



REYNARD MILLS TRADING ESTATE
London Borough of Hounslow
Design and Access Statement
May 2011

TATE HINDLE 
ARCHITECTURE + DESIGN

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Introduction

The Design and Access Statement has been prepared by Tate Hindle Design on behalf of Invista Real Estate. It accompanies an outline planning application for a residential development on a brownfield site which is currently occupied by warehousing formerly used by the BBC.

The document explains the design principles and issues relating the development and surrounding context. The Design and Access Statement includes the following chapters:

- A) An understanding of the context, land use, public transport, accessibility and review of the relevant design related policies and guidance.
- B) Analysis of the site and its various constraints and opportunities for redevelopment.
- C) The scheme design describes the design evolution, including the scale, mass and layout.
- D) The access section describes the scheme’s measures for accessibility.

Tate Hindle Design have been working on this scheme since 2007. The proposals have been discussed on two occasions at pre-application meetings with officers from LB Hounslow, and in additional pre-application meetings with the GLA and TFL. The proposals have also been shown in a public exhibition in the adjacent St Faith’s Church, where neighbours and members of the community were able to see the design and contribute with comments and observations.

Project Team

Client:	Invista Real Estate
Development Management:	Savills
Planning Consultant:	Savills
Architect:	Tate Hindle Design
Landscape Consultants:	Adams Habermehl
Sustainability / M&E:	Wallace Whittle
Quantity Surveyors:	Gardiner & Theobald
Transport Consultants:	JMP Consultants Ltd
Flood Risk:	Glanville
Topographical Surveys:	Michael Gallie & Partners



Pre-Consultation Process

Significant changes have been made to the scheme to address the comments raised by LB Hounslow and the GLA officers and TFL. Additional changes to the scheme have been introduced as a result of the comments made by members of the public during the public consultation process. These include:

First Pre-Application Meeting with LB Hounslow 11 November 2009:

- Introduction of a terrace of houses to the north west of the site, on the boundary with the Gunnersbury RC School.
- Reduction of the height of the proposed buildings from the originally proposed 10 storeys to match the Paragon Building Developments to the south of the site.
- Removal of the parking to the perimeter of the site, allowing for better landscape and improved boundary conditions.
- Improved conditions of lighting and separation compliant with LB Hounslow and GLA Guidance with the back of the houses on Windmill Rd (21m minimum).
- All balconies overlooking Windmill Rd houses removed.
- Compliance with the minimum areas and dwelling standards as set on LB Hounslow SPG, London housing Design Guide and Wheelchair Housing Design Guide.
- Provision of Amenity space in compliance with LB Hounslow SPG
- Building heights were not only reduced but stepped in height at various points to breakdown the scale of the development.

Second Pre-Application Meeting with LB Hounslow 19 January 2011:

- Creation of a larger central public open space. Introduction of large scale trees planted in the scheme
- Improvement of the layout of the front gardens of the townhouses and creation of a shared surface road to minimize the vehicular traffic within the site.
- The buildings at the end of both access roads have been reconfigured to provide a perspective with trees at the end of the access roads. On the previous version an end of terrace house and a landscaped parking area did not provide a sense of arrival to the scheme.
- A band of defensible space, terraces and gardens has been introduced to the apartments facing the side roads. These terraces and gardens are half a story above the street level, and

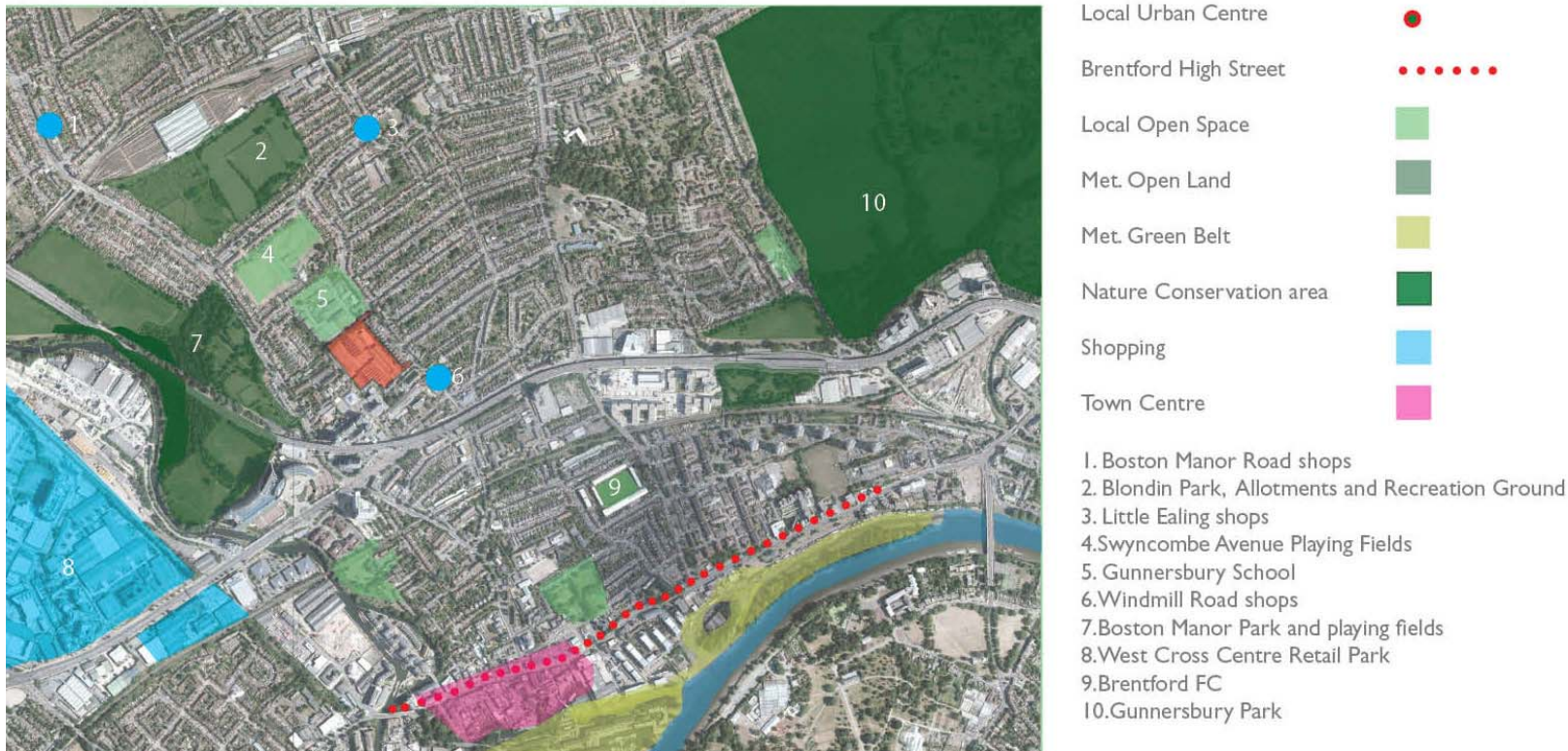
provide a familiar street pattern of green hedges and railings, as well as providing surveillance of the roads from the flats.

GLA Meeting 22 February 2011:

- Adjustment in the mix of units following the GLA comments. The provision of family units has been increased, and the mix of wheelchair units has been distributed more evenly across the different sizes of units.
- The design of the landscape and the provision of play areas for children and young people have been addressed. Areas for younger children overlooked by private gardens and flats have been provided, and more public areas of informal play have been added close to the central space.
- A clearer hierarchy of green open spaces has been created. Private gardens and terraces accessible by the ground floor flats surround the areas accessible from the public domain.
- The access to the central block of flats has been reconfigured to be visible from the street and from the central green public space.
- The access to the apartment blocks has been made clearer through changes in the layout, creation of clear doorways, and the change of materials.
- Tree planting has been introduced to the road profile of the lateral access roads.

Comments by Neighbours and Community Public Consultation:

- Although the proposed distance between the new townhouses and the existing properties on Windmill Road had been viewed favourably both at the pre-application meetings with LB Hounslow and the GLA, various residents queried at the public exhibition whether the distance could be increased. The depth of the gardens of the proposed townhouses has therefore been increased, providing a distance to the rear elevations of the houses on Windmill Road ranging from 23.2m to 29.2m, where previously the distances were between 21.7 and 27.9m



Scheme Context

Site Location

The site is a landlocked brownfield site, located off Windmill Road, north of the M4 in Brentford. The site is surrounded by existing developments, primarily residential and institutional.

The site is accessed via two service routes off Windmill Road. From Windmill Road the site is accessible at walking distance from the train and LU Stations of Brentford Rail (6min), Northfields (15min) and Boston Manor (20min). Access to the E2 bus route is available on Windmill Road, and bus routes 198 and E8 are on Boston Manor Road (5min).

Local Facilities

The site is located 500m south of Little Ealing, and 800m north of Brentford Town Centre. Boston Manor Park, the GSK Playing fields off Swyncombe Avenue, Blondin Park and the Blondin Park Allotments are all within 15 min walk of the site.

Land Use

The site is surrounded primarily by residential buildings and houses, and by schools.





