

Plots F + H 1, 2, 3

Existing Plots Description

Aberfeldy Street

This street is defined by the avenue trees. The 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, it has been observed being used as a racetrack by noisy high-performance vehicles.

The key building on the street is St Nicholas Church with its delicate tower.

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 new development.

Kirkmichael Road

It 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 School and 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

The street is currently dominated by the rear servicing requirements of the shops on Aberfeldy Street which result in a poor environment. There is a lot that can be done to improve this situation.

The existing streets are very different and influence the proposals in different ways.



Aberfeldy Street (October 2019)



Aberfeldy Street (July 2020)



Kirkmichael Road



Aberfeldy Street (July 2020)

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Circulation/ Access

The layout of the streets and square in Phase A are heavily influenced by meeting the needs of access and circulation.

There are numerous access points from buildings F and H1/ 2/ 3 for: retail units onto Aberfeldy Street and Town Square; residential access to Aberfeldy Street, Lansbury Gardens, Kirkmichael Road and Ettrick Street; and service and refuse to Kirkmichael Road, Lansbury Gardens and Ettrick Street. There is also community amenity space access to Kirkmichael Road.

Additional notable access that needs to be facilitated by the public realm design includes Culloden Primary School exiting onto Kirkmichael Road and the Church onto Town Square.

This is connected by a primary north-south pedestrian circulation across Town Square and along either side of Aberfeldy Street, aligning with Aberfeldy Street south, which is currently under construction, and the northern section of Aberfeldy Street which will be delivered in later phases of the Aberfeldy Masterplan. The aim is to allow cross street movement to encourage activity through connectivity, lingering and placemaking.

A secondary north-south pedestrian connections will be provided along Kirkmichael Road.

The east-west route along Dee Street is an important connection to the A12 Dee Street underpass, a strategic east-west connection.

Vehicular access is from the highways which is shared with cycles. Good pedestrian crossing points are provided.

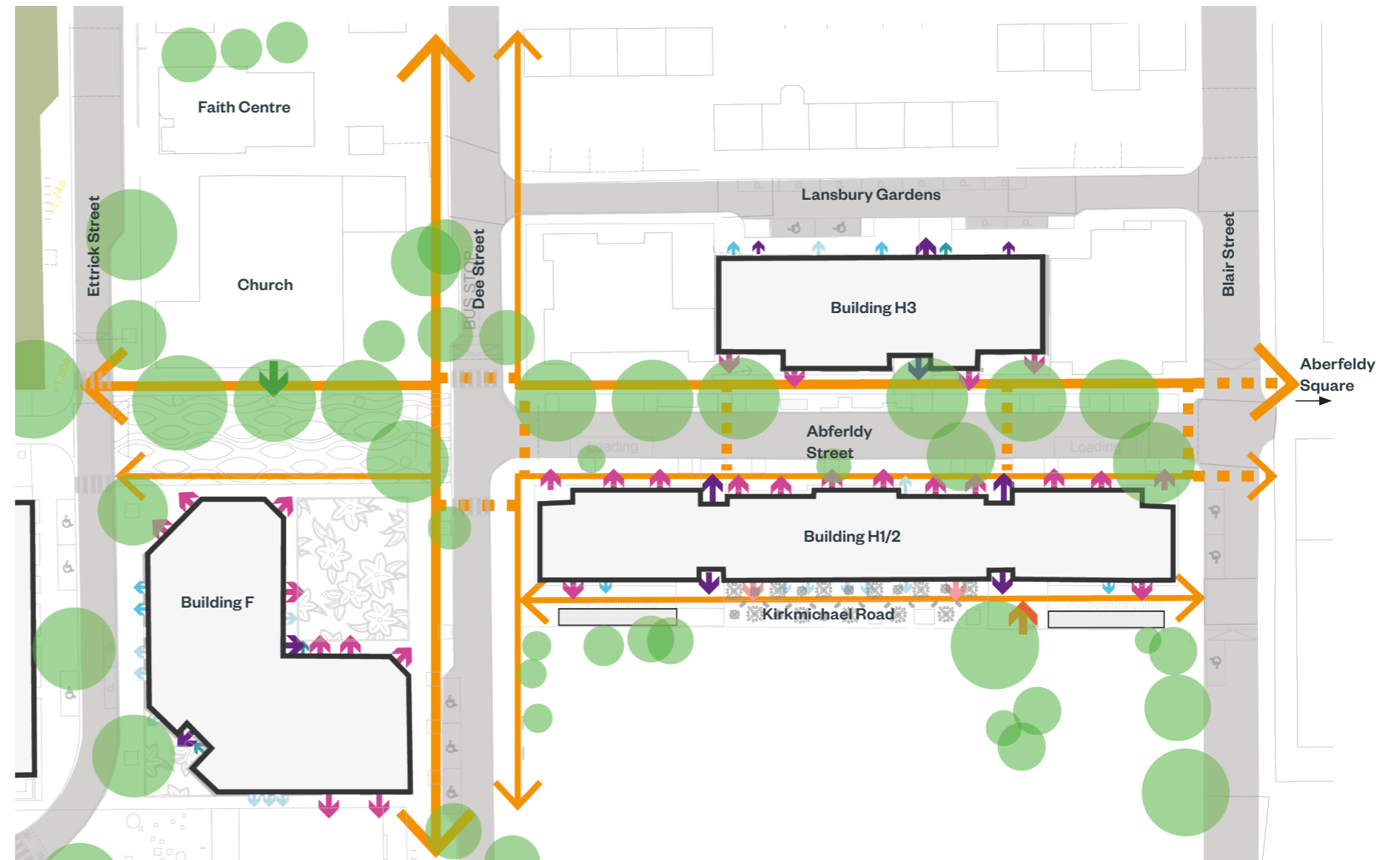
Servicing to the retail units and buildings will be done from the highways with unloading bays demarcated in the carriage way for the retail and H1/ 2/ 3 on Aberfeldy Street.

