the communal residents' hub.

Key

- 1 Dark cast panel with smooth, polished finish
- 2 Paler (mid grey) cast panel with fluted motif
- 3 Recessed balcony at building corner
- 4 Anodised aluminium windows in dark bronze
- 5 Pale concrete plinth
- 6 Cast panel with fluted detail
- 7 Double order entrance to resident's hub with metal canopy

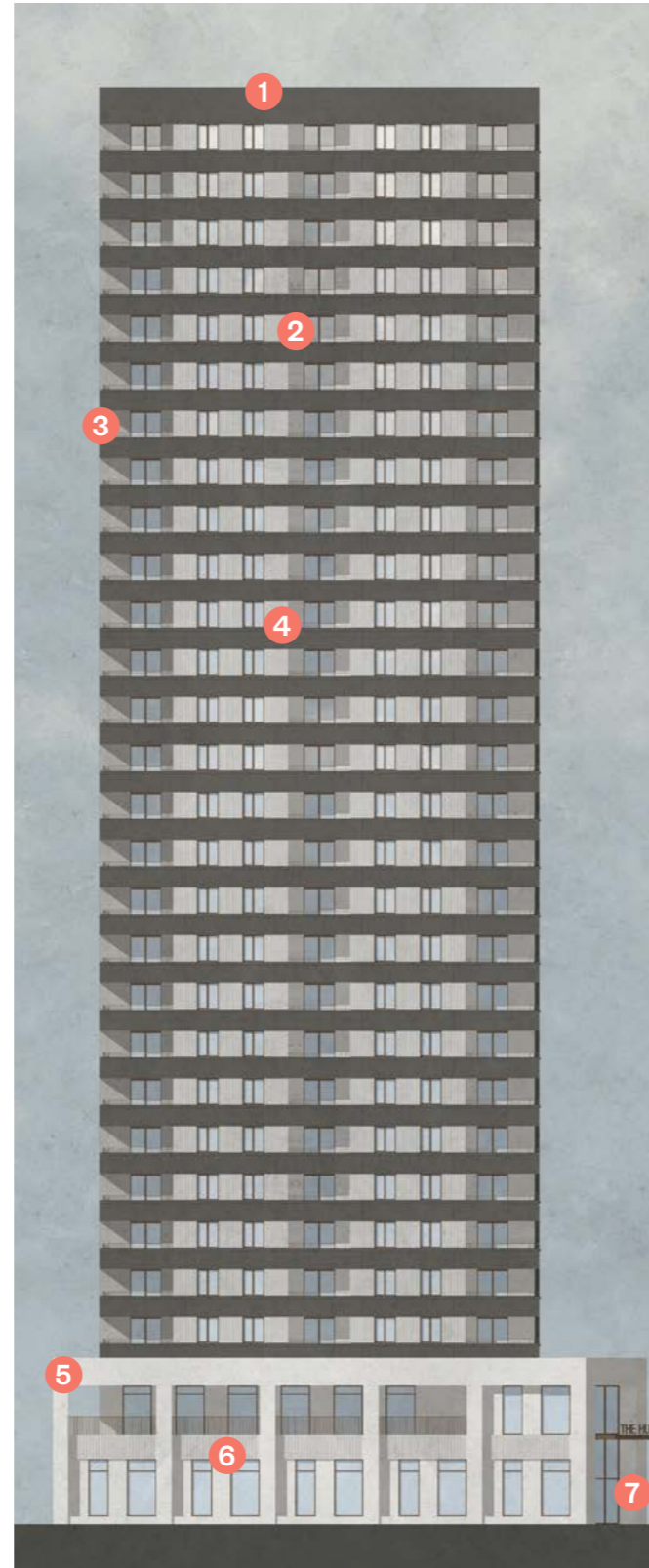


Fig.357 South elevation of Building B3



Fig.355 Plinth addressing Highland Square and Abbott Road containing residents' hub



Fig.356 Top of B3 tower showing contrast between vertical and horizontal facade expression



Fig.358 Building B3 viewed from Abbott Road

Primary Tower - B3

Illustrative materials and elevation principles

Materials

Building B3 sits at the confluence of a number of character areas and can be viewed alongside several key buildings. The material selection has therefore been chosen to compliment, yet be distinct from these character areas.

The facade materials of this building will be durable, robust and of the highest quality. The primary material for this building is a cast panel with variation in colour and texture incorporated to emphasise the geometry of the facade.

Windows will be metal and have an anodised finish in a dark colour such as bronze. Any other metalwork, such as balustrades, will be of a matching colour.

Facade principles

Building B3 will be predominantly vertical in proportion and the tallest building in the Proposed Development indicating the importance of the new cycling and pedestrian connection between Highland Place and west of the A12, which it marks.

Facade principle 01 - the building is divided into two distinct volumes that signify the different uses housed within. There will be a two storey Residents' Hub plinth with a larger footprint and a double order and a more slender twenty six storey residential tower above.

Facade principle 02 - The design of the facade will respond to, and create a dialogue with Balfron Tower, this is shown here as a play of single order horizontal and vertical facade expressions responding to key views and public realm conditions.

Facades will be strongly directional, with vertical elements (such as on the east facade) emphasising the slenderness achieved by the introduction of the chamfer. Horizontal elements will be used to draw the eye through key spaces.

Facade principle 03 - Windows and balconies will be contained within their corresponding horizontal and vertical bands so that they further emphasise this primary facade strategy.

Key

- 1 Slender residential tower
- 2 Two storey Residents' Hub plinth
- 3 Horizontal facade expression
- 4 Vertical facade expression
- 5 Windows and balconies within horizontal bands
- 6 Windows and balconies within vertical bands

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.



Fig.359 Bronze metal work



Fig.360 Dark, cast facade with polished finish



Fig.361 Folded pleated detail



Fig.362 Simple canopy with illuminated underside

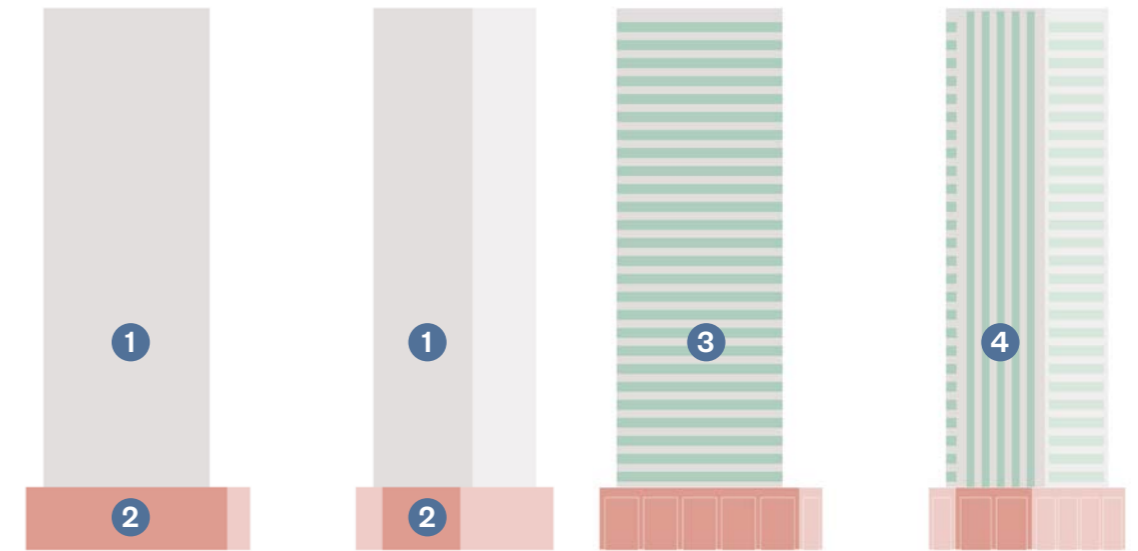


Fig.363 Building B3 Facade Principles - 01

Fig.364 Building B3 Facade Principles - 02



Fig.365 Building B3 Facade Principles - 03

Buildings B1 and B2

Illustrative proposals

The appearance description of Building B1 and B2 for the illustrative masterplan, within the Outline Proposals, is set out on pages 184 and 185. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

Building B1 and B2 sits at the north of the tall buildings cluster marking the junction between Abbott Road and the A12. The tower (B2) is a reflection of Tower C1 to the south. This repetition helps to identify B3, which sits between the two as the primary building of the cluster. To the north of the tower, the building steps down to sit comfortably with the scale of Building A and with the terraced houses to the east.

The facade is expressed as strongly horizontal, with windows and balconies grouped through the use of concrete banding at the heads and cills. Windows and balconies stack to give the impression of a secondary vertical 'weave' sitting behind the foremost horizontal layer.

The horizontal 'ribbons' run through from the taller element (B2) to the shorter (B1) to tie these elements together and emphasise this building as one volume.

Windows are in a dark bronze anodised aluminium with other metalwork, such as screens or balcony guardings coloured to match.

The primary facade material is a pale brick in a warm tone. This is used on the other residential buildings on Enterprise Yard to provide consistency and to distinguish them from Building B3.

The building meets the ground in a pale concrete plinth incorporating a pleated detail at the columns. Workspace is incorporated where possible to activate the street. A significant amount of plant space is required in this building and so the treatment of this is important. Perforated screens, with a motif to match those on the building opposite, are used to conceal louvres.

Key

- | | |
|---|--|
| 1 Pale brick with warm tone | 5 Pale concrete plinth |
| 2 Aluminium windows with anodised bronze finish | 6 Plant entrance with perforated screen, finish to match windows above |
| 3 Recessed balcony at building corner | 7 Glazing to workspace |
| 4 Concrete banding detail | |

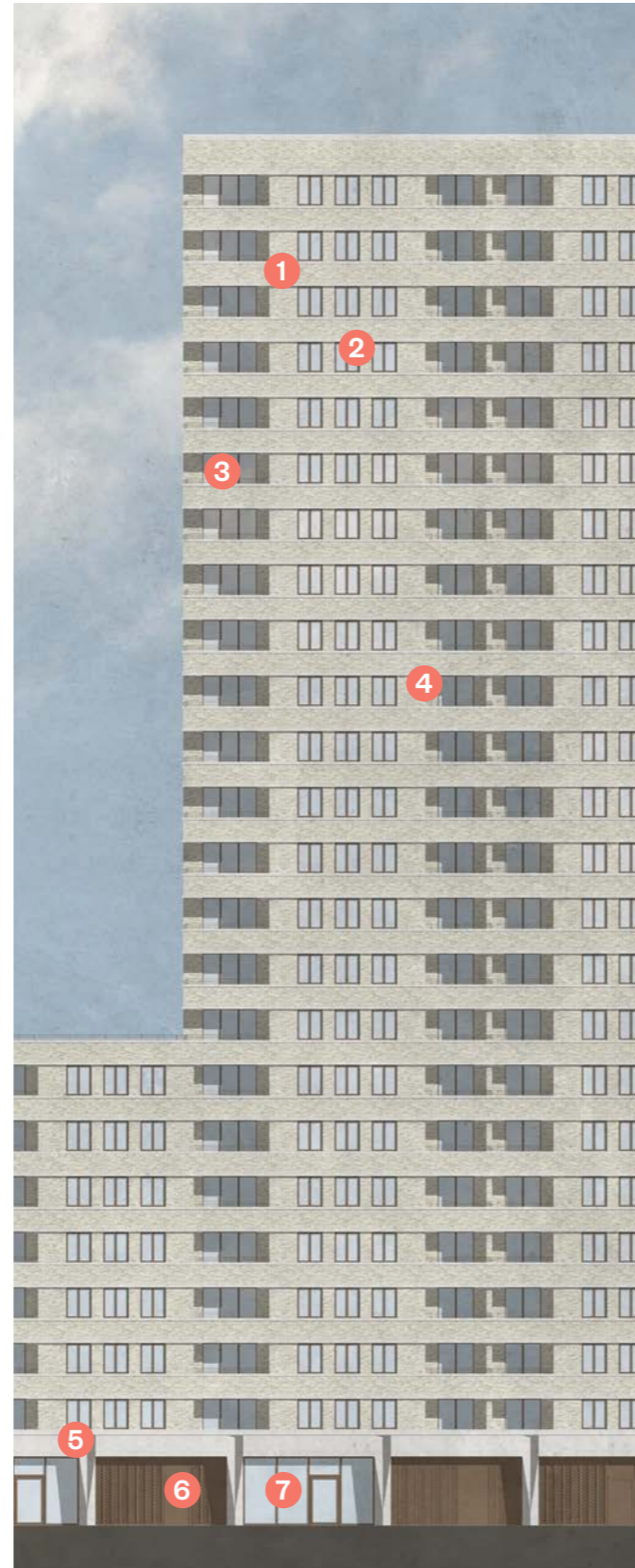


Fig.368 Partial east elevation of building B1/B2 (Enterprise Yard)



Fig.366 Recessed balconies and concrete banding to Building B2



Fig.367 Top of Building B2



Fig.369 Building B1/B2 viewed from Abbott Road

Buildings B1 and B2

Illustrative materials and elevation principles

Materials

Facade principles and materials on these pages refer to the whole building.

The predominant facade material will be brick at the upper levels, with a pale concrete plinth below. The plinth will be primarily concrete and incorporate a cast in motif or pleat/ fold with perforated screens with a motif to conceal louvres where ever required.

Windows will be metal and have an anodised finish in a dark colour such as bronze. Any other metalwork, such as balustrades, will be of a matching colour.

Facade principles

Building B1/B2 must express a step up towards Abbott Road and Highland place to form a tower, vertical in proportion and consistent with Building C1 to the south.

Facade principle O1 - the building is divided into three distinct volumes; a generous single storey workspace plinth, a twenty three storey tower and a lower seven storey leg stepping down towards building A.

Facade principle O2 - The design of the facade should incorporate a repeated single order horizontal expression to compliment the language of building B3 and act as a counterpoint to the vertical proportion of the tower form.

Facade principle O3 - Windows and balconies will be contained within horizontal bands to emphasise the directionality of the facade. This horizontality can be broken on the north and south facades of the tower to emphasise the verticality of these more slender elevations.

Key

- 1 Twenty three storey tower
 - 2 Generous single storey plinth
 - 3 Seven storey leg
- 4 Single order horizontal expression
 - 5 Windows and balconies contained within horizontal bands
 - 6

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.



Fig.370 Pleated/folded concrete detail



Fig.371 Pale concrete with smooth finish



Fig.372 Muted brick tones with concrete banding



Fig.373 Recessed balconies open at corners

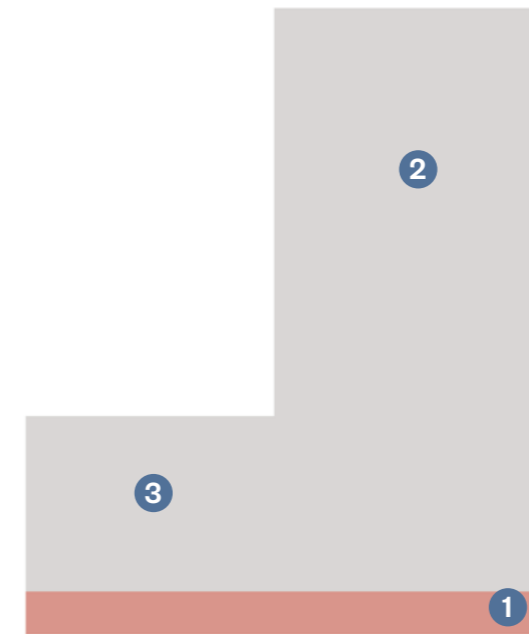


Fig.374 Building B1/B2 Facade Principles - 01

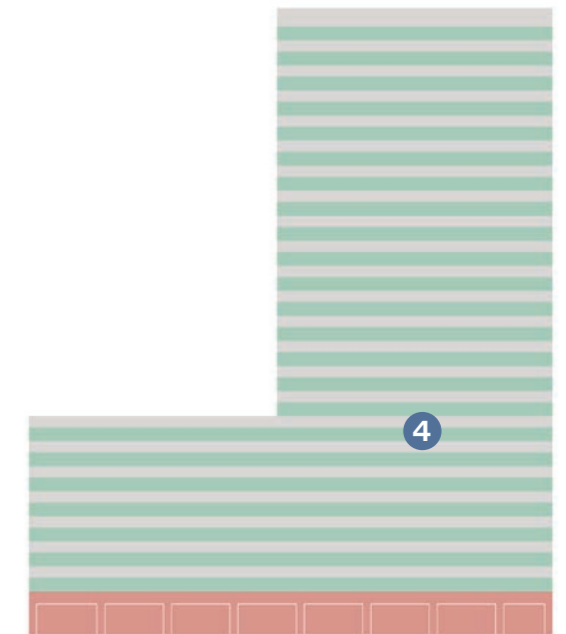


Fig.375 Building B1/B2 Facade Principles - 02

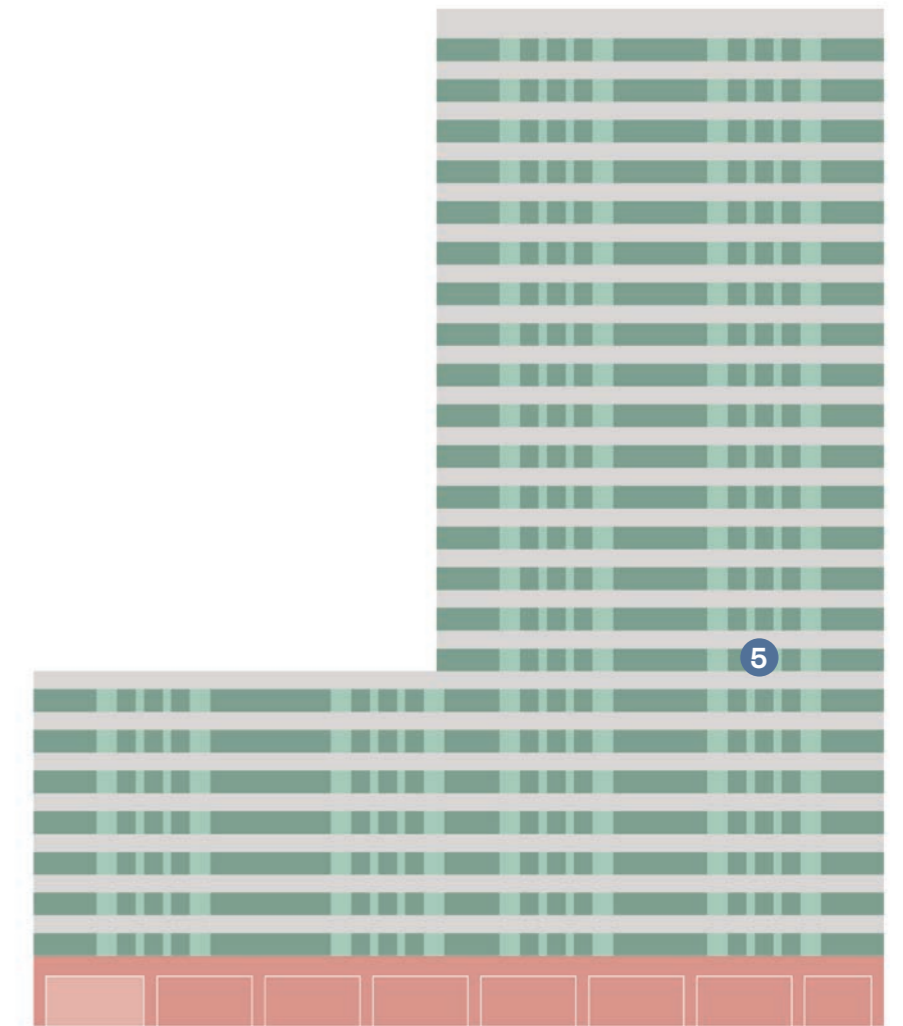


Fig.376 Building B1/B2 Facade Principles - 02

Building C1 and C4

Illustrative proposals

The appearance description of Building C1 and C4 for the illustrative masterplan, within the Outline Proposals, is set out on pages 186 and 187. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

Buildings C1 and C4 are similar to Buildings B1 and B2, but instead of building stand alone buildings, they are two of four buildings which make up Plot C. Building C1 is the most southerly tall building within the tall buildings cluster.

The predominant facade material on the façades facing the A12 is a pale brick in a warm tone which will be common to the other residential buildings on Enterprise Yard (other than B3).

Concrete banding helps to emphasise the horizontality of the facade. These bands wrap around building corners before terminating. Windows and balconies stack to give the impression of a secondary vertical 'weave' sitting behind the foremost horizontal layer. Windows are in a dark bronze anodised aluminium with other metalwork, such as screens or balcony guardings coloured to match.

The building meets the ground in a pale concrete plinth incorporating a pleated detail at the columns. The plinth incorporates workspaces, plant, communal residential entrances and a car park entrance and access to the commercial cycle hub. A consistency of material (a bronze metal) and detail (perforated metal panels with a motif consistent between buildings on Enterprise Yard) unifies these the non-residential elements.

Key

- | | |
|--|--|
| 1 Concrete plinth with pleated detail | 6 Window with aluminium frame in anodised bronze finish |
| 2 Glazed residential entrance | 7 Concrete banding |
| 3 Chamfered corner colonnade beneath plinth | 8 Chamfered corner above plinth level |
| 4 Pale brick with warm tone | |
| 5 Recessed balcony with bronze metal guarding | |

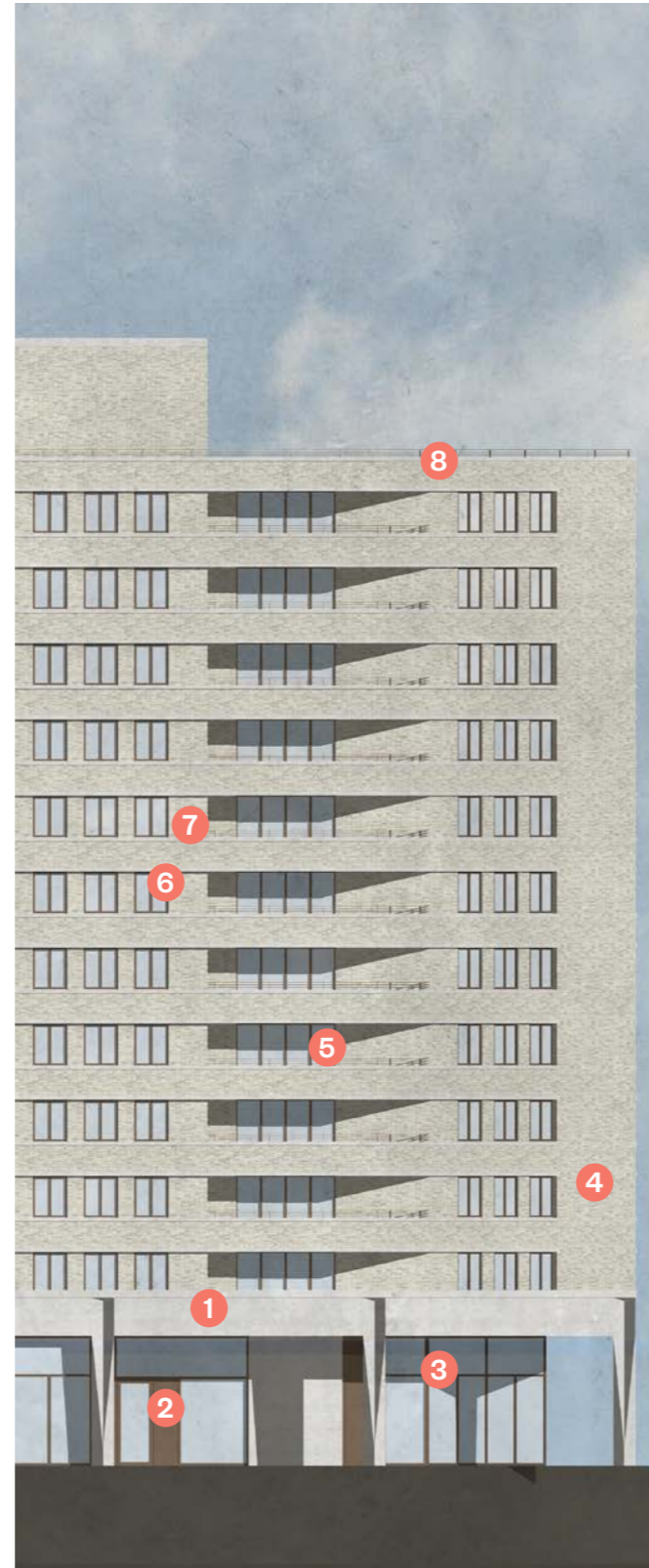


Fig.379 Partial east elevation of Building C4 (Enterprise Yard)



Fig.377 Chamfer at south west corner of Building C4



Fig.378 Colonnade formed at base of building



Fig.380 View of Enterprise Yard looking north

Building C1 and C4

Illustrative materials and elevation principles

Materials

Facade principles and materials on these pages refer predominantly to the Enterprise Yard elevation and the tower at the north west corner.

The predominant facade material will be brick at the upper levels, with a pale concrete plinth below. The plinth should incorporate a motif common to the other buildings on Enterprise yard.

Windows will be metal and have an anodised finish in a dark colour such as bronze. Any other metalwork, such as balustrades, will be of a matching colour.

Facade principles

Following the principles established for Building B1/B2 (Tower with leg), the Enterprise Yard elevation will be read as a volume which steps up to the north, joining the tall buildings cluster at Highland Place.

Facade principle O1 - the building is divided into two distinct volumes that signify the different uses housed within. The lower two floors are workspace and extend out from the building above, whilst the upper floors are all residential.

Facade principle O2 - the residential facade will be in brick with articulation that is predominantly horizontal, acting as a counterpoint to the verticality of the tower.

Facade principle O3 - Window and balcony opening will stack, adding an additional layer to the weave of the facade and responding subtly to the facade of Balforn Tower and its sophisticated use of horizontal and vertical elements.

Key

- 1 Twenty three storey tower
- 2 Generous single storey plinth
- 3 Single order horizontal expression
- 4 Windows and balconies contained within horizontal bands

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.



Fig.381 Pale brick with warm tone

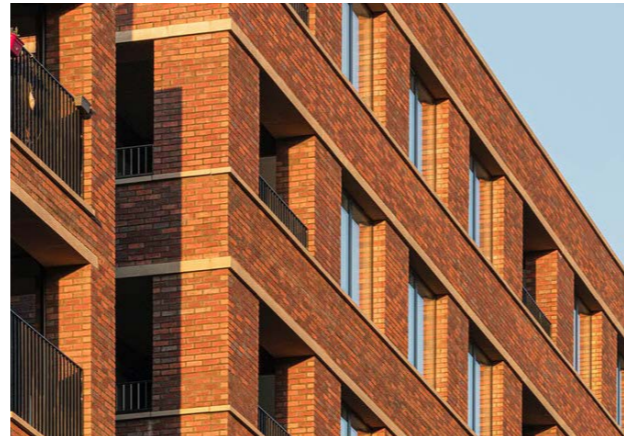


Fig.382 Brick with concrete banding



Fig.383 Double height base with non residential uses at ground floor



Fig.384 Building steps back to from colonnade at base

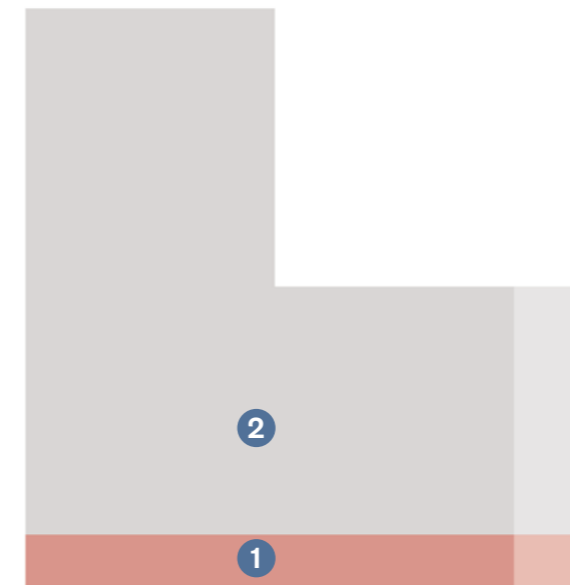


Fig.385 Building C (Enterprise Yard) Facade Principles - 01

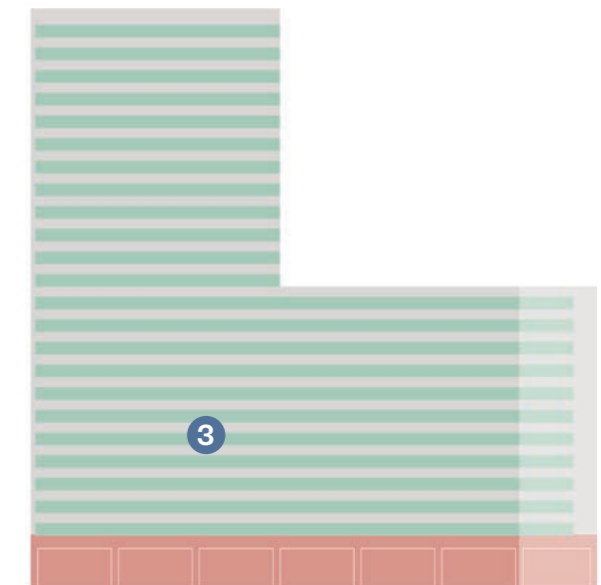


Fig.386 Building C (Enterprise Yard) Facade Principles - 02

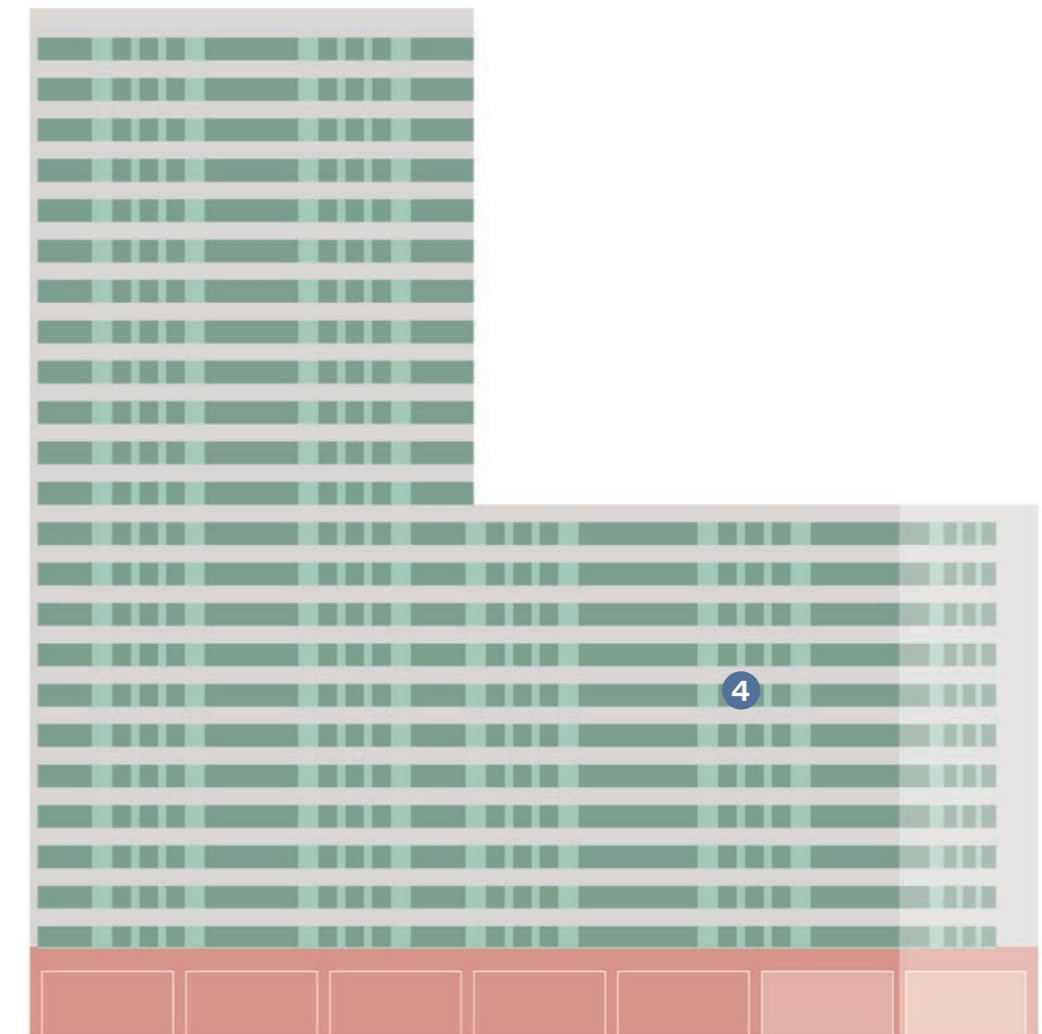


Fig.387 Building C (Enterprise Yard) Facade Principles - 03

Building E2 and E3

Illustrative proposals

The appearance description of Building E2 and E3 for the illustrative masterplan, within the Outline Proposals, is set out on pages 188 and 189. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

Building E is located to the south of the Proposed Development and addresses Enterprise Yard, Community Lane and East West Links and existing Culloden Primary Academy.

The eastern facade facing onto Community Lane is predominantly in brick with a warm grey-brown tone to compliment the brick to be used on Enterprise Yard. The uppermost storey is recessed, reducing the impression of scale on the street.

Window openings are expressed with a recessed window surround in a pale concrete. This detail will be repeated along Community Lane.

At the base of the building, a two storey recess groups the openings of each maisonette together, distinguishing homes of this type from the apartments above and defining each dwelling.

Entrances are recessed and finished in a glazed green brick. This glazed brick detail can form part of the language of Community Lane and distinguishing it from other character areas and threads.

Garden walls are low to facilitate interaction between neighbours and activation of the public realm, encouraging a sense of community and improving safety.

The facade principles and material description above applies to all eastern facade facing onto Community Lane, including Buildings A2, C2 and C3

Key

- | | |
|---|---|
| 1 Paired recessed entrances in glazed brick | 6 Brown-grey brick |
| 2 Anodised aluminium windows in dark bronze | 7 Concrete coping |
| 3 Expressed window surround | 8 Recessed upper level, brick to match below |
| 4 Projecting metal balcony in bronze finish | 9 Concrete cill |
| 5 Recessed brick detail expressing maisonette frontage | 10 Garden wall, brick to match facade |

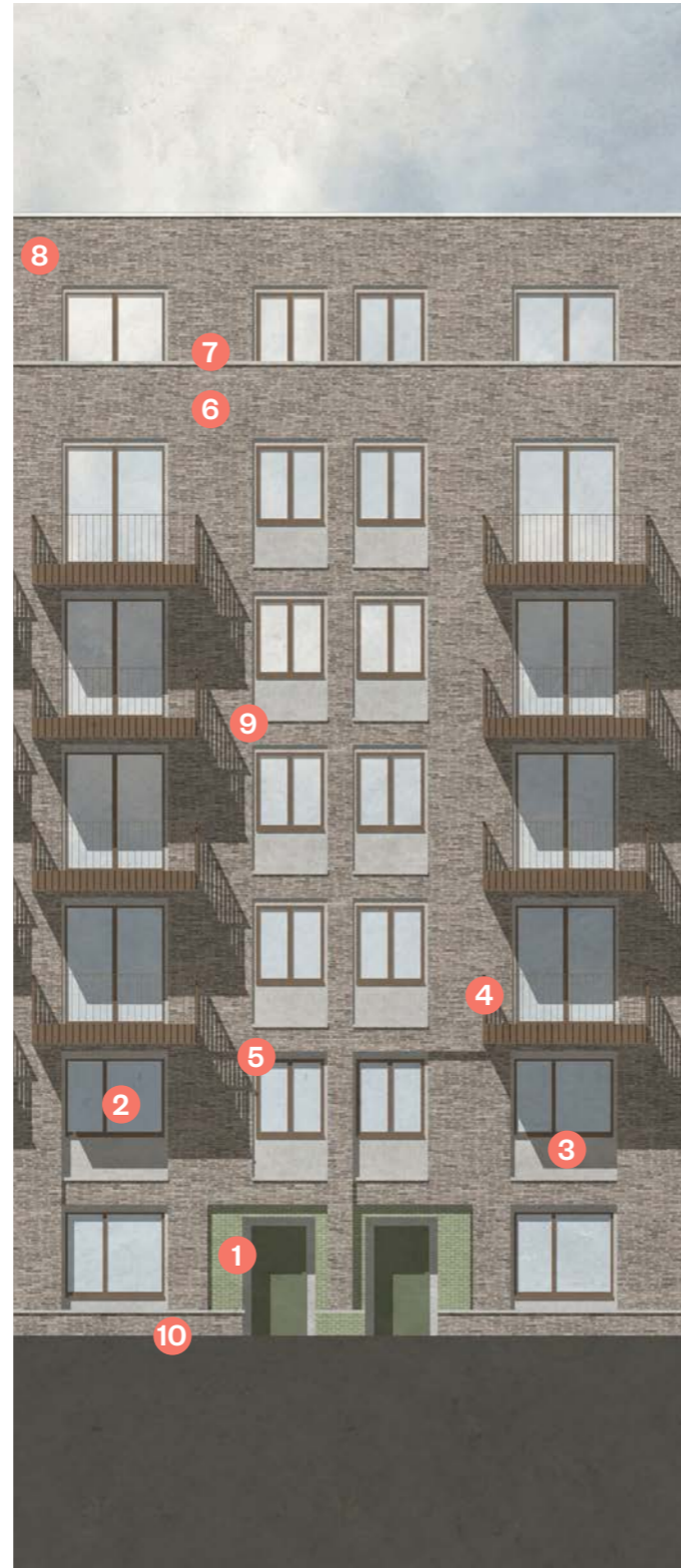


Fig.390 Partial east elevation of Building E (Community Lane)

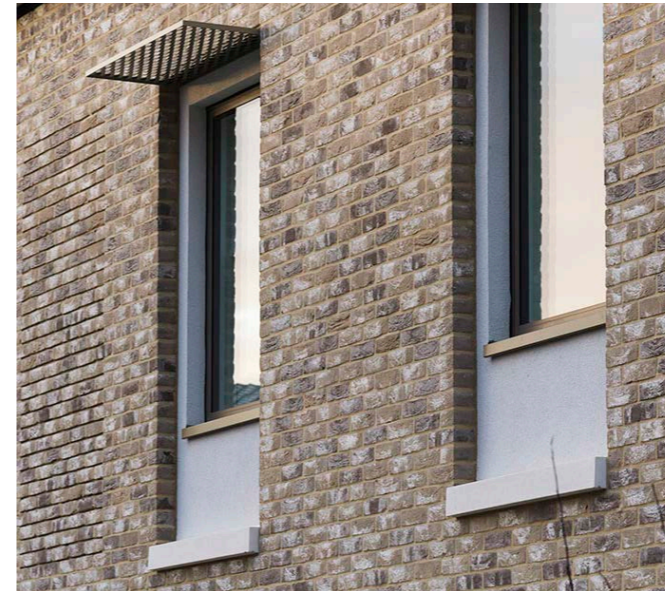


Fig.388 Expression of window surround in contrasting material



Fig.389 Entrances to maisonettes on Community Lane



Fig.391 View of Community Lane looking south

Building E2 and E3

Illustrative materials and elevation principles

Materials

Facade principles and materials on this pages refer predominantly to the Community Lane façades.

The predominant facade material will be brick with window openings expressed with a recessed window surround in a pale contrasting material. Balconies will be open sided and should be in metal with a PPC finish.

Entrances to maisonettes must be expressed and recessed and should be in a material such as glazed brick to emphasise their importance.

Facade principles

Facade principle 01 - The building form on Community Lane is predominantly horizontal with a 'book-end' at the north and south where Community Lane meets the East West Links. The north end of the building must be taller than the south.

Between the 'book-ends' the uppermost storey of the Community Lane elevation will be set back by a minimum of 2m.

Facade principle 02 - Maisonettes at ground and first floor level will be expressed as individual dwellings. A brick recess framing the openings of each home is an appropriate way to do this. Within these recesses, entrances to homes must be distinguished from other openings.

Facade principle 03 - Window openings should stack to create a sense of regularity and rigour. Punched openings should be expressed as oversized, with the window itself sitting within a larger frame formed by a change in detail or material.

Balconies should express a rhythm running along Community Lane. This rhythm should correspond to the rhythm of the maisonettes below.

Key

- 1 Predominately horizontal building
- 2 Taller 'book-end'
- 3 Setback top floor
- 4 Maisonettes expressed on the lower floors
- 5 Stacked window openings
- 6 Balconies responding to rhythm of maisonettes

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.



Fig.392 Detail used to expressed oversized window opening



Fig.393 Projecting metal balconies



Fig.394 Paired recessed entrances



Fig.395 Glazed brick entrances in distinctive colour

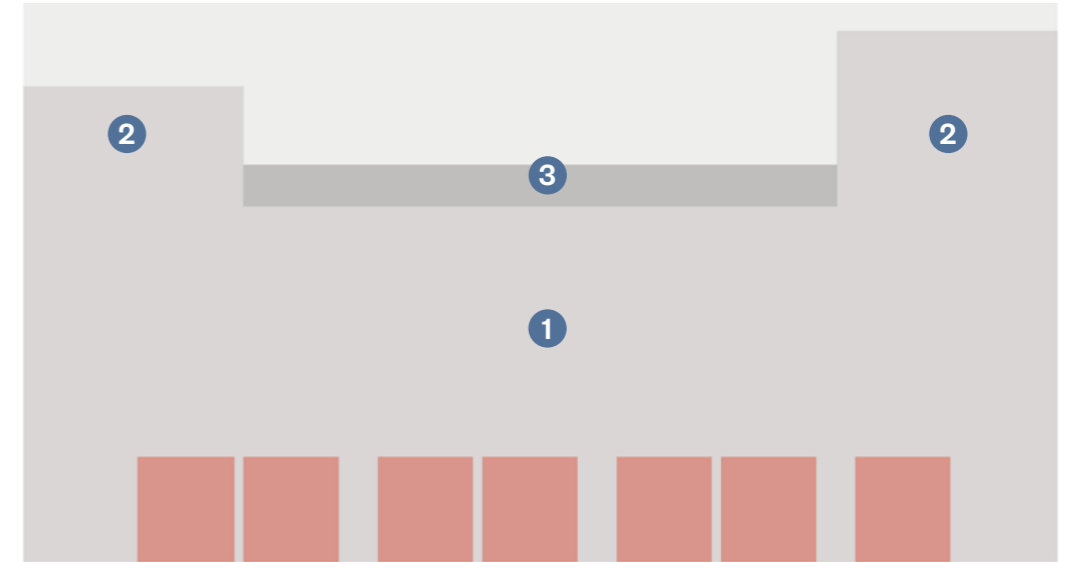


Fig.396 Building E (Community Lane) Facade Principles - 01

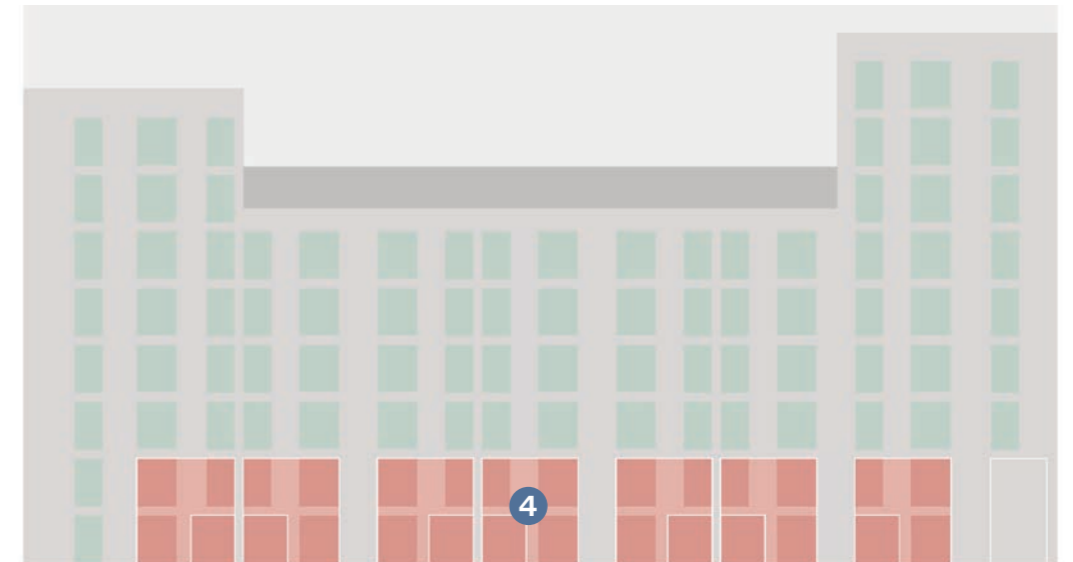


Fig.397 Building E (Community Lane) Facade Principles - 02

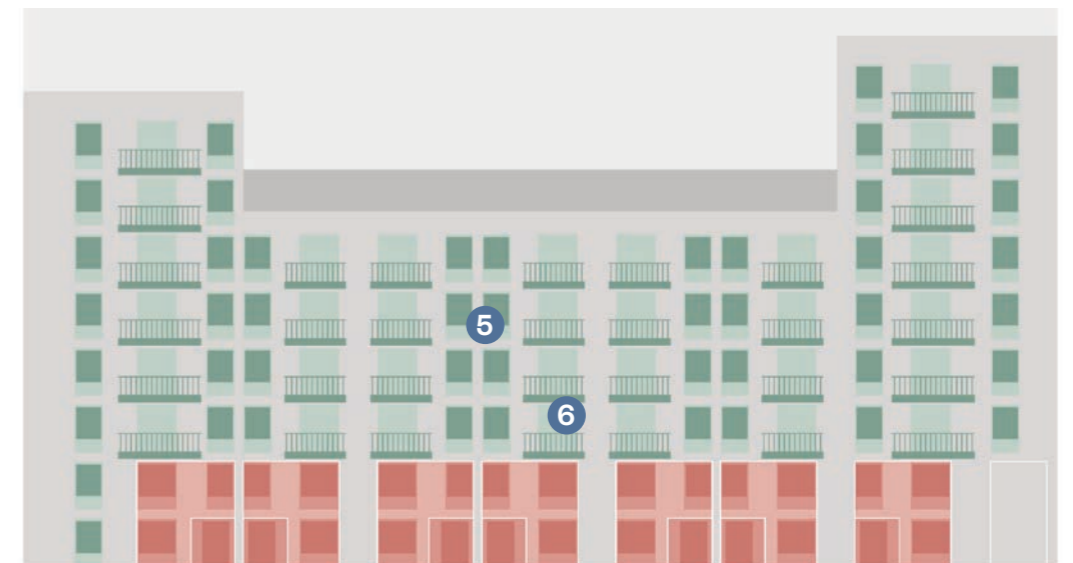


Fig.398 Building E (Community Lane) Facade Principles - 03

Building D

Illustrative proposals

The appearance description of Building D for the illustrative masterplan, within the Outline Proposals, is set out on pages 190 and 191. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

Building D is located on Aberfeldy Street and takes cues from the Phase A buildings to the south, which form the remainder of the High Street character area. It sits at a pivotal moment in the masterplan where the different character areas converge around Highland Place. As such, this building's materials have been selected to carefully compliment the other buildings it will be seen alongside.

The building has a clear base, middle and top with a robust concrete base, a brick middle and a matching brick to the two storey set back top.

The plinth is in a pale concrete with a warm tone and textured surface. A simple diagonal motif is cast into the concrete which responds to, but is distinct from, the motif developed in the buildings at the southern end of the High Street which form part of Phase A.

Residential entrances are articulated by a reduction in scale of opening, achieved through a stepping or cascading of the concrete. This creates a sense of enclosure and alludes to a more domestic scale.

Windows, in anodised aluminium are grouped with concrete bands (paler still than the plinth) at the head and cill expressing a double order. Balconies and windows are paired, establishing a rhythm which repeats along the full width of the east facing facade.

A pale brick is used throughout, with change in orientation and a darker mortar used to group the windows vertically, emphasising the double order.

The upper two storeys are set back. This emphasises the horizontal proportion of the building and reduces the impression of scale, particularly at the north east corner where the building is also chamfered, to enable visual and physical connections between Millennium Green and Highland Place.

Key

- | | |
|--|---|
| 1 Concrete plinth, textured with pale/warm tone | 6 Metal balconies colour-matched to windows |
| 2 Concrete balcony at first floor level integrated with plinth | 7 Pale brick, stretcher bond |
| 3 Recessed entrance with distinct architectural expression | 8 Pale brick, vertical bond/soldier course with darker mortar |
| 4 Non-residential frontage | 9 Pale concrete banding expressing double order |
| 5 Anodised aluminium windows in dark bronze | 10 Pale concrete coping |

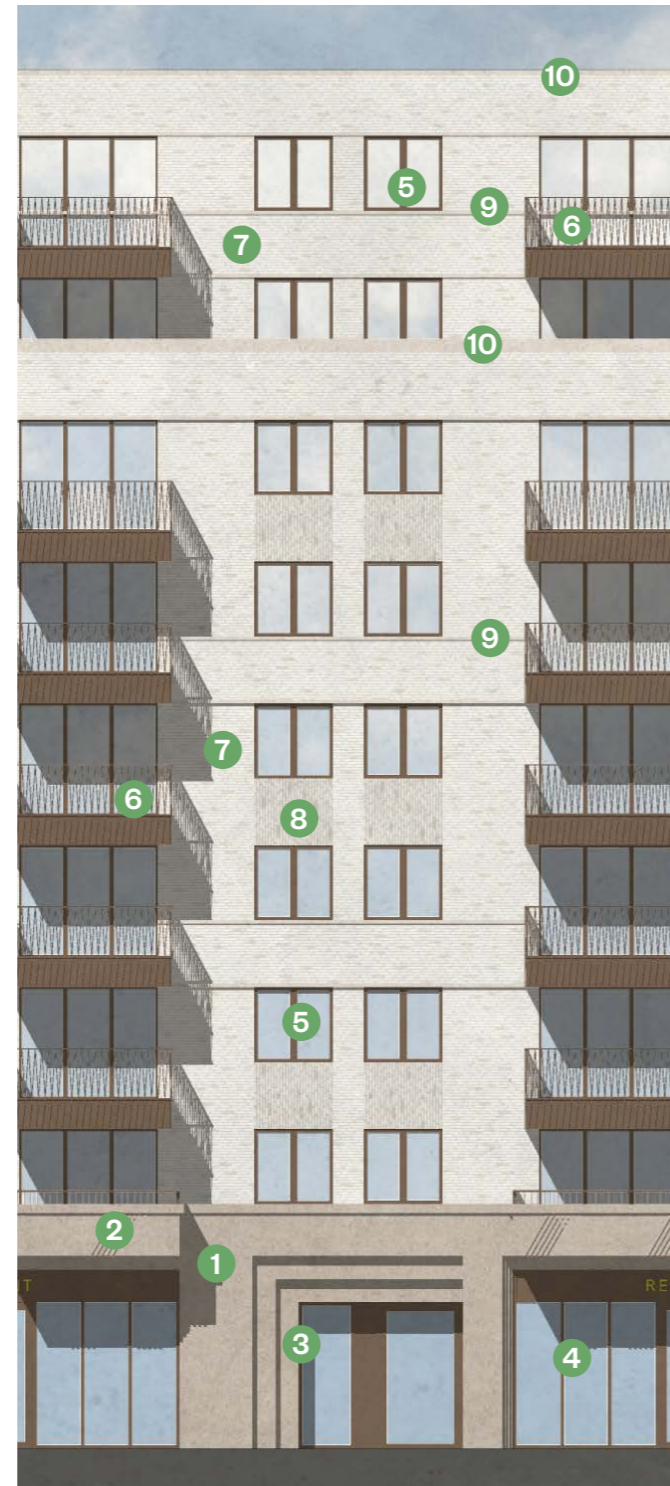


Fig.401 Partial elevation of Building D



Fig.399 Visualisation of the chamfered corner with colonnade emphasising connection between Highland Place and Millennium Green



Fig.400 Visualisation of the chamfered corner with colonnade emphasising connection between Highland Place and Millennium Green



Fig.402 Visualisation of the north east corner of Building D

Building D

Illustrative materials and elevation principles

Materials

Building D will have predominantly brick façades at upper levels. The brick will be a pale light colour to compliment the Phase A buildings, particularly the neighbouring Building F, and act as a backdrop to the vibrancy of the trees and planting within Millennium Green.

The brick facade will be articulated with a variation in brick coursing, arrangement and detailing, with stretcher bond and soldier bond brickwork utilised to emphasis the facade principles.

Windows will be anodised bronze colour with balconies that will be predominantly open sided and will be in a matching PPC finish.

The single storey retail plinth will be a textured pre cast concrete finish with exposed aggregate and cast-in Katha motif as with the buildings in Phase A.

Facade principles

The primary elevation of Building D is horizontal in proportion and will form a backdrop to Millennium Green.

Facade principle 01 - The building will be formed by three distinct horizontal volumes; the concrete plinth, the six storey middle of the building and the two storey set back brick top.

Facade principle 02 - The main body of the building will express a double order band wrapping from the south-east end of the building along the facade and around the chamfered corner into highland place. The facade should express single order bands at the upper (set-back) levels.

Facade principle 03 - Balconies will be paired to suggest verticality as a counterpoint to the primary horizontal geometry. Openings in the plinth will respond to balcony locations and emphasise the rhythm that they establish.

Facade principle 04 - Within double-order bands, windows will be grouped vertically and be in pairs, closely spaced to establish a rhythm along the facade in dialogue with the balconies. An entrance to the residential accommodation will be recessed into the plinth.

Key

- 1 Single storey concrete plinth
- 2 Six storey middle
- 3 Two storey setback
- 4 Double order horizontal band
- 5 Paired stacked balconies
- 6 Windows grouped vertically
- 7 Recessed residential entrance



Fig.403 Pale brick with variation in bond



Fig.404 Perforate metal balconies with PPC finish



Fig.405 Pale concrete base with sculptural residential entrance



Fig.406 Concrete in a warm tone with cast-in motif

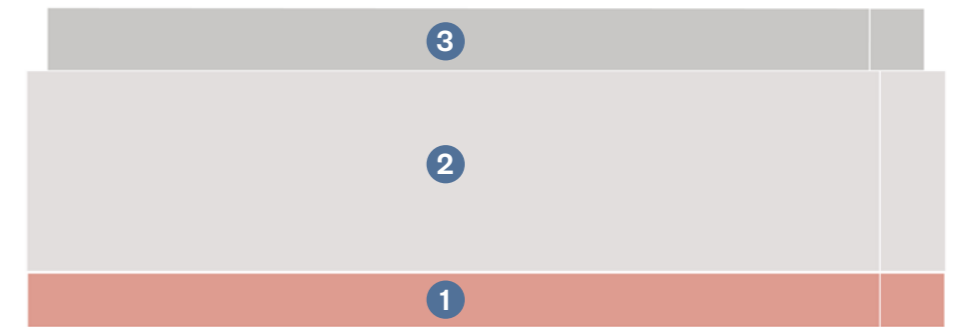


Fig.407 Building D Facade Principles - 01

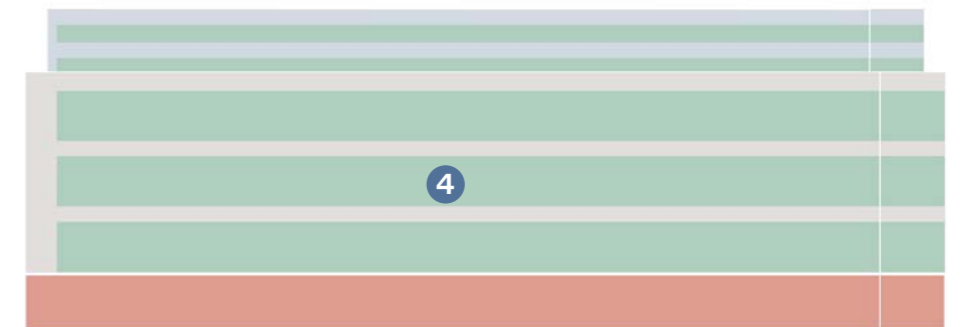


Fig.408 Building D Facade Principles - 02



Fig.409 Building D Facade Principles - 03



Fig.410 Building D Facade Principles - 04

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.

Building A3

Illustrative proposals

The appearance description of Building A3 for the illustrative masterplan, within the Outline Proposals, is set out on pages 192 and 193. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

To deliver much needed family homes within the masterplan, there are a number of houses proposed in the Outline Proposals along Community Lane. The houses on this page are located on Community Lane north, they are wide frontage and shallow and face a generous new public realm space.

The roof form is articulated to distinguish these homes from the other buildings on Community Lane, which are of a significantly larger scale. The building typology and design brings a sense of domesticity to this area.

The facade is in a pale brick with a warm tone. This will compliment the material palette of the facing buildings to the west.

Window openings are expressed with a recessed window surround in a pale concrete. This references the materials envisaged in the apartment buildings opposite, but here the detail and scale is more domestic.

Private amenity space is provided at roof level and the configuration of the buildings ensures that residents have sufficient privacy when using these terraces.

Metalwork and windows are coloured in a sage green to compliment the pale brick. This reinforces the identity of these homes as distinct from the apartment buildings.

Recessed entrances are celebrated with a green glazed brick to emphasise their importance and to compliment the metalwork colour palette.

Walls between the front curtilage and the public realm are low to overlook and encourage activation of the public realm and engender a sense of community and neighbourliness within this family focussed quarter of the masterplan.

Key

- | | |
|---|---|
| 1 Pale brick with warm tone | 5 Low garden wall in brick |
| 2 Window surround in pale concrete | 6 Terrace amenity (steel balustrade in sage green PPC finish) |
| 3 Aluminium window in sage green PPC finish | 7 Pale concrete coping |
| 4 Recessed entrance in green glazed brick | |



Fig.411 Illustration of Community Lane North looking north

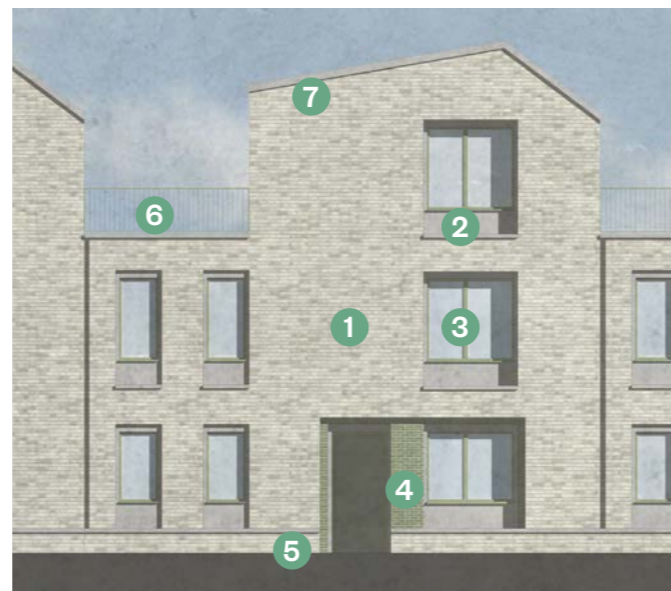


Fig.412 Partial east elevation of terraced houses on Community Lane North



Fig.413 Illustration of roof profiles repeating along the street



Fig.414 Illustration of paired entrances emphasised using material change

Building A3

Illustrative materials and elevation principles

Materials

The houses within the Outline Development will predominately be built of high quality brick, with the colour varying depending on the location within the Proposed Development.

The houses along Community Lane will use a pale light brick for the majority of the facade with a concrete coping detail to the parapet. Glazed brick will be used to express the entrances and concrete reveals will be used to articulate the windows.

Windows will be aluminium with a PPC sage green colour finish. All other metal work will match the finish and colour of the windows.

Facade principles

Facade principle O1 - The houses on Community Lane North will use an articulated roof-line repeated along the street. This roof profile is be used to provide residential amenity space at the upper level. Individual entrances will be expressed and relate to the public realm and building curtilage.

Facade principle O2 - Curtilage walls on Community Lane will be low to encourage activation of the public realm and to facilitate interactions between neighbours. Oversized window openings will be expressed through details such as brick banding, or through a change in material or plane.

Facade principle O3 - Windows openings within these surrounds will not be full height in order to ensure privacy for residents. Windows and other metalwork should have a different colour to those of the apartment buildings and maisonettes in this quarter, to create a subtle variety within the character area.

Key

- 1 Articulated roof line
- 2 Individual entrances expressed
- 3 Oversized openings
- 4 Coloured windows and metal work

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.



Fig.415 Pale brick with variation in bond

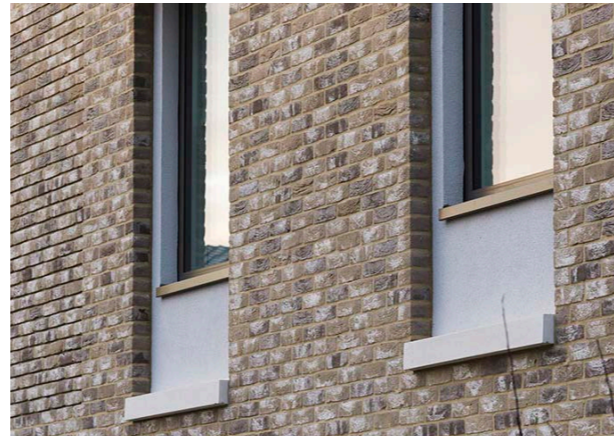


Fig.416 Window surround expression



Fig.417 Glazed brick entrances



Fig.418 Variation in roof form and use of colour metalwork to match window frame palette

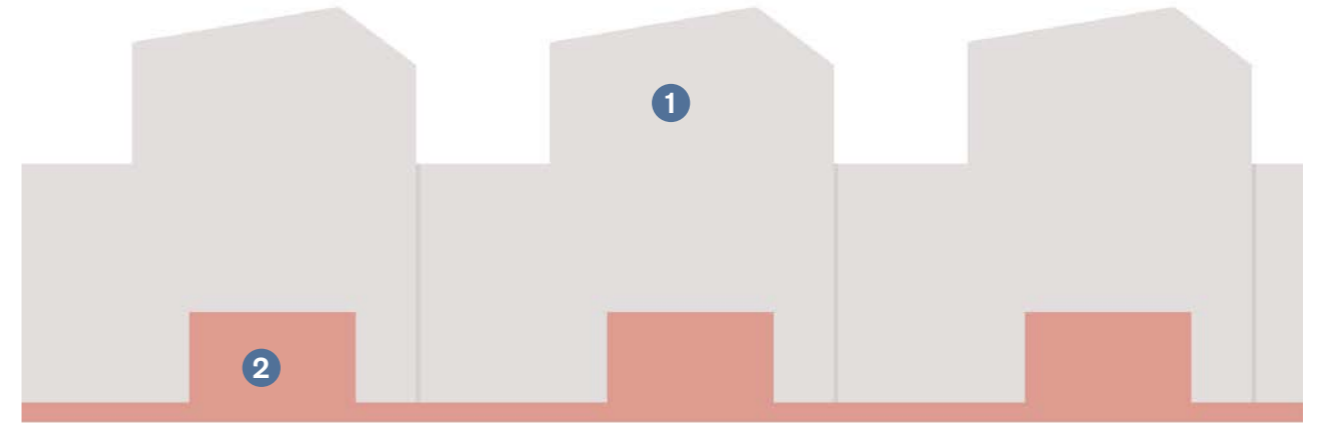


Fig.419 Terraced houses, design principles - O1

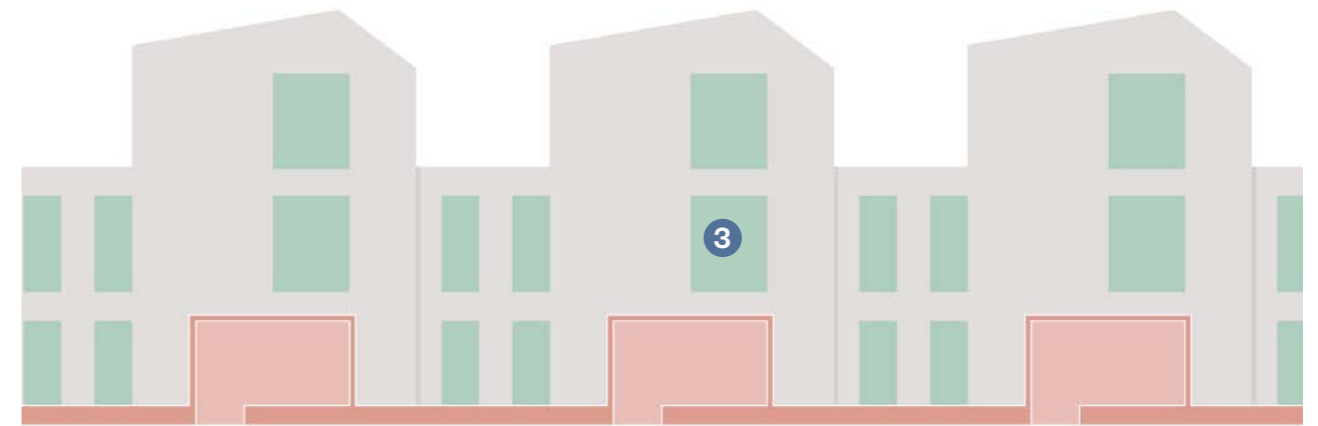


Fig.420 Terraced houses, design principles - O2



Fig.421 Terraced houses, design principles - O3

Building B5

Illustrative proposals

The appearance description of Building B5 for the illustrative masterplan, within the Outline Proposals, is set out on pages 199 and 200. The materials, images and text description provided are illustrative only and are provided to show one possible way of fulfilling the requirements of the masterplan's Design Code and Parameter Plans.

The new Poplar Works buildings which sit between the A12 and Enterprise Yard are distinct in type from any other buildings in the masterplan. They respond to the language established by the existing Poplar Works building at the north of the site, incorporating and developing elements of its form and colour palette.

There are three buildings of this type, which will follow the same principles but will express themselves slightly differently as they respond to different public realm conditions. These buildings are linear and are grounded in a strong, simple, public facing base. In contrast, the upper storey is playful and less regular, incorporating a more expressive roof form, signage and windows.

The base of the building is in pale concrete to match the non-residential plinth opposite. Regular openings frame workspace frontages which incorporate a version of the pleated concrete detail used in the columns elsewhere on Enterprise Yard.

Large single-pane glazed openings provide views into the workspaces and help to activate the street. Doors incorporate clerestory windows at high level with unit numbers in bronze metal. These frontages are conceived as a unifying framework to which tenants can apply their own identity to applied graphics and window displays.

The cladding at the upper level is a dark corrugated metal which lend the building a strong industrial aesthetic. The upper storey incorporates a saw-tooth roof, emphasising the industrial appearance of the building.

Windows of square proportion punch through the metal cladding. They have a deep reveal and a projecting surround and are coloured to match the windows below.

Large scale illuminated signage reading 'POPLAR WORKS' overlooks Highland Space and creates a very strong sense of identity. Behind this, a terrace can be used for events, helping to activate the public realm.

Key

- | | |
|--|---|
| 1 Concrete base with pleated detail | 5 Window with projecting surround in anodised metal |
| 2 Large glazed frontage with bronze kick plate to base | 6 Saw-tooth roof form |
| 3 Metal unit number above door | 7 Large illuminated 'Poplar Works' signage |
| 4 Dark corrugated metal cladding to upper level | |



Fig.422 View through the Underbridge from Highland Place



Fig.423 Partial Elevation of building B5 (Enterprise Yard)

Building B5

Illustrative materials and elevation principles

Materials

The primary facade of these buildings will be to Enterprise Yard. The facade to the A12 (the west) should be seen as a secondary facade, with openings for admitting light rather than framing views.

The base of the building is in pale concrete to match the non-residential plinth opposite. Regular openings frame workspace frontages which incorporate a version of the pleated concrete detail used in the columns elsewhere on Enterprise Yard.

The cladding at the upper level is a dark corrugated metal which lend the building a strong industrial aesthetic. The upper storey incorporates a saw-tooth roof, emphasising the industrial appearance of the building.

Facade principles

Facade Principle 01 - This building is long, low and linear. It will screen as much of the A12 from view as possible, both for pedestrians on Enterprise Yard and for residents west-facing homes.

Facade Principle 02 - Changes in height will be used as a counterpoint to the linearity of the building. This building should step up at the north and south and incorporate roof forms which provide interest and variety along the street. The base of the building must be in concrete and incorporate details common the rest of Enterprise Yard.

Facade Principle 03 - Openings in the plinth should frame small scale maker spaces. The language of these façades should borrow for traditional frontages of these types (a mix of small scale manufacturing and sales) such as tailors' shops. Large glazed openings are appropriate here, as are kick plates at lower levels.

Key

- 1 Long linear building
- 2 Changes in height
- 3 Entrances to small marker spaces
- 4 Large glazed openings with kick plates

Further information on Facade Principles and Materials is provided in the **Design Code** prepared by Levitt Bernstein.



