

Public Consultation

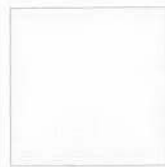
An extensive public consultation programme was undertaken on the previous scheme, from which certain modifications were made to the design in response to concerns raised.

As significant alterations had been made to that design it was considered appropriate to stage a further consultation event for local residents, to familiarise themselves with the design and discuss their opinions and concerns.

From the evening event the following design issues came forward; there was concern over the impact of the proximity of re-cycle center on some rear gardens of Manor grove from. There was also worry over a possible loss of privacy to the rear garden of 178 Manor Grove resulting from flank windows in Block C at ground and first floors.

The design was analysed in response to these concerns and solutions sought to address the above issues, the site layout was changed to allow the re-cycle center to be repositioned which has now been re-located away from the boundaries of the rear gardens of Manor Grove (see ground floor plan opposite). In response to the other issue the windows on the ground and first floors were re-designed to incorporate angled bays that direct views into the site.





Design Solution: Appearance

A consistent theme is carried through the design in the use of facing brickwork for the building envelopes, with a traditional yellow stock brick providing the base texture and colour for the residential blocks, and a red used to contrast with this, envisaged to be of a clean cut and consistent appearance. This emphasis is reversed on the frontage buildings where the same red is the dominant material, creating crisp openings for the glazing pattern. Timber boarding is used sparingly as a highlight texture, as is self coloured render.

Typical samples of the main materials are included in Appendix A.

Generally the organisation of windows, doors and balconies are to a consistent theme. Units are grouped to create a series horizontally and vertically and so give the facade its proportion and pattern. Colour is introduced into each array with the use of solid blanking panels that will enliven the facade and enable contrasting texture to be introduced into the overall design.

Windows are generally full height to maximise daylight penetration into the deep plan spaces. On the Richmond Road frontage these units will be of a high acoustic specification to minimise the impact of intrusive noise from the busy road. The frames will be a composite of coloured aluminum.

Additional articulation is introduced to the third floor to give visual emphasis to the building at second floor level as the predominant proportion. A self coloured cladding material is utilised to create this distinction.

The street focal point to the eastern view along Lower Richmond Road is given emphasis with a cube form finished in a self coloured render that is also envisaged as an effective backdrop to the London Plane tree in the pavement immediately in front.

Within the site flat roofs where possible are used to provide green roof finishes utilising a sedum 'extensive' green roof system.



