

Former Royal Mail Sorting Office, Twickenham

Addendum to Design & Access Statement

May 2013



St James
Designed for life

JOHN THOMPSON & PARTNERS
urbanism + architecture



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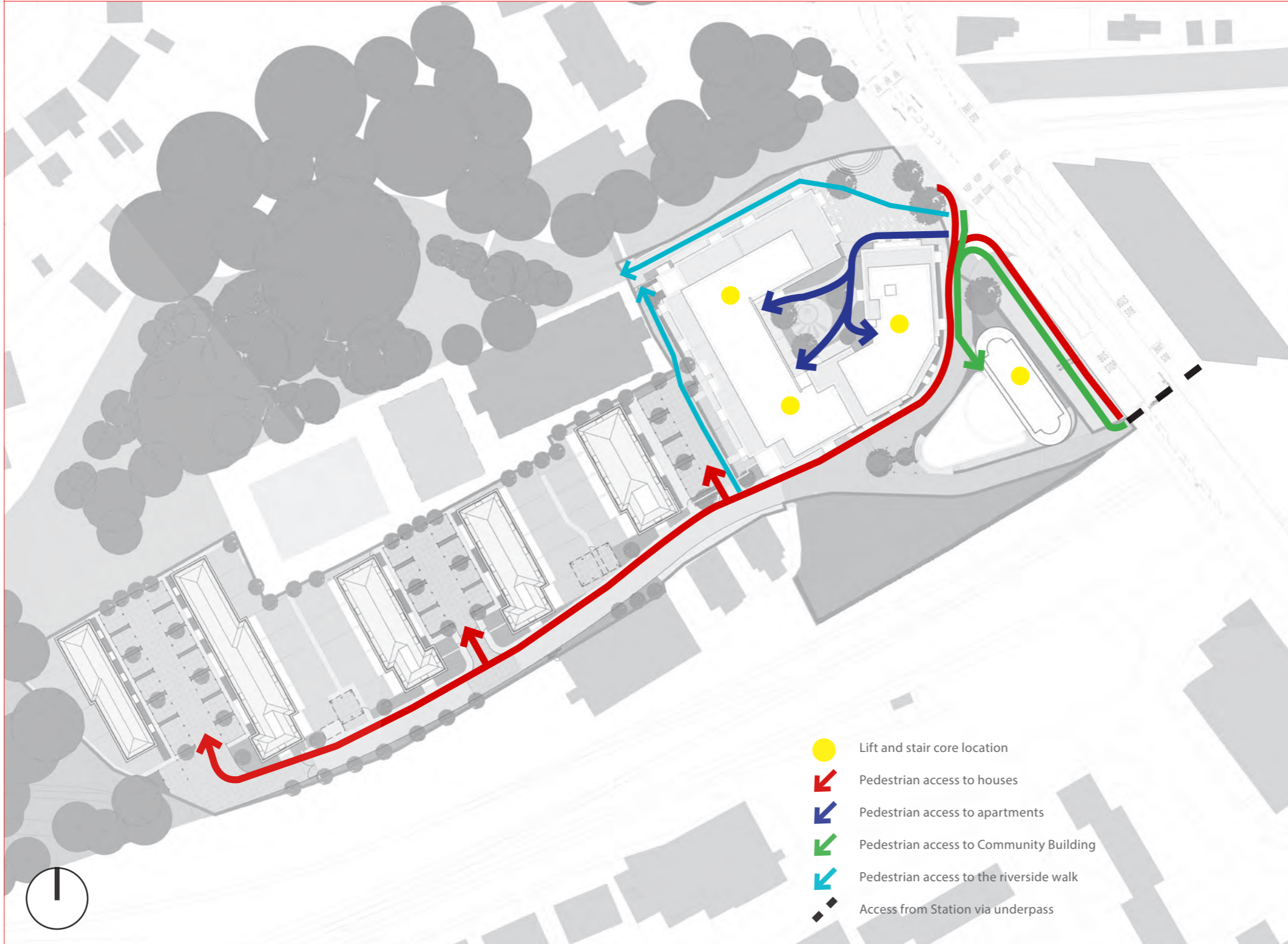
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Pedestrian Routes through the Site



Pedestrian access to the Site is achieved off London Road and via the underpass from the Rail Station. Due to the constraints of the railway to the south and the River Crane to the north it is not viable to increase permeability any further to the surrounding residential neighbourhoods once within the Site.

