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DESIGN & ACCESS STATEMENT

Proposed New Care Home & Assisted Care Suites 60 - 68 Station Road, Hampton

Prepared by PRC Architecture & Planning Ltd on behalf of Cinnamon Care Collection

Issue: Rev C 04.09.2019

PRC Ref: 11045

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All drawings are indicative only and not to scale

INTRODUCTION

PURPOSE OF THE DOCUMENT

This document has been prepared on behalf of the applicant, Cinnamon Care Collection in support a future planning application for the site at 60-68 Station Road, Hampton.

This document considers the existing site and influences on the site that determine the key design drivers, and the proposed development.

Terms of Reference

Application Site: 60- 68 Station Road Hampton, TW12 2AX

Local Authority: London Borough of Richmond Upon Thames

Site Area: 0.28 Ha (0.70 Acres)

DEVELOPMENT OVERVIEW

Background to Development

This Design & Access Statement has been prepared on behalf of Cinnamon Care Collection, in support of a full planning application for the redevelopment of the former Police Station site at 60 Station Road, Hampton.

The proposed redevelopment is to include the partial retention of the locally listed Police Station frontage building, and demolition of all other buildings located within the site, with proposed construction of a 67 bedroom care home, plus 22 care suites, with ancillary communal accommodation, staff and back of house facilities, plus connected outbuildings and car parking on site.

This document considers the existing site analysis and site influences. It sets out the design development of the site, reviewing the options considered and the issues associated with the site that has led to the submitted scheme.

The issues considered in the document include the layout, use, amount, scale. Appearance and materials. Although diagrams are included in the document, they are not to scale. Scaled floor plans, elevations and images have been submitted as part of the application and should be referred to in conjunction with this document.

This statement accords with the national information requirements set out in the National Planning Practice Guidance and the form and content of Design and Access Statements which are prescribed by the Town and Country Planning (Development Management Procedure) Order 2015.

Description of the Application

This is a full planning application for the redevelopment of the 0.28ha site, for the partial conversion and extension of the existing Police Station building, and the construction of one new building to provide 67 care bedrooms and 22 care suites, with associated services, parking and landscape works.

PRC Architecture & Planning

PRC Architecture and Planning is an experienced design practice established in 1985 and as an architectural leader in the Care sector, we have an award winning proven track record.

We excel in delivering workable schemes to the care sector, particularly luxury retirement villages and care homes. We have worked with clients in this sector since 2005 to provide a number of projects that create a Care Community where people are living in an environment which is enjoyable, active, creatively designed and secure, coupled with the reassurance of as much or as little care as they might ever need.

Examples of our work in the care sector are illustrated below.



INTRODUCTION

DEVELOPMENT OVERVIEW

Existing Site Location & Context

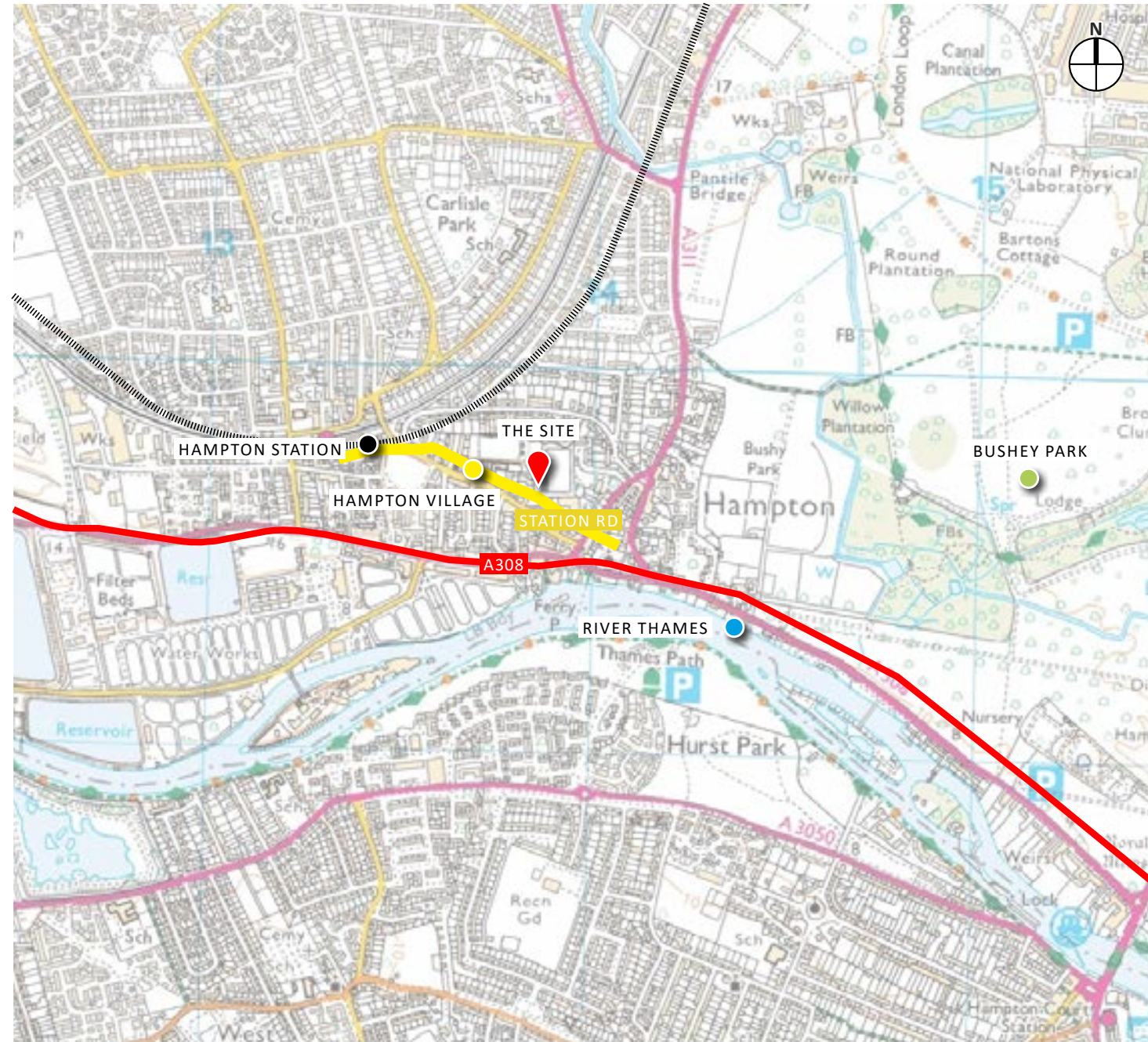
The site is located in Hampton, south-west London within the London Borough of Richmond Upon Thames.

Hampton Court Road / Thames Street / Upper Sunbury Road (A308) is the primary route through the Borough running east-west from Hampton Court Palace to the junction 1 of the M3 at Sunbury. Station Road is accessed indirectly from the A308 and is a principal route through Hampton from the High Street in the west, through the village and on to the railway station in the east.

Accessed from the northern side of Station Road, the site is located within the heart of Hampton Village centre. Station Road provides amenities such as local shops and public transport. In addition, the River Thames and Royal Bushey Park are within 1km of the site. Hampton train station is 0.3 miles west of the site, which is operated by South Western Railway and has a direct service to London Waterloo.

The site is within a suburban area of historical value and is designated within the Hampton Village Conservation Area. The site is currently occupied by a former Police Station building, positioned to the west of the site and garaging facilities to the rear (north) which has ramped vehicle access up to first floor level. The former police station is a Victorian locally listed building of townscape merit. The remainder of the eastern side of the site is a large parking courtyard. Adjacent to the site to the east are Grade II listed buildings and north of the site is the public open space of Beveree field.

The site currently benefits from an approved application for 28 houses and apartments and underground parking, together with partial demolition of the existing structures (Ref: 16/060/FUL).



Ordnance Survey showing the Site Location with a red pin

ASSESSMENT

EXISTING SITE PHOTOS & THE SURROUNDING AREA



Site map, showing the location of the application site (red) and the location of the views



Birds Eye View A



Station Road View 1



Station Road View 2



Station Road View 3



Station Road View 4

ASSESSMENT

EXISTING SITE PHOTOS & THE SURROUNDING AREA



The rear of the building



The sheds and garages to the north west corner of the site



The garage and ramp at the rear of the site



The rear of the building



The east facade of the existing building



The existing link block (left and shed to western rear wing)

ASSESSMENT

EXISTING SITE PHOTOS & THE SURROUNDING AREA



View of properties along the High Street



View of the eastern end of Station Road



View of Station Road west of the Police Station



View of houses on the High Street



Station Road looking west



View of the west end of Station Road of old filter bed site



Plevna Road close to the site



Johnson's Drive off the High Street

ASSESSMENT

SITE INFLUENCES

Local Planning Policy Land Designations

Hampton Village Conservation Area

Site Influences

- Prominent locally listed building of townscape merit (former police station).
- Adjacent to Grade II Listed Buildings - regard for the setting of these buildings.
- Adjacent to locally listed Queens Bench Cottages - regard for the setting of these buildings including privacy and daylight proximity
- Topography
- Flood Risk
- Noise
- View from Station Road
- Views to Open space
- Building Line
- Existing access from Station Road
- Orientation / sunpath

