



Figure 3.25: The Masterplan.

3.4 Built Form

3.4.1 Purpose

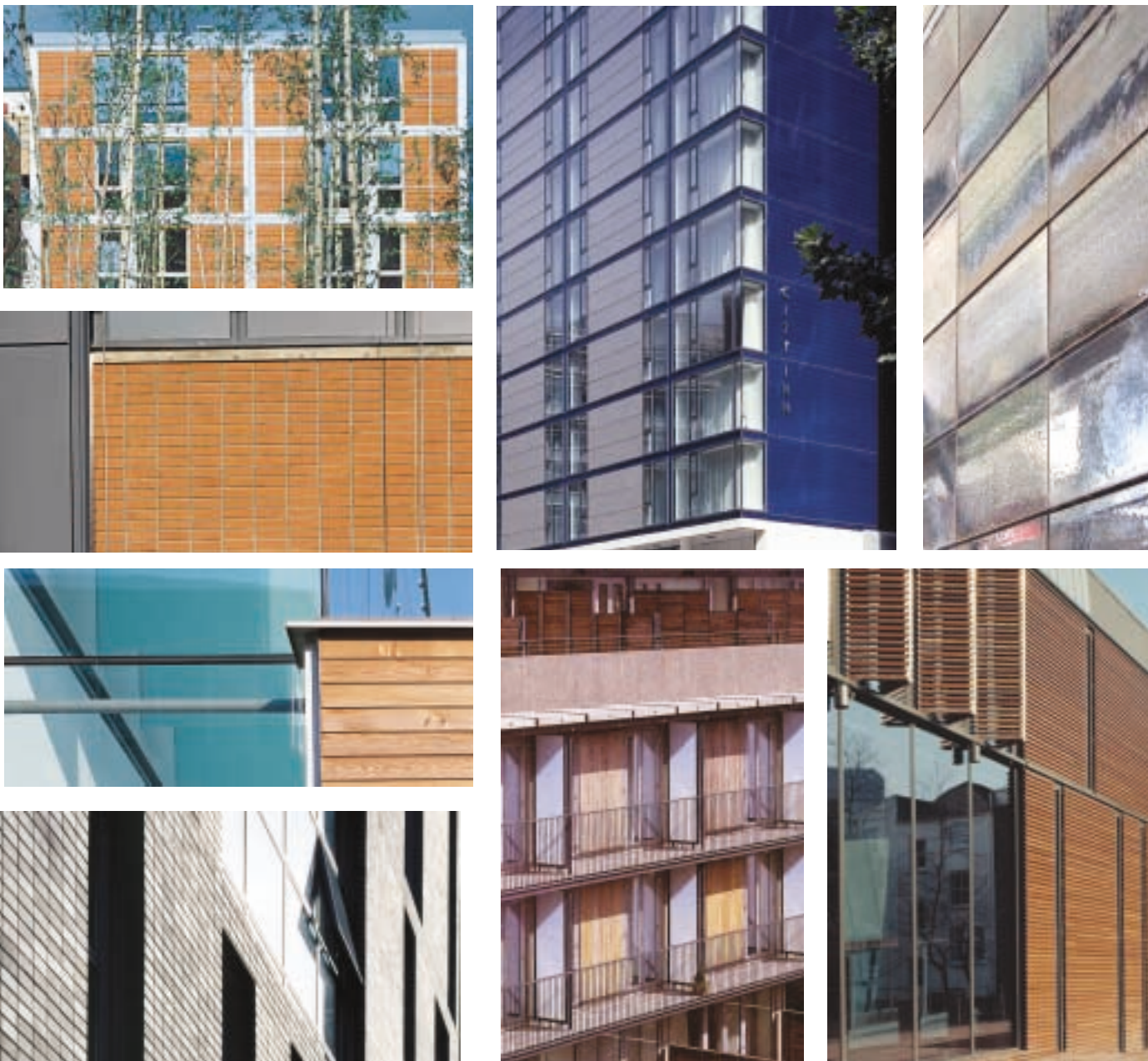
The intention of this section is to provide clear guidance on the design of each individual building or plot for Development Control purposes. As the Masterplan has been design-led from the outset and the quality of the design has been a key factor in the consultation process, it is important that the original objectives are carried through to any future Planning Applications that are lodged by individual landowners, developers or architects.

Due to the significance of the Basin and the prominence of some of the buildings LBI would require that the highest quality of architecture is secured. Thus, in view of this situation, the Masterplan advances a fairly prescriptive level of design guidance. All applicants now or in the future will be expected to comply with this guidance. Whilst some design teams have already been engaged on certain sites in order to lodge planning applications soon after the Masterplan is adopted by LBI, it is recognised that an initial Planning Permission is not always followed by immediate construction. In the event of land being sold to other parties with the benefit of a consent, the Masterplan ensures that planning applications by future owners are obliged to conform to the basic principles contained in the guidance.

Nevertheless, the design guidance allows for interpretation in its detailed execution where appropriate.

Any applicant who departs from the guidance will be expected to fully justify any change and to demonstrate how the underlying principles and guidelines outlined in the section below are to be realised or indeed improved upon. This is particularly the case for the two tall buildings at the head of the Basin and for any building that affects the quality or extent of public space.

The design guidance below is arranged on a site-by-site basis. As detailed above, the Masterplan sets out a number of common features for all of the proposed development sites that have not already lodged planning applications. The common features include the provision of a maximum of 0.5 off-street parking spaces per residential unit and the requirement for the delivery of 35% affordable (including key workers) housing, measured by the number of Habitable Rooms.



3.4.2 Material and Details

In the same way that the Masterplan proposes a level of consistency in relation to the treatment of the built forms and public realm, there should also be a consistency in the range of materials used. This is especially important for the two sites at the head of the Basin that will be seen as a pair of companion buildings both in form and in the palette of materials utilised.

Tower Buildings

The following materials would be appropriate for consideration for the use in the development of the two head sites on City Road:

- Clear or obscure glass in neutral coloured painted metal or natural timber frames.
- High quality reconstructed white stone.
- High quality timber panels in metal frames for glazing.
- High quality metal and/or timber solar shading (colour to match window frames).
- High quality metal panels. Where metal panels are used they should be expressed on the surface of the building, flush with the outer face of the building skin.

The following materials would not be appropriate for the use in the tower building:

- Painted render
- Brick

Terrace Buildings

The terrace blocks should be of a similar palette to that of the Graham Street Centre Site that already has planning permission (see section 3.4.5 below). The following materials would be appropriate for consideration for use in the development of the terrace blocks along both sides of the Basin:

- Clear or obscure glass in neutral coloured painted metal or natural timber frames.
- High quality timber panels in metal frames for glazing.
- High quality metal and/or timber solar shading.
- Render (colours to be a compatible range across the different sites around the Basin).
- Natural timber cladding.
- Metal, glass and/or timber balconies.
- Terracotta or brick.

The materials are not exclusive, and may be subject to change during the evolution of a particular design. Equally, a smaller palette may be adopted. The acceptability of the range of materials for the various sites will be a matter to be assessed and approved as part of the detailed planning application process.

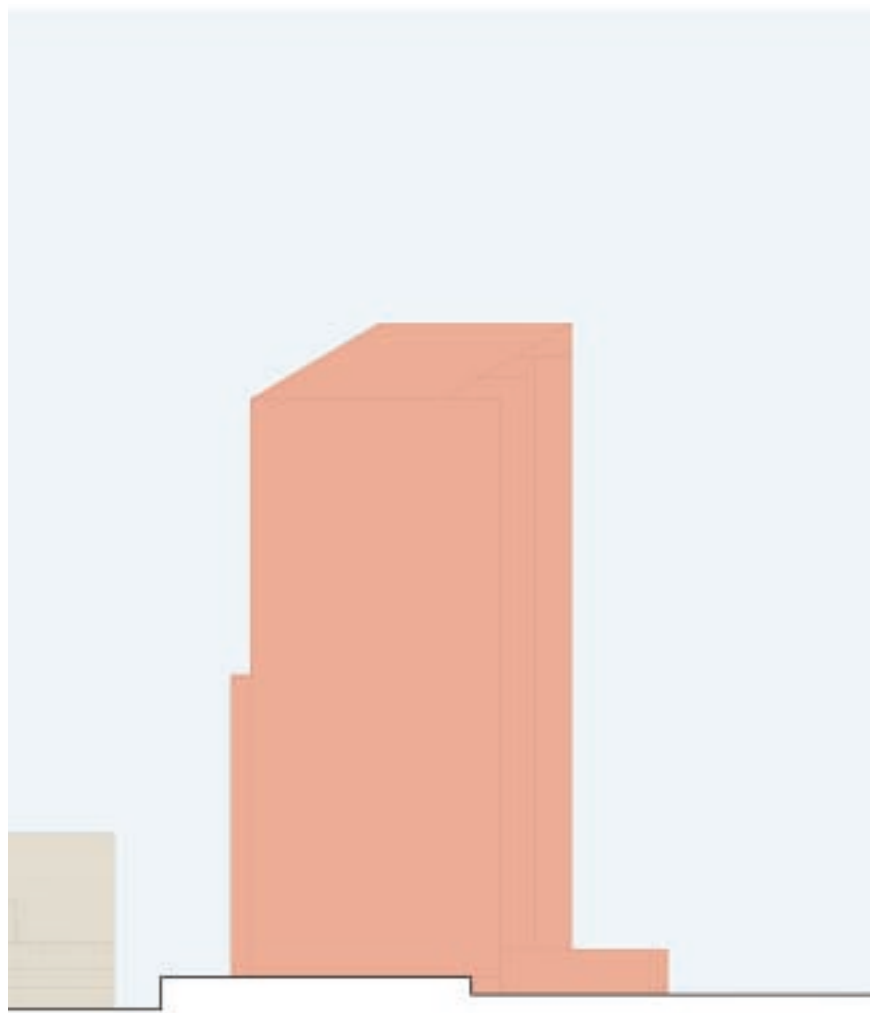


Figure 3.42: Site A - West Elevation.

