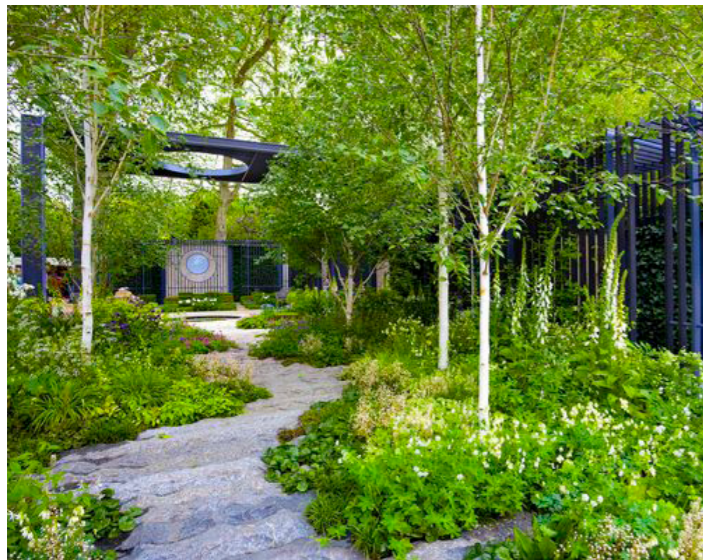
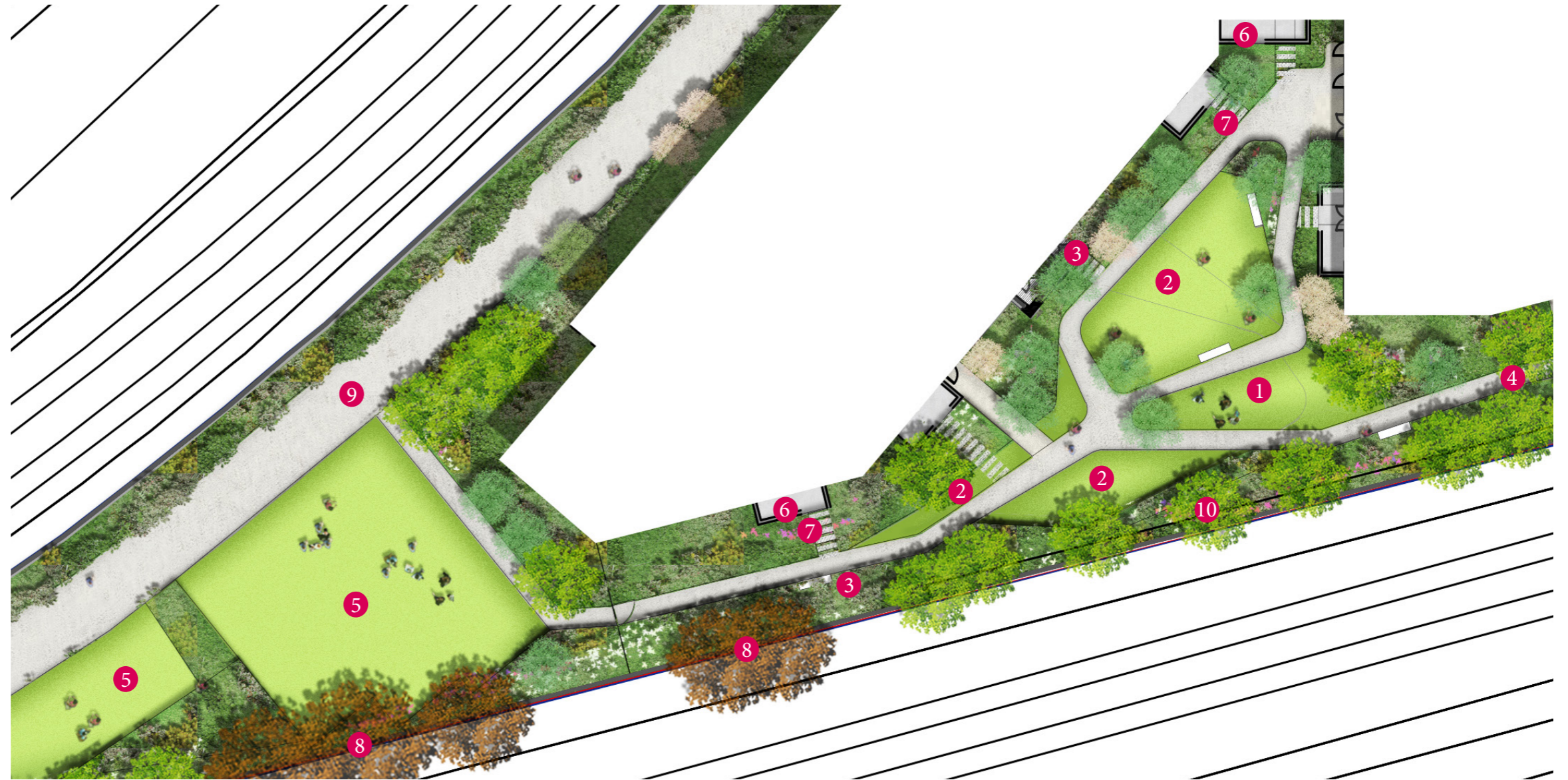


