

5.0 DESIGN

THE NEXT SIX CHAPTERS OF THE DOCUMENT SET OUT THE GUIDING PRINCIPLES FOR THE PROPOSED NEW PART OF LONDON AT SURREY CANAL, BASED ON THE ILLUSTRATIVE MASTERPLAN.

OUR AIM IS TO ENSURE THAT THE DEVELOPMENT IS DELIVERED IN A COMPREHENSIVE MANNER AND NOT IN AN UNPLANNED, PIECEMEAL WAY, SO AS TO MEET THE OVERALL ASPIRATIONS FOR THE AREA AND TO MAXIMISE THE OPPORTUNITY OF SUCH A LARGE-SCALE SITE.

BEFORE WE EXPLORE THE DIFFERENT ASPECTS AND COMPONENTS OF THE SURREY CANAL MASTERPLAN FURTHER, THIS SECTION PROVIDES AN OVERVIEW OF THE ESSENCE OF THE PROPOSED DEVELOPMENT – LONDON'S SPORTING VILLAGE.

5.1 FROM CONCEPT TO A NEW LONDON COMMUNITY

Surrey Canal needs to become a place of choice – we need to capture that elusive quality of place apart and place within. What is today's vision of the good life? It just has to go beyond the suburban two up two down dream. What should the lifestyle be?

To stand a chance of competing, Surrey Canal has to become a place apart. We can't just put a star on a plan, write landmark and hope for the best! Why would people choose to live in Surrey Canal?

Surrey Canal needs to become a 21st Century Village within a world-class city. As London rapidly urbanises, this area which has been known for its rowdy football club Millwall will evolve and adapt to the needs of a vibrant new population, eager for new ways of living, playing and working. Green roofs spill over into terraces, walls and gardens lush with verdant growth and careful tending. Children cycle from one end to the other, as their parents hustle to work, catching one of the many forms of transportation available nearby.

Residents take pride in the articulated landscapes, green gathering areas and myriad places to pick up a game, match or rally. Open spaces say 'Yes Ball Games Please'. Locally grown produce is sold at the Saturday Street Market... Spontaneous garden parties and neighbourhood barbecues in the park...

This will be a place where people actively chose to live, a place to visit after work and at the weekend – a destination in its own right - London's Sporting Village.

5.1.1 A 21ST CENTURY VILLAGE AS A DESTINATION

The traditional UK village was home to a closely-knit community of up to a few thousand, formed around a green or a main street with local shops, a pub, a church... This was a place with a strong sense of community, and where you knew your neighbour's name. The contemporary urban village is similar but different; the traditional values are still valid, but the context in which we live is miles apart. And, the villagers are new, sensitive to social trends and particular in their choices.

London is continuously adapting and evolving. New contemporary, urban villages are springing up across the city, bringing a whole new offer to the market. Many are destinations in their own right, and not just for those who live there, providing a range of facilities from design centres and marinas to world-class hotels and public spaces.

The story of London's Sporting Village begins with Millwall Stadium. The wide-ranging sports offer will give the area an around-the-clock dynamism, a continuous flurry of activity and excitement. With a mix of ages – from children through to professional and amateur young sportsmen and women, and continuing through to parents and grandparents – the community will be marked by its interest in maintaining a healthy lifestyle. With communal health gardens on the roofs, indoor and outdoors sports halls, swimming pools and spa facilities, the area will project vitality and wellbeing to its residents and to a borough wide audience alike. With the proximity of sporting facilities it could become an exemplar of the government's hope of transforming the population into a fitter and more active nation. An active lifestyle will be accessible to all, complemented by new pedestrian dominated routes and new cycle lanes that fit into the ever-expanding London network.

5.1.2 A 21ST CENTURY VILLAGE AS MULTI-LAYERED, DENSE AND DIVERSE

With sustainability at the forefront of all new building concerns, the current debate on cities has a strong focus on density. Land is a precious asset to be protected, and hence new development should be carefully and efficiently planned. High-density neighbourhoods optimise land use, lessen pressure on undeveloped land by consolidating urban areas and preventing sprawl, reduce the need to travel, make public transport more profitable, and achieve the critical mass required to create a significant centre of activity.

High-rise has a bad reputation, but needn't have so. The precedents for vibrant, high-density mixed-use and residential neighbourhoods are many. The success of these developments are dependent on: a variety of typologies, high-quality pedestrian friendly public realm, high standards and exemplar buildings, amazing views, great location, accessible public transport, and a clear identity.