It is proposed to connect the London Road and the adjoining LBRuT land to the west of the Site by the provision of a ramp and stairs down by the river's edge.

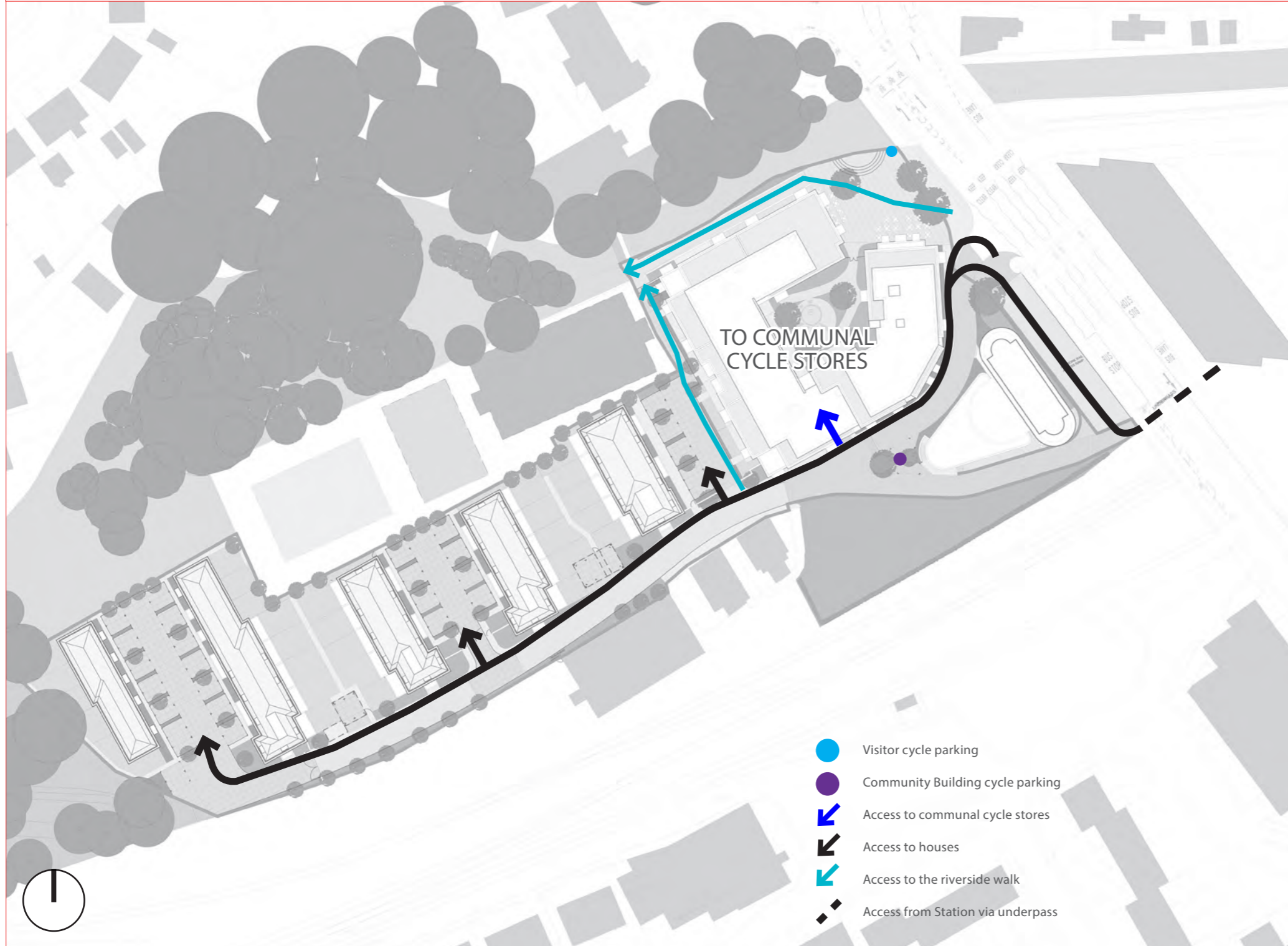
Access to the Mixed Use Building is directly off the public piazza on London Road between the two restaurant units through the residential courtyard.

