



5.1

LAYERS OF THE MASTERPLAN

## Threads of the masterplan

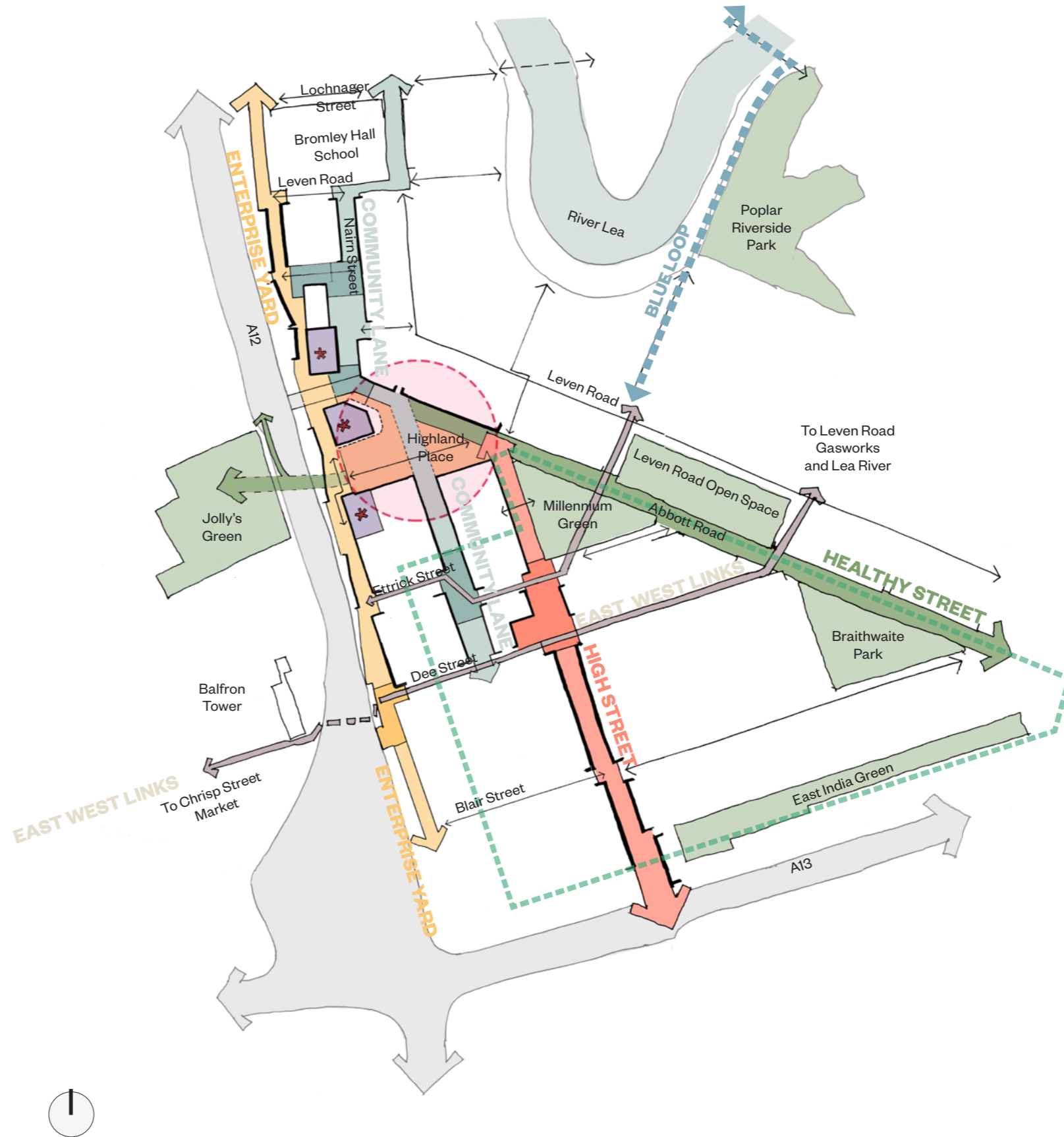
### Masterplan strategy

### 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.



The Healthy Street



High Street



Enterprise Yard



Community Lane



East West Links



Blue Loop

Fig.206 Concept diagram illustrating the threads of the masterplan

# 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.

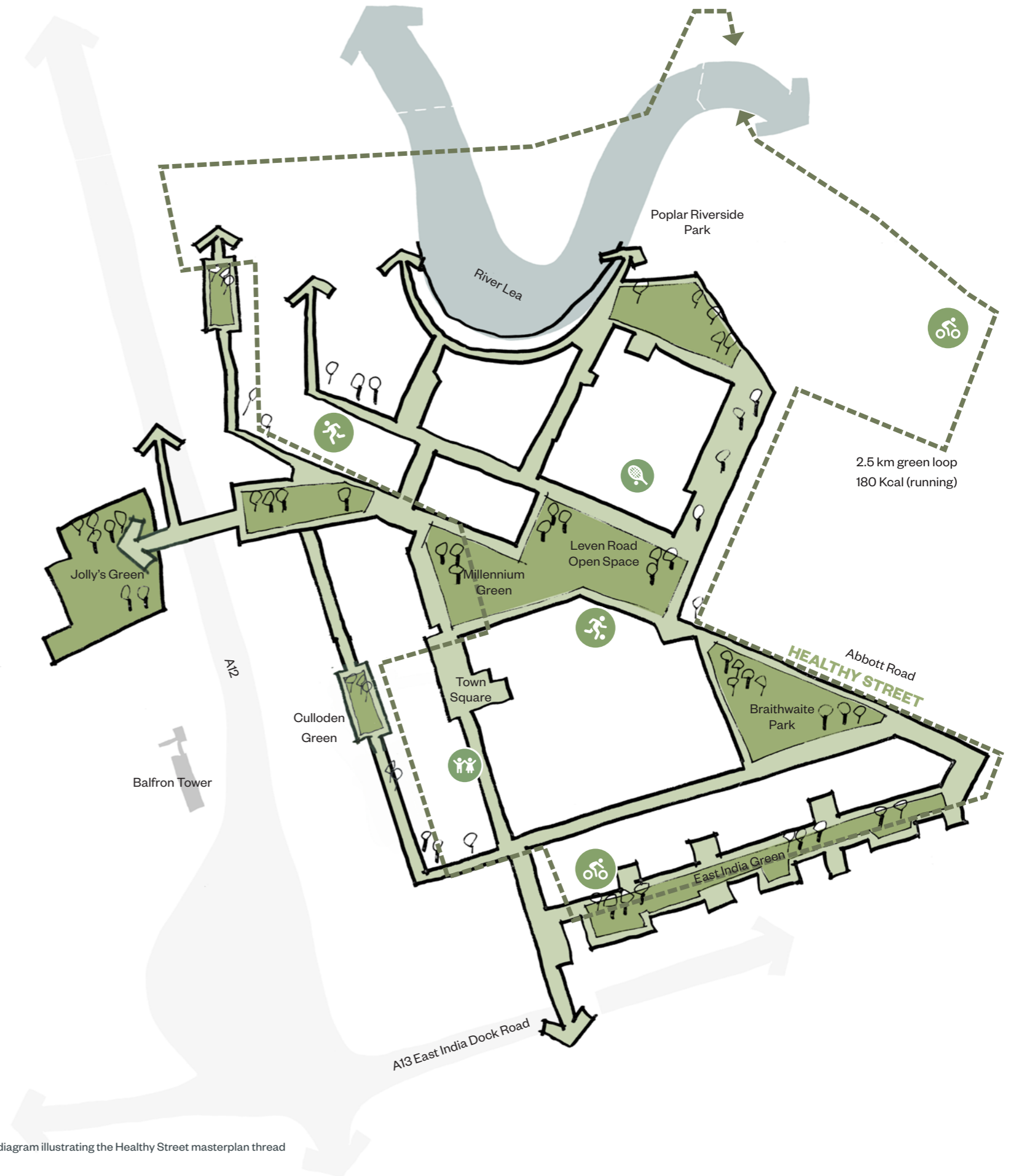


Fig.207 Concept diagram illustrating the Healthy Street masterplan thread

# 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.

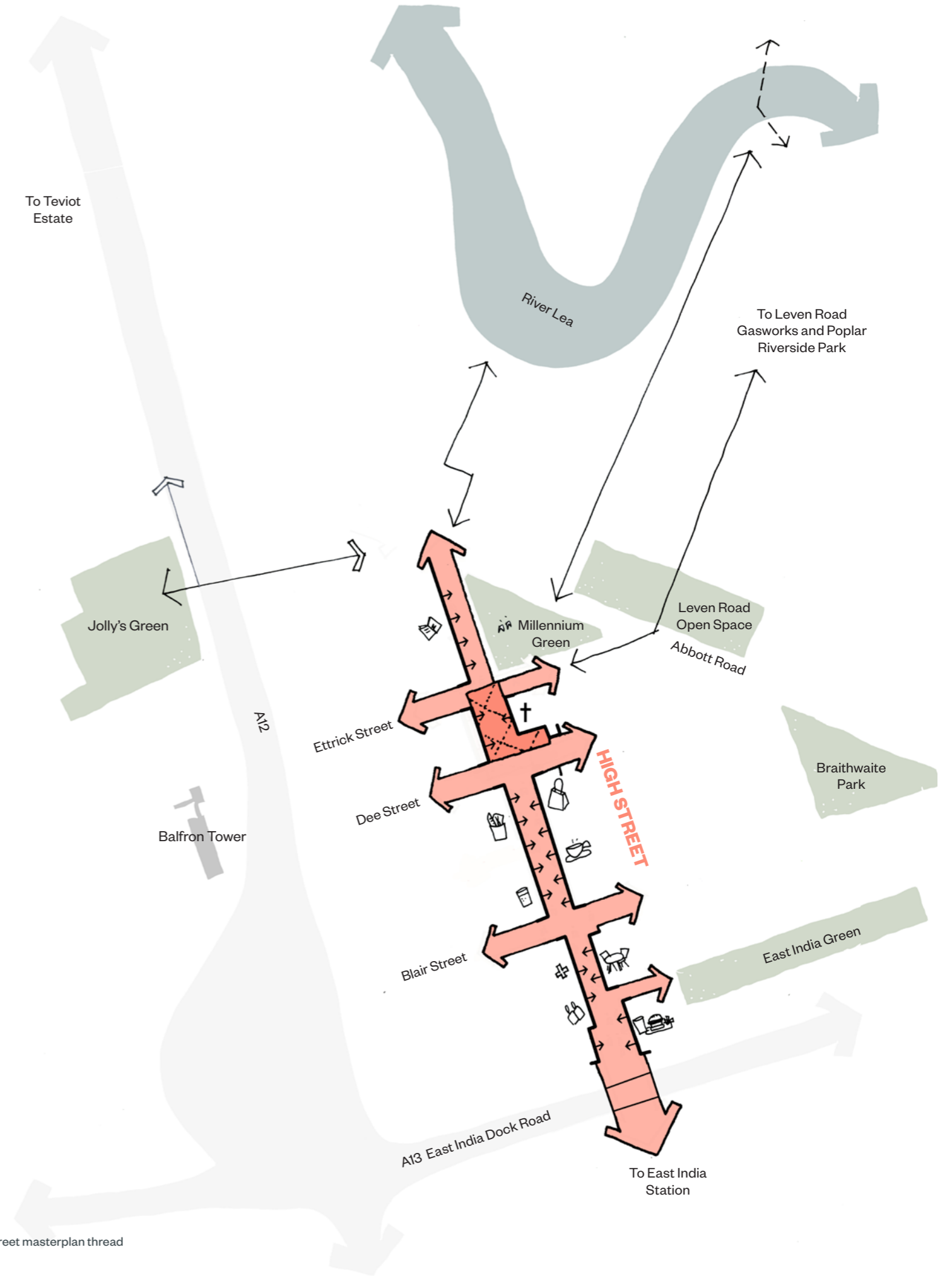


Fig.208 Concept diagram illustrating the High Street masterplan thread