LOWER RICHMOND ROAD ELEVATION



SECTION F-F THROUGH COURTYARD

DESIGN SOLUTION

Images



View of the junction between Lower Richmond Road and Manor Grove looking west



View of the courtyard space, with Block B and C forming the building backdrop

DESIGN SOLUTION



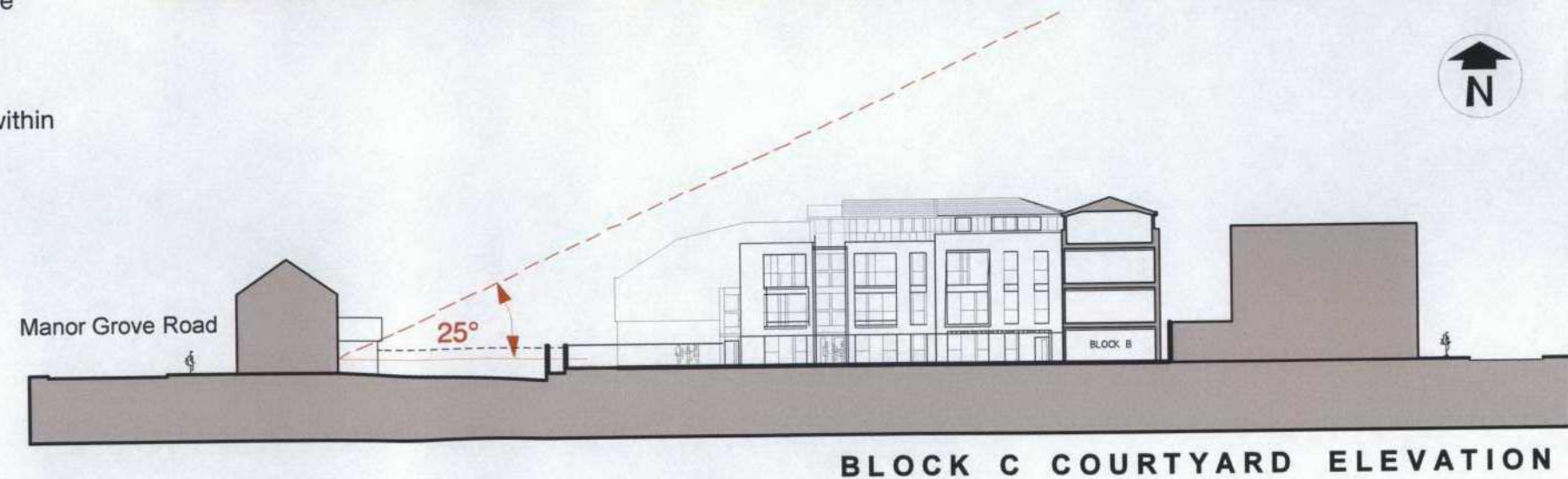
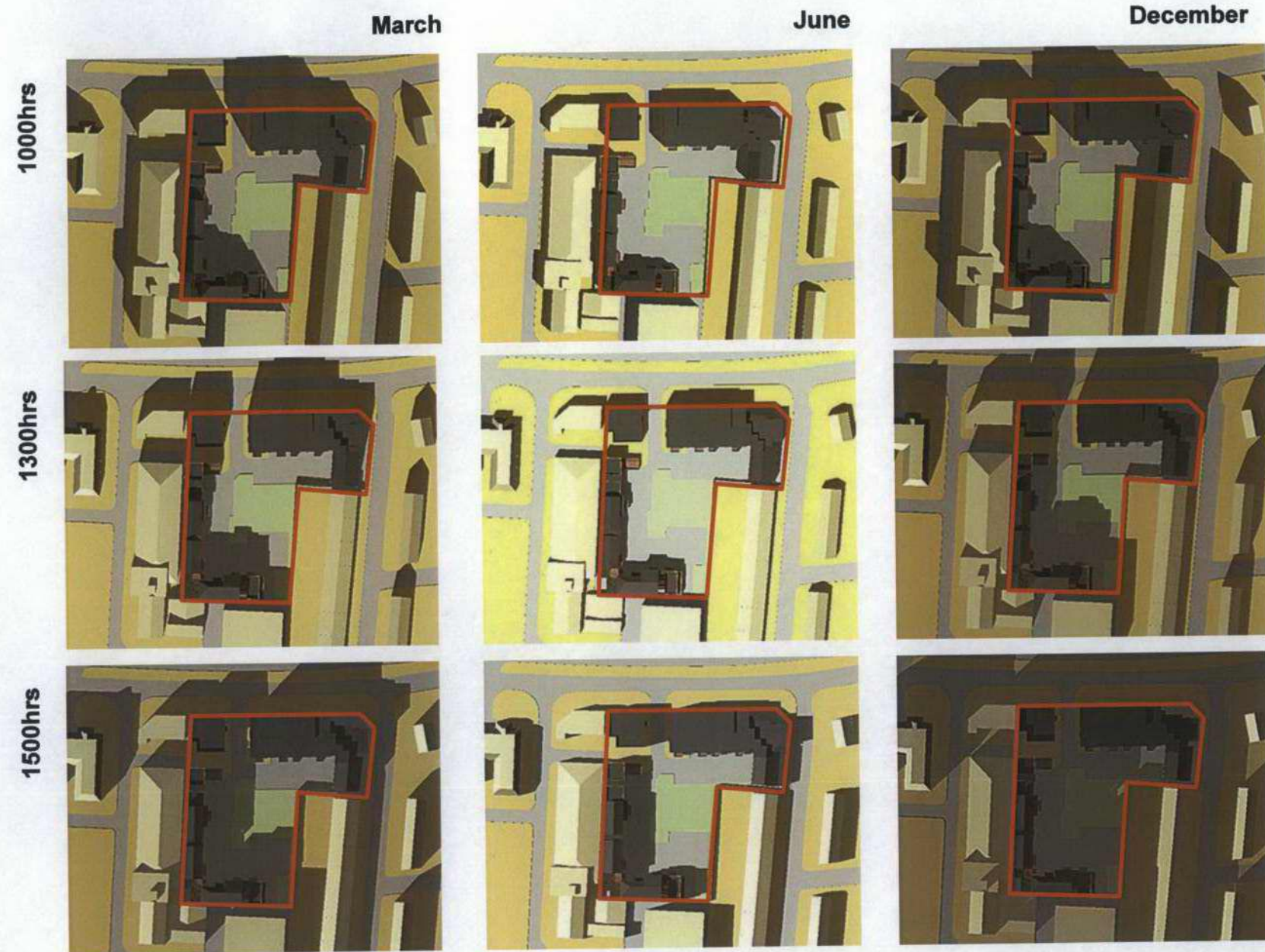
Sunlight and Daylight

The adjacent visuals illustrate the proposal within its surrounding context, with shading modelled at different times of the day and throughout the seasons of the year. It can be seen that the design will not adversely impact upon the sunlight and daylight of adjacent residential development, and in particular with the rear gardens of the properties on Manor Grove that abut the eastern site boundary.