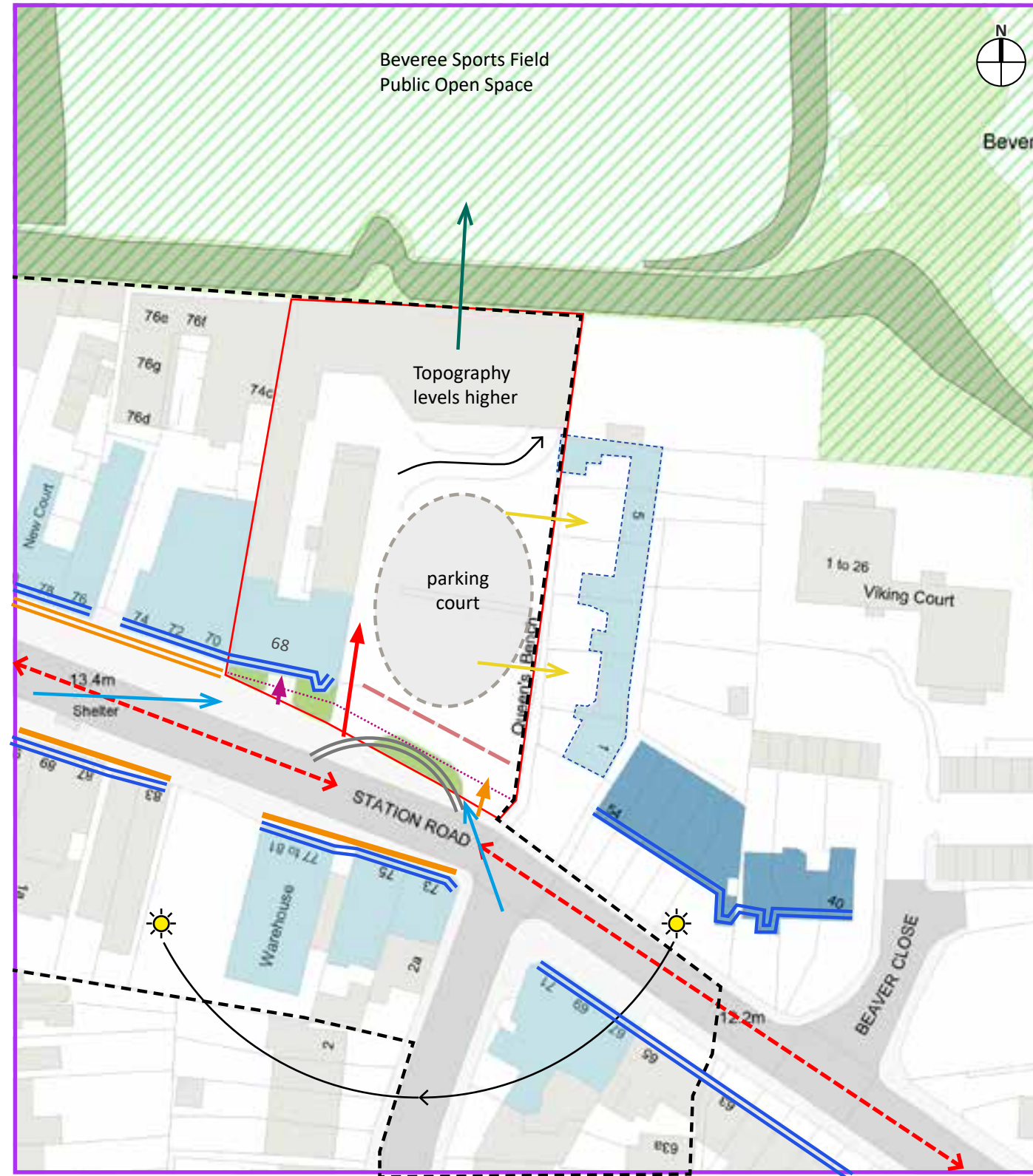


Diagram illustrating the site influences

- APPLICATION SITE
- HAMPTON VILLAGE CONSERVATION AREA
- LOCALLY LISTED BUILDINGS OF TOWNSCAPE MERIT
- GRADE II LISTED BUILDINGS
- OPEN LAND OF TOWNSCAPE IMPORTANCE / PUBLIC OPEN SPACE (DM OS 3)
- ↔ LOCAL DISTRIBUTOR ROAD (STATION ROAD)
- AREA OF MIXED USE (DM TC 2)
- KEY SHOPPING FRONTAGE (DM TC 3)
- RETAIL FRONTAGE
- BUILDING FRONTAGES TO STATION ROAD
- ← EXISTING VEHICLE ACCESS (GATED)
- ← SECONDARY SITE ACCESS TO PARKING FRONTAGE
- ← BUILDING ENTRANCE TO FORMER POLICE STATION
- PLANTED AREAS TO SITE FRONTAGE
- EXISTING BRICK WALL
- EXISTING RAMP UP TO BUILDING
- EXISTING OPEN PARKING AREA WITHIN SITE
- ⤵ NOISE POTENTIAL FROM DISTRIBUTOR ROAD
- PROMINENT VIEWS INTO THE SITE
- VIEWS OUT TO OPEN SPACE
- PRIVACY / DAYLIGHT CONSIDERATION TO ADJACENT BUILDINGS
- (LOW LEVEL) SINGLE STOREY DWELLINGS
- ⋯ RESTRICTIVE COVENANT

ASSESSMENT

PLANNING HISTORY

Previously Approved Application Considerations

Ref: 16/0606/FUL

An application was submitted and approved in Sept 2017 for:

Retention of former police station building with partial demolition of the rear wings of the police station and demolition of the rear garages and the construction of 28 residential units (4 x 1 bedroom, 12 x 2 bedroom, 10 x 3 bedroom and 2 x 4 bedroom) and associated access, servicing, cycle parking and landscaping

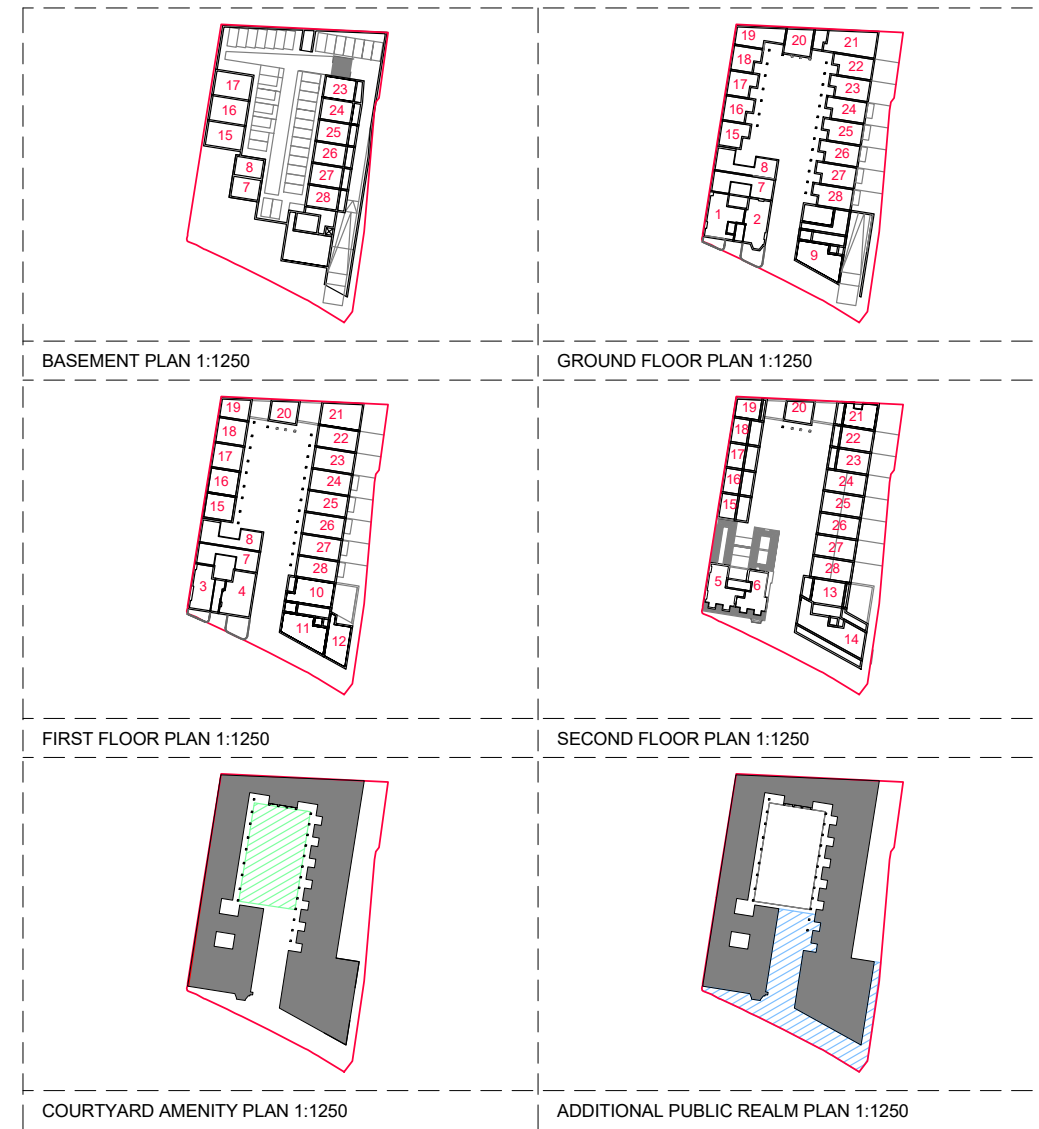
The proposal has been amended to include setting back the top floor away from the eastern boundary of the site; roof design on Plots 24 to 28 amended; and amendments to unit mix.

The approved application, designed by PRP Architects, comprised a mixed scheme of residential units, retaining and refurbishing the locally listed former Police Station, removing the rear wings of the building and extending as appropriate to enhance the structure and provide accommodation appropriate to the user requirements.

As part of the development, the scheme was formed around a landscaped courtyard amenity space, fronted by 3 storey mews and townhouses. A 3 storey apartment building was proposed fronting Station Road, with proportions sympathetic to the existing retained building.

The courtyard accommodates 3 parking spaces, resulting in a shared vehicular/pedestrian access, and to the east of the apartment building is a second access to a parking ramp leading to a basement car park.

Aesthetically a mansard roof form has been proposed to the frontage apartment building, with flat roofs to the rear development, in a modern interpretation of local context. Although limited information is apparent regarding materials, red brick, and slate of tiled roof appear to have been the preference.



