DESIGN CODE

OSTERLEY PLACE

SEPTEMBER 2020
(REVISED JANUARY 2021)

Aerial view of site showing the Site Boundary

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View looking west along Syon Lane

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INTRODUCTION

01

1.1 PURPOSE AND STATUS OF THE CODE

PURPOSE OF THE CODE

The Design Code has been prepared as part of the Osterley Place Outline Planning Application (OPA) to provide design guidance for the future development of the site. The Design Code should be read in conjunction with the Parameter Plans accompanying the OPA. Together they provide the primary design information needed by the designers of future detailed Reserved Matters Applications (RMA).

The Design Code has been prepared to ensure that the highest standard of design is delivered across the site, as individual development parcels are brought forward through a process of phased development. It also aims to ensure a consistent and coherent design approach between different parcels, maintaining the overall design ethos for the wider development set out in the Design and Access Statement (DAS).

By setting out acceptable levels of design quality, the document aims to provide a level of certainty for the planning authority and other key stakeholders.

COMPLIANCE WITH THE CODE

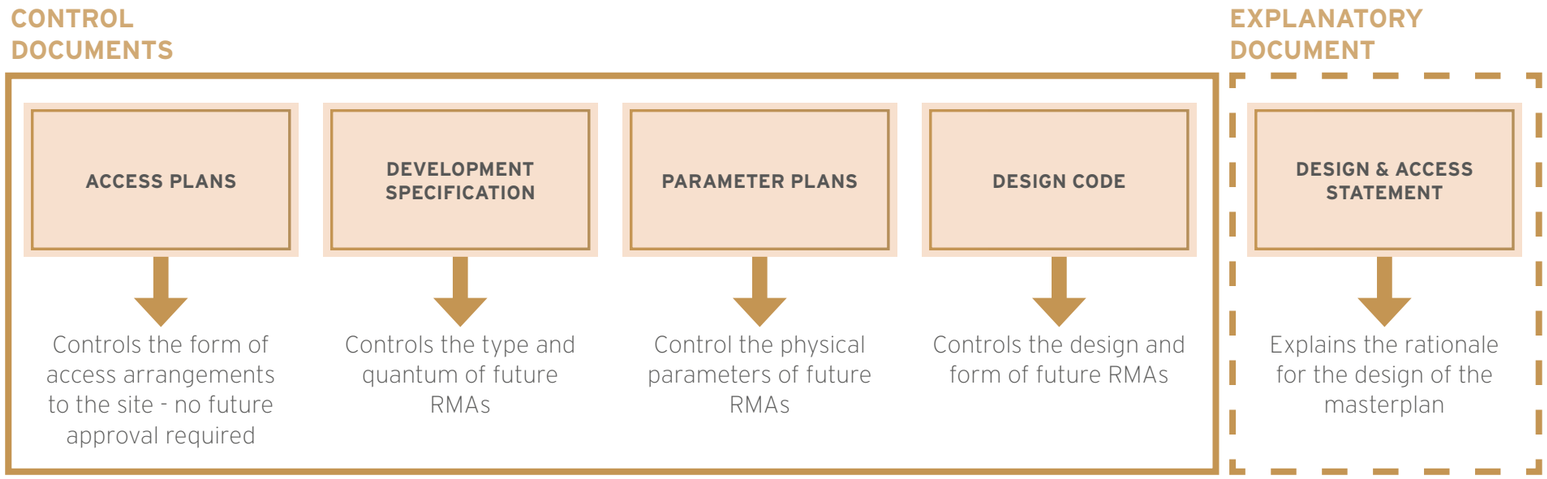
All future RMAs must comply with the Design Code. In order to demonstrate this, each application should include a completed copy of the Design Compliance Checklist, which can be found at the end of this document. Further explanation can be provided within the individual DAS accompanying each application.

Departures from the Design Code will only be acceptable when a rationale for breaking the Code can clearly demonstrate place-making benefits and/or respond appropriately to changing legislation, varying circumstances or technological advancements. Detailed justification will need to be provided for any aspects of non-compliance.

All Reserved Matters applications must demonstrate compliance with the Design Code and be accompanied by:

- A completed Design Compliance Checklist.
- Detailed justification for any aspects of non-compliance.

COMPONENTS OF THE APPLICATION: HIERARCHY OF CONTROL



RELATIONSHIP WITH PLANNING DOCUMENTS

The Design Code should be read alongside the suite of documents submitted as part of the Outline Planning Application (OPA), but the following will be of particular importance in setting out the overall design requirements and intent for the detailed design phases.

Development Specification
This document describes the principal elements of the proposed development, including the description of development, quantum of development, tenure and mix, residential quality standards, open space and play space standards, transport and parking standards, and environmental performance requirements.

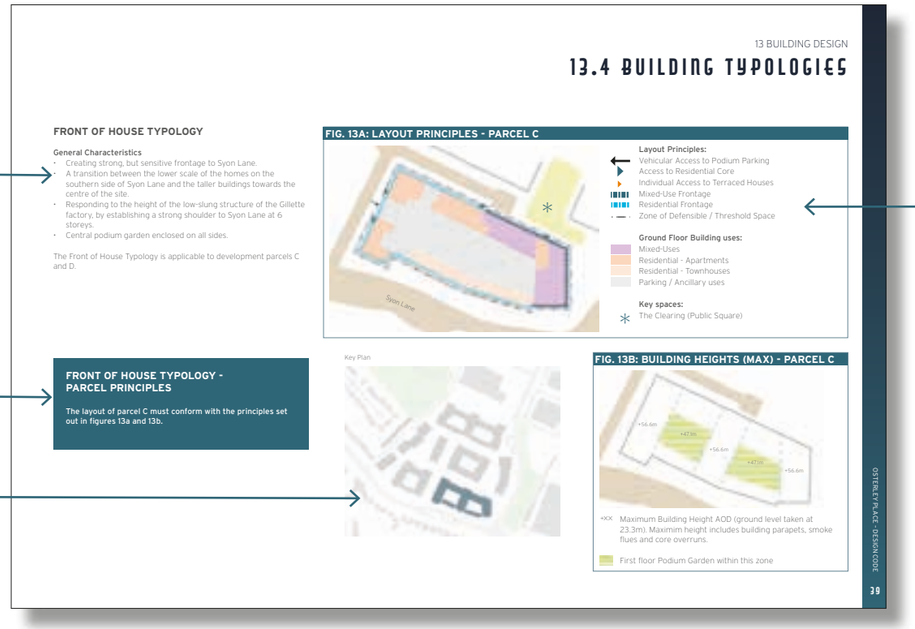
Access Plans
These provide detailed proposals for access and junction arrangements, which will be approved as part of the outline application, with all other detailed matters reserved.

Parameter Plans
The Parameter Plans set out the design parameters which will control the overall layout, form and scale of development, within which the more detailed design guidance in this document fits. The plans show the siting and geometry of development parcels, routes and open spaces according to defined limits of deviation. The parameter plans represent a distillation of the design principles inherent in the masterplan developed for the site, a process which is explained in the DAS.

Design and Access Statement
The DAS which accompanies the OPA, sets out the overall vision and rationale for the Osterley Place masterplan, describing how the design was developed through site analysis and engagement with the community and other stakeholders. The Illustrative masterplan in the DAS is a representation of one way that the design parameters could be interpreted.

The DAS should be read before this document to ensure a good understanding of how individual parcels sit within the site as a whole and the overall aims of the development in the wider context.

1.2 HOW TO READ THE CODE



13 BUILDING DESIGN

13.4 BUILDING TYPOLOGIES

FRONT OF HOUSE TYPOLOGY

General Characteristics

- Creating strong, but sensitive frontage to Syon Lane.
- A transition between the lower scale of the homes on the southern side of Syon Lane and the taller buildings towards the centre of the site.
- Responding to the height of the low-slung structure of the Gillette factory, by establishing a strong shoulder to Syon Lane at 6 storeys.
- Central podium garden enclosed on all sides.

The Front of House Typology is applicable to development parcels C and D.

FIG. 13A: LAYOUT PRINCIPLES - PARCEL C

Syon Lane

Layout Principles:
- Vehicular Access to Podium Parking
- Access to Residential Core
- Individual Access to Terraced Houses
- Mixed-Use Frontage
- Residential Frontage
- Zone of Defensible / Threshold Space

Ground Floor Building uses:
- Mixed-Uses
- Residential - Apartments
- Residential - Townhouses
- Parking / Ancillary uses

Key spaces:
- The Clearing (Public Square)

FRONT OF HOUSE TYPOLOGY - PARCEL PRINCIPLES

The layout of parcel C must conform with the principles set out in figures 13a and 13b.

Key Plan

FIG. 13B: BUILDING HEIGHTS (MAX) - PARCEL C

+56.6m
+47.1m
+56.6m
+47.1m
+56.6m

+XX Maximum Building Height AOD (ground level taken at 23.3m). Maximim height includes building parapets, smoke flues and core overruns.

First floor Podium Garden within this zone

OSTERLEY PLACE DESIGN CODE

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Explanatory text for design guidance.

Mandatory design principles in blue box

Illustrative plan/diagram

Mandatory design principles and/or diagrams in box or table with blue header (May also include illustrative precedent photos)

The Meander must include the following features:
- Green in character with grass and tree planting
- Grassed areas should provide open amenity space for the public and residents, for the use of relaxation and play
- Buildings overlooking and communal entrances located along the Meander to provide active frontage
- Footpaths to be a minimum of 2m wide, with primary routes a minimum of 2.5m wide and clear connections into and out of the space
- Play provision distributed throughout the amenity space
- Swale should be designed to conform to CIRIA's manual for SUDs
- Swale to be green in character with marginal aquatic and water associated tree planting
- Fencing for the private terrace space should be well designed, either as part of a landscape feature, or hidden behind hedging
- Seating opportunity should be provided near the play provision and along the Meander

1. Eco-planting through greenway
2. Planted attenuation basin
3. Natural landscape elements encouraging play
4. Natural landscape elements encouraging play
5. Natural landscape elements encouraging play
6. Natural landscape elements encouraging play
7. Landscaped cycleway
8. Landscaped greenway

OSTERLEY PLACE DESIGN CODE

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Mandatory design principles in blue box

Illustrative precedent images

Sample pages

The Design Code presents information in a variety of ways depending on the degree to which it must be complied with.

- Text set within a blue box, or within a table with a blue header, indicates mandatory 'design principles' that must be followed to ensure the development will be of a high quality.
- Text which is not in a box, or set within a table with a blue header, indicates information which is for guidance only and reflects 'best practice' or recommendations for achieving a distinctive character.
- Plans and diagrams are illustrative only unless contained within a box with a blue header.
- Artist's impressions and precedent photographs are illustrative only and aim to give an impression of how the design principles might be interpreted.

These principles are illustrated on the adjacent sample pages.

While specific guidance is given for individual development parcels within Osterley Place, it is important that designers read and understand the guidance for the development as a whole. In particular the guidance relating to parcels immediately adjacent to the parcel or phase which is being designed.

1.3 STRUCTURE OF THE CODE

The Design Code has been organised into four parts, beginning with site wide principles, and gradually focusing down on more detailed aspects of the design, from the spatial strategy to the design of buildings.

Part A: Masterplan Framework

Chapter 2: Masterplan Framework
The Masterplan Framework chapter sets out the key design principles inherent in the masterplan, explained as a series of layers which come together to form the framework masterplan. Detailed proposals for individual spaces and development parcels must comply with the principles set out in this plan to maintain the integrity of the wider masterplan. Subsequent chapters of the document set out the key components of the masterplan - streets, spaces and built form.

Part B: Streets and Spaces

Chapter 3: Street Design
The Street Design chapter describes the access strategy and the hierarchy of street typologies within the masterplan. It sets out key design principles relating to individual street types, and includes illustrative plans, sections and precedent images to explain the design intent.

Chapter 4: Spaces
The Spaces chapter describes the spatial hierarchy and variety of open spaces within the masterplan. It sets out key design principles relating to individual types of open space, and includes illustrative plans, sections and precedent images to explain the design intent.

1.3 STRUCTURE OF THE CODE

Chapter 5: Detailing the Place
The Detailing the Place chapter sets out principles for the design and specification of hard and soft landscape elements, boundary treatments, street furniture and street lighting. It includes diagrams and precedent photos to provide further guidance.

Part C: Built Form

Chapter 6: Built Form
This part of the document sets out key design and sustainability objectives for the buildings on the site. Its principle focus is detailed guidance on the design parameters for each of the individual development parcels including acceptable facing materials. There is also more general guidance on appropriate massing strategies and elevational composition in different parts of the site, as well as achieving suitable frontage character and the successful integration of mixed-uses and services into the residential environment.

Part D: Design Compliance Checklist

Compliance with Code:	Yes	Partially (With design justification provided)	No (With design justification provided)	N/A
Does the proposal comply with the Code?	☐	☐	☐	☐
If the answer to the above is 'No' or 'Partial', has a statement of justification been provided?	☐	☐	☐	☐

Chapter 2: Masterplan Framework Do the proposals in the RMA comply with the following:	Yes	Partially (With design justification provided)	No (With design justification provided)	N/A
2.1 The Key Design and Sustainability Objectives?	☐	☐	☐	☐
2.2 The Masterplan Principles?	☐	☐	☐	☐
2.3 The Framework Masterplan?	☐	☐	☐	☐
2.4 The key design principles for Building Frontages?	☐	☐	☐	☐

Appendix: Design Compliance Checklist
The Design Compliance Checklist provides a summary of the key design requirements set out in each of the preceding chapters and must be completed as part of every RMA.

THE SPIRIT OF COMMERCE

Osterley is a place that has an industrious history. The site, currently occupied by Tesco, was originally the location of the MacFarlane Lang & Co. Biscuit Factory. This was part of a cluster of factories and showrooms developed around the Brentford Golden Mile, a section of the A4 which runs from the Gillette Corner to Chiswick roundabout.

Before the completion of the M4 motorway, the Golden Mile, formed the principal entrance to London from the west, and companies built a series of grand and iconic factories and offices along the route, creating a hub for new manufacturing technologies. Today the Golden Mile is still home to important headquarters buildings including Sky and GlaxoSmithKline.

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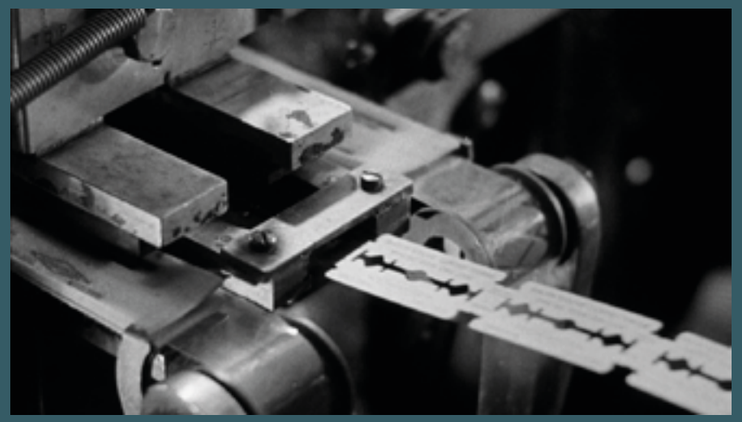

A PIONEERING HERITAGE

Left to right, top to bottom:

Firestone Factory - one of the original factories along the Great West Road with a distinguished Art Deco Style for an American Tyre Company.

Great West Road traffic approaching London.

Razor blades manufactured at the Gillette Building.

BRENTFORD GOLDEN MILE

Osterley Place will provide a new centre of gravity, the result of a community contribution, to create a place of bold moves and urban buzz that brings innovative work to life, reinstating the draw of the Golden Mile.