Fig.424 Corrugated-perforated metal cladding



Fig.425 Contrasting building top with playful roof form

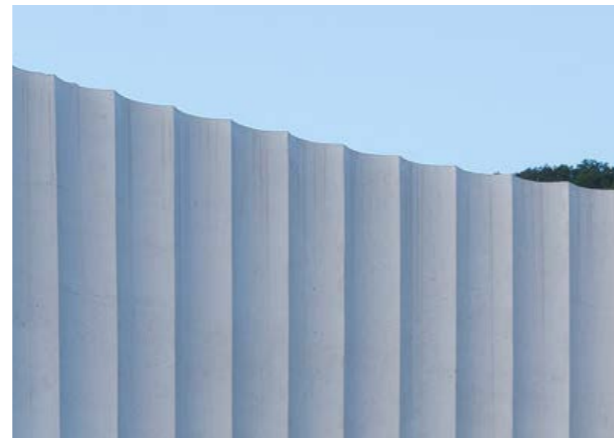


Fig.426 Pale concrete with pleated design



Fig.427 Concrete base with industrial aesthetic

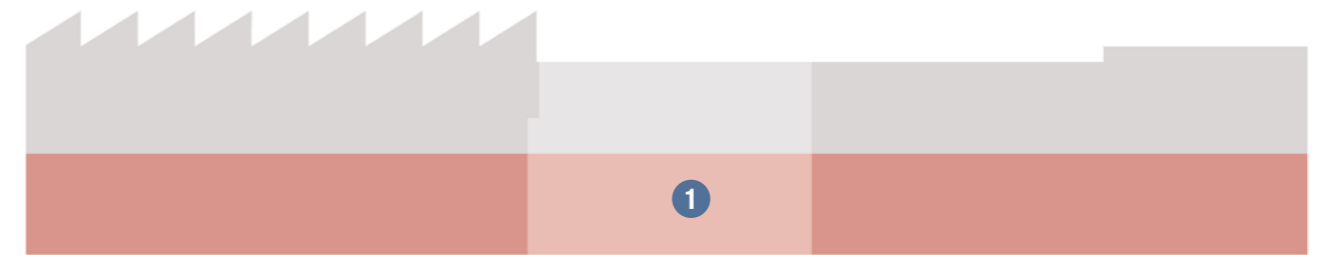


Fig.428 Building B5, design principles - 01

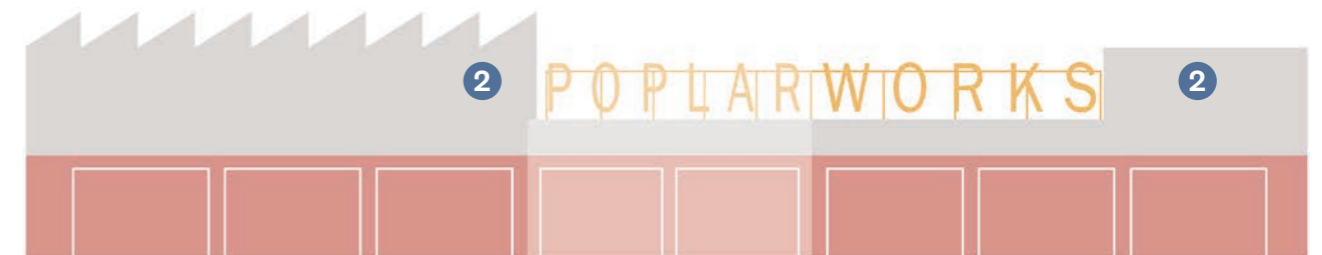


Fig.429 Building B5, design principles - 02



Fig.430 Building B5, design principles - 03

7

PUBLIC REALM



7.1

MASTERPLAN STRATEGIES

Layout

Illustrative masterplan

- 1 Lochnagar Street
- 2 Allotments
- 3 Enterprise Yard
- 4 Community Lane (North)
- 5 Slip Road
- 6 Works Square
- 7 Nairn Square
- 8 Repurposed underbridge
- 9 Jolly's Green
- 10 Highland Place
- 11 Healthy Street / Abbott Road
- 12 Community Lane (South)
- 13 Millennium Green
- 14 Ettrick Street
- 15 Leven Road Open Space
- 16 Culloden Green
- 17 Town Square
- 18 Dee Street underpass
- 19 Dee Street
- 20 School Square
- 21 Kirkmichael Road
- 22 High Street
- 23 Lansbury Gardens
- 24 Braithwaite Park



Fig.431 Illustrative Masterplan

Landscape strategy

Masterplan

The Aberfeldy New Village LLP and the team are designing the masterplan and public realm with a holistic, whole-place approach to strengthen community and create healthier and happier places.



Further detailed information can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.

Understanding the bigger picture

Our response to London's fast changing nature and issues, such as: climate breakdown; increased challenges around loneliness; toxic air threatening life expectancies of children today, must be powerful, imaginative and effective.

The environment is an important part of the solution and London aims to be a carbon-free and zero waste city by 2050. Quiet, tranquil spaces and active travel have been pushed to the top of the agenda. Green and blue infrastructure - the parks, trees, gardens and water bodies - have become much more than a 'nice to have': they are the key building blocks of place, and fundamental to the quality of life for those who live there. Safe and easy walking and cycling connections between these new and existing green and blue assets have become vital to people's everyday lives, for both physical and mental well-being.

The power of the landscape

The Proposed Development recognises that much of what will be special about Aberfeldy is the spaces and life between buildings. This is where the community - existing and new - can spend time together, something that in recent times has become even more precious. It will also be what makes the place successful, healthy and safe.

Landscape makes a place memorable and loved because of the shared open spaces and experiences that can happen there. Landscape prioritises and enlivens community, where everyone is welcome. In the new Aberfeldy Village Masterplan, these spaces will be what its residents are proud to call home, enjoying all that it has to offer, including well-managed parks and open spaces.

In Old English, the word 'land' means home territory; 'scape' comes from 'scapan' meaning to create. Together they describe the process of making a place where people belong. This makes landscape the ultimate unifier. It will stitch Aberfeldy together through its threads to create a fairer, livelier place: connecting old communities with new, protecting and enhancing contact with nature, improving biodiversity, and building in greater climate resilience to create a truly special place.

Landscape strategy

The following chapter describes the core landscape principles, the overarching strategies behind the illustrative landscape masterplan and the key moves behind each of the character areas in more detail.

Three overarching and important principles inform every decision that is made, and will be expanded on further over the course of the next pages:

1 COMMUNITY

The public realm is for everyone who lives in Aberfeldy, and facilitates an invitation to communal engagement. Importantly, in this exemplar London scheme, the strategy places children at the very heart of the illustrative masterplan design process. Design that places children first - and embraces the four principles of child-centred design - results in placemaking that can be enjoyed and accessed by everyone within the community.

2 CONNECTIVITY

It is the pedestrian and cycle connectivity of public space that allows its functional and leisure use, so that all spaces can be easily and safely accessed. At Aberfeldy, children are placed at the top of the user hierarchy. Designing connectivity that embraces independence for children is key to their happiness, safety, and development, and every opportunity has been taken to listen to their needs and bake this in to the proposals.

3 NATURE

Increasingly we are understanding the importance of access to nature, and its role - both short- and long-term, in our lives. Research shows nature has an undeniably positive impact on our physical health and well-being. For this reason, nature is woven throughout the public spaces of the new Aberfeldy Village Masterplan.

These three overarching principles are delivered authentically to Aberfeldy through the following influences:

A PEOPLE

A range of people and cultural backgrounds influence what Aberfeldy represents today, and what it will look like in years to come. Now called home by a BAME population of nearly two thirds, and many from a Bangladeshi background, it is essential that these voices are heard and represented through consultation and the outputs of the illustrative masterplan.

B HISTORY

Aberfeldy and the ward of Poplar are both rich in local history layered over time. Like much of east London, the area originally flourished through trade and a close proximity to the docks, which informs an industrial aesthetic adopted within the illustrative masterplan. More latterly the history of immigration has become important.

C TOWNSCAPE DIALECT

The townscape dialect is shaped by many layers of development: Victorian dockers houses, industry, Festival of Britain buildings, trees, the 60s Balfron Tower and more recently the influence of the new community in the Kantha meanwhile intervention on the buildings in Aberfeldy Street.

Design principles

'Love to Live - a place to belong'



Fig.432 Design principles

A place to socialise, play and learn

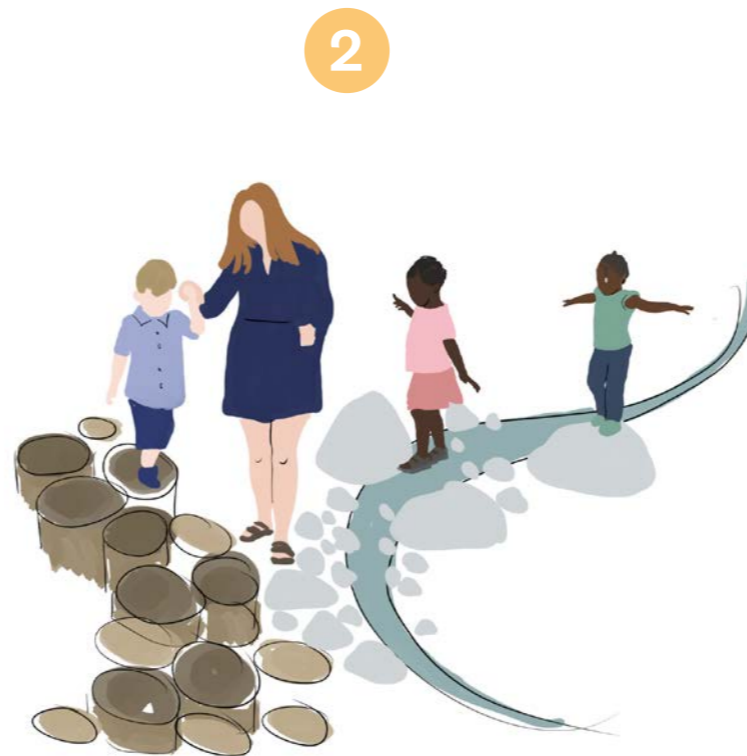
Community and local business is supported:

Passively

- Safe places designed to encourage dwelling and chance encounters.

Actively

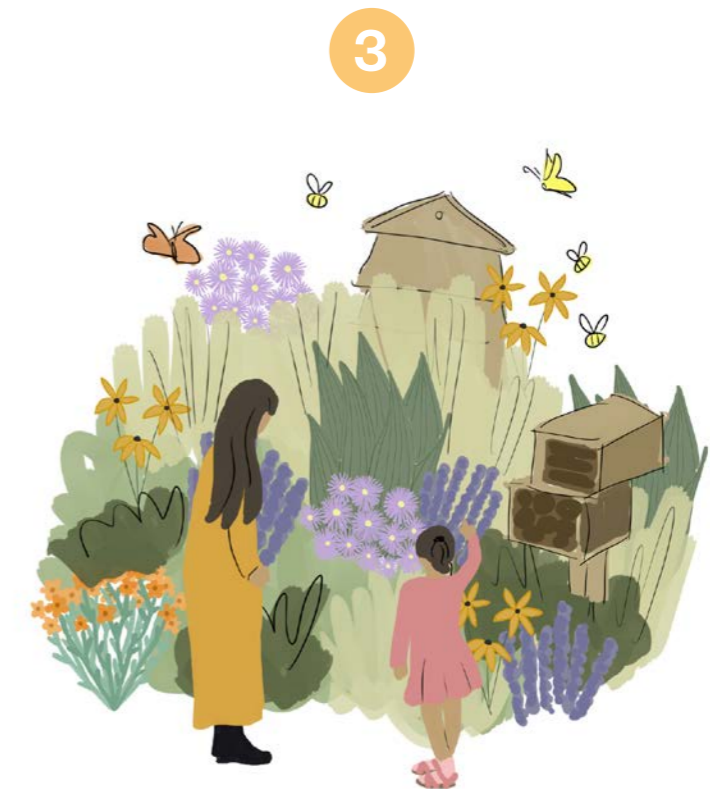
- Planning for active uses, exercise and events where children can be independently mobile;
- Central principles of child centred design:
 - Car free;
 - Connections;
 - Access;
 - Overlooking.



A connected place

Easy and safe active travel enables the community to function and be connected to the wider area:

- Children, Pedestrians and Cyclists prioritised;
- Connect across infrastructure (A12, River Lea) to adjacent communities;
- Connect within the masterplan = coherent walkable neighbourhood;
- Encourage active lifestyles.

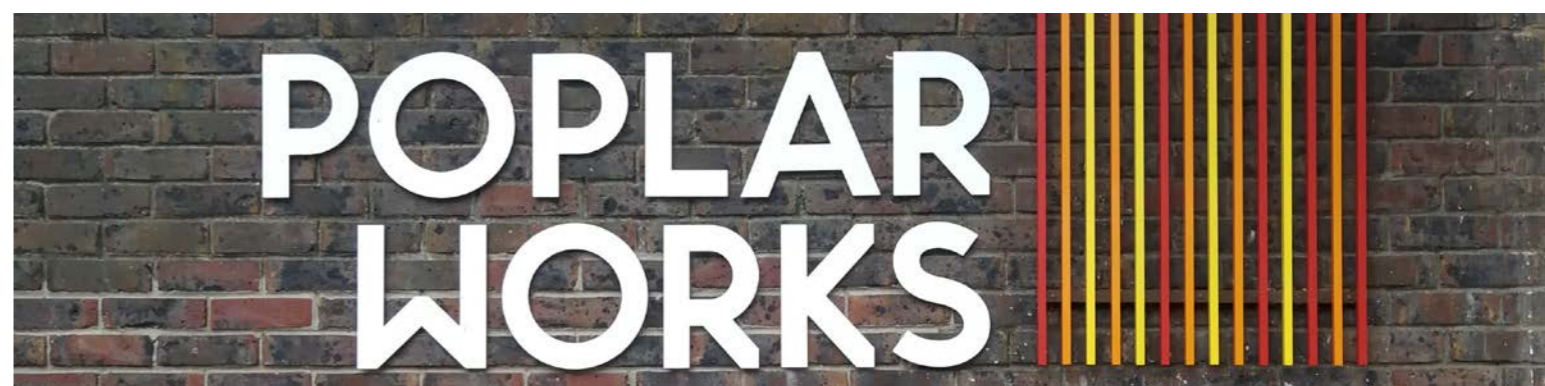
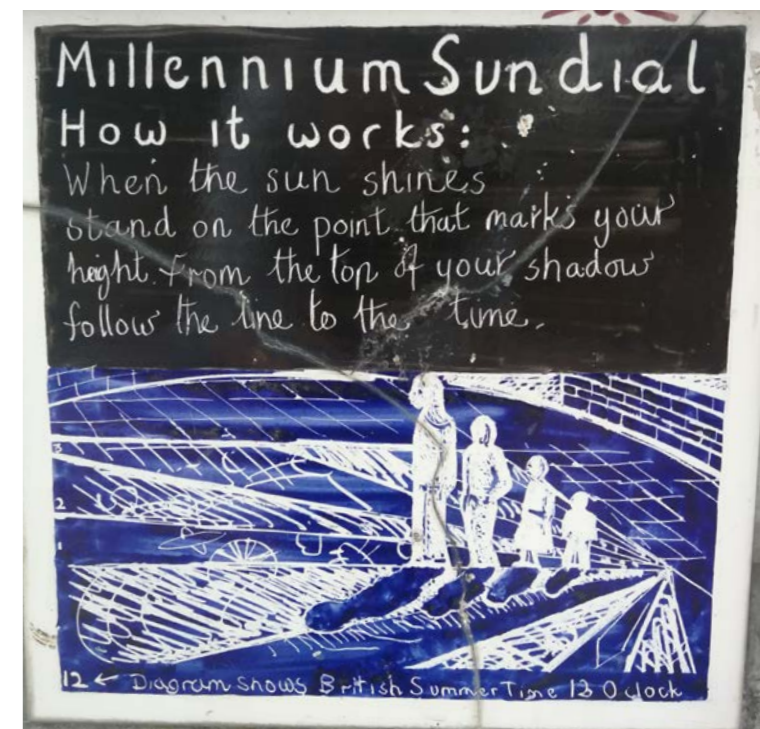


A place for nature

Contact with nature should be woven into people's daily experience:

- "Address the threatened quality of life for people brought about by the fast evolution of the modern city and the substantial, rapid urbanisation of world population";
- Reconnecting people with natural systems enhances health and well-being;
- Creates natural capital, responds to the climate emergency.

Fig.434 A collection of photographs showing the existing Site



Strategy

First life, then spaces

Life of the character areas

The character area themes weave through the illustrative masterplan influencing the character of the spaces which they touch. Our approach to each of these character areas holds life and activity at its core - the consideration of what can happen in these spaces and what it will feel like.

The threads of the illustrative masterplan weave through the Site, punctuated by lively episodes such as the Town Square where a Saturday market or performance could be held, and Culloden Green for a neighbours street party. These episodes will be designed to accommodate the flexibility that life and enjoyment needs.

High Street

Aberfeldy Street continues to act as the important commercial centre of the community both for new and existing residents. It includes the Town Square, which can host events and market days, and runs parallel to Kirkmichael Road and School Square - designed as a car free school street with dedicated and playable features - before connecting through to Aberfeldy Square and the wider illustrative masterplan to the south.

Healthy Street

Abbott Road is the primary vehicular route through the Site and it is also a primary green space connector, designed for pedestrian and cyclist enjoyment with wide pavements and avenue tree planting. It is designed to be embraced as a favoured pedestrian route, with options for seating, exercise and play along its length.

Community Lane

Designed exclusively with pedestrians and cyclists in mind, and providing an opportunity for pockets of soft landscape, social spaces and play on the way to be established along its length. It includes Nairn Square, one of a series of smaller scale local squares, woven into the residential and workplace streets, and Culloden Green. Each node acts as a place for the community to gather, play, pause, and create memories, and is of a more intimate scale than the connecting streets.

Enterprise Yard

A secondary street primarily for residents and Poplar Works, Enterprise Yard runs alongside the busy A12 but importantly is buffered with robust native corridor tree and shrub planting. Both Works Square and the improved connection to the Balfour Underpass benefit from substantial greening, and are designed to have their own unique character, whilst maintaining a strong sense of place and position within the illustrative masterplan.

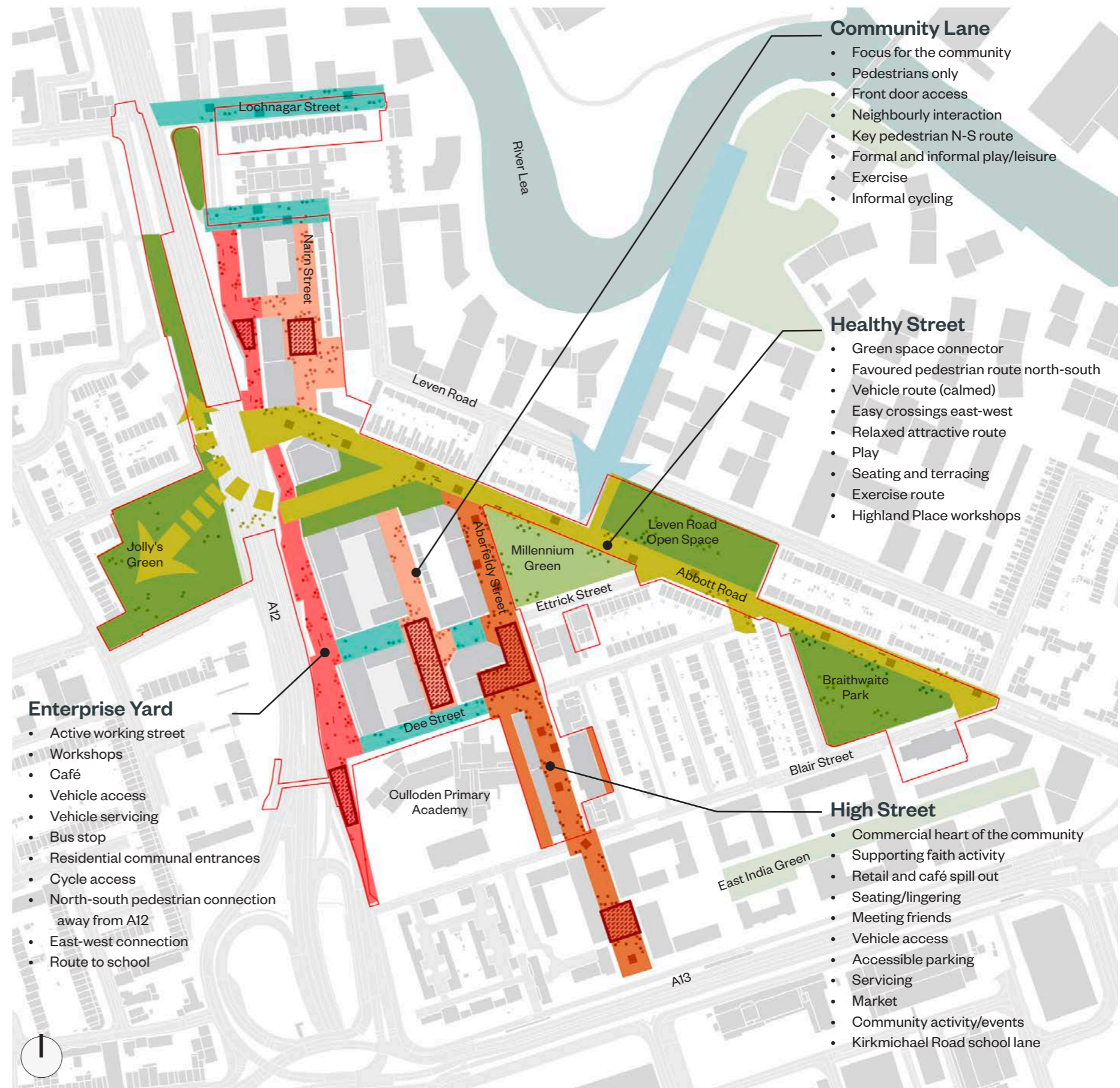


Fig.435 Life of the Character Areas diagram

Strategy

First life, then spaces

Life of the green spaces

Each of the illustrative masterplan threads have their own unique characters which are informed by their uses, much the same as the green spaces that they connect. It is important that these green spaces provide a level of diversity, whilst also providing for the needs of their immediate neighbours.

Highland Place, Jolly's Green and Slip Road

Highland Place is a new piece of public realm which embraces the character of a local park and provides direct and safe access to the wider neighbourhood to the west of the A12, including the Teviot Estate and Chrisp Street, via the underbridge, Jolly's Green and the Slip Road. It connects to Millennium Green and all the threads of the illustrative masterplan, creating a social focus for the area.

Jolly's Green enhancements will substantially improve its connectivity, with a new segregated footpath/cycle way connecting to the underbridge, and offer a new community vision for the space. It is currently an isolated flat area of grass with some play facilities and mature tree planting, and will benefit from substantial improvements, including new play, gym and fitness; social terraces; tree planting and wildflower meadows; new surfacing and furniture. This vision would be developed through engagement with the immediate community.

Allotments and Plot J

To the north of the Site, allotments and pockets of play space will be activated on the doorstep of Plot J residents and users of Poplar Works, offering a unique and naturalistic community-led experience for all residents whilst contributing to the wider green spaces network.

Improved existing open spaces

Braithwaite Park, Leven Road Open Space (Phase A) and Millennium Green (improvement works are envisaged to be secured by planning obligation) are each to benefit from substantial improvements, including new play, gym and fitness; tree planting and wildflower meadows; new surfacing and furniture, all in direct response to community consultation.

Other green spaces

To the south, East India Green successfully emerged as part of the previously approved Aberfeldy Village Masterplan, and is now a much-enjoyed East-west link, with access to Braithwaite Park and its new proposed play area. To the north, consented scheme Poplar Riverside will contribute a large public Park, with further play, seating, fitness, and social opportunities as well as sizeable ecological improvements.

Please note, enhancement works for these spaces do not form a part of the Proposed Development, and they have been included for context only.



Fig.436 Life of the green spaces diagram

Strategy

Connecting green spaces

Each green space is designed to embrace its own distinct character whilst working equally hard to contribute to one overall holistic network of green space across the masterplan.

With regard to Braithwaite Park, Leven Road Open Space and Millennium Green, Aberfeldy Big Local have taken and continue to undertake consultation with residents which is shaping and will inform both the uses and design.

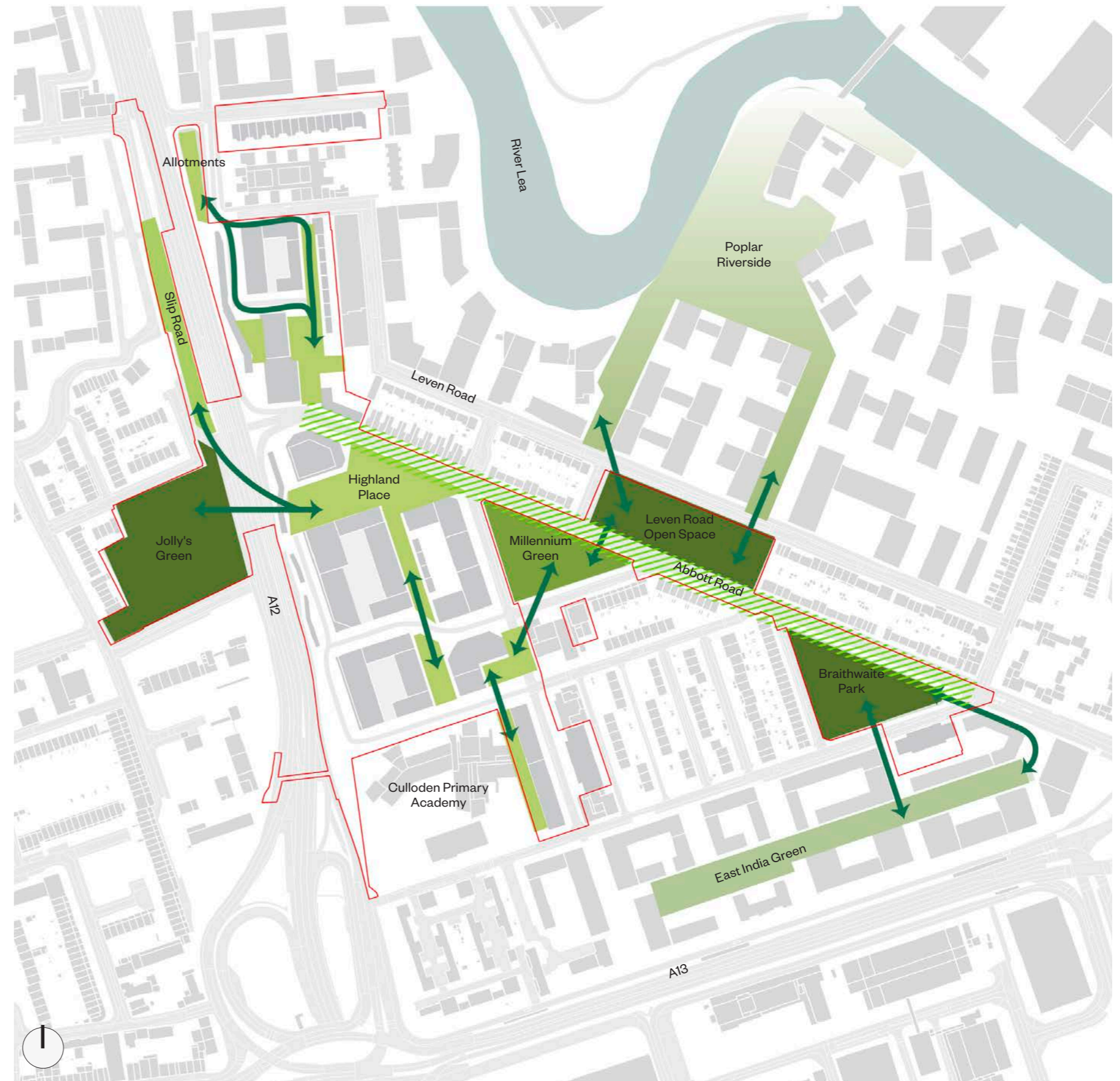


Fig.437 Connecting Greenspaces diagram

Strategy

Sunny streets

The illustrative masterplan layout takes full advantage of the sunlight through the creation of North-South routes through the neighbourhood. This maximises the sunlight in to these spaces during the middle of the day. Aberfeldy Street and Nairn Street / Community Lane get greater morning sunlight, whilst Enterprise Yard particularly catches the afternoon and evening sun. This helps to encourage the notion of a comfortable, walkable neighbourhood. The East-West connections will still benefit from the afternoon sun.

Specific areas, such as the existing green spaces of Braithwaite Park, Leven Road Open Space, Millennium Green and Jolly's Green, will be the best lit areas, where it will be possible to enjoy direct sunlight for most of the day throughout the year.

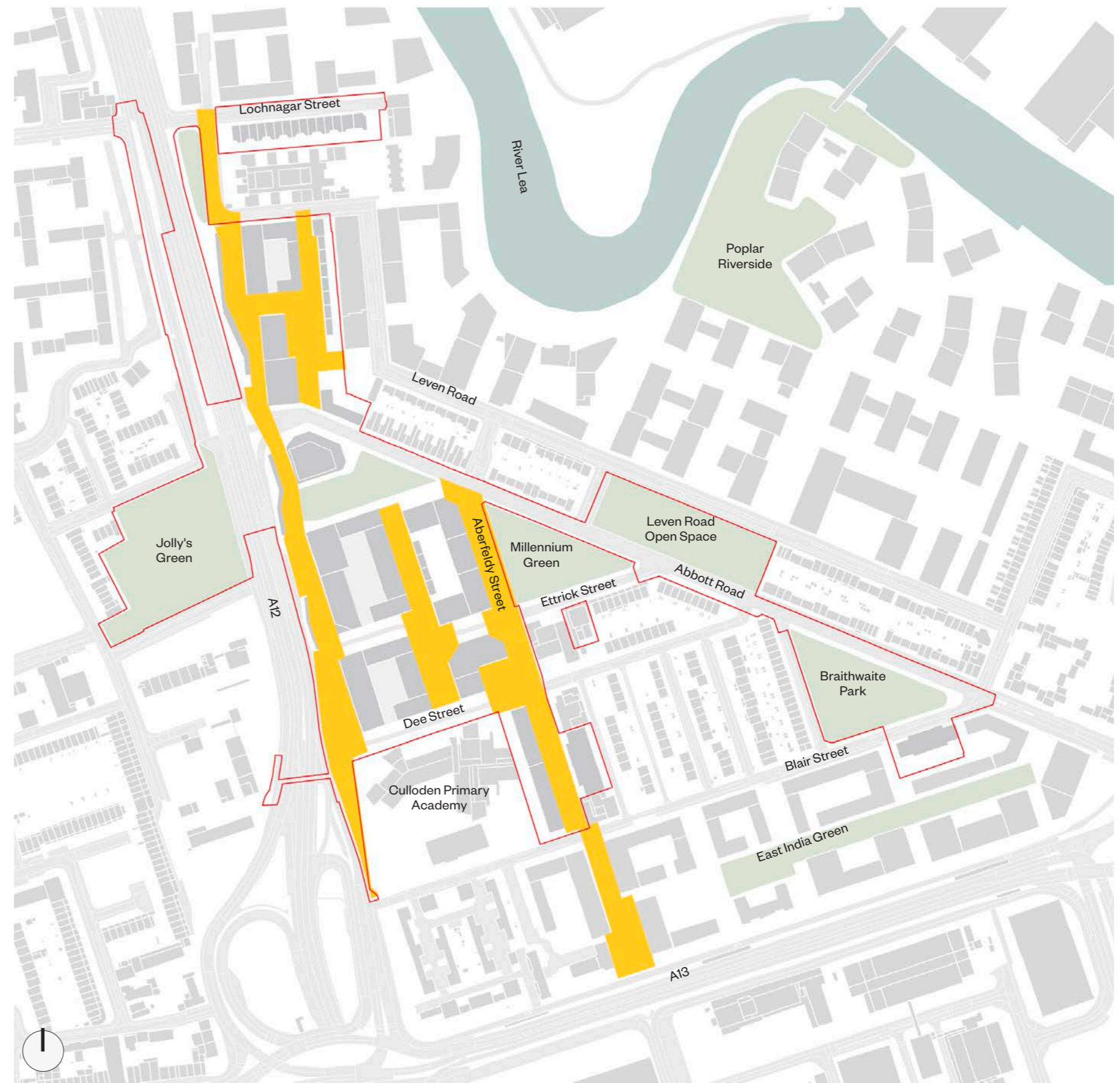


Fig.438 Sunny Streets diagram

- Site Boundary
- Sunny Street

Strategy

Activity circuits

A Layered Approach

Building on the safe play loops of the child friendly neighbourhood we have created a layered movement strategy for all ages and abilities, which requires the understanding of possible daily movement loops.

Here we have suggested potential playable, walking and fitness routes which can be used by the proposed and existing communities to explore the neighbourhood.

Play loops, Walking loops and Fitness loops are stitched in to the illustrative masterplan to respond to and inform daily movement.

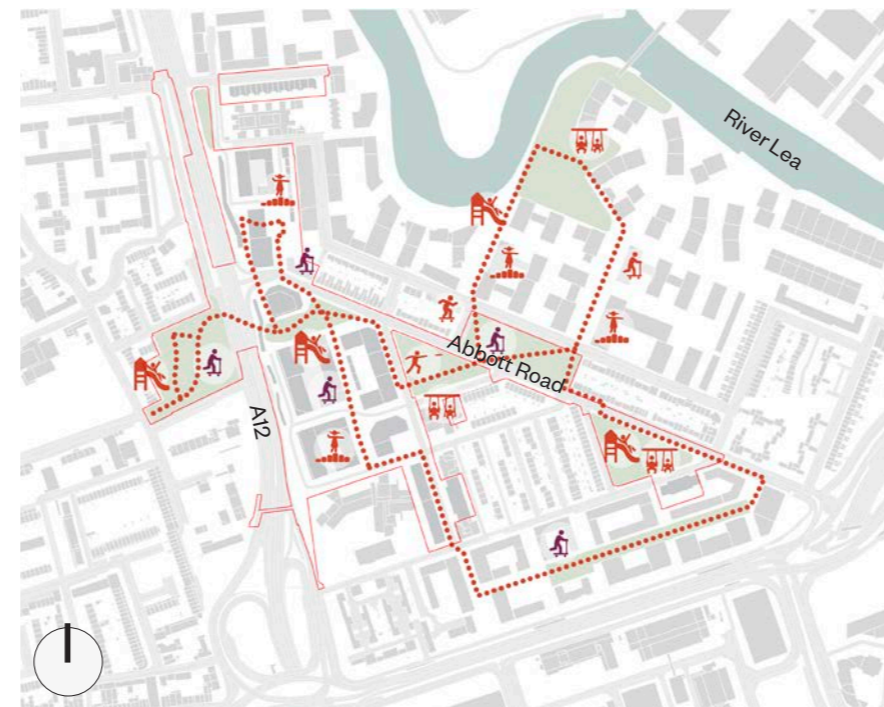


Fig.439 Play Loops

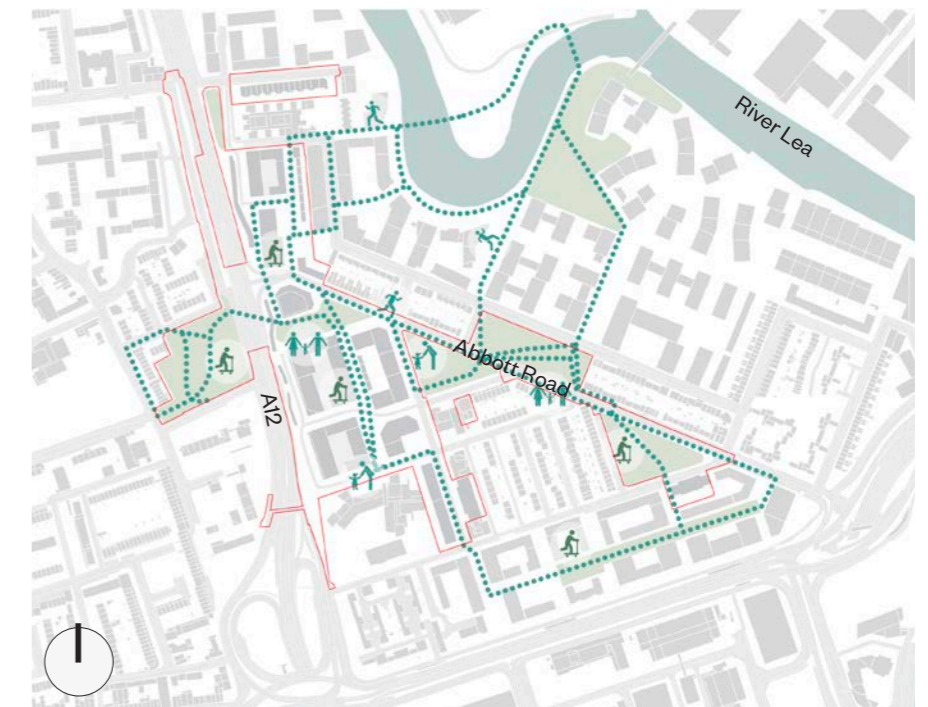


Fig.440 Walking Loops

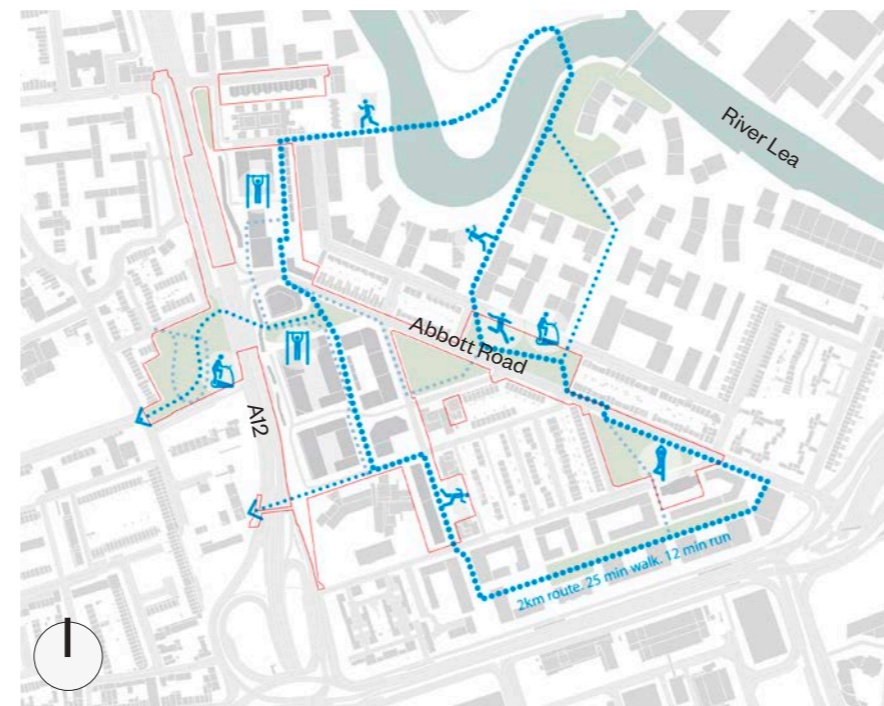


Fig.441 Fitness Loops

Strategy

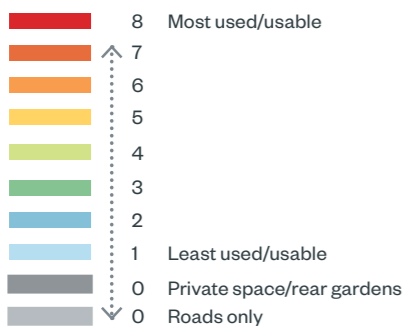
Child friendly public space



Fig.442 Existing Heat Map diagram



Fig.443 Heat Map of Masterplan Proposal diagram



The assessment principles are developed from extensive observational research, and are based on whether a space is:

- Car free
- Overlooked
- Accessible
- Connected.

It has been found that in spaces that have all four of these principles in place, children tend to play outside and for longer periods of time than in other spaces. The heat maps visualise these principles, with the warmer, redder spaces scoring the highest for all four of the principles and the cooler blue spaces scoring the least.

The heat map of the masterplan proposal shows a marked improvement on the spaces around Aberfeldy Village. It shows the potential of the green spaces on Abbott Road as they become more connected to each other and accessible from adjacent homes. It shows how the courtyards will be well linked to the streets which will be explored in greater detail in the next stages. The map also illustrates the benefits of the car free route along Community Lane in delivering child friendly space. Overall it will be easy for children and indeed everyone to get about and meet their friends in all the spaces within their local area.

Strategy

Connected episodes

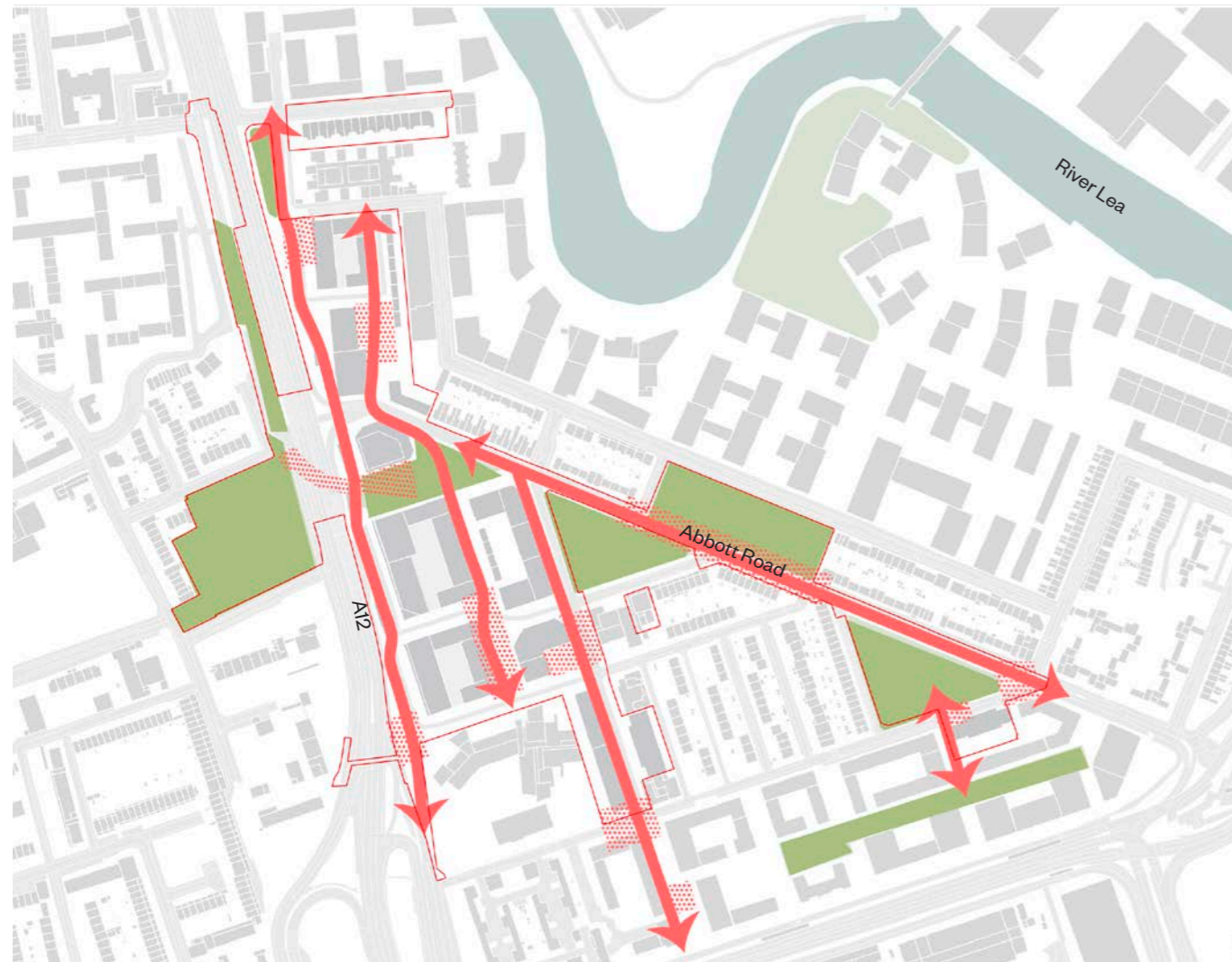


Fig.444 North-South Movement diagram

An Episodic Public Realm

Episodes, or nodes, in the masterplan are an interconnected series of public spaces that provide a variety of social opportunities, enhancing external life. Each episode in the masterplan provides a different role at a different scale - from community gardens to a civic square.

Connecting streets link the public spaces together and provide key routes through the masterplan. The North-South routes create greater permeability through the masterplan and help link into existing cycling routes, assisting with legibility and direct access.

The public realm has been developed as an episodic piece of landscape and public realm.

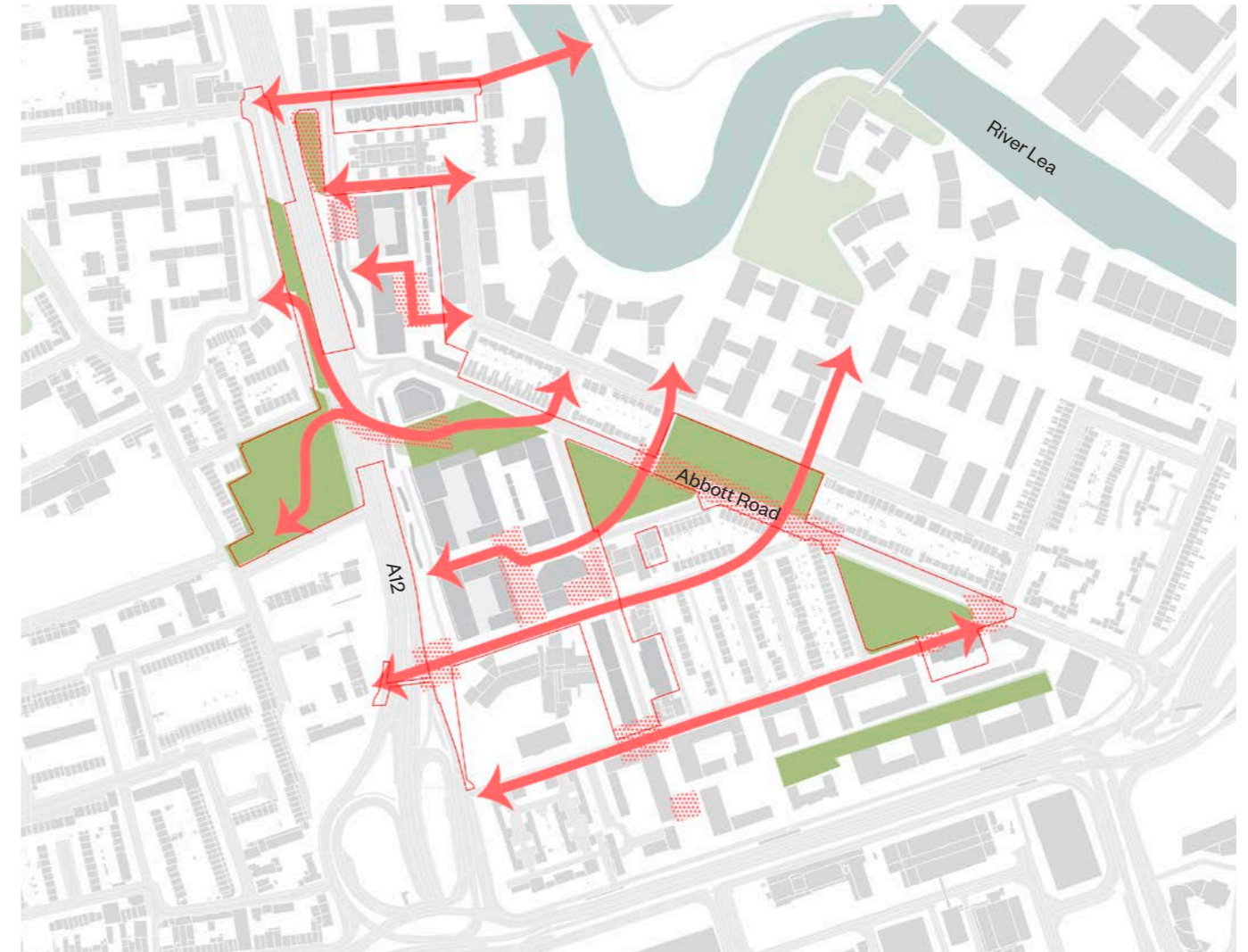





Fig.445 East-West Movement diagram

At the same time, the new masterplan unlocks the strength of the East-West connections via the repurposed Underbridge, Dee Street and Ettrick Street, which become important routes connecting the development east to, and across, the river and west through to Jolly's Green and other parts of Poplar, the Teviot Estate, and Chriss Street Market.

-  Episodes
-  Key movement connections
-  Open space

Landscape masterplan

Landscape strategy

The landscape strategy compliments the six threads of the emerging illustrative masterplan by giving the main character areas a unique look and feel based on the life of their spaces.

The principle public realm character areas are:

- **High Street;** is the vibrant and active heart of the illustrative masterplan, celebrating and supporting local retail and promoting a variety of community events within the flexible neighbourhood square. The majestic existing trees are to be retained, signifying a formal avenue freshly designed to provide more pedestrian space whilst embracing the materials of East London. The character of the High Street revolves around the its bright outdoor seating and dining tables, colourful play structures, ornamental planting and dramatic lighting.
- **Community Lane;** with a particular emphasis on community, this north-south link is a key pedestrian route that feels softened and green through an informal arrangement of trees in contrast to the more urban palette of Enterprise Yard. Its length is bookended by Nairn Square to the north and a central lawn to the south at Culloden Green. In both of these important nodes, dedicated play areas and playable landscape are complimented by a mixture of formal and Informal seating for residents to meet and socialise with family and friends. Neighbourly interaction is facilitated through front door spaces that spill out on to the lane, with low dividing walls and hedges.
- **Enterprise Yard;** in stark contrast to the softness of the Lane, Enterprise Yard is a space for making; it uses robust materials and enjoys a harder urban feel. Groups of trees selectively line its length, and importantly a resilient native corridor and woodland edge borders the A12, whilst providing a greener and safer approach to the repurposed underpass.
- **Healthy Street;** a new green boulevard and green space connector along the existing Abbott Road, forming the backbone of the illustrative masterplan and facilitating access and movement between the existing open spaces, new green spaces, and beyond. Connects the new public realm at Highland Place through to the wider neighbourhood, west of the A12, via the underbridge, Jolly's Green and the Slip Road. The narrowed carriageway promotes a pedestrian friendly environment, through the more generous provision of pedestrian space and more good crossings. New avenue trees compliment the existing mature street tree canopy, which is further greened through a planted road edge, seating and play-along-the-way.

- | | |
|---|--|
|  Healthy Street |  Community Lane |
|  High Street |  East-West Links |
|  Enterprise Yard |  Blue Loop |
| |  Green Space Improvements |

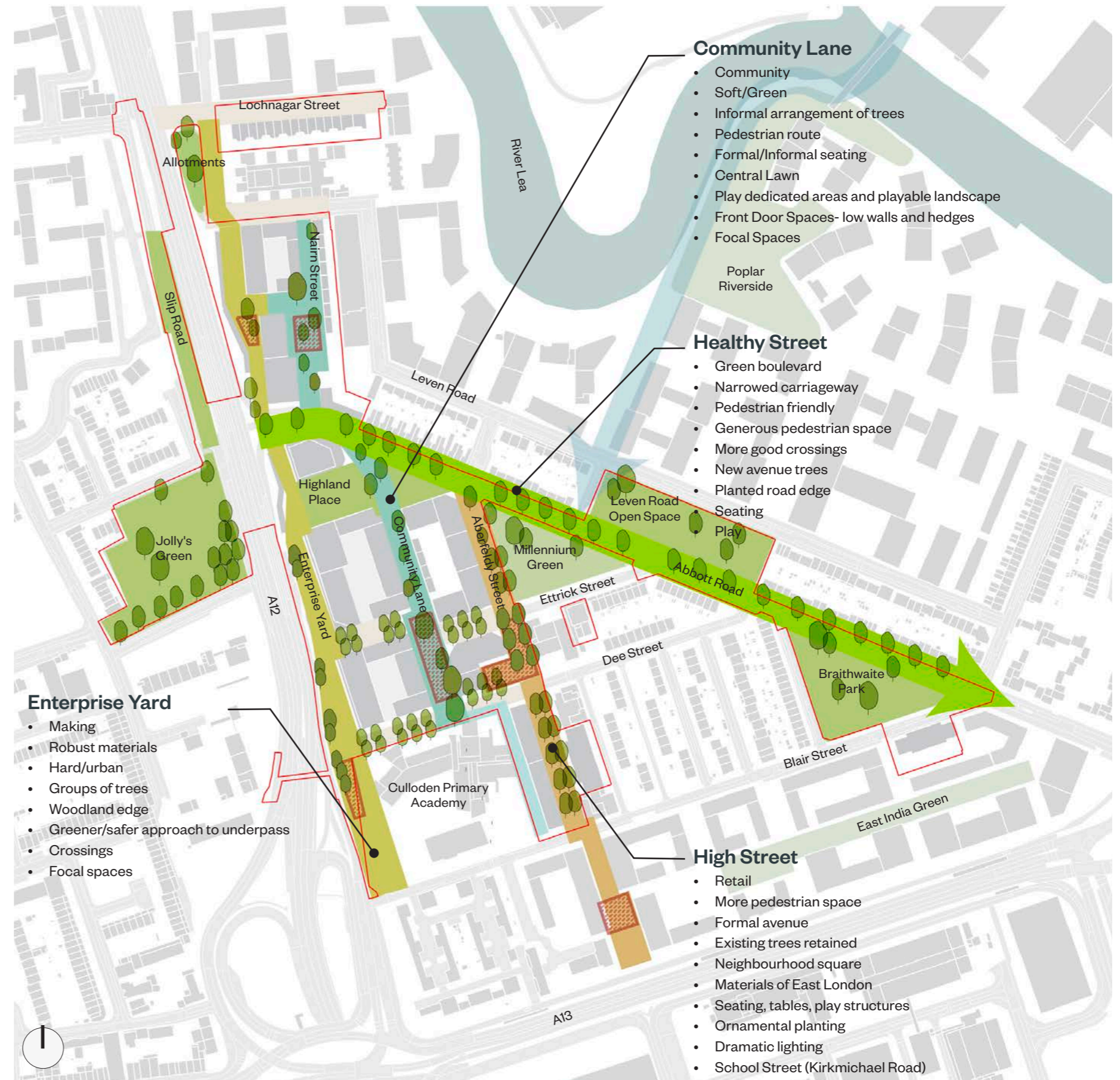


Fig.446 Landscape Strategy diagram

Open space

Existing area deficit

The accompanying diagram shows the existing open space deficiency plan of LBTH. Publicly accessible open spaces are counted when they are 1 hectare or greater.

As can be seen from the diagram, individually the existing green spaces within the Site are not equal to or greater than 1 hectare. Therefore the entire site is considered to be currently deficient of open space. The A12 is also a particular barrier to green connections across.

- Site Boundary
- London Borough of Tower Hamlets boundary
- Water space
- Publicly accessible open space
- 5 min walking distance (400m) to publicly accessible open space
- Area of open space deficiency

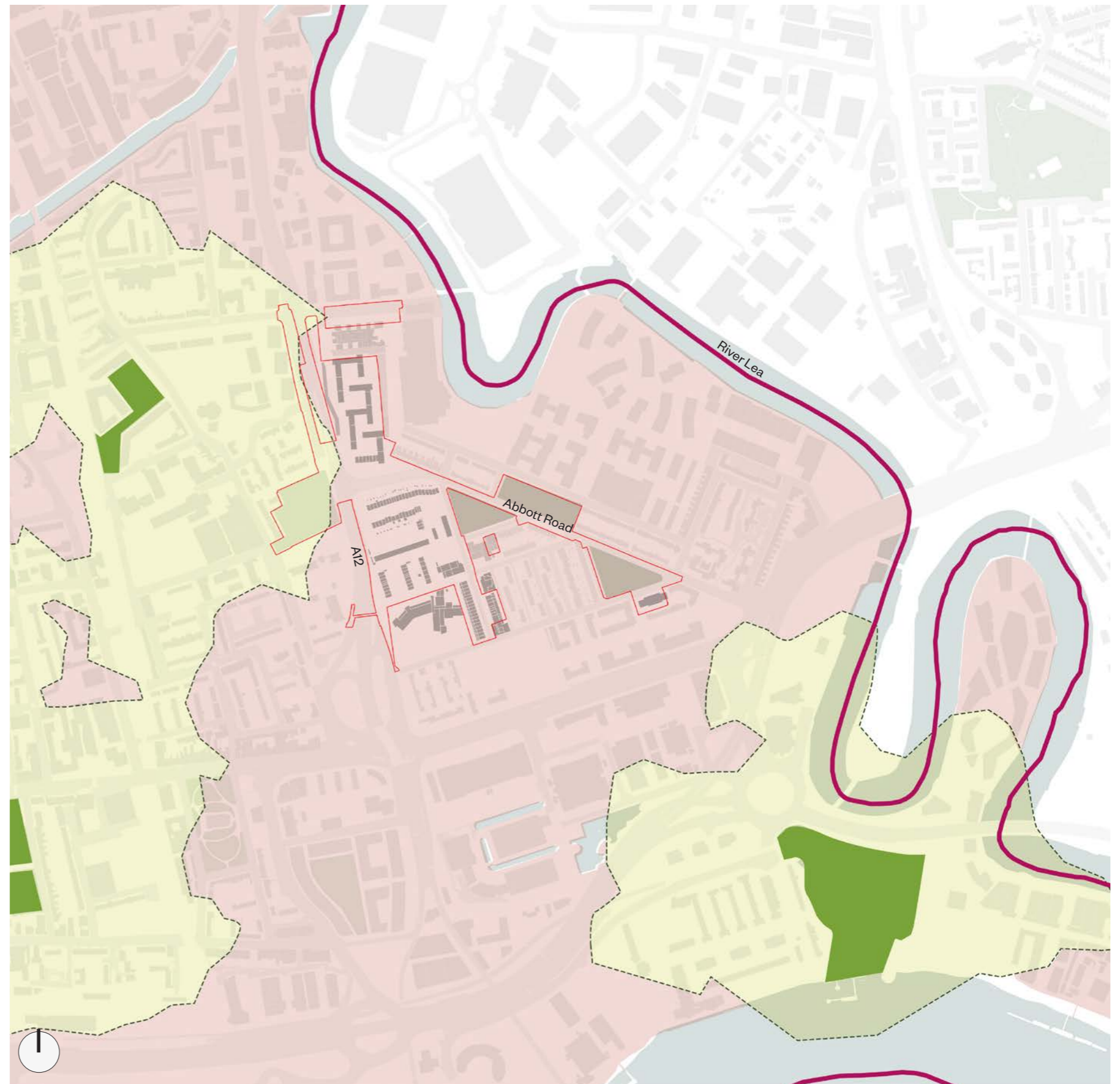


Fig.447 Open Space Existing Area Deficit diagram

Open space

Illustrative proposal

By stitching the existing green spaces together and creating a series of additional open spaces of varying sizes a connected green network opens up and enhances previously poorly connected space.

In this way, the illustrative masterplan produces a critical mass of green space that addresses the deficiency.

- Site Boundary
- London Borough of Tower Hamlets boundary
- Water space
- Publicly accessible open space
- 5 min walking distance (400m) to publicly accessible open space
- Area of open space deficiency

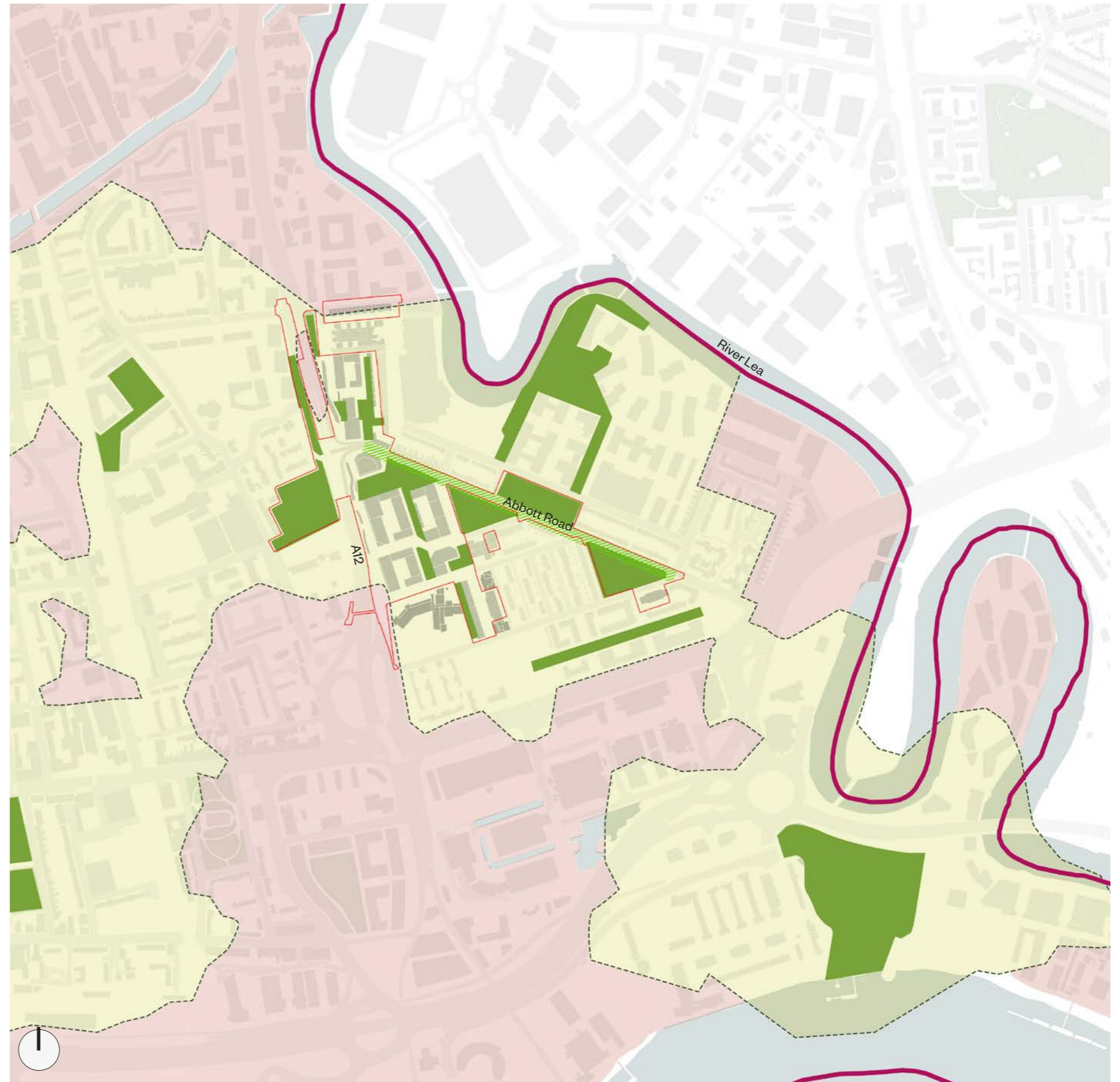


Fig.448 Open Space Illustrative Proposal diagram

Proposed illustrative play and open space provision

Proposed illustrative provision overview

Open space:

Typology	Scheme Requirement (sqm)	Proposed Illustrative Scheme Provision (up to sqm)
Proposed Illustrative Open Space	n/a	3,574
Existing Greenspace Proposed Illustrative Open Space		5,984
TOTAL	n/a	up to 9,558

Play space:

Play Typology	Scheme Requirement (sqm)	Proposed Illustrative Scheme Provision (up to sqm)
Proposed Illustrative Dedicated Play (All ages)	n/a	2,452
Proposed Illustrative Playable Landscape (All ages)		3,954
SUB-TOTAL (inc. dedicated play, playable landscape, exc. existing greenspace)	n/a	up to 6,406
Existing Greenspace Proposed Illustrative Dedicated Play	n/a	(4,075)
Existing Dedicated Play		(-1,553)
Existing Greenspace difference of Proposed - Existing (All Ages)		2,522
SUB-TOTAL (including all dedicated play, excluding playable landscape)	6,388	up to 4,974
TOTAL (including dedicated play, playable landscape and existing greenspace)	6,388	up to 8,928

The London Borough of Tower Hamlets Play Space Child Yield Calculator has been used to demonstrate both Scheme Requirement and Scheme Provision (sqm).

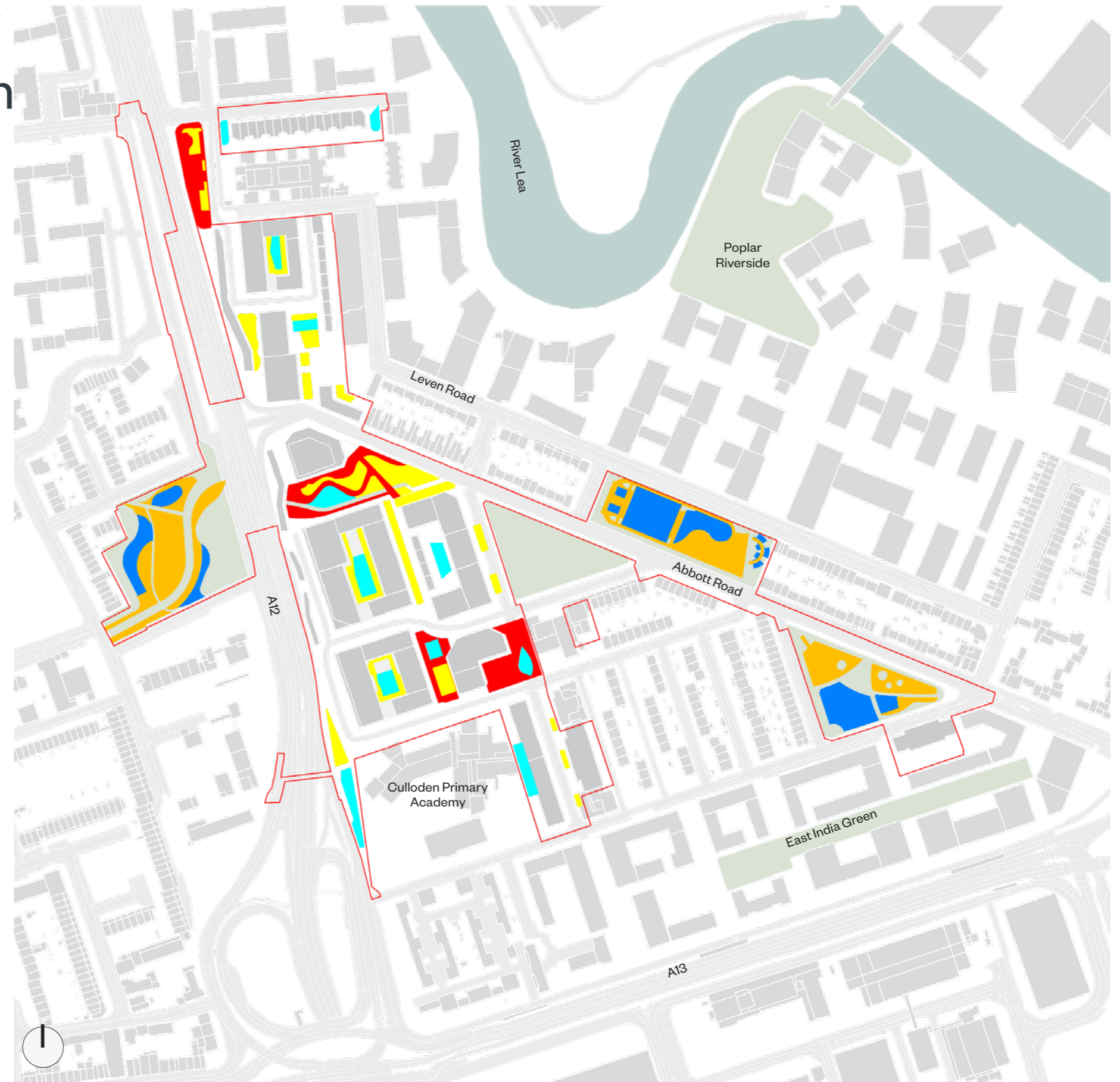


Fig.449 Proposed Illustrative Play and Open Space diagram - Overview

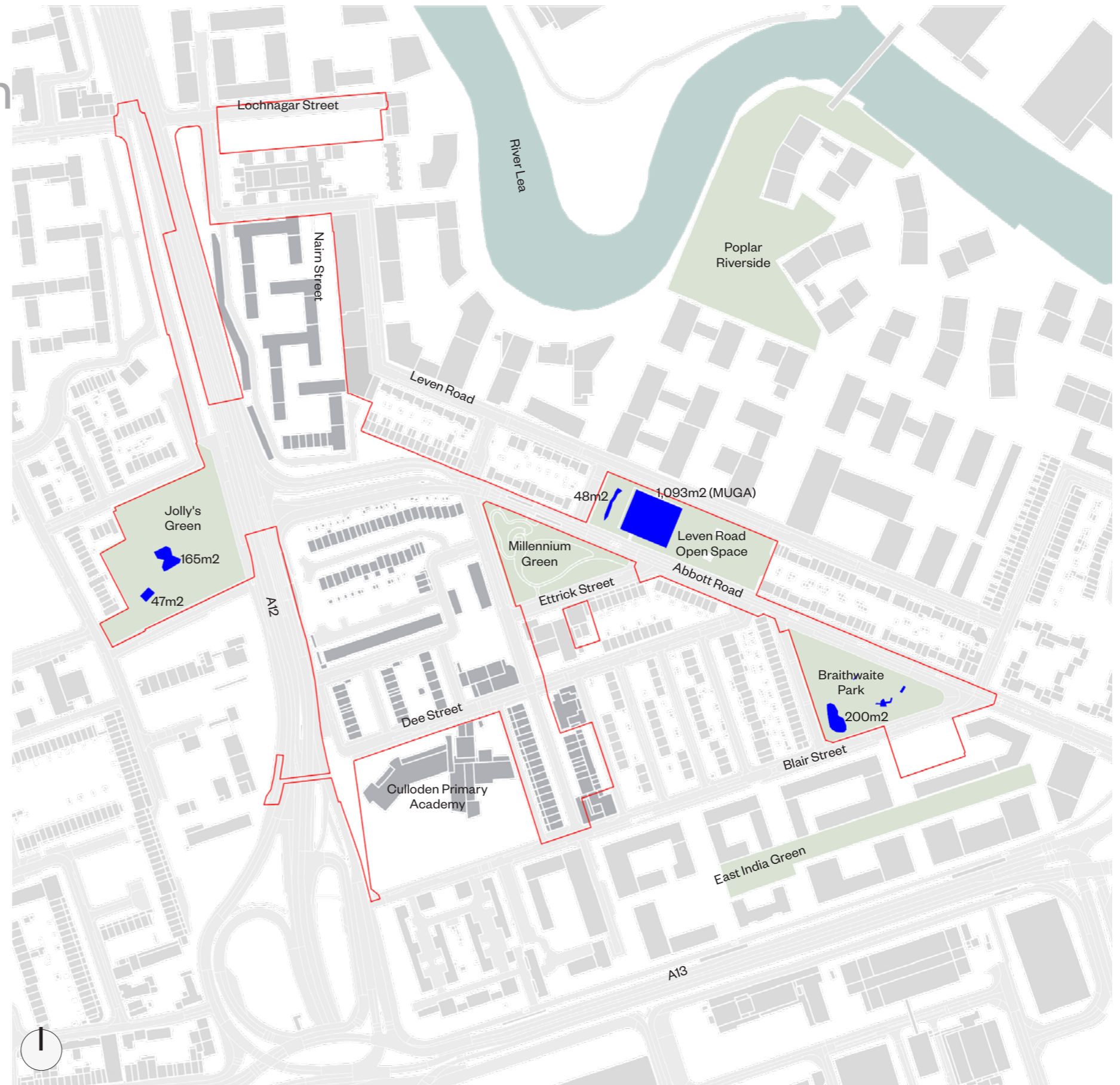
— Site Boundary

Proposed illustrative play and open space provision

Existing dedicated play in existing greenspaces

The three Existing Greenspaces of Braithwaite Park, Leven Road Open Space, and Jolly's Green are all included within the red line boundary of this outline planning application.

It is acknowledged that the three Existing Greenspaces already provide 1,553m² of dedicated play, in the form of the MUGA (1,093m²) at Leven Road Open Space, as well as play equipment and gym equipment.