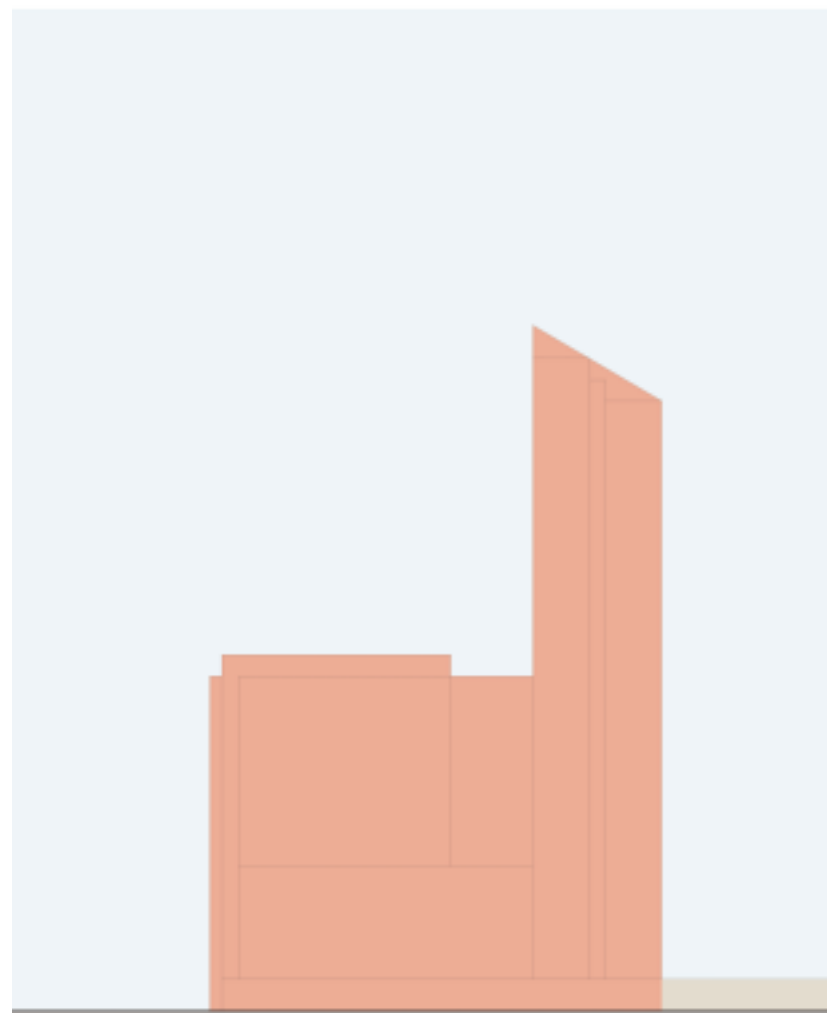


Figure 3.43: Site A - North Elevation.

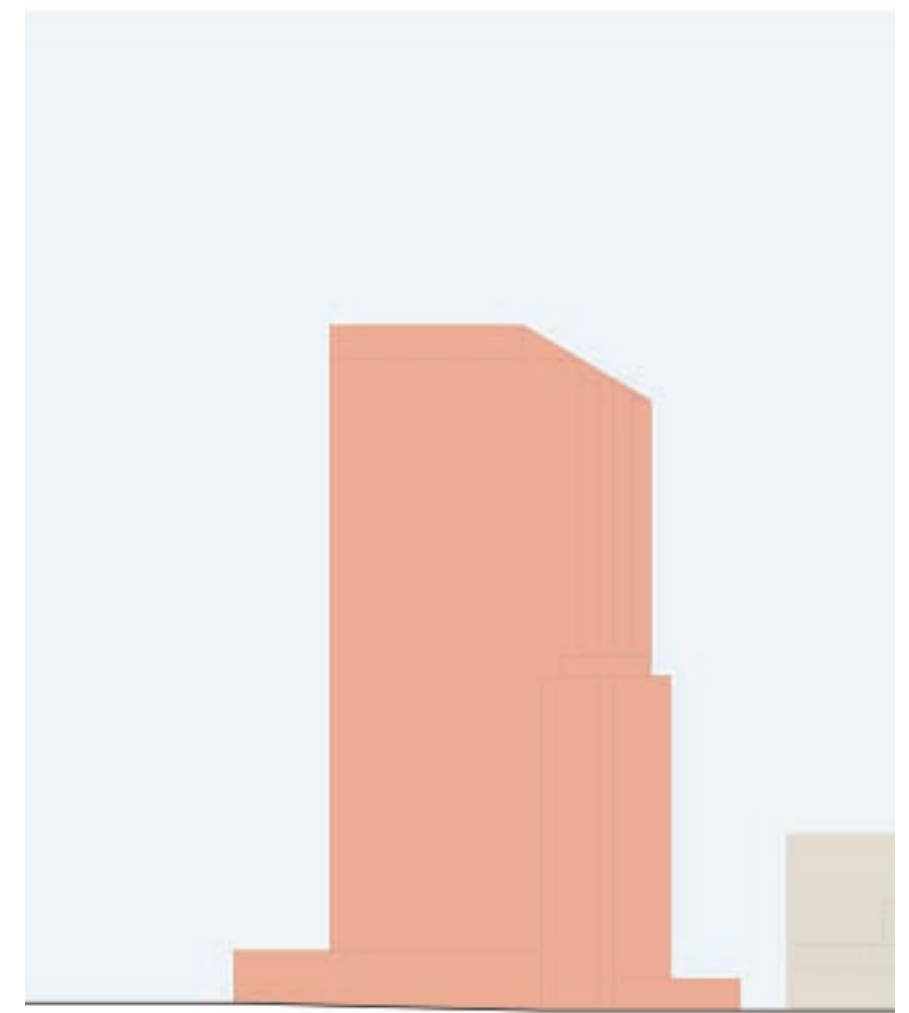


Figure 3.44: Site A - East Elevation.

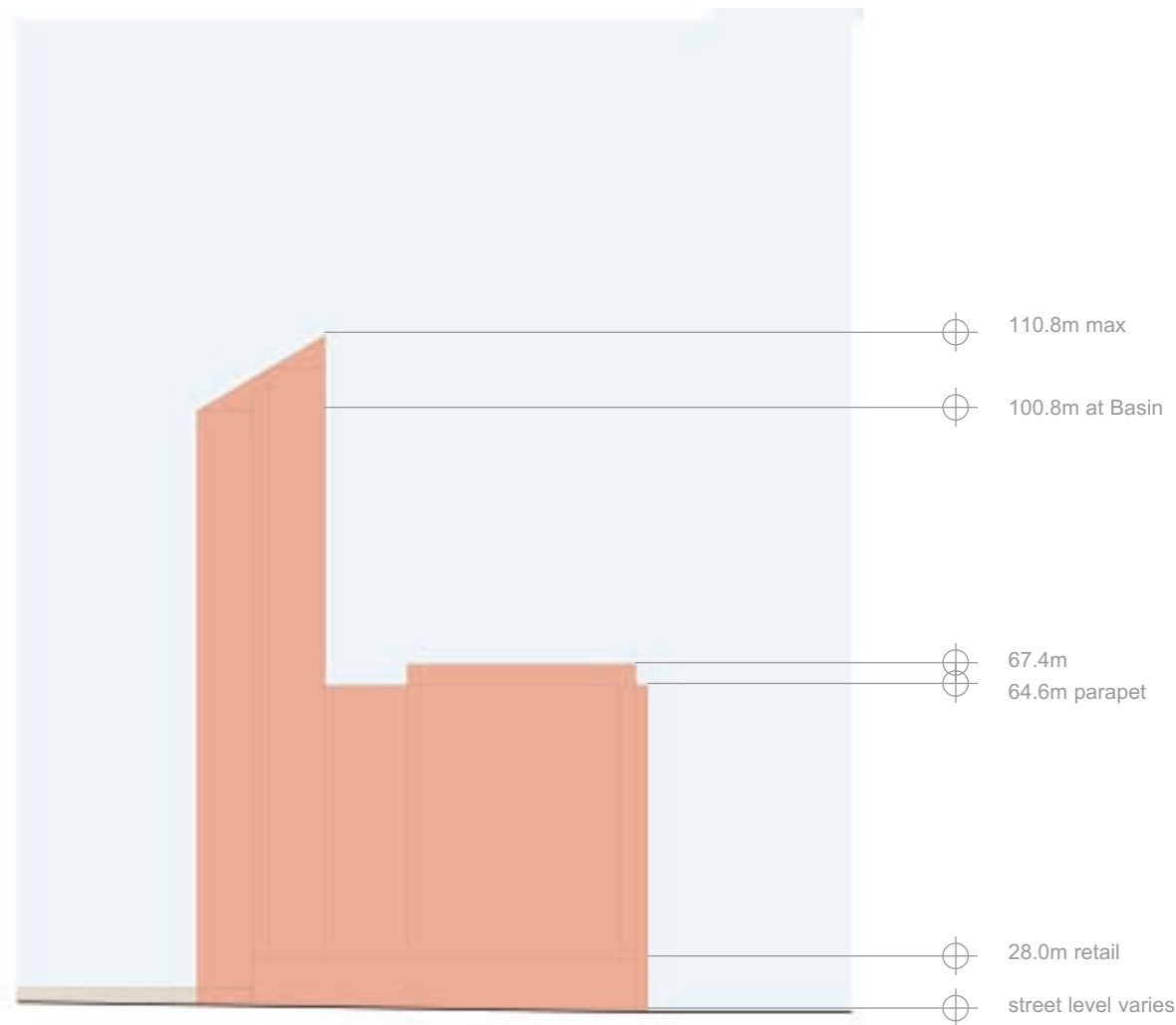


Figure 3.45: Site A - South Elevation.
Note: All levels shown are above Ordnance Survey datum

3.4.3 Site A: 259 City Road, Wharf Road Corner, the Access Storage Site

Land-use

Below ground: Any basement level is to be used for private car parking, plant, storage, or accommodation that is ancillary to the ground level.

Ground level: Because of the change in levels over this site, there are two ground levels; one that addresses the street frontages and another that is elevated on a podium or deck.

As much as possible of the lower ground level is to be retail accommodation, with a strong preference for a single unit such as a local supermarket or other retail or commercial floorspace. The active retail frontage should be as long as possible around the Wharf Road/City Road corner, with servicing areas to the north and west of the site where they have least visual impact. Where enclosed, the upper ground level is to be residential entrances or restaurant accommodation, with the restaurant overlooking the Basin. There may be an area suitable for external seating outside the restaurant. Any surplus space within the building is to be predominantly occupied, eg. as residential space, rather than storage or plant space. The precise location and level of the residential entrances is subject to detailed design and consideration of the Disability Discrimination Act.

Upper levels: The general upper floors are to be residential accommodation.

Housing mix

The sizes of both private and affordable residential units shall vary from studio, one and two-bedroom flats to family units and penthouses. The Masterplan does not stipulate the location of the different housing types, although they may have different entrances.

Density

The overall density of development is to be approximately 1637 Habitable Rooms per hectare, excluding any basements and ground floors. This density is based upon a site area including 50% of the plot area at the Canal Basin head and is for general guidance only. Considerations of overall height and bulk shall take precedence.

