

ROEHAMPTON RESTORED THE ROYAL PARKS

Design & Access Statement

July 2024



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Priory Lane
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SECTION 1

INTRODUCTION

The facilities provided at the Roehampton Gate Car Park are of a temporary and poor-quality nature and it is The Royal Parks intention to replace these with modern, highly sustainable facilities more befitting a Royal Park.

1.0 Introduction

This document has been prepared to support the full planning application for the redevelopment of the existing café, cycle hire facility and public WCs near Roehampton Gate in Richmond Park.

The Royal Parks have identified the facilities located in the Roehampton Gate Car Park as being a priority for redevelopment due to the poor condition and temporary nature of the existing buildings. There is currently a small café building with adjacent catering kiosk, a cycle hire facility with a separate storage shed, and public toilets provided in two temporary modular buildings. All of these are of very poor quality and require replacing in the near future.

Despite the poor quality of the existing facilities the site is still very popular and long queues form for both the catering operations and the public toilets, proving that there is a strong demand for facilities at this location.

It is proposed to replace the existing buildings with new, sustainable, modern facilities providing an enhanced visitor experience and at the same time making improvements to the road, car park and path layouts to improve safety, enhance the environment and increase the area of green space.



Richmond Park location plan

SECTION 1 INTRODUCTION CONTINUED

1.1 Site context

The site is located at the north-east edge of Richmond Park, close to Roehampton Gate which is to the north of the site, and which is the closest access point to the park. The Alton Primary School is to the north-east beyond the park boundary and the Richmond Park Golf Course to the south-east. The existing car park is separated from the wider park by Priory Lane which forms part of the network of roads within Richmond Park, giving access to the car parks and forming a circular route for cyclists. Adjacent to Priory Lane is the Tamsin Trail, a running and cycling path which goes around the whole park.

Richmond Park is the largest of London's Royal Parks, covering an area of 2,500 acres, and has enjoyed a long and rich history as a Royal Park since being enclosed as a deer park in 1637 by Charles I. The Park is of national and international importance for wildlife conservation and is a National Nature Reserve, a Site of Special Scientific Interest, and a Special Area of Conservation. It is also included on Historic England's Register of Historic Parks and Gardens as Grade I.

Three buildings existed at the site, a bike hiring facility hut, a golf clubhouse building containing a restaurant with 72 internal seats and 100 external seats, golf clubroom, female golfer changing, WCs, shower and female public WCs, and a Golf pro building containing a small café, golf shop, management office, storage, male golfer changing, shower and male public WCs.

In 2004, the golf clubhouse building was destroyed in fire. A temporary café building was quickly brought to site from St James' Park, where it had been used during the construction of the permanent St James Café (formerly Inn the Park), and installed at the

centre of the car park. It has an internal capacity of 40 covers with around 52 external seats on an external timber deck area. Temporary female WCs were added at the same time, located close to the site of the former golf clubhouse and adjacent to the golf pro shop. In 2013 a new dedicated golf clubhouse and carpark was built (10/3768/FUL), roughly 1.5km away at the south-east corner of the golf course, accessible from the A3, Roehampton Vale/ Kingston Road outside the park, the golf pro shop building was removed (11/0054/CAC) and temporary male WC added.



Aerial photo in 2003 showing the original golf club cafe on the right .



Historic photo of the golf club cafe restaurant 1994



Aerial photo in 2020 showing the temporary cafe and public toilets.

SECTION 1 INTRODUCTION CONTINUED

1.2 Site Analysis and Evaluation

The site is conveniently located close to Roehampton Gate, a main entrance to the park allowing cars to enter and park and visitors to continue into the park by cycle or on foot. The existing Café, Kiosk and Park Cycle buildings are located centrally in car park, close to the car park entrance. The public toilets are somewhat remotely located from these at the south of the car park.

A large part of car park has a tarmac surface with white line markings defining the spaces. A similarly sized area to the north is surfaced in gravel with no markings. An southern car park area to the south-east corner is partly gravel and partly unsurfaced.

There are a number of large, mature trees in landscape areas which break up the car park, as well as to the immediate north and south of the car park, offering great landscape value.

The site is very popular with cyclists due to its location near a main gate, the direct access onto the Tamsin Trail and park road network and the family orientated cycle hire facility. It has established itself as a meeting point and hub for cyclists who now form a significant portion of the café customers.

A major clash point is located just inside the car park entrance where the Tamsin Trail crosses the entrance, pedestrians cross the car park to access the café and cross the road to the park, and cyclists congregate around the café.

The scheme offers the opportunity to significantly improve the quality of the facilities offered to visitors to the Richmond Park while also improving the landscape setting of the Roehampton Gate Car Park in which the facilities sit.

By combining the café, kiosk, public toilets, and bike hire facilities into two linked buildings, nestled into the

landscape at the centre of the car park, and creating a new space in front of the building separated from the cars, a modern facility that meets the expectations of the contemporary park visitor can be provided.

The new buildings have been designed to sit quietly within the landscape of the site, enhancing the immediate environment while limiting any impact on the wider park.

1.3 Involvement

The brief for this project has been developed by The Royal Parks, with David Morley Architects providing guidance based on their experience with developments in several of The Royal Parks, including the Italian Gardens Café in Kensington Gardens, The Hub in The Regent's Park, and the Lookout in Hyde Park. As the landscape is of the greatest importance in the park context, The Royal Parks internal Landscape Architecture team have provided the landscape design for the project. A full team of consultants have been involved in the preparation of this design proposal (refer to page 2, Credits).



Site Analysis Diagram

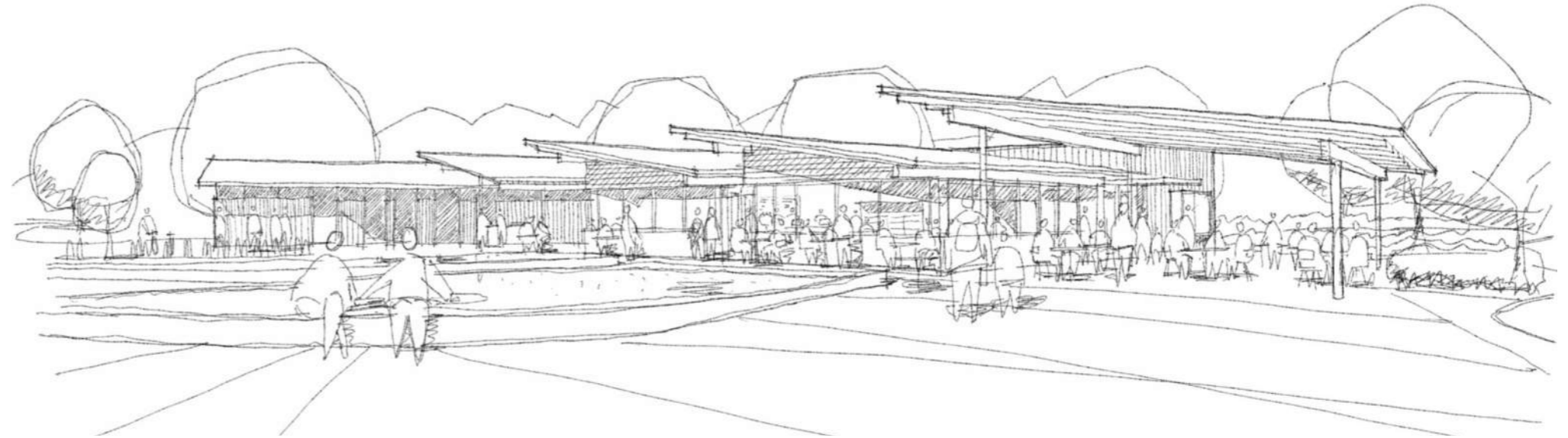
SECTION 1 INTRODUCTION CONTINUED

1.4 Planning History

There have been two pre-application submissions in connection with the proposed redevelopment of this site since 2021. Pre-application advice was provided in November 2021 in response to an earlier version of the proposals which envisaged a slightly larger new building on the site (21/P0203/PREAPP).

Following this advice, The Royal Parks reviewed the proposals, including the brief, and a further proposal was developed which has a smaller footprint, is lower, and is located further back from Priory Lane. A second submission was made, and pre-application advice was provided in June 2023 (23/P0048/PREAPP).

Again, the advice provided has been carefully considered and an updated version of the pre-application proposals has been developed in response, which is included in this application.



Draft concept sketch view from 2021 Pre-App



Draft concept sketch view from 2023 Pre-App

SECTION 1 INTRODUCTION CONTINUED

1.5 Design

The design is landscape led, with the buildings being carefully positioned in relation to the existing landscape, particularly the existing veteran trees on the site, and positioned to create a new pedestrian space between the buildings and Priory Lane, screened from the existing car park.

