

2.4 Landscape strategy

Principles

2.4.5. A place to socialise, play and learn - In this exemplar London scheme, the strategy places children at the very heart of the masterplan design process. Importantly, design that places children first - and embraces the four principles of child-centred design - ultimately results in placemaking that can be enjoyed and accessed by everyone within the community.

2.4.7. A place for 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 proposals to form the backbone of masterplan.

2.4.10. Now called home by a BAME population of over two thirds, and many from a Bangladeshi background, it is essential that these voices are heard and represented through consultation.

2.4.12. Inspired by the existing dialect - Residents with roots in other countries and religious beliefs has resulted in diverse language and cues particular to specific regions and social groups. This vibrancy is embraced in the masterplan through the use of colour and materiality, for example the Kantha street patterns of Aberfeldy Street and the Town Square.

2.4.6. A connected place - Taking guidance from London Healthy Streets policy, children **must** be placed at the top of the user hierarchy pyramid, above the average pedestrian and cyclist, and certainly above cars. 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.

2.4.8. These three overarching principles are delivered through three distinct principles, to ensure the ambitions and delivery are relevant to Site and place:

2.4.11. Inspired by the past - 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 masterplan.

2.4.9. People first approach - A range of people and cultural backgrounds influence what Aberfeldy represents today, and what it will look like in years to come.

'Love to Live - a place to belong'



A place to socialise, play and learn



A connected place



A place for nature

'Proudly made of East London'



People first approach



Inspired by the past



Inspired by the existing dialect



Fig.8 Illustrative masterplan

2.5. Sustainability and energy strategy

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

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

On a path to zero carbon

2.5.2. The masterplan takes ambitious steps to meet zero operational carbon on-site and helps address the climate emergency. We have therefore developed the masterplan with early principles in mind, this includes orientation, simple building forms and high levels of insulation.

2.5.3. 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.

2.5.4. This scheme 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

2.5.5. 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

2.5.6. 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, projecting entrance canopies and side screens also form part of the design.

Healthy places

2.5.7. The creation of new landscaped areas such as the Healthy Street 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

2.5.8. Reduced parking areas and electric car charging points encourage residents to use alternative methods of transport, while the new cycle route and pedestrian routes along the Healthy Street is designed to keep residents active.

Managing waste

2.5.9. The waste management strategy has been developed to ensure provision for collection and removal throughout the construction of all phases. Refer to the Design and Access Statement of the full list of principles.

2.5.10. 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 pre-demolition audit of existing structure to be undertaken at early stage 3.

2.5.11. 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 and food waste sized in line with calculations based on LBTH waste storage requirements and BS5906.

2.5.12. 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 $\leq 7.5m^3$ (≤ 6.5 tonnes) per 100 sqm and a target 95% construction waste to be diverted from landfill.

Solar glare

2.5.13. Solar glare reflected from glazed areas of a building may affect drivers of motor vehicles or trains by impairing the visibility of signal and traffic lights, therefore presenting a potential risk for drivers, passengers and other parties.

2.5.14. Solar glare risk will be considered throughout the design process of each plot at RMA stage. This will be addressed by undertaking iterative reviews and, where relevant, technical assessments. Should instances of significant effects be identified, the design will incorporate measures to mitigate such effects and reduce them to non-significant. Design measures may include a reduction of glazing area in specific areas, introduction of non-reflective design features on the facades to help break-up reflections (such as fins, solid elements, balconies, recesses), adoption of solar control coating on the glazing, etc.

2.5.15. Where applicable, a solar glare assessment summarising the design strategy and presenting residual effects will be produced and submitted for each RMA application.

Light pollution

2.5.16. Light pollution effects may occur where commercial buildings are proposed in close proximity to residential buildings. Sky glow, light intrusion, glare intensity and building luminance from the commercial elements may generate nuisance to residents if certain thresholds are exceeded during daytime or at night-time.

2.5.17. The potential risk for light pollution effects will be considered throughout the design process of each plot at RMA stage. This will be addressed by undertaking iterative reviews and, where relevant, technical assessments. Should instances of significant effects be identified, the design will incorporate measures to mitigate such effects and reduce them to non-significant. Design measures may include a reduction of glazing area in specific areas, introduction of solid elements on the facade, adoption of a lighting control system, blinds, etc.

2.5.18. Where applicable, a light pollution assessment summarising the design strategy and presenting residual effects will be produced and submitted for each RMA application including relevant commercial elements.

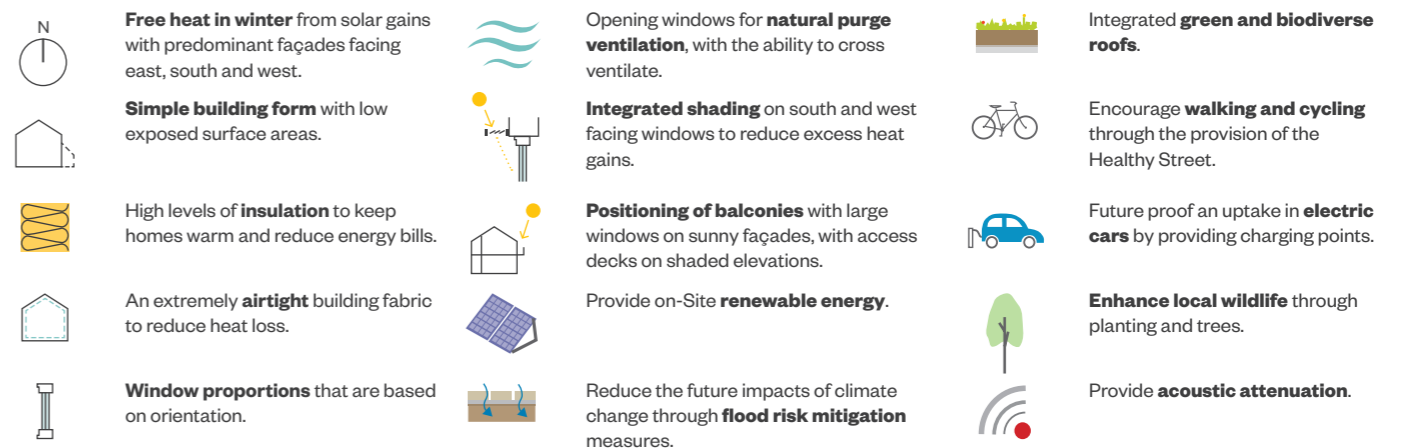
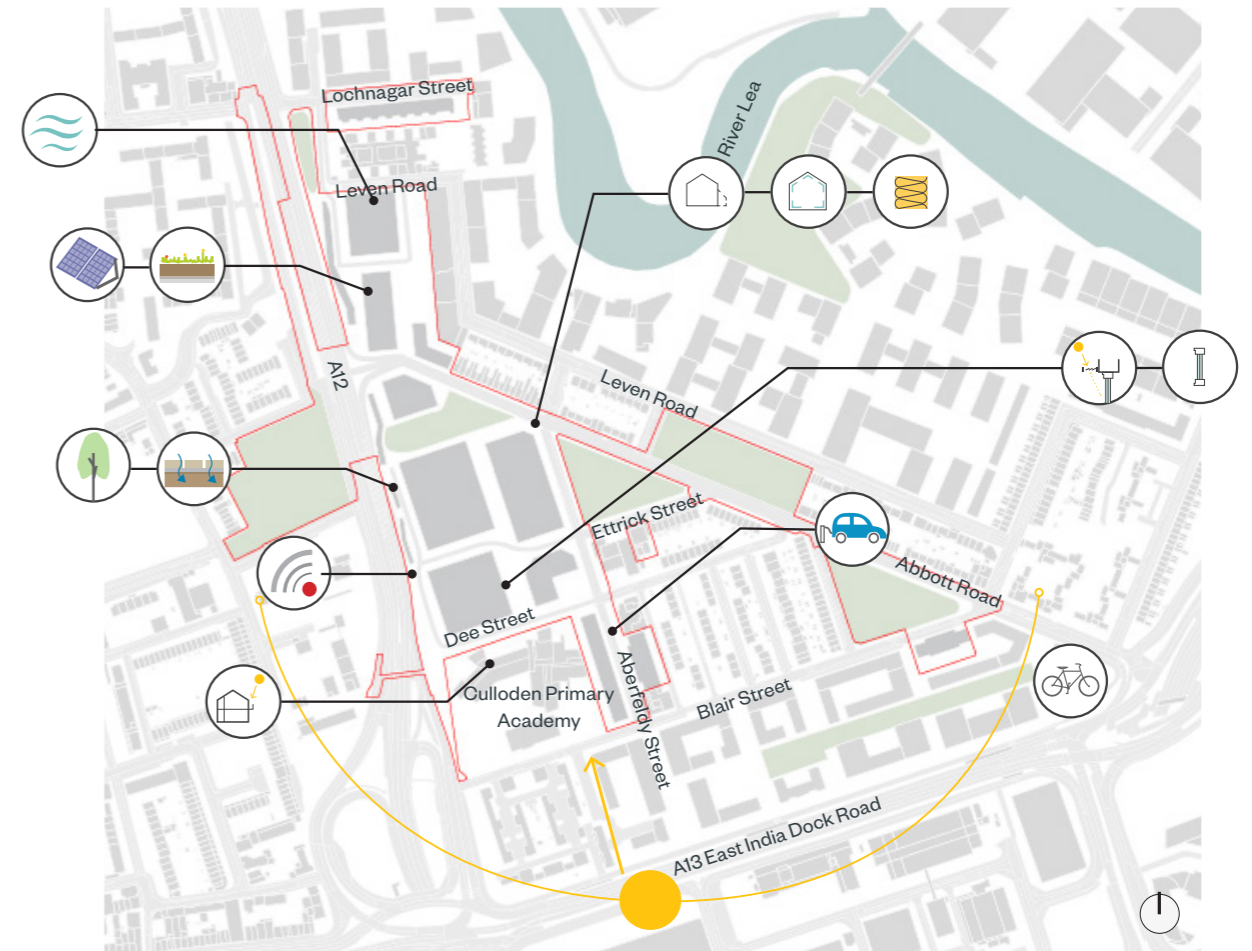


Fig.9 Diagram illustrating the principles of the sustainability and energy strategy
Aberfeldy Village Masterplan Design Code Revision D

2.5. Sustainability and energy strategy

Energy strategy

Heating connection and distribution

2.5.19. Buildings H1-3 and F in Phase A will connect to the existing energy centre delivered as part of the earlier phases, 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.