Typology	Area (sqm)
Existing Dedicated Play (All Ages)	1,553

Fig.450 Existing Dedicated Play diagram - Existing Greenspaces

— Site Boundary

Proposed illustrative play and open space provision


Illustrative dedicated play in existing greenspaces

As part of the wider masterplan, it is proposed to substantially upgrade the facilities within the Existing Greenspaces of Braithwaite Park, Leven Road Open Space and Jolly's Green. This has been developed in line with community consultation for the aforementioned two parks. It is proposed that community consultation is also undertaken for Jolly's Green to further develop the concept design beyond the outline planning application.

The masterplan proposal for the Existing Greenspaces includes new general arrangements to enhance the connectivity of the wider area and improve the access and usability of each park, as well as substantial investment in new dedicated play. This includes both play equipment and gym equipment for a range of ages and abilities, as well as re-surfacing of the existing MUGA at Leven Road Open Space (1,093m²).

As shown in the diagram on the right, the proposed illustrative dedicated play for the Existing Greenspace proposes a total new area of 4,075m². On balance, this represents an additional 2,522m² of proposed illustrative dedicated play across Braithwaite Park (920m²) and Leven Road Open Space (788m²), both to be delivered as part of Phase A works, and Jolly's Green (814m²).

It is acknowledged that the creation of and investment in larger dedicated play areas within the existing greenspaces results in a loss of public open space as a direct result. However, the quality of the proposed illustrative open space within the existing greenspace is also proposed to substantially increase, with greater connectivity between all three spaces, new tree planting and shrub/perennial planting, areas of wildflower meadow as well as amenity lawn, street furniture including seating and picnic benches, lighting and drinking water fountains. Currently the three existing greenspaces - notably Jolly's Green - are not well connected, and primarily offer large expanses of open amenity lawn area.

 Further information on the proposal for each of the above existing greenspaces can be found in **7.2 Character Areas**.

Play Typology	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)
Illustrative Dedicated Play (All Ages)	n/a	4,075
Difference of Proposed - Existing (All Ages)	n/a	2,522

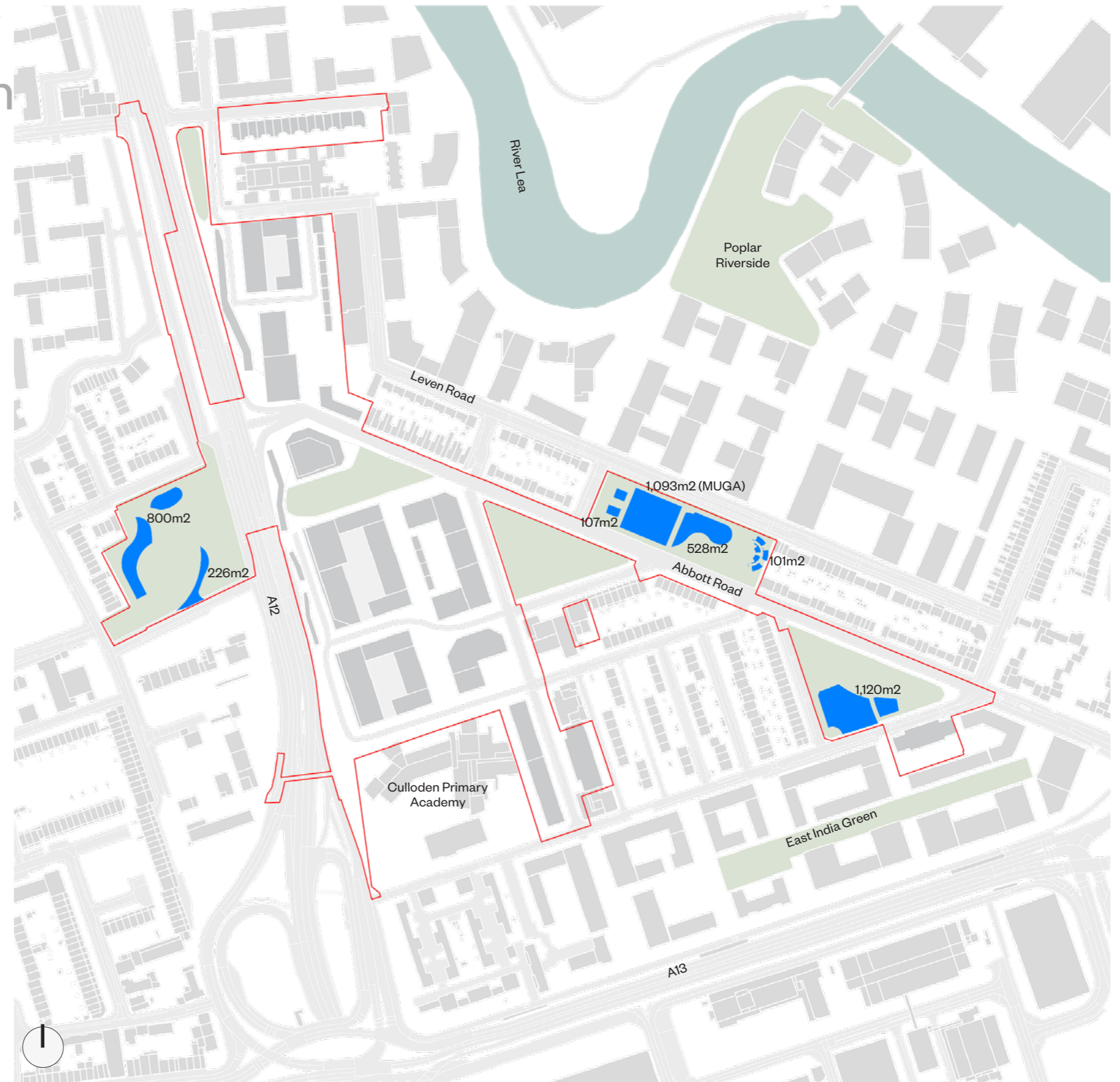


Fig.451 Illustrative Dedicated Play diagram - Existing Greenspaces

 Site Boundary

Proposed illustrative play and open space provision

Illustrative dedicated play and playable

In line with the masterplan Vision established at Stage 1, Aberfeldy Village is designed to be a child friendly neighbourhood. This means it will be a safe place for children to play out, young people will feel welcome and included and all ages of the community will enjoy spending time outside. This new approach continues to be embraced throughout the design process of this substantial scheme, taking into consideration for Policy, Design, Participation and Management (Good Growth: Design in Making London Child Friendly (2020)).

In accordance with the GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), playspace must be provided for in a range of typologies addressing the needs of children of different ages at a ratio of 10sqm per child. When meeting the LBTH quantities, play should be delivered only on the ground floor and podium levels and follow the guidance in the LBTH High Density Living SPD. As part of the commitment to the new approach underpinning the masterplan Vision, the design team strongly believe that a combination of both informal playable space AND equipped playspace is required to deliver exemplary placemaking, most notably across a large scheme and within the practicalities of high density living. Substantially improved connectivity across the proposed illustrative masterplan helps to achieve the Vision and safely connect educational buildings, play areas, sports facilities, playable furniture, and areas of open lawn as part of a holistic experience for children of all ages.

It is acknowledged that the quantum of dedicated play space is not fully compliant with current policy. This has been for placemaking reasons so that the high-quality public realm is inclusive and balanced in function. A significant investment will be made in new, additional, dedicated play within the existing greenspaces, as well as their infrastructure, to substantially mitigate this situation. Additionally, up to 3,954 m2 of illustrative new playable landscape is included within the new masterplan. The illustrative dedicated play for the new masterplan (up to 2,452m2) combined with the illustrative new dedicated play for the three Existing Greenspaces (up to 4,075m2) - subtracting the area of existing dedicated play (1,553m2) to be removed and upgraded - represents a total of up to 4,974m2 of proposed illustrative new dedicated play within the red line planning application boundary.

The project will provide a combined total of up to 4,974m2 of dedicated play. This is 78% of the total scheme requirement for play (6,388m2): the dedicated provision is 22% below requirement.

The project will provide a combined total of up to 4,974m2 of dedicated play and up to 3,954m2 of playable landscape. This is 140% of the total scheme requirement for play (6,388m2): the overall provision is 40% above requirement.

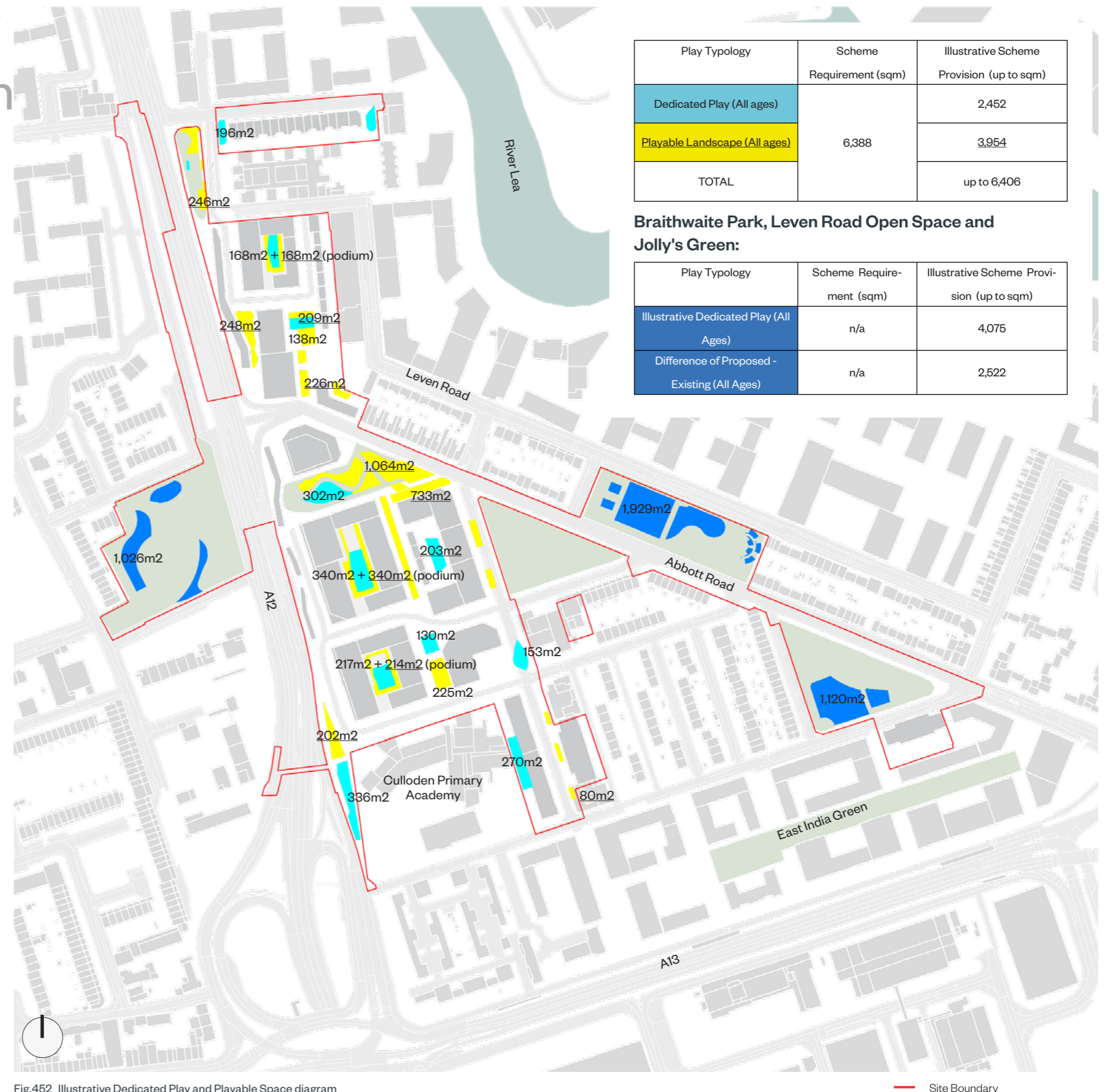


Fig.452 Illustrative Dedicated Play and Playable Space diagram

— Site Boundary

Proposed illustrative play and open space provision

Play space precedents

Dedicated Play Space

This is defined in the High Density Living SPD as 'Spaces where play is identified as a prime function. These include playgrounds, playing fields, skate parks and other recreation areas.'

Playable Space

This is defined in the High Density Living SPD as 'A playable space is one where children's active play is a legitimate use of the space. Playable space typically includes some design elements that have 'play value': they act as a sign or signal to children and young people that the space is accessible, safe and fun.'



Fig.453 Dedicated play example



Fig.454 Dedicated play example



Fig.455 Dedicated play example



Fig.456 Playable landscape example



Fig.457 Playable landscape example

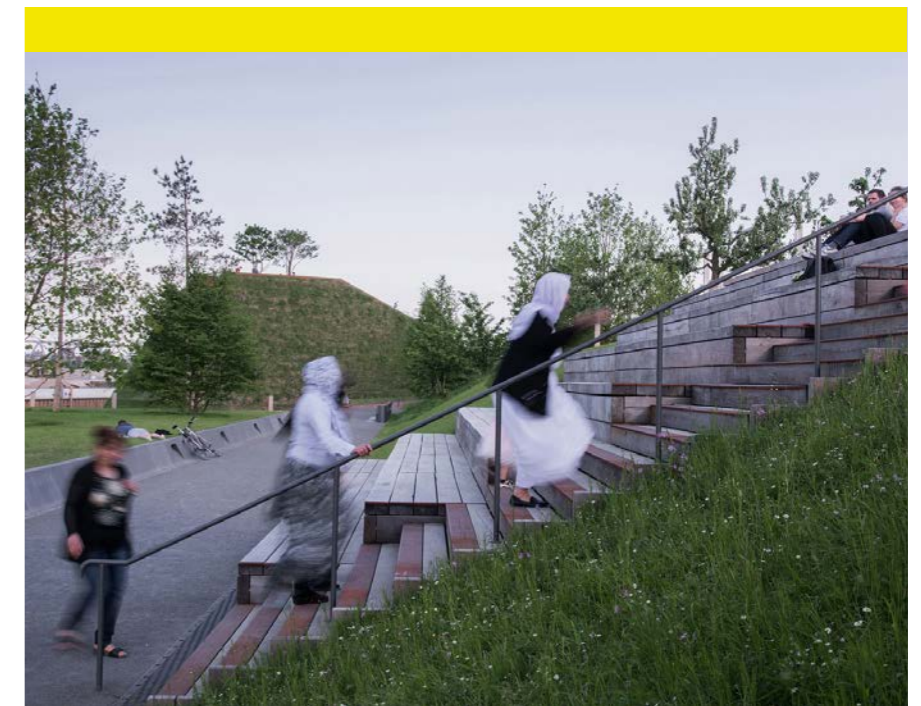


Fig.458 Playable landscape example

Proposed illustrative play and open space provision

By age

The illustrative on-site play strategy consists of a mixture of outdoor play spaces with dedicated and playable components woven incidentally throughout the public realm. The London Borough of Tower Hamlets Play Space Child Yield Calculator has been used to demonstrate both Scheme Requirement and Scheme Provision (sqm). All of the play requirements can be satisfied on Site.

0-4yrs, doorstep play

Doorstep play is located such that at least one play space is located within 100m of every residential front door within the public open space. The play provision for the younger age group will be landscaped spaces that includes engaging play features for young children and places for parents to sit and talk close to the activity and with a good view of the children.

5-11yrs, local play

Play for older children will consist of elements upon which children can play and be physically active. This can range from simple changes in level, undulating forms, raised platforms and playful terrains, to fixed equipment integrated into the landscape that allows children to swing, slide and climb. Seating areas would be set slightly further back from play space for passive supervision by parents and carers.

12+ yrs, neighbourhood play

Play provision for this age group in their teens should include facilities for informal sport or recreation activities, providing a space for space for young people to meet and congregate.

It is vital to consider both gender mainstreaming and accessibility when designing for children and young people, and the different age groups.

Age Profile (Play Typology)	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)
Under 5 years (Doorstep Play)	2,483	2,495
5 - 11 years (Local Play)	2,009	2,009
12 - 18 years (Neighbourhood Play)	1,896	1,902
TOTAL	6,388	up to 6,406

Braithwaite Park, Leven Road Open Space and Jolly's Green:

Play Typology	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)
Illustrative Dedicated Play (All Ages)	n/a	4,075
Difference of Proposed - Existing (All Ages)	n/a	2,522

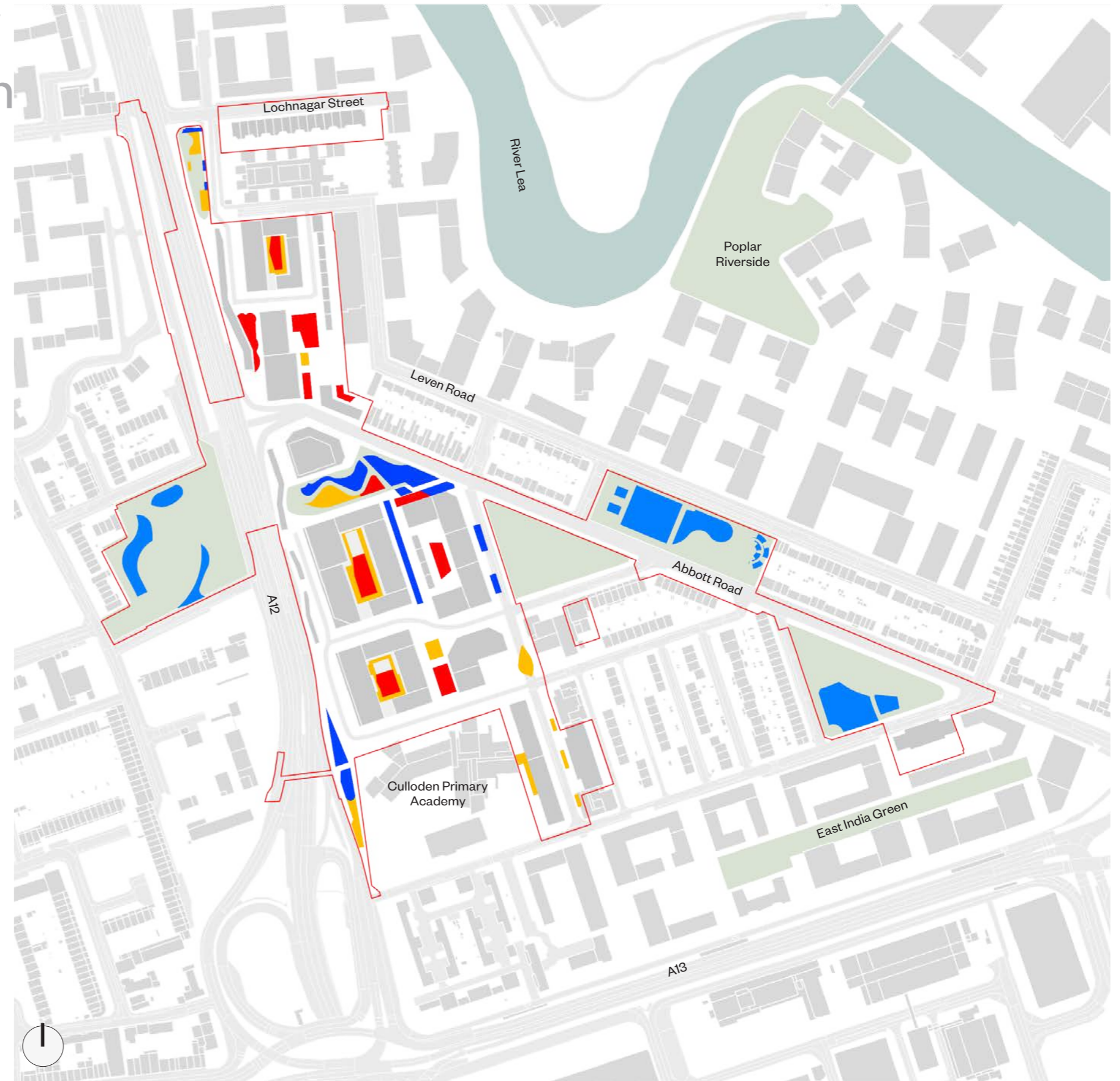


Fig.459 Illustrative Play Space Provision by Age diagram

— Site Boundary

Proposed illustrative play and open space provision

Play space precedents



Fig.460 0-4 doorstep play example



Fig.461 5-11 local play example



Fig.462 12-18 neighbourhood play example



Fig.463 0-4 doorstep play example



Fig.464 5-11 local play example



Fig.465 12-18 neighbourhood play example

Proposed illustrative play and open space provision

Proposed illustrative open space

The Site's allocation within the LBTH Local Plan (2020) does not set a requirement for a m2/ha provision of open space.

The diagram opposite shows the illustrative Proposed Development has a combined offer of up to **3,574m2** of new public open space. The open spaces are of high quality and varying character, enabling a variety of uses and meeting the needs of the existing community as well as the new residents.

This has been designated as illustrated in the adjacent diagram and comprises of the following:

- Highland Place; a new piece of public realm contributing to a key pedestrian and cycle connection, this space maximises the opportunity to use the slopes/level changes to create a unique environment for a variety of activities, such as terraced seating for gathering and sloped lawns for sunbathing/relaxing. This is integrated with playable landscape features, delivered as a separate provision but same holistic design approach;
- The Square; a sizeable space at up to 1,043m2, this performs an important civic and social function for the neighbourhood. The aim is to create a space for a diverse range of community events: markets, music, theatre, games, exhibitions, and community gatherings;
- Culloden Green; is a key local square/green at the heart of Community Lane, that connects Culloden School, Dee Street, Ettrick St, individual entrances to blocks and the lobby entrance to Plot F. Like Highland Place, it is a child-centric design with playable landscape at its heart; this play provision is calculated separately on the following pages;
- Allotments; the transformed area of public realm around plot J is born from an existing essence of rustic garden character in the makeshift allotments on site.

Illustrative open space calculations exclude trafficable and servicing areas, and allow for an offset of 1.5m from all building facades.

Further information on each of the above can be found in **7.2 Character Areas**.

Typology	Scheme Requirement (sqm)	Illustrative Scheme Provision (up to sqm)
Illustrative Open Space	n/a	3,574
Existing Greenspace		5,984
Illustrative Open Space		3,954
Illustrative Playable Landscape		

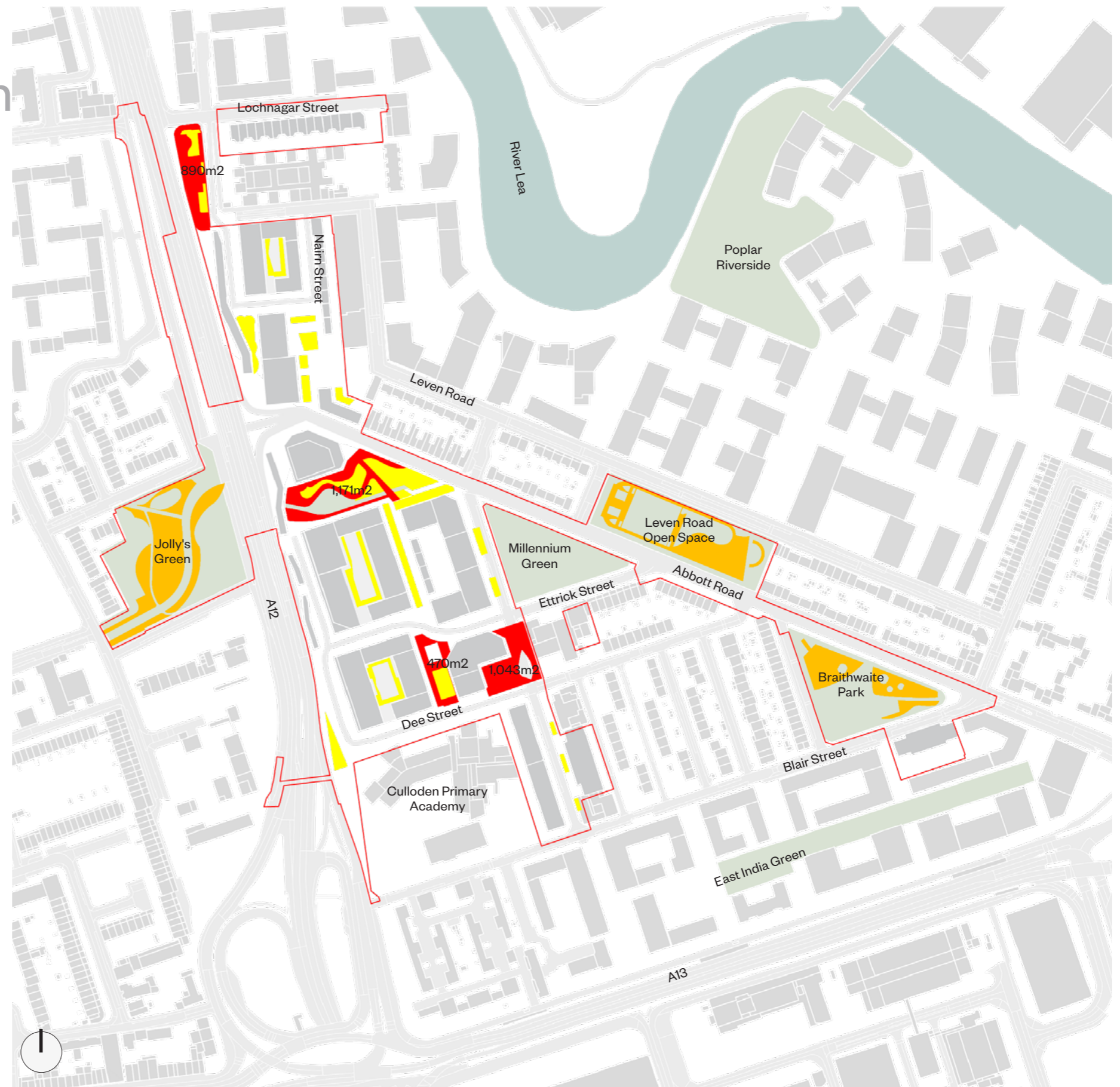


Fig.466 Illustrative Open Space diagram

Proposed illustrative play and open space provision

For developments with 10 or more residential units, the minimum communal amenity space (excluding circulation areas, access routes and waste or bike storage) should be 50 square metres for the first 10 units plus a further one square metre for every additional unit thereafter - LBTH Policy D.H3 of the Local Plan (2020).

The residents' amenity in B3 is illustrated as an internal space forming part of the Residents Hub, which could serve the whole Proposed Development and not just the residents of B3.

Illustrative internal communal amenity space is also proposed within Plot H1 + H2 and Plot I, as part of Phase A works.

The illustrative external communal amenity spaces include a combination of groundfloor courtyards, level 1 Podiums, and Roof Gardens. For further information on Podiums and Roof Gardens, refer to the Character Areas in section 7.2.

Further information on Plots F, H, I & J can be found in the **Phase A Design and Access Statement**.

Typology	Plot	Illustrative Scheme Provision (up to sqm)
Communal Amenity	Residents Hub (B3)	850
	Plot D courtyard	684
	Plots A, C, E podiums	349
	Plots A-E roof terraces	1,913
	Plot F	279 (roof)
	Plot H	130 (roof) +108 GF
	Plot I	176 (roof) + 85 GF
	Plot J	0
		up to 4,575

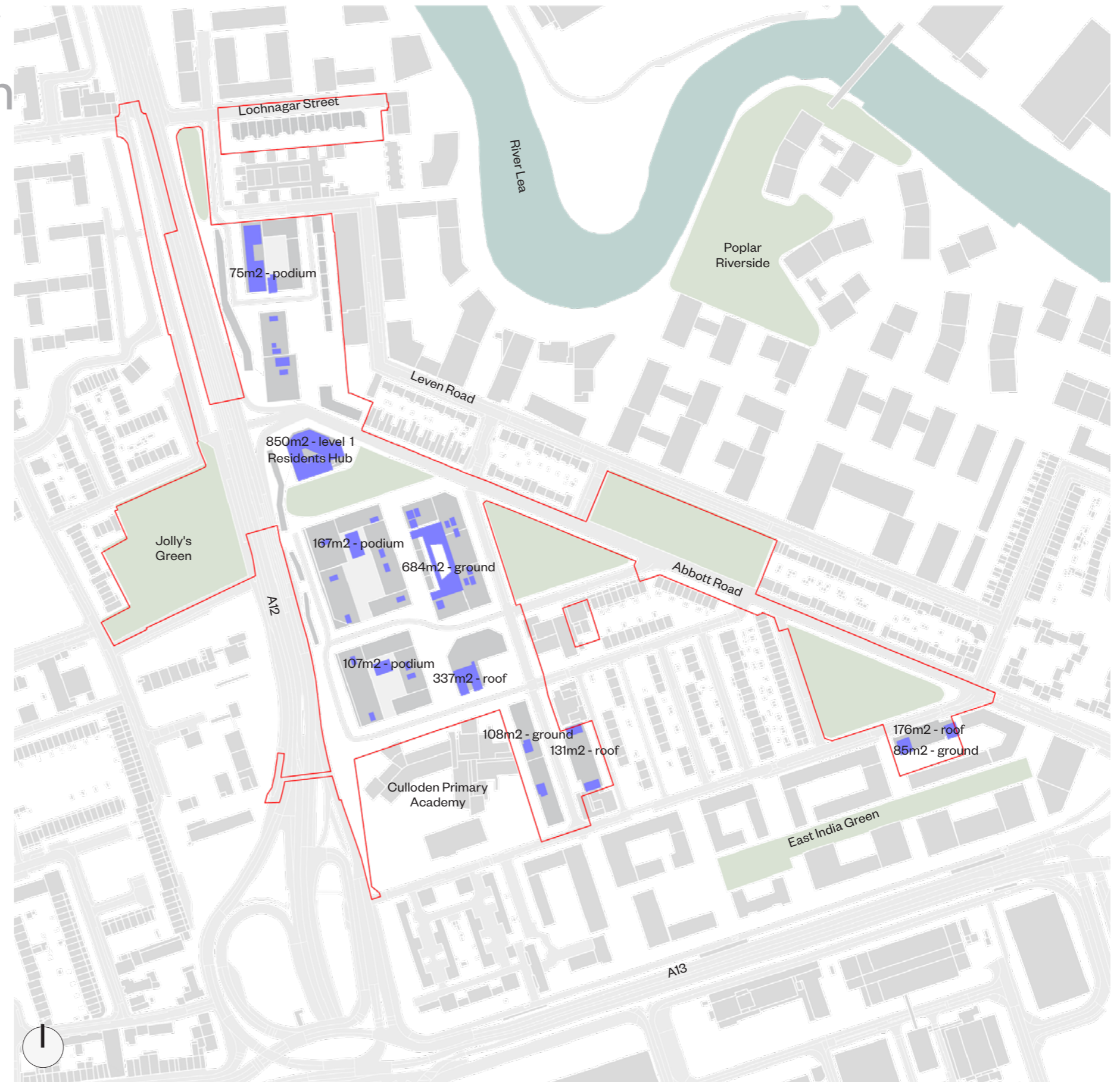


Fig.467 Illustrative Communal Amenity Space provision

— Site Boundary

Tree strategy

Existing tree retention and removal

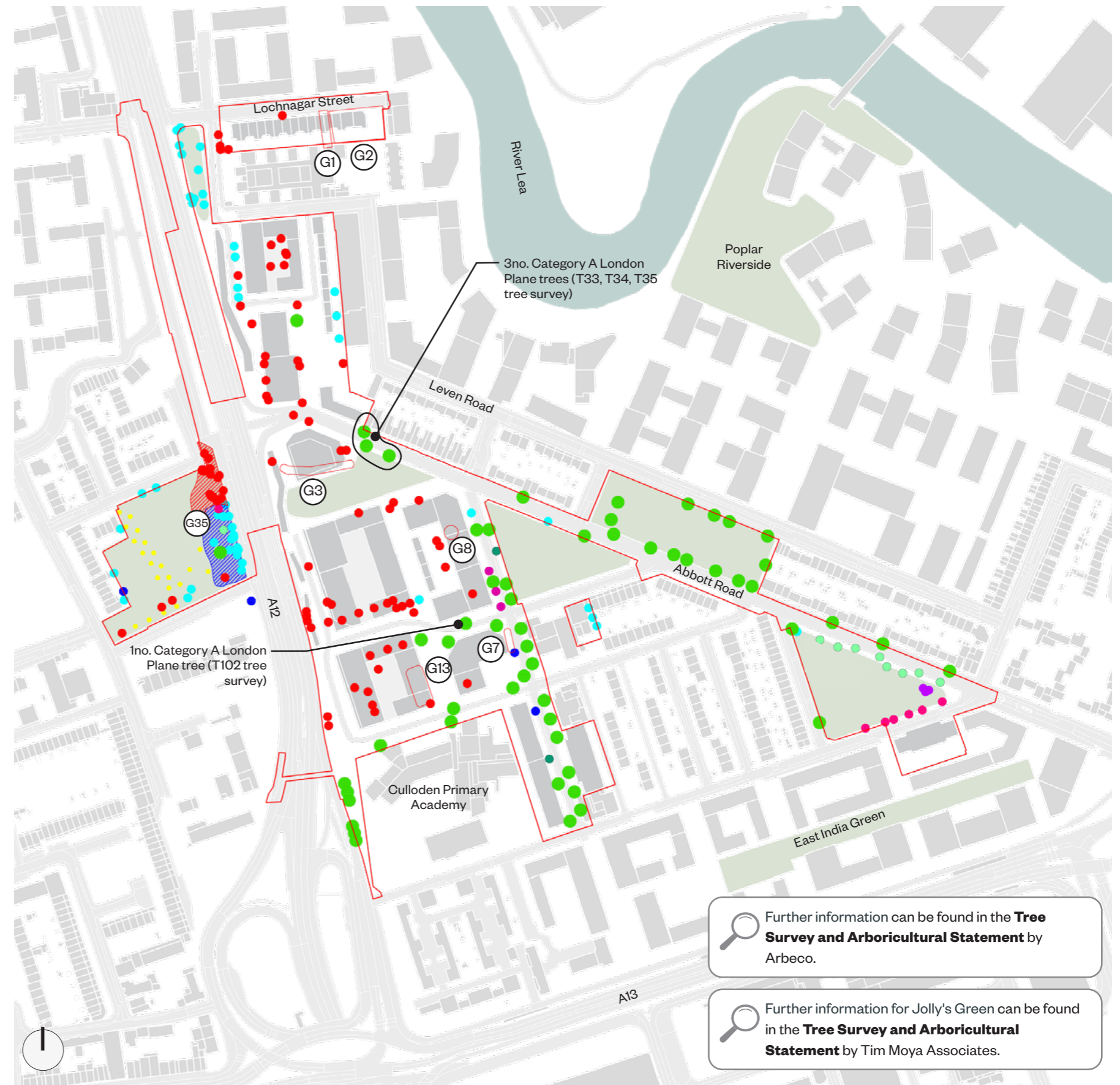
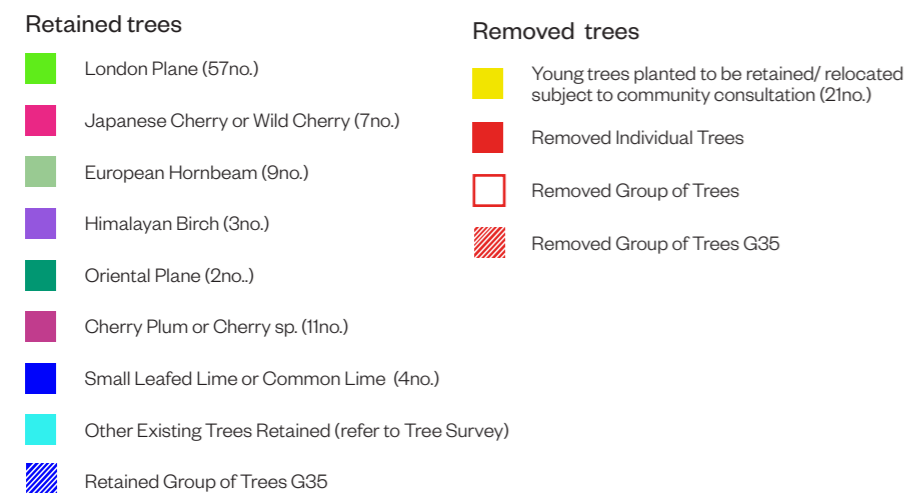
As noted previously, the Proposed Development of the Site benefits from a network of existing mature trees which provides a sense of place and belonging. The existing tree structure has been considered carefully and has been a key driver of the illustrative masterplan throughout.

Of the 193no. individual trees surveyed, the large majority are to be retained. 66no. trees (45no. of which are mature Category A and B trees) are to be removed as part of the illustrative masterplan. None of the trees on the Site are protected by a tree preservation order.

Of the 94no. to be retained, the majority (56no.) are London Plane; the species of a further no. are itemised below; 14no. are indicated as 'Other'. In Braithwaite Park, a group of Cat B2 mixed species, including Paperbark maple and Crab apple, are also to be retained. The diagram on the right indicatively shows an additional 11no. trees shown to Allotments to the west of Plot J.

3no. category A London Plane trees are located (as indicated) to the north of Abbott Road, and 1no. category A London Plane tree along Ettrick Street. The illustrative masterplan aspires to retain these trees, as they contribute significantly to the character of the area. However their size and proximity to the proposed new road layout will need to be further reviewed through specialist consultation on a tree-by-tree basis at the detailed design stage, in order to ensure the trees are not harmed during any future excavation or day-to-day operation.

67no. individual trees and 1no. group of trees (G35) at Jolly's Green were surveyed at a later date. 27no. individual trees and the maximum possible area of G35 are proposed to be retained, whilst still being able to facilitate the proposed new Underbridge and level changes associated with the connecting pedestrian and cycle route. 40no. individual trees (including 21no. young trees) and an area of G35 are to be removed. G35 is classified as 'woodland' in the ecology report, attributing it the highest possible status. 21no. individual trees are young, having been more recently planted along the existing footpath by the community. As such it is recommended that their retention/ relocation is subject to further community consultation; any transplantation would need to be planned as part of wider works. There is 1no. Category A London Plane (T27) to be retained and 3no. Category U trees (T34, T45 and T68) to be removed, with the remaining trees being a mix of Category B and C.



Further information can be found in the **Tree Survey and Arboricultural Statement** by Arbeco.

Further information for Jolly's Green can be found in the **Tree Survey and Arboricultural Statement** by Tim Moya Associates.

Fig.468 Existing Tree Retention and Removal diagram

— Site Boundary

Tree strategy

Existing trees

Two of the key strategic illustrative masterplan decisions are, firstly to ensure that a sustainable mature tree cover is maintained across the Site of the best category trees. Achieving this has been a priority throughout the design and planning of the Proposed Development of the Site, and will continue to be through to implementation.

Secondly, to retain the existing street tree scene found specifically along Aberfeldy Street and Dee Street, where there exist a high quantity of good condition London Plane. They offer important additional amenity value, and they can be found interspersed with other species in smaller quantities, including Small leafed lime, Cherry Plum, Oriental Plane and Field Maple.

The original tree survey (by Arbeco) finds that two thirds of the trees on the Site are in mid to high form, shape and condition with a modest to high amenity value, arranged in a typical linear street tree alignment, and contributing to the immediate landscape character.

A second survey (by TMA) at Jolly's Green identified a mixture of Category B and C trees, with a single Category A1/2 London Plane. An established group of trees bordering the A12 provides screening of the A12 from the Teviot Estate. As a group their structural and physiological condition is fair (Category C2), comprising of Pine sp., Willow sp., Horse Chestnut, English Oak, Plum, False Acacia sp., Wild Cherry, Field Maple and Elder. Several newly-planted Cherry sp. have more recently been planted along the existing path.



Further information can be found in the **Tree Survey and Arboricultural Statement** by Arbeco.



Further information for Jolly's Green can be found in the **Tree Survey and Arboricultural Statement** by Tim Moya Associates.

The existing network of mature trees at Aberfeldy creates a sense of place and belonging.



Fig.469 London Plane



Fig.470 Japanese Cherry



Fig.472 European Hornbeam

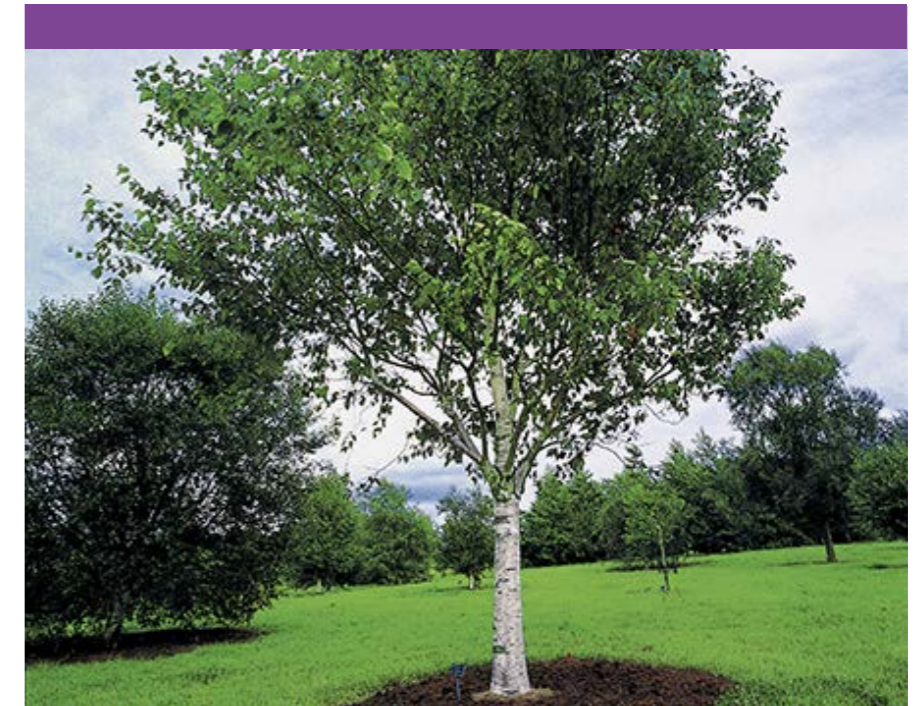


Fig.471 Himalayan Birch

Tree strategy

Illustrative new tree planting

To compliment the existing canopy and character of mature trees, described in the previous pages, the illustrative masterplan proposes substantial planting of new trees to strengthen the wider green connections strategy, provide shade in the summer and shelter in cooler winter months, and equally importantly to contribute positively to biodiversity and environmental measures, such as climate change, the heat island effect, air quality and noise pollution.

It is proposed to plant a total of up to 437no. new trees across the scheme, of which up to 390no. are in the ground within the public realm, and up to a further 47no. on the three Level 1 podiums.

Additional tree planting is proposed on the communal roof terraces coming forward as part of Phase A, and further tree planting will be included in Phase B - D roof terraces, in line with the Design Code.

The quantity of trees to be included in the new woodland area (1,390m²) at Jolly's Green is also not included in the above total count, and would be an additional provision subject to further specialist consultation. Ideally the woodland should be as close to the existing woodland on site as possible, that is: quite dense; selection of native trees; under story of blackthorn, rose, elm, hawthorn, bramble; ground flora of bluebell, dog mercury, daffodil.

The illustrative masterplan tree species will be selected to maximise the Site's potential for biodiversity (indicative tree species palettes, by character areas, are described in more detail later in this chapter). Selection will include consideration for the use of native species and also those trees known to have particularly notable wildlife value. Where appropriate, these will be planted in favour of non-native species, with ideally a minimum of 3 species native to the UK at each location.

Trees will be of local provenance, where possible, tolerant of local climatic conditions, and species selection will take in to consideration the impacts of climate change. No invasive species are to be planted (Schedule 9 Wildlife Act, London Invasive Species Initiative) and no planting of *Quercus* sp. due to the presence of OPM across the Borough.

The illustrative masterplan proposes the planting of up to 390no. trees within the public realm (excluding podiums, roofs and woodland area) alongside the removal of 85no. existing trees (19no. Jolly's Green and 66no. wider masterplan). This represents a net gain of over 4:1 for any trees removed. Any trees planted as a direct replacement for removed trees are to be a minimum stock size of Semi-mature, in line with BS 3936.

- Site Boundary
- Existing tree
- Existing Woodland, as classified in Ecology report (G35 in tree survey)
- Illustrative new Woodland, as required by Ecology report
- Illustrative new tree



Fig.473 Existing Tree and Illustrative New Tree diagram

Softworks strategy

A place for nature

A report by Natural England published in October 2020 showed that the ability to get outside to enjoy nature is linked to family income. Almost three-quarters of children from households with a total annual income below £17,000 spent less time outdoors since the pandemic began. This compared with 57% of children from households with an annual income above £17,000.

Eight in ten children agree that being in nature made them very happy. Numerous published studies, including in Bioscience, demonstrate that even quite sparse nature in a neighbourhood can be associated with better mental health and reduced stress. This has important implications for policy, planning and design and paves the way to test for health gains that arise from specific interventions in and around the places where we live and work.

As such, designing in every possible opportunity to (re)connect people with natural systems has been considered to ultimately enhance health and well-being for the local community, both new and existing. Abbott Road - the new Healthy Street - forms an important spine in the delivery of this approach, and connects the improved open spaces of Leven Road and Braithwaite Park, new Highland Place, and improved existing open space of Jolly's Green.

The design team approach is to create natural capital and green connections as a layered matrix across the entire site, and in this way actively respond to the climate emergency. A variety of planting typologies will be proposed, including semi-natural wildflower meadow planting, SuDS, and flower-rich ornamental planting with perennials, grasses and shrubs.



Further information can be found in **Chapter 7.3 Hardworks and Softworks of this Design and Access Statement**, including the Ecology Strategy, Biodiversity Net Gain, and Urban Greening Factor.

- Site Boundary
- Illustrative planting
- Illustrative amenity lawn
- Illustrative wildflower meadow
- Illustrative woodland (as defined by Ecology report)
- Existing woodland (as classified by Ecology report)

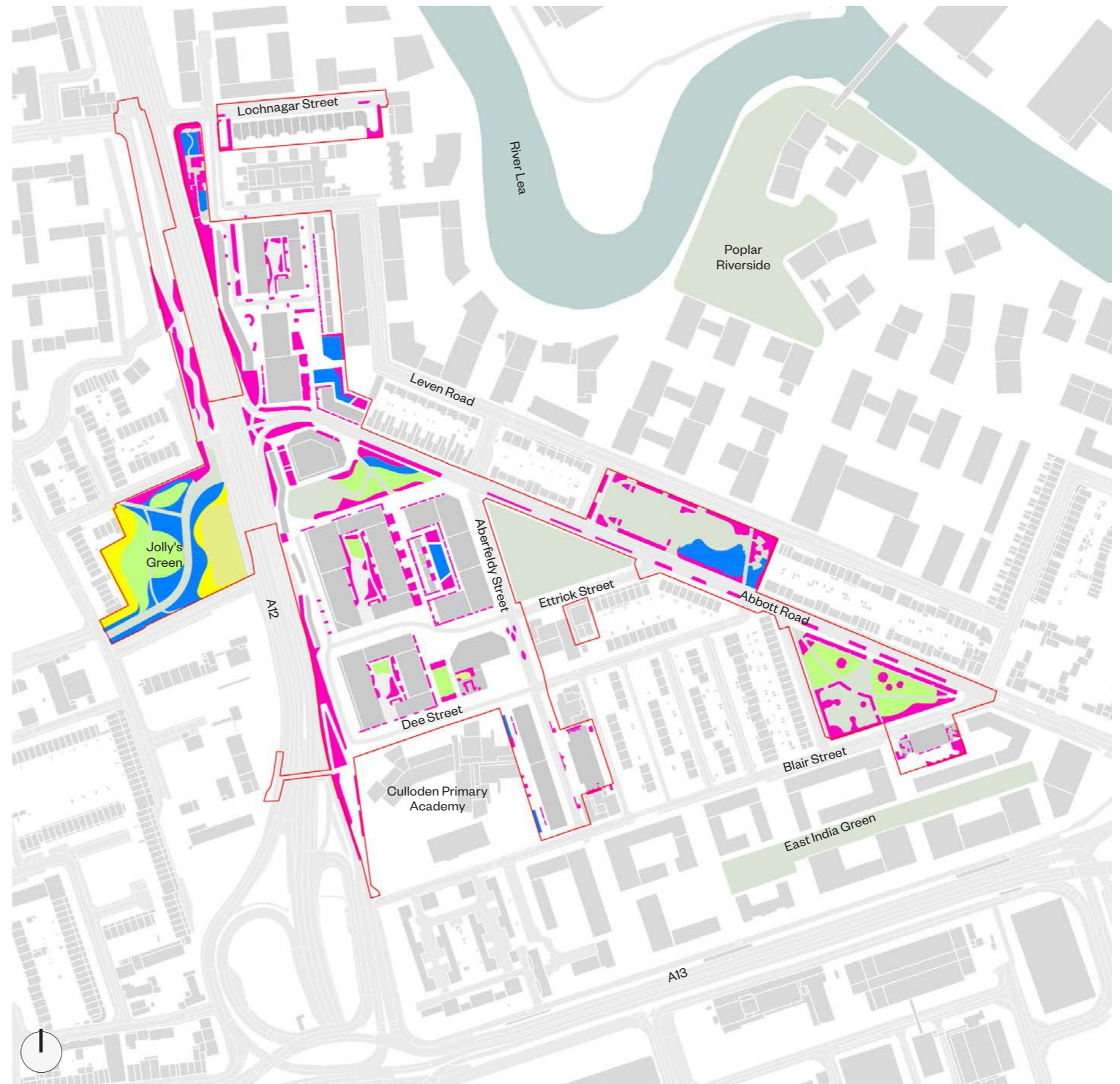


Fig.474 Illustrative Softworks diagram

Hardworks Strategy

Illustrative public realm materials

The principle layer of public realm materials ties directly in to the overall Landscape Concept, emerging illustrative masterplan threads and identified episodes. A limited but flexible palette is proposed in order for future design teams to embrace yet challenge the core ambition of character areas described in further detail, in the next chapter 7.2 Character Areas, whilst staying true to the holistic vision of the wider illustrative masterplan.

The High Street is to receive a distinctive treatment, establishing its priority in the hierarchy of spaces and north-south links. Here it is proposed to use Tegula small unit paving on the carriageway, clearly signalling intimate and human scale through this layer of special detail. To either side, the new footways will be laid in Perfecta paving, extending the full length of the High Street.

The pedestrian routes of Community Lane, Enterprise Yard and the East-West Links will be paved with Dutch clay pavers, serving to unite these character areas as part of the same connected neighbourhood, with a combination of street furniture, play, tree planting and softworks detailing to define each space in its own right.

Distinct areas of paving are then introduced at key nodes and moments, including Nairn Square, outside Plot B3 to Highland Place, Culloden Green, The Town Square, Kirkmichael Road, and the Balfon Underpass. These treatments might include in-situ concrete, gravel, granite or special play surfaces, and should reference the Design Code and individual character area sections for further guidance and precedent inspiration.

Further information can be found in **Chapter 7.3 Hardworks and Softworks of this Design and Access Statement** including an indicative material palette.

- Site Boundary
- PCC concrete flags
- Dutch clay pavers
- Perfecta paving
- Tegula small unit paving
- Distinct area of paving e.g. in-situ concrete, gravel, granite, safety surface
- Coloured asphalt

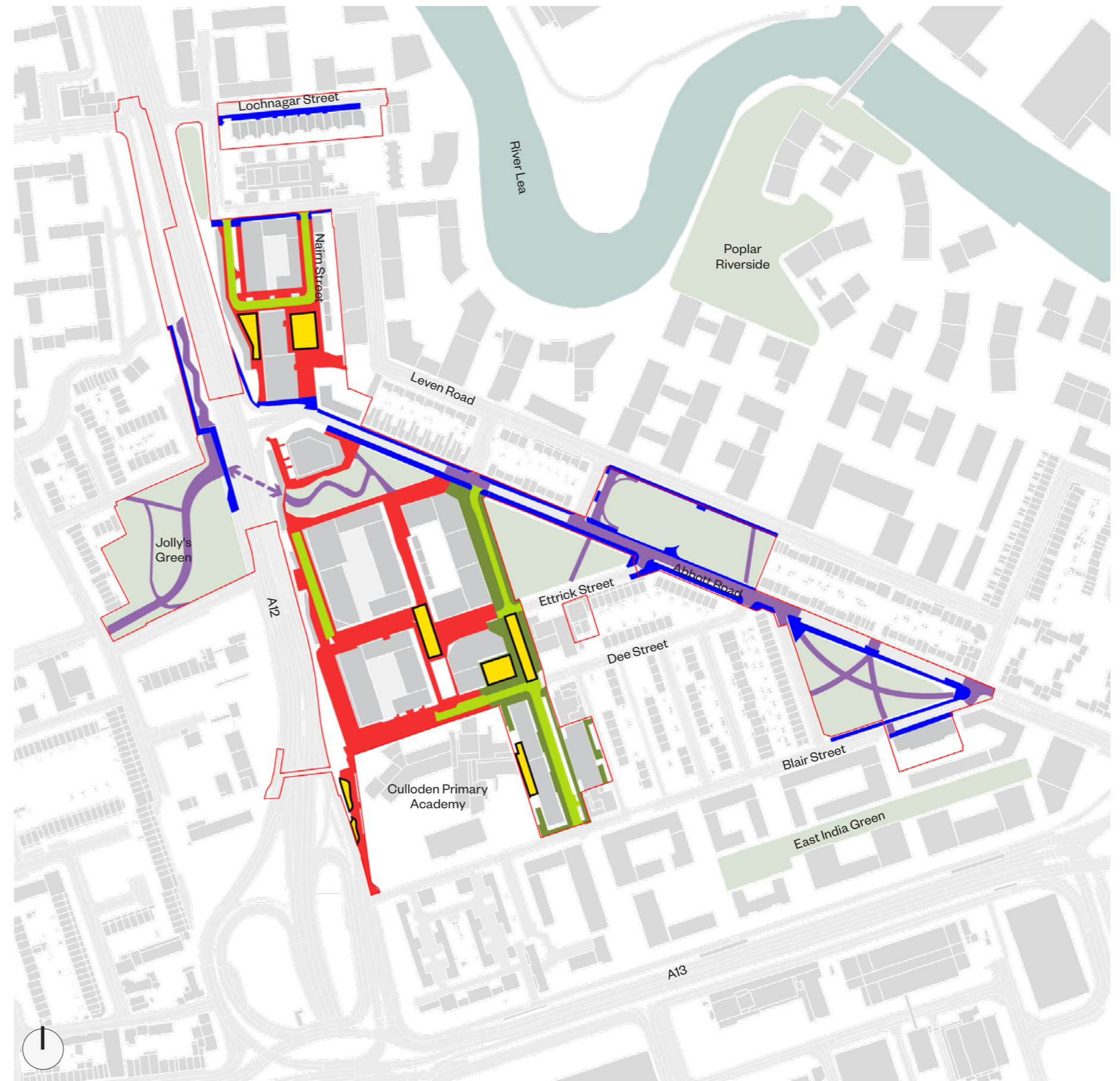


Fig.475 Illustrative Public Realm Materials diagram



7.2

CHARACTER AREAS

Character areas

Ground floor

The diagram on this page shows the location and relationship between the illustrative landscape Character Areas, which will be described in further detail in the following chapter.

- Site Boundary
- The Healthy Street
- Parks and Greenspaces
- The High Street
- Town Square
- Community Lane
- Enterprise Yard
- East West Links

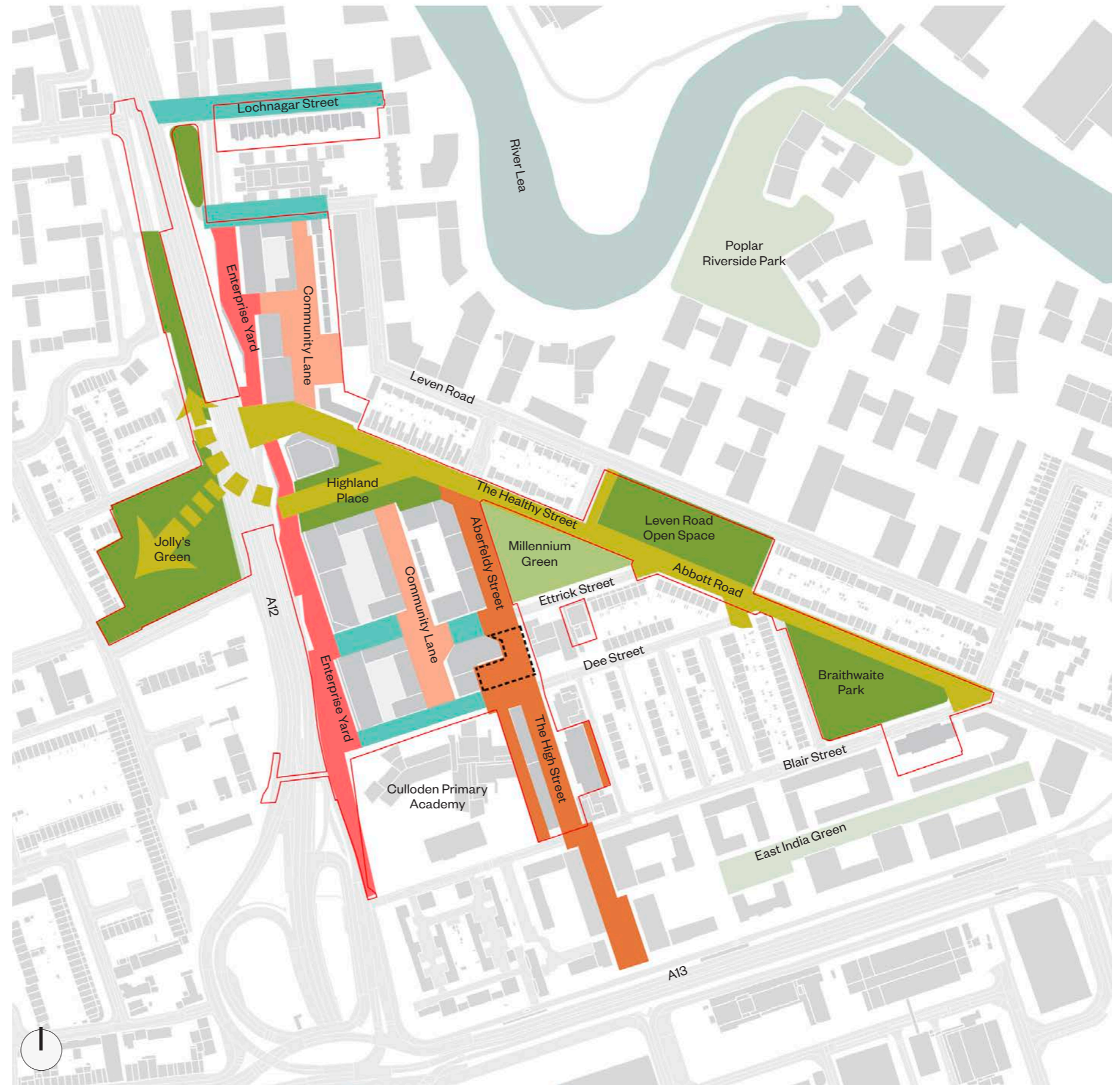


Fig.476 Character Areas - Ground Floor diagram

The Healthy Street

Vision of a Healthy Street

The aim of the Healthy Street proposals is to improve the quality of pedestrian connectivity along Abbott Road, helping to link the main green spaces of the illustrative masterplan: a Park Connector. This also connects pedestrians to the new greenspace, Highland Place, which itself connects via the repurposed vehicle underpass to a green Slip Road, and further west to Jolly's Green via the proposed new Underbridge. The improvements will also improve east-west links between the illustrative masterplan area and the River Lea, associated residential areas, Poplar Riverside Park with a new river bridge, and areas east of the River Lea.

The proposal will transform Abbott Road into a place that reflects its green space context and is an exemplar for TfL's Healthy Street initiative. This can be done through narrowing the existing carriageway, introducing clearer crossings, incorporating planting and trees, seating, shelter, and creating a more generous pedestrian environment.

- ① Planting buffer to A12 junction to protect pedestrians using pavement
- ② Pedestrian crossing
- ③ New open space and planting to Highland Place
- ④ Raised table at key junctions
- ⑤ Abbott Road narrowed carriageway
- ⑥ Existing mature tree planting maintained
- ⑦ New tree planting to compliment existing canopy and create Healthy Street avenue
- ⑧ Planting beds to road side edge

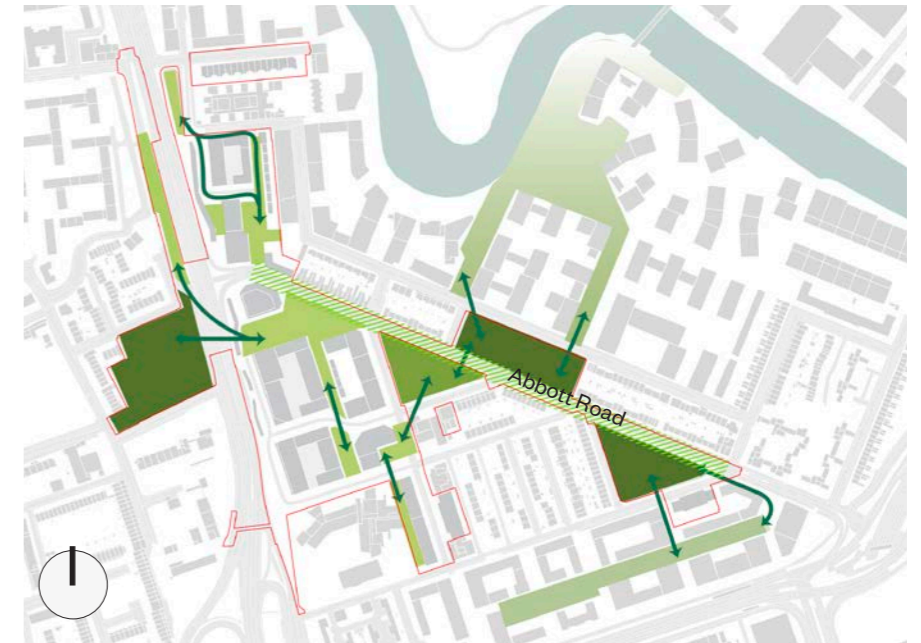


Fig.478 Connecting Green Spaces diagram

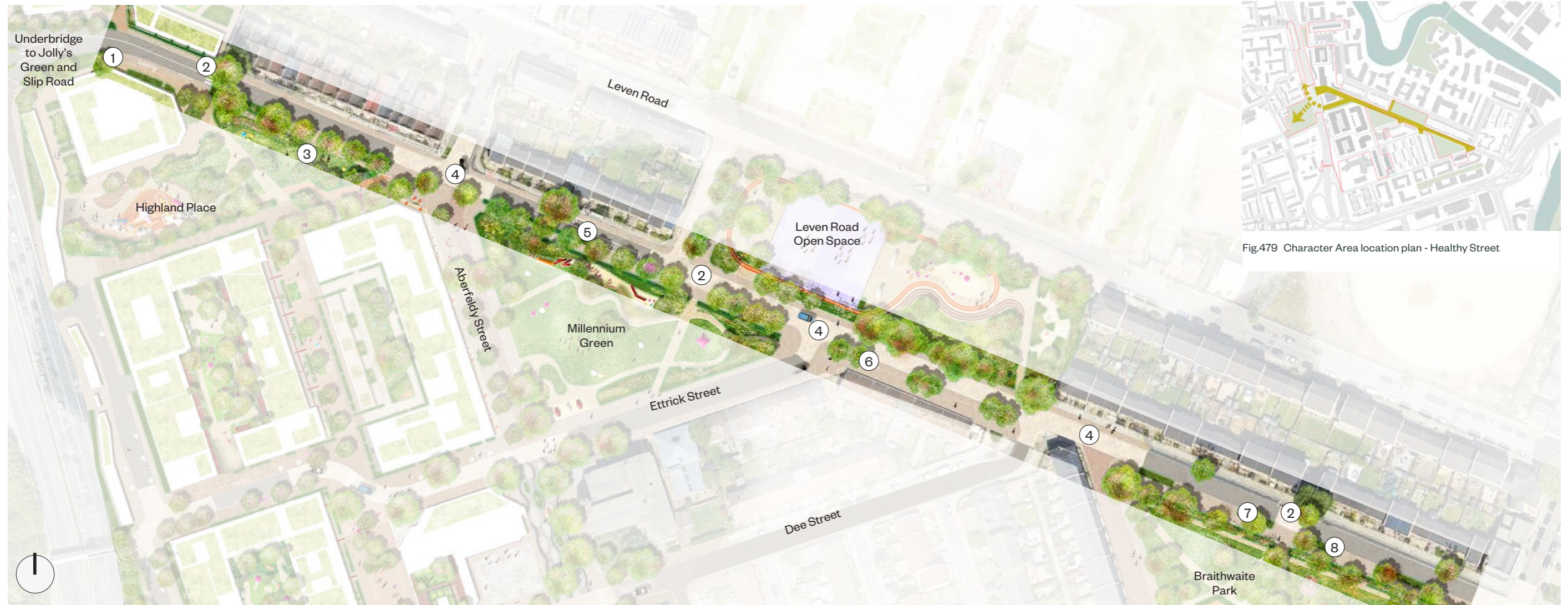


Fig.477 Character Area diagram Healthy Street

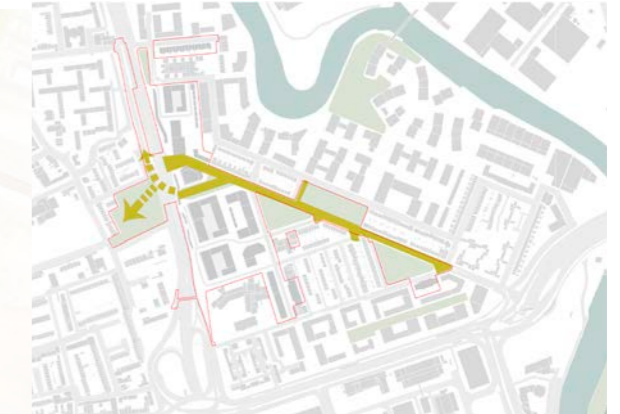


Fig.479 Character Area location plan - Healthy Street

The Healthy Street

Abbott Road is 7.5m wide, with narrow pavements. Vehicles dominate the route, whilst pedestrians navigate the narrow footpaths, interrupted by bus shelters, guard rails, front gardens and trees.

Existing Site condition

Abbott Road is the primary vehicular route traversing north-south across the Site. It is a busy road, dominated by cars travelling in both directions along the 7.5m carriageway.

Paving materials, junctions, crossing, street furniture and edge treatments vary in both specification and condition, and do not provide any coherent place-making for pedestrians, beyond being a means of motorists driving from A to B.

The existing trees of primarily mature London Planes is the street's greatest asset, which should be embraced and celebrated. In addition, Abbott Road is an important spine along which three existing greenspaces exist in relative isolation, due to a lack of connectivity, way-finding or sufficient places to cross for pedestrians.

These local parks are Braithwaite Park, Leven Road Open Space, and Millennium Green; for further information, refer to the individual character areas later in this chapter.



Fig.480 Braithwaite Park and Abbott Road



Fig.481 Kerbside planting between Millennium Green and Abbott Road



Fig.482 Central reservation in middle of Abbott Road



Fig.483 Leven Road Open Space and Abbott Road

The Healthy Street

Park connector

Setting the principal of Abbott Road as a Park Connector establishes positive foundations for all movement and use of the street, be that for children, adults, cyclists or motorists. The design intent is to establish the Healthy Street as a favoured north-south pedestrian route, which vehicles continue to use but with traffic calming initiatives in place, and clear, safe, easy east-west crossing points.

Abbott Road, which already benefits from existing mature London Plane and other street trees, could be enjoyed as a relaxed and attractive route to walk or cycle along, and connect in to other loops and trails within the parks, such as for fitness, play or nature. The proposal features planting, which includes avenue street planting, to separate the footway from the carriageway on the western side of the road, creating a visibly different experience for pedestrians.

The concept presents an exciting canvas for the inclusion of dedicated play, playable features, seating and street furniture, and other leisure activities such as a jogging route or dog walking link, designed along its length.

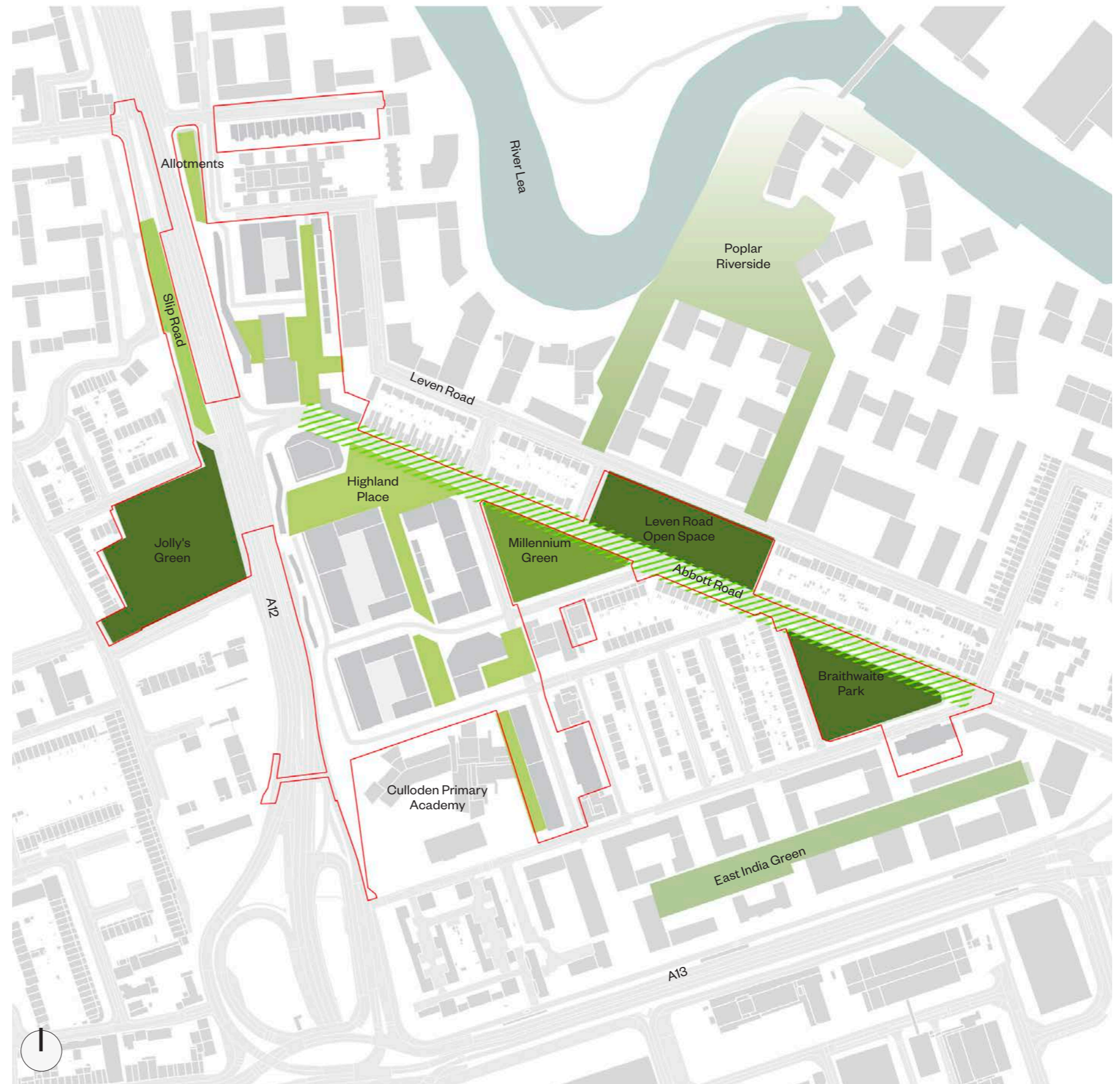


Fig.484 Healthy Street Park Connector diagram

The Healthy Street

Precedents



Fig.485 Generous pavements and motorist de-prioritisation, Orford Road Walthamstow



Fig.486 Greening of streets



Fig.487 Wider pavements create opportunities for street furniture moments



Fig.488 Softening of roadside edges for pedestrian enjoyment and biodiversity



Fig.489 Raised tables and different surface treatments to differentiate spaces



Fig.490 Re-thinking road edges to prioritise pedestrians

The Healthy Street

Connecting the green spaces

The proposed narrowing of the road wins space for both pedestrians and planting. Elongated raised tables with changes in surfacing, and priority zebra crossings both connect the green spaces visually and physically. Combined with additional trees and planting, these cognitive signs will make drivers aware they are transitioning into a different space where they need to drive slowly and take special care. Modeling has indicated a significant reduction in general traffic in the future due to the closure of the underpass. Reducing general traffic will help east-west connectivity and the ambition for greater independent pedestrian mobility for children.



