

URBAN DESIGN BRIEF





Submitted by Scorgie Planning, to the City
of London, on behalf of Foundation Capital
Development Fund II LP

Contents

1.0 Introduction	1
2.0 Site and Surrounding Context	3
3.0 Planning and Urban Design Framework	5
4.0 Urban Structure and Site Organization	13
5.0 Urban Design Principles	15
6.0 Built Form and Massing	17
7.0 Public Realm and Streetscape	23
8.0 Architectural Expression	25
9.0 Conclusion	27

1.0 Introduction

Scorgie Planning has been retained by Foundation Capital Development Fund II LP (the Applicant) to provide urban design services in support of an application for a site-specific Zoning By-law Amendment (ZBA) for the lands municipally known as 60–68 High Street in London, Ontario (the Site).

The Site is proposed to be redeveloped with a high-density purpose-built rental apartment building within a Transit Station Area associated with the Wellington Road corridor.

The proposal consists of a 25-storey residential apartment building with an approximate height of 77.5 metres to the mechanical penthouse level, with the mechanical roof extending to approximately 80.85 metres. The building will accommodate a substantial number of rental units within a compact and vertically organized building form. The development is intended to function as a mixed-income affordable and attainable rental housing option, with a unit mix and rental structure aligned with the needs of lower- and moderate-income households, including seniors, single-person households, and individuals relying on fixed or limited incomes. The design approach reflects this objective, with an emphasis on efficiency in building form, construction methodology, and site organization. The project is structured to optimize housing options and delivery within these constraints while providing a significant mixed-income residential population.

The Site is situated within an area identified for intensification and increased residential density, supported by proximity to planned rapid transit infrastructure along Wellington Road. The applicable Transit Station Area and Rapid Transit Corridor framework anticipates higher-density residential development, while embedding requirements related to built form, transition,

compatibility, active mobility, and the organization of the public realm. The proposed development aligns with this framework by accommodating a significant residential population within walking distance of higher-order transit.

The building form is derived from a standardized and modular construction approach, supporting the use of prefabricated precast systems to reduce construction time and cost. As a result, the building footprint, massing, and façade expression are directly derived from this system, reflecting a coordinated relationship between design, construction methodology, and affordability outcomes. The resulting form prioritizes housing delivery and construction efficiency over architectural variation or the inclusion of non-essential building features.

The proposed development has also been designed in relation to the adjacent development application for 57–75 Wellington Road and 68 High Street, identified in the architectural drawings as Dev 1. While the applications are separate, the two buildings are organized as a coordinated high-density residential condition, with consideration given to building separation, orientation, internal circulation, public realm organization, and internal open-space and amenity conditions.

Within this context, the Urban Design Brief describes how the proposed development responds to its surroundings through the organization of built form, the treatment of site edges, and the arrangement of access, servicing, amenity, and public realm elements. Particular attention is given to the relationship between the building and High Street as the primary site frontage, as well as its broader relationship to Wellington Road as the principal rapid transit corridor.



66 High Street



68 High Street



60 to 68 High Street

2.0 Site and Surrounding Context

The Site is located on High Street, west of Wellington Road and south of Grand Avenue, within the Old South area of the City of London. It comprises an assembled parcel with frontage on High Street, located immediately west of the adjacent Dev 1 lands at 57–75 Wellington Road and 68 High Street.

Although the Site does not front directly onto Wellington Road, it forms part of a broader development context associated with the Wellington Road corridor and the applicable Transit Station Area. Wellington Road functions as a major north-south arterial corridor accommodating a range of commercial, service, and residential uses. The corridor is characterized by a mix of building forms, including low-rise commercial buildings, converted residential structures, apartment buildings, and planned higher-density development associated with rapid transit investment.

High Street functions as the Site's primary frontage and immediate address. The surrounding High Street context includes a mix of low-rise residential buildings, walk-up apartment buildings, converted dwellings, and detached and semi-detached houses. This establishes a lower-scale residential edge condition relative to Wellington Road, while also reflecting an area in transition due to its proximity to planned rapid transit infrastructure and corridor-based intensification.

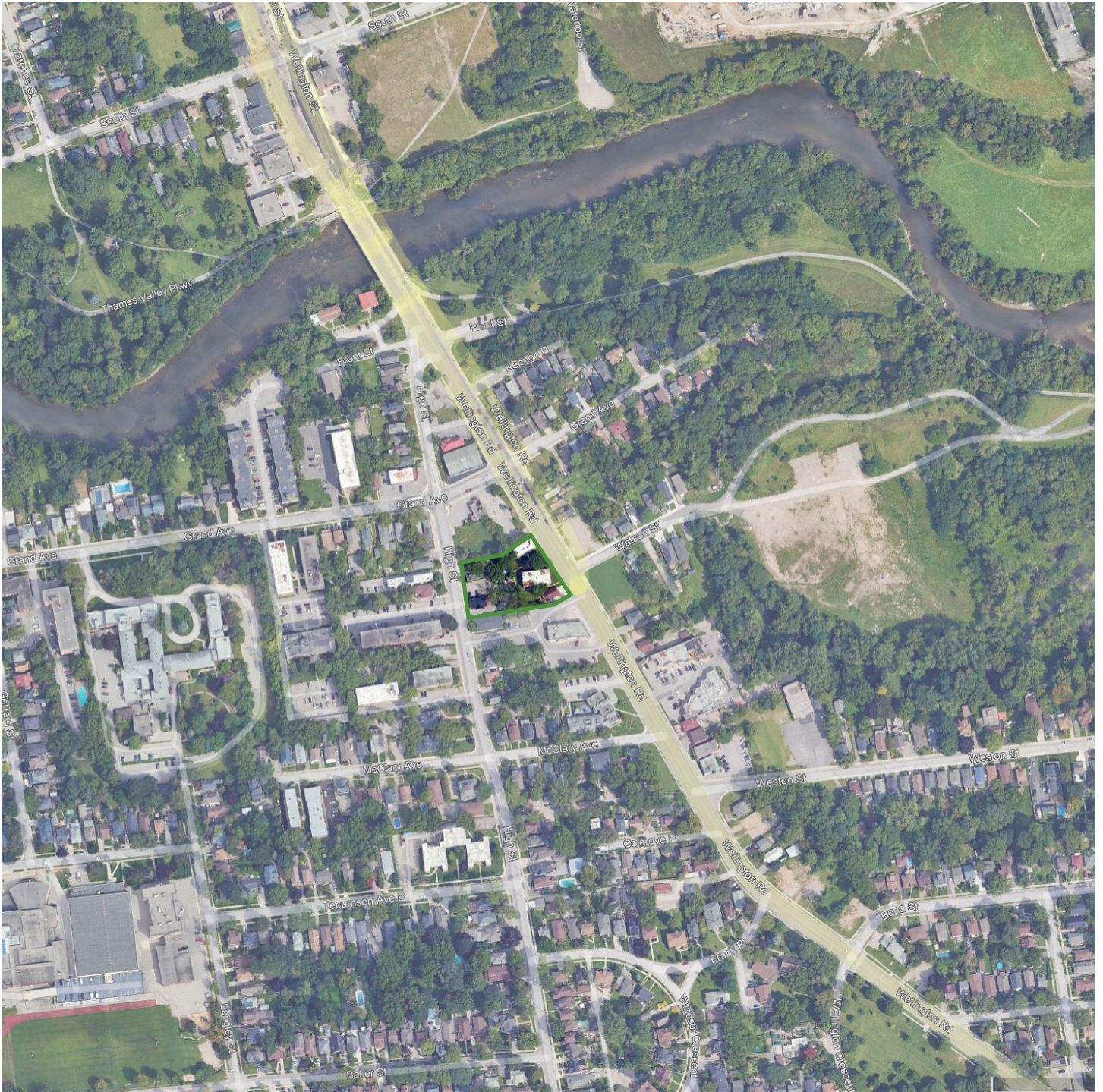
The surrounding area exhibits a transitional condition, with a range of land uses and building types reflecting both established residential neighbourhoods and corridor-oriented activity. Commercial, service, and auto-oriented uses are concentrated along Wellington Road, while lower-scale residential areas extend westward along and beyond High Street. Nearby open spaces, including Watson Street Park, contribute to the broader