1



2



3



3



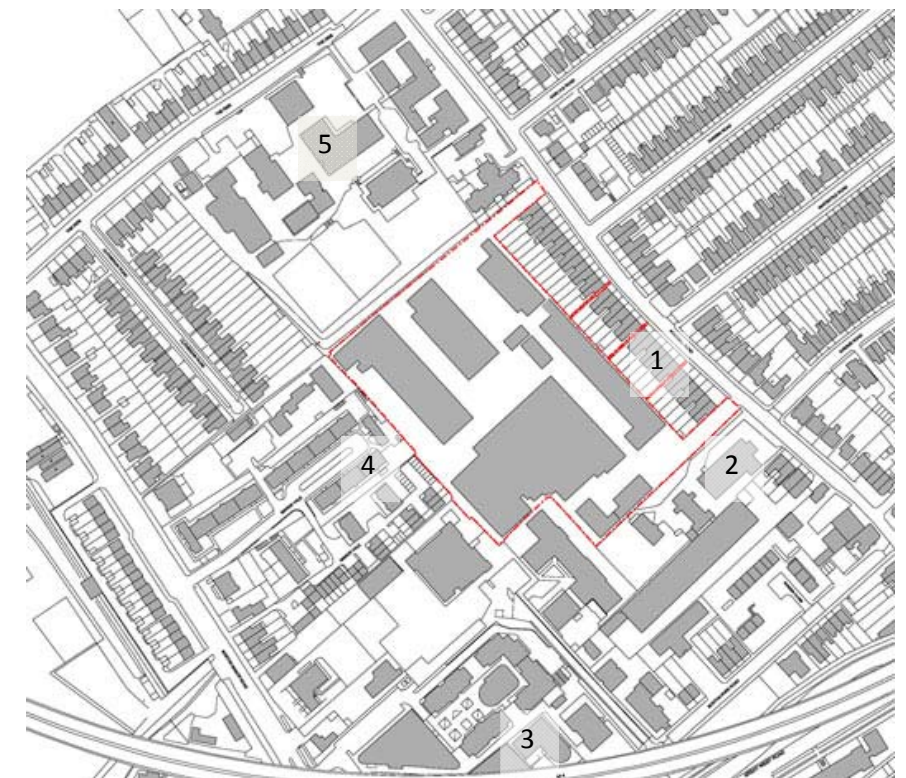
4



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Site Edges

The site is bound by the east by the rear extensions of a terrace of houses facing Windmill Road; by St Faith's C of E Church, Church Hall and Vicarage to the south; by a residential, key workers and student accommodation blocks to the south; by a Our Lady and St John's Primary RC Catholic School to the West; by residential blocks to the west, and Gunnersbury Catholic School for Boys to the north.



Street Frontage

The southern access route from Windmill Road is bound by St Faith's Church and the Windmill Road terrace. The north access road is flanked by the Windmill Road terrace, and Boston Lodge, a low level block of flats. The character of Windmill Road is primarily residential.

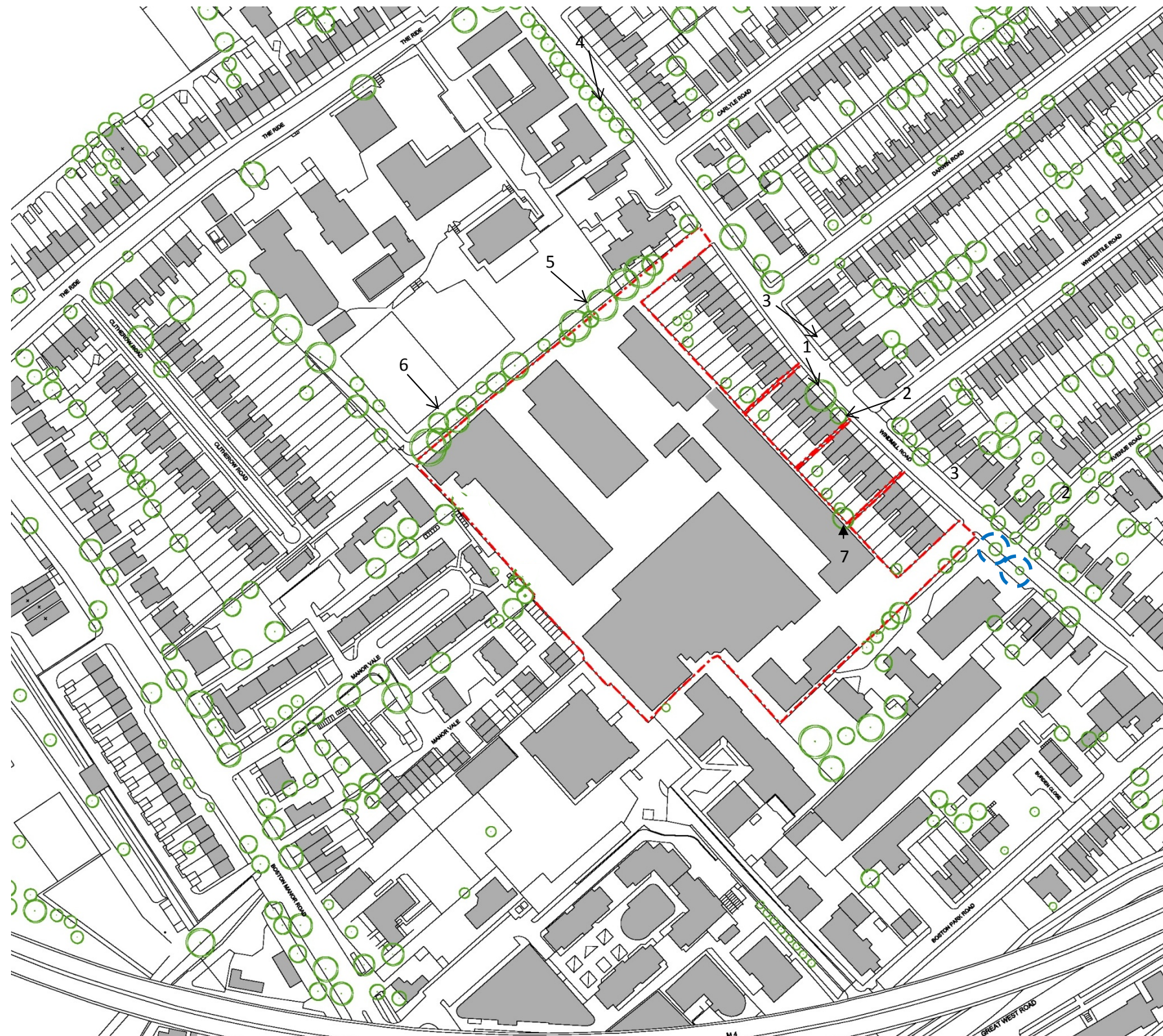


A



B





Local Tree Cover and Landscape Character

The existing trees identified on the topographical survey will be incorporated into the new landscape proposals.

The tree on Windmill Road highlighted below will be replaced to allow for a safe access to site, and clear visibility splays.

Trees to be replaced

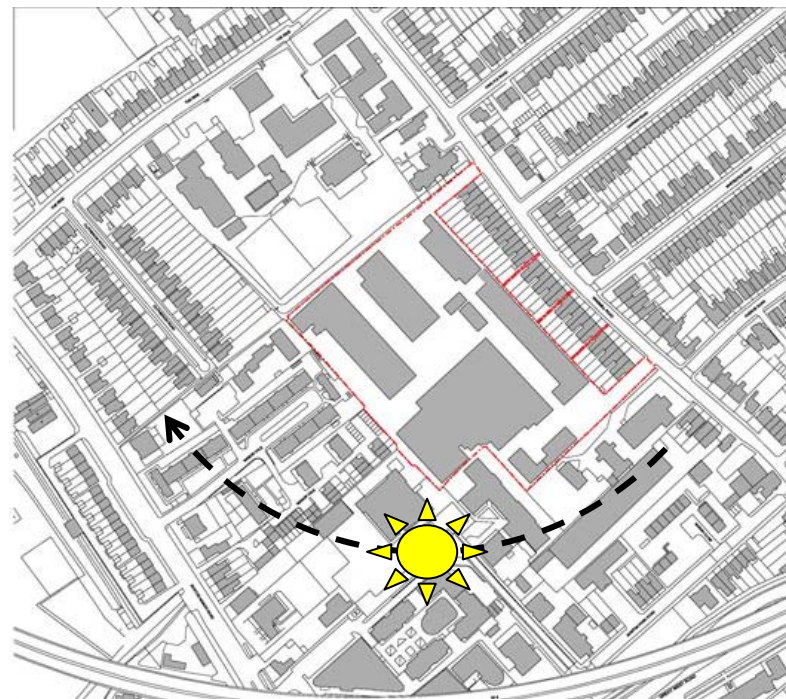
- 1 London Plane.
- 2 Lime.
- 3 Frontages include Robinia and Yew.
- 4 Strong Cypress hedge line
- 5 Pine, Ash, Horse Chestnut, Plane, Poplar.
- 6 Ivy infested boundary trees including Thorn, Poplar, Plane
- 7 Ginkgo Biloba

Windmill Road – Limited lime and plane street trees. A mixed pattern of front garden hedges and walls and some tree / large shrub planting. gardens to north side of road remain largely intact, whilst many gardens to south side of road are used for car parking.

Adjoining streets – Ave road has strong landscape character with mature street trees and frontage hedges. Other roads have varying pattern of street trees, but all include frontage hedges and other garden planting. Though of secondary importance, taller mature back garden trees also contribute to overall landscape character.