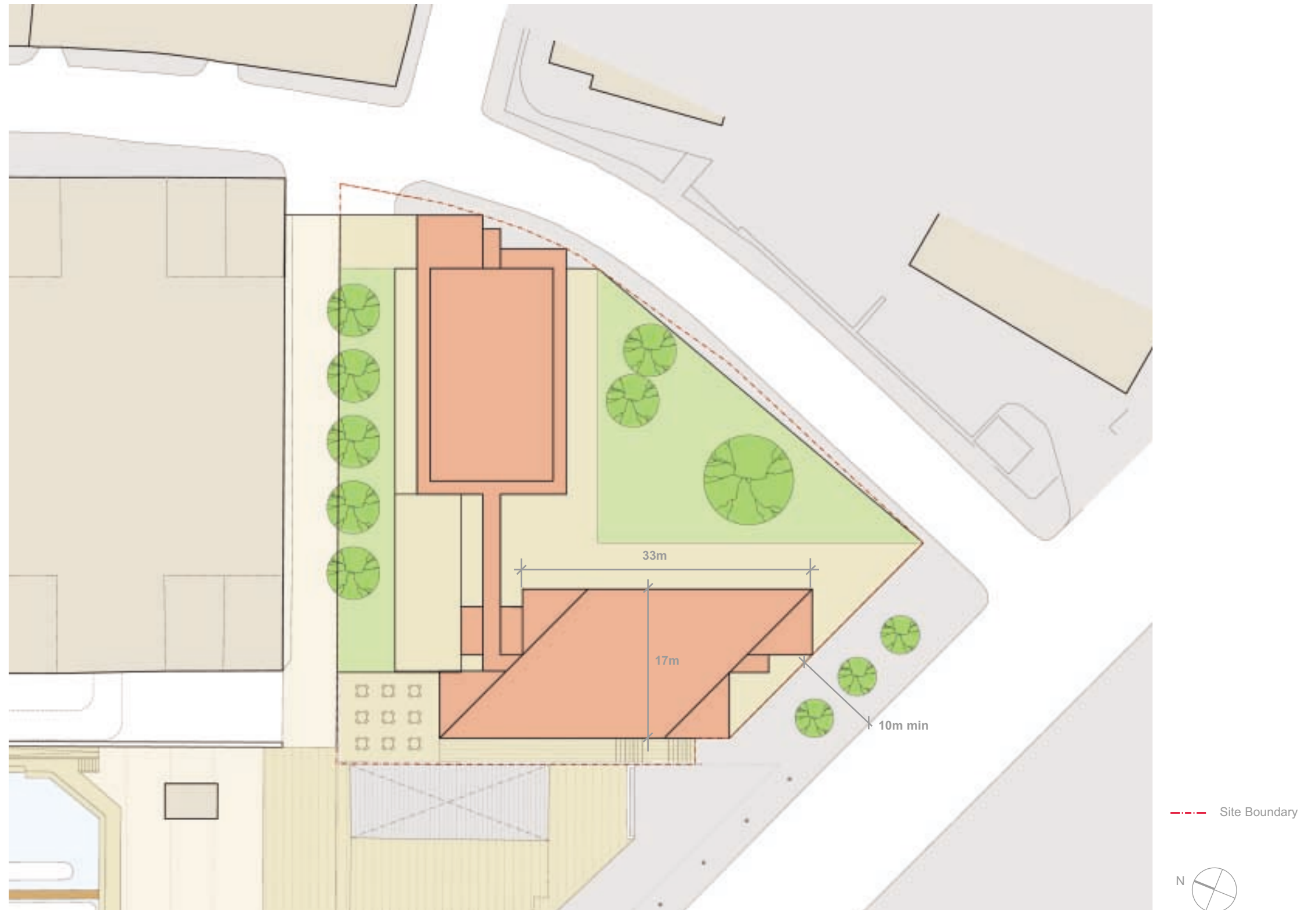


Figure 3.46: Site A - Plan form.

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Open space

Public: The open space between the outer limit of the upper and lower ground levels of the building and the Fidelity site to its west is to be considered as a single public space. It is a complex space that must function (a) as a screen to the electrical equipment below, with occasional maintenance access (b) as the main pedestrian entry to the site from City Road (c) as a convincing change of levels between City Road and the Basin, (d) as a location for events, views and general public amenity. The known requirements for this space are annotated on the drawing (figure 3.18).

Semi-public: The open space on the upper ground level podium is secondary public space, in that its primary function is as a foreground view and privacy strip for the residential accommodation. However, external seating for the restaurant is to be encouraged in this area.

It is unlikely that any upper levels of the buildings will incorporate open space, other than private conservatories.

Form

The ground levels are to fill the whole of the site up to a point in line with the western edge of the adjacent electricity buildings. The extent to which the ground level accommodation extends into the public space is subject to detailed design.

The main building on this site is divided into two principle volumes, rising to 28 and 14 floors respectively, as shown on the drawings. Each volume is approximately 17m in width and 42m in overall length, but the facades are to be modelled so that no single plane or surface is more than 33m measured horizontally. The intention of this restriction is that it results in a form that is slender when viewed straight on as well as end on. This is particularly important for the taller form, where the ratio of height to width (all measured from the top of the upper ground level podium to the tallest point of the building) of the north and south elevations is to be approximately 4.8:1, whereas the ratio of height to width of the east and west elevations is to be approximately 2.5:1.

The orientation of the two volumes is to respect the geometry and layout of the Masterplan in general and the layout of the Fidelity site in particular. This may include deviations from the layout shown in the Masterplan, subject to detailed visualisations. The developments on these two sites are seen as companion buildings with a strong family relationship and, whilst they should not be the same, they should work as a composition together. The skyline is to be visually elegant and profiled as opposed to flat, avoiding obtrusive mechanical plantrooms. The design must be of the highest architectural quality.

Wind tunnel tests on the Masterplan have shown that the detailed design and location of the tall buildings are critical in determining an acceptable environment at ground level. The final design for the Access site must achieve wind conditions that are no worse than those established at Masterplan stage. A minimum of ‘standing’ comfort criteria as defined in the Appendix E (Environmental Impact: Wind) should be achieved during the summer months. This applies to the site on a stand-alone basis and also in combination with the Fidelity site.

Access

Cars: Access to basement parking is to be located towards the north-east corner of the site.

Pedestrians: As stated above the open space at the head of the Basin is the principle pedestrian access point in the Masterplan and, as such, must be designed for maximum access where possible. Access to the residential accommodation can be from the upper ground level podium or from entrance lobbies within the podium that connect directly with street level.

Service/maintenance vehicles: Deliveries and refuse vehicles for the retail and residential uses are to use a common vehicle bay at lower ground (street) level, accessed from the service road to the north of the site. Fire engine access is available in the access road, on Wharf Road and City Road. The access road must remain unobstructed for daily use by the National Grid and EDF Energy.

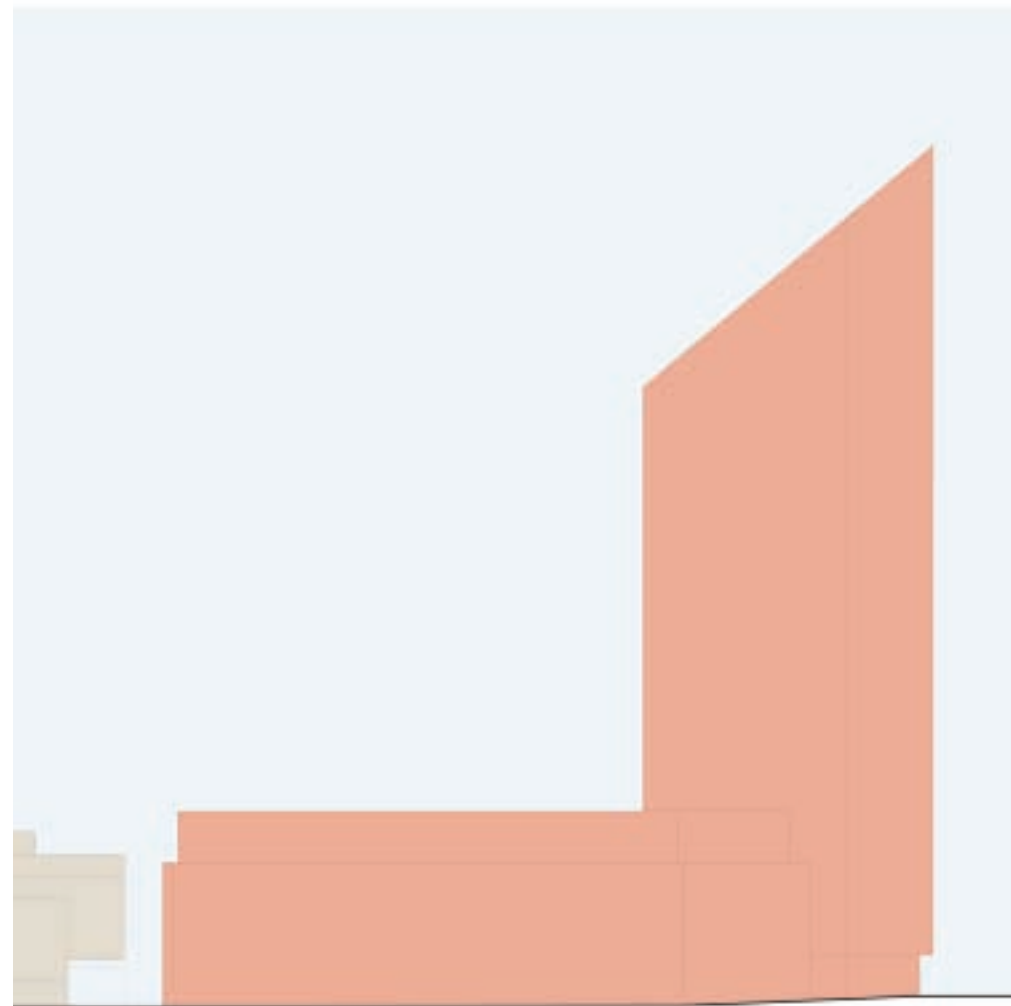


Figure 3.47: Site C - West Elevation.