Fig.491 Abbott Road - Millennium Green and Leven Road Open Space junction looking north - Existing



Fig.492 Abbott Road Millennium Green and Leven Road Open Space junction looking north - Proposed



Fig.493 Abbott Road - Leven Road Open Space and residential looking north - Existing



Fig.494 Abbott Road Leven Road Open Space and existing residential looking north - Proposed

Parks and green spaces

Aberfeldy is poorly served by usable high quality green space. There are just the three modest sized, low quality, poorly connected green spaces: Braithwaite Park, Leven Road Open Space and Millennium Green, as well as the popular East India Green, part of the previously approved Aberfeldy Village Masterplan. A fourth green space, Jolly's Green, is an isolated flat area of grass with some play facilities and mature tree planting, located to the west of the A12. There is currently no safe and clear east-west connection across the A12. The existing underpass is widely perceived to be threatening and unsafe as well as poorly connected which means users have to walk long distances to avoid using.

Based on the consultation a number of overarching principles were established for the improvement of all the parks and the linkages between them. Fundamentally, the proposals aim to change spaces and be aspirational, whilst improving the movement and connectivity between sites. Visibility, safety, and transparency to draw people from one park to the next are key human considerations, in tangent with an imperative to improve nature and biodiversity.

However, the green space potential is considerable. In addition to the regeneration of these four aforementioned parks, the future area is set to include:

- Allotments and Community Garden, as part of the detailed application;
- New park space in Highland Place, as part of the outline application;
- New green spaces along Community Lane, as part of the outline application connecting across the A12;
- Significant new park as part of Poplar Riverside development.



Fig.495 Character Area diagram Parks and Green Spaces - Braithwaite Park, Leven Road Open Space, Millennium Green, connecting to Highland Place

Fig.496 Connecting Green Spaces diagram

Parks and green spaces

Aberfeldy has just the three modest sized, low quality, poorly connected green spaces: Braithwaite Park, Leven Road Open Space and Millennium Green.

Existing Site condition



Fig.497 Braithwaite Park existing play elements and open space with undulating mounds



Fig.498 Leven Road Open Space MUGA entrance from Abbott Road



Fig.499 Millennium Green amphitheatre



Fig.500 Braithwaite Park existing entrance and railings



Fig.501 Leven Road Open Space central mounded landscape with steps



Fig.502 Millennium Green open lawn and bench seating

Parks and green spaces

Green spaces connectivity

In this outline proposal, the major North-South link connecting Braithwaite Park, Leven Road Open Space, Millennium Green, Highland Place and Jolly's Green (via the Underbridge) - is the improvements to Abbott Road, described previously in the Healthy Street Character Area section. Abbott Road acts as a Park Connector.

The proposals incorporate improved and more formal crossing points on Abbott Road, facilitating East-West movement, particularly connecting Leven Road Open Space. Several new routes across this space would also be created linking to Poplar Riverside Park and different parts of the new Leven Yard development.

As part of the improvements to the three existing greenspaces, connectivity has been considered from the very start to ensure the parks can be enjoyed as a greater collective experience, as well as individually. Building on the strategic notion of Circuits across the wider illustrative masterplan, presented earlier in Chapter 7.1, local trails have also been designed to encourage movement and exploration between all three spaces. For example, walking and jogging trails; activity trails; tree and nature trails.

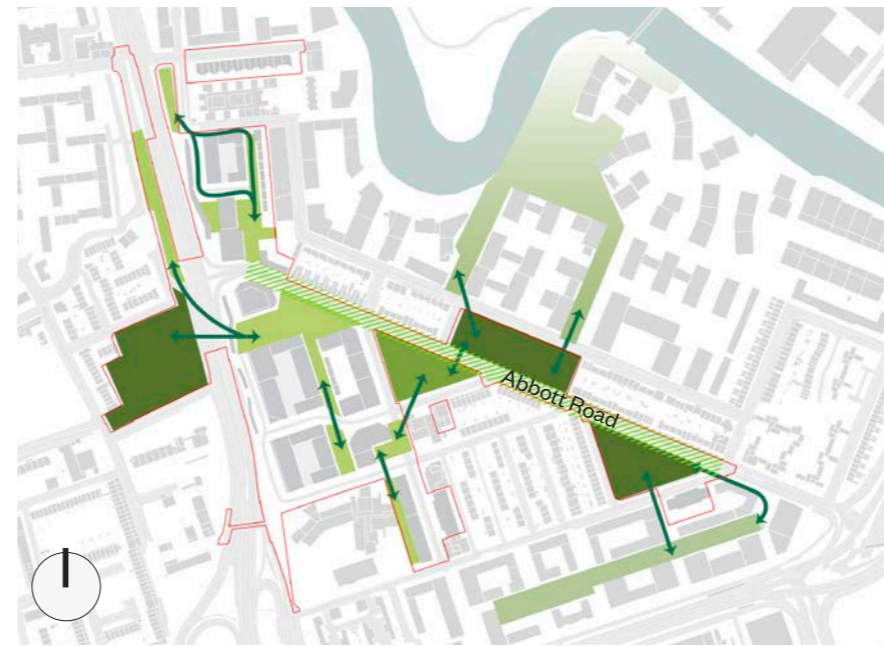


Fig.503 Connecting Green Spaces diagram

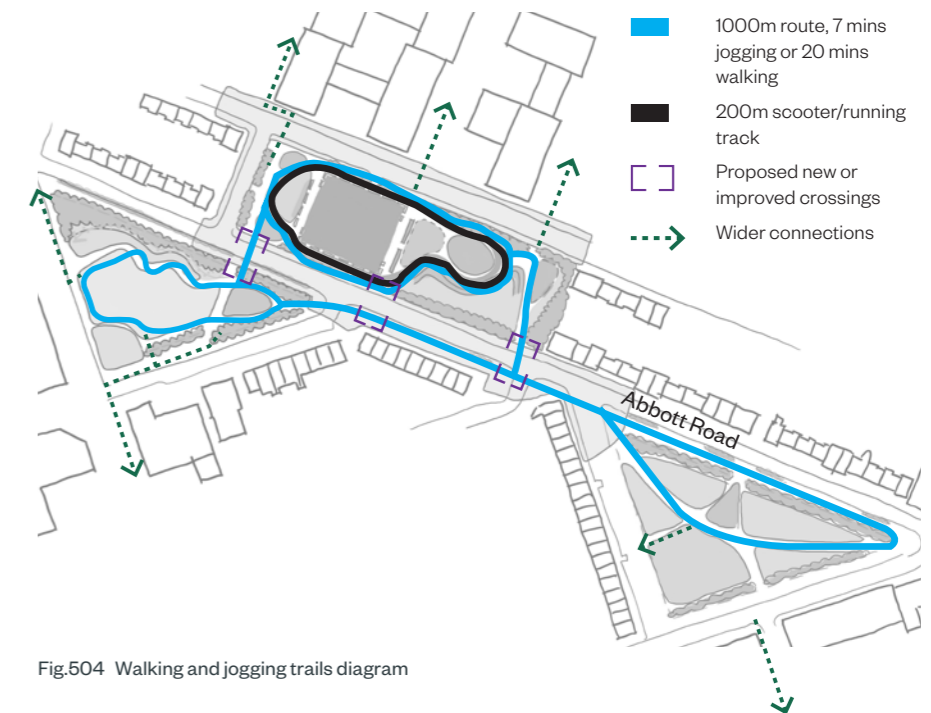


Fig.504 Walking and jogging trails diagram

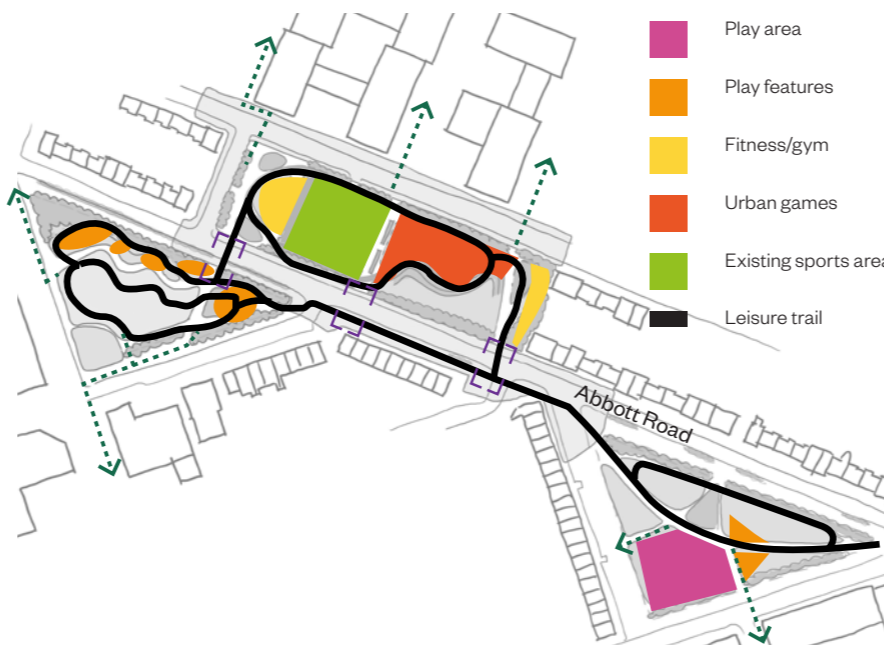


Fig.505 Activity Trails diagram

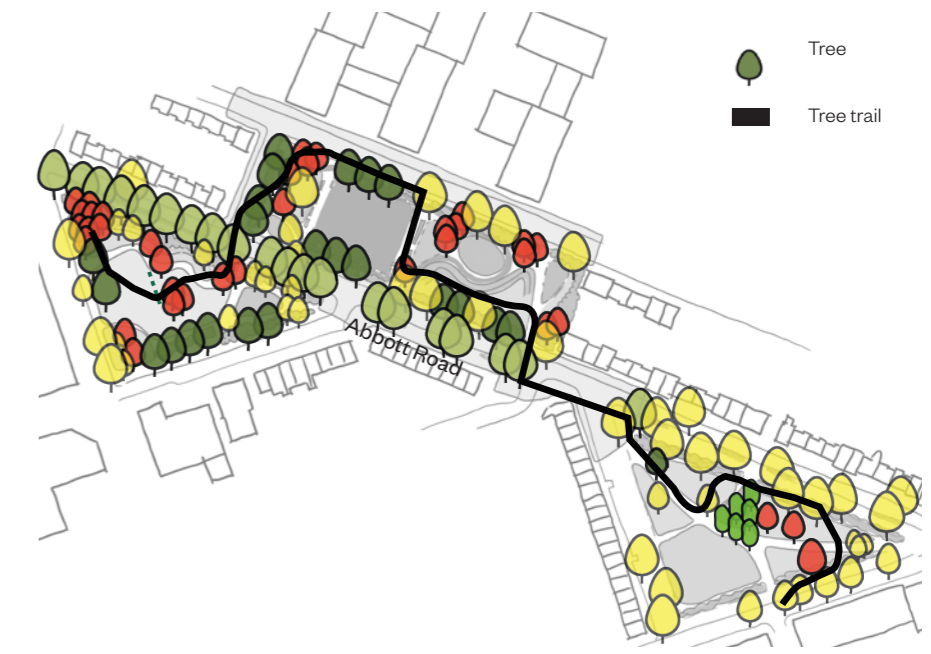


Fig.506 Tree trail diagram

Braithwaite Park

The character and life of Braithwaite Park is as a neighbourhood garden square.

Through consultation and responding to the aspirations of the community, it has been developed to offer a mix of activity: from play (both formal and informal), picnics, walks, relaxation, and socialising. It is a sensory garden environment of flowers and habitat, and a place for everyone to enjoy.

To the south-west corner is a significant children's play area with a range of play equipment for all ages and abilities. The detailed design of this area is subject to further consultation, and will include traditional items like swings and towers as a result of direct feedback from residents.

Further open space is provided for informal play across generous amenity lawn areas. These areas include colourful flowers and improved planting, to feel more garden like, as well as the retention of existing trees and planting of new trees for shelter and shade.

Plenty of seating and resting areas are included for sociability, with provision of arm and back rests to be included. For example traditional benches to the park edges; picnic tables and benches outside the play area for waiting parents and carers; curved social benches near the older swings for young teens to hang out.

Existing tree planting is enhanced by new tree planting in all three green spaces, and no trees are proposed to be removed.



Further information on Braithwaite Park can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.



Fig.507 Character Area location plan - Parks

The identity of Braithwaite Park is 'The Gardens' for the neighbourhood with a play area, flowers, and areas of lawn, seating and picnic tables to rest, relax and socialise.

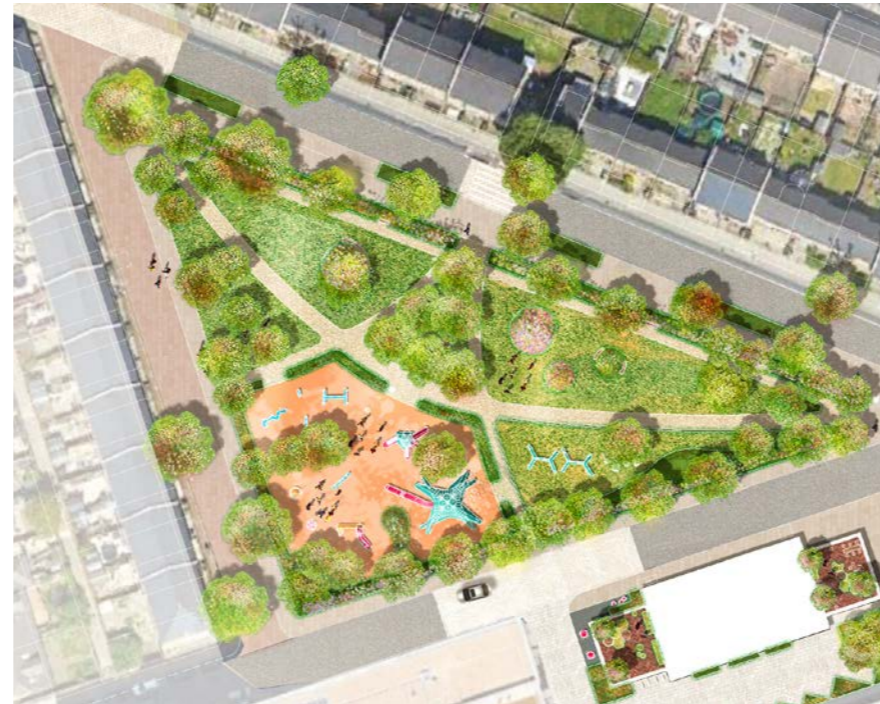


Fig.508 Illustrative Colour Masterplan - Braithwaite Park



Fig.509 Axon Braithwaite Park



Fig.510 Illustrative View Braithwaite Park and dedicated play area, looking south from entrance on corner of Abbott Road and Benledi Road

Braithwaite Park

Precedents



Fig.511 Dedicated play area with tower and climbing structures



Fig.512 Railings and gates surrounding play area



Fig.513 Picnic benches for parents and carers



Fig.514 Swings for younger and older children



Fig.515 Colourful planting



Fig.516 Lounger and more informal seating for socialising and relaxing

Leven Road Open Space

The character and life of Leven Road Open Space is as a Hub for sporting, fitness and adventurous play.

Through consultation and responding to the aspirations of the community, Leven Road Open Space has been developed to retain and resurface the existing MUGA; add complementary fitness equipment for a wider range of the community; provide an exciting range of urban games and free-form outdoor activity equipment; and create more seating and socialising opportunities.

Two gym areas are proposed, to the north and south end of the space. The detailed design of these areas is subject to further consultation and specialist design, and will include traditional items like cardio and strength equipment as well as accessible pieces, as a result of direct feedback from residents. The northern gym is intended as a larger group space with closer proximity to the MUGA, whilst the southern gym is home to individual or paired gym stations enveloped in planting, to provide an alternative and welcoming fitness space to those who want to exercise, but might be more body conscious.

A 200m walking/running/scooter track encloses the space, and offers a fun way for adults and children of all ages to explore the space. Within the track can be found dedicated play pieces, such as low level artificial climbing walls; parkour equipment; play surface for scootering and rollerblading; playable furniture. The eastern end is wrapped by bleacher-style terraced seating and a raised mounded area, blanketed in wild flower meadow planting, providing a soft open space for people to relax outside or meet up with friends and family.



Further information on Leven Road Open Space can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.



Fig.517 Character Area location plan - Parks

The identity of Leven Road Open Space is 'The Hub' for sports, activity, fitness, and adventurous play.



Fig.518 Illustrative Colour Masterplan - Leven Road Open Space



Fig.519 Axon Leven Road Open Space



Fig.520 Illustrative View Leven Road Open Space and bleacher-style terraced seating with MUGA in background

Leven Road Open Space

Precedents



Fig.521 Colourful surfaces for kids to play and use scooters



Fig.522 Outdoor gym equipment



Fig.523 Low level artificial climbing rock



Fig.524 Bleacher-style social seating edge



Fig.525 Parkour and free-form urban games for teens and young adults

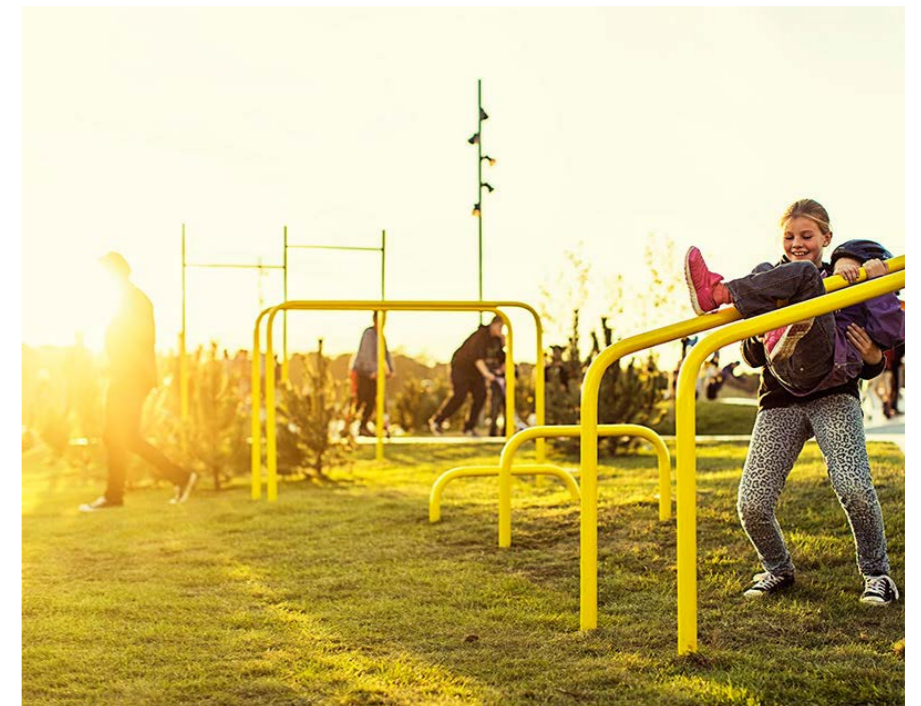


Fig.526 Playable landscape equipment

Millennium Green

The identity for Millennium Green is as a ‘Community Green’ at the heart of Aberfeldy: a place for events and fun days, but also an everyday green space for rest and picnics, that is playable.

The character and life of Millennium Green is as a community green at the heart of Aberfeldy.

Through consultation and responding to the aspirations of the community, Millennium Green has developed to provide a place for events and fun days; a generous open amenity lawn to the centre for relaxing and picnics; and a nature play trail and suitably dense planting, running parallel to the Abbott Road edge.

The event space is located to the south-west corner, with planters, games tables, and hard-standing to support small vans and vehicles that might need to pull up for an event. Wildflower meadow planting wraps the edge along Ettrick Street, and transitions in to a play-on-the-way nature trail for children to explore.

Existing tree planting is enhanced by new tree planting in all three green spaces, and no trees are proposed to be removed.

Millennium Green benefits from good hours of sunlight throughout the day and year, and as such the open green is a prime location for special events and day-to-day use by the community.

Delivery of Millennium Green Improvements sits outside the outline Planning Application Red Line; this is envisaged to be secured via a planning obligation(s).



Fig.527 Illustrative Colour Masterplan - Millennium Green



Fig.528 Axon Millennium Green



Fig.529 Illustrative View Millennium Green flexible community space, looking east from corner of Benledi Road and Aberfeldy Street

Millennium Green

Precedents



Fig.530 Open lawn for community use



Fig.531 Wildflower meadow planting



Fig.532 Naturalistic style play features and nature trail



Fig.533 Actively promoting ecology and biodiversity



Fig.534 Flexible hard space to south-west corner for small community events



Fig.535 Open lawn and new tree planting to create playable landscape

Highland Place, Jolly's Green & slip road - 'A Superpass'

Activating the underbridge

The Proposed Development will deliver an extraordinary pedestrian and cycle connection between Aberfeldy and west Poplar by the visionary transformation of the existing vehicle underbridge with a breakout into Jolly's Green. This connector will be a dramatic exciting space that will create a new destination which is safe engaging and activated. It will be extraordinary which is why we have called this connector a 'Superpass'.

There are many examples of underbridge activation spread throughout cities across the world. The most successful of these combine layers of activation with clear views to ensure they are both well-used and safe.

Following validation of the Hybrid Application, the Applicant has been in discussions with LBTH officers in relation to the aspirations for a direct link from the pedestrianised underpass into Jolly's Green and works to Jolly's Green.

The Applicant and LBTH officers have jointly agreed that the works to Jolly's Green should be included within the red line and secured as part of the future planning permission. The delivery of works to Jolly's Green will sit within Phase B as part of the Outline Proposals. The Applicant has updated the red line and amended the Proposed Development to incorporate the provision of a direct link from the proposed pedestrianised underpass to Jolly's Green. Accordingly, the Applicant has updated the planning application plans and documents where necessary to reflect this. Importantly the extension of the redline boundary of the Hybrid Application does not result in any fundamental alterations to the development that is proposed.



Fig.536 Diagram proposed extent of works (Meinhardt)



Fig.537 Highland Place, Underpass and Jolly's Green illustrative overview diagram

Highland Place, Jolly's Green & slip road - 'A Superpass'

Existing site condition

The existing pedestrian underpass is 1:10 gradient along its approach route, lacks clear sight lines, and is small in both width (2.5m) and height. This combination creates an unsafe feeling, even during daylight hours., and the consultation with the community confirms this is their experience.



Fig.539 View from the A12 above the vehicular underpass



Fig.541 Exit from the pedestrian underpass to Jolly's Green



Fig.540 View into the pedestrian underpass

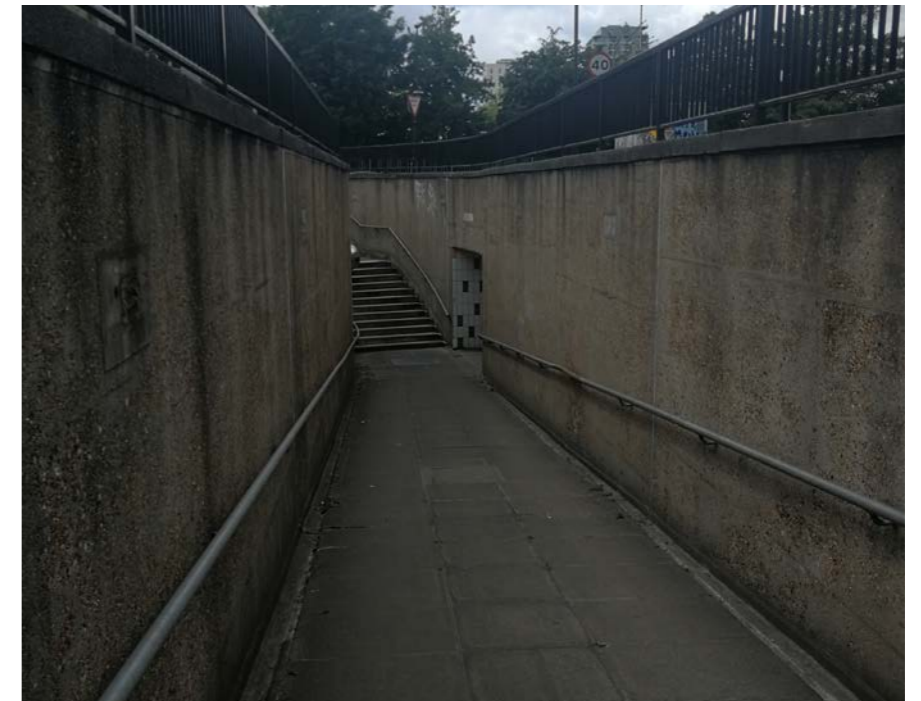


Fig.538 Entrance to the pedestrian underpass from Highland Place

Highland Place, Jolly's Green & slip road - 'A Superpass'

The illustrative concept

An exciting opportunity exists to connect Highland Place and Jolly's Green, by re-purposing and reshaping the existing vehicular underpass into a pedestrian and cycle 'Superpass'.

In order to achieve direct sight lines, and visibility for safety across the superpass from either entrance, the underbridge breaks out into Jolly's Green, creating a direct link between green spaces.

Raising the levels of the underpass by approximately 2m provides a 10.5m wide by 3.2m - 4m tall East-West connection. 1:21 pathways towards and from the underbridge (3.2m high at the Jolly's Green opening & 4m high at the Highland Place opening) utilise and interact with the level change along its length to create a unique landscape.

This concept to connect Highland Place to Jolly's Green also means that the character of the green spaces can be further differentiated within the wider illustrative masterplan, providing the community with variety in their parks and green spaces. Highland Place would have a more robust/urban character versus a softer more traditional green space at Jolly's Green.

The significant slopes and level changes can be embraced to create a unique environment with activities along this key pedestrian and cycle connection, for example, climbing and adventurous play spaces, with terraced seating for gathering or informal play, and sloped lawns for sunbathing and relaxing.

The vehicular underpass at Aberfeldy is a 10.5m wide route with plenty of opportunity for activation in the visitor's journey to, from and within. These pages combine several examples of potential interventions, from art pieces to schedules of events.



Highland Place, Jolly's Green and Slip Road

Highland Place and underbridge precedents



Fig.542 Using level changes for play, Governor's Hill



Fig.544 Distinctive character and welcoming fun lighting to Underpass



Fig.546 Flexible lawns at different levels, Olympic Park



Fig.543 Colourful and distinctive art opportunities



Fig.545 Integrated climbing walls, Olympic Park

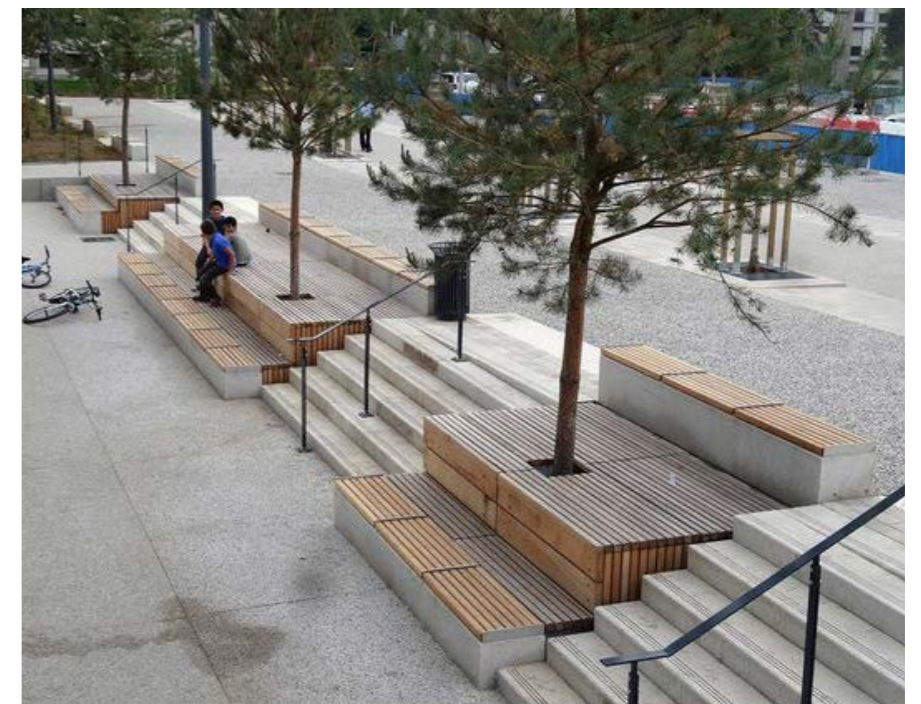


Fig.547 Mix of seating terraces and steps

Highland Place, Jolly's Green & slip road - 'A Superpass'

Movement and spatial organisation

Highland Place

The central valley pedestrian path to Highland Place allows movement across the A12 via the remodelled underbridge to Jolly's Green, the Slip Road and beyond. A separate 3m wide cycle path that later runs adjacent to the pedestrian route is initially diverted behind the play area to maintain safe access directly from the pedestrian route to the play area.

The routes will be surfaced in coloured asphalt to match all primary paths across Aberfeldy Parks for ease of legibility (with rumble strips integrated into the cycle path to manage speed before the paths intersect). Routes across Highland Place allow the continuation of pedestrian routes North-South, such as through Community Lane.

Clear sight lines through the underbridge to the other side are provided for safety. Furthermore, activity is clustered to the west of the open space - around the entrance to the underbridge - for example, climbing; play; terraced seating, to animate this area. Open amenity lawns are included to the east for the flexibility of community daily activities.

The adjacent building uses also provide overlooking and activation, particularly building B3, including the residential hub, and Poplar Works workspace buildings. The space around these building is also sufficient for spill out activity and pedestrian movement.



Fig.549 Character Area location plan - Highland Place, Jolly's Green and Slip Road



Fig.548 Highland Place Movement and Spatial Organisation

Highland Place, Jolly's Green & slip road - 'A Superpass'

Movement and spatial organisation

Jolly's Green

The main segregated pedestrian and cycle route through Jolly's Green from the new underbridge entrance brings pedestrians and cyclists to the junction of Leonard's and St Andrew's Street which creates an improved connection west, including Crisp Street Market and the surrounding neighbourhoods.

The location of the main route across the park allows it to meander and slope subtly to accommodate the required levels and so blind corners and sharp turns are minimised, making the route feel as secure and overlooked as possible.

The north south connection from Joshua Street to Andrew's Street is maintained through the park and a loop route from Joshua Street to St Leonard's Street is also designed in as a part of a level play area and community orchard to the west.

Slip Road

The slip road, anticipated to be less trafficked combines the pedestrian and cycle route into one 4.5m wide route. The joint route connects Dewbury Close, the future Teviott estate and Zetland Street to Jolly's Green, Highland Place, proposed development land to the east and River Lea bridges.



Fig.551 Character Area location plan - Highland Place, Jolly's Green and Slip Road



Fig.550 Jolly's Green Movement and Spatial Organisation

Highland Place, Jolly's Green & slip road - 'A Superpass'

Highland Place

Highland Place represents an exciting new piece of public realm, right in the heart of the scheme and pivotal to the enhanced connectivity of Aberfeldy.

Abbott Road - the Healthy Street - acts as a Park Connector to Braithwaite Park, Leven Road Open Space, and Millennium Green, which extends right through to Highland Place. Here residents and visitors are greeted by an expansive open lawn, new tree planting and wildflower meadow planting with plenty of opportunities for sitting out on a sunny day. The lawns are framed by planting for comfort and to create a sense of distinct identity from surrounding spaces.

Highland Place provides pedestrians and cyclists with a fun and playful car-free route through the scheme, travelling beneath the Underbridge and on to other parts of Poplar via the Slip Road/Jolly's Green intervention. The soft landscape, open lawn, and planted areas transition to a harder, playable landscape in line with the graded level changes, which are designed to embrace this as a significant and unique landscape feature.

As people move from west to east, there is the choice to spend time in spill-out space outside Plot B3 - where the Residents Hub is located at the upper level - or sit and socialise on the terraced bleacher-style seating, that transitions down to the lower level to meet the main through route. Opposite this is a dedicated play area, designed to challenge and entertain children with a range of abilities and ages. It can provide a destination play space, or act as play-on-the-way as part of a daily journey through the site.

- ① North-South pedestrian connections to wider illustrative masterplan
- ② New Poplar Works building with work space units
- ③ Entrance to Resident's Hub located in Plot B3
- ④ Terraced bleacher-style seating transition with steps from upper to lower level
- ⑤ Pedestrian access to Jolly's Green via Underbridge
- ⑥ Dedicated play and playable landscape
- ⑦ Open lawn and wildflower meadow planting
- ⑧ Open lawn area to southern edge of Abbott Road - Healthy Street
- ⑨ Dedicated cycle route to underbridge



Fig.552 Character Area illustrative diagram Highland Place



Highland Place, Jolly's Green & slip road - 'A Superpass'

Jolly's Green

The most notable new design move to Jolly's Green is the connection to the new pedestrian under bridge that unlocks the east-west connection across the A12. The new pedestrian and cycle route (6m wide in total at a 1:21 accessible gradient) meanders gently down through the park to underbridge level creating new and more varied play, leisure and exercise spaces as it gently slopes and bends.

The existing woodland to the east of the park against the A12 is mostly retained and reinforced ensuring both its ecological value to the park and the partial sound proofing it provides from the A12 are maintained. The woodland edge is expanded out to the top of the gently sloping banks to the southern side of the main route. Gym equipment is relocated, and added to, in the form of an exercise trail along the woodland edge. Positioning the equipment here and in this manner gives the impression of both space & security and intimacy & privacy at the same time - with the equipment tucked into the woodland edge but looking out and across the rest of the open park.

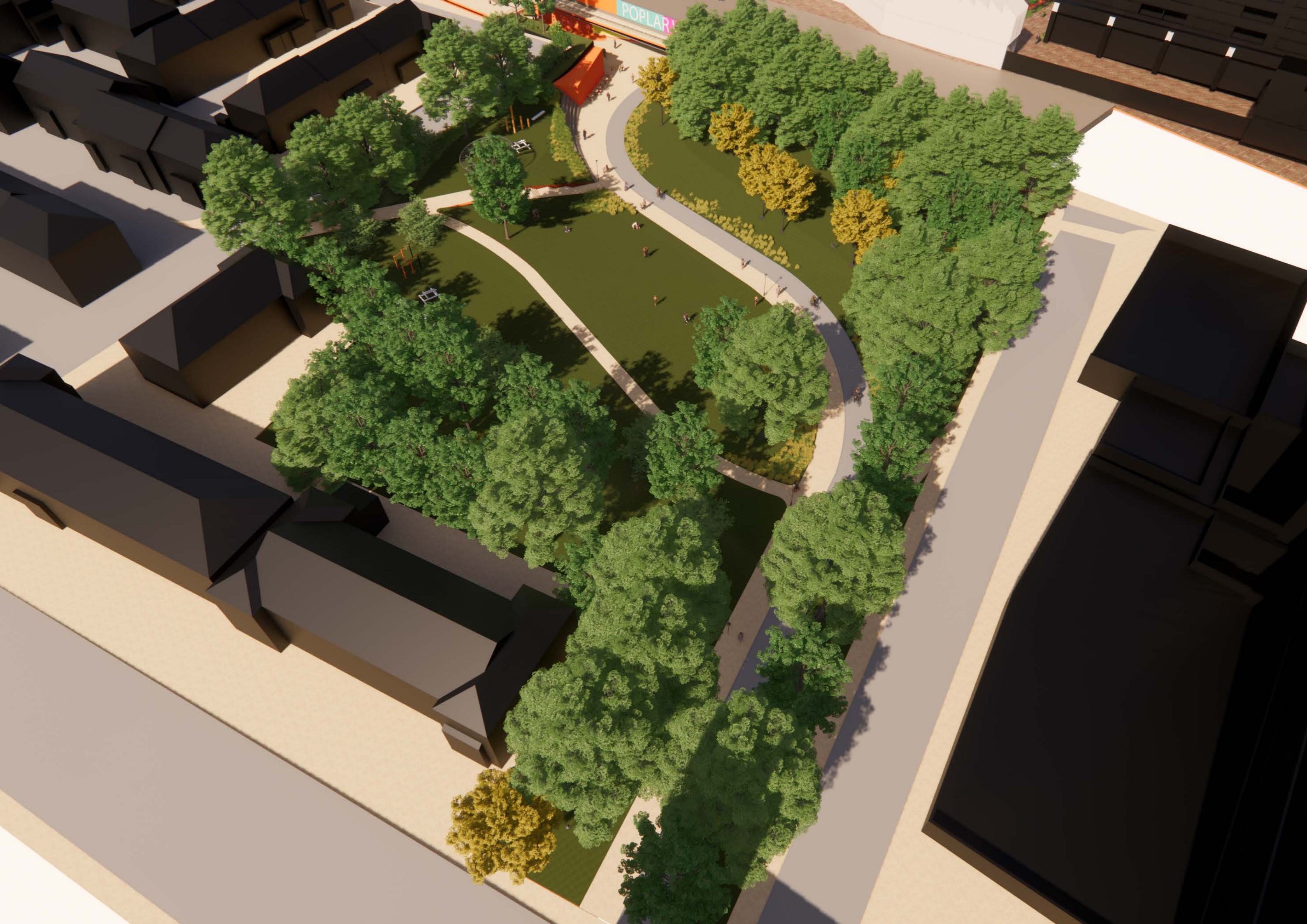
The construction of the path also allows for the creation of a gently sloping south facing lawn to the north of it that is orientated to enjoy the late afternoon sun and gently graded to be comfortably sat/lounged upon. The gentle slope also means that there is a clear separation between this relaxing leisure space and the new larger dedicated play area amongst the community orchard above it.

A dense planted buffer is maintained to the back gardens along the edge of the park to keep a sense of privacy and sound proofing. There is proposed herbaceous planting added at strategic points around the perimeter to shield and provide visual amenity as appropriate and required. Apart from the large woodland typology to the east of the site, the majority of the rest of the park's open spaces and slopes are proposed to be lawn or wild flower meadow increasing the ecological diversity and aesthetic value of the park.

- ① Future connection through to Highland Place via Underbridge
- ② Bleacher-style seating to transition between upper and lower levels
- ③ Dedicated cycle route
- ④ Primary segregated pedestrian route
- ⑤ Play areas
- ⑥ Community orchard
- ⑦ Gym trail to woodland edge
- ⑧ Enhanced shrub and tree planting to A12 buffer



Fig.553 Character Area illustrative diagram Jolly's Green



Highland Place, Jolly's Green & slip road - 'A Superpass'

Slip road

The Proposed Development will deliver an enhanced pedestrian and cycle connection from Aberfeldy to the west of the A12 via the pedestrianisation of the existing vehicle underpass with a break out into Jolly's Green.

The proposal for the underbridge is to raise the floor level of the existing underbridge connecting the pedestrian and cycle route from Highland Place and Jolly's Green to the slip road. This creates an accessible 1:21 gradient along the slip road which would be a shared pedestrian and cycle route to Dewberry Close, Langdon Park School and the future redevelopment of the Teviott Estate.

With this intervention comes the opportunity for immediate activation through workshop units and spill out areas. The access route will be lined with planting and trees, and play on the way.

Additionally the roof of the underbridge is removed where it is not necessary for the A12 carriageway and footway. This allows views to the sky and creates a lighter, brighter, safer feeling space.

The following pages show an illustrative walk through visual experience of passing through from Highland Place to Jolly's Green and an illustrative walk through visual experience of the Underpass to the Slip Road.

- ① Entrance for pedestrians and cyclists travelling south
- ② Planting beds and new trees
- ③ Workshops and spill-out
- ④ Entrance to Dewberry Close
- ⑤ Acoustic screen with climbing plants
- ⑥ 1:21 graded route and stepped access
- ⑦ Access route to Jolly's Green
- ⑧ Connection to Underbridge and through to Highland Place



Fig.554 Character Area illustrative diagram Slip Road



Highland Place, Jolly's Green & slip road - 'A Superpass'

Highland Place to Jolly's Green illustrative walk through



Fig.555 Highland Place to Jolly's Green Illustrative Walk Through



Fig.556 Highland Place to Jolly's Green Illustrative Walk Through



Fig.557 Highland Place to Jolly's Green Illustrative Walk Through



Fig.558 Highland Place to Jolly's Green Illustrative Walk Through (unit on right illustrates what could be added in the future but would be subject to a separate application)



Fig.559 Highland Place to Jolly's Green Illustrative Walk Through



Key plan

Highland Place, Jolly's Green & slip road - 'A Superpass'

Jolly's Green to Highland Place illustrative walk through



Fig.560 Jolly's Green to Highland Place Illustrative Walk Through



Fig.561 Jolly's Green to Highland Place Illustrative Walk Through



Fig.562 Jolly's Green to Highland Place Illustrative Walk Through



Fig.563 Jolly's Green to Highland Place Illustrative Walk Through



Fig.564 Jolly's Green to Highland Place Illustrative Walk Through



Key plan

Highland Place, Jolly's Green & slip road - 'A Superpass'

Underpass to slip road walk through



Fig.565 Underbridge to Slip Road Illustrative Walk Through (unit on left illustrates what could be added in the future but would be subject to a separate application)



Fig.566 Underbridge to Slip Road Illustrative Walk Through



Fig.567 Underbridge to Slip Road Illustrative Walk Through



Fig.568 Underbridge to Slip Road Illustrative Walk Through



Key plan

Highland Place, Jolly's Green & slip road - 'A Superpass'

Slip road to underpass illustrative walk through



Fig.569 Slip Road to Underpass Illustrative Walk Through



Fig.570 Slip Road to Underpass Illustrative Walk Through



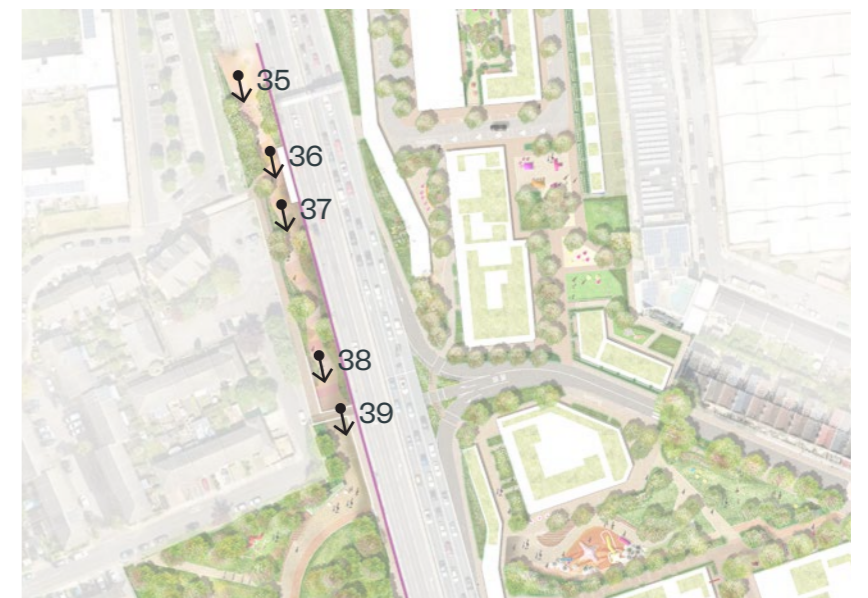
Fig.571 Slip Road to Underpass Illustrative Walk Through



Fig.572 Slip Road to Underpass Illustrative Walk Through



Fig.573 Slip Road to Underpass Illustrative Walk Through



Key plan



POPLARWORKS

CYCLE CAFE

ABERFELDY

JOLLYS GREEN

Allotments and Plot J

The new area of public realm around plot J forms part of the Phase A works. The design is born from an existing essence of rustic garden character in the makeshift allotments on site and from maximising on-site opportunities, created by both existing and future development.

This garden character and existing site opportunities are harnessed and enhanced in a new public realm that is centred on community togetherness and well-being with the community garden at its heart. The existing informal allotments on site will be built upon and expanded into a new interactive and functioning community garden heart that the new community can bond over and flourish in. The garden will be an asset that will help cement the new residents both as a community and into their surrounds, creating a stronger sense of belonging and well-being. It includes playable landscape in the form of lawns, stepped level changes and tiered-style seating as well as one piece of play equipment for dedicated play to appeal to younger members of the community. This is intentionally interwoven within a more naturalistic environment, where there are also opportunities at hand for children to learn about growing food, nature and biodiversity.

The proposed building will be solely residential in use, and its proximity to the river and the river walk with the adjacent allotment garden prompted a similarly domestic response to the rest of the public realm around the plot. Visual amenity provided by the existing interesting roof scape of the school have shaped the layout and aspect of the community garden itself. The emerging connections to the north will be maintained within the design and a direct route to the future east-west pedestrian/ cycle bridge across the river is an important asset to the development - improving connectivity within the plot itself and to eastern London.

Connection to the river and other adjacent public realm along Lochnagar Street have opened the opportunity for doorstep play at either end of the terrace, giving access without having to cross a road. Doorstep play pocket spaces are located at each end of the residential block, each held by a green border. The play area to the west of plot J is wrapped by a hedge and 900mm fence and gate. The border to the eastern space is more substantial and a 1.8m high brick wall with climbers provides protection from the adjacent garages and service area of the neighbouring Islay Wharf development, whilst maintaining a garden feel. It should be noted: in addition, that 15 units will have rear gardens that are available for play.

Passive surveillance of the doorstep play areas is provided from within the development by windows on the eastern and western units, and entrances to the eastern unit. Enhanced connectivity provided by the establishment of an East-West link character area will also provide more opportunities for surveillance, as pedestrians and cyclists use the emerging route to the River Lea.



Further information on Allotments and Plot J can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.



- 1 Native shrub and tree planting to A12 corridor to create buffer along existing wall
- 2 Community garden with trees
- 3 Allotments with sheds and connecting paths
- 4 Wildflower meadow area under existing trees, with seating
- 5 Dedicated play area to east and west of Plot J
- 6 Residents parking provision
- 7 New street tree planting
- 8 Private back gardens to Plot J units

Fig.574 Character Area diagram Allotments and Plot J

Allotments and Plot J

Existing Site condition

Due to part of the Site currently being brownfield/not used and its proximity to the A12, the existing site condition of plot J is currently an eclectic mix of guerilla gardening, improvised parking and traffic manoeuvring and even in some places - fly tipping with Bromley Hall School at the centre.

To the south of the school Leven Road is in a relatively good condition, and feels well connected to the residential areas further south, which will be improved upon in the subsequent phases of the illustrative masterplan.

The west of the Site however is completely exposed to noise and air pollution of the A12 and Lochnagar Street, to the north of the school, currently faces a brownfield site and just drifts off with piles of rubbish here and there to a dead-end locked off from the river.

The area to the north of the Site currently landlocked by a combination of brownfield, the busy A12, Bromley Hall School, and dead end side streets.



Fig.575 Make-shift allotment spaces between Bromley Hall Road and A12



Fig.576 Allotments with existing trees and A12 in background



Fig.577 Looking east towards junction of Lochnagar Street and Ailsa Street



Fig.578 Bromley Hall Road looking north to Lochnagar Street

Allotments and Plot J

The spatial organisation of Plot J and the northern end of the illustrative masterplan unfolds from the community garden heart

Movement and spatial organisation

The spatial organisation of the Site unfolds from the substantial green buffer to be provided adjacent to the A12. The community gardens take advantage of the extensive green along the edge and are a logical location for the community green space that provides a further buffer for the residential blocks on the other side of the road.

The community gardens themselves unfold from the flexible garden space to the north - it is the nearest to the residential block and so intended to be the general community garden used by all residents. To the south of the gardens a flexible spill-out space from the adjacent poplar works building is provided, and the allotments form the heart of the community garden at its centre.

A flexible seating edge is provided along the garden edge to take advantage of the interesting roofscape of the school from the garden setting. Doorstep play pocket spaces are located at each end of the residential block each held by a green border. The border to the eastern space is more substantial and brick wall with climbers provides protection from the adjacent garages and maintains a garden feel.

The streetscape is kept open to allow direct access to future development to the north, and capitalise on the connection to the river.

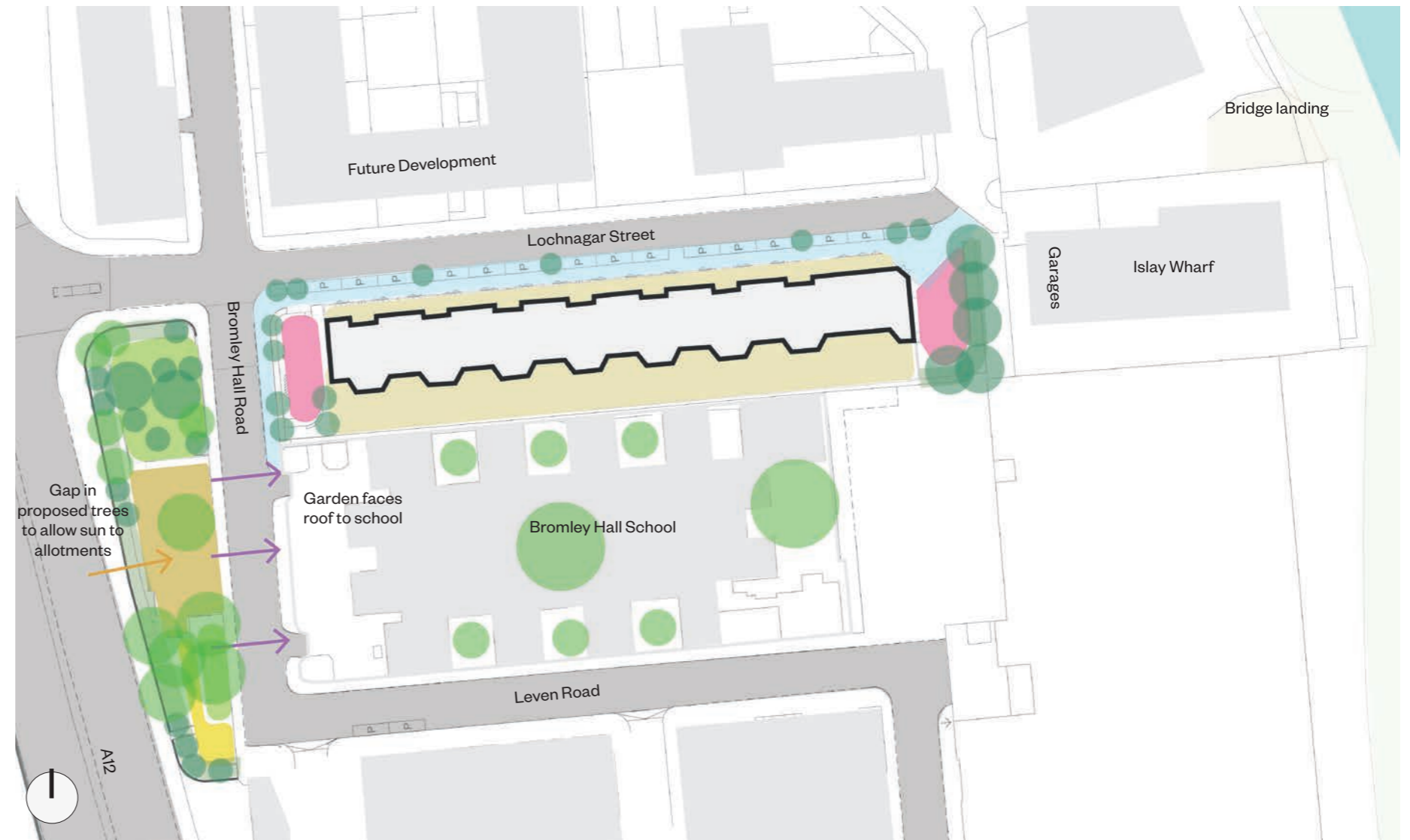


Fig.580 Allotments and Plot J Movement and Spatial Organisation diagram



Fig.579 Character Area location plan - Allotments and Plot J

- Community gardens/lawn
- Allotments
- Spill out/outdoor dining areas
- Play areas
- Streetscape
- Front and back gardens
- Planting buffer
- Proposed trees
- Proposed building
- Existing trees

Allotments and Plot J

Precedents



Fig.581 Dedicated play



Fig.582 A space for the community to gather



Fig.583 Naturalistic and semi-wild community spaces, Dalston Eastern Curve Garden, Hackney



Fig.584 Unexpected fun moments for play and socialising

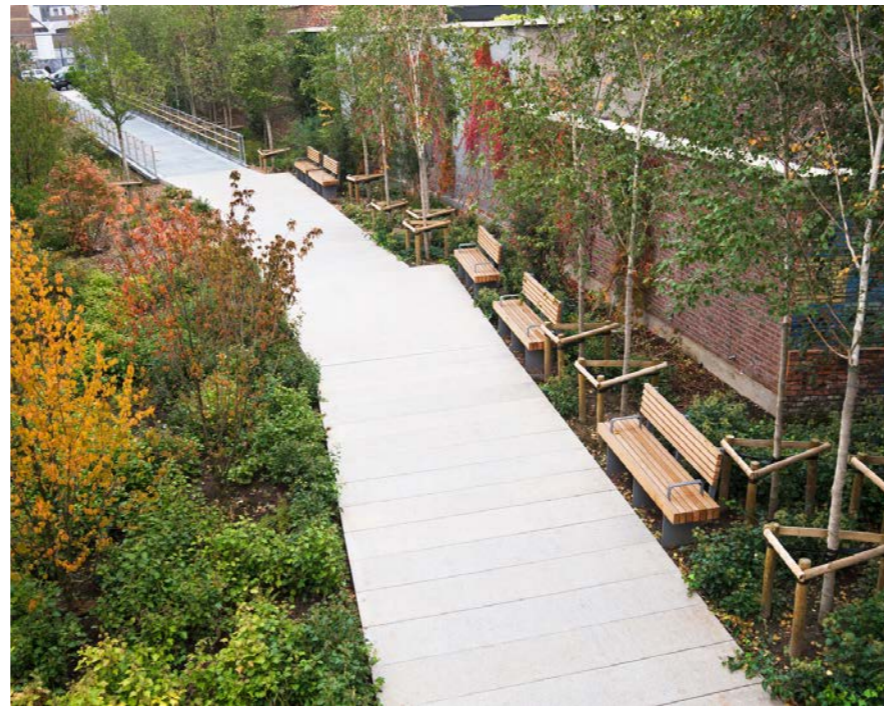


Fig.585 Linear street connected by street furniture and tree planting



Fig.586 Opportunity for raised tables to signify pedestrian crossing points



Fig.587 Visualisation of the Allotments

High Street

Aberfeldy Street North and South

The life of Aberfeldy Street

The High Street is the heart of the community and will become a place where people gravitate to for shopping, but also to linger, sitting on the permanent seating under the trees or on temporary seating spilling out from shops and cafés. It is a place to meet friends or make the most of a chance encounter.

The space immediately next to shop fronts will express the activity that goes on inside these businesses and be activated by narrow perch seating or through displays of wares and signage. At times part of the footway may be appropriated for small displays, exhibitions, market/ sales activity, or an extension to an event that is also hosted in Town Square.

The High Street complements Town Square in bringing diverse and much needed independent retail to the neighbourhood. It will be an attractive place and will feel distinct in its character from many non-descript high streets in London as a result of its: mature trees, the site-specific design of the shop fronts and public realm, its opportunities for exciting creative interventions which will be encouraged and curated.

People can get to the street easily on foot, as it will be a thoroughfare connecting Aberfeldy Street to the north and the south. They can park their bike conveniently and move about the street from side to side encouraged by the permeability of the street design.

Further information on Aberfeldy Street can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.

- ① Aberfeldy Street - North
- ② Special paving treat outside St. Nicholas Church
- ③ Town Square
- ④ Aberfeldy Street - South
- ⑤ Lansbury Gardens - Residential Street
- ⑥ Kirkmichael Road - Play Street



Fig.588 Character Area diagram High Street

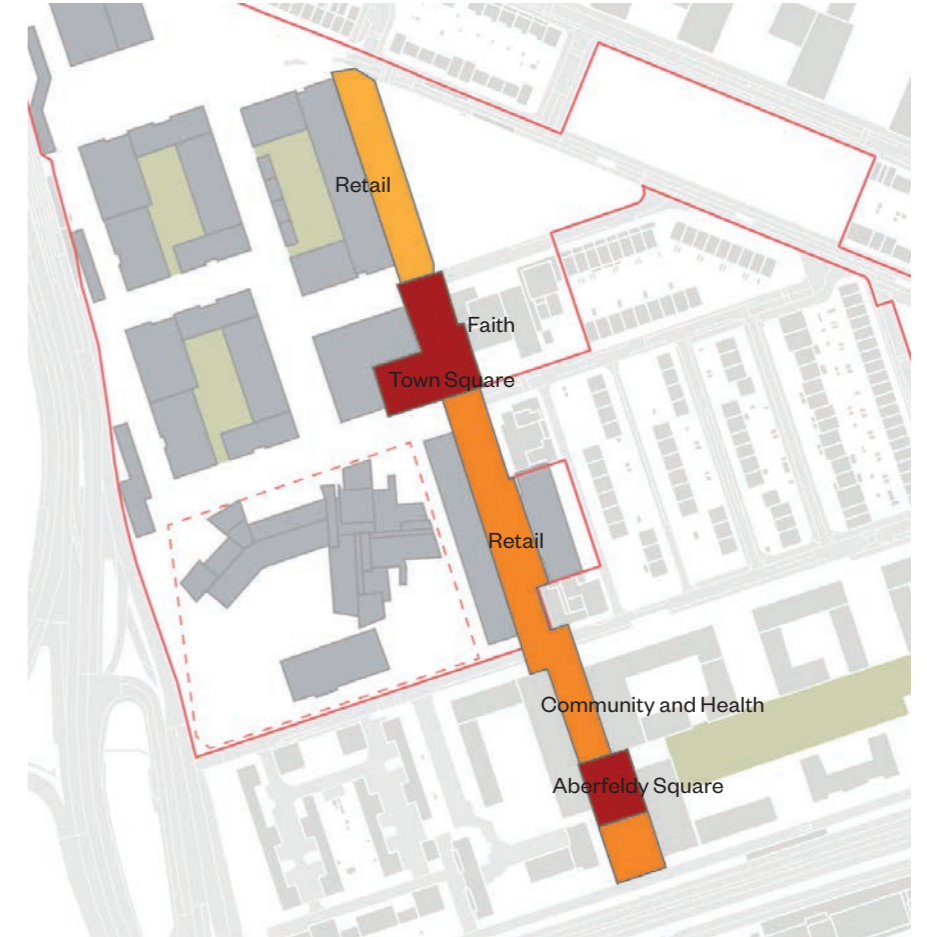


Fig.589 High Street connecting to key nodes within community

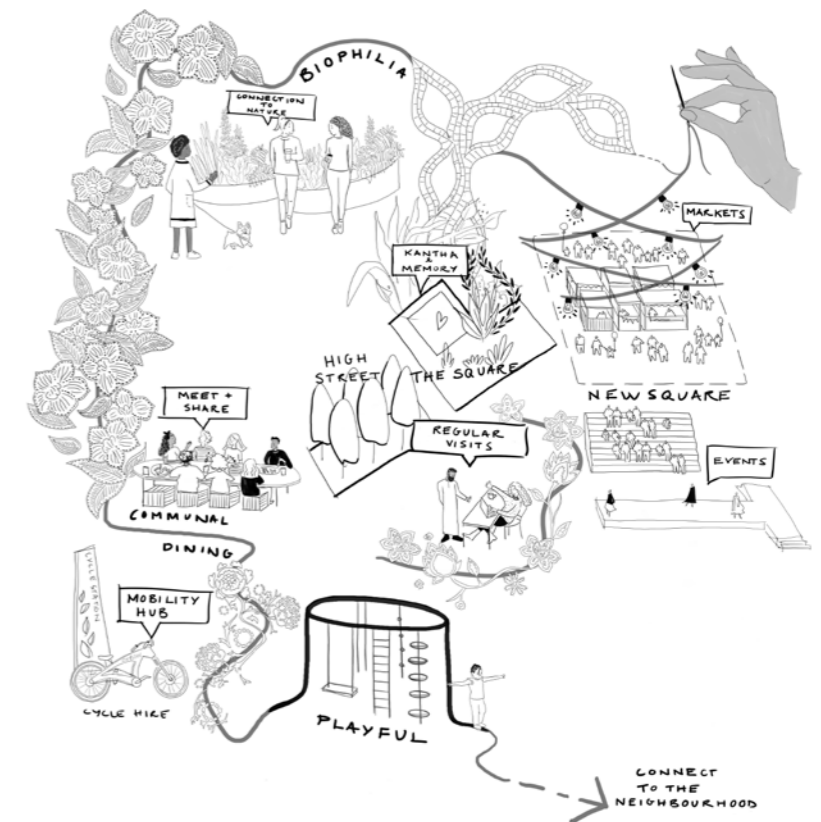


Fig.590 High Street design concept sketch

High Street

Existing Site condition

Aberfeldy Street

This street is defined by the prominent avenue trees. The illustrative masterplan has been laid out to retain as many as possible to give a mature setting to the new buildings.

There is currently on-street parking which takes space from the footway. The road carriageway extends the full length of Aberfeldy Street and the team have observed it being used as a racetrack by noisy high-performance vehicles.

The key building on the street is St Nicholas Church with its delicate tower, which warrants the need to have a better setting on to the street.

The meanwhile intervention decorating the buildings is dramatic and has had a very positive reaction from the community. This provides a contemporary and distinct Aberfeldy townscape dialect as context for the Proposed Development.

Kirkmichael Road

This parallel road is a narrow private service street with poor surfaces that is congested with indiscriminate parking and feels very forgotten, primarily being rear access to shops.

At the southern end is the exit from Culloden Primary Academy; it should be noted that the footways are very narrow. The character of the space is positively influenced by trees just inside the boundary of the school.

Lansbury Gardens

Again running parallel to Aberfeldy Street, yet this time to the east, Lansbury Gardens is currently dominated by the rear servicing requirements of the shops on Aberfeldy Street, which results in a very poor environment.

The three parallel existing streets of Aberfeldy Street, Kirkmichael Road and Lansbury Gardens are very different in character and function, and therefore influence the proposals in different ways



Fig.591 Mature London Plane trees



Fig.592 The popular meanwhile intervention of painted retail units brings colour and vibrancy



Fig.593 Kirkmichael Road dominated by parked cars and poor access to safe footways

High Street

Movement and spatial organisation

Aberfeldy Street - North

This length of Aberfeldy Street is bordered by Millennium Green to the east and active retail frontages to the west. On the retail side of the street a 3m footway will accommodate footfall, in addition to a 3m parallel zone for parking, street furniture and existing trees. A 2m footway is provided on the park side.

Clearly defined and safe connections are established between the High Street and the green space of Millennium Green, with playable street furniture located along its length to animate the space and provide moments of pause, arranged around the existing tree structure.

Parking is incorporated on both sides of the street, framing the 4m wide one-way road. The street furniture however is restricted to the retail side to avoid over cluttering the street and allow for generous footways on both sides.

Aberfeldy Street - South

The proposal removes car parking from Aberfeldy Street and allows the carriageway to be narrowed. This liberates additional space for the footways which is allocated to the eastern side of the street. In doing this it creates an active landscape zone wide enough to hold the functions of the street such as cycle parking and a bus stop whilst also making space for permanent and temporary seating/ stalls as well as opportunity to activate the street.

The activation of the street would also be facilitated by allowing enough space for a 1-2m wide zone in front of the retail to provide opportunities for the function of the buildings to spill out, such as seating or display of wares, and activate the public realm.

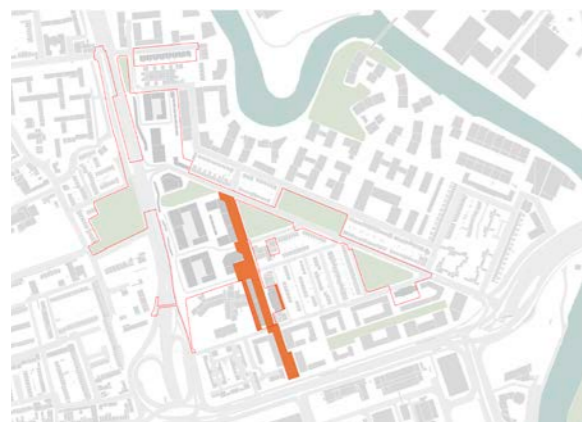


Fig.594 Character Area location plan - High Street

- ▬ Main pedestrian footway
- ▬ Vehicle movement
- ▬ Commercial spill out zone
- ▲ Servicing entrances
- ▲ Retail entrances
- ▲ Lobby/main entrances
- ▲ Park entrances
- ▭ Suggested locations for parking
- ▭ Suggested locations for loading
- ▭ Suggested location for bus stop
- ✳ Node
- ▭ Active landscape zone
- ▭ Planting opportunity
- ▭ Flexible lawn area
- ▭ Play area
- ▭ Play on the way

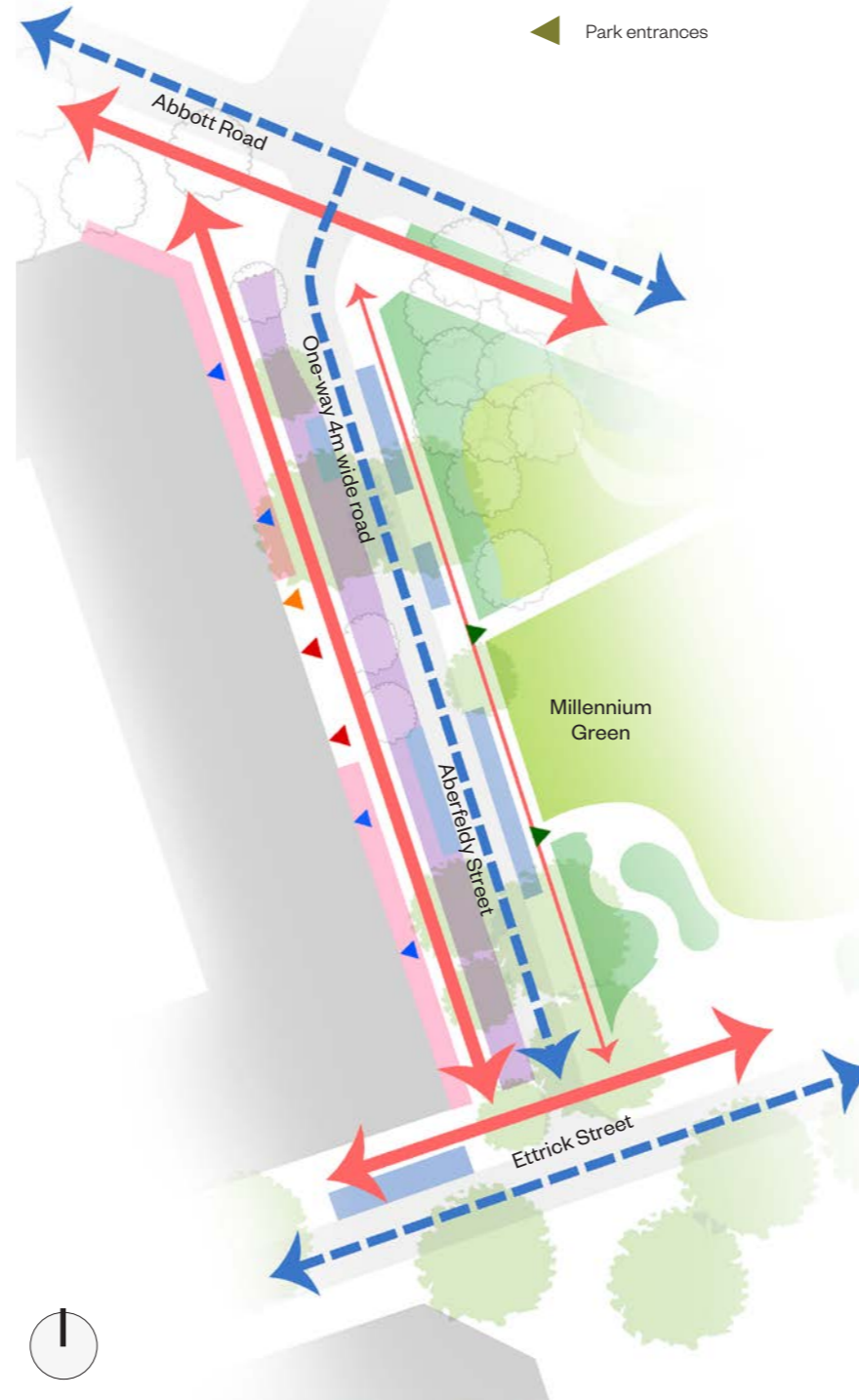


Fig.595 Aberfeldy Street North Movement and Spatial Organisation diagram

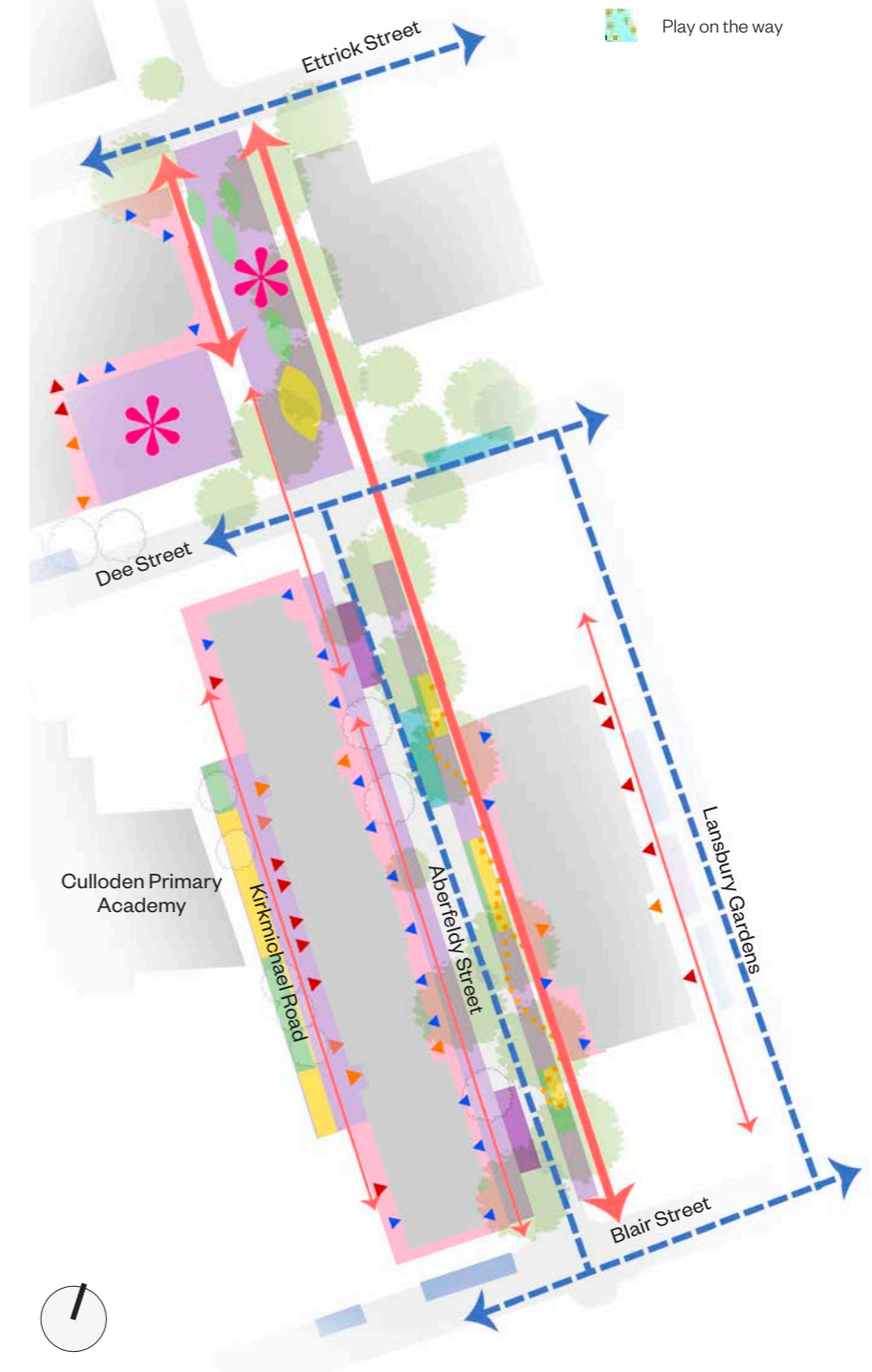


Fig.596 Aberfeldy Street South Movement and Spatial Organisation diagram

High Street

Aberfeldy Street precedents



Fig.597 Active high streets filled with pedestrians and cyclists: Earlham Street in Covent Garden



Fig.598 Catenary lighting provides warmth and animation in the evening



Fig.599 Fun and flexible places for families and friends to hang out



Fig.600 Existing colourful facade on Aberfeldy High Street



Fig.601 Woodland planting providing a soft undergrowth



Fig.602 Bright red seating; London



Fig.603 Visualisation of the High Street in Phase A

Town Square

Town Square is defined by the space left by the angle of Plot F and the space between Plot F and The Church, currently Aberfeldy Street. It is logically the central pedestrian neighbourhood space for the illustrative masterplan and focus for the community, linked to the neighbourhood significance of Plot F. There will be a spill out zone for cafés and retail at Town Square/ building interface. The integrity of this space will be delivered by pedestrianizing the short section of Aberfeldy Street between Plot F and The Church.