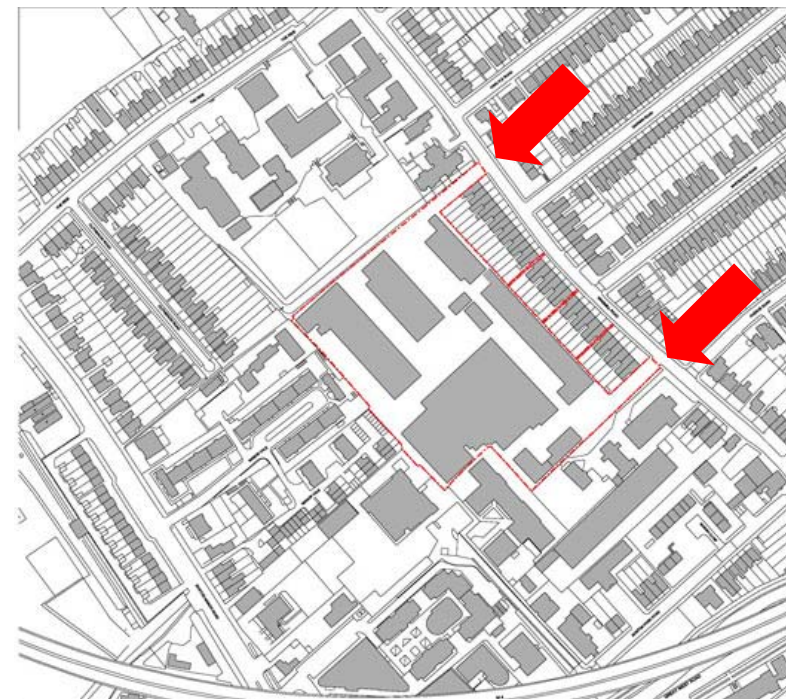
Area. The site covers an area of 2.4 Hectares. The **current footprint** of the buildings occupying the site is 15,063m² GEA. The **footprint of the proposed buildings** is approximately 6,900m² GEA.



Orientation. The site is mostly flat, and is rotated at near 45 degrees to the south. This allows a good orientation of the scheme, avoiding north facing properties and minimises the impact on daylight and sunlight levels on the neighbouring properties.



Site Configuration. The site is roughly rectangular, with two strips of land providing access from Windmill Road. The site also includes passageways between the Windmill Road houses that lead to a rear lane at the back of the houses.



Site Access. With no direct frontage onto Windmill Road, the site has two access routes directly off the main road.

Site Layout and Access





Residential Terraces. The rear of the houses on Windmill Road is two storeys high, with some attic conversions and extensions. The rear alley that runs at the back of the houses and the passageway onto Windmill Road form part of the site to be developed.



Residential Edges in Apartment Blocks. The south boundary is occupied by the Paragon building, a residential development with mix tenure apartments. The housing blocks range in height from 5 to 17 stories approaching the site. The western boundary is bound by two mid rise residential blocks of apartments. Some of the facades facing the site are blank and have no windows.



Institutional Buildings. The south eastern boundary is occupied by the landscaped drive and gardens of St Faith's Anglican Church. The grounds also include a church hall and the presbytery. The buildings are generally surrounded by gardens and break the pattern of the terraces that face Windmill Road.



School Grounds. The south west boundary and the northwest boundary are occupied by the grounds of two schools. The buildings are set back from the edges, and most of the ground is occupied by playgrounds, and the northwest boundary is lined with trees.

Surrounding Edges

Site Potential

Although no planning consents for change of use or changes to the access arrangements would be required, the access constraints to and from the site make the redevelopment of the site as an industrial use not an ideal solution either for the neighbours or the future occupiers.

The site sits between two different scales of development: The two and three stories terraced houses and the 5 to 17 high-rise buildings to the south closer to the M4.

Also significant are the institutional uses with low rise buildings and a high proportion of open land and landscaped space.

Consideration for the different boundary conditions must be given so that this infill site is a successful addition to the area.



Design Principles

The following drawings describe the process behind the currently proposed scale and massing of the project, as well as the structure of the public and private spaces, the road layout and the landscape strategy.

Key Factors

Housing Mix

The residential scheme has to provide a mix of housing suitable for the area. The mix will try to balance adequately between houses and apartments; market value and affordable units; smaller housing and family units; and normal and wheelchair accessible units.

Site Access

The existing site access routes will have a new profile section allowing for safe access of cars, service vehicles and bicycles to and from Windmill Road. Traffic calming measures and trees will improve the traffic conditions from its previous use as an industrial storage warehouse.

Scale, Massing and Rhythm

The development will be mediating between the different scales and conditions found on site. The higher buildings will be located in the vicinity of the taller developments alongside the M4 corridor, whilst low terraced housing will complete the urban structure of the block on the other areas of the site.

Building Typologies

The use of different housing types will be used throughout the development to create diversity, and a high quality public and private environment. Most of the units will benefit from double aspect or corner aspect. Flats facing the south east and north west will be laid out differently: deeper plans on the former will maximise shading in the summer months, and shallow flat layouts on the latter will maximise levels of daylight within the living areas.

Public Open Space

A main square of green will be located at the centre of the site, allowing for the integration of the different housing types, and creating a sense of place on the landlocked site.

Daylight and Sunlight, Overshadowing

The overshadowing of the public amenity spaces is to be minimised. The daylight and sunlight levels of dwellings adjacent and within the development is to be maximised through the massing and design principles.

Overlooking

Adequate distances between the proposed and the existing dwellings and surrounding buildings is to be maintained. Where possible the guidelines set up by the GLA and LB Hounslow will be improved upon.

Landscape and Open Space

As a landlocked site surrounded by existing developments, the structure of the Landscape and Open Space will create a series of different hierarchical spaces. The requirements for access and servicing will be managed and at the heart of the scheme a shared surface with priority for pedestrians and cyclists will be the green heart of the scheme.

The existing footprint of the industrial buildings will be halved in the proposed scheme, allowing for an increased green surfacing and water infiltration.

Tree Preservation

The landscape proposals take into account the existing trees in the boundaries and vicinity of the site.

Parking

Parking for the houses, visitors and car club will be provided at street level, whilst the bulk of the car parking for the central apartment blocks will be provided in a semi-basement. This will free up area for the amenity space, and green landscaping.

Cycle Parking

Cycle parking will be integrated within the dwellings and comply with council and GLA guidelines.

Sustainable Development

The development will reflect the principles of sustainability set out in the Government Guidance and the local policy.

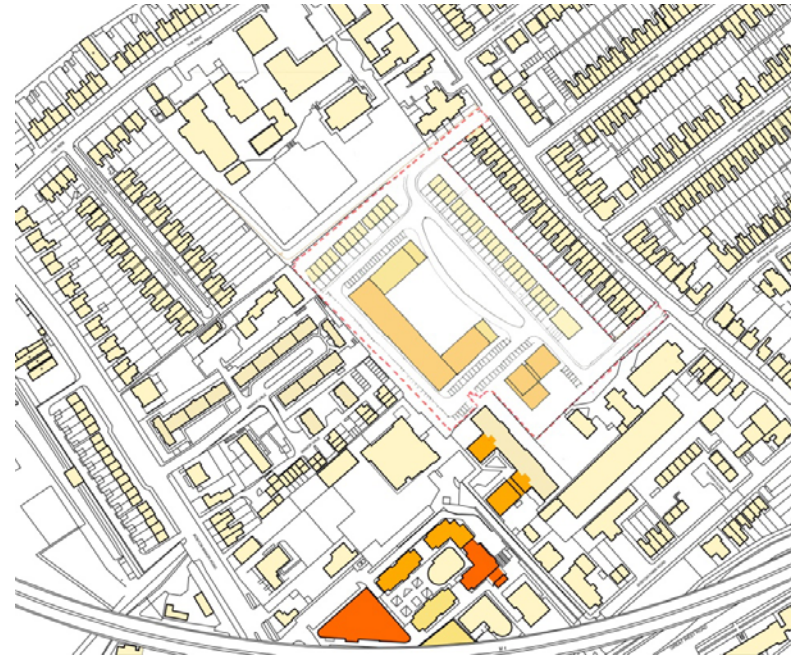
Security

The proposed scheme will reflect recommendations from “Safer Places – The Planning System and Crime Prevention” and “Secured by Design Principles”.



High buildings facing the roads

A massing study replicating the massing of the adjacent developments was initially undertaken. This replicated the problems of the adjacent development: courtyard shaped buildings with blocks of an excessive height that generate poorly lit spaces on the ground.



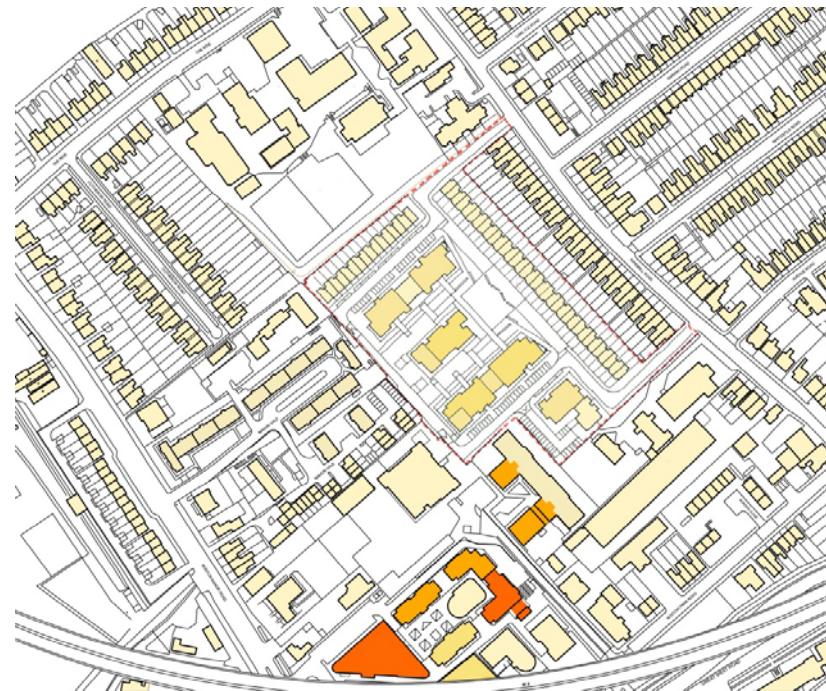
Courtyard buildings

A Scheme of reduced building height and long courtyard blocks was produced. This generated a building that would be perceived as a significant mass from the neighbouring properties, and would block any views from the neighbours into the landscaped spaces and vegetation. A very large facade of flats facing the primary school would generate overlooking and acoustic issues. Some of the buildings and cores would be very far from the public road.