2.5.20. The other buildings in Phase A (Buildings I and J) will be provided with their own ASHPs and WSHPs and will be independent of the wider energy strategy.

2.5.21. A new energy centre 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.

2.5.22. 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.

Opportunities to utilise waste heat

2.5.23. 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 atmosphere.

2.5.24. A waste heat circuit from this source can be connected into both the Phase A and Phases B-D distribution networks during construction or after delivery.

2.5.25. Discussions with E.ON are ongoing and this option will be explored further at detailed design stage.

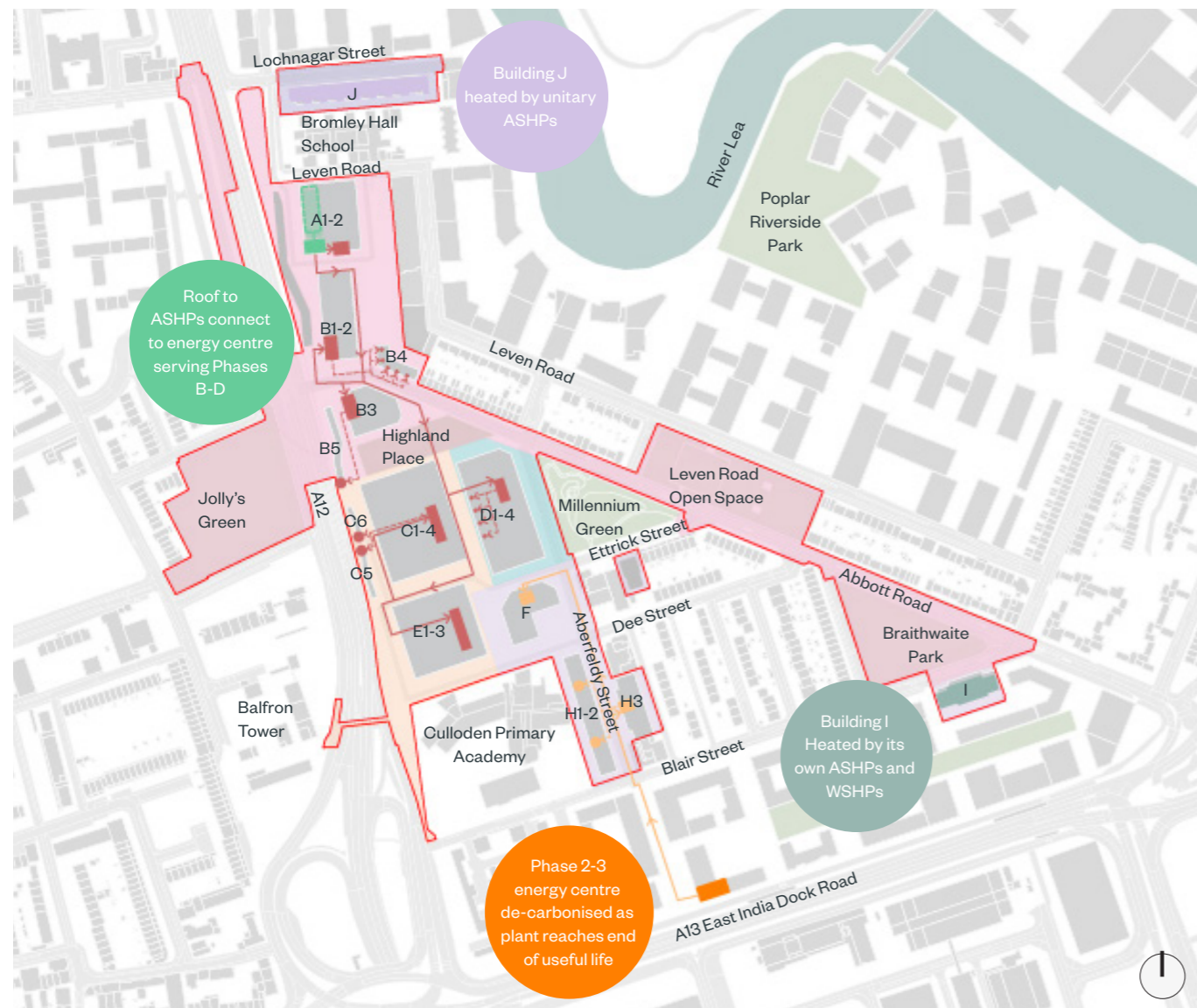
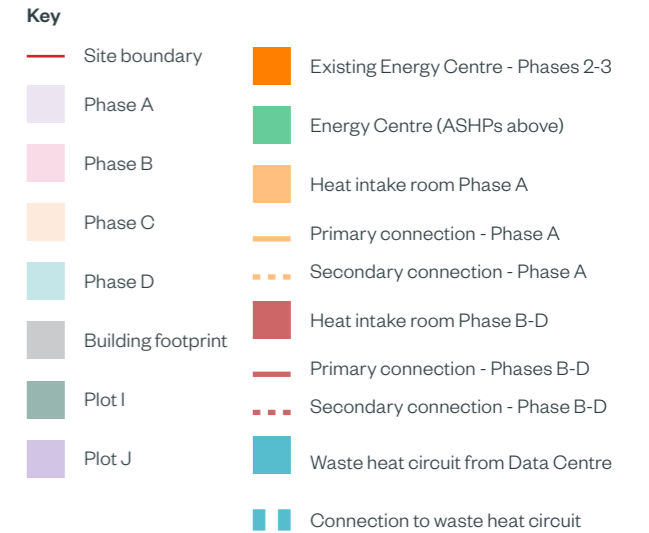


Fig.10 Heating connection and distribution plan (illustrative plan)

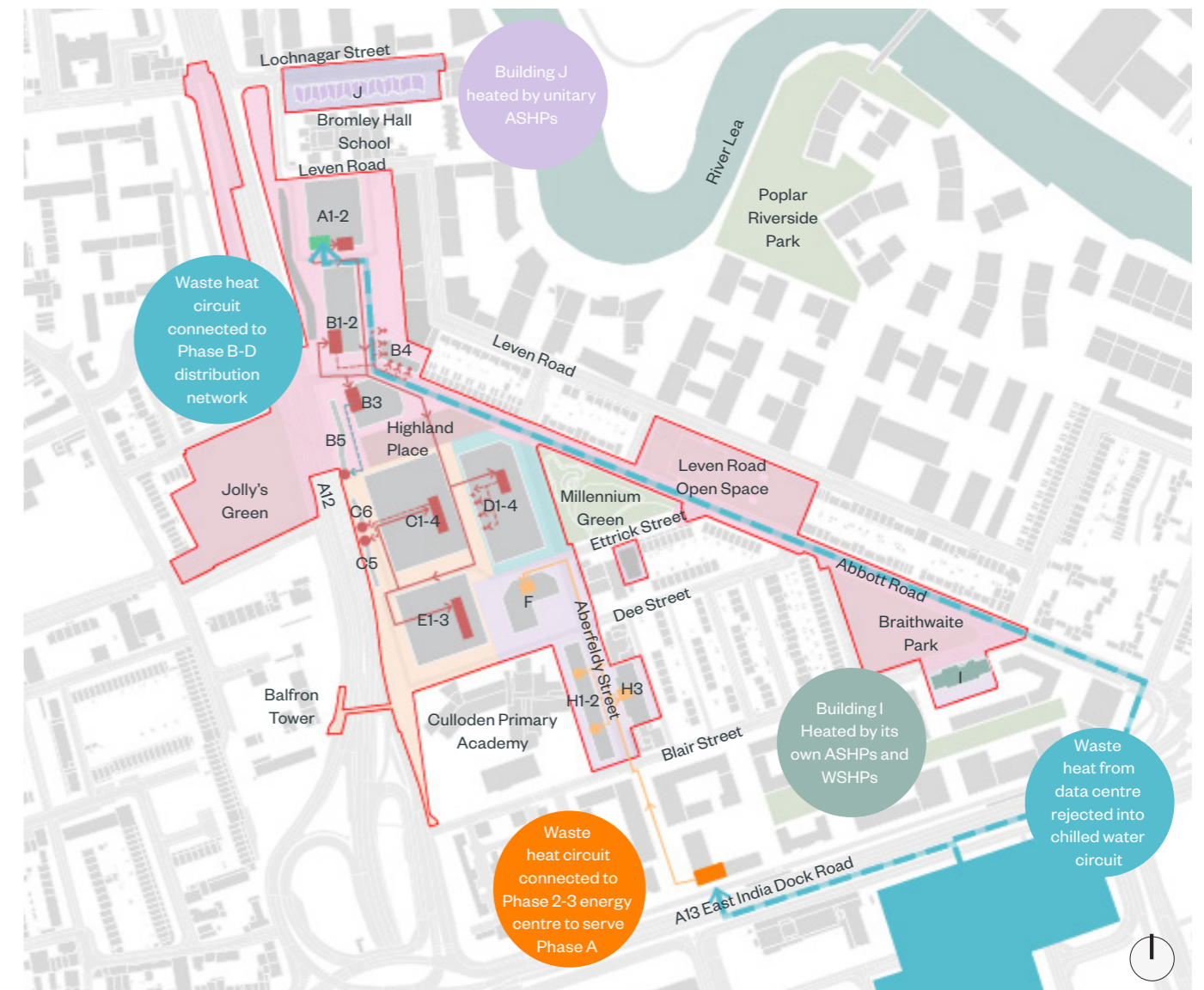


Fig.11 Exploring opportunities to reuse waste heat (illustrative plan)

2. 6. Wind mitigation strategy

Responding to site conditions to create a safe and comfortable public realm environment

2.6.1. 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 have helped to inform the design development of the Proposed Development.