neighbourhood context. The Site is also located within the broader Wellington Gateway area, where planned investment in transit and infrastructure is intended to support intensification.

The Site is currently occupied by low-rise residential buildings, which are proposed to be removed to facilitate redevelopment. The existing built form reflects a lower-density condition that differs from the planned function of the broader Transit Station Area framework.

The Site is situated within walking distance of planned rapid transit stops along Wellington Road, supporting reduced reliance on private vehicles and reinforcing its suitability for higher-density residential development. In this context, the Site represents an opportunity to accommodate increased residential intensity within an identified growth area, while responding to the differing conditions presented by High Street, Wellington Road, and the adjacent lower-scale residential context through the organization of built form, access, servicing, and site layout.

To the east of the Site, the adjacent lands at 57–75 Wellington Road and 68 High Street are subject to a separate development application for a 27-storey residential building. The two proposals have been designed in a coordinated manner, with consideration given to tower separation, site access, internal circulation, public realm organization, and the relationship between the two vertically organized slab forms. While the applications are separate and are to be evaluated independently, the adjacent Dev 1 proposal forms part of the immediate planned context for understanding the proposed development at 60–68 High Street.



Context Plan

3.0 Planning and Urban Design Framework

3.1 Place Type Framework and Planned Urban Condition

The Site is located within a Transit Station Area associated with the Wellington Road corridor and is designated within the Rapid Transit Corridor Place Type in The London Plan. The Rapid Transit Corridor Place Type is also identified as a Protected Major Transit Station Area, as shown on Map 10, and development within the Rapid Transit Corridor Protected Major Transit Station Area is required to conform with all other policies of The London Plan, including the Corridor Place Type and any Specific Area Policies (Policy 829A).

The Rapid Transit Corridor Place Type establishes a planned urban condition that supports intensification in proximity to rapid transit. Policy 827 states that Rapid Transit Corridors are located in the Primary Transit Area and along rapid transit routes, will be among the City's most highly connected neighbourhoods, and will generally be characterized by walkable streetscapes and pedestrian- and transit-oriented development. Policy 827 further provides that those parts of the Rapid Transit Corridors located close to transit stations may allow for greater intensity and height of development to support transit usage and accommodate larger numbers of residents.

Within this framework, the Site is appropriate for increased residential intensity, including forms of development that are more substantial than the surrounding low-rise context. This direction is reinforced by Policy 829, which identifies Rapid Transit Corridors as connectors between Downtown and Transit Villages and recognizes that these corridors offer opportunities for people to live and work close to higher-order transit. The role and intensity of individual corridor segments may vary depending on their context, the degree to which they are transitioning from one form to another, and City Council's goals for their future development.

The scale and form of development are also evaluated through the broader Place Type framework. Policy 753 requires that use, intensity, and form be considered together in the review of planning and development applications, including matters such as height, density, parking, site layout, vehicular access, orientation, setbacks, building location, massing, stepbacks, materials, and architecture.

The Place Type policies therefore establish a framework for evaluating the proposal based on the planned function of the Rapid Transit Corridor, the Site's proximity to transit, and the ability of the proposed built form to contribute to a compact, walkable, and transit-supportive urban condition.

3.2 Transit-Oriented Development and Corridor Intensification

The Site forms part of a broader corridor-based intensification system structured around planned rapid transit infrastructure. Policy 830 provides direction for Rapid Transit and Urban Corridors, including policies that support rapid transit services, the location of transit stations within highly urban forms, a mix of residential and other uses to establish demand for transit, greater intensities of development close to rapid transit stations, and transit-oriented and pedestrian-oriented development forms. Policy 830 also requires that the interface between corridors and adjacent lands within less intense neighbourhoods be carefully managed.

The proposed development reflects this direction by concentrating residential density within walking distance of higher-order transit and by supporting a reduced reliance on private vehicles through limited parking provision and the incorporation of substantial bicycle infrastructure. The architectural drawings identify long-term bicycle parking within the building and additional bicycle parking at grade, including double-stacked spaces, supporting a mobility framework oriented toward walking, cycling, and transit use.

The proposed residential use is also supported by Policy 837, which permits a range of residential, retail, service, office, cultural, recreational, and institutional uses within the Rapid Transit Corridor and Urban Corridor Place Types, including the Rapid Transit Corridor Protected Major Transit Station Area, unless otherwise identified by Specific-Segment policies.

The intensity framework is further informed by Policy 839, which provides that buildings within the Rapid Transit Corridor Place Type and the Rapid Transit Corridor Protected Major Transit Station Area are permitted to a maximum of 25 storeys, unless otherwise identified by applicable policies. The proposed development is 25 storeys and is therefore consistent with the maximum storey framework identified by Policy 839, subject to detailed evaluation of use, intensity, and form under Policy 753, as well as site-specific review of built form, interface conditions, site organization, and the proposal's ability to achieve an appropriate transit-oriented urban form.

3.3 Site Design and Public Realm

The City Design policies of the Official Plan establish expectations for site organization, pedestrian access, and the relationship between development and the public realm. Policies 193 and 194 establish the overall City Design objectives and confirm that planning and development applications are to conform with City Design policies related to character, street network, streetscapes, public space, site layout, and buildings.

The proposed development responds to these policies through a compact site layout that establishes a clear relationship between the building and High Street as the Site's primary frontage, while also coordinating with the adjacent Dev 1 proposal to the east. The primary building frontage is oriented toward High Street, with additional internal relationships organized through the site's circulation network, reinforcing the Site's role as a coordinated western component of the broader high-density residential development condition.

The ground floor integrates residential access, servicing, loading, amenity, rental office, mail/parcel, moving, garbage, bicycle parking, and mobility functions within a coordinated layout that

supports both operational efficiency and a clear interface with the public realm. The site circulation has been designed to incorporate internal driveway, ramp, loading, drop-off, and turnaround conditions, supporting the safe and efficient operation of loading and servicing functions.

Parking and servicing elements are organized to minimize their visibility and impact on the broader public realm, consistent with policies that seek to limit the prominence of vehicular infrastructure and support pedestrian and cycling-oriented streetscapes. Bicycle parking is incorporated as a primary mobility component, with long-term spaces provided within the building and additional bicycle parking located at grade.

