

2.15 Active frontages

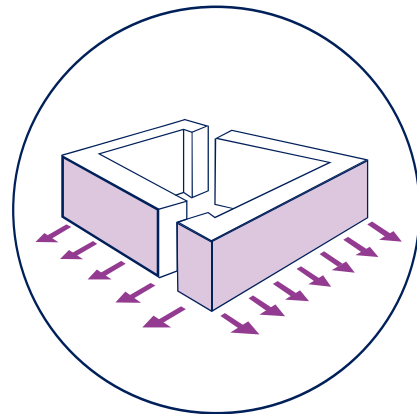
2.15.1 External elevations of buildings are to have habitable rooms overlooking the street, so as to promote natural surveillance and safe public spaces, as well as to provide interest along the street.

2.15.2 Ground floor flats and maisonettes to have street entrances, where possible.

2.15.3 Communal entrances to upper level flats to open onto the street. The design treatment of front boundaries are to be designed as transition spaces between the public and the private space.

2.15.4 Blank frontages facing the public realm to be minimised and avoided.

2.15.5 No more than 15 metres of blank contiguous frontage facing the public realm is to be allowed within the development.



2.16 Entrances & Threshold

Individual private entrances

2.16.1 The entrance to residential buildings marks the transition between public and private space. Front entrances and threshold areas are to be considered in relation to the location of the buildings, so as to add coherence to the design and contribute to public realm safety.

2.16.2 Front entrances should be distinctive and in keeping with the design of the main facade.

2.16.3 All entrances to provide level access with sufficient drainage to prevent flooding.

2.16.4 Design of entrances to have regard to Secured by Design principles, providing natural surveillance from a point of safety inside the dwellings.

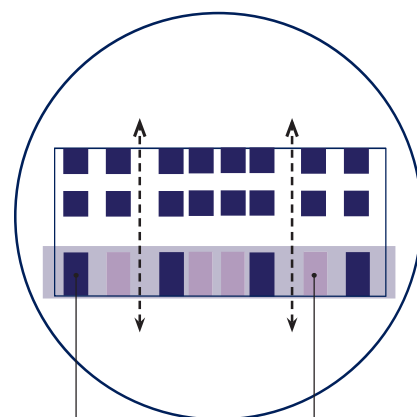
2.16.5 Defensible space to be provided to all ground floor properties to ensure privacy.

2.16.6 All residential entrances are to be covered.

Communal entrances

2.16.9 Communal entrances are to be well proportioned and visually distinguishable from private off-street entrances.

2.16.10 Communal entrances are not to be recessed so as to enhance security. Layouts must avoid the creation of blind spots and secluded areas. Design to entrances to have regard to Secured by Design principles.



Private individual entrances at ground floor level

communal entrances to be visually differentiated from individual entrances

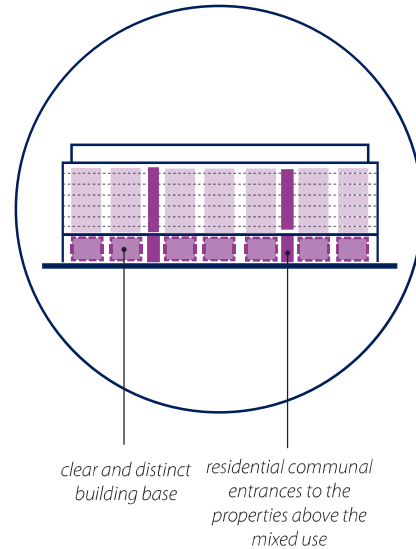
2.17 Mixed use integration and operation

2.17.1 Residential dwellings above non-residential use to have separate and distinct access.

2.17.1 Architectural elements will provide rhythm and regularity along building elevations, the mixed use element must harmonise with and maintain that rhythm.

2.17.2 Mixed use must integrate with the street and create active frontages at street level.

2.17.7 Spill out activities may be allowed to support mixed use units and provide animated open space environment. Location of any spill out activities needs to be carefully considered to be associated with appropriate open spaces.



2.18 Building breaks and corners

Building breaks and gable ends

2.18.1 Building breaks to contribute to placemaking and increase level of sunlight to the spaces behind the façade.

2.18.2 Building breaks to contribute to the transition between street characters.

2.18.3 Gable-ends to have active frontage. Fenestration and balconies to create interest and provide natural surveillance.

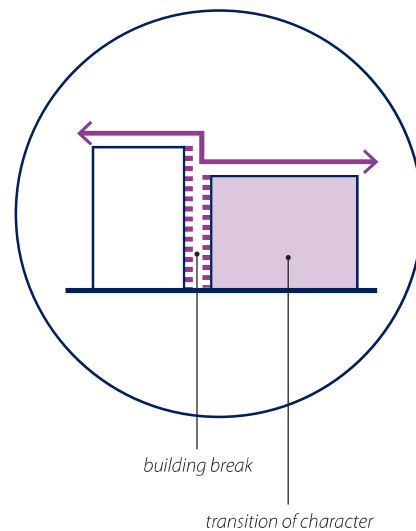
2.18.4 Gable-ends to articulate the transition between street façades and courtyard façades. Use of balconies, windows, change in materials and colours to provide such transition.

Corner blocks

2.18.3 Corner blocks to mark turning points and contribute to wayfinding.

2.18.4 Corner blocks to provide a transition between the character of two different streets.

2.18.5 Corner blocks to optimise the active frontages to both façades and explore opportunities for landmarking elements.



2.19 Balconies, terraces and winter gardens

Terraces and balconies

2.19.1 All homes shall have private external amenity space with level access, in the form of a balcony, terrace or garden.

2.19.2 Balconies shall be large enough and shaped to maximise usability. They will have a minimum of 5 sqm and a minimum clear width of 1.5m as per the Mayor of London SPG 2016 Standards.

2.19.3 Maximum level of privacy to balconies might be provided by semi-recessed or fully recessed balconies and/or the use of privacy screens and opaque materials.

2.19.4 Balconies can project beyond the back of pavement line by a maximum of 1.5m subject to providing both appropriate clearance and a minimum clear pavement width of 2m over which no balcony is located.

2.19.5 Balconies shall not be curved in plan or section. Deviations from the orthogonal line of the facade in plan may be acceptable.