2.6.2. Areas of that would be windier than suitable and/or would exceed the required safety standard were identified between A and B1, B2 and B3, and between C and E when the scheme was tested at its maximum parameter massing.

2.6.3. The scheme **must** be designed to incorporate appropriate mitigation measures as required.

2.6.4. Mitigation measures have been applied to the illustrative masterplan massing for the Outline Proposals to demonstrate how a compliant scheme can be delivered within the building envelope defined by the Parameter Drawings. These include:

- Introduction of colonnades in instances in which conditions are windier than suitable at street level.
- Introduction of low level chamfers at the corners of Buildings A, B1, B2, B3, C4 and E1.
- Introduction of a chamfer the height of the building at the south west corner of building C4.

2.6.5. Recommendations made in respect of planting height, density and specification have also been incorporated into the landscape proposals.

2.6.6. The Illustrative scheme demonstrates one way in which a compliant scheme can be delivered within the parameter envelope. Further wind tunnel assessments **must** take place during design development of the Detailed Proposals of each phase during the Reserved Matters application process.

2.6.7. Mitigation measures incorporated in the illustrative scheme for Building C1-C4 are shown below.

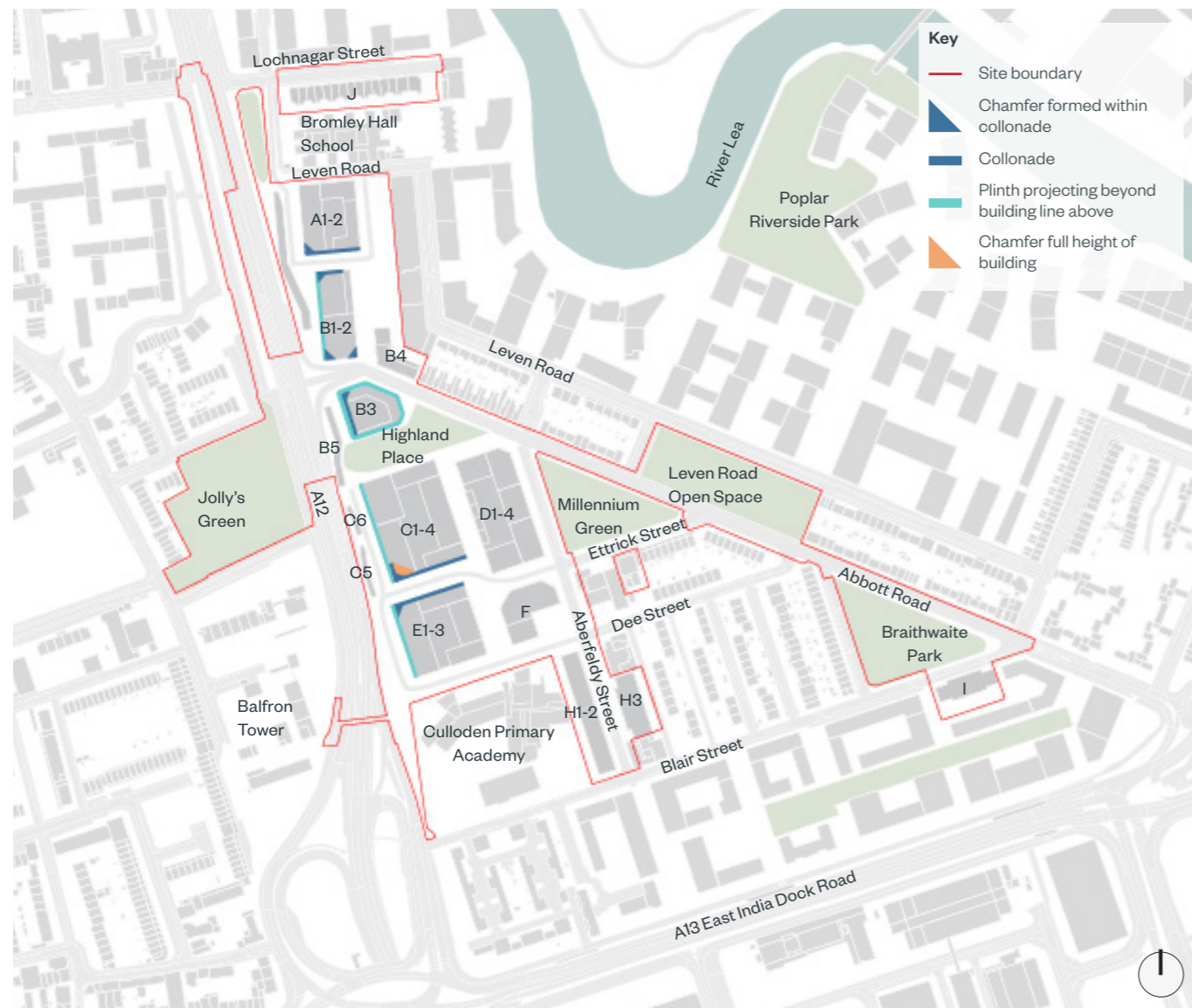


Fig.12 Wind mitigation strategy plan (illustrative plan)

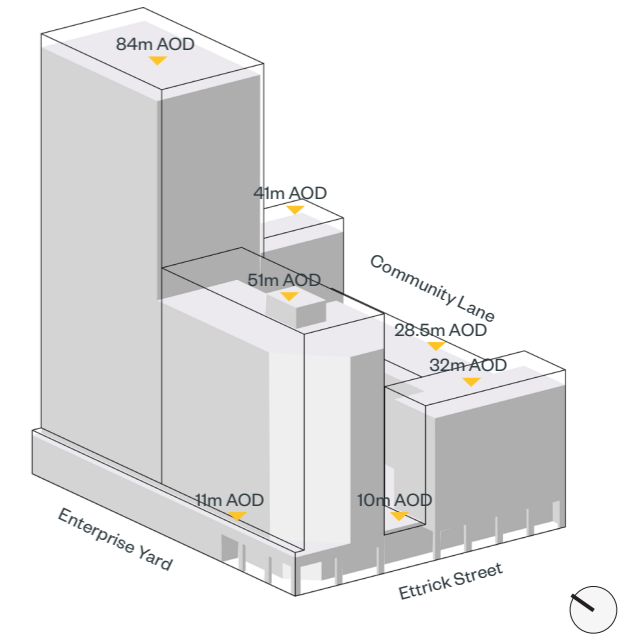


Fig.13 Massing diagram - plot C1-4 showing illustrative scheme sitting within the maximum parameter envelope

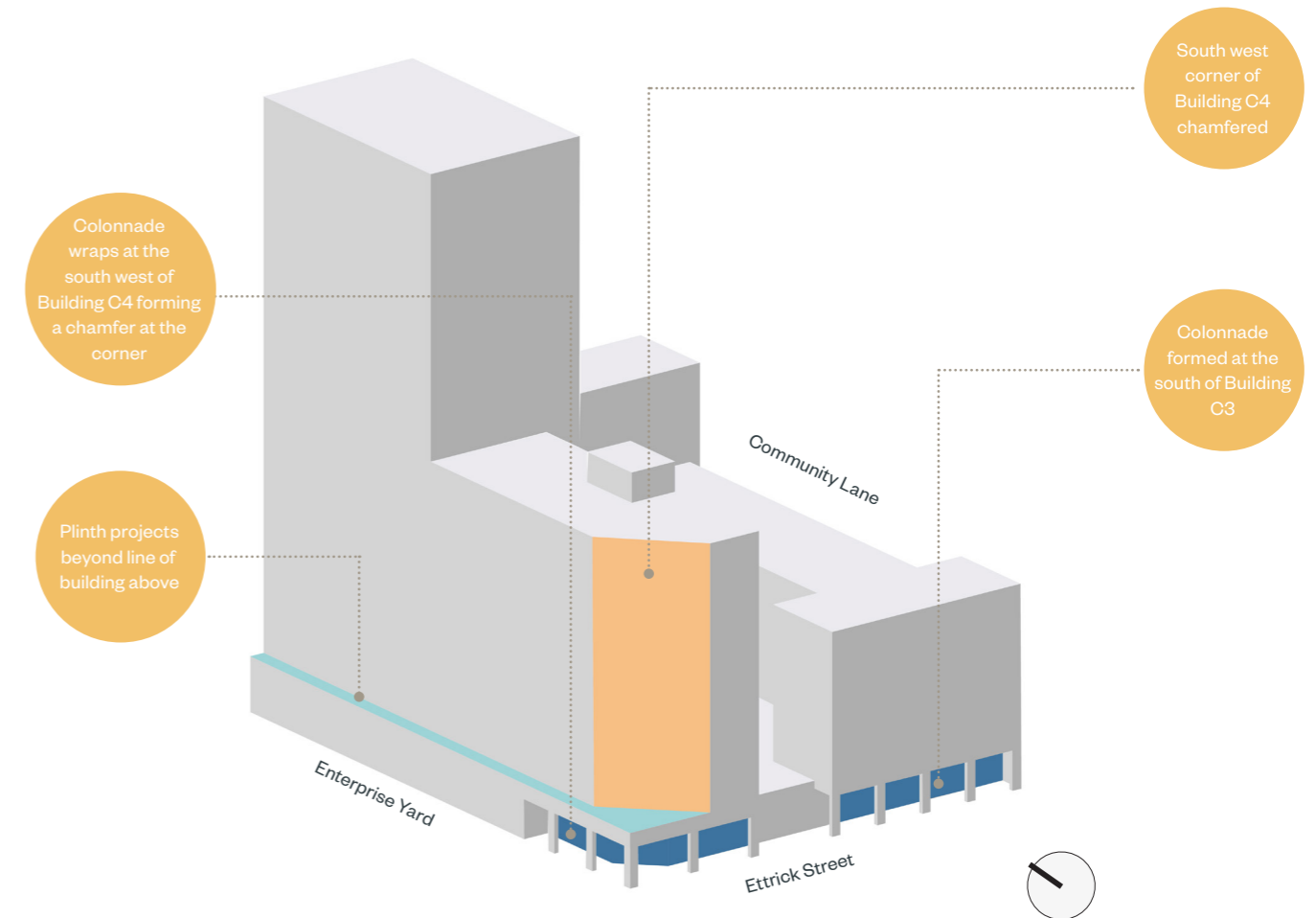


Fig.14 Building C1-4 (Illustrative proposal) showing wind mitigation measures incorporated