The Site's internal open-space and amenity configuration has been coordinated with the adjacent Dev 1 proposal, creating a structured relationship between the two buildings and supporting resident movement, outdoor amenity, and pedestrian circulation within the site. This approach supports a coordinated site design response that balances pedestrian movement, active transportation, servicing, and resident amenity within a compact Transit Station Area context.

3.4 Built Form, Massing, and Interface Conditions

The City Design policies addressing built form establish expectations related to scale, massing, transition, and the relationship between buildings and their surroundings. Policy 193 requires that development be designed to achieve well-designed built form and compatibility within its context, while Policy 197 requires that built form be designed to have a sense of place and character consistent with the planned vision of the place type, including through site layout, buildings, materials, and related design elements.

Within this framework, the evaluation of the proposed development focuses on how the building is arranged on the Site, how its massing is distributed, and how it interfaces with adjacent conditions. Transition is addressed through the organization, orientation, and placement of built form, including considerations of massing, separation distances, building orientation, site access, and the relationship to adjacent lower-scale residential conditions, rather than relying solely on uniform or incremental reductions in building height.

This approach is consistent with Policy 830, which requires careful management of the interface between corridors and adjacent lands within less intense neighbourhoods, without prescribing a singular transition methodology. The proposed development locates height and density within a defined slab form along High Street, in proximity to the Wellington Road corridor and adjacent Dev 1 proposal. This establishes a coordinated high-density residential condition while maintaining a structured relationship to lower-scale residential conditions along High Street and surrounding streets.

The proposed building is a vertically organized slab form rather than a slender point tower. Its siting, north-south orientation, and relationship to the adjacent Dev 1 building assist in organizing the distribution of massing and managing interface conditions. The two buildings are arranged as coordinated parallel forms, with separation between them and an internal open-space and circulation condition that assists in framing the site and defining the relationship between built form, access, and amenity.

Angular plane analysis has been prepared to assist in evaluating the relationship between the proposed building and adjacent lower-scale residential areas. The analysis applies a 45-degree angular plane as a comparative urban design tool across multiple elevation views to assess the relationship between the proposed built form and sensitive low-rise neighbourhood conditions. While angular plane analysis is not a prescribed requirement of The London Plan for this Site, it provides a useful framework for evaluating fit, compatibility, and the distribution of mass in relation to adjacent lower-scale properties.

The angular plane analysis illustrates the relationship between the proposed building and surrounding lower-scale residential conditions from multiple directions. The analysis supports the assessment that the proposed height and massing are appropriately organized in relation to the surrounding context, particularly when considered together with the Site's relationship to the Wellington Road corridor, the orientation of the building, the separation between the proposed slab form and nearby lower-scale areas, and the submitted shadow study.

A shadow study has also been prepared in support of the proposed development. The study illustrates anticipated shadow conditions across seasonal test dates and multiple times of day, including morning, midday, afternoon, and early evening conditions. The analysis demonstrates that the shadow pattern changes over the course of the day, with impacts shifting across the surrounding street and block structure rather than remaining fixed on a single receptor for the full assessment period.

In relation to Policy 293 of The London Plan, the proposed building is understood as a vertically organized slab form that concentrates residential density within a defined portion of the Site. While the building is not a slender point tower, its siting, north-south orientation, and separation from surrounding properties assist in managing shadow, visual massing, and interface conditions. The north-south orientation also assists in moderating the width of the shadow profile during key daylight



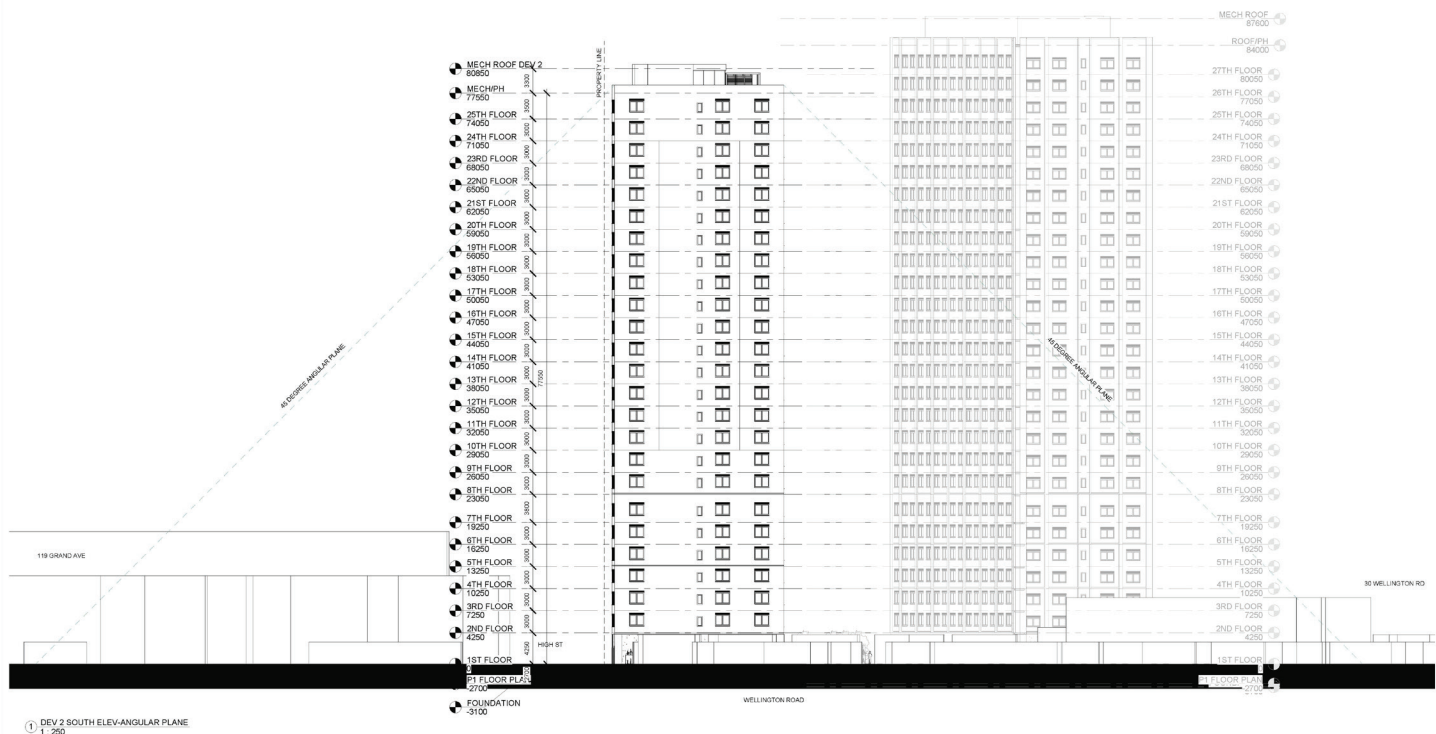
Shadow Study

periods, particularly relative to an east-west-oriented slab form of comparable length.

The angular plane and shadow analyses support an evaluation of the proposed building as part of a broader built form strategy, including the concentration of height within a transit-supportive location, the coordination of Dev 2 with the adjacent Dev 1 proposal, and the organization of access, servicing, amenity, and interface conditions along High Street.

