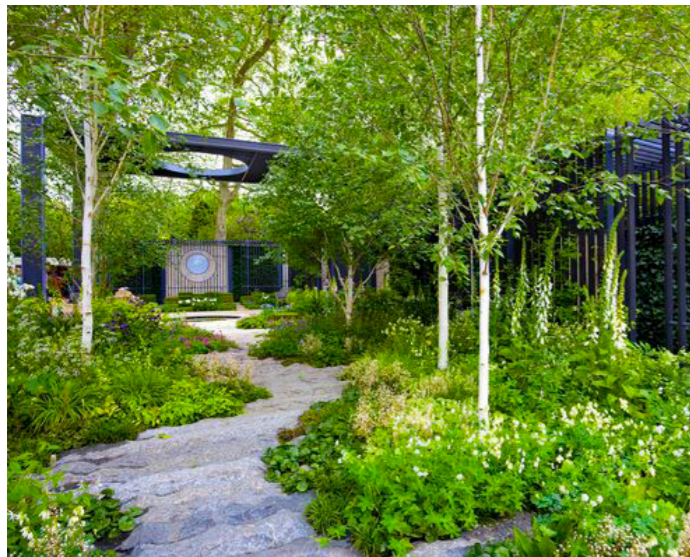
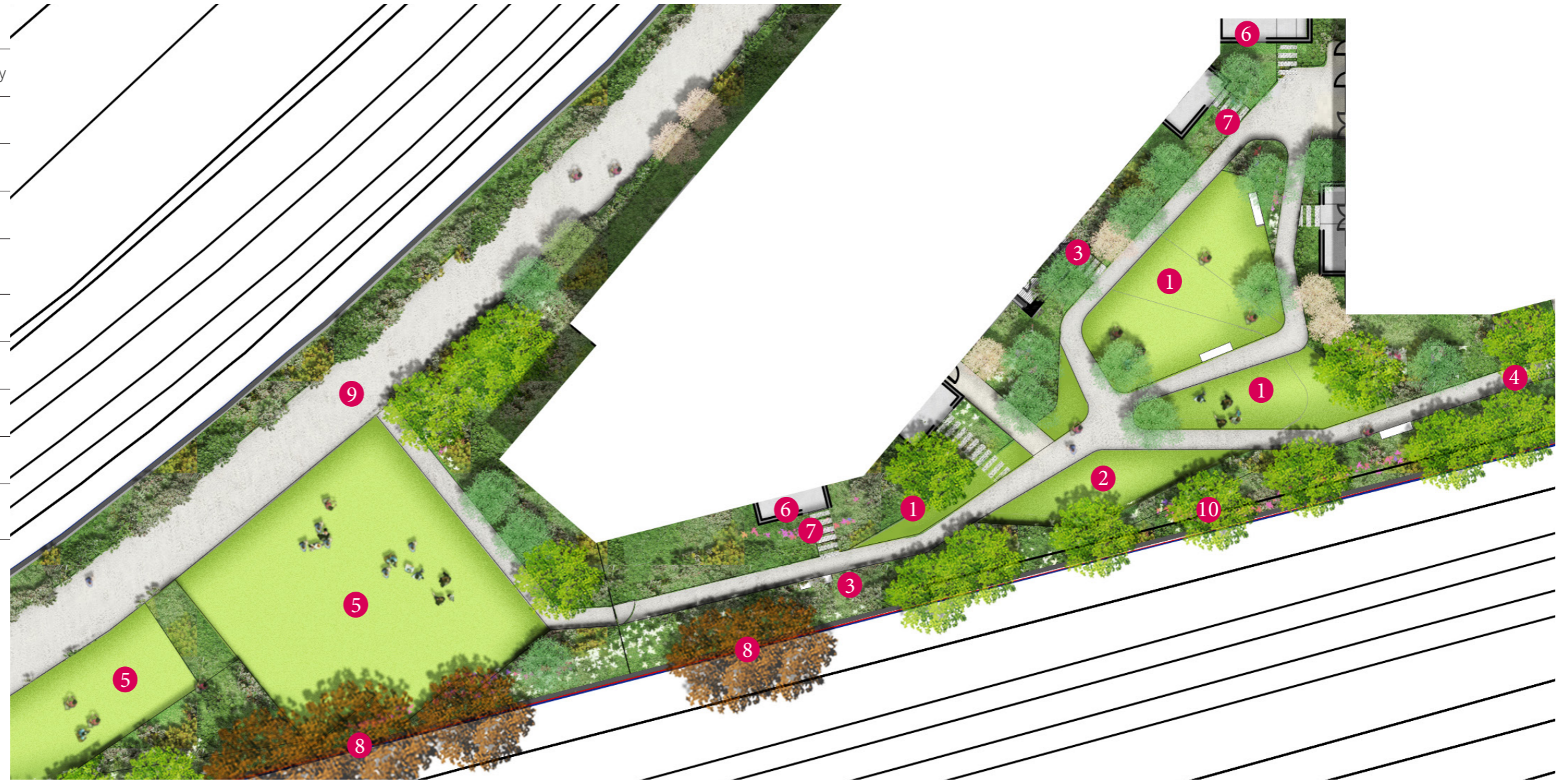