THE MASTERPLAN

3.1. The masterplan

A ground breaking, landscape focussed masterplan, crafted from the qualities of Aberfeldy and the needs of its people



- | | | | |
|------------------------------|------------------------------|--------------------------|---------------------|
| 1 Lochnagar Street (Phase A) | 5 Underbridge | 9 Community Lane | 14 Community Lane |
| 2 Enterprise Yard | 6 Jolly's Green | 10 Millennium Green | 15 The Town Square |
| 3 Community Lane | 7 Highland Place | 11 Leven Road Open Space | 16 Aberfeldy Street |
| 4 Underbridge exit/Slip Road | 8 Abbott Road/Healthy Street | 12 Enterprise Yard | 17 Braithwaite Park |
| | | 13 Dee Street underpass | 18 Nairn Park |

Fig.15 Illustrative masterplan

Layout

- 3.1.1. The Aberfeldy Village Masterplan has been designed to meet the Place Vision Pillars set out in the Aberfeldy Village Placebook. The proposal creates a new neighbourhood with a strong East London Character.
- 3.1.2. The masterplan layout is informed by the six threads of the masterplan which were presented over the previous pages and further discussed in the Design and Access Statement: The Masterplan. These threads form the backbone and structure of the proposal, from which a variety of streets, spaces and homes reflect their character, collectively creating a diverse and exciting neighbourhood.

Masterplan proposals must follow the parameter plans and the information in this Design Code regarding development plots, type and indicative location of non-residential uses and amount of dwellings.

The proposals must also adhere to the characters as defined by these six masterplan threads - as set out in the Design and Access Statement and Design Code.

Access and movement

- 3.1.3. The proposed masterplan unlocks the Site and helps to reintegrate Aberfeldy into its surroundings by making new and improved connections into the local area. These include:
 - Re-purposing 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.
 - Re-purposing the existing vehicular underpass as a new pedestrian and cycle Underbridge which creates an improved connection across the A12 linking Jolly's Green and Highland Place. The existing pedestrian underpass connecting Dee Street to the Balfon Tower will also be upgraded.

- The masterplan also improves permeability and connections through the Site with the introduction of two north-south routes (Community Lane and Enterprise Yard) and also significantly upgrade the existing north-south route (Aberfeldy Street).

Masterplan proposals must follow the parameter plans and the information in this Design Code regarding access and movement hierarchy, aspirations and requirements.

Land use

- 3.1.4. The Aberfeldy Village Masterplan is a residential led mixed-use scheme which will include residential uses, retail, workspace/ employment spaces, and residential facilities.
- 3.1.5. Non-residential uses will generally be located on the ground and upper ground floors with residential uses above.
- 3.1.6. Aberfeldy Street will include the majority of retail units linking to the first phases of Aberfeldy Village Masterplan. It will act as a new Local Centre for Aberfeldy, serving new and existing residents of Aberfeldy Village and its wider surroundings. The Marketing Suite will be located along Aberfeldy Street within Building F.
- 3.1.7. Building B3 will host a cluster of non-residential uses in the lower floors providing overlooking and active frontage towards the pedestrian and cycle Underbridge. The plinth of this tower will house retail space, Residents Amenity Hub and the Estate Management Hub.
- 3.1.8. Workspace uses will be located along Enterprise Yard, in the lower floors of the residential buildings to the east or in small, narrow units that replicate the form of the existing Poplar Works buildings to the west. These spaces will be flexible in order to accommodate a range of small independent businesses.

Masterplan proposals must follow the parameter plans and the information in this Design Code regarding type, amount and distribution of uses within the Masterplan.

3.1. The masterplan

Massing

- 3.1.9. The masterplan massing and heights strategy has been designed to respect and respond to the scale of the existing Site context. The masterplan strives to achieve variation in building heights, adding diversity and interest to the roof scape and street scape. A wide range of building typologies including family houses, courtyard buildings and towers will help achieving the vision.
- 3.1.10. The tallest buildings are positioned along Enterprise Yard at the end of Abbott Road, marking the key east-west connection and where the six threads of the masterplan intersect.
- 3.1.11. Medium rise buildings are located along Aberfeldy Street, Millennium Green and the Town Square. These represent strategic moments and key areas of public realm on the masterplan.
- 3.1.12. Lower rise buildings sit 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. Homes between three and six storey, including family houses and smaller scale apartment buildings are part of Community Lane creating a more intimate feel along this important pedestrian friendly route.
- 3.1.13. Buildings along the East West Links vary between seven and ten storeys and provide a continuous frontage along these important connections. To the south of the masterplan, building heights step down to respond to Culloden Primary Academy.

Masterplan proposals **must** follow the parameter plans and the information in this Design Code regarding heights and massing.

Public realm and Landscape

- 3.1.14. The public realm of the masterplan takes a "people first" approach, whilst being inspired by both the past and the existing dialect. The open space strategy is centred around the design principle of the Healthy Street - the thread of the masterplan which connects all existing open spaces together along a pedestrian and cycle friendly route, to make the individual open spaces feel like one larger open space. These open spaces include:
 - The Green, a combined area of Millennium Green and Leven Road Open Space, will have a mix of natural elements and play, alongside a strong focus on activity with opportunity for a multi-use game court and outdoor gym.

- Enhancements to the existing Braithwaite Park will place a strong natural focus on this space, which improves the ecological and biodiversity value of this area and provides opportunities for natural play.
- East India Green and Poplar Riverside Park are also in close proximity to the masterplan, with good connections and will add to the offer of green open spaces.
- The masterplan also proposes a number of new open spaces. These are a variety of hard and soft spaces, which collectively create a varied public realm:
- Highland Place - Located at the heart of Aberfeldy Village Masterplan, Highland Place marks the convergence of the masterplan threads with a landmark building, tower B3 which is home to the Resident Hub, the new pedestrian Underbridge connection, and opportunities for play and recreation. Highland Place will have a mix of soft and hard surfaces with areas of seating, play and planting. It connects to Jolly's Green to the west.
- Culloden Green - A central lawned space along Community Lane, which offers a moment of relief at the widest part of this route. Culloden Green will offer doorstep play for families.
- The Town Square - A flexible, hard surfaced public space along Aberfeldy Street, located at the important junction where Dee and Ettrick Streets connects to Aberfeldy Street. The Town Square also offers the opportunity for community events, markets, seating and gathering.

Masterplan proposals **must** follow the parameter plans and the information in this Design Code regarding type, amount and distribution of public realm and landscape elements within the masterplan.

Look and feel of the neighbourhood

3.1.15. The proposed scheme includes a clear material strategy

Tall buildings **should** have a similar language across the masterplan and follow the Design and Access Statement: The Masterplan and Design Code for detailed information about buildings composition and appearance.

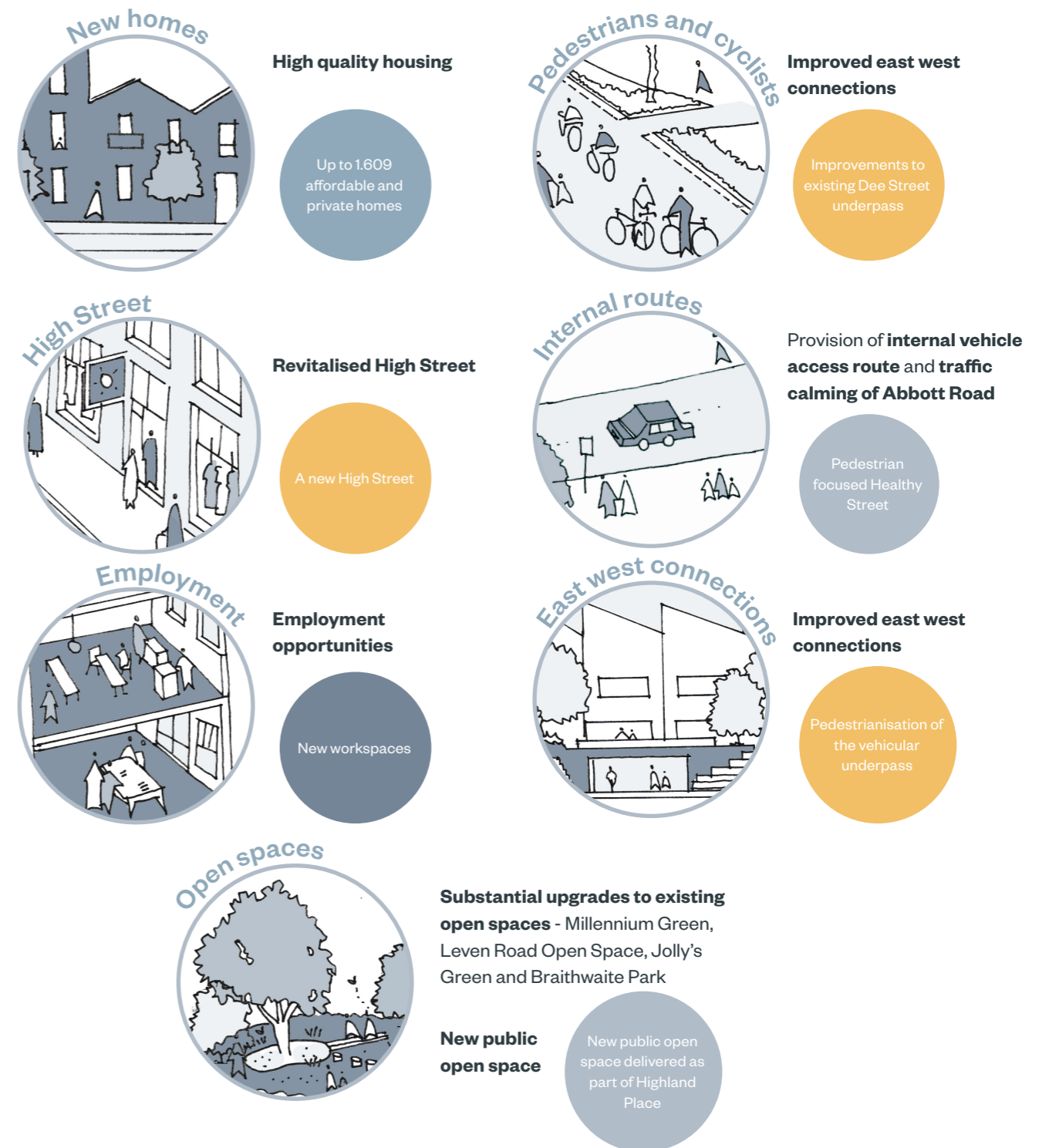
Building and public realm materials **must** be of high quality, durable and easy to maintain.

