

URBAN DESIGN BRIEF



57 TO 75 WELLINGTON ROAD, 68 HIGH STREET

May 1, 2026



Submitted by Scorgie Planning, to the City
of London, on behalf of Foundation Capital
Development Fund I 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 I 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 57-75 Wellington Road and 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 along the Wellington Road corridor.

The proposal consists of a 27-storey residential apartment building with an approximate height of 84.0 metres, accommodating a substantial number of rental units within a compact 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 zoning framework anticipates higher-density residential development, while embedding requirements related to built form, transition, and the organization of the public realm. The proposed development aligns with this framework, 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.

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 the public realm. Particular attention is given to the relationship between the building and Wellington Road as a primary corridor, as well as the interface with High Street, where access and servicing are accommodated. The brief also outlines how the design approach addresses applicable urban design policies and guidelines, including those related to Transit Station Areas, while reflecting the constraints inherent in delivering affordable housing at this scale.



75 Wellington Road



66 to 68 High Street



57 to 63 Wellington Road

2.0 Site and Surrounding Context

The Site is located on the west side of Wellington Road, east of High Street and south of Grand Street, within the Old South area of the City of London. It comprises an assembled parcel with frontage on Wellington Road and access from High Street, establishing a relationship between a primary arterial corridor and a secondary street condition.

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, and apartment buildings, with higher-density development anticipated in association with planned rapid transit investment. The Site is located within a Transit Station Area along this corridor, supporting the introduction of higher-density residential uses in proximity to transit.

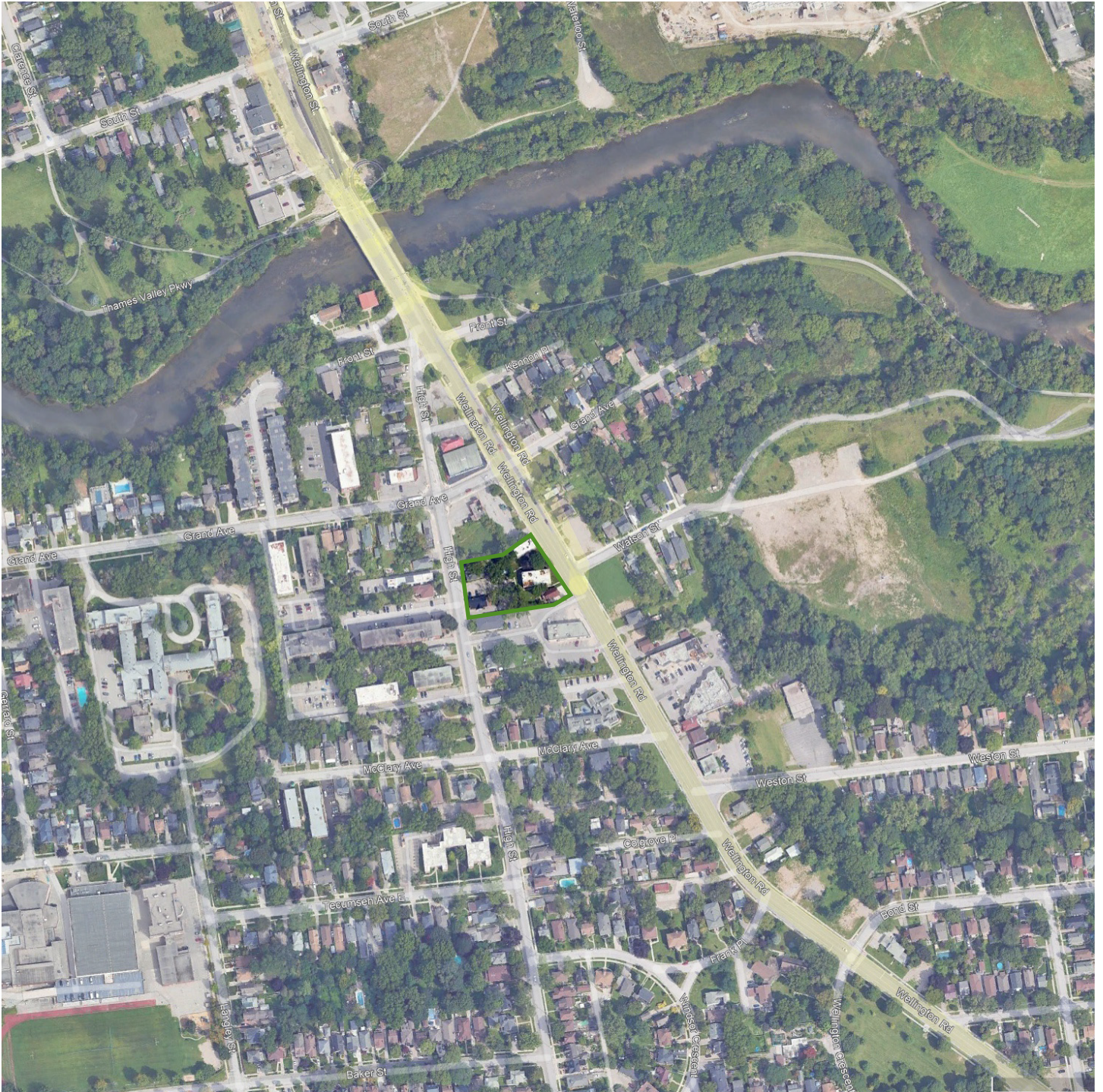
High Street functions as a secondary street with a lower-intensity built form and a more residential character. The immediate context includes a mix of two- to three-storey walk-up apartment buildings, converted dwellings, and detached and semi-detached houses. This establishes a secondary edge condition for the Site, where the scale and character of development differ from the Wellington Road frontage.