Two modest, timber clad buildings are proposed: one containing the café, kiosk and associated back-of-house areas, and a second containing the public toilets and bicycle hire facility. The two buildings are linked by a curving, timber framed canopy supporting a green roof, which defines the outdoor pedestrian area and provides shade and shelter.

The canopy is contiguous with the general roof area, which is also a green roof, above which two forms will be visible: the first being a sloping roof above the café seating area, which faces south and houses photovoltaic panels, and a second which is a screened rooftop plant area above the kitchen and stores.



SECTION 2

USE

The proposals involve the like-for-like replacement of the existing facilities with new, modern, environmentally sustainable facilities.

2.1 Building Use

The new development will have three distinct, but related and overlapping uses:

1. A café with internal and external seating and a separate kiosk
2. A bicycle rental facility (currently operated by Parkcycle)
3. Public toilets that are available for all park users, not just café patrons

These uses already exist on the site in three separate parts.

It was originally proposed to include a flexible space which would host meetings, be used for presentations, be available for local schools and community groups to use for educational purposes and for exhibitions and as a "Meet and Greet" area. This has now been removed from the brief and the proposals presented here.

Hours of operation

The existing and proposed facilities are constrained by the opening and closing hours of the park gates, which open at dawn and closed at dusk.

Existing

Summer 6.00 a.m. to 9.00p.m. [approx]

Winter 7.00 a.m. to 4.30 p.m. [approx]

Proposed

Summer 6.00 a.m. to 9.00p.m. [approx]

Winter 7.00 a.m. to 4.30 p.m. [approx]

2.2 Outdoor Use

The outdoor use is as important as the building use is, given the context of the site. It is intended that there will be an overall ecological enhancement of the site with tree planting, soft landscaping, biodiversity enhancements and more on-site water attenuation.

The café will have a high ratio of outdoor seating, reflecting the predominantly outdoor activity focussed clientele including park visitors, leisure and sports cyclists, and those hiring bicycles.

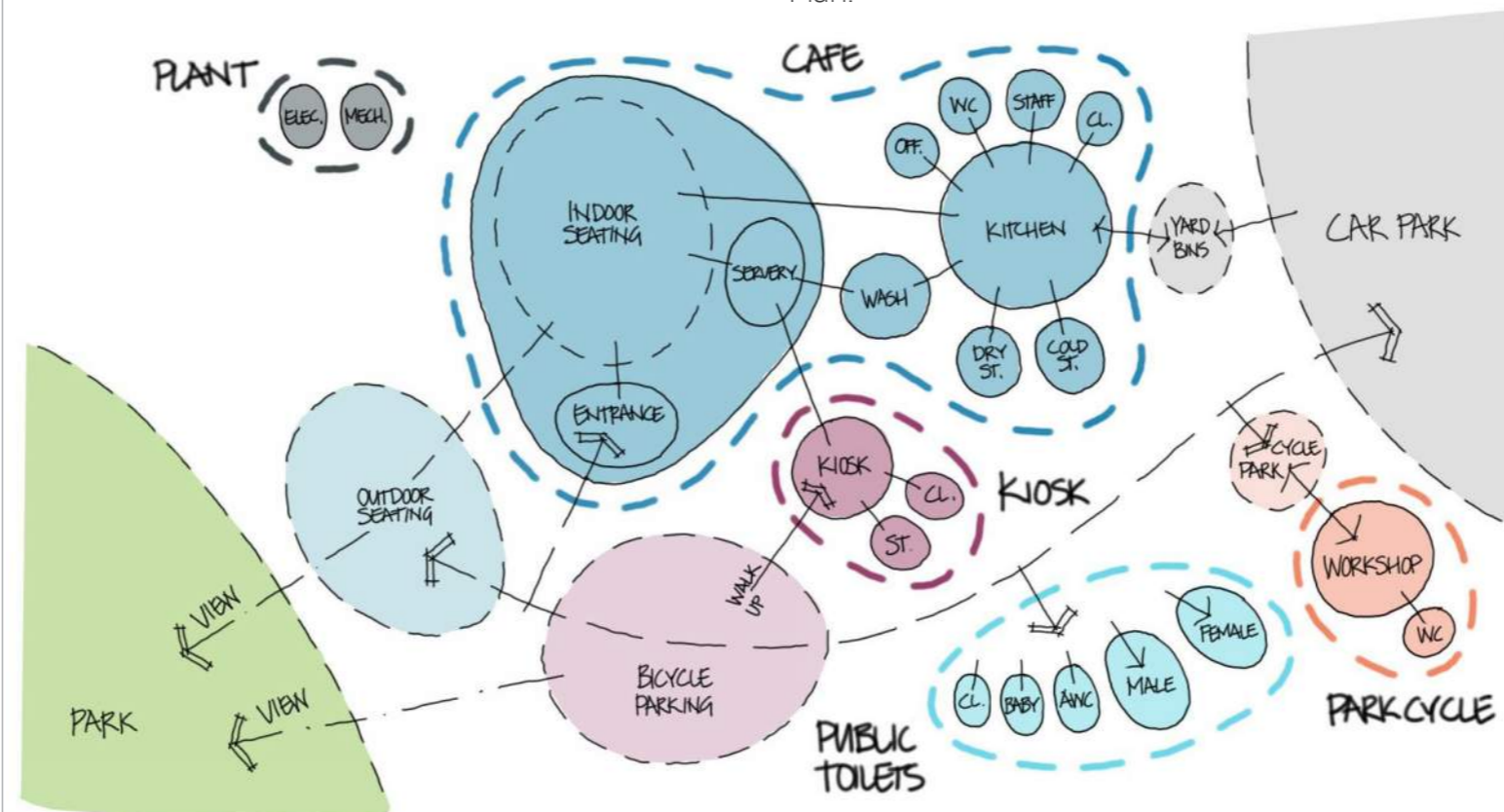
The car park is currently, and will continue to be, used for small events such as Christmas Tree Sales, sporting events such as the Duathlon, etc. and these uses will be supported with the installation of electrical points.

The car park acts as a gateway to the wider park which will be reflected in the new design.

As the site already acts as a cycling hub, improved provision for cyclists will be provided including improved hard standing areas, well designed and conveniently located cycle racks and easy access to the Catering Kiosk and Public Toilets

Opportunities for natural play (as opposed to formal playground) will be explored in the area surrounding the site, to further encourage families.

As part of ongoing park management (not requiring planning consent) The Royal Parks will continue to enhance the landscape and biodiversity of the wider site in accordance with the Landscape Management Plan.



SECTION 3

AMOUNT

A careful analysis of the space required for the café, cycle hire, and public toilets has been undertaken, benchmarking the proposals against similar developments in The Royal Parks and elsewhere.

3.1 Site

The site area within the red line boundary is **0.72 ha**.

The initial version of the Schedule of Accommodation developed from the brief shows a Net Internal Area of around 480m² and a Gross Internal Area of around 560m².

Following the feedback received from the first Planning Pre-App, the areas were re-visited and the 'Flexible' Education, Exhibition and Events Space removed from the proposal. Combined with a tightening up of the layout, this has resulted in a reduction of the proposed areas with a proposed NIA of 430m² and GIA of 458m² in the second Pre-App design. This has been further adjusted and the current proposals have an NIA of **434m²** and GIA of **446m²**.

Each element of the brief has been carefully considered so that the new facilities can function efficiently, comply with current regulations, and provide an appropriate service without being larger than is strictly necessary.

Café Area – This has been sized in collaboration with the catering consultants to ensure that enough space is provided for comfortable seating inside and that there is enough queuing space retained, as the café gets very busy at times.

Café Kitchen and Back-of-House areas – The kitchen and ancillary spaces have been sized by the catering consultants to provide enough space to service the café and kiosk and to comply with current health and safety and building regulations. The dry stores and cold stores have been sized to provide storage for both the Roehampton Gate Café and also the other catering kiosks around Richmond Park, which are serviced from this site.

Kiosk – The kiosk size has been based on the size of the most recent medium-sized kiosks developed by The Royal Parks.

Toilets – The existing toilets are completely inadequate for the number of users so the proposed toilets are sized to allow a greater number of WCs and urinals to be provided, ensuring that there are enough for both the café users and the general park visitors.

Bicycle Hire – The proposed bicycle hire facility has been optimised to provide the minimum area required for the facility to operate effectively and is a reduction on the current area.

A full breakdown of existing and proposed areas is included in the Area Schedule.

To replace the burned down Pavilion building 402m², the existing Park Cycle are 52m² and the Public WCs 76m², total of 530m². The proposed building would be 505m², thus giving a net development area of 163m².