Parallel Blocks

A scheme of parallel blocks addressed the issues of scale and different scale of spaces in the public realm, creating a well proportioned central amenity space. Access to the blocks and houses is done from this central space, ensuring it will be used and occupied.



Parallel Blocks and Terraces

The final proposals address the views from the existing access roads, announcing the architectural quality and green spaces within the site. The townhouse terraces deal with the scale of the Windmill Road Houses, and the school towards the north of the site.

Massing

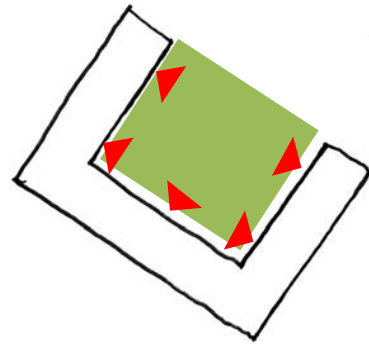
A series of different massing alternatives were reviewed by the Design Team at the early stages of the scheme.



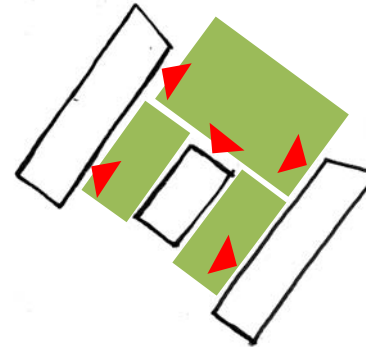
Courtyard Building- perceived as one large mass



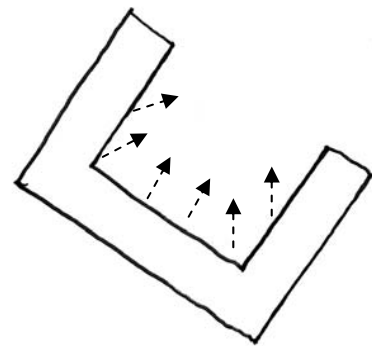
Parallel Blocks- perceived as slender blocks.



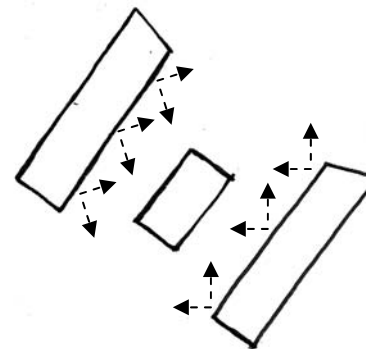
One large vast amenity space



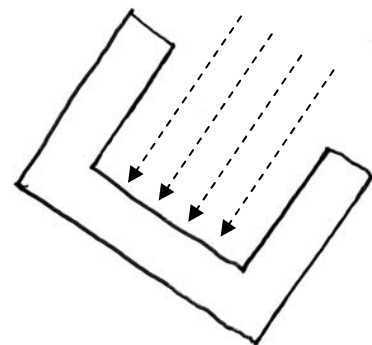
More intimate amenity spaces



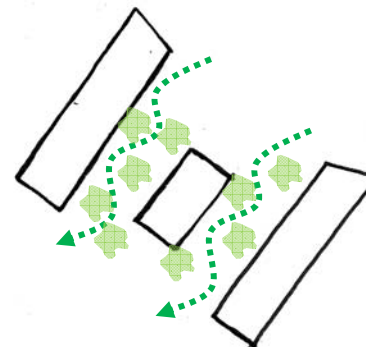
Views of many apartments mono-directional.



All apartments have varied views: of courtyards and beyond

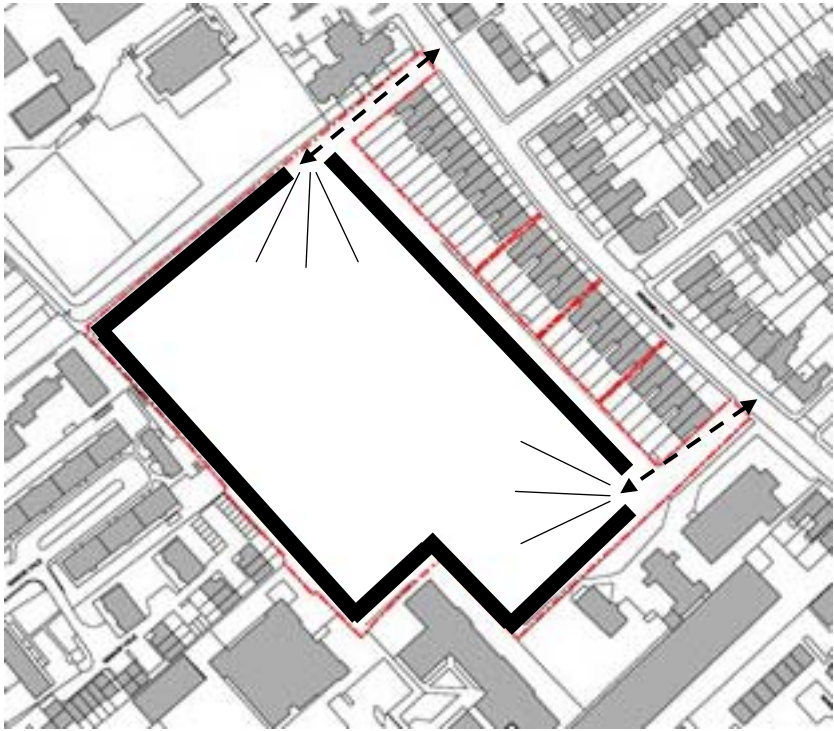


Views through site from town houses are blocked.



Parallel block arrangement allows penetration of vegetation and views through the site.

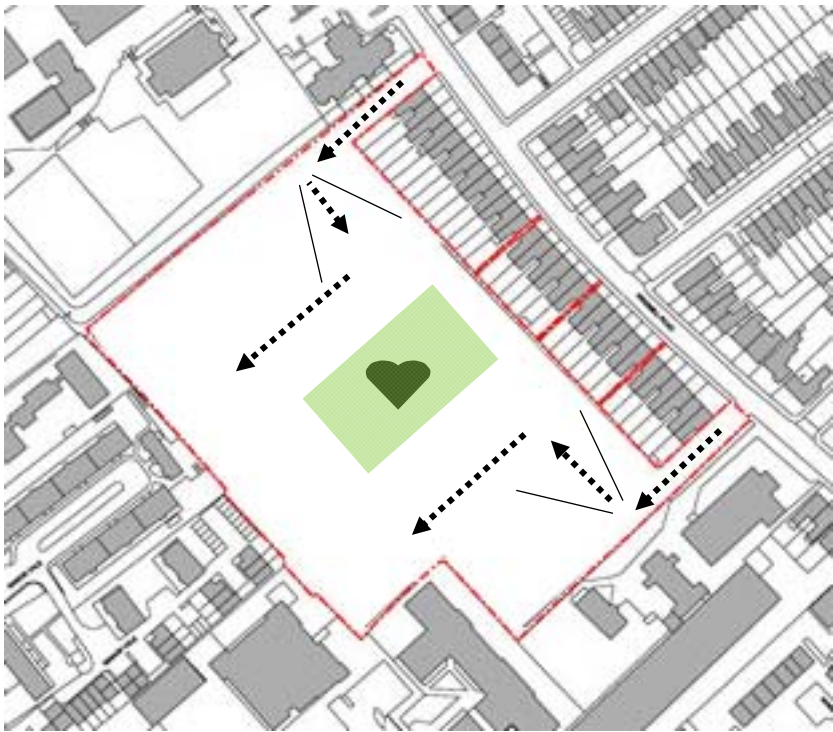
Scheme Focus and Circulation



The site is landlocked, with a very limited street frontage. Therefore the landscaping and access of the entrance points must provide a perspective of what lies within the site.



The site must have a central focus, a green heart to the site that helps to mediate the different scales and typologies found in the scheme.



The central space should be visible from the vehicular access, but limit the amount of traffic through the centre to allow for its use as a play and gathering space.



Distance Between Blocks

The distance between blocks will provide sufficient distance to provide adequate levels of light to the amenity space, and daylight and sunlight levels to the dwelling spaces.

A defensible space facing the perimeter roads and the internal landscaped spaces will provide a buffer zone with the public and semi public areas of the scheme.

The setback to the terrace of houses facing the rear of the properties on Windmill Road will improve the levels of light to the gardens. The distance between the rear of the new townhouses and the existing houses on Windmill Road will exceed the council recommendations.

