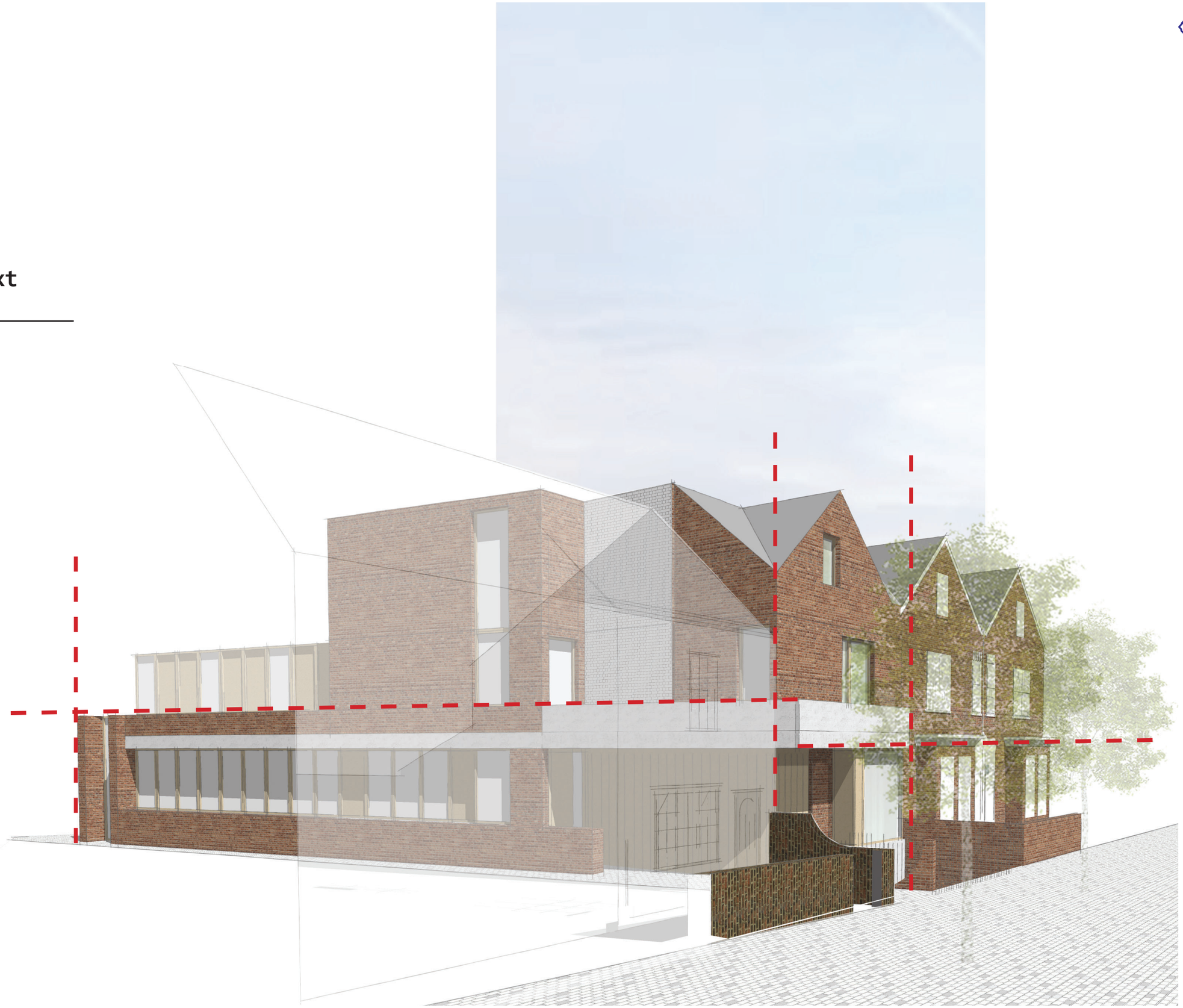
6.10 Massing in Context

Blue Anchor Alley



6.11 Opening the Alley

As set out in the Design Principles, we feel that our proposal successfully opens the alley to be less of a bottle neck and more of a passage way like on the northern end.