	GEA	Total (m ²)	GIA	Total (m ²)
Original Pavilion Building (Burnt down in 2004)				
Pavilion Bar and restaurant	214	402	198	369
Public Female WC and Plant Room	46		42	
Golf Clubroom, Female Golfer Changing, Shower and WC	142		129	
External Covered Seating	(123)		(123)	
Golf Pro Shop Building (Demolished in 2013)				
Public Male WC	31	403	30	392
Golf Pro Shop, Café, Management office, Storage, Male Golfer Changing, Shower, WC	372		362	
Existing Buildings				
Temporary Café, inc. Kiosk and store	182	287	173	268
Cycle hiring hut, including store	52		48	
Storage Container	15		13	
Temporary Potacabin Public Toilets	38		34	
Covered Seating	(0)		(0)	
Proposed Buildings				
Café, Kiosk, Store	341	504	308	446
Plant room	19		15	
Bicycle Hire	50		42	
WCs, Baby Change, Cleaners Cupboard	94		81	
External Covered Seating	(80)		(80)	
External Bins Enclosure	(34)		(34)	

SECTION 4

LAYOUT

Two linked single-storey buildings are located at the centre of a rearranged car park area.

Site Layout

The existing car park is split roughly in two, with the south section being a formally organised arrangement of marked car parking spaces either side of an access road, all finished in tarmac. The north section is less formal and is surfaced in gravel. The access road is located between the two areas at the centre of the site, close to the front of the current café. This arrangement causes significant overlaps between the cars, bikes and pedestrian who are all trying to use the same area.

It is proposed to relocate the access to the car park to the north end, where a new tarmac access road will enter the site and pass through the gravel area to the existing tarmac area to the south end or the site. This will allow for the removal of the existing site entrance and a reorganisation of the gravel area of the car park, creating a safer pedestrian zone at the centre of the site where the new facilities are to be located.

Building Layout

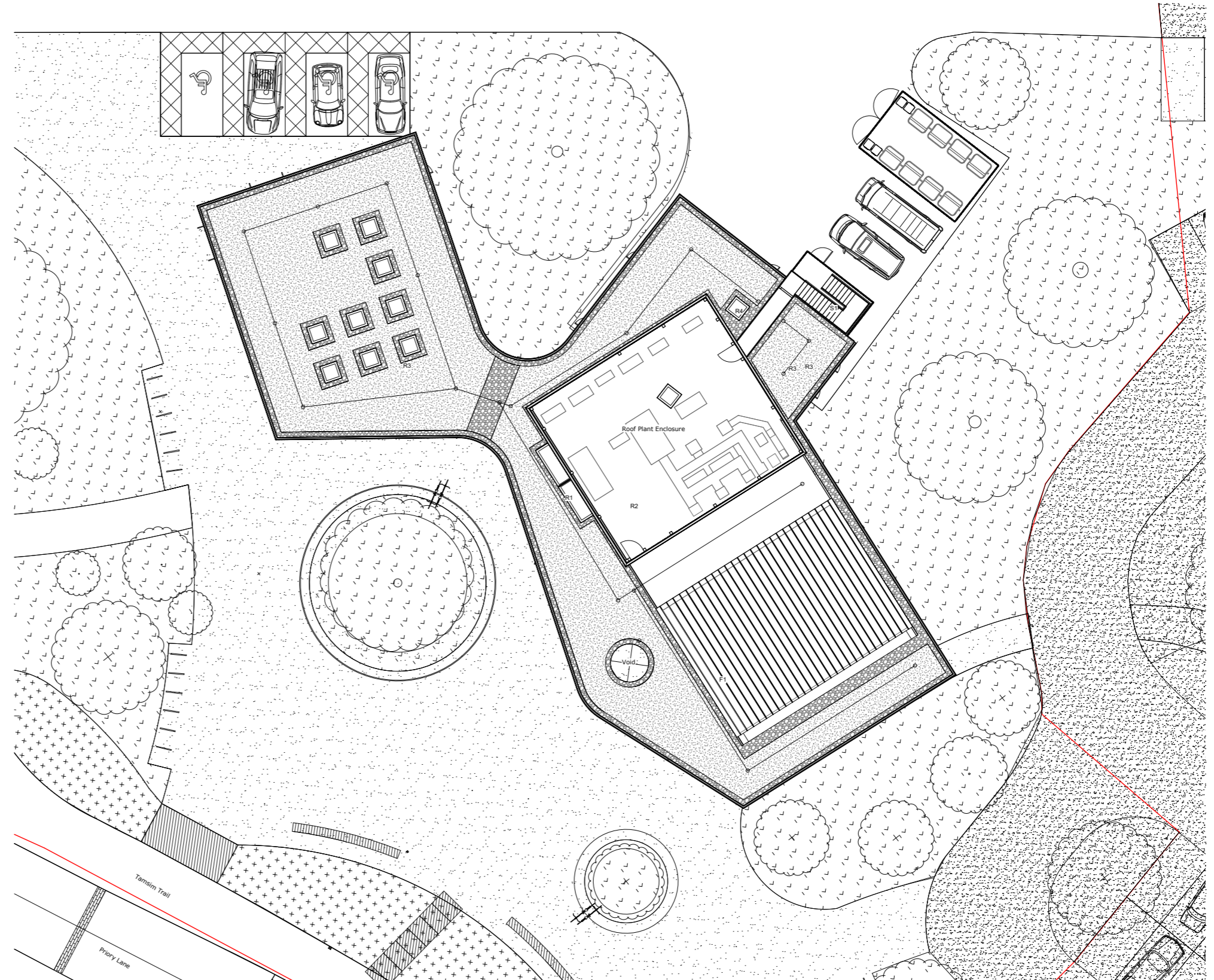
The new facilities are arranged on a single level across two separate but linked buildings. The first building contains the café seating area to the south with the kitchen and wash-up area adjacent to the north. Beyond the kitchen is the Catering Kiosk which faces west, onto the new external landscaped area at the centre of the design. A kink in the plan marks a shift to more private, back-of-house functions including ambient, chilled and freezer stores, staff changing and a small office. The plant rooms are located to the rear, accessed externally. Behind this area there is a small yard and bin store, two parking spaces for electric catering vehicles, including a charging station, and a turning head and loading area for delivery vehicles.



SECTION 4 LAYOUT CONTINUED

To the north, set at an angle to the café building, is a separate square building containing the public toilets and bike hire facility. The Male and Female Toilets, Accessible WC, Baby Change Room and a Cleaner's Store all have doors facing the public landscaped area. The bike hire is positioned at the north side where it is visible from the car park entrance and slightly separated from the main public area, allowing more space for external bike display.

An extensive canopy wraps around the south and west sides of the café and extends across to the public toilets to the north. This canopy provides the café with shade from the south and west sun and provides a sheltered external space for sitting. It also allows people using the kiosk to queue under cover and provides a sheltered route from the café to the toilets.



SECTION 5

SCALE

The design seeks to create a balance between the scale of the individual and the larger scale appropriate to the café interior, while remaining subservient to the scale of the surrounding trees.

The new buildings are designed to be of a similar scale to other ancillary buildings located within the Royal Parks. They are single storey with an extensive area of flat green roof covering the buildings and linking canopy and a pitched roof over the café area. An area of plant above the back-of-house facilities is screened with vertical cladding.

The roofs have a consistent eaves level which gives a human scale to the buildings. The general roof level is 3.45m above ground level with the pitched roof over the café seating area rising to a maximum of 5.6m, providing a more generous space inside.