1.14 Residential Amenity Courtyards - Block C Design

KEY

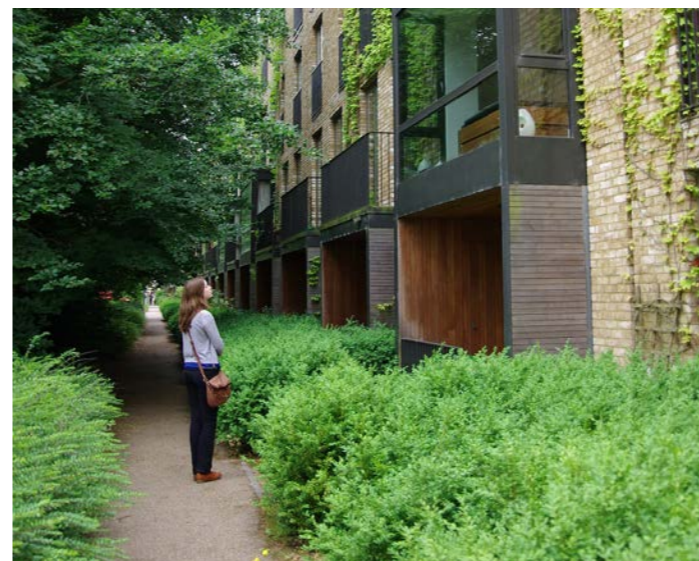
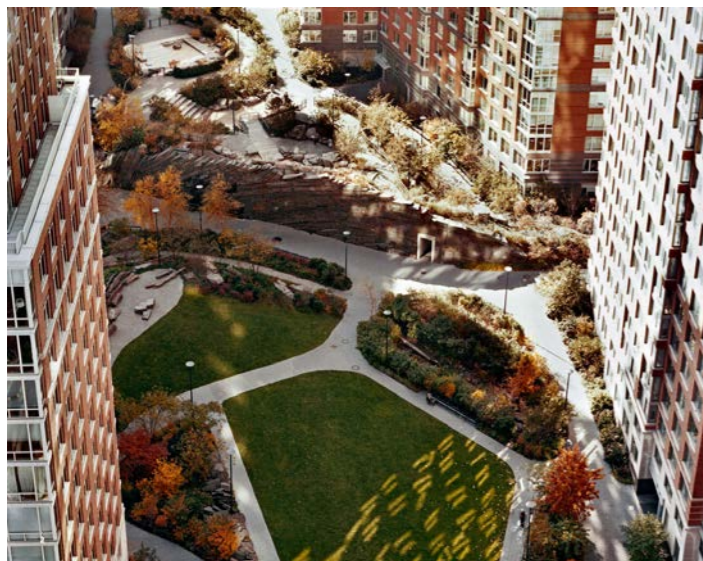
1	Residential Amenity Space & 5-11 Years Play
2	0-5 Years Play
3	Planted Borders
4	Access to Adjacent Courtyards
5	Recreational Lawn / Potential Additional Parking Spaces
6	Private Residential Terraces
7	Stepping Stone Paths
8	Existing Trees
9	Service Access Road
10	Screening to Southern Boundary



1.15 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



1.16 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.