Approved residential scheme - Plans



Approved residential scheme - CGI of Station Road view



ASSESSMENT

ANALYSIS OF APPROVED SCHEME

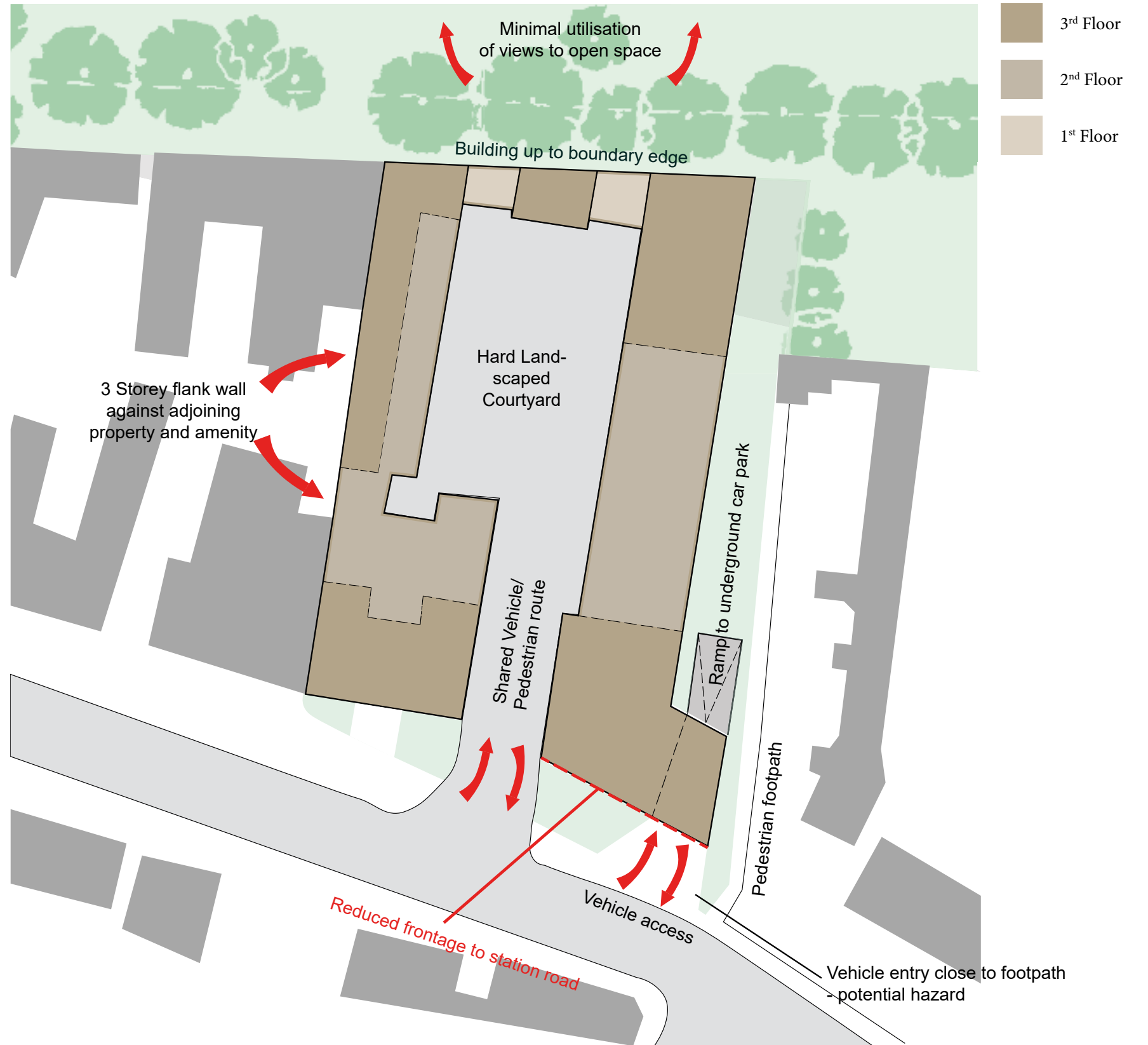
Analysis of approved proposals

The scheme approved in 2017 has been assessed by the developer, and aspects of the scheme do not meet their operational requirements.

PRC Architecture and Planning were appointed to reassess the scheme in line with a new brief, and a fresh approach at the specific site constraints.

Areas of concern regarding the approved scheme include:

- The accommodation does not meet the Cinnamon model for layout standards in their care accommodation.
- The mix of accommodation does not meet the preferred type of accommodation required by Cinnamon to suit the local demographic.
- Areas of accessibility and outlook could be improved upon
- A courtyard is created which provides semi-public space – this is not appropriate for a care scheme which requires external amenity which is comprised of high quality landscaping, and is safe, secure and intimate.



ASSESSMENT

ANALYSIS OF APPROVED SCHEME

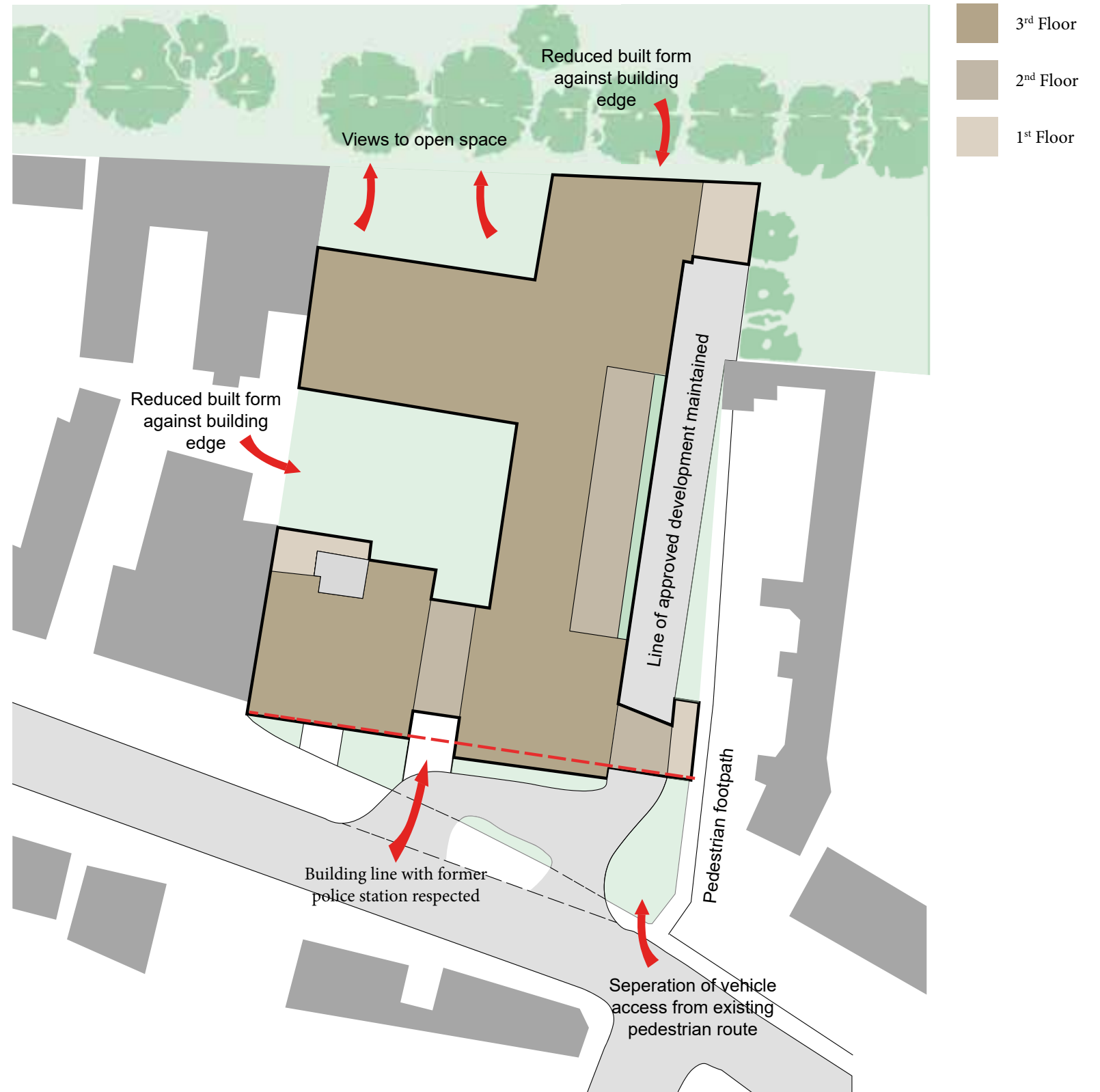
Reassessment of design requirements

The design process has included an analysis and a fresh look at the design issues, being mindful of the approved scheme and the aspects of the approval that have set parameters for an acceptable development on the site.

The key principles of the analysis that have been adopted include:

- Retain the building line to the east façade, due to the sensitive nature of developing the rear of the site in consideration of the adjacent residential properties.
- Utilising the frontage building line to give greater separation from the highway, allowing the existing vehicular drop-off point to be retained, and providing a more sympathetic alignment with the locally listed Police Station.
- Reduction of built form to the western boundary, allowing more natural light into the courtyard amenity spaces, and reducing any impact on adjacent properties to the west.
- Creating better use of the site by locating all parking at ground floor level, thus removing the need for the costly and space inefficient access ramp.
- Providing a proposal that protects and enhances the most important elements of the locally listed Police Station, securing its future.
- Maximising access for residents to the external amenity spaces.
- Creating additional amenity at upper levels by the introduction of balconies and roof terracing.
- Reconfiguring the built form to make best use of the outlook to the open space areas to the north and north-east.
- Maintaining the building heights at the levels of the approved scheme.
- Maintain the separation of the new frontage block from the existing locally listed police station, by use of a light, glazed structure, which is kept lower and subordinate to its 2 adjoining buildings

- Make use of the landscaped courtyards, and the existing open amenity to the north and north-east, by providing outlook from resident's accommodation towards these spaces



ASSESSMENT

DEVELOPMENT PROPOSAL

The proposal aims to create a high quality care development (C2 use).