The pedestrian flow logically divides the space into one part which is a simple multifunctional hard space that would act as a square, and the other part on the alignment of the road which would be a play/ social hub. The play/ social hub is an important part of the life of Town Square, it helps activate the whole space in many different conditions.

The life of Town Square

Town Square will perform an important civic and social function for the neighbourhood. The aim is to create a space for a diverse range of community events: markets, music, theatre, games, exhibitions, and community gatherings. It also though needs to serve the community outside these times and is the sunniest location within Plots F and H. It is a great location for incidental gathering: spill out from coffee shops and restaurants, play, meetings, alfresco work, informal and formal seating, cycle parking, contact with flowers and green space, chance encounters, contemplation and people watching.



Further information on Town Square can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.

- ① Pedestrian crossing on Ettrick Street
- ② Special paving in pedestrian-only area
- ③ Dedicated play equipment and playful street furniture
- ④ Town Square
- ⑤ Seating framing Town Square
- ⑥ Existing mature tree canopy retained
- ⑦ Pedestrian crossing on Dee Street



Fig.604 Character Area diagram Town Square

Town Square

Precedents



Fig.605 Brentford High Street Market Place



Fig.606 Flexible space as a platform for organised and impromptu events



Fig.607 Playful seating opportunities inviting community interaction



Fig.608 Challenging play spaces to engage with younger generations



Fig.609 Colourful planting to soften hard spaces



Fig.610 Playful interactive opportunities for the wider community



Fig.611 Visualisation of the Town Square



Fig.612 Visualisation of seating areas within the Town Square

Kirkmichael Road and Lansbury Gardens

It is proposed to close Kirkmichael Road to traffic, and create a Play Street. Access from the school and the proximity of the residential development leads the space to be proposed as a play street through the central section. The retail wraps around the ends which, along with good access from H1/2 residential, helps further activate the space.

The play and seating facilities are located in the central part of the street, framed by residential entrances to building H1/ 2 and the school exit. For residents, two adjacent ground floor communal amenity spaces are provided offering soft play for younger children and a homework/ after school club for school age children.

The Life of the Play Street

Culloden Primary Academy exits onto the southern end of Kirkmichael Road and at the end of the school day this will become a space where parents can linger and talk, whilst pre-school and school age children play in the safety of a car free street. Outside of these times the Play Street continues to be a dedicated play facility for the children of the local area.

The central play is organised with various play equipment arranged longitudinally along the street integrated with a long meandering play seat and planting that characterises the space. The ground plane of the dedicated play area would be unified with a bright colourful pattern inspired by the kantha meanwhile project.

The two communal amenity rooms are important to further activate the Kirkmichael Road and enhance the overall play value of the street, with activities that can spill from indoors to outdoors. From a safety perspective they also provide greater surveillance of the space.

In addition, it will be an attractive and generous secondary pedestrian route north and south. It will connect to Community Lane, that will be delivered in the illustrative masterplan in future phases, as well as the east-west route to the Dee Street A12 underpass. Bollards prohibit vehicle access to the play space, residential and school entrances.

The Life of a Residential Street

Lansbury Gardens will be freed from the messy and intrusive consequences of the rear servicing and associated parking. The space will be a functional residential street providing pedestrian, cycle and vehicle access to the existing houses. At ground level it will offer a secondary access to building H3, along with access to its bike and refuse stores.

It will also serve as valuable parking with the 7 existing resident parking spaces retained, and the addition of 2 accessible parking spaces and 2 car club spaces.



Further information on Kirkmichael Road and Lansbury Gardens can be found in the **Phase A Design and Access Statement**.



Fig.613 Character Area diagram Kirkmichael Road and Lansbury Gardens

Kirkmichael Road

Precedents



Fig.614 Kings Crescent, Hackney



Fig.615 Creating safe spaces for younger children



Fig.616 Playable street furniture and naturalistic elements combined



Fig.617 Van Gogh Walk, Lambert



Fig.618 Visualisation of Kirkmichael Road

Community Lane

The life of Community Lane

Community Lane is a safe, pedestrianised route through the heart of the residential part of the illustrative masterplan. It is characterised by informal, soft planting with opportunities for private and semi-private social spaces opening out into slightly larger spaces for community activities.

Community Lane being car free, creates a safe route for children which encourages independent child mobility, walking to school as part of a healthy lifestyle and play on the way. Maintaining clear sight lines will be key to ensuring all residents feel safe and welcome through this space.

The northern part of Community Lane is on Nairn Street. The proposal here is to keep the current conditions for traffic where there is no connection with Abbott Road. This both limits traffic accessing the Site to only necessary journeys, but also creates a wide pedestrian/cycle only connection to the South of Nairn St and through to Leven Road and beyond. Importantly, this allows the creation of pockets of usable doorstep, playful space within the northern half of the Site.

Front garden transitions from private to public will work in much the same way as the southern half of community lane, again allowing residents to take ownership of their private front gardens for active uses and meeting neighbours.

The southern part of Community Lane, between Ettrick Street and Dee Street, Culloden Green is formed, bordered by private front gardens and planting. As a small community green, it adds to the diversity of spaces along Community Lane, offering opportunities for play, games and social activity.

- ① Nairn Street with new tree planting alternating with parking bays
- ② Defensible planting to private residential units
- ③ Nairn Square dedicated play and playable landscape
- ④ SuDS planting
- ⑤ Pockets of playable landscape and street furniture between planting
- ⑥ Pedestrian crossing on Ettrick Street
- ⑦ Playable landscape, street furniture and new tree planting
- ⑧ Culloden Green



Fig.619 Character Area diagram Community Lane - North



Fig.620 Character Area diagram Community Lane - South

Community Lane

Existing Site condition

Nairn Street is an two-way existing road to the north of the Site, accessed only from Leven Road, with no through route for vehicles travelling south. Like many of the surrounding streets, it is cluttered with parked cars and has little else for pedestrian enjoyment, in terms of street furniture, material palette or street tree planting.

Pedestrians can currently weave a convoluted journey through to Abbott Road or Leven Road to the east, via Oakes Mews, but will ultimately come to a crossing conflict with the A12 junction. In this location, the A12 access roads represent a major piece of highways infrastructure cutting through the Site, with complex level changes, various railings and shrub planting buffer zones, wide carriageways and a connection to the vehicle underpass.

To the south of the A12 junction, there is a lack of any clear way-finding or site lines within the existing network of tertiary streets. Ettrick Street is divided by an existing dedicated play area and neighbouring MUGA, but for the most part the streets in this area are devoid of any significant character or features of note, with limited street trees offering shelter and form, and no planting nor street furniture for residents to enjoy.

Abbott Road to the north and Ettrick Road to the south are currently completely separated by the major A12 junction and a network of cul-de-sacs dominated by parked cars



Fig.621 Nairn Street looking south, dominated by parked cars and with no through-road



Fig.622 Abbott Road looking north viewed from existing A12 junction

Community Lane

Movement and spatial organisation

Spatial design

The design for Community Lane flexibly responds to both the changes in widths and the adjacent building uses. A route of 3.7m for pedestrians, cyclists and emergency requirements sweeps through lanes and flexible communal space.

Entrances will be coupled where possible to allow for every opportunity to meet your neighbours and the chance for the community to get to know one another in these spaces.

Strengthening community

Throughout Community Lane there are opportunities for different spaces that range from private to semi-private, and through to public.

Providing this transition from private to public fosters a sense of security and community which allows residents to take ownership of their private front gardens and utilise them to their full potential, whether it's for home-growing tomatoes in pots on your doorstep or eating your breakfast in the morning sun.

The semi private spaces will have elements of play on the way running throughout, informal seating, and planting. These frame pockets of intimate spaces that have the opportunity to bring neighbours together for small gatherings, perhaps a barbecue or a quick chat.



Fig.623 Character Area location plan - Community Lane



Fig.624 Community Lane North Movement and Spatial Organisation diagram

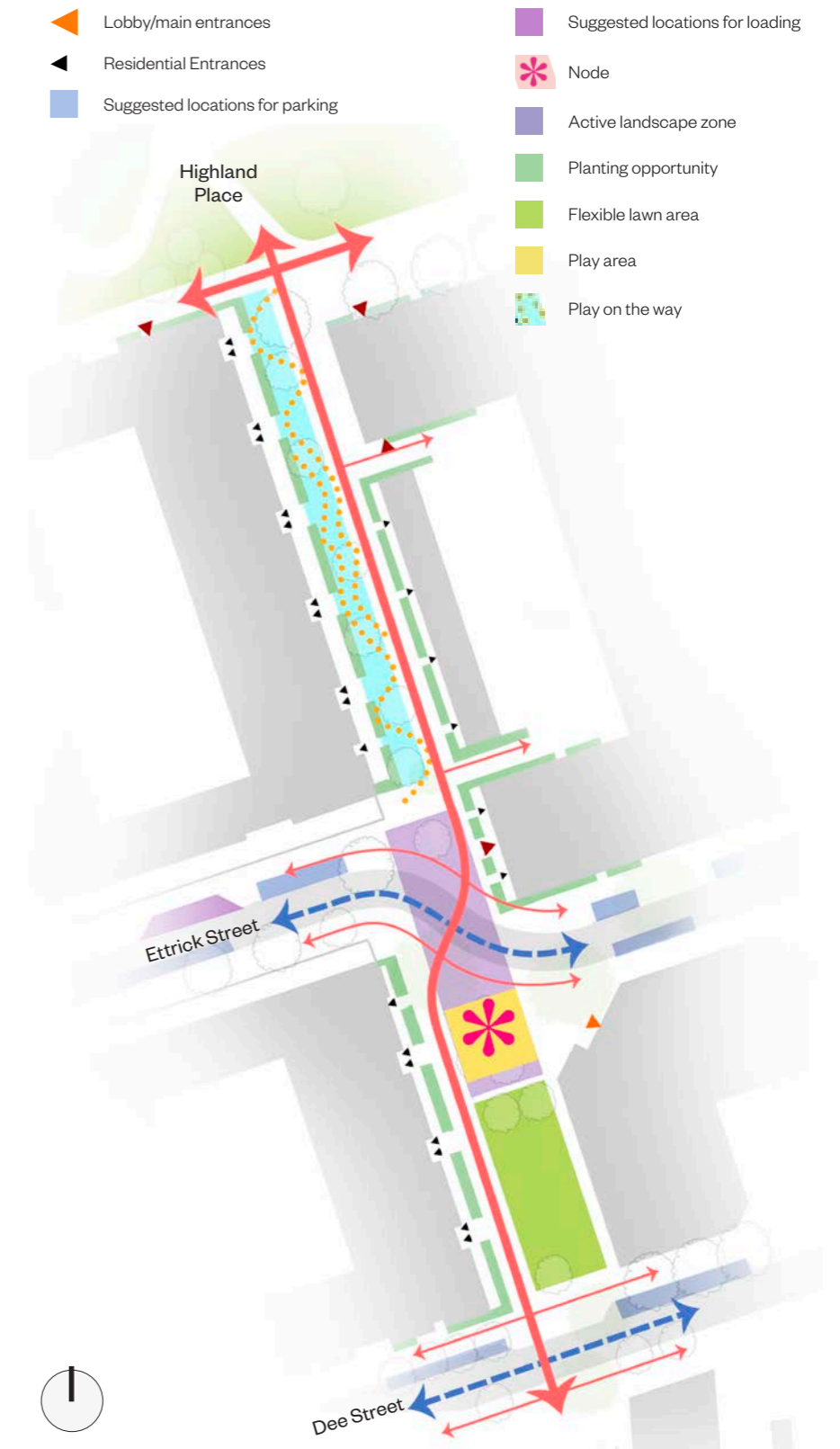


Fig.625 Community Lane South Movement and Spatial Organisation diagram

Community Lane

Precedents



Fig.626 Generous paths and tree planting through Ocean Estate, Stepney



Fig.627 Play-on-the-way provides a distinct character at South Gardens, Elephant and Castle



Fig.628 Playful paths make SuDS fun for kids



Fig.629 Encouraging neighbours to meet



Fig.630 Derbyshire Street, Pocket Park



Fig.631 Street furniture and planting arranged to create small moments along a street's length

Community Lane

Nairn Square

Nairn Square is an episode within the over-arching Character Area of Community Lane. It is a local square that provides a variety of different areas for social opportunities, and for families and neighbours to gather.

Within the space is a mix of dedicated and playable opportunities, and multiple play areas to cater for a number of age groups and abilities. There is a strong green planted strip, designed to bring greening and nature into the heart of the space.



Fig.632 Illustrative View of SuDS planting and street furniture with residential terrace spill out, located to the southern end of Nairn Street



Fig.633 Visualisation of Nain Square along Community Lane North

Community Lane

Culloden Green

Culloden Green is an episode within the over-arching Character Area of Community Lane. It is a key local square/green at the heart of Community Lane that connects Culloden Primary Academy, Dee Street, and Ettrick Street, as well as the individual entrances to blocks and the lobby entrance to Plot F.

Culloden Green provides a doorstep lawn area for the community, which is important when providing different scales of everyday and daily green space throughout the illustrative masterplan. Play structures and playable elements are included to make this a space that the whole family will feel encouraged to use.



Fig.634 Illustrative view of dedicated play area to north of Culloden Green (in the background)



Fig.635 Visualisation of Culloden Green along Community Lane South

Community Lane

Private residential thresholds

In addition to the episodes found at Nairn Square and Culloden Green, part of the defining character of Community Lane that it is lined with private residential amenity space on one side.

This helps to activate the space and provide overlooking and natural surveillance throughout the day and evenings. Neighbours are encouraged to get to know each other through the inclusion of low level seating walls and pockets of planted areas.

The planting along Community Lane forms part of a wider drainage strategy and contains a SuDS mix that can tolerate both periods of drought and deluge.



Fig.636 Sketch to illustrate thresholds between public realm and private residential



Fig.637 Illustrative View of SuDS planting and street furniture with residential terraces to left and right, looking north

Enterprise Yard

Enterprise Yard is proposed as an active space of fashion designers, local makers, and local businesses. It is a hard/urban space with opportunities for spill out in front of local maker spaces.

Since the space is alongside the A12, it also needs to address issues of visibility to the carriageway, noise, pollution, and connections. Where space allows the strategy is to continue the Poplar Works workshops as the most effective way to ameliorate the effects of the A12, alternating with a combination of large native tree and shrub planting backed by an acoustic screen.

Alternating planting with the workshops and acoustic screens also creates a varied edge condition with the A12, reducing the defensive edge appearance of the continuous existing acoustic screen. The use of native plants will be selected, through consultation with the ecologist, for both their biodiversity and air quality credentials.

- ① Tree planting and parking bays for new and existing Poplar Works users
- ② Works Square: playable landscape and street furniture
- ③ Pedestrian crossing at new A12 junction surrounded by low ground cover planting
- ④ New A12 junction highways layout with bus gate and kerb edge planting buffers
- ⑤ Planting beds and pedestrian access to Highland Place past new Poplar Works building
- ⑥ Existing bus stop
- ⑦ Green link to Dee Street Underpass with substantial planting and playable landscape
- ⑧ School Square: dedicated play area, new trees and softworks planting
- ⑨ Native planting corridor of high shrubs and trees to provide protection from A12



Fig.638 Character Area location plan - Enterprise Yard



Fig.639 Character Area diagram Enterprise Yard - North and Works Square



Fig.640 Character Area diagram Enterprise Yard - South, Dee Street Underpass and School Square

Enterprise Yard

Existing Site condition

This area of the illustrative masterplan consists of narrow footpaths, large expanses of tarmac, railings and fencing, with a deep pedestrian underpass that links through to Balfron Tower.



Fig.641 Narrow path to Bus stop with Gantry overhead



Fig.642 Roadway adjacent to the pedestrian underpass



Fig.643 Pedestrian route between Culloden Primary Academy and the A12



Fig.644 1:10 sloped access to the Pedestrian underpass

Enterprise Yard

Movement and spatial organisation

Enterprise Yard is an important north-south connecting route, running parallel to Community Lane and adjacent to the east side of the A12. Planting and an acoustic barrier are incorporated along the A12 edge wherever there is a gap between Poplar Works buildings. The native corridor tree, shrub and herbaceous planting provides an essential buffer - in terms of noise, air pollution, biodiversity and public enjoyment - to the busy carriageway.

Poplar Works existing building is a key component to Enterprise Yard, and will be supported by other work space units emerging under the same management structure, providing vital business and employment opportunities for the local community. The buildings - old and new - have a clear footway of 2m to allow for pedestrian flow on the western side of the street.

Parking spaces have been located within the carriageway wherever possible, to constrain the width of roads and maximise space for pedestrians, and also respond to key entry/access point. This approach is particularly important along Enterprise Yard, with anticipated regular use by business vehicles and service vans linked to company holdings.

To soften the space, new street tree planting is used to break up runs of parking and limit this to three parking bays in a row, where possible. As with the rest of the illustrative masterplan, existing trees are retained where possible for both street character and wind mitigation.

- Main pedestrian footway
- Vehicle movement
- Commercial spill out zone
- ▲ Servicing entrances
- ▲ Retail entrances
- ▲ Lobby/main entrances
- Suggested locations for parking
- Suggested locations for loading
- ✳ Node
- Active landscape zone
- Planting opportunity
- A12 native corridor planting
- Play on the way

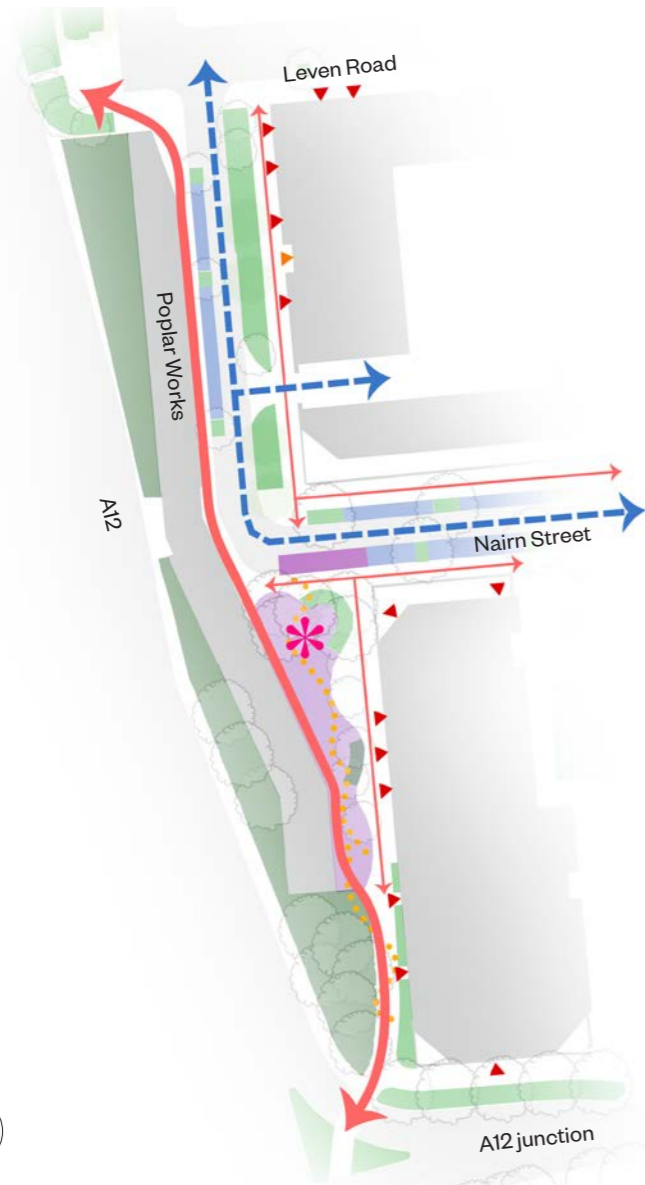


Fig.645 Enterprise Yard North and Works Square Movement and Spatial Organisation diagram

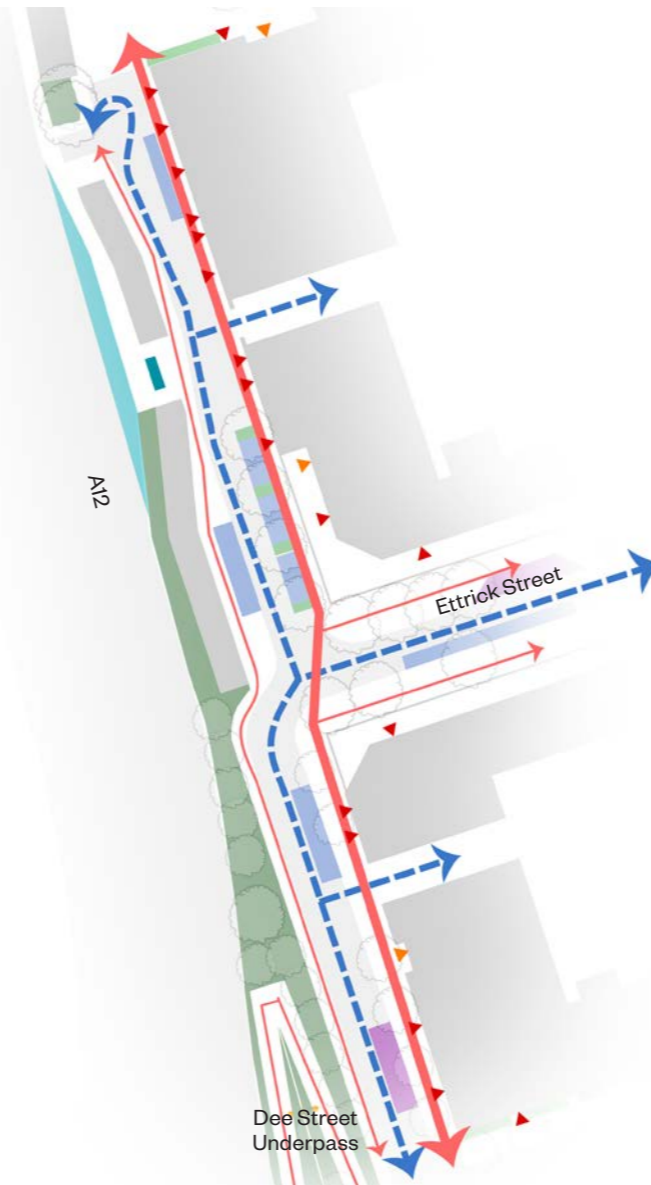


Fig.646 Enterprise Yard South Movement and Spatial Organisation diagram

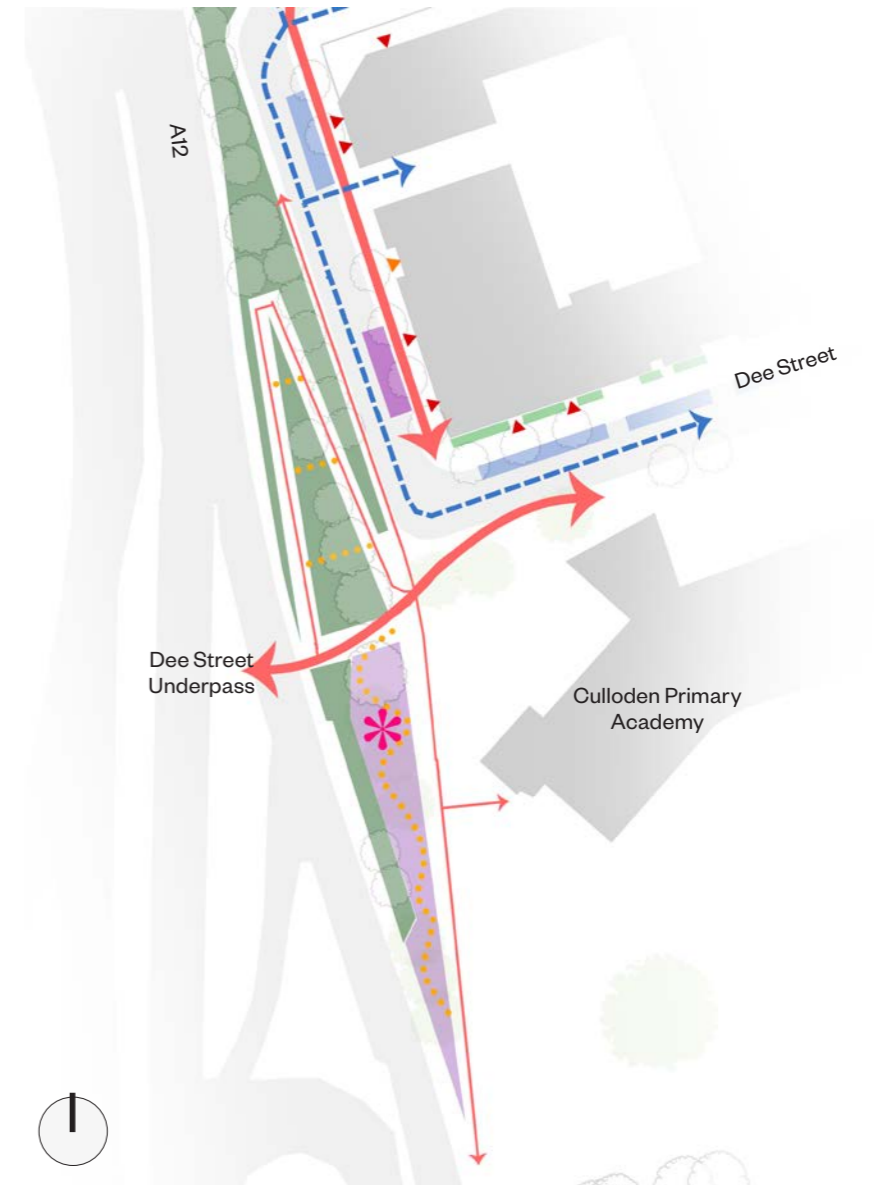


Fig.647 Enterprise Yard Dee Street Underpass and School Square Movement Spatial Organisation diagram

Enterprise Yard

Precedents



Fig.648 Pullens Yard, Elephant and Castle



Fig.649 Deptford Arches, Lewisham



Fig.650 The Low Line, Southwark



Fig.651 Pavilion Road, Chelsea



Fig.652 Poplar Works, the Site



Fig.653 Flexible street furniture for outdoor working

Enterprise Yard

Works Square

At the junction of Enterprise Yard and Leven Road is Works Square, located where the public realm and pedestrian environment widens. Works Square encourages outdoor working and meetings through its selection of furniture, and includes flexible space to bring the workshop activities into the street.

It is a flexible space intended to encourage the workshop activities into the street, and provide an additional outdoor space for makers. There is the opportunity to host small events linked to the workshops within Town Square. Clusters of seating are provided creating opportunities for gathering, whilst a mix of tables and convex/concave seating allows for the ease of sitting alone or in groups.



Fig.654 Illustrative View of Works Square outside Poplar Works and along Enterprise Yard

Enterprise Yard

Dee Street underpass

To the north of School Square is the Dee Street underpass. The approach to the underpass has been considered carefully with regards to creating opportunities for overlooking, reconfiguring direct stepped access, increasing accessibility through 1:21 paths and improving sight lines.

Views into and out from the underpass are improved by creating 1:2.5 - 1:3 slopes between the graded route from Enterprise Yard to the underpass. This would probably avoid the need for guard rails along the top edge of graded route. A straight run of steps is also provided to the Dee Street Underpass to further facilitate clear sight lines, and has a cycle ramp incorporated into the step design for optimum flexibility of use.

The ramped access incorporates planting and playful climbing elements between levels to encourage play-on-the-way and to reinforce the illustrative masterplan principle for all public realm to be playable. Low planting with trees on the upper slopes makes either the route greener and more pleasant, whilst also allowing good visibility. An acoustic screen is proposed to further mitigate the visual and noise impact of the A12.



Fig.655 Illustrative View of Dee Street Underpass with climbing plants and terraced landform interwoven with play

Enterprise Yard

School Square

At the junction of Enterprise Yard and Blair Street is School Square, located where the public realm and pedestrian environment widens.

School Square is designed to include play-on-the-way elements, and dedicated play equipment for use while families wait at the school entrance with their children. It also includes areas of seating for parents to wait and meet each other parents at the school gates at pick up times.



Fig.656 Illustrative View of School Square with dedicated play looking north

East West links

Both of the East West Links of Dee Street and Ettrick Street are being designed to accommodate pedestrian/cycle movement, two-way vehicular traffic, parking, planting, trees and street furniture. Therefore the street palette will be kept minimal and clear for legibility.

The roadway should differ in its materiality and gently raise up to indicate to vehicles that they are entering a pedestrian priority area. Given that these are key routes, kerbs for the roadway with a minimal upstand will still need to be defined for safety/accessibility reasons. Where Ettrick Street crosses Community Lane, this will be designed as a nodal point with safe crossing places and places to meet.

Dee Street

One of two key East-West connections, Dee Street is the link west to Balfour Tower, via an improved pedestrian underpass. As a principal movement route in the illustrative masterplan, it has a wide and generous public realm right through from the High Street to the Dee Street Underpass. It is proposed to undertake meanwhile improvements to the Dee Street underpass, for example cleaning, lighting, painting, artwork, in Phase A. It is proposed to deliver the substantive works in Phase C.

The southern pavement adjacent to Culloden Primary Academy has been widened to ease pedestrian flow, whilst parking is located on the northern side of the street. With the southern edge of Dee Street being a 'fast' East-West route, there is the opportunity for a slower route that encourages activation of the street on the northern side.

Ettrick Street

The second of these two key East West Links is Ettrick Street, which connects Abbott Road and Millennium Green, via the High Street and Community Lane, to Enterprise Yard. The illustrative masterplan rejoins the previously dissected Ettrick Street to provide enhanced connectivity and clear sight lines, with improved wayfinding and street legibility.

- ① Accessible parking bay provision
- ② Loading and servicing bay provision
- ③ Resident parking bay provision
- ④ Pedestrian crossing
- ⑤ Cycle stand provision
- ⑥ New street tree planting
- ⑦ Existing street tree
- ⑧ Defensible planting to residential unit



Fig.657 Character Area diagram East-West Links

East-West Links

Existing Site condition

Dee Street and Ettrick Street are residential streets providing East-West connections, yet both are currently dominated by the carriageway with only narrow footpaths on either side.



Fig.658 Corner of Dee Street and Culloden Street



Fig.659 Ettrick Street looking west

East West Links

Movement and spatial organisation

The two important East-West links that are Dee Street and Ettrick Street have been designed with pedestrian priority and 'liveable neighbourhoods' at their core.

Conceptually, the two streets maintain some commonality, and each:

- Facilitates two-way vehicular movement;
- Hosts accessible and resident parking bays as well as loading bays as required by London Borough Tower Hamlets;
- Provides formal crossing points at the junction with Community Lane for ease of pedestrian and cycle mobility, and safety for children.

Along both Dee and Ettrick Street, these junctions with Community Lane are defined by a change in road materiality to further emphasise them as pedestrian priority. As with the strategic approach for Enterprise Yard, parking spaces are located within the carriageway where possible in order to constrain the width of roads and maximise space for pedestrians. Parking spaces respond to key entry/access points e.g. resident lobbies; podium access stairs; public spaces; to leave gaps for informal road crossing opportunities and room for pedestrian movement.

Street furniture adds a vital layer of accessibility and liveability to the street, with locations specifically restricted near to key entrances e.g. school visitor entrance, lobbies and workshops, to avoid cluttering the street and constraining pedestrian movement. The same principles are applied to the provision of short-stay cycle stands with in the public realm.

New tree planting has been carefully designed and tested to not only provide biodiversity, cooling, shade and greening to the East-West Links, but to help mitigate south-westerly winds that have an impact on the new scheme. Trees are located to work with the massing to ensure a safe environment can be experienced by all. Evergreen tree planting provides extra protection in specific locations.



Fig.660 Character Area location plan - East-West Links

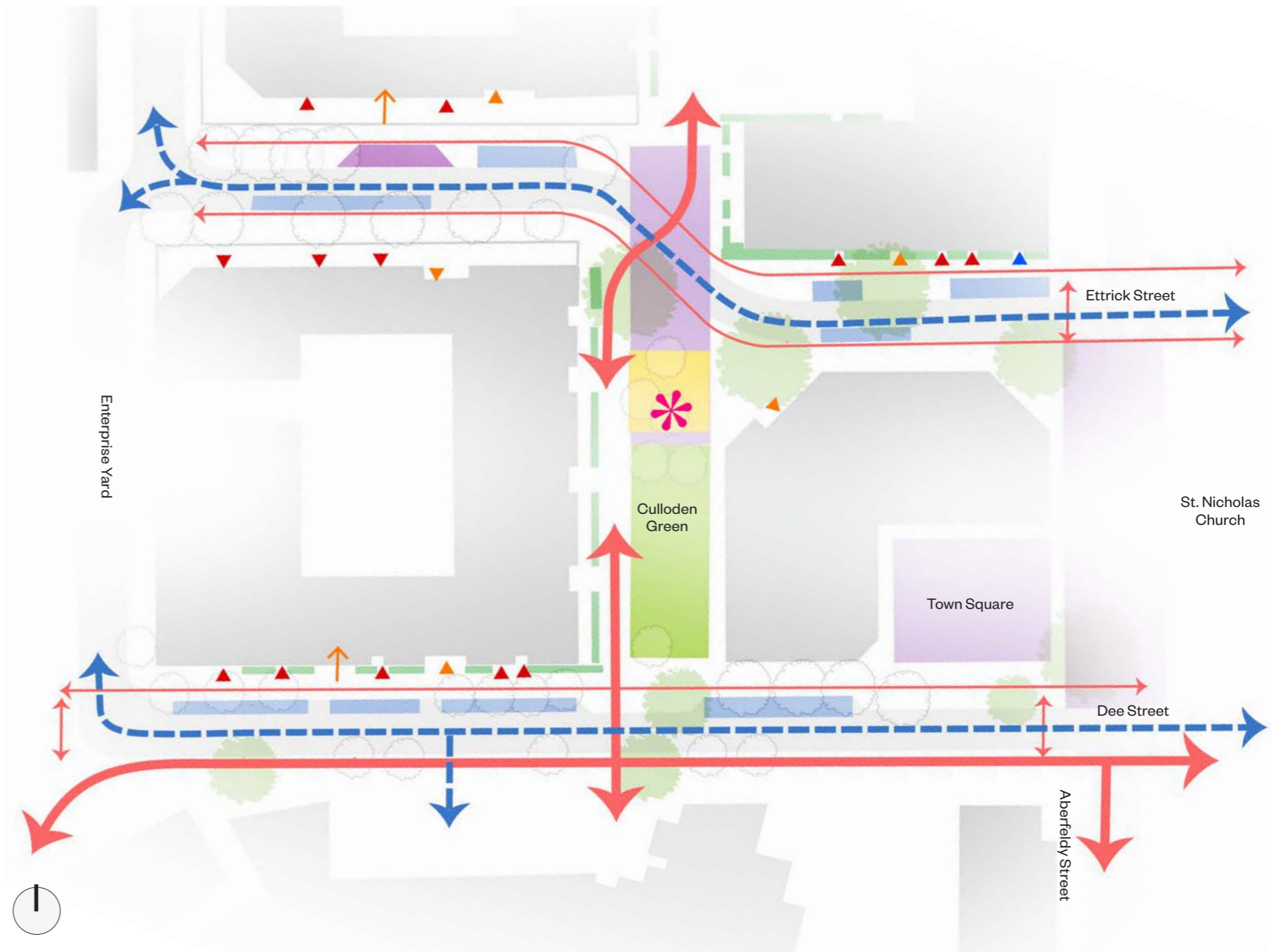
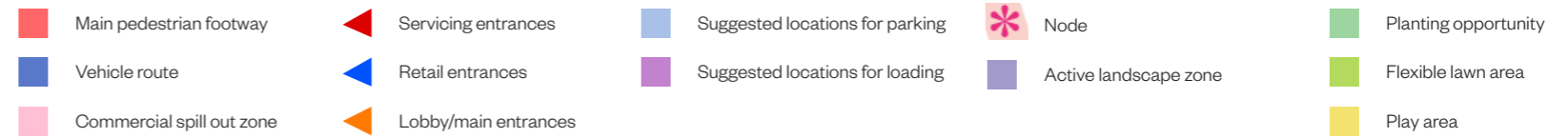


Fig.661 East-West Links Movement and Spatial Organisation diagram

East West Links

Precedents



Fig.662 St John's Hill, Burrigge Gardens



Fig.663 Street furniture, King's Cresoent, Hackney



Fig.664 Safe for cycling, Mini Holland Scheme

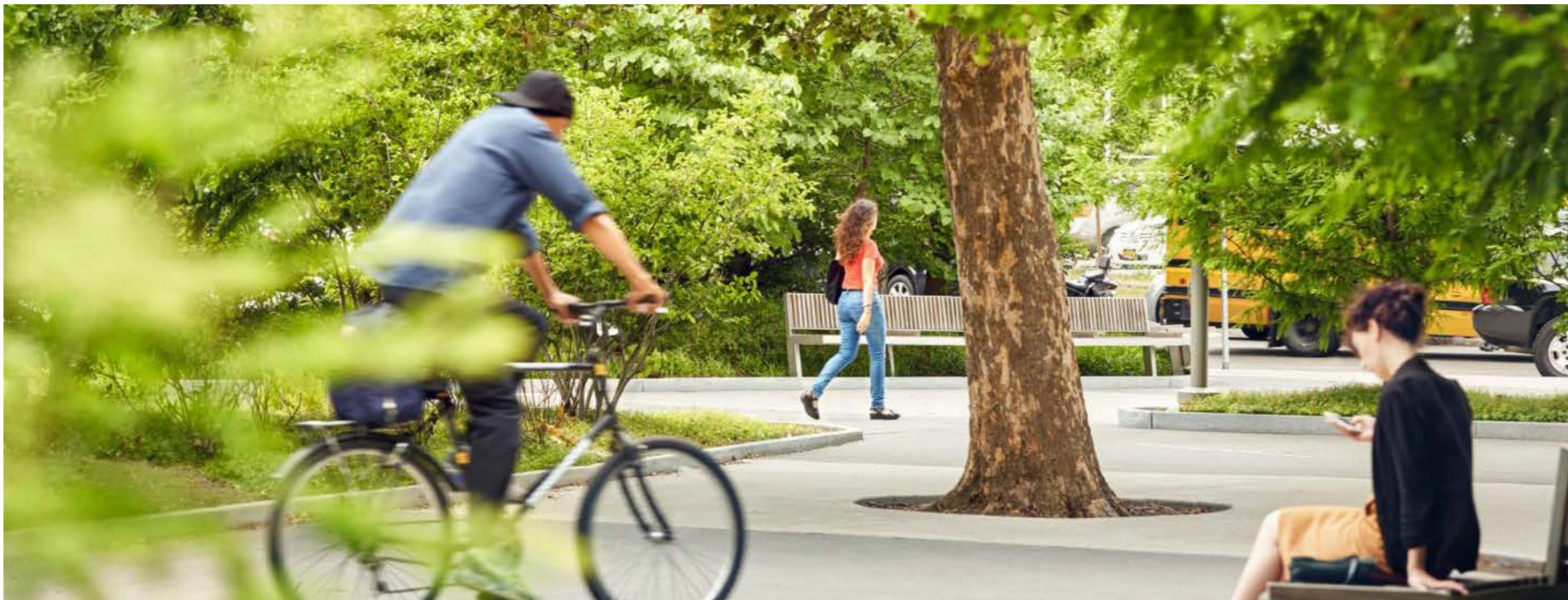


Fig.665 Nodal Space, Buffalo Medical Campus



Fig.666 Street Planting, Auckland, NZ



Fig.667 Visualisation along Dee Street

Character areas

upper levels

The diagram opposite illustrates two additional upper level Character Areas, which can be described as Podiums and Roof Gardens.

Podiums

Three Podium level communal spaces have been designed as part of this Outline Proposals, to provide for a wide range of users, offering important access to nature and the outdoors.

These Podium level spaces are located on Plot A, C and E; the example on the right is Plot C. The Plot C and Plot E podiums have stepped access from ground level, to encourage maximum usage and activation by a wider group of people.

Roof gardens

Three Roof Garden communal spaces have been designed as part of the Site's Detailed Proposals, to provide for a wide range of users, offering important access to nature and the outdoors. These Roof Garden spaces are located on Plots F, H3 and I.

Roof Gardens are also to be provided for on Plots B, C, D and F as part of the illustrative masterplan, however the design of these is not included as part of the Outline Proposals.

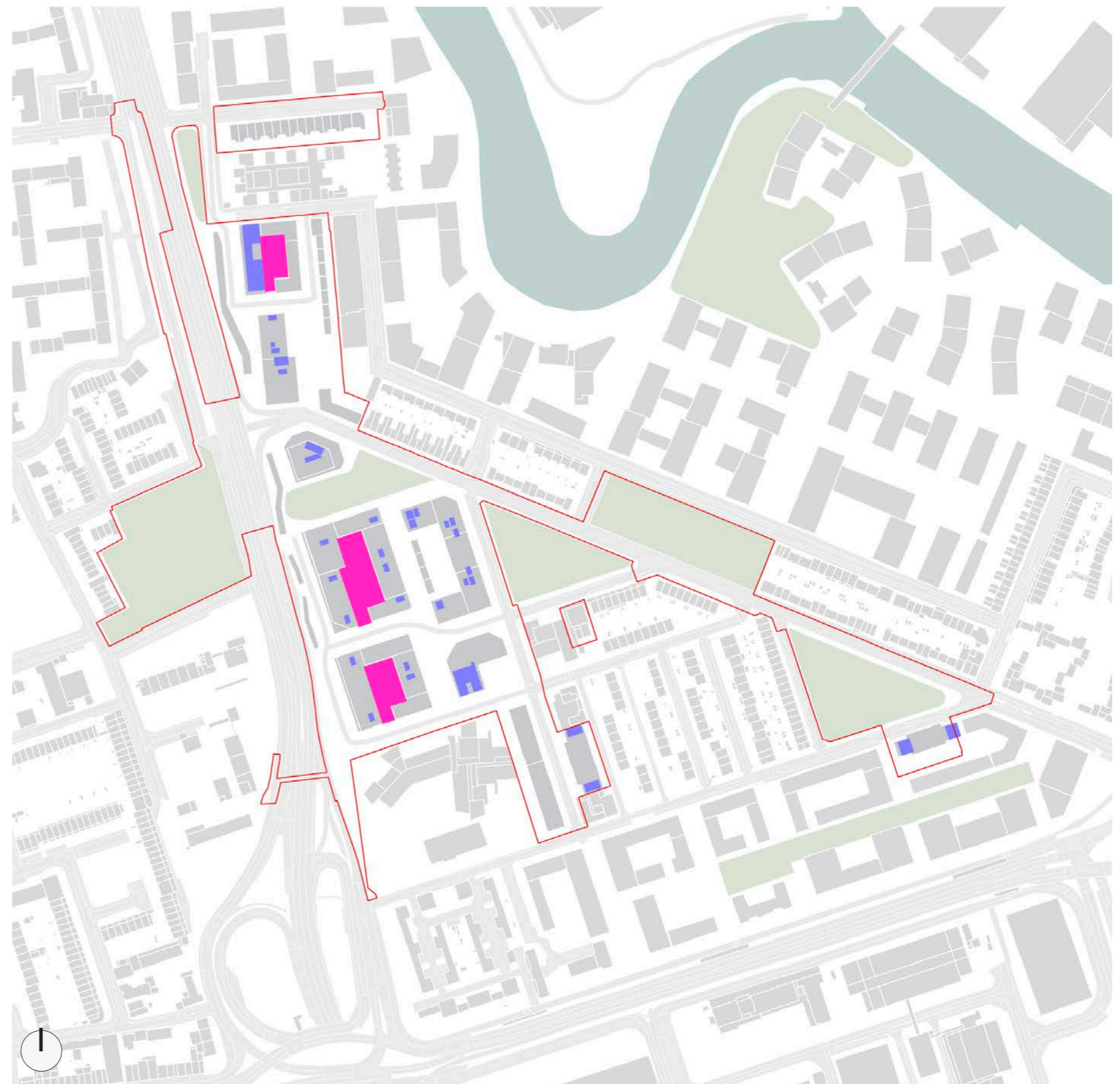


Fig.668 Character Areas - Podiums and Roof Gardens diagram

- Site Boundary
- Illustrative Podiums
- Illustrative Roof Gardens

Podiums

The life of the podiums

Across all Podiums, the Playable spaces have been designed to be used by a wide range of users, for example smooth wide paths for walking or scooters; mounded landform for clambering or picnic; playable furniture blocks for balancing or socialising. Dedicated doorstep and local play is also provided through popular naturalistic play items for children aged 0-11 years old, such as balancing beams and climbing posts.

The Communal amenity is designed to be fully inclusive and accessible. These spaces are flexible and provide for a wide range of uses, including shelter for outdoor working and opportunity for use throughout the year, such as outdoor dining, reading a book, short strolls. To encourage use of the podium and support residents private amenity space, the curtilage spaces of residential units with direct access to a podium include a soft landscape semi-private landscape buffer.

Play and open space calculations

Importantly, the ratio of play to communal amenity space within each Podium - as set out in the Design Code - is fully adhered to, and Plots A, C and E provide 80% play space to 20% communal space.

Of the 80% play, 50% of this is dedicated play and 50% is playable landscape. A 1.5m offset from the building façades is excluded from these calculations to take account of private defensible spaces.

- ① Defensible planting to residential units
- ② Tree planting providing form and shelter
- ③ Level paths for circulation and movement
- ④ Open lawn areas for communal activities
- ⑤ Playable street furniture
- ⑥ Land form creating playable landscape
- ⑦ Stepped access to Podium level from Street level



Fig.669 Character Area diagram - Typical Podium Plot C example

Podiums

Illustrative concept sketches

Each Level 1 Podium has a distinct emphasis on play, liveability and flexibility: the ratio of play to communal amenity space within the podiums is 80% play to 20% communal. Of the 80% play, 50% of this is dedicated play and 50% playable landscape.

In addition to the design intent described on the previous page, the Podiums have taken in to account specific considerations regarding entrances for those with private residential units directly on to the elevated space. Where there are front entrances, these are coupled together to encourage the opportunity to meet and socialise with neighbours. These include a low seating wall at 500mm high between residences, and a soft planting boundary with the podium.

For rear entrances to private amenity space, these are also coupled together wherever possible. This is designed to limit paths crossing the soft landscape semi-private zone. All private amenity spaces are screened from neighbours through planting or a privacy screen, with a soft planting boundary against the podium.

Seating areas and doorstep play areas have been located to respond to specific microclimate conditions, and designed to minimise conflict with adjacent residential units and maximise their potential exposure to sunlight whenever possible.



Fig.670 Typical Podium Illustrative Concept Sketch



Fig.671 Front entrances are coupled with low walls for seating



Fig.672 Podium private gardens with screen

Podiums

Precedents



Fig.673 A range of spaces from intimate to more open



Fig.674 Playful paths and loops



Fig.675 Outdoor dining options and pergola structures providing shelter and form



Fig.676 Buggy ramp access in conjunction with stepped access points



Fig.677 Vibrant ornamental planting of perennials, grasses and shrubs



Fig.678 Flexible spaces for outdoor communal activities

Roof gardens

The life of the Roof Gardens

Across all roof gardens, the design intent is to provide a variety of activity that reflects the broad range and diversity of residents that will use the private communal spaces, for: relaxation, fresh air, sunbathing, eating, playfulness (although not part of formal play allowance), exercise, contemplation, growing, work (especially with hybrid working becoming more common), small gatherings or events.



Further information on Roof Gardens for Plots F, H3 and I can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.

- ① Climbing plants to parapet edge
- ② Colourful planting in pots
- ③ Clusters of individual seats for socialising
- ④ Tree planting



Fig.679 Character Area diagram Roof Gardens - Plot H3

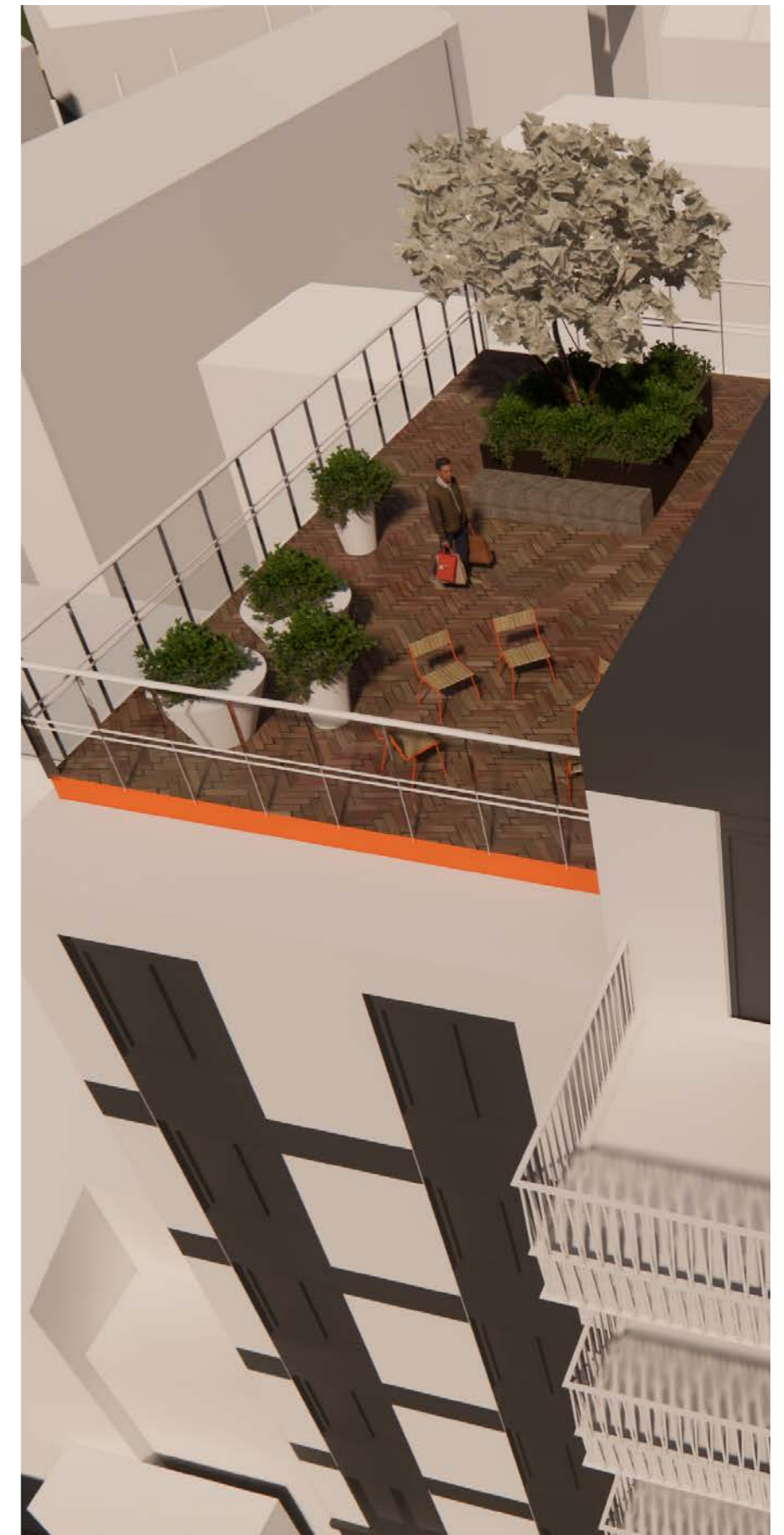


Fig.680 Illustrative render - Plot H3

Roof gardens

The life of the roof gardens

The different time of day that sunlight lands on each space influences its use. For example, the sunny morning spaces are designed for coffee and breakfast, whilst brighter lunch spots and spaces for relaxing in the afternoon occupy a different location, before capitalising on the sunnier later areas for post-school fun spaces, through in to evening socialising.

A variety of scale of spaces and character is to be provided within each roof terrace to meet diverse needs and interests. It is proposed that common wi-fi is to be provided to encourage and facilitate this. Where possible, direct views have been thoughtfully considered to help residents understand their place and connect them to their neighbourhood e.g. Balfron Tower, Town Square, and more distant views to the east or Canary Wharf.



Fig.681 Character Area diagram Roof Terraces - Plot F



Fig.682 Character Area diagram Roof Terraces - Plot I



Fig.683 Illustrative render - Plot I

Further information on Roof Gardens for Plots F, H3 and I can be found in the **Design and Access Statement: Detailed Proposals**, prepared by Morris + Company which supports this application.

- ① Climbing plants
- ② Colourful planting in pots
- ③ Clusters of individual seats for socialising
- ④ Larger picnic tables and benches for outdoor dining
- ⑤ Tree planting
- ⑥ Raised planters with ornamental perennials, grasses and shrubs
- ⑦ Pergola

Roof gardens

Precedents



Fig.684 Playful oversized furniture for communal use



Fig.685 Facilities including common wi-fi for outdoor working



Fig.686 Larger dining tables and benches for outdoor eating



Fig.687 Opportunity for pergola and seating combinations to provide structure



Fig.688 Raised planters with ornamental perennial planting



Fig.689 Playable features such as ping-pong tables



7.3

SOFTWORKS AND HARDWORKS

Ecology strategy

All levels

The plan opposite outlines the proposed areas of soft landscape, planting and ecological enhancement. The landscape proposal significantly increases the biodiversity across the illustrative masterplan area compared with the existing site condition, offering a range of habitats for urban wildlife to flourish.

Key ecological areas of note are the provision of intensive roofs across the scheme, swathes of wildflower meadow planting, which will perform a vital role for pollinating insects and small mammals, the retention of mature street trees, and the planting of many new trees. Flower-rich shrub and herbaceous beds will contain a minimum of 10 pollinator species to enhance wildlife corridors and increase the ecological value of the Site. Roofs and gardens have been designed to maximise habitat types for a host of invertebrates and bird communities.

Biodiversity Net Gain

The scheme delivers a BNG score of 18.2%, versus the target gain of 10%.

Urban Greening Factor

The scheme delivers a UGF score of 0.37 versus the target score of 0.4, including all roads owned by Highways and excluding Millennium Green.

The illustrative masterplan design development has strived to improve this score, through a variety of interventions including: delivery of entirely intensive roofs (in favour of extensive); an increase in wildflower meadow planting versus earlier design iterations; additional vertical greening; enhanced planting mixes and more rain gardens; new woodland area in Jolly's Green.

Millennium Green has not been included in these calculations, but would contribute an additional 0.01, to achieve a total score of 0.38.

The illustrative masterplan includes roads that are proposed to be Highways/ TfL owned, and therefore more limited and/or challenging in their potential for greening. Taking these roads in to account, the scheme would deliver a UGF score of 0.44.



Further information can be found in the **Urban Greening Factor Assessment, Preliminary Ecological Appraisal**, and other reports prepared by Greengage which support the application.

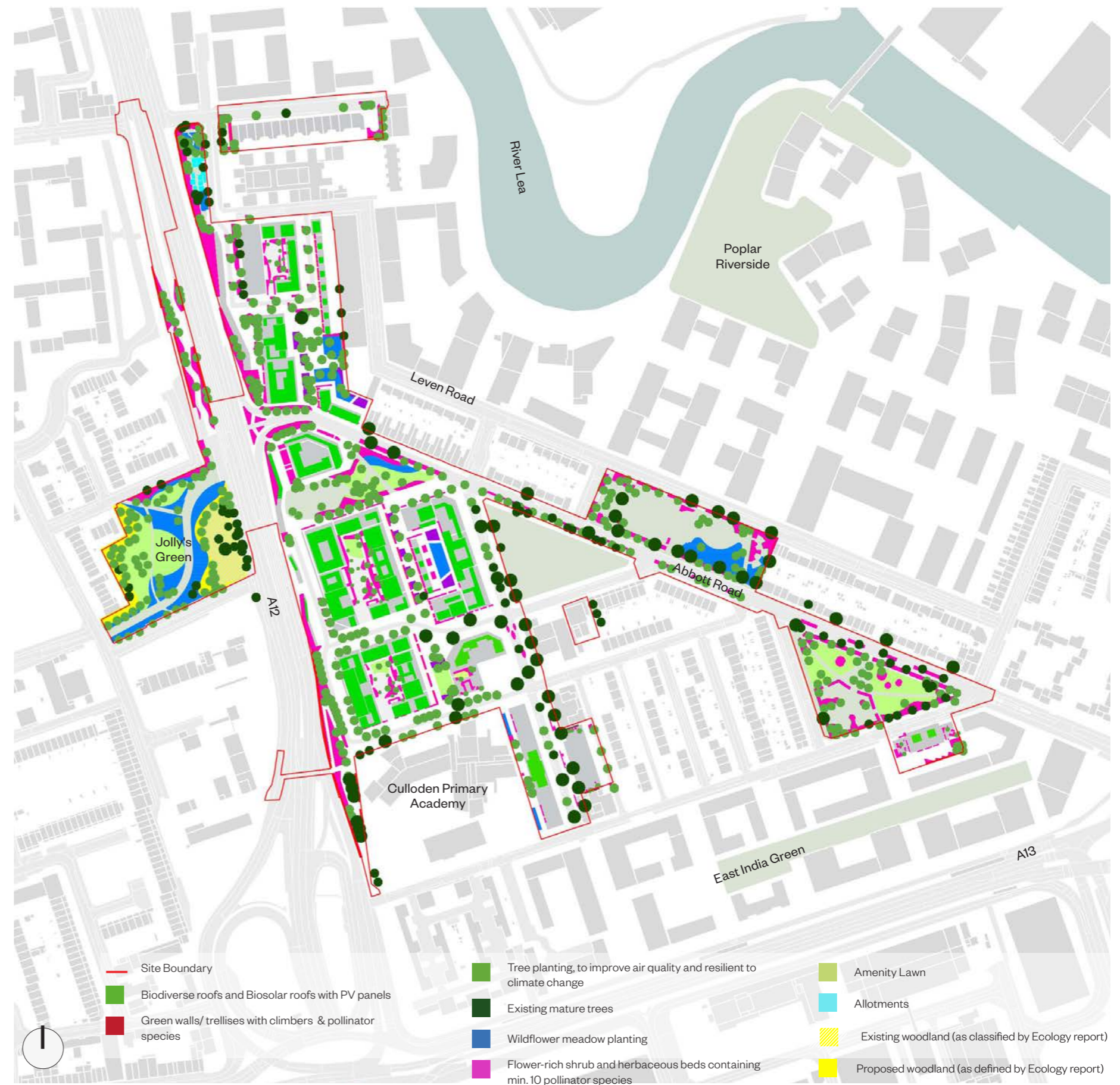


Fig.690 Ecology Strategy diagram

Ecology strategy

The illustrative masterplan landscape proposal is designed to maximise the use of native species and those known to have wildlife value.



Fig.691 Tree species selection takes in to consideration the impacts of climate change



Fig.692 Vertical spaces utilised with native climber species on trellises such as hop, ivy, clematis



Fig.693 Rain gardens as part of a wider site surface water drainage strategy



Fig.694 Stag beetle logeries



Fig.695 Bird, bat and invertebrate features such as boxes, bricks and panels



Fig.696 Brown roofs accessed only by maintenance and with no or limited visibility

Planting typologies

Ground floor

The planting strategy has been designed to reinforce the character area, to assist with placemaking, increase biodiversity, provide seasonal interest and increase the ecological value of the Site.

The planting typologies have been developed offering different habitat value, colour, texture and size, selected for their suitability for each location aspect, soils, and light, and providing a mix of evergreen and deciduous species to look good year round. The plan opposite illustrates the various soft landscape areas in the Indicative Scheme. The habitats vary from flower rich ornamental perennial and herbaceous planting, native hedge planting to SuDs mixes and amenity lawns.

Podiums and roof gardens

The podiums of Plots A, C and E and roof gardens of Plots F, H3 and I have a more limited palette than the illustrative masterplan at ground level, with an emphasis still on balancing resident enjoyment and appreciation with maximum biodiversity gains.

These communal areas include climbing plants to add a vertical element to roof gardens; flower-rich ornamental perennial, grass and shrub planting designed to suit podium and upper level microclimates with consideration for varying amounts of sunlight throughout the day and wind conditions; and amenity lawn areas at podium level to compliment the playable landscape and amenity space offering.

Maintenance strategy

The proposed areas of soft landscape with lawns, trees and planting will create attractive and inviting spaces. It is paramount that these spaces are well-maintained and cared for to keep them looking beautiful and inviting. How the landscape is maintained begins with how it is designed. The balance of hard and soft landscape, selection of materials and appropriate planting in the different character areas will need to be carefully developed throughout the detailed design process to minimise maintenance and associated costs of upkeep.

- Site Boundary
- Native corridor planting mix, to A12
- Climbing plants, to A12 and roof terraces
- SuDS planting mix
- Native hedge planting mix, typically to private residential units
- Low maintenance border shrub planting mix
- Wildflower meadow planting mix
- Ornamental shrub, grass and/or perennial planting mix
- Amenity Lawn area
- Allotments, to Bromley Hall Road
- ▨ Existing woodland (as classified by Ecology report)
- Proposed woodland (as defined by Ecology report)

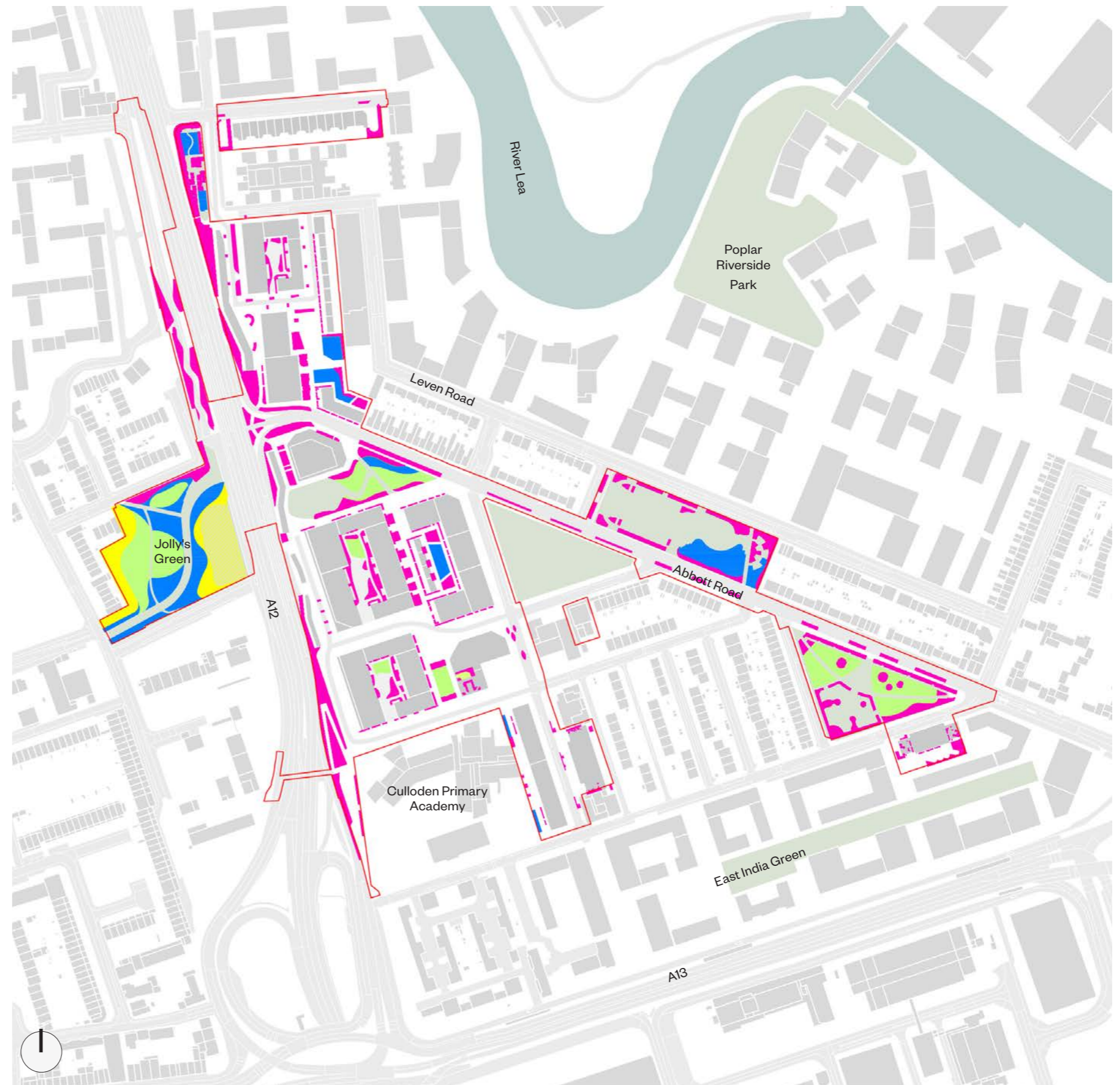


Fig.697 Planting Typologies diagram - Ground Floor

Planting typologies

Final planting selection will be part of the detailed design process. The detailed planting design will not only focus on creating an attractive composition throughout each season but also enhance biodiversity.

Maintainability and resilience to climate change will also be an important consideration in plant species selection. The indicative planting palettes will be selected as low maintenance, hardy species suitable for use in the public domain, readily available and planted at densities and sizes to provide an instant wow factor.

A variety of habitats will be provided across the illustrative masterplan to enhance biodiversity, encourage pollinators, native birds and wildlife to thrive on site. These species and habitats should also contribute to the character of the different spaces.

The illustrative masterplan habitats vary from flower rich ornamental perennial and herbaceous planting, native hedge planting to SuDs mixes, wildflower meadow and amenity lawns.