3.2. Layout

Use and amount

3.2.1. Aberfeldy Village Masterplan will provide a mixed used development, comprising of the following:

3.2.2. The Design and Access Statement provides an indicative mix for the Masterplan.



3.2. Layout

Construction phases

3.2.3. The phasing of the masterplan is designed to be incremental and includes four construction phases. These are illustrated in the diagram below.

3.2.4. The first phase, Phase A, which is part of the Detailed Proposals, provides an important link to the extant permission and the proposal displayed in this Design Code. It includes the development of the majority of Aberfeldy Street with retail units, the Marketing Suite, the Town Square and the redevelopment of Blairgowrie House. This phase sees the demolition of the buildings along Aberfeldy Street, the Aberfeldy Neighbourhood Centre, Tartan House and Blairgowrie House. Public realm improvements to Leven Road Open Space and Braithwaite Park will be carried out within this time frame.

Phasing which delivers new homes, shops and substantial landscape improvements in the first phase

3.2.5. Phase B includes the demolition of the Nairn Street Estate, to the north of the masterplan, and the construction of a variety of homes, including family houses along Nairn Street and new workspace along Enterprise Yard. Highland Place, the landmark tower B3 and improvements to Jolly's Green are also part of this phase.

3.2.6. Phase C includes a large proportion of residential development and requires the demolition of the buildings along Balmore Close, Kilbrennan House and Jura House. Courtyard buildings C and E and some workspace buildings along Enterprise Yard will be built in this Phase.

3.2.7. Phase D, the final phase, sees the completion of the northern side of Aberfeldy Street with a residential courtyard block (plot D). This phase also improves the connection between Millennium Green to Highland Place.

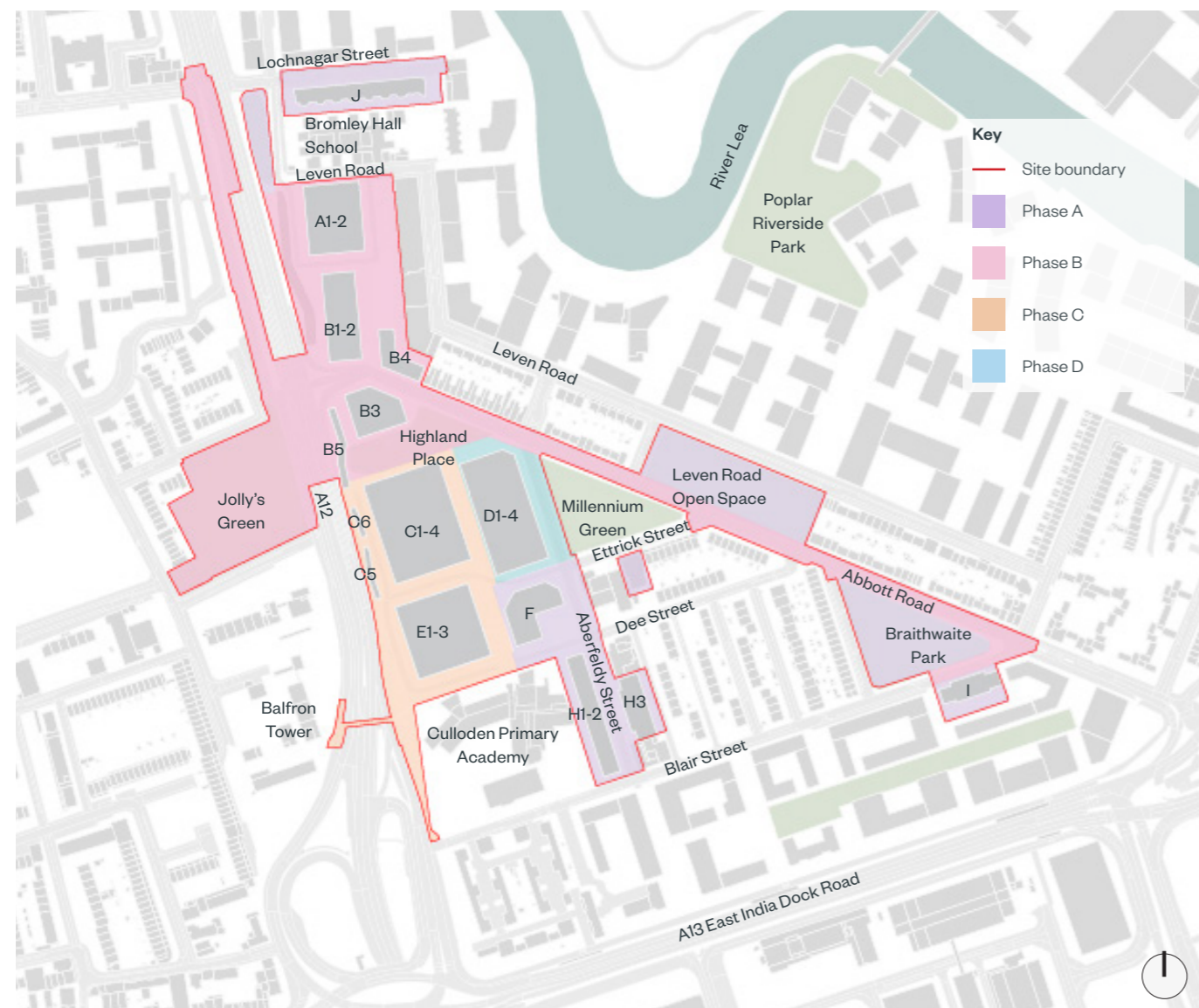


Fig.16 Plan showing construction phases (illustrative plan)

Plots overview

3.2.8. Aberfeldy Village Masterplan comprises of 15 development plots, four of which belong to Phase A (the detailed component). The plot distribution is shown on the Parameter Plan "Building plots" and on the illustrative diagram below.

3.2.9. The orientation and the distribution of the plots allow for good level of lighting and adequate space for streets and open spaces (private, communal and public).

3.2.10. Most of the plots include an area of dedicated amenity space.

3.2.11. The development plots set the extent of the building zones, including limits of deviations and alignment. Further breakdown and guidance are provided in Chapter 6 "Plots and Buildings".

Design proposals must follow the Parameter Plan "Building Plots", which also includes key distances between plots.

Further guidance and rules applying to each plot are proved within Chapter 6 "Plots and Buildings" from page 194 of this Design Code.



Fig.17 Plan showing development plots (illustrative plan)

3.2. Layout

The sections on the following pages illustrate the relationship between plots, streets and open spaces

Section AA

Section AA cuts through the generous courtyards of plots E1-3 and C1-4 where the shared external space is located. Along the East West routes, the heights are consistent and they increase toward the centre of the Site, where the taller buildings are located. Between plot C1-4 and B3, Highland Place is approximately 35 meters wide.

A café could activate the northern plinth of the Underbridge approach and residential facilities and a concierge are located in the base of building B3 (the tallest building) providing active frontage to the new cycle and pedestrian route at different times of the day. Abbott Road to the north of B3 is a key vehicular route to and from the Site and includes the 309 bus route which turns right along the A12.

The taller element within plot B1-2 is located to the south, clustering with towers C1 and B3. To the north the scale of the buildings reduces with the lower, northern leg of B1-2 linking to the courtyard plot A1-3.

The massing here is reduced, in response to Bromley Hall School and the family houses along Lochnagar Street to the north (within plot J, part of Phase A Detailed Proposals).



Fig.19 Illustrative Site sections - key plan

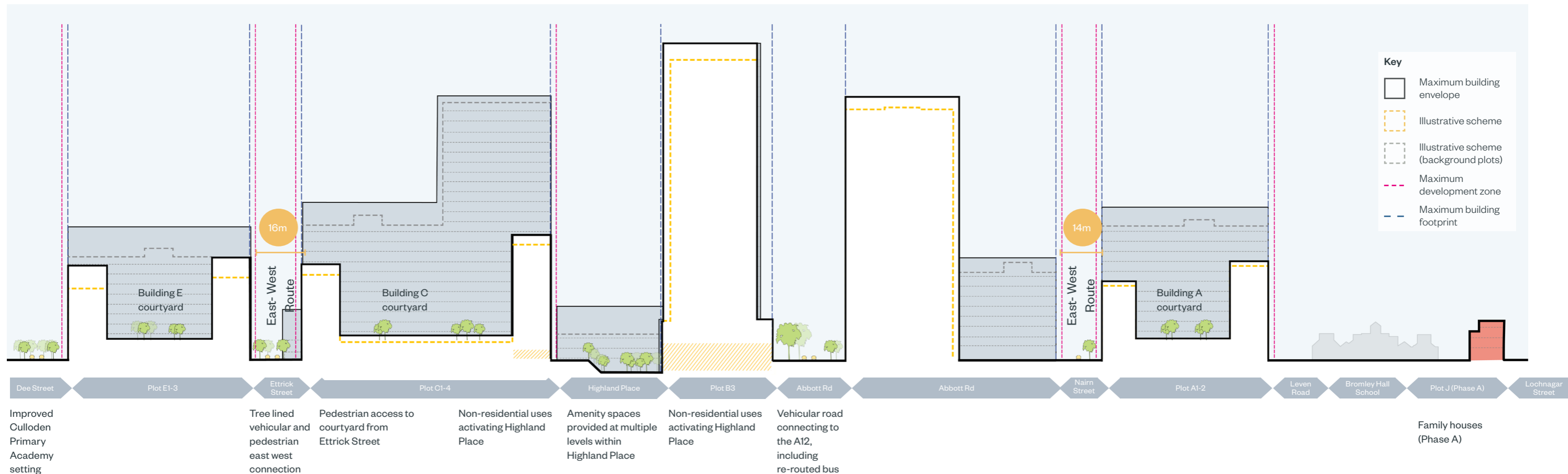


Fig.18 Illustrative section AA

3.2. Layout

Section BB

Section BB highlights the relationship of the plots between the A12 to the west and the existing Atelier Court to the east. New trees and landscape improvements act as a buffer between the A12 and the existing Poplar Works building.