The simple curve on the Wall which is a flip of that on No.45 and the cut back of brickwork on the corner of our building with the use of timber, creates a welcoming and enticing route and helps to activate the space.

Opening up of the Corner

Pulling the Front Door into the Alley

6.12 Blue Anchor Alley

Current - Blue Anchor Alley

Proposed - Blue Anchor Alley

6.13 Sketch Street Views

1 - View from East of the Site from the Conservation Area

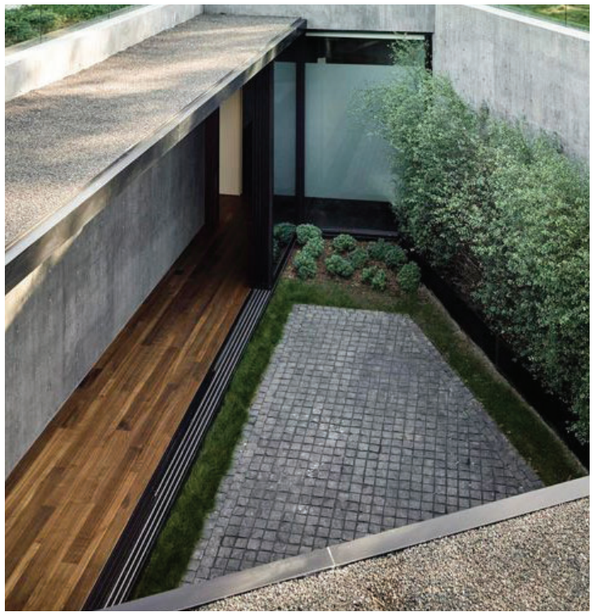
6.13 Sketch Street Views

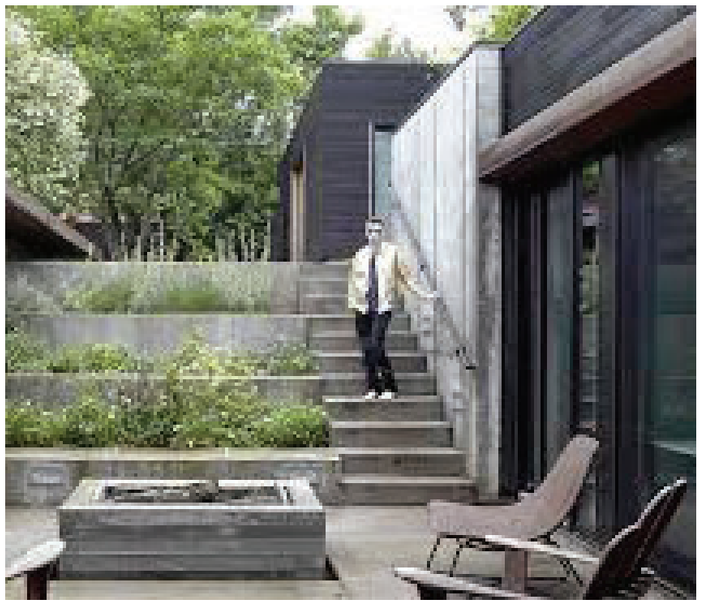
2 - View from West of the Site

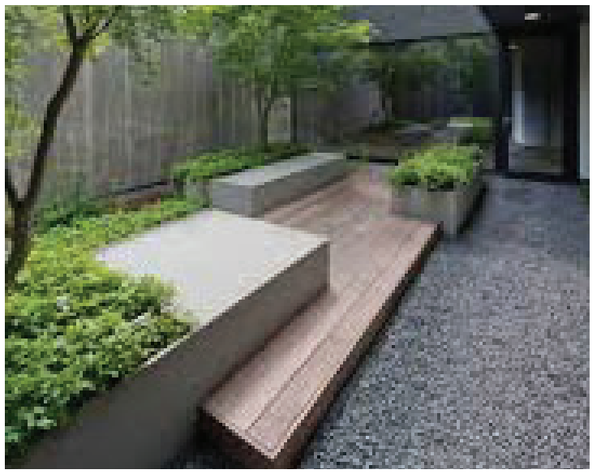
6.14 Landscape Precedents/Concepts

The external landscaped area is at lower ground floor level but given the size of this and direct access from the living areas, this will feel like a private and tranquil additional open room.