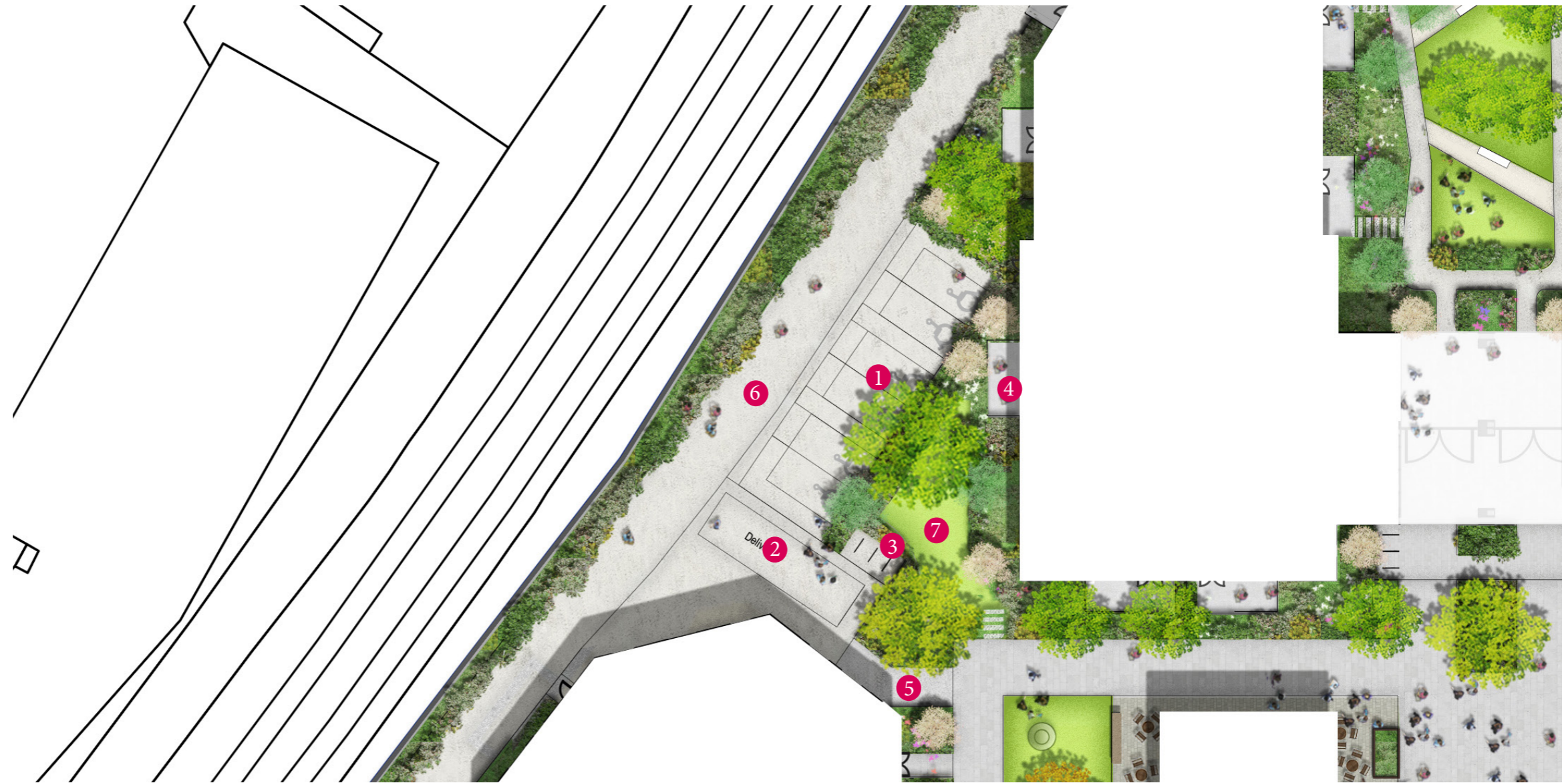
An existing hedge / 'green wall' is retained and extended along the western boundary to the rail corridor, providing effective visual screening to this aspect.



1.17 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



1.18 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



1.19 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.