A bus stop would also be provided on Aberfeldy Street going south and a new bus stop on Dee Street adjacent to the church on the northern route.

Accessible parking is located on Blair Street and Ettrick Street with car club spaces and further accessible car parking bays on Lansbury Gardens.

Existing resident parking is retained on Lansbury Gardens.

- Commercial entrance
- Refuse entrance
- Residential/ corridor entrance
- Utility entrance
- Pedestrian route
- School exit
- Busy pedestrian route
- Church entrance
- Existing tree
- Cycle store entrance
- Communal Amenity Space Entrance



Circulation / Access diagram

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Spatial Organisation

Town Square

Town Square is defined by the space framed 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 masterplan and focus for the community linked to the neighbourhood significance of Plot F. There will be a spill out zone for cafes and retail at Town Square and building interface.

The integrity of this space can be delivered by pedestrianising the short section of Aberfeldy Street between Plot F and The Church and this would still allow good vehicle access to all proposed and existing buildings, and for bus services and emergency access. Pedestrian and cycle routes north and south would be retained and are a key part of the functioning of the street.

The pedestrian flow logically divides the space into one part which is a simple multifunctional hard space that would act as a square for small scale community events and as a setting to Building F, and the space 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 Streets

Aberfeldy Street: 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.

Kirkmichael Road: This private land would be closed to traffic. 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.

Lansbury Gardens: The street is improved to act as a simple residential street without the rear servicing that blights it currently.

The spatial organisation of the street is informed by the spaces that are defined by the circulation.



- Commercial spill out zone
- Planting opportunity
- Proposed tree
- Parking/ loading
- Town Square
- Existing tree
- Active landscape zone
- The Play Street