Enterprise Yard in this location is approximately 13 meters wide and it includes seating and play opportunities. Plot B1-2 sits between Enterprise Yard and Community Lane. Community Lane north includes a one way vehicular route. The end of the indicative section shows the relationship between Nairn Park and the existing Atelier Court along Leven Road.

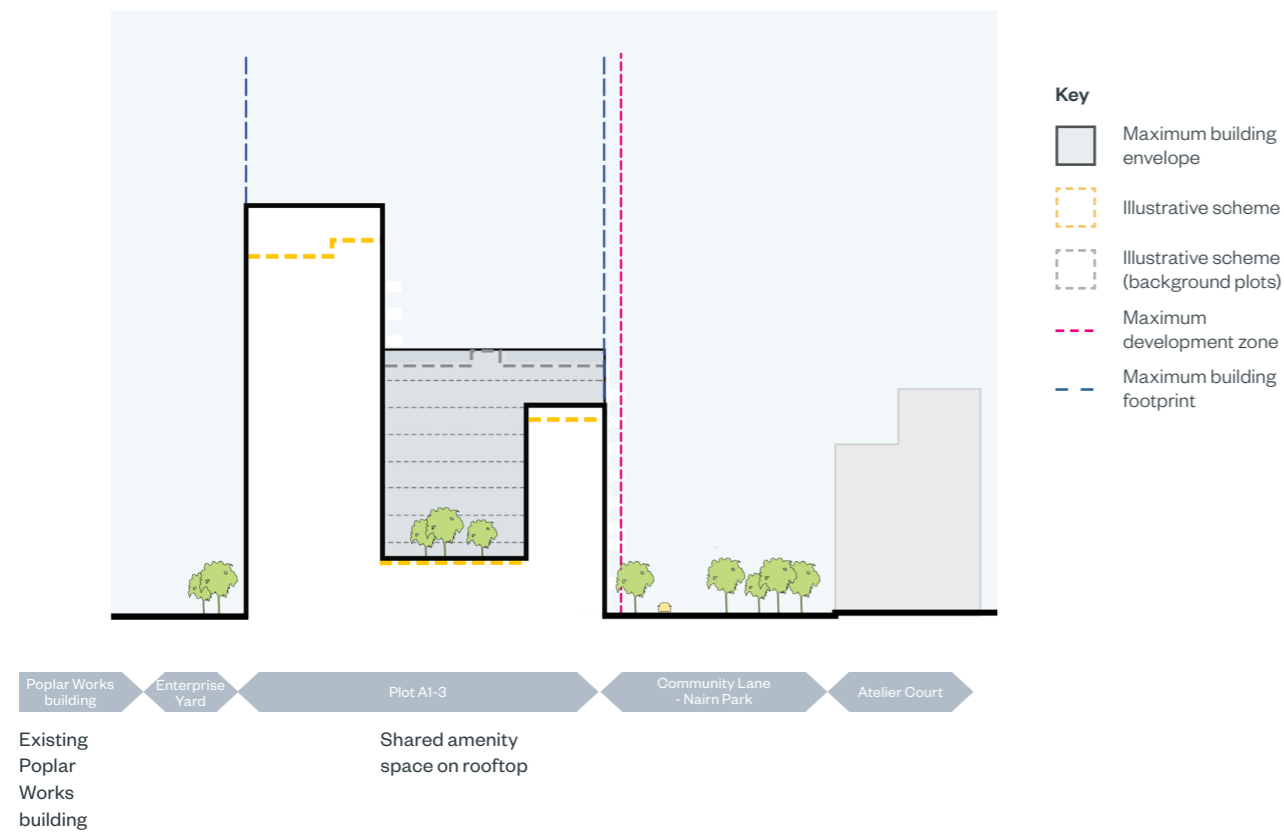


Fig.20 Illustrative section BB

Section CC

Section CC cuts through the southern part of the masterplan between the A12 edge and the upgraded Millennium Green through plots C1-4 and D1-4. Starting from the west, Enterprise Yard in this location consists of a lower workspace building adjacent the A12 fronting plot C1-4 which includes workspace uses at ground floor. The street, which is a secondary vehicular route, is approximately 12 meters wide at this point.

The courtyard within plot C1-4 includes shared amenity space and access to private amenity space. Further east, Community Lane is a pedestrian and cycle route with heights decreasing, including a 6-8 storeys building on one side fronted by 3 storeys houses.

Towards Millennium Green a 10 storey building (including a 2storey setback) provides a backdrop to the improved open space. In the northern section of Aberfeldy Street on street parking is provided.

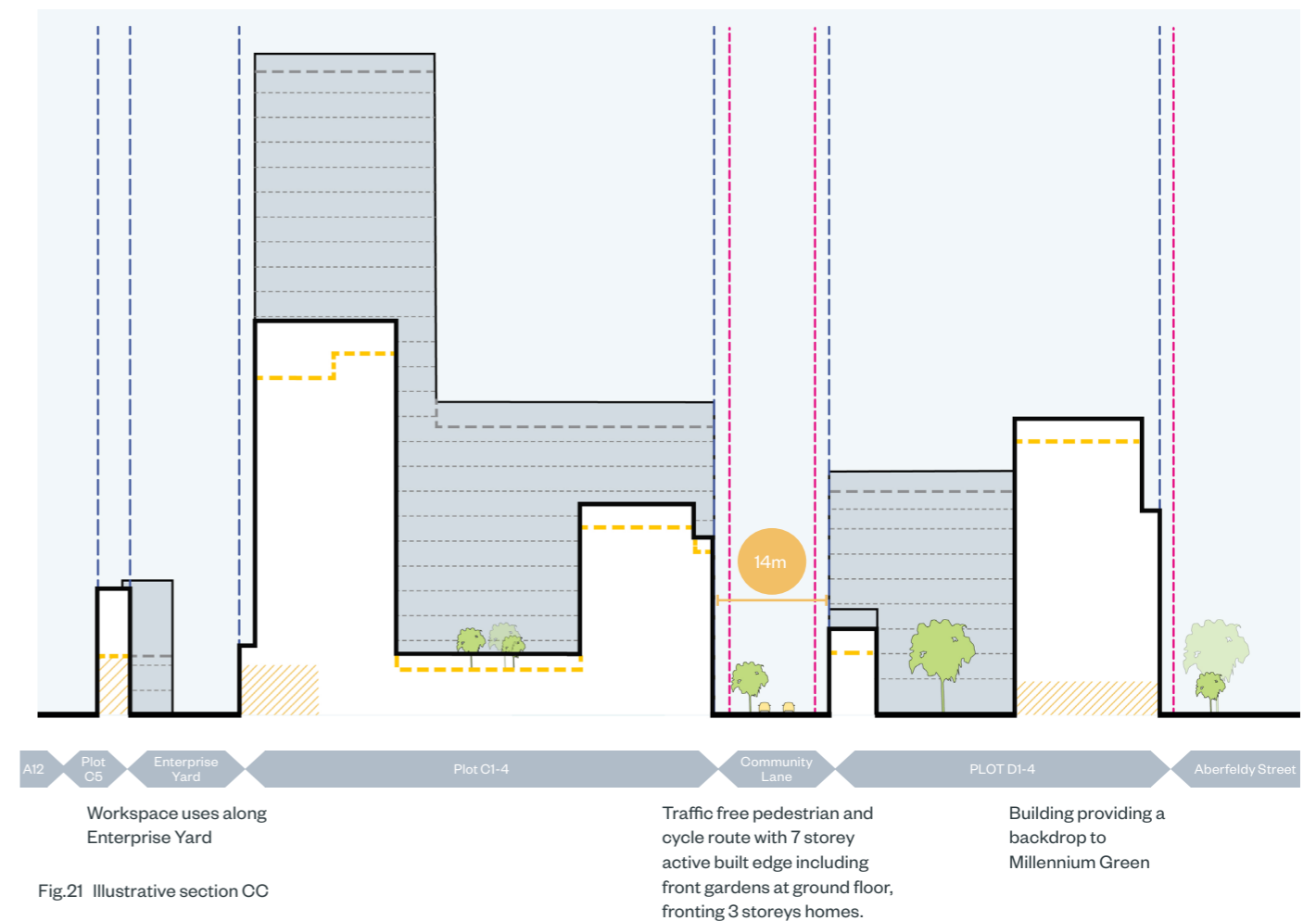


Fig.21 Illustrative section CC

3.2. Layout

Character areas overview

3.2.12. Aberfeldy Village Masterplan comprises of five character areas structured by the threads of the masterplan. The character areas are defined by the immediate context, type of buildings, scale, uses, landscape strategy and materials.

3.2.13. As illustrated in the diagram below, a single plot can sit within different character areas. For example, the western elevation of plot A1-2 sits within the Enterprise Yard character area, the southern to the East West links and the eastern elevation belongs to Community Lane.