London's Sporting Village needs to deliver a highly contrasting sense of scale and form; Dramatic and non-uniform spaces; Small footprint, medium rise buildings rather than big footprint high rise or long footprint slab low-medium rise buildings. In addition, London's Sporting Village needs a variety of private and semi-private space that will step up the buildings to provide a range of opportunities, using every inch of available space such as terraces, roofs, balconies as well as vertical surfaces.

TOP LEFT

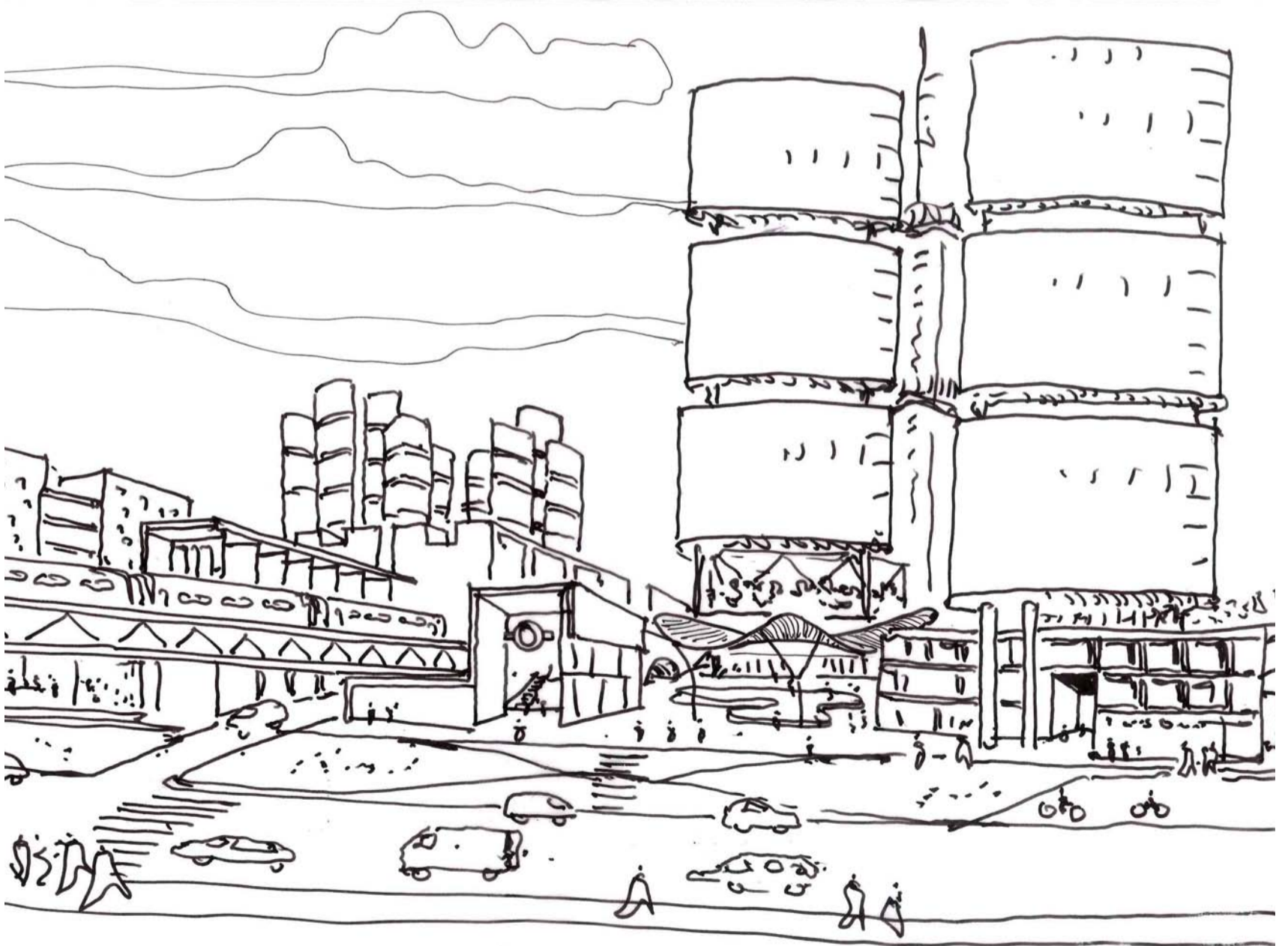
–
IMPRESSION OF MIXED USE
ENVIRONMENT AROUND
THE STADIUM