2.19.6 Balconies shall be fully integrated into the architecture of the building, materially and composition.

Deck access balconies

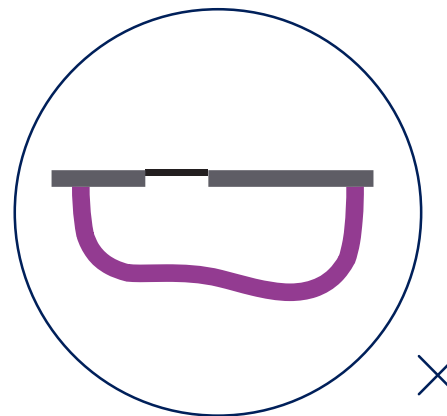
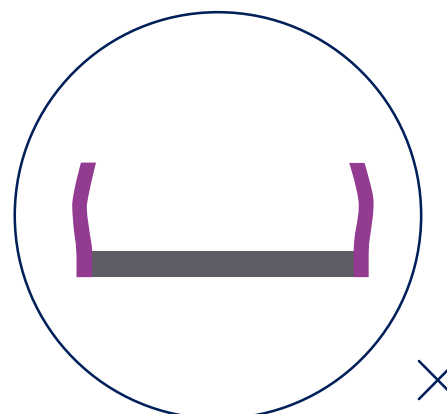
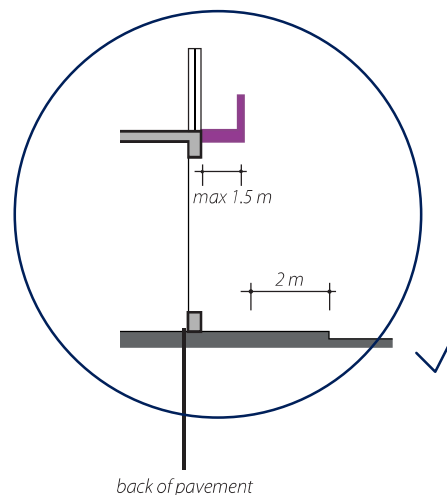
2.19.7 Deck access shall only be used in appropriate situations such as to facilitate dual aspect dwellings.

2.19.8 Deck access balconies should not appear as a 'bolt on' but as integrated within the design.

Winter gardens

2.19.9 Winter gardens are to be considered when building aspect and orientation requires balconies on northern elevations or elevations fronting busy roads as they will facilitate better use and provide thermal and acoustic buffers.

2.19.10 Balconies might be adaptable for winter garden enclosures as they can provide an extension to internal rooms and are usable throughout the year.



2.20 Windows

2.20.1 Windows shall be at least two thirds of the floor and ceiling height of the storey.

2.20.2 Maintain window proportions where possible in order to maintain continuity along building facade.

2.21 Internal circulation

Internal floor area

2.21.1 All residential units are to meet the following minimum space standards ([Housing SPG, March 2016](#))

	Dwelling type (bedroom/persons)	Housing SPG minimum GIA (sq.m)
Single storey dwelling	1b1p	39
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
Two storey dwelling	3b6p	95
	2b4p	79
	3b5p	93
	3b6p	102
	4b5p	97
Three storey dwelling	4b6p	106
	3b5p	99
	3b6p	108
	4b6p	112
	4b7p	121

2.21.2 Dwelling plans should demonstrate that dwellings accommodate the furniture, access and amenity space requirements relating to the declared level of occupancy.

Privacy

2.21.4 Design proposals to demonstrate how habitable rooms are provided with an adequate level of privacy in relation to neighbouring property and the street and other public spaces. ([Housing SPG, March 2016](#)).

Floor to ceiling heights

2.21.5 The minimum floor to ceiling height in habitable rooms is 2.5m between finished floor level and finished ceiling level. A minimum floor to ceiling height of 2.6m in habitable rooms is considered desirable and taller ceiling heights are encouraged in ground floor dwellings. ([Housing SPG, March 2016](#)).

Cores

2.21.6 Hallways and other circulation spaces to conform to [The Building Regulation 2010, M4\(2\)](#) and [M4\(3\)](#)

2.21.7 The number of dwellings accessed from a single core should not exceed eight per floor. ([Recommendations for Living at Superdensity, Design for Homes 2007](#))

2.21.8 An access core serving four or more dwellings should provide an access control system with entry phones in all dwellings linked to a main front door with electronic lock release. ([Part Q of the Building Regulations](#))

2.21.9 Where dwellings are accessed via an internal corridor, the corridor should, where possible, receive natural light and adequate ventilation.

2.21.10 The minimum width of all paths, corridors and decks for communal circulation is 1200mm. The preferred minimum width is 1500mm, and is considered particularly important where corridors are double loaded (serve dwellings on each side) and where wheelchair accessible dwellings are provided. ([Housing SPG, March 2016](#))

Lifts

2.21.12 At least one lift per core should be provided in all blocks of flats where any dwellings are entered on or above the fourth floor (fifth storey), measured from the main entrance level.

2.21.13 All lifts must conform to [The Building Regulation 2010, Communal lifts and stairs, M4\(2\)](#)

2.21.14 For buildings with dwellings entered from communal circulation at the first, second or third floor where lifts are not provided, space should be identified within or adjacent to the circulation cores for the future installation of a wheelchair accessible lift. ([Housing SPG, March 2016](#))

2.21.15 All dwellings entered at the fourth floor (fifth storey) and above should be served by at least one wheelchair accessible lift, and it is desirable that dwellings entered at the third floor (fourth storey) are served by at least one such lift. All dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts. ([Housing SPG, March 2016](#))

2.21.16 Every designated wheelchair accessible dwelling above the ground floor should be served by at least one wheelchair accessible lift. It is desirable that every wheelchair-accessible dwelling is served by at least two such lifts. ([Housing SPG, March 2016](#))

Stairs

2.21.17 Stairs, ladders and ramps shall be designed, constructed and installed in order to be safe for people moving between different levels of a building. ([Approved document K](#))

2.23 Cycle & Refuse Storage

Cycle and refuse storage to be in accordance with indicative strategies in application documents.

2.23.1 Flats: Communal refuse stores to be located on ground floor and integrated within the building fabric.

2.23.2 Communal refuse stores should be directly accessible from the street for collection and accessed directly from communal core or corridor for residents.