# 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.

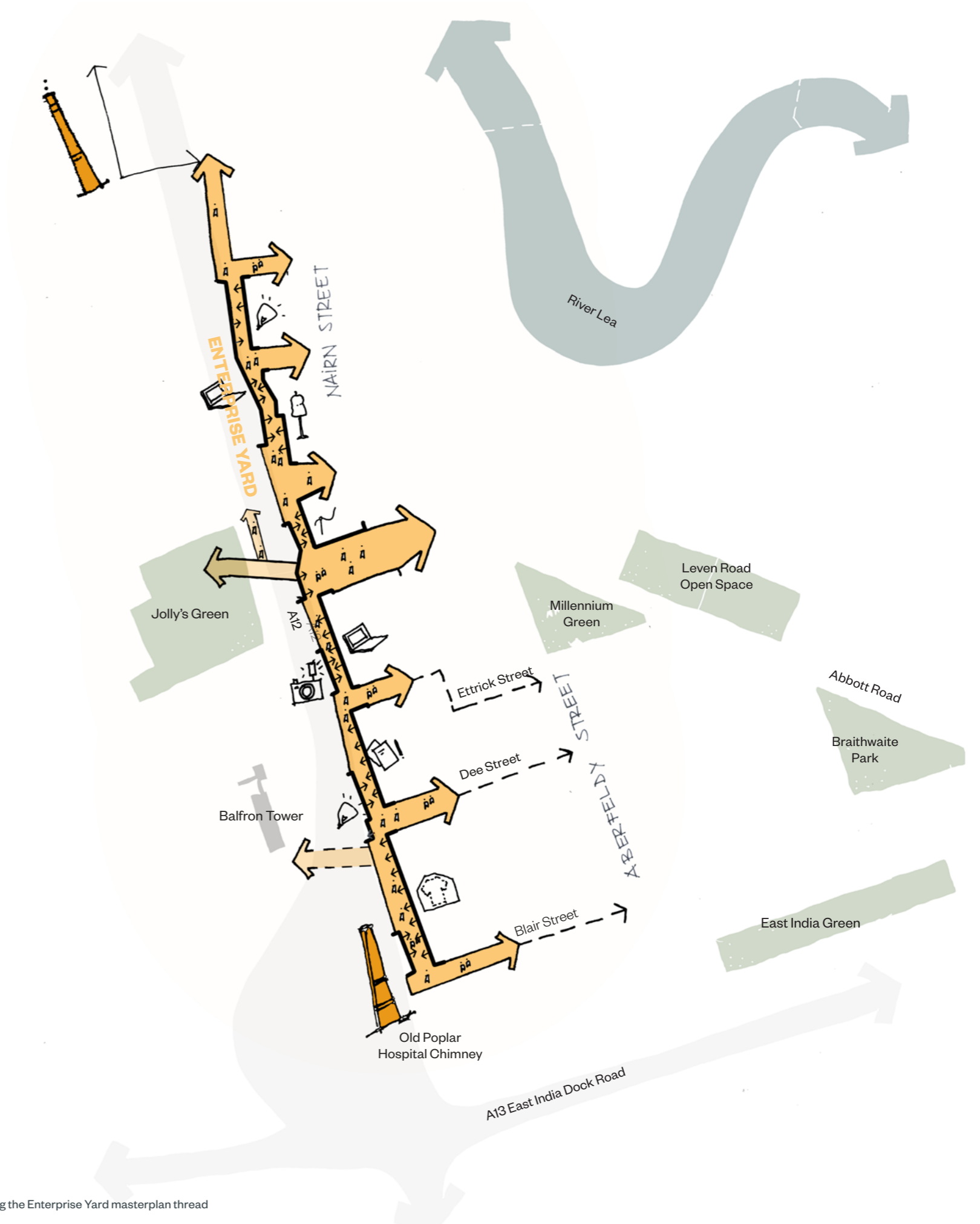


Fig.209 Concept diagram illustrating the Enterprise Yard masterplan thread

# 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.

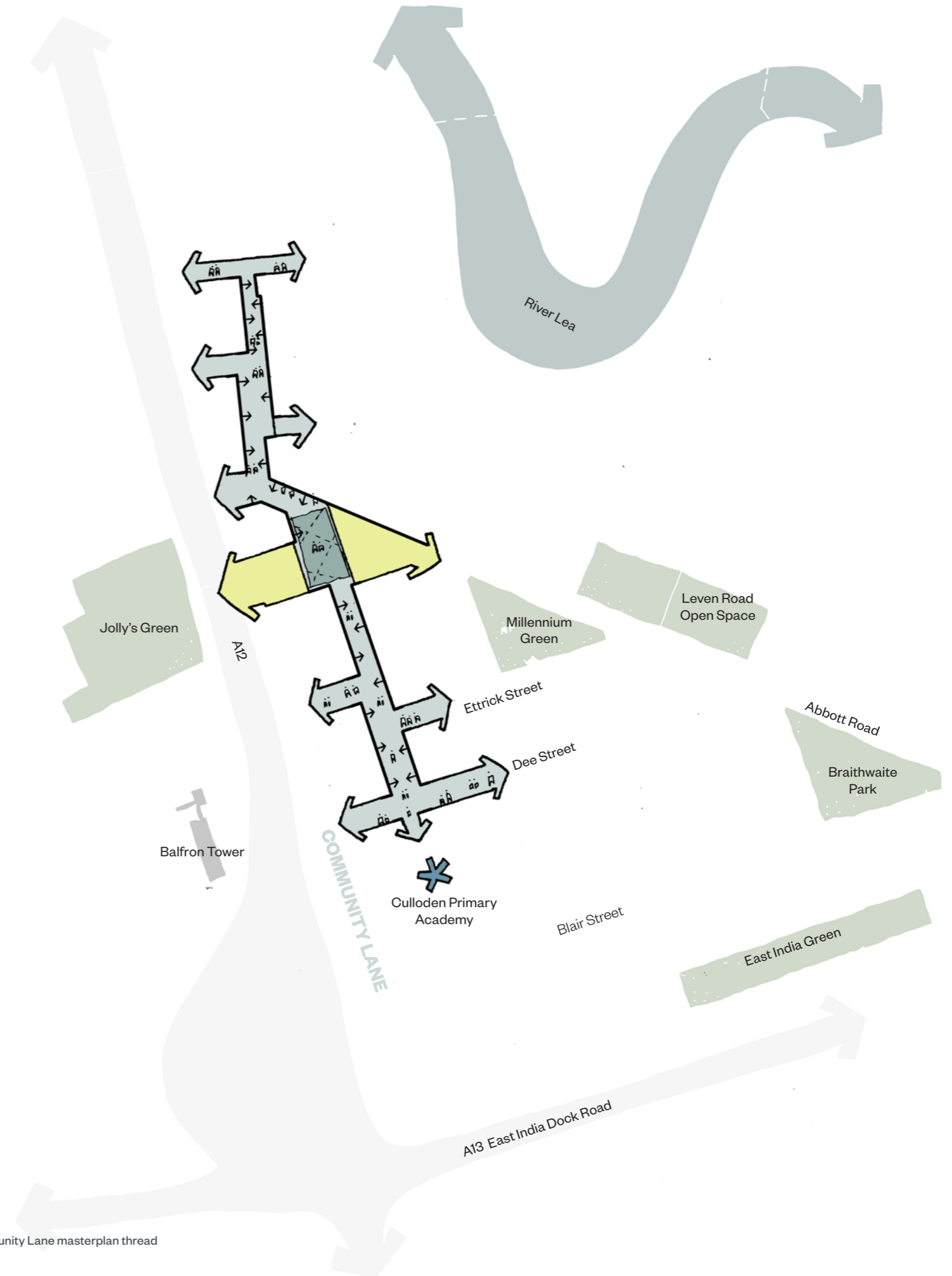


Fig.210 Concept diagram illustrating the Community Lane masterplan thread

# 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.

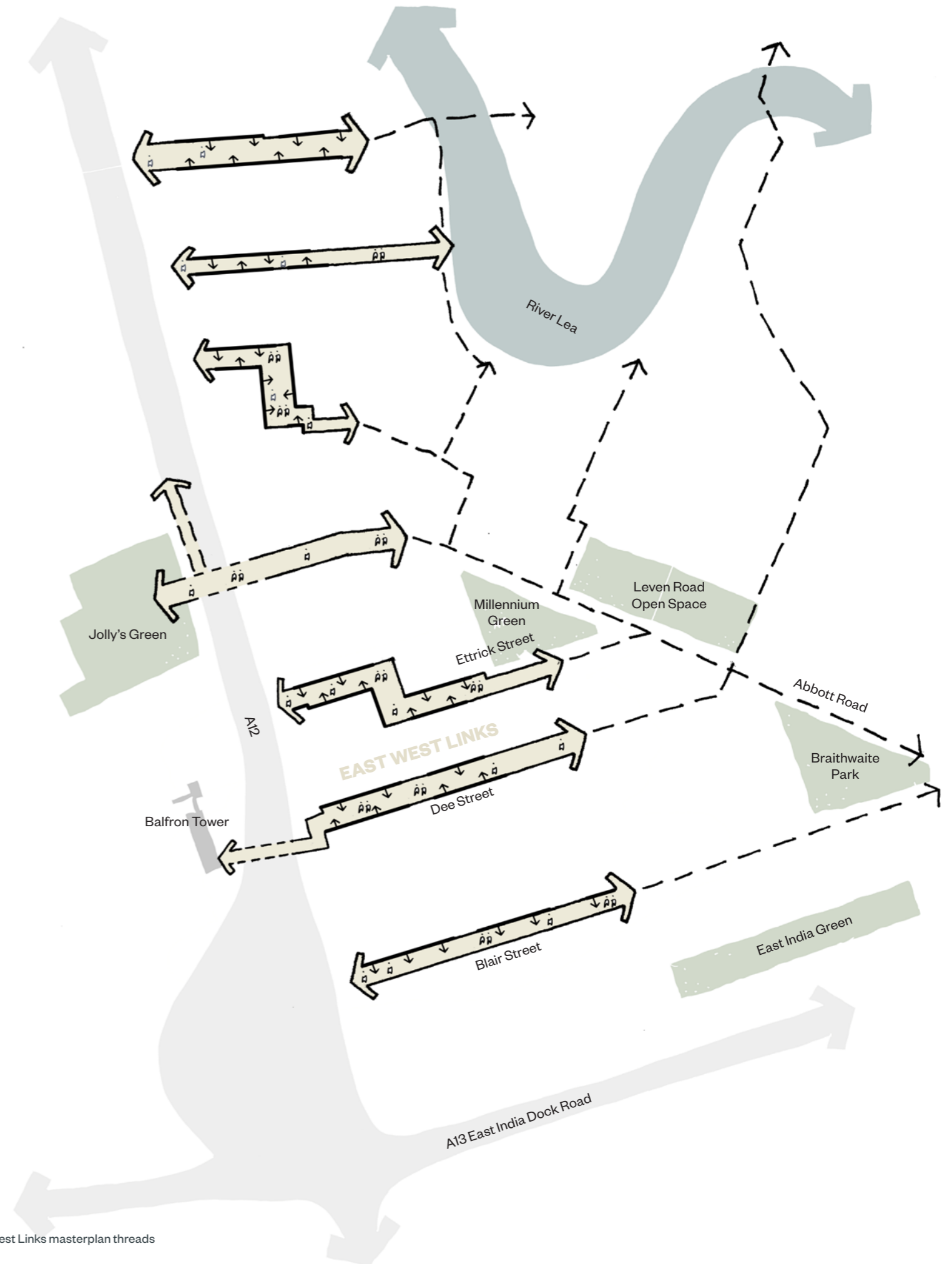


Fig.211 Concept diagram illustrating the East West Links masterplan threads

# 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.

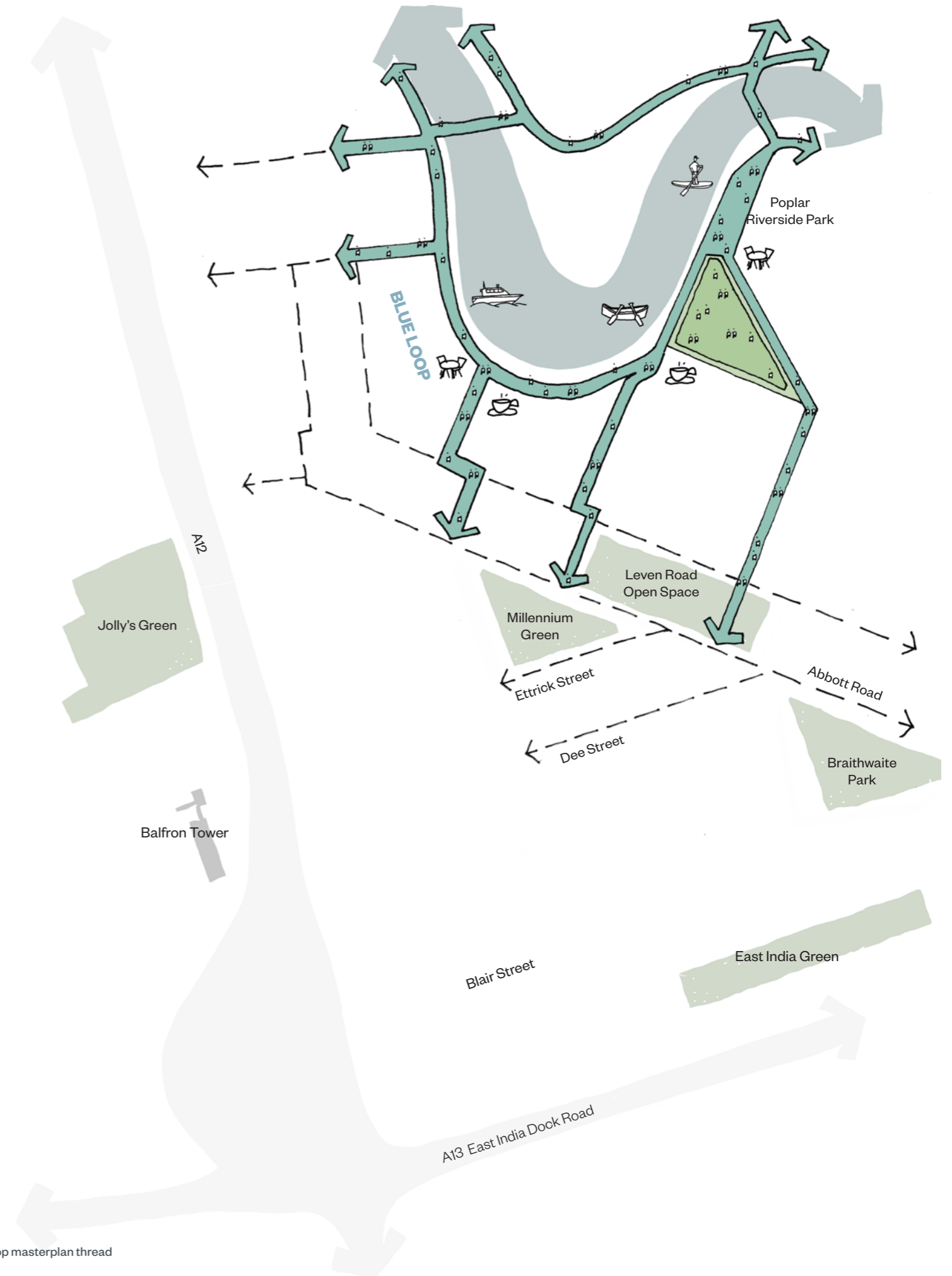


Fig.212 Concept diagram illustrating the Blue Loop masterplan thread