1.15 Residential amenity courtyards - Block C design

Key

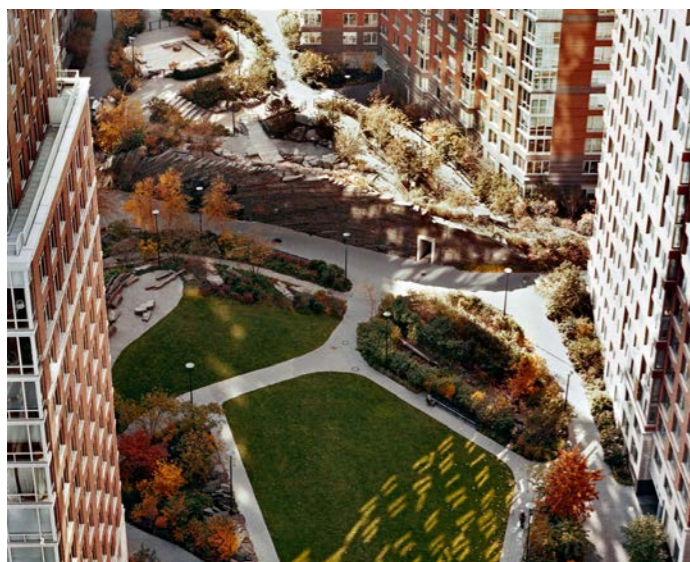
1	Residential Amenity Space & 5-11 Years Play
2	0-5 Years Play
3	Planted Borders
4	Access to Adjacent Courtyards
5	Recreational Lawn / Potential Additional Parking Spaces
7	Private Residential Terraces
6	Stepping Stone Paths
8	Existing Trees
9	Service Access Road
10	Screening to Southern Boundary



1.16 Residential amenity courtyards - Block D design

Key

1	Residential Amenity Space & 5-11 Years Play
2	0-5 Years Play
3	Planted Borders
4	Access to Adjacent Courtyards
5	Access to Courtyard from Manor Road
6	Access to Homezone
7	Private Residential Terraces
8	Private Residential Basements
9	Stepping Stone Paths
10	Screening to Southern Boundary



1.17 Character area 3 - homezones/shared space

The required Network Rail maintenance access is provided via the main vehicular access route into the site and includes accessible carparking to suit Transport for London (TfL) recommendations (3% min). As a low traffic space, this area is envisaged as a 'shared zone' or 'home zone' providing the opportunity for additional play space for children and shared access for pedestrians and cyclists into the main body of the site.

Trees and other planting are integrated into the corridor and provides a softening and screening to separate this zone from the residential buildings.

An existing hedge / 'green wall' is retained and extended along the western boundary to the rail corridor, providing effective visual screening to this aspect.