2.23.3 Communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be easily accessible to all residents including children and wheelchair users, and located on a hard, level surface. [\(HOUSING STANDARDS POLICY TRANSITION STATEMENT, IMPLEMENTATION: OCTOBER 2015, May 2015\)](#)

2.23.4 Houses: All dwellings with private front door access to have sufficient storage space for individual refuse bins located in front or rear gardens in an integrated store. Bins should not be located free-standing within the front garden. Design arrangements for communal refuse storage to these dwellings can also be considered.

2.23.5 Recycling is to be split into two streams – paper & card and other 'dry mixed recyclables'.

2.23.6 For units using the conventional waste collection system, the following has been assumed:

- 240 litre wheeled bin for refuse waste
- 240 litre wheeled bin for paper and card recycling
- 55 litre box for mixed recycling
- 23 litre external caddy (7 litre internal food caddy) for food waste

2.23.7 Houses: Secure cycle storage to be provided for individual dwellings in front or rear gardens.

Flats: Secure communal cycle stores integrated at ground floor of block.

2.23.8 Design to ensure secure, convenient and sheltered cycle storage for new homes and to encourage people to use bicycles for everyday journeys.

2.23.9 Floor-space of 750 x 2000mm is a suitable guideline area per bicycle, but vertical hanging and lockers will have different space requirements.

2.23.10 Cycle storage outside the home should be located in a convenient and easily accessible storeroom, private garden or secure common space close to the street.

2.23.11 All developments should provide dedicated storage space for cycles at the following levels:

[\(London Cycling Design Standards, 2014 with minor updates October 2016\)](#)

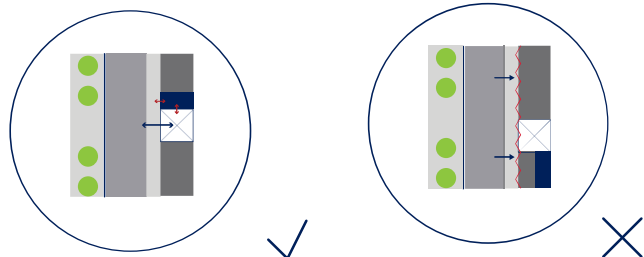
- + 1 per studio and 1 bedroom dwelling; or
- + 2 per 2 or more bedroom dwelling

2.23.12 Individual or communal cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to the street. Where cycle storage is provided within the home, it should be provided in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage identified in habitable rooms or on balconies will not be considered acceptable. [\(London Cycling Design Standards, 2014 with minor updates October 2016\)](#)

2.23.13 Developments should also provide cycle parking provision for visitors; secure hoops or stands are usually the most convenient for short stay use.

2.23.14 Cycle stands should be located away from main pedestrian desire lines to avoid creating obstruction.

Conventional refuse system



2.24 Materials

2.24.1 High quality, durable and low maintenance materials are to be used on the façades of the buildings to achieve attractive aesthetics and durability.

2.24.2 Taking the local townscape, current and historical context into account, high quality facing brick should be the predominant material used across the elevations of the Ravensbury scheme, with special areas of high quality brick detailing used to add texture and depth

2.24.3 Facing materials that require a regular maintenance regime should be limited in their extent and be easily accessible.

2.24.4 Metalwork, including parapet coping, rainwater goods, flashings, balustrades and window frames are to be colour coordinated.

2.24.5 Ancillary spaces and service elements are to be carefully considered and sensitively integrated into the fabric of the building. Consumer units will be out of sight, concealed or hidden within external stores.

2.24.6 For all façades, except on taller built elements, extensive areas of curtain walling shall be avoided.

2.24.7 For all façades, uPVC framing elements should not be used.

2.24.8 Window frames should be timber or metal. Only natural, achromatic or metallic finishes shall be used.



2.25 Energy

2.25.1 A 100% and a 35% reduction in CO2 emissions is to be achieved over residential and non residential/mixed uses respectively, following the Building Regulations Approved Document Part L (2013) baseline.

2.25.2 The energy strategy is to be based on the Energy Hierarchy, and to follow the GLA energy assessment guidance (March 2016), as follows:

- Use less energy (be lean)
- Supply energy efficiently (be clean) and
- Use renewable energy (be green)

2.25.3 Passive measures to improve the thermal performance of the building fabric are to be considered, focussing on specifying higher levels of insulation for roofs, external walls and floors, and high performance windows and doors.

2.25.4 Other important measures include targeting lower air permeability and minimising of thermal bridges through best practice detailing.

2.25.5 The design of the High Path development is to follow the cooling hierarchy detailed in Policy 5.9 of the London Plan, including the below:

- Minimise internal heat generation through energy efficient design
- Reduce the amount of heat entering a building in summer
- Manage the heat within the building through exposed internal thermal mass and high ceilings
- Passive and mechanical ventilation

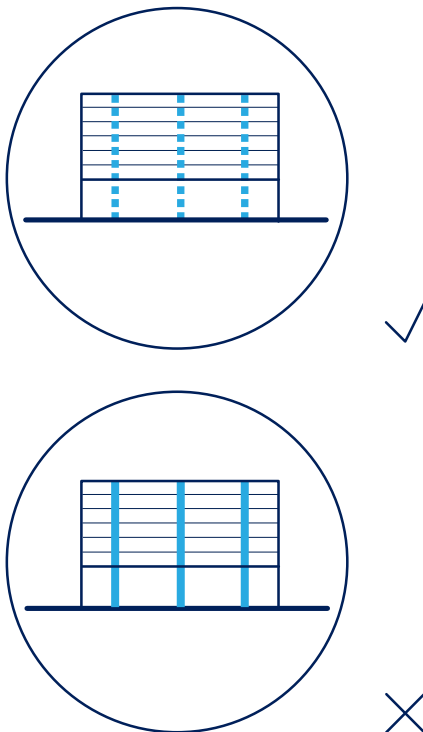
2.26 Servicing

Ventilation

2.26.1 Building ventilation and air extract grilles shall be designed out wherever possible. Where required they shall not form more than (5%) of the street facade area and shall be fully integrated with the architecture of the building in their material and composition.

Rainwater and waste pipes

2.26.2 Rainwater pipes shall not occur on principal elevations with the exception of individual houses of 3 storeys or less



Roof top plant equipment

2.26.3 Roof top plant equipment shall be concealed and housed within solid or perforated roof enclosures that are designed to ensure that the equipment is not visible from the street or neighbouring buildings. This is with the exception of equipment which for technical reasons, such as communication devices, cannot be housed within an enclosure.