The following pages demonstrates the overall vision for Osterley Place setting the scene for the details within the design code however this does not set mandatory requirements

Firestone Tire & Rubber Co Factory 1953 - © Historic England

PALACES OF INDUSTRY

Left to right, top to bottom:

MacFarlane Lang Biscuit Factory

Golden Mile festive traditions with Christmas trees and decorations lining the road.

MacFarlane Lang Biscuit Factory signage and advertisements.

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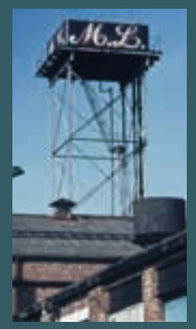

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THE MASTERPLAN

Illustrative Masterplan
Showing Bus Route Option 1

Osterley Place has been designed to provide a new heart for Osterley, through a sequence of streets and open spaces that connect with, and knit the site into, the wider existing residential and commercial area.

The new public realm and landscape network will create a sustainable place where both people and nature can flourish.

The **Clearing** is the heart of Osterley Place. A meeting point where the new and existing communities can gather, engage and socialise.

The **Water Gardens** are rejuvenated to create a peaceful and educational blue and green landscape.

The **Meander** connects Syon Lane to the Water Gardens through a network of routes interwoven with green and blue threads. A place for both relaxation and play within a landscape of wild flower meadows studded with trees.

"Emphasis on green spaces for humans and to preserve nature. We must protect and extend the green spaces we have."

Local Resident (Community Engagement)

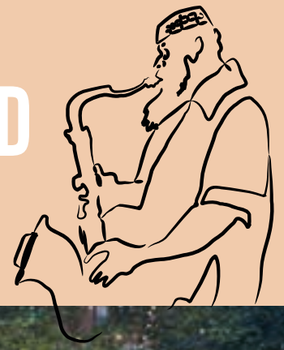
We have spoken to members of the local community – both young and old – who have shared their hopes and aspirations, and helped us reimagine Osterley as a place to be enjoyed by all.

The following pages share our vision for the sights, sounds and spaces at the heart of Osterley Place.

Where...

OSTERLEY'S GREEN MEETS BRENTFORD'S GOLD

Creating a new community heart that brings Brentford & Osterley together.



Listening to and providing for the needs of local people.

THE CLEARING LOOKING SOUTH

Wander through..

THE CLEARING

A place to... cultivate community

Osterley's new centre stage, where people will gather to enjoy performances and festivities.

Whether in the sunlight or moonlight, this is where the community hangs out, and where the bustle brings it to life. From an after work happy hour, to alfresco dining, this is an informal spot to eat, drink and socialise.

In The Clearing you'll find...

- Restaurants and cafés, benefitting from sunny aspect
- Entertainment, such as outdoor concerts and performances. A place for festivities, like a Christmas market, and a place for the tree.
- A space that is large and flexible.
- Community facilities; places to gather, socialise and work.
- A Mobility Hub with bicycle storage and hire, and car club and bus information.

WATER GARDENS LOOKING EAST TOWARDS SKY HQ

Into..

THE WATER GARDENS

A place to... nurture ecology

An inviting, ecologically rich, biodiverse space, that welcomes everyone. Whether moving through it to Bolder Academy or visiting for relaxation and pleasure, the Water Gardens is a beautiful and educational landscape which is accessible to all.

Where...

NATURE MEETS THE CITY

Creating ecologically rich landscapes across the site, among areas of thriving urban density.

Where...

GRAND BUILDINGS MEET RESIDENTIAL HOMES

A place that respects its neighbours.

JUNCTION OF SYON LANE & GRANT WAY LOOKING WEST

Along..

SYON LANE

A place to... indulge your senses.

Establishing a style that allows for bold architectural moves yet pays attention to the joyful, everyday details.

Homes are placed within a soft, green edge of trees and wildflower meadows, providing protection from Syon Lane and enhancing this key pedestrian/cycle route.

THE MEANDER LOOKING NORTH

Through..

THE MEANDER

A place to... marry environments.

Peaceful meadows provide a place for relaxation, socialising and play within a rich green and blue landscape. Protected from the bustle of everyday life, this opportunity for serene moments will enhance the quality of your day.

Where...

SERENE MOMENTS MEET THE WIDER NATURE NETWORK

A place that envelops us in nature, creating a space that nurtures and cares for our healthy everyday.

THE BIGGER PICTURE

St Edward Homes Limited is bringing forward the redevelopment of both the Tesco and Homebase sites. The existing Tesco store would be re-provided on the Homebase site as part of a mixed-use development with residential above (known as Syon Gardens), which releases the opportunity to deliver a comprehensive residential-led mixed-use development on the Tesco site (Osterley Place).

The amalgamation of Osterley Place and Syon Gardens will form a new heart for the Great West Corridor Opportunity Area. The existing retail on these two designated sites provides a high level of footfall, however the potential of their locations is not being fulfilled. The two mixed use proposals will unlock this potential as they bed into the wider context, creating a new focus for local residents.

Osterley Place will create new connections; stitching into the wider context with new streets and spaces which link into the wider Transport and Connectivity Strategy for the Great West Corridor, including the clean air routes and the Boston Manor Boardwalk.

New pedestrian access points around the perimeter of the site will open it up and enable east-west and north-south routes to weave through it, all converging on The Clearing.

This central public square forms a new heart for the area, connected to the surrounding commercial and residential areas by a series of routes, each with their own character and purpose.

The Clearing will provide an appealing and protected route for pedestrians approaching Sky and Bolder Academy from Syon Lane Station, instead of the existing route along the busy Grant Way. Key to this is the improvement of pedestrian routes across Grant Way, with the introduction of two crossing points which prioritise pedestrians and cyclists.

The creation of the Mobility Hub along Grant Way provides a new focus for sustainable movement within the local area, important information and improved bus facilities, offering improved connectivity to Greenford, Ealing, Bulls Bridge and West Middlesex Hospital.

To the north, The Water Gardens connects to the new Bolder Academy, providing a safe pedestrian and cycle route.

Illustrative landscape plan
Showing Bus Route Option 1

FROM VISION TO REALITY

The proposed development will consist of a coherent network of streets and spaces, forming a framework within which parcels of development sit. These development parcels will provide residential accommodation and a mix of other community and commercial uses along with supporting ancillary accommodation. The illustrative masterplan shows how it is proposed to bring these elements together to create a high quality new neighbourhood with an attractive and vibrant public realm.

The DAS, which accompanies the outline planning application, explains the design and layout principles that have informed the development of the Illustrative Masterplan, and in turn forms the basis for the Parameter Plans which control the layout, form and scale of development. These principles are also the basis of those set out in section 2.2 of this document, which together form the masterplan frameork.

This document sets out the fundamental design principles which should be followed to achieve a high quality development in line with the overall vision for the site presented in the Illustrative Masterplan. However, because the masterplan is only illustrative, while the fundamental principles will be consistent, the detailed design of buildings and spaces is likely to differ from that shown when future RMAs are submitted.

MASTERPLAN FRAMEWORK

02

2.1 KEY DESIGN & SUSTAINABILITY OBJECTIVES

Landscape Led
Osterley Place must be a landscape led scheme, defined by an integrated network of green and blue infrastructure surrounded by high quality buildings and facilities.

Respecting the Context
Proposals should draw inspiration from the surrounding area to deliver a new place with a distinct identity and local character, but which also respects the existing heritage.

Healthy Placemaking
The masterplan should help residents to lead healthy lifestyles by including a range of useful facilities within a short walking distance of all homes, encouraging daily exercise and helping to build a sense of community. The design of buildings should minimise exposure to pollution and toxins, and create restful environments within and around the home.

Inclusive Design
All aspects of the masterplan design must incorporate the principles of Inclusive Design, so that everyone can access homes, streets, spaces and communal uses easily. This includes those with disabilities, including wheelchair users, blind and partially sighted people, but also the elderly, people with pushchairs and those walking with small children.

Inclusive and permeable streets for all, with ground level activity and facilities

All parts of the masterplan should feel safe and secure at all times of the day

Minimise CO2 Emissions
Osterley Place must be designed to minimise its carbon footprint and achieve high levels of environmental sustainability through all stages of its construction and use, as well as helping its residents to adopt more environmentally conscious ways of living.

Community Safety
The design and layout of buildings, routes and spaces must aim to ensure that all parts of the masterplan feel safe and secure at all times of the day. There should be clear definition of public and private space and good levels of passive surveillance from surrounding buildings, encouraging appropriate levels of activity.

Legibility
The design and layout of buildings, routes and spaces must generate a distinctive character, making it easy to recognise where you are and to easily navigate from one part to another.

A Place for Nature
Development must result in a net biodiversity gain on site, with measures taken to retain and enhance existing landscape features and maximise the ecological benefit of new spaces and the buildings around them.

2.2 MASTERPLAN PRINCIPLES

Existing Context
Buildings and spaces must respond to the existing context of the site, with consideration particularly given to the edges of the site and its relationship to the surrounding area.

Existing Building Block
Red line boundary

The masterplan has been designed carefully based on an understanding of the immediate and wider context of the site. Detailed proposals should be developed with a similar level of understanding, particularly in respect of the relationship to existing buildings and spaces around the edges of the site.

Green & Blue Infrastructure
Green and blue infrastructure must form a key part of all public spaces and be fully integrated across the masterplan area.

Green infrastructure
Blue infrastructure
Landscaped Streets

The masterplan sets out an integrated network of green and blue infrastructure which should be delivered in a considered and coordinated way as part of individual detailed proposals. It is important that the bigger picture is not lost, when the design focus falls on a smaller area.

Vehicular Access and Movement
Vehicular access to the site must be from Syon Lane* which is set out in the detail access proposals. Vehicular movements should be restricted to a small number of streets at the centre of the site.

The Boulevard
The Lanes
Vehicular Access
Emergency/Refuse Access

Vehicular movements within the site should be restricted to as small an area as possible, to ensure that the public realm is not dominated by vehicles, and should be designed as attractive landscaped spaces that are pedestrian and cycle friendly. Nevertheless there should be a clear hierarchy of streets with different characteristics to create variety and reinforce legibility.
* Note: Additional access points will be needed during construction.

Spatial Hierarchy
The hierarchy of streets and spaces defined by the masterplan must be reinforced by the architectural and landscape design.

Water Garden
Public Green Space
Public Square
Edge Treatment
Internal Street Setting

The masterplan sets out a series of streets and spaces with varying importance in terms of their location and function within the site. It is important that the design and specification of the landscape within these spaces, and the architecture of the surrounding buildings, reflects and reinforces these varying characteristics to deliver a varied and interesting streetscape.

2.2 MASTERPLAN PRINCIPLES

Building Form
The buildings within individual parcels must be designed to define a clear and logical block structure, clearly defining streets and public spaces.

Pedestrian & Cycle Movement
Access into the site and the principle connections through it must be easy to use, public in nature and accessible for all.

Public & Private Space
There must be a clear definition between public and private space.

Heights and Massing
The height of buildings on the site must step down towards the more sensitive southern and western edges. Massing must also take account of daylight and sunlight requirements in new buildings.

Maximum Development Footprint

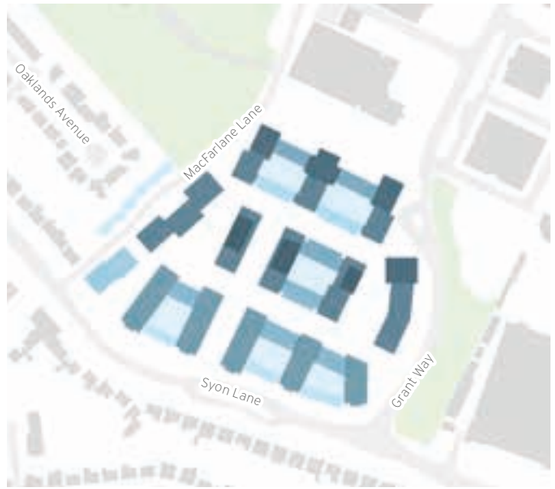
The block form should clearly define distinct urban blocks with public streets and space surrounding them, reinforcing the legibility of the masterplan and creating definition between public and private spaces.

Key pedestrian flow Key cycle flow

The masterplan provides new routes across the site for pedestrians and cyclists, linking into existing routes and enhancing access to key destinations in the local area. To be successful, these routes must be easy to find, safe and attractive to use, and designed in accordance with the principles of inclusive design.

Public Space Private Space
Defensible/Threshold Space

There should be a clear distinction between publicly accessible space and space which is only for the use of residents. It is important that the level of accessibility is clear, whether through visual cues or physical barriers such as security doors or boundary railings. This makes it easier to manage spaces and delivers improved security for all. The provision of appropriate defensible space in front of ground floor dwellings is also key.



Higher Lower

The masterplan sets out a clear rationale for building heights, with the tallest being located in the centre and towards the northern and eastern edges of the site. Heights step down towards the south and west to address the more sensitive context of single-family dwellings on Syon Lane and Oaklands Avenue. It is also important to ensure that appropriate levels of daylight and sunlight are achieved within the proposed dwellings and the open spaces around them, to deliver high quality, successful living environments. See section 6.4.

2.2 MASTERPLAN PRINCIPLES

Legibility & Wayfinding
The design of buildings and spaces must aid legibility and wayfinding by creating distinctive nodes or architectural features at key points in the masterplan, particularly at junctions or important corners.

Key pedestrian routes
Focal building (landmark corner)

Distinctive landscape elements and architectural features should be included within the masterplan area to aid navigation by providing visual cues along key routes. Features might include the specification of plant species within one area that are not used elsewhere, or the use of a unique brick colour or texture for an expressed building corner.

Frontages
Building frontages and the uses within them, must respond appropriately to the character of the streets and spaces they face.

Water Garden
Mixed-uses (Primary/Secondary)
Internal
Residential

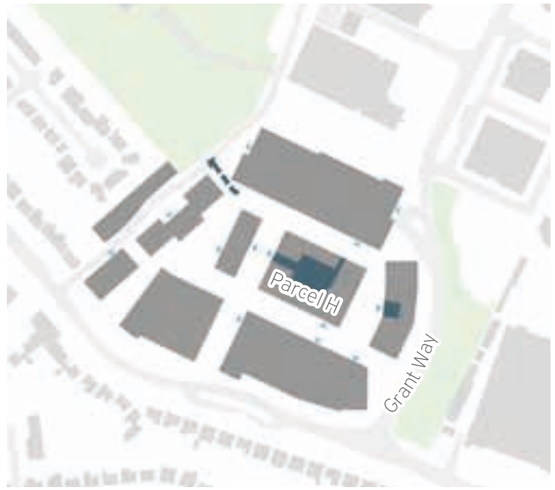
Building frontages should be designed carefully to provide appropriate degrees of openness and overlooking to surrounding streets and spaces, with appropriate uses provided - particularly at ground level - to ensure that residents feel comfortable within their homes and that external spaces achieve appropriate levels of passive surveillance and feel safe and attractive to use.

Car Parking
The majority of parking spaces must be provided off-street beneath the podium decks.

Podium Parking
Zone for On-Street Parking
Access to Parking

Most of the car parking provision on the site should be hidden behind the building line, within undercroft parking areas with discreet entrances. A limited amount of provision will be acceptable on the street if it is sensitively incorporated with landscaping to minimise its visual impact and carefully located to address the needs of specific users.

Servicing
Commercial servicing must be designed to minimise disruption to residents, with the majority accommodated within the service area beneath the podium of Parcel H and additional provision in the form of on-street servicing bays on Grant Way.



Service Areas
Potential Refuse Location
Emergency/Refuse Access

The masterplan strategy allocates dedicated space for servicing and waste collection within development parcels to minimise disruption to residents. Vehicular movements associated with these activities should be carefully managed to ensure that they do not have a negative impact on the pedestrian focussed street network.