3.5 Urban Design Guidelines

In addition to the City Design policies of The London Plan, the City's Urban Design Guidelines provide urban design guidance to project applicants and are intended to assist in achieving quality urban design that is well constructed, functions properly, and enhances the appearance and experience of the public realm. The Guidelines apply to all new developments, investments, and initiatives in London, including City projects, planning approvals, and other City standards and processes.



Angular Plane Analysis

The Guidelines are organized around Urban Structure, Public Realm, and Built Form. The Built Form section is further organized around massing and scale, façade, site structure, parking, and landscaping. The Guidelines state that built form provides definition or “the edges” to the public realm and that building design and site organization are the two overarching design elements of built form.

The Guidelines provide direction that the base of a building should contribute to the quality of the public realm through active frontages and high-quality materials; that the middle should complement the architectural features of the base and top through visually cohesive windows and material typology; and that the top should integrate the base and middle to provide a visually coherent building. The Guidelines also state that massing and scale should create a consistent urban form at a human scale with the surrounding context, unless otherwise directed by a stated future vision for an area.

In the context of the Site, the Guidelines inform the evaluation of how the proposed development addresses High Street as the primary site frontage, how the building relates to the broader Wellington Road corridor context, how access, parking, loading, and servicing are organized, and how the massing and architectural expression respond to the planned transit-oriented condition. The Guidelines do not establish new policy requirements, but provide an interpretive framework for applying the City Design policies of The London Plan.

3.6 Architectural Expression and Material Strategy

The City Design policies related to building design and materiality emphasize compatibility, character, and the contribution of development to the visual quality of the built environment. Policy 193 identifies well-designed built form, compatibility within context, and a high-quality city image as City Design objectives, while Policy 197 requires built form to support a sense of place and character consistent with the planned vision of the place type, including through buildings, materials, site layout, and other design elements.

The proposed development employs a restrained and consistent material palette, utilizing prefabricated precast systems to support efficient construction and cost control. This approach reflects a deliberate alignment between design and delivery, enabling the provision of affordable and attainable rental housing while maintaining a durable and coherent built form.

The building does not rely on extensive variation or complex articulation. Instead, the façade is organized through a regular structural rhythm, repeated window modules, and material differentiation between the base and upper portions of the building, providing a coherent and legible architectural expression. This approach is consistent with the Urban Design Guidelines’ direction that the base, middle, and top of larger buildings should contribute to a visually coherent building through active frontages, high-quality materials, cohesive window and material typologies, and integration of building elements.

The architectural expression is intentionally coordinated with the adjacent Dev 1 proposal, using a similar modular façade system, regularized window rhythm, and restrained material palette. This creates a coherent two-building composition while reflecting the same underlying construction logic, affordability objectives, and long-term performance considerations.

3.7 Summary

The proposed development responds to the direction of The London Plan by delivering transit-supportive residential density within a location identified for intensification. The Rapid Transit Corridor Place Type recognizes Rapid Transit Corridors as highly connected areas that support pedestrian- and transit-oriented development, and provides that areas close to transit stations may allow for greater intensity and height of development to support transit usage and accommodate larger numbers of residents.

The proposed 25-storey building is consistent with the maximum storey framework identified in Policy 839 for the Rapid Transit Corridor Place Type and Rapid Transit Corridor Protected Major Transit Station Area, subject to detailed evaluation of use, intensity, and form under Policy 753. The proposal is therefore evaluated against the broader policy framework, including the planned function of the corridor, proximity to rapid transit, compatibility and interface management, site design, and the ability of the proposal to achieve an appropriate transit-oriented urban form.

The City Design policies are addressed through the organization of the Site, the management of built form and interface conditions, the coordination of access and servicing, and the architectural and material strategy of the building. In particular, the proposal is evaluated against Policy 193, Policy 194, and Policy 197, which address high-quality built form, compatibility, pedestrian-oriented environments, active mobility, site layout, buildings, materials, and character.

The Urban Design Guidelines further inform this evaluation by providing direction on massing and scale, façade design, site structure, parking, and landscaping. These Guidelines are used as guidance to interpret and apply the City Design policies of The London Plan in the context of development review and do not establish new regulatory requirements.

4.0 Urban Structure and Site Organization

The organization of the proposed development is structured around the relationship between High Street as the Site's primary frontage, Wellington Road as the broader rapid transit corridor, and the adjacent Dev 1 proposal to the east. The site layout reinforces High Street as the principal address for Dev 2 while coordinating access, servicing, amenity, and open-space conditions with the adjacent development.

Along High Street, the building establishes a more urban built form condition than the existing low-rise context. The ground floor incorporates residential access, lobby, rental office, amenity, servicing, loading, and bicycle parking functions, establishing a compact and operationally efficient site organization. The High Street frontage accommodates pedestrian entry, vehicular access, ramp access, and servicing functions within a coordinated layout.

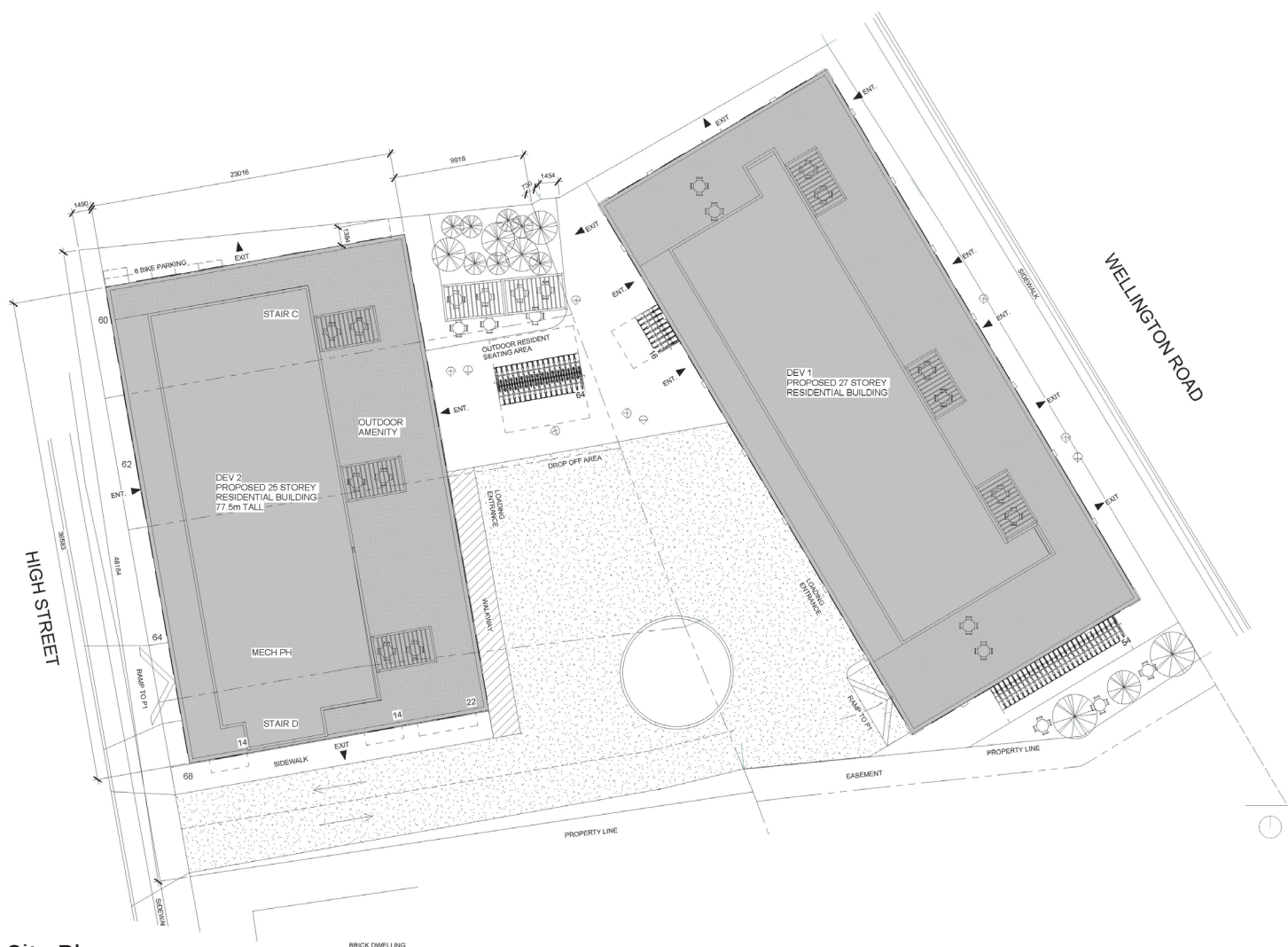
The building footprint reflects a compact and efficient configuration, occupying a significant portion of the Site to support the delivery of a high number of residential units. Its dimensions are informed by a standardized structural system associated with prefabricated construction, resulting in a regularized slab form and consistent massing condition.