Proposed West Elevation

SECTION 6

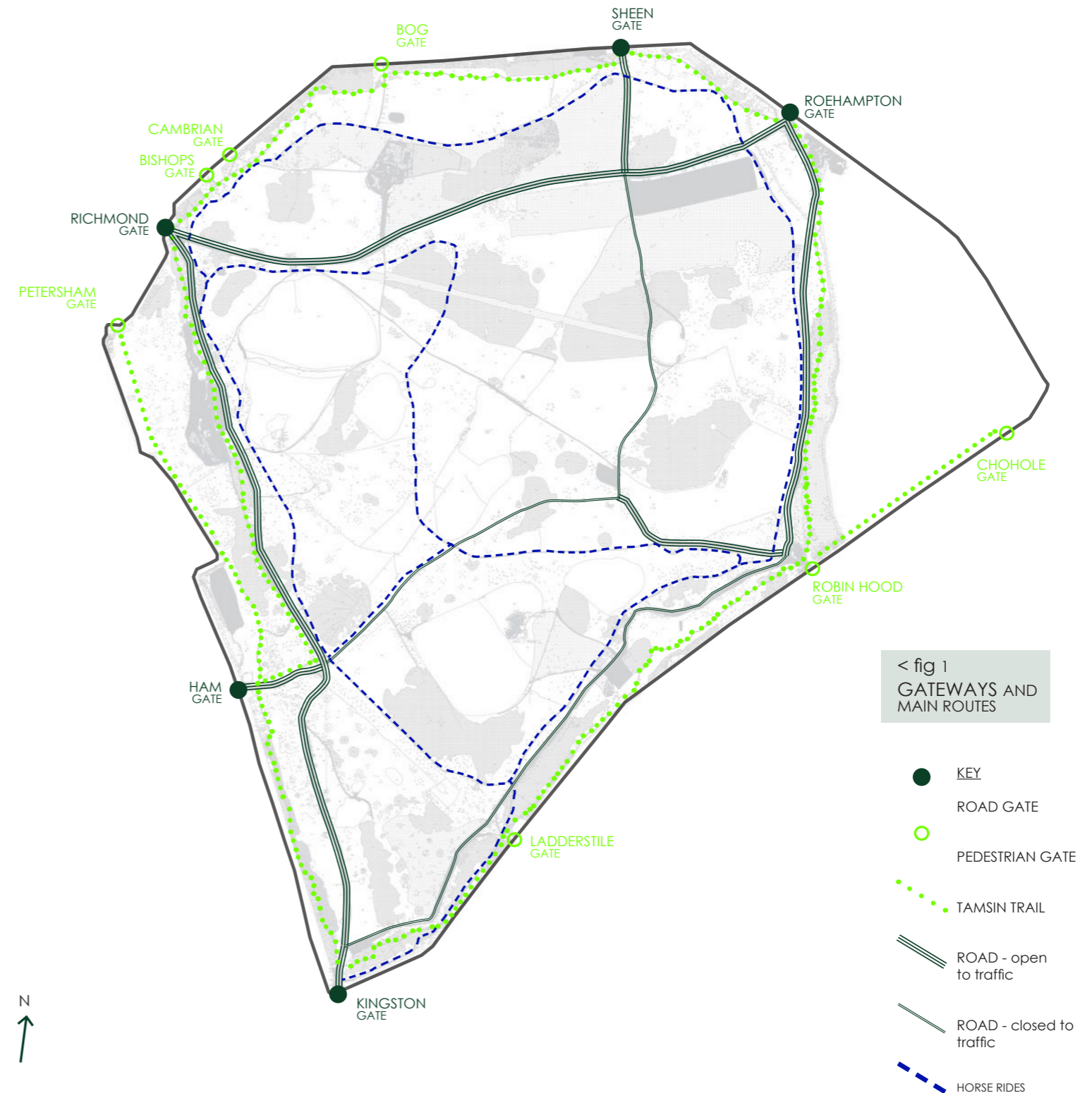
LANDSCAPE

6.1 Landscape Context: Circulation

The site is on the north-east edge of the park, close to Roehampton Gate with The Alton Primary School to the immediate north-east beyond the site boundary and the Richmond Park Golf Course to the south-east. The existing car park is separated from the park by Priory Lane which forms part of the network of roads within the park, giving access to the car parks and forming a circular route for road cyclists. Adjacent to Priory Lane is the Tamsin Trail, a segregated, dedicated running and cycling path which goes around the whole park.

This project has been identified in the Richmond Park Management Plan with the following recommendations:

“Explore the re-landscaping, improvement of public facilities and better access on the current site of Roehampton car park complex... alongside opportunities for biodiversity enhancements.”



SECTION 6 LANDSCAPE CONTINUED

Richmond park is the largest of London's Royal Parks, covering an area of 2,500 acres, and has enjoyed a long and rich history as a Royal Park since being enclosed as deer park in 1637 by Charles I.

6.2 Landscape Context: Richmond Park

The Park is of national and international importance for wildlife conservation and is a National Nature Reserve, a Site of Special Scientific Interest, and a Special Area of Conservation. It is also included on Historic England's Register of Historic Parks and Gardens as Grade I.

The following nature conservation designations apply to the Roehampton Gate Café area:

Special Area of Conservation (SAC) – international statutory designation for stag beetle.

Site of Special Scientific Interest (SSSI) – national statutory designation given the park's saproxylic invertebrate fauna and lowland acid grassland.

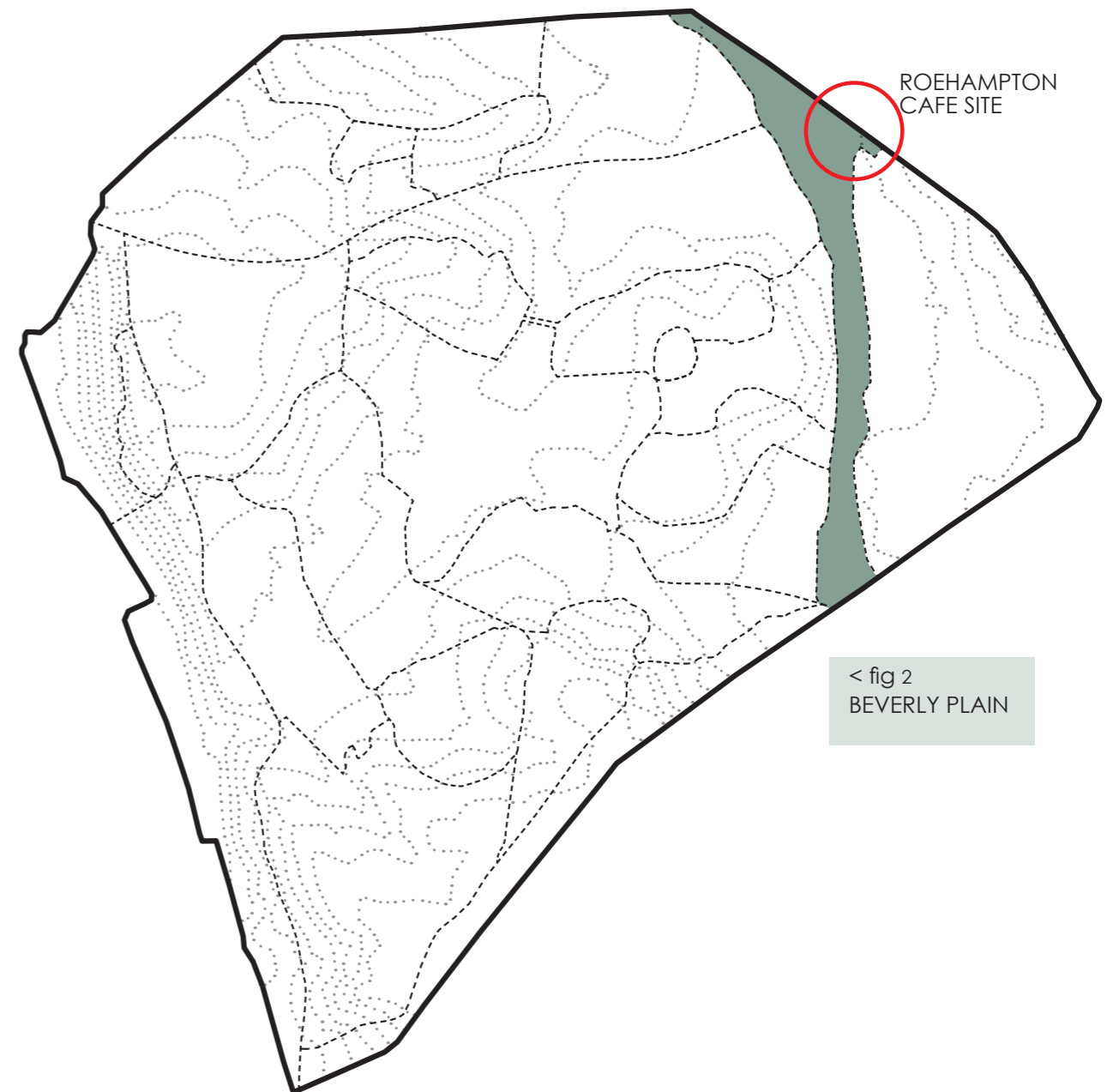
National Nature Reserve (NNR) – national statutory designation for nature conservation value, as a recreational resource, for its geology, and for research.

Site of Importance for Nature Conservation (Metropolitan level) – planning designation given the park's nature conservation importance for London.

The site is located in the 'Beverley Plain' landscape character area which follows the mainly open flood plain along the banks of the Beverley Brook, punctuated by Killcat Wood and running south from Roehampton Gate and car park.