Fig.698 Native corridor planting mix, to A12



Fig.699 Climbing plants, to screen acoustic fence



Fig.700 SuDS planting mix

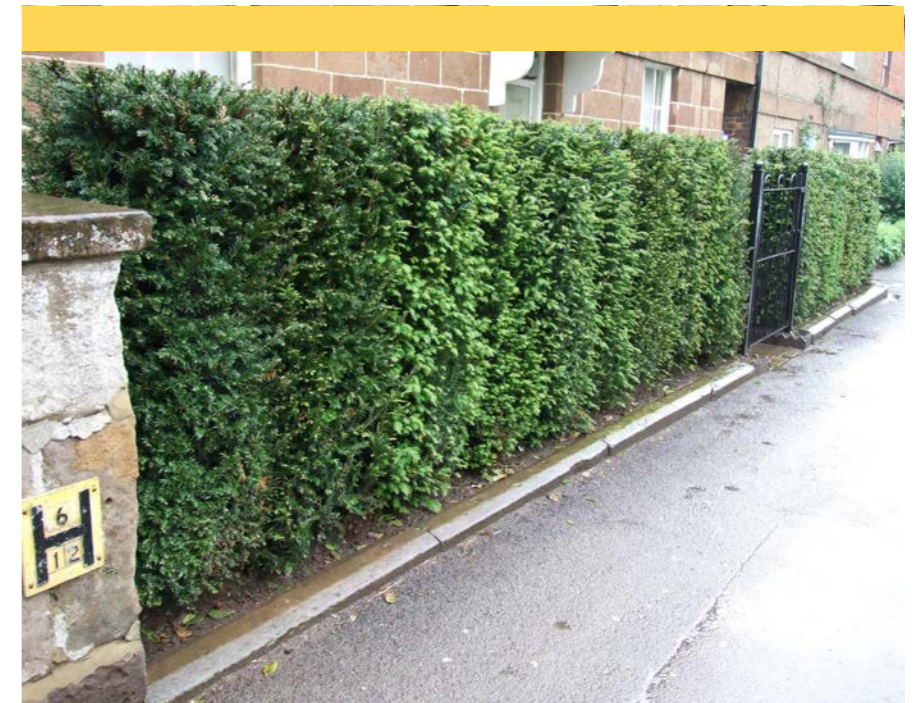


Fig.701 Native hedge planting mix, to private residential units

Planting typologies

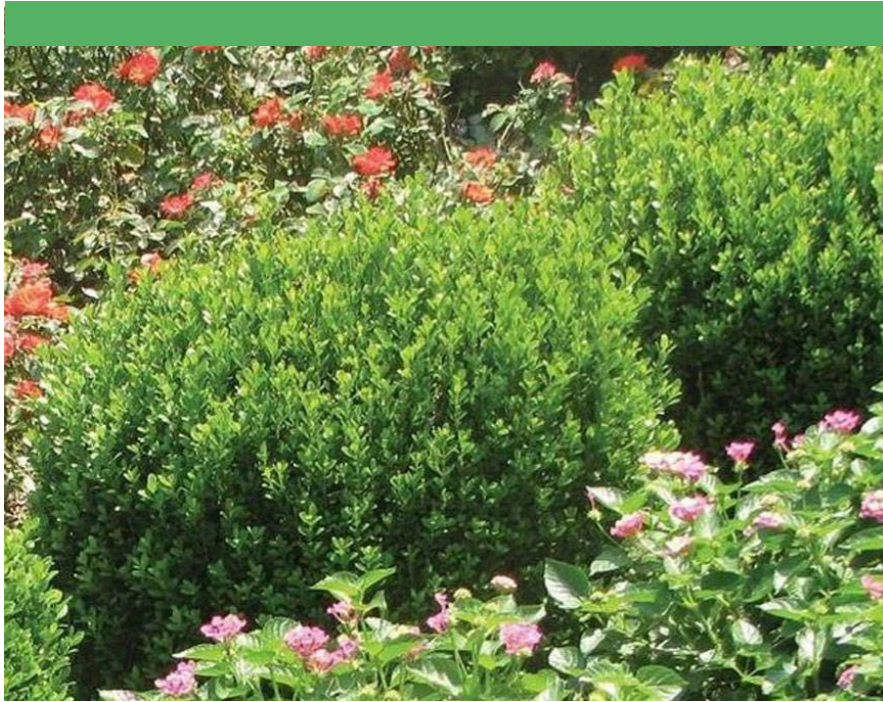


Fig.702 Low maintenance border shrub planting mix



Fig.703 Wildflower meadow planting mix



Fig.704 Ornamental shrub, grass and perennial planting mix

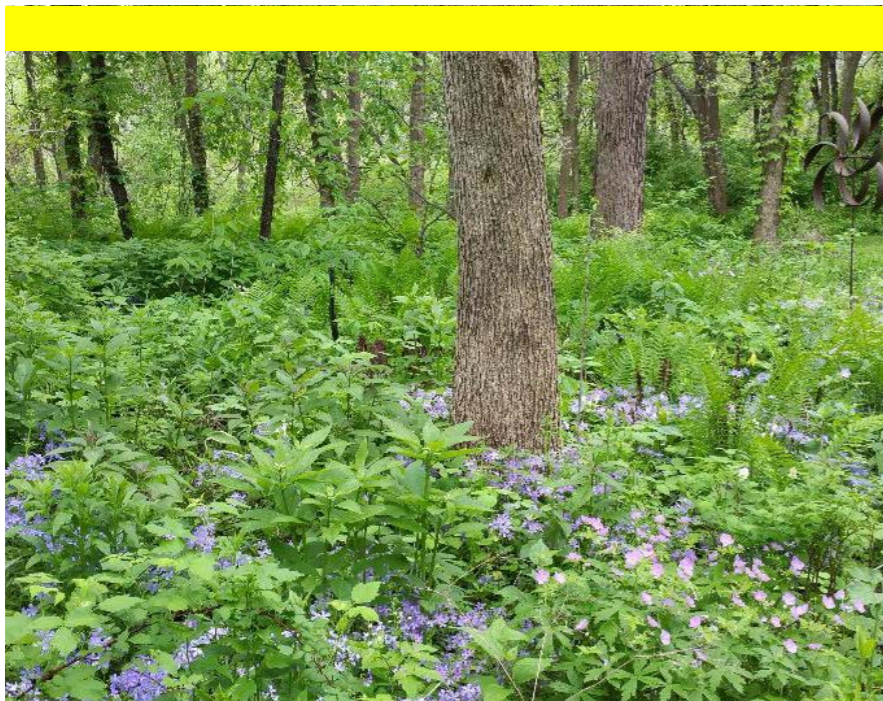


Fig.705 New woodland of native tree with understory of native shrubs and ground flora to match existing woodland



Fig.706 Amenity Lawn area



Fig.707 Allotments, to Bromley Hall Road

Tree planting

Tree species character areas

The plan opposite illustrates the proposed tree character areas throughout the public realm in the Indicative Scheme, as part of the Outline Proposals.

A mix of deciduous and evergreen trees should be selected through the public realm, and be chosen for their striking form and complementary colours throughout the seasons. Consideration is to be given at all locations for the use of native species, as well as trees that support a variety of habitats and biodiversity. A variety of scales and forms should be selected to reflect the different scale of spaces of future proposals. Care and foresight around not planting invasive or disease-prone species will be considered.

Maintenance Strategy

Submission of a tree planting methodology in line with BS 8545 should describe a process for planting and maintaining young trees that will result in them successfully establishing in the landscape. Watering and maintenance will also be essential to ensure the overall long-term health of the trees, with an irrigation schedule from April through October.

- Site Boundary
- 'Healthy Street' Avenue Tree
- Native Corridor Tree
- Parks and Green Spaces Tree
- Woodland Tree (as defined by Ecology report)
- North-South Secondary Street Tree
- East-West Secondary Street Tree
- Community Lane Tree
- High Street Tree
- Play Street Tree
- Podium Tree (medium)
- Podiums and Roof Terrace Tree (small)

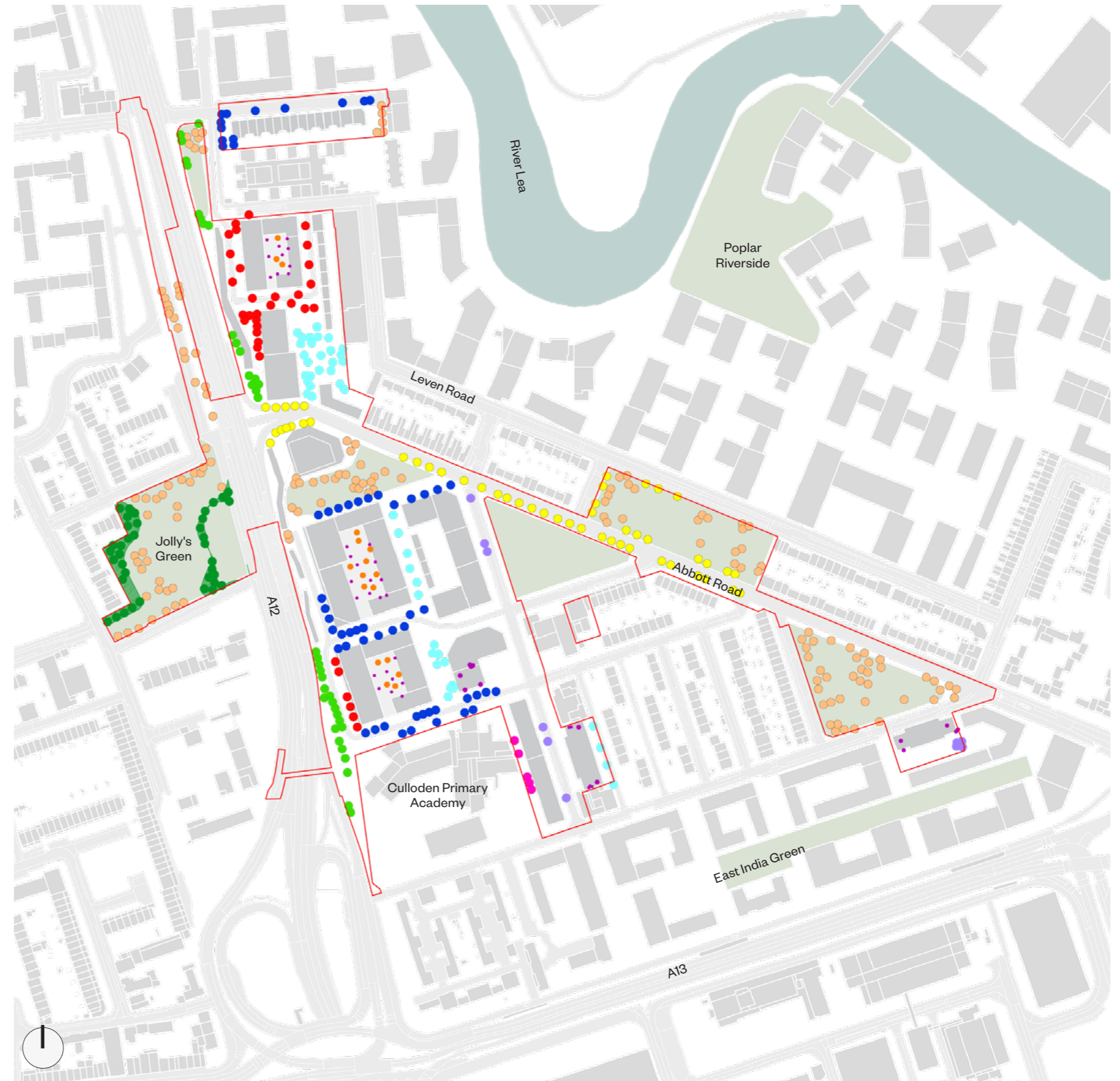


Fig.708 Tree Species Character Areas diagram

Tree species

Final tree planting selection will be part of the detailed design process. The detailed planting design will include provision of native species to support biodiversity and broad leafed or evergreen trees to help with micro climate conditions.

Where possible, trees are to be planted as a minimum stock size of Semi-mature, in line with BS 3936. All trees are to be of a suitable size, shape and form to allow them to reach their intended proportions without the need for significant or regular pruning. Overall size and spread of tree and the surrounding built environment/street furniture should be considered.

This page:

'Healthy Street' Avenue - *Carpinus betulus*, European hornbeam; *Liriodendron tulipifera*, Tulip tree; *Tilia cordata*, Small-leaf lime

Native Corridor - *Tilia x europaea*, Common lime; *Tilia cordata*, Small-leaf lime; *Betula pendula*, Silver birch; *Prunus avium*, Wild cherry, *Prunus padus*, Bird cherry; *Quercus robur*, English oak

Parks and Green Spaces - *Liriodendron tulipifera*, Tulip tree; *Aesculus indica*, Indian horsechestnut; *Betula jacquemontii*, Himalayan birch; *Catalpa bignonioides*, Southern catalpa; *Paulonia fargesii*, Empress tree; *Prunus Serrula* spp., Tibetan cherry; *Tilia cordata*, Small-leaf lime; *Acer campestre*, Field maple; *Betula pendula*, Silver birch; *Prunus padus*, Bird cherry; *Sorbus aucuparia*, Rowan

North-South Secondary Street - *Alnus incana*, Grey alder; *Fraxinus oxycarpa* Raywood, Raywood ash; *Tilia x euchlora*, Common lime

Next page:

East-West Secondary Street - *Quercus palustris*, Swamp Spanish oak; *Prunus avium*, Sweet cherry; *Tilia cordata*, Small-leaf lime; *Quercus ilex*, Holm oak; *Liriodendron tulipifera*, Tulip tree; *Pyrus chanticleer*, Callery pear; *Prunus padus*, Bird cherry

Community Lane : Large trees - *Quercus ilex*, Holm Oak; *Quercus palustris*, Pin Oak; *Fraxinus Oxycarpa* Raywood, Raywood ash; *Tilia euchlora*, Common lime; *Prunus padus*, Bird cherry; *Fagus Dawyck*, Dawyck beech

Small trees - *Amelanchier lamarckii* (multi stemmed), Juneberry; *Rhus typhina* (multi-stemmed), Staghorn sumac; *Crataegus prunifolia*, Broad-leaved cockspur thorn; *Prunus* spp., Plum species

High Street - *Platanus x hispanica*, London Plane; *Acer campastre*, Field maple; *Betula pendula*, Silver birch; *Liriodendron tulipifera*, Tulip tree; *Prunus autumnalis*, Winter-flowering cherry; *Prunus padus*, Bird cherry; *Pyrus Chanticleer*, Callery pear; *Quercus palustris*, Swamp Spanish oak; *Tilia cordata*, Small-leaf lime

Play Street - *Pyrus Chanticleer*, Callery pear; *Sorbus hupehensis*, Hupeh rowan; *Sorbus aucuparia Fastigiata*, Fastigate mountain ash

Podiums and Roofs - *Betula jacquemontii*, Himalayan birch; *Eucalyptus gunnii*, Cider gum; *Prunus serrula*, Tibetan cherry; *Amelanchier lamarckii*, Juneberry

Sitewide selection of species should seek to ensure diversity for both biodiversity and biosecurity



Fig.709 *Liriodendron tulipifera*, Tulip tree

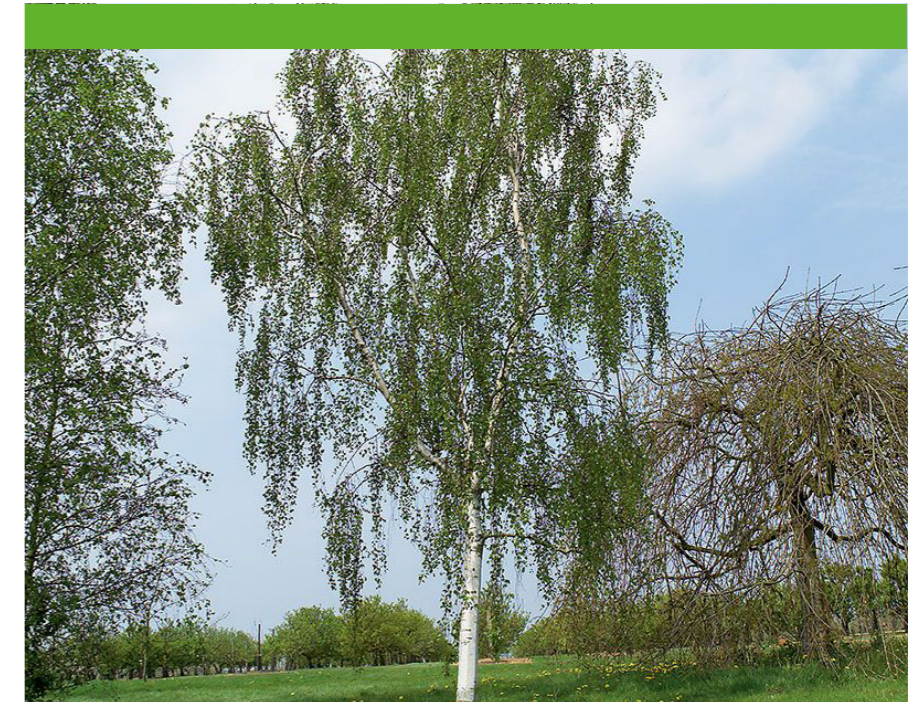


Fig.710 *Betula pendula*, Silver birch



Fig.711 *Aesculus indica*, Indian Horsechestnut

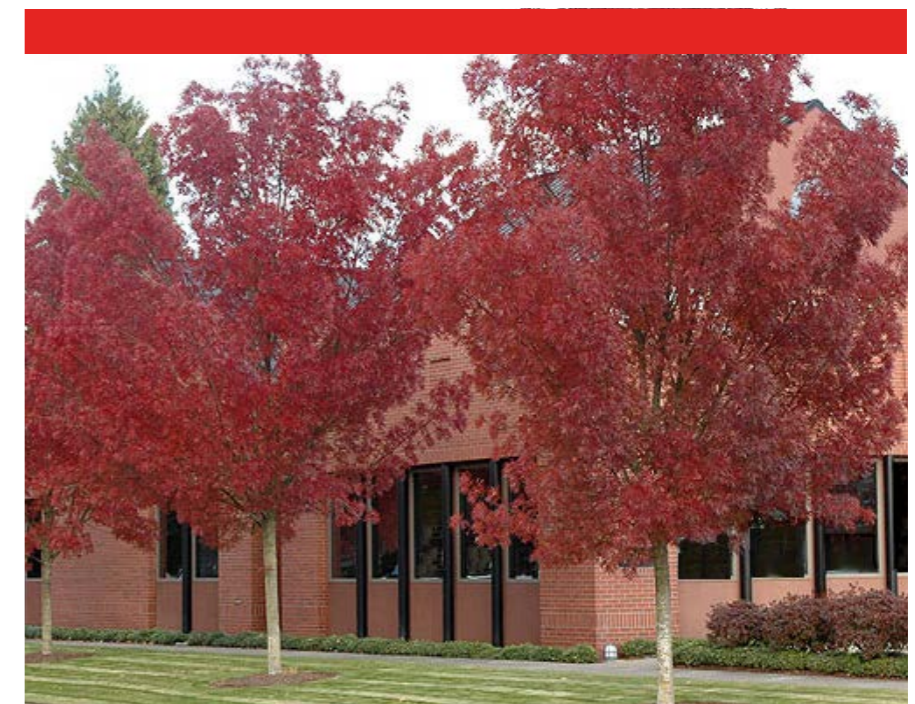


Fig.712 *Fraxinus oxycarpa* Raywood, Raywood Ash

Tree species

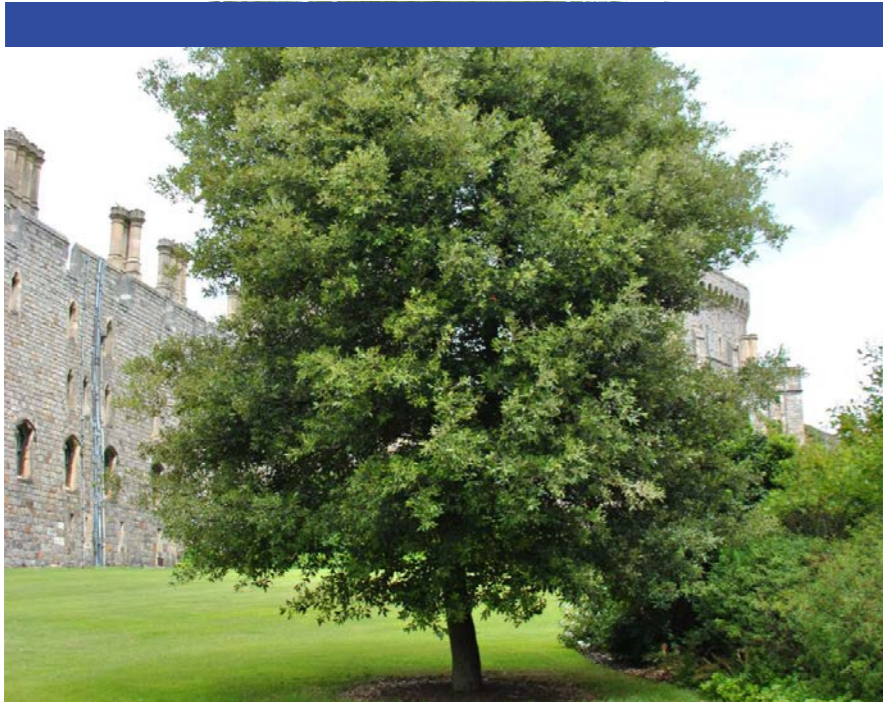


Fig.713 *Quercus ilex*, Holm oak

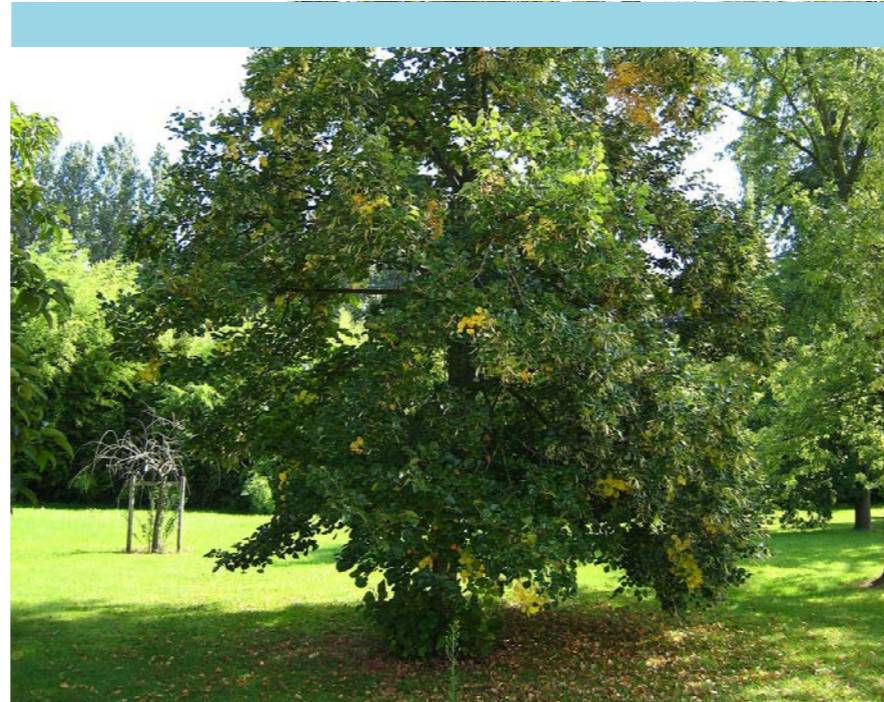


Fig.714 *Tilia euchlora*, Common Lime



Fig.715 *Platanus x hispanica*, London Plane

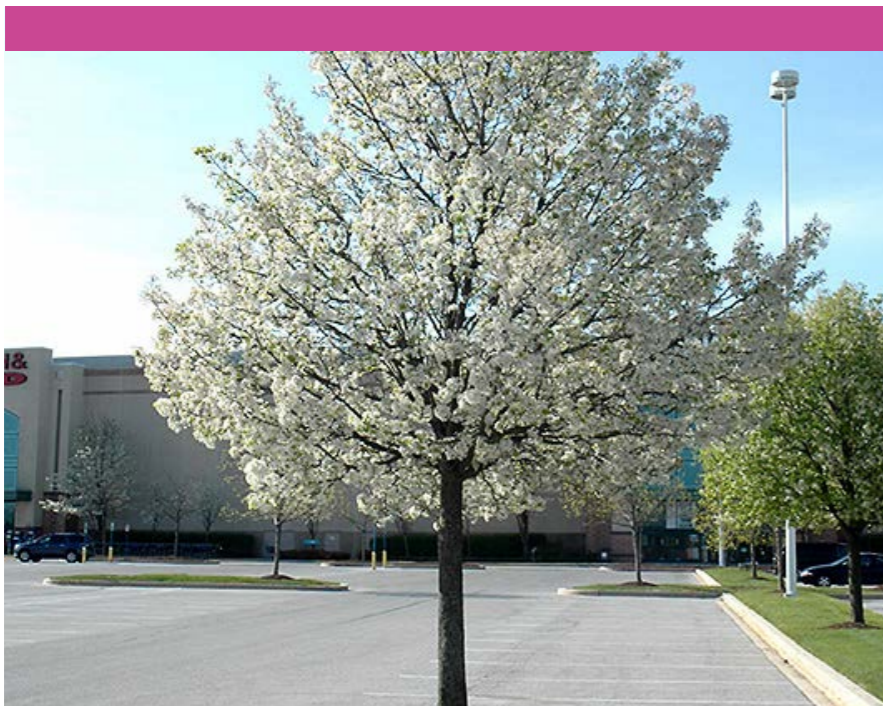


Fig.716 *Pyrus calleryana*; Callery pear

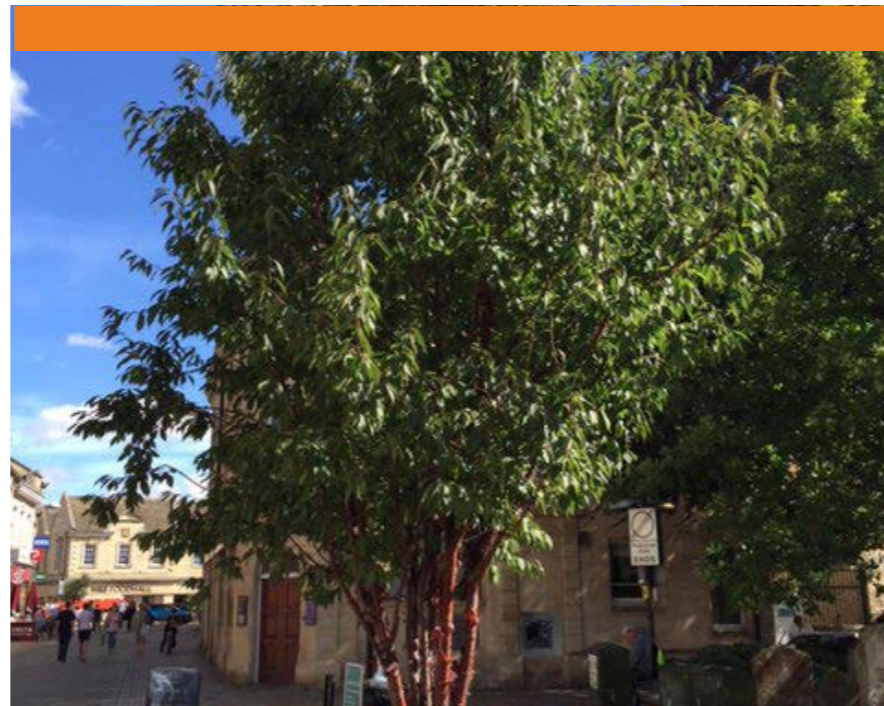


Fig.717 *Prunus serrula*, Tibetan Cherry

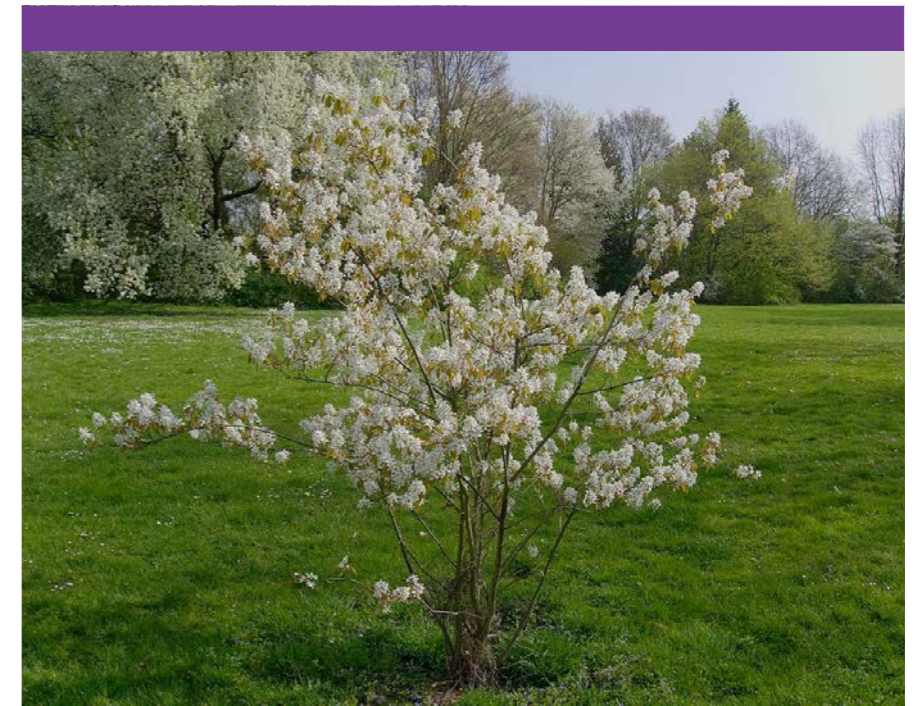


Fig.718 *Amelanchier lamarckii*, Juneberry

Hardworks strategy

Ground floor

The illustrative masterplan aims to use material selection to provide an important layer of legibility to the entire scheme, helping children, residents and visitors to orientate themselves. Final material selection will be part of the detailed design process.

The illustrative masterplan has then been subdivided into character areas, with Dutch clay pavers proposed throughout Enterprise Yard, Community Lane and the East-West connections, all of which are primary pedestrian routes.

Special paving treatments are proposed to distinguish key nodes, as indicated on the left. For example, the Town Square, which is envisioned as etched concrete with Kantha patterns, and Nairn Square, which should contain a combination of self-binding gravel and play surfacing for the dedicated play and playable landscape.

Aberfeldy Street is to receive a different treatment, establishing its hierarchy as the illustrative masterplan's High Street, with Marshalls Perfecta paving to the footways and grey Tegula block paving to the carriageway, running from the junction with Abbott Road south to Blair Street. In contrast, a practical but fresh standard finish of ASP concrete to the footways and a combination of black and coloured asphalt is to be applied to all Highways-owned carriageways surrounding the existing greenspaces and Abbott Road, and Lochnagar Street to the north.

Hard materials have been proposed both for their aesthetic qualities and complementary value to the existing context as well as for their durability and sustainability. Importantly, the paving material palette ensures each space holds its own character, but the overall public realm remains cohesive.

Future detailed proposals should ensure sustainable sourcing of materials with low embodied carbon. The material palette should embrace circular economy principles through the use of recycled and/ or reclaimable materials and re-use materials from site where possible.

- Site Boundary
- Black asphalt
- Coloured asphalt
- ASP concrete
- Dutch clay pavers
- Grey Tegula block paving
- Marshalls Perfecta paving
- Special paving pattern and/or material

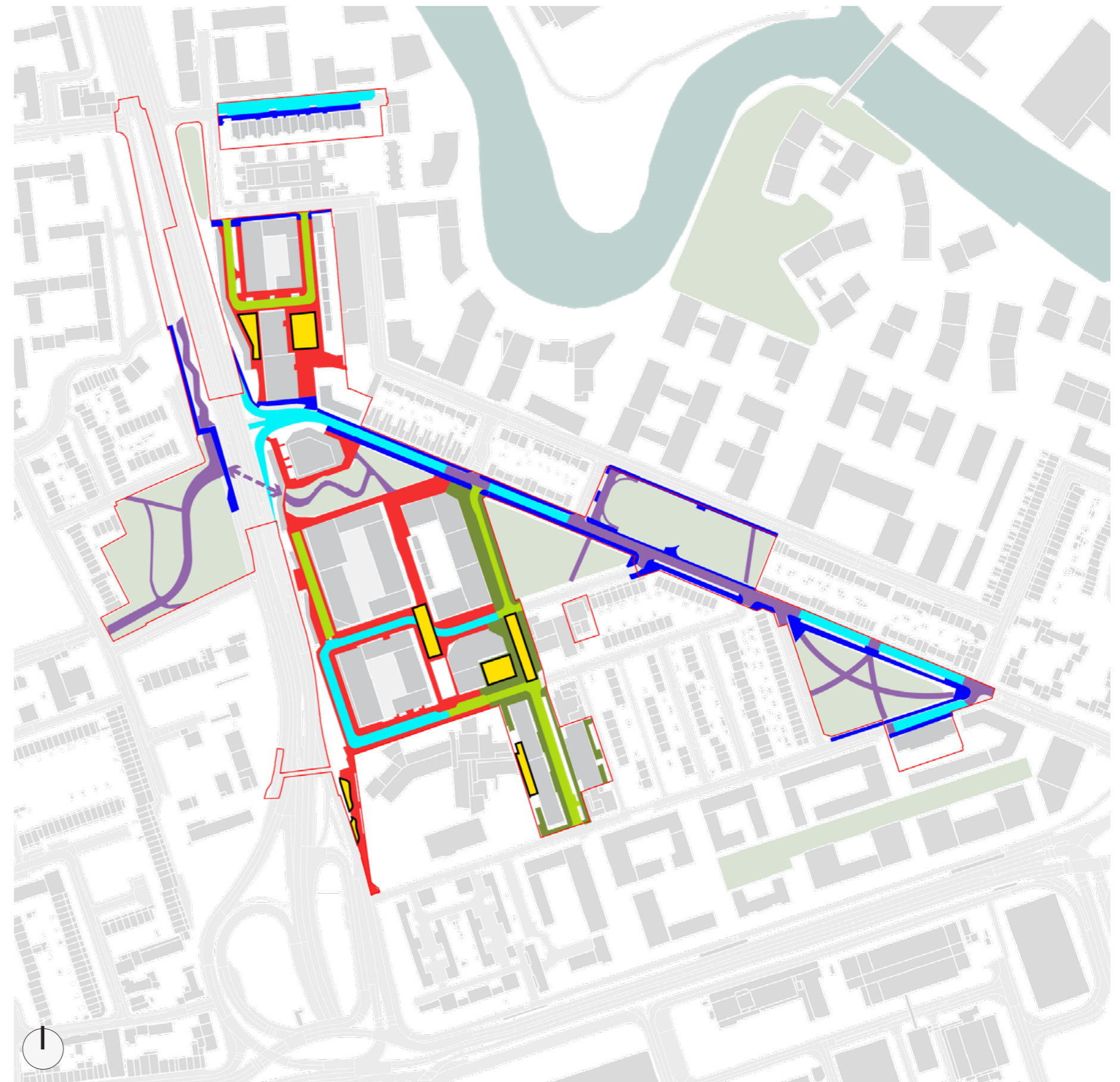


Fig.719 Hardworks Strategy diagram - Ground Floor

Hardworks strategy

Hardworks palette



Fig.720 Black asphalt to standard Highways-owned carriageways

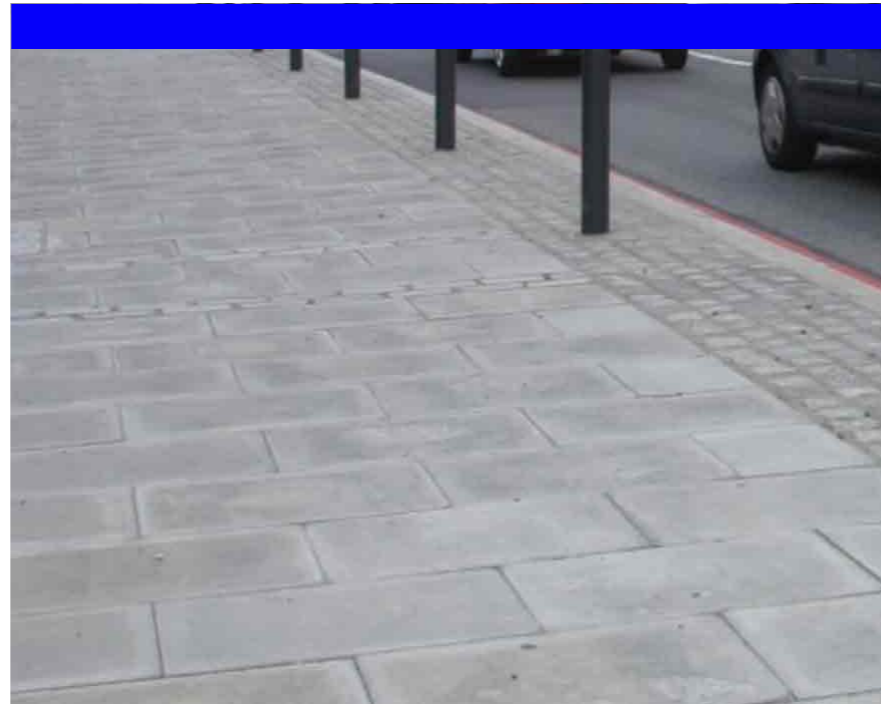


Fig.721 ASP concrete to standard Highways-owned footways



Fig.722 Dutch clay pavers

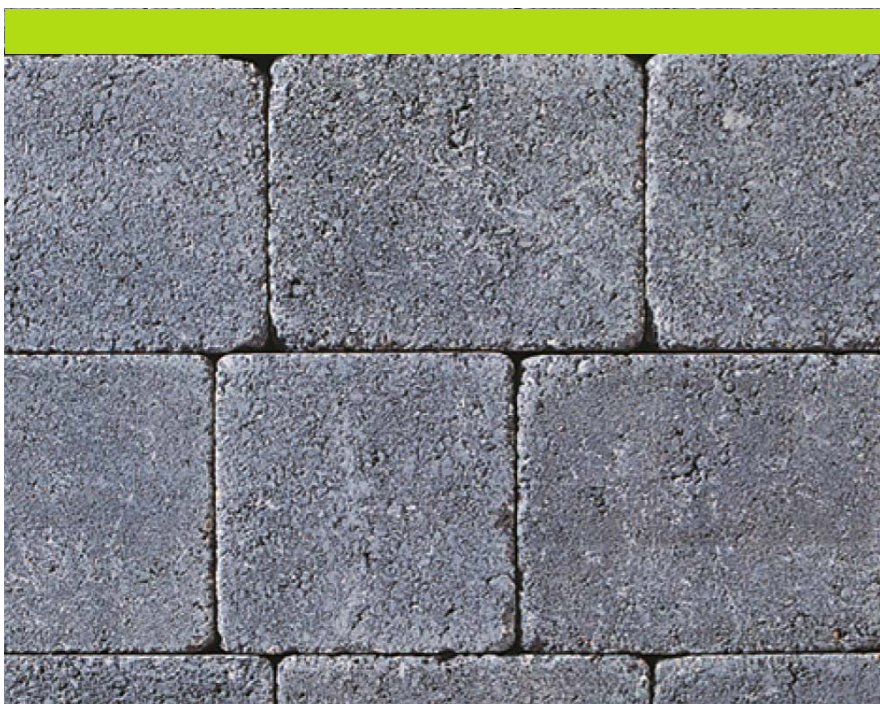


Fig.723 Grey Tegula block paving

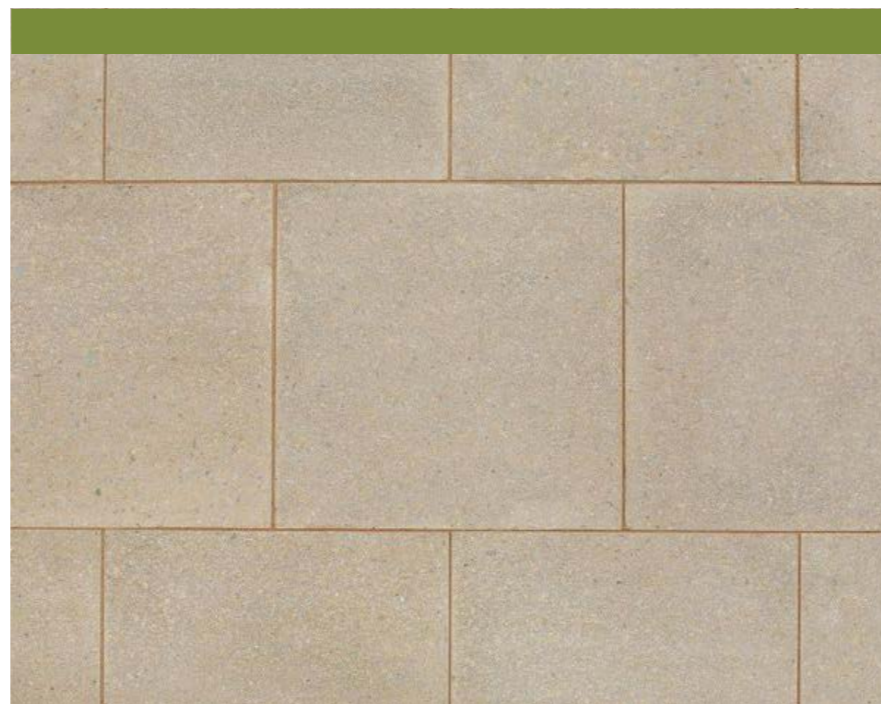


Fig.724 Marshalls Perfecta paving



Fig.725 Example of special paving pattern and/or material e.g. etched concrete

Furniture strategy

Street furniture palette



Fig.726 Individual seat



Fig.727 Platform bench



Fig.728 Robust and distinctive benches with arm and back rests for accessibility



Fig.729 Lounger chairs for informal use



Fig.730 Cube seating



Fig.731 Combined tables and chairs for outdoor dining

Furniture strategy

Green spaces furniture palette



Fig.732 Broxap Blackburn standard installation Tower Hamlets bench



Fig.733 Loungers / informal seating to compliment standard benches



Fig.734 Sheffield cycle stands for continuity throughout illustrative masterplan



Fig.735 Vestre CODE Square modulbench colourful blocks in playable areas



Fig.736 Bleacher-style timber-topped seating to Leven Road Open Space landscape mounding



Fig.737 Broxap Heritage black bins (no. gold lettering)

Lighting

Illustrative concept strategy

The indicative lighting of the public realm is illustrated with cognizance of the relevant standards, however will be developed in future stages by a Lighting Specialist to determine frequency and locations of all lights, and fittings to achieve light levels. Final lighting selection will be part of the detailed design process.










Along Abbott Road, Leven Road, Blair Street and Lansbury Gardens it is recommended to re-use and reconfigure existing light columns where possible, ensuring that these streets are lit to meet London Borough of Tower Hamlets Highway standards, suitable for adoption.

This lighting is to be supplemented with new medium height (6-8m) street light columns to tie in to the existing columns, along the new Highways layouts of A12 bus gate/ junction, Ettrick Street and Dee Street. This treatment should also be applied to Lochnagar Street to provide lighting for Plot J, and the immediate area outside Plot I along Blair Street, where currently there is no street lighting. The Underbridge lighting should be integrated through wall up and down lighting, to create a safe and welcoming space that people enjoy using as a connecting route.

Lighting of the wider illustrative masterplan around pedestrian priority areas proposes low height (5-6m) street light columns as standard, used to create human scale and ample foot way lighting beneath tree canopies in most instances within the public realm.

To compliment the street light columns, areas of feature lighting - for example, tree uplighting, integrated furniture lighting - are proposed at key nodes and squares, to assist with way-finding and signalling arrival, whilst also elevating each space to a more special and distinct status.

The High Street and the Town Square are particular areas of importance for lighting architectural and landscape features at night. A catenary lighting system is proposed for its welcoming impact and ability to reduce street clutter. Customisable Gobo projections outside of retail units and the Church can be used to animate these key community spaces, as well as colourful paving projections directly on to the bespoke etched concrete of the Town Square.

- | | |
|--|---|
|  Site Boundary |  Colourful paving projection |
|  Street light columns, low height 5-6m |  Underbridge lighting |
|  Street light columns, medium height 6-8m |  Feature lighting area |
|  Existing light columns |  Gobo projections |
|  Catenary lighting system | |

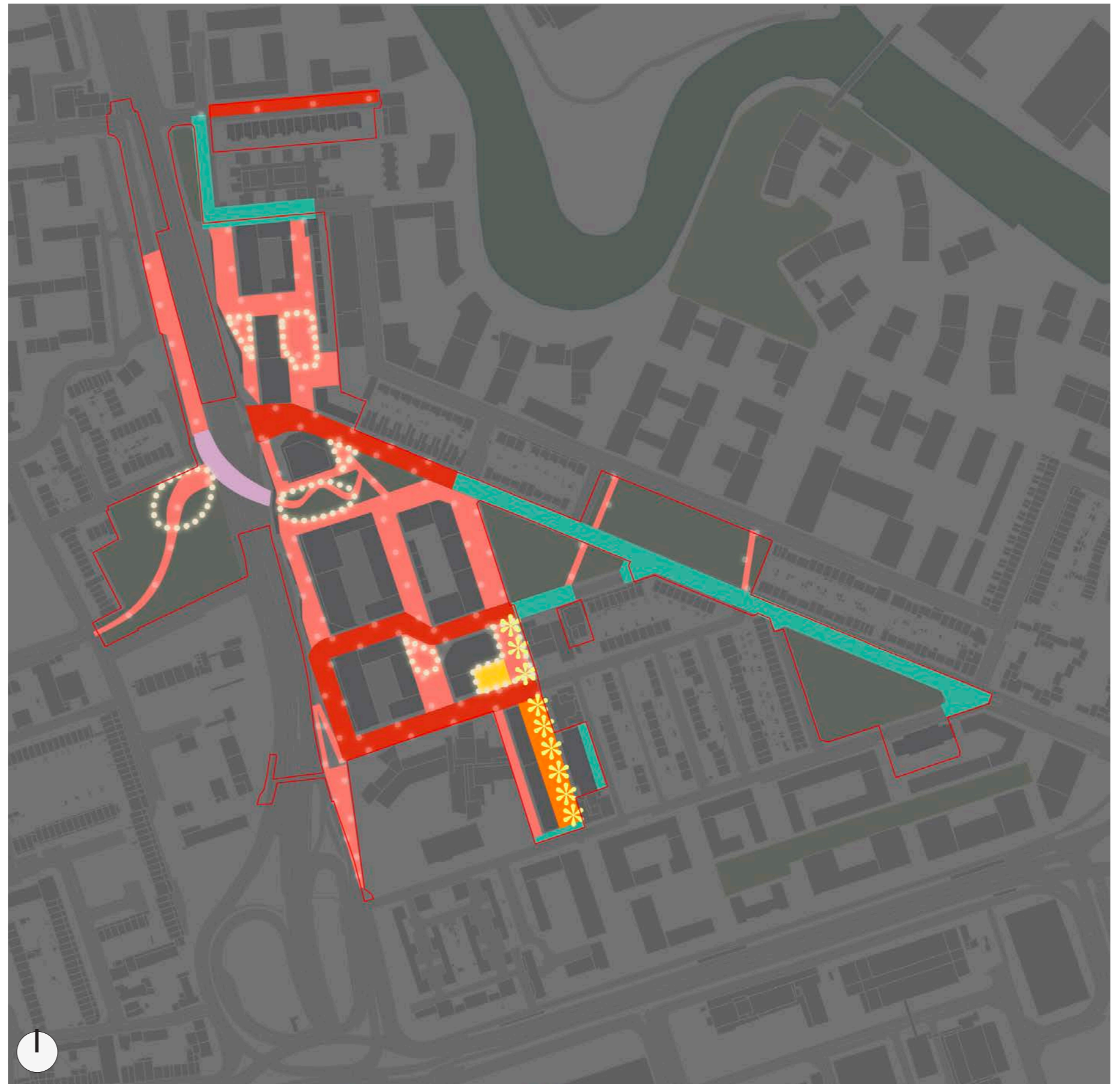


Fig.738 Illustrative Concept Lighting Strategy diagram

Lighting

Lighting Palette



Fig.739 Street light columns medium height 6-8m

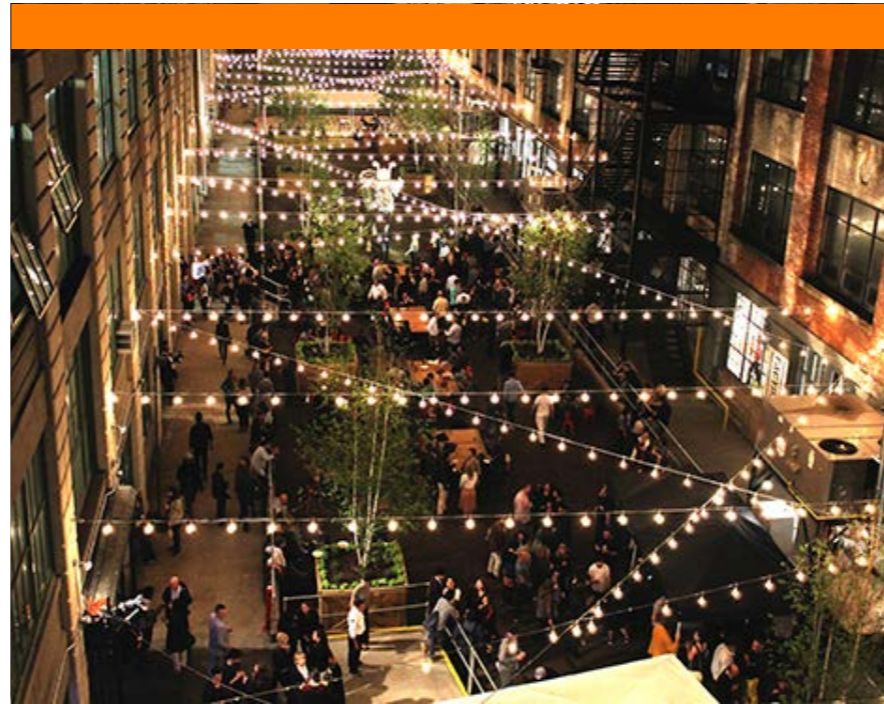


Fig.740 Catenary lighting system

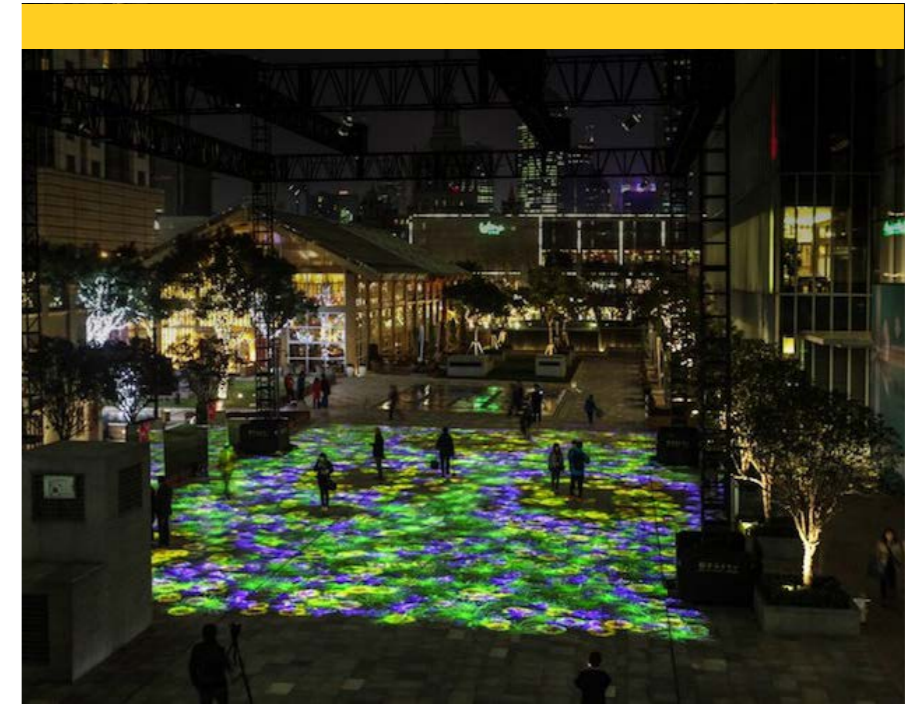


Fig.741 Colourful paving projection

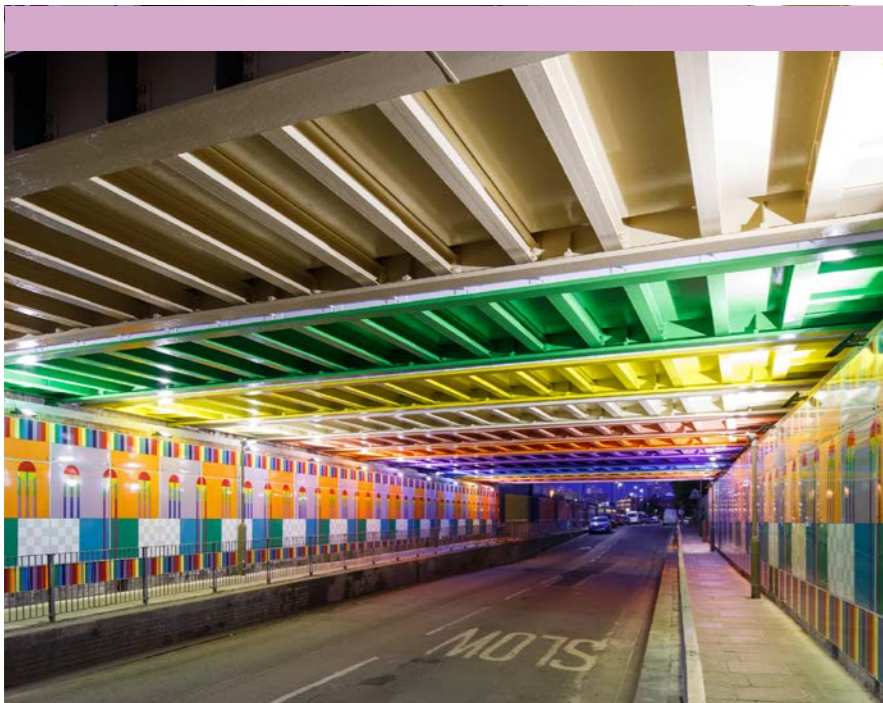


Fig.742 Underbridge lighting



Fig.743 Feature lighting area, for example integrated furniture lighting

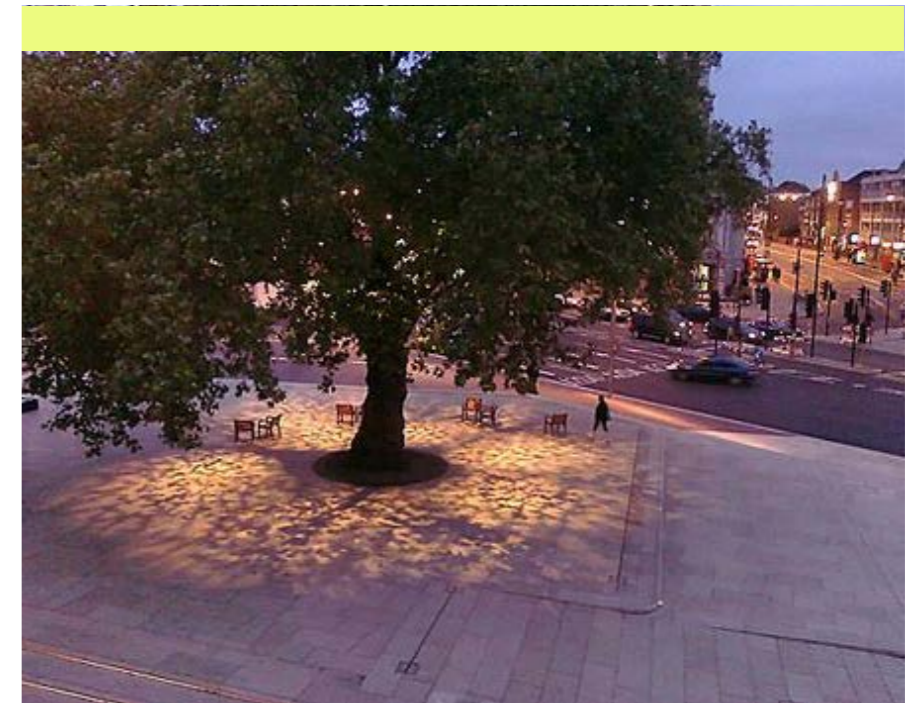


Fig.744 Gobo projections

8

INCLUSIVE DESIGN

Introduction

Planning application and project particulars

Hybrid planning application: Aberfeldy Village Masterplan

This Inclusive Design Statement has been prepared by Lord Consultants Limited and is submitted in support of a hybrid planning application for the Aberfeldy Village Masterplan.

The hybrid planning application is made in relation to the north of East India Dock Road (A13), east of the Blackwall Tunnel Northern Approach Road (A12) and to the south west of Abbot Road (the "Site") on behalf of 'The Aberfeldy New Village LLP' ("The Applicant").

The hybrid planning application is formed of detailed development proposals in respect of Phase A for which no matters are reserved ("Detailed Proposals"), and outline development proposals for the remainder of the Site, with all matters reserved ("Outline Proposals").

The Detailed Proposals and Outline Proposals together are referred to as the "Proposed Development".

The Proposed Development comprises the comprehensive redevelopment of the Site. It will provide new retail and workspace floorspace along with residential dwellings and the pedestrianisation of the A12 Abbott Road vehicular underpass to create a new east to west route via the Underbridge.

The Proposed Development will also provide significant, high quality public realm, including a new Town Square, a new High Street and a public park.

Illustrative Masterplan

This Inclusive Design Statement shows the proposals for the illustrative masterplan. This is one way in which the Aberfeldy Village Masterplan could be delivered and would deliver 1595 homes.

The illustrative masterplan includes the Phase A information set out in the Detailed Proposals for 277 homes, which is fixed. However, the buildings within the remaining phases B – D of the Outline Proposals have been designed to be flexible, and can be adapted within the maximum parameters set out in the Parameter Plans, notably:

Drawing 3663 - LB - ZZ - 00 - DR - A - 000021: Building Plots

Drawing 3663 - LB - ZZ - 00 - DR - A - 000031: Building Heights

As such, the capacity of the masterplan could be increased, in line with the maximum parameters, to deliver up to a total of 1628 across the Aberfeldy Village Masterplan for which this hybrid planning application seeks approval.

Purpose of the Inclusive Design Statement

The purpose of the Inclusive Design Statement is to assess the Development in terms of inclusive design provisions.

This Inclusive Design Statement should be read in conjunction with the set of application plans, the other sections within this Design and Access Statement and all other documents that support this planning application including the extant Outline Planning Permission ref.: PA/11/02716/PO (granted June 2012).

This Inclusive Design Statement has been written to ensure that the development achieves a high and consistent standard accessibility and interprets and clarifies the design standards to be adopted across the site.

It outlines the inclusive design principles for the Site, lists out the relevant standards and regulations and provides details of each element of the development in relation to inclusive design in the following sections.

It sets out how the scheme will be progressed with consideration of the principles of inclusive design, supported by the Design Code that forms part of the hybrid planning application which incorporates inclusive design principles.

The Development will be designed to be as inclusive as possible for:

- Residents of the development;
- Visitors to the development;
- People working in and visiting the commercial spaces; and
- The wider community beyond the site boundary.

The meaning of 'disabled' in this Design Code is the definition stated in the Equality Act 2010.

Project Description

Aberfeldy is located in Poplar in the London Borough of Tower Hamlets (LBTH), within a triangular shaped urban island, which is severed by the River Lea to the east, the A13 to the south and the A12 to the west/north west.

The proposed masterplan unlocks this existing neighbourhood and helps to reintegrate the 'Aberfeldy island' into its surroundings by making new and improved connections into the local area.


The Aberfeldy Village Masterplan is a residential mixed-use scheme including residential, retail, workspace/employment space and residents facilities that will deliver:

- 1595 affordable and private homes
- Improved east-west connections including the pedestrianisation of a vehicular underpass and improvements to the existing Dee Street underpass.
- New public open space at Highland Place and improvements to existing public spaces at Leven Road, Braithwaite Park, Jolly's Green and Millennium Green.
- Traffic calming of Abbott Road, creating a pedestrian friendly street;
- Improved permeability and connections through the site with two new north-south routes: Community Lane and Enterprise Yard, and the upgrading of the existing north-south route Aberfeldy Street.
- Revitalised High Street with new retail space and employment opportunities with new workspaces along Enterprise Yard.

Phase A

Phase A is the first phase of the new Aberfeldy Village Masterplan and forms the detailed component of the Hybrid Planning Application.

Please refer to separate Design and Access Statement for the Detailed Proposals included as part of the application. This includes an Inclusive Design Statement and supporting consultant reports.

 Further information on can be found in Chapter 1 of this **Masterplan Design and Access Statement**.

Legislation, regulations, policies, standards and guidance

Key documents that guide the design team's decisions about access and inclusion provisions for the proposed development are listed below.

Local policy and guidance about specific aspects of buildings that are referred to by Approved Document M Volume 2 and BS 8300 will also be useful during the technical design stage of the project.

Equality Act

The Equality Act does not set out criteria that buildings need to comply with; it exists to protect people's right not to be discriminated against. Compliance with Part M of the Building Regulations does not imply compliance with the Equality Act though it goes towards meeting duties under the Equality Act.

Some of the information within this inclusive design statement (and the subsequent building regulations application access statement) will inform an access management plan, which is recommended to assist its future operation in relation to the operator's obligations under the Equality Act.

National Housing Standards

The 2015 Building Regulations Part M supersedes the various residential access standards and guidance (including Lifetime Homes, the Wheelchair Housing Design Guide and any local residential standards) that could be applied to residential developments prior to October 1, 2015.

A new edition of Approved Document M was published in March 1, 2016, incorporating various minor amendments. Volume 1 defines three 'Optional Categories' for accessible dwellings:

- M4(1) Category 1: Visitable dwellings;
- M4(2) Category 2: Accessible & adaptable dwellings
- M4(3) Category 3: Wheelchair user dwellings

Regulation M4(1) is mandatory for all new dwellings across England in the absence of any local authority requirements.

Optional requirements M4(2) and M4(3) are mandatory when the Local Planning Authority impose them on projects as a planning condition.

The London Plan was revised to reflect changes to the National Planning Policy Framework and enable local authorities to require Optional Categories 2 and 3 of Part M without having to update their policies to do so. This is explained in the Mayor of London's Housing Policy Transition Statement (May 2015):

- 90% of new housing to meet optional requirement M4(2) - Category 2 of Building Regulations;
- 10% of new housing to meet optional requirement M4(3) - Category 3 of Building Regulations.

- Category 1 is not applicable to any new residential developments in London boroughs.

Each London Borough will set out the requirement for new housing in Local Development Frameworks, and these should conform to the London Plan. London boroughs are not allowed to have their own variations. Where a borough requires a higher design standard this should only be requested to meet the needs of a specific individual and therefore should only be required of a home where a local authority allocation policy applies.

Building Regulations and British Standards

Building Regulations Part M as described in Approved Document M Volumes 1 and 2 represents the minimum standard of accessibility that the Development should meet.

Any solutions proposed that are different to those described in Approved Document M must provide an equal or greater level of accessibility and are justified where necessary within this Access Statement.

The following Approved Documents and British Standards are key references for the access strategy of the Proposed Development:

- The Building Regulations 2010, Access to and Use of Buildings, Approved Document M, Volume 1: Dwellings, 2015 with 2016 Amendments;
- The Building Regulations 2010, Access to and Use of Buildings, Approved Document M, Volume 2: Buildings other than Dwellings, 2015;
- The Building Regulations 2010, Fire safety, Volume 1: Dwelling houses, Approved Document B (2006 edition incorporating 2010 and 2013 amendments), HMSO, 2013;
- The Building Regulations 2010, Fire safety, Volume 2: Buildings other than Dwelling houses, Approved Document B (2006 edition incorporating 2007, 2010 and 2013 amendments) HMSO, 2013;
- The Building Regulations 2010, Protection from Falling, Collision and Impact, Approved Document K, HMSO, 2013;
- British Standard 8300:2018 Design of an accessible and inclusive built environment. Part 1: External Environment, and Part 2: Buildings, Code of Practice, British Standards Institution 2018; and
- British Standard 9999:2017 Code of Practice for Fire Safety in the Design, Management and use of Buildings, British Standards Institution, 2018.

Lord Consultant Limited's advice to the design team for the Development includes following the guidance of BS 8300:2018 wherever possible because it is more recent and results in an arguably more inclusive environment than designing according to the solutions in Approved Document M.

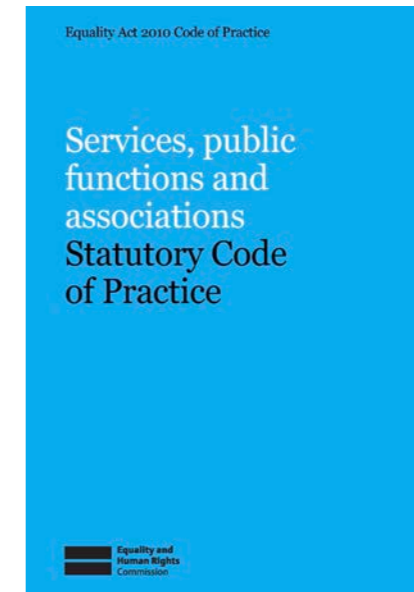


Fig.745 Equality Act Code of Practice

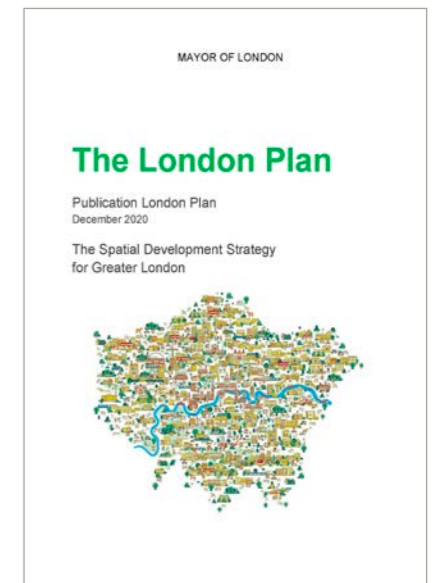


Fig.746 London Plan 2021

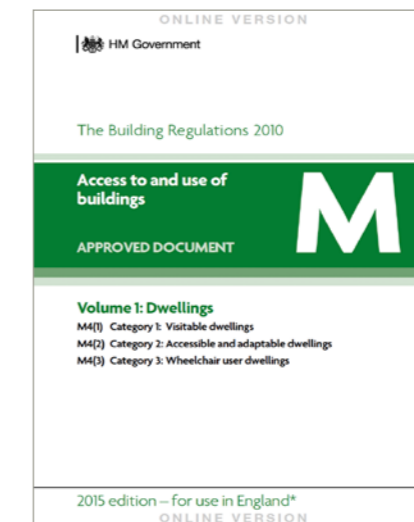


Fig.747 Building Regulations Approved Document M Vol 1: Dwellings

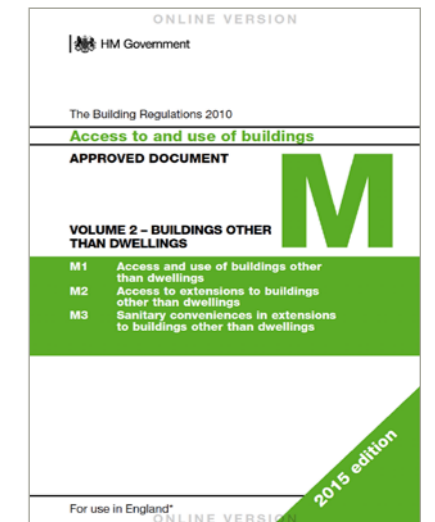


Fig.748 Building Regulations Approved Document M Vol 2: Non-Dwellings

Legislation, regulations, policies, standards and guidance

National Planning Policy Documents

Relevant national planning policy documents are as follows:

- National Planning Policy Framework (NPPF, 2021);
- National Planning Practice Guidance;
- Technical Housing Standards - Nationally Described Space Standards (May 2016);
- The National Design Guide published January 2021;
- The National Model Design Code (NMDC), published July 2021.

The Mayor of London's Housing Supplementary Planning Guidance (SPG) document was revised to incorporate the National Housing Standards on March 1, 2016.

London-wide Planning Policy Documents

These include:

- The London Plan, the Spatial Development Strategy for Greater London, March 2021; and
- Housing Supplementary Planning Guidance, London Plan 2016 Implementation Framework, Mayor of London, March 2016;
- Shaping Neighbourhoods: Play and Informal Recreation supplementary planning guidance, Mayor of London September 2012;
- Shaping Neighbourhoods: Accessible London: Achieving an Inclusive Environment, supplementary planning guidance, Greater London Authority, October 2014;
- The emerging GLA Good Quality Homes for all Londoners;

Four key access standards of the London Plan Housing SPG are:

- Standard 24 - All new dwellings should meet the nationally described space standard.
- Standard 25 - Dwelling plans should demonstrate that dwellings will accommodate the furniture, access and activity space requirements relating to the declared level of occupancy and the furniture schedule set out in Approved Document Part M;

- Standard 26 - A minimum of 5 sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sqm should be provided for each additional occupant; and
- Standard 27 - The minimum depth and width for all balconies and other private external spaces should be 1500mm.

Council Planning Policy and Supplementary Documents

- London Borough of Tower Hamlets Local Plan 2031, adopted January 2020;
- The emerging London Borough of Tower Hamlets Leaside Area Action Plan;
- London Borough of Tower Hamlets High Density Living Supplementary Planning Document, adopted December 2020;
- The emerging London Borough of Tower Hamlets Tall Buildings Supplementary Planning Document.

Good practice guidance for access and inclusion

Approved Documents M and K, and BS 8300:2018 provide general access advice, but refer to other standards and regulations about specific aspects of buildings and their immediate surroundings. Therefore, several documents will need to be referred to, including good practice guidance books written by specialists, including:

- The Colour, Light and Contrast Manual: Designing and Managing Inclusive Built Environments, Bright K., Cook G., Wiley-Blackwell, 2010;
- Sign Design Guide: a guide to inclusive signage, JMU and the Sign Design Guide, 2000;
- Developing Accessible Play Space - A good Practice guide, Stationery Office 2003;
- London Cycle Design Standards, Mayor of London, TfL 2014;
- Manual for Streets - 1, DfT and CLG, 2008;
- Streetscape guidance, TfL, Mayor of London 2019, 4th Edition, Rev 1;
- Healthy Streets for London, TfL.



Fig.749 BS 8300:2018 Code of Practice



Fig.750 Nationally Described Space Standards

Inclusive design principles

Aims and principles

Inclusive design aims

An inclusive design strategy for a building or other development in the built environment describes the approach adopted to making suitable provision for disabled people with reference to the appropriate regulations, standards and good practice guidance.

The most basic inclusive design strategy would be to design using the approved solutions described in the Building Regulations Approved Documents that make specific mention of access for disabled people, and the other guidance that they reference.

This approach makes a place accessible, but it is only inclusive if it enables independent access for all people, using the same means of access. More interpretation and alternative solutions are often required to achieve this for sites with constraints such as level changes and where no statutory guidance exists.

The Site is therefore being designed to meet the guidance of Approved Document M, Volumes 1 and 2, and the inclusive design policies of the London Plan as a minimum. Success on completion depends on the principles set out by the access strategy being designed into the proposals and being carried through to detailed design and construction stages.

The inclusive design strategy also identifies opportunities to provide a more inclusive environment through holistic consideration of the interaction of a building's management, users, information technology and communication rather than a simple application of the Building Regulations, access standards and policies.