FRAMEWORK MASTERPLAN

2.3 FRAMEWORK MASTERPLAN

STREETS

Existing pedestrian/cycle route

Proposed pedestrian/cycle route

Main vehicular access point from Syon Lane
Principal point of access for all vehicular movements onto the site

Secondary vehicular access point from MacFarlane Lane
Providing controlled, occasional access for refuse collection and emergency service vehicles only

The Boulevard
The primary street within the site, connecting the main vehicular access point to the secondary streets (refer to pp. 28-29). Accommodates Buses on Bus Route Option 2 only.

The Lanes
A pair of secondary level streets within the site, with turning areas at their eastern ends (refer to pp. 30-33). Accommodates buses on Bus Route Option 2 only.

Syon Lane
Existing road running along the southern boundary of the site. Existing trees and landscaping to be enhanced (refer to pp. 34-35)

Grant Way
Existing road running along the eastern boundary of the site, leading towards the Sky Campus and accommodating the existing bus service (Bus Route Option 1 only). Existing trees and landscaping to be enhanced (refer to p. 36)

MacFarlane Lane
Existing road running along the western boundary of the site, leading towards the Boulder Academy. Existing trees and landscaping to be enhanced (refer to p. 37)

SPACES

The Clearing
Landscaped public square surrounded by mixed-use buildings (refer to pp. 46-47)

The Meander
Landscaped public open space featuring play areas and swales, surrounded by residential buildings (refer to pp. 48-49)

SPACES (continued)

The Water Gardens
Public green space featuring a reinstated lake feature with new residential buildings overlooking it (refer to pp. 50-51)

Podium Gardens
Landscaped communal gardens sitting above parking/service areas surrounded by residential buildings (refer to pp. 52-53)

BUILT FORM

Maximum development parcel & identification
Maximum horizontal extent of development parcel set out in OPA parameter plans, with parcel reference letter highlighted (refer to pp. 74-86 for guidance on individual parcels)

Residential frontages (refer to pp. 20-21)

Primary mixed-use frontages (refer to pp. 20-21)

Secondary mixed-use frontages (refer to pp. 20-21)

Internal courtyard frontages (refer to pp. 20-21)

Focal Building (Landmark Corner)
Key corner of parcel, performing important role as focal point or wayfinder to aid legibility within the masterplan. Detailed design of buildings should reflect this through special treatment of architecture/massing (refer to p. 71)

Key Grouping
Key Groupings identify important groups of buildings within the neighbourhood which require special design consideration (refer to p. 71).

Double Height Colonnade
To reinforce the distinct character of key corners and routes.

Indicative location of Mobility Hub Pavilion (refer to p. 87)

Reserved Matters Applications must comply with the key layout principles set out in the Framework Masterplan, to ensure the delivery of a coherent and attractive new neighbourhood.

The Framework Masterplan sets out the key components of the masterplan layout and the urban design principles which should inform the detailed design of individual development parcels within it. The adjacent text explains these key components in more detail and is divided into sections by key component, reflecting the layout of the subsequent chapters of this document. Where appropriate, references are given to the relevant section of each chapter where more detailed information can be found.

BUS ROUTE OPTIONS

Route 1:
- Alighting, boarding, and waiting on Grant Way
- Alighting, boarding, and bus turnaround to the head of The Clearing, adjacent to the Mobility Hub Pavilion
- Right hand turn only onto Grant Way

Route 2:
- Alighting, boarding, and waiting on The Boulevard to the head of The Clearing, adjacent to the Mobility Hub Pavilion
- Access route, Alighting, boarding, to head of The Clearing, via restricted one-way route between the Lanes and Grant Way
- Right hand turn only onto Grant Way

2.4 BUILDING FRONTAGES

Ensuring the correct relationship between buildings and the streets and spaces they face, is key to delivering a successful public realm which feels safe and inviting.

Key Design Principles:

- Building frontages must be designed to provide a level of activity and overlooking which is appropriate to the form and use of the spaces they overlook, while ensuring that the residents and users of the building also feel comfortable.
- Primary building entrances must be visible from the public realm and clearly expressed.
- Buildings must include frequent entrances and openings along their frontage to create activity on the street.
- Routes and spaces must be overlooked by windows to habitable rooms creating strong visual connections between inside and outside and providing good levels of passive surveillance. This can be enhanced by balconies at upper levels.
- Blank elevations largely devoid of windows must be avoided where they face or are clearly visible from the public realm.

Ground/Podium Level Frontage Character

- Primary mixed-use frontages
- Secondary mixed-use frontages
- Residential frontages
- Residential frontages where all dwellings at ground floor level should be accessed by their own front door where possible
- Internal courtyard frontages
- Indicative location of entrance to residential core
- Indicative location of entrance to podium parking
- Indicative location of Mobility Hub Pavilion

2.4 BUILDING FRONTAGES

MIXED-USE FRONTAGES

Primary mixed-use frontages address the principle public open space - The Clearing. They must:

- Have high degrees of transparency at ground level, with no large areas of blank wall or inactive façade.
- Include a variety of active mixed-uses.
- Include frequent entrances into residential and mixed-uses.
- Include spill-out spaces for active ground floor uses, offering amenity value and acting as a transition zone between public space and internal activities.
- Only include vehicular entrances or access to service areas if unavoidable (and design them to be as inconspicuous as possible).

Secondary mixed-use frontages relate to less active, public spaces and allow greater flexibility of uses along them, including essential servicing. They must:

- Include pedestrian entrances at regular intervals, but these may be more widely spaced than on primary frontages.
- Sensitively integrate services and uses with greater areas of inactive frontage, but only where these cannot be located wholly within the undercroft.
- Provide vehicular entrances and access to servicing zones as infrequently as possible (and design them to be as inconspicuous as possible).

RESIDENTIAL FRONTAGES

Residential frontages must:

- Include frequent entrances into communal residential lobbies. Individual front doors to ground floor dwellings are encouraged where suitable.
- Provide vehicular entrances and access to servicing zones as infrequently as possible (and design them to be as inconspicuous as possible).
- Include a privacy strip at the base of the building where dwellings are located at ground level with a minimum depth of 1.5m. This may take the form of an enhanced planting strip or a private terrace or garden with suitable boundary treatment (refer to section 5.3).

In addition:

- Where indicated on the adjacent diagram, all dwellings at ground floor level must be accessed by their own front door directly from the public realm (unless the need for an alternative design solution can be justified).
- The provision of family sized dwellings in these locations is encouraged. These are likely to take the form of duplexes or townhouses.
- Where Bus services and parking areas occur adjacent residential accommodation frontage should be limited to ancillary residential, and mixed use only.
- Ground Floor Residential Homes should be located as such to enjoy a separation from both vehicle and high levels of footfall associated with public transport zones.

INTERNAL FRONTAGES

Internal Frontages occur within urban blocks around communal podium gardens or private amenity space. They must:

- Include a high proportion of habitable rooms to dwellings, to provide good levels of passive surveillance.
- Include a privacy strip at the base of the building to protect the amenity of dwellings at ground or podium level with a minimum depth of 1.5m. This may take the form of an enhanced planting strip or a private terrace or garden with suitable boundary treatment (refer to section 5.3).

STREET DESIGN

03

3.1 KEY DESIGN & SUSTAINABILITY OBJECTIVES

Healthy Streets
Streets should be designed as places for people, where traffic does not dominate and trees and landscaping are used creatively to provide visual interest and counteract pollution.

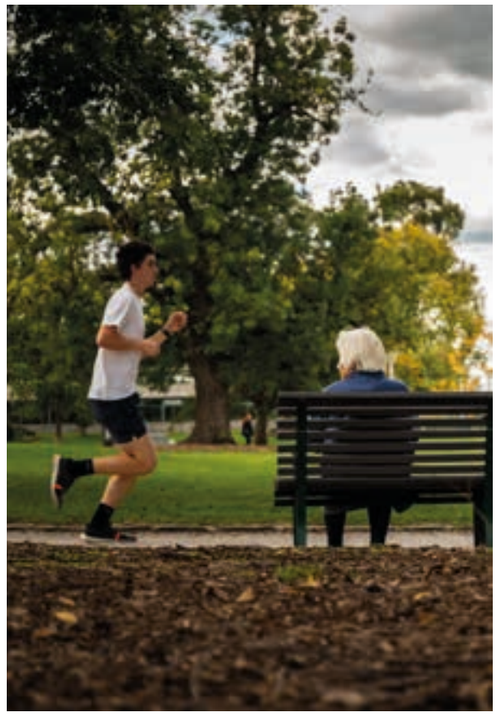
Permeability
The street network must offer a variety of pleasant, convenient and safe routes through it, encouraging walking and cycling and making navigation easy.

Interconnected Routes
New footpaths and cycleways must be well-connected to existing routes in the surrounding area, providing improved linkages to key destinations and enhanced journeys through the site, helping to encourage walking and cycling as the primary modes of transport.

Natural Traffic Calming
The street network must be designed to slow traffic speeds and create a safe and attractive environment for walking and cycling. This may be achieved by visual cues such as built frontage, the location of on street parking, horizontal deflections and use of varied surface materials.

Avoid Dominant Parking
Parking must not be a dominant element within the streetscape. The majority of parking must be discreetly located within podium parking areas.

An Uncluttered Environment
The public realm must aim to avoid unnecessary highway paraphernalia, e.g. street signs. Where required, elements of street furniture should generally be grouped together to minimise visual clutter.



Landscaping and interconnected, safe routes encourage exercise.

Street trees and landscaping create visual interest and help to counteract pollution.

On-street parking bays interspersed with street trees and landscaping, ensure that parking does not dominate the street scene.

3.2 ACCESS & MOVEMENT STRATEGY

CONNECTIONS TO THE WIDER AREA

The site forms part of a wider network of streets, footpaths and cyclepaths serving the local area and providing access to surrounding residential, employment and education uses. It is important that the movement network within the site connects into this existing network, as well as contributing to its expansion and improvement. This will help to ensure that new residents have easy access to key destinations, but also that the new mixed-use facilities provided on site will be well used and thriving.

The Detailed Access proposal shown below sets fixed parameters for the masterplan design and should form the basis of the design principles.

Key Design Principles:

- The design of the movement network should encourage the use of public transport, walking and cycling ahead of the private car, by providing direct linkages and improvements to the existing network.
- Pedestrian and cycle routes through the site must offer logical and convenient connections to and between key destinations beyond the site boundary. This should take account of both existing and proposed destinations.

- Existing Boundary Roads
- Primary Cycle Routes
- Secondary Cycle Routes
- Key Pedestrian Routes
- Internal Indicative Cycle/Pedestrian Movement (subject to variation)
- Bus Route Option 1
- Bus Route Option 2
- Refuse / Emergency Access
- Vehicular Access
- Indicative location of Mobility Hub Pavilion

3.2 ACCESS & MOVEMENT STRATEGY

VEHICULAR ACCESS FROM SYON LANE

The main vehicular access is from Syon Lane. The existing roundabout serving the site will be replaced with a priority junction with a ghost-island right-turn lane. The design has been developed to accommodate large servicing and emergency vehicles.

In view of the notable levels of pedestrian movement observed across the existing site access, and in accordance with the requirements of Healthy Streets, the design of the proposed site access has been developed to provide safe pedestrian crossing for users of all abilities, with a direct 'straight-across' route.

This vehicular access to the site has been designed in detail and reference should be made to the drawing(s) approved as part of the outline planning application. The illustrative masterplan extract to the right shows the detailed proposals.

Proposed New Access from Syon Lane and Pedestrian Crossing (shown on Illustrative masterplan)

OCCASIONAL ACCESS FROM MACFARLANE LANE

A restricted vehicular access point is provided from Macfarlane Lane, connecting to the western end of the northern Lane. This is intended to provide occasional access for emergency service vehicles and to facilitate a more convenient collection route for refuse and recycling vehicles around the site (see also section 3.5).

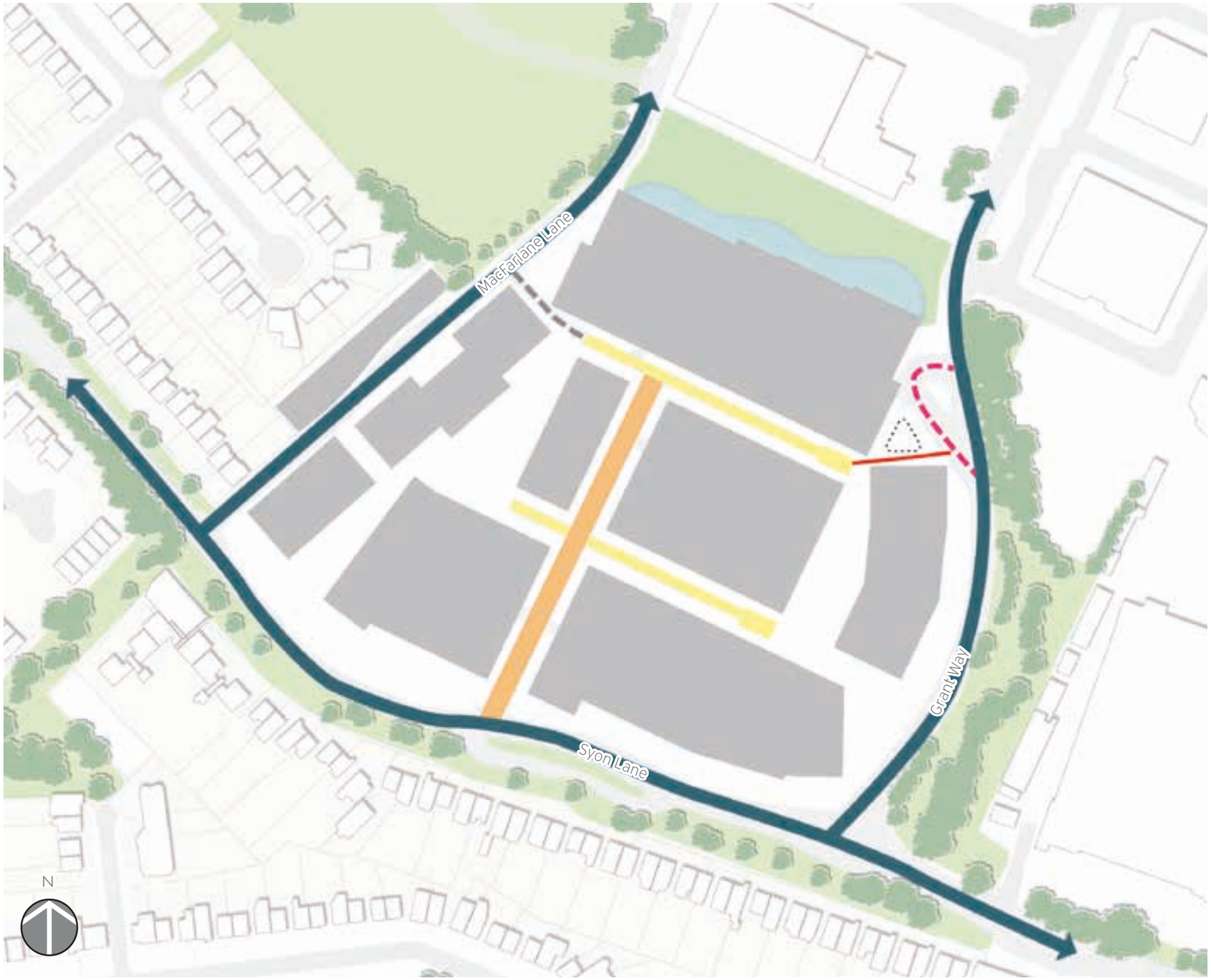
Key Design Principles:

- The access route must be designed to accommodate sufficient vehicle weights, but have the appearance of a wide footpath/cyclepath (which will be its primary function).
- Suitable controls must be provided at both ends of the route to prevent unauthorised use.