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. Nearby open spaces, including Watson Street Park, contribute to the broader neighbourhood context. The Site is also located within the Wellington Gateway area, where planned investment in transit and infrastructure is intended to support intensification.

The Site is currently occupied by a series of low-rise residential buildings, including walk-up apartment structures and a duplex, 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 corridor and the 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 of Wellington Road and the adjacent lower-scale context through the organization of built form, access, and site layout.

To the west of the Site, lands at 60–66 High Street are currently being evaluated by the same ownership and consultant team for a potential future development application. No application has been submitted for those lands at the time of writing, and they do not form part of the proposal. The conceptual massing shown in the plans is provided for contextual purposes only, to illustrate the potential future relationship between buildings and the organization of built form along this segment of the corridor. The conceptual relationship contemplates a separation distance beginning at approximately 15 metres and increasing along the length of the buildings, reflecting the orientation and configuration of the respective tower forms. This relationship has been considered at a high level in the organization of the proposed development; however, the adjacent site is not relied upon as part of the current application and will be evaluated independently through a separate planning process.



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 along 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, setbacks, 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 bicycle infrastructure. This approach aligns with the corridor policy direction to support transit use through higher-intensity, pedestrian-oriented, and transit-oriented development forms in appropriate locations. The proposed development provides a substantial supply of bicycle parking, including approximately 130 long-term spaces within the building and additional short-term and double-

stacked spaces at grade. This approach supports a mobility framework oriented toward walking, cycling, and transit use, reinforcing reduced reliance on private vehicles within a Transit Station Area context.

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. As the proposed development exceeds this height, the requested amendment must be evaluated against the broader policy framework, including Policy 753, which requires consideration of use, intensity, and form, as well as the site's transit proximity, the planned role of the corridor, built form and interface conditions, 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 its frontages. The primary building entrance is oriented toward Wellington Road, reinforcing its role as the principal pedestrian interface, while access and servicing functions are accommodated from High Street to maintain the continuity of the primary frontage. This approach supports the intent of Policies 221, 222, and 222A by reinforcing a pedestrian-oriented streetscape and minimizing the prominence of driveways and vehicular infrastructure along the primary frontage.

The ground floor integrates residential access, servicing, loading, amenity, 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 refined to incorporate a defined internal turnaround and drop-off condition, improving vehicle maneuverability and 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 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, including a substantial supply of long-term bicycle parking within the P1 level and additional short-term and double-stacked spaces at grade.

The internal amenity configuration has been refined through the design process, including adjustments to the central courtyard and redistribution of outdoor amenity areas, while maintaining the overall provision and function of shared indoor and outdoor spaces. This approach supports a coordinated site design response that balances pedestrian movement, active transportation, servicing, and resident amenity within a compact Transit Station Area site.

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, and the potential use of stepbacks or other built form strategies, 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 concentrates height and mass along Wellington Road while organizing access, servicing, and secondary interfaces along High Street, establishing a structured relationship between differing planned conditions. This approach supports the achievement of compatibility in accordance with Policy 193 through the distribution and organization of built form rather than reliance on uniform height reduction.

As part of this evaluation, angular plane analysis has been prepared to assist in understanding the relationship between the proposed building and adjacent lower-scale residential properties. The analysis applies a 45-degree angular plane as a comparative urban design tool to assess the relationship between the proposed built form and nearby low-rise and mid-rise residential conditions along High Street. 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 built form in relation to adjacent lower-scale properties.

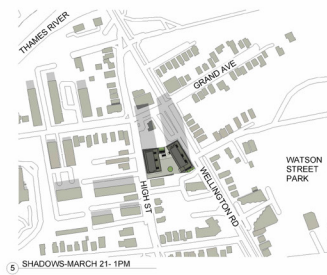
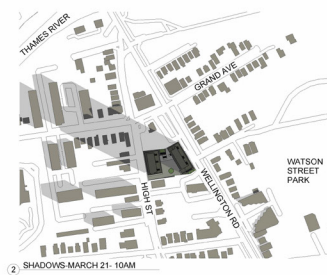
The south elevation angular plane analysis illustrates the proposed building in relation to the adjacent High Street context, including the lower-scale buildings identified at 75 High Street and 89 High Street. The analysis assists in demonstrating how the height and massing of the proposed development are organized in relation to the surrounding context, and should be read together with the shadow study, separation distance analysis, building orientation, and site organization in evaluating the proposed interface condition.

A shadow study has been prepared in support of the proposed development. The study illustrates the anticipated shadow conditions associated with the proposed built form on March 21 at 10:00 a.m., 12:00 p.m., 2:00 p.m., 4:00 p.m., and 6:00 p.m. 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 periods, particularly relative to an east-west-oriented slab form of comparable length.

The shadow study supports an evaluation of these impacts as part of the broader built form strategy, including the concentration of height along Wellington Road and the organization of access, servicing, and secondary interfaces along High Street.



Shadow Study

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.

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



Angular Plane Analysis

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 Wellington Road as a primary corridor, how the building relates to the public realm, how parking and servicing are organized, and how the massing and architectural expression respond to the planned corridor 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 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.

