



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.

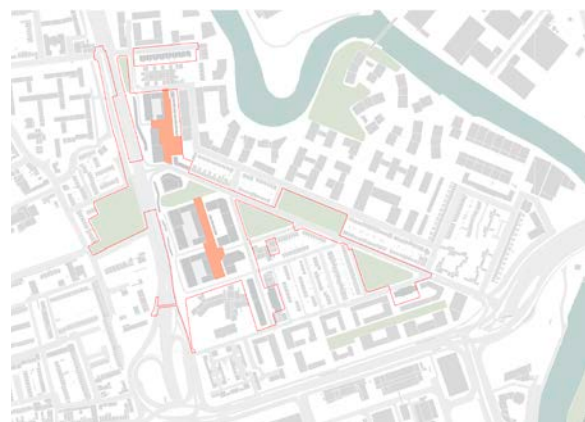


Fig.623 Character Area location plan - Community Lane

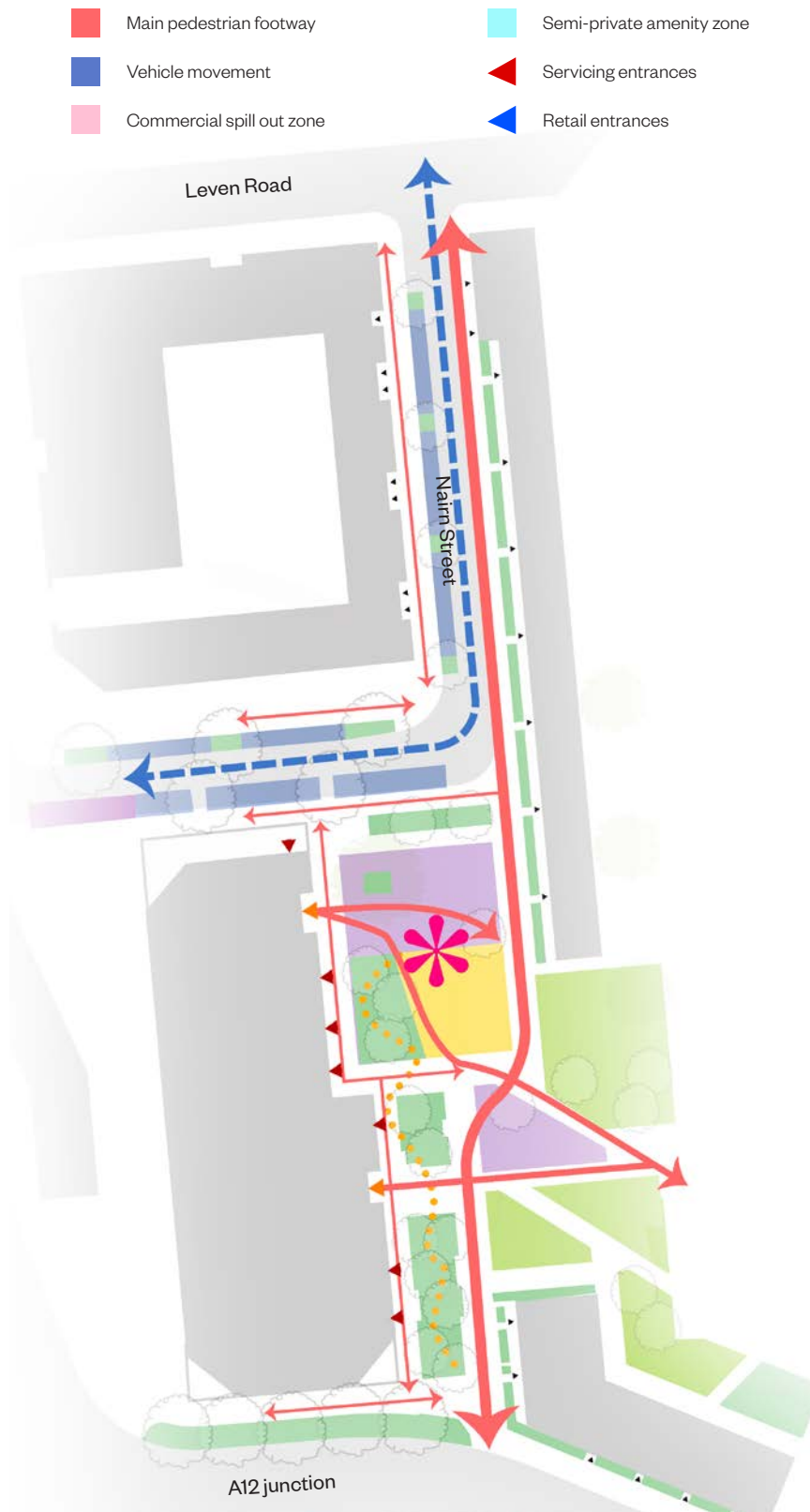