Cinnamon is a UK healthcare investor specialising in senior residential care, nursing care and senior living properties, predominantly focused on investing in new care homes, purpose-built to the highest standards, for senior residents.

Cinnamon owns and operates 8 purpose-built care homes and 6 care homes developed by Cinnamon Care Capital are leased to other care home operators throughout the UK. In each location, the intention is to operate a best in class care facility to the highest care rating from the Care Quality Commission

The scheme for the Hampton Care Home site seeks to deliver a wider selection of care accommodation for the local elderly population. The care home will provide a care facility in the local area for older people with a dependency for care and nursing care needs.

The Care Home offer

Each Cinnamon Care Home offers:

- A registered Care Quality Commission home care provider;
- Highly qualified and trained healthcare professionals;
- Individual home care and nursing care planning and support;
- Care and support from low to high dependency; and
- 24-hour care provision.

The Care Home would be registered with the CQC (Care Quality Commission) as a Nursing Home with regulated "Accommodation for persons who require nursing or personal care".

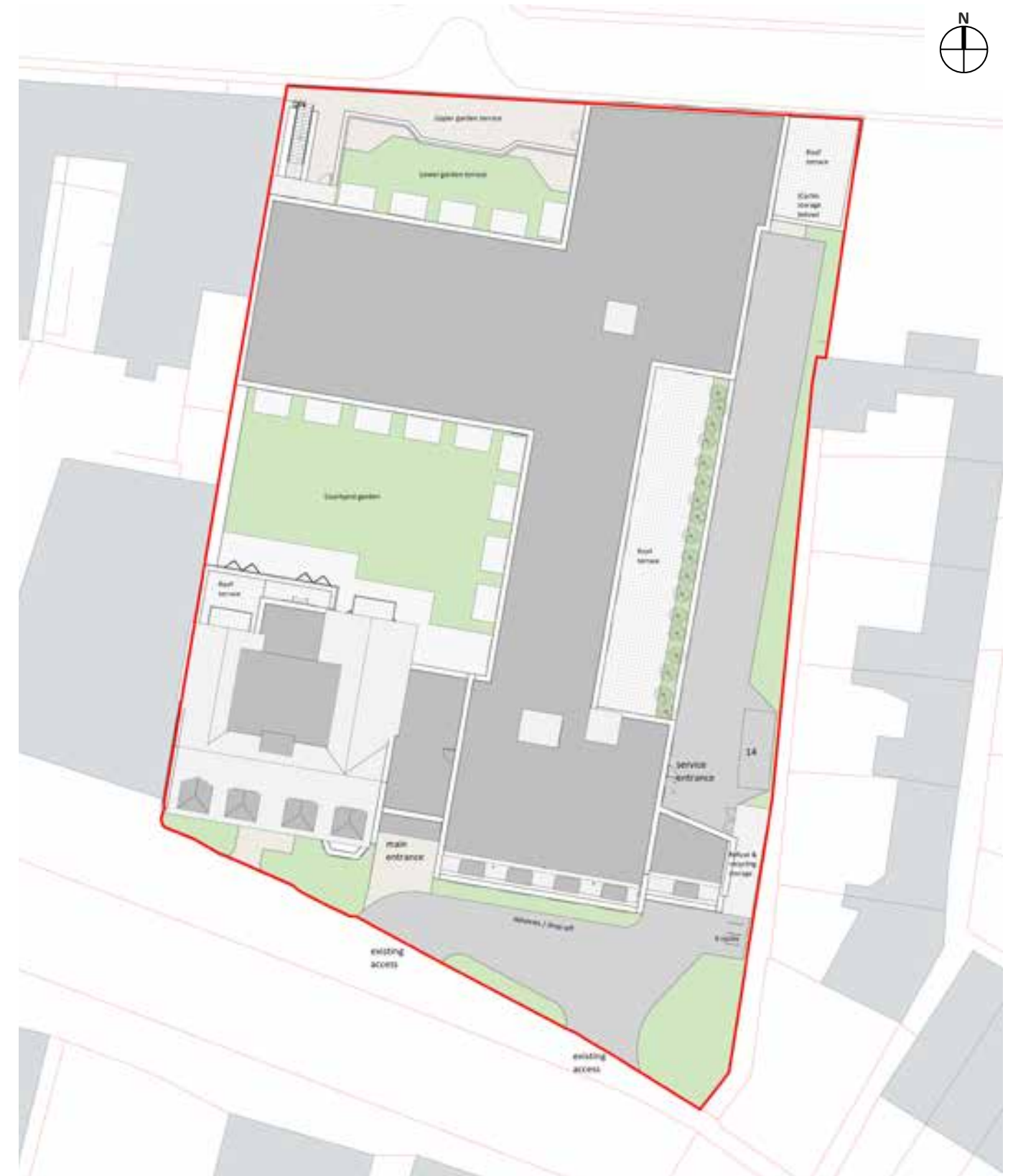
All of the accommodation complies with Regulation 15 of The Health and Social Care Act 2008 (Regulated Activities) Regulations 2010.

The proposed accommodation is arranged over lower ground, ground, first and second floors. Careful consideration has been given to the adjacent context. The building footprint of the approved scheme has been followed to address the built form relationship.

Supporting Documents

In addition to this Design and Access Statement the application is accompanied by a full suite of plans and technical reports which should be read in conjunction with this Statement.

Proposed Site Layout



PREVIOUSLY DESIGNED PROPOSALS

PRE-APPLICATION PROPOSALS

ACCOMMODATION SUMMARY

66-bed Care Home & 26 Care Suites

Lower Ground Floor

- Back of house facilities including Kitchen and Laundry
- 13 care bedrooms with ensuite shower rooms
- 22 car parking spaces
- Plant
- Bikes & Bin store

Ground Floor

- 19 care bedrooms with ensuite shower rooms
- 6 Care Suites
- Care Entrance
- Lounges & Dining rooms
- Admin / Management Areas
- Access to courtyard amenity spaces

First Floor

- 19 care bedrooms with ensuite shower rooms
- 11 Care Suites
- Lounge
- Roof terrace amenity

Second Floor

- 15 care bedrooms with ensuite shower rooms
- Communal lounge
- 9 Care Suites

GIA Summary

LGF	1,793.0m ²
GF	1,613.6m ²
1F	1,579.3m ²
2F	1,476.6m ²
Total	6,462.5m² (69,564.0 sq.ft)

Note: Third floor accommodation has previously been proposed as an additional option, providing an additional 4no. care suites. Following discussions with the Council's case officer, these proposals were withdrawn.

Pre-Application Meeting

A pre-application meeting was held with Simon Graham Smith (London Borough of Richmond Upon Thames (LBRuT)) with the main general comments being:

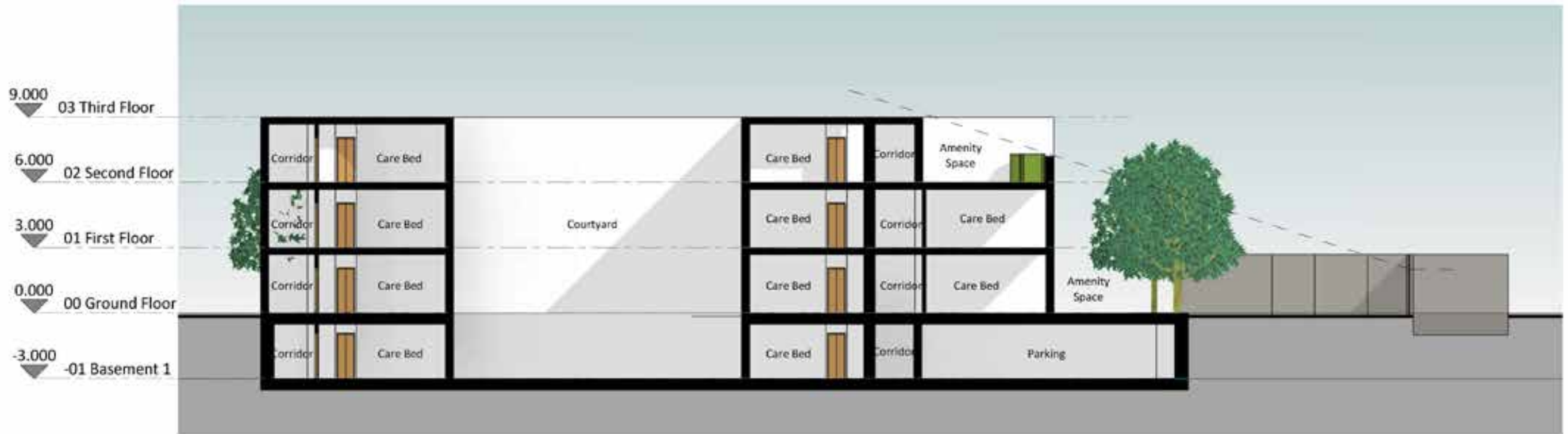
- The extant planning permission provides a good template for alternative proposals;
- The need for C2 development would need to be demonstrated and SGS noted this was a different blend of accommodation to what he had previously seen;
- The close match of density and form of development was welcomed approach;
- The conservation officer would likely anticipate the proposals will retain the former Police station front facade.