These precedents and mood images provide a feeling of the space which is envisaged as an urban landscape with stepped tiers and sunken elements of planting.







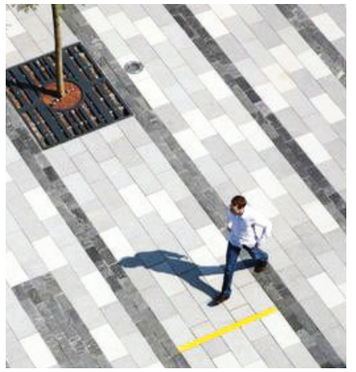
6.15 Landscape Proposal

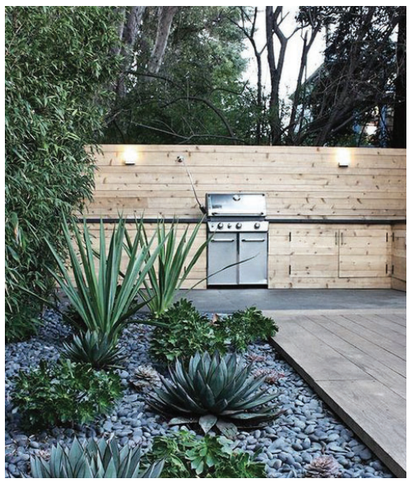
The design will incorporate a high quality urban landscape design, with the communal areas at lower ground level opening directly to this external area of 66sqm through large glazed doors.

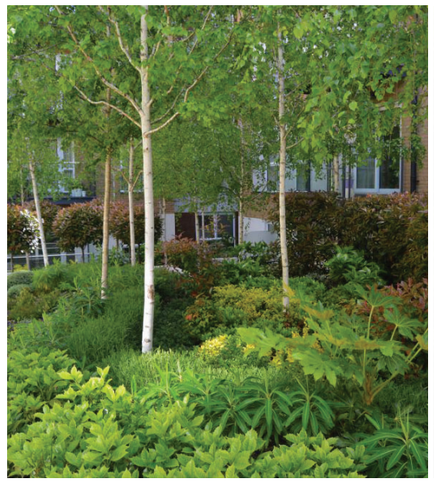
This area will be designed to encourage wildlife and have semi-mature trees planted in order to help ground the scheme and help with creating a green zone where is currently only unused hardstanding.

The landscaping will be a low maintenance urban design which features both hard and soft landscaping with wild grasses, ferns and ivy forming a soft green backdrop and semi-mature silver birch trees providing an element of height to the scheme.

We propose using Pre-planted screens along the boundary walls in order to encourage the vertical growth on the party walls which not only creates a strong ecological interface with the surroundings, but also creates another aesthetically pleasing element to the sunken private garden area.







7.0 Technical Considerations

7.1 Access and Accessibility

The proposal aims to ensure accessibility and inclusion, so that all potential users, regardless of disability, age or gender can use them safely and easily.

The building provides residential use within the envelope and the services are accessed both from within the envelope to the bin store and externally directly at the entrance to the building and are controlled by fob access.

- There is a lift accessing all internal levels.
- The main residential entrance is fobbed with each resident/user having direct access to here and all communal parts of the building.
- Each private room is individually fob controlled and will have fobs altered between residents.

7.2 Inclusive Design

Our aim with inclusive access is that the design and layout of the building and the landscape enables everybody to enter, use the facilities and leave safely, independently and with ease.

All circulation and staircases comply with building regulations, and the former ‘lifetime homes’ requirements.

Within the development, all the Co-Living units will be Part M4(2) and as such they will benefit from level access thresholds both internally and to the external amenity spaces.

The development meets Fire Regulations and both the means of escape for occupants and accessibility for the Fire Brigade has been carefully considered in the design of the building.