Pedestrian access to the remainder of the Site is via the proposed ramp located between the Community Building and the Mixed Use Building. The ramp has been designed to be wheelchair friendly with a slope no greater than 1:25 ensuring a step free and rail free access route. Residents are able to walk along Brewery Lane to gain access to residential courtyards serving the terraces of houses.

Access

Cycle Access & Parking Strategy

Cycle Access Strategy



Cyclists are able to easily access all areas of the Site via the access ramp from London Road running along the southern edge of the Mixed Use Building and through the underpass if coming from the Rail Station. A high level of cycle parking has been distributed within the lower ground floor of the building providing secured covered storage.

A total of 153 cycle spaces are being provided for residents across the site exceeding LBRuT's policy requirements. For the houses a total of 2 cycle spaces will be provided in the back gardens. These will be accessed via pedestrian footpaths to the rear of the gardens.

Sheffield stands have been provided for 82 spaces (LBRuT Standards) within the Mixed Use Building to serve the apartments. These are located within the basement car park.

Sheffield stands will be located in the public piazza to accommodate cycle parking for the restaurant units (5 spaces). A further 10 spaces will be provided for the visitors to the Community Building, these will also be accommodated in Sheffield stands.

A ramp is proposed to the north of the Mixed Use Building to bridge the levels between London Road and the River Crane.



Sheffield Stands

Vehicle Access & Car Parking Strategy



An access ramp exists on the eastern boundary of the Site adjacent to the train bridge on London Road which connects into Brewery Lane. This ramp has a legal right of way and is access for the railway cottages, the Network Rail substation and railway tracks.

No parking is being provided for the restaurant uses on the Site. It is assumed that the restaurant users would either walk or use public transport to access these uses. A new access ramp located between the Mixed Use Building and the Community Building has been designed as a shared surface for pedestrians and vehicles and was deemed appropriate due to expected low levels of vehicular movements indicated in the Transport Assessment.

Due to the high accessibility of public transport surrounding the Site the LBRuT has a cap on the number of car parking spaces at 1:1 for apartments and 2:1 for houses. Of the 28 houses proposed, each will have 2 car parking spaces. 68 car parking spaces are proposed for the apartment units which will be accommodated in a basement car park. A total of 7 of the 68 parking spaces (over 10% of total parking for apartments) are for the disabled and are dispersed evenly throughout the car park near stair and lift cores.

Access into the basement car park is off the shared surface access ramp. Access to the residential courtyards is off Brewery Lane where car parking spaces have been integrated within the landscape.

The London Plan places a large emphasis on building up the infrastructure, in particular electric charging points, to support electric vehicles, as a means for reducing carbon dioxide emissions in the capital. The Plan requires 20% of all new residential parking spaces are equipped with electric charging facilities and that a further 20% are provided with passive provision. 14 of the parking spaces within the basement car park (just over 20%) will be fitted with electric charging points with a further 13 having passive provision. All of the houses will have access to charging facilities at the outset. The overall provision is therefore in excess of the London Plan requirements.