The concentration of building mass is organized in relation to the broader Wellington Road corridor and the adjacent Dev 1 proposal. Together, the two buildings establish a coordinated high-density residential condition within the Transit Station Area. The relationship between the buildings is managed through separation, parallel orientation, internal circulation, and the organization of amenity and open-space areas between and around the buildings.

Pedestrian movement is accommodated through connections from High Street to the building entrance and internal routes that support access to amenity areas, bicycle parking, and the broader site circulation network. The internal site organization supports resident movement between the building, outdoor seating areas, bicycle parking, and coordinated open-space conditions.

Vehicular access is provided from High Street, with a defined internal driveway and ramp system that accommodates access to P1 parking, loading, servicing, and turnaround functions. Parking and servicing are located to minimize their prominence while maintaining efficient internal circulation.

The urban structure of the proposed development is defined by a compact building footprint, a coordinated relationship with Dev 1, and the integration of access, servicing, bicycle parking, amenity, and pedestrian movement within a constrained site. The site organization reflects the role of the lands within a transit-oriented corridor while responding to the immediate High Street context.



Site Plan

5.0 Urban Design Principles

The following principles establish the design intent for the proposed development and provide the framework through which the building form, site organization, public realm, and relationship to the adjacent Dev 1 proposal are to be understood.

5.1 Mixed-Income and Affordable Housing Delivery

The proposed development is structured to deliver a significant supply of affordable and attainable rental housing within a mixed-income framework. The unit mix emphasizes studio/bachelor and one-bedroom units, with a more limited number of larger units, reflecting demonstrated demand among smaller households, including those represented within municipal housing need data and waitlist conditions. The building is intended to accommodate a range of income levels, including deeply affordable and attainable rental units, supporting broader housing system objectives and contributing to a more inclusive residential environment.

5.2 Efficiency Through Standardized and Modular Construction

The design is based on a consistent structural and planning grid that supports repetition in unit layouts and façade systems. This approach enables prefabricated construction, reduces construction timelines, and improves cost certainty. The resulting building form reflects a coordinated relationship between design, construction methodology, and cost control.

5.3 Compact Built Form Supporting Housing Delivery

The proposed massing reflects a compact, vertically organized slab form that maximizes residential yield within a Transit Station Area. The building footprint, depth, and height are derived from the structural system and unit mix, resulting in a form that prioritizes efficient land use and housing delivery over formal variation in massing or envelope articulation.

5.4 Structured and Legible Architectural Expression

The architectural expression is derived from a consistent modular façade system, including a regular window rhythm and panelized construction. Material differentiation between the base and upper portions of the building provides legibility while maintaining a limited and durable material palette. The expression is coordinated with the adjacent Dev 1 proposal, contributing to a coherent two-building composition.

5.5 Essential Residential Performance

The design prioritizes core aspects of residential livability, including access to natural light, ventilation, and functional interior layouts. Large, operable windows and efficient unit configurations support a practical and comfortable living environment, complemented by energy efficiency measures that reduce ongoing operational costs.

5.6 Accessible and Seniors-Oriented Housing

The development is intended to incorporate accessible units, supporting residents who require barrier-free housing options, including seniors who are not accommodated within traditional long-term care or retirement housing models. The provision of smaller, efficient units responds to the growing demand for independent, affordable housing options for aging populations and individuals living alone.

5.7 Transit-Supportive, Car-Limited Development

The development reflects a reduced reliance on private vehicles, supported by its location within a Transit Station Area. Parking provision is limited, with a substantial emphasis on bicycle parking and active transportation infrastructure, including long-term bicycle parking within the building and additional bicycle parking at grade. This approach supports a lower-cost mobility model for residents and increases opportunities for walking and cycling, particularly in proximity to planned transit infrastructure and nearby amenities.

5.8 Coordinated Two-Building Organization and Managed Interface

The building is organized as the western component of a coordinated two-building development condition, with the adjacent Dev 1 proposal forming the eastern component along Wellington Road. The interface with surrounding context is managed through site organization, separation, orientation, and edge conditions, rather than through reductions in overall building height or density.

5.9 Landscape as a Supporting Public Realm Element

The public realm strategy prioritizes clarity and function, with landscaped areas contributing to pedestrian access, building entry definition, resident amenity, and edge conditions. Landscape elements are designed to support a coherent and maintainable interface with the public realm and the internal open-space condition between Dev 1 and Dev 2.

5.10 Deliverability and Replicability

The project demonstrates a scalable approach to purpose-built rental housing that can be applied in similar transit-supportive locations. The use of standardized systems and efficient planning supports repeatability in contexts where affordability objectives require alignment between design, construction systems, and cost control, while also contributing to broader mixed-income housing supply.

6.0 Built Form and Massing

The proposed development takes the form of a 25-storey residential building with an approximate height of 77.5 metres to the mechanical penthouse level, with the mechanical roof extending to approximately 80.85 metres. The building is organized as a vertically oriented slab form with a consistent massing condition. It is defined by a rectangular floorplate and regular structural grid, reflecting a standardized unit layout and façade system.

The proposed height reflects the concentration of density within a compact building footprint in a transit-supportive location. This approach prioritizes vertical density over horizontal expansion, limiting the extent of built form across the Site and supporting efficient land use. The organization and orientation of the building further support this approach by managing relationships to surrounding conditions through massing, separation, siting, and coordination with the adjacent Dev 1 proposal.

The overall height and density reflect the role of the Site within a Transit Station Area, accommodating residential intensity in proximity to planned rapid transit infrastructure along the Wellington Road corridor. The proposed 25-storey height aligns with the maximum storey framework identified for the Rapid Transit Corridor Place Type and Rapid Transit Corridor Protected Major Transit Station Area, subject to site-specific evaluation of use, intensity, and form.