Scheme Design

The following drawings show the proposed massing, scale and structure of the public open space. The diagrams and drawings show how the new roads and open spaces structure the access, parking and servicing of the scheme.

Master Plan

Residential Density

The proposals will result in a residential density of 414 hr/ha. This is lower than the residential density of consented schemes near and adjacent to the site, and reflects the design approach of producing a design that mediates between two different urban scales. With this density the scheme capitalizes on a better approach to sustainability, and a better provision of amenity space.





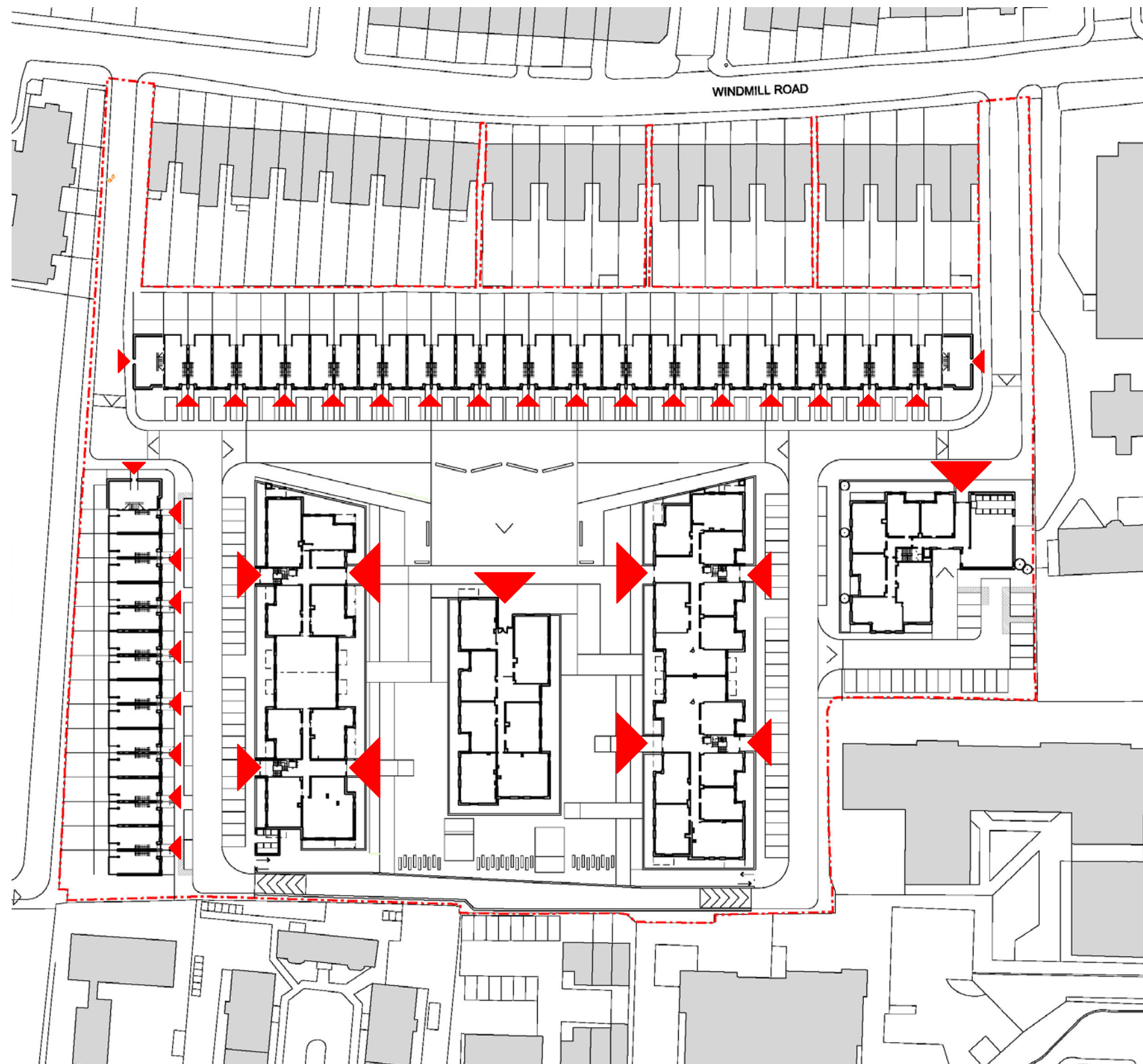
Circulation

The main access roads to the site will have a new profile section, allowing for easy access for pedestrians and cyclists. Traffic calming measures and improved visibility from the current industrial use access onto Windmill Road will improve road safety.

Once inside the site, the centre of the scheme is occupied by The Square, at the heart of the site. A series of stone benches and bollards prevent the vehicles from parking and entering the main area in The Square. The road that crosses the green is a shared surface with a recessed kerb and textured pavement to slow down the traffic. Vehicular traffic will be limited to the townhouses immediately facing The Square.

The route for servicing vehicles and the bulk of the car parking will go around the back of the site and onto the side access roads. Parking and visitor's parking has been removed from this central area, and located in the side access roads. The Square will be overlooked by the apartments and the terrace of townhouses, that will feature balconies and windows looking onto it.

- Service vehicle route
- Resident's vehicle route
- Vertical circulation
- Waste/Recycling Points



Entrances

All the entrances to the apartment blocks and houses are clearly visible from the main roads and public spaces. The Square is surrounded by the main access to the apartment blocks, and the traditional access to the terrace of townhouses. An active frontage of entrances and windows overlooking the streets and amenity spaces is achieved throughout.

The entrances to the apartment blocks are also indicated in the upper stories by a change in material, using glazed bricks. This allows for way-finding within the new public spaces, and also relates to the use of glazed brick in the London Underground Stations near the site, where it is used as a material to indicate the public nature of the spaces. A dual access to the long blocks is provided, from the perimeter parking areas.

The two terraces of townhouses provide entrances from the new roads, creating a familiar street pattern, with hedges, pedestrian access, railings and car parking spaces. This pattern is carried out on the frontage of the ground floor level apartments, where a defensible space of different scales is used to from the side streets and the central landscaped spaces.



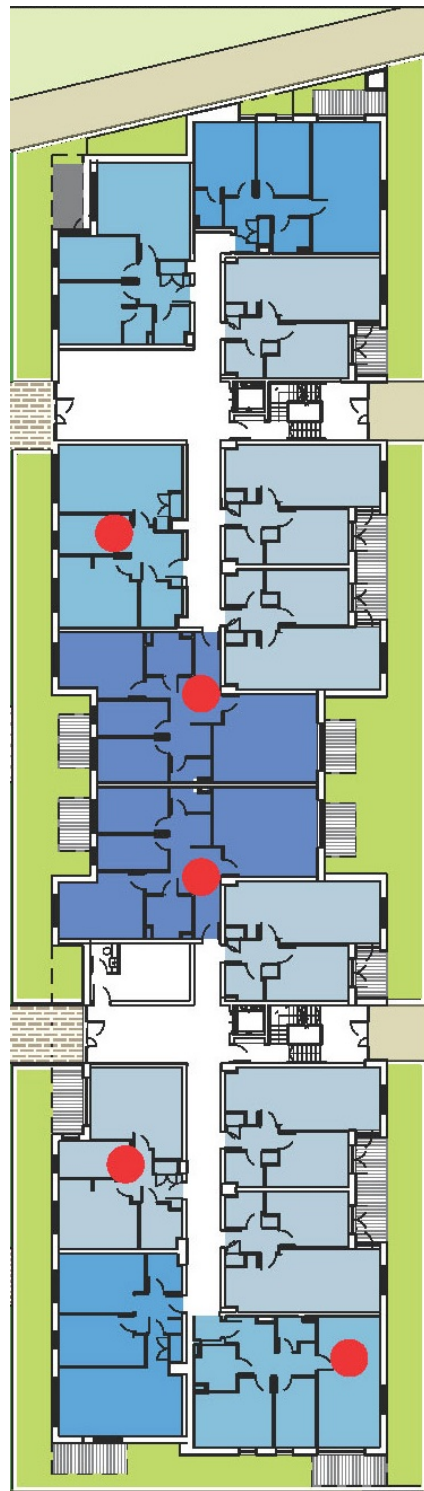
Typologies

The scheme is arranged in two main typologies, three storey townhouses and apartments. The townhouses are arranged in traditional terraces, with a different type proposed for the end of terrace. The apartment blocks are arranged in such a way as to be accessed both from the side roads where the bulk of the parking is located, and the central landscaped space.