The Beverley Brook itself was one of two streams illustrated on the earliest plan of Richmond Park (1637) which showed it crossing the eastern corner of the park. The Brook was widened and straightened in 1924 and again in 1938 to improve drainage. The name seems to come from the Saxon term beofor-lac, which means a beaver stream; beavers will have been common here before they became extinct in the 16th century. It is a stream vulnerable to sudden high flows from flash flooding after extreme weather events.

The Richmond Park Management Plan 2018-28 assesses the overall landscape condition for this character areas as 'poor' and its significance as 'medium', providing opportunities to 'create' and 'restore' the landscape. Views of temporary buildings and visitor facilities including the car park are the main visual detractors.



SECTION 6

LANDSCAPE CONTINUED

Although Richmond Park is a site of great ecological value, the existing site is of much less value due to the large amount of disturbance caused by visitors, which allows the possibility of enhancement.

6.3 Existing Site: Ecological Baseline

The site is subject to heavy public access and disturbance as a busy car park and café with toilet facilities and a cycle hire. This is likely to reduce its ecological value significantly. It supports a range of habitats:

The majority is hard standing for car parking and vehicle access, with areas of bare ground/gravel for overflow parking, as well as few single storey buildings. These habitats are of low ecological value, although bats and birds may use the buildings (subject to their condition).

Species-poor improved grassland communities surround these areas (identified by habitat surveys in 2016) which are of low ecological value given low species diversity and high levels of disturbance.

Semi-mature and mature trees, as well as two veteran sweet chestnut trees and a single veteran English oak. Trees provide nesting opportunities for birds, although disturbance will reduce their value, whilst cracks and crevice features may also support roosting bats. Veteran tree and deadwood habitats may support saproxylic invertebrates, including rare or notable species such as stag beetle and violet click beetle.

The park boundary to the north of the site includes dense scrub habitats, including elm, ash, hawthorn, and elder regeneration. These are likely to support bird, small mammal, and invertebrate species (including the butterfly white letter hairstreak).

An ephemeral pond is located some 120m to the west of the site. Previous surveys in 2015 did not record any amphibians within this pond, which is used as a deer wallow, with the closest confirmed GCN breeding pond located some 700m to the south of the site within the Richmond Park Golf Course (surveyed 2019).



SECTION 6 LANDSCAPE CONTINUED

6.4 Proposed Site Plan

The landscape design retains the best features of the existing site, and will enhance its natural (qualities) by inverting the hierarchy between building and setting: the landscape will dictate the space and orientation for the building, which will be thoughtfully situated within the visual and ecological context of Richmond Park.

There are 5 key elements to the landscape proposal:

Vehicular access: re-orienting the main access road, improving car parking and service access

Cycle Routes: managing cycle routes through the site, from the Tamsin trail and main road, and providing improved cycle parking and gathering spaces.

Pedestrian circulation: improved space around the café for seating, improved toilet facilities, and safer crossing points at the main road.

Swales: a long swale along the main road increases opportunities for water collection, retention, and attenuation as well as improves site-wide biodiversity.

Planting: enhanced tree, shrub, hedgerow and grassland planting for habitat improvement, screening and framing views.



SECTION 6 LANDSCAPE CONTINUED

6.5 Appearance and Materials

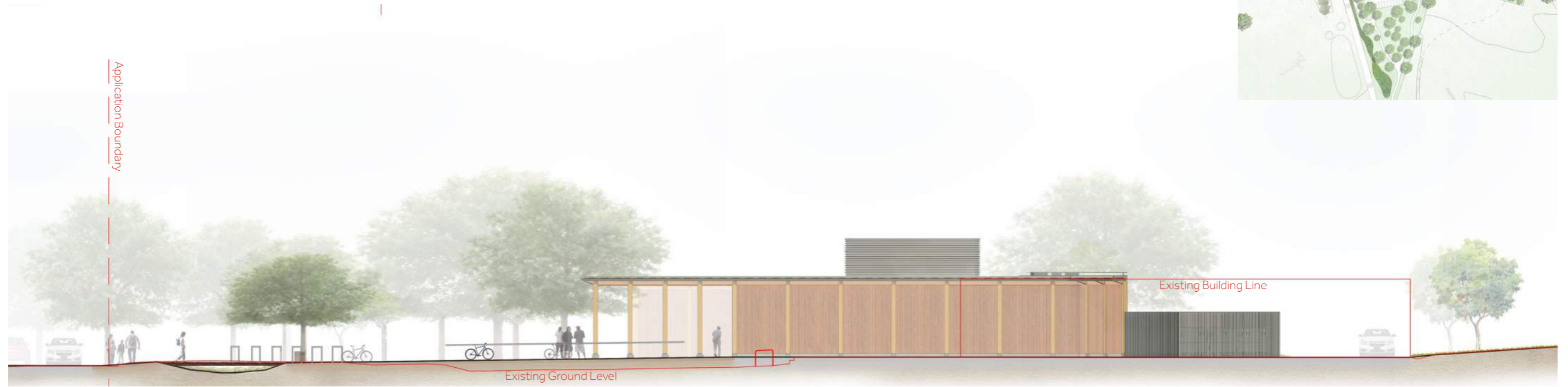
It is important to establish a direct relationship between the building and the park landscape, with acid grassland coming up to the building, and the greenroof continuing the habitat. The current tree population and scrub screening of the car park will be enhanced, as well as framing views out towards Beverly Brook.

There will be a predominance of natural materials – paving – porous surfacing such as coxwell gravel, tarmac limited to trafficked or intensely used areas; seating – created from stone filled gabions with timber planks to form seating set into natural mounding where possible; cycle parking – bespoke lightweight racks/ bars (possibly corten) to minimise visual intrusion; water attenuation – natural swales with corten grid ‘crossings’/ channels.