Length of occasional access route (shown on Illustrative masterplan)

Retractable bollards - potential suitable means to control unauthorised access

3.3 STREET TYPOLOGIES



A hierarchy of routes is proposed throughout the masterplan area. This will provide a legible, permeable, interconnected network of routes with links to footpaths and cycleways.

The hierarchy includes two categories of street within the site, but also addresses the existing streets around the edges:

- The Boulevard
- The Lanes - north and south
- Syon Lane
- Grant Way
- MacFarlane Lane

Each of these is described in more detail on the following pages, with street sections, plans and precedent images to illustrate their main characteristics and design guidance in the form of Key Design Principles.

- Existing Boundary Roads
- The Boulevard
- The Lanes
- Bus Route Option 1
- Bus Route Option 2
- Occasional Access Road (Refuse/Emergency)
- Indicative location of Mobility Hub Pavilion

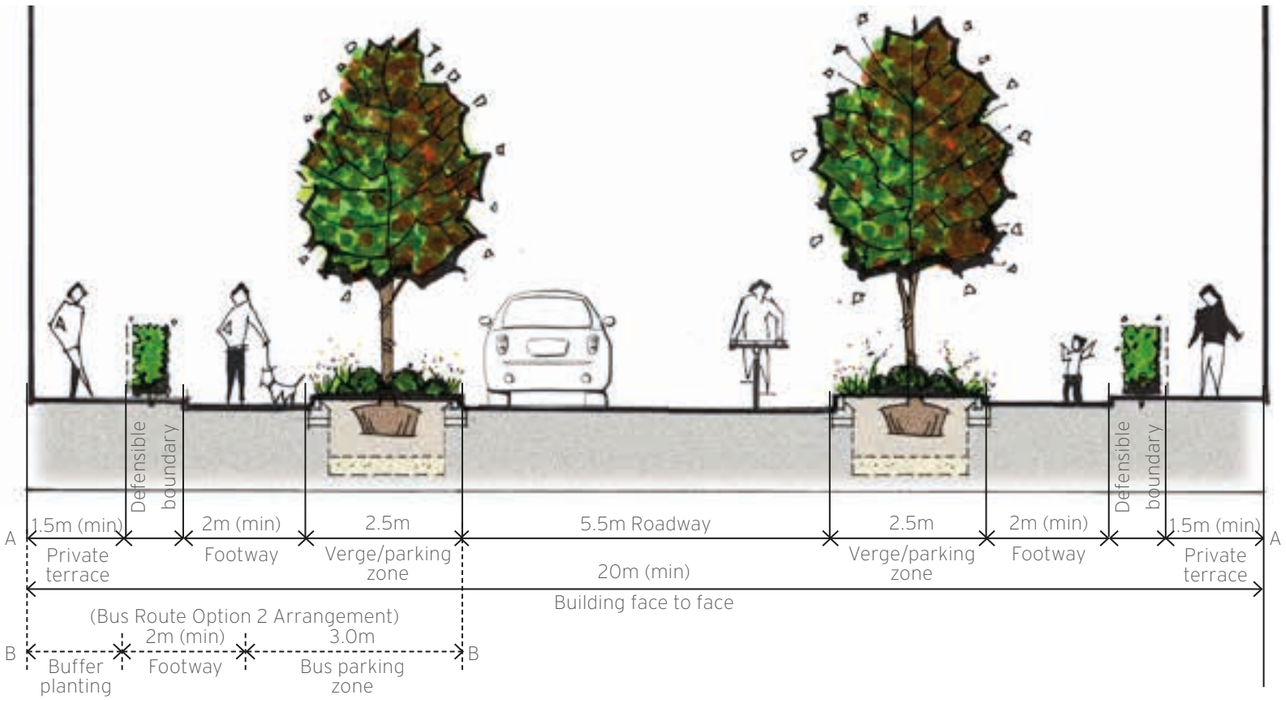
3.3 STREET TYPOLOGIES – THE BOULEVARD

THE BOULEVARD

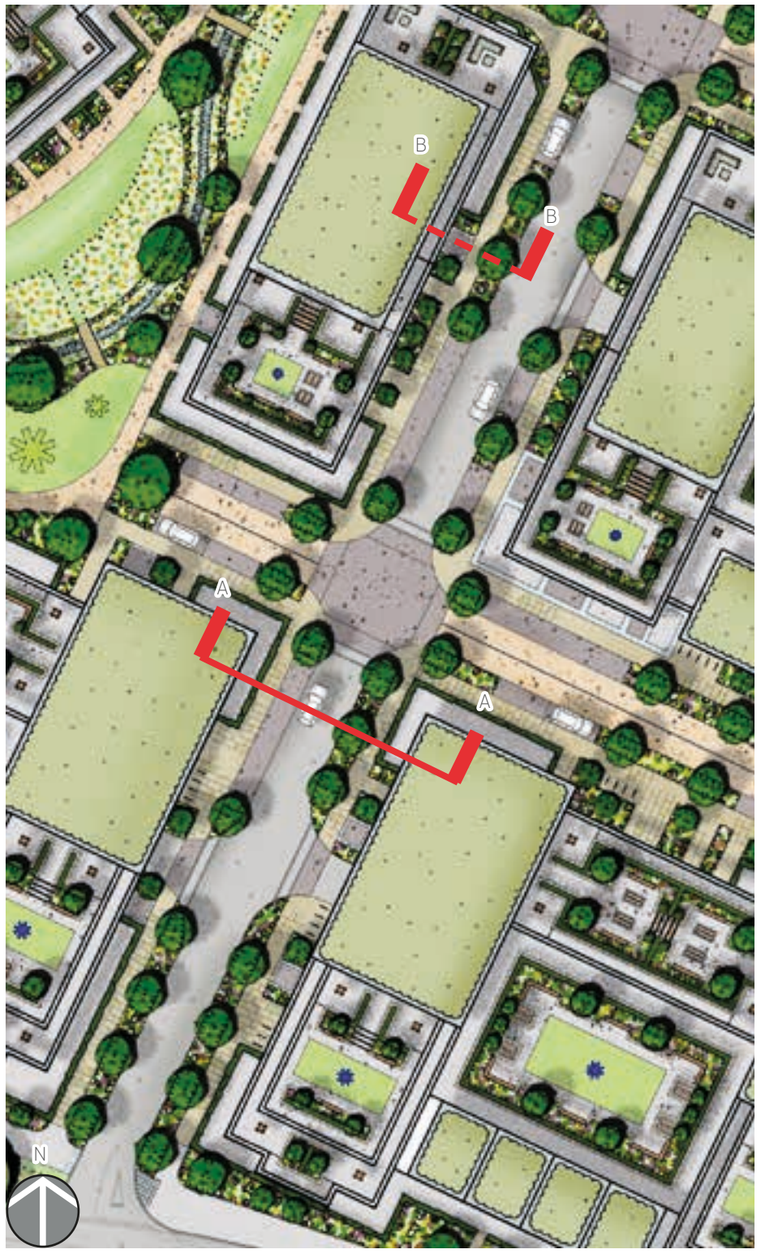
The Boulevard forms the main vehicular and service entrance into the proposed development. Designed with a formal streetscape character reflecting the linear enclosure provided by the adjacent architecture and reinforced by semi-mature avenue tree planting. The buildings are orientated to overlook the road and footways providing natural surveillance. Parallel parking and service bays are located along the road with generous breaks in the bays providing the opportunity for verges to be treated as rain gardens and parking bays with permeable paving where viable. The majority of the site's residential parking and servicing, including that serving the Clearing, is accessed directly from the Boulevard, reducing the need for vehicle movements in other parts of the site.

Carriageway width	5.5m
Footway/Cycleway	2m (min) footway on both sides of the road
Landscape Character	Private terrace: 1.5m deep (min) Metal boundary railings: 1.1m high (behind hedge) Curtilage hedge planting: 1.5m high with minimum depth of 0.6m Buffer planting: minimum depth 1m (where viable) Minimum height of kerb up-stand: 125 mm

NTS



Section AA - Typical section through the Boulevard



Illustrative landscape plan

3.3 STREET TYPOLOGIES – THE BOULEVARD

Boulevard tree planting

Granolithic sett paving

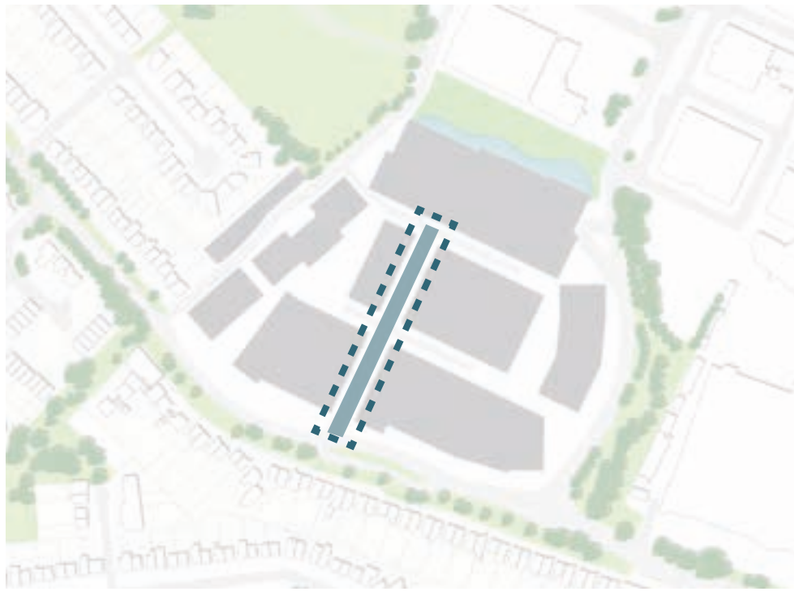
Feature paving to shared building entrances

Bioretention Rain Garden

Footways and street trees

The Boulevard must include the following features:

- Roads to be delineated with a contrasting up-stand kerb
- Level access and tactile paving to be provided at all crossing points
- Segregated footways to be a minimum of 2m wide
- Planting and trees to define a green character and provide visual amenity for the public and residents. Street trees to be planted a minimum of 1m from edge of carriageway (refer to section 5.1)
- Design should integrate SUDs solutions, including permeable paving to car parking bays, rain gardens where viable
- Raised tables and material change to carriageway at intersections with the Lanes providing traffic calming
- Feature paving to shared building entrances
- Railings to private terraces should be 1.1m high and well designed, either forming part of a landscape feature, or hidden behind hedging
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)



3.3 STREET TYPOLOGIES - THE LANES

THE LANES

The narrower Lanes form secondary east-west vehicle and service routes within the site. With reduced vehicle movements compared to the Boulevard, the carriageway widths and kerb heights are reduced and the carriageway delineated by a change in surface finish. The character of the Lanes is further reinforced through a change in street tree species and the incorporation of rain gardens into the verges, where viable. Due to the proximity of the Clearing and the mobility hub, the majority of parking provision within the Lanes is dedicated for car club spaces and special purpose parking - e.g. the GP surgery.

Carriageway width	5m
Footway/Cycleway	2m (min) footway on both sides of the road
Landscape Character	Private terrace: 1.5m deep (min) Metal boundary railings: 1.1m high (behind hedge) Curtilage hedge planting: 1.5m high with minimum depth of 0.6m Buffer planting: minimum depth 1m where viable Minimum height of kerb up-stand: 60 mm

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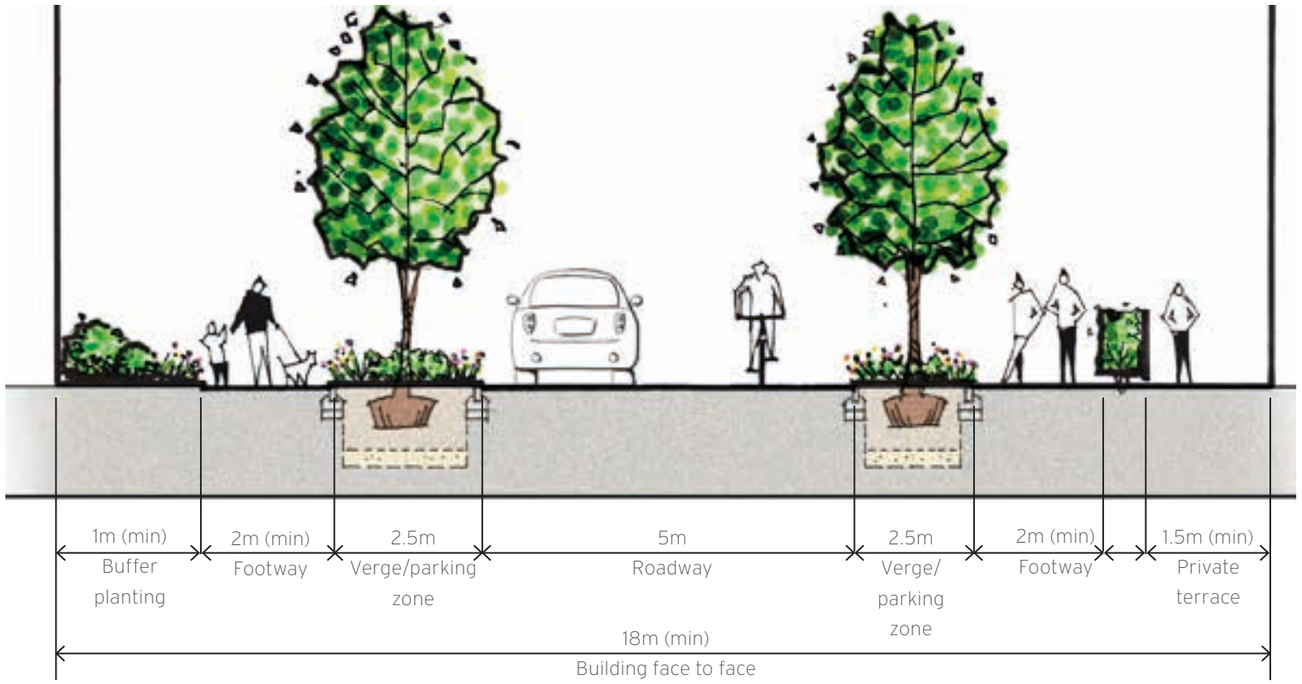
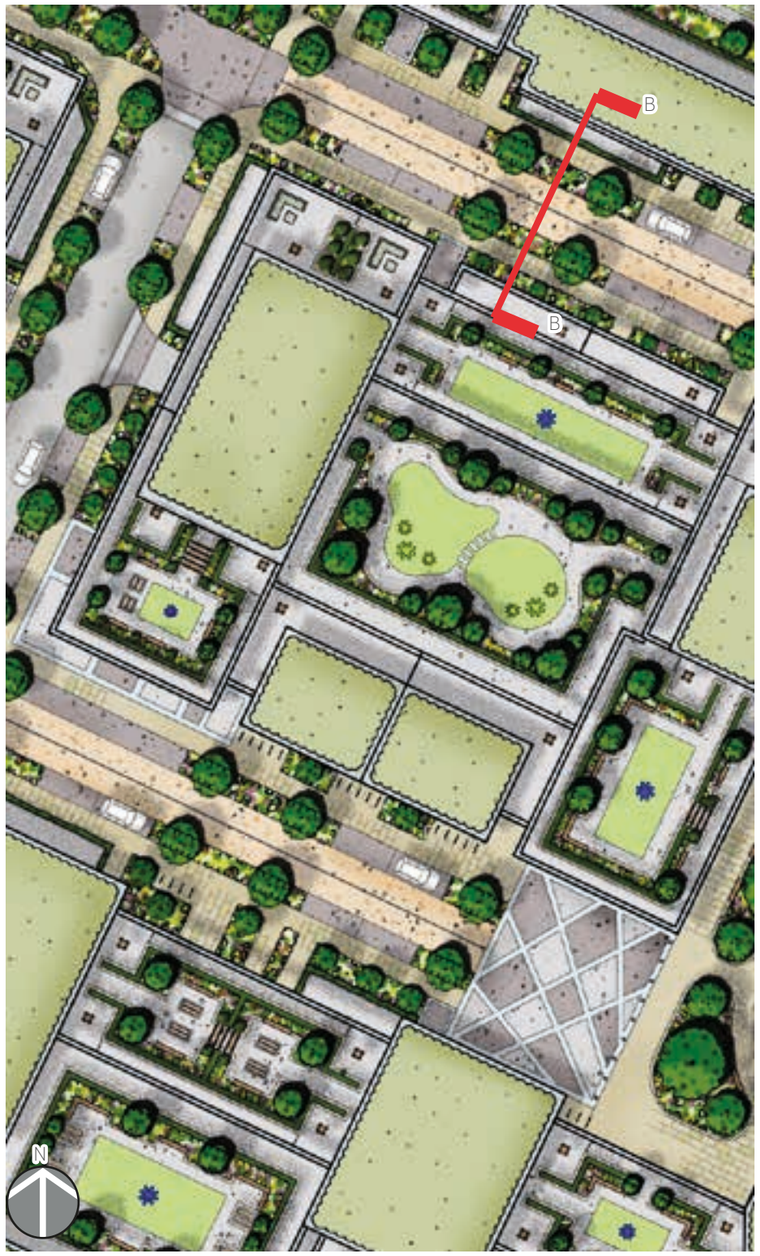
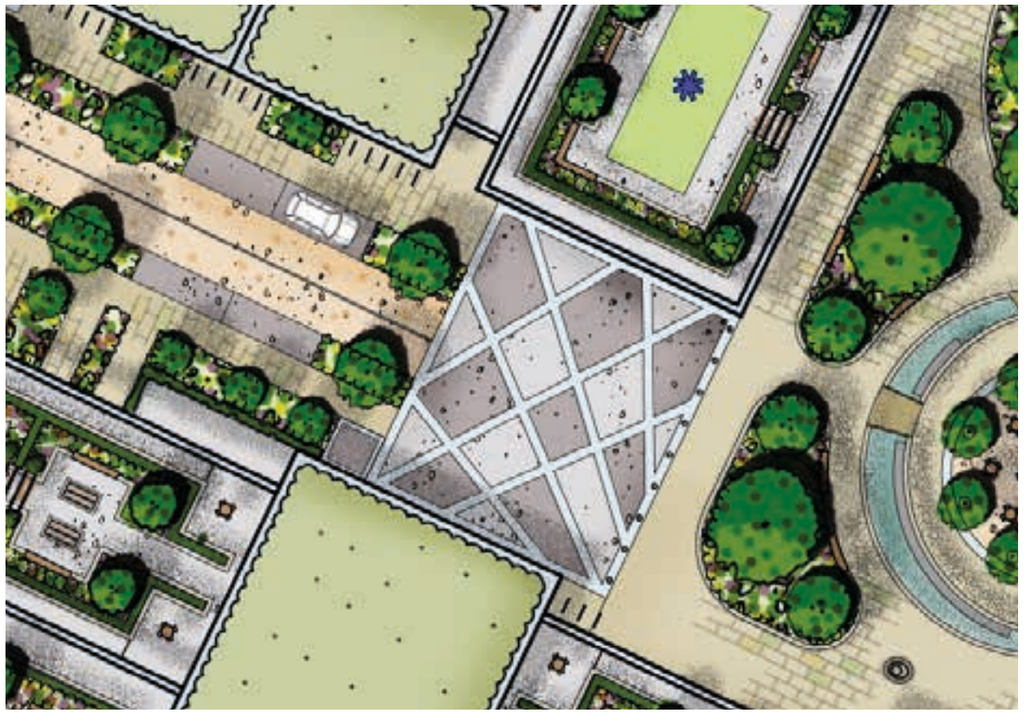