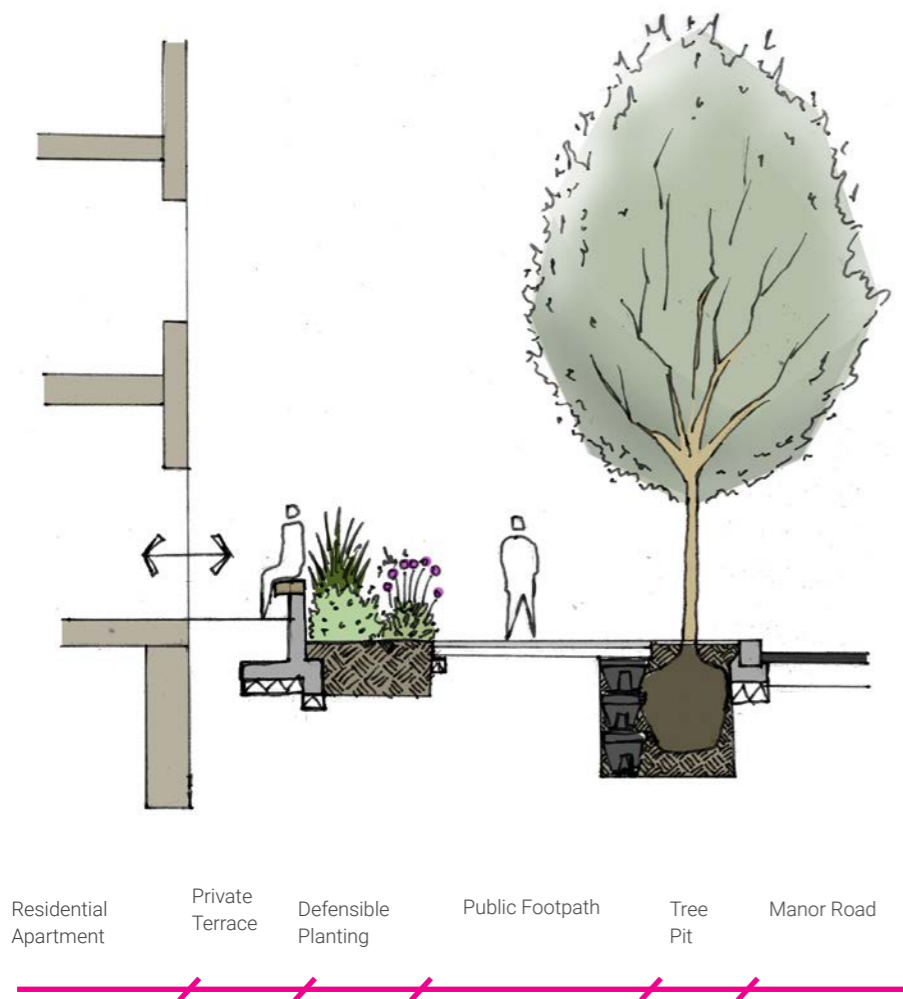
Upper floor units are provided with a balcony to suitable size based on accommodation within each unit (refer Architectural chapter).



1.20 Private Streetfront 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



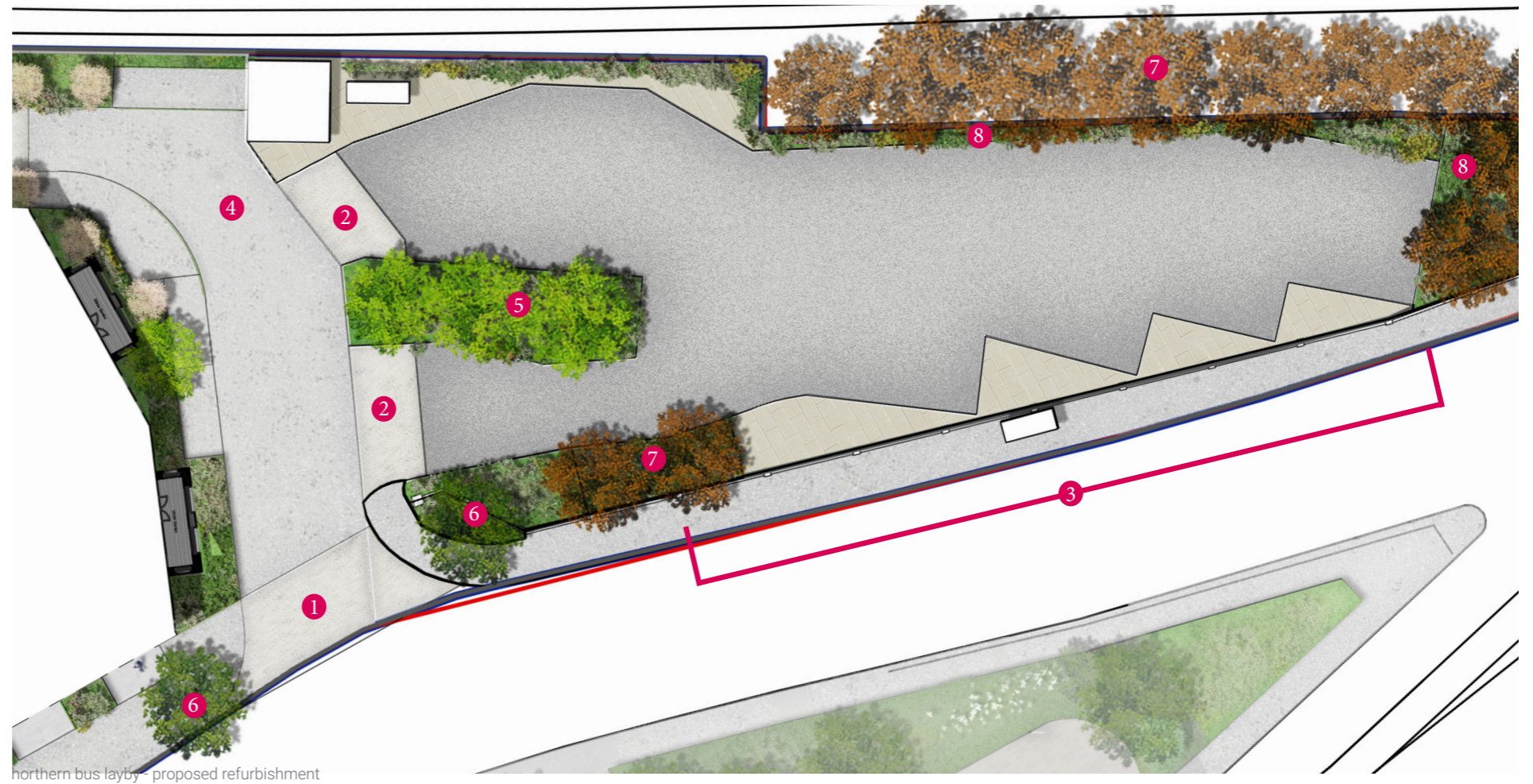
1.21 Character Area 5 - Northern Bus Layby