The massing is characterized by a continuous vertical expression, without the introduction of substantial setbacks within the tower portion. The building is expressed as a unified and legible form, with differentiation occurring at the base through material treatment, ground floor programming, and the organization of entrances, servicing, and amenity functions.

At grade, the building establishes a defined base condition along High Street. The ground floor integrates residential access, amenity, rental office, loading, servicing, bicycle parking, mail/parcel, moving, garbage, and operational functions within a coordinated layout that supports both building function and a clear interface with the public realm.

The High Street frontage performs a different role than the Wellington Road frontage in the Dev 1 proposal. It is not the primary arterial corridor frontage, but it is the principal frontage and address for Dev 2. The proposed building therefore introduces a more urban built form condition along High Street while maintaining a coordinated approach to access, servicing, landscape, and pedestrian movement.

The relationship between Dev 2 and Dev 1 is central to the built form strategy. The two buildings are organized as parallel slab forms, with separation and an internal open-space and circulation condition between them. This arrangement supports a coordinated high-density residential condition while maintaining separate development applications and allowing each building to be evaluated on its own merits.

The spacing and orientation between the two buildings assist in structuring the site and managing the relationship between the two slab forms. The internal condition between Dev 1 and Dev 2 accommodates circulation, amenity, landscape, and servicing relationships, while also providing spatial separation and visual relief between the buildings.

Shadowing, overlook, and related considerations are influenced by the siting and orientation of the building, the slab-like configuration of the

floorplate, and the separation distances inherent to the surrounding context. The submitted shadow study illustrates a moving shadow condition across seasonal test dates and multiple times of day, reflecting the height and north-south orientation of the proposed building. While the proposed form is not a slender point tower, its vertical organization concentrates density within a defined portion of the Site rather than relying on a lower, more horizontally distributed building typology.

The building's north-south orientation also assists in moderating the width of the shadow profile during key daylight periods, particularly relative to an east-west-oriented slab form of comparable length. As a result, the shadow pattern moves across the surrounding context over the course of the day rather than remaining fixed on a single receptor for the full assessment period.

The relationship to adjacent lower-scale residential areas is further informed by separation distances, orientation, and built form analysis, including angular plane considerations. The angular plane analysis illustrates the relationship between the proposed building and surrounding lower-scale conditions and supports the assessment that compatibility is being addressed through building orientation, siting, separation, and the distribution of mass rather than through building height alone.

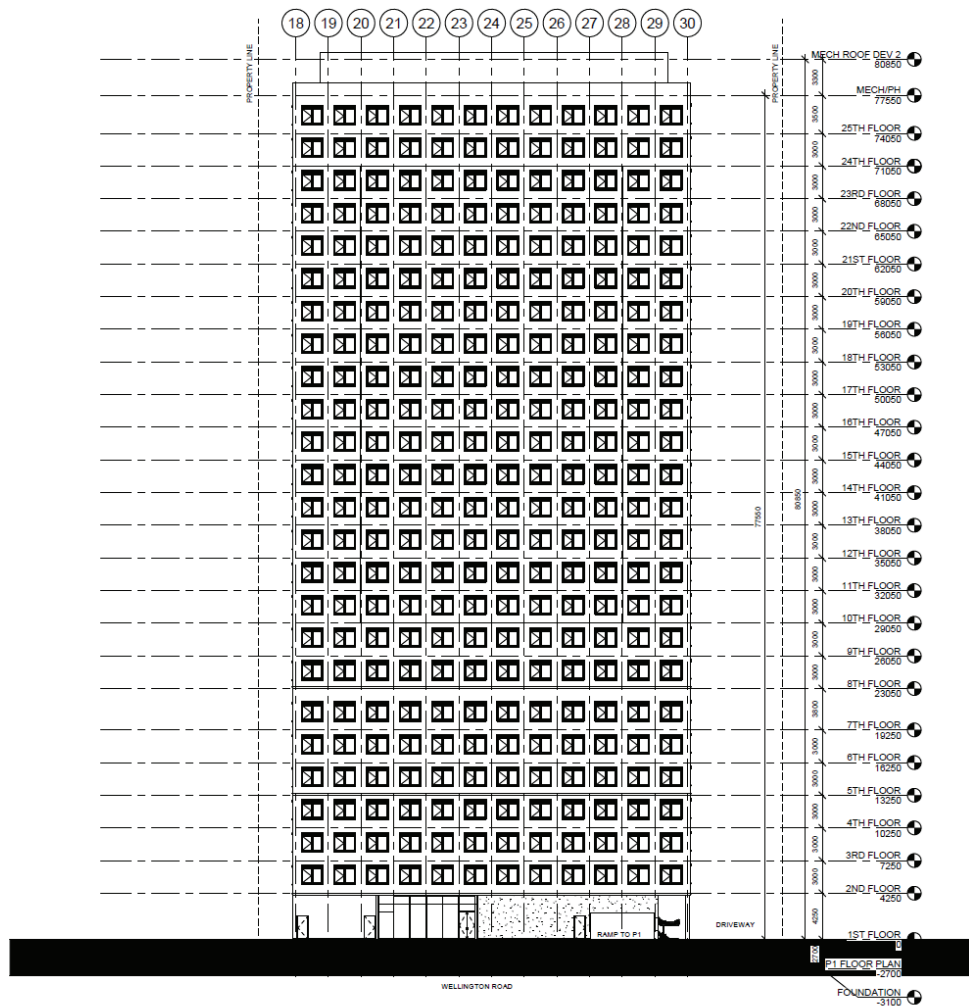
The angular plane analysis should be understood as a supplementary urban design tool rather than a prescribed London Plan requirement. It assists in evaluating the relationship between the proposed built form and adjacent lower-scale residential conditions, and should be read together with the shadow study, separation distance analysis, building orientation, and site organization.

The built form reflects a coordinated relationship between structural efficiency, housing delivery, and corridor-based intensification, resulting in a consistent and legible form derived from the functional requirements of the project. The resulting form is directly informed by the project's unit mix, construction methodology, affordability objectives, and site constraints.

The architectural expression reinforces this built form strategy. The repeated window rhythm, panelized façade system, and restrained material palette create a consistent vertical expression that is coordinated with the adjacent Dev 1 proposal. Together, the two buildings establish a coherent visual relationship while maintaining distinct siting and frontage conditions.

Overall, the built form reflects a corridor-oriented intensification strategy in which height and density are concentrated within a transit-supportive location. The consistent vertical massing and compact footprint represent an efficient allocation of density, supporting the broader objective of directing intensity to transit-oriented locations while managing interface conditions through siting, orientation, separation, shadow performance, angular plane analysis, and site organization.