The most sensitive residential relationship in terms of sunlight and daylight exists between the eastern bulk of proposed Block C, and the rear gardens on Manor Grove immediately east of this. The bulk and massing of C on the western side has been reduced at second floor level in response to concerns expressed by the Planning Officer over the impact on these adjoining gardens. This design amendment has significantly reduced the visual impact of the block, and also reduced the shadow footprint created by the building on the western corner of the site. The analysis opposite clearly shows that the proposed development will not have an adverse impact on these gardens.

In the previous scheme, concern was expressed with regard to the impact of the development on adjacent office accommodation in Market Place. The proximity of the corner element of Block C in the south west corner to office windows at first and second floor addressing this boundary was seen to create a potential conflict in terms of loss of light and privacy to the office occupants. Following Sunlight and Daylight studies, the design of the second floor linking element between blocks B and C was re-designed to reduce its impact on the amenity of the adjoining occupants. A full Sunlight and Daylight Study is provided with this application to demonstrate that the resulting sunlight and daylight levels to the office accommodation are above the BRE recommended levels. Alterations in the facade and fenestration design of Block C in this corner have eliminated the potential of overlooking into the offices.

In the previous scheme concern was expressed regarding the levels of the sunlight and daylight achieved in the habitable accommodation of unit 5, Block C. The configuration of this unit and those above has been re-designed to improve the light into this unit to above minimum recommended levels. A detailed sunlight and daylight study is included within the specialist report.



SUNLIGHT & DAYLIGHT

Access

The design approach for both the ground floor commercial and the residential accommodation has integrated the needs of disability access, the family, flexibility and adaptability for all ages and circumstances.

Vehicular and transport links

The scheme is highly accessible and as such ideally suited as a reduced car scheme. A Transport Assessment is included with the application in support of this strategy. The plan emphasizes the ongoing liaison and management system used by NHHO in setting up and maintaining an active information service for the building occupants.

Amendments to the access way as proposed in the original scheme have been made in accordance with TFL requirements.

It is a major design aim of the scheme to create a pedestrian priority external environment. To accommodate this, shared surfaces are proposed throughout the scheme to prioritise pedestrian movement. Further details of this design intent are covered in the Transport Statement and the Landscape Design.

It is likely that one or more families in the scheme may have a member with a disability. Car parking for these families is provided in the form of private parking bays immediately in front of the ground floor units that they will occupy. A covered porch will provide protection from the parking space to the front door of the unit. The ground floor plan show how this arrangement will work.

Cycle Storage

To support sustainable forms of travel, secure bicycle storage is provided on site for each of the residential units, these are highly visible within the site and will have further security to control access into the storage space itself. This facility is split and distributed about the site to help with ease of use, and will include proprietary racking to enable users to lock their bikes securely to a rack position. 58 spaces are provided for the residential units and a further 18 spaces for commercial use.

Inclusive Access

Where accessible by lift, areas of the scheme above ground floor are designed to be accessible by wheelchair users, lifts are of an appropriate size and format, corridor widths will enable maneuverability and all thresholds are designed to be level.

