

9.0

ACCESS, FIRE & SUSTAINABILITY

9.1

LOCAL PLAY SPACES ANALYSIS

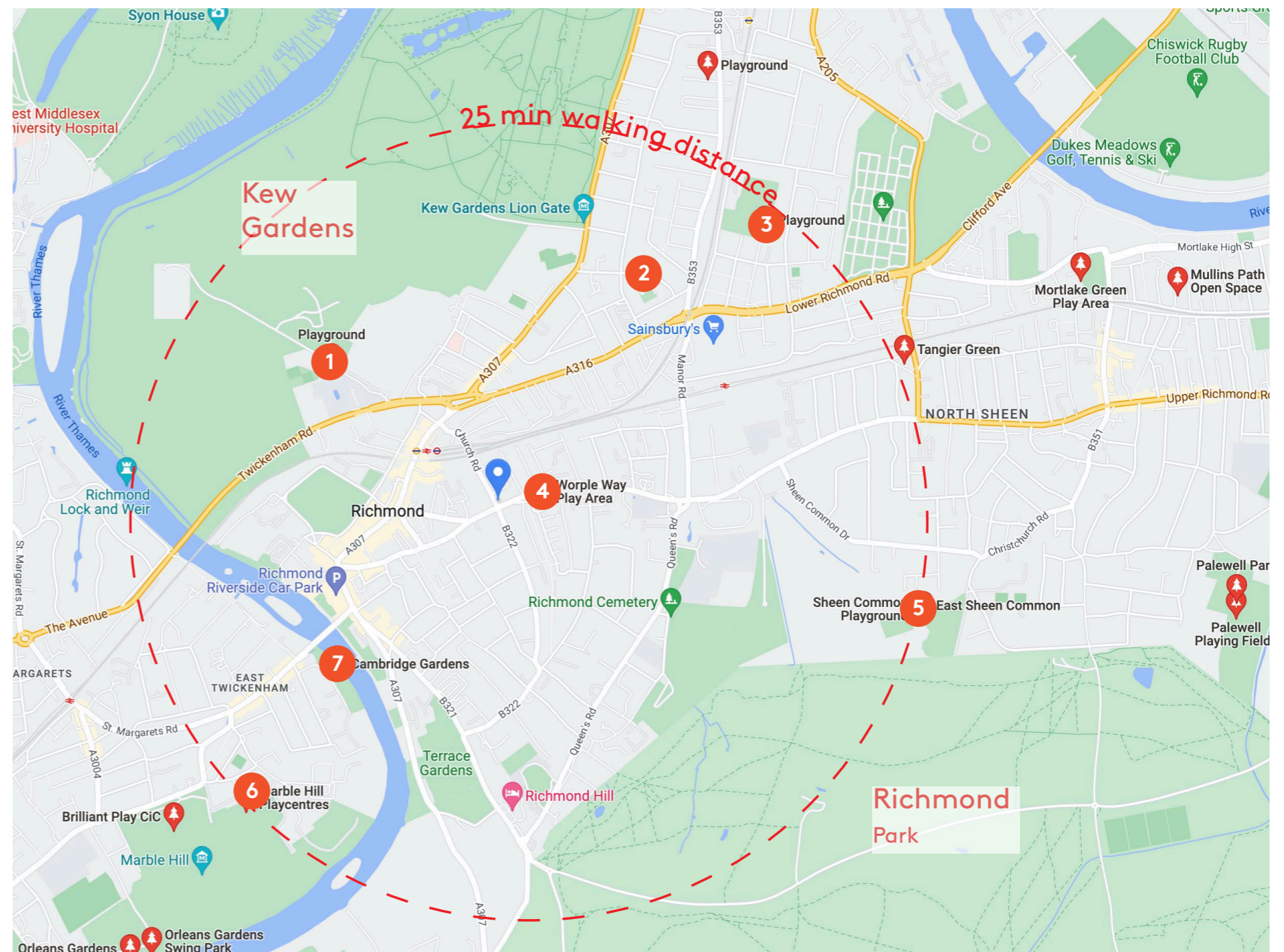
PLAY AND CHILD OCCUPANCY, PLAYING FIELD AND SPORT FACILITIES, AND PUBLIC OPEN SPACE

There are a number of play spaces, as well as Kew Gardens and Richmond Park, located within a 25 minute walk of the development as identified on the adjacent plan.