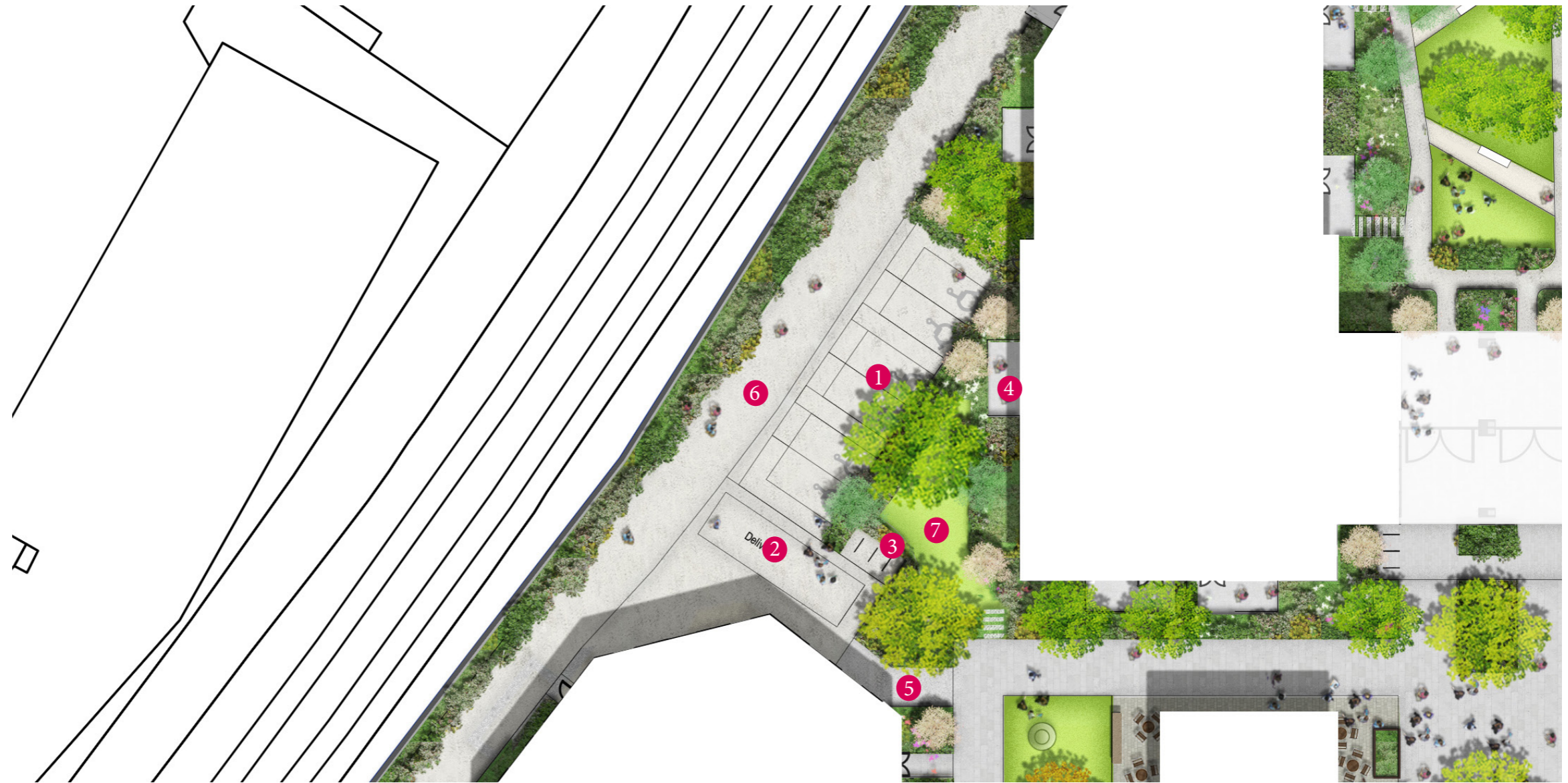


Key plan

1.18 Homezones/shared space - carpark 1 design

KEY

1	Accessible Parking Spaces
2	Delivery Bay
3	Planted Borders
4	Private Residential Terraces
5	Access to Central Public Space
6	Service Access Road
7	Residential Amenity Space & 5-11 Years Play



1.19 Homezones/shared space - carpark 2 design

KEY

1	Semi-Private Central Plaza
2	Accessible Parking Spaces
3	Planted Borders
4	Private Residential Terraces
5	Private Residential Basements
6	Access to Central Public Space
7	Access to Residential Amenity Courtyards
8	Service Access Road
9	Residential Amenity Space & 5-11 Years Play
10	0-5 Years Play



1.20 Character area 4 - private gardens / terraces

Individual private amenity space is provided to each unit in accordance with Local Authority requirements. Ground floor units have a private terrace or small court outside their main living space and sized to suit the number of bedrooms - min. 5 sqm with a minimum internal width of 1.5m. Each space is partially screened with planting or built screen or fence to reinforce defensible character.