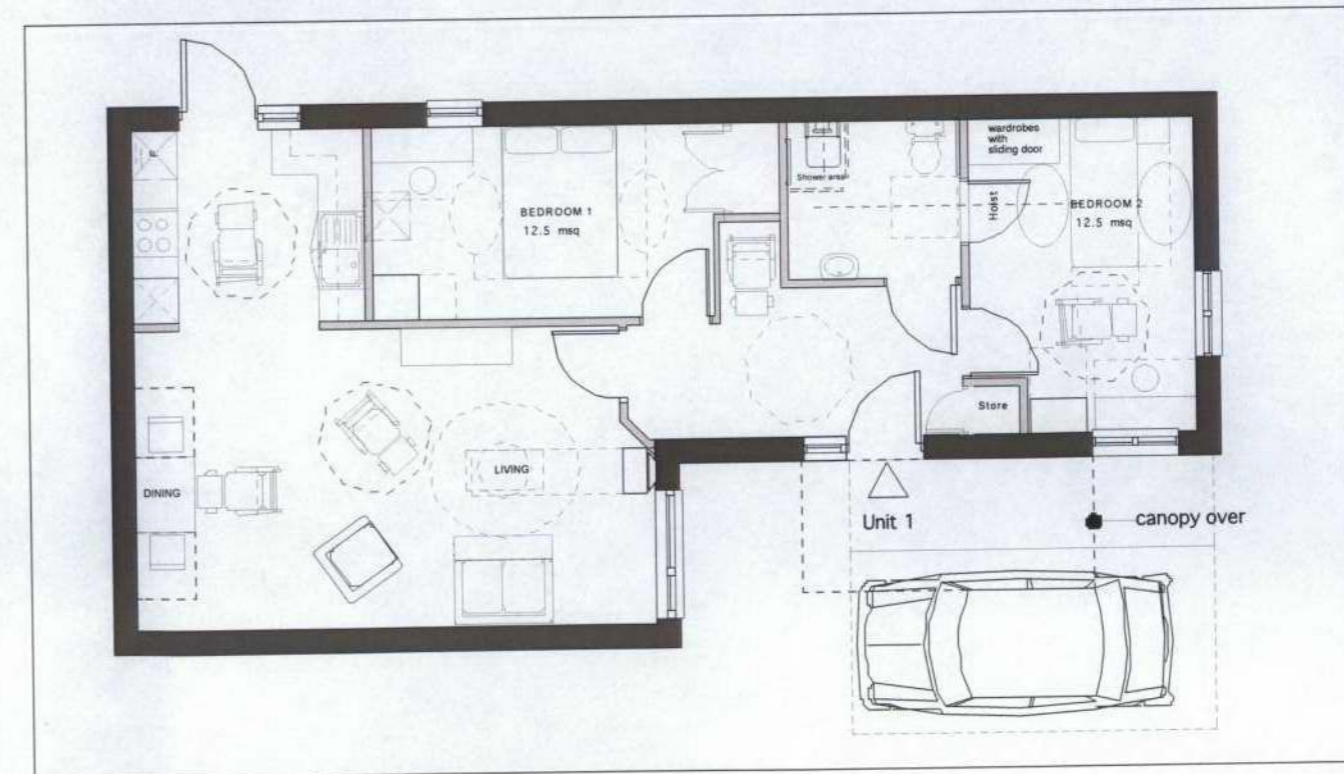
All residential units are designed to Lifetime Home Standards and are capable of adaptation to meet the needs of a wheelchair user. A Life Time Homes Checklist is provided over.

WHEELCHAIR UNITS

Six units are provided that are designed to be particularly adaptable to wheelchair standards including parking provision as discussed opposite, comprising the ground floor accommodation to block B, (5 units) and Unit 8 in Block A

An indicative plan is provided below to show how these units can be adapted to meet requirements of a disabled family member.

External pedestrian and vehicular surfaces throughout the site are at a consistent level, entrance thresholds are level and accessible in terms of width, approach and maneuverability within the common areas. Pathways across the site are made legible by contrasting surface treatment, and will be well lit.



ACCESS STATEMENT

COMPLIANCE WITH LIFETIME HOMES STANDARDS

This Statement is to read in conjunction with the Application drawings and completed Application Forms.

- 1 GOOD ACCESS TO THE HOME-CAR PARKING
Not applicable to reduced car flatted scheme.
- 2 ACCESS FROM PARKING
Not applicable to reduced car flatted scheme.
- 3 APPROACH TO ENTRANCES
The approaches to entrances are designed to provide level or gently sloped access with no steps .
- 4 EXTERNAL ENTRANCE
All entrances will have level access over the thresholds and canopies over, and well lit.
- 5 COMMON STAIRS
Stairs and landings are designed to meet the requirements of Part M of the Building Regulations for ambulant disabled users.
- 6 ACCESS TO THE HOME
Entrance Doors are min 800mm clear. Min clear width of corridors is 900mm generally, with additional width provide to changes of direction, and internal door widths provided to suit all as directed by Part M.
- 7 WHEELCHAIR ACCESSIBILITY
wheelchair turning circles are shown to kitchens, living rooms and circulation areas as required to facilitate accessibility by wheelchair users, and shown on the floor plans provided with the application.
- 8 LIVING ROOMS
All living spaces are at entrance level.
- 9 HOUSES
Not applicable.
- 10 WC FACILITIES
Each flat is provided with a WC that is wheelchair accessible- see flat layouts.
- 11 BATHROOM/WC WALLS
Partitions to bathrooms and WC's will be constructed with material suitable for receiving retrospective adaptation such as grab-rails etc.
- 12 LIFT THROUGH FLOOR
Not applicable
- 13 TRACKING HOIST ROUTE
The construction of ceilings and floors above each dwelling will be of sufficient strength to accommodate future provision of a hoist from the main bedroom to the bathroom. Potential routes are shown on the layouts.
- 14 BATHROOM LAYOUTS
All sanitary ware is designed to allow ease of access, with side access baths and sufficient space for wheelchair maneuvering.
- 15 WINDOW SPECIFICATION
Window cills are generally designed to be no higher than 800mm above finished floor level.
- 16 FITTINGS AND FIXTURES
Switches, sockets and service controls will be installed to meet Part M of the Building Regulations