Inclusive design summary

Inclusive design is central to the policies of the London Plan 2021, with mention of it throughout the text of the plan.

London Plan Policy D5 Inclusive Design states the need to deliver inclusive, not just accessible environments. Inclusive design is central to the policies of the London Plan, with mention of it throughout the text of the plan. Policy D5 states:

Development proposals should achieve the highest standards of accessible and inclusive design. They should:

- be designed taking into account London's diverse population;
- provide high quality people focused spaces that are designed to facilitate social interaction and inclusion;
- be convenient and welcoming with no disabling barriers;
- providing independent access without additional undue effort, separation or special treatment;

- be able to be entered, used and exited safely, easily and with dignity for all.

The Commission for Architecture and the Built Environment published a guide called The Principles of Inclusive Design in 2006, which states that inclusive design:

- Places people at the heart of the design process;
- Acknowledges diversity and difference;
- Offers choice where a single design solution cannot accommodate all users;
- Provides for flexibility in use; and
- Provides buildings and environments that are convenient and enjoyable to use for everyone

These criteria are important factors in recommending the most inclusive (not just accessible) solutions for a development within the client's resources. Inclusive environments remove obstacles for all potential users, especially people who have one or more of the protected characteristics listed in the Equality Act 2010.



Fig.751 CABE Principles of Inclusive Design

Inclusive design principles

Access provisions incorporated into the proposals at this stage that are key to the aim of providing an accessible environment are:

- Ensuring pedestrian and cycling routes as inclusive as possible;
- Animating street frontages of building to provide interest, passive surveillance, safety and convenience for all users, especially older and disabled people, children and their carers;
- Provision of mixed use on the site, reducing travel distance to work, eat and socialise which are especially critical for older and disabled people with limited mobility;
- Optimize the locations of vertical circulation within the new buildings and horizontal connections; and
- Promoting the concept of inclusive design within the design team.

Development of the Inclusive design strategy

Going forward into detailed design for each plot, the design team will continue to ensure the proposals meet the minimum access requirements of the Building Regulations Parts M, K and B, and also enhanced provisions that provide a greater degree of inclusion where appropriate.

The detail contained within the future development of the Inclusive Design Statement and Building Control Access Statements for each plot will expand to reflect the progression of the proposals.

The reports will also highlight issues that need to be included in a management operations manual to ensure that the building is used in the way intended to be as inclusive as possible.

Consultations

Consultation has been central to the development of the scheme. Throughout the design process, the design team has engaged with the public and a wider group of stakeholders.

This has allowed the design team to gain invaluable feedback from various points of view that have developed and improved the proposals as a whole, including all relevant accessibility and inclusive design requirements and considerations.

Please refer to section 4 of this Design and Access Statement for a more detailed explanation of engagement and resident involvement.

Inclusive design principles

Illustrative masterplan

Improved connections to local area

Aberfeldy is severed from the surrounding context by the River Lea to the east, the A13 to the south and the A12 to the west/north west. The proposed masterplan helps to reintegrate Aberfeldy into its surroundings by making new and improved connections into the local area. This will improve connectivity, accessibility and inclusivity.

The new connections include:

- Repurposing the existing vehicular underpass under the A12 for pedestrians and cyclists only, creating a new access to the west side of the A12 via the Underbridge, including improvements to Jolly's Green. There will be a new public space, Highland Place at the connection;
- Abbott Road developed as a Healthy Street, which is a pedestrian and cycle friendly connection;
- Upgrading of the existing pedestrian underpass under the A12 from Dee Street to the area near Balfron Tower, to strengthen the east-west connection;
- Improved permeability through the Site with two north-south routes, Community Lane and Enterprise Yard, upgrading of the north-south High Street, Aberfeldy Street, Dee Street, Ettrick Street and Blair Street.

Inclusive design of upgraded underpass

Approaches to the existing pedestrian underpass under the A12 will be improved to provide gently sloping paths with gradients not steeper than 1:21, improving sight lines and reconfiguring direct stepped access together with cycle ramps.

Guardrails can be avoided by strategically planted areas of landscaping at the edges of the sloping approach to the underpass.

Child friendly neighbourhood

The masterplan area will be a safe play for children of all ages and abilities to play and spend time outside, benefiting the community as a whole, and the Culloden Primary Academy in particular, with improvements to the public realm of Kirkmichael Road and School Square.

Spaces will be safe from excessive traffic, noise, danger and pollution, with more places to rest and enjoy green space.

Establishing a new local centre and improving the High Street

The masterplan will be a mixed-use neighbourhood with a revitalised Aberfeldy Street, the High Street, running north-south, and local centre.

A variety of uses will be located along the High Street including retail, food and beverage, community, and smaller independent retail units, along with the existing St Nicholas Church.

The provision of community facilities in the neighbourhood will reduce travel time and encourage people to socialise with their neighbours improving social cohesion and mental health - particularly important for older and disabled people.

Inclusive design principles

Illustrative masterplan

- 1 Lochnagar Street
- 2 Allotments
- 3 Enterprise Yard
- 4 Community Lane (North)
- 5 Slip Road
- 6 Works Square
- 7 Nairn Square
- 8 Repurposed vehicular underpass - the Underbridge
- 9 Jolly's Green
- 10 Highland Place
- 11 Healthy Street / Abbott Road
- 12 Community Lane (South)
- 13 Millennium Green
- 14 Ettrick Street
- 15 Leven Road Open Space
- 16 Culloden Green
- 17 Town Square
- 18 Dee Street underpass
- 19 Dee Street
- 20 School Square
- 21 Kirkmichael Road
- 22 High Street
- 23 Lansbury Gardens
- 24 Braithwaite Park



Fig.753 Illustrative Masterplan

Inclusive design provisions

Open spaces

A network of accessible open space

A network of green open spaces, connected by pedestrian and cycle friendly routes will promote and encourage active and healthy lifestyles.

The existing open spaces of Jolly's Green, Millennium Green, Leven Road Open Space, and Braithwaite Park will be improved and connected by a pedestrian and cycle friendly 'Healthy Street' along Abbott Road.

The open spaces include:

Highland Place

Highland Place is a primary open space at the centre of Aberfeldy. It will provide an outdoor amenity to the Residents Hub at Plot B3.

It will have a mix of soft and hard surfaces with areas of seating, play and planting all of which will be inclusively designed to suit a range of users of all abilities and ages.

The proposal is to connect Highland Place to the west of the A12 with a direct connection to Jolly's Green by pedestrianising the existing vehicular underpass and re-purposing it as a safe walking and cycling route and activity space - the Underbridge.

The existing underpass levels would be raised to provide a 10.5m wide path with gently sloping 1:21 gradient approach pathways. Slopes along the route would be utilised to create adventurous play areas, stepped seating for gathering and sloped lawns for relaxation. All would be carefully designed to be inclusive.

- Site boundary
- Enterprise Yard
- Pedestrian/ cycle priority
- Squares/hard surfaces
- High Street
- Green spaces
- Healthy Street

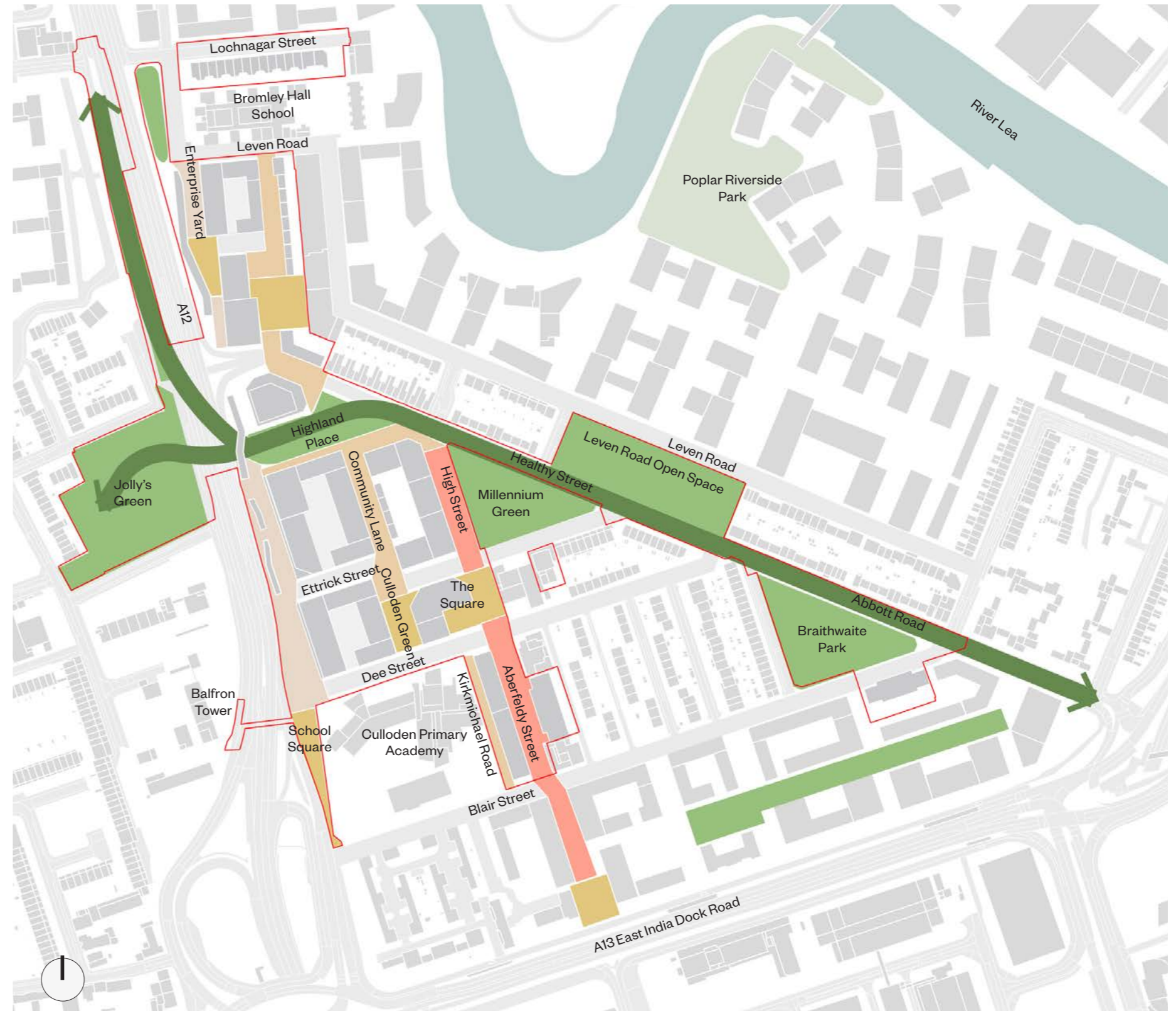


Fig.754 Diagram illustrating the open spaces across the illustrative masterplan

Inclusive design provisions

Open spaces

Town Square

The Town Square is located along the High Street, which is a shopping street that also provides opportunities for outdoor social interaction with seating and shelter.

The Town Square provides an important civic function and will be key to orientation, It is a flexible public space along the High Street providing space for community activities including markets, performances, games, play areas, exhibitions and community gatherings.

Surfaces will be smooth, firm and level and the area will be provided with planting, seating and shelter to insure it is accessible and inclusive to all visitors.

Community Lane

This is a safe pedestrianised route through the residential area of the masterplan connecting Nairn Street Estate to Blair Street.

It will have informal soft planting and provide private and semi-private social spaces for community activities.

There will be clear sightlines providing a sense of security and along with pedestrian priority and doorstep play, this will create a safe environment that will enable a range of people to occupy and use the street.

Culloden Green, Nairn Square

Culloden Green and Nairn Square are two small local public spaces along Community Lane. These will allow doorstep play for families and particularly at the main entrance of the existing Culloden Primary Academy. All features and spaces will be child-focused and inclusively designed.

Kirkmichael Road

This is a play street promoting play on the way and incorporating the existing exit from Culloden Primary Academy.

Braithwaite Park or 'The Gardens'

Enhancements to the existing Braithwaite Park will improve the biodiversity value of this area, and provide a play space, seating areas and picnic tables for people to relax and socialise. Planting will provide sensory stimulation and orientation for sensory impaired people, improve mental health of users. There will be opportunities for inclusive play. Braithwaite Park is included within Phase A, the Detailed Proposals, of the masterplan.

Leven Road open space

This is at the centre of Abbott Road and will provide a 'Hub' for inclusive sports activities and play. It is included within Phase A, the Detailed Proposals, of the masterplan.

Jolly's Green

The new direct connection to Jolly's Green via the underbridge will substantially increase access to this green space. The vision for Jolly's Green will be developed in collaboration with the community, but works to the space could include new play, gym and fitness, social terraces, tree planting and wildflower meadows, new surfacing and furniture.

Enterprise Yard and Works Square

Enterprise Yard is a pedestrian link improving north-south connectivity away from the A12 while providing outdoor working spaces for local independent businesses.

Enterprise Yard will be provided with an acoustic screen and planting to screen the noise from the A12. It widens into Works Square that provides outdoor working and meeting space and infrastructure, and also opportunity for outdoor events.

School Square

This open space at the junction of Enterprise Yard and Blair Street provides inclusive play equipment, play-on-the-way elements and seating for parents and children at pick up and drop-off times.

Millennium Green

Millennium Green is located at the northern end of the High Street, where the High Street meets the Healthy Street. This could be a 'Community Green' at the heart of Aberfeldy; a place for events and fun days as well as an everyday green space for rest and picnics and play.

The Allotments

Existing allotments will be consolidated into a community garden in front of Bromley Hall School, providing an asset to bring the community together and develop sense of belonging and well-being.

These also offering a flexible spill out space to the neighbouring Poplar Works buildings.

The Allotments are included within Phase A, the Detailed Proposals, of the masterplan

Podiums and Roof Gardens

Three communal podium spaces will provide accessible and step-free space for a wide range of users, offering important access to nature and the outdoors.

These are located on Plot A, C and E. They will have both lift and stepped access.

Three Roof Garden spaces are located on Plot F, H3 and I, which will similarly provide accessible and step-free outdoor space for a wide range of users.

Inclusive design provisions: connections

Connections and access to the development

Approaches to the Site

The Site is surrounded by major transport infrastructure, including the A12 and A13, two major north-south and east-west routes respectively, DLR and Underground stations and main bus routes.

There is very little access to public transport within the Site itself, only the 309 bus route goes through the Site, connecting it to Canning Town. There are other bus routes along the A12 and A13 connecting to Central London.

All London buses (except 'heritage' routes) are accessible buses that 'kneel' to minimise height differences between the bus floor and pavement and have ramps and space inside for wheelchair and pushchair users.

PTAL scores range from 3-4. The higher scores are as a result of the Site being within 960m of DLR and London Underground stations.

Within 15 minutes walking distance there are a number of DLR stations with trains running regularly to Central London. Despite being in close proximity, the access to these facilities is not obvious and easy.

The Site is very well connected with the wider area, but poorly connected to the immediate context, which has an isolating effect on this neighbourhood.

The masterplan addresses this poor connectivity by a number of interventions to improve walking and cycling access.

- Site boundary
- Traffic free routes
- Pedestrian and two way cycle routes
- Pedestrian and one way cycle routes
- Primary cycle route linking east and west
- Connection into Jolly's Green
- ▶ Access to podiums

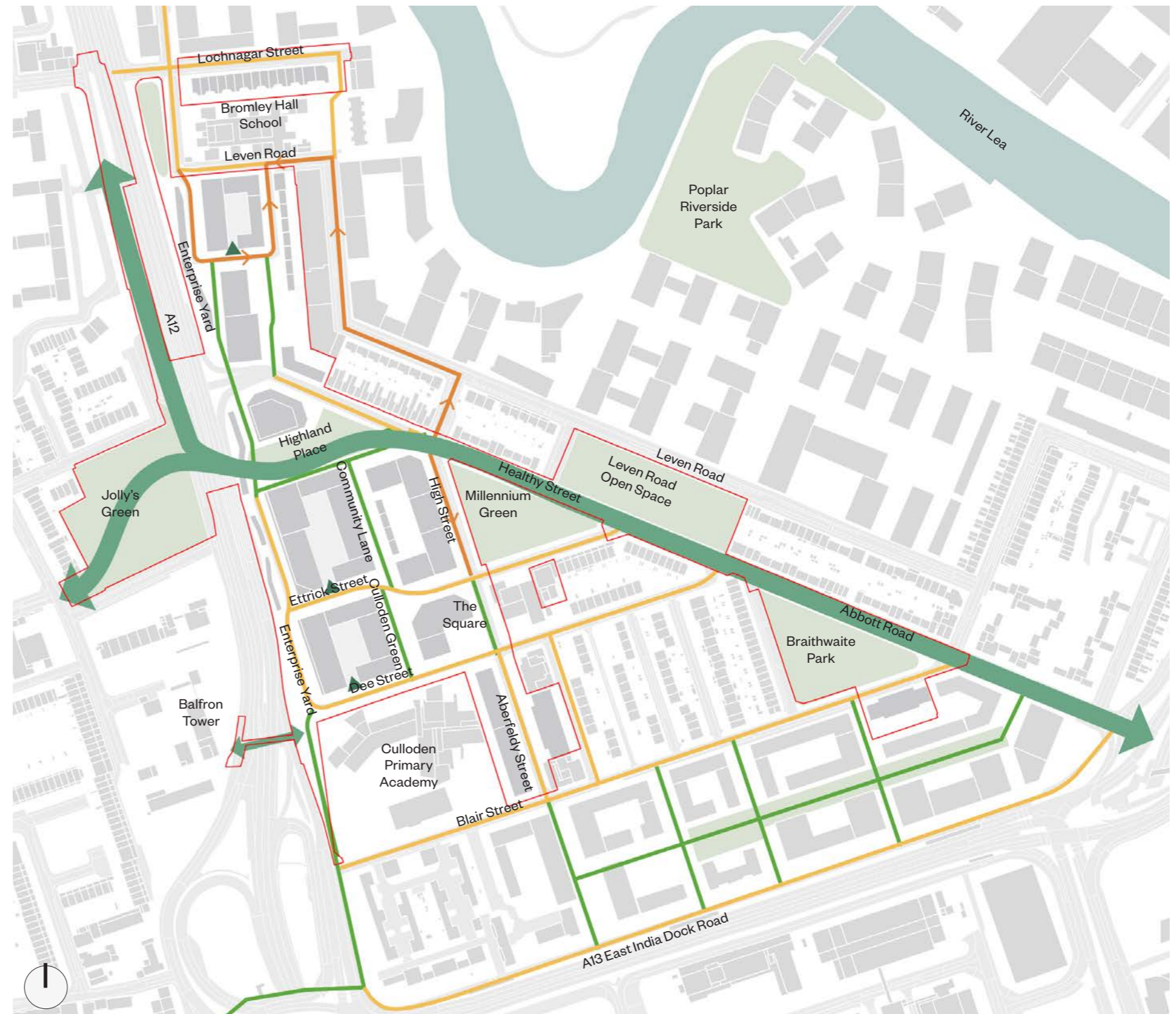


Fig.757 Diagram illustrating the proposed pedestrian and cycle connections on the illustrative masterplan

Inclusive design provisions: connections

Connections and access to the development

Vehicular access

The Site is accessed primarily by Abbott Road which runs through the site connecting the A12 and A13.

A local road network stems off this serving homes directly to the east of the A12.

There are many no-through roads making the area difficult to navigate, whilst also significantly car dominant. Most car parking is on-street.

The main objectives of the vehicular movement strategy include:

- Discouraging through traffic, providing traffic calming along Abbott Road to reduce and slow traffic including improved pedestrian/cyclist crossings.
- Providing good access to public transport network.
- Repurposing the existing vehicular underpass for pedestrians and cyclists as a car free route.
- Accommodating bus services, reusing the existing 309 route throughout Aberfeldy and connecting it with the new at-grade vehicular A12 junction.

Hierarchy of routes

There is a hierarchy of primary and secondary vehicular routes and cycle and pedestrian routes within the development:

- The primary street is Abbott Road, the key vehicular and 309 bus route through the site. This street will clearly delineate separate zones for pedestrians and vehicles.
- The secondary street network allows vehicular and servicing access through the neighbourhood, whilst also ensuring good connections for pedestrians and cyclists. Important secondary Streets include the east west connections of Dee Street and Ettrick Street.
- Pedestrian and cycle only routes: vehicles will not be permitted along these routes unless identified as emergency routes only. Where access for emergency vehicles is permitted, this is identified in the vehicle movement diagram in Chapter 5 of the Design and Access Statement. The key pedestrian and cycle connection on the masterplan is Community Lane.

Accessible pedestrian and cycle connections

Connectivity and permeability for pedestrians and cyclists in the area is currently difficult as a result of the street network with many dead ends making it difficult to navigate, along with the severance caused by the A12.

Currently there are no cycle routes within the Aberfeldy Island, and the closest cycle route is the CS3 to the south.

Pedestrian and cycling connections across the A12 are limited and where they do exist they are typically enclosed, tight spaces that are not well overlooked and do not feel safe, and are not safe. The two underpasses to the A12 are in poor condition, unpleasant and considered unsafe.

The proposed masterplan significantly improves pedestrian and cycle connections, ensuring safety and wider network legibility linking Aberfeldy to the wider east west and north south existing and emerging routes.

- Community Lane is the primary pedestrian and cycle route offering a range of open spaces.
- A safe and direct pedestrian and cycle crossing of the A12 has been ensured with the proposals for Highland Place and the improvements to the existing Dee Street pedestrian underpass;
- The connection with Jolly's Green in particular will bring together pedestrian and cycle connections and join the green infrastructure across the A12.

Connection to open spaces

There are a number of green areas and parks in close proximity to Aberfeldy, including Millennium Green, East India Green, Leven Road Open Space and Braithwaite Park.

The proposed development provides the opportunity to create new green spaces which can connect to the existing green network. New green links provide residents and visitors with the opportunity of gaining access to the river and other existing spaces which previously have been inaccessible.

Accessible cycle parking

Each building core has its own dedicated cycle store that is easily accessible and closely located to the core main entrances. A number of the cores have more than one cycle store to ensure the size of any given cycle store is kept to a minimum.

Cycle stores within the courtyard buildings with podiums (buildings A, C and E) are provided over two storeys to utilise the upper ground floor of the building plinth. These two storey cycle stores are connected through the communal stairs and are provided with a platform lift to get the cycles safely up to the upper floor.

A proportion of accessible cycle storage will be provided in line with the London Cycle Design Standards which recommends a minimum of 5% of larger spaces for adapted cycles.

OPA (Illustrative masterplan) cycle parking

Each store allows for:

- 80% double stacked 'josta' type stands;
- 15% Sheffield stands (single stack); and
- 5% Sheffield stands with enlarged clearance providing accessible spaces for oversized bikes used by disabled people.

The non residential uses of the masterplan will be served by a cycle hub in Building C, which is located at the centre of the masterplan and easily accessible to the new workspaces along the Enterprise Yard and the retail units along Aberfeldy Street.

Short stay cycle parking is provided within the public realm throughout the masterplan for visitors.

Phase A cycle parking

This will provide 5% inclusive and accessible cycle parking to meet TfL's London Cycling Design Standards.



Further information on cycle parking can be found in the **Aberfeldy Village Masterplan Design and Access Statement: Detailed Proposals** prepared by Morris and Company.

Residential car parking

In line with the London Plan 2021 Policy T6.1, accessible car parking for the residential dwellings is proposed to be provided on site at 3% of the dwellings from the outset with provision made for the remaining 7% of dwellings when required.

The distance between any accessible parking bay and its corresponding dwelling entrance has been minimised as far as possible. If a horizontal distance of more than 50 metres cannot be avoided, then level resting places (for wheelchair users) will be provided along the route.

Non-residential Blue Badge car parking

An appropriate quantum of non-residential Blue Badge parking bays will be provided across the Masterplan to be developed in line with the Parking Management Plan.



Further information on Blue Badge parking can be found in the **Aberfeldy Village Masterplan: Parking Management Plan**.

Inclusive design provisions: public realm

Public realm

Key inclusive design principles

The design of the public realm is based on site-wide principles, informed by TfL's 'Healthy Streets for London'. These include matters relating to defensible space, wayfinding and access, street furniture, lighting, tree planting and materials.

The public realm has been designed inclusively, with easy-going routes, sufficient surface drainage and lighting, durable materials and suitably designed seating.

All external areas will be designed using the principles of accessibility and inclusive design as the scheme progresses with the key aspects being noted as follows:

- Good connections to public transport, local pedestrian networks, and town centre facilities nearby;
- Legible and logical arrangement of streets and buildings, with hierarchy of streets denoted by various surface treatments and planting;
- Provision of mixed use on the site, reducing travel distance to work, eat and shop which are especially critical for older and disabled people with limited mobility.
- External community amenity areas, including accessible play areas to encourage engagement with children of all abilities.
- Animating street frontages of building to provide interest, passive surveillance, safety and convenience for all users, especially older and disabled people, children and their carers.
- Provision of opportunities for communal activity at lower levels, including spaces to eat, exercise, shop and meet will increase community interaction, opportunities for physical activity and reduce isolation often experienced especially by older and disabled people.
- The public realm has been developed to ensure a simple and unobstructed footway network is promoted and any unavoidable overlap between pedestrians, cycles and vehicles will be minimised and carefully designed.
- Slopes will be gentle with gradients not steeper than 1:20 so as not be designed as ramps.
- Cycle rails will be included in flights of steps where possible.
- Appropriate signage and material changes will be implemented to ensure safe movement of pedestrians and cyclists at all times.
- Pavement widths will provide a high level of pedestrian comfort based on TfL's Pedestrian Comfort Guidance for London.
- All pedestrian access routes on the site will be appropriately graded or level wherever possible within the constraints of the site. The main pedestrian access points into the development lead to a clear and safe pathway layout to ensure ease of access to all the apartment entrances.
- The public realm provides easily identified, legible wayfinding for all.
- The accessibility requirements of partially sighted and disabled people will be a major factor in the determination of surface and edge types, so as to provide a legible and safe environment in conjunction with current accessibility requirements.
- Surface materials have been selected to avoid loose materials that may be difficult for wheelchair users, people with walking aids and cane users. Surface materials that are firm, durable and slip resistant in all weathers have been selected.
- Slots in drainage gratings will be designed to avoid trapping walking aids, canes or wheelchair wheels.
- The use of tactile and hazard warning paving will be provided in compliance with British Standards, Building Regulations and Department for Transport (DfT) guidance.
- A low kerb (minimum 60mm upstand) will be used to delineate between the vehicular/cycle zone and the pedestrian only footway.
- Regular resting places are provided at around 50m intervals on main routes. All street furniture has been placed in a logical and consistent manner to prevent restriction of routes and to become a hazard.
- Ergonomically designed seating with arms and backrests will be provided.
- The lighting of the public realm will be designed with cognisance of the Council's lighting palette and relevant standards. Lighting will be designed to be well distributed without extreme shadows, sudden change in intensity of lighting, glare or reflection.
- Proposed trees and plants will be carefully selected and located to fit around existing retained trees, and to enhance both users experience and the local ecology. Selection of planting using a variety of colours, textures, shapes and scents will provide sensory stimulus and aid wayfinding for visually impaired people and those with neurodiversity and cognitive impairments.

Orientation and wayfinding

The walking and cycling network provides direct, coherent, permeable networks which will aid orientation and wayfinding.

Signage will be clear and accessible following the principles of the Sign Design Guide.

Each building or character area will be designed to provide a unique sense of identity which will provide orientation for users.

Security and well-being

Animating street frontages of building as indicated will provide interest, passive surveillance, safety and convenience for all users, especially older and disabled people, children and their carers.

Provision of opportunities for communal activity at lower levels, including places to eat, exercise, shop and meet will increase community interaction, opportunities for physical activity and to reduce isolation often experienced especially by older and disabled people.

Adequate lighting for public realm spaces to increase sense of security and well-being particularly for visually impaired people.

Hierarchy of routes, crossings and spaces

A network of spaces and routes is provided across the site that is permeable and intuitive to pedestrians, and separates cycles, vehicle and bus movements:

This street will have a min of 60mm high kerb to the footway to be detectable to cane users.

For a more detailed description of the provisions, please refer to the Landscape section of the Design and Access Statement.

Pedestrian and cycle crossings

All crossings of vehicular streets will meet rigorous inclusive design standards to ensure safety and convenience of those walking and cycling.

Side road crossings of vehicular entrances to the site (including entrances to car parks) will be raised and level with the footway. These will be visually distinguished to highlight the crossing to drivers.

Blister warning paving 800mm deep will be provided to both sides of the crossings, which are treated as informal crossings.

Inclusive design provisions: public realm

Public realm

Child friendly public realm and inclusive play

The development will be inclusive to suit a range of children's needs with increased opportunities for play and informal recreation, enabling children and young people to be independently mobile;

Communal open spaces will be designed with reference to accessible play guidance including the GLA's shaping Neighbourhoods: Play and Informal Recruitment Supplementary Planning Guidance (Play SPG).

Child friendly spaces and play design principles include:

- Car-free environments with playable space;
- Door step play within 100m of homes;
- Good connections with safe crossing points and good sightlines;
- Playable landscape (play-on-the-way);
- Safe, direct and accessible routes for users to move independently within their local neighbourhood;
- Natural surveillance and overlooking from nearby dwellings;
- Variety of play activities and provision to suit a range of user needs.

Facades, colour and materiality to aid orientation

Façade materials will be used to create distinct visual identities for each building or character area will improve wayfinding, orientation and sense of belonging, all very positive aspects.

Communal entrances will stand out from and be distinguishable on the façade so as to be easily identifiable, especially to visually and cognitively impaired people.

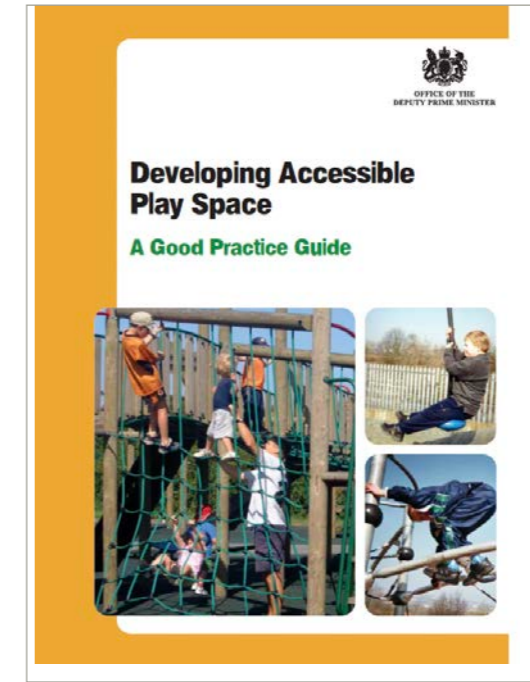
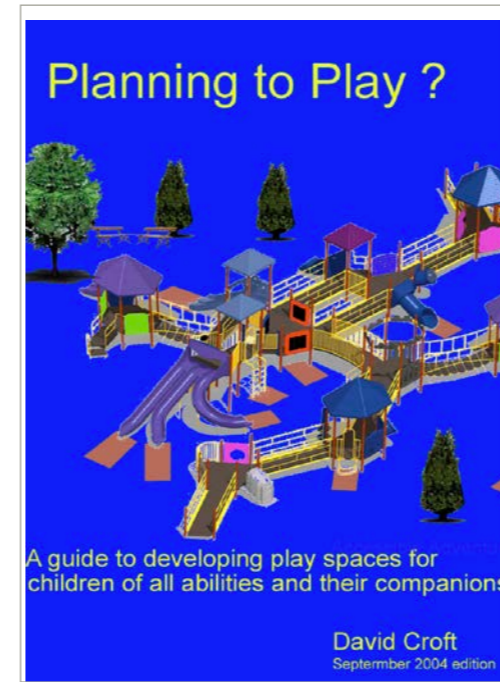


Fig.759 Guidance publications on inclusive play

Inclusive design provisions: commercial

Retail and workspace

General Arrangement

The retail units are located along the High Street and within Highland Place.

The majority of the non-residential uses are located on the lower and upper ground floors with residential uses above.

At ground floor level, a combination of workspace, retail, cafe, bar and restaurant are provided all around the perimeter of the site.

All unit entrances are off the footway. These provide convenient resident amenities, reducing the need for travel.

The High Street will be the new Local Centre for Aberfeldy, and a key area of non-residential activity on the masterplan which serves residents of the Aberfeldy Village Masterplan and its wider surroundings.

There will also be a cluster of non-residential activity in Highland Place, predominantly within building B3. The Residents Hub is at ground and first floor. Cycle cafe, and other public facing use is part of building B3 but can operate independently.

Workspace is located along Enterprise Yard in the lower floors of the residential buildings and in small, narrow units that respond to the form of the existing Poplar Works buildings. These spaces would be flexible in order to accommodate a range of small independent businesses.

The new Poplar Works buildings along the A12 will provide workspace at ground and first floor levels.

Inclusive Design provisions

The proposals at this stage indicate that all requirements for the commercial parts of the building provision in the Aberfeldy development will be met, subject to the detailed design and construction.

All internal communal doors will meet the guidance of AD M in all respects, including having suitable vision panels and sufficient tonal contrast with surrounding walls + 30 points difference in light reflectance value (LRV) is recommended.

Statutory requirements for access are set out in Approved Documents Parts K and Approved Document M, Vol 2, Buildings other than dwellings.

Retail units will be provided as shell and core and interiors will be fitted out by the tenant and will meet, at a minimum, requirements of Part M Vol 2 Buildings other than Dwellings. As the proposals for the retail space are progressed, it will be ensured that they are designed to all relevant accessibility standards.

Entrances

All commercial entrances are well defined, external facing, generous and recessed to be clearly identifiable from the street and welcoming.

All entrance doors will be maintained and available for people to use at all times without requiring assistance.

The entrances will be designed to meet the Building Regulations Part M (Vol 2) standards and include:

- Weather protection and good illumination;
- Transitional lighting between the exterior and interior of the building.
- Manifestation to glazed screens and doors, dependent on their detailed design;
- Principal accessible public entrance doors will provide a clear opening width of 1000mm for a single leaf;
- Any intercom will be located to suit all users (including wheelchair users) and have a speech reinforcement system.
- A large mat (or similar) to remove water from shoes and wheels of wheelchairs and buggies.
- Highly reflective internal finishes will not be specified.

Circulation and general provisions

Generally the commercial parts of the scheme will be designed to ensure that:

- Ground floor spaces will be step-free with adequate circulation widths;
- Decor will visually distinguish the walls from the floors, and doors within walls in all circulation spaces and corridors;
- Reflective surfaces will be avoided because they can cause confusion for people with sensory impairments;
- Doors with door closing devices on all circulation routes will be designed with an opening force of under 30N;
- All doors on circulation routes will have 300mm clear space on the pull side, to the side of the leading edge of the doors. Doors that only give access to flights of stairs are exempt from this requirement;
- The clear opening widths of doors will be a minimum of 800 mm wide per leaf unless power operated or held open double doors;
- Corridors and lobbies will meet Building Regulations Part M and doors that open into corridors will be recessed;
- Sanitary facilities will meet the requirements of Part M, with accessible WCs meeting wider space requirements of BS 8300:2018: part 2, (1700mm x 2200mm).

Inclusive design provisions: residential

Residential tenure and provisions

Masterplan residential tenure mix

- The illustrative Masterplan provides at total of 1595 homes with a mix of studios, 1 bed, 2 bed, 3 bed and 4 bed units.
- The Detailed Component of the planning application will deliver 46.77 % of the habitable rooms as affordable with a tenure split of 43.42 % social and 3.35 % intermediate rent.
- The Outline Component of the application will deliver 34.5 % of the habitable rooms as affordable with a tenure split of 30.2 % social and 4.3 % intermediate rent.
- This can be provided on a plot-by-plot basis or across individual plots (subject to any other obligations to be agreed), i.e. should a Registered Provider deliver an entire development plot.

Accessible Homes

Accessible homes are provided on the basis of 90% as M4(2) and 10% as M4(3), as per London Plan and London Borough of Tower Hamlets planning policy.

Of the M4(3) homes, the social rental tenure homes will be provided as M4(3) (2)(b).

All units meet the London Plan internal space standards. The dwellings also meet or exceed the Nationally Described Space Standard.

Residential access points will be provided at street frontages.

Locations of vertical circulation are optimised within the buildings in order to minimise horizontal travel distances.

Private amenity space

Private amenity space is provided for all units in accordance with London Housing Design Standards.

Private amenity space is provided in the form of balconies, podium gardens and/or additional internal living space where it is not possible to provide external space.

Phase A



Further information on the tenure, mix, and provision of accessible homes can be found in the **Design and Access Statement: Detailed Proposals** prepared by Morris + Company which supports this application.

Inclusive design provisions: residential

Residential amenities and common parts

Introduction

The upper floors of all buildings will be solely residential use.

The proposals at this stage indicate that all requirements for the common parts of the residential building provision will be met, subject to the detailed design and construction.

Statutory requirements for access in communal areas of residential buildings are set out in Approved Documents Parts M and K. Some aspects of communal facilities in residential buildings will be designed with reference to Approved Document M, Vol 2, Buildings other than dwellings.

All internal communal doors will meet the guidance of AD M in all respects, including having suitable vision panels and sufficient tonal contrast with surrounding walls + 30 points difference in light reflectance value (LRV) is recommended.

It should be noted that where Category 3 units are provided within a block, the access route and associated communal areas will also comply with Category 3 guidance.

Residential entrances

The residential building entrances have been carefully positioned to remove vehicular movement (except emergency vehicles) along Community Lane by locating the majority of the communal entrances on the East West Links of Blair Street, Dee Street, Ettrick Street and Highland Place which have only emergency vehicle access.

The communal entrances to the towers are located adjacent to prominent corners, where the East West Links meet Enterprise Yard. Additional entrances serving the lower buildings along Enterprise Yard are provided to activate the public realm.

All communal entrances are well defined, external facing, generous and recessed to be clearly identifiable from the street and welcoming.

Entrances to podium buildings and the towers are double height to add a sense of arrival and provide a bright and open entrance point to the buildings.

Private entrances with direct off-street access will be distributed throughout the masterplan, particularly along Community Lane where the majority of the family homes will be located. The private entrances have a small recess and have been paired to encourage neighbourly interactions.

Each apartment building has a dedicated street entrance to an entrance lobby providing access to the vertical core.

All communal residential entrances will be detailed to meet the guidance of Approved Document M, Volume 1, Clauses 2.14 -2.15, and 3.14-3.15 in all respects, including:

- Communal entrances will stand out from and be distinguishable on the façade so as to be easily identifiable, especially to visually and cognitively impaired people;
- Entrances will be weather protected and well illuminated to meet building regulation requirements.
- Clear opening width of each leaf being a minimum of 850mm;
- Compliant opening forces where manually operated (and automatic closers to be adjusted to be compliant);
- Any door opening controls (for example, large push pads on posts) will be located within reach of all users with clear signage.

Horizontal Circulation

Corridors and doors

Compliant dimensions of communal corridors, lift and stair landings, and clear landings in front of communal and private dwelling entrances will be maintained throughout detailed design and construction in line with Approved Document M.

A minimum of 1500 x 1500mm clear space is provided outside lift doors at each level and also outside each wheelchair user unit private entrance.

Vertical Circulation

Lifts

Each core will have access to at least two passenger lifts to all floors, providing a minimum internal car size that exceeds the relevant requirements of Approved Document M of the Building Regulations.

At least one lift in each core will be provided to evacuation standard for emergency egress in line with the London Plan 2021.

Stairs

All common stairs are designed to meet provisions of Part K 'general access' stair

These will be designed to suit ambulant disabled people with suitable tonal contrast to aid people with impaired sight.

Handrails will be set at 900-1000mm above the pitchline and extend 300mm beyond top and bottom steps.

Residential amenity areas

The main internal communal residential amenities are located at ground and first floor level with lift access.

These will provide a lounge, cafe and co-working spaces.

Cycle stores

These are typically accessed via a covered passage with step free access.

There are separate stores for the retail units and the residential buildings.

Doors to cycle stores will be automatically or easy opening providing a minimum of 1.0m clear opening width.

Bin stores and refuse strategy

The refuse strategy will require residents to bring their waste to refuse stores on the ground floors of each building, near to the entrance lobby.

These will have adequate turning circles for wheelchair users.

The horizontal distance between each apartment entrance door and its associated refuse store will generally be within 30 metres as set out in AD G.

Inclusive design provisions: residential

Accessible Housing

Overview

This section of the Inclusive Design Statement covers the approach to inclusive design for the residential units and how they will be designed to meet the relevant standards and regulations.

Most residential units are located at first floor level and above and accessed via vertical cores in each building.

Accessible Homes

The proposed development will provide a total of 1595 new dwellings of which:

- 90% (1440 no) are designed to meet the Building Regulations M4(2) Accessible and adaptable dwellings;
- 10% (155 no) to meet M4(3) Wheelchair user dwellings standards, according to the guidance of Approved Document M, Volume 1.

The dwellings also meet or exceed the Nationally Described Space Standard.

General arrangement

The external approaches to residential entrances, the entrances, lobbies and common areas, including vertical circulation that have been reviewed at this stage are designed to meet the guidance of Approved Document M, Volume 1, Categories 2 and 3 in all respects.

The layouts of the units will be designed to meet Categories 2 and 3 of the Building Regulations and to meet the criteria of the Nationally Described Space Standard.

Features of the residential common parts that are not designed, specified or assessed prior to the planning application that will need to be compliant at completion include:

- Appropriate and accessible directional signage to parts of the development and to residential units;
- External lighting, including lighting of entrances;
- Entrance shelters;
- Level thresholds to all communal entrances, individual residential unit entrances and balconies;
- Opening forces of doors to entrances and common areas;
- Surface materials in common parts to have sufficient tonal contrast and lighting where required;
- Detailing of internal stairs and ramps, including tactile warning (exterior only) and handrails to both sides;
- Detailing of lift cars, controls and audio information;
- Detailing of sanitary and kitchen facilities for residents' facilities; and
- Specification of suitable surface materials, including provision of sufficient tonal contrast where required.

M4(2) Category 2 units Accessible and adaptable dwellings

The M4(2) units will include single storey apartments, 2-3 storey houses and maisonettes.

There is lift access via two lifts to all upper level apartments.

All units meet the requirements of Part M, the London Plan Housing SPG (parts relating to accessible homes) and the Nationally Described Space Standard.

M4(3) Category 3 Wheelchair user dwellings

The M4(3) wheelchair units are provided across tenure for market, intermediate and shared ownership tenures.

All M4(3) market and shared ownership units will be designed and built to be M4(3a) wheelchair adaptable dwellings.

All M4(3) social rental units will be designed and built to be M4(3b) wheelchair accessible dwellings.

All apartments are accessed via a minimum of two passenger lifts in the cores that serve the units in each building.

Inclusive design provisions: means of escape

Means of escape

Emergency evacuation: Strategy and Emergency procedures

The Fire Strategy for the Development will take precedence over this section. Nevertheless, the following measures for the evacuation of residents, disabled staff, customers and visitors to the Development should be considered.

The strategy should include best practice procedures for the evacuation of disabled people from all parts of the buildings, including BS 9999:2017 and Regulatory Reform (Fire Safety) Order Supplementary Guidance and all relevant emerging fire guidance.

Management procedures will need to include the training and provision of staff to assist with the evacuation of disabled people from the retail / commercial units.

The use of suitable warning systems, such as vibrating pagers may be considered for individual members of staff, (such as a concierge) following a PEEP (Personal Emergency Evacuation Plan) assessment.

Normal provisions for residential buildings will apply to the residential levels of the Development whereby only the residents of an affected unit will evacuate. Others are protected as the residential units themselves function as safe refuges.

Emergency evacuation: Provision of space and equipment

All designated escape routes will allow wheelchair users and others to reach a safe area from each non-residential part of the Development.

Alarm systems will provide visual as well as audible signals in isolated locations such as staff and customer WCs.



Fig.760 Building B3 viewed from Abbott Road (Illustrative proposal)

Conclusion

Inclusive design considerations

Aberfeldy Village Masterplan provides an inclusive redevelopment of the Site that currently suffers from severance from the neighbouring area due to major transport infrastructure along its boundaries. The Proposed Development addresses the severance by providing improved walking and cycling links to the surrounding area, including to surrounding open spaces and waterways.

The Proposed Development offers a level of inclusive design that exceeds the minimum access requirements of the Building Regulations, local and London-wide access policies.

The design of the public realm and buildings focuses on making it easy for all people of all ages and abilities to move through and use the amenities the development will offer.

Each aspect of accessing the development, moving through the open spaces, arriving, entering and using the buildings has been carefully considered during the design process, including activities within individual dwellings.

Key provisions that enhance accessibility and inclusion include:

- Addressing the severance the development currently suffers by providing inclusive and accessible links to neighbouring areas and improving permeability and connectivity within the development.
- Accessible routes to all pedestrian route connections and public transport;
- Walking and cycling routes that are connected, direct, permeable and safe;
- Employment and work opportunities embedded locally within the neighbourhoods, permitting people to work close to home which is particularly useful for some older people, those with caring responsibilities, and disabled people.
- Residential amenity space and facilities that are conveniently located and accessible, and that are comfortable and inclusive for independent use by residents;
- A second lift being available for use by residents of wheelchair accessible homes living at upper levels;
- Wheelchair accessible residential layouts with increased circulation space compared to the minimum required by the London Plan.

The Aberfeldy Village Masterplan is truly inclusive in catering for all ages and abilities, while future proofing the development for generations to come by providing a healthy, sustainable and accessible neighbourhood.



Fig.761 Community Lane North (Illustrative proposal)

9

TECHNICAL STRATEGIES

Environmental design

Creation of a truly sustainable neighbourhood from strong, passive design principles

Summary

The design of the Proposed Development has been driven by the sustainability objectives and masterplan strategies set out in Chapter 5 of this document, which seek to deliver a sustainable new urban mixed use neighbourhood at Aberfeldy.

The hybrid planning application is accompanied by a joint Environmental Statement ('ES'), which assesses the Outline and Detailed Applications as a single Hybrid Application. The ES assesses the likely significant effects of the Proposed Development and sets out potential mitigation measures in respect of environmental effects, which will be considered in setting planning conditions. In the case of the outline application, mitigation set out in the ES will be considered in the detailed design of buildings at Reserved Matters stage.

The Hybrid application is also accompanied by a Sustainability Statement, Energy Assessment (including overheating), Whole Life Carbon Assessment, Circular Economy Statement and a Waste Management Strategy.

The Design Code for the Outline Proposals incorporates multiple measures to ensure that sustainable development is brought forward at Reserved Matters stage for each phase, setting out design requirements such as sustainable urban drainage systems, green roofs, materials and lighting.

Sustainability

The scheme focuses on creating a sustainable urban environment with health and well-being central to the design. Landscape features and buildings which are highly energy efficient are proposed and the development prioritises passive, ultra-low energy fabric first measures. Proposals include high levels of insulation and good air tightness to target low running costs for the life of the building.

On a path to zero carbon

The masterplan takes ambitious steps to meet zero operational carbon on-site. Low energy design has been considered from the outset, with orientation and building form established in the parameter plans and allowance made for highly insulating building fabric. These principles should be carried through to the detailed design of all buildings.

The adoption of these measures will minimise energy demands and make homes comfortable for residents. The approach also provides the foundation to allow homes to meet and exceed the London Plan targets.

Phase A will make use of additional capacity in an existing energy centre (delivered in Phase 3a of the original OPP) with Phases B to D provided with their own energy centre which will not use fossil fuels. Opportunities to make use of waste heat from nearby sites has been explored and the energy strategy has been designed to make use of these if they are available. Proposals are set out in more detail in the Energy Strategy section on the following pages.

Good design for effective natural ventilation and daylight

Dual aspect homes should include appropriate window sizes for their orientation and integrated shading from window reveals, balconies and tree planting. These design features will ensure good levels of daylight, natural cross ventilation and a reduction in overheating.

Wind and micro-climate

The building form has been designed to minimise channelling and acceleration and to avoid high wind speeds at street level. Further mitigation elements such as clusters of trees, soft and hard landscape elements, recessed entrances, colonnades, building chamfers and projecting entrance canopies also form part of the design.

Healthy places

The creation of new landscaped areas across the masterplan and the improvement of the existing open spaces will also help to encourage and diversify wildlife, reduce the heat island effect, improve individual and community access to the open spaces, and help surface water to drain naturally, minimising the risk of flooding.

Sustainable movement

Reduced parking areas and public spaces designed for pedestrians and cyclists, alongside high levels of cycle storage provision, will encourage residents to make sustainable transport choices.

Charging points will be provided to encourage and facilitate the use of electric vehicles and reduce emissions.

The new pedestrian and cycle Underbridge will also increase sustainable transport opportunities, both in terms of daily commuting and leisure opportunities.

Managing waste

The waste management strategy has been developed to ensure provision for collection and removal throughout the construction of all phases.

Demolition and excavation waste will include principles such as a target of 95% of uncontaminated demolition/excavation waste to be diverted from landfill, excavation waste to be calculated and re-used if feasible, and a pre-demolition audit of existing structure to be undertaken at early stage 3.

Construction waste includes principles such as site waste management plan to be produced, construction waste segregated on site, non-hazardous construction waste generation target of $\leq 7.5\text{m}^3$ (≤ 6.5 tonnes) per 100 sqm and a target 95% construction waste to be diverted from landfill.

In terms of operational waste all commercial elements will need to achieve 65% recycling target and seek a zero landfill waste contract. Separate residential and commercial bin stores will be provided, with segregated areas for residual waste, mixed recycling & food waste sized in line with calculations based on LBTH waste storage requirements & BS5906. Refer to chapter 5 for more information.

Early environmental analysis

Early engagement with the environmental specialists for the Proposed Development, including overheating, energy, acoustics, air quality and daylight sunlight engineers has helped to inform the design development of the buildings to ensure all homes and workplaces are comfortable and safe places to live and work, now and in the future.

At the beginning of Stage 2, early analysis of the A12 environment was undertaken by the team to inform the design development and identify early mitigation measures that were integrated into the Proposed Development. This helped inform important design decisions such as the glazing ratio and balcony strategy of the exposed western façades facing onto the A12 and the towers, and identified the importance of the new Poplar Works buildings as an environmental buffer and visual amenity for the Proposed Development.

This chapter

In addition to the detail provided in the application documents referenced above, this section of the DAS briefly summarises specific environmental design considerations relating to:

- Energy strategy
- Overheating
- Daylight and sunlight
- Noise and vibration
- Air quality
- Wind and micro-climate

Energy strategy

Heat connections and distribution

Detailed Proposals: Buildings H1-3 and F in Phase A will connect to the existing energy centre delivered in Phase 3b of the original OPP, which has spare capacity. As plant in this energy centre comes to the end of its life, it will be replaced by equipment which will not use fossil fuels.

Buildings I and J will be provided with their own ASHPs and WSHPs and will be independent of the wider energy strategy.

Outline Proposals: A new energy centre for the illustrative masterplan will be delivered in Phase B. It will be located in the base of Building A1-A2 and will be served by ASHPs on the roof of building A1. This energy centre will distribute heat (in the form of hot water) to heat intake rooms serving each apartment building. This hot water will then be distributed to individual Heat Intake Units for each of the homes and non-residential units.

This energy strategy has been designed, and plant spaces sized, to ensure that opportunities to make use of waste heat from neighbouring sites can be taken up.

- Phase A
- Phase B
- Phase C
- Phase D
- Building Footprint
- Plot I
- Plot J
- Existing Energy Centre - Phases 2-3
- Energy Centre (ASHPs above)
- Heat Intake Room Phase A
- Primary Connection - Phase A
- Secondary Connection - Phase A
- Heat Intake Room Phase B-D
- Primary Connection - Phase B-D
- Secondary Connection - Phase B-D

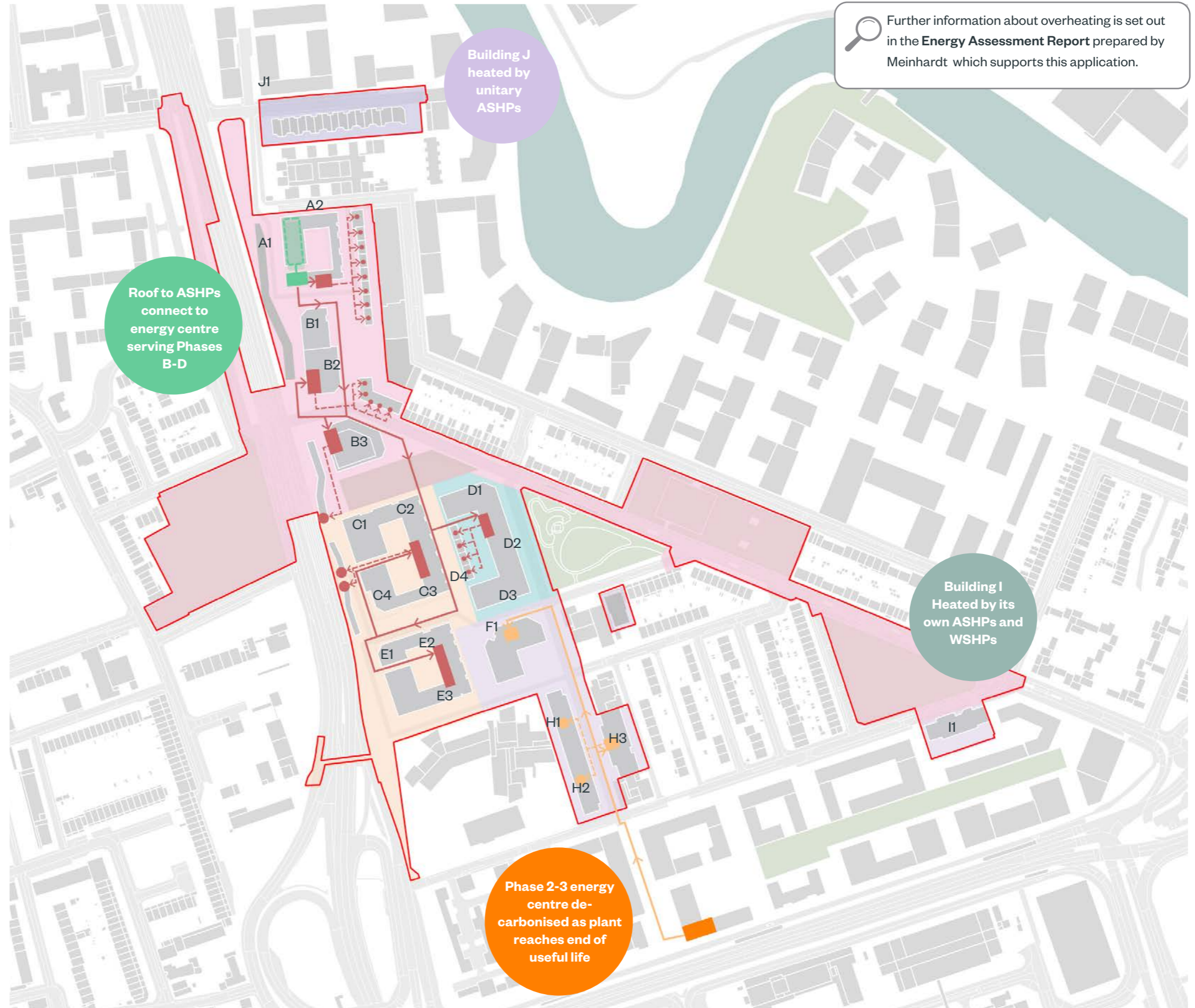


Fig.762 Diagram illustrating the masterplan heat connections and distribution

Energy strategy

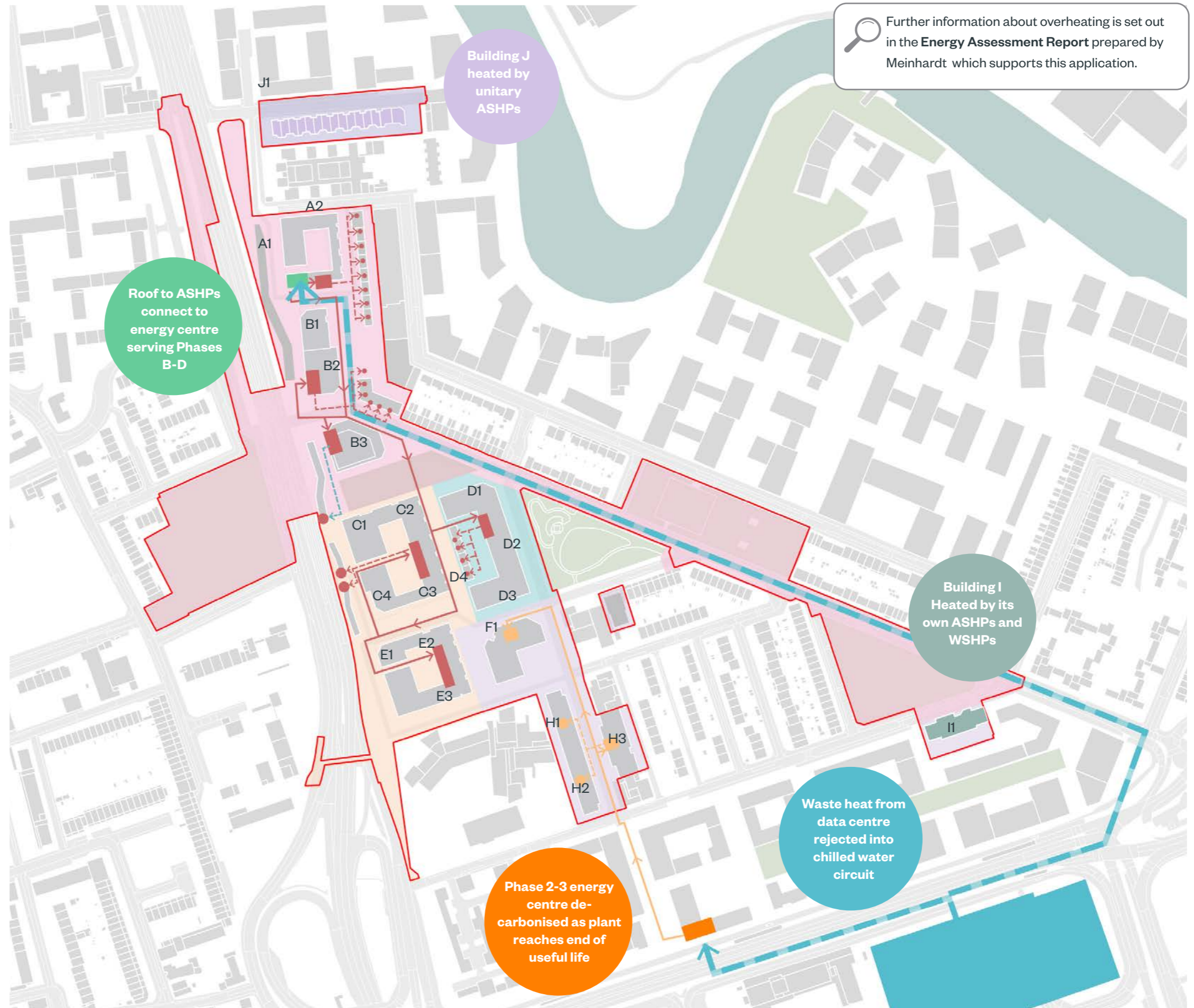
Exploring opportunities to utilise waste heat

Close to the Site on the south side of the A13, there are several large data centres that currently discharge a significant amount of waste heat to the atmosphere.

A waste heat circuit from this source could be connected into both the Phase A and Phases B-D distribution networks during construction or after delivery.

Discussions with E.on are ongoing and this option will be explored further during Reserved Matters Applications of the future phases.

- Phase A
- Phase B
- Phase C
- Phase D
- Building Footprint
- Plot I
- Plot J
- Waste Heat Circuit from Data Centre
- Connection to Waste Heat Circuit
- Existing Energy Centre - Phases 2-3
- Energy Centre (ASHPs above)
- Heat Intake Room Phase A
- Primary Connection - Phase A
- Secondary Connection - Phase A
- Heat Intake Room Phase B-D
- Primary Connection - Phase B-D
- Secondary Connection - Phase B-D



Further information about overheating is set out in the **Energy Assessment Report** prepared by Meinhardt which supports this application.

Fig.763 Diagram illustrating the masterplan heat connections and distribution with connection to the data centre

Overheating

Over heating assessment

An initial early stage assessment has been carried out for the Outline Proposals in accordance with the cooling hierarchy detailed in policy SI 4 of the London Plan and the latest Energy Assessment Guidance, in order to reduce overheating and minimise the use of air conditioning. Although dynamic thermal modelling is not a requirement for the Outline Proposals, early stage design modelling has been carried out on a sample of residential apartments to assess the risk of overheating, using IES modelling software, in accordance with the guidance and data sets in CIBSE TM49 and TM59 guidance, using the current 2020s summer year (DSY 1) and the more extreme DSY 2 and DSY 3.

This modelling has been completed for apartments with both recessed and projecting balconies to establish which balcony type performed best along western facade facing onto the A12 and the towers. The results of this early stage dynamic modelling overheating assessment are summarised below;

- The CIBSE compliance criteria are met in almost all rooms modelled (for the 2020s DSY1 weather scenario) for both recessed and projecting balconies, without blinds through the use of natural ventilation via openable windows/doors and increased mechanical ventilation, together with an improvement of the glazing g-value to 0.33.
- The CIBSE compliance criteria are met in a significant proportion of the rooms modelled (for the 2020s DSY2 and 3 weather scenarios) without blinds through the use of natural ventilation via openable windows/doors and increased mechanical ventilation, together with an improvement of the glazing g-value to 0.33.
- Recessed balconies performed better than projecting balconies at reducing overheating. This has informed the balcony strategy with recessed balconies proposed to all homes facing the A12 and the three tallest buildings.

The results demonstrate that the Outline Proposals provides a suitable reduction in the risk of overheating at this stage of design.

Mitigation measures

As the design is developed for the later Reserved Matters application(s), further work will be done to explore all available passive measures with the aim of further reducing the risk of overheating, including the following:

- Optimisation of window sizes and opening areas
- Optimisation of glazing g-value
- External shading
- Maximising cross ventilation
- Consideration of a lighter colour palette for the façades to reflect more heat
- Maximising floor to floor height

There are a small number of homes in the Outline Proposals that will be affected by higher levels of external noise and air pollutants from the A12 to the west (please refer to the acoustic and air quality pages within this chapter). The overheating risk will be assessed in detail for these homes as part of the Reserved Matters application(s) with the windows open to assess the passive design, and also with the windows closed to determine whether any further mitigation measures are required.

For those apartments that could not use opening windows to prevent overheating, a potential mitigation measure may be to install a cooling coil on the MVHR ventilation supply to 'temper' the air and assist in reducing the impact of high summer temperatures. This would provide the occupants with an alternative method of sufficiently reducing the risk of overheating without opening the windows. This would not be considered as active cooling.



Further information about overheating is set out in the **Energy Assessment Report** prepared by Meinhardt which supports this application.

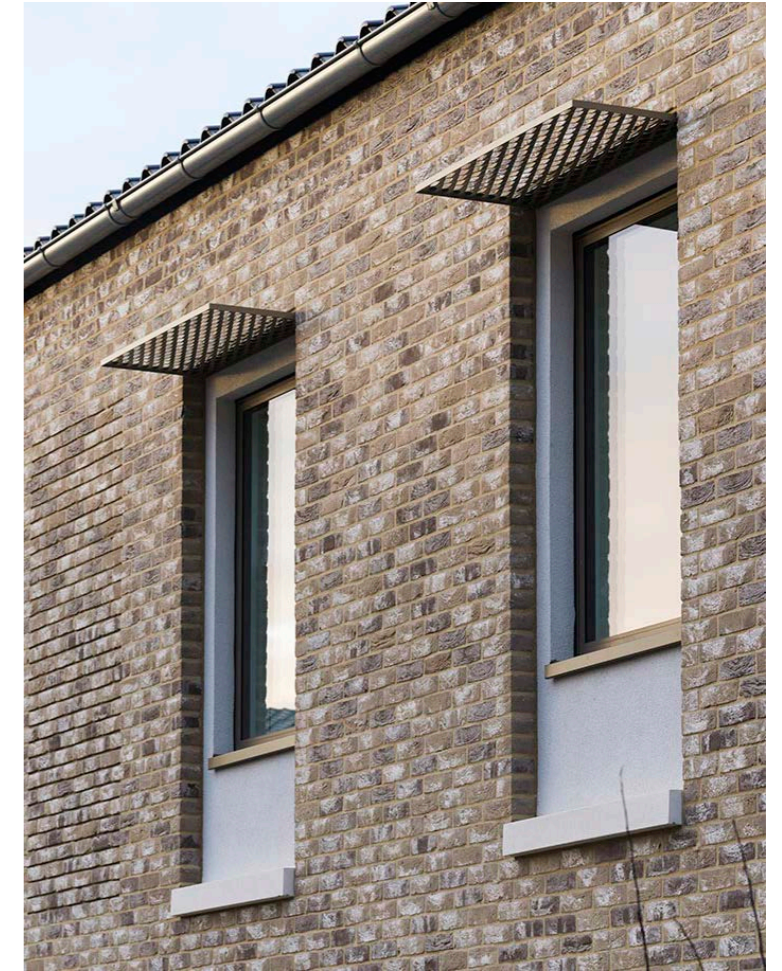


Fig.764 Example of solar shading to windows - Goldsmith Street (Mikhail Riches)

Daylight and sunlight

Levitt Bernstein Architects and Morris and Co. Architects have worked alongside GIA to design a scheme that makes the most of the available daylight and sunlight. This was achieved through an iterative review of the massing, internal layouts and façade details throughout the design process.

Preliminary assessments have been undertaken at the early stages of design to understand the daylight potential within the proposed massing and the sunlight availability in the proposed open spaces.

Further detailed internal assessments were carried out once the initial interim internal arrangements were issued, and advice on a room-by-room basis was provided to optimise daylight and sunlight across all the proposed habitable rooms.

Strategies that have been implemented include:

- Reducing the massing in some areas to increase daylight and sunlight availability in the proposed accommodation and open spaces, whilst contextually preserving acceptable levels of light to the neighbouring properties;
- Reconfiguring some of the internal layouts to enhance the daylight appearance of spaces according to room use;
- Prioritising daylight in living areas where it is typically most valued by occupants, for example by providing dual aspect where possible, or by locating them in the most daylight areas of the façades;

- Resizing the fenestration for all homes in response to the interim technical tests' results;
- Balancing the provision of private amenity, in the form of balconies, with the internal daylight and sunlight levels. The balcony strategy was a key consideration throughout the development of the scheme. Whilst providing a valuable form of amenity, these also introduce additional obstructions for the windows directly below, therefore reducing the light ingress within rooms further; and adopting a lighter floor finish to improve the diffusion of light within all rooms.

As a result of the above, it is considered that the Proposed Development makes the most of the daylight and sunlight available and will provide future residents with acceptable daylight and sunlight amenity overall.

Conclusions on overshadowing

As suggested by BRE, all proposed public and communal outdoor areas have been assessed for Sun Hours on Ground (SHOG).

The below images provides an overview of the overshadowing on all outdoor spaces within the Illustrative massing of the Outline Proposals, which shows that overall the vast majority of the proposed spaces would meet BRE's recommendation.

The ground floor public realm would see very good levels of sunlight, with all areas far exceeding BRE's recommendation and being well sunlit throughout the year.

The four proposed courtyards would fall short of recommendation on 21st March. This is a typical occurrence in courtyard shaped blocks which are enclosed from all sides. The vast majority of these areas would see in excess of three hours of sunlight in June. Three of the four courtyard blocks are provided with rooftop amenity spaces, all of which far exceed recommendation and will be excellently sunlit throughout the year.

Overall, the design has carefully considered access to sunlight across the masterplan and, as a result, excellent sunlight amenity can be enjoyed in most of the proposed open spaces. The only areas seeing lower levels of sunlight are the four proposed courtyards which would see in excess of three hours of sunlight in summer. On balance, the masterplan is considered to provide good sunlight amenity.

Further information about daylight sunlight is set out in the **ES & The Daylight Sunlight Assessment** for the Detailed Proposals prepared by GIA which supports this application.