Given the proposed use of the development (visitor accommodation providing care and physiotherapy-led rehabilitation), there is no requirement for additional playing fields/sports facilities to be provided on the site.

The proposed development includes the creation of a landscaped courtyard area for future guests to use. Further detail is provided on the following pages

- 1 Old Deer Park Playground (11 min walk)
- 2 Raleigh Road Recreation Ground (18min walk)
- 3 North Sheen Recreation Ground Playground (23min walk)
- 4 Warpole Play Area (2 min walk)
- 5 Sheen Common Playground (25 min walk)
- 6 Marble hill Playcentre (23 min walk)
- 7 Cambridge Gardens (14 min walk)



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9.2

ACCESS & SERVICES

ENTRANCE AND DROP OFF ON SYDNEY ROAD

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Courtyard Entrance

Reception Area



9.2 ACCESS & SERVICES

GUEST'S ARRIVAL

- ▶ Primary Access to Rehabilitation Centre
- ▶ Secondary Access to Rehabilitation Centre
- - - - - Guests/Service Drop off
- - - - - Pedestrian route from drop-off
- - - - - Route to physio facilities
- - - - - Access to guests' rooms
- ▶ Access to bike store
- - - - - Refuse service
- - - - - Deliveries route to BOH

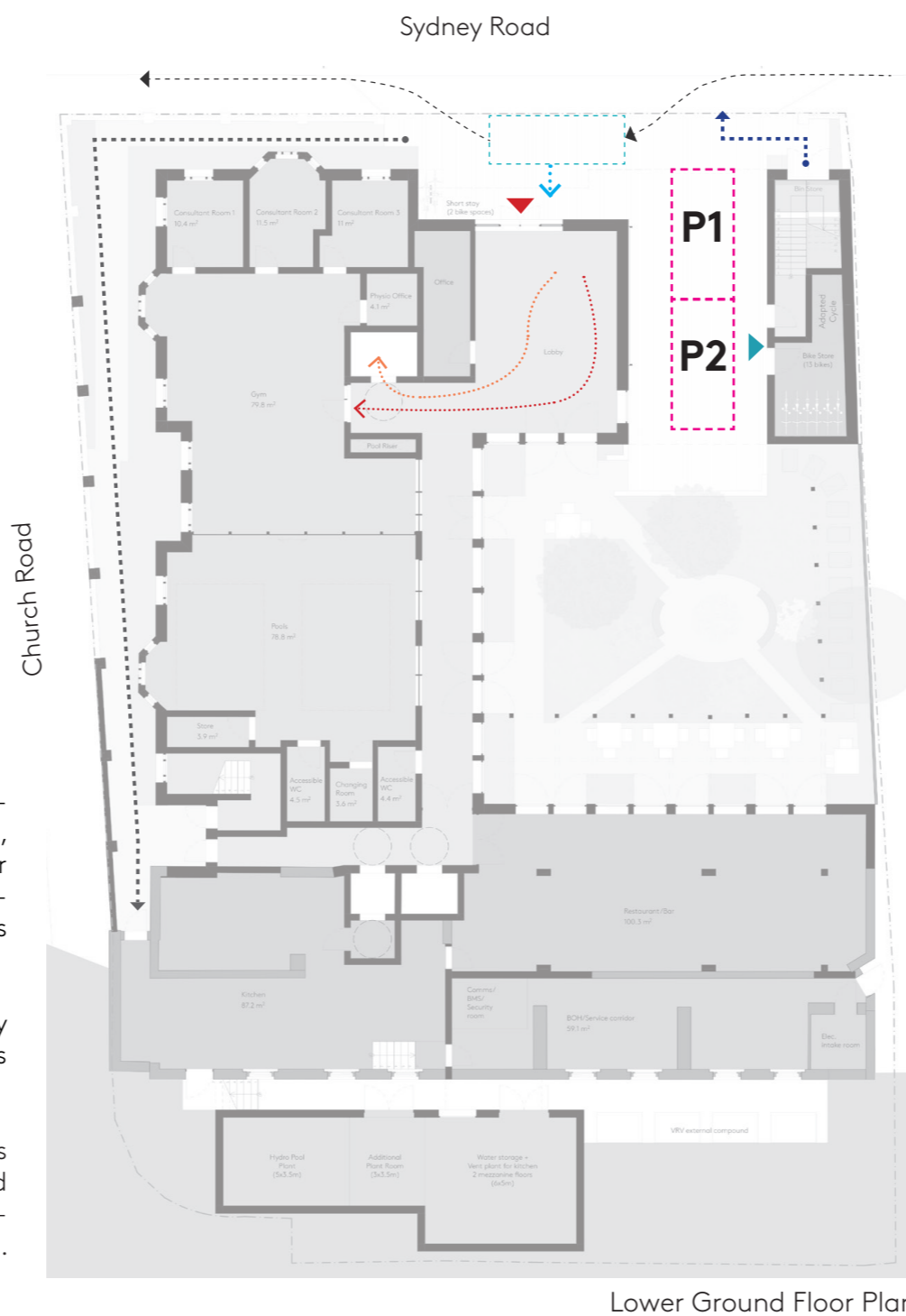
CAR PARKING

Two car parking spaces will be provided as part of the development proposals. As shown within the site layout plan to the right, the 2 spaces will be organised one in front of the other to the rear of the site. The front space will be available to visitors only, however the rear space will be available to both visitors and employees of the site with a blue badge.

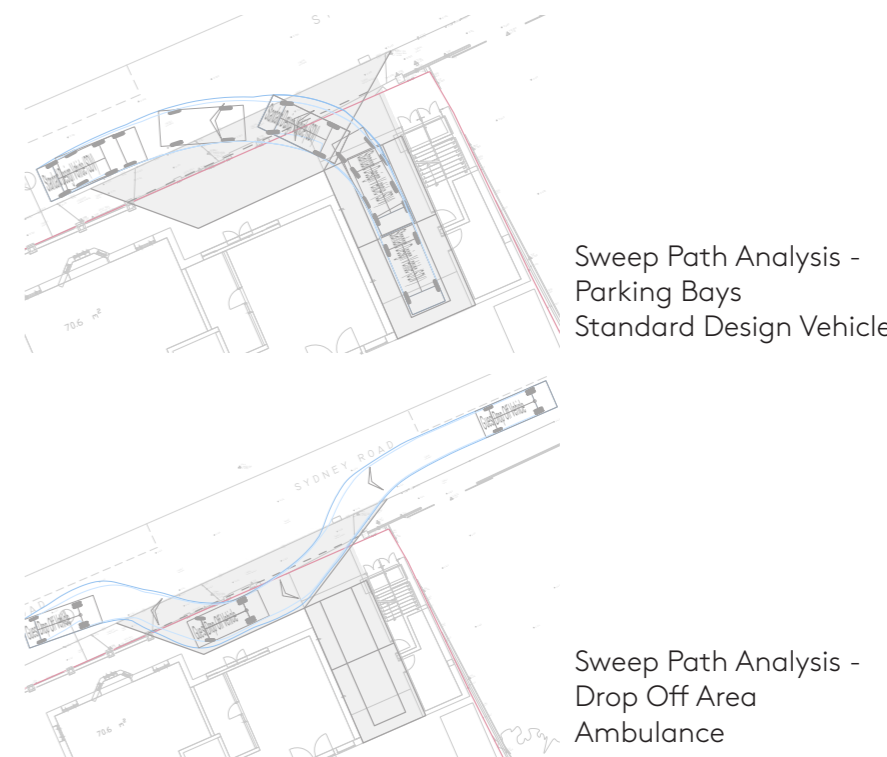
The rear space will be compliant with the minimum parking bay dimensions required for a blue badge parking bay. A1.2m width is provided either side of the bay.

As a consequence of the arrangement of these parking spaces visitors and employees wishing to use the spaces will be required to book in advance. In terms of the disabled parking space, priority will be given to blue badge holders when spaces are booked.