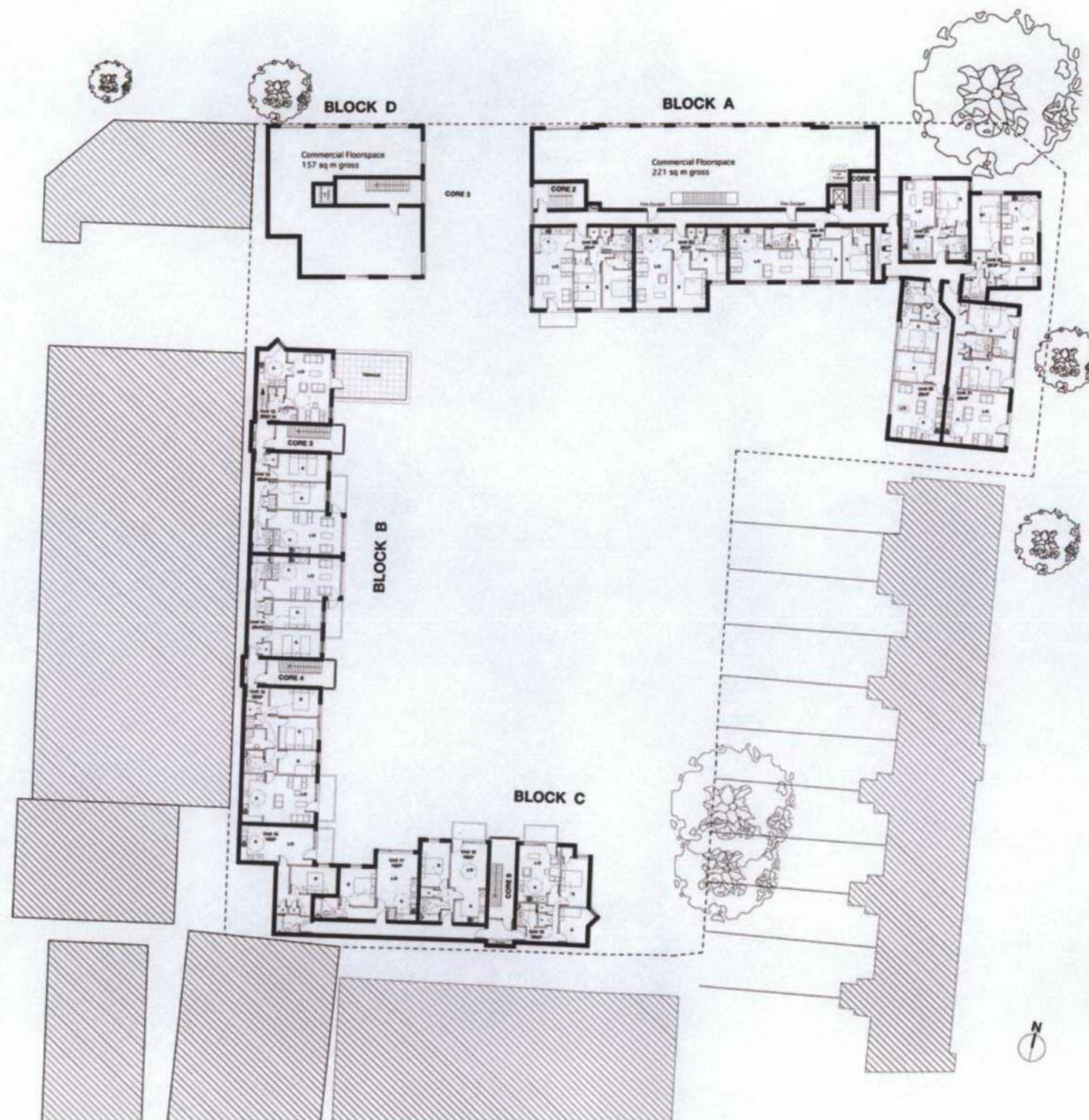


ACCESS



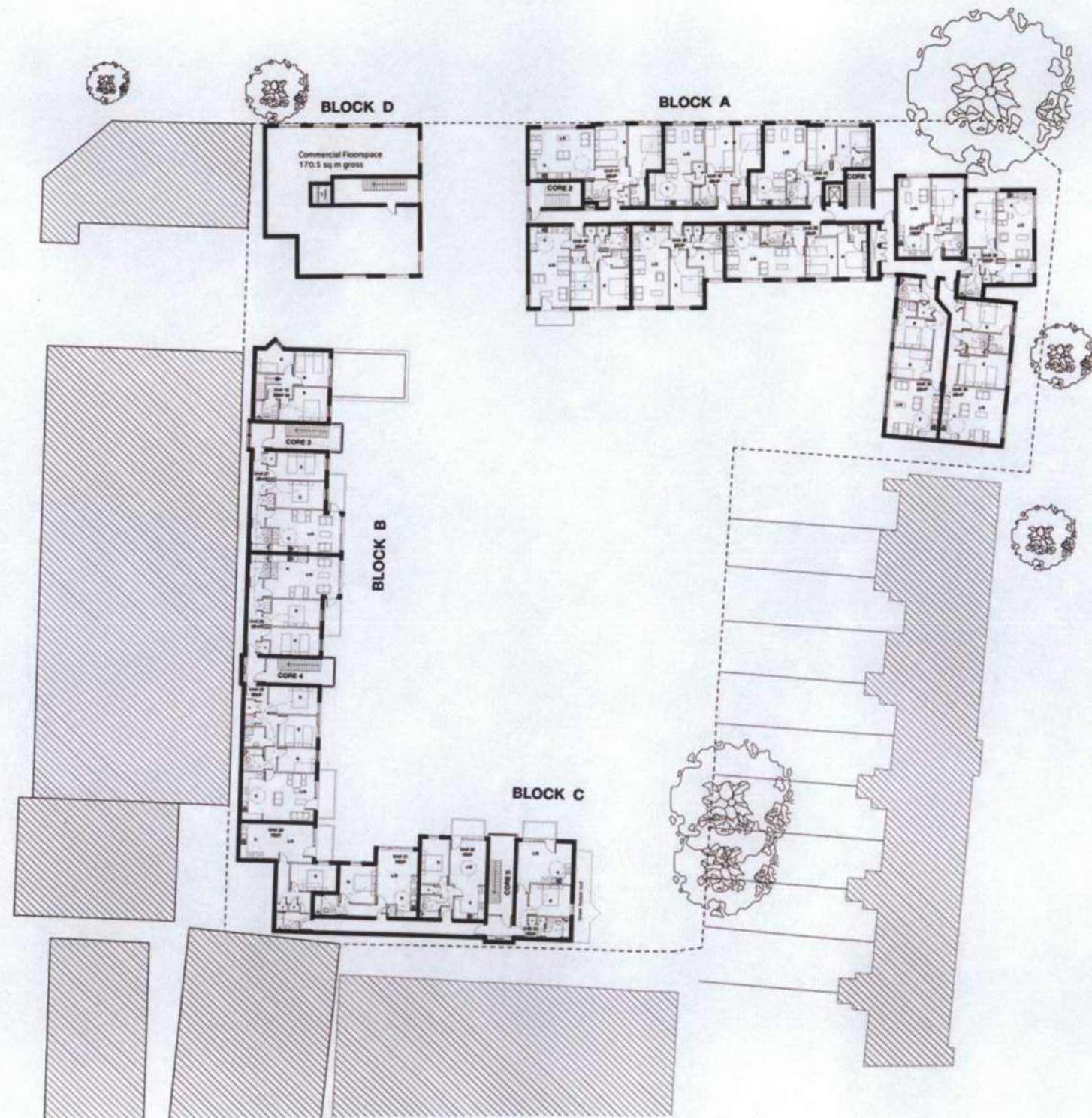
GROUND FLOOR LAYOUT / SITE PLAN

FINAL DESIGN



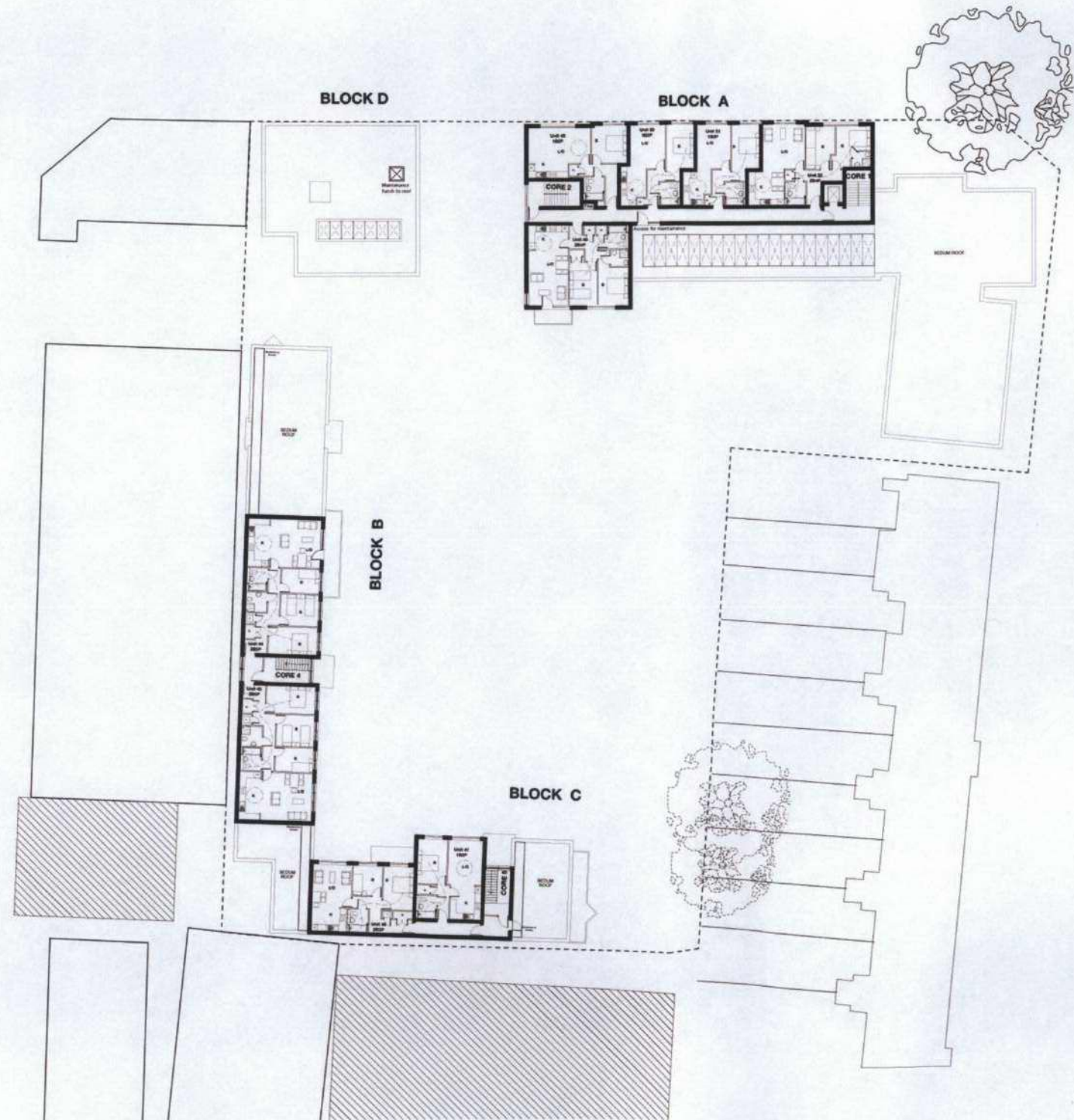
FIRST FLOOR LAYOUT