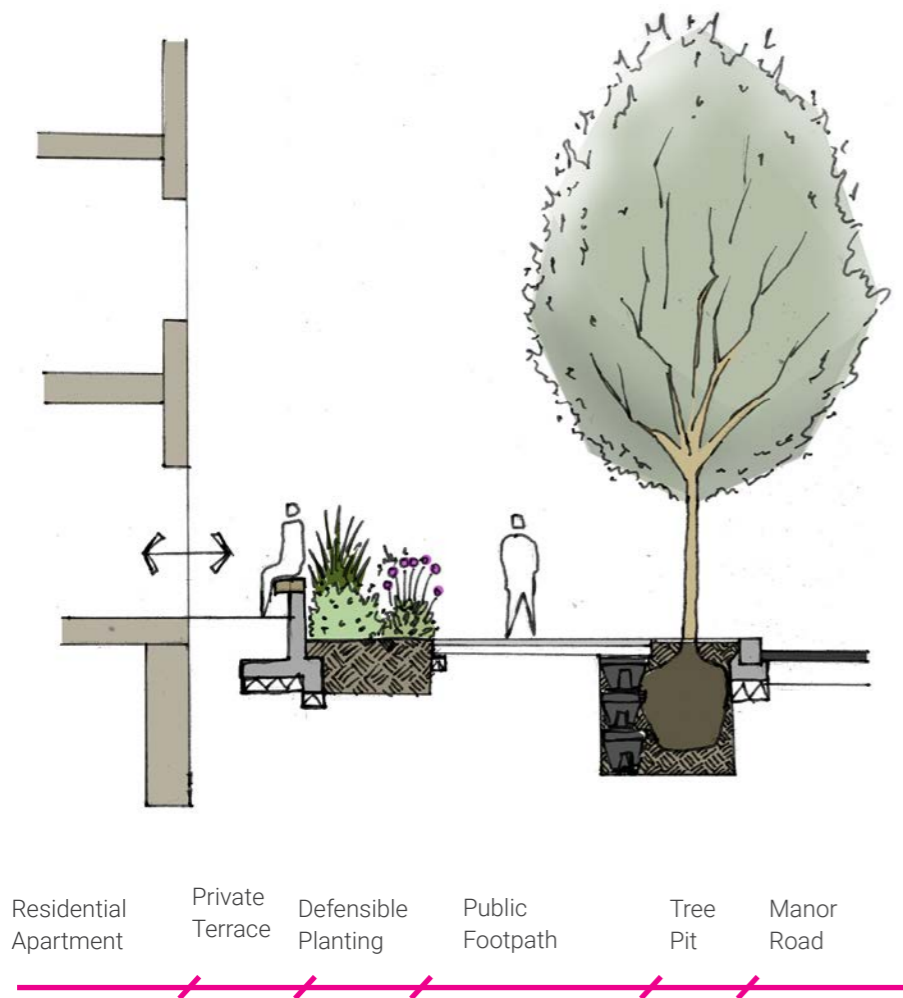
Upper floor units are provided with a balcony to suitable size based on accommodation within each unit (refer Architectural chapter).