# 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

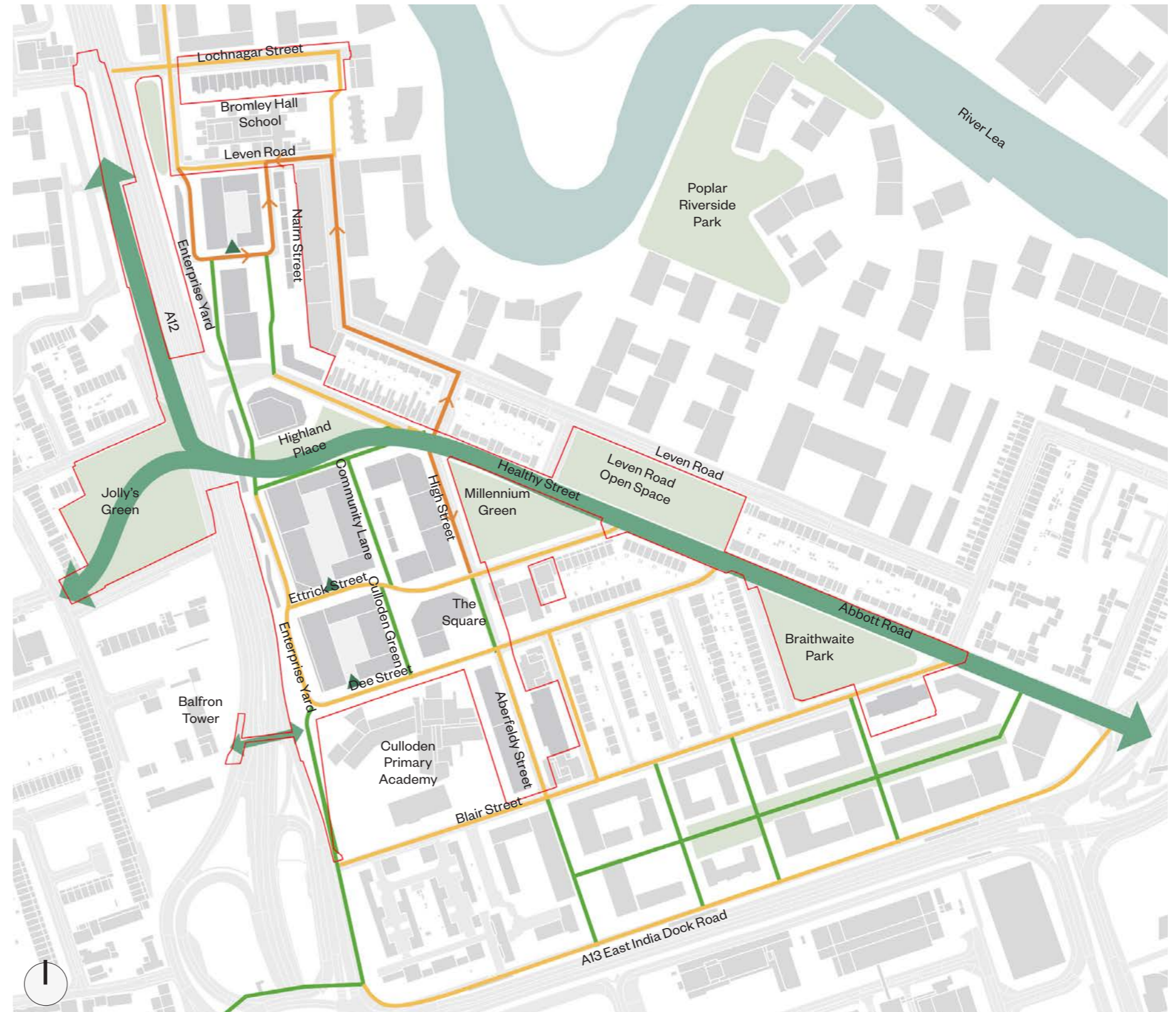


Fig.215 Diagram illustrating the proposed pedestrian and cycle connections on the illustrative masterplan

# 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



Fig.216 Diagram showing the illustrative masterplan and the strategy to overcome the severance created by the A12

## 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.

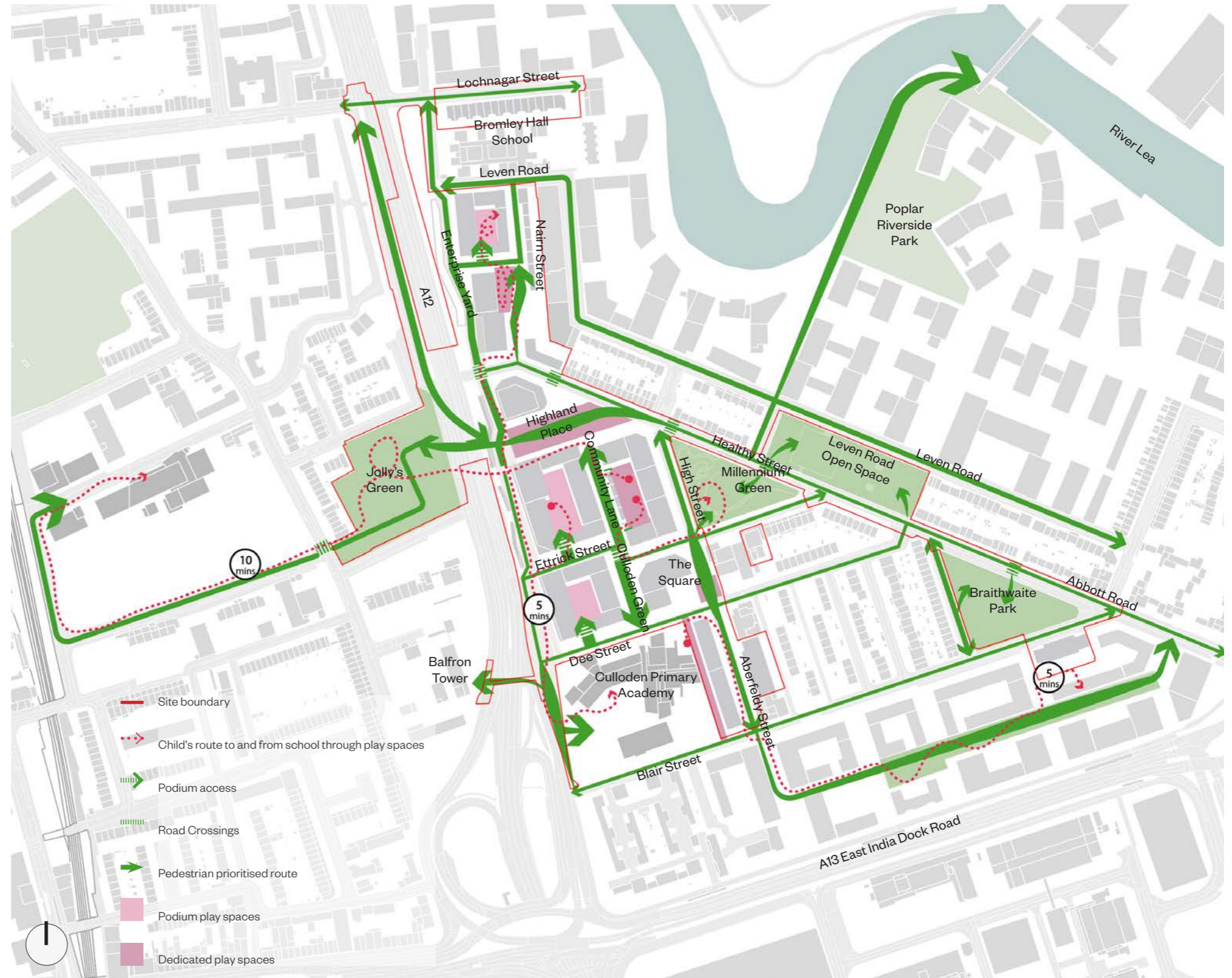


Fig.217 Diagram illustrating connected spaces across the illustrative masterplan

## 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

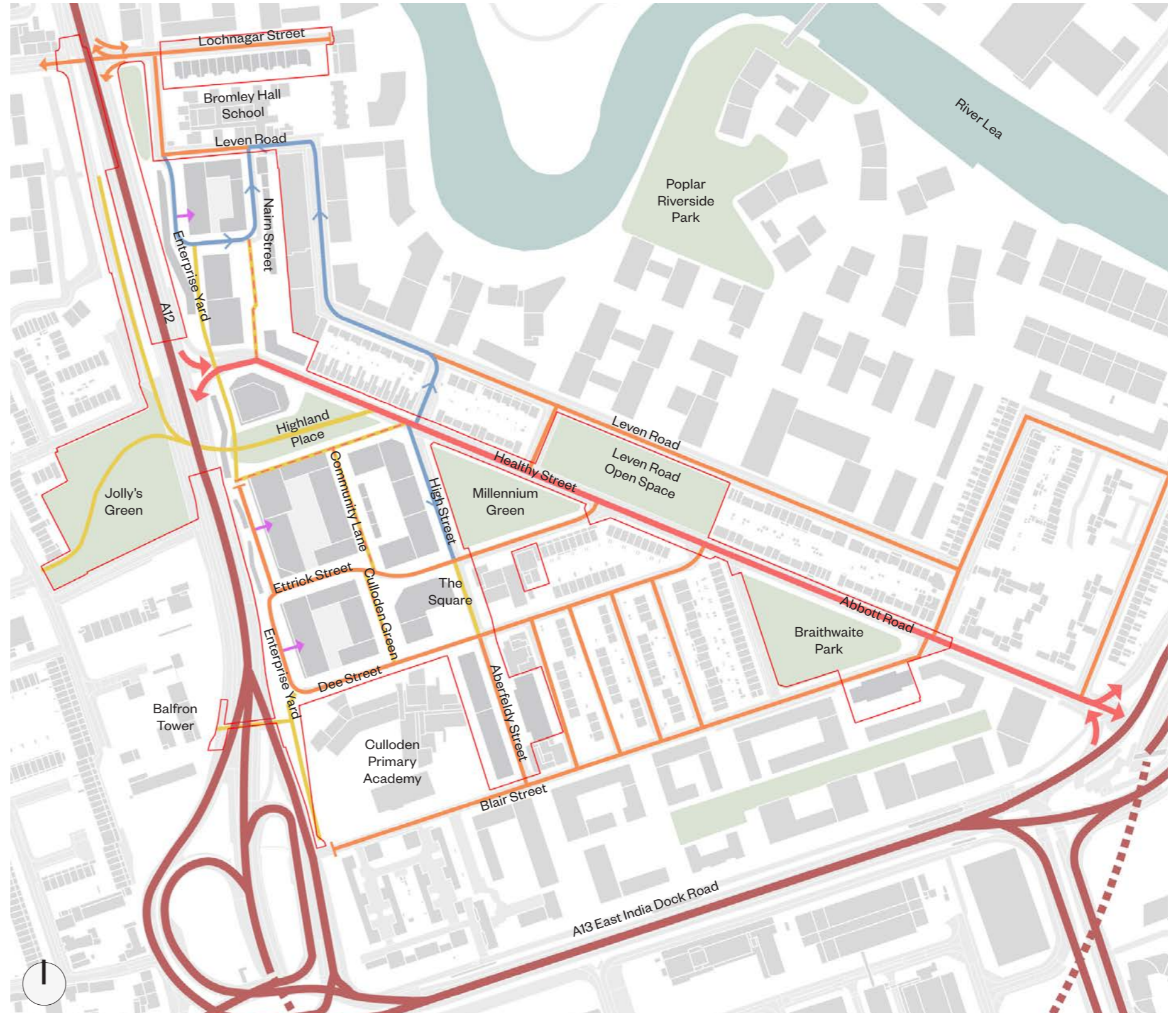


Fig.218 Diagram illustrating the proposed vehicle connections on the illustrative masterplan