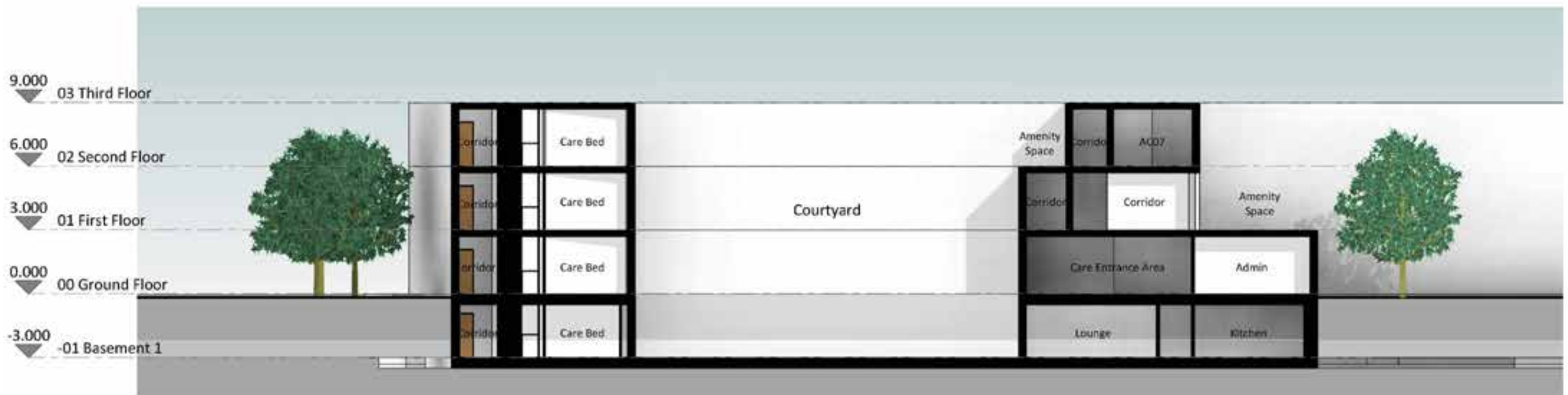
Block Plan

Consented scheme

PREVIOUSLY DESIGNED PROPOSALS



Section A-A



Section B-B

PREFERRED DESIGN PROPOSAL

PREFERRED SCHEME

ACCOMMODATION SUMMARY

67-bed Care Home & 22 Care Suites

Lower Ground Floor

- Back of house facilities including Kitchen & Laundry
- 18 care bedrooms with ensuite shower rooms
- Lounges & Dining rooms
- Private outside amenity courtyards
- Plant

Ground Floor

- 17 care bedrooms with ensuite shower rooms
- 3 Care Suites
- Communal Care Entrance
- Lounges & Dining rooms
- Access to upper garden terrace
- Admin / Management Areas
- 14 car parking spaces
- Bikes & Bin store

First Floor

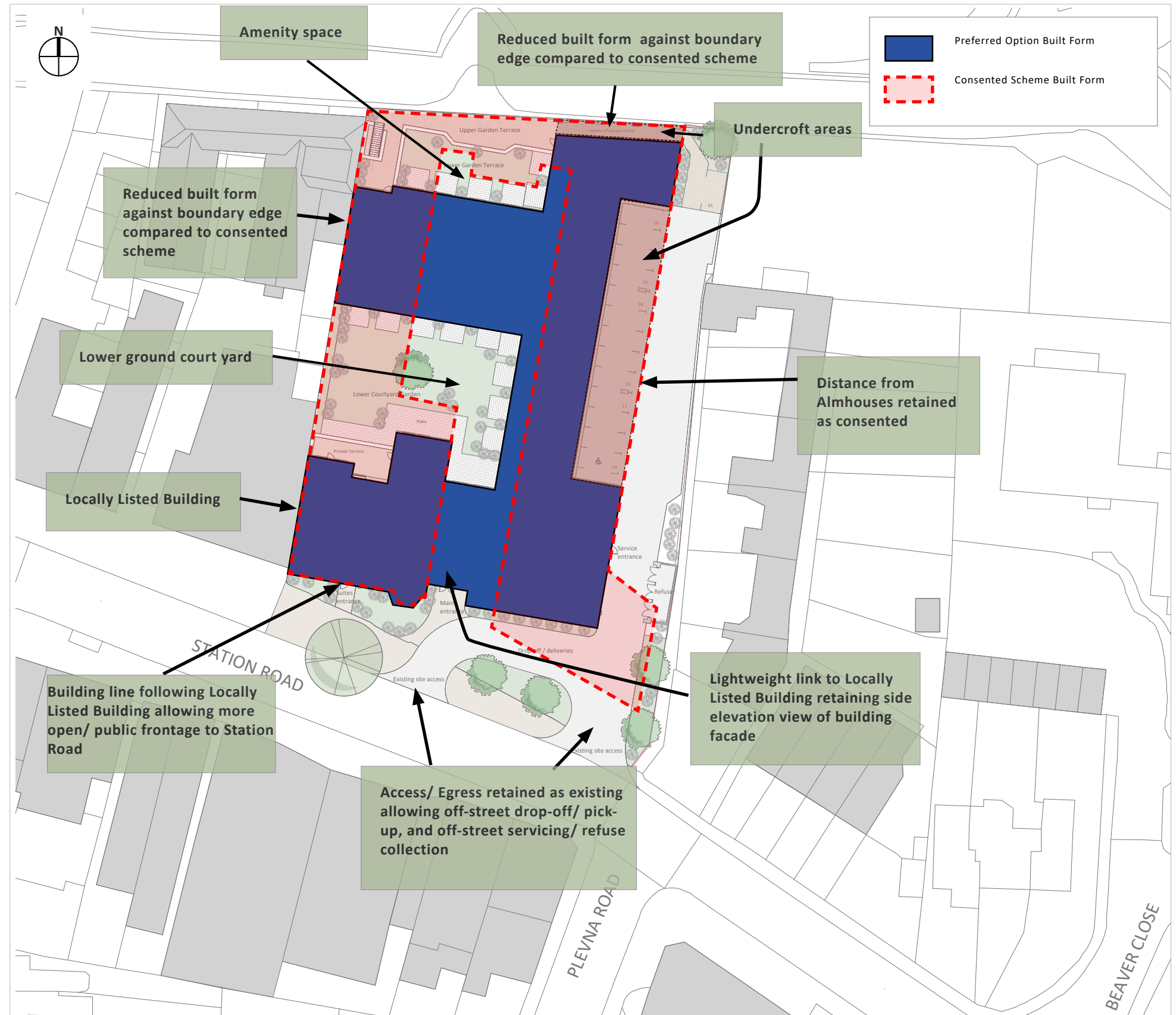
- 32 care bedrooms with ensuite shower rooms
- 3 Care Suites
- Lounges & Dining rooms

Second Floor

- 16 Care Suites
- Lounges & Dining rooms
- Communal roof terrace

GIA Summary

LGF	1319m ²
GF	1205m ²
1F	1451m ²
2F	1082m ²
Total	5058m² (66,054 sq.ft)



Preferred Option Block Plan in comparison to consented scheme

PREFERRED DESIGN PROPOSAL

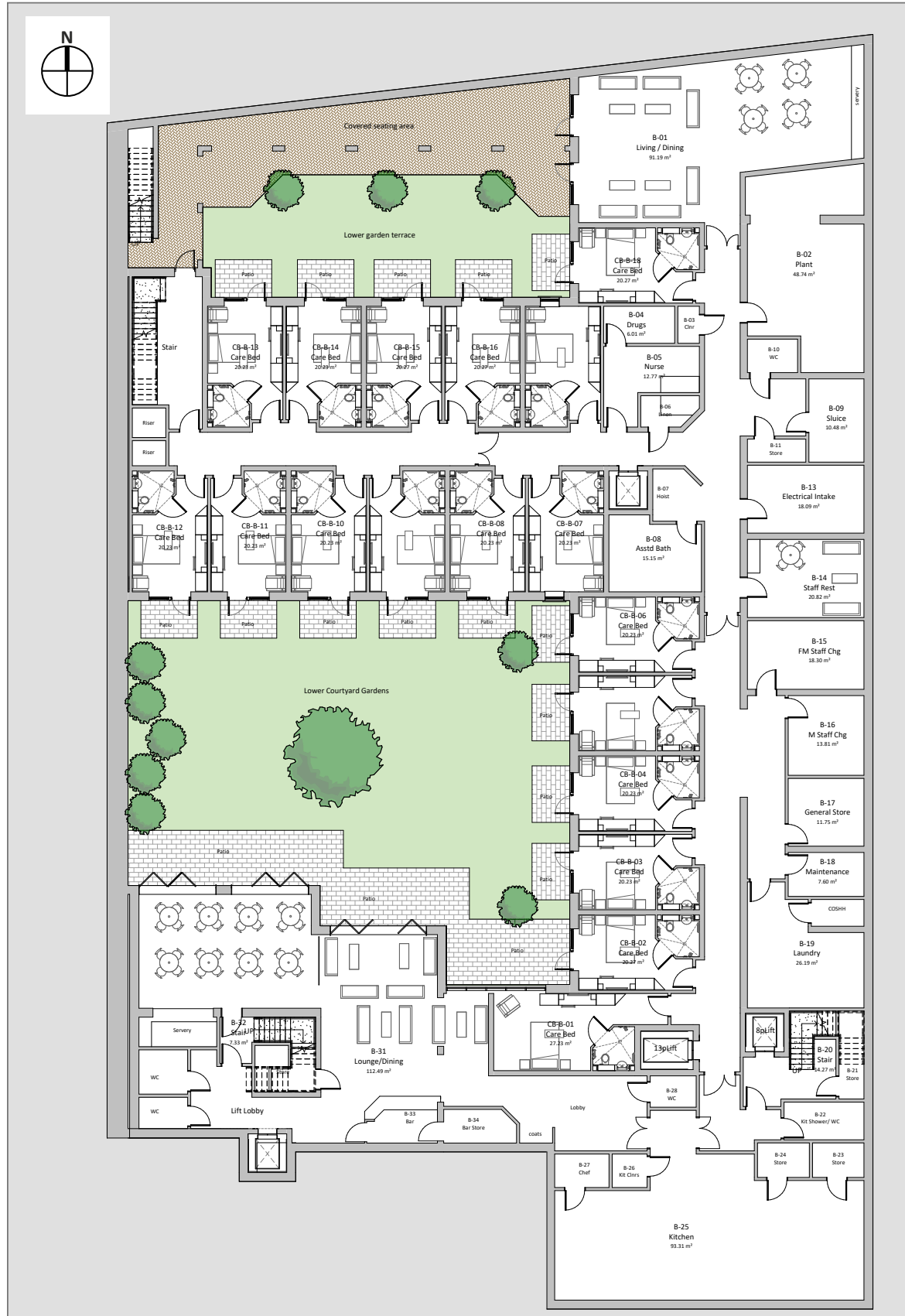
SITE LAYOUT

- The Old Police Station original building is to be retained, including the front, side gable and party wall elevations.
- The rear element, including part of the out-riggings are to be reformed.
- The proposed new glazed link building to be 2 storeys in height and will 'lightly' touch the existing gable.
- The important features including the parapet gable and bulls eye window are to be retained.
- The new building fronting Station Road is to be parallel to the Old Police Station stepping forward circa 1m. This allows the existing access points to be maintained giving both a 'drop off'/ambulance point and service vehicle temporary position off road.
- The arrangement will reduce the need for the previous permissions long side boundary elevation which will improve the aspect from the Alms Houses and from the properties to the west.
- The care beds have access to communal gardens located at lower ground level, while the care-suites have access to a communal roof terrace at second floor level.
- A central court yard open to the west accessed from the lower ground floor.
- The ground floor has access to a garden area to the rear of the site.
- The second floor will hve access to the roof garden.
- The scale will be the same as the existing permission.
- Undercroft car parking will located at ground floor level with access to the South-East.
- The scheme is set back mainly from the north and west improving on the permitted scheme which abuts the length of the west and noth boundary. The cut out to the east remains as it was previously.