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 proposal requires site-specific consideration because Policy 839 establishes a maximum height of 25 storeys in the Rapid Transit Corridor Place Type and Rapid Transit Corridor Protected Major Transit Station Area, unless otherwise identified by applicable policies. The requested amendment 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, 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.



East Elevation - Details

4.0 Urban Structure and Site Organization

The organization of the proposed development is structured around the relationship between Wellington Road as a primary corridor and High Street as a secondary condition. The site layout reinforces the Wellington Road edge while accommodating access and servicing from High Street.

Along Wellington Road, the building establishes a consistent street edge with minimal setback and a direct relationship to the public sidewalk. The primary entrance is located along this frontage, providing a clear point of access and reinforcing Wellington Road as the principal interface for the development. The ground floor supports a direct connection between the building and the street, contributing to a continuous and defined edge along the corridor.

The site circulation system has been refined to incorporate a defined internal turnaround and drop-off condition, improving vehicle maneuverability and supporting safe and efficient movement within the site. This approach allows for the consolidation of servicing and loading functions while maintaining a clear and legible public realm condition.

High Street functions as a secondary interface, where access, servicing, and vehicular movements are accommodated. This approach allows the Wellington Road frontage to remain focused on pedestrian activity, while consolidating service-related functions along High Street. Access points and service areas are positioned to reduce their visual impact and maintain a consistent relationship with the public realm.

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

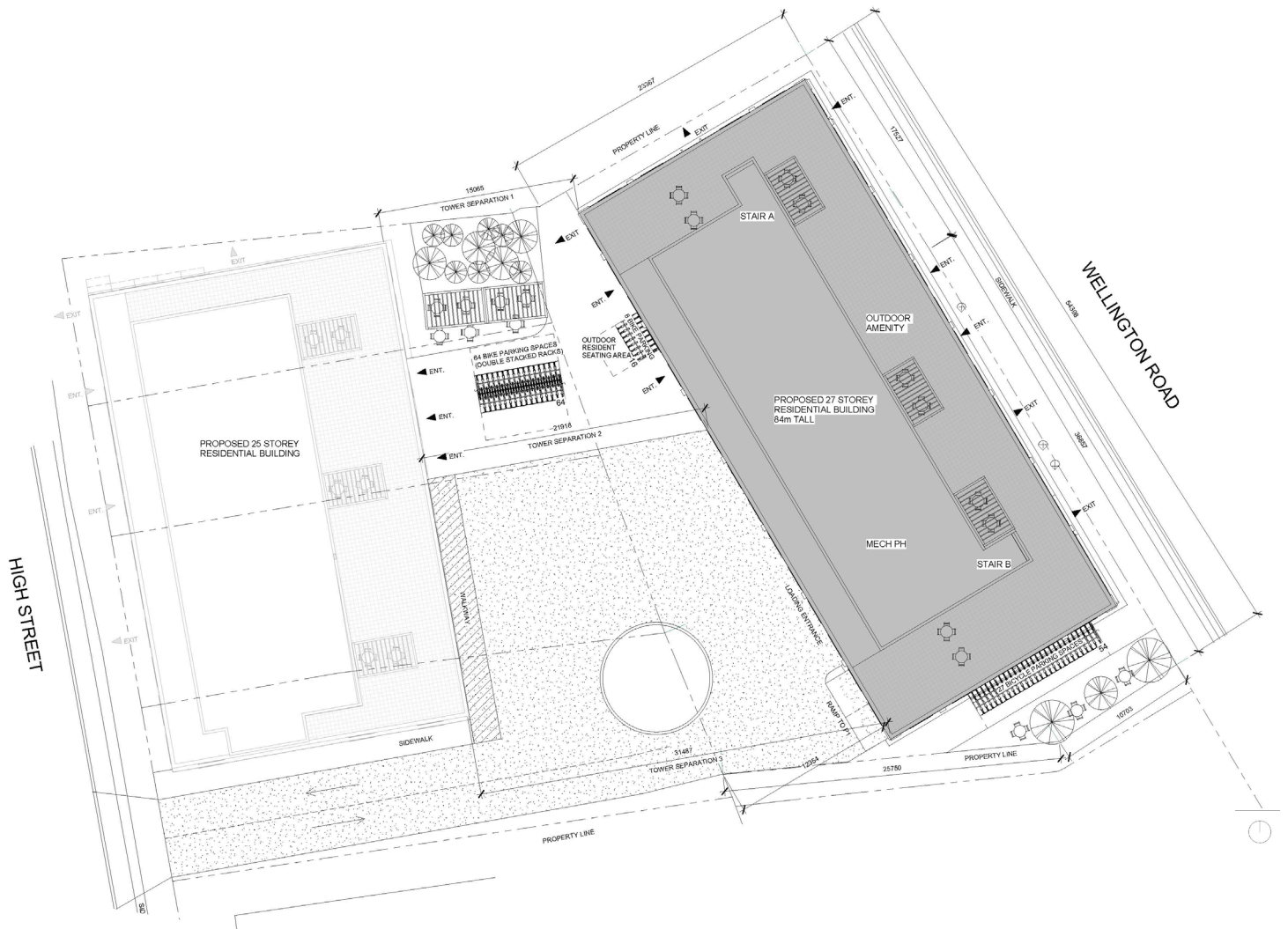
are informed by a standardized structural system associated with prefabricated construction, resulting in a regularized building form and consistent massing condition.