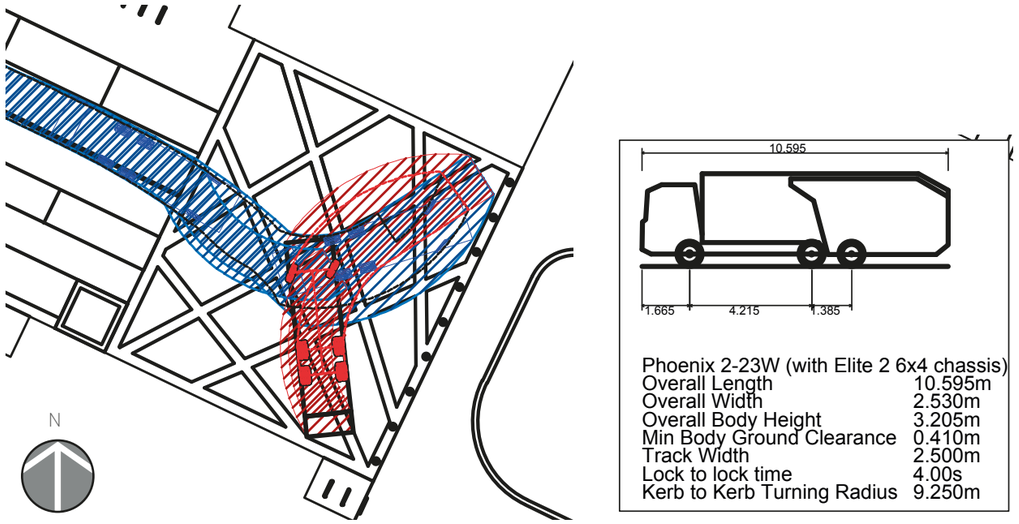
Section BB - Typical section through a Lane



Illustrative landscape plan

3.3 STREET TYPOLOGIES – THE LANES





Royal Huskoning DHV - Sweep Path Analysis Plan for Large Refuse Vehicles

Hardstanding

An area of hardstanding has been located at the end of each of the Lanes, the plan illustrates how there is enough space for a large refuse vehicle to turn around. The landscape design for these areas has a change in surface material with the use of a granolithic sett paving to delineate the space and provide a feature end stop to the road and entrance into the adjacent Clearing. Signage will be located at the end of the turning heads to define acceptable vehicle access across the head of The Clearing.

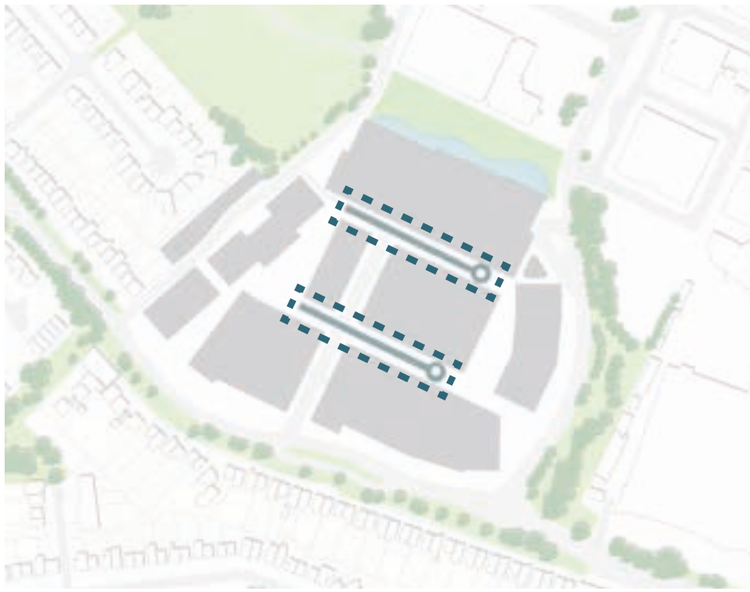
Granolithic sett paving

Sandstone flag random course

Linear tree planting

The Lanes must include the following features

- Roads to be delineated with a contrasting up-stand kerb
- Level access and tactile paving to be included at all crossing points
- Segregated footways to be a minimum of 2m wide
- Planting and trees to define a green character and provide visual amenity for the public and residents. Street trees to be planted a minimum of 1m from edge of carriageway (refer to section 5.1)
- Raised tables and material change to carriageway at intersections with the Boulevard providing traffic calming
- Feature paving to shared building entrances
- Railings to private terraces should be 1.1m high and well designed, either forming part of a landscape feature, or hidden behind hedging
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)



3.3 STREET TYPOLOGIES - THE LANES

BUS ROUTE OPTION 1

This option, with all buses accessing an independent and allocated area off Grant Way allows for the bus route to be completely separate from the roads within the main masterplan.

All Lanes are two direction for all vehicles passing, with allowances for vehicular turning on the hard standing at the head of the Lanes to turn back towards the Boulevard.

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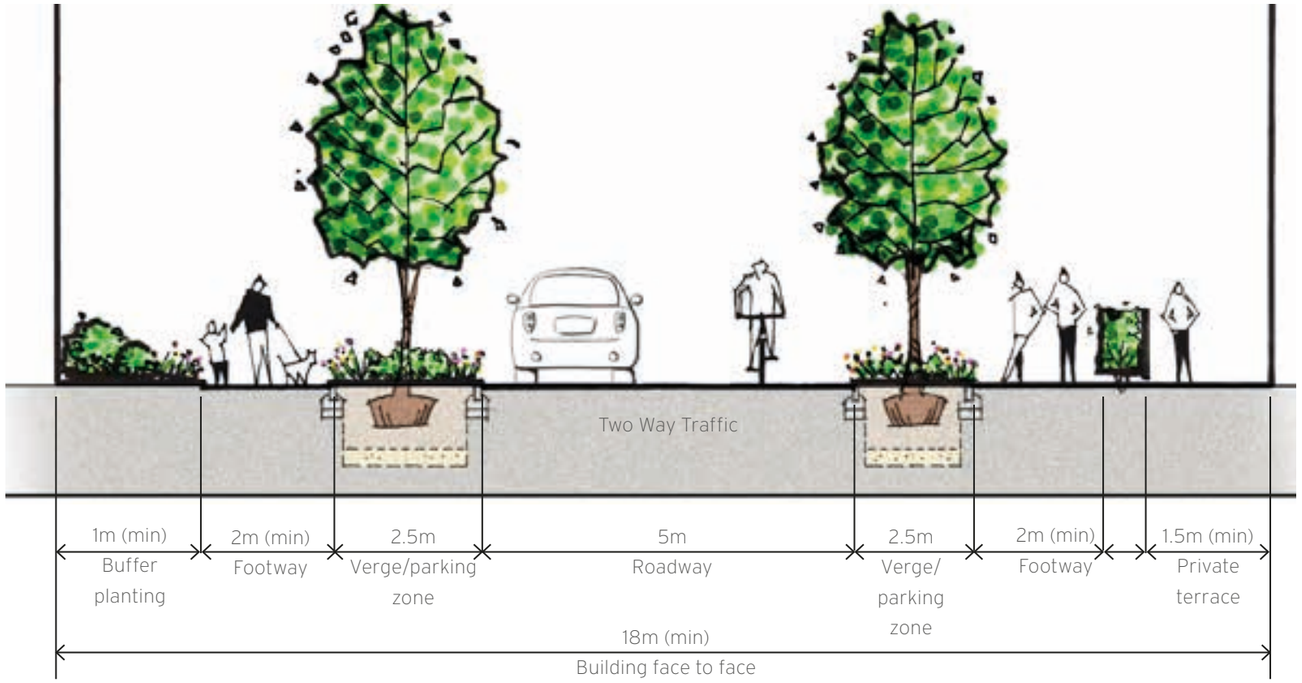


Section BB - Typical section through a Lane

Illustrative landscape plan - Showing Bus Route Option 1

Bus Route

Refuse Route

3.3 STREET TYPOLOGIES – THE LANES

Illustrative landscape plan - Showing Bus Route Option 2

Bus Route

Refuse Route

BUS ROUTE OPTION 2

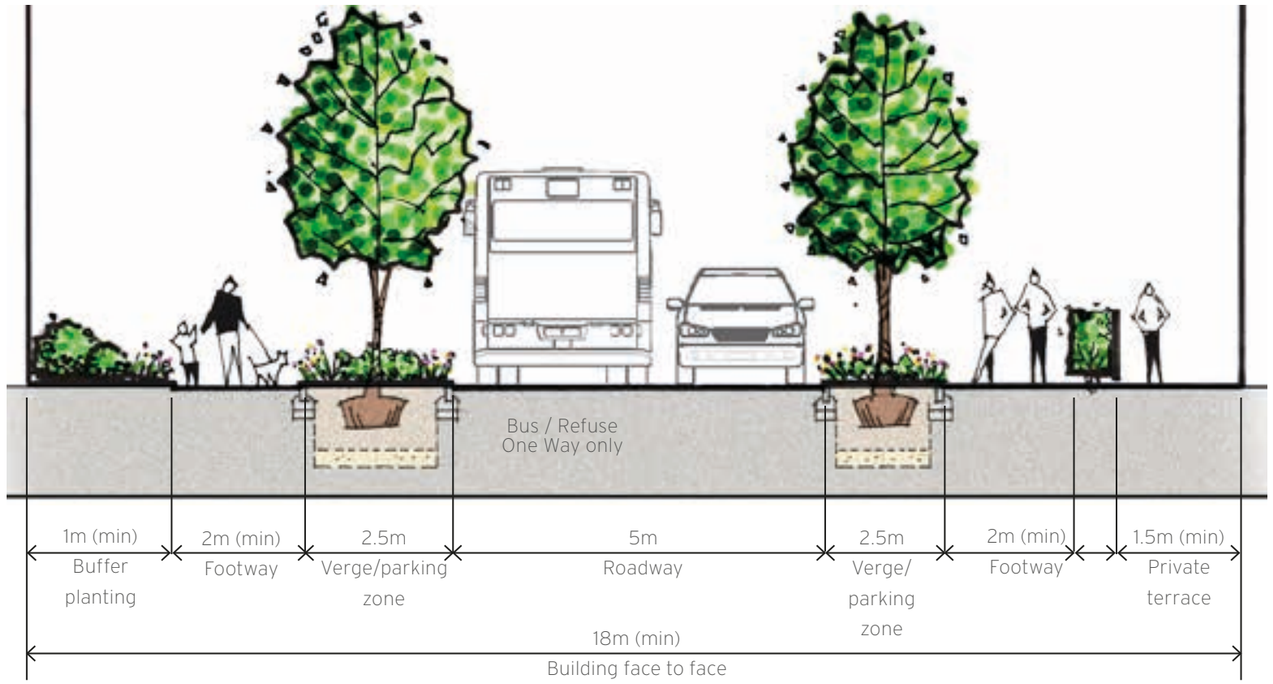
This option brings buses onto the site, and allows use of Grant Way as a point of egress in a southerly direction only.

At 5m the carriage width of the lanes is not increased, but within the northern lane the direction of travel for larger vehicles is restricted to one way.

These vehicles then cross the head of The Clearing, and exit the masterplan, turning right onto Grant Way.
Refuse vehicles also follow this route, and will then re-entre the masterplan to serve properties to the left hand side of the Boulevard and exit onto MacFarlane Lane.

All other vehicles are unaffected, and continue to use the hard standing at the head of the lanes to turn back towards the Boulevard.

NTS



Section BB - Typical section through a Lane

3.3 STREET TYPOLOGIES - SYON LANE

SYON LANE

Syon Lane is located along the southern boundary of the proposed development, forming the primary frontage. A segregated footway/cycleway will be provided and enhanced with additional landscaping and integration of the proposed highway works and access from Syon Lane.