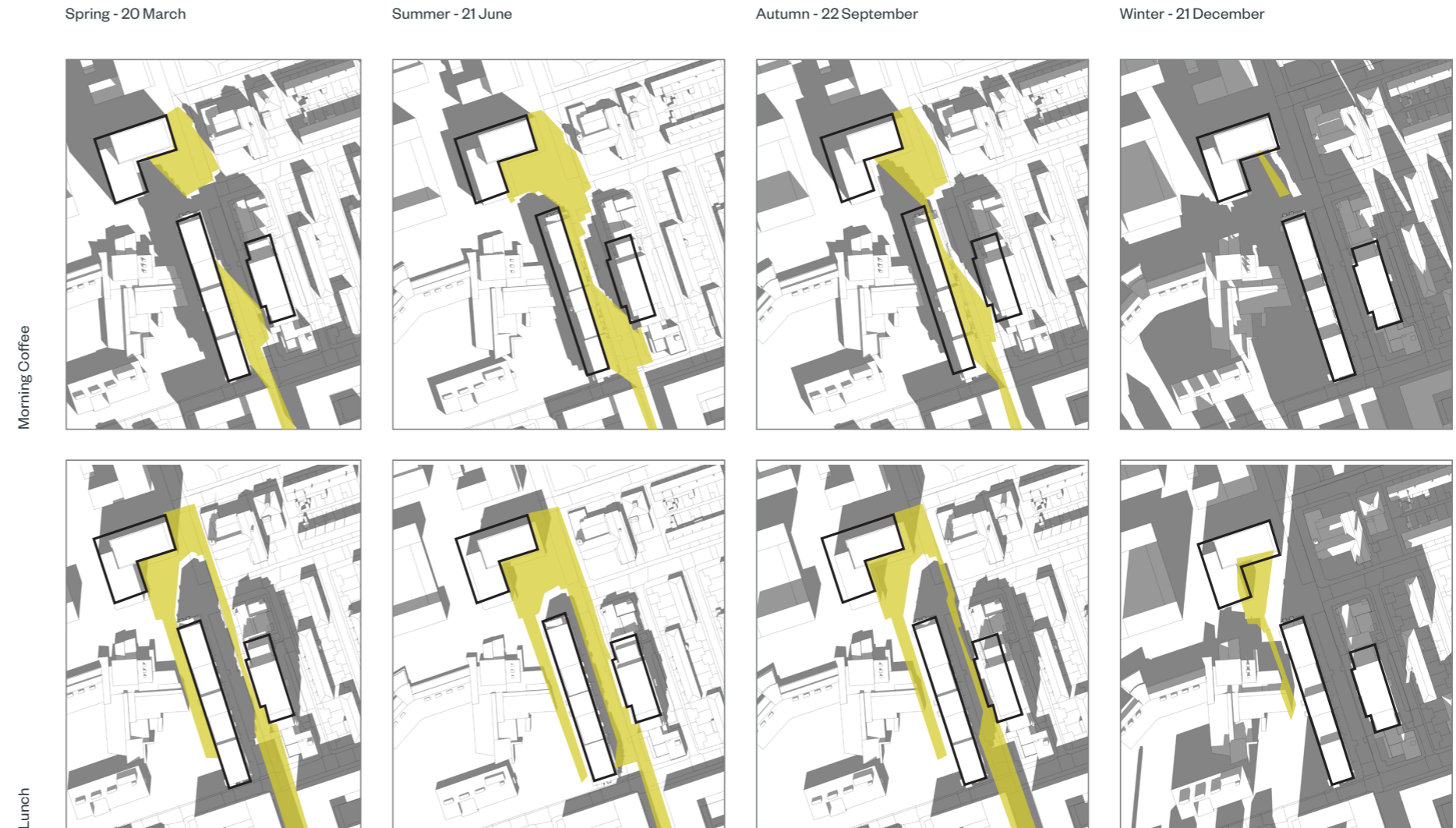
Spatial Organisation diagram

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Sunlight

The quality and time during which sunlight lands in the street is very influential in the organisation of the street and how it will be used.

The north – south orientation of the streets is purposeful, so they have the best orientation to maximise sunlight during the middle part of the day. The western side of Aberfeldy Street gets more of the early morning sun (breakfast and morning coffee) and the eastern side receives sun late morning and early afternoon (around lunchtime). Town Square is located so that it gets good levels of sunshine all morning for a large majority of the year, and this should be exploited.



Sunlight Study diagrams

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The Concept for the Public Space

The meanwhile intervention is important as it reflects recent involvement from the local community in contributing culturally important fabric swatches of kantha patterns which have been captured in the colour and vibrancy of the patterns applied to the buildings on Aberfeldy Street. This is part of the new urban dialect of this area. Retaining a memory of this approach is important to the community.

The approach to the public realm design is for this kantha influence to be the framework for the communal life of the public realm: contact with nature, sociability and community interaction, community events, play and independent child mobility, regular and frequent visits. All of these support the community connection and commercial function of the street.

Selective kantha illustrations would be used as inspiration for decoration and pattern in the design of Town Square and streets (see example photos of kantha patterns on page 7).

The bright colour of the meanwhile uses would be captured as highlights in the furniture in the street (see precedent photos on pages 6 and 7).

Materials would be distinct and robust using in-situ concrete or kantha patterned PC concrete units and granite in select key locations consistent with the masterplan principle of Made in East London (See precedent photos on page 7).