The concentration of building mass is oriented toward Wellington Road, reinforcing the role of the corridor as the primary location for intensification. The relationship to High Street is managed through the organization of the building on the site, with the secondary frontage reflecting a different condition in terms of access and interface. This approach establishes a structured transition between the corridor and the adjacent context, not through a reduction in overall building height, but through the arrangement of the building and its relationship to surrounding streets.

Pedestrian movement is accommodated through a direct connection from the public sidewalk along Wellington Road to the primary building entrance. Additional internal circulation supports access to bicycle parking and amenity spaces.

Vehicular access is provided from High Street, with a defined internal driveway that accommodates pick-up and drop-off activity as well as a fully integrated vehicle turnaround space, allowing all manoeuvring to occur on-site. Parking and servicing are located to minimize their prominence along the public realm while maintaining efficient internal circulation.

The urban structure of the proposed development is defined by a clear hierarchy of frontages, a compact building footprint, and the coordination of access, servicing, and pedestrian movement. The site organization reflects the role of the lands within a transit-oriented corridor while responding to the differing conditions of Wellington Road and High Street.



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, and public realm 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 bachelor and one-bedroom 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 building envelope 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.

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 incorporates a substantial number of 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 minimized, with a substantial emphasis on bicycle storage and active transportation infrastructure, including a significant supply of long-term bicycle parking within the P1 level and additional short-term and double-stacked 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 existing and planned amenities, including nearby parkland undergoing improvements.

5.8 Corridor-Oriented Organization and Managed Interface

The building is organized to reinforce Wellington Road as the primary corridor, with massing concentrated along this frontage and access and servicing accommodated from High Street. The interface with surrounding context is managed through site organization 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, and edge conditions. Landscape elements are designed to support a coherent and maintainable interface with the public realm.

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 27-storey residential building with an approximate height of 84.0 metres, organized as a compact volume with a consistent massing condition. The building 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 reducing potential impacts on adjacent properties. The organization and orientation of the building further support this approach by managing relationships to surrounding conditions through massing, separation, and siting rather than through reliance on reduced building height alone. The resulting height is a direct outcome of this approach, reflecting the concentration of density within a compact form in a location planned for higher-intensity development. The built form is intended to limit the extent of shadow, overlook, and visual massing impacts relative to more horizontally distributed building typologies, as further assessed through the submitted shadow analysis.

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 compact footprint maximizes residential yield while limiting horizontal spread within the corridor-based intensification area.

The massing is characterized by a continuous vertical expression, without the introduction of stepbacks within the tower portion. The building is expressed as a unified and legible form, with differentiation occurring at the base through material treatment and ground floor conditions. At grade, the building establishes a defined base condition that reinforces the street edge along Wellington Road. The ground floor supports a direct interface with the public realm, with the primary entrance oriented toward the corridor and aligned with pedestrian movement. The relationship between building height and the adjacent right-of-way reinforces a sense of enclosure consistent with the role of Wellington Road as a primary corridor.

The interface with adjacent properties is managed through the placement and orientation of the building on the site. The concentration of massing toward Wellington Road establishes the primary condition of intensification, while the High Street frontage accommodates access, servicing, and secondary interface conditions through site organization rather than reductions in overall building height.

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 over the course of the 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

