



Red & Yellow Specialist Extra Care Melliss Avenue - Kew

Addendum to DAS
March 2019

marchesepartners
masterplanning | architecture | interior design | engineering



Revision to DAS - Section 5

The Proposals

Section 5 - The Proposals

The Proposals

Design Changes in general:

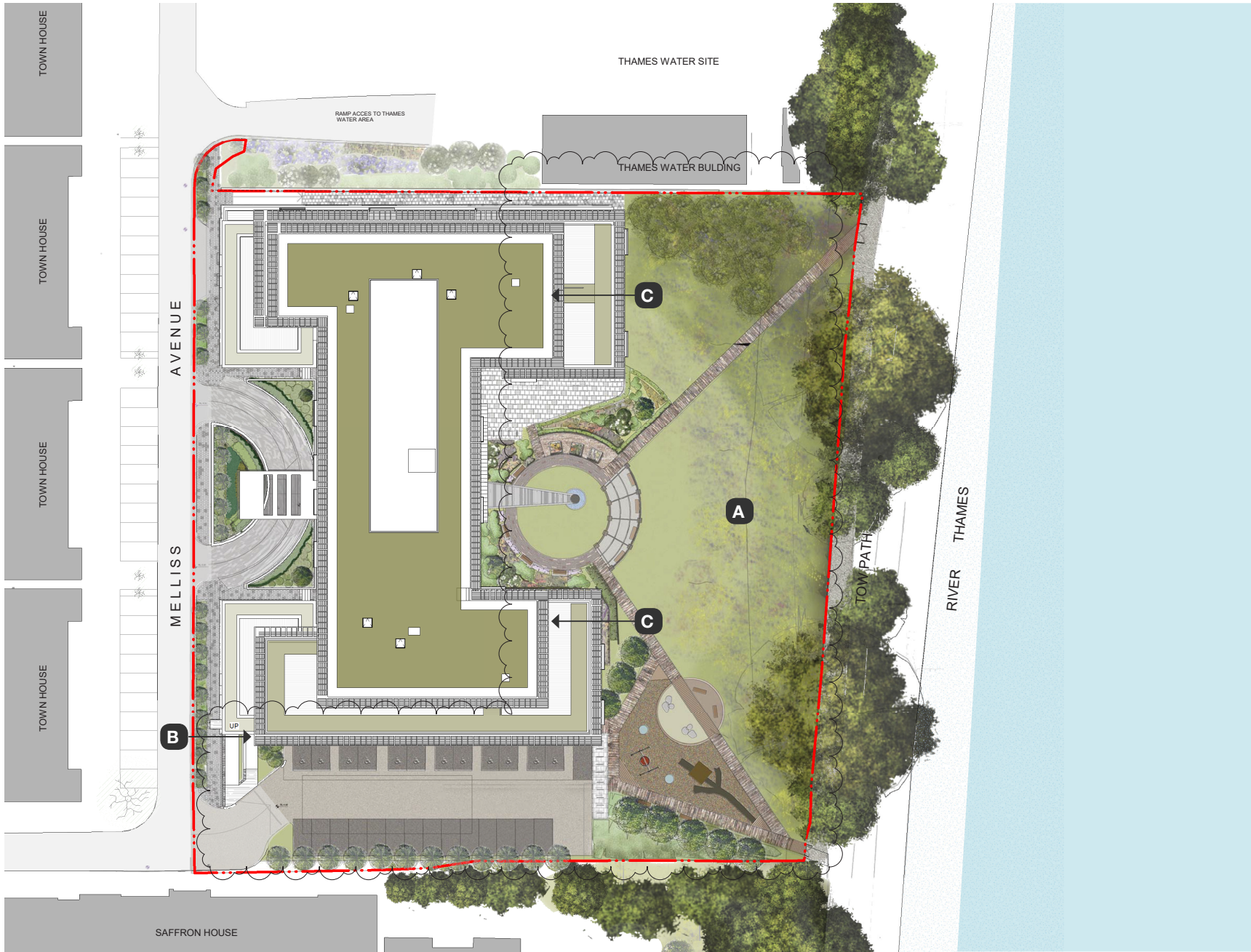
- A landscape proposal has been amended
- B pedestrian access from Melliss Ave south has been revised
- C greater setbacks to MOL have been introduced to upper level

Accommodation is arranged over 6 floors, with specilaist extra care units located from levels 1 to 5, with the ground floor dedicated to all supporting care/treatment, leisure and BOH accommodation.