TOP RIGHT

–
INTEGRATION OF MULTI-
LAYERED LANDSCAPE

RIGHT

–
IMPRESSION OF STATION
SQUARE AND THE NEW
SURREY CANAL ROAD
OVERGROUND STATION



5.1.3 A 21ST CENTURY VILLAGE THAT LEARNS FROM 20TH CENTURY PIONEERS

A project of this scale means the creation of a completely new neighbourhood. So we look to one of London's largest planned neighbourhoods for clues to establishing the principles for its longevity and success.

Below, a critique of the Barbican gives some helpful pointers as to what to achieve and what to avoid:

TO ACHIEVE:

1) Manages to operate on both a consistent and large-scale whole, while still placing attention on the details. The architects were insistent that flats and spaces be flexible and non-uniform, thus typologies were devised to encourage highly contrasting scales and forms. This can be seen in the individual flats, along the walkways and staircases, and in the various public spaces.

2) Has managed to withstand 50 years of post-war professional tumult in the built environment, pointing to what must be fundamental universal principles. Within a range that spans being called 'the ugliest building in Britain' to being classified as a Grade II listed site in 2001, the Barbican has survived changing urban planning dictates from one administration to the next, changing public tastes and attitudes toward urbanity, and to be blunt, the death of its central Modernist tenets. Fluctuations aside, flats at the Barbican are currently among the most sought-after and highest-value properties in London.

3) Marries a mix of urban residential typologies with a tightly focused emphasis on the arts and culture. An identifiable driver (in Surrey Canal's case, sports) for development encourages a mixed-use scheme built not upon commercial whims and uses, but on a more consistent and long-lived set of principles. Even in a recession, people want to play football and go for a swim.

4) Acts as precedent for balancing inherent public and private conflict. Offering a 'peaceful oasis' for residents, while in the meantime planning for two schools, cultural facilities, and the transient populations they engender, the Barbican is a valuable case study for studying how to mix housing within a lively urban public realm.

5) Reconciles another conflict: the desire for urban proximity with suburban privacy. This seeming human conflict has never been more strongly felt than it is today. As concentric rings of suburbs become the new innercity areas of deprivation, residents miss the conveniences and benefits afforded by city-living, but don't want to give up all suburban comforts. Convenience in a city like London becomes a true luxury.

6) Uses the best of the past to create the new. Built on the northern edge of Roman Londinium, the architects of the Barbican managed to incorporate parts of the original London Wall into their design, account for and respect the siting of the centuries-old St Giles-without-Cripplegate church, while also building in medieval details to mirror the site's history. The design also managed to combine seemingly disparate historical architectural attributes (grand London estates, elegant Baroque gardens), while also situating the project within contemporary architectural idioms (in the Barbican's case, Modernism).

7) Had architects and planners who were brave in their belief that London should be a series of planned strategies, not piecemeal laissez-faire development moves. Although many Modernist utopian ideals – tightly masterplanned separations between humans and cars, for example – seem ridiculous today, there is also once again a willingness to appreciate the optimism of Modern planners and architects, and to look toward the positive aspects of large-scale, unified planning moves.

8) Offers a precedent for urban landscaping. With urban green space and parks an increasingly precious urban resource, the density of the Barbican's living quarters to allow for carefully planned gardens and green areas is design worth emulating.

9) Shows how to create successful spaces out of the in-between bits. Reflecting the care placed on both the large and small-scale aspects, even the middle pieces of the puzzle were tended to. What could have been a series of non-spaces are instead prized as for their function as circulatory moments, and staircases encourage pedestrians to feel as though they are taking part in their own drama.

TO AVOID:

1) The disjunct between planning dictates and architectural schemes has meant low periods for the Barbican and an evolutionary unity that has been riskily managed. The lesson becomes how to account for change in the long-term and ensure that up-front strategies are adhered to (at least in spirit) closely for the duration of the project. The Barbican has a series of urban walkways that lead to nowhere. What had been an London-wide plan to build 'walkways in the sky' was scrapped somewhere mid-Barbican, pointing to possible inefficiencies between built environment policy and practice.