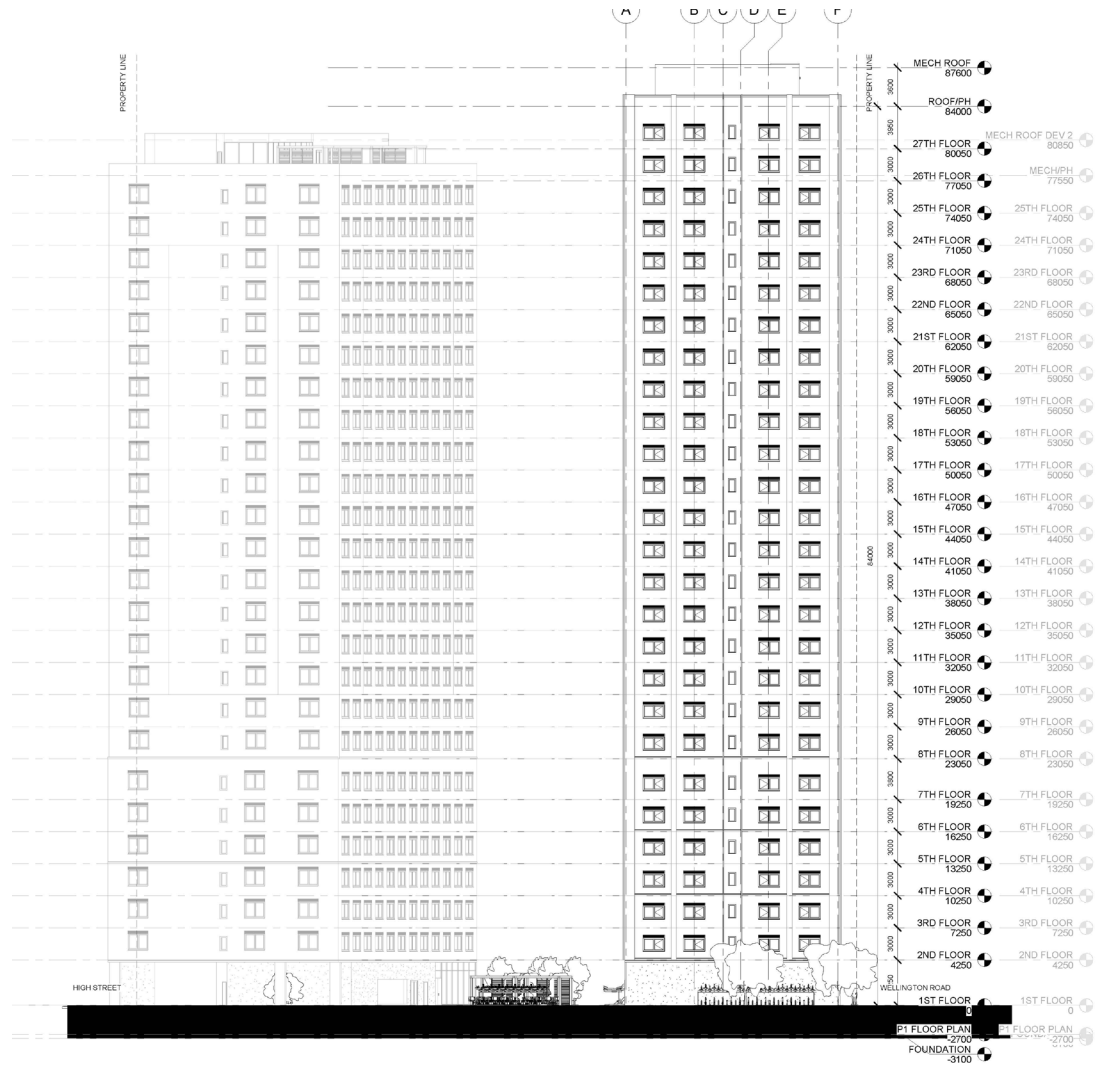
within a defined portion of the site and avoids a lower, more horizontally distributed building typology. The building's north-south orientation also assists in moderating the width of the shadow profile during key daylight periods, while the shadow pattern moves across the surrounding context over the course of the day.

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 relationship to adjacent lower-scale residential areas is further informed by separation distances, orientation, and built form analysis, including angular plane considerations, which assist in evaluating compatibility and the distribution of mass relative to surrounding conditions. The relationship between the proposed building and potential future development on adjacent lands to the west has also been considered at a conceptual level. While these lands are being evaluated as part of a separate future development application, the organization of the building anticipates a separation condition that varies along the length of the tower, increasing beyond a minimum separation distance and reflecting the orientation of both forms. This supports an understanding of how future development may be accommodated over time while maintaining the integrity of the current proposal.

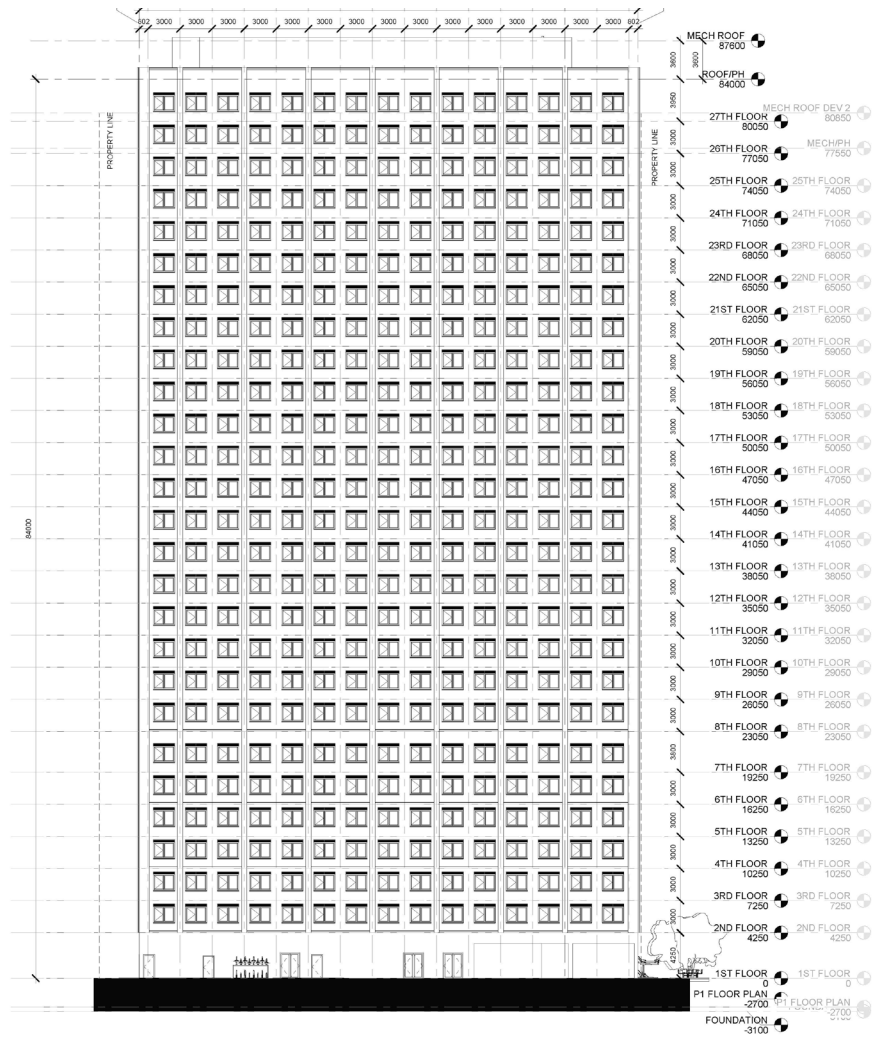
The angular plane analysis provides an additional tool for assessing the relationship between the proposed slab form and adjacent lower-scale residential properties. The south elevation