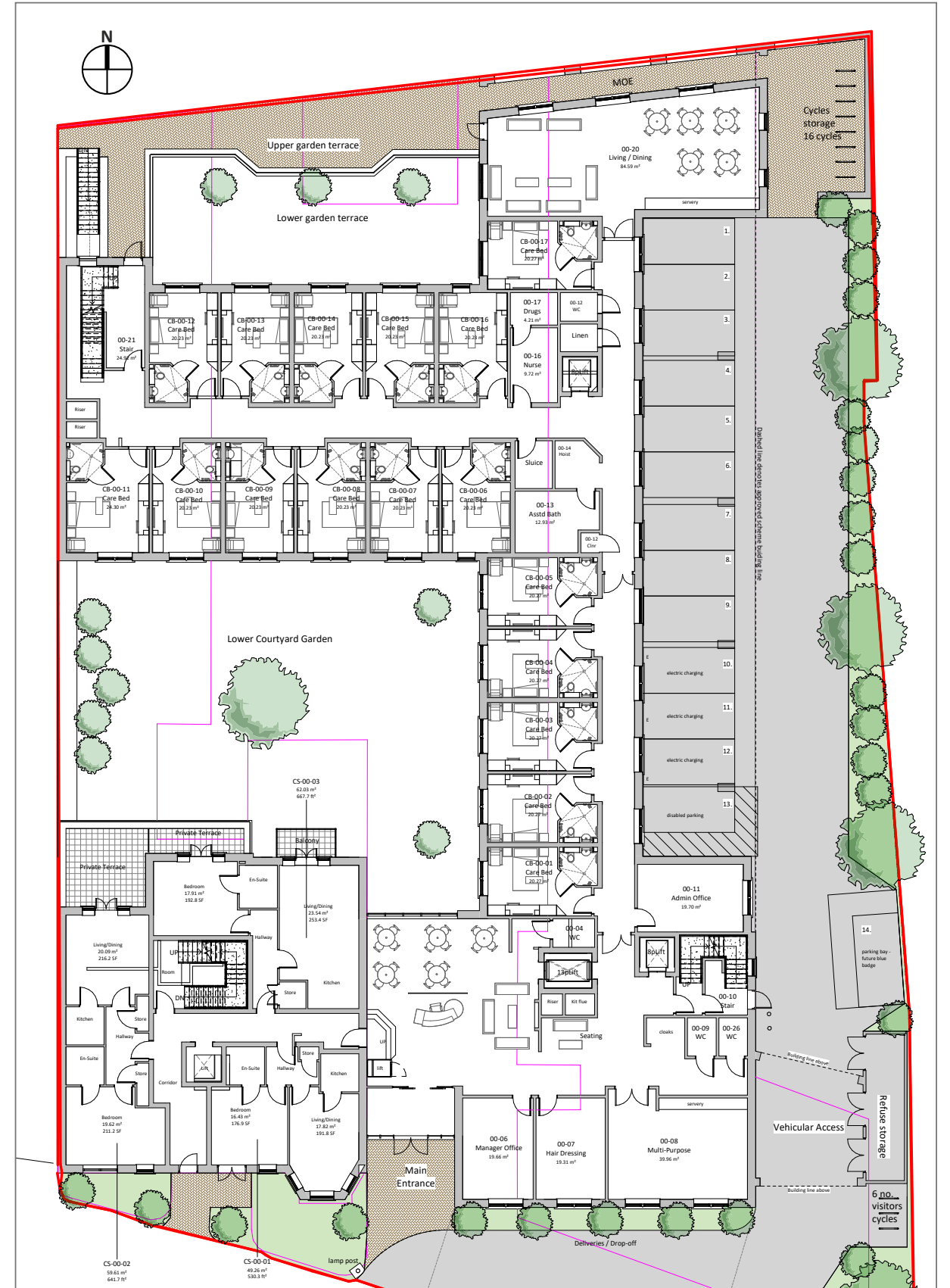
Proposed Site Layout



PREFERRED DESIGN PROPOSAL

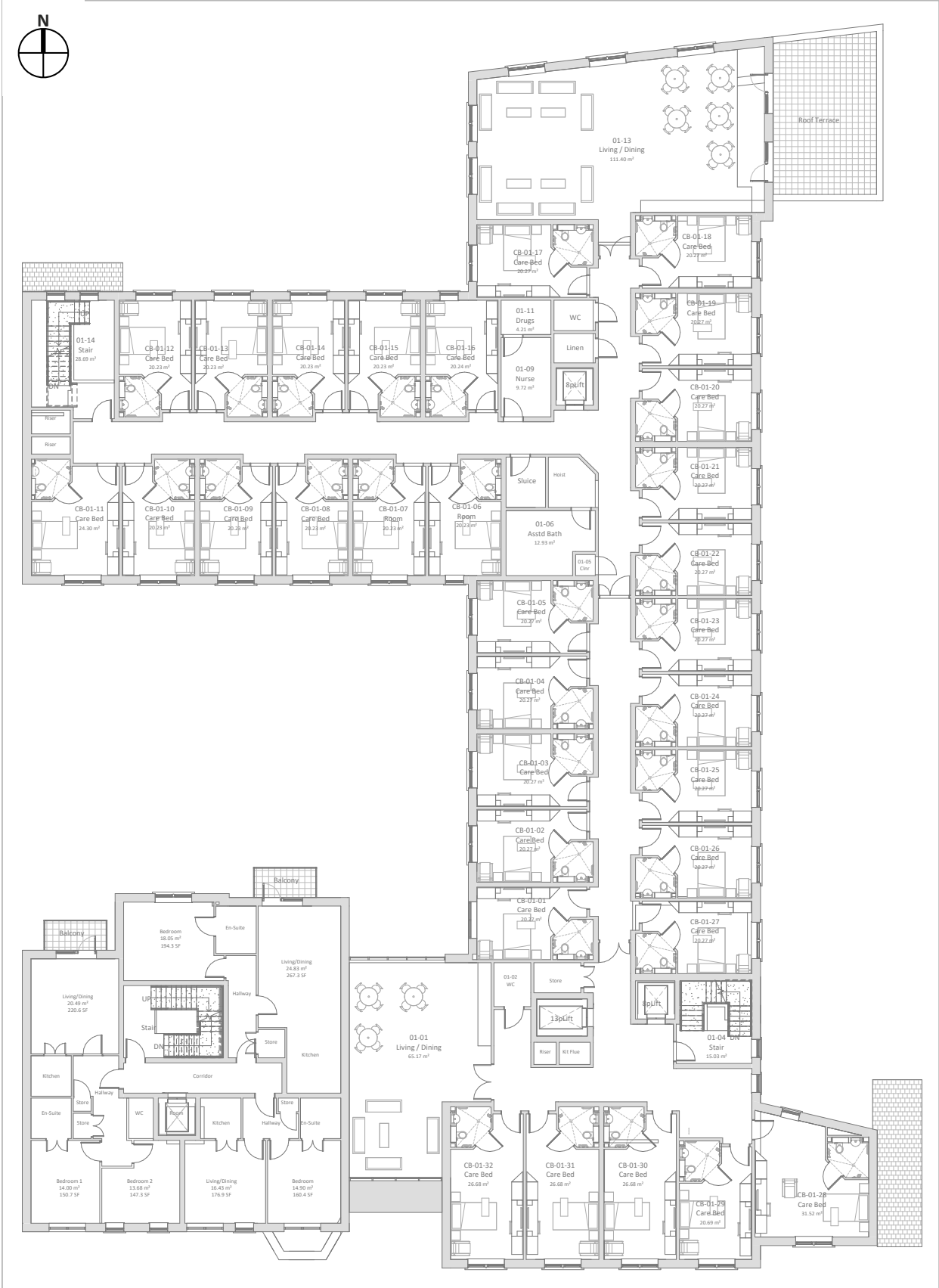


Preferred Lower Ground Floor Plan

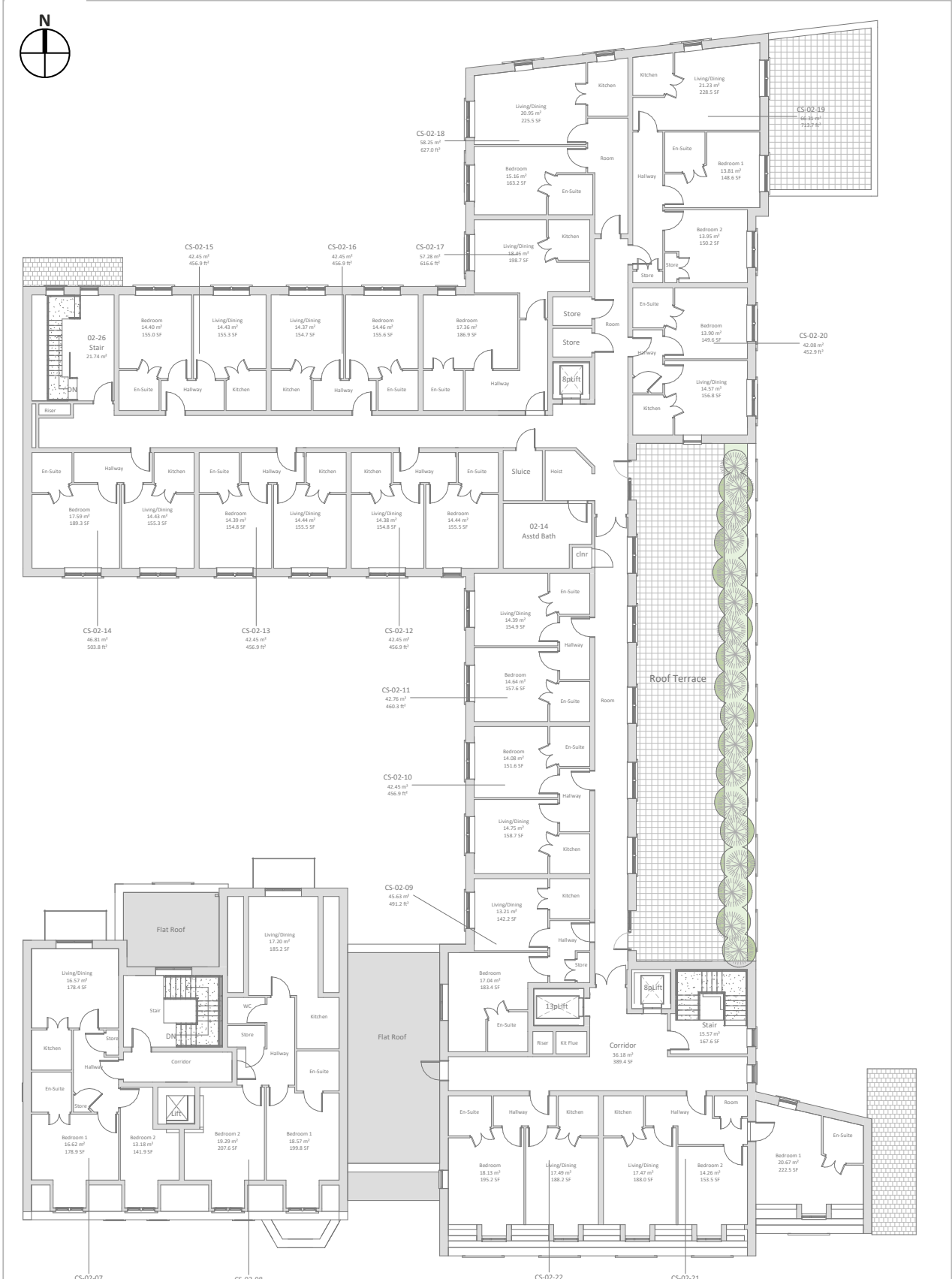


Preferred Ground Floor Plan

PREFERRED DESIGN PROPOSAL



Preferred First Floor Plan



Preferred Second Floor Plan

PREFERRED DESIGN PROPOSAL



Preferred Design Proposal



PRP CONSENTED SCHEME (REF 16/0606/FUL)

MATERIALS

- Roof - slate or similar
- Walls - red brick at front/ London stock to the rear
- Cills/ arches - stonework
- windows - white timber

PREFERRED DESIGN PROPOSAL



Preferred Design Proposal



PRP CONSENTED SCHEME (REF 16/0606/FUL)

PREFERRED DESIGN PROPOSAL



Preferred Design Proposal



PRP CONSENTED SCHEME (REF 16/0606/FUL)

PREFERRED DESIGN PROPOSAL



Preferred Design Proposal



PRP CONSENTED SCHEME (REF 16/0606/FUL)

PREFERRED DESIGN PROPOSAL

SCALE & APPEARANCE

The architectural style has been carefully considered in respect of the following aspects:

- The local area and surroundings
- The retained, locally listed, Building of Townscape Merit, in the form of the former Police Station
- The approved proposals designed by PRP Architects (16/0606/FUL)

We considered that a contemporary approach to the use of familiar, traditional forms and materials is an appropriate solution to redeveloping this site. The approach taken by PRP is felt to be sympathetic and considerate to the local area. In re-assessing the design, the 3 storeys of the approved scheme, together with the eastern building line, was taken to be a benchmark from which the new design would evolve.

The use of a mansard roof form on the front of the site was considered a sound approach, and contrary to PRP, we felt it appropriate to continue this theme through the design to the buildings at the rear, which when viewed from ground level, reduces the perceived scale of the buildings.

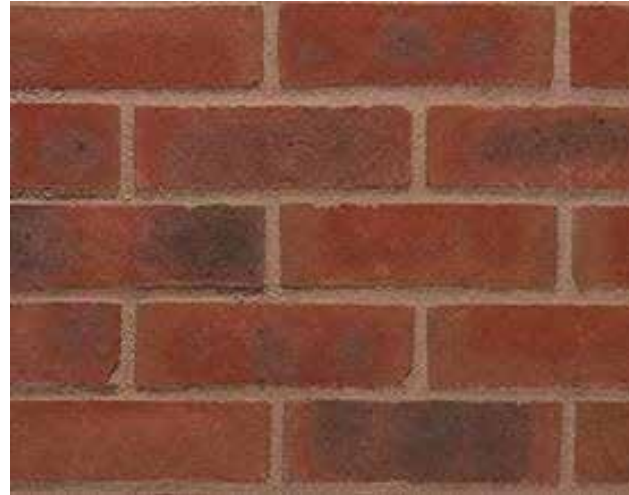
Traditional materials would be proposed, facing brickwork with a rendered plinth to the lower ground floor which will assist in reflecting light at this level. An ashlar cut to the render is suggested will provide an element of interest to the facades. Stone detailing will be introduced, including cills to window openings, and horizontal banding at base of mansard, capping to parapet gables. Pitched mansard roofs would be slate, with single ply membrane to the main flat roofed areas.



PREFERRED DESIGN PROPOSAL

MATERIALS

- Materials will be selected to reflect both the character of the area, and the style of the proposed building
- The architectural style dictates the use of materials with familiar traditional characteristics, but with simple clean lines, and adding minimal decoration to the building
- White render with ashlar cut at lower ground floor level in the courtyard, will reflect light and provide a clean contrasting facade at this level
- Red facing brickwork, with recessed pointing would provide a contemporary façade, with interesting shadowing, and blend well with the surrounding buildings.
- Stone features e.g. sill and horizontal banding are familiar and traditional features, adding lines that are in proportion to the surrounding built context.
- Slate roofing to the mansard roofs, again a traditional material in keeping with the local area.
- Flat roofed dormers, designed with similar proportions to the existing on the former Police Station, but with more contemporary designed, lead surrounds
- Stone capping to parapet detailing
- White aluminium or UPVC doors/windows, large glazed curtain walling where shown with grey opaque glass spandrel panels