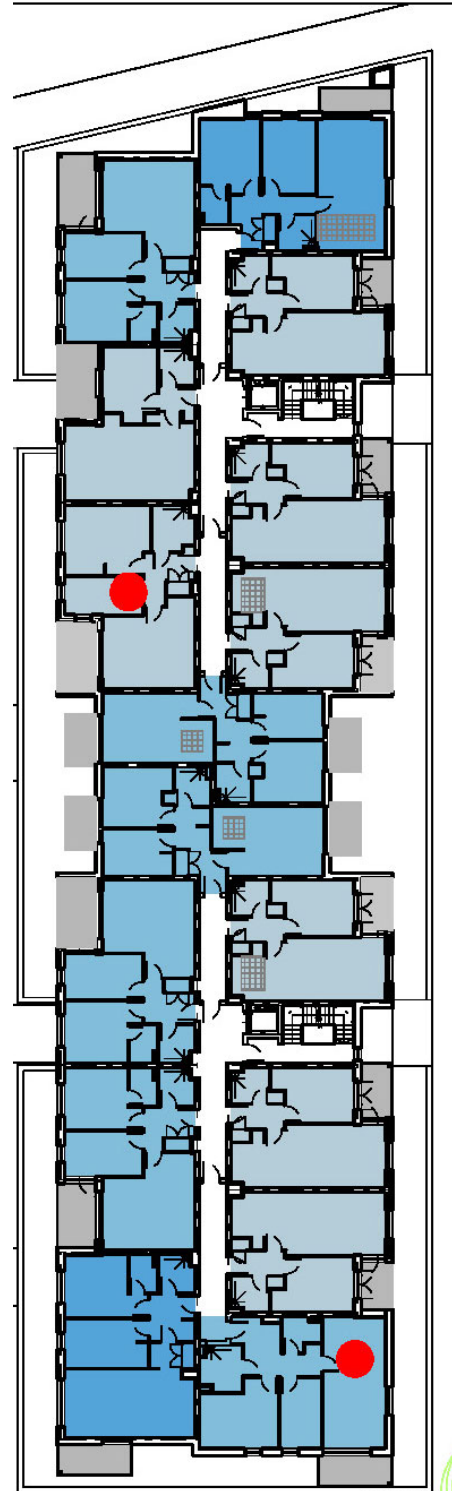
This mix allows for larger amenity spaces to be provided in the townhouses and the majority of the family units.

All the units are Lifetime Homes compliant. Ten percent of the apartments are compliant with the Wheelchair Housing Design Guide.

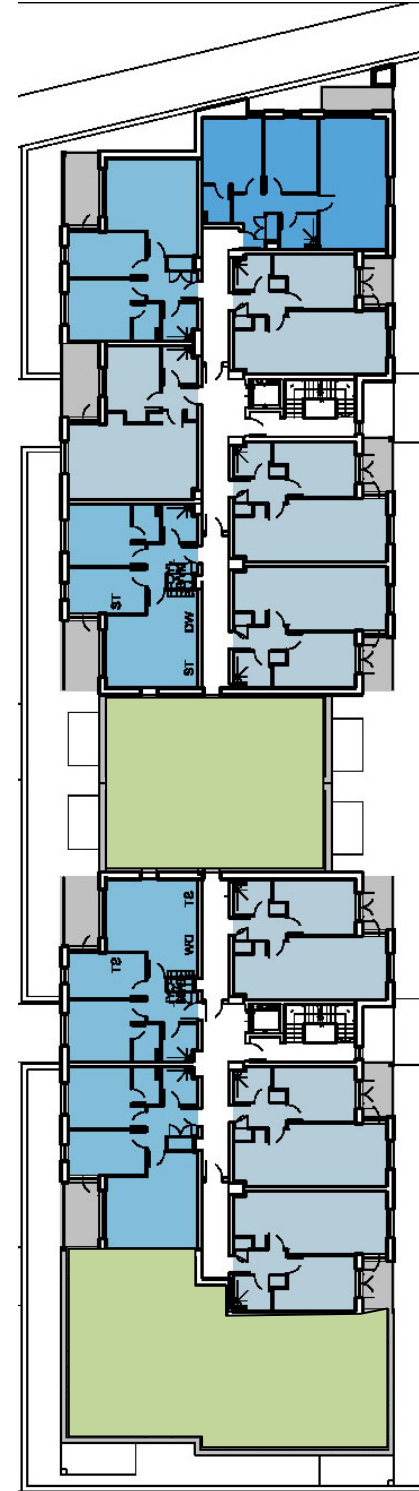
The mix is more varied than the adjacent recently developed schemes. This allows for a better provision of amenity space, both in terms of the quantity of the space, and of the quality and use of the proposed space.



Cores 4 & 5 Ground Floor



Cores 4 & 5 First Floor



Cores 4 & 5 Sixth Floor

Building Layout

The buildings are arranged in cores with 5 to 8 apartments per floor. The blocks range in height from a maximum of seven storeys, and drop down to five and three stories in various areas. The townhouses are arranged in a three storeys looking into the internal roads, with the extensions facing the school and the rear of the houses on Windmill Road having a two storey height.

The central portion and the rear of the blocks that sit over the landscaped podium have a reduced height and volume width, thus reducing the massing and breaking down the volume. All the stairs and cores will have natural light and ventilation and will be managed as part of the fire strategy of the buildings.

The layout of the blocks is not symmetrical, to maximise the environmental performance of the flats by the use of the layout. The south east facing apartments will have deeper plans, designed to minimise the overheating during the summer months, whilst the north-west facing apartments will have shallower plans to maximise natural light and ventilation all year round.

The number of dual aspect and corner apartments has been maximised. Where a single aspect apartment is unavoidable, the layout has been arranged in such way as to provide a lateral aspect where possible.

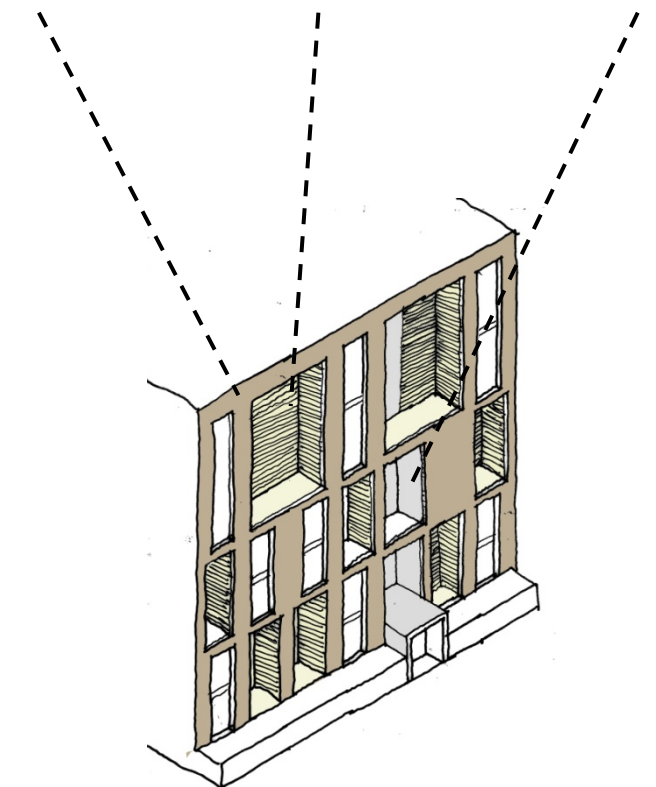
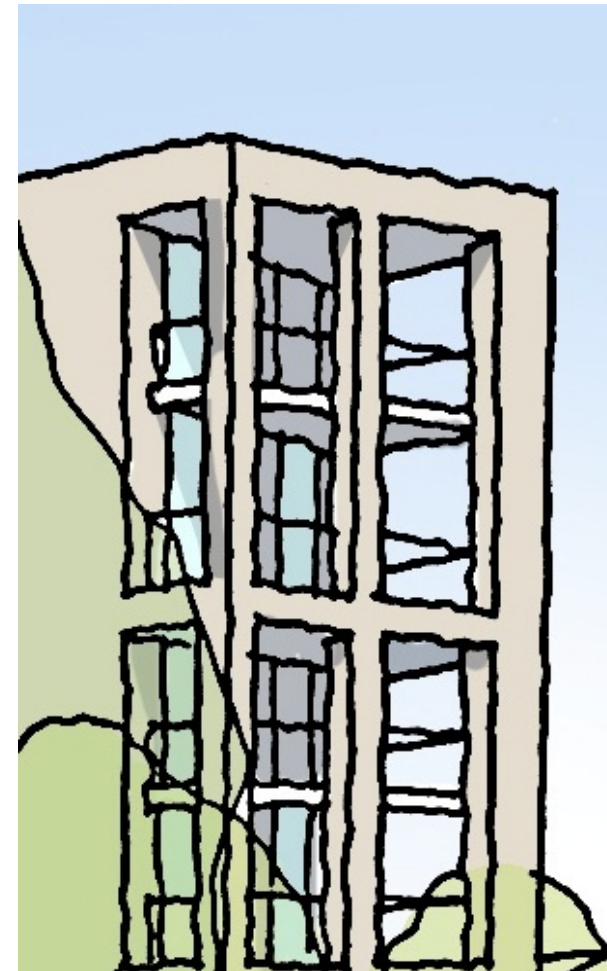
- 1 Bed 2 Person
- 2 Bed 3 Person
- 3 Bed 4 Person
- 3 Bed 5 Person
- Wheel Chair Accessible Flat