# 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.

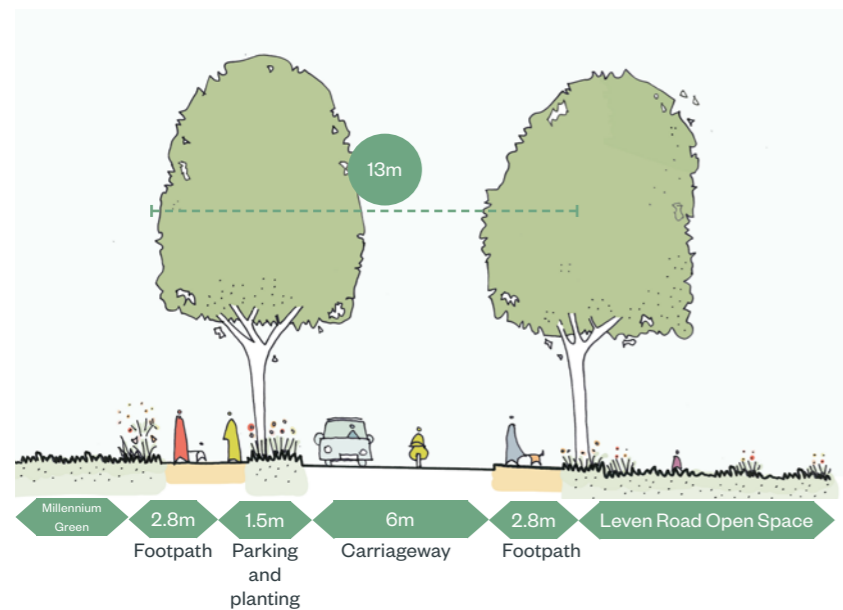


Fig.219 Primary street - Abbott Road

### 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

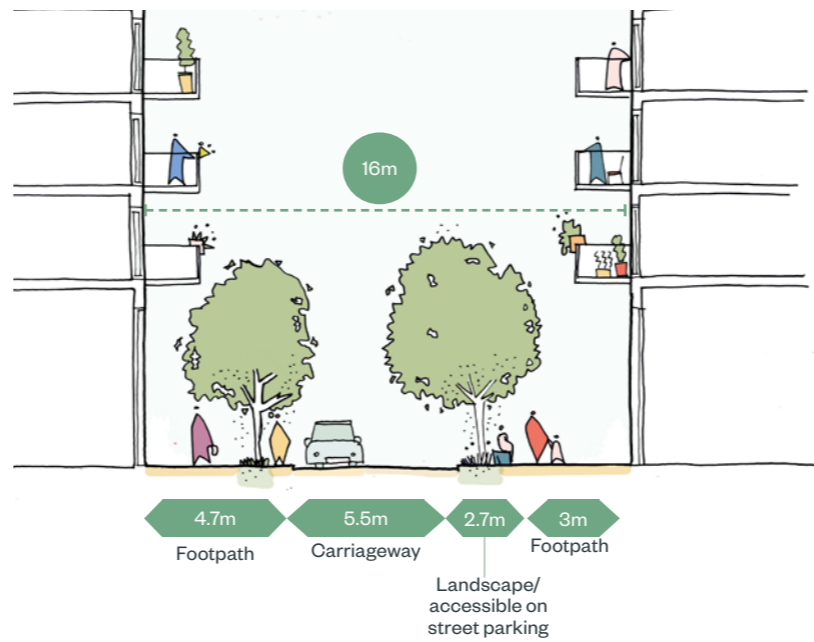


Fig.220 Secondary street - Ettrick Street

### 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.

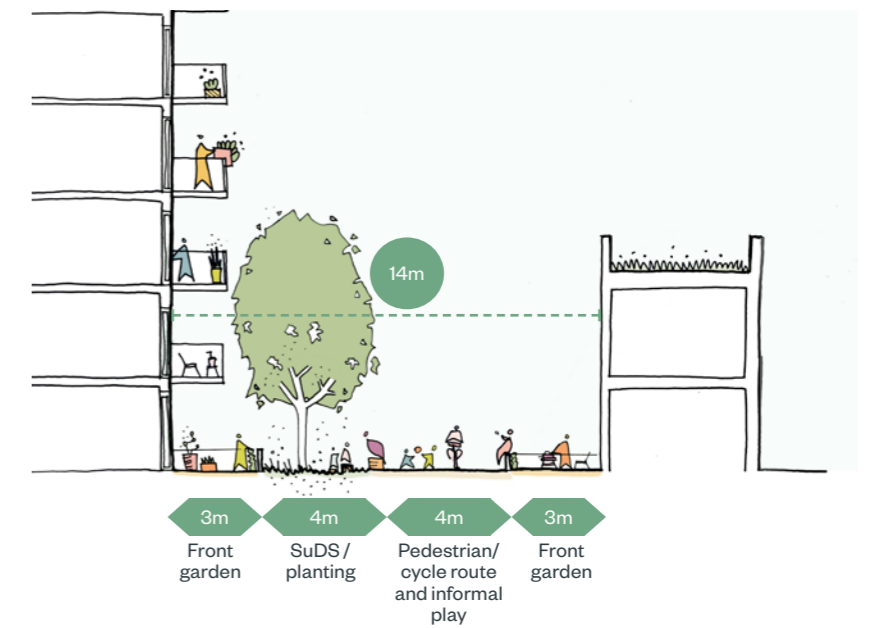


Fig.221 Pedestrian and cycle route - Community Lane South

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.