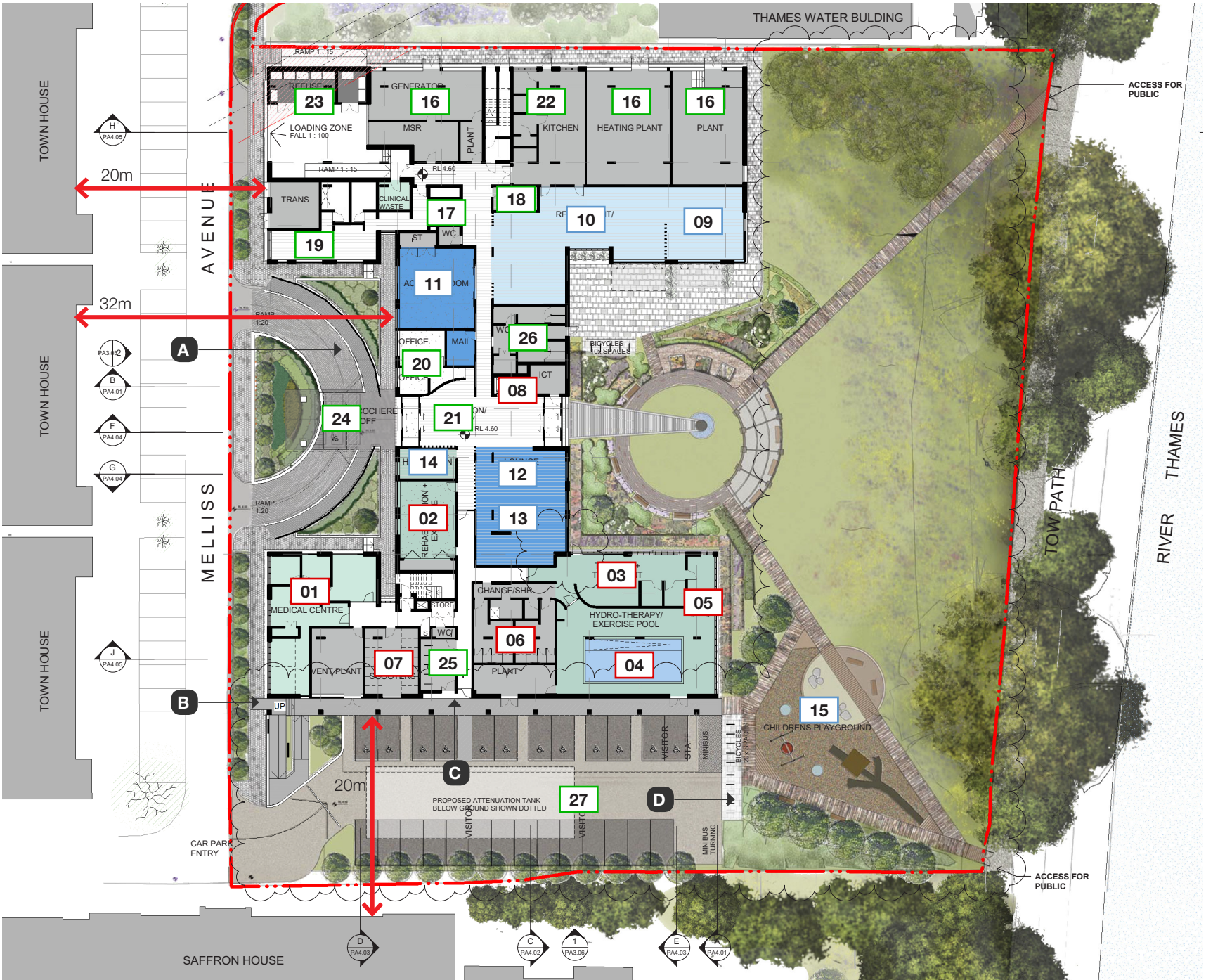
The proposed breakdown and mix of care unit types is as follows:

	No. Units	Approx. Area (sqm)	Approx Area (sqft)
1 Bed	12	53 - 60	570 - 645
2 Bed	6	60 - 80	645 - 861
2 Bed +	44	80 - 90	861 - 968
2 Bed ++	21	90 - 100	968 - 1076
2 BED + Study	7	100+	1076+
Total	89		

Out of a GIA of 2179 sqm at ground floor, 1415sqm is allocated to residents care facilities and communal accommodation.