2) Architecturally, the Barbican has no real entrance and no real outward profile. Until a recent refurbishment, the original grand entrance to the Barbican from the tube was obscured and misunderstood, and visitors struggled with how to approach the site. When inside, the Barbican continues to disorientate and as one critic joked in the Guardian, 'One is only aware of it when one is inside it, making it like a middle-class Underground station. Its extensive foyers lack landmarks and any sense of focus. There is something unsatisfying about a building whose most prominent feature is its cloakroom.'

3) The Barbican's wayfinding (or lack thereof) system has long been its Achilles' heel. Visitors don't know how to get around the site, and some residents probably don't either. What was meant to be an open-ended system whereby pedestrians could determine their own paths became instead a source of inscrutable aggravation and wandering lost people, late for the theatre.

4) Reflecting the mid-century city/country divide, the architecture is inward-looking and in many ways emphasises its isolation from the rest of London rather than its willingness to work with its context. It is imperative that new build in London works with the city's urban fabric and looks to its context for clues. While many of the benefits of a self-contained estate are to be retained, it is no longer necessary to deny the geographic siting of new developments within what is now a world-class and largely thriving city.

RIGHT

1) PLANNING THE BARBICAN AS A COMPREHENSIVE AND CONSISTENT NEW ENVIRONMENT FOR LONDONERS.

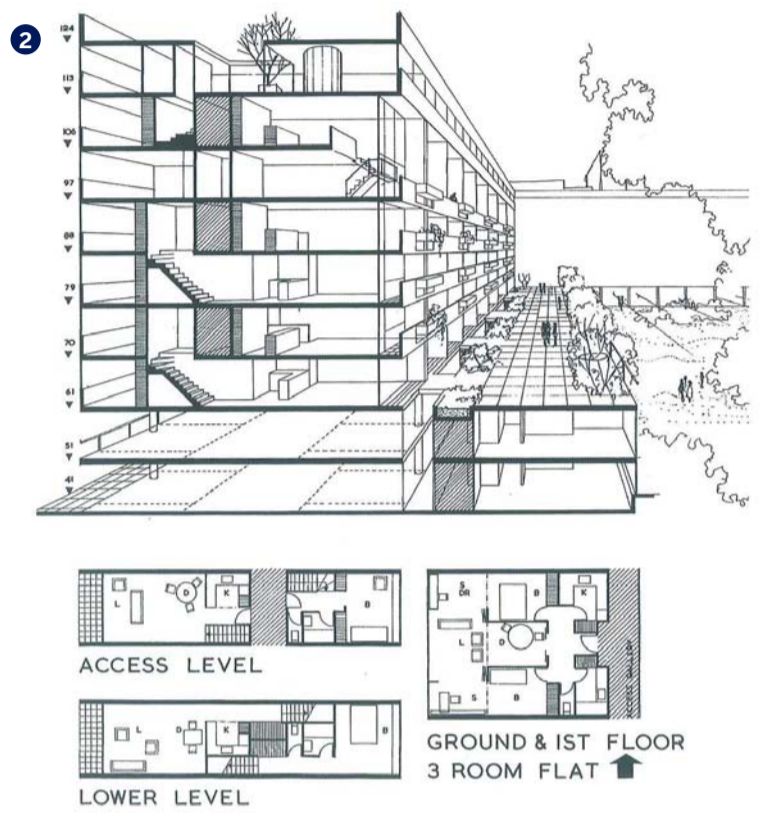
2) MIX OF URBAN RESIDENTIAL TYPOLOGIES

3) URBAN PROXIMITY WITH SUBURBAN PRIVACY.

4) A PRECEDENT FOR URBAN LANDSCAPING.

5) BARBICAN WAYFINDING

6) RAMP FROM PODIUM TO STREET LEVEL



5.1.2 A 21ST CENTURY VILLAGE WITH PRINCIPLES

After an intensive research, design and review process we can now be confident in committing to the key attributes that will shape what is to become London's New Sporting Village. We propose that the framework should deliver the following 10 principles:

A multi-layered approach to sports as foundation of a healthy community – a connected vision of sports which flow from inside out, outside in, between public and private, and between organised and spontaneous activity and that acknowledges sport as a varied and multi layered terrain which addresses the physical, mental, social and recreational health of the community.

Create a **contemporary and integrated setting** for the existing Millwall Stadium and provide an opportunity to address its current appearance and content.