- Parking bays



TRACKING (tracking by Vectos - Transport Consultant)



9.2

ACCESS & SERVICES

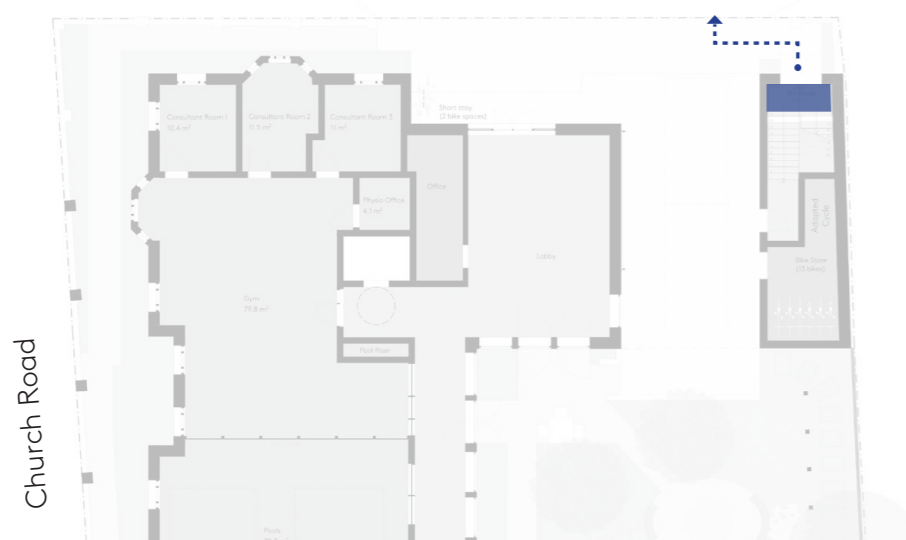
REFUSE COLLECTION

The applicant will seek to manage waste in accordance with the waste hierarchy, with a focus on reduction and recycling. The waste produced will be typical of a hotel scheme, with waste also generated from dressings, clinical gloves, PPE, and other care and physiotherapy consumables.

Operationally, the scheme will be managed in line with best-practice standards of sustainability. Our guests and their visitors will pre-book and therefore food waste will be kept to a minimum. Single use-plastics will be avoided where possible and the traditional single-use personal bathroom products will be replaced with refillable bottles.

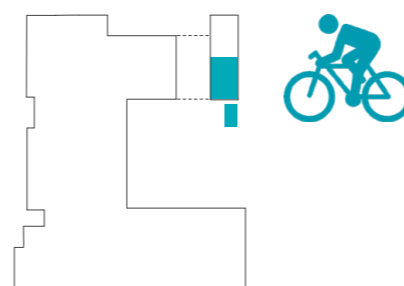
The location of the refuse storage is well placed for access and collection. Given the quality the operator is expected to employ a frequent (several times a week) private waste collection service to collect the different waste streams arising from the operation of the development.

Sydney Road



Lower Ground Floor Plan

CYCLE SPACES



Parking	
Staff Spaces	13
Short Stay	4
Total	17

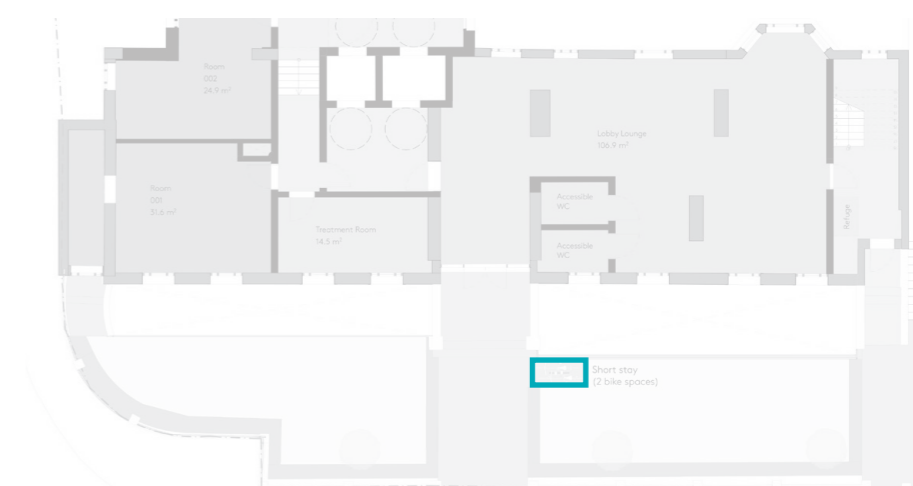
In terms of cycle parking, being a bespoke use, for robustness we have used the more onerous C2 requirements compared to C1. The secure long stay parking provision is calculated according to the London Plan requirements (1 space per 5 FTE jobs for a C2 use):