2.26.4 Buildings are to have an uncluttered, simple roof profile with all plant equipment enclosures integral to the main building form and its architecture.

2.27 Design Standards & sustainability

A robust framework for inspirational design

- + All streets, squares and parks are to be clearly defined by buildings that are appropriately scaled to their contextual setting.
- + Building heights are to be arranged to support a framework of landmarks, vistas and focal gateways.
- + Each development is to be conceived as helping to promote distinctive local identity.
- + Housing must be conceived and designed as an integrated pattern of streets that connect with surrounding communities and not as a collection of estates.
- + Each development is to be planned to optimise the surrounding landscape assets making most of views and opening up new access-ways.

Streets that put people first

- + Each development is to be designed with a clear street hierarchy incorporating a variety of street types to provide a legible urban structure while also influencing on the character of each site.
- + Each development is to be structured upon a permeable layout that offers the pedestrian a choice of safe routes.
- + Each street is to be designed to serve a joint function of an attractive external space for residents and a movement route to all.
- + Each street is to be lined by active frontages, with frequent doors and windows animating the public realm and maximising natural surveillance.
- + Streets are to be designed to reduce reliance on cars and encourage walking and cycling with each part of the neighbourhood made equally welcoming and accessible to all.
- + The emphasis on reducing traffic speeds and creating a convivial pedestrian environment whilst catering adequately for the car.

The impact of the car is to be minimised; parking is to be accommodated on-street, on-plot to individual houses and in well-designed undercroft car parks or parking courtyards to rear of buildings.

Efficient public transport

- + Public transport is to be designed as an integral part of the street layout, an approach that should be applied to each development.
- + Streets and pedestrian footpaths are to be designed to be safe, well overlooked, well lit and attractive pedestrian routes, ensuring transport links such as bus stops, train and underground stations are easily accessible.

Homes for a diverse and varied population

- + Each development is to include a wide range of dwelling types. With a mixture of unit sizes, house types and tenure to suit people of different incomes and at different stages of their lives.
- + Each development is to be mixed tenure, with homes fully integrated and designed to be 'tenure blind'.
- + All homes are to be built to [Housing SPG](#) standards based on principles of inclusive access and 10% of homes specially designed for wheelchair users.

Places for People

- + Each development is to contribute towards significant improvements and inclusive access to local education, training, healthcare, and other community service provision.
- + Each development is to be designed to be safe, comfortable and attractive. The developments also need to be distinctive, offer variety and choice.

A low carbon community

- + Each development is to reduce energy use through demand reduction measures including passive design.
- + Each development is to be designed to provide optimal levels of sunlight and daylight, via building orientation, shallow plans and fenestration.
- + To achieve carbon emission reductions, each development must consider the incorporation of renewable sources such as wind, photovoltaic, solar hot water systems, biomass and/or ground sourced heating or cooling.
- + A range of design measures should be deployed to avoid negative environmental impacts, including noise, pollution and any potentially negative microclimatic effects.

Making the most of water and recycling waste

- + Conservation and reuse of water is to be strongly encouraged and each development will be required to maximise the use of natural systems through rainwater harvesting and sustainable drainage techniques as part of overall masterplan layout.
- + Each development is to incorporate a strategy for segregated waste recycling collection.
- + Access to a range of open space and play facilities
- + Each development to incorporate a local and wider context strategy for the provision of new and/or improved public spaces, inclusive play facilities to suit children of different ages.
- + Each development to provide clear distinction between public, communal and private open spaces.
- + All public open spaces to have a specific function and accompanying management regime.

Access to a range of open space and play facilities

EPR 5

- + The play strategy should take account of the Mayor for London's Supplementary Planning Guidance 2012, Providing for Children and Young People's Play and Informal Recreation.
- + The play strategy is to create an inspiring and playable landscape throughout the estate by introducing doorstep play, as indicated in the application material.
- + Private gardens and communal gardens will offer play opportunities and playable elements will form an integral part of the overall design to encourage imaginative and diverse play for younger children, as indicated in the application material.

The ecological network

EPR 6

- + Each development to utilise each site's intrinsic resources- the climate, landform, landscape and ecology maximising energy conservation and amenity.
- + Urban nature conservation measures to be encouraged to support biodiversity and private outdoor spaces such as courtyards, patios, roof gardens and balconies exploited to their full potential.
- + Each development should seek to retain as much of the existing tree stock as is possible and streets and squares should be generously planted with new trees.

BREEAM Communities

- + Commitment to adhere to the principles of certification.
- + To encourage social interaction by creating comfortable and vibrant spaces in the public realm.
- + To ensure access to high quality space in the natural environment and/or urban green infrastructure for all.
- + To ensure parking is appropriate for the expected users and well integrated into the development.
- + To ensure that the development relates to local character whilst reinforcing its own identity.
- + To promote cycling as a leisure activity and as an alternative to vehicle use by providing a safe and efficient cycle network.
- + To ensure that the development maintains or enhances biodiversity and protects existing natural habitats.
- + To promote community involvement in decisions affecting the design, construction, operation and long-term stewardship of the development.
- + To create a healthy economy (employment opportunities and thriving business).
- + To ensure a socially cohesive community.
- + To minimise the impacts of environmental conditions on the health and well being of occupants.
- + To address the sustainable use of natural resources and the reduction of carbon emissions.
- + To encourage sustainable land use and ecological enhancement.
- + To address the design and provision of transport and movement infrastructure to encourage the use of sustainable modes of transport.

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03

**RAVENSBURY
MASTERPLAN**

CREATING A PLACE THAT ENHANCES THE INHERENT POTENTIAL OF RAVENSBURY AND ITS UNIQUE LOCATION

“Our vision allows a flexible approach for further development and opportunities across the local context of the site area. This ensures that the masterplan is informed by the wider regeneration opportunities and will be linked to the wider socio-economic factors that will influence the future housing needs of the area. Current masterplan will adapt to the new potentials neighbouring the site”

3.1 BACKGROUND

The Ravensbury Estate, as it stands today, was built in the early 1950s. The estate is bound by Morden Hall Park on the northern and western edges and Ravensbury Park on the southern and eastern edges.

The houses on the western side of the site were constructed using the Orlit concrete method and have subsequently had remedial works including injected insulation and new windows to counteract defects that had begun and continue to occur. Houses and maisonettes on Ravensbury Grove and Hengelo Gardens are traditionally constructed out of brick and are generally in better condition than the Orlit housing blocks.