1.21 Private street-front terraces

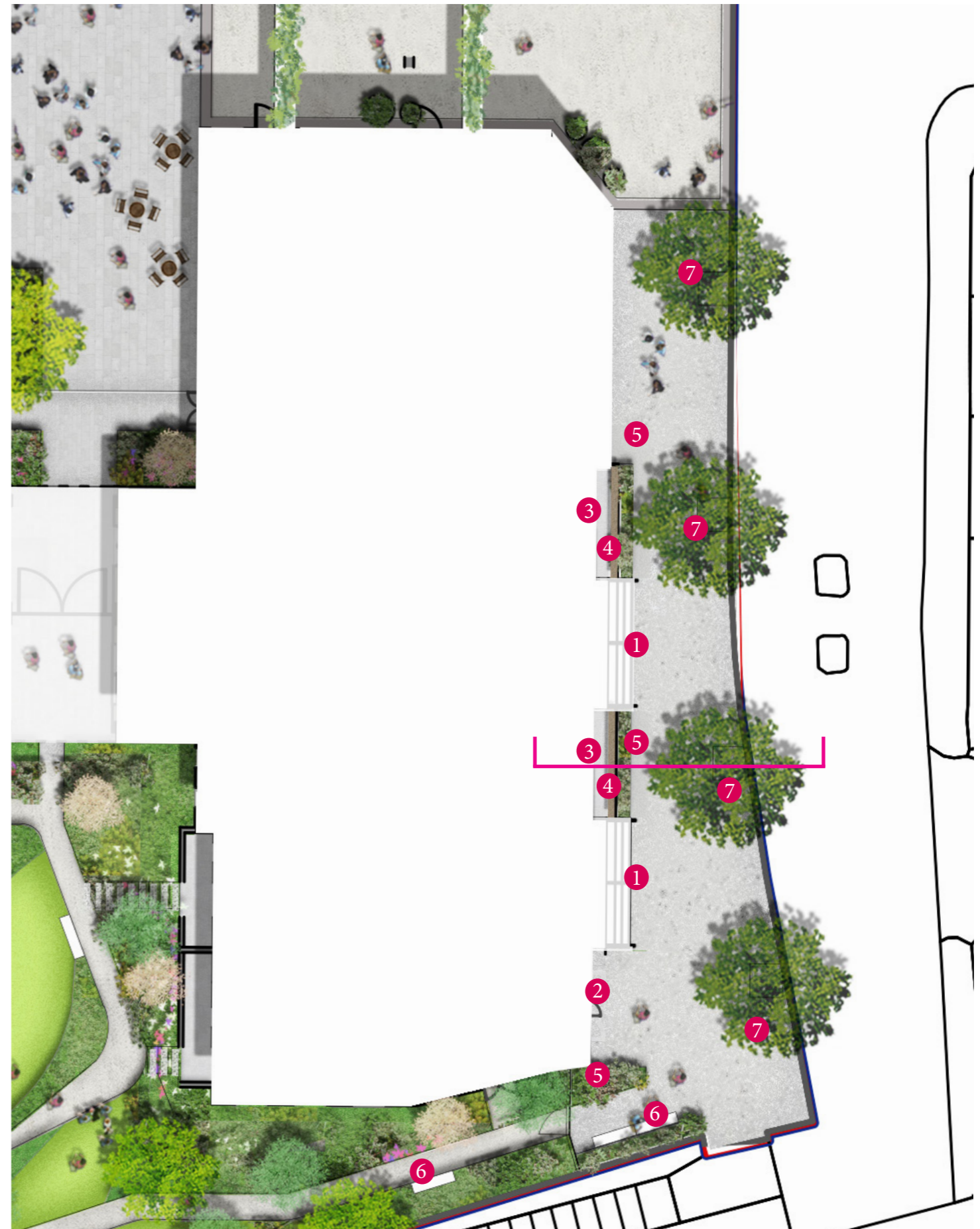
Streetfront and internal units in Blocks C and D are raised above the adjacent ground level by 600mm to separate the units from adjacent circulation and public access, and improve privacy and sense of defensible space. Each unit on Manor Road frontage has a defined entrance from the street and a terrace with planting area and a low brick wall / seat.

Access to Plant rooms /Substation to the corner of Block D is provided in the streetscape design.



KEY

①	Building entrances
②	Substation entrance
③	Private Residential Terraces
④	Seating element
⑤	Planting area
⑥	Benches
⑦	Tree planting