SECTION 6
LANDSCAPE CONTINUED

6.5 Appearance and Materials



Swale



Gravel Path



Mesh Bridge Across Swale



Porous Surfacing



Bespoke Benches

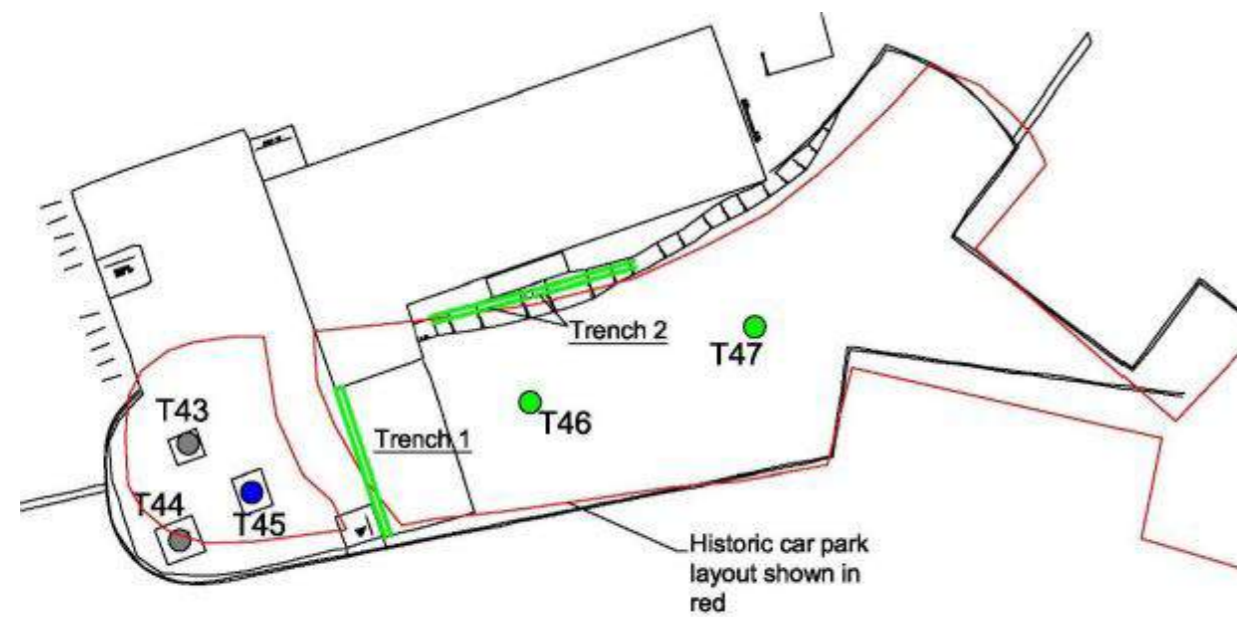


Bespoke Cycle Parking

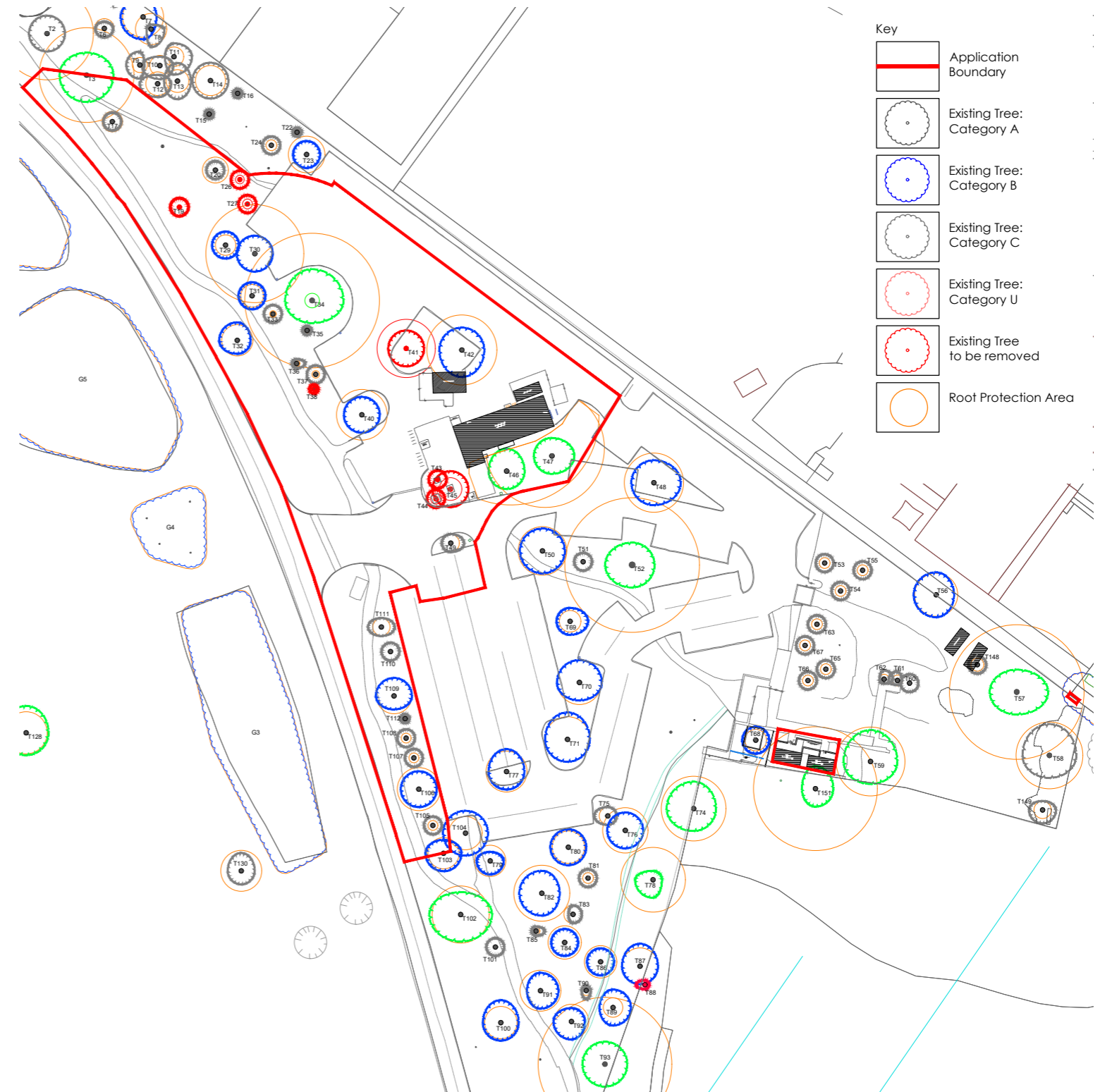
SECTION 6 LANDSCAPE CONTINUED

6.6 Existing Trees & Tree Protection Strategy

Canopy Consultancy has prepared an Arboricultural Impact Assessment and Method Statement for the protection of trees on site, as well as a CAVAT valuation of the 6 trees to be removed. Additional investigative work was done to accurately assess the root protection area of two trees adjacent to the existing cafe building.



On the 29th April to the 2nd May 2024, exploratory trenches were carefully excavated by hand along the edge of the former car park to the north of T46 and at the location of the former footpath to the west of T46 in order to inform the RPAs of T46 and T47. The location of the trenches is shown in the figure above.



SECTION 6 LANDSCAPE CONTINUED

6.8 Mitigation & Enhancement Measures

- Increase in vegetated footprint by rationalisation of access routes and reduction in artificial surfacing in line with TRP's wider objective to increase the area of greenspace throughout the parks.
- Reuse of acidic/nutrient poor subsoils made available through works to enhance grassland habitats
- Strict protection of all retained trees and scrub during works.
- Planting of 25 new trees throughout the site,
- Creation of wetland habitats and ground water recharge through swales
- Ensuring no increase in artificial lighting



SECTION 6
LANDSCAPE CONTINUED

All proposed trees will be native species, already present within Richmond Park.

6.7 Proposed Trees



Ulmus 'New Horizon'



Sorbus acuparia



Quercus robur



Prunus spinosa



Crataegus monogyna



Crataegus crus galli

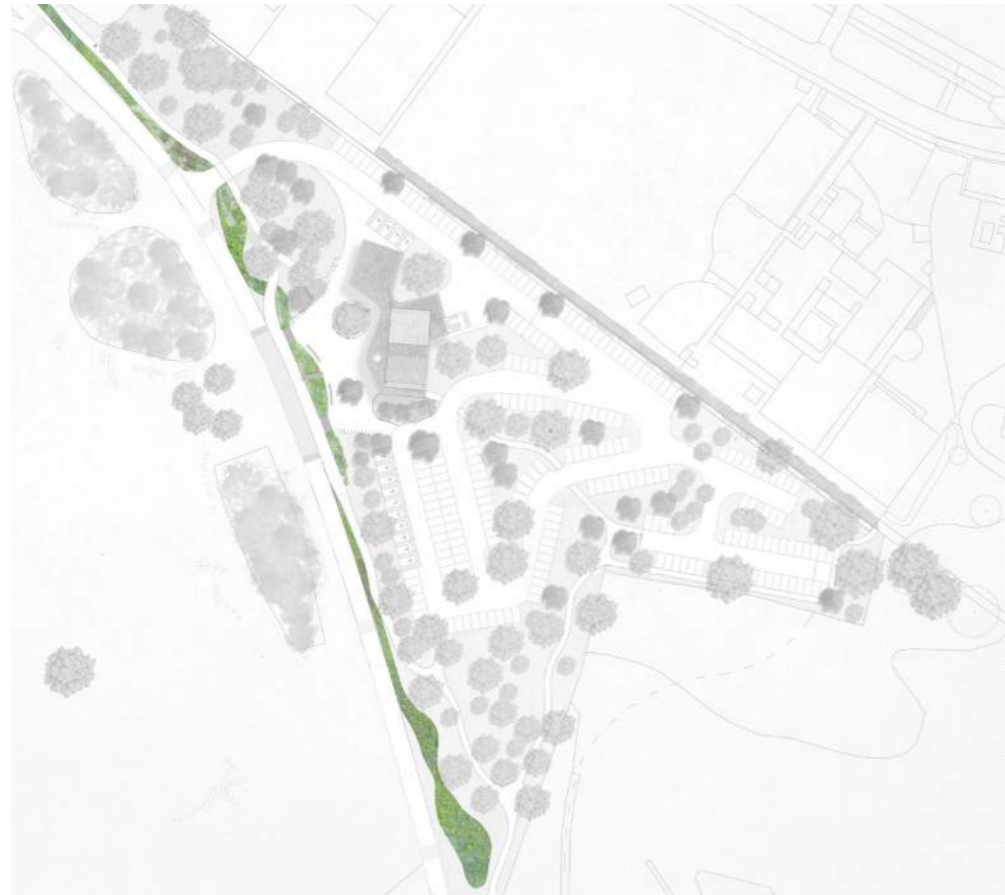


Castanea sativa



SECTION 6
LANDSCAPE CONTINUED

6.9 Swale Planting



The swale will be planted with a base of Richmond Park sourced Acid Grassland seed mix (60%), and supplemented with the below (40%):



Deschampsia cespitosa



Galium verum



Juncus inflexus



Lathyrus pratensis



Lotus pedunculatus



Lycopodium europaeus



Mentha aquatica

SECTION 6 LANDSCAPE CONTINUED

6.9 Acid Grassland Enhancement

Acid Grassland seed mix to be collected from Richmond Park to ensure site suitability and deer resistance

- *Pilosella officinarum*
- *Holcus lanatus*
- *Galium saxatile*
- *Trifolium repens*
- *Trifolium dubium*
- *Festuca rubra*
- *Phleum bertolonii*
- *Hypochaeris radicata*
- *Festuca ovina*
- *Rumex acetosella*
- *Agrostis capillaris*
- *Juncus effusus*
- *Agrostis stolonifera*
- *Poa pratensis*
- *Potentilla erecta*
- *Stellaria graminea*
- *Luzula multiflora*
- *Bromus hordeaceus*



Pilosella officinarum



Potentilla erecta



Rumex acetosa



Holcus lanatus



Stellaria graminea



Trifolium dubium



Hypochaeris radicata



Phleum bertolonii



Juncus effusus



SECTION 6
LANDSCAPE CONTINUED

An accessible, deer-proof gate at the edge of the site will connect Alton Estate to Richmond Park. Final design pending accessibility and safety audit/assessment

6.10 Alton Estate Gate



Location Plan & Proposed Path



Precedent Images: Similar Gates in Richmond Park



SECTION 7

APPEARANCE AND MATERIALS

A palette of natural, attractive, and robust materials has been proposed to ensure that the buildings blend into their environment and remain attractive in the long term.