Type of parking provided	No. spaces
Residential parking for apartments	68
Residential parking for houses	56
Visitor parking for houses	3
Disabled Parking Bay for Community Building	1
Total	128

Access

Refuse & Recycling Strategy

Refuse & Recycling Strategy



The Code for Sustainable Homes (and the associated technical guide) sets a fixed minimum standard in relation to household recycling and facilities and waste storage. This equates to the covered external provision (within the development plot) of the greater of either enough space for LBRuT waste bins, or 100 litres for a 1 bedroom dwelling with an additional 70 litres for each additional bedroom based on a maximum collection frequency of once per week (also defined in BS5906). The recycle volume is set out by LBRuT and based on a collection of once per week. The project team have based their figures on the guidance set out by the code and this is greater than that set out by LBRuT. The standards being followed are:

Refuse & Recycling for Houses

- 3 or less Bed House: Storage capacity of 240 litres of refuse
- 3 or more Bed House: Storage capacity of 360 litres of refuse
- Recycling boxes are provided for each house individually.
- A 23 litre food waste container will be provided for each house

Refuse & Recycling for Apartments

- 1 Bed Apartments: 100 litres refuse
- 2 Bed Apartments: 170 litres refuse
- 3 Bed Apartments: 240 litres refuse
- 6 x 1100 litre bins have been provided for 80 apartments which is based on 80 litres recycling per household

The LBRuT does not currently provide a communal food waste collection service for more than 6 households. In line with the LBRuT's requirements, space has been provided within the communal bin stores if they wish to provide this service in the future.

Refuse & recycling collection is accessed via the access way (Brewery Lane) running along the length of the Site. For those properties further than 30 metres from the collection point, a temporary bin holding point has been provided which will be managed by the estate management team on collection day. A turning head is provided at the western end of the Site for the refuse truck.

For the Mixed Use Building, communal waste and recycling is located in the basement car park. All residential apartment entrance doors are within 30m horizontal distance of their allocated bin store to accord with Part H of the building regulations. Refuse and recycling collection for the restaurants is provided within their kitchen areas and will be collected from the street through the entrance. On collection day, the estate management will move the bins to the temporary holding point for collection by the LBRuT.

Servicing Strategy



The scheme has been designed to accommodate a range of mixed uses at ground floor to create a vibrant and sustainable community. These include restaurant and community uses and have been located to focus around the river frontage, piazza and the London Road frontage. Access for servicing and deliveries to these mixed uses has been carefully considered within the design and is outlined within the following strategy.

A number of principles have been developed and established:

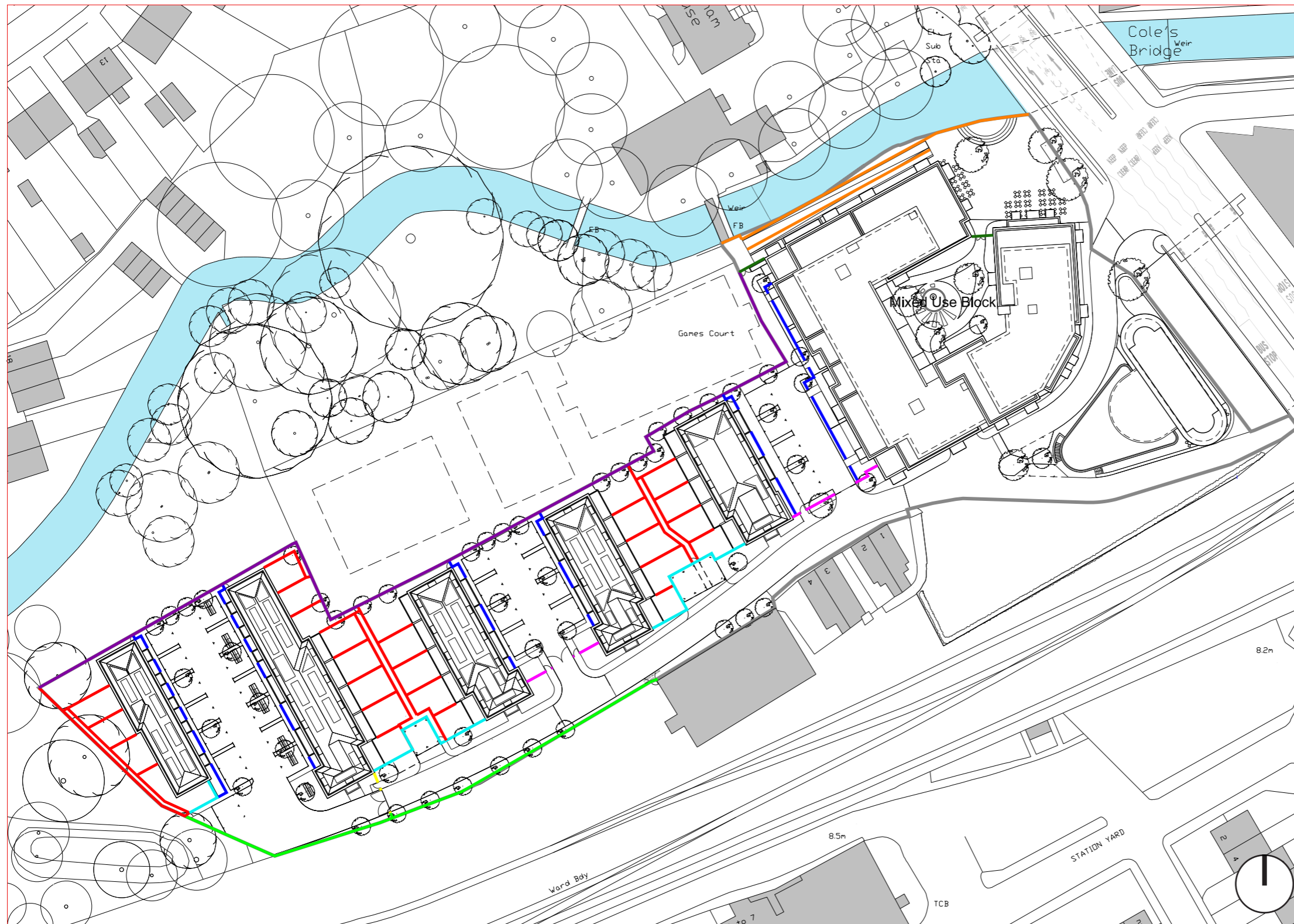
Two 'drop-off' areas are provided to the north and the south of the scheme which are defined as such. To the north, service vehicles delivering goods to the two restaurant uses can access the piazza during certain agreed hours. Temporary parking, unloading, turning and exiting can then be carried out. To the south, deliveries to the Community Building can park within the landscaped area adjacent to the Community Hall and trolley / transfer goods by hand to the building.

Delivery hours will be specified within the early morning and late afternoon. The Estates Office is situated within the Mixed Use Building and will be able to assist with co-ordination for all deliveries / servicing. A CCTV system will also cover the development and allow the Estates Office to monitor the arrival of vehicles and other operations.

The heart of the scheme will be prioritised to pedestrians hence vehicle speeds will be low due to the design and surfacing of the public realm.

Servicing the energy centre and plant rooms within the basement car park (below the Mixed Use Building) is possible by accessing the basement car park by foot.

Design Response



- Boundary Treatment Type A (1100mm high metal railings)
- Boundary Treatment Type B1 (2000mm high metal railings)
- Boundary Treatment Type B2 (2000mm high metal railings & gates)
- Boundary Treatment Type C (1800mm high timber fence)
- Boundary Treatment Type D (1100mm high glass balustrade)
- Boundary Treatment Type E1 (2100mm high Brick Wall)
- Boundary Treatment Type E2 (3000mm high brick wall / fence with 3000mm high acoustic barrier)
- Boundary Treatment Type E3 (2100mm high Brick Wall & Gates)
- Boundary Treatment Type E4 (1500mm high brick wall with metal railings & Gates)