Proposed Site Plan



Proposed Ground Floor Plan

Design Changes on Ground Floor

- A Separation of pedestrian and vehicular access
- B Revised pedestrian access from Melliss Ave
- C Greater circulation in front of bicycle store and side entry
- D Additional bicycle parking added

Care Facilities

1. Medical Centre
2. Rehabilitation and Exercise Room
3. Therapy and Treatments Rooms
4. Hydro-Therapy and Exercise Pool
5. Hoist Store
6. Changing Facilities
7. Mobility Scooter & Charge Store
8. Centrally Controlled Residents Lift Core

Leisure / Amenity Facilities

9. Cafe
10. Restaurant / Bar
11. Activity Room
12. Lounge
13. Library
14. Hair Salon
15. Play Area

BOH and Support Facilities

16. MEP Rooms
17. Service Lift
18. Linen Store / Sluice Room
19. Staff Change and Rest Accommodation
20. Offices
21. Reception / Lobby
22. Kitchen
23. Refuse / Servicing
24. Porte Cochere
25. Cycle Storage
26. WCs
27. Car Park

Section 5 - The Proposals

Site Accessibility

Existing Access and Highways

As previously identified, the site currently has one vehicular access to Townmead Road, via Melliss Avenue.

A grade level car park is proposed, providing 26 car parking spaces and 1 for the minibus. As with current legislative requirements, a number of parking spaces will be provided with electrical charging stations.

External Approach & Building Entrances

- 1. The principle entrance to the development is from Melliss Avenue, with a Porte Cochere located directly in front of the entrance to provide a covered area for disabled people to exit vehicles. Due also to the requirement to provide level access to the building and achieve Part M, an access ramp is provided within the entrance courtyard, providing disabled access from the external pavement to interior of the building, without the need for assistance
- 2. This entrance is mirrored on the opposite side of the building, similarly providing level access to the MOL garden courtyard beyond
- 3. Ramped hard landscaping provides further disabled access to the towpath beyond
- 4. A secondary resident access is provided to the south, allowing direct level access from the car park to the building. With level 1 extending out above the ground level in this area, cover is also provided from the weather