7.1 Materials

The buildings have been designed to be low-key and to sit quietly in their context. Most of the form is covered by a flat green roof which extends beyond the building line to the south and west to form a sinuous canopy. The structure for both the canopy and the overall roof is to be timber with timber columns around the perimeter of the canopy. A south-facing pitched roof over the main café seating area is to be clad in pre-weathered standing seam zinc with photovoltaic panels attached over. North facing clerestory windows fit between the roofs. Extensive areas of openable windows surround the café seating area to provide a direct connection to the park.

The lower parts of the walls will be clad in concrete, providing a robust finish to the base while upper areas will be clad in vertical larch cladding boards. Shutters to the Catering Kiosk servery will be in larch to match the cladding.

The back-of-house areas are more solid in appearance and have a screened area of plant on the roof above.

7.2 Robustness

Materials have been selected for their robustness and ease of maintenance. This will help to ensure the appearance of the new buildings against the adverse effects of age and the wear and tear which can be expected in a public environment.



(Left) Pitched roof: Pre-weathered zinc standing seam roofing.



(Right) Photovoltaic Panel: Photovoltaic panels to be installed in between standing seams of south facing pitched roof.



(Left) Upper parts of wall: Larch in a vertical board pattern, heat-treated or pre-coated to allow for even weathering.

(Right) Lower parts of wall: In-situ concrete upstand



(Left) Flat roof: Acid grass roof over suitable flat/low-pitch roof build-up.



(Middle) Roof lights: Standard range, low pitch, double glazed, aluminium framed, flat glass rooflights



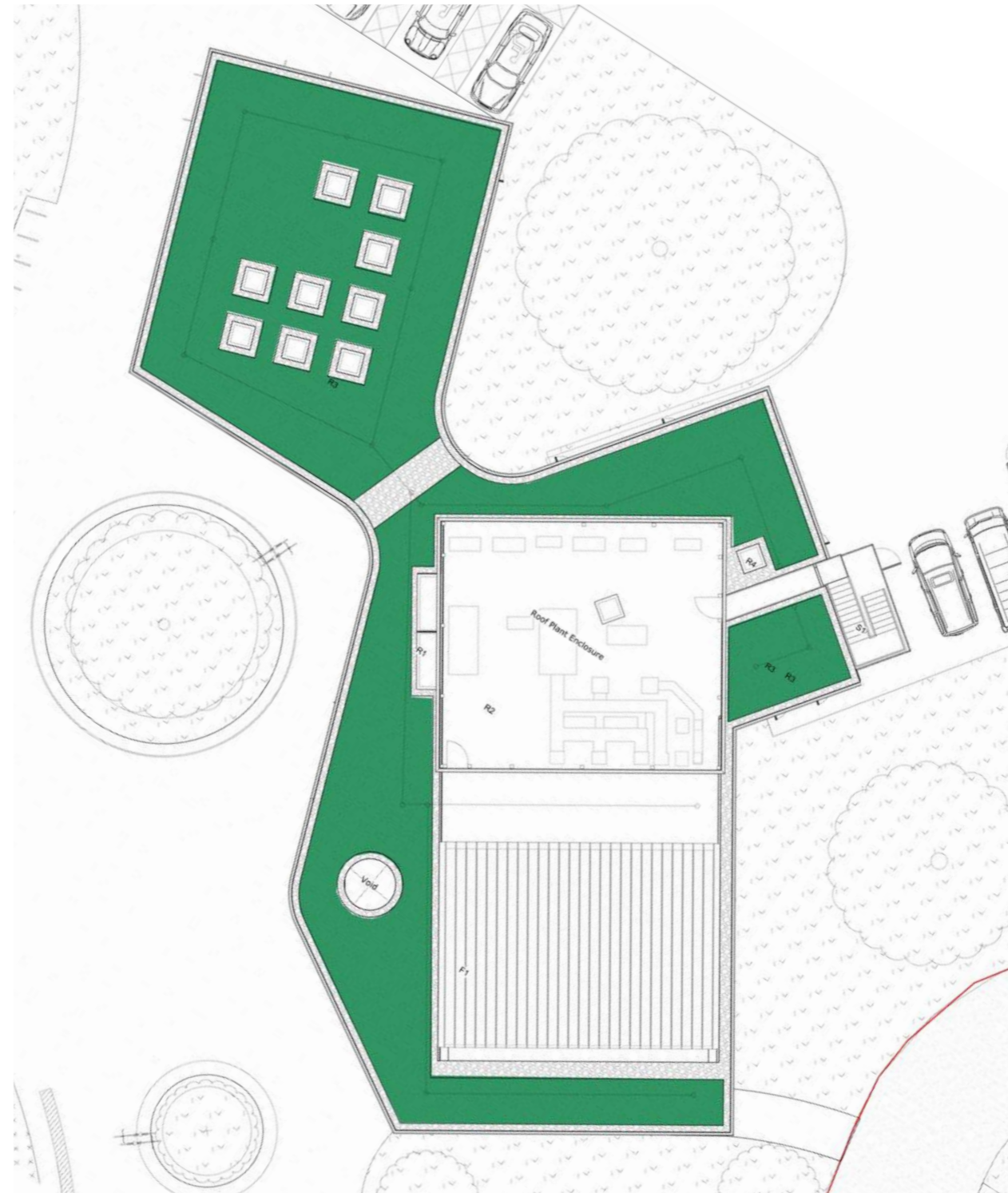
(Right) Sun Tunnels

SECTION 7 APPEARANCE AND MATERIALS CONTINUED

7.3 Green Roof



- The typical built up of the green roof
1. 100mm~150mm intensive substrate
 2. Filtration Layer
 3. Drainage board
 4. Protection layer
 5. Separation and slip layer
 6. Underlying waterproofing system



The green roof covers 344m² of overall 735m² around 47%.

SECTION 8

ACCESS

Improvements to the access arrangements around the site are key to the success of the project, providing a safer and more enjoyable experience for all park users.

8.1 Vehicles

One of the key design moves is the relocation of the car park entrance from the centre of the site to the north end. This will allow the free movement of cars in and out of the car park while reducing the overlap with cyclists and pedestrians. The car park will be adjusted to allow for this entrance and a tarmac road surface will be installed from the entrance to the existing tarmac parking area. The south parking area will be formalised with a tarmac road surface and gravel parking bays.

Two sections of the car park will be converted into disabled parking bays providing a total of 14 accessible bays, an increase of ten over the current four. These are located where they provide the most convenient access to the new facilities.

The adjusted car park will have a total of 225 spaces, a decrease of 20 from the 245 existing spaces.

The roadway will be designed to ensure that there is adequate access for deliveries, bin lorries, and for vehicles associated with events and filming.

Two parking spaces have been provided at the rear of the café for catering vehicles, which will include electric vehicle charging points as the catering vehicles are electric.

8.2 Cyclists and Pedestrians

The creation of a pedestrian and cycle area at the heart of the design will go a long way to improve safety at the site. This will be further enhanced by the improvements to Priory Lane including the reduction in traffic due to the moving of the car park entrance and the traffic calming measures proposed.

The new external area by the café will link directly to

the Tamsin Trail providing off-road cycle access to the wider park.

Cycle parking will be provided in front of the building, close to Priory Lane and the Tamsin Trail for access and close to the Catering Kiosk and Public toilets. As the Café is very popular with cyclists it is intended to provide a large number of lockable cycle parking spaces.

Other facilities are being considered such as a water point for filling bottles and access to a bicycle pump for repairs. Café staff will have access to a shower.