analysis applies a 45-degree angular plane in relation to the High Street context and illustrates how the proposed building is positioned and oriented relative to nearby lower-scale buildings. This analysis supports the broader built form assessment by demonstrating that compatibility is being evaluated through a combination of separation distance, orientation, massing, shadow, and interface conditions, rather than through building height alone.

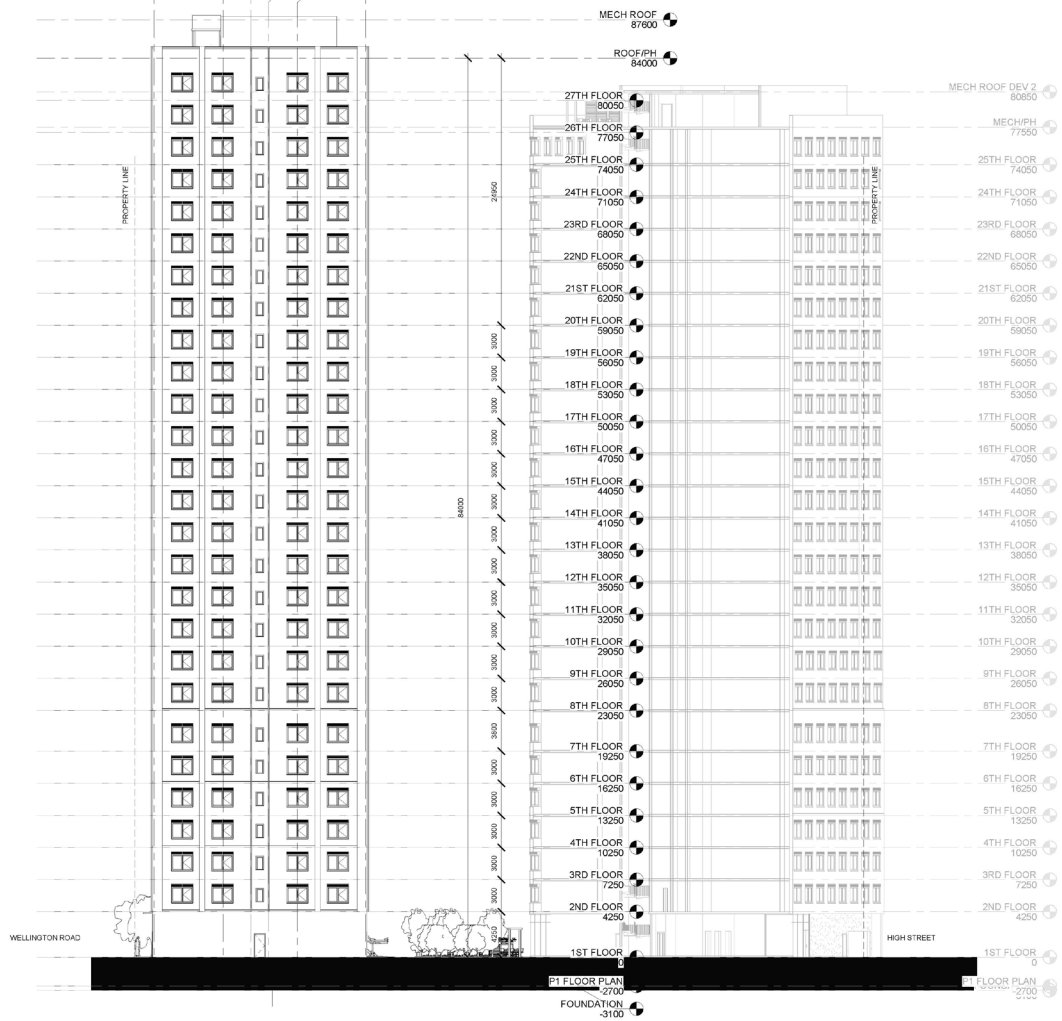
Overall, the built form reflects a corridor-oriented intensification strategy in which height and density are concentrated within a primary transit-supportive location. The consistent vertical massing and compact footprint represent an efficient allocation of density, reinforcing the role of Wellington Road as the principal location for growth and supporting the broader objective of directing intensity to transit corridors rather than lower-scale neighbourhood areas.