There are opportunities within the estate to address the quality of its housing stock as well as tackling urban design aspects of the layout to improve its relationship with its surrounding built and natural environment. Addressing these issues, and in particular the specific needs of the existing community in terms of accessibility, older persons, and housing mix, could create a highly attractive, sustainable and even stronger community.

An extensive consultation process with the existing community commenced in 2012; which identified strengths and weaknesses within the estate. Local residents, particularly those living within the estate have been given the opportunity to comment on the existing estate, the principle of redevelopment and emerging designs for homes and overall masterplan.

“The promise of coding lies in the hope of achieving efficient implementation of a system of rules that will maintain standards of quality in the built form and the public realm.”

3.2 MASTERPLAN LAYOUT

There are opportunities within the estate to address the quality of its housing stock as well as tackling urban design aspects of the layout to improve its relationship with its surrounding built and natural environment. Addressing these issues, and in particular the specific needs of the existing community in terms of accessibility, older persons, and housing mix, could create a highly attractive, sustainable and even stronger community.

The masterplan consists of primarily new houses with flat blocks addressing key corners and routes. A simple network of traditional streets creates enhanced visual and pedestrian connections.

The masterplan layout is set out in the submitted planning application. The key design principles behind the layout have taken account of the Draft Estates Local Plan, and are as follows:



3.2.1 Improve connections and sight lines with surroundings and within the estate through simple street networks.

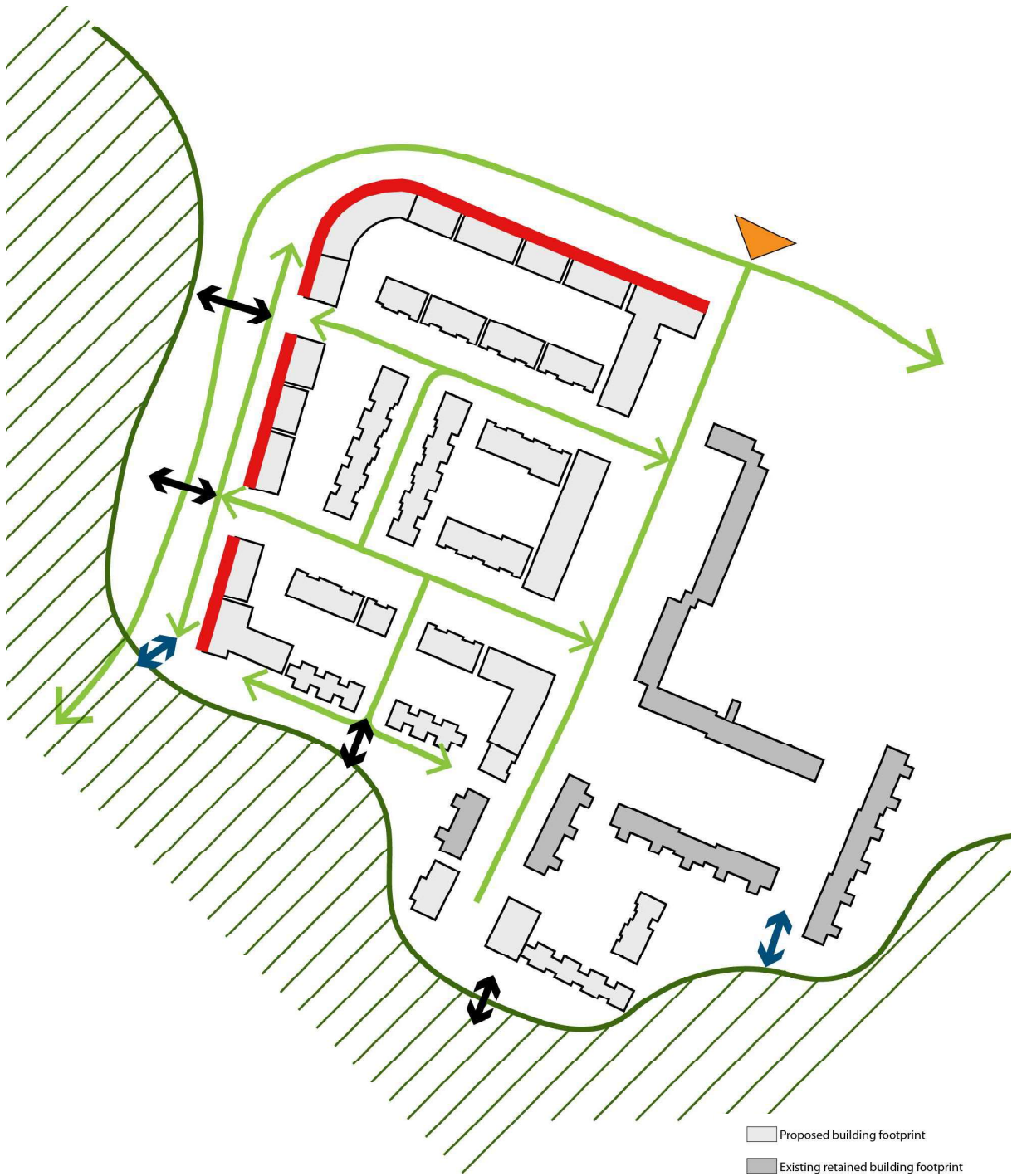
3.2.2 Strengthen Ravensbury Grove as the main street through stronger frontage and improved vistas.

3.2.3 Strengthen frontage to Morden Road.

3.2.4 Shared surfaces in connecting streets (connecting secondary streets, with Morden Road and with the river edge).

3.2.5 Improved pedestrian and cycle connections with surrounding networks.

3.2.6 A singular primary vehicular access point must be retained to the estate for residents.



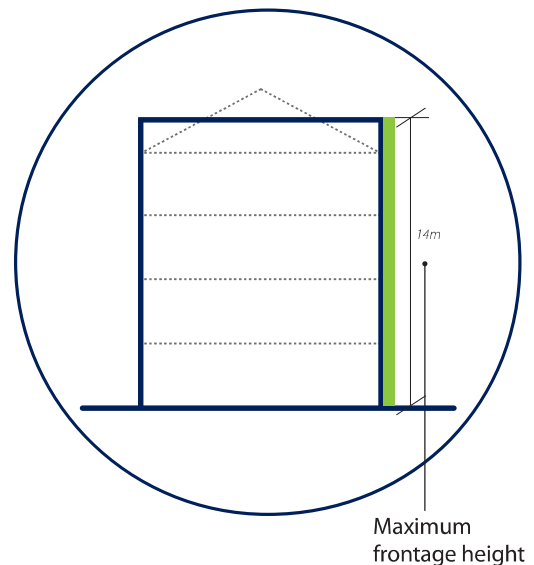
- Proposed building footprint
- Existing retained building footprint
- Primary Site Entrance
- Existing pedestrian site access
- Proposed new pedestrian connection
- Vehicular route
- Green Edge
- Frontage to Morden Road