8.4 Accessible Facilities

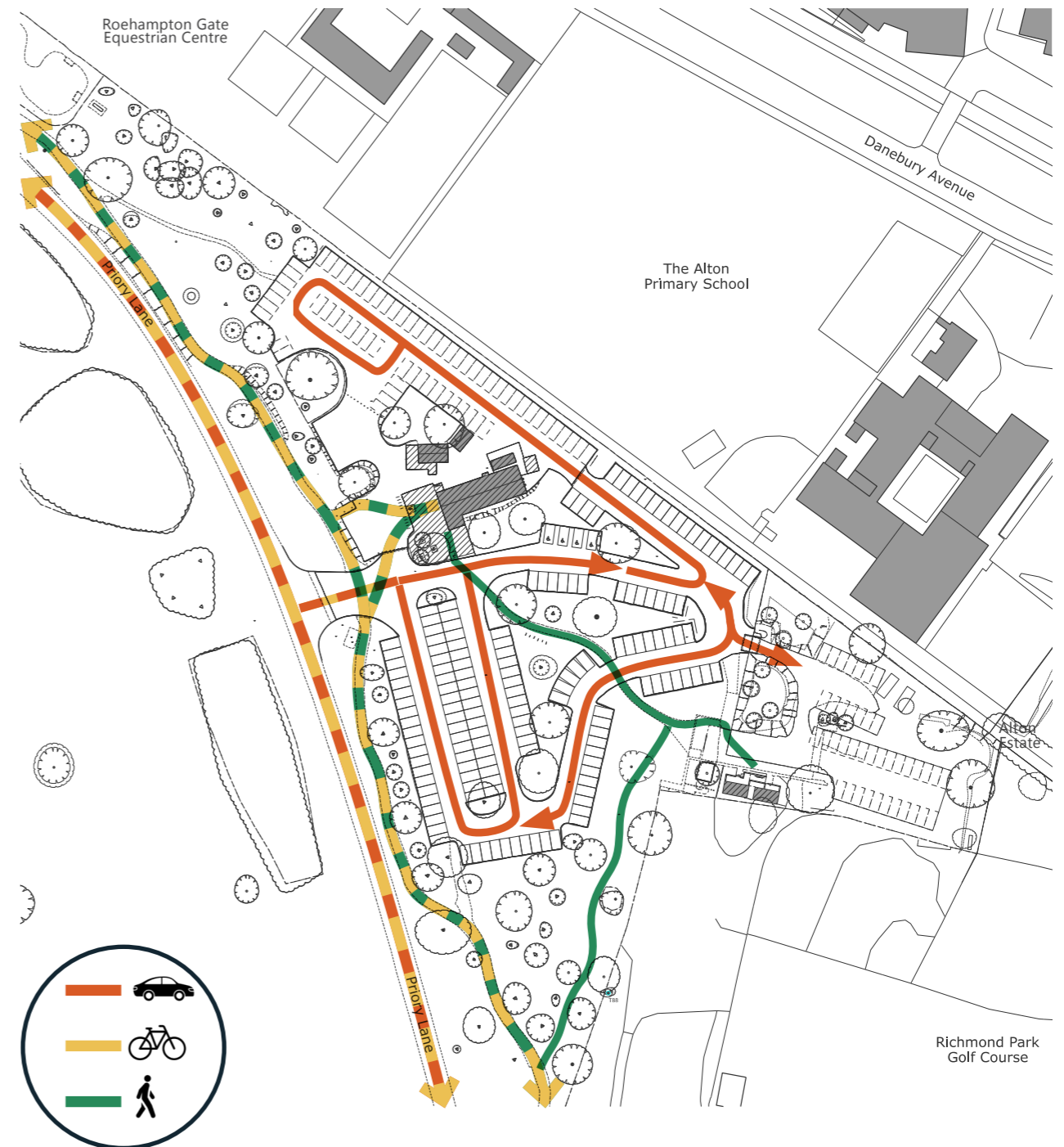
As noted above, the proposal is to increase the provision of disabled parking bays from 4 to 14 and to locate them where quick and safe access routes link the spaces to the café and toilets.

Level access is to be provided to all facilities.

The ground around the buildings is generally quite flat so slopes will be incorporated into landscaping to avoid use of ramps to entrances, unless absolutely necessary.

A Part M compliant Accessible WC is provided in the Public Toilet block as well as ambulant WC cubicles in both the Male and Female WCs. The Staff WC in the café is an Accessible WC, as is the Staff WC in Cycle Hire facility.

Baby change facilities are provided in a separate room, adjacent to the Public WCs.



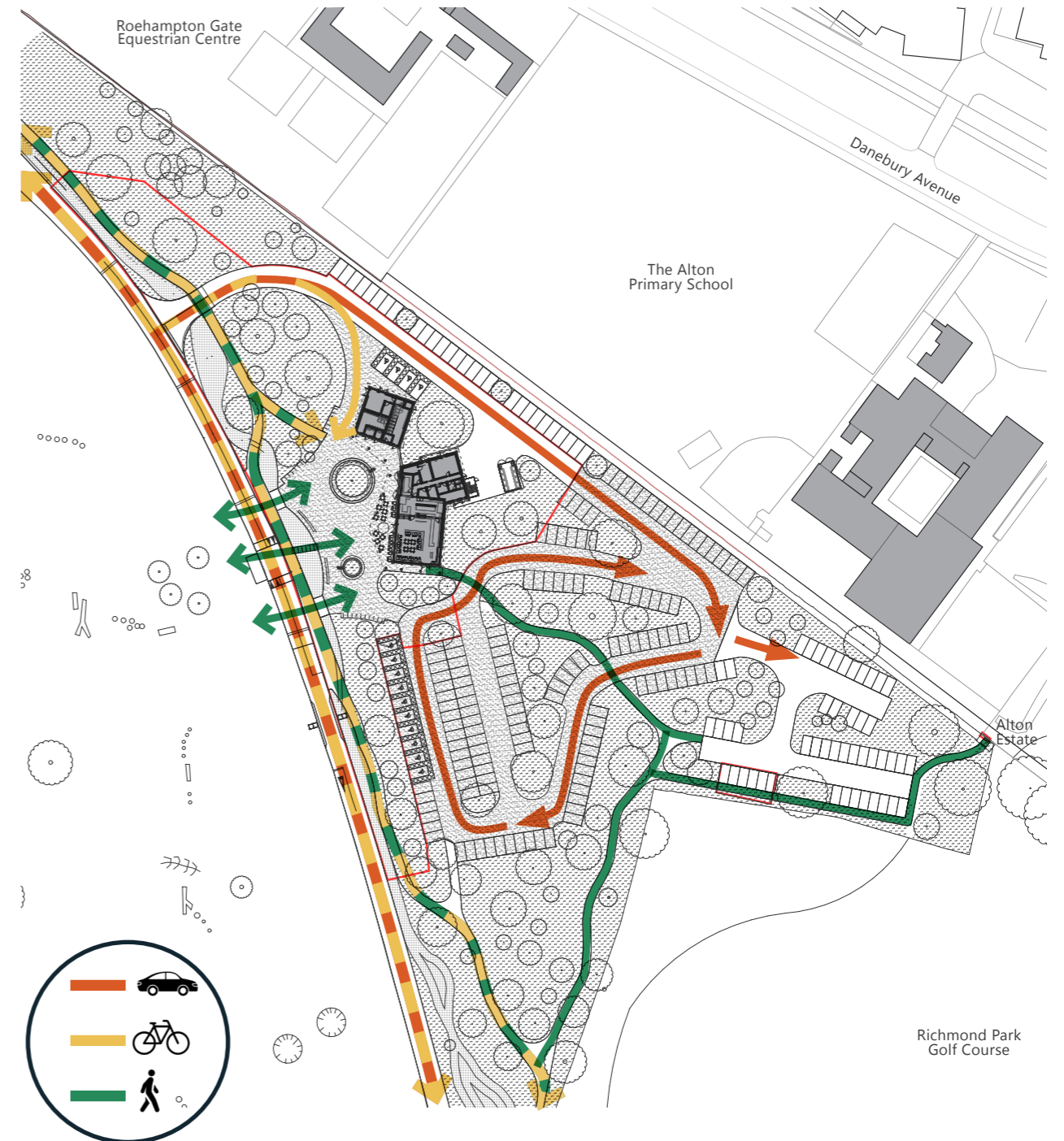
Existing Site Access Diagram

SECTION 8 ACCESS CONTINUED

8.5 Roof Access

A roof access stair from back of building will allow maintenance personal access the plant on the roof. Visual screening around the perimeter of the plant will provide edge protection. Man-safe system will be provided to ensure safety on the roof for occasional watering of the green roof.

All gutters are at the edges of the roof and can be cleaned via a gutter vac from ground level. Gutters can also be accessed via a MEWP if required.



Proposed Site Access Diagram

David Morley Architects