7.3 Transport Overview

Please see the Transport Statement prepared by TTP Associates for detailed information regarding all aspects of Transport.

The following sections are a summary of this document which help to explain the design rationale based on Parking, Servicing, Cycle Parking and Refuse.

7.4 Parking

Reflecting the excellent accessibility, the proposals form a car-free development in an area that is highly accessible to public transport and local services.

The nature of the proposed building use also means that the type of expected tenant is not likely to use a car.

As no vehicle parking is proposed with this site, Future residents would also be subject to a permit-free agreement. Any demand for disabled parking would be met on-street locally in line with existing restrictions.

7.5 Servicing

The Building fronts Lower Mortlake Road and is accessible from here and has pedestrian access towards the Western side of the building along Blue Anchor Alley.

The development will not require any vehicle access. As such, the existing vehicle access on Lower Mortlake Road will be made redundant and can be reinstated as footway. The Emergency Vehicle Access is to the Southern elevation along Lower Mortlake Road.

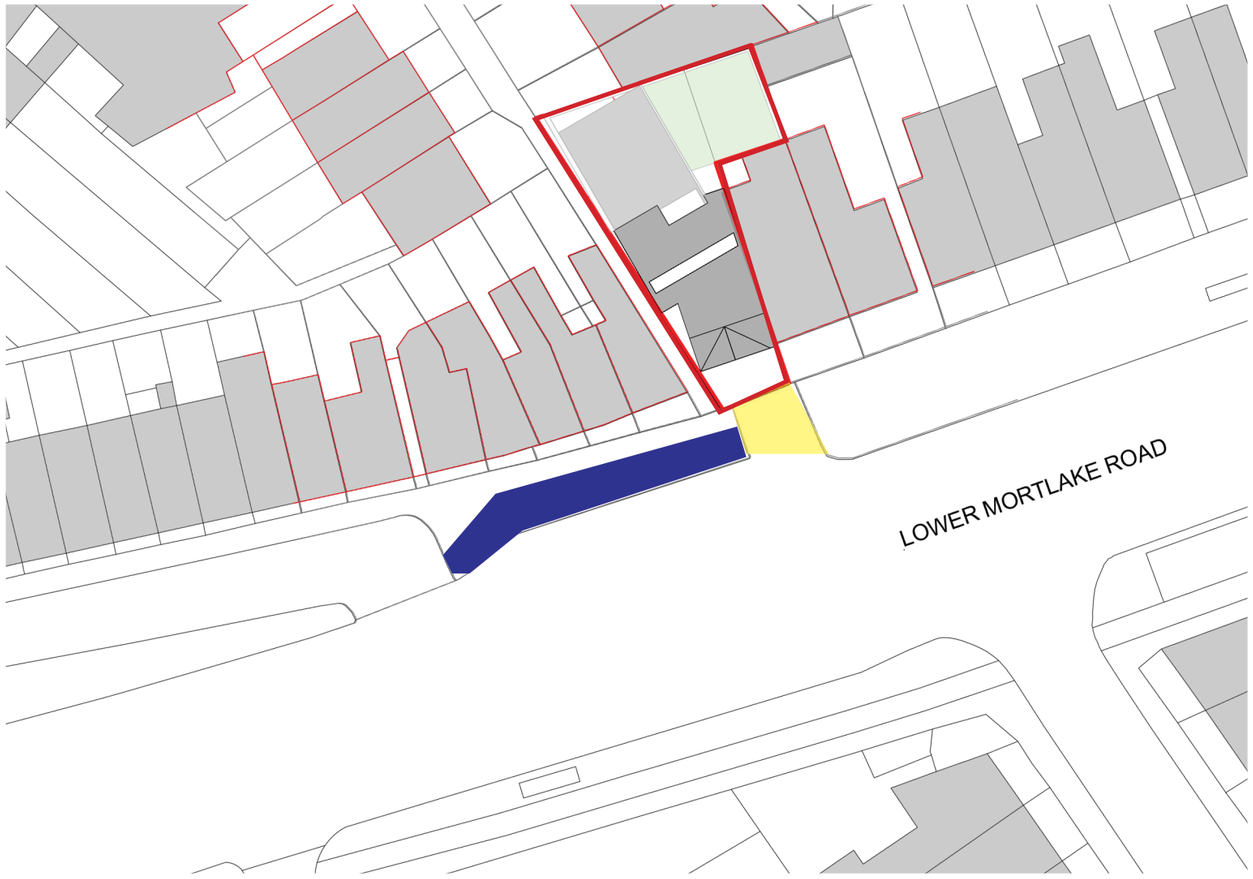
Deliveries and servicing activity to the proposed development will be accommodated on-street with vehicles stopping within the loading bay on Lower Mortlake Road, immediately west of the site.