- Grey or black rainwater goods
- Grey/black steel railings to balconies



Red-multi facing brickwork



White rendered facades



Slate cement roof tiles



Lead clad dormers

Above: Indicative external materials

PROPOSED DEVELOPMENT OPTION

ACCESS STATEMENT

By definition, care accommodation has a requirement to provide access for all users. It is intended to provide a development with safe, easy and inclusive access for all people regardless of disability, age or gender. The concept of access for all is based on an approach to design whereby all users and not just disabled users are taken into account. The access statement explains the design intention; it is acknowledged that the access provisions will require adjustment during the lifetime of the development.

This statement has been prepared based on guidance in BS8300:2009 Design of buildings and their approaches to meet the needs of disabled people - Code of Practice and in Approved Document M 2015 (Access to and use of buildings) of the Building Regulations.

The new building will comply with the various requirements of the Equality Act 2010, Part K 2013 edition (Protection from falling, collision and impact) and Part M 2015 (Access to and use of buildings) of the Building Regulations.

The access philosophy and information particular to the building will be fully integrated into the long-term building management, for example by handing on the access statement to the building operators to form the basis for ongoing monitoring and provision of accessible services.

Controlling Legislation and Design Guidance

The following legislation and design guidance has been taken into account, together with best practice determined through experience with a variety of Clients and disabled people over a number of years.

- Approved Document M (access to and use of buildings) of the Building Regulations
- Equality Act 2010, Part K 2013 edition (Protection from falling, collision and impact)
- British Standard 8300:2009 design of buildings and their approaches to meet the needs of disabled people - Code of practice.
- Guidance from other authoritative sources including the Centre for Accessible Environments, the RNIB, RNID etc.

Disabled access to the building within the site will be either via road to the disabled car parking bays or via footpath from the site entrance.

The footpaths from the site entrance will be generally a minimum of 1.5m wide. These footpaths should not have gradients steeper than 1:20 due to the topography of the site.

Disabled car parking bays are hatched with either a contrasting painted demarcation colour, which extends to the side and front of each bay. Each bay also has a contrasting painted disabled logo in its centre.

Proposed Building Layout

The care home building comprises 67 bedrooms plus 22 care suites, for residential care, together with associated communal living, treatment, services and staff spaces.

The main entrance to the care home provides access to the reception and waiting area, together with a café/bistro. A secure door leads to the ground floor care accommodation, and a lift is available for access to all floors.

Administration offices are also located within the main entrance area, and there is also a hair dressing room and multi purpose room adjacent.

The residential part of the care home is located on the lower ground, ground and first floor levels. The majority of care bedrooms have either west, south or eastern aspects.

Care suites are situated on the second floor and are also contained within the extended and converted former police station.