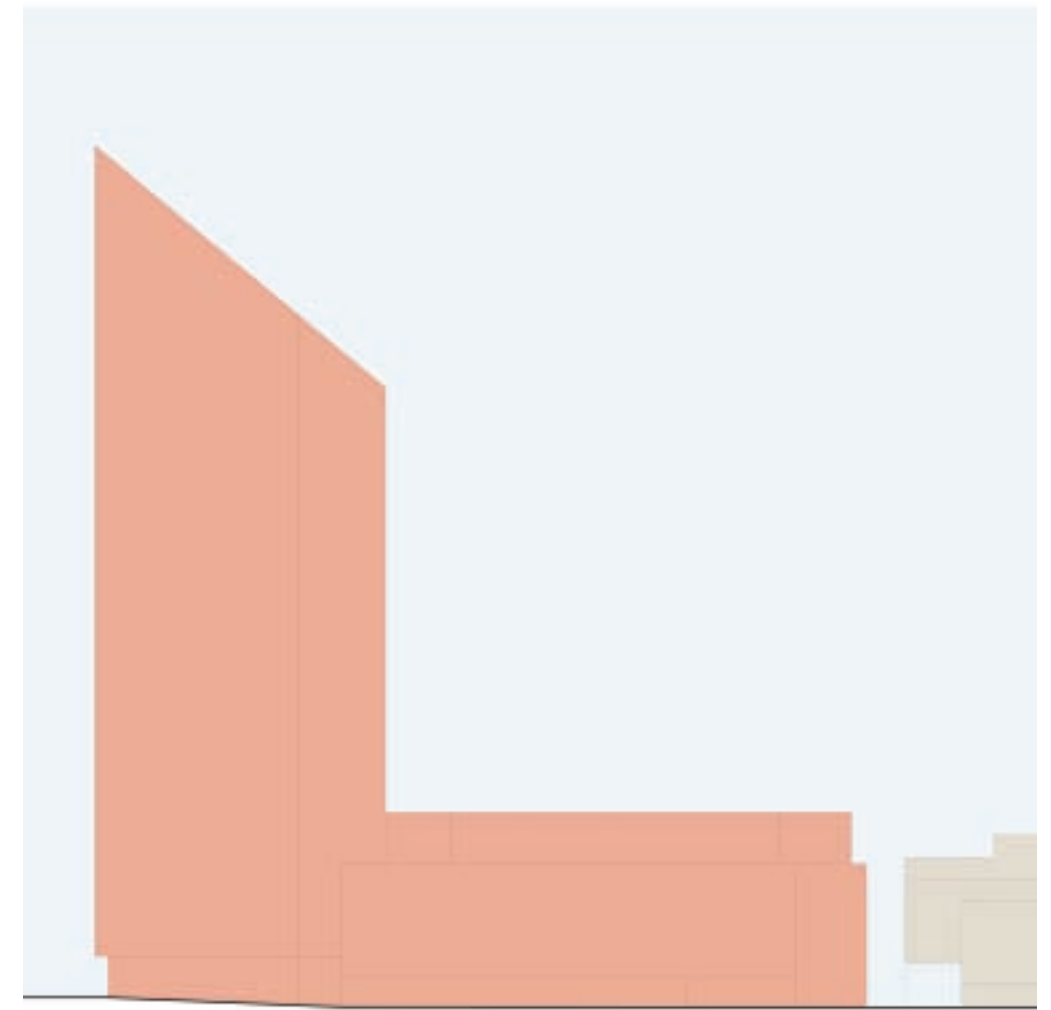


Figure 3.48: Site C - East Elevation.

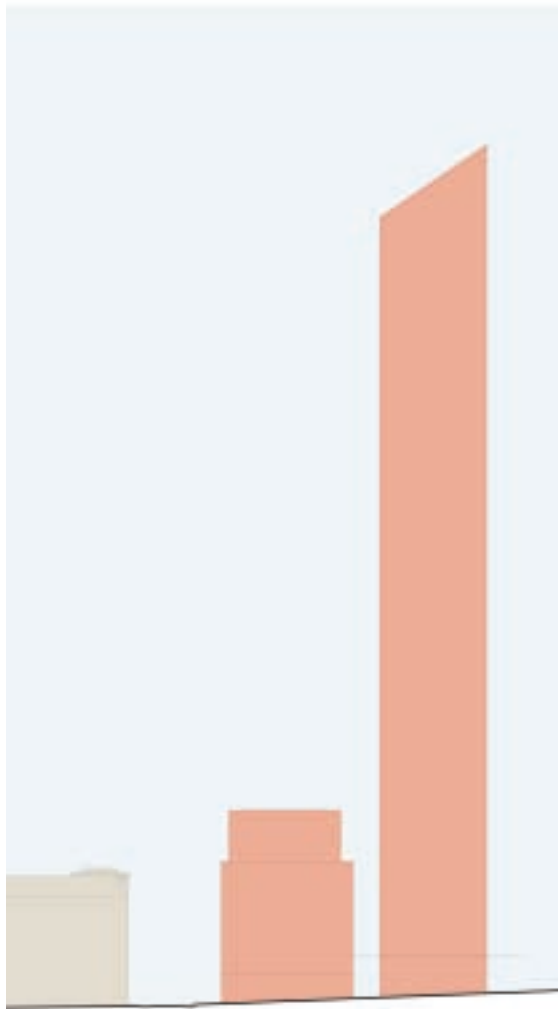


Figure 3.49: Site C - South Elevation.

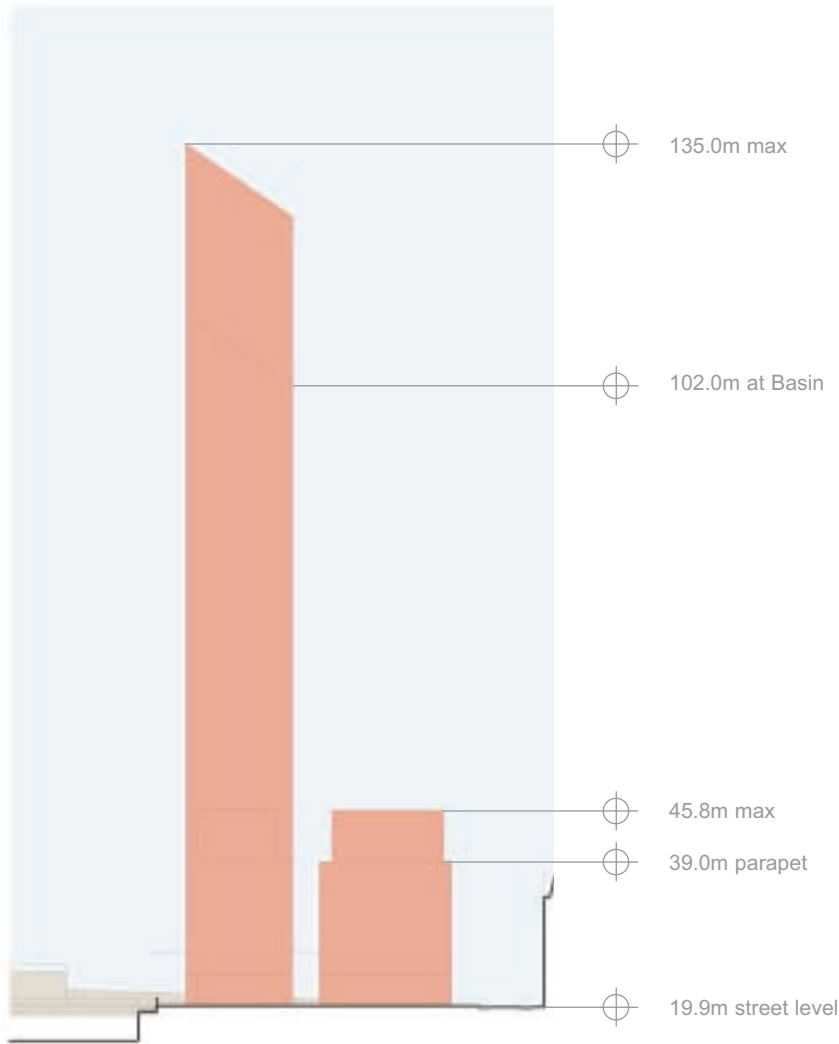


Figure 3.50: Site C - North Elevation.
Note: All levels shown are above Ordnance Survey datum

3.4.4 Site C: 261 City Road, Graham Street Corner, the Fidelity Investments Site

Land-use

Below ground: Any basement level is to be used for private car parking, plant, storage, or accommodation that is ancillary to the ground level.

Ground level: The ground level accommodation adjacent to the Basin and the main public spaces is to be mixed use (retail, restaurants/cafes, office, galleries) in combination with entrances for the residential accommodation above if necessary. The active mixed use frontage is to be as long as possible, with a minimum of blank facades for kitchens or service areas. There is an area identified as potentially suitable for external seating alongside the Basin.

Ground level accommodation along Graham Street can be either residential or commercial, with the exception of the corner by City Road, which is to be retail (A1 or A3). Regardless of use, frontages are to be animated with entrances and windows.

Upper levels: The general upper floors are to be residential accommodation.

Housing mix

The sizes of both private and affordable residential units shall vary from studio, one and two-bedroom flats to family units and penthouses. The Masterplan does not stipulate the location of the different housing types, although they may have different entrances.

Density

The overall density of development is to be approximately 1222 Habitable Rooms per hectare, excluding any basements and ground floors. This density is based upon a site area including 50% of the plot area at the Canal Basin head and is for general guidance only. Considerations of overall height and bulk shall take precedence.