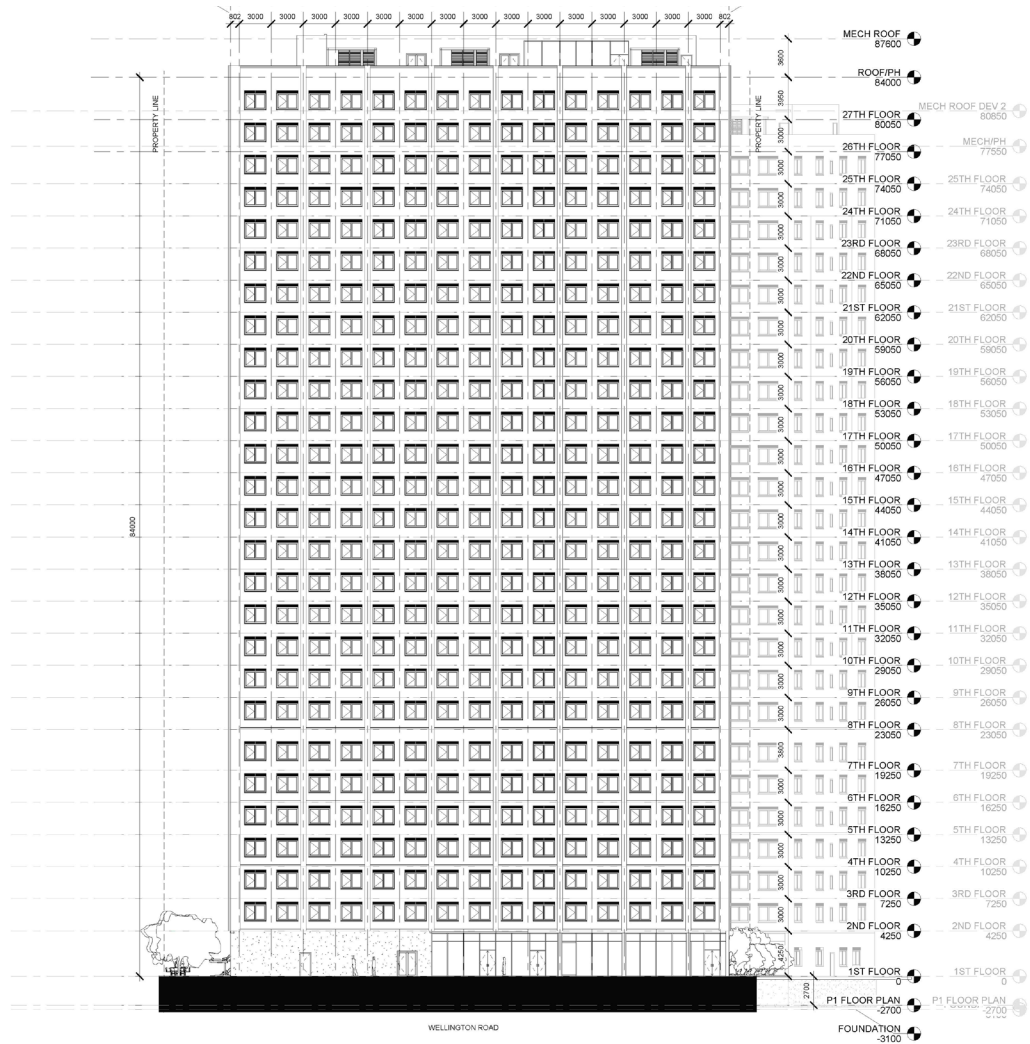
South Elevation



West Elevation



North Elevation



East Elevation

7.0 Public Realm and Streetscape

The public realm strategy is organized around the distinction between Wellington Road as the primary corridor and High Street as a secondary condition, with each frontage responding to its role within the broader urban structure.

Along Wellington Road, the building establishes a direct relationship with the public sidewalk, reinforcing a continuous street edge consistent with its role as a primary arterial corridor and aligned with City Design policies. The ground floor supports a clear interface with the public realm, with the primary entrance and additional access points oriented toward the street. This arrangement maintains a consistent edge while supporting residential access.

Landscape elements along Wellington Road are integrated as a linear planting condition, including street trees and low planting, contributing to the pedestrian environment while maintaining visibility to building entrances. Given the limited setback, the landscape strategy reinforces the street edge and supports pedestrian comfort rather than providing extensive programmed open space.

High Street functions as a secondary frontage with a hybrid role, accommodating vehicular access, drop-off, servicing, and internal circulation functions within a controlled site layout that includes a defined turnaround area. The site design organizes these elements to maintain clarity and separation between vehicular and pedestrian movement, including defined access points and crossing locations that provide safe and legible connections between the building and the public sidewalk. This approach supports a functional and coordinated interface while accommodating necessary servicing requirements.