The segregated footway/cycleway will be clearly marked adjacent to Syon Lane, with a linear landscaped belt of planting between the footway/cycleway and Syon Lane. This landscape belt will include existing retained trees and informal groups of trees planted within grass mounds and bulb drifts to provide seasonal interest and create an attractive landscaped footway/cycleway. The buildings and entrances are designed to front onto this footway/cycleway providing natural surveillance, additional shrub and tree planting will be located along the curtilage of the buildings providing a buffer between the private and public realm.

Footway/Cycleway	4m segregated footway and cycleway to Syon Lane frontage. To the west of the proposed site access the line of this footway/cycleway is to be maintained. To the east of the proposed site access, the route will be re-provided as part of any site access/ highways works which includes two proposed pedestrian crossings.
Landscape Character	Private terrace: 1.5m deep (min) Buffer planting: minimum depth 1m where viable.

Illustrative landscape plan

3.3 STREET TYPOLOGIES – SYON LANE

Informal groups of tree planting

Bulb drifts for seasonal interest

Shared footway/cycleway

Mounds and informal groups of tree planting

The Syon Lane boundary must include the following features

- Segregated cycleway/footway provision along the Syon Lane frontage to be 4m wide
- Existing trees to roadside verge be retained where viable and where assessed to be of a suitable quality.
- Level access and tactile paving to be provided at all crossing points
- Planting and trees to define a green character and provide visual amenity for the public and residents. Street trees to be planted a minimum of 1m from edge of carriageway (refer to section 5.1)
- Clearly defined footpaths serving individual dwelling entrances
- Railings to private terraces should be 1.1m high and well designed, either forming part of a landscape feature, or hidden behind hedging
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)

3.3 STREET TYPOLOGIES - GRANT WAY

GRANT WAY

The Grant Way boundary must include the following features

- Roads to be delineated with a contrasting up-stand kerb
- Level access and tactile paving to be included at all crossing points
- Segregated footways to be a minimum of 2m wide
- Planting and trees to define a green character and provide visual amenity for the public and residents. Street trees to be planted a minimum of 1m from edge of carriageway (refer to section 5.1)
- Feature paving to shared building entrances
- Boundary treatment for the gastro pub terrace space should be well designed, either as part of a landscape feature, or hidden behind hedging
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)

The eastern boundary of the site is formed by Grant Way. Development along this boundary forms a prominent frontage when viewed from Syon Lane and along Grant Way. At the southern end, built form has been orientated to provide views directly into the Clearing (public square) with feature landscaping, to encourage pedestrian movement into the space. The landscaping will include a sculptural stone water feature, part of the rill design, generous footways, and large areas of landscaping. Routes along Grant Way also provide direct access to the Water Gardens.
A series of cycle stores will be located along Grant Way, and these should be designed as an integral part of the landscape - set within planting and with green roofs.

Bus Route Option 1
Within this option a bus turnaround is located on Grant Way at the northern end of the Clearing. A central area of landscaping will define the turnaround space and help to break-up the extent of hard surfacing.
Bus Route Option 2
Within this option buses will exit from the Lanes across the head of the Clearing on a one way route. On departing from the main bus stop vehicles will turn right onto Grant Way.

Split stone water feature

Feature paving and tree planting

Artist's impression of cycle stores and bus stops
Showing Bus Route Option 1

Illustrative landscape plan
Showing Bus Route Option 1

3.3 STREET TYPOLOGIES - MACFARLANE LANE

Illustrative landscape plan

MACFARLANE LANE

MacFarlane Lane is located on the western boundary of the site and will provide vehicular access to the proposed Bolder Academy as well as being a key route for pedestrians and cyclists. Highways improvements will be made as part of constructing the school, but any works associated with the development of Osterley Place should ensure that the safety of pedestrians and cyclists is prioritised, which may include a review of parking restrictions.

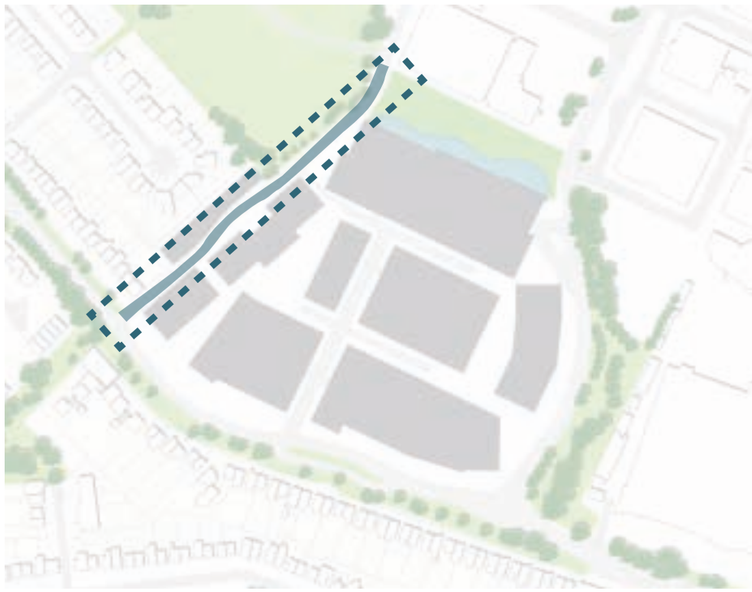
The majority of new development is situated to the south/east of the road, forming a strong development edge, and an existing tree has been retained and incorporated into the landscape, with the footway pulled away from the road, creating a focal point to the streetscape. The attractive landscape character of the Meander is extended along MacFarlane Lane, with direct footway links into the Water Gardens at its northern end, where there is also a crossing point to connect with the adjacent football centre.

To the north/west of the road, a stepped terrace of two storey dwellings create a softer edge to the street and forms a transition between new development and existing houses to the west. These buildings are set closer to the road, with private front gardens providing defensible space.

The MacFarlane Lane boundary must include the following features:

- Roads to be delineated with a contrasting up-stand kerb
- Level access and tactile paving to be provided at all crossing points
- Segregated footways to be a minimum of 2m wide
- Individual footpaths to the entrances of dwellings with front doors at street level, and a minimum depth of 1.5m buffer planting to provide privacy.
- Boundary treatments for private garden spaces should be well designed, either as part of a landscape feature, or hidden behind hedging
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)


Artist's impression of MacFarlane Lane - view looking north-east towards the proposed Bolder Academy



3.4 PARKING STRATEGY

CAR PARKING

Most of the parking provision on the site will be provided within undercroft parking areas beneath the podium gardens of parcels A, C, D and H. A limited amount of provision will also be provided on the street, serving specific users and sensitively incorporated with landscaping to minimise its visual impact.

This will help to limit the impact of vehicles on the public realm and strengthen the creation of a pedestrian friendly environment.

Key Design Principles:

- The majority of parking spaces must be provided off-street beneath the podium decks.
- Vehicular entrances to undercroft areas must be discreetly designed and minimised in number.
- On-street parking spaces should be well located to suit the needs of their proposed users and sensitively integrated into the streetscene with landscaping.
- A minimum of 3% of parking spaces on site should provide accessible parking for disabled people. Spaces should be sized accordingly with sufficient space around them to allow people to get in and out of their car easily.

- Indicative area for podium parking (car and cycle)
- Indicative street parking and service bays
- Indicative street parking, service bay with provision for Bus alighting and waiting (Bus Route Option 2)
- Indicative zone for external cycle parking structures
- Indicative area of semi-basement cycle store
- Indicative access to semi-basement cycle store
- Indicative vehicular access to podium parking (cycle parking ideally accessed from elsewhere)
- Indicative location of Mobility Hub Pavilion

3.4 PARKING STRATEGY

CYCLE PARKING - BEST PRACTICE	
Consistently available	Sufficient parking for all residents or employees.
Fit for purpose	'Sheffield' type stands or easily accessible two-tier systems, cages or lockers.
Conveniently sited	Long stay parking should be within 50m and short stay parking within 15m from main entrances.
Accessible and easy to use	All cycle parking should be easy to reach - no steps, detours, narrow corridors or steep slopes. Closer than car parking.
Safe and secure	Users should feel secure and confident their bike is secure.
Well-managed, maintained and monitored	Cycle parking must be maintained and monitored. Management will be required for long stay cycle parking.
Covered	Required for long stay cycle parking and advised for short stay cycle parking.

CYCLE PARKING

Cycle parking will be provided in a variety of different ways across the site; beneath buildings, within podiums and in standalone structures or short stay bike stands within the public realm. This will provide flexibility to meet the requirements of different user groups and respond to the varying character of the public realm.

Key Design Principles:

- Cycle parking should be provided in accordance with the best practice principles set out in the adjacent table wherever possible.
- Cycle parking must be easy to use for people of all ages and abilities.
- Some provision should be made for non-standard and all-ability cycles, such as cargo bikes, tricycles and tandems.
- External cycle stores must be sensitively designed and located so that they sit comfortably within the public realm. The use of green roofs is encouraged.

Double stacked cycle storage beneath a building

Secure external cycle store - St Clements, Mile End

Combined cycle store and storage - Chapel, Southampton

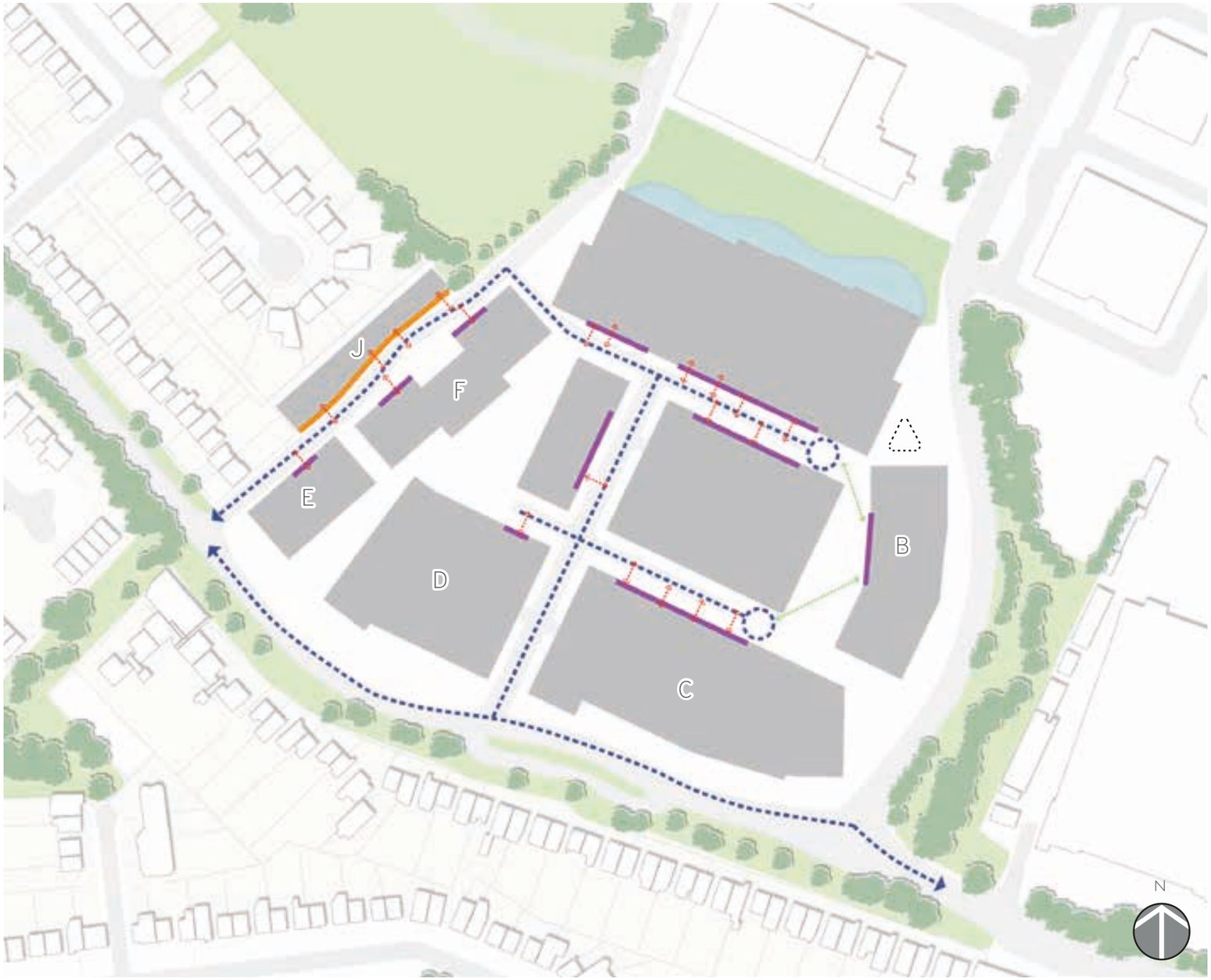
3.5 WASTE MANAGEMENT STRATEGY

Waste and recycling will be collected at street level from dedicated stores beneath the buildings fronting the Boulevard and the Lanes. The internal street layout is designed to minimise the need for collection vehicles to reverse, with turning areas provided at the eastern end of both Lanes and a service only access to MacFarlane Lane in the north west corner of the site.

Buildings at the edges of the site will be serviced from surrounding streets. Parcel B will have a managed solution, to enable servicing from the Lanes. Parcels E, F and J will be serviced from MacFarlane Lane. Individual terrace/maisonette dwellings forming the Syon Lane frontage of parcels C and D will be provided with rear access to the communal bin stores within the podium.

Key Design Principles:

- The vehicle collection route must be kept clear of obstructions to ensure ease of access and avoid unnecessary damage to the public realm.
- Bin stores should be located away from primary elevations or key corners of the building, with minimal presence on the frontage and discreetly designed entrances.
- Bin store entrances must be located within 10m of the proposed vehicle collection point and within 30m of the residential block entrance they are serving.
- Bin stores must be adequately sized for the required number of bins and provide sufficient space for full and empty bins to be rotated efficiently on collection days.