Fig.624 Community Lane North Movement and Spatial Organisation diagram

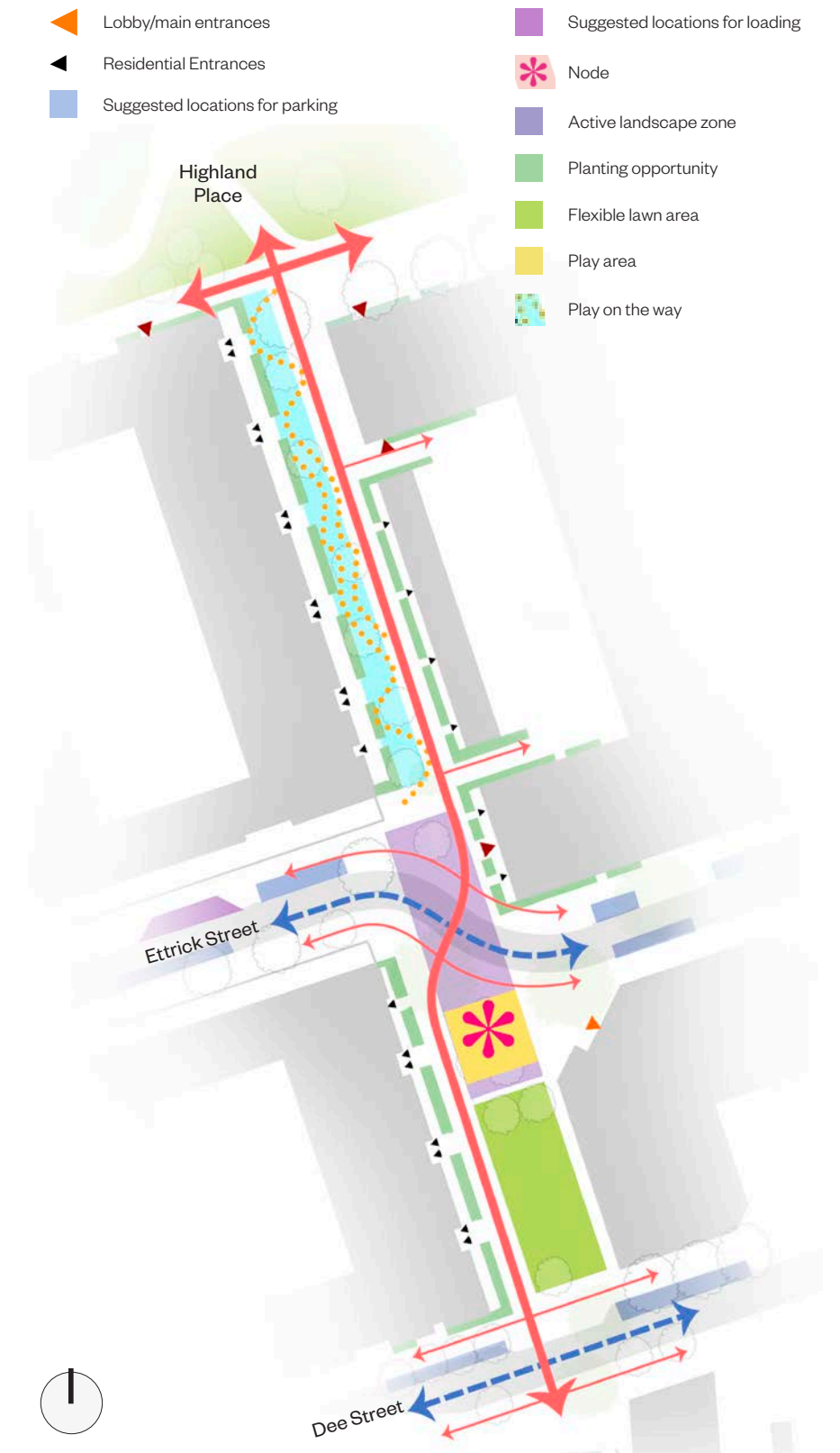


Fig.625 Community Lane South Movement and Spatial Organisation diagram