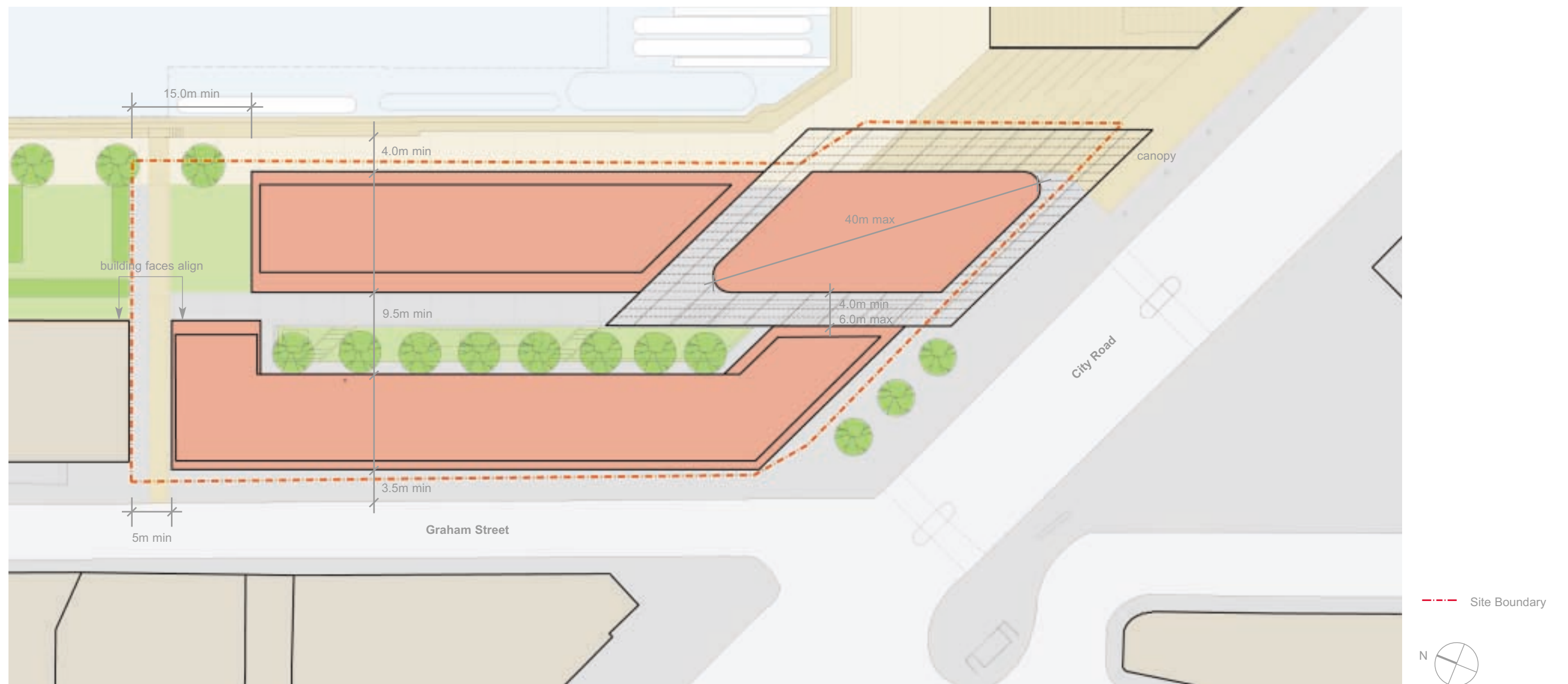


Figure 3.51: Site C - Plan form

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Open space

Public: The open space between the building and the Access Storage site to its east is to be considered as a single, public space although it is in two ownerships. The Fidelity portion of the site must function as the main pedestrian entry to the site from City Road, with the change of levels between City Road and the Basin incorporating ramped access suitable for people with disabilities.

The open space alongside the Basin is to maintain at least 4.0m of unimpeded public footpath, in addition to any external seating for restaurants/cafes. If the lower levels of the development are to take the form of two separate buildings, the open space between them is secondary public space, in that its primary function is as a foreground view and privacy strip for the residential accommodation. This space should not compete with or be as visually prominent as the principle public entrance space off City Road. The arrangement of open spaces must provide for major service vehicle access from Graham Street to the head of the Basin, subject to agreement with National Grid/EDF Energy and British Waterways.

It is unlikely that any upper levels of the tower building will incorporate open space, other than private conservatories. Any open spaces within the lower-rise elements should be treated as planted roofs or external terraces.

At the north end of the site, the development must accommodate the southern termination of the linear park. This is to extend at least 15m into the site, but may increase in length depending upon the configuration of the buildings.

Form

There are two possible forms for this site, both of which incorporate a slender tower located at the site's south-east corner. However, the lower-rise element that accompanies the tower can be either two parallel buildings as shown on the Masterplan drawings or one wider building aligned with the Graham Street centre site. The latter arrangement may allow a longer extension to the linear park referred to in the open space section above, but there should be a clear distinction between the linear park and the public space at the head of the Basin. The terrace(s) should relate closely to the height established by the revised design for the Graham Street centre site, with the top two floors set back above a parapet to form penthouse-type accommodation. Sloping or mansard roofs should be avoided.

If the parallel block arrangement is adopted, opposing facades must deal with privacy but be lively and animated at the same time with, for example, circulation areas and entrances. The space between the opposing blocks should be no less than 9.5m .

The tower is one of a pair that defines the head of the Basin, the other being the taller of the two volumes on the Access Storage site. The developments on these two sites are seen as companion buildings with a strong family relationship and, whilst they should not be the same, they should work as a composition together. The skyline is to be visually elegant and profiled as opposed to flat, avoiding obtrusive mechanical plantrooms. The design must be of the highest architectural quality.

As the visual appearance of the tall buildings has been an important part of the public consultation process, their form requires definition in the Masterplan. The height of the tower on the Fidelity site shall not exceed 135m (above OS Datum), which is approximately 115m above ground level, with a slenderness ratio of height (measured to the highest point) to width (measured on the long diagonal) of no less than 2.85:1. The orientation of the tower is to respect the geometry and layout of the Masterplan.

Wind tunnel tests on the Masterplan have shown that the detailed design and location of the tall buildings is critical in determining an acceptable environment at ground level. The final design for the Fidelity site must achieve wind conditions that are no worse than those established at Masterplan stage. A minimum of 'standing' comfort criteria as defined in the Appendix E (Environmental Impact: Wind) should be achieved during the summer months. This applies to the site on a stand-alone basis and in combination with the Access site.

Access

Cars: Basement parking access is to comply with Council policy. The Masterplan proposes that car access to basement parking is to be located at an appropriate location, off Graham Street.

Pedestrians: As stated above the open space at the head of the Basin is the principle pedestrian access point in the Masterplan and, as such, must be designed for complete access. Access to the residential accommodation can be from the upper ground level on City Road or from entrance lobbies in Graham Street, the space between the parallel blocks or by the Basin. There should be continuous pedestrian access between the head of the Basin and the linear park along the waterside, with a minimum width of 4.0m. Public pedestrian access must be possible between the parallel blocks, such that it encourages permeability and does not become private open space. In addition, there should be a full-height 5m wide (minimum) gap between the northern end of the Fidelity site and the adjacent Graham Street centre site, with access for pedestrians and service vehicles.

Service/maintenance vehicles: Deliveries and refuse vehicles for the retail and residential uses are to be from Graham Street. Fire engine access is available in the access route that passes through the site. The access route must remain unobstructed for occasional use by National Grid and EDF Energy.

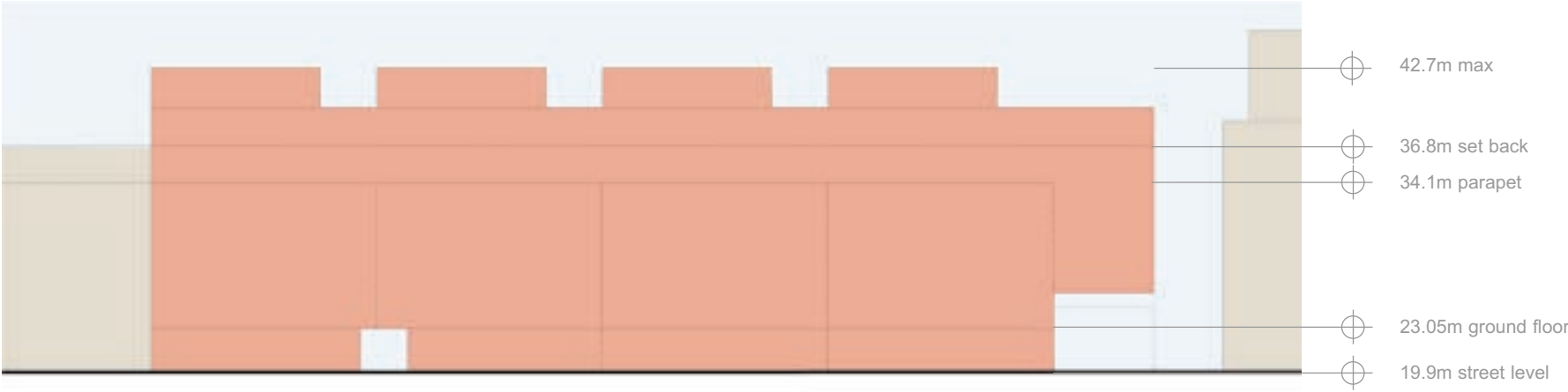


Figure 3.26: Site D - Elevation to Graham Street
Note: All levels shown are above Ordnance Survey datum



Figure 3.27: Site D - Elevation to Basin
Note: All levels shown are above Ordnance Survey datum

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3.4.5 Site D: Graham Street, Centre (previously known as the Phase 1 site)

Land-use

A mixed use development is proposed for this site, including 83 residential units, non-residential use at the ground floor and basement car parking. When this application was considered in April 2004 the Council resolved to grant planning permission, subject only to completion of a Section 106 Agreement. The design guidance in this section confirms the content of the agreed scheme, with the provision that negotiation regarding adjustment to the floor levels may be required to ensure consistency with the built forms in the adjoining parts of the Masterplan.

Below ground: Basement accommodation is to be used for car and bicycle parking, plant or storage ancillary to the development above.

Ground level: The ground floor is allocated to studio (B1) space and residential accommodation that forms part of the affordable portion. The planning permission also covers other commercial use classes including A1, A2, A3 and D1. It is important that the ground level uses maximise the active frontages to Graham Street in the final detailed design.

Upper levels: The upper floors are to be residential accommodation.

Housing mix

The development is to comprise 70% private and 30% affordable, by Habitable Rooms, consistent with the detailed planning permission.

Density

The development density of residential is to be approximately 651HR per hectare. This enables approximately 65% of the site to be allocated to public open space.

Open space

The public open space between the building and the Basin is to form part of the linear park and the design must therefore conform to the Landscape Strategy Design Guidelines. A ribbon of private open space is permissible immediately adjacent to the building, with a maximum width of 3.0m. The separation of the public and private open space must be visually integrated as part of the overall landscape design and no greater in height than 1.2m. Any open spaces at upper levels can be landscaped as private terraces. The hard and soft landscape is to conform to the Landscape Strategy Design Guidelines.

Wherever possible, larger areas of upper terraces and flat roof levels shall be planted in accordance with the ecology guidelines in the Sustainability Strategy.