7.4/7.5 Site Plan

Existing vehicle access on Lower Mortlake Road - Made redundant and can be reinstated as footway

Deliveries and servicing within the existing loading bay on Lower Mortlake Road

Site Plan showing Transport Overview



Existing Loading Bay maintained

7.6 Cycle Parking

Cycle parking will be provided in accordance with standards and positioned at ground floor level within a secure cycle store. The store is located at the front of the site, with cycle parking provided in a two-tier format.

The required number of parking spaces for bikes follows " London Housing Design guide" point 3.4.1 - 1 per 1 bedroom, therefore we propose providing spaces for 16 bikes in total and a Sheffield stand for one visitor space within the site boundary.

The bike store will be fob accessible through an external screen at Ground floor adjacent to the main entrance to the building from Blue Anchor alley.

Please see the Residential Travel Plan and Transport Statement prepared by TTP Associates for further detailed information.

RESIDENTIAL CYCLE PARKING

Standards:
1 l/t space per unit
Visitor:
1 space per 40 units

Type		General Requirement	Number of Flats	Spaces required	Amount
1 Bed Unit		1	16	**16**	
Amount			16	**16**	
Visitor				**1**	
				Total Provided	**17**

7.7 Refuse Strategy

A refuse store is provided at ground floor level at the front of the site at the entrance area and would be fob accessed externally. The bin store has provision for 4 bins and would be maintained by on-site management.

A private collection service would be arranged to collect waste from the site. The refuse vehicle will be able to stop within the loading bay on Lower Mortlake Road with operatives transferring bins to and from the rear of the vehicle before returning the bins to the store.

Refuse areas will also be available within each kitchenette and a large refuse area within the main communal kitchen design which can be transferred by individuals to the main bin store.

Please see the Residential Travel Plan and Transport Statement prepared by TTP Associates for further detailed information.