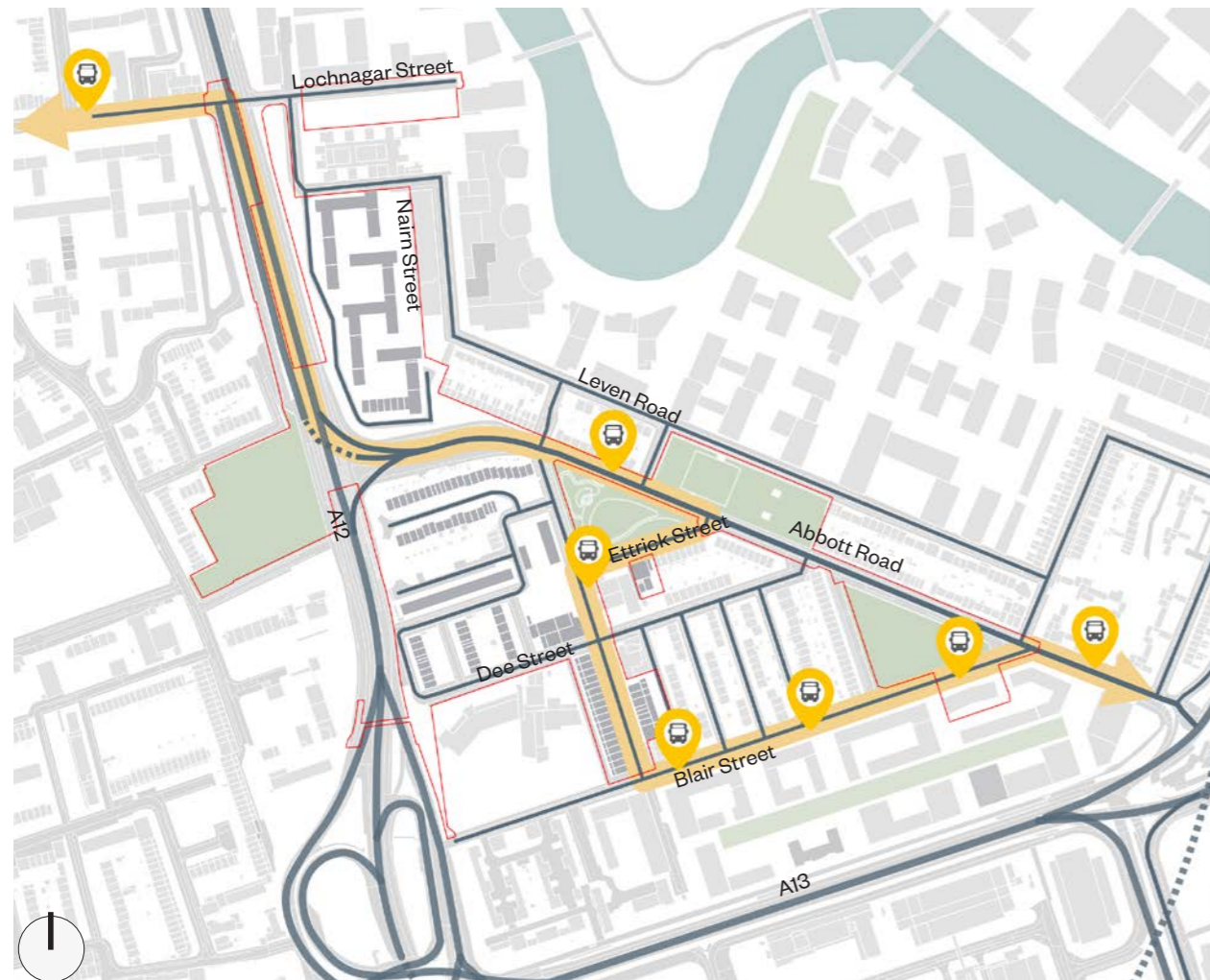


Fig.222 Diagram illustrating the existing route of the 309 bus service

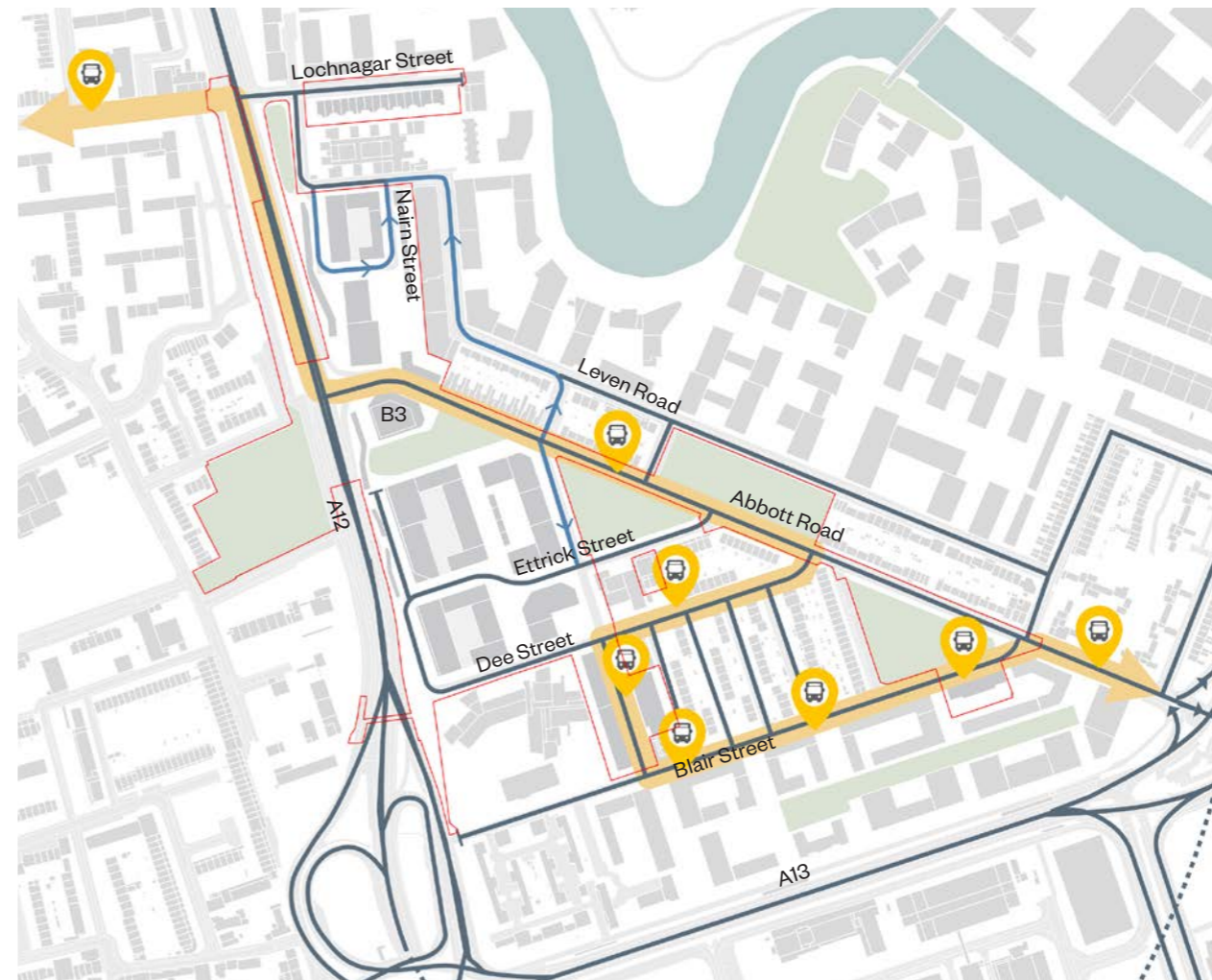


Fig.223 Diagram illustrating the proposed re-routing of the 309 bus service

- 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

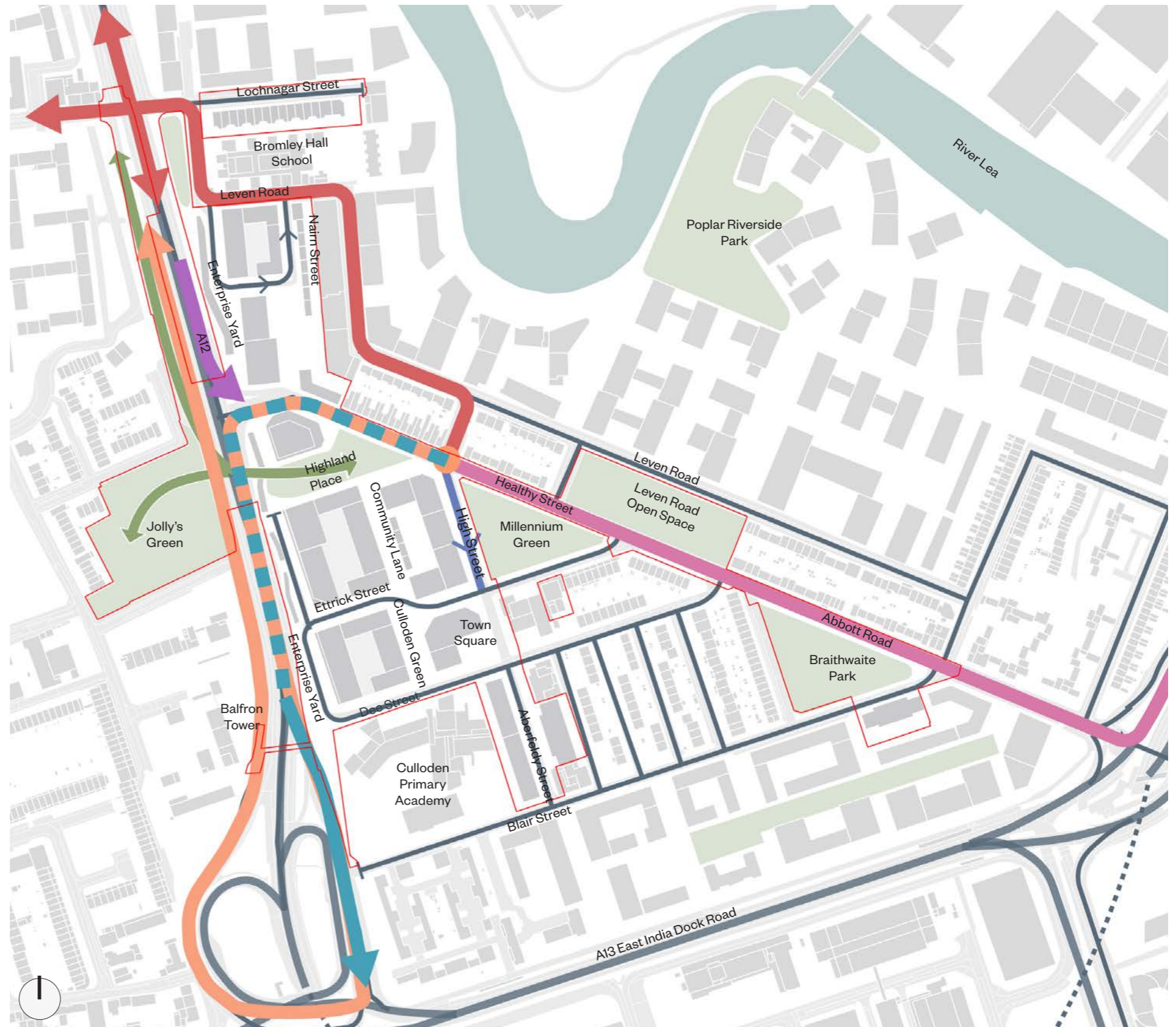


Fig.224 Diagram showing the proposed egress from the Site and routes possible from the proposed A12 junction at Abbott Road

# 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
<b>TOTALS</b>	<b>48</b>	<b>53</b>	<b>4</b>	<b>105</b>

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.

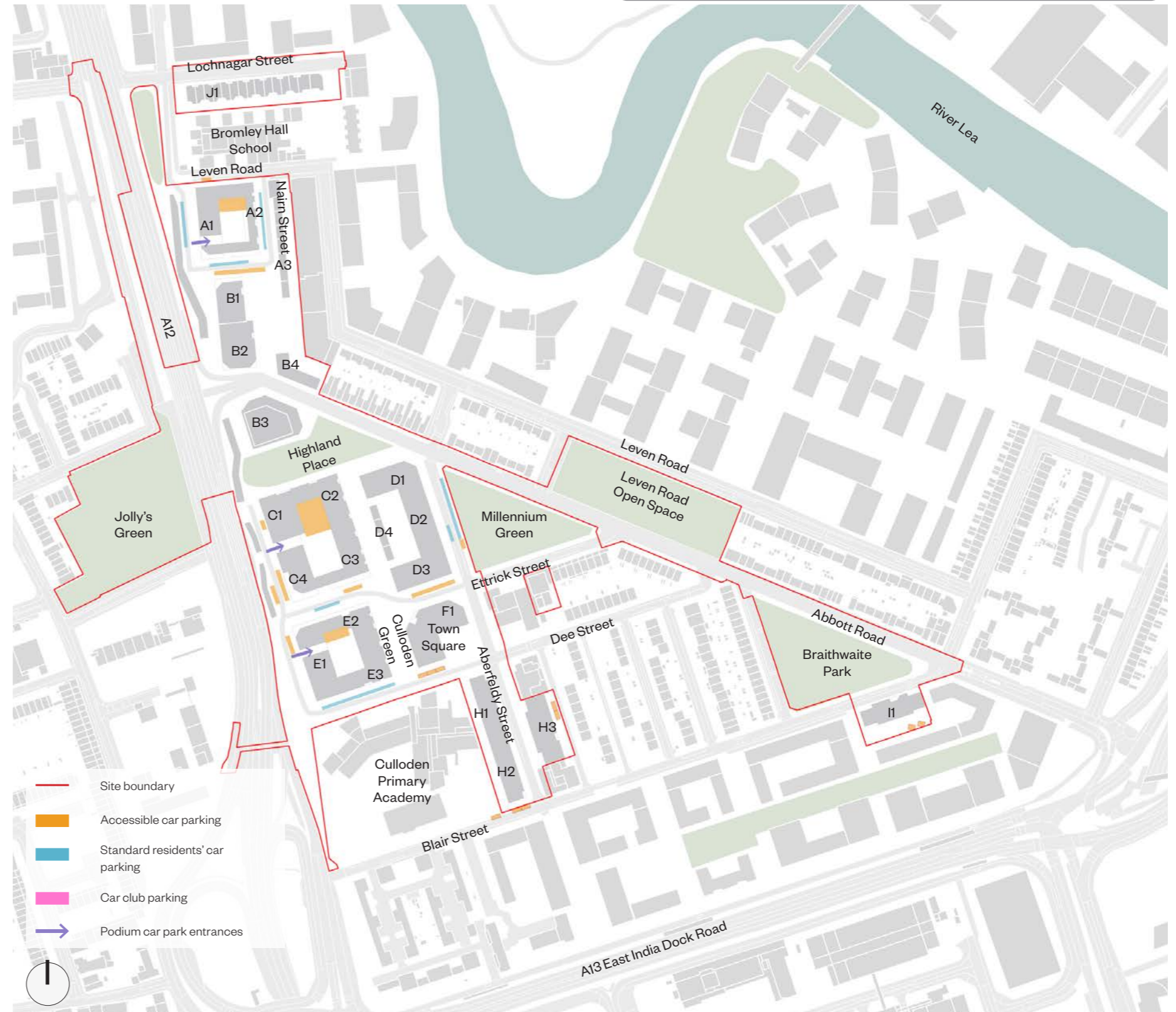


Fig.226 Diagram illustrating the car parking strategy

# 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

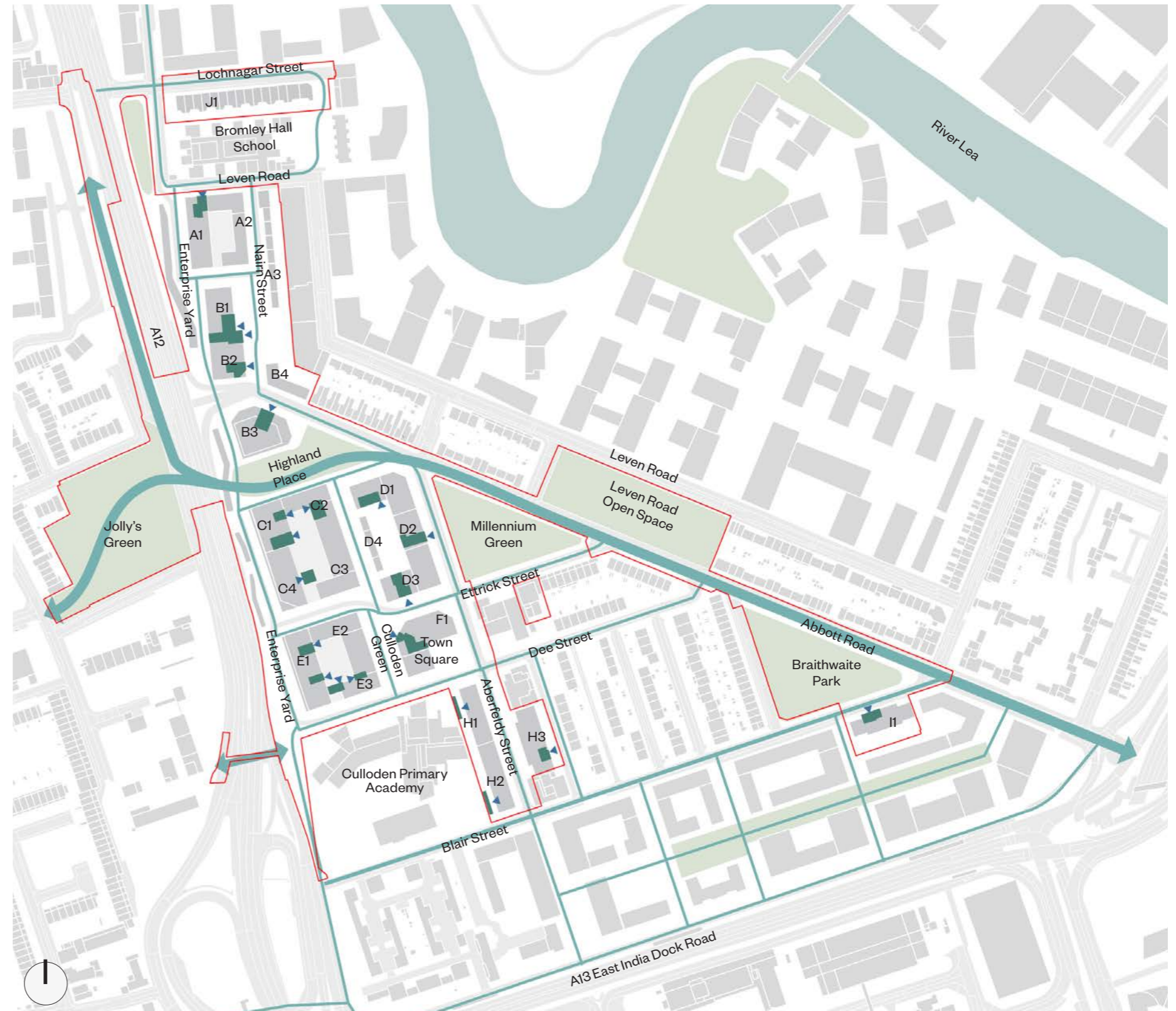


Fig.227 Diagram illustrating the locations of resident cycle stores at lower ground floor level and cycle routes around the neighbourhood

# 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
<b>TOTALS</b>	<b>2,976</b>	<b>44</b>	<b>3,020</b>

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

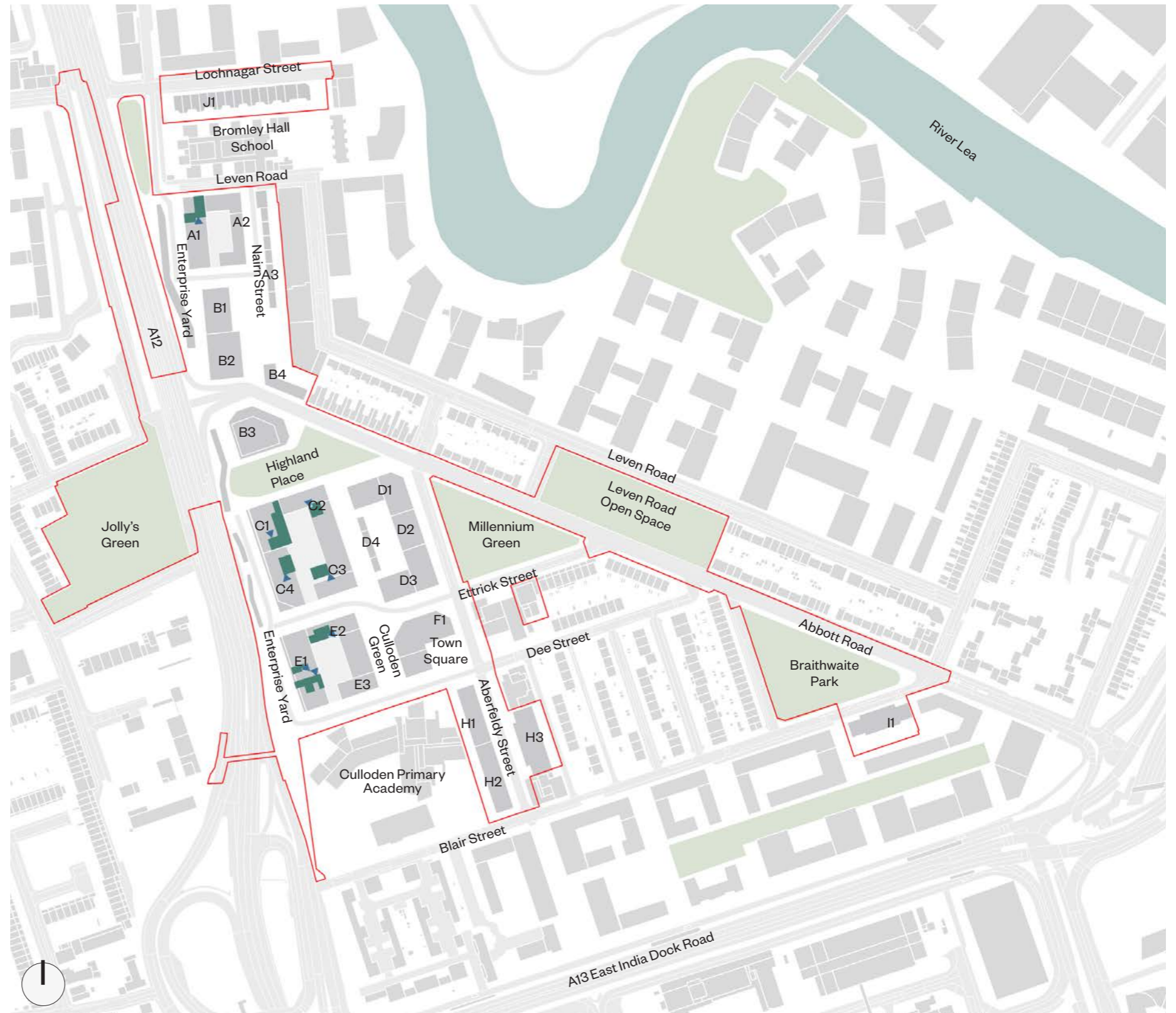


Fig.229 Diagram illustrating the locations of resident cycle stores at upper ground floor level

# 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
<b>TOTALS</b>	<b>274</b>

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.