3.3 HEIGHTS AND MASSING EPR 8

3.3.1 Height and massing will be in accordance with the submitted application drawings.

Height and massing is set out in the submitted planning application. The key design principles behind the massing are as follows:

- 3.3.2** All proposed homes must be 2-4 storeys.
- 3.3.3** Maximum building frontage height of 14m.
- 3.3.4** 4 storey flat blocks should address key corners and main streets.
- 3.3.5** 3 storey houses should front Morden Road.
- 3.3.6** 2-3 storey houses should front traditional street network.
- 3.3.7** 2 storey houses should be at the centre of the site.
- 3.3.8** Houses will have pitched roofs.



3.4 STREET LINE

EPR 2

3.4.1 Street layouts and frontages will be in accordance with the submitted application material.

Street frontages are set out in the submitted planning application. The key design principles behind the street layout are as follows:

3.4.2 The building lines establish the relationship between individual buildings and their street setting, and they are the basis for achieving visual cohesion and enclosure of the public realm.

3.4.3 Houses should front traditional street networks.

3.4.4 Streets should be straight and have clearly legible connections and sight lines.

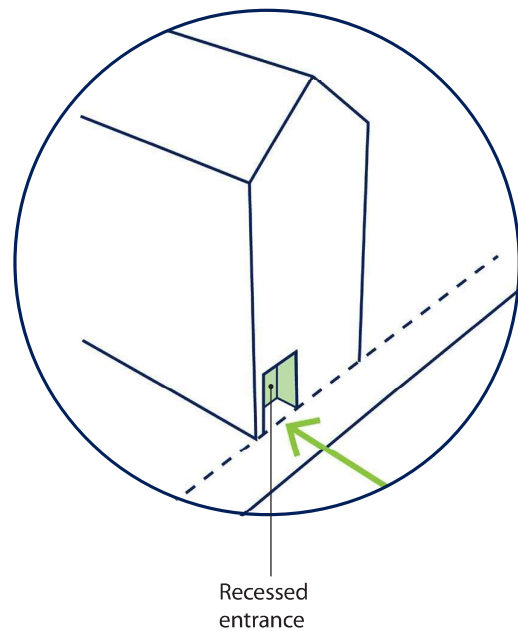
3.4.5 Entrances must be clearly legible from the street.

3.4.6 Recessed entrances for individual homes should be used to provide cover and a sense of place and identity.

3.4.7 Primary frontages and entrances should be set back from the street line by at least 1m



Building Frontages



04

**CHARACTER
AREAS**

THE DESIGN
CODE ADDRESSES
THE NEED TO
CREATE PLACES
WHICH SERVE
THE NEEDS OF
ALL PEOPLE WHO
USE THEM

OEP 1

OEP 3

EPR 1

Ravensbury is characterised by its unique context and strong existing community. Relationships with connecting green spaces and existing streets are defining elements to the character of Ravensbury.

Ravensbury Masterplan is made up of a variety of street and housing types that form distinct character areas related to the context.

This section describes how buildings should relate to each other across each character area. It also provides guidance and inspiration to aid design responses that maintain urban continuity and integrity throughout the site.

4.1 CHARACTER AREAS

This section establishes principles relating to each street and building and the space characters they create within the masterplan. It provides guidance on the street scene, including building elevations and street design as a whole. The design takes principles from draft Estates Local Plan Policies with a particular emphasis on the following sections : EPR1, EPR2, EPR3, EPR6, EPR7, EPR8.

Built form and relationships between buildings is fixed in the submitted planning application. This section sets out the key principles and design parameters that inform and control the design for future reference.

The spaces created by the streets and the buildings at Ravensbury can be broadly categorised according to their character as follows;

- + **Morden Road**
- + **Ravensbury Grove**
- + **Secondary Street**
- + **Mews Street**
- + **River Front**

The adjacent diagram (page 47) indicates the location of each character area within the site. Each section outlines parameters for the design of:

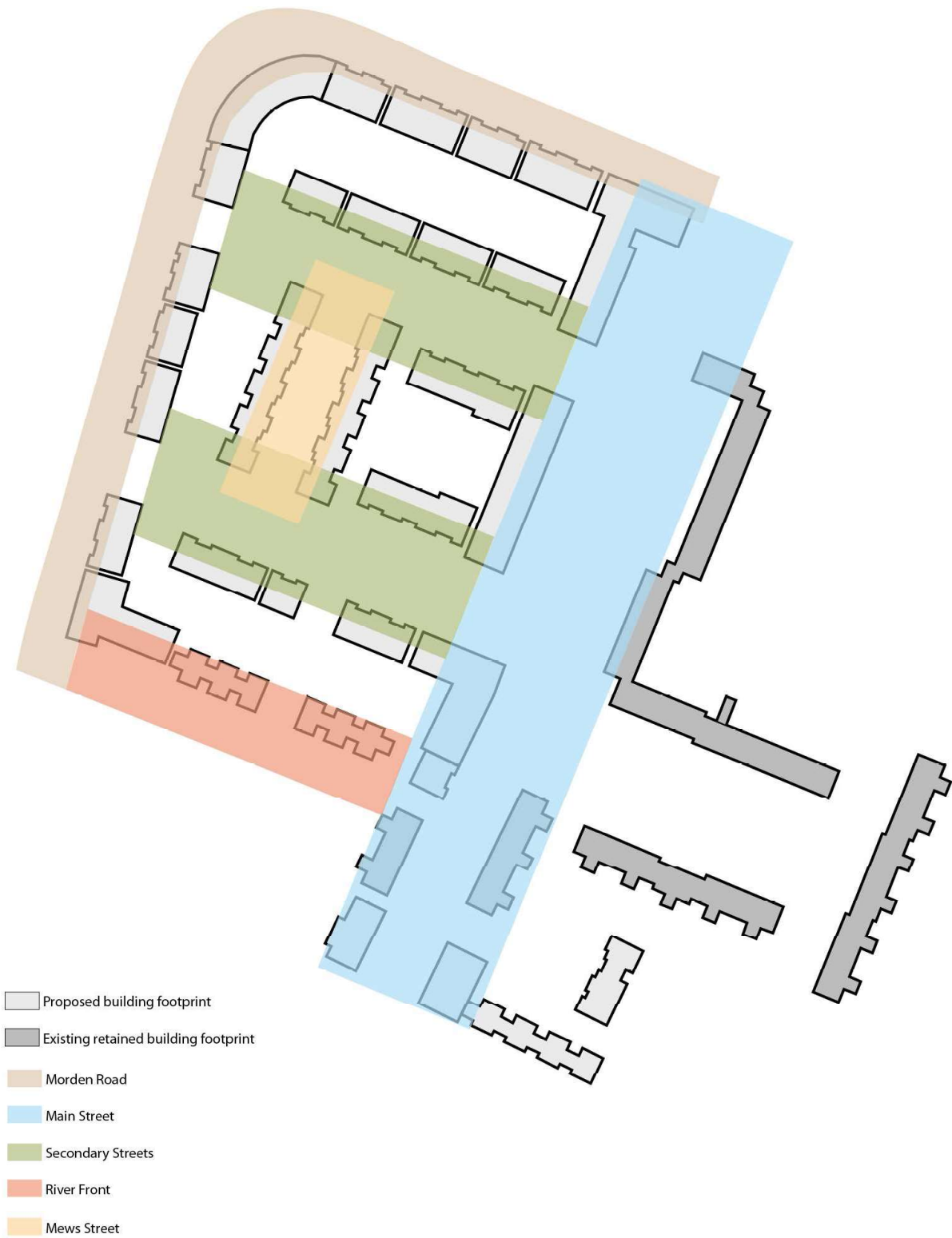
Built form

How the design of the buildings, particularly the street elevations, supports the creation of that character, providing a set of rules for the elevation including set backs, roof line, relationship between buildings, and relationship/transition with other street characters.

Public realm

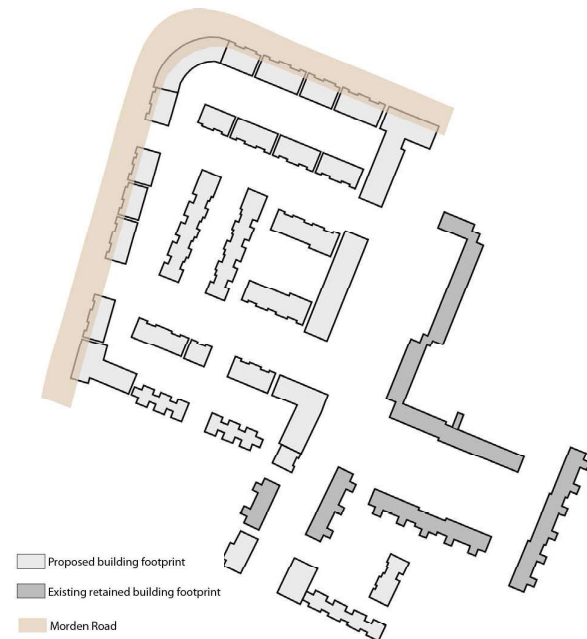
How the public realm design supports the creation of that character. Providing principles to boundary treatment, defensible space, street design, including pedestrian and cycle paths, lighting, street furniture, car parking and green infrastructure.





04 CHARACTER AREAS

4.2 MORDEN ROAD



Location Diagram



Gable fronted townhouse precedent image

CHARACTER

Morden Road bounds the site to the North and West and is a busy arterial route in the area. Proposals at Ravensbury should strengthen the frontage to this main road. 3 storey townhouses and 4 storey flat blocks at key corners should provide a continuous frontage to Morden Road and bring a uniformity to the road edge that is lacking at current in the area.

Townhouses and flat blocks will bring a formal frontage to the road edge. Townhouses will have on plot parking accessed from Morden Road or the secondary slip road on the Western edge of the site.

Built form and relationships between buildings is fixed in the submitted planning application. This section sets out the key principles and design parameters that inform and control the design for future reference.



Flat blocks with strong street frontages addressing key corners



Indicative view of Morden Road

04 CHARACTER AREAS

4.2 MORDEN ROAD

BUILT FORM

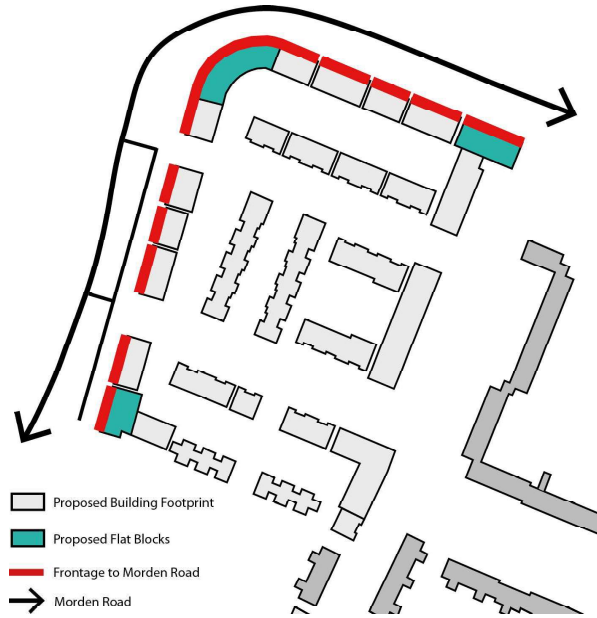
Built form principles will accord with the submitted planning drawings.

General Principles

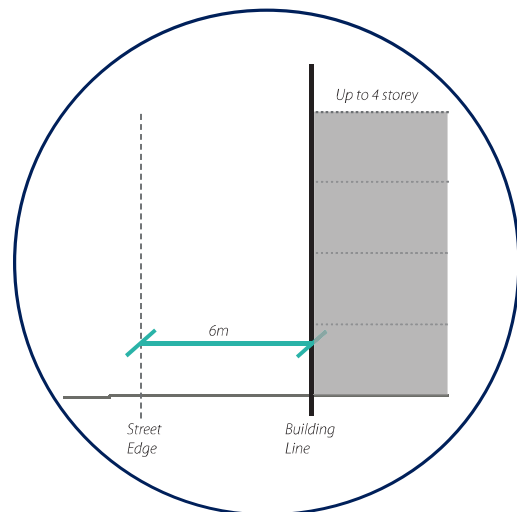
- + Continuous frontage to Morden Road.
- + Flat blocks on key corners.
- + Buildings fronting the street will provide definition and overlooking of the street.