The proposals **must** follow the suggested character areas in order to ensure a cohesive neighbourhood.

Further guidance and rules applying to each character areas can be found in Chapter 5 "Character Areas" from page 108 of this Design Code. More information on character areas, including vision and objectives, can be found in Chapter 3 "The Masterplan" of the "Design and Access Statement: The Masterplan".

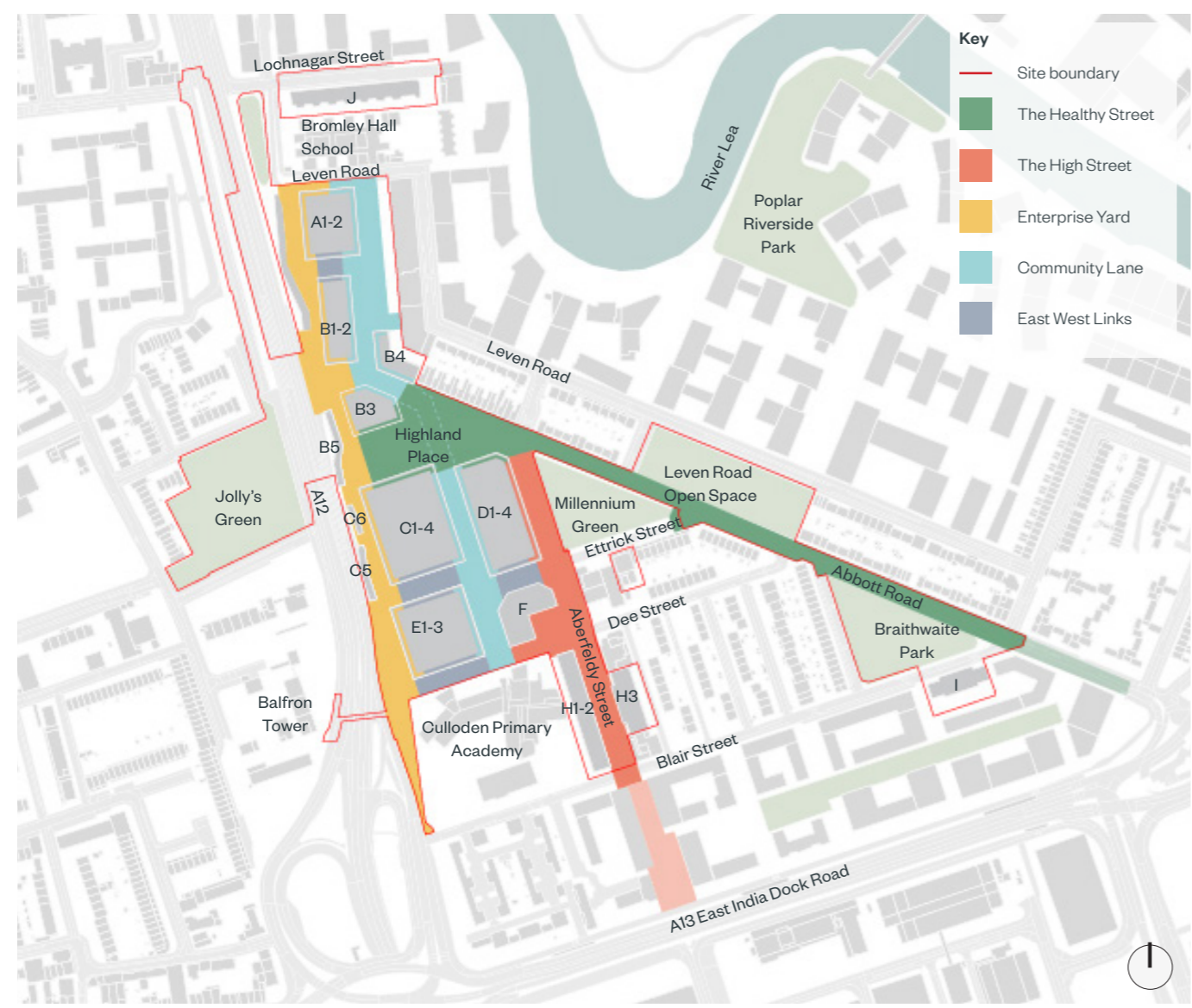


Fig.22 Plan showing the character areas distribution across the masterplan (illustrative plan)

3.3. Access and movement

Movement strategy

3.3.1. The proposed masterplan is based on a clear and legible street network to ensure a safe and active environment. To the north, a one-way loop around plot A1-2 from Leven Road provides vehicular access to plots A1-2, and B2.

3.3.2. Abbott Road is a primary vehicular route and a key pedestrian and cycle connection. The existing vehicular underpass has been re-purposed for pedestrians and cyclists only and a new vehicular connection with the A12 has been created further north, whilst transforming Abbott Road itself into a Healthy Street.

3.3.3. The network of secondary streets has been designed to encourage slow traffic movement and greater pedestrian and cyclist activity.

3.3.4. Enterprise Yard runs north south along the A12 corridor and will be accessed from Leven Road to the north and Dee Street to the south.

3.3.5. The east west routes are based on the existing street pattern (Dee Street and Ettrick Street) and retain vehicular movement. Hard and soft landscaped spaces create special moments within the wider movement network. Please refer to Chapter 4 "Public Realm" for more detail. Community Lane is the main north south internal pedestrian and cycle route with emergency access only.

3.3.6. The transformation of the existing vehicular underpass into a pedestrian and cycle only route will connect Highland Place to Jolly's Green and the existing subway adjacent to Dee Street and Culloden Primary Academy will be improved.

3.3.7. The existing route of the 309 bus still follows the same route through the Aberfeldy estate and connects with Abbott Road to join the A12 at a new vehicular junction.

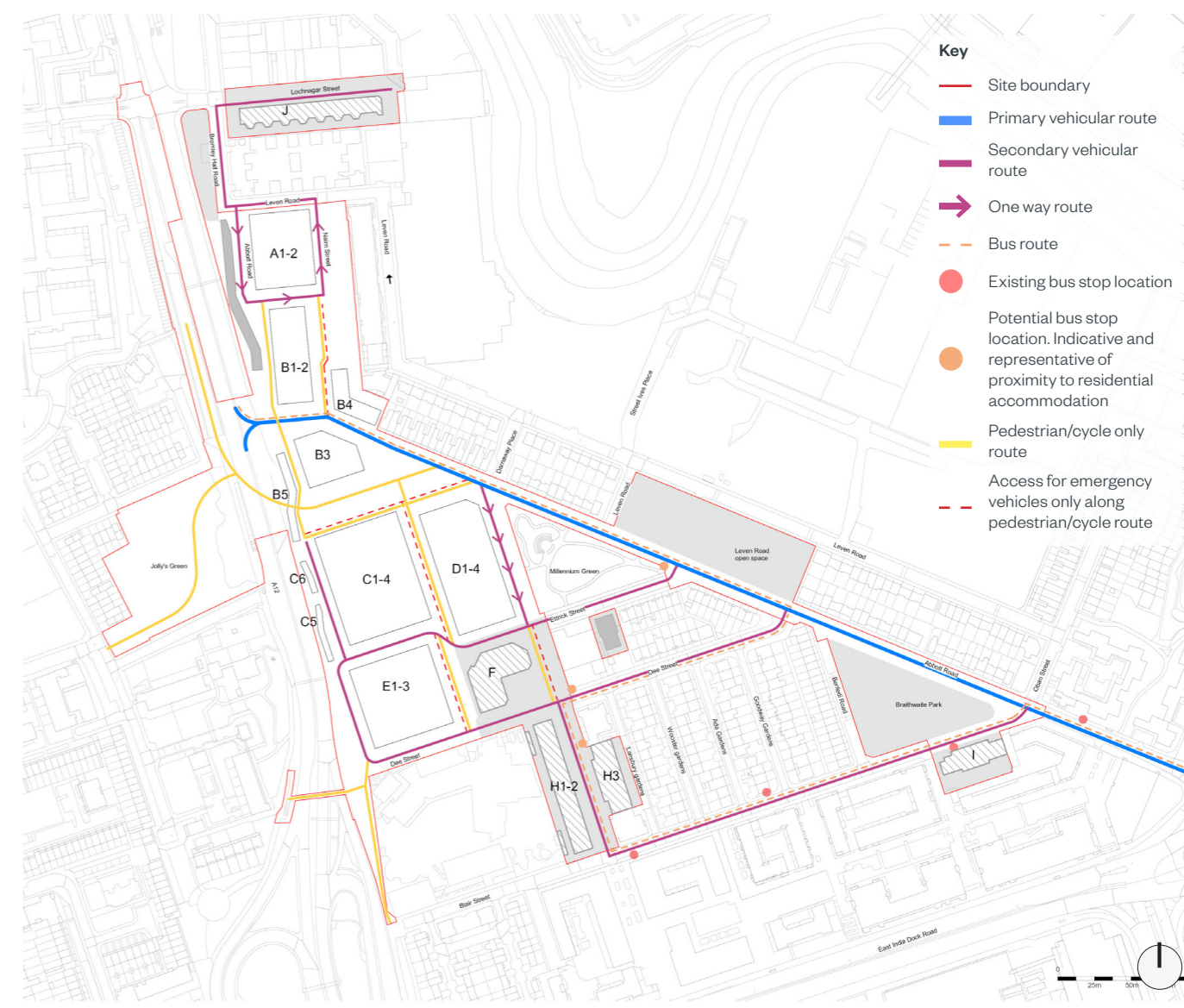


Fig.23 Parameter Plan extract - access and circulation (refer to the submitted Parameter Plans)

3.3. Access and movement

Primary and secondary streets

- 3.3.8. All primary and secondary streets **must** be designed to be cycle and walking friendly.
- 3.3.9. Vehicular access to podium car park **must** be provided from Enterprise Yard and vehicular access from Community Lane **must** be avoided. Pedestrian access to podium **should** be provided from the east-west connections preferable from the southern side of the plots to create a break which allows sunlight into the courtyard.
- 3.3.10. Internal site highways **must** be suitable for buses to operate and accommodate bus stops and bus stands.