# 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

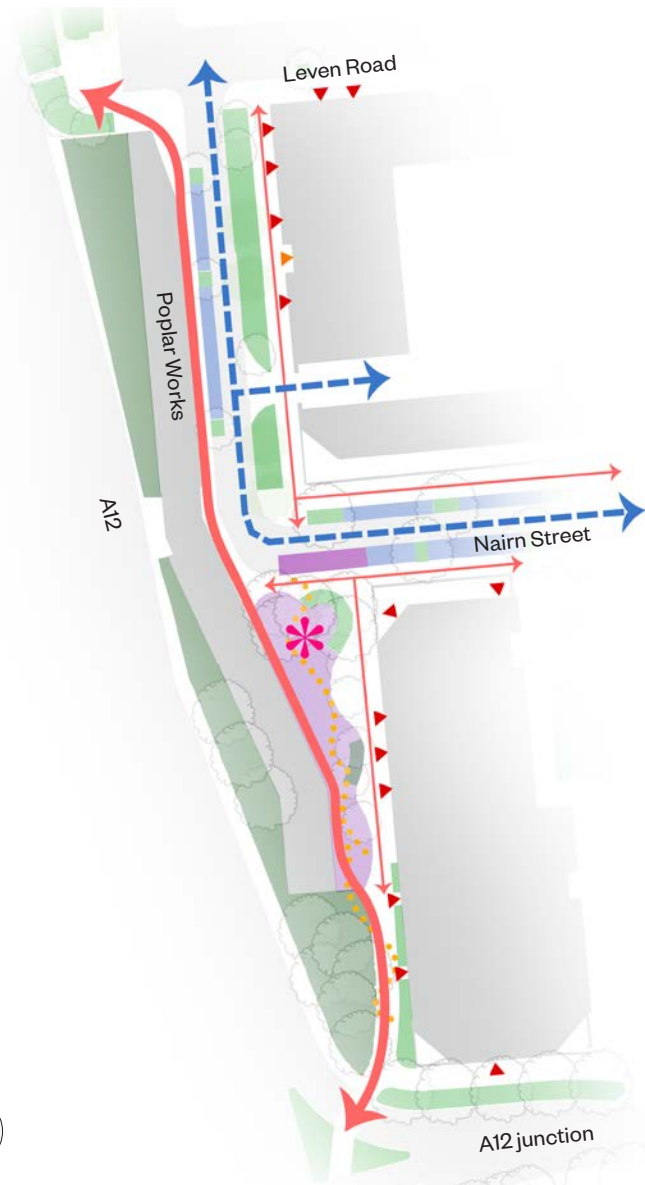


Fig.645 Enterprise Yard North and Works Square Movement and Spatial Organisation diagram