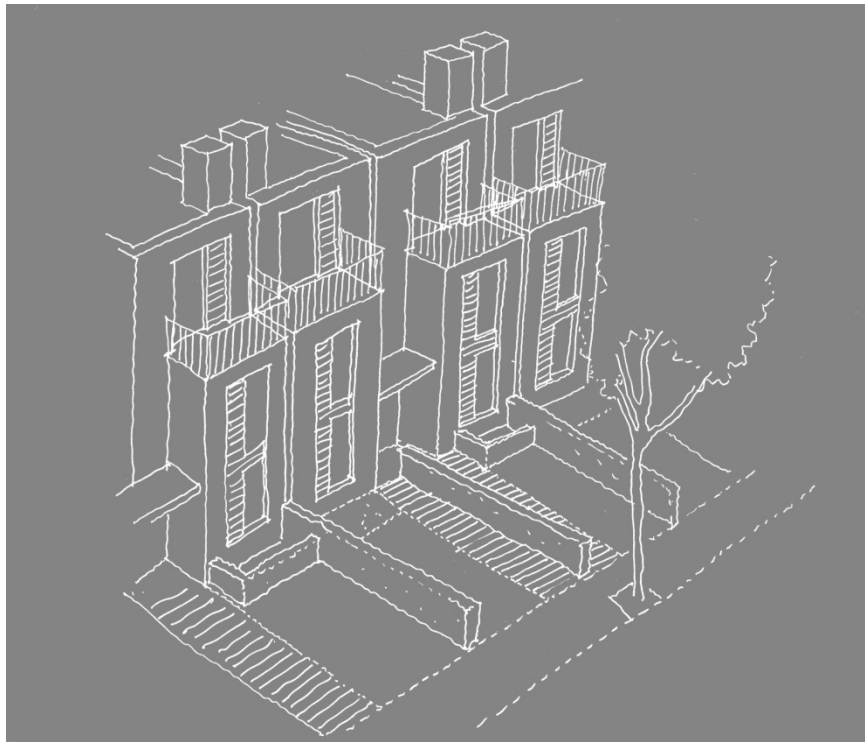
Indicative Elevations – Blocks

The blocks are composed as excavated solid volumes, with external brick cladding. The internal layer or core of the buildings is a timber clad volume. The timber is revealed towards the centre of the blocks, and in the balcony areas. This is a warmer material to the touch, and serves appropriately as a material for the amenity space in the balcony areas.

The cores are highlighted in glazed brick, serving as a way finding device and linking the buildings with the iconic London Underground Stations of the Piccadilly Line, where glazed brick is used as a material for public areas.

Open corners and projecting balconies help soften the edges of the block, reducing the visual scale.





Indicative Elevations – Houses

The houses follow the same principle as the apartment blocks, linking the two typologies by using the same materials.

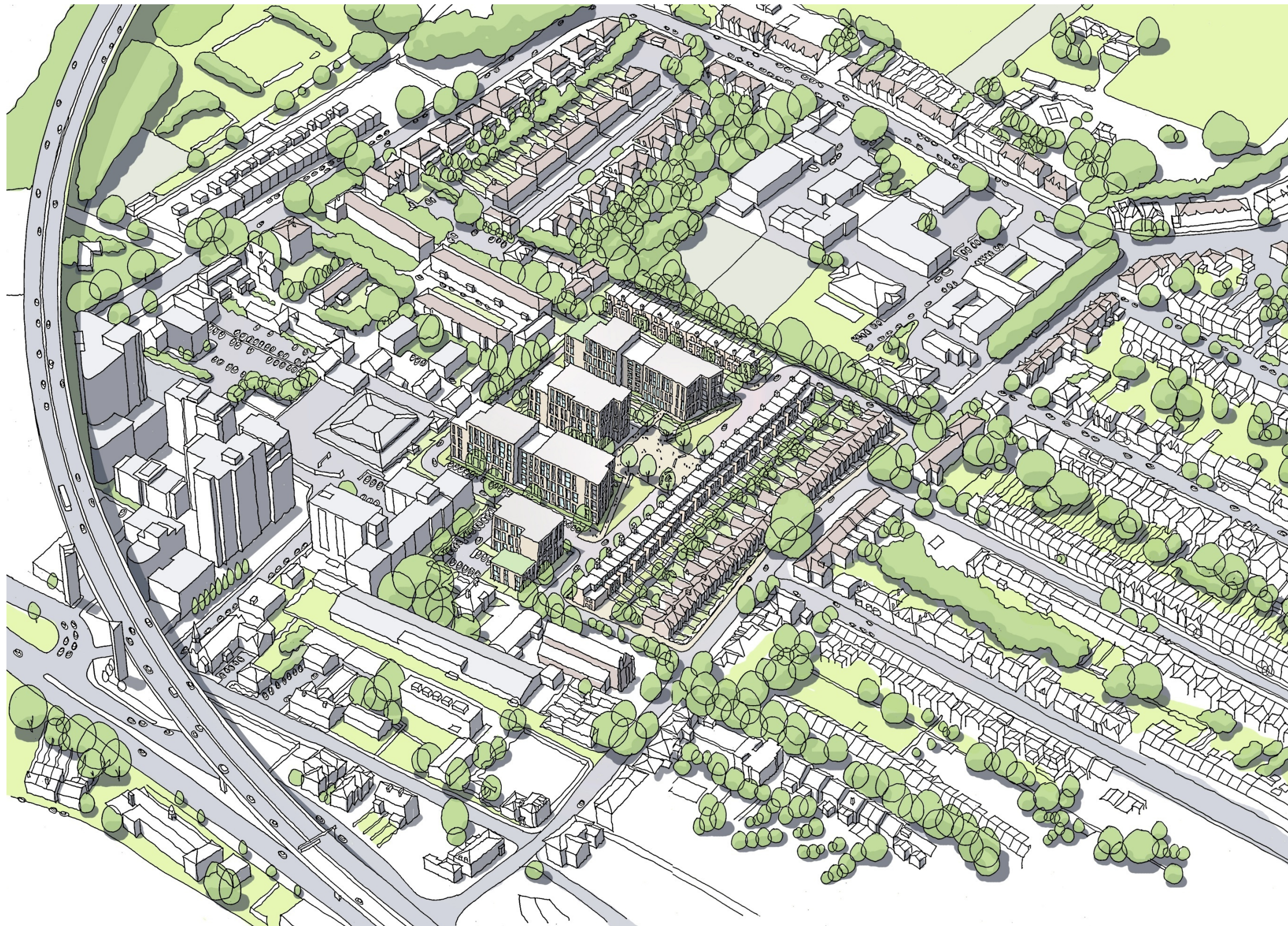
The windows and balconies facing the internal roads are grouped in two stories providing a scale relating to the scale of the blocks.

The rear elevation of the townhouses facing the School and the rear of the houses on Windmill Road will have a two storey extension and will have no balconies to avoid issues regarding overlooking.