- 4* hotel – 1 job per 2 beds = 29 FTE jobs
- In addition, there will be specialist care and physiotherapy staff as follows:
 - 24 care staff based on 0.5 FTE per occupied bed, equates to 24 staff on a 57 bed scheme at 85% occupancy
 - 8 physio staff – assumes all residents use physio, with two appointments per day

Total = 61 FTE jobs

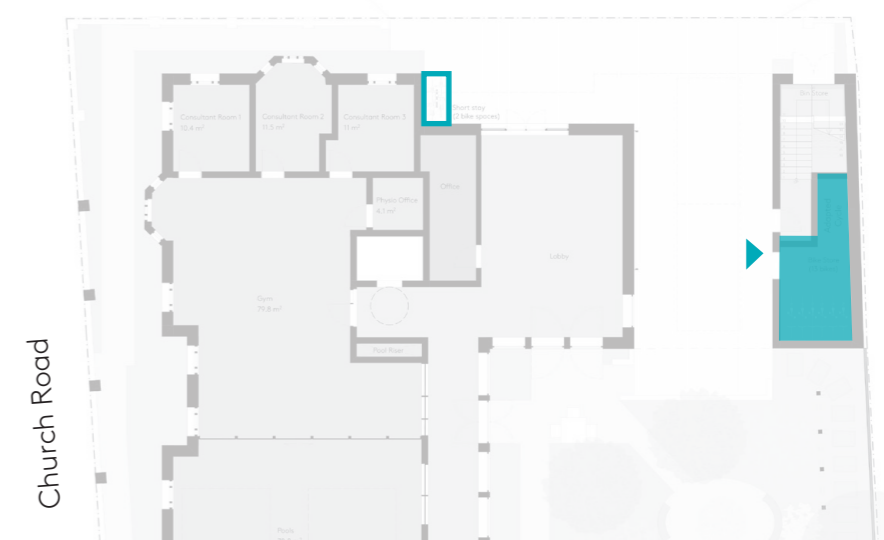
Based on the calculated number of FTE jobs we will need to provide 13 cycle spaces for staff members.

- Cycle store
- Sheffield stands (short stay)
- Access to bike store



Ground Floor Plan

Sydney Road



Lower Ground Floor Plan



9.3 INCLUSIVE DESIGN

Buro Happold Inclusive Design has been appointed to provide advice on both meeting the minimum Building Regulations requirements for accessibility, but also to provide support to optimise inclusive design for the benefit of all those who will visit or work at the Richmond Inn.



The topography of the existing site has presented some challenges. However, compliant access will be achieved off Sydney Road for pedestrians, as well as a suitable location for setting down / picking up, accessible car parking together with provision for adapted cycle parking.

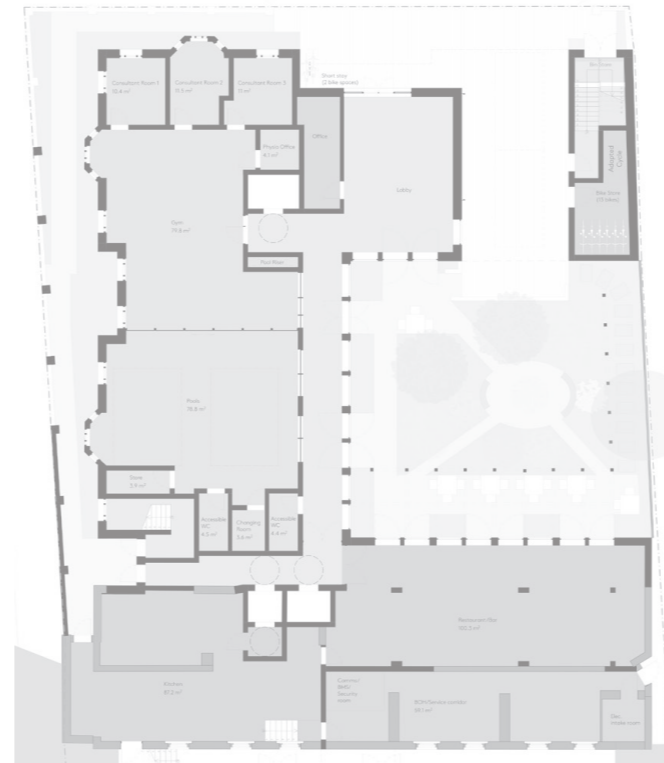
External access and circulation, including to the Courtyard Garden will meet the guidance in BS 8300-1 recommendations, which will provide an accessible outdoor area for all to enjoy.