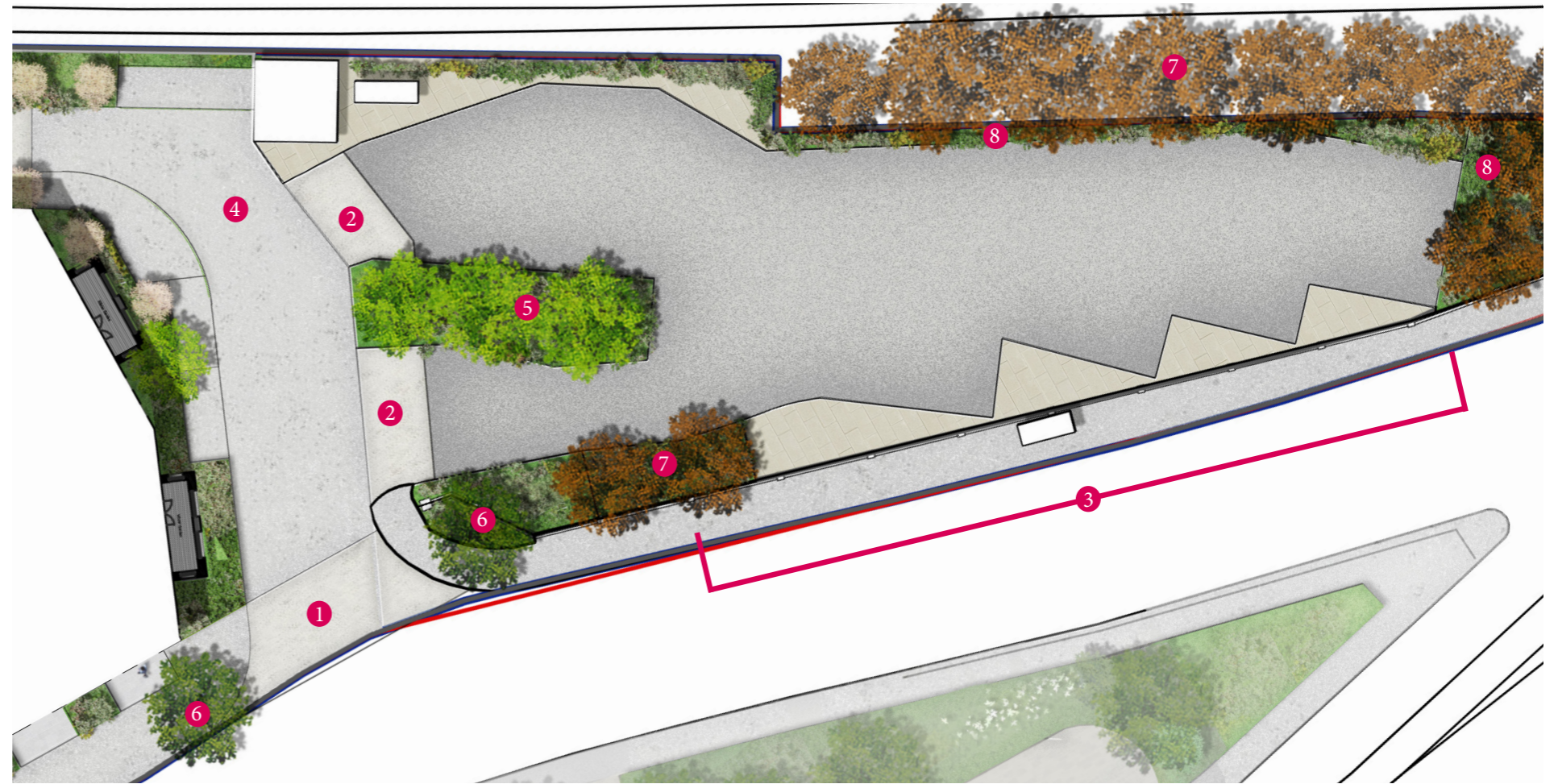
1.22 Character area 5 - northern bus layby

KEY

1	New Threshold Crossing
2	New Paving / Threshold
3	New Screening Panel Infill to Existing Wall
4	Service Access Road
5	New Trees to Traffic Island
6	New Street Trees
7	Existing Trees Retained
8	New Understorey Planting

Proposed landscape upgrade - bus layby

Landscape improvements to the TfL Bus Layby are proposed as part of the redevelopment of the site, including some additional understorey planting to provide a greener visual effect and to balance the visual impact of the large areas of pavement. Current use of the northern end of the site by Transport for London local buses has been maintained, with a number of landscape improvements proposed to improve the general appearance of this area, while maintaining current functionality for TfL.