Incorporate sustainability at the forefront of all building concerns and on all levels of the development. Capitalise on the proximity to SELCHP as a means of establishing a district wide systems for green and renewable energy.

Improve site permeability and connectivity to surrounding areas through an overarching system of pedestrian and cycle friendly routes. Enhance linkages between key points of interest, such as public transport nodes and public amenity spaces.

Provide an exceptional public realm of varying character throughout the site that takes in the neighbouring Bridgehouse Meadows, and utilises every opportunity to create quality amenity space for residents, employees and visitors alike.

High access to ensure activation of the site at all times during day (and night) by entwining and sharing facilities for residents, school, public, and by mixing in cultural, social and service functions (lecture hall, BBQ areas, physio, spa...).

High inclusion to bring public of all demographics into the landscape. Positive expression of functions and entries, allowing spectatorship at many levels, providing support facilities to allow for use by the elderly (easy and non-intimidating access), stay-at-home parents with children (crèche), young children after school (adequate supervision support).

Distinct residential neighbourhoods that welcome all prospective tenants, and that work with the embankments and the natural topography of the site to ensure that domestic spaces maximise the spectacular views across London and the river Thames.

Secure parking (for cars and bicycles) as an integral part of the development, providing direct and easy access to sports and commercial facilities as well as residential development atop. Wrapped by commercial and communal uses, each block provides an active and animated frontage at ground level.

Establish Surrey Canal as an employment hub for the south-east by providing a myriad of new vocational options to radically transform the area – a next-door-neighbour to Shoreditch and Canary Wharf – creating opportunities for residents to work locally and to attract employees from the wider region.

5.2 DESIGN CRITERIA

This Design & Access Statement incorporates the 'Guidance on Changes to the Development Control System (2006)', and follows CABE's guide to statements covering both design and access. The preceding chapters looked at the process leading to our finalised design. The following chapters will explore and review the proposed design under the CABE guidance headings of: use, amount, layout, scale, landscaping and appearance.

INDICATIVE LAYOUT: CHAPTER 6.0

Illustrates how our Proposed Development sits in relation to the existing context, how pedestrian use the space, how vehicle movement relates and the general arrangement of the proposal within the site. Shows approximate location and orientation of buildings, routes and open spaces proposed, and explains the principles for the development and how these will inform the detailed design. Explains the relationship between buildings and public and private access, and how these relationships will help to create a safe, vibrant and successful place. Layout generally looks at how buildings, spaces and places have been planned.

USE & AMOUNT: CHAPTER 7.0

This chapter defines the uses proposed for the development and any distinct development zones, and how these will work together to provide a successful neighbourhood. It will also outline the access needs for different uses and make sure that the design will allow for inclusive access. A brief summary will explain the premise of the proposal; it's use, context and reason for being.

Amount gives an idea of what is physically being proposed for each use, how this will be distributed across the site, how the proposal relates to the site's surrounding and what consideration is given to ensure accessibility and permeability.

SCALE & APPEARANCE: CHAPTER 8.0

Scale: Shows how the proposal relates to its context in terms of massing, height and size, and indicates the upper and lower limits for height, width and length of each building within the site boundary. This section will illustrate the proposal with 3D massing diagrams within which the detailed design of the buildings will be constructed, and outline the principles behind these parameters and explain how these will inform the final scale of the buildings. This section will also look at how the proposed buildings relate to the site's surrounding and the relevant skyline.

Appearance: Present the intended look and feel of the design, how it will delight and inspire, and inform the final design of the development. This chapter amalgamises what we have learnt about design in the above analysis and concludes on the principles of the design.

LANDSCAPING: CHAPTER 9.0

Covers the principles that will inform any future public realm work of both hard and soft landscape, explaining the purpose of private and public spaces. Work will be explained within the overall context of the masterplan and in relationship to the surrounding area. We will also outline the principles for a maintenance and sustainability, as well as inclusive access.

ACCESS: CHAPTER 10.0

This chapter presents the approach towards all access issues, pedestrian as well as vehicular. It illustrates how the site responds to road layout and public transport provision, and how everyone can get to and move through the site on equal terms regardless of age, disability, ethnicity or social grouping.



TOP
EARLY SKETCH OF SURREY
CANAL ROAD

BOTTOM
EARLY SKETCH OF
STADIUM AVENUE AND THE
MILLWALL STADIUM