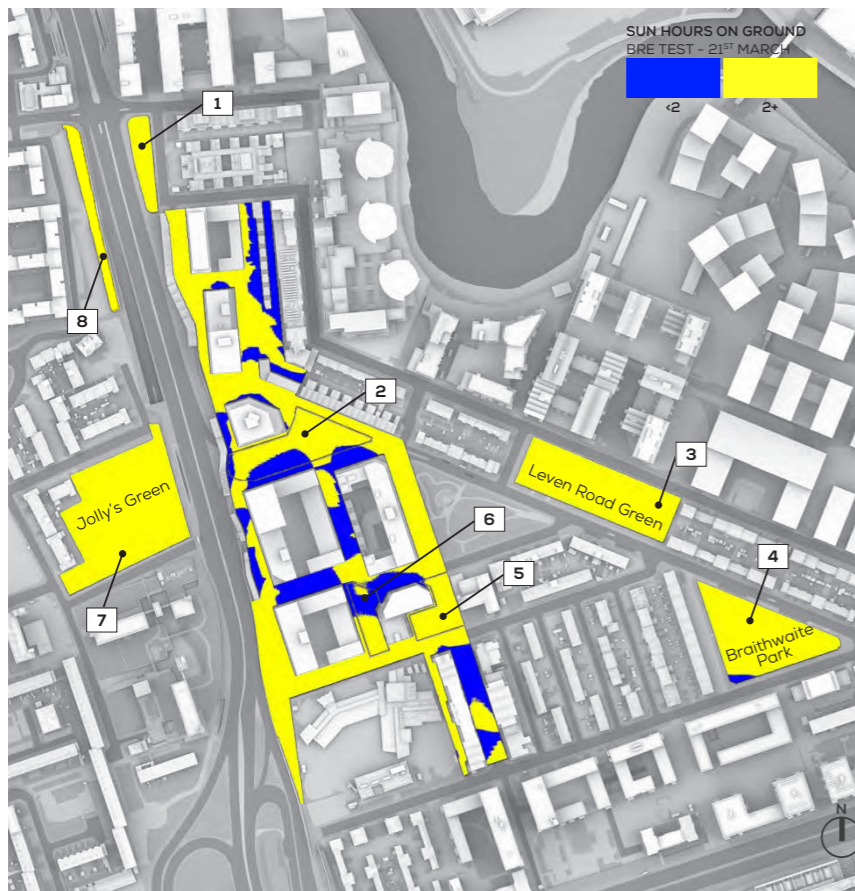


Fig.765 BRE test - sun hours on the ground - public realm

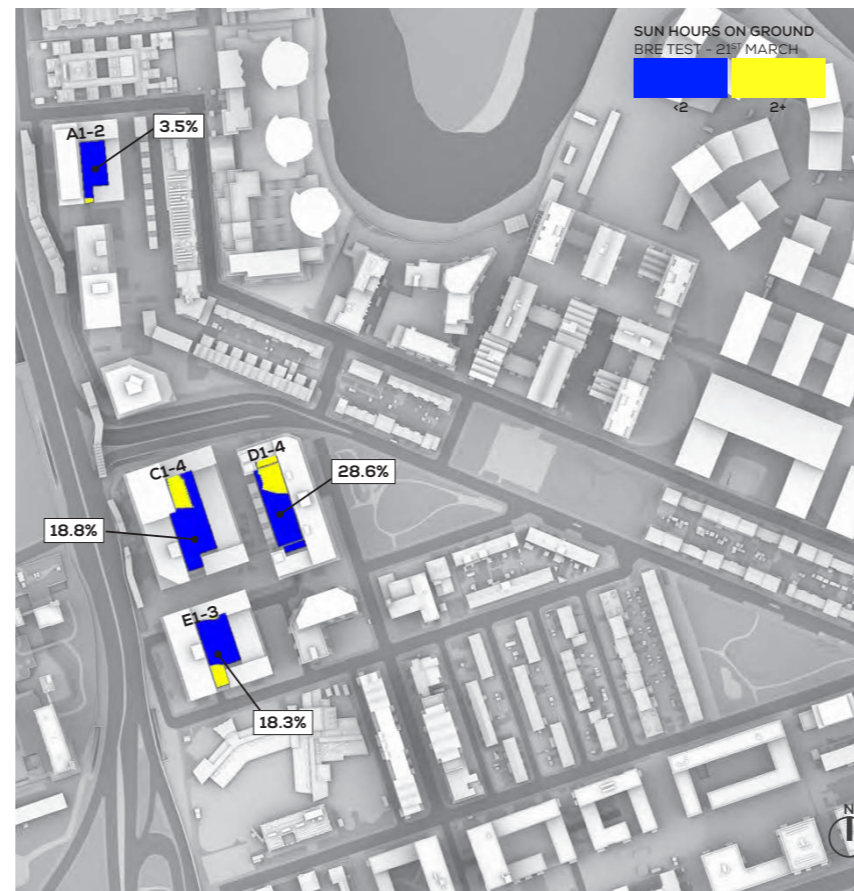


Fig.766 BRE test - sun hours on the ground - courtyards

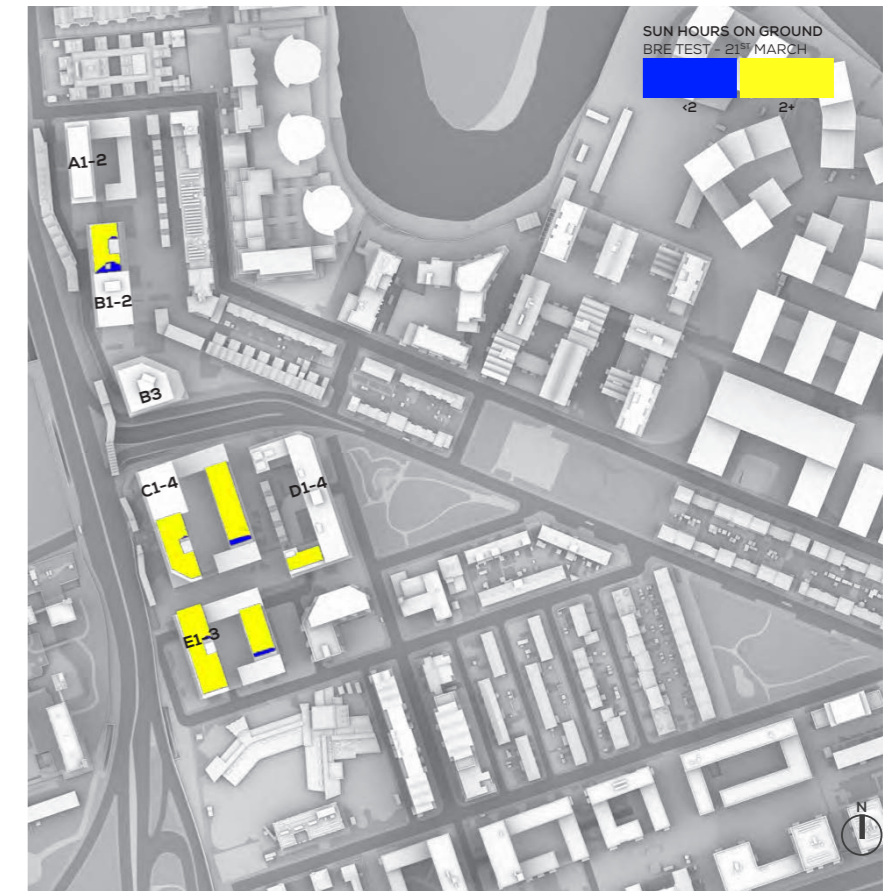


Fig.767 BRE test - sun hours on the ground - roof terraces

Noise and vibration

Further information about overheating is set out in the **ES Chapter 10: Noise and Vibration** prepared by Entran which supports this application.

Initial assessment

The existing noise constraint of the A12 has been one of the most important environment considerations during the design process for the Proposed Development. An early initial assessment was undertaken to identify any mitigation measures that could be implemented to improve the acoustic performance of the Outline Proposals. Three design changes were implemented as a result of this analysis:

- A greater proportion of the existing Poplar Works building was retained ;
- The length and number of new Poplar Works buildings was increased; and
- The balconies facing west onto the A12 have been recessed and wintergardens added.

Noise and vibration assessment

Following the completion of Chapter 10: Noise and Vibration of the EIA the future suitability of the site for residential accommodation has been confirmed by considering the calculated noise contours and the guidance adopted for the EIA chapter.

The noise contour map below shows the noise levels across the Site for the Proposed Development and how quickly the noise levels drop from west to east. This map also clearly shows the positive impact the Proposed Development buildings have on the noise levels within the Site, acting as an acoustic barrier and reducing the noise levels within the Site.

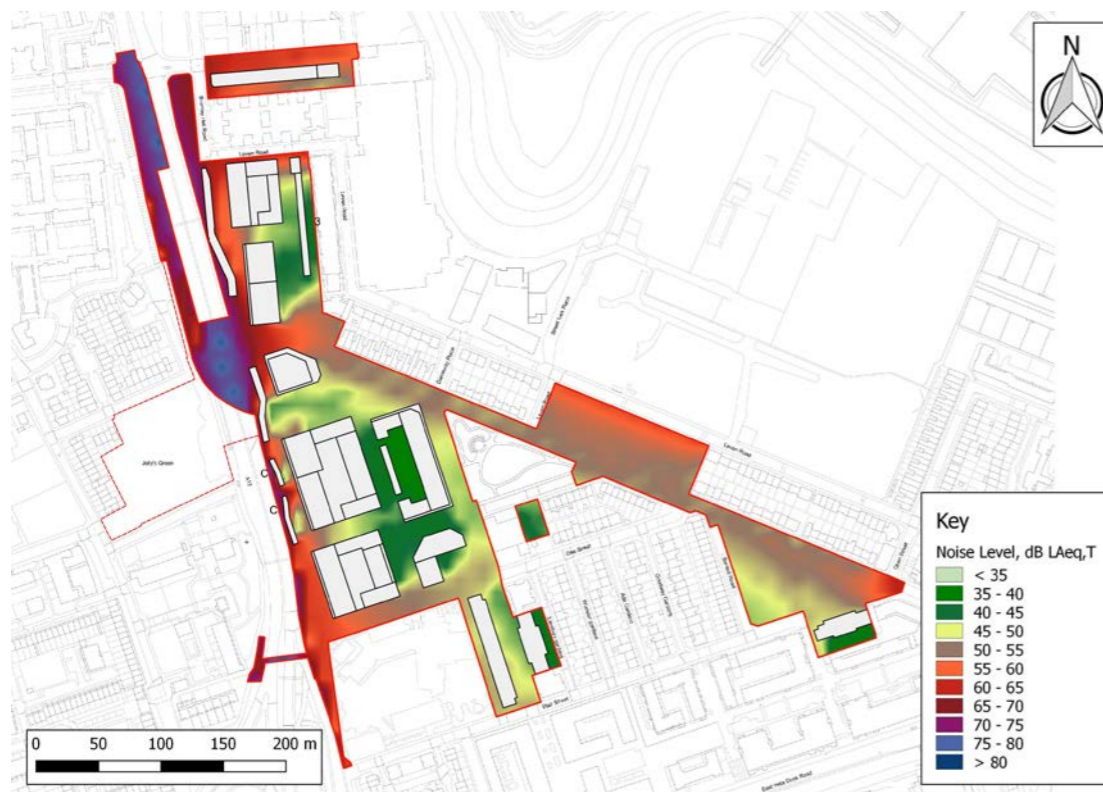


Fig.768 Daytime noise contour map

The introduction of the new Poplar Works buildings along the A12 shows the positive localised noise reductions provided by these buildings on Enterprise Yard and the homes and workspaces at lower levels that look onto it.

All façades have been assessed to calculate the required facade noise reductions across the Proposed Development. The diagram at the bottom left of the page shows the required façade reductions for all façades that are calculated to exceed the BS 8233 criterion noise levels within habitable rooms, with windows partially open, when adopting the typical reduction due to partially open windows as presented within BS 8233.

Private amenity balconies have also been assessed. This assessment shows that the balconies onto the A12 will require wintergardens, but where façades do not directly overlook the A12 the balconies benefit from partial or complete screening by the proposed building structures and therefore the noise levels will not be as high meaning protruding balconies can be proposed.

The development design incorporates 'courtyard' areas where noise levels will fall below the upper guideline noise levels.

Mitigation

A number of mitigation measures have been proposed for the Proposed Development:

- Suitable glazing and ventilation options should be adopted in conjunction with typical façade in order to achieve the BS 8233 and WHO criteria.

- Mechanical ventilation is proposed across the development. Any installed mechanical ventilation system should allow for sufficient airflow whilst maintaining the integrity of the façade with regard to noise insulation. The glazing and ventilation elements should be selected with consideration to the required façade reduction.
- To ensure the RW values take account of possible low frequency noise, the sound reduction index of each element should include a correction for the Ctr urban traffic noise spectrum. The ventilation should achieve this value when open/operational, to allow ventilation to the dwelling.
- For non-habitable rooms, such as kitchens, bathrooms, stairways, halls, landings etc, lower acoustic performance glazing configurations may be considered permissible.
- Recessed balconies with winter gardens are incorporated for dwellings directly overlooking the A12. The remainder comprises protruding balconies and external amenity areas at ground level which are screened by the layout of the development. Balconies would benefit from measures such as imperforate balustrades and absorptive linings.
- Considering the façade sound reduction identified in the 8233 assessment, maximum night time noise levels with windows closed achieve the WHO criteria of 45 dB. Windows need to remain closed at façades overlooking the A12. Please refer to the Overheating Assessment for potential mitigation measures.

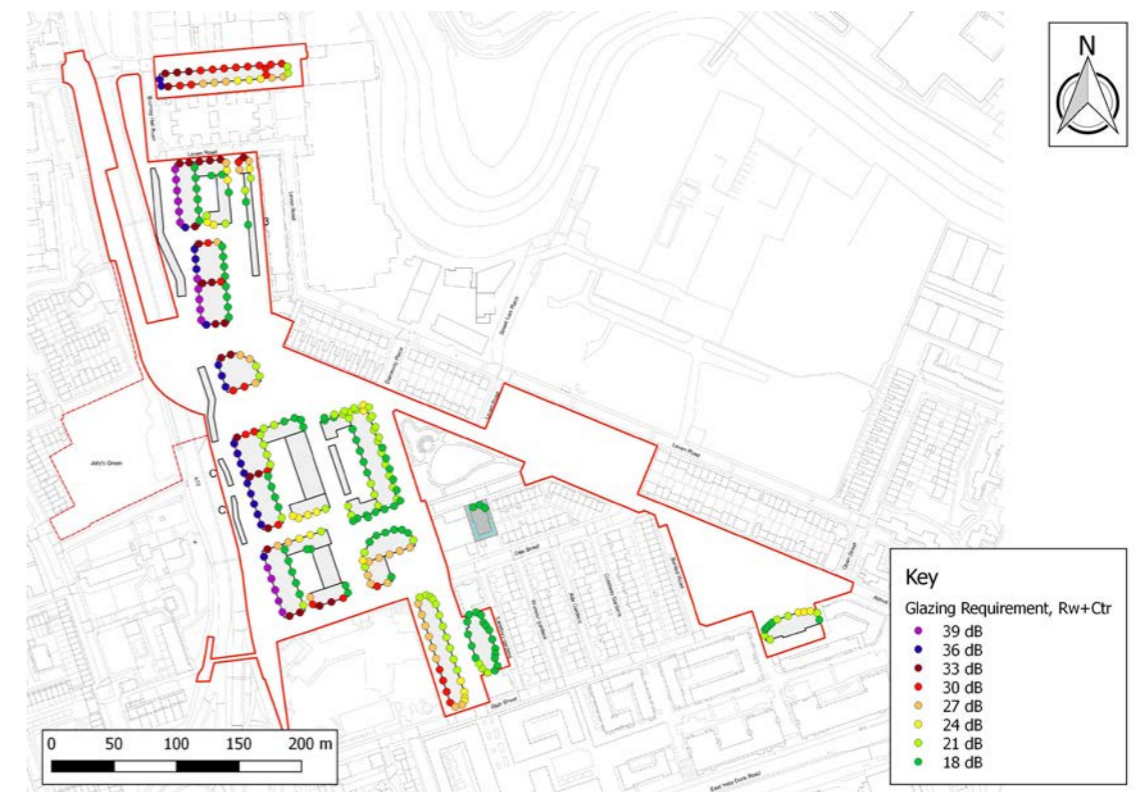


Fig.769 Calculated facade reductions required at facade locations

Air quality

Initial assessment

London Borough of Tower Hamlets has declared the Borough an Air Quality Management Area, AQMA, since 2000. This is in response to a failure to meet the required levels of nitrogen oxide NO₂ and particulate matter PM₁₀.

Due to the critical importance of air quality on the local population's health and life expectancy the design team undertook early initial assessment of the buildings facing onto the A12 to build in mitigation measures from the outset. The air quality was assessed using computational modelling to compare LBTH monitored average levels and predicted average levels of NO_x and particulate matter. The results indicated that:

- NO₂ concentrations are below relevant objectives at the proposed homes and outdoor amenity spaces;
- Predicted pollutant concentration levels identify that the provision of balconies facing onto the A12 is acceptable;
- Concentrations of nitrogen dioxide fall rapidly with distance from the A12 resulting in extra protection provided by the recessed balconies; and
- As concentrations of nitrogen dioxide fall rapidly with distance from the kerbside height gain also represents a significant drop in air pollutants as illustrated on the left.

Air quality assessment

The following policies have been used to inform the scope of the air quality assessment:

- Tower Hamlets Local Plan 2031: Managing Growth and Sharing Benefits;
- Cleaning London's air, The Mayor's Air Quality Strategy;
- The London Environment Strategy; and
- The London Plan: The Spatial Development Strategy for Greater London.

An assessment of the potential impacts during the construction phase has been carried out. This has shown that during this phase of the Proposed Development releases of dust and PM₁₀ are likely to occur during site activities. Through good site practice and the implementation of suitable mitigation measures, the impact of dust and PM₁₀ releases may be effectively mitigated and the resultant impacts are considered to be negligible.

Dispersion modelling using ADMS-Roads has been carried out to assess the impact of the construction and operational phases of the Proposed Development on local air quality. The modelling confirmed:

- Construction traffic and the operational development are predicted to result in a negligible impact on local air quality at existing receptors within the vicinity of the site.

- Future occupants of the Proposed Development would not be exposed to pollutant concentrations above the relevant objective levels, therefore the impact of the Proposed Development with regards new exposure to air quality is considered to be negligible.
- Pollutant concentrations at the façades of the proposed buildings will also decrease with height as a result of increased dispersion and dilution with separation distance from road traffic sources.
- Nonetheless, the apartments will be mechanically ventilated to ensure that there is no new exposure to poor air quality.
- The Proposed Development is also predicted to be air quality neutral.

Further information about overheating is set out in the **ES Chapter 8: Air Quality** prepared by Entran which supports this application.

- Level 20 - 28 (assumed)
- Level 14 - 31.1 (assumed)
- Level 08 - 34.2
- Level 02 - 37.3

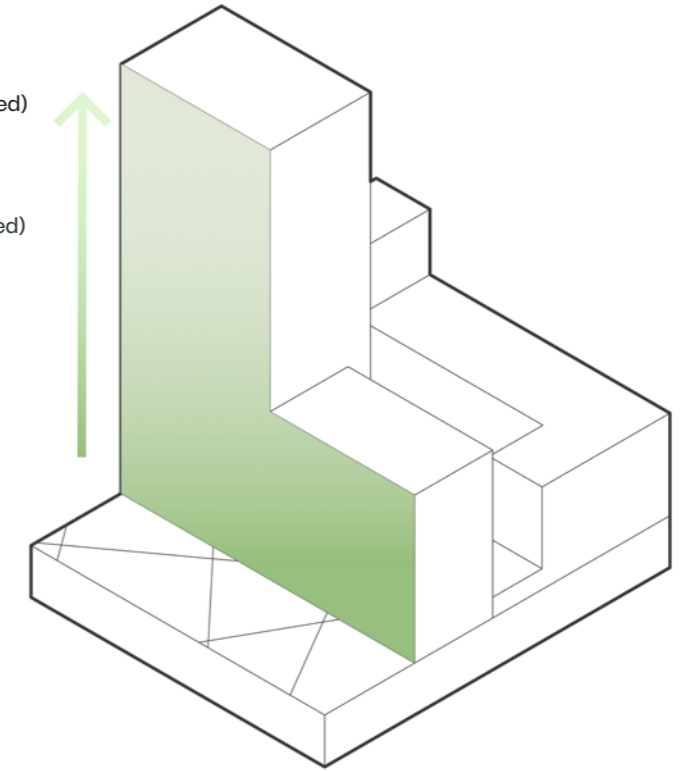


Fig.770 Height gain predicted NO₂ concentrations

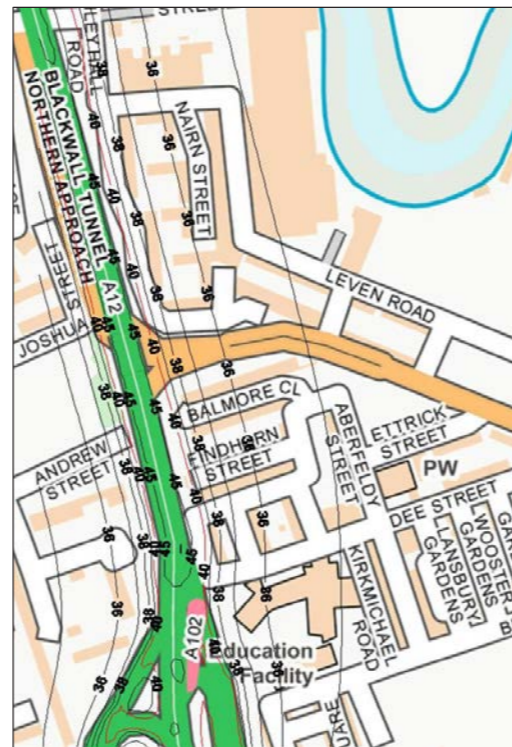


Fig.771 Predicted ground floor NO₂ concentrations

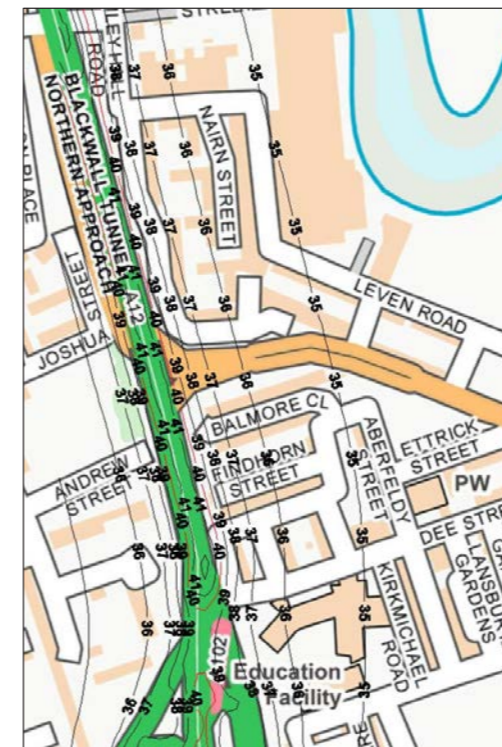


Fig.772 Predicted first floor NO₂ concentrations

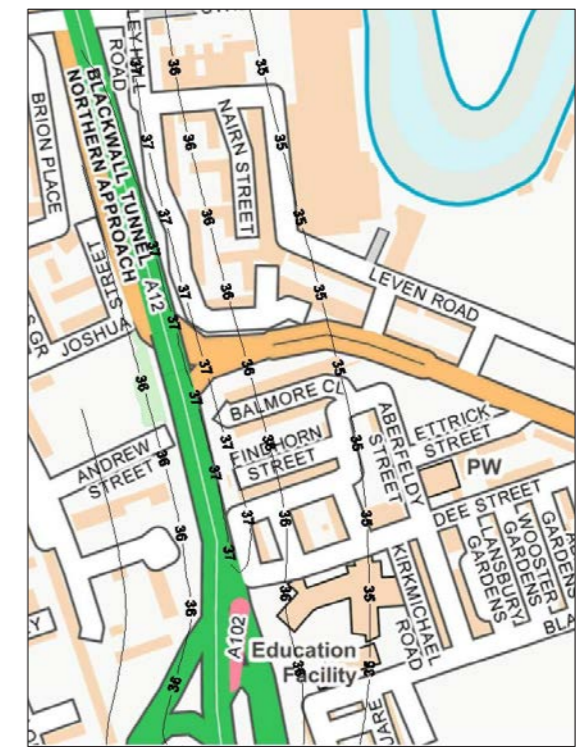


Fig.773 Predicted second floor NO₂ concentrations

Predicted annual mean ground, first and second level NO₂ concentrations across the Site are presented as contour plots in Figures 1, 2 and 3, respectively. The concentrations are below the air quality objective of 40 ug/m³ at the façades of the proposed residential units. NO₂ concentrations will also decrease with height as a result of increased dispersion and dilution with separation distance from road traffic sources, as indicated in Figures 1-3.

Wind and micro-climate

The Proposed Development has undergone a number of iterative wind tunnel assessments to assess the wind conditions across the Site. The results from these wind tunnels has helped to inform the design development of the Proposed Development. Mitigation measures have been applied to the illustrative masterplan massing for the Outline Proposals to demonstrate how a compliant scheme can be delivered. Further wind tunnel assessments will take place during design development of the Detailed Proposals of each phase during the Reserved Matters application process.

Initial assessment

Several early initial wind tunnel assessments of the Proposed Development were undertaken without the proposed landscaping included to simulate a 'worst-case' scenario. The wind conditions were assessed using the widely accepted Lawson Criteria. The results of these assessments showed:

- In the context of Phase A alone with existing surrounds, wind conditions would be suitable for the intended use at the majority of locations, except for entrances on the northern elevation of Block F1 and a stack of balconies at the north-eastern corner, which would be one category windier than suitable for the intended use and would require mitigation as discussed below.
- Wind conditions around the majority of the Site would be suitable for the intended use in the context of the maximum parameter models. However, several areas between Blocks A/B1, B2/B3, B3/C and C/E would be windier than suitable and at some locations subject to strong winds exceeding the safety condition set out by Lawson. These areas would require wind mitigation measures as discussed below. The majority of Phase A would be suitable for the intended use in the context of the masterplan with the exception of an entrance at the western elevation of Plot F1 which would be one category windier than suitable.
- The introduction of the cumulative schemes in both context models would improve wind conditions as the cumulative scheme provide back pressure which shelters the Proposed Development; however the adverse wind conditions in the areas mentioned above would continue to persist and would require mitigation.



Further information about overheating is set out in the **ES Chapter 13: Wind Microclimate** prepared by RWDI which supports this application.



Fig.774 View of the illustrative massing with Cumulative Surrounding Buildings in the wind tunnel



Fig.775 View of the illustrative massing with mitigation measures tested in white



Fig.776 View of the 10m chamfer to Building C of the illustrative massing

Wind and micro-climate

Recommendations and mitigation measures

The design team and RWDI held wind mitigation workshops of the illustrative scheme to improve the wind conditions reported above by altering the massing of Buildings, A, B1, B2, B3, C and E as well as incorporating landscaping features in the form of deciduous and evergreen trees distributed around the windy areas.

The wind mitigation strategy incorporates the following set of mitigation measures that would improve wind conditions within and around the Proposed Development:

- Chamfers added to the lower floors of the south west corners of the plinths to Buildings A1, B2 and E1.
- Chamfers added to the lower floors of the north west corners of the plinths to Buildings B1, B3 and C4.
- Chamfer added to the lower floors of the south east corner of the plinth to Buildings B2;
- 10m chamfer from the first floor to the top of the building introduced to the south west corner of Building C4;

- Colonnades added to the southern elevation of Buildings A and C;
- Colonnades added to the northern elevation of Buildings B1 and E;
- Evergreen and deciduous trees added to the public realm throughout the west of the Site;
- Deciduous trees changed to evergreen in small number of locations across the Site;
- Shrubs 1-1.5m in height along the southern elevation of Building B3 to the eastern side of the proposed seating area;
- Shrubs 1.5m in height added to Building B1 and C4 roof terrace.

The final wind tunnel assessment showed that with the proposed landscaping and wind mitigation measures incorporated, and the massing changes made to the illustrative scheme, wind conditions would improve such that safety exceedances would only occur at the north-western corner of Building C1.

Qualitative mitigation measures have been proposed to mitigate this safety

Further information about overheating is set out in the **ES Chapter 13: Wind Microclimate** prepared by RWDI which supports this application.

exceedance along with comfort exceedances at the windy entrance on the western elevation of Plot F (Detailed Proposals) and other areas including entrances and amenity spaces at the Outline Proposals. The effectiveness of these mitigation measures to ensure a safe and suitable wind environment will be assessed at Reserved Matters stage for the Outline Proposals. Further mitigation measures could include:

- Additional 6m localised trees at two sides of the north-western corner of Building C1 (safety);
- Additional 6m localised trees at two sides of the north-western corner of Building B3 (comfort);
- 3m tall trees with shrubs 1m in height underneath located on two sides of seating areas to provide localised shelter along Community Lane between Buildings C and D (comfort);
- Populating Building E roof terrace with trees and low dense planting to break-up the open space (comfort).



Fig.777 Wind mitigation strategy plan (illustrative plan)

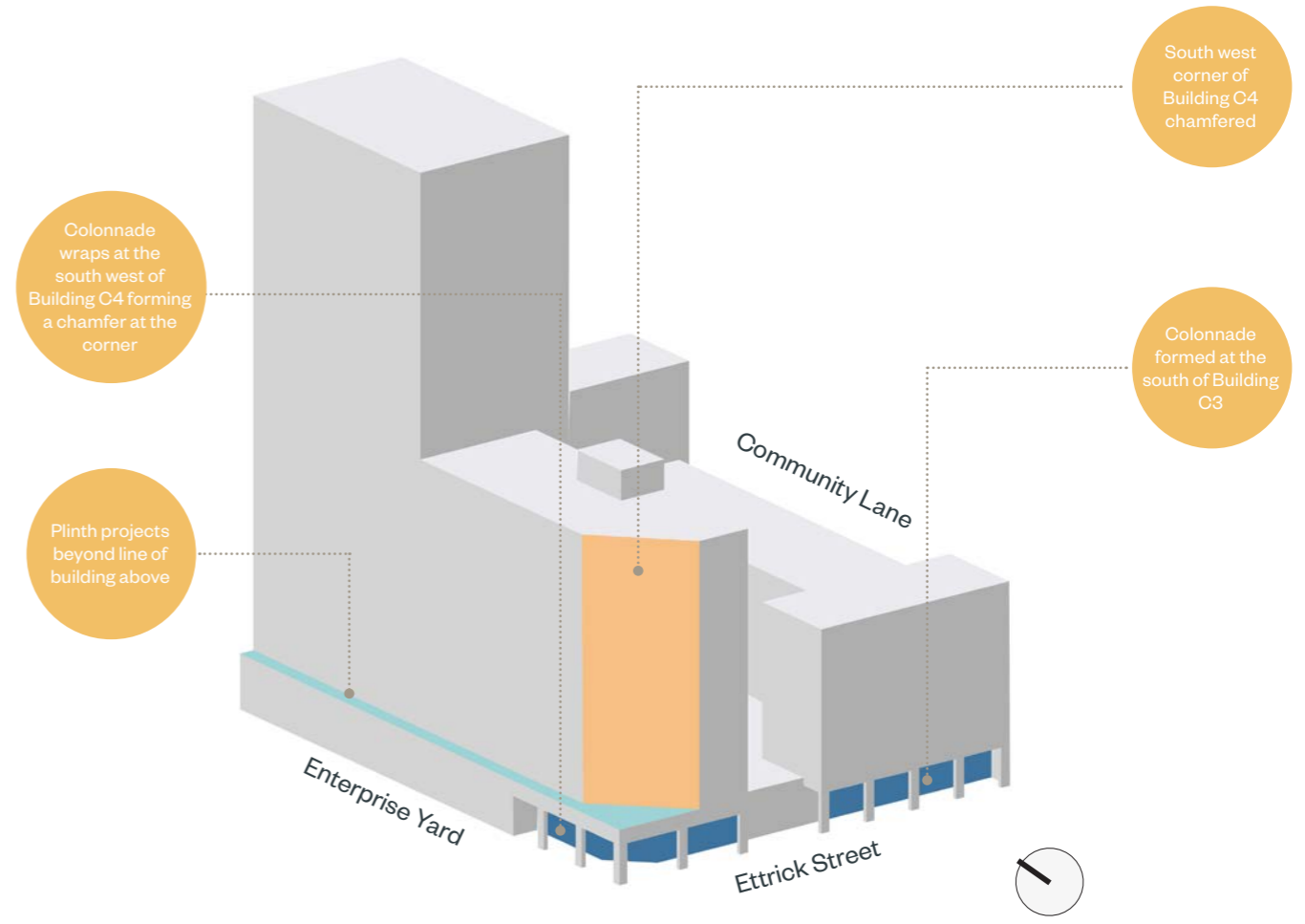
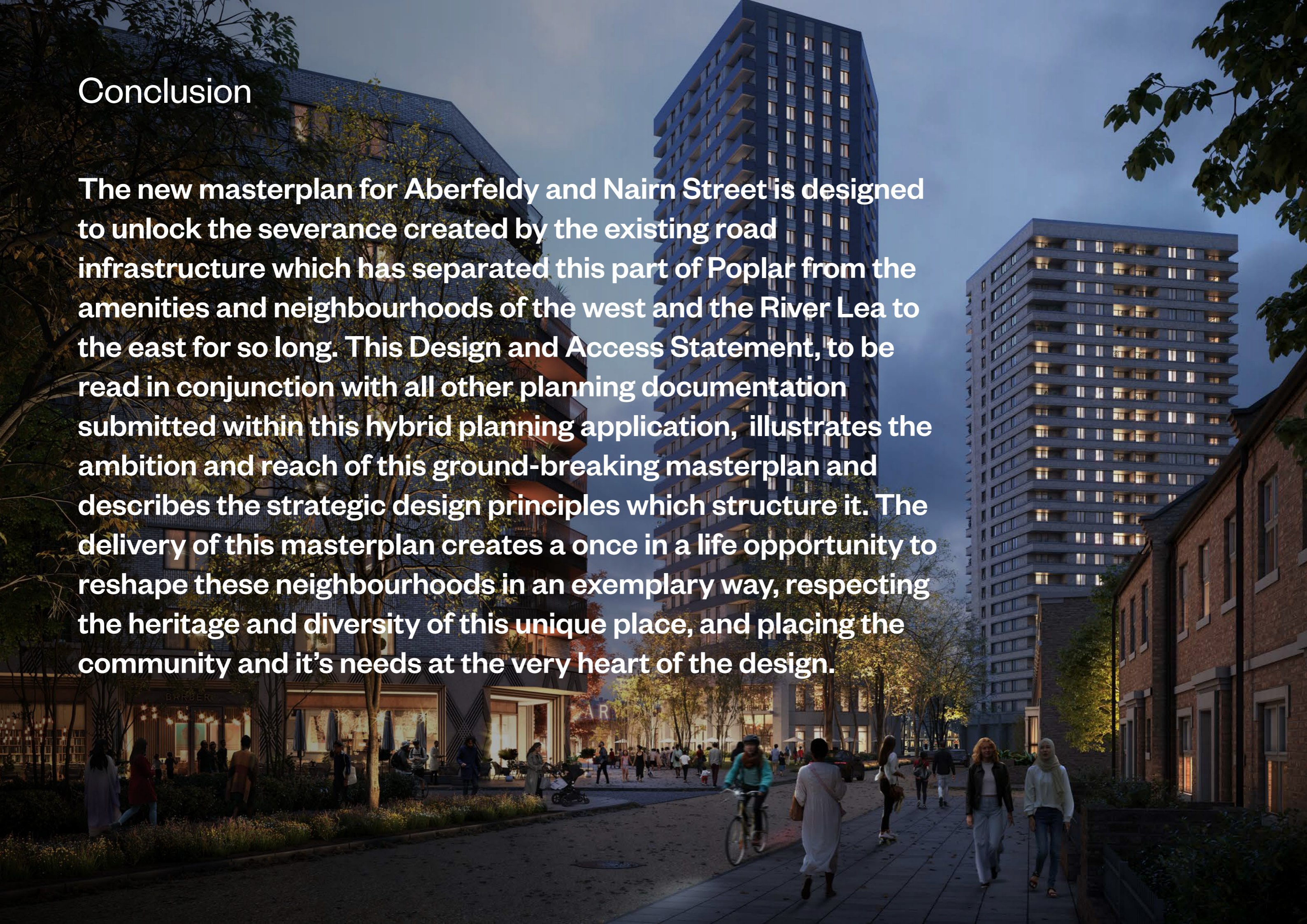


Fig.778 Building C1-4 (Illustrative proposal) showing wind mitigation measures incorporated

Conclusion

The new masterplan for Aberfeldy and Nairn Street is designed to unlock the severance created by the existing road infrastructure which has separated this part of Poplar from the amenities and neighbourhoods of the west and the River Lea to the east for so long. This Design and Access Statement, to be read in conjunction with all other planning documentation submitted within this hybrid planning application, illustrates the ambition and reach of this ground-breaking masterplan and describes the strategic design principles which structure it. The delivery of this masterplan creates a once in a life opportunity to reshape these neighbourhoods in an exemplary way, respecting the heritage and diversity of this unique place, and placing the community and it's needs at the very heart of the design.



A

APPENDIX

Underpass and Slip Road Technical Note, Meinhardt

Technical Feasibility Note prepared to demonstrate the technical feasibility, from an engineering perspective, for the repurposing of the underpass and the wider works including the connection to Jolly's Green.



2812 Aberfeldy Village

PROJECT:	2812 Aberfeldy Village		
TITLE:	A12 Underpass and Sliproad Technical Note		
REVISION:	P06		
PREPARED BY:	P. KANABAR, L. BOUSTEAD, G. BHUIE	DATE:	04/04/2022
REVIEWED BY:	V. ALLOTT	DATE:	04/04/2022
APPROVED BY:	V. ALLOTT	DATE:	04/04/2022

1 Introduction

This design note has been prepared on behalf of Poplar Harca and Ecoworld International.

The design note has been prepared in response to London Borough of Tower Hamlets request for a formal statement on the technical feasibility of development to Jolly's Green, A12 Underpass and Slip Road and its potential impact to the A12 highway.

Meinhardt (UK) Ltd have been appointed by Poplar Harca and Ecoworld International to provide the structural, civil, mechanical, electrical and public health engineering services for the development.

2 Existing Site and Location

The development site referred to in this design note comprises of Jolly's Green and the underpass and slip road to A12, named B125 Abbott Road. The development site under consideration is illustrated in Figure 2-1. Jolly's Green is located at postal code E14 ORD.



Figure 2-1: Extent of site referred to in this design note

Underpass and Slip Road Technical Note, Meinhardt

3 Existing Services

Utility searches for this area indicate a 132kV EHV route through the south of Jolly's Green. It is expected this will remain in this location, but access could be required (excavation of ground) in the event of a failure or replacement.

Utility maps indicate a capped gas main in the top right corner of the green, although underground CAT scan service confirms location to be within Joshua Street and no capped branch.

Around the northern edge of Jolly's green, with the path there are BT services at only 0.2-0.3m depth and electrical services at 0.6m depth. These can be diverted or buried deeper into the ground if there are any clashes with the proposed landscaping.

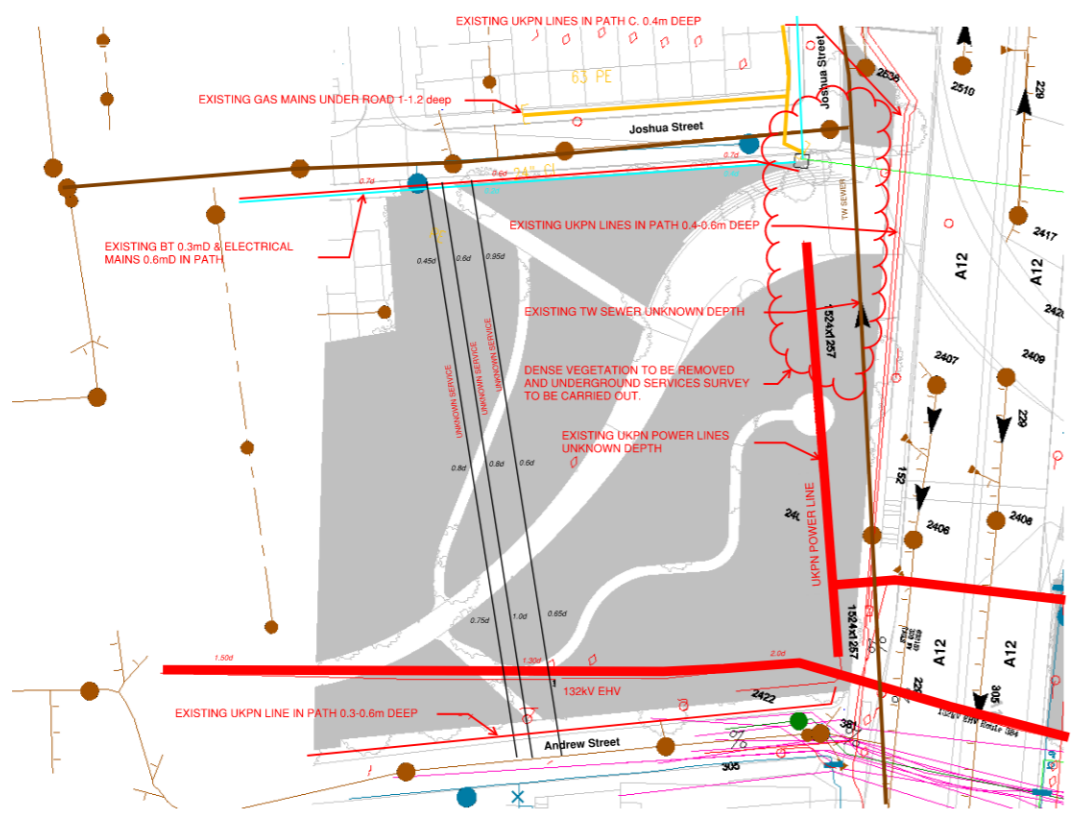


Figure 3-1: Existing Utility Services around and in Jolly's Green and A12 Underpass (based on asset maps and catscan survey)

Utility Maps indicate UKPN power lines in the ground running from the path in Andrew Street along the eastern side of the green up to Joshua Street. These services are running under dense vegetation (see Figure 3-2-2) where catscan equipment is not able to survey and establish exact location and depth. Once the depth and final location is understood, the service can be diverted above or below.

Also under the dense vegetation utility maps indicate a Thames water sewer.



Figure 3-2: utilities under Dense Vegetation

4 Existing Structure

Review of TFL Highways structural records have indicated the walls of the underpass structure are the responsibility of TFL and the Abbot Road carriageway is maintained by the London Borough of Tower Hamlets. The retaining structure comprises of a U-section reinforced concrete sections. The U-sections have polysulphide sealant between each with a maximum retained height of approximately 7.0m. A 0.5m high steel parapet runs along the top of each wall. It is assumed the U sections are of prefabricated construction with limited or no load sharing capacity between panels.

The bridge deck comprises of reinforced concrete box sections, 0.3m thick. Between each box section is a transverse expansion joint. The minimum headroom clearance within the underpass is 5.2m. The clear width in the subway between abutments is 11.0m. The bridge abutments are curved. It is assumed the concrete box sections are of prefabricated construction. Views of the bridge deck soffit look as if the deck is formed with insitu concrete therefore this is to be investigated further.

Figure 4-1 illustrates the interpreted underpass and bridge deck structure.

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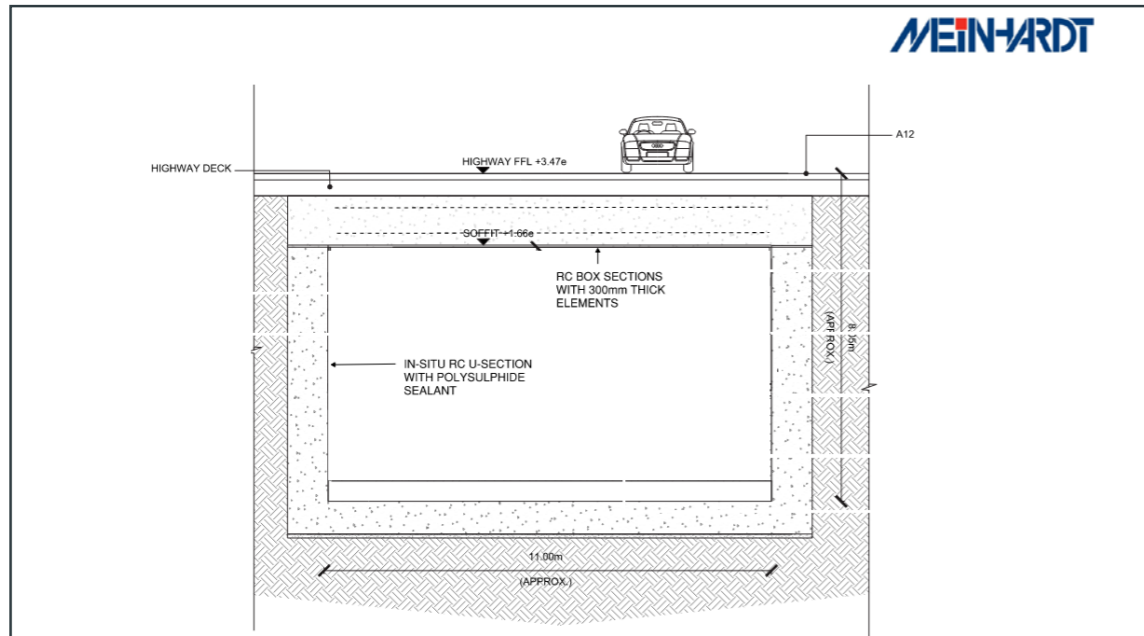


Figure 4-1: Sketch showing interpreted existing underpass and bridge deck structure

5 Development Proposals

The Aberfeldy masterplan aims to connect the site with its surroundings and to improve the pedestrian and cycle connections. A new cycling route along Abbott Road connecting to Crisp Street Market has been identified in the Tower Hamlets Cycling Strategy. Jolly's Green is presented as an opportunity to connect the site to its surroundings, via the existing underpass, connecting green spaces.

Please refer to Figure 5-1 below. It is proposed to relocate the A12 slip road serving Southbound traffic approximately 50m to the North of its current location. The current underpass is proposed to become accessible only for cyclists and pedestrians and the existing approach to underpass converted into a green space named Highland Place. An opening is proposed to the retaining wall of the underpass to allow access to Jolly's Green as well as removal of a portion of the pedestrianised roof slab to the entrance of the underpass. A pedestrian walkway and new bridge will be installed over the opening.



Figure 5-1: Proposed development to Jolly's Green and A12 Underpass

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6 Impact of Development to A12

6.1 Impact to Utilities

Generally there are minimal services around the centre of the of Jolly's green allowing the area to be excavated if required to form new green and paths.

Where a new opening is required to connect the existing underpass to the new Jolly's Green path (see Figure 5-1), vegetation will require removal to allow underground survey of the drainage and electrical services running here (see Figure 3-1 & Figure 3-2). The likelihood is, these are circa 0.6 to 1m depth into the ground and will require raising out and over the new opening formed into the underpass for the Jolly's Green path. A bridge will be formed for the electrical services to be diverted over the opening. The Thames Water sewer is not assumed to be a constraint, due to the depth indicated on asset maps, however the appropriate approvals will be gained from Thames Water for any works in the vicinity of the sewer.

There is a sewer noted under the existing dense vegetation requiring further survey to establish the most appropriate diversion or protection.

6.2 Structural Impact

To accommodate the opening to the RC wall and removing the portion of pedestrianized roof slab, the remaining structure adjacent the edge of the highway deck will need to be strengthened and a structure for the walkway and bridge constructed. Structural piers may be required adjacent the existing u-shaped retaining walls as well as strengthening of the existing footing. The structural proposals will ensure that the footing to existing u-shaped retaining walls are not undermined. Refer to Figure 6-1 for conceptual sketch of proposals.

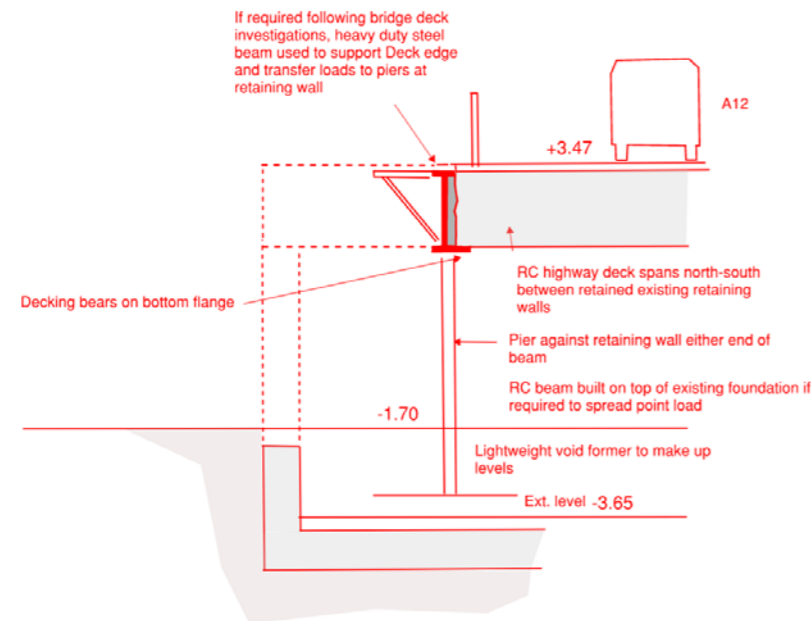


Figure 6-1: Conceptual structural proposal

No structural issues are envisaged with the addition of cladding and finishes loads to the underside of deck and walls. Fixings back to existing structure will be positioned to avoid internal reinforcement.



To construct the new path from Jolly's Green to the underpass, new retaining walls will be required either side of the path. The retaining walls would not take any vertical load and would be separated via a movement joint from the existing highway and underpass structure.

A new two storey workshop structure is proposed over the existing approach to underpass. The structure is proposed to bridge over entrance using steel beams with shallow foundations placed to not minimize surcharge on the existing underpass retaining walls.

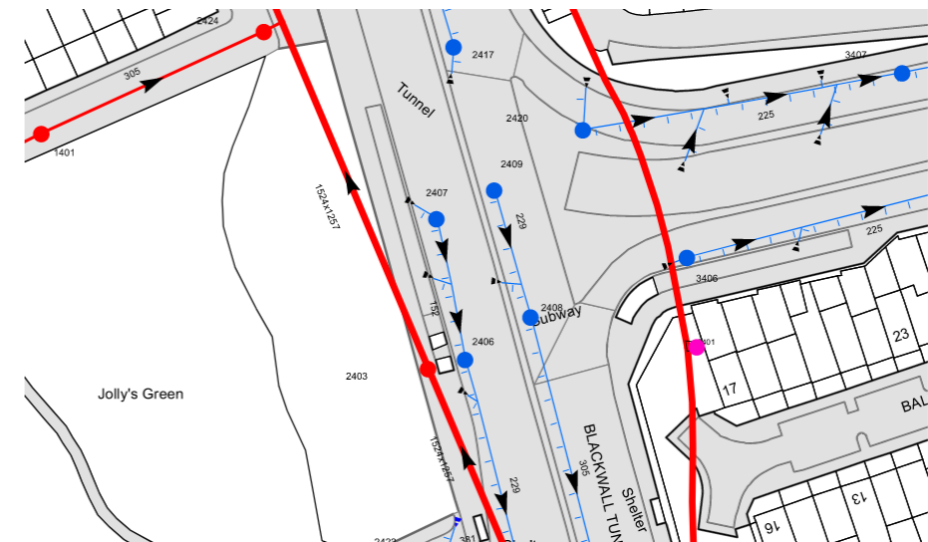
There is no intention to disrupt the function of the A12 in the permanent condition. In the temporary condition it is envisaged that any propping or temporary works required will be located below the highway deck. Temporary works plans will be developed by the contractor at a later stage.



Figure 6-2: Structural proposals

6.3 Impact to Drainage

It can be seen from existing information on the underpass section of the B125 that there are drainage features within the tunnel to actively drain the area. Thames Water asset records confirm this and show a drainage network in the existing underpass tunnel to be owned and maintained by the Tower Hamlets Highway Authority.



It is proposed to replace and re-lay the gullies within the tunnel area to suit the proposed levels and

Underpass and Slip Road Technical Note, Meinhardt



levels for the scheme shall facilitate a gravity connection from the gullies into the existing drainage infrastructure.

It is not anticipated that the flow rate generated by the underpass will be increased, however, Tower Hamlets will be consulted during later design stages to ensure there is sufficient capacity in the network to accept these flows.

There is anecdotal evidence that the existing drainage network serving the underpass floods during high intensity or prolonged rainfall events. This issue may be caused by an inadequate maintenance regime or simply be due to the system not being designed in accordance with current drainage design requirements which takes into account climate change. A hydraulic assessment of the underpass drainage will be undertaken to determine if this flooding issue is either a capacity issue or due to inadequate maintenance. Irrespective of this, an operations and maintenance manual will be provided for the proposal which will aid in alleviating this issue by designating an effective maintenance regime to allow the network to perform as intended. If following the hydraulic assessment, which will be carried out during a later design phase, it is deemed some upgrades works are needed to the drainage network, then this will be included within the proposal.

No foul flows are proposed to be generated by the underpass development, as such no foul drainage will be proposed.

6.4 Impact to Waterproofing

The current underpass and highway structure looks to be open to the elements. No drainage or waterproofing system can be seen within the underpass structure.

Cladding and lighting are proposed within the underpass structure. In case of water leaks from the highway structure above, a drainage layer will be considered between the structure and cladding. Figure 6-3 illustrates a conceptual sketch of this drainage layer.

Existing waterproofing systems to the highway deck are not proposed to be altered.

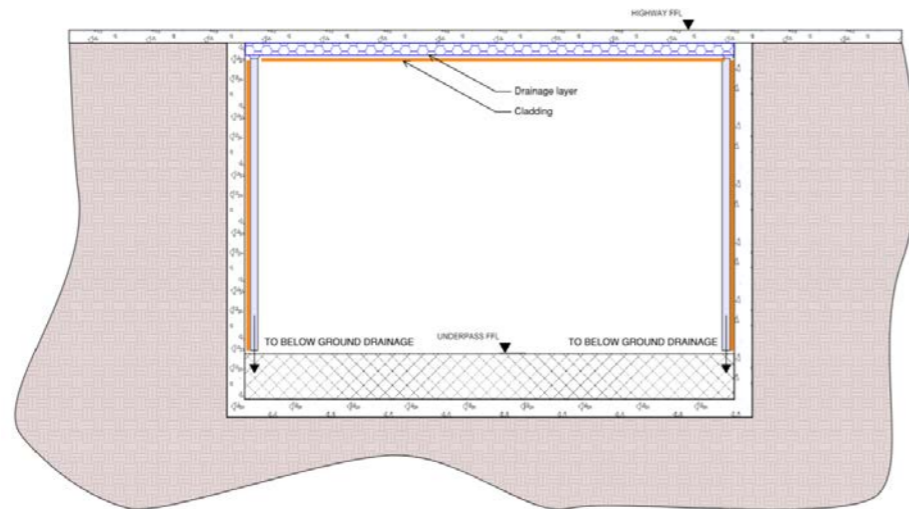


Figure 6-3: Conceptual sketch of drainage layer to highway soffit



7 Conclusions

To conclude, the proposed changes to the underpass are key to connect the site to its surroundings, improving the pedestrian and cycle connections and connecting green spaces. New cycle routes tie in with the proposed Tower Hamlets Cycling Strategy.

Structural works are not anticipated to affect the use of the A12 in the permanent condition. Changes to the drainage regime in the area will be minimal and can be facilitated by the existing drainage infrastructure in the immediate area.

Where a new opening is required to connect the existing underpass to the new Jolly's Green path vegetation will require removal to allow underground survey of the electrical services running here. The existing services will be diverted over the new opening formed into the underpass allowing connection to the Jolly's Green path.

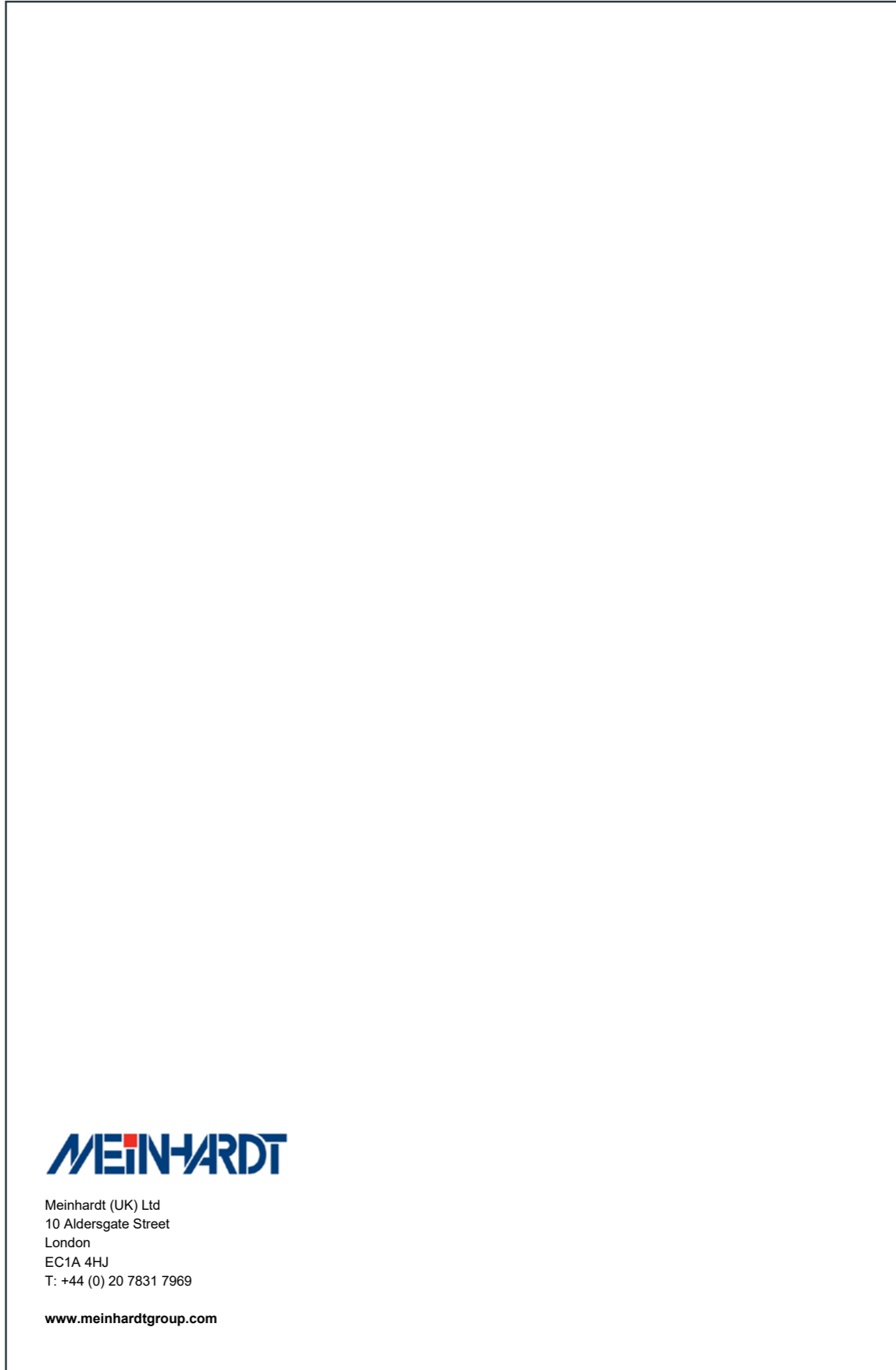
8 Next Steps

Detailed Proposals will be developed in conjunction with LBTH and TFL through the AIP process. The proposed works are included within Phase B of the masterplan, aiming for construction in 2025.

Structural proposals will be developed further using record drawings or investigations where necessary. Where utilities are assumed further surveys will be carried out to establish final diversion details.

The following outline programme demonstrates the design and delivery of the underpass works in the context of the wider masterplan.

	Item	Start Date	End Date	Time required for approvals
New A12 junction	Modelling completed / planning permission		Apr-22	
	Detailed design and technical approval process	32 months available		Allow 18 months
	TMAN traffic management works approvals, appointment of contractor	32 months available		Allow 12 months
	Utilities works, construction and commissioning	Jan-25	Jun-26	
	New A12 junction open	Jun-26		
Underpass closure and re-purposing	Modelling completed / planning permission		Apr-22	
	Detailed design and technical approval process	50 months available		Allow 24 months
	TMAN traffic management works approvals, appointment of contractor	50 months available		Allow 12 months
	Underpass closed		Jun-26	
	Underpass re-purposing works (utilities, construction, landscape, commissioning)	Jun-26	Jun-27	
	Phase B opening date		Dec-27	



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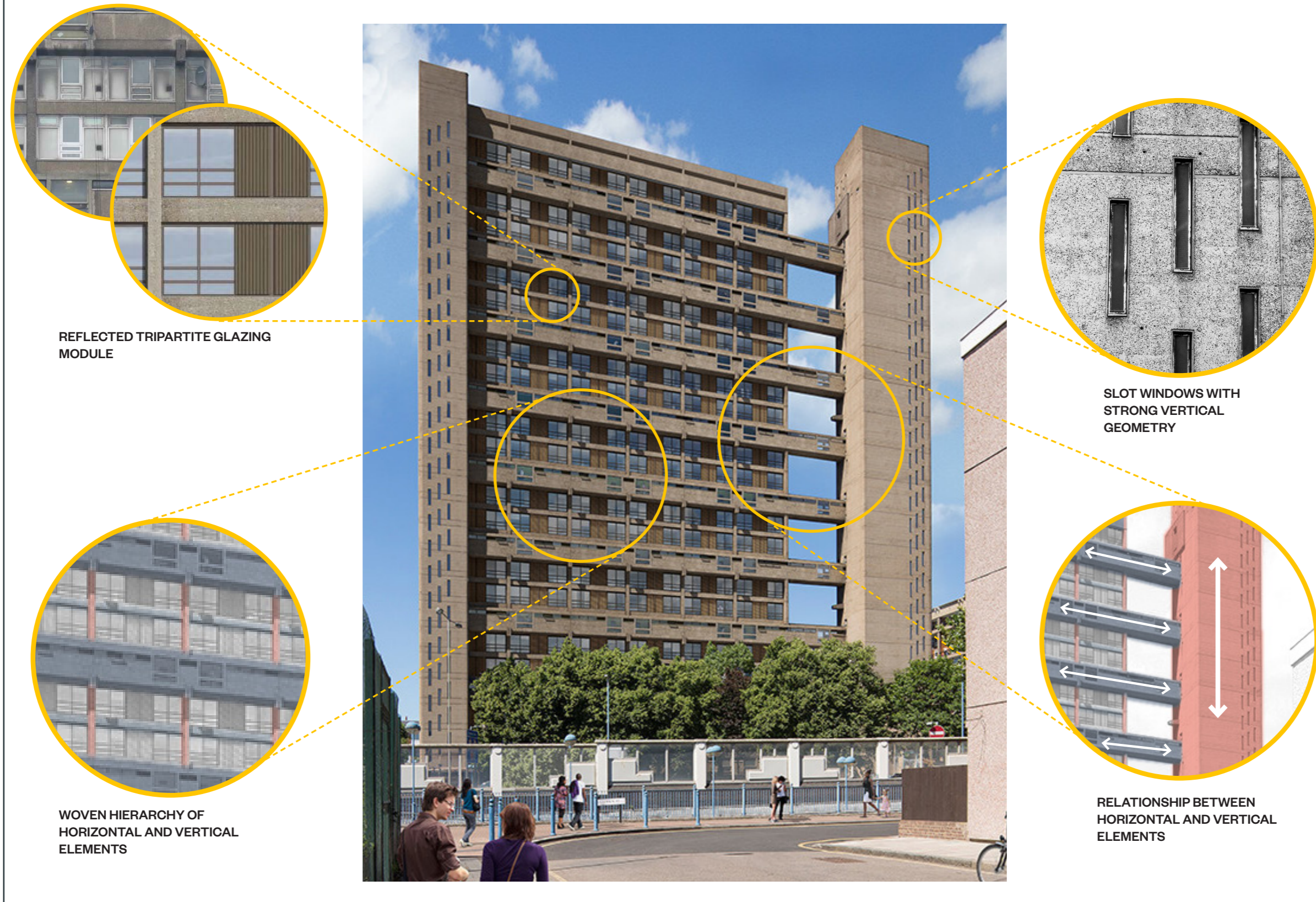
APPENDIX

Elevational analysis of Balfron Tower (as presented to Historic England in February 2021)



Elevational analysis of Balfron Tower

BALFRON TOWER - EAST ELEVATION



Elevational analysis of Balfron Tower

BALFRON TOWER - WEST ELEVATION

SLOT WINDOWS WITH STRONG VERTICAL GEOMETRY

RELATIONSHIP BETWEEN HORIZONTAL AND VERTICAL ELEMENTS

CORRUGATED CONCRETE PLANTER-BALUSTRADES

TRIPARTITE EXPRESSION OF FENESTRATION

RECESSED BALCONIES

WOVEN HIERARCHY OF HORIZONTAL AND VERTICAL ELEMENTS

Elevational analysis of Balfour Tower



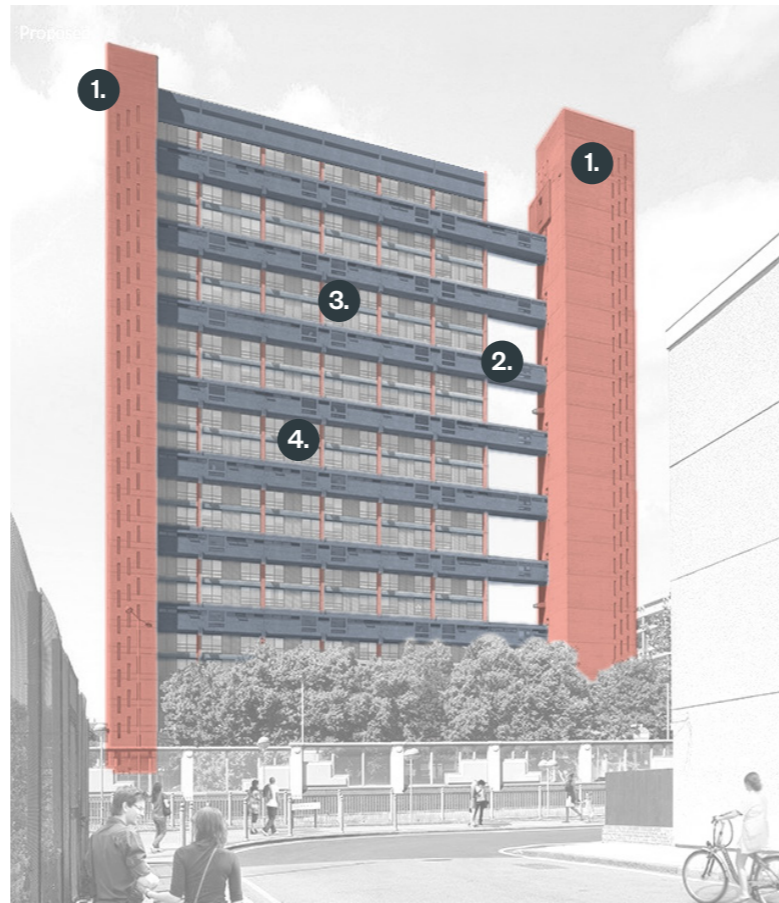
Elevational analysis of Balfron Tower

BALFRON TOWER - EAST ELEVATION

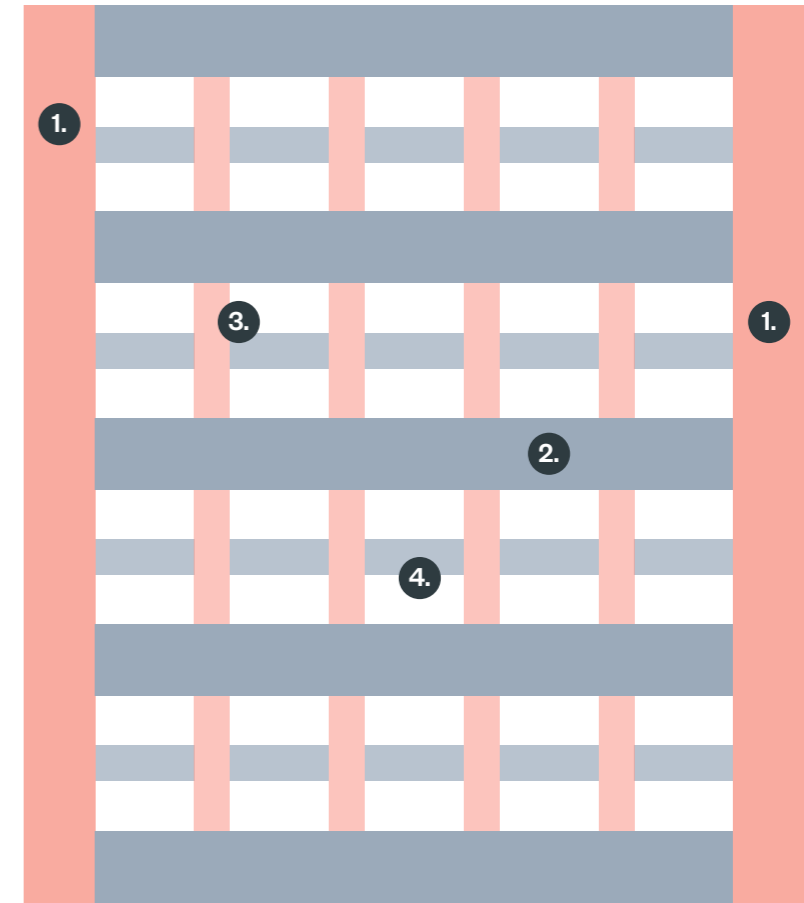
WEAVING HORIZONTAL & VERTICAL ELEMENTS



EAST ELEVATION



ANALYSIS OF HIERARCHY



WEAVING HORIZONTAL AND VERTICAL ELEMENTS

EAST ELEVATION

1. Strong Vertical 'book-ends' at the north and south.
2. Access galleries every third floor are expressed as prominent horizontal elements.
3. Two-storey vertical elements sit proud of horizontal fascia (4.)
4. Horizontal lattice sits behind two-storey vertical elements (3.)

Elevational analysis of Balfron Tower

BALFRON TOWER - WEST ELEVATION

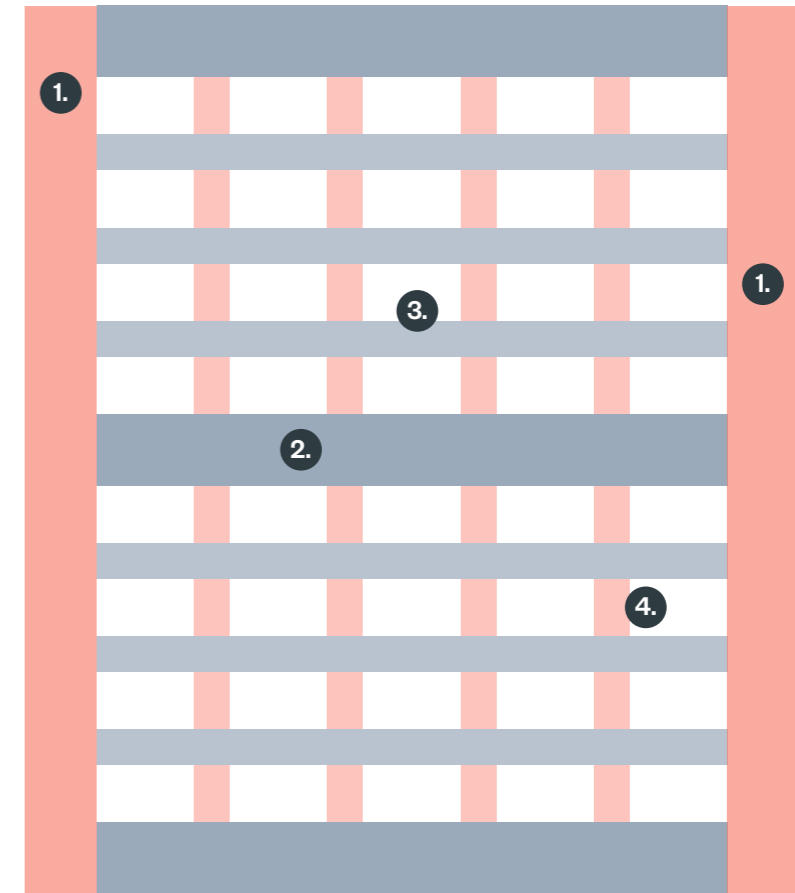
WEAVING HORIZONTAL & VERTICAL ELEMENTS



WEST ELEVATION



ANALYSIS OF HIERARCHY



WEAVING HORIZONTAL AND VERTICAL ELEMENTS

WEST ELEVATION

1. Strong Vertical 'book-ends' at the north and south.
2. Top, middle and bottom expressed as primary horizontal elements.
3. Pre-cast horizontal fascias expressing floor levels.
4. Vertical elements express partitions between apartments.



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