Internally, the building does have level changes, with a split level to the frontage of the site. However, the proposals include the provision of suitable passenger lifts, which will allow full access to all parts of the building. Internal circulation will also be enhanced, with corridors at 1.5m width and the addition of 1.8m x 1.8m passing places, meeting the minimum recommendations in Approved Document M.

All rooms will be designed to ensure access and circulation with designated "accessible" rooms having additional provisions and facilities for both wheelchair access and en-suite accommodation.

Detailing of key elements will continue as the scheme develops, but there is nothing at this stage that would prevent a positive and inclusive environment for all users being created as part of this proposal.

-  Passing Space
-  Accessible Room



Lower Ground Floor Plan



Ground Floor Plan



First Floor Plan



Second Floor Plan

9.4 FIRE STRATEGY

EVACUATION STRATEGY

The following fire strategy has been developed with the input of a fire consultant. It meets both Building Regs and London Plan/ Local Plan requirements.

- One refuge for each core
- Alarms throughout the building
- Lobby doors to stairs/lift (all on hold opens)
- The main core will have 2 full evacuation lifts with discharge on the lower ground level and a protected lobby on each floor.

- Fire Escape
- Protected lobby
- Refuge
- 1 Compartment



Lower Ground Floor Plan



Ground Floor Plan

9.5 SUSTAINABILITY

The sustainability strategy for The Richmond Inn will be developed with the design team to comply with the relevant environmental policies from the London Borough of Richmond upon Thames and the London Plan.

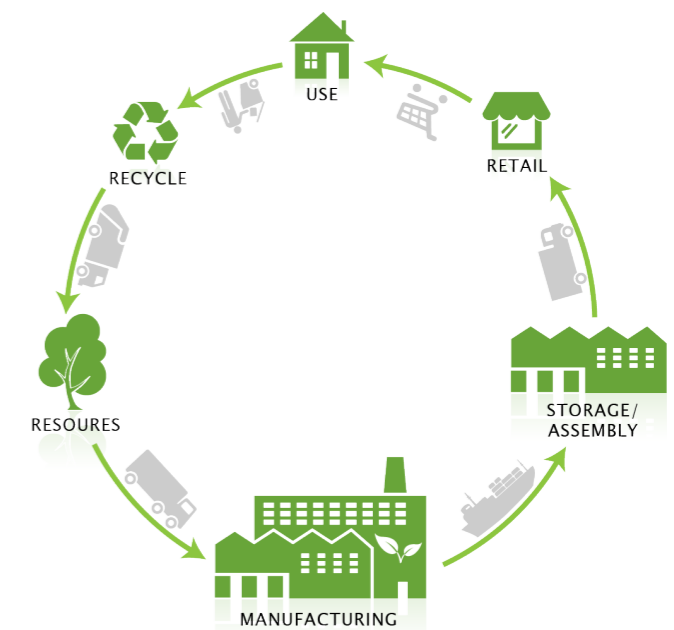
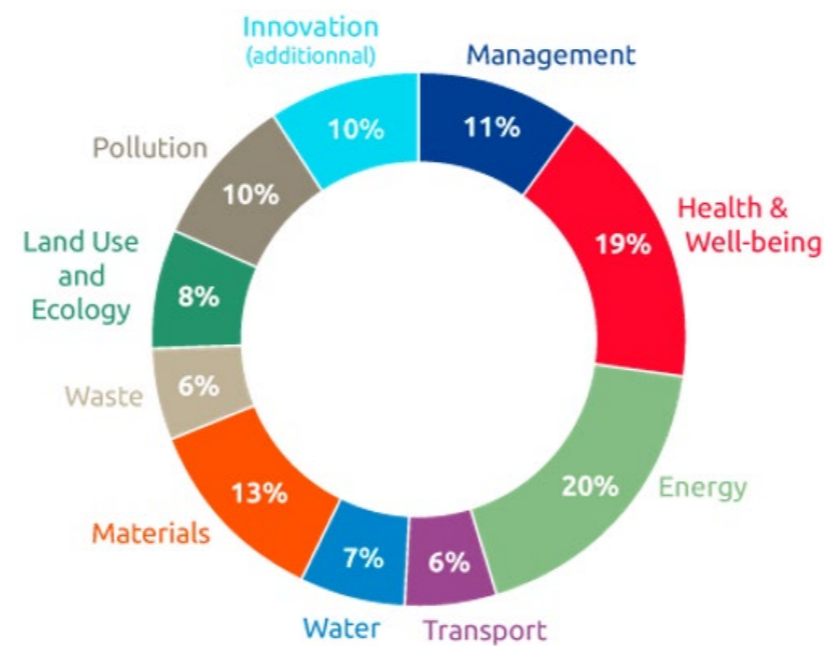
The proposed re-development is targeting the achievement of BREEAM 'Excellent' and is expected to reduce on-site regulated carbon emissions by 67%.