Indicative location for communal bin store entrances

Indicative 10m travel distance from bin store entrance

Indicative estate managed service routes

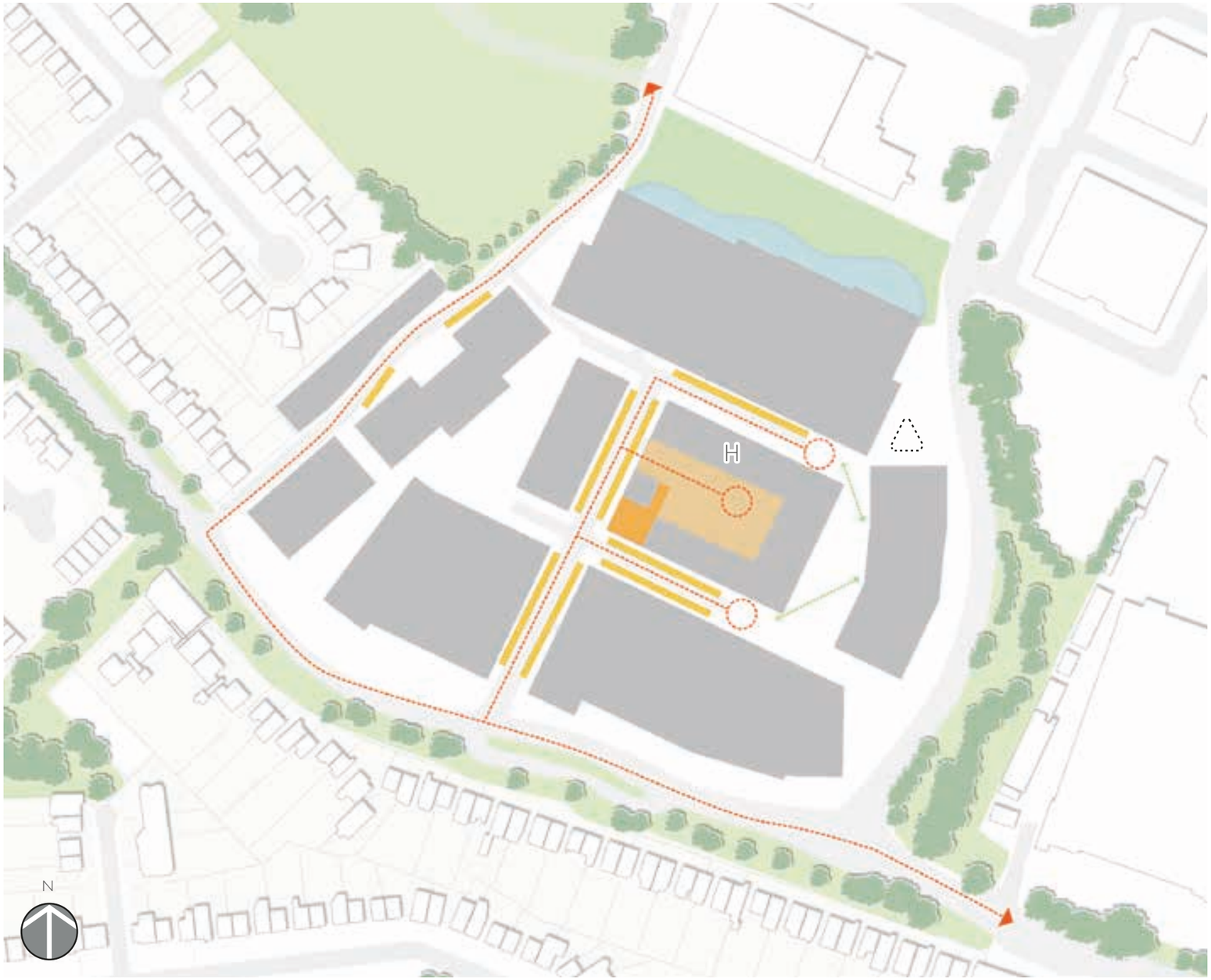
Indicative refuse collection route

Indicative turning area within site

Individual bin stores for terraced dwellings

Indicative location of Mobility Hub Pavilion

3.6 SERVICING STRATEGY



The servicing of commercial and residential properties will be carefully controlled to avoid delivery vehicles being parked in inappropriate/inconsiderate locations within the public realm. Deliveries will be managed by a concierge located in the south west corner of parcel H, close to the main vehicular entrance to the site.

The majority of commercial servicing will be undertaken within the covered podium of parcel H, with space provided for a minimum of two large vehicles and adequate turning provision within the boundary of the parcel. Servicing bays will also be provided on MacFarlane Lane, the Boulevard and the Lanes to accommodate deliveries from large vehicles to residential properties.

Key Design Principles:

- Servicing and large deliveries to commercial and residential properties must be carefully managed by an on-site concierge, located in a prominent position.
- The service area beneath Block H should be designed to accommodate a minimum of two 10m rigid goods vehicles and also room for them to turn around and exit the space in forward gear.
- A limited number of on-street parking bays for delivery vehicles should be provided. MacFarlane Lane, The Boulevard and The Lanes.

- Servicing area beneath parcel H
- Indicative location of concierge facility in parcel H
- Zone for on-street servicing bays
- Indicative route for site servicing
- Indicative estate managed service routes
- Indicative turning area within site
- Indicative location of Mobility Hub Pavilion

SPACES

04

4.1 KEY DESIGN & SUSTAINABILITY OBJECTIVES

Accessible Environment
Public spaces must be designed to be accessed, used and enjoyed by everyone – including disabled and older people.

Public & Private Space
There must be a clear definition between spaces which are publicly accessible and those which are private.

Coordinated Public Realm
The design of paving, planting, lighting, public art, signage and street furniture must be considered as a unified whole, to achieve a well-coordinated and uncluttered effect.

Comfortable Microclimate
The design of streets and spaces should aim to provide a comfortable microclimate by providing shelter from the wind and a variety of sunny and shaded areas. Trees and landscape elements are likely to form a key component of the design strategy.

Designing for the Future
Landscaped spaces should be designed for easy maintenance and resilience to climate change, to ensure that they continue to look good as the new neighbourhood matures.

Play Provision
Provision for play must be included throughout the masterplan, with different types of play, for different age groups, accommodated in various parts of the site. Opportunities for less formal, more naturalistic types of play are encouraged.

Sustainable Drainage
Sustainable drainage systems (SuDS) should be incorporated into the design of spaces, where possible, to provide attractive landscape features, mitigate the impacts of surface water run-off and aid natural attenuation.


The design of paving, planting and signage should be well-coordinated


Varied and interesting types of landscape space


Design of street furniture and trees creating a comfortable microclimate


Public art creating visual interest as part of a coordinated public realm


Informal, naturalistic play areas

4.2 SPATIAL HIERARCHY

A hierarchy of spaces is proposed throughout the masterplan area. This will provide a range of spaces, creating visual interest and a variety of opportunities for recreation, leisure and play by different groups of people throughout the day.

The hierarchy includes five categories of spaces within the site:

- The Clearing - a public square
- The Meander - a public park
- The Water Gardens - a public park
- Podium Gardens - communal gardens for residents
- Roof Gardens - communal gardens for residents

Each of these is described in more detail on the following pages, with cross sections, plans and precedent images to illustrate their main characteristics and design guidance in the form of Key Design Principles.

The Water Gardens
The Meander
The Clearing
Podium Gardens
Roof Gardens

4.3 KEY SPACES – THE CLEARING

THE CLEARING

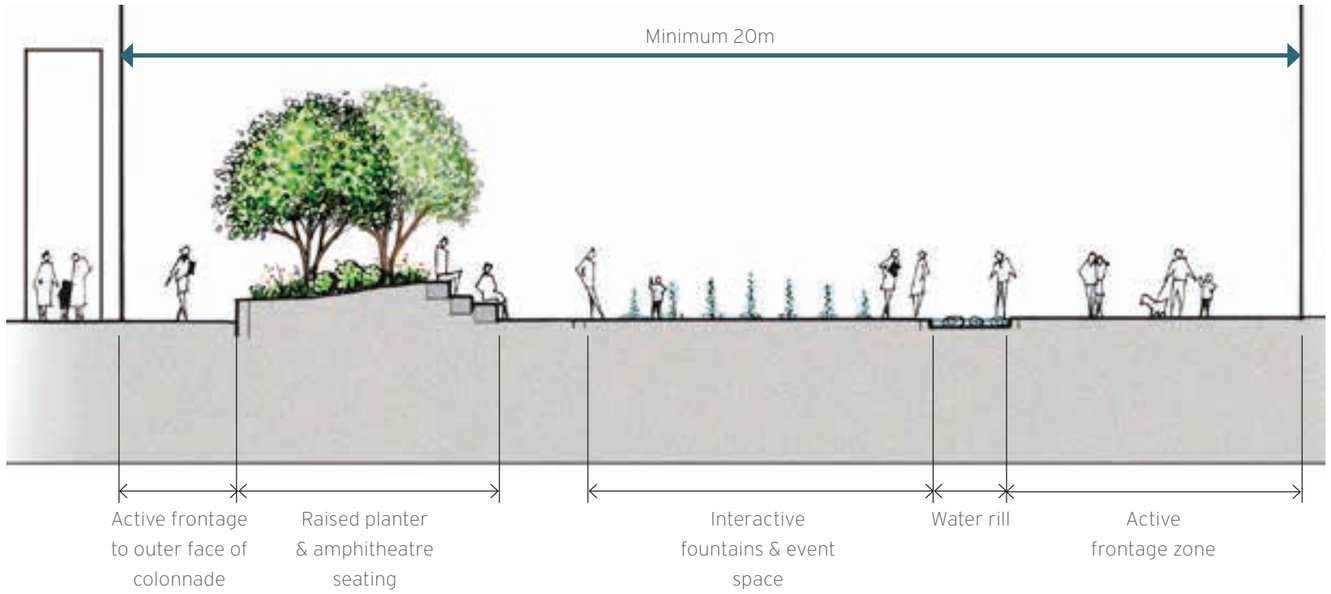
The Clearing is located to the eastern side of the site and forms an important social and civic space within the public realm. The character of the Clearing responds to the surrounding building uses, enhancing the appeal of the non-residential uses that form a local hub within this part of the site. Strong linkages through the Clearing in both a north-south and east-west direction, form permeable connections and enhance accessibility for both the existing and proposed community. The Clearing is designed as a car free space, with appropriate landscape features to restrict access.

Landscaping will include a sweeping urban rill, with multiple crossing points responding to pedestrian desire lines, an interactive fountain, and raised planters with tree planting and integrated amphitheatre seating. Together providing an attractive public square with the flexibility to support a variety of uses and functions throughout the day and into the evening.

Footway	Primary pedestrian route: minimum 2.5m Secondary pedestrian route: minimum 2m
Landscape Character	Urban, public square providing space for socialising and a flexible performance space. Water feature with multiple crossing points Semi-mature and feature tree planting, under planted with low growing shrubs.
Size	Minimum area: 2,250 m²

Landscape Plan
Showing Bus Route Option 1

NTS



Section CC - Typical Section through the clearing piazza

4.3 KEY SPACES - THE CLEARING

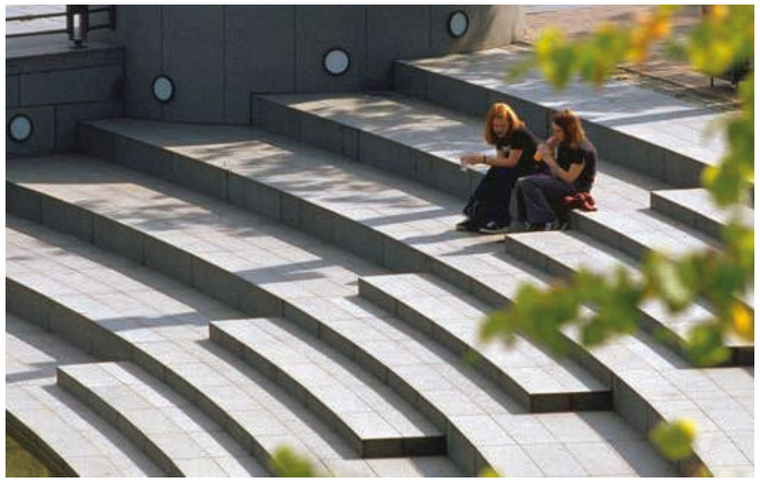
The Clearing must include the following features:

- A flexible performance/ event space
- Water or similar linking feature with legible crossing points that provides orientation through the space and provides opportunity for interaction and play.
- A variety of seating opportunities (refer to section 5.4)
- Semi Mature Tree & Shrub Planting (refer to section 5.1)
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)

Mounded planting

Community events

Water play - dancing jets



Amphitheatre

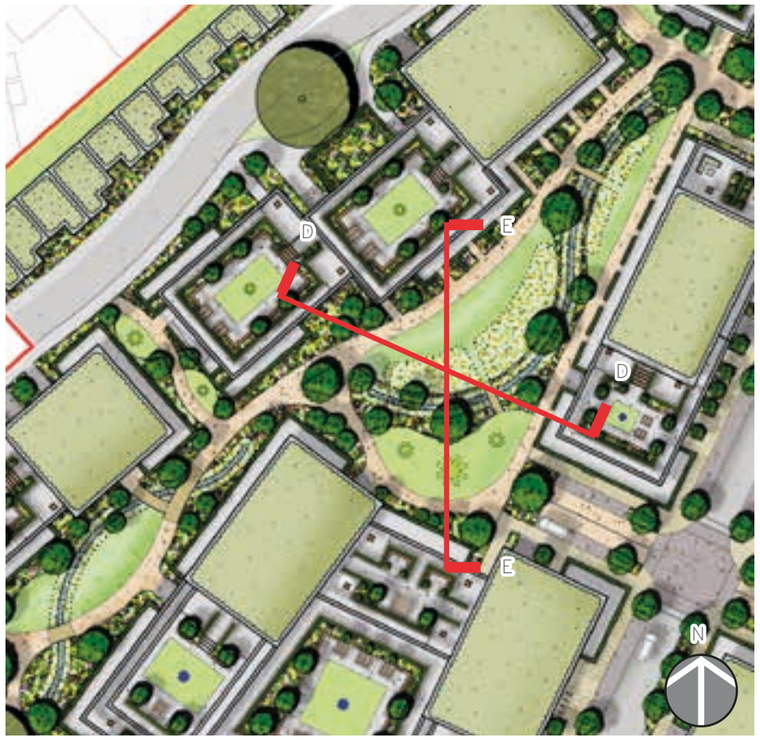
Feature paving and tree planting

Sculptural seating

4.3 KEY SPACES - THE MEANDER

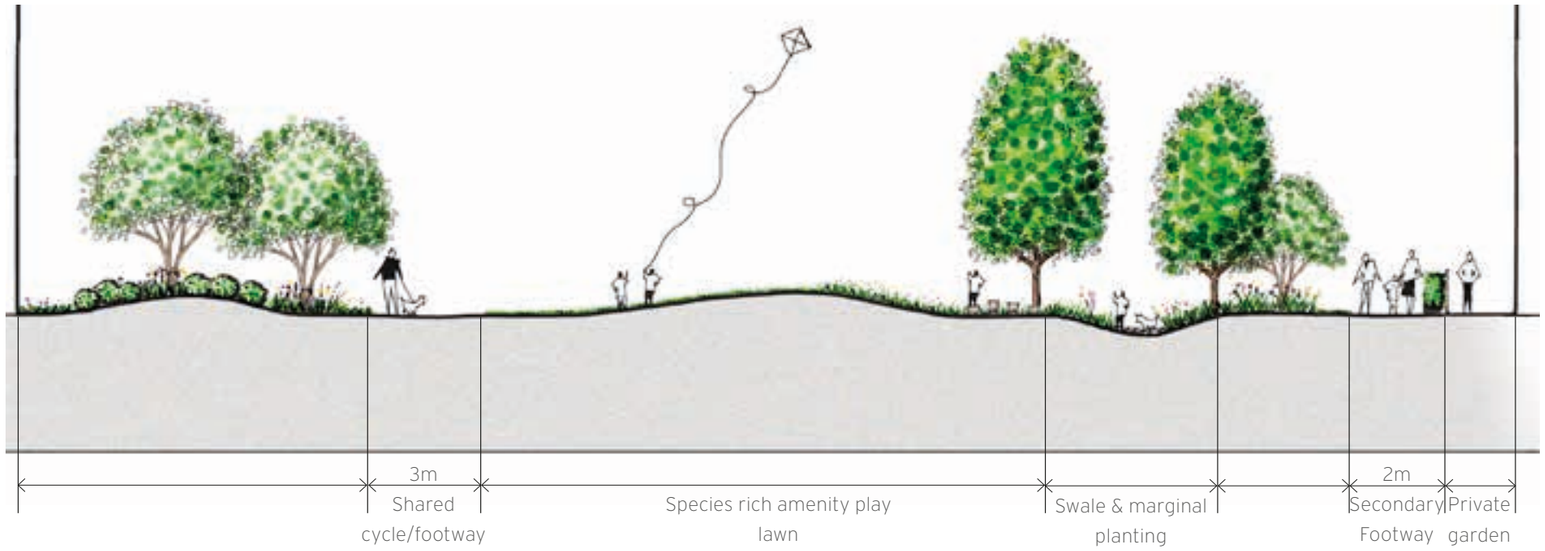
THE MEANDER

Located to the west, the Meander forms a significant communal green space enclosed and overlooked by residential frontages. The natural movement of water is expressed as an open swale which flows through the landscape, following the natural topography of the site, attenuating and cleansing run-off before discharging into the balancing lake located in the Water Gardens. The line of the swale defines a landscape comprising open, amenity lawns, wild flower meadows, perennial and tree planting. Seating areas and play elements integrated within the landscape create opportunities for informal recreation, relaxation, socialising within this rich green setting. A primary footway is located along the full length of the green space, with secondary footways providing access into the buildings and links to other parts of the site.