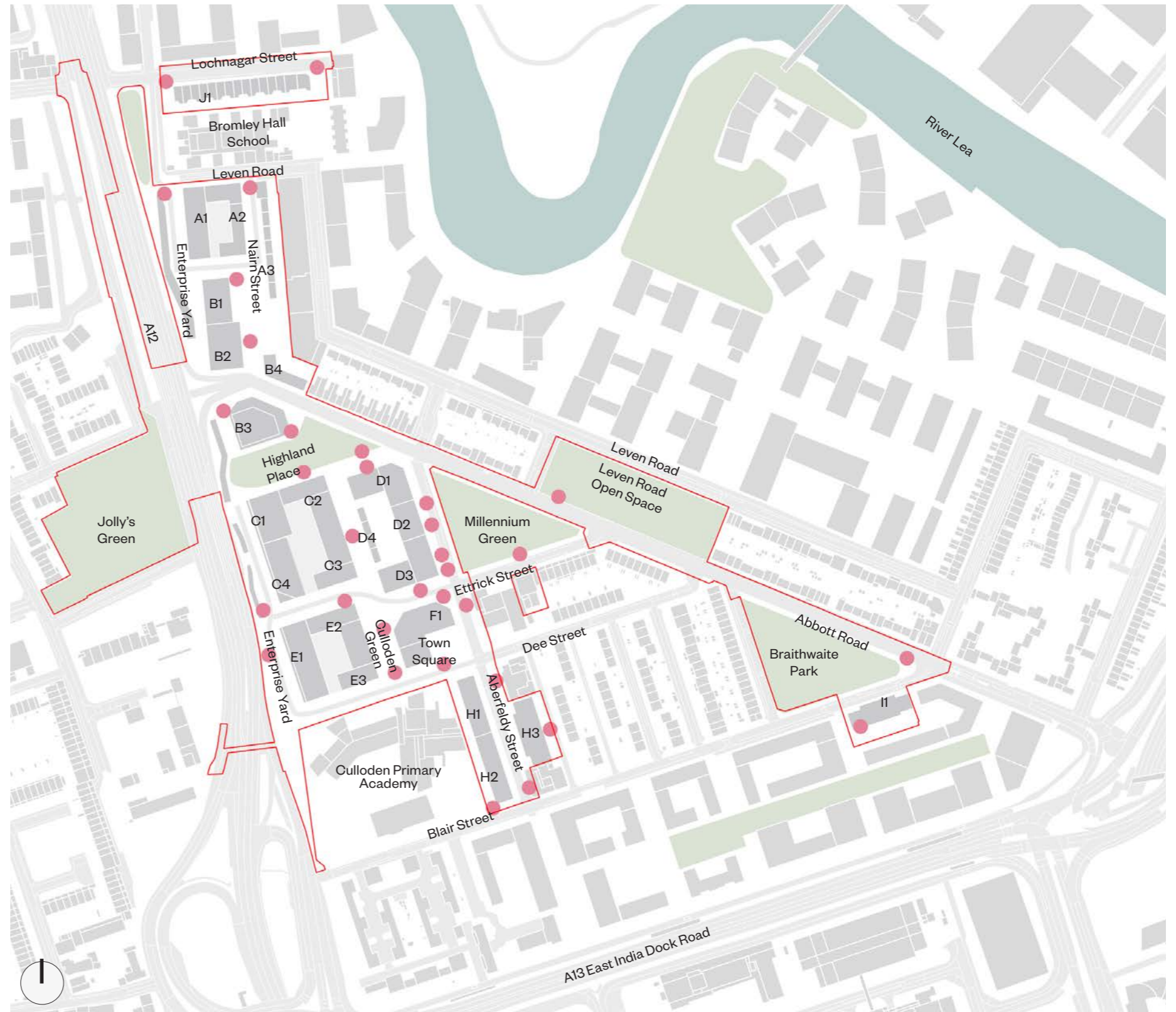


Fig.231 Diagram illustrating the locations of short stay cycle parking for the illustrative masterplan

## 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

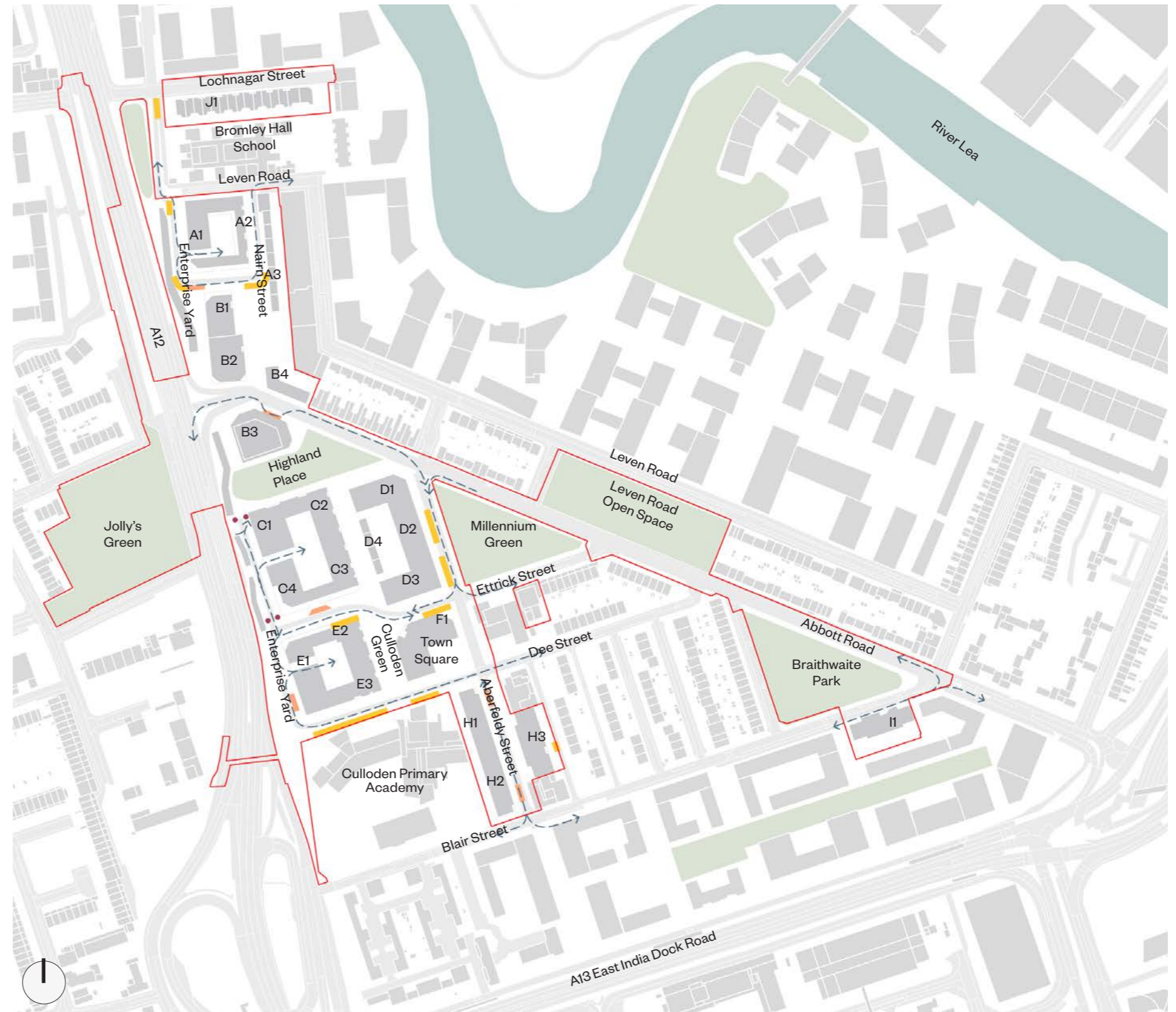


Fig.232 Diagram showing the servicing strategy for the illustrative masterplan



# 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

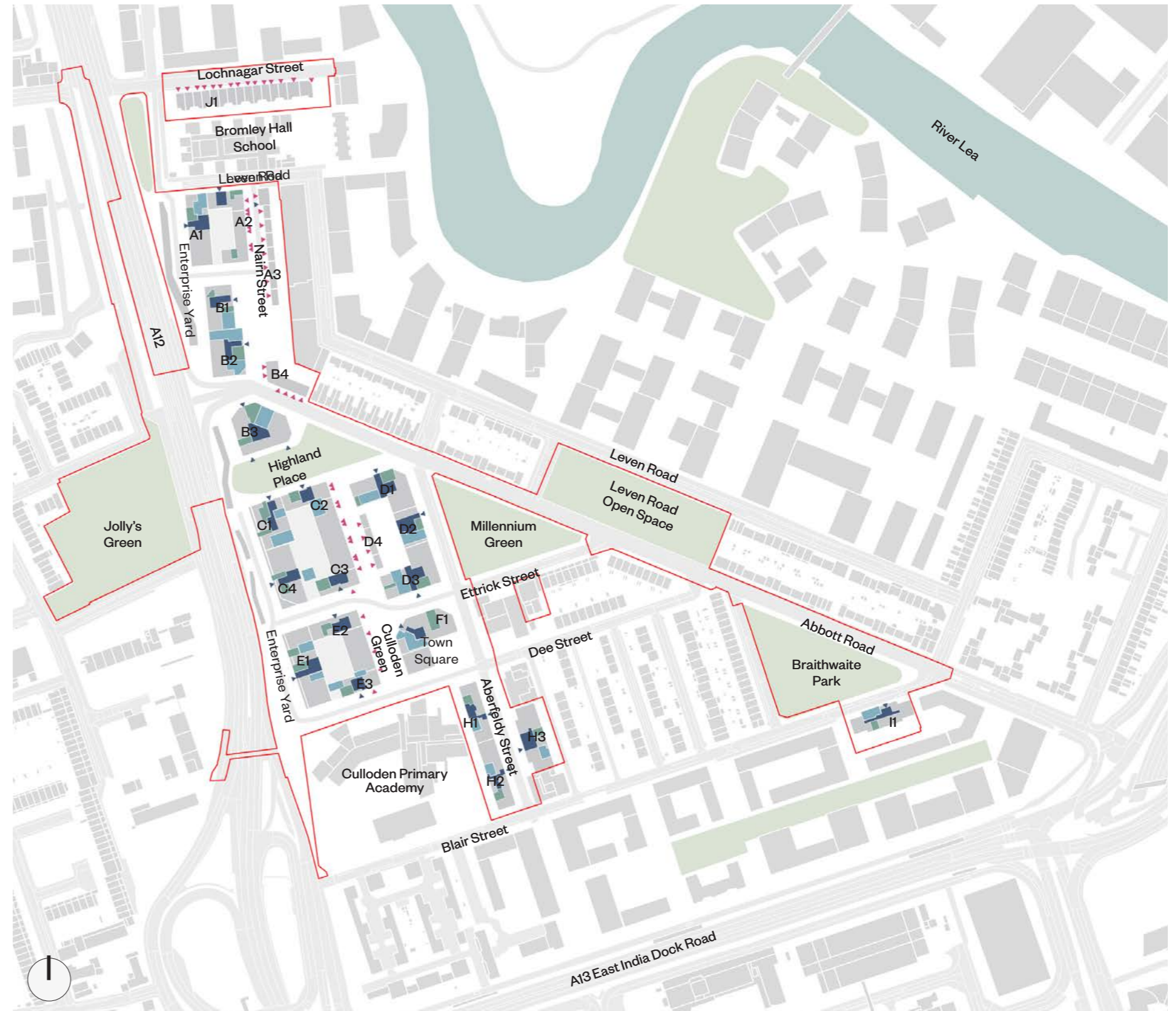


Fig.233 Diagram showing relationship of entrances to bins and bike stores on the illustrative masterplan