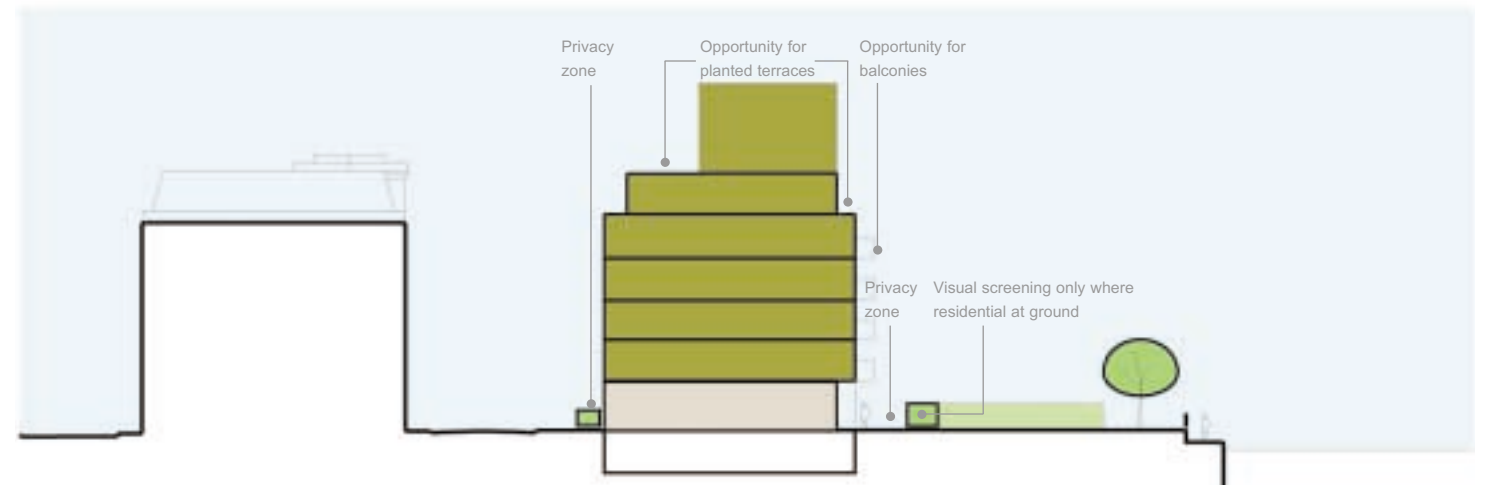


Figure 3.28: Site D - Cross Section

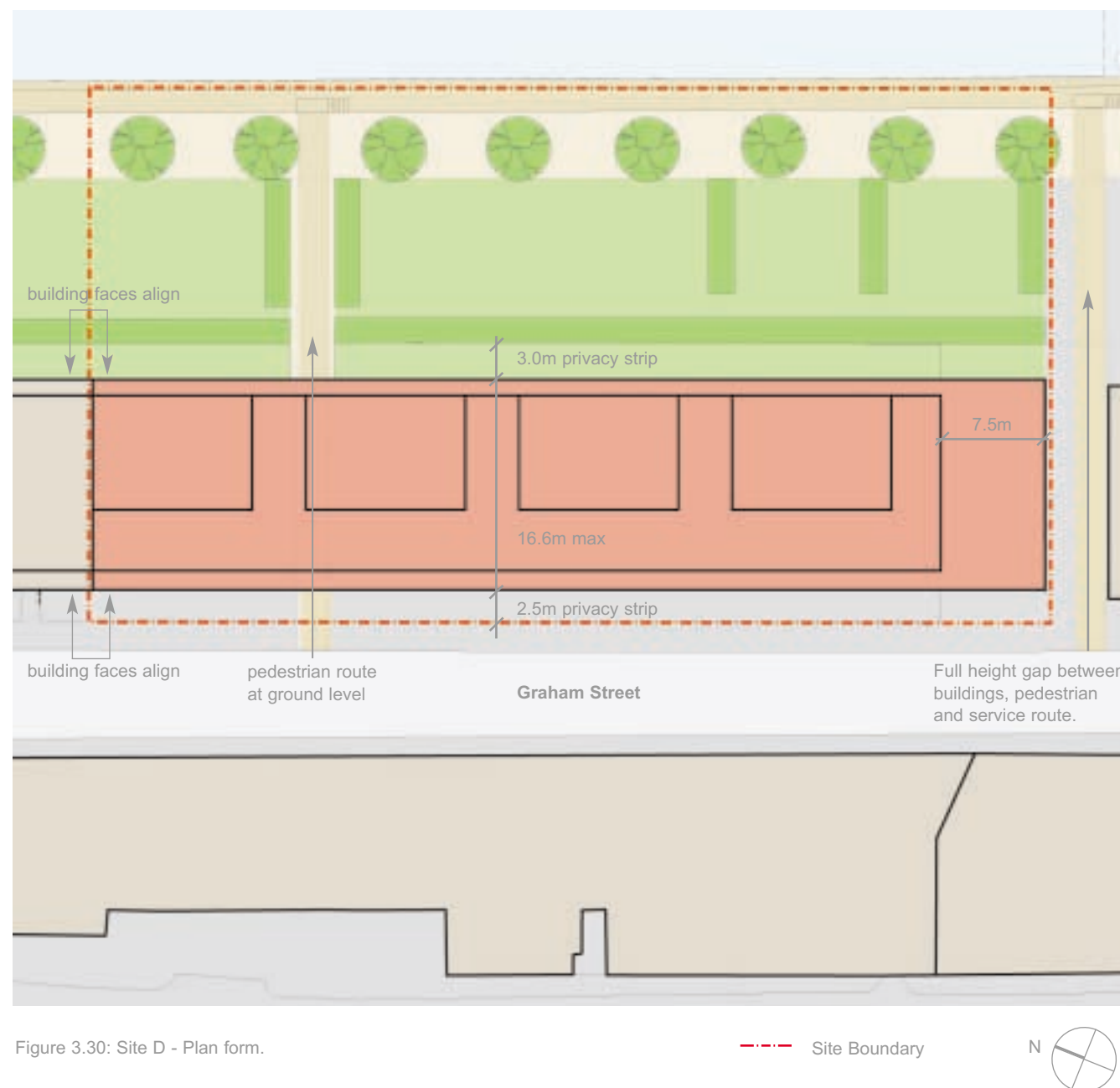


Figure 3.29: Site D - South Elevation

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Form

The development is to take the form of a terrace located on the eastern side of Graham Street. The governing dimensions are as shown on the drawings. The terrace may be expressed either as a group of linked buildings or as a continuous construction, with the top two floors set back all round, to give the appearance of attics or penthouses. Sloping or mansard roofs should be avoided, in favour of roofs that appear predominantly flat.

Whereas the levels of the consented scheme entailed a drop between the street and the ground floor together with a backwards slope between the edge of the Basin and the building, the Masterplan incorporates an adjustment that ensures level access on both sides of the building. This entails a slight increase in the parapet height compared to the consented scheme, of around 0.6m. The ground level detailed design is to provide an active frontage wherever possible.

Materials on the Graham Street Centre Site are in accordance with the Detailed Planning consent and include:

- Coloured render.
- Metal windows and framing with clear and etched glass.
- Glazed screens and bays, balconies with glass and steel balustrading.
- Steel mesh screens and a metal roof.

Access

Cars are to gain access to the basement at the southern end of the terrace, within the end bay. The consented design may be revised to take account of the removal of the service vehicle access previously envisaged at this point, subject to legal agreement with adjoining owners.

Service/maintenance vehicles serving the terrace are to be restricted to Graham Street only.

At approximately the mid-point of the terrace, a level public pedestrian route is to connect Graham Street with the linear park. This opening is to occupy the full height of the ground floor and should be around 3.5m in width. Security control of this access point is to accord with the overall Masterplan access policy.

Pedestrian access to the building itself is to be from Graham Street, either from a common lobby or from multiple entrances. Pedestrian access/egress from the car park in the basement can be direct to a lobby or to the street as appropriate.