The design will take into consideration:

- Resource efficiency (Energy, water and waste)
- CO₂ emissions
- Materials and construction
- Biodiversity and ecology
- Pollution
- The local and internal environment
- Culture, heritage, and built form
- Transport and mobility
- Visitor accommodation, amenity and well-being

The proposed development is aiming to make a positive contribution to the healthcare and wellness tourism in Richmond.

For further information please refer to the Sustainability Statement, BREEAM pre-assessment and Energy Strategy accompanying this application.



9.6

M&E STRATEGY

MECHANICAL STRATEGY FROM HOARE LEA

The MEP systems will be designed in order to meet the requirements of BREEAM "Excellent", in order to do so, a score of more than 70% is required.

Thermal

The existing site is heated by a gas fired wet central heating system. The proposal for the new scheme is to provide all 'electric' heating and comfort cooling driven by a VRF (Variable Refrigerant Flow) system. The VRF condensers are located externally on the lower ground floor will distribute the refrigerant along the corridors to the branch selector units which will in turn serve the fan coil units in the bedrooms and common areas.

It is intended to retain the current gas supply, with intention that this will only be used for heating in the event of a failure of the VRF systems or for kitchen supplies as necessary.

Insulation and sealing of the building will be improved to reduce energy consumption and improve comfort.

Ventilation

Fresh air will be provided to the bedrooms by mechanical ventilation heat recovery units located within the roof voids. The ventilation units will connect to louvres on the pitched roofs facing the courtyard for the intake and exhaust air. The air will be distributed via supply and extract ducts within the risers on the back of the bathroom pods to each bedroom. The gym, pool and physio areas will be ventilated similarly to the bedrooms but will have a dedicated riser and ventilation units for the supply and extract of each space.

Air handling units for the kitchen and restaurant/bar areas will be located in the plant area on the lower ground floor, these will intake air at low level and discharge through the dedicated exhaust unit at roof level.

Due to the increased ceiling heights, the lobby lounge and salon will be ventilated using mechanical ventilation heat recovery units in the ceiling voids, these will duct to louvres on the façade of the building for the supply and extract.

Domestic Water and Drainage Systems

Domestic hot water will be generated using hydro boxes which are connected to the VRF system and interface units. The system will comprise of buffer vessels and storage vessels in order to cope with the peaks of usage.

The water supply systems will include the specification of low flow fittings, low flush WCs and low consumption/high efficiency white goods.

The flat roof will act as a focal point for the collection of rainwater from the surrounding roof areas.

The flat roof will be constructed as a blue roof and will attenuate any storm, discharging over a 24-hour period to the below ground drainage.

Roof areas draining to the external perimeter will be collected via eaves gutters, these will be drained via external downpipes to the underground drainage.

ELECTRICAL STRATEGY FROM HOARE LEA

Electrical Power, Distribution and Generation

The site is currently fed from the LV ring in the street. The supplies enter the LV intake and switch room, containing a panel board. Distribution is to be via Distribution boards, consumer units, risers, and cableways as appropriate. It is proposed that guest rooms generally share a consumer unit between two rooms.

A small PV array is proposed for installation at roof level, subject to feasibility studies.

Lighting

Lighting to the building is proposed to be all LED with display lighting as specified by client.

Data Communications and Security

A comms room and BMS control room is to be provided on the lower ground floor in the BOH/Service corridor. This will house the incoming comms supplies and comms racks for the building wired and wireless connectivity.

Life-safety Systems

A fire detection and alarm system is to be provided in accordance with the fire strategy. This will include the operation of firefighting lifts. The firefighting lifts are to be provided with UPS back-up to allow for operation in the event of an







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