# 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.

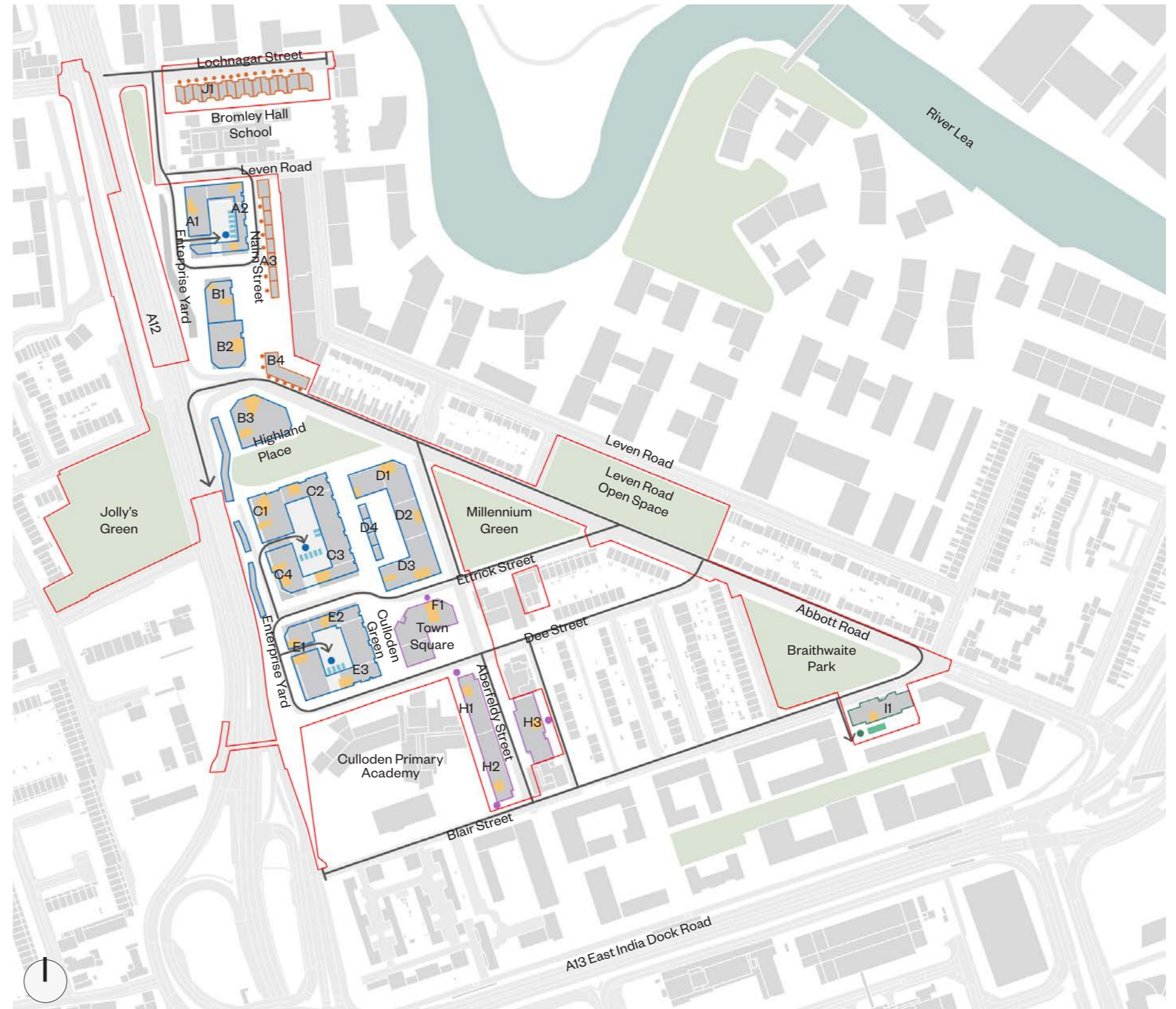
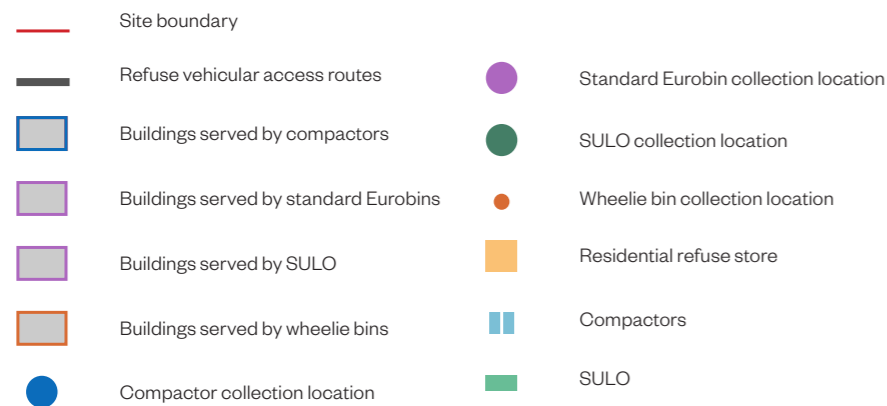


Fig.234 Diagram illustrating the refuse strategy for the illustrative masterplan

# 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

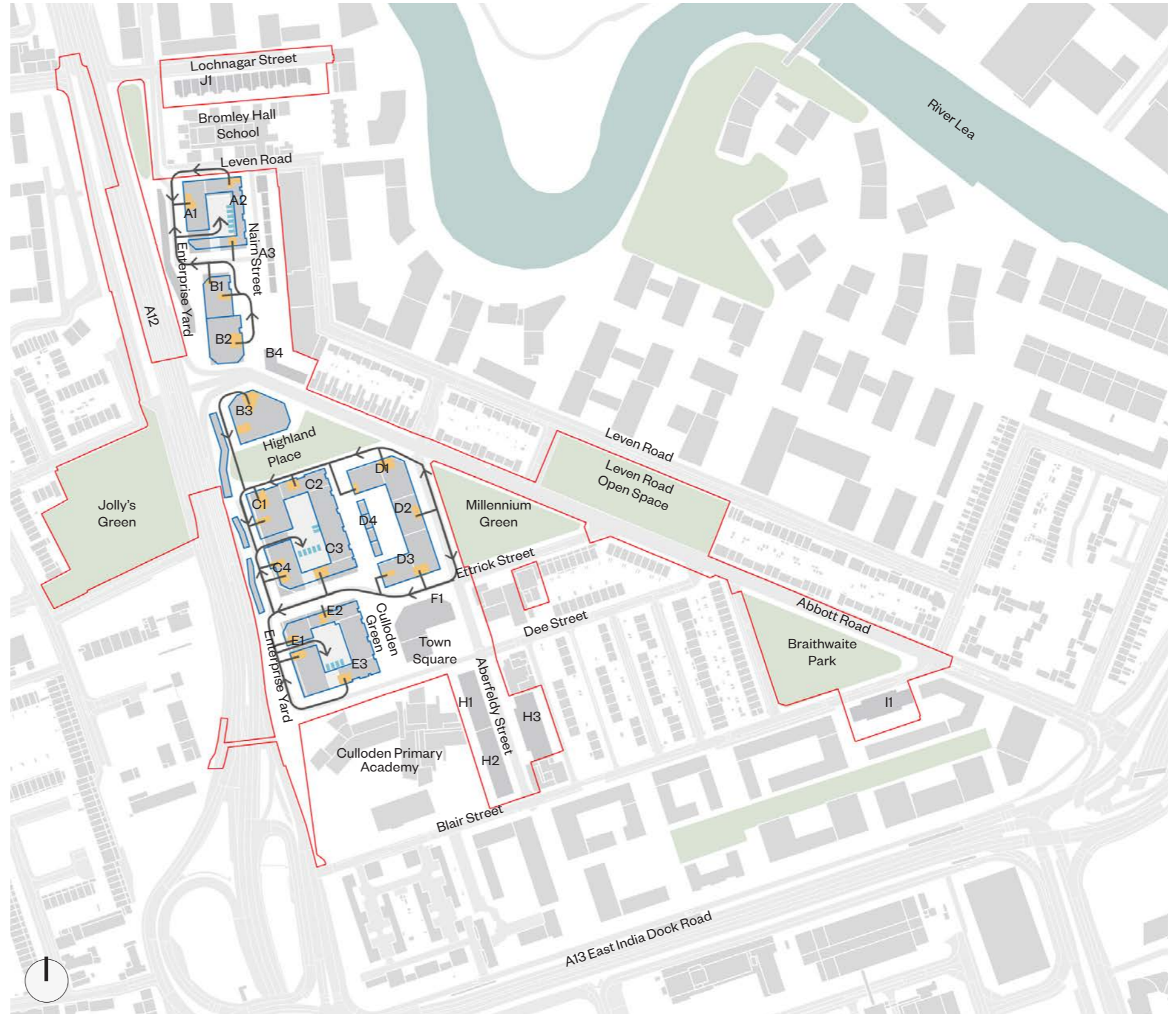


Fig.235 Diagram illustrating the refuse management strategy for the illustrative masterplan

# 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

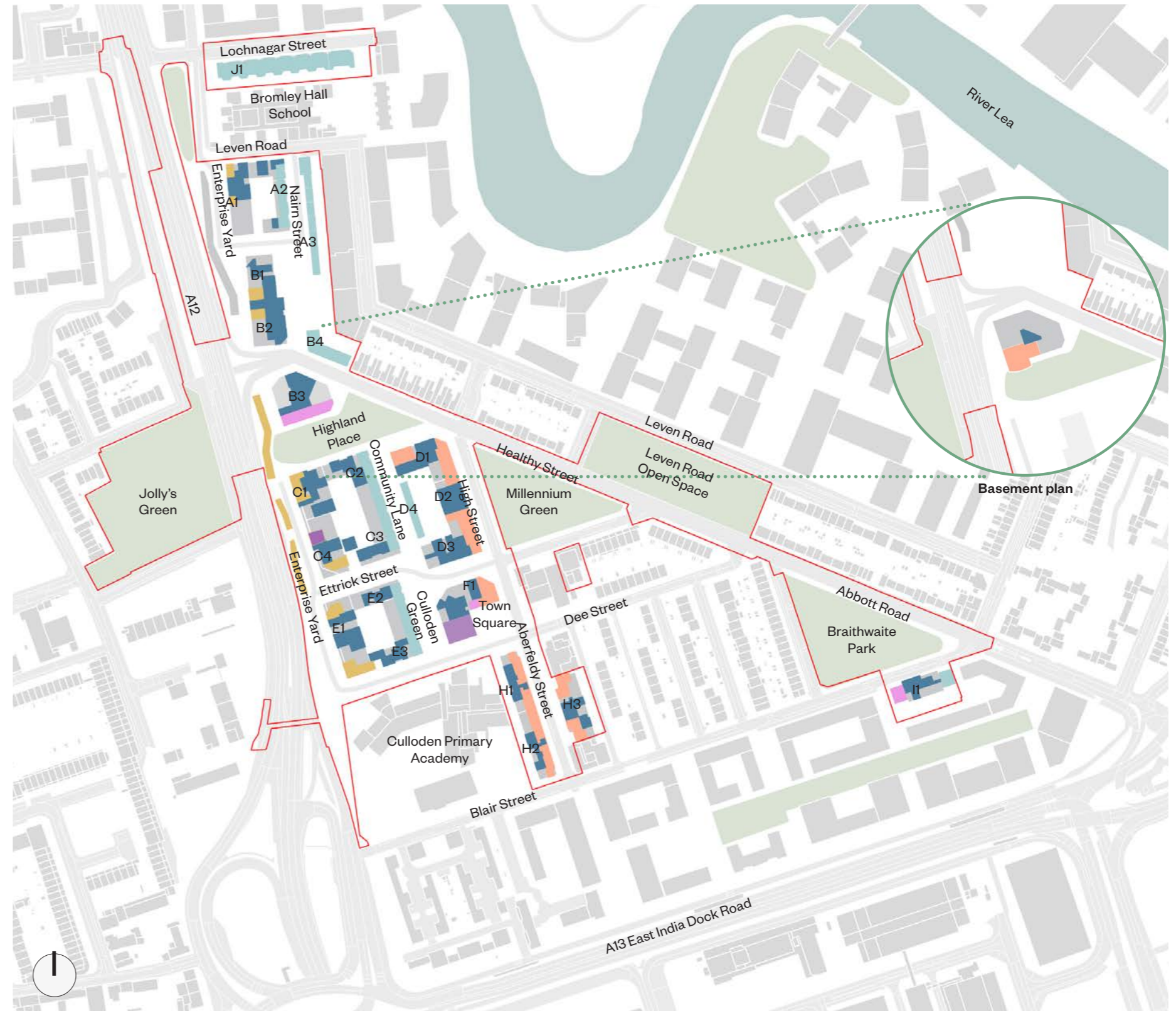


Fig.236 Basement and Ground Floor illustrative land use plans

# 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.

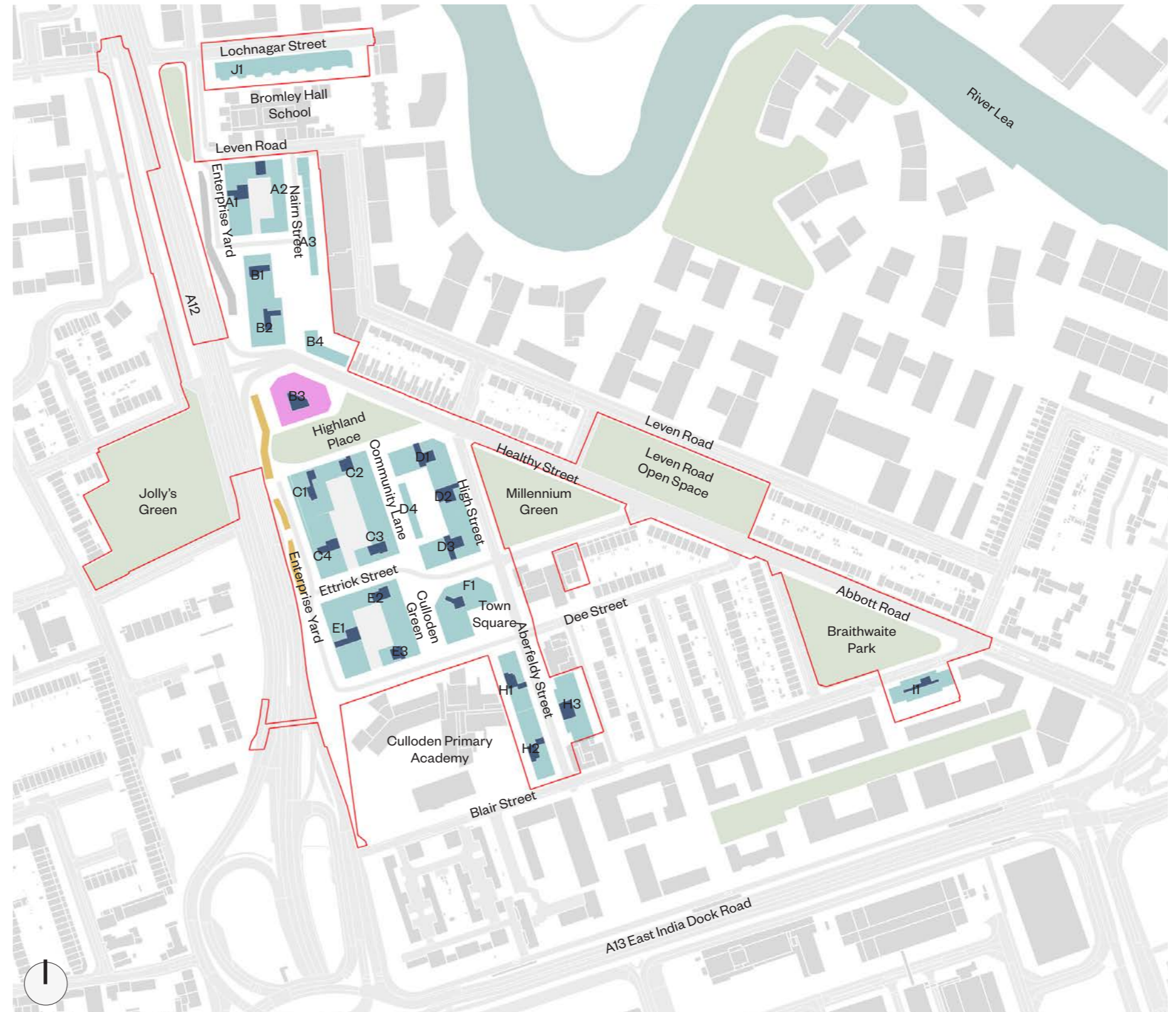


Fig.237 First Floor illustrative land use plan

# 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 <sup>2</sup>
Workspace	2,369 m <sup>2</sup>
Residential	147,444 m <sup>2</sup>