FINAL DESIGN



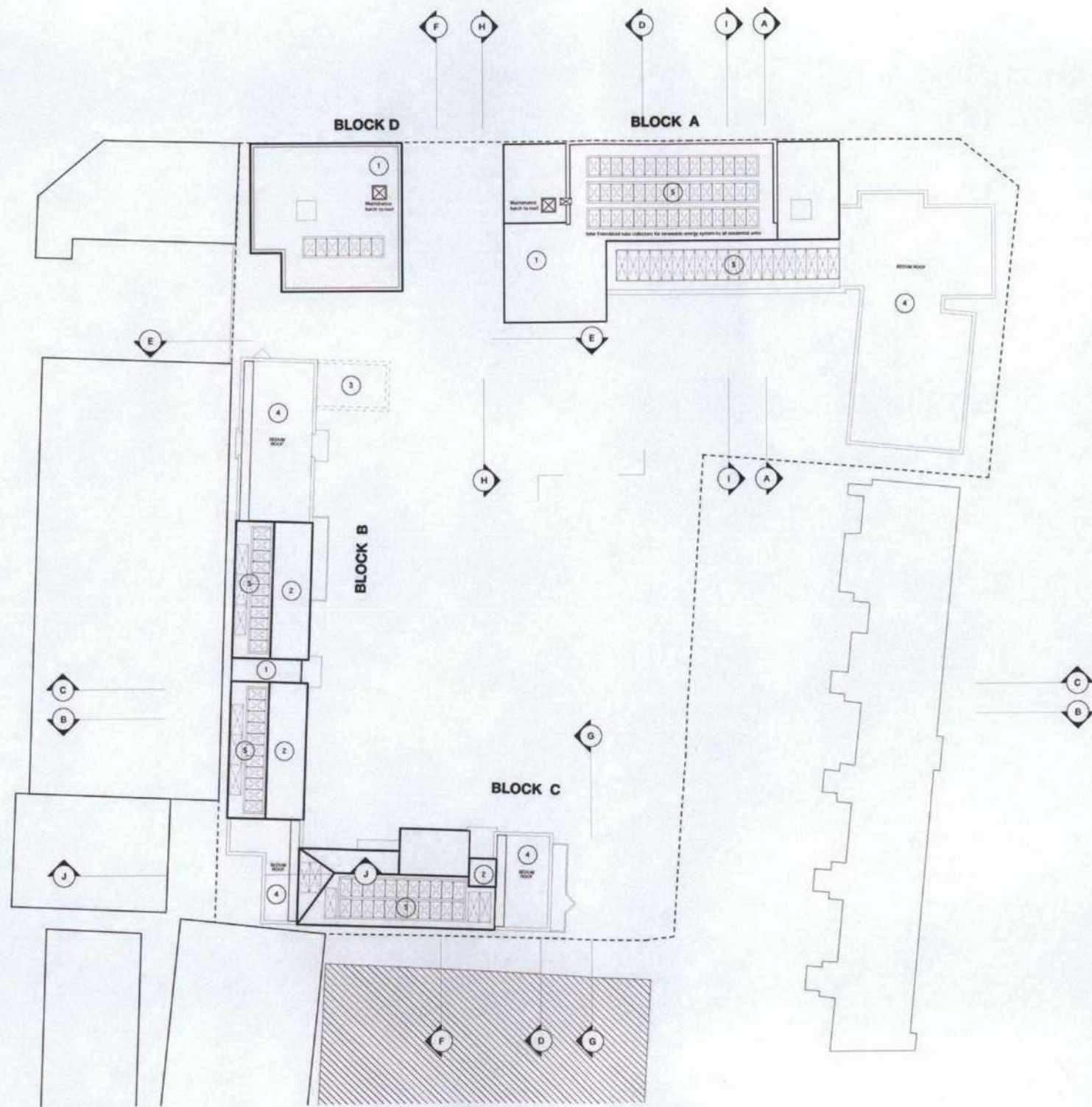
SECOND FLOOR LAYOUT

FINAL DESIGN



THIRD FLOOR LAYOUT

FINAL DESIGN



THIRD FLOOR LAYOUT

FINAL DESIGN

Materials



POWDER COATED ALUMINUM WINDOWS