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 - existing condition photographs

1.22 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.



1.23 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 layby.

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



1.24 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.



access routes



KEY

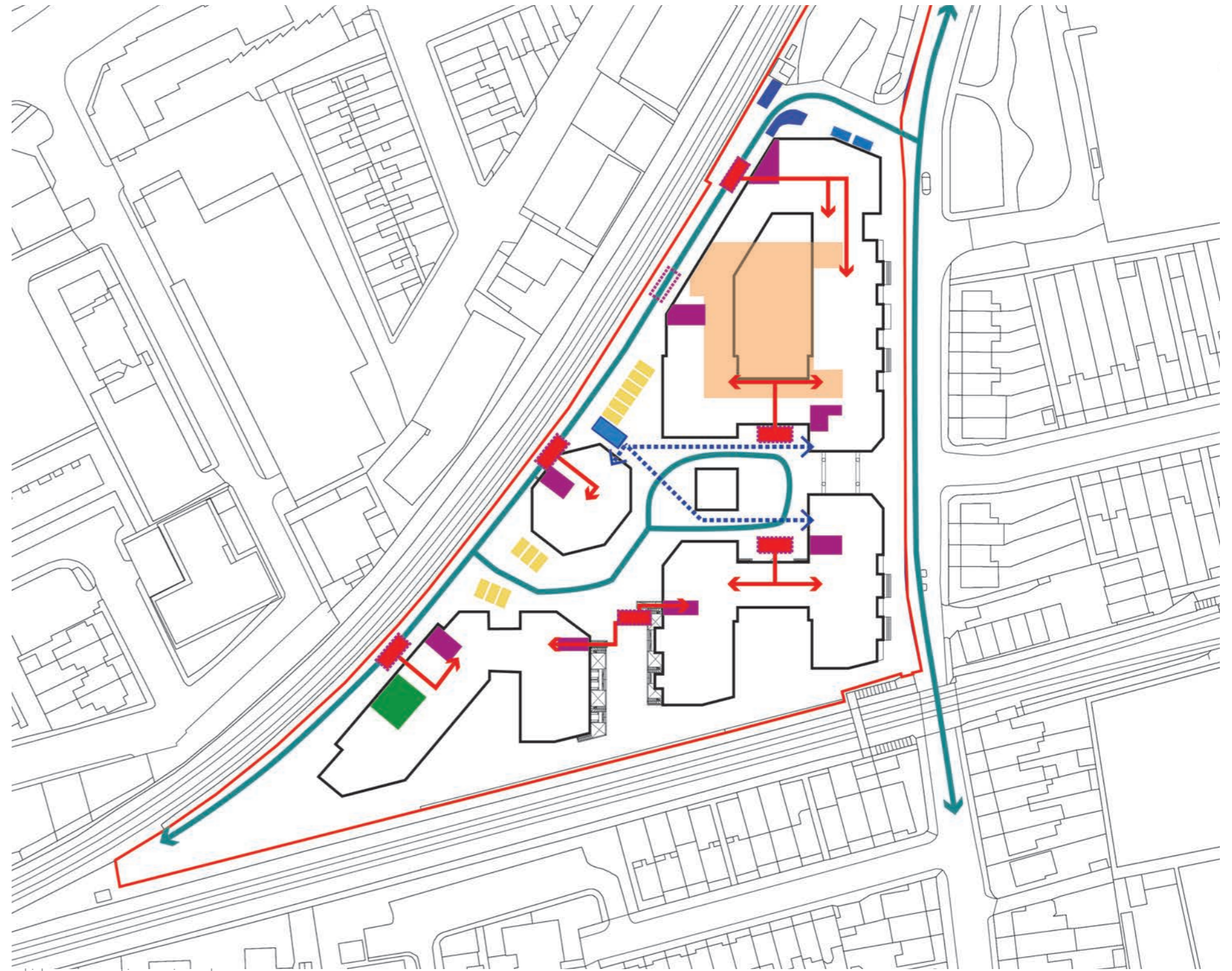
	Public access
	Semi-public
	Ground floor residential access - building frontages
	Access to residential carpark
	Services/delivery access