Building Line

- + The front of the building must be on the building line, facing the street.
- + No blank elevations may front Morden Road.
- + The distance from the building line to the street edge will be at least 6m.
- + At least 80% of the building elevation must be on the building line.
- + The building line is set back from the slip road on the Western side of the site.



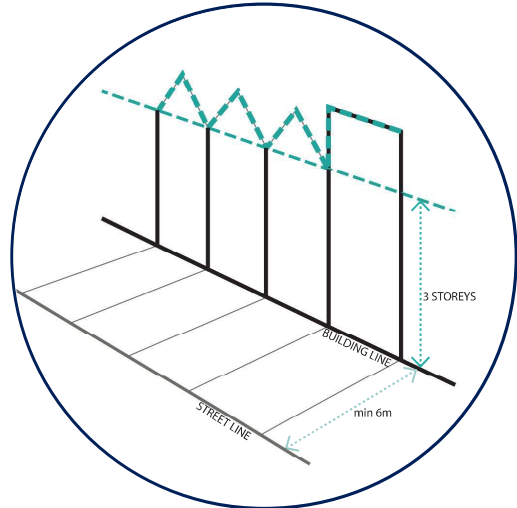
Morden Road Frontage



4.2 MORDEN ROAD

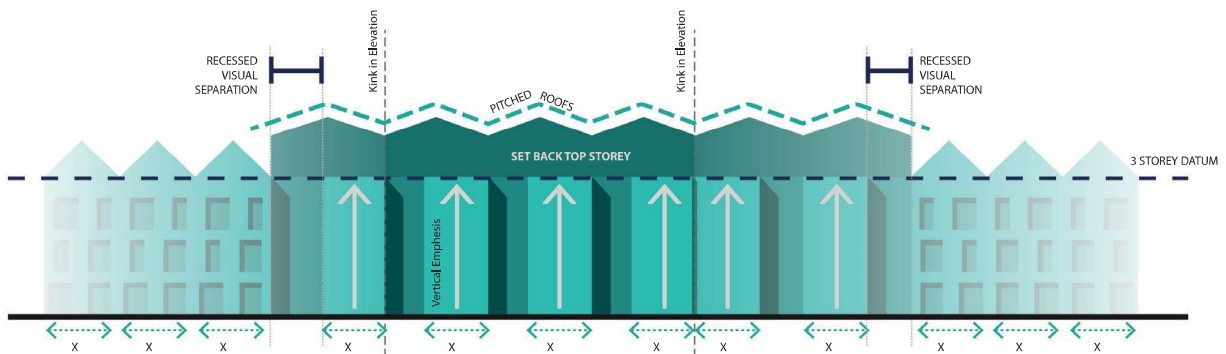
Roof Line

- + The primary roof line will be 3 storeys.
- + 4 storey flat blocks will have set back top floors, or other means of reducing massing, at key frontages and corners in response to context.
- + Key elements may rise above the datum line to give definition and articulation to the built form.
- + Variations in height must follow a regular rhythm to express formality along the street.
- + Gable fronted houses give a regular articulation and rhythm to the frontage.



Morden Road - North West Corner

- + The North-West Corner of the Site fronts onto to important heritage assets; the Grade 2 listed 'White Cottage' and the locally listed Surrey Arms.
- + The 4 storey flat block here will have set back top floors, or other means of reducing massing, in response to context.
- + The flat block will have pitched roofs, the form of which should compliment, the heritage assets opposite.
- + There should be a visual separation between the flat block and the adjoining townhouses
- + The flat block should have a vertical emphasis to break up the elevation
- + The regular articulation and rhythm to the frontage set up by the adjacent townhouses should be continued and articulated within the flat block



Design Principles for the North West Corner Flat Block - 'Unwrapped Elevation'

04 CHARACTER AREAS

4.2 MORDEN ROAD

PUBLIC REALM

Public realm design will accord with the submitted planning drawings. This section sets out the main principles within the outline design and for reference in detailed design of landscape, which is a Reserved Matter.

General principles

- + Clear definition of public and private spaces.
- + Mature trees on the street front will be retained where possible.

Parking

- + On plot parking for houses fronting Morden Road.

Boundaries

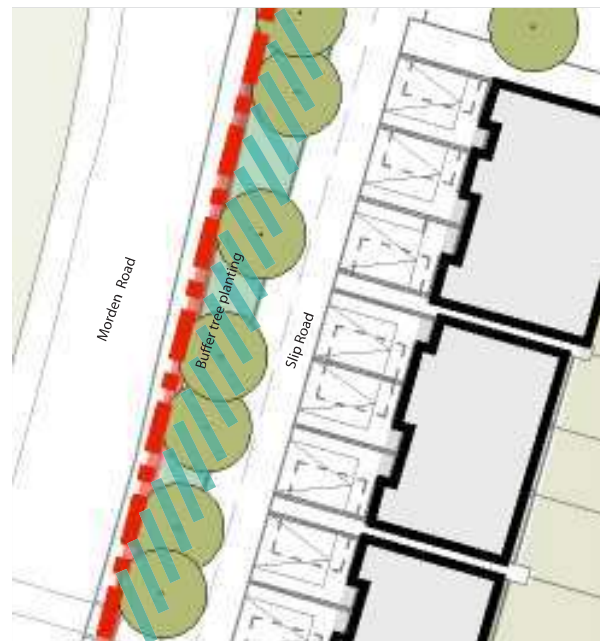
- + Consistent boundary treatments along the street.
- + Defined boundaries to individual properties.
- + Defensive planting where boundary fences or walls are not provided on the street edge.
- + Retain open sight line unobstructed by high boundaries on the corner of Morden Road.

Planting

- + Low front garden planting.
- + Defensive planting where boundary fences or walls are not provided on the street edge.
- + Improved buffer tree planting between Morden Road and the slip road on the Western side of the site.



On plot parking for houses fronting Morden Road



Buffer tree planting between Morden Road and the slip road