(colour anthracite grey or similar)



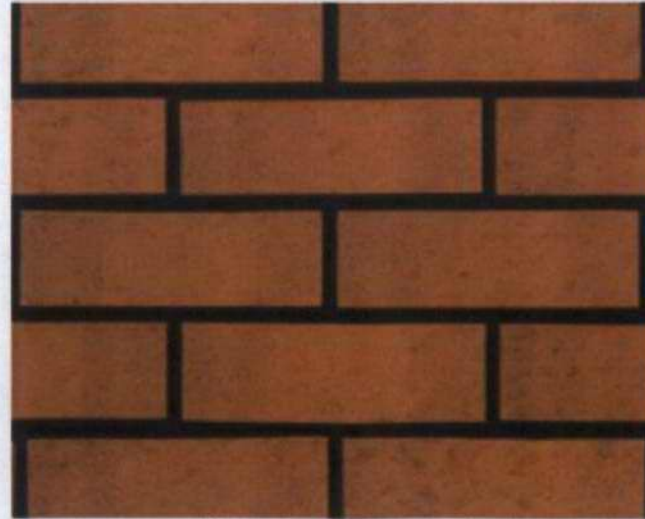
CEDAR
(treatment to be approved)



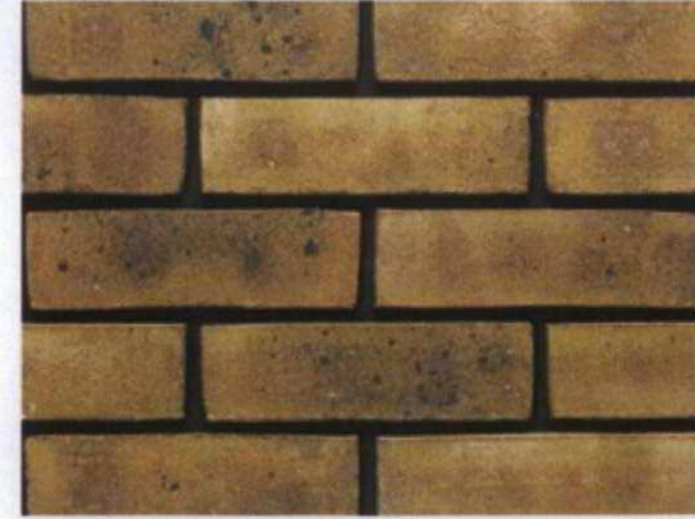
SIMULATED SLATE - COLOUR GREY
(sample to be approved)



SELF COLOURED CLADDING PANELS .
(by 'Trespa' or similar, colour to be approved.)



FACING BRICK 1: COLOUR ORANGE RED
(sample to be approved)



FACING BRICK 2: YELLOW LONDON STOCK
(sample to be approved)