67 care bedrooms are provided, over 3 floors. Each care bedroom has an en-suite wc/shower room. Each floor has ancillary care accommodation including nurse station, drug store, assisted bathroom, sluice room, hoist storage, WCs. All lower ground floor bedrooms have direct access to safe and secure landscaped amenity.

Communal lounge and dining rooms are provided on each floor, and the building is served by one 13 and one 8 person resident lift, plus a 8 person service lift.

Each of the upper floors has access to a balcony or roof terrace.

Back of house service and staff accommodation is located on the lower ground floor, served with a service lift located close to the service/deliveries entrance at ground floor level. The delivery point is situated near the front, with a slip road for delivery vehicles to unload.

Access

The main entrance to the building will be located close to the front boundary, easily accessed from the footpath and car parking area. The service / delivery point with a dedicated access is located in the south-east corner of the building.

The main access to the communal gardens leads via the Communal Lounge/ Dining on the lower ground floor. All lower ground floor bedrooms will also have access directly to the rear communal gardens.

The main entrance doors will be automatically operated, activated by PIR as the user approaches the building. In care accommodation, security in certain areas is of primary importance, and therefore doors within the building may be locked with access via a keypad.

Gentle falls in the ground leading from the building outwards is necessary for surface water run-off and will be provided to suit topography. Subject to these requirements, sloped ground between the entrances into buildings and the parking areas will be kept as shallow as possible, no steeper than 1 in 18. Cross falls to disabled parking spaces will be a maximum of 1 in 24.

Main Entrance

The main entrance doors and adjacent screens are highlighted via contrasting coloured aluminium framing / full heights stainless steel handles and if necessary additional applied contrasting manifestation.

Main entrance threshold weathering strips at the main entrance will not exceed 15mm in height and will be in contrasting materials to the external paving and internal finishes.

The main entrance doors are to be automatic inward opening with the opening leaves giving a clear min total width of 1800mm.

Doors to be fully glazed in aluminium metal frames, which will visually contrast with the surrounding cladding. Door handles will be full heights and visually contrast with the door.

Internal Circulation

Generally, the circulation space includes corridors, resident lifts (13 persons and 8 persons capacity) and service lift (8 persons capacity) and two staircases.

All corridors to be a minimum of 1200mm, but in most cases are 1800mm wide, or have frequent passing places of 1800mm width.

Main access between floors to be via passenger lifts, compliant to AD M and DDA, subject to operator and user requirements. Stairs are primarily for means of escape use or staff use only. Residents within the care home will be protected from accessing the stair areas on grounds of safety. Stairs will be ambulant disabled compliant, with minimum 1100mm between handrails.

PROPOSED DEVELOPMENT OPTION

ACCESS STATEMENT

Sanitary accommodation

A fully compliant AD M unisex disabled wc is to be provided in the care home reception area. In other areas in the care accommodation, assisted wc provision is provided close to day rooms for convenience. Each floor is provided with an Assisted Bathroom for residents.

Escape

All fire escape paths will be paved with concrete paving slabs or block pavers and will be suitable for wheelchair use and lead to secure area. All fire exits to be set flush with the adjacent external levels.

Colour Contrast

Colour contrast and lighting will enable people with limited vision to readily identify features such as doors, lifts, signs etc.

Large areas of glazing will be highlighted with a manifestation at appropriate height levels which contrast with the viewing background from both sides.

Cycle parking will be provided at the ground floor level. Suitable barriers will be provided to prevent badly parked cycles becoming a hazard, particularly to visually impaired pedestrians.

Typical En-suite shower room

Each resident will have their own private room. Resident bedrooms will be minimum 20m² overall including 16.m² of the living accommodation and 3.4m² En-Suite shower room. Typical features would include nurse call system, satellite TV, telephone and computer points to enable the resident to enjoy the highest standards of living.

Signage and Way-finding

Signage throughout the development will follow good practice such as that promoted in 'The Sign Design Guide' produced by the Sign Design Society. Clear directions will be provided to all facilities, particularly accessible routes.

Emergency Egress and Fire Alarms

Comprehensive fire evacuation policies will be established for the property occupants and managers. This will include the use of refuges as appropriate.

Fire alarms in accessible WCs and general WCs will emit both a visual and audible signal to warn occupants with hearing or visual impairments. A means of communication (dedicated telephone or intercom) will be available between refuges and building management staff in the event of an emergency; this will be hearing aid compatible.

Accessible ground floor fire exits will be provided for each major escape route.

Access within the Buildings

Lift and stairs will be provided to provide easy access for all users to each level of the buildings.

All stairs have been designed to suit the needs of ambulant disabled people and people with impaired sight. Door openings and corridor widths have been designed to accommodate wheelchair access. Disabled toilet facilities will be provided. Doors and WC provision will satisfy Approved Document M.

Refuse

An external refuse and recycling store will be provided, with a separate cycle store, located close to the service entrance. Landscaping will be used to screen the building. Residents will have individual bins which will be emptied and sorted as necessary by members of staff.

The refuse and recycling store will accommodate 4 x 1100 litre refuse bins, and 4 x 1100 litre recycling bins. An additional 3 x 140 litre food waste bins will also be accommodated. The building will be well ventilated, but kept secure, screened and roofed with a design that sits well with the new care home building.

Level or ramped access will be provided from the service/delivery point, and refuse vehicle turning will be possible within the site.

Access / Car Parking

The existing access from Station Road will be retained, providing access to the 14 parking spaces, including one disabled bay, 3 electric vehicle charging points, and provision for a future Blue Badge holder. Cycle storage is provided consisting of 16 no covered spaces, plus 6 no spaces are provided in the form of Sheffield hoops located close to the main entrance.

The site benefits from nearby bus routes and rail connections.

PROPOSED DEVELOPMENT OPTION

APPROACH TO SUSTAINABLE DESIGN

An Integrative Design Process

Good design can contribute to the creation of attractive, usable, durable and adaptable spaces that can address the current challenges faced by the local environment, and offer resilience in the face of a changing climate.

The sustainability strategy for the project will need to simultaneously address local priorities as well as responding to global challenges such as climate change and resource depletion.

Experience teaches us that a holistic strategy for site such as this emerges most successfully from an integrative design process - where the developer, contractor, design team and key stakeholders work together.

The sustainability strategies and headlines presented in this statement represent an initial response, highlighting opportunities that can be explored together in more detail - a starting point for discussion and exploration.

Site layout

The proposed development seeks to optimise the use of the land by maximising the developed area plateau, the configuration of the building allows for high levels of daylight availability, natural ventilation potential and views out.

Materials

The selection of construction materials for the scheme will be undertaken from a whole lifecycle perspective that considers environmental impacts of the supply chain, durability, longevity and economic viability. Where appropriate preference will be given to locally sourced materials and to materials that incorporate recycled and renewable materials.

Off -site manufacture and pre-fabrication will present opportunities for the scheme to increase material efficiency by designing out waste, whilst improving quality of construction and lessening the local impacts of construction activities

Sustainability Principles

At the outset of the design process it is vital to ensure that the development uses as little energy as possible through energy efficient design of the building form, fabric and building services systems which is borne from a collaborative approach from the entire design team. The use of energy in an efficient manner will always yield the greatest dividends in the design of a low carbon / low energy intensive development and have the largest impact on carbon savings. Whilst Low & Zero Carbon technologies are useful in reducing the emissions caused by energy use in a development, it is essential to ensure that energy is not wasted through poor design and construction. It is for this reason that energy efficient design is always considered first.

Economic and Social Sustainability

As part of any construction contract, the developer will encourage the main contractor to pursue a local employment and purchasing policy, offering suitably qualified companies the opportunity to tender.

The developer will adopt a sustainable and energy efficient approach to the design, with insulation standards exceeding the requirements of Building Regulations.

PROPOSED DEVELOPMENT OPTION

DESIGN SUMMARY

Key Benefits of the application proposal:

- Incorporates aspects from the approved application
- Has assessed the consented scheme, and is aware of areas where the scheme has been considerate of surrounding context
- Has reviewed the site specific aspects with a fresh approach, considering the brief of the new client
- Incorporates requirements of the historic buildings officer with respect to the Locally listed BTM, protecting sensitive aspects of the building, and repairing, remodelling and extending to suit current needs, securing its future
- Includes a revision to the footprint, to the benefit of building occupants and adjoining views
- Maintains the building line to the east, ensuring no increase of impact from the development to adjoining properties
- Reduces the amount of built form to the boundaries to the west and north, reducing impact on adjoining properties, and removing the 'hard edge'
- Takes the opportunity to provide views to the open space to the north
- Maintains the building line frontage of the existing Police Station, maintaining the separation frontage to Station Road, allowing delivery and service vehicles to stand off the highway.
- Increases the separation of the vehicle access from the adjoining pedestrian footpath, increasing opportunity for landscaping, and reducing potential hazard
- Creates safe, secure landscaped gardens for the enjoyment of residents
- Incorporates architectural style and features in keeping with the surrounding area
- Provides much needed care accommodation in this location, with high quality 24/7 care
- Provides spacious communal facilities with easy access to outside spaces, enhancing well-being for the residents
- Provides high quality external amenity on all levels for the benefit of residents

PROPOSED DEVELOPMENT OPTION

FLOORSPACE COMPARISON

	EXISTING BUILDING (GIA)	RETAINED (GIA)	DEMOLISHED (GIA)
Basement Floorspace	56 m ²	0 m ²	56 m ²
Ground Floor Floorspace	1066 m ²	205 m ²	861 m ²
1st Floor Floorspace	598 m ² & 331 m ²	187 m ²	742 m ²
2nd Floor Floorspace	146.7 m ²	146 m ²	0 m ²

	PROPOSED SCHEME (GIA)	PROPOSED SCHEME (GEA)
Lower Ground Floorspace	1319 m ²	1422 m ²
Ground Floor Floorspace	1206 m ²	1316 m ²
1st Floor Floorspace	1451 m ²	1565 m ²
2nd Floor Floorspace	1082 m ²	1298 m ²
Total Floorspace	5058 m ²	5601 m ²