RESIDENTIAL REFUSE

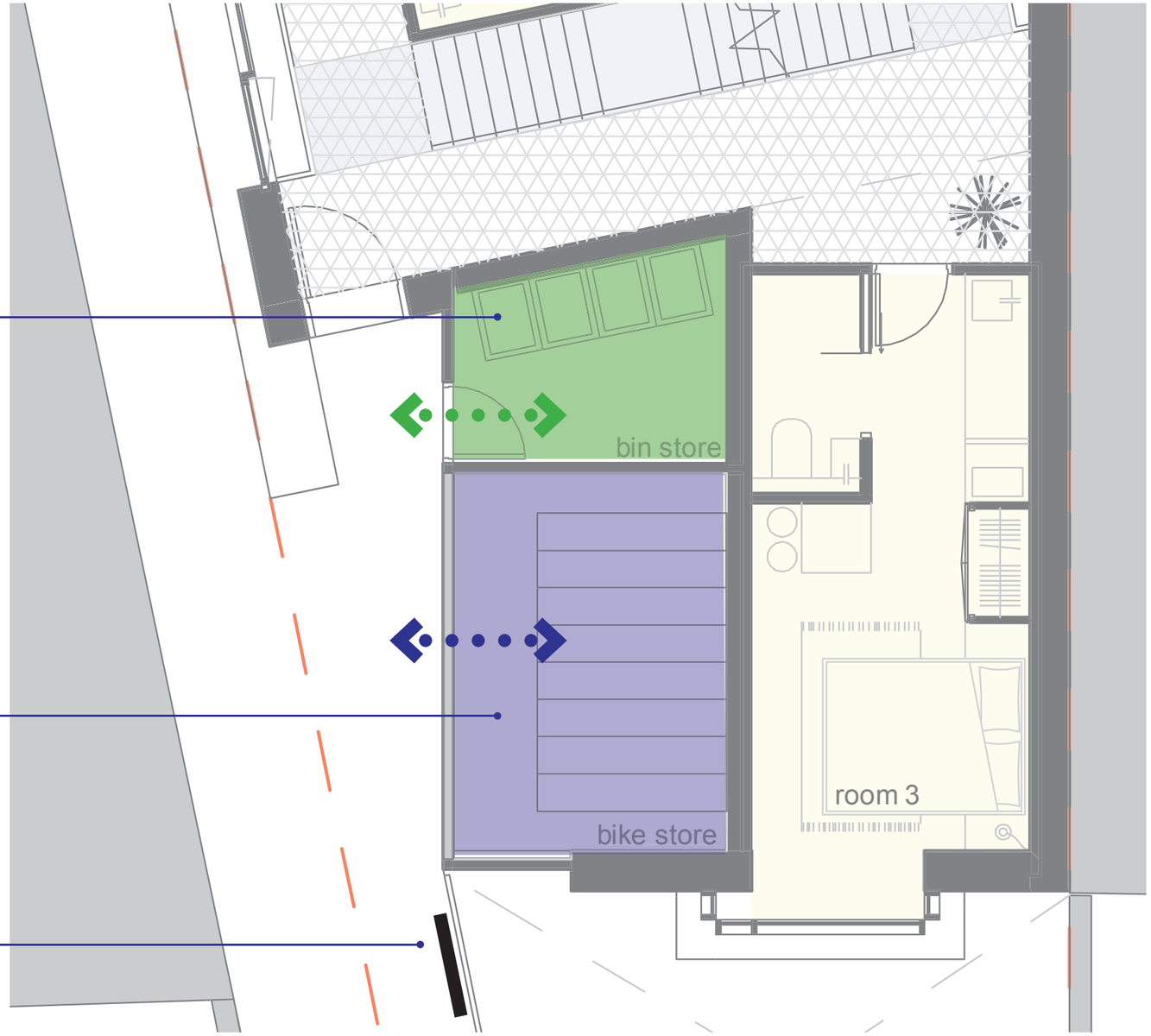
General Requirements:
1 Bed Unit: 100L (50L Residual, 50L Recyclable)

Type	General Requierements (litres)	Number of Flats	Litres Required	Liters Provided (litres)	Bins Provided
1 Bed Unit	100	16	1600		
Amount	**1600**	**2640**			
Residual	*800*	1320		2*660l	
Recyclalbe	*800*	1320		2*660l	

7.6/7.7 Cycle/Refuse Plan

4 x 660L Bins in Refuse Store

Two Tier Rack System in Cycle Store and Sheffield Stand Externally



7.8 Daylight/Sunlight

We have assessed the Daylight/Sunlight with our consultant TFT.

The technical assessment has been undertaken in accordance with the methodology outlined in The Building Research Establishment Report “Site Layout for Daylight and Sunlight 2011” (BRE 209). The BRE document is the principle guidance when considering daylight, sunlight and overshadowing, and is specifically referred to in the Richmond upon Thames Borough Council planning policy.

Overall, the proposed scheme will have a negligible effect to the sunlight the relevant neighbouring properties current receive, when assessed against the VSC and NSL assessment criteria. The internal daylight adequacy assessment demonstrates that all habitable rooms within the proposed scheme will fully comply with the BRE target values.

Overall, the findings indicate that the development is not of an excessive scale for the immediate surrounding area in daylight and sunlight terms and will meet the intentions of the BRE guide. Therefore, the Lynas Smith Architects scheme massing is in accordance with the aims of the London Borough of Richmond upon Thames planning policy in daylight and sunlight terms.

Please see the Daylight and Sunlight Report prepared by TFT Consultants for further detailed information.

Extract from TFT Daylight/Sunlight Report