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

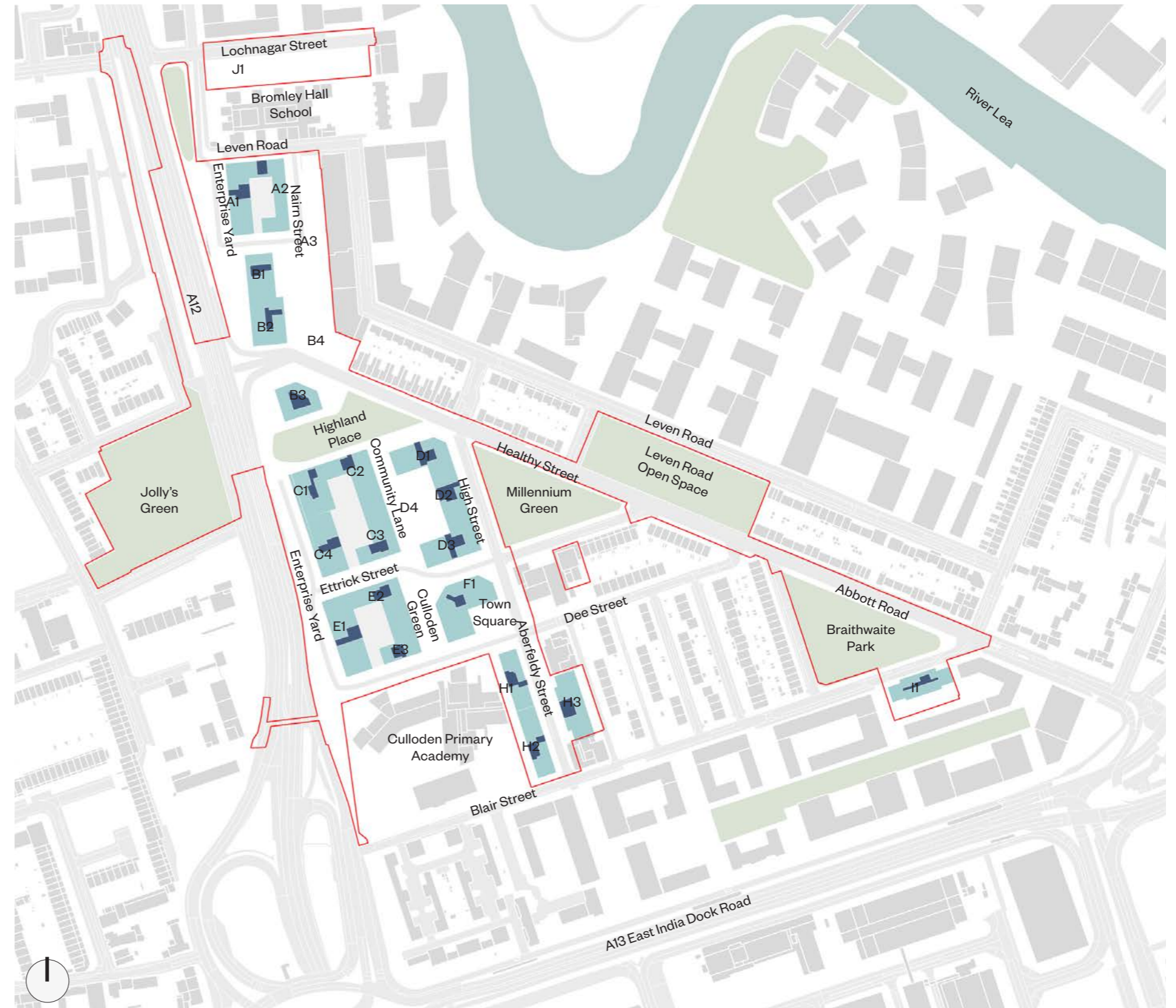


Fig.238 Typical upper floor illustrative land use plans

# 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

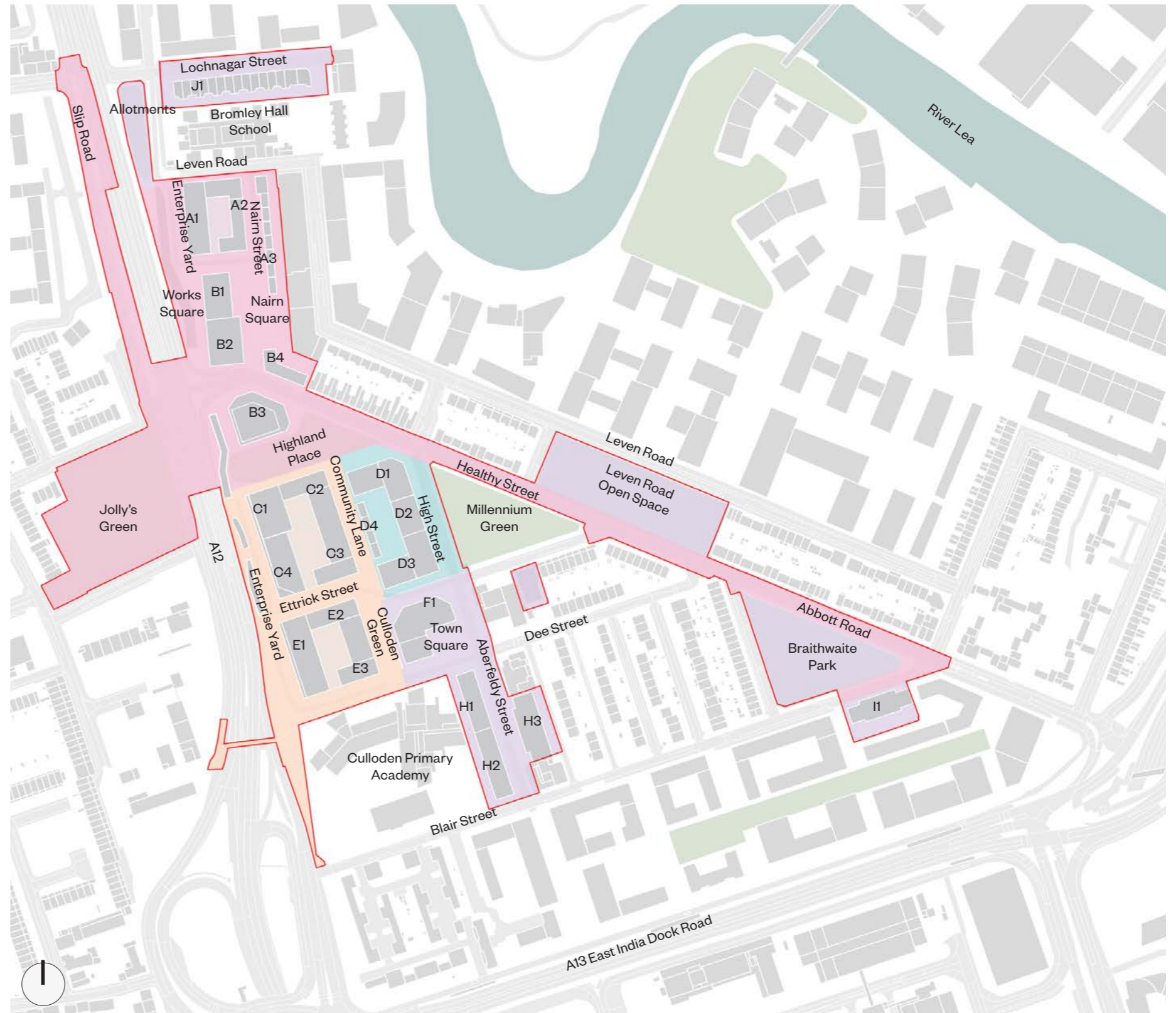


Fig.246 Diagram illustrating phasing strategy

# 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.

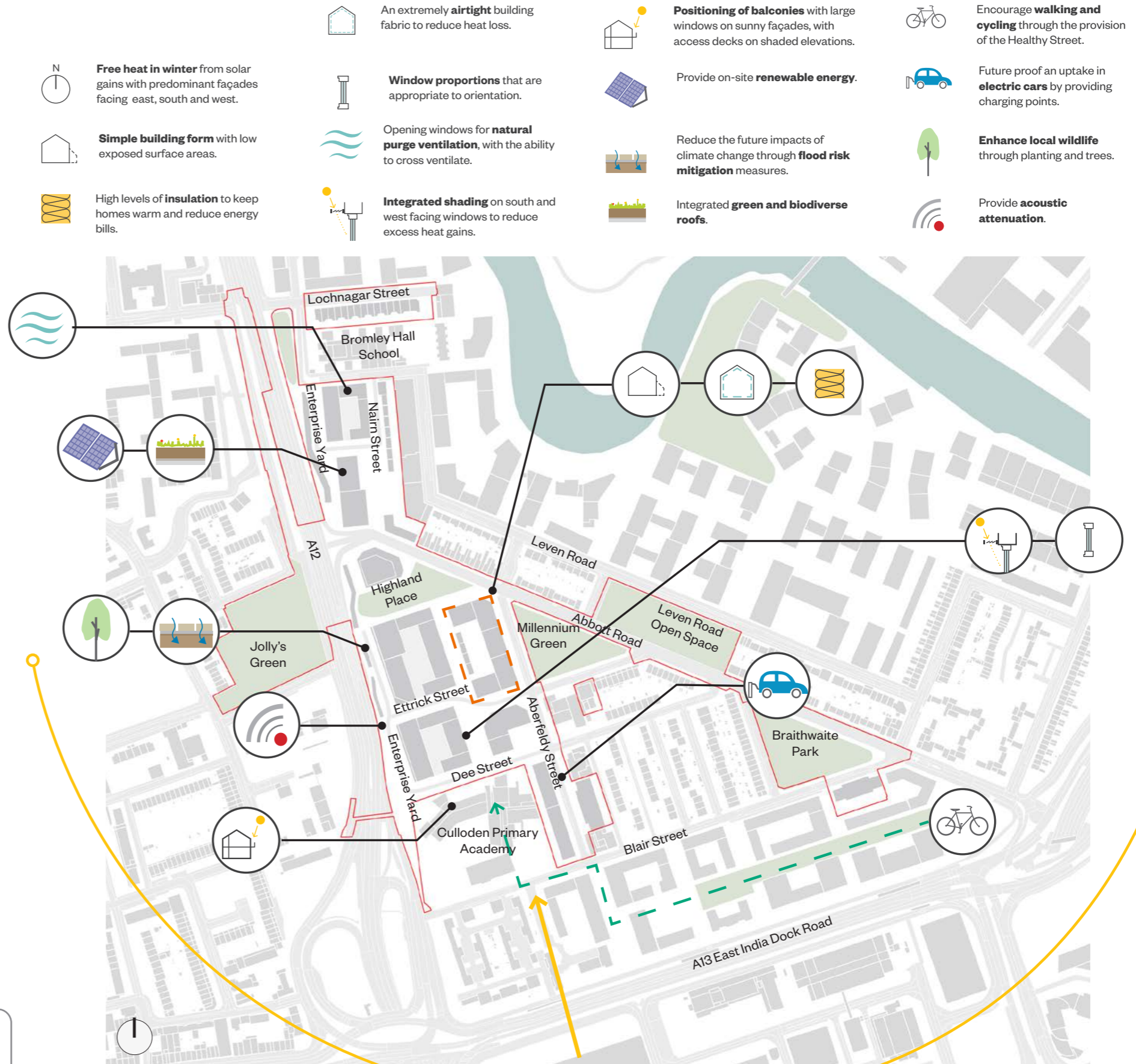


Fig.247 Diagram illustrating key masterplan sustainability principles