Accessibility

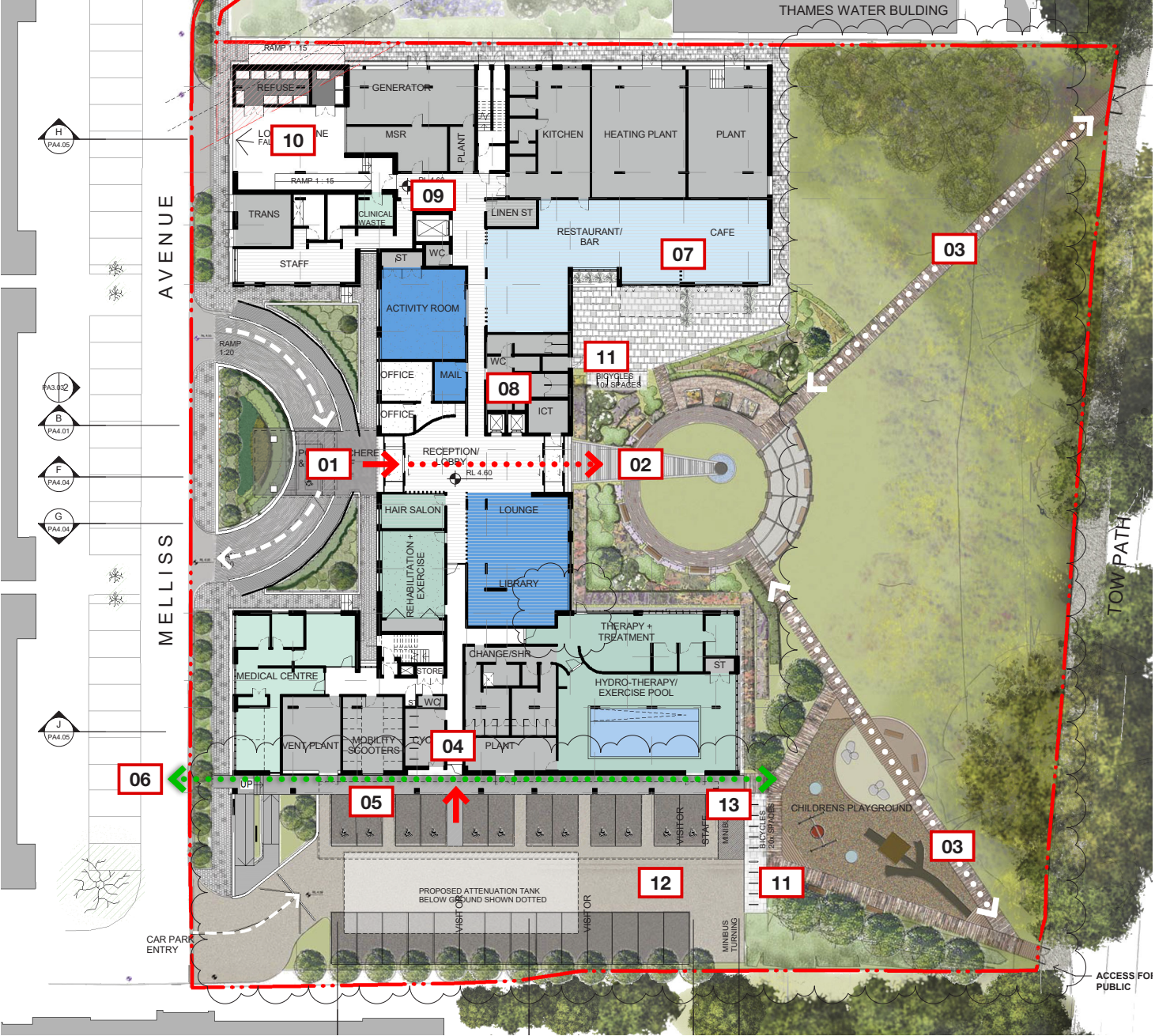
- 5. Access for mobility scooters is provided directly to the car park
- 6. A dedicated pedestrian route to guide residents and public from Melliss Avenue to the MOL Garden is also included within the landscape design of the car park.
- 7. Level access will be provided directly from the cafe / restaurant area to the terraced area outside, providing the ability for residents and visitors to enjoy full access of the dining facilities.

Vertical Circulation

- 8. Lifts are provided centrally to the building and each residential floor, to allow centralised control of the movement of residents, and a single point of access to all floors
- 9. A service lift provides access for staff to enable servicing of specialist extra care units, the ability to move people via stretcher when required, and mobility scooter use throughout the building

Vehicular & Cycle Access

- 10. The service area is designed to allow a large box van access, allowing direct servicing to and from vehicles within the building, and the ability to park an ambulance when required, in a safe and private location
- 11. External cycle storage areas are provided to allow people accessing the facilities from the towpath to secure their cycles
- 12. The car park is designed to provide direct level access to the building, and will be paved throughout to provide a level surface for wheelchairs, and no trip hazard for people with walking or visual impairment
- 13. A wheelchair friendly minibus will be provided to enable residents and staff to access local transport, shopping and care services without the need to provide their own transportation



Section 5 - The Proposals

Design Changes to upper levels facing MOL
Response and Design Proposal following comments from LB Richmond

We have amended the building envelope to increase upper level setbacks and therefore reduce visibility from the MOL and surrounding views.

As indicated on the site plan below, 2 Viewpoints have been selected realistically and positioned at the northern and southern access points where pedestrians, visitors and residents approach and view the site. Both, north and south wing setbacks have been increased to mask visibility of Level 6. Massing onto MOL for both wings is at a maximum of GF + 4 stories as requested.