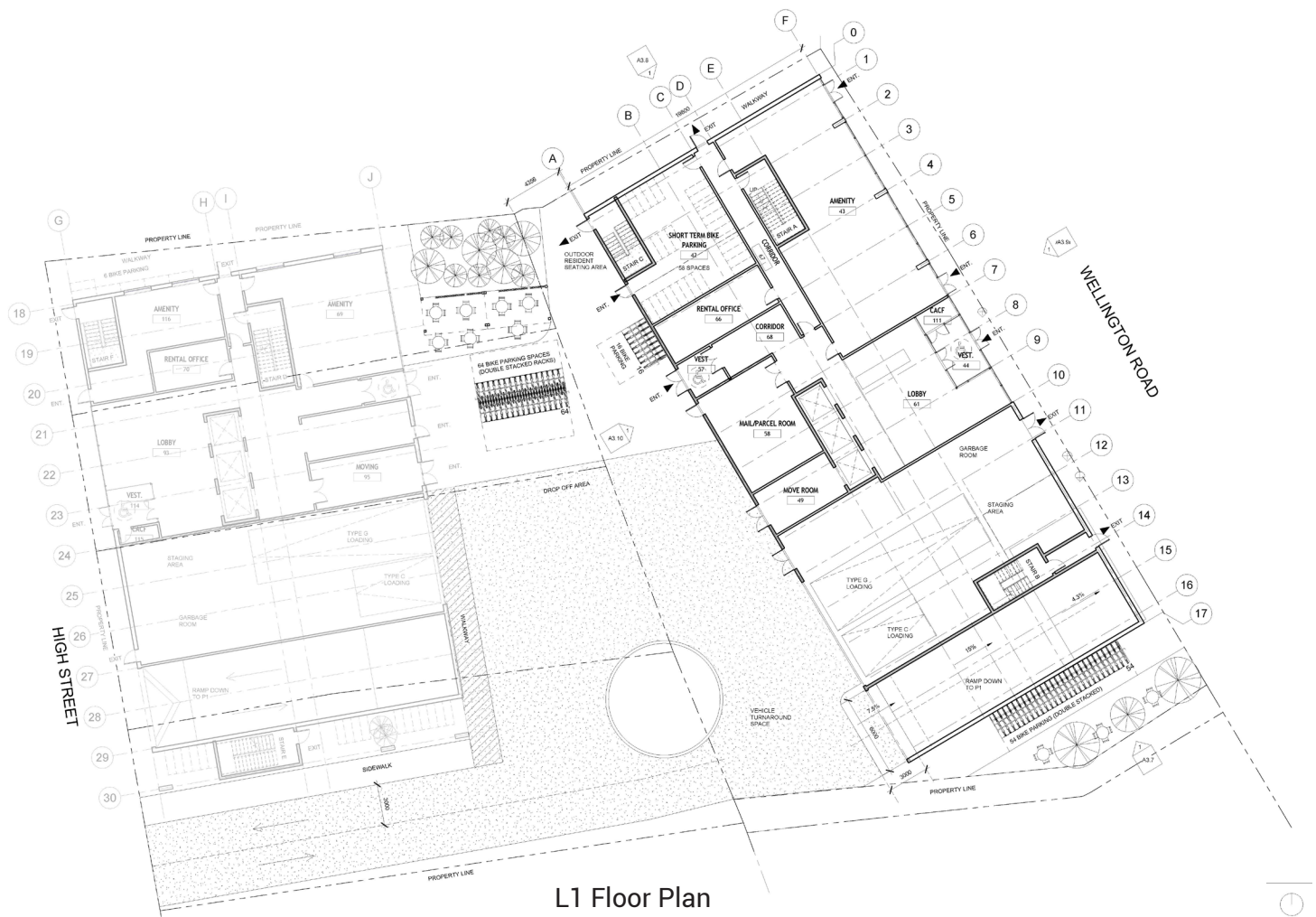
Landscape elements along High Street contribute to a moderated edge condition, with tree planting and landscaped areas providing a buffer between vehicular activity and adjacent properties. In addition to its service function, this frontage incorporates resident-oriented elements, including outdoor seating areas and bicycle parking, supporting both operational needs and pedestrian use.

Along the western edge of the site, a more landscaped and pedestrian-oriented condition is introduced, incorporating outdoor seating, tree planting, and bicycle parking. This edge provides a softer interface and contributes to the overall public realm by establishing a more informal, amenity-focused condition within the site.

The site also benefits from proximity to nearby open space and parkland undergoing improvements, contributing to the broader amenity framework available to residents.

Pedestrian movement is organized through a direct connection from Wellington Road to the primary building entrance, with additional internal routes supporting access to amenity areas and bicycle parking. The layout prioritizes clarity of movement and minimizes conflicts through the separation of pedestrian and vehicular circulation.

Overall, the public realm strategy establishes a clear hierarchy of frontages and a coordinated approach to landscape, access, and circulation. The design prioritizes function, clarity, and maintainability, supporting a coherent pedestrian environment within a compact, transit-oriented development context.



L1 Floor Plan



East Elevation - Wellington Road Interface

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, closely spaced 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, and long-term durability. This is reflected in the elevations through a uniform grid of closely spaced window openings and a two-tone material strategy that differentiates the base and upper portions of the building while maintaining overall continuity.

Material differentiation is introduced through a restrained palette that establishes a clear hierarchy within the overall building form. A defined base condition incorporates increased transparency and a distinct material treatment that supports the pedestrian interface. Above this, the building is expressed through two primary material tones, introducing subtle variation while maintaining the continuity of the overall façade expression.

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.

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, and corridor-based intensification. The architectural approach will be subject to detailed material, articulation, and performance review through the development process.

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.



Axonometric Views

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 designated Transit Station Area along a primary corridor. The proposal contributes to the intensification of the Wellington Road corridor, 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 organized, supporting the delivery of a substantial number of residential units within a mixed-income framework. The proposal emphasizes smaller, efficient 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. The proposal also contributes to a broader mixed-income housing strategy, incorporating accessible units and a unit mix aligned with the needs of smaller households, including seniors and individuals transitioning from assisted or subsidized housing systems.

At grade, the public realm is structured through a clear hierarchy of frontages, with Wellington Road functioning as the primary pedestrian-oriented interface and High Street accommodating access, servicing, and operational functions within a controlled and organized environment. Landscape, access, and circulation are coordinated to support clarity of movement and a coherent pedestrian condition within a constrained site.

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.

Overall, the proposal represents a cohesive and fully considered urban design response, integrating built form, site organization, 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.