1.25 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

1.26 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.



carparking layout (3% provision)

KEY

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

1.27 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.



carparking layout (10% provision)

KEY

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







1.28 Cycle Strategy

The site allows cycle access through different points along Manor Road. It provides short and long term cycling parking, being the long-stay dedicated for residents within Block A basement and Block C cycle store at ground-floor. For the short term 35 bicycle spaces have been located in convenient locations along the site to cover both commercial and residential visitors. The commercial long-stay will be accommodated within each unit with a provision of a cycle hanger in a storage area.



cycle strategy

KEY

	Cycle Access Routes
	Bins/Cycles Basement
	Cycle store at groundfloor
	Main cycle access to the Basement and Cycle store at groundfloor
	Secondary cycle access to the Basement
	Short-term cycle stands (18no - 35 cycle spaces)



1.29 Hardscape Strategy

The landscape design aims to build upon the masterplan design concept to ensure that both the public and private realm are of a quality and robustness that is appropriate to the physical disposition of the site, as well as conveying a unifying character within the context of the existing surroundings. Importance is given to the appropriateness of the materials with regard to place making and their long term performance, including the selective use of high quality materials to enhance the settings of the buildings and footways.

DESIGN PRINCIPLES

- Elements in the public areas reflect the different uses, assist orientation around the site and tie the space together into a cohesive whole.
- The design and placement of all the elements respond to the architecture of the development through sympathetic, appropriate and consistent materials, textures and scales.
- The combined suite of high quality elements create a positive, inclusive and inspiring residential environment.
- The designed components of the residential realm include an appropriate level of lighting and contribute to the creation of a secure environment by minimising the potential for concealment.
- All elements are suitably robust and able to tolerate the stresses of a residential environment over a long period of time.

All elements are to provide a sufficient level of comfort and amenity but also aim to minimise clutter and visual confusion. The broader public realm offers continuous, distinct civic spaces. High quality landscaping will carry across all aspects of the urban realm within the site. A palette of materials is identified which, together with the streetscape elements specified, define the character of the area. Surface treatments will be continuous across the scheme to unify the area and assist in orientation. The materials and finishes will complement the paving materials.

TYPICAL HARD MATERIALS

A robust palette of materials is proposed. The materials selected are hard wearing, easy to maintain, and responsive to the site design concept. The durability of materials is vital due to the high levels of anticipated footfall, vehicular movements and regular cleaning of the hard landscape areas. Vehicle access routes (service and emergency) into the site will use a consistent finish to link between the Service Access Road and central courtyard, while prioritising pedestrian movement along these routes. These shared surfaces are proposed as permeable (resin bound gravel) to increase permeability of overall site and improve water infiltration as well as delineate shared areas for pedestrian use.

Pedestrian pathways through courtyards and soft landscape areas are also permeable resin bound gravel or stepping stone paths through planting.

The central public courtyard which forms the 'front entrance' to the development will be paved using high quality paving linking with the predominant public realm pavement materials. Communal courtyard areas and private terraces will use complementary paving. Furniture within the public realm will be simple and solid, capable of withstanding large amounts of wear and tear. The materials and finishes will complement the paving and building materials palette.