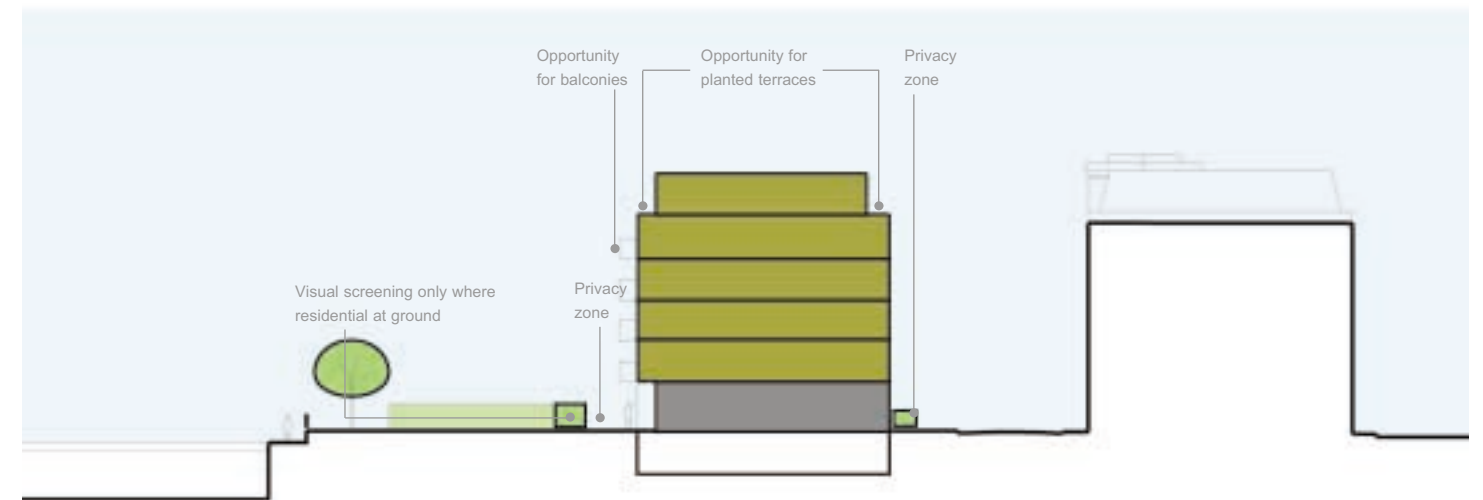


Figure 3.31: Site E - Cross Section

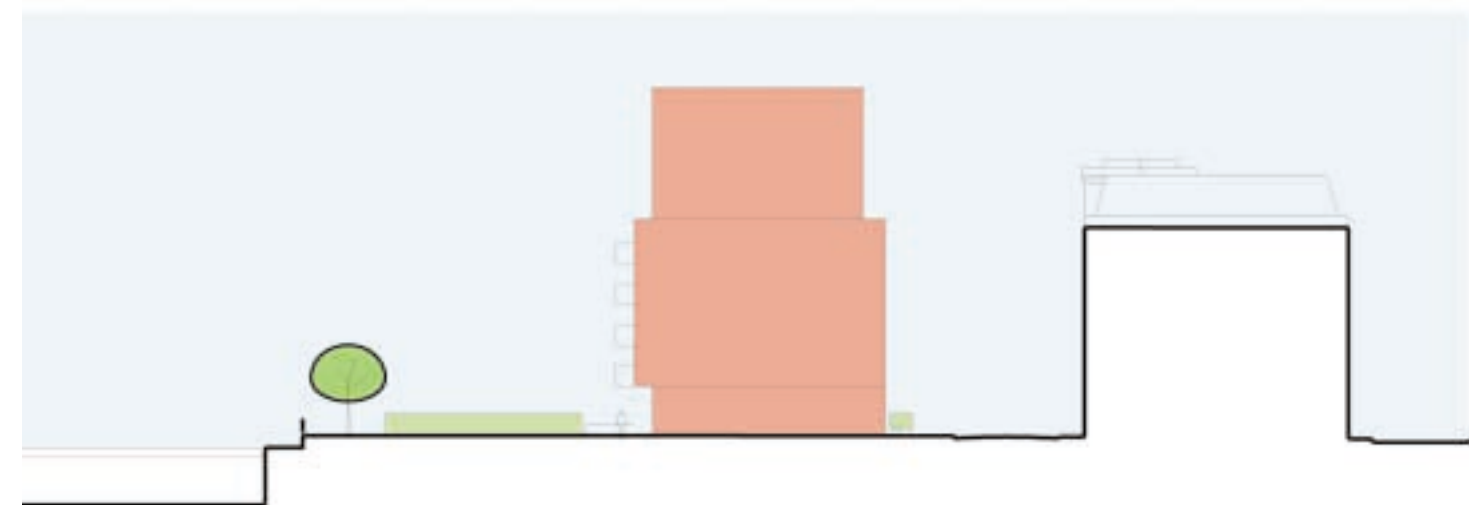


Figure 3.32: Site E - North Elevation

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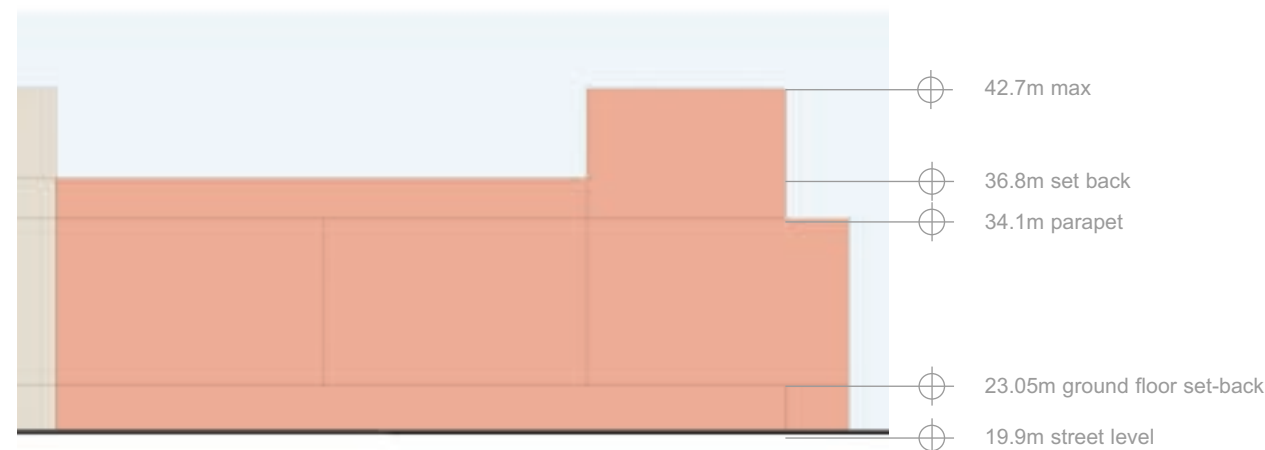


Figure 3.33: Site E - Elevation to Basin
Note: All levels shown are above Ordnance Survey datum

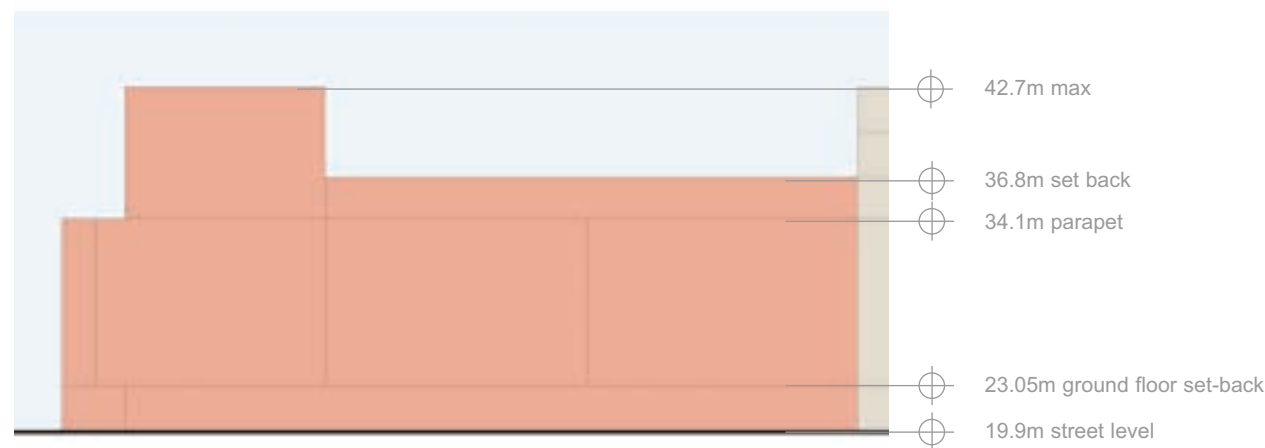


Figure 3.34: Site E - Elevation to Graham Street
Note: All levels shown are above Ordnance Survey datum

3.4.6 Site E: Graham Street, North

Land-use

Below ground: Any basement level is to be used for private car and bicycle parking, plant, storage, or accommodation that is ancillary to the ground level.

Ground level: The use of the ground floor could incorporate an active A3 use such as a public cafe serving the adjacent park, or other public uses that are compatible with the location (eg. a creche), B1 commercial space, or residential accommodation. Any proposal for residential use of the ground floor must demonstrate why other uses are not viable, and how adequate privacy and an active frontage are to be maintained.

In addition to any ground floor public uses, it is envisaged that this site will also accommodate a freestanding cafe/public toilet kiosk facility in the linear park, in the approximate location shown on the Masterplan. The viability of any retail-type activities within the residential block itself must take this into account.

Upper levels: The upper levels are to be residential accommodation.

Density

The overall density of development is to be approximately 306 Habitable Rooms per hectare, excluding any basements. This site has an exceptionally low density, so that the majority of land can be devoted to a public park. In consequence, the maximum ground coverage for buildings is expected to be approximately 15% of the total.

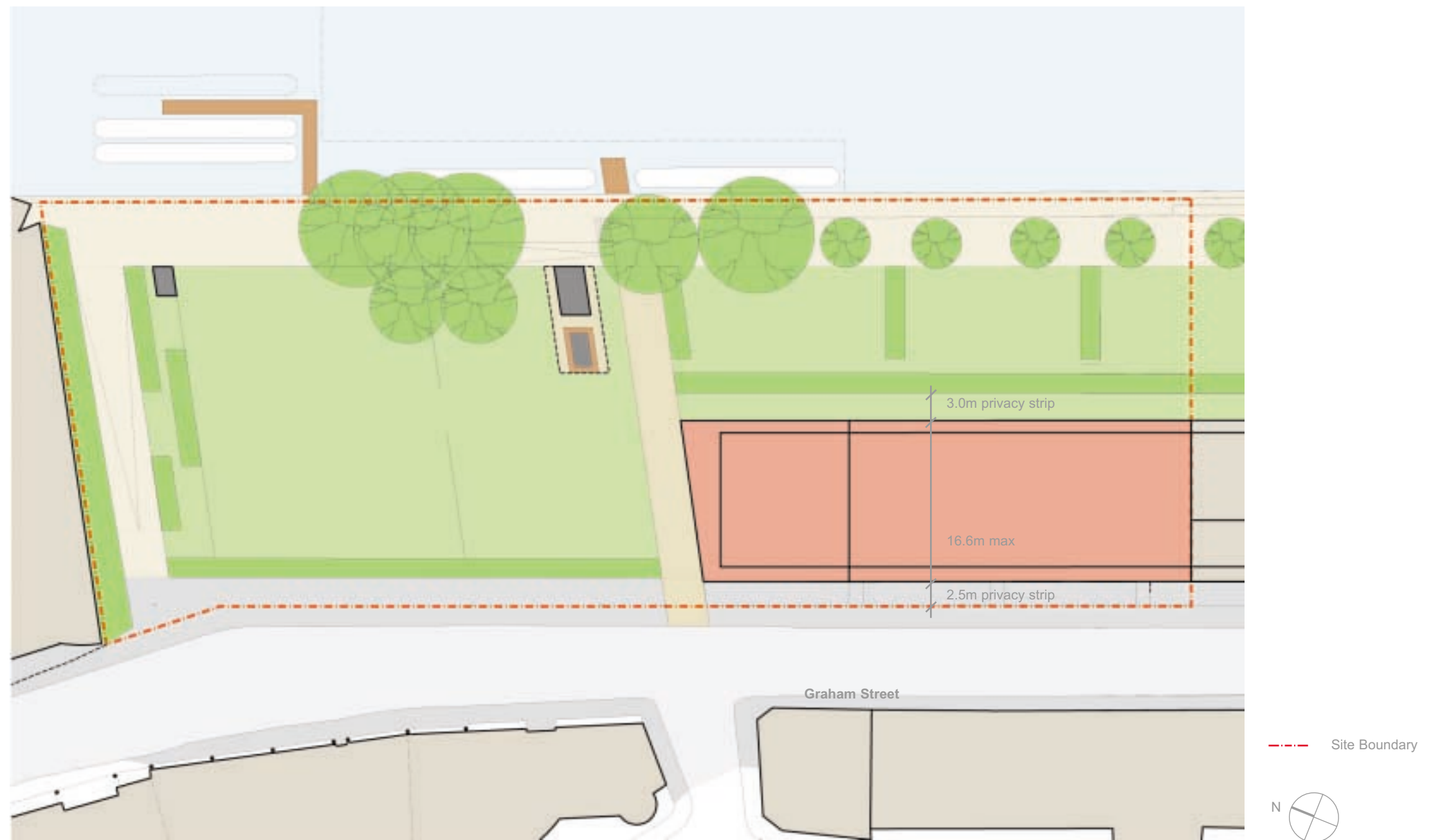


Figure 3.35: Site E - Plan form

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Open space

The eastern part of the site between the building(s) and the Basin shall be a continuation of the public linear park. The northern part of the site between the end of the terrace and the adjacent existing building is to incorporate the children's play area, with no less provision of space, equipment and secure fencing than the existing facility. Physical and visual connections between Graham Street and the Basin walkway shall be clear and unobstructed.

A privacy/security strip of no more than 3.0m may be provided along the eastern facade of the development, where adjacent to residential or private commercial accommodation. Its appearance must be integrated with the overall landscape strategy and there are to be no obscure fences or barriers taller than 1.2m.

The hard and soft landscape is to conform to the Landscape Strategy design guidelines.

Wherever possible, larger areas of upper terraces and flat roof levels shall be planted in accordance with the ecology guidelines in the Sustainability Strategy.