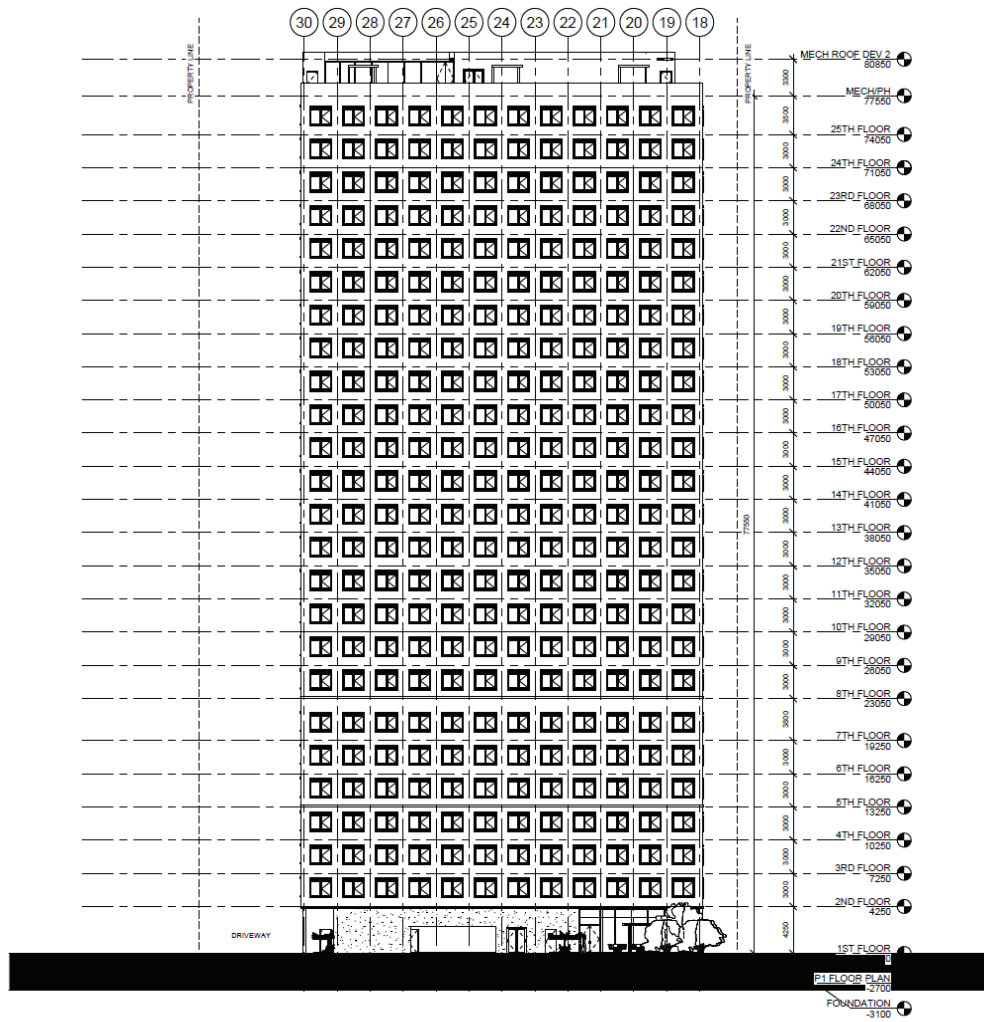




West Elevation



North Elevation



East Elevation

7.0 Public Realm and Streetscape

The public realm strategy is organized around the distinction between High Street as the Site's primary frontage, Wellington Road as the broader rapid transit corridor, and the internal open-space and circulation condition created between Dev 1 and Dev 2.

Along High Street, the building establishes a more urban relationship with the public sidewalk than the existing low-rise condition. The ground floor supports a clear interface with the street, incorporating residential access and related ground-floor functions while also accommodating necessary access, ramp, loading, bicycle parking, and servicing requirements within a controlled site layout.

The High Street frontage has a hybrid role. It functions as the principal frontage and address for Dev 2, while also accommodating operational requirements associated with vehicular access, ramp access, loading, servicing, bicycle parking, and internal circulation. The site design organizes these elements to maintain clarity between pedestrian, bicycle, service, and vehicular movement.

Landscape elements along High Street contribute to a moderated edge condition, with planting and outdoor resident seating used to soften the relationship between the building, vehicular access, and adjacent properties. Given the compact nature of the Site and the operational requirements of the building, the landscape strategy is focused on reinforcing pedestrian comfort, supporting entry definition, and contributing to maintainable edge conditions rather than providing extensive programmed open space along the street.

The internal space between Dev 1 and Dev 2 forms an important organizing element of the site design, pedestrian circulation, and amenity strategy. While not a public plaza in the conventional sense, this area supports resident movement, outdoor amenity, seating, bicycle parking, drop-off activity, and visual relief between the two buildings. It also helps mediate the relationship between the two slab forms by providing a functional and visual break within the coordinated development condition.

Vehicular access, ramp access, loading, and servicing are accommodated from High Street within a controlled site layout. The ground floor plan integrates Type G loading, Type C loading, staging, garbage, ramp access, and related service functions. These elements are organized to support the operational requirements of the building while limiting their visibility and impact on pedestrian movement.

Bicycle parking is incorporated as a visible and functional component of the mobility strategy. Long-term bicycle parking is provided within the building, with additional bicycle parking provided at grade, including double-stacked spaces. This supports active transportation and reinforces the transit-oriented character of the development.

Pedestrian movement is organized through direct connections from High Street to the building entrance, with additional internal routes supporting access to amenity areas, bicycle parking, loading-adjacent circulation areas, and the internal open-space condition between buildings. The layout prioritizes clarity of movement and minimizes conflicts through the organization of pedestrian, bicycle, service, and vehicular circulation.

Amenity areas are provided at multiple levels of the building, including ground-floor amenity areas, outdoor resident seating, and upper-level indoor and outdoor amenity space. These spaces support resident use within a high-density residential environment and are coordinated with the broader site organization, including the internal open-space condition and the relationship to Dev 1.

The public realm strategy also benefits from the Site's proximity to planned rapid transit infrastructure and nearby neighbourhood amenities. The design supports a lower-car mobility model by combining pedestrian access, bicycle parking, and transit proximity within a compact site organization.

Overall, the public realm and site design strategy establishes a coordinated relationship between High Street, the internal open-space condition, and the adjacent Dev 1 proposal. The design prioritizes function, clarity, safety, and maintainability, supporting a coherent pedestrian environment within a compact, transit-oriented development context.

8.0 Architectural Expression

The architectural expression of the proposed development is derived from a consistent and modular façade system that reflects the underlying structural grid and standardized unit layout. The building is expressed through a regular rhythm of openings and panelized construction, resulting in a coherent and legible elevation defined by a continuous, planar façade condition with a high degree of repetition across floors.

The façade does not rely on extensive variation or formal articulation. Instead, the design emphasizes consistency and repetition, with a uniform window pattern reinforcing the building's system-based organization. This approach reflects a direct relationship between the building's construction methodology and its outward appearance and is aligned with City Design policies related to building articulation, material expression, compatibility, and long-term durability.

The architectural expression of Dev 2 is intentionally coordinated with the adjacent Dev 1 proposal. Together, the two buildings establish a related architectural language through repeated window rhythms, restrained material palettes, panelized façade systems, and vertically organized slab forms. This coordination supports a coherent two-building composition while allowing each building to respond to its own frontage, siting, access condition, and relationship to the surrounding context.