Northern bus layby - proposed refurbishment



Northern bus layby - existing condition photographs

1.23 Northern bus layby - proposed infill to existing fence

KEY

1	Existing Wall with Metal Infill Panels
2	Hedge Infill
3	Timber Fence Infill
4	Vertical Fin Railing Infill
5	Horizontal Fin Railing Infill (Preferred option)

Existing trees and planting to the surrounds of the site are retained and reinforced with additional understorey planting, as an extension of the proposed planting palette on the main part of the site.

A replacement feature tree is proposed on the corner of Manor Road and the vehicle entry, to extend the line of street trees and frame the entrance. Planting to the central island will also significantly improve the visual enclosure of the layby and benefit the outlook from the main site development, especially those adjacent units facing north. New infill panels are proposed to the existing brick fence/wall along the Manor Road frontage to increase the height and visual screening benefits of this barrier.

Contrast paving is also proposed across the driveway entry and to both entrances to the layby area, to define the paved zone and access and to contain the Layby functional area.

All current operations and circulation within the bus layby area are to be maintained during refurbishment works.



1.24 Functional areas strategy

Courtyards and the central public space are defined by the built form and residential courts are enclosed with controlled access (fob key) to maintain privacy and secure private spaces.

The service road / access along the western side is open but there is limited access from Manor Road and a more domestic scale driveway character to discourage general public access.











A 2.4m brick screen wall has been included at the southern edge to meet Acoustic report recommendation, and a timber fence infill has been proposed to replace the existing on the northern bus lay-by.

Examples of the partially enclosed areas:



Transition to semi-private areas

Key

	Public
	Semi-public
	Private
	Semi-private
	Service / Access
	Transition
	Gated
	Partially enclosed
	2.4m max brick screen wall
	Timber fence infill



Function areas






1.25 Access strategy

Clear circulation routes with a legible hierarchy and maximum permeability for the site have provided the basis for the Access Strategy, with multiple access points from the public realm into and through the site.

Controlled access points to residential lobbies and ground level access to private front doors provide legibility in the site plan and clarity and security to defensible private spaces.



KEY

	Public access
	Semi-public
	Ground floor residential access - building frontages
	Access to residential carpark
	Services/delivery access