New development **must** follow the Parameter Plans and the Design and Access Statement: The Masterplan to ensure a coherent movement strategy and encourage pedestrian and cycle friendly streets including opportunities for play along the way and socialising.

Emergency access **must** be provided across the masterplan following policy requirements. All streets **must** be cycle accessible.

Background information on movement strategy, including Site wide principles and detailed street arrangement can be found in Chapter 5 "The Masterplan" of the "Design and Access Statement: The Masterplan".

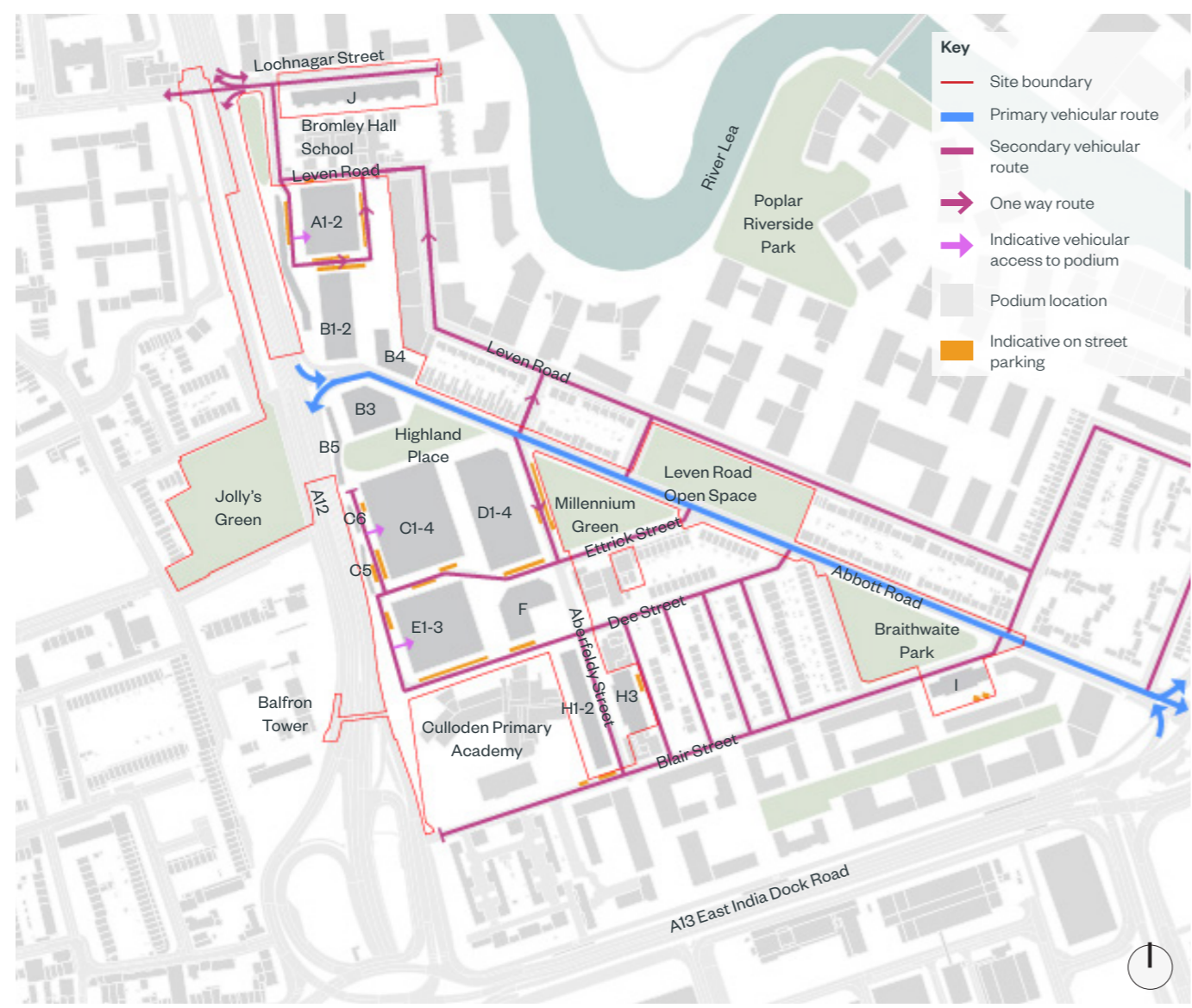


Fig.24 Primary and secondary routes plan (illustrative plan)

Car parking strategy

- 3.3.11. Accessible parking **must** be provided in line with the London Plan standards (3% of all dwellings)
- 3.3.12. The proposals **should** include a combination of off-street and on-street spaces, approximately 4 EV car clubs spaces and 100% electric charging provision.
- 3.3.13. On street car parking spaces **must** include an appropriate planting strategy to avoid car dominated streets. On street parking **must not** be included along Community Lane, except for the eastern side of plot A1-2 (where the loop road will be located).

Standard parallel bays **must** be 1.8 wide x 6m long, accessible bays must be 6.6m long x 2.7m wide with an further 900mm wide clear zone on the footway (unmarked).

At least 20 per cent of parking spaces **must** have active charging facilities, with passive provision (underground cabling to all bays and sub-station capacity) for all remaining spaces.

Vehicle charging points - **must** be no larger than 300mm deep x 400mm wide. Separate feeder pillars are not permitted.

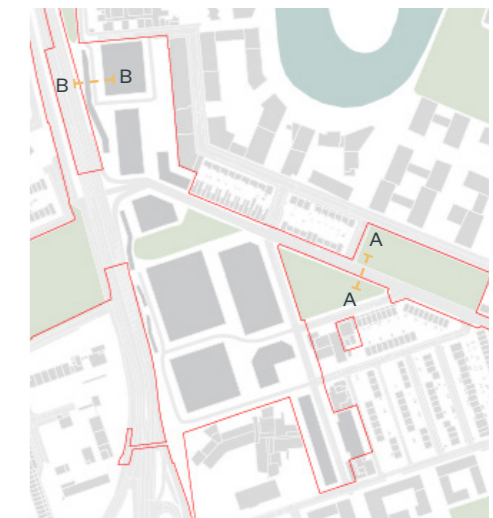


Fig.26 Primary and secondary routes - sections key plan

Loading bays **should** be a minimum of 12m long and 3m wide.

Disabled bays **should** aim to be on the same side of the street as the destination lobby entrance.

Parallel parking bays **should** be in runs of no more than 3 with street trees at either end wherever space allows.

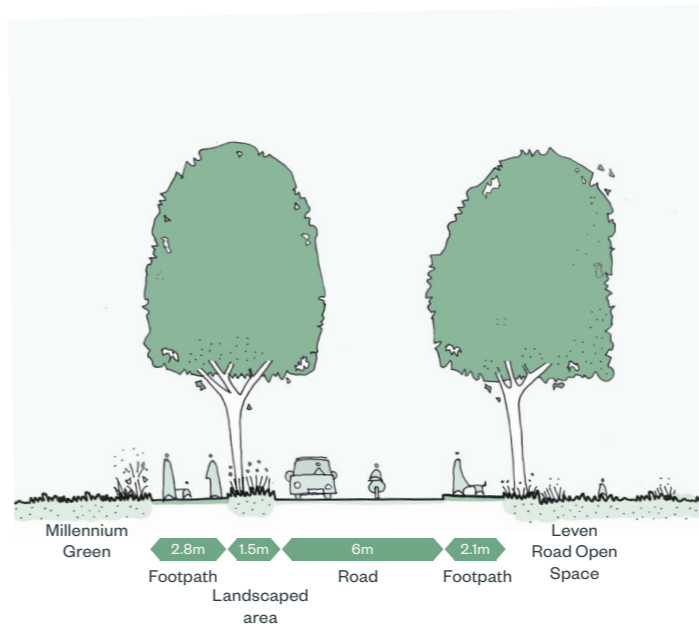


Fig.25 Illustrative street section AA - primary street (Abbott Road)

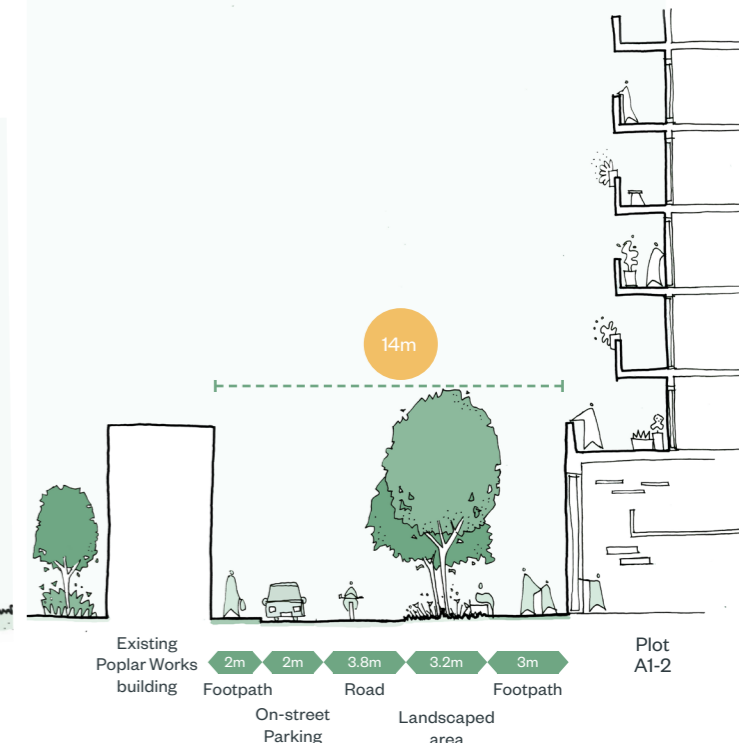


Fig.27 Illustrative street section BB - secondary street (Enterprise Yard)