Material differentiation is introduced through a restrained palette that establishes a clear hierarchy within the overall building form. A defined base condition incorporates a distinct material treatment that supports the pedestrian interface and ground-floor condition along High Street. Above this, the building is expressed through a consistent modular

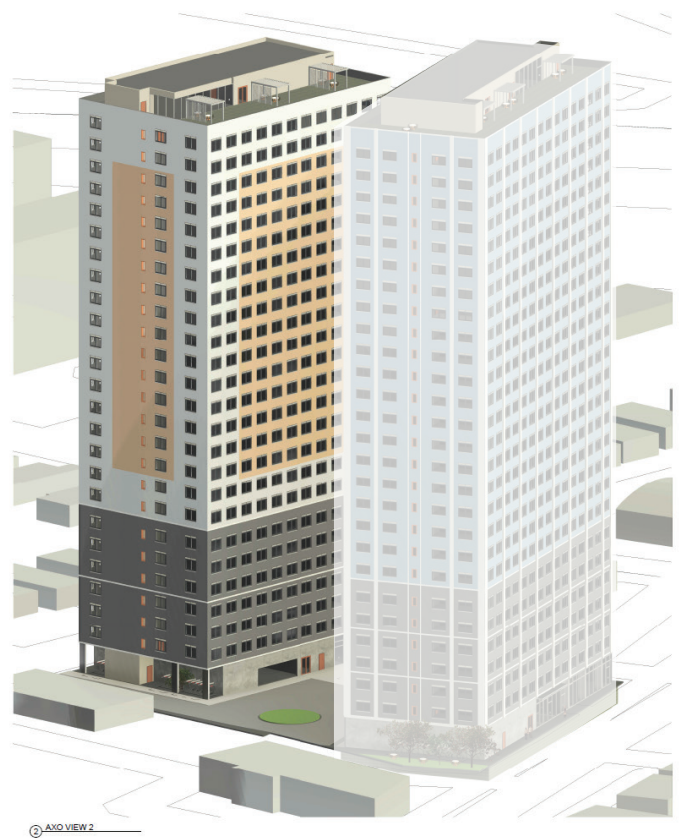
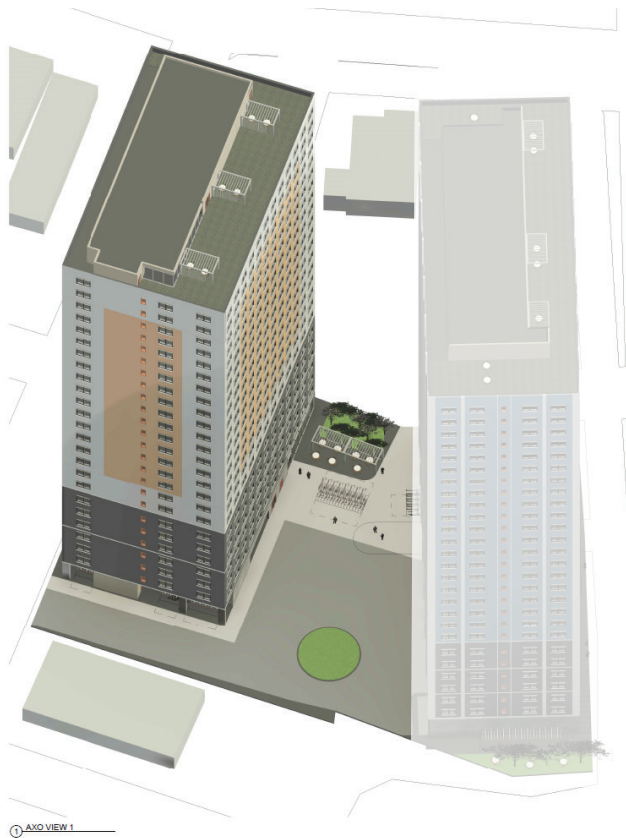
façade system, introducing subtle variation while maintaining the continuity of the overall architectural expression.

The ground floor expression reflects the operational and residential functions accommodated at grade, including residential access, amenity, rental office, mail and parcel functions, bicycle parking, loading, servicing, and related circulation areas. The architectural treatment of the base is therefore required to balance pedestrian interface, resident access, service functionality, and long-term durability within a compact site condition.

The architectural approach prioritizes clarity, durability, and performance over formal complexity. The façade system is designed to be maintainable and aligned with the long-term operation of the building, supporting both construction efficiency and lifecycle performance. The façade and unit design also support core aspects of residential livability, including access to natural light, ventilation, and efficient interior layouts aligned with the needs of the target resident population.

In this context, the architectural restraint of the building is intentional. The expression is derived from the logic of prefabricated construction and the objective of delivering housing efficiently at scale. The consistency of the façade and the limited material palette support durability, constructability, and long-term performance, aligning the architectural outcome with the broader objectives of affordability and housing delivery.

Design quality is achieved through the disciplined coordination of structure, façade rhythm, material treatment, ground-floor organization, and the relationship to the adjacent Dev 1 proposal. This approach supports a consistent and durable



Axonometric Views

built form that is appropriate to the project's affordability objectives and construction methodology.

Overall, the architectural expression reflects a restrained and system-based approach, where the building's appearance is directly derived from its functional and structural parameters. The resulting

form is consistent, legible, and continuous, aligning with the broader objectives of affordability, efficiency, coordinated two-building development, and corridor-based intensification.

9.0 Conclusion

The proposed development responds to the planning and urban design framework established by The London Plan by introducing a high-density residential building within a Transit Station Area associated with the Wellington Road corridor. The proposal contributes to the intensification of the broader Wellington Road corridor context, accommodating residential growth in proximity to planned rapid transit infrastructure.

The design aligns site organization, built form, and architectural expression with the objectives of housing delivery, affordability, and long-term performance. The building form is compact and vertically organized, supporting the delivery of a substantial number of residential units within a mixed-income framework. The proposal emphasizes smaller, efficient studio/bachelor and one-bedroom unit types and incorporates accessible housing options, contributing to the supply of in-demand rental housing for lower- and moderate-income households, including seniors and single-person renters.

At grade, the public realm is structured through the relationship between High Street, the internal open-space condition, and the adjacent Dev 1 proposal. High Street functions as the primary frontage and access condition for the Site, while internal circulation, landscape, amenity, and bicycle parking are coordinated to support clarity of movement and a coherent pedestrian environment within a constrained site.

The built form is organized as a 25-storey slab building that aligns with the maximum storey framework identified for the Rapid Transit Corridor Place Type and Rapid Transit Corridor Protected Major Transit Station Area. The proposal manages

compatibility through orientation, separation, siting, access organization, and a coordinated relationship with the adjacent Dev 1 proposal, rather than through reductions in overall building height.

The architectural expression reflects a restrained and system-based approach, where the façade is derived from the underlying structural and planning logic of the building. The resulting form is consistent, durable, and aligned with the objective of delivering housing efficiently and at scale.

The submitted shadow and angular plane analyses further support the built form assessment. The shadow study demonstrates a moving shadow pattern across seasonal test dates and multiple times of day, associated with the building's north-south orientation and vertically organized slab form. The angular plane analysis illustrates the relationship between the proposed building and surrounding lower-scale residential conditions from multiple directions. Together, these analyses support the conclusion that the proposed height and massing can be considered within the Site's transit-supportive context while appropriately managing interface conditions.

Overall, the proposal represents a cohesive and fully considered urban design response, integrating built form, site organization, public realm, mobility infrastructure, and architectural expression within a transit-oriented context. The development supports the broader objectives of housing supply and corridor-based growth, while establishing a clear and functional built form framework for the Site.