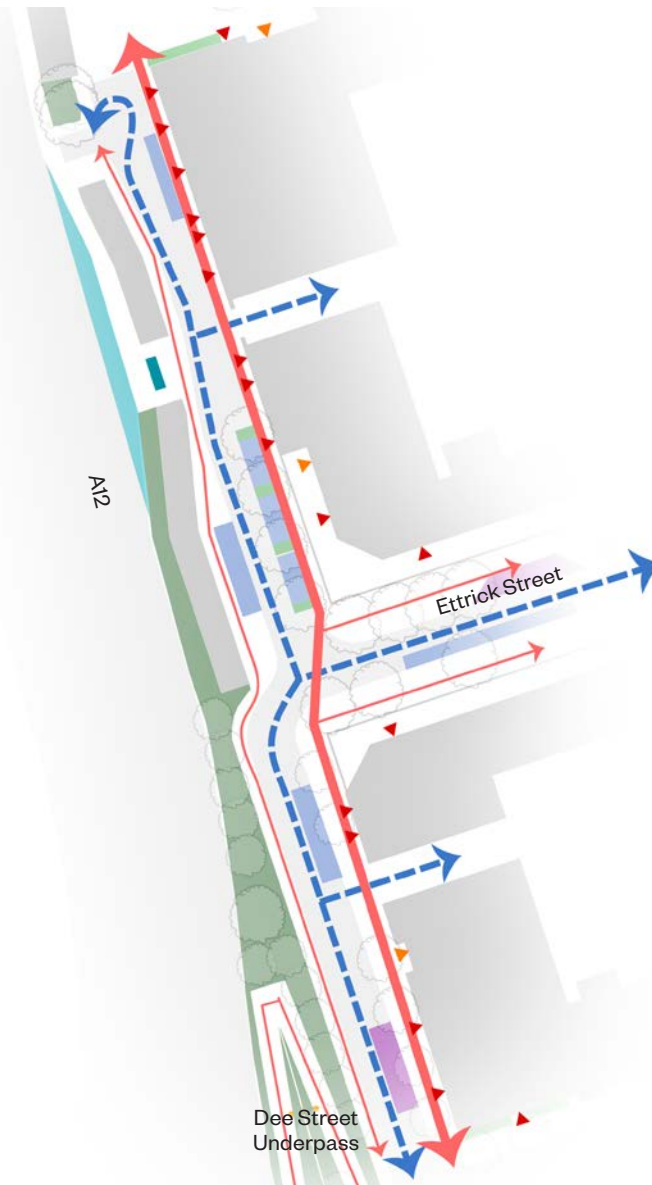


Fig.646 Enterprise Yard South Movement and Spatial Organisation diagram

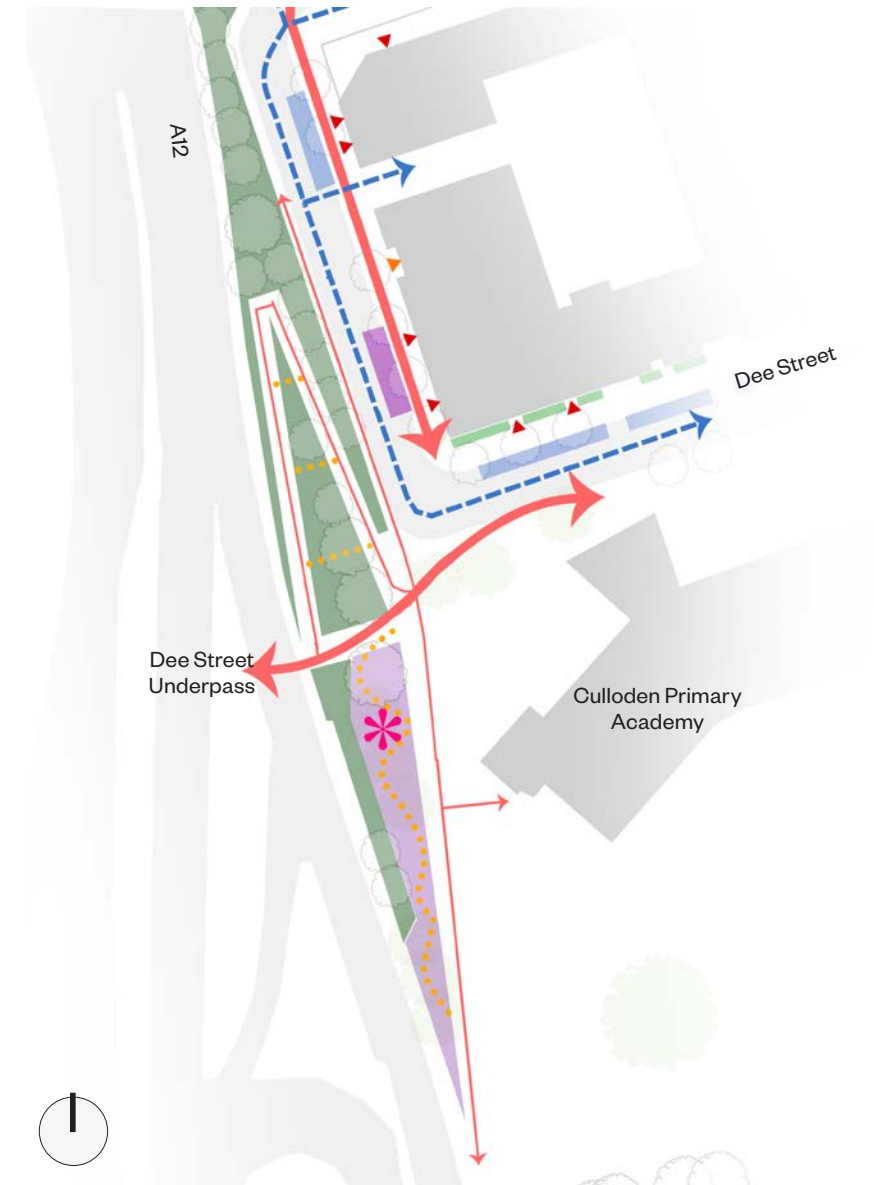


Fig.647 Enterprise Yard Dee Street Underpass and School Square Movement Spatial Organisation diagram



# 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