Form

The development is to form an extension to, and a termination of, the terrace that received resolution to grant planning permission on the adjacent Graham Street Centre site. Therefore, its location against Graham Street ensures that the eastern part of the site forms part of the linear park adjacent to the Basin. There is to be a clear gap of at least 62m between the northern end of the development and the adjacent, existing building. It is anticipated that the development will be approximately the same width (approximately 16.6m) as the consented terrace on the Graham Street Centre site.

The parapet levels shall align, although the extent and form of penthouse accommodation above that level is flexible, subject to overall height limits. The governing dimensions are to be as shown on the drawings.

The freestanding cafe/public toilet kiosk may take the form of a single-storey pavilion, adjacent to the Basin and to one side of the pedestrian footpath crossing the site, as shown on the Masterplan.

Materials and details

Generally, if the development is not precisely the same as the Graham Street Centre development, it should use the same vocabulary of materials and proportions of solid/void. Any ground floor cafe is to be as clear and transparent as possible, as part of the overall site policy of creating active frontages.

The cafe element of the freestanding cafe/public toilet is also to be as transparent as possible.

Access

Cars: Access to basement parking shall be via a single car lift direct from Graham Street or from the basement of the Graham Street Centre block if they are contiguous.

Pedestrians: Residential occupiers shall gain access to their properties from Graham Street. The general public shall have freedom of access to the open space in its entirety, except for the privacy/security strip described above.

Service/maintenance vehicles: General service/maintenance access is to be restricted to Graham Street, except in exceptional circumstances when emergency vehicles may be allowed to use the footpath alongside the north elevation by the park.



Figure 3.36: Site F - Elevation to Wharf Road

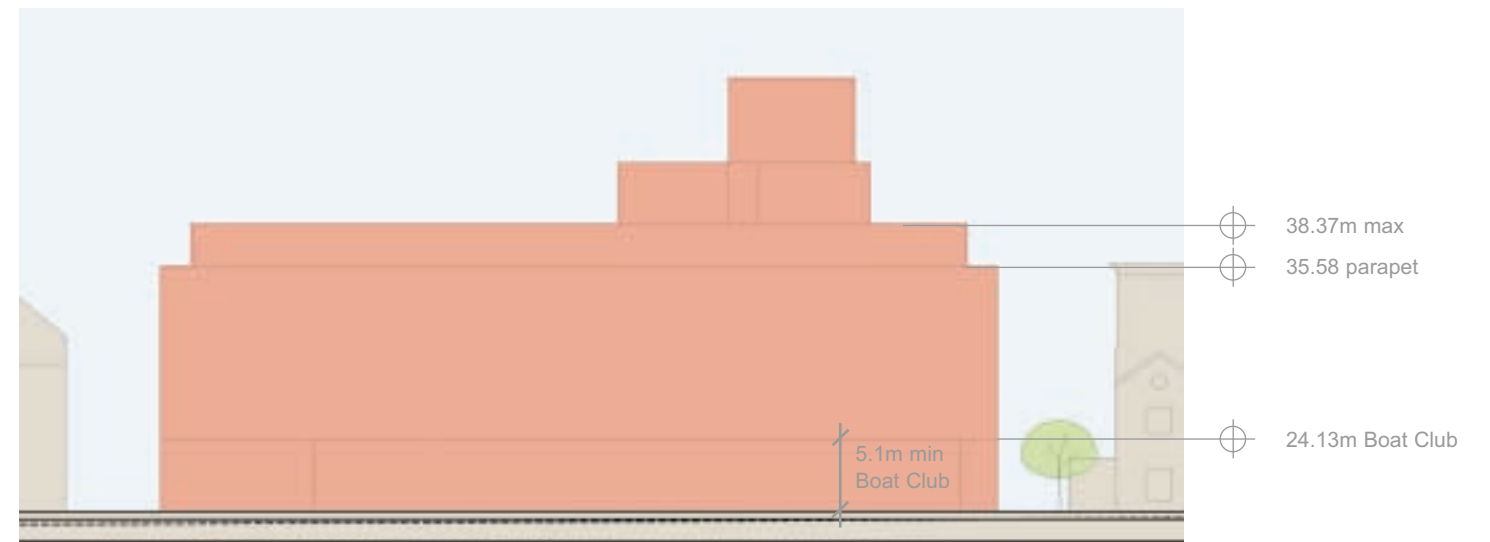


Figure 3.37: Site F - Elevation to Basin
 Note: All levels shown are above Ordnance Survey datum



Figure 3.38: Site F - North Elevation

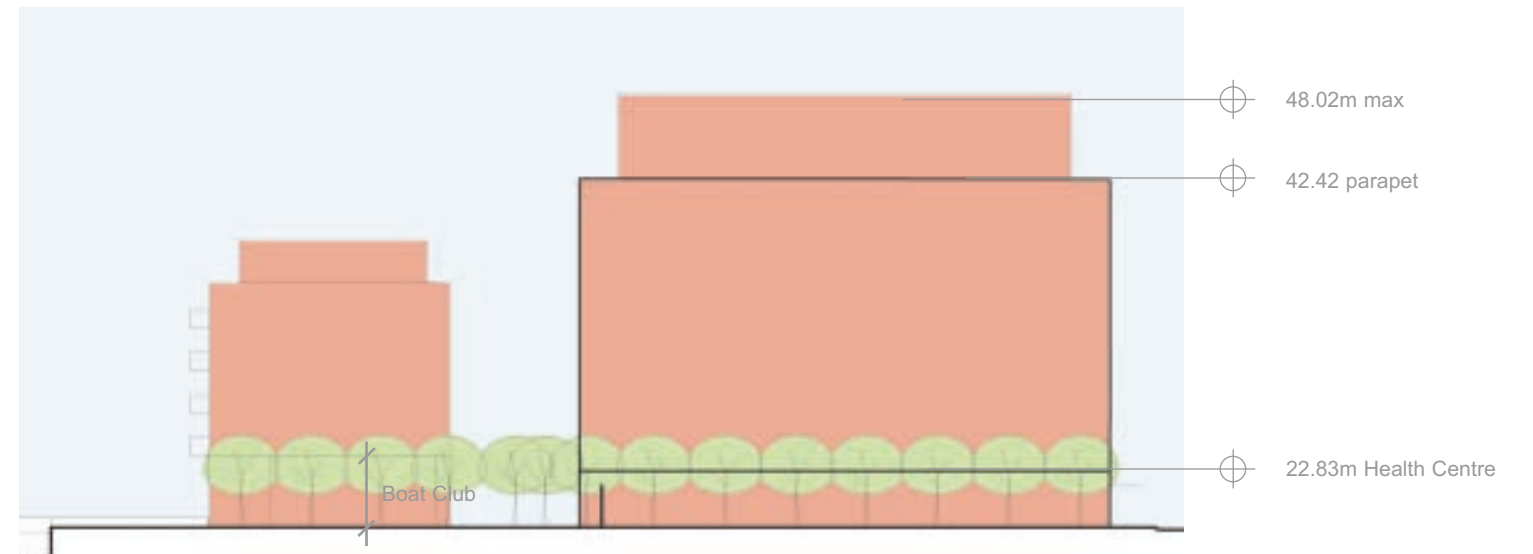


Figure 3.39: Site F - South Elevation
 Note: All levels shown are above Ordnance Survey datum

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3.4.7 Site F: Wharf Road, the Boat Club Site

Land-use

Below ground: Any basement level is to be used for private car and bicycle parking, plant, storage, or accommodation that is ancillary to the ground level.

Ground level: The ground floor and mezzanine of the block facing the Basin is to be allocated to the Islington Boat Club, in accordance with the agreements reached between the Masterplanners and the Boat Club. It is proposed that the ground floor of the block adjacent to Wharf Road may be allocated to a Community Health Facility of around 1000 sq.m. (shell only, no toilets or fit-out.). For these uses to be viable, the detailed design must demonstrate how adequate privacy and security is to be maintained for the Boat Club and Community Health Facility.

Upper levels: The upper levels are to be residential accommodation.

Density

The overall density of development is to be approximately 576 Habitable Rooms per hectare, excluding any basements and ground floors.

Open space

The public open space around the perimeter of the Basin shall continue past this site, but there shall be provision to close off the public access with gates between the Boat Club and the water's edge while boating activities are in progress. In this event, a public footpath shall be available to the rear of the Boat Club. In addition, there is to be at least one public pedestrian connection between Wharf Road and the Basin as well as easy level access to the Community Health Facility. This site must provide for a new kickabout space, to replace the same facility presently located beside Graham Street. The location of the kickabout space is subject to detailed consideration of the housing block, privacy, daylight and views.

The hard and soft landscape is to conform to the Landscape Strategy design guidelines.

Wherever possible, larger areas of upper terraces and flat roof levels shall be planted in accordance with the ecology guidelines in the Sustainability Strategy.



Figure 3.40: Site F - Ground level plan



Figure 3.41: Site F - Roof level plan

Form

The Wharf Road site has two separate blocks - one parallel to the Basin and the other at right angles to the rear - with residential accommodation above and either the Boat Club or Community Health Facility below. The Boat Club block occupies the full width of the site, apart from a footpath at either end, and its eastern enclosure is set back at least 9m from the Basin edge, roughly lining through with the adjacent electricity building. The position of the rear block is less critical and will be determined through analysis of sunlight, daylight and views of this and neighbouring properties at the detailed design stage. It should be noted that the overall heights of the two blocks shown on the Masterplan represent the maximum, subject to the analysis described above. The governing dimensions are as shown on the drawings.

The Masterplan assumes that each block is uniform in width with a central corridor, but variations to this arrangement may be acceptable. The plan area of the proposed Community Health Centre is substantially larger than the block above. The Masterplan does not distinguish between the private and affordable housing in terms of design or location within the site.

In common with the other low to medium-rise buildings, the top two floors are seen as attic or penthouse floors. Sloping or mansard roofs should be avoided.

The layout of individual buildings should avoid blank frontages that result in unseen or unsupervised areas of open space.

Access

Cars: There is to be no car access within the site for residents. Any ramp/lift to basement parking area is to be accessed directly from Wharf Road. A dedicated drop-off point at the entrance to the Health Centre and a small number of dedicated parking spaces for doctors and disabled patients is to be provided within the site boundary.

Pedestrian access: The means of access are described in Form above.

Service/maintenance vehicles: Vehicular access to the Boat Club (for trailers etc.) is to be via the pedestrian footpath on a restricted basis. The method of granting access is to be agreed at the Detailed Planning Application stage. Routine deliveries and refuse collections to the site as a whole are to be from Wharf Road, and the location of bin stores should take this into account. It is envisaged that one of the footpaths leading from Wharf Road is to serve as a firepath for Fire engine access to the Boat Club.