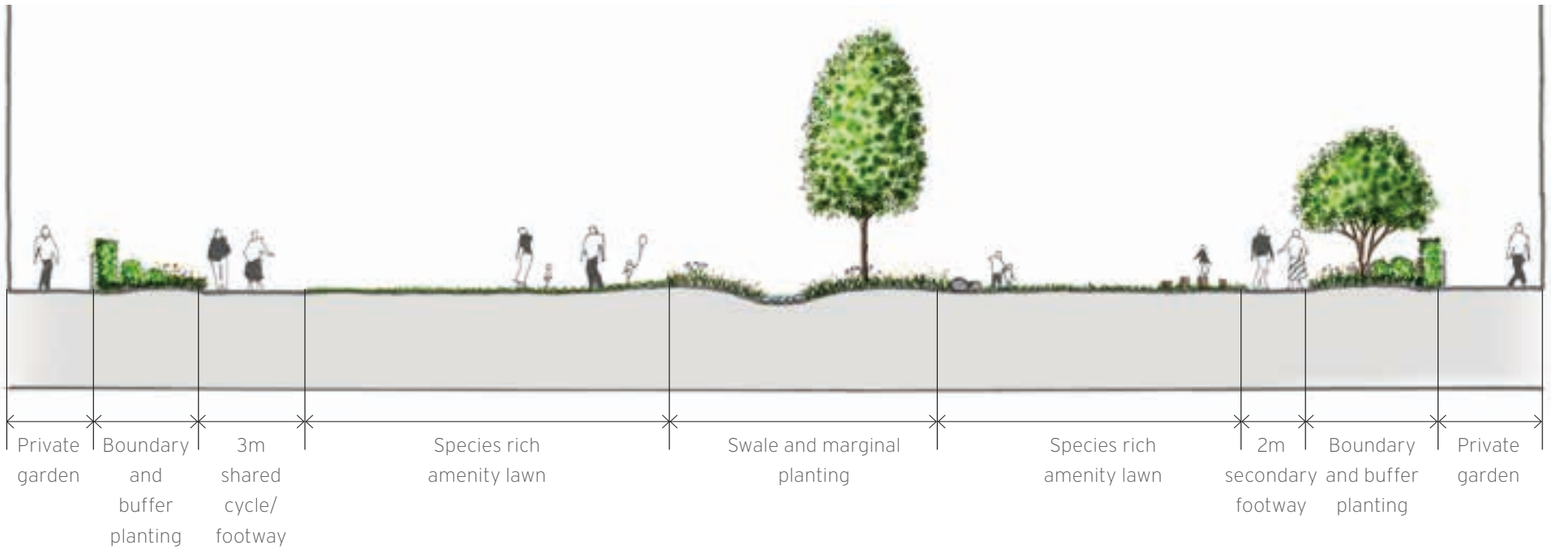
Landscape Plan

NTS



Section DD - Typical Section through the Meander

NTS



Section EE - Typical Section through the Meander

4.3 KEY SPACES – THE MEANDER

Footways/Cycleways	Primary footway/cycleway minimum 3m Secondary footway minimum 2m
Landscape Character	Communal greenspace providing informal recreation Planting to be naturalistic in character Meandering swale

Size	Minimum area: 2,050 m^2 Private terrace: 2m deep where space permits/ 1.5m deep (min) Curtilage hedge planting: 1.5m high with minimum depth of 0.6m Buffer planting: minimum depth 1m where viable.

The Meander must include the following features:

- Grass, herbaceous, shrub and tree planting to define a green character
- Planting selection to favour naturalistic species and other species friendly to wildlife to promote biodiversity
- Grassed areas should provide open amenity space for the public and residents, for the use of relaxation and play
- Buildings overlooking and communal entrances located along the Meander to provide active frontage
- Footpaths to be a minimum of 2m wide, with primary routes a minimum of 2.5m wide and clear connections into and out of the space
- Play provision distributed throughout the amenity space
- Swale should be designed to conform to CIRIA's manual for SUDs
- Swale to be green in character with marginal aquatic and water associated tree planting (refer to section 5.1)
- Boundary treatments for the private terrace space should be well designed, either as part of a landscape feature, or hidden behind hedging
- Seating opportunity should be provided near the play provision and along the Meander (refer to section 5.4)
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)


Eco-planting through greenway


Marginal planting to natural swale



Natural landscape elements encouraging play


Wildflower grassland within public spaces


Landscaped cycleway


Natural landscape elements encouraging play

4.3 KEY SPACES – THE WATER GARDENS

THE WATER GARDENS

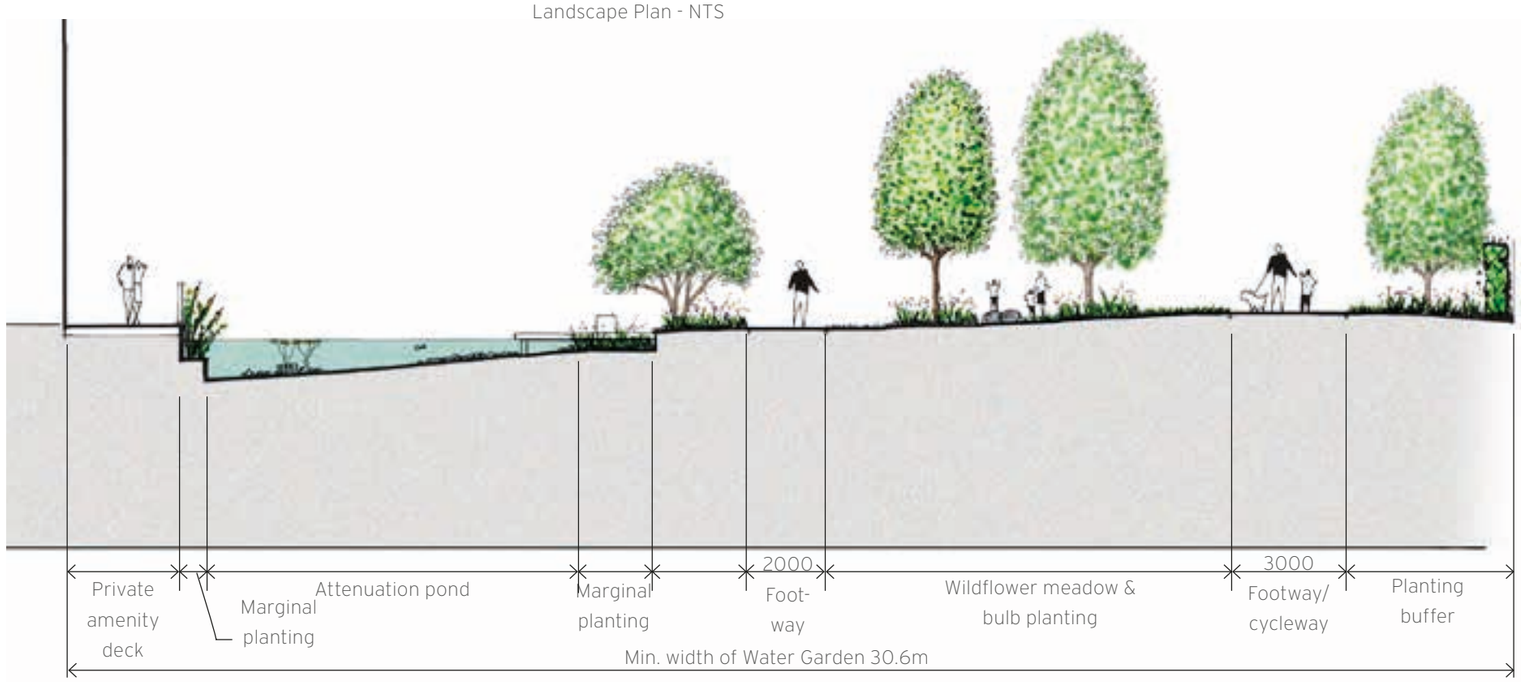
Located at the northern extent of the site, restoration of this currently neglected public green space will create a new pocket park with an emphasis on nature and natural processes, providing a valuable new amenity for local people. A key feature is the large permanent water body, forming part of the site's water management strategy, which will be located adjacent to the proposed built form. This will create an attractive outlook for homes and provide separation from the publicly accessible park area.

To the north of the lake the landscaping will consist of retained trees, wildflower meadow and native tree planting, managed for benefits to wildlife. A primary cycleway/footway to be installed as part of the Bolder Academy s278 works provides an east-west link to the north of the Water Gardens, and an amenity trail provides access to the lake edge and viewing decks. Species rich grassed areas are located along the footways with integrated, nature inspired play elements and seating.

The restored water gardens will provide a natural space which promotes and facilitates opportunities for communing with and learning about nature as part of everyday recreational, play and social activity.

Footways/ Cycleways	Future existing and retained shared cycleway/footway: 3m (min) Secondary footway: 2m (min)
Size	Minimum width: 30.6m (based on parameter plan)

Landscape Plan - NTS



Section FF - Typical Section through the water gardens - NTS

4.3 KEY SPACES – THE WATER GARDENS


Landscaped shared footway/cycleway


Amenity space


Playful landscape


Natural Play


Viewing deck


Marginal aquatic planting

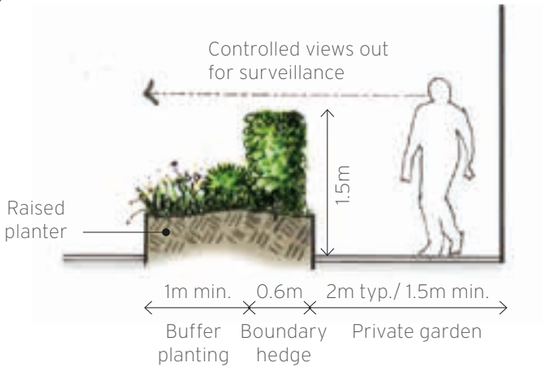
The Water Gardens must include the following features:

- Grass, herbaceous, shrub and tree planting to define a green character
- Planting selection to favour native species and other species friendly to wildlife to promote biodiversity.
- Grassed areas should provide open amenity space for the public and residents, for the use of relaxation and play
- Footpaths to be a minimum of 2m wide, with primary cycleway routes a minimum of 3m wide and clear connections into and out of the space
- Play provision distributed throughout the amenity space
- Attenuation basin should be designed to conform to CIRIA's manual for SUDs
- Attenuation basin to be green in character with marginal aquatic and water associated tree planting (refer to section 5.1)
- Seating opportunity should be provided near the play provision and along the Water Garden (refer to section 5.4)
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)
- Suitable Water Safety Measures should be incorporated

4.3 KEY SPACES – PODIUM GARDENS & ROOF TERRACES

PODIUM GARDENS & ROOF TERRACES

Several of the development parcels include podium gardens that will be accessible to the residents of the buildings that surround them. These spaces will include lawns, trees and shrub planting selected to provide year round seasonal interest and value for wildlife. The podium gardens will integrate play provision and communal seating areas, offering opportunities for socialising and informal relaxation and recreation. Some of the planting beds within each of the podium gardens will provide space for residents to grow their own food. This provision will be monitored and replacement planting installed if demand is not present. Private terraces are located around the perimeter of the communal podium gardens providing amenity space and a privacy buffer for podium level homes. The boundaries of these terraces will be clearly defined with railings and hedge planting, with further planting in the communal areas to provide additional privacy and separation.



Footpaths	Footpath: minimum width 1.8m Secondary routes: minimum width 1.2m
Landscape Character	Private terrace: 2m deep where space permits/ 1.5m deep (min) Curtilage hedge planting with minimum depth of 0.6m within raised planters to achieve overall screening height of 1.5m Buffer planting: minimum depth 1m where viable.

Illustrative landscape plan showing central podium garden at lower level and communal roof terrace at upper level

Landscape Elements

1. Access into communal stair/lift core
2. Rose arch gateway
3. Raised planter with integrated seating
4. Multi-stem tree & shrub planting
5. Amenity lawn with integrated play elements
6. Stepping stone path
7. Private gardens/terraces
8. Green/brown roof (upper level)

4.3 KEY SPACES – PODIUM GARDENS & ROOF TERRACES


1


2


3


4


5


6


7


8

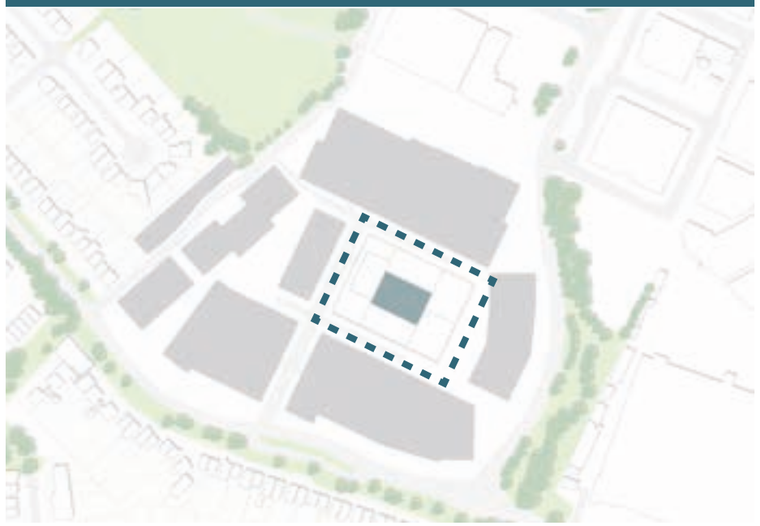

9


10

1. Amenity lawn with stepping stone path
2. Rose arch gateway
3. Focal sculpture (illustrative)
4. Multi-stem tree planting
5. Raised planters & amenity lawns
6. Elements of play
7. Elements of play
8. Play boulders incorporated into landscape
9. Seating incorporated into landscape
10. Resident's food production area

Podium gardens & roof terraces must include the following features:

- Green in character with tree/shrub planting and grassed areas providing open amenity space for relaxation and play
- Dedicated space within planting beds for resident's food production
- Well distributed play provision
- Seating opportunities near the play provision and throughout the gardens (refer to section 5.4)
- Buffer shrub and tree planting located around the perimeter of the gardens and adjacent to the private terraces, for privacy and separation (refer to section 5.1)
- Private terrace railings should be well designed, either as part of a landscape feature, or hidden behind hedging
- High quality paving finishes (refer to section 5.2)
- Well designed external Lighting (refer to section 5.5)
- A design compliant with Fire Regulations and St Edward Home Limited Requirements current at time of implementation
- An automated irrigation system is to be provided for all planting within podium gardens and roof terraces.



4.3 KEY SPACES – GREEN AND BROWN ROOFS

BIODIVERSE GREEN AND BROWN ROOFS

Where communal roof terraces are not required, remaining roofs will be designed as biodiverse green and brown roofs. The aim of these roofs is to create natural habitats to support a variety of plants, birds, animals and invertebrates. These roofs will also include stone, sand and dead wood to form different habitats, ideally to support insect life. These roofs are important for providing habitat stepping stones within an urban environment.

Typical section through brown roof

Typical section through biodiverse green roof

Illustrative Green and brown roof plan

4.3 KEY SPACES – GREEN & BROWN ROOFS

Biodiverse green roof

Biodiverse green roof

The green and brown roof gardens must include the following features:

- Appropriate root barrier, drainage and substrate to support the green and brown roof
- Areas of sand, gravel, rocks and logs
- Appropriate plant species recommended for biodiverse roofs
- No public access onto these roof spaces
- External watering point
- Safe access for maintenance
- A design compliant with Fire Regulations current at time of implementation.

Biodiverse green roof

Brown Roof