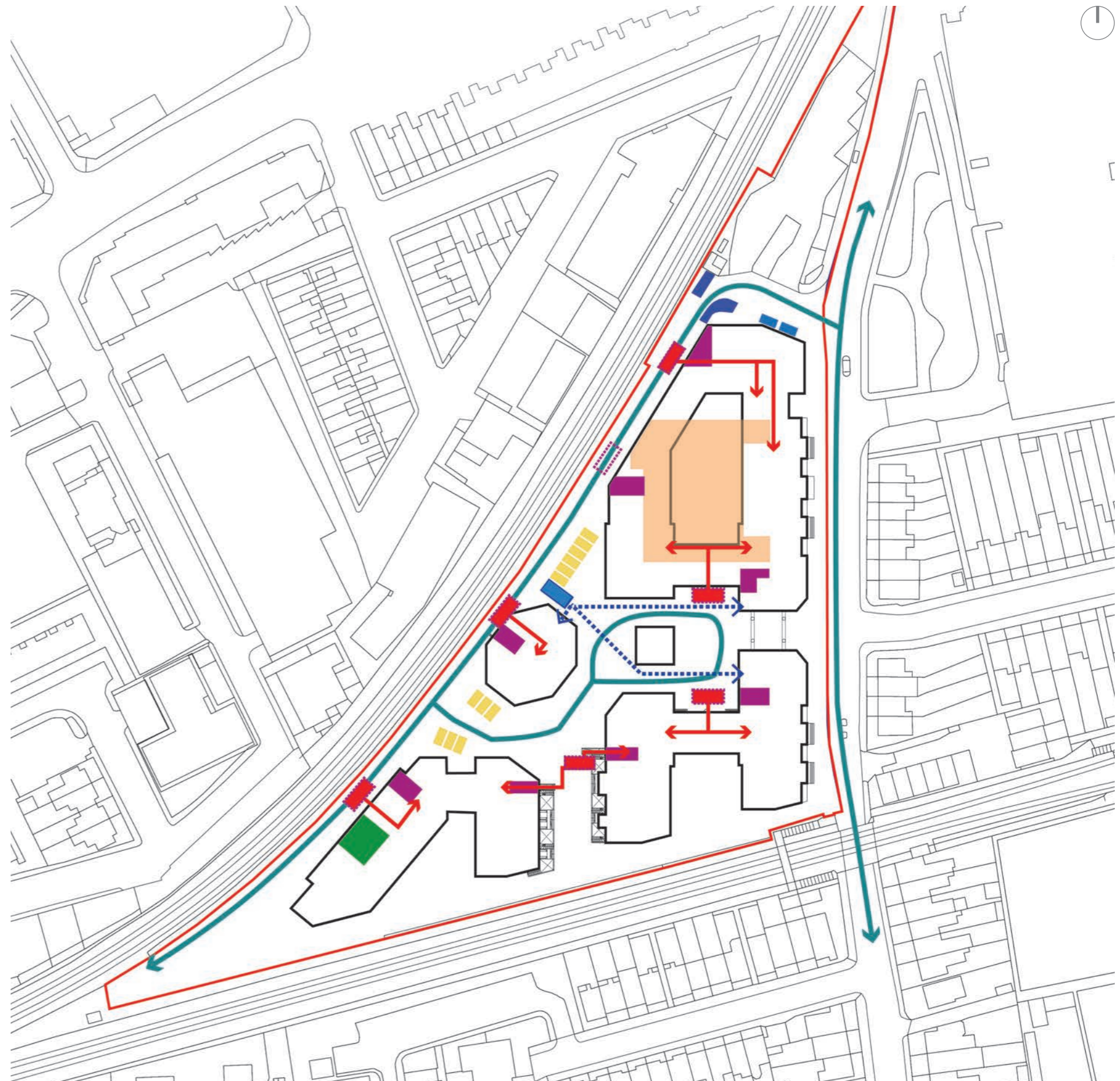
Access routes

1.26 Vehicle and service access strategy

Limited access for vehicles via the service zone provides a car-free environment for residents and restricts vehicles entering the new areas of public realm. Fire and emergency vehicles can use this route and pedestrian pathways will be designed for occasional traffic and required turning movements.

Waste collection is also along this route, with designated collection points at key bin store locations in Building A (basement Bin Store) and Building C (at grade bin store). A managed collection system will be implemented to facilitate an efficient collection process.

Loading and deliveries for the residents is centred on the Concierge location in Building B and allows centralised collection or managed distribution throughout the site.



Vehicle access - parking, service and emergency

KEY

	Vehicle Access Routes
	Emergency Vehicle Stops & Access
	Waste Collection truck
	Bin Stores
	Bin holding area
	Deliveries
	Accessible Parking Spaces (12no)
	Bins/Cycles Basement
	Cycle store at groundfloor

1.27 Carparking strategy - 3% provision

The site design is effectively car free, reducing congestion and air pollution, in accordance with the preferred direction of the local authority (LBRuT), GLA and in consideration of the high PTAL rating for the site (PTAL 5).



Accessible car parking spaces are provided on site to comply with TfL recommendations for 3% of units (12 No spaces) to be provided with an accessible space.

There are also two Car Club spaces provided adjacent to the entrance to the site, and discussions are underway with local Car Clubs to deliver this option for the site and surrounding residential area.

Electric vehicle charge points (EVCP) will be provided in carpark areas, including Car Club spaces (1 No.) as outlined in Electrical Services section of this report, with the capacity to increase the number of charge points in the future, with expanded provision of parking spaces or increased prevalence of electric vehicles.



KEY

	Accessible Parking Spaces (12no)
	Car club spaces (2no)

Car parking layout (3% provision)

1.28 Carparking strategy - 10% provision




The Local Authority recommendations provide for allowance to expand the parking provision to accommodate 10% of units with an accessible parking space (39 No.). This has been considered in the site layout and can be accommodated if required in the future.

The additional parking spaces can be accommodated as indicated, with some loss of landscaped areas (lawn) in the southern corner of the site and some paved circulation space in the secondary public space between Buildings B, C and D.



Car parking layout (10% provision)

KEY

	Accessible Parking Spaces (12no)
	Car club spaces (2no)
	Additional Accessible Parking spaces (27)*