South West (front elevation) Terrace 2

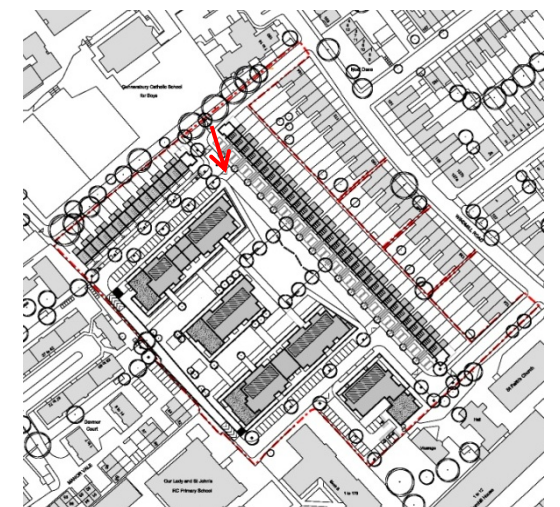
Sketch Aerial View



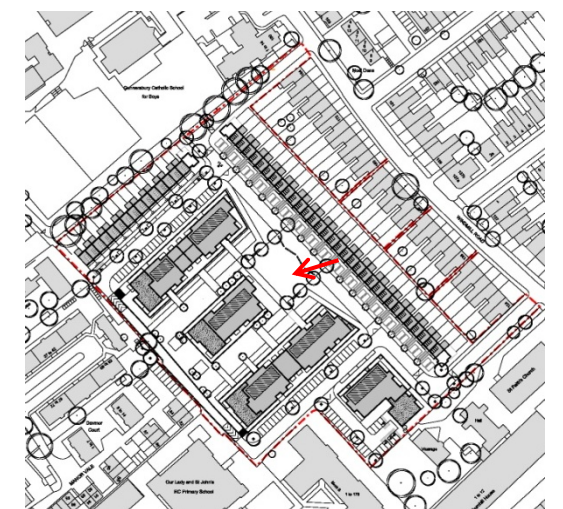
Sketch Aerial View



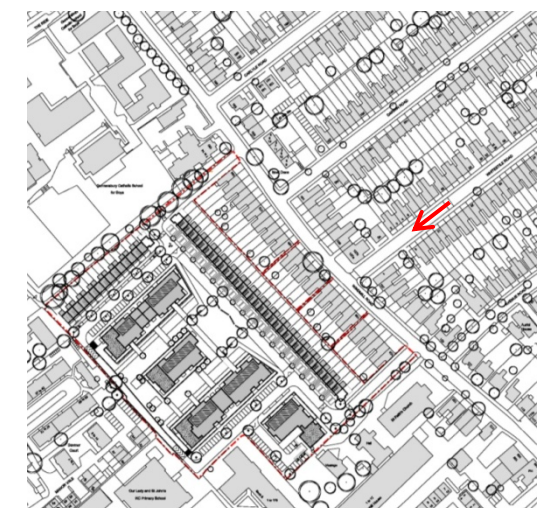
Sketch View of Northern Entrance



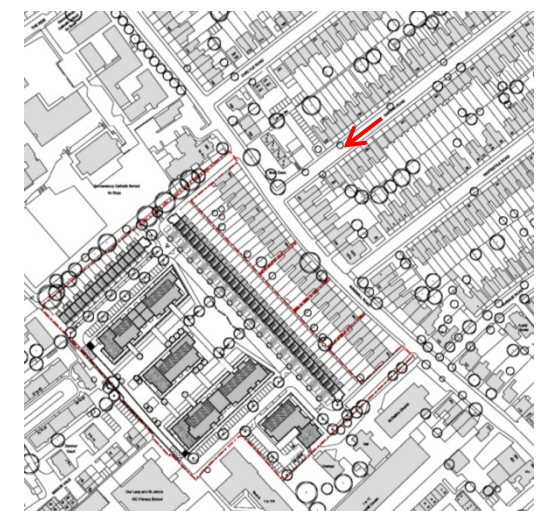
Sketch View of Central Square

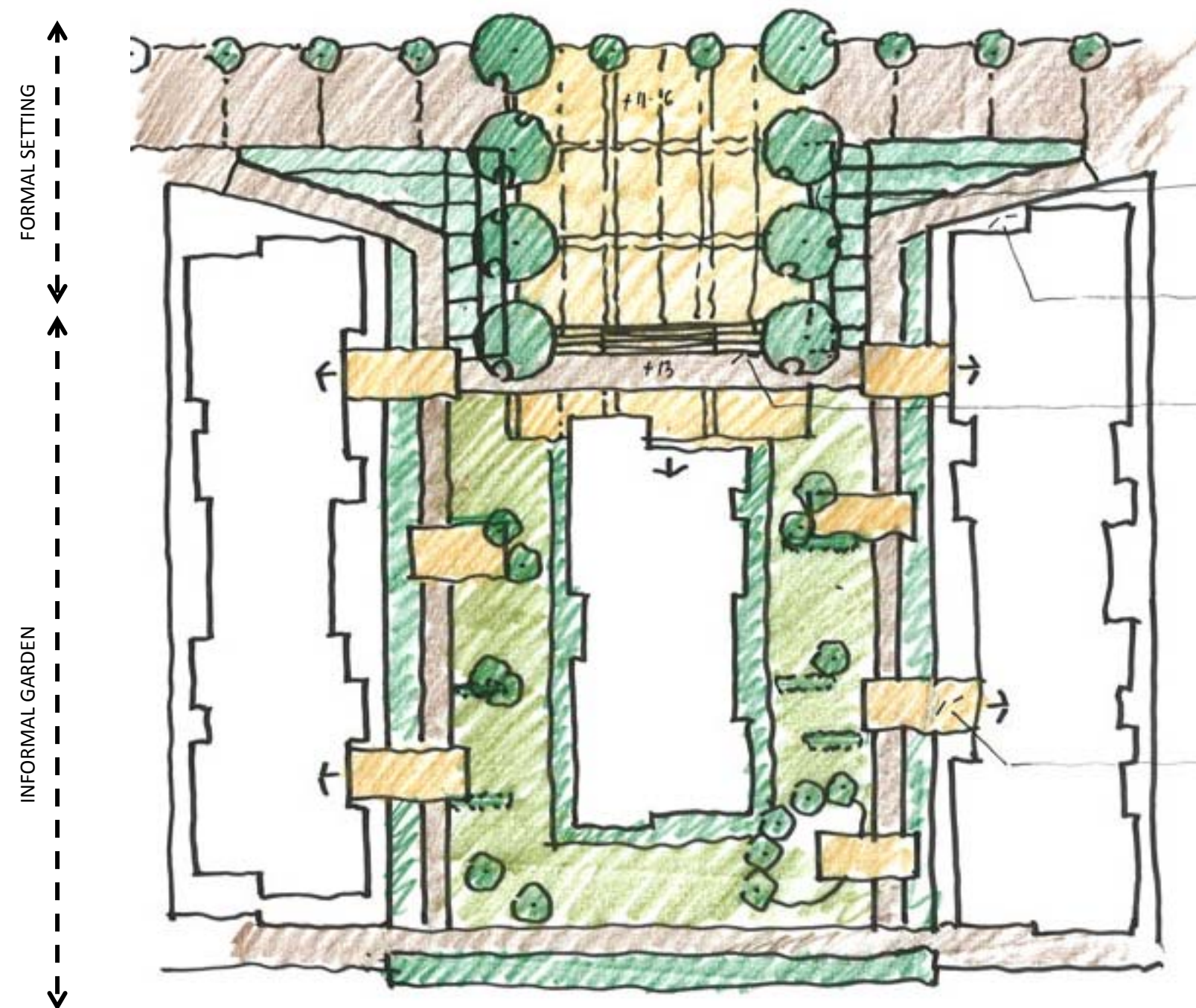


Sketch View from Whitestile Road



Sketch View from Darwin Road





Amenity Space

Open space and landscape

Whilst the site proposals are at an outline design stage, the following strategy has contributed to the development scheme and could readily be adopted.

Open space structure

The pattern of streets, buildings and open spaces provides a transition in scale and containment from street, to shared street space, to the open public square and defined semi-private decked gardens. A hierarchy of landscape space and privacy zoning is applied to all houses and flats through transitional front garden / terrace planting. The scale and character of planting and materials support the overall spatial strategy.

Boundaries

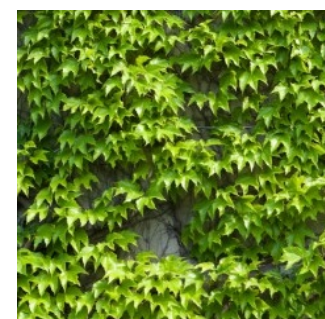
Access road boundaries are already partly defined, with the north-western mature trees and the eastern 'green' boundary to St Faith's church both providing structural boundary features for retention and detailed enhancement.

The back gardens to the northern terrace share an access alley with the Windmill Road houses. Sketch proposals illustrate a combined slatted timber screen fence with green roofed cycle store and pergola beams supporting climbing plants to provide a softened boundary, and some inter-visibility to the alley. If required, taller slatted fences could be set at 45 degrees to provide privacy whilst minimising shade to established gardens beyond. Western boundary town houses assume the retention of the off-site planted embankment, with timber fencing providing privacy from the school grounds.

The southern deck boundary could be closed by use of a pergola, providing a human scale enclosure to this open aspect and support for climbing plants, with significant filtering effect and amenity value. A relatively open south-eastern site boundary rail or fence is proposed.

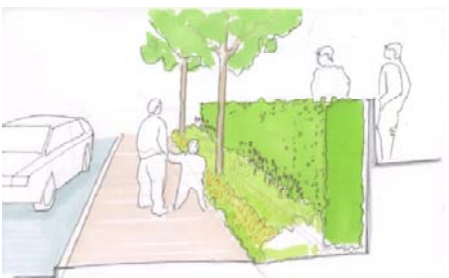
Internal boundaries.

At the east and western 'plinth' boundaries to the flats, ventilation voids for the car park might include railing to reflect a domestic street frontage pattern, divided by blocks of climber 'hedge' planting. Ground floor flats facing into the site core include mid-height planting and walling to the edge of private terrace areas to provide privacy and security.





Seating/play area



Southeast boundary with church grounds



Gardens to rear of terrace 2



Front gardens of terrace 2



Plinth walls

Hard landscape

Paving would contribute to a transition in character from a 'conventional' kerbed and trafficked street scene at the site access roads to a flush kerbed, sett paved shared surface road across the northern edge of the square, as well as at the traffic calmed street corner areas. Whilst the square would be continuously paved, elements such as seating and lighting columns are shown informally controlling the extent of vehicle access. Paving over deck areas would carry paving lines and materials from the square through the deck gardens.

Play

Play provision is primarily designed for children of up to 5 years, with several small, age-appropriate, accessible, play areas broadly equating to 'LAP' (Local Area for Play) facilities identified for the south facing deck and to either side of the square. Additionally, the layout for the development would allow a sequence of play spaces around the core of the site. Zones for seating and demonstrative play sculpture encourage further children's informal play opportunities and social interaction for all members of the community. The illustrative polychromatic, or similar, feature lighting shown for the square indicates the potential for this space to support play activity after dusk in winter months and to contribute to a 'safe' amenity space for all residents.

Planting strategy

Planting proposals reflect and contribute to local townscape and landscape character; assimilation of development; hierarchy of public and private space; residential amenity and, wildlife habitat.

Recurring elements in the local streetscape include frontage hedgerows and intermittent street trees. Other broadleaf street or garden species in the site include semi mature to mature plane, robinia, ash, cherry, rowan, whitebeam, ornamental pear etc contribute to local landscape character and structure, whilst hedgeline or individual cypress trees are generally less positive.

The proposed development landscape includes large growing plane as structural feature trees within the public square, with lime street trees ('honey dew' resistant varieties) and privet hedges to the new flanking roadways. The wings of the northern terrace to either side of the square would have dividing frontage hedgerows and mid size trees, such as ornamental pear, cherry, whitebeam or similar, as found in other side streets to the north of Windmill Road.

At either end of the northern terrace, small 'squares' are formed at the turn of the site access road, combining speed restraint and a change of streetscape character. These spaces would also be defined by medium to larger scale trees such as lime, plane, or distinctive (liquidamber, fastigate hornbeam etc) varieties.

A strongly planted margin is proposed between the south-eastern boundary and the recently constructed flats beyond. An open pattern boundary fence or railing will ensure this amenity planting is appreciated from both sides of the boundary, whilst recent birch tree planting in the flats' grounds will also be read from within the site area.

Use of climbers and trained shrubs to sections of the side street plinth walls, and car park access ramps, provide a hedged appearance, 'ground' the building and provide a foil to the decked south facing play terrace. The change of level between the church grounds and the site access road can also be masked with this pattern of planting to provide a feature hedgeline / 'green wall' along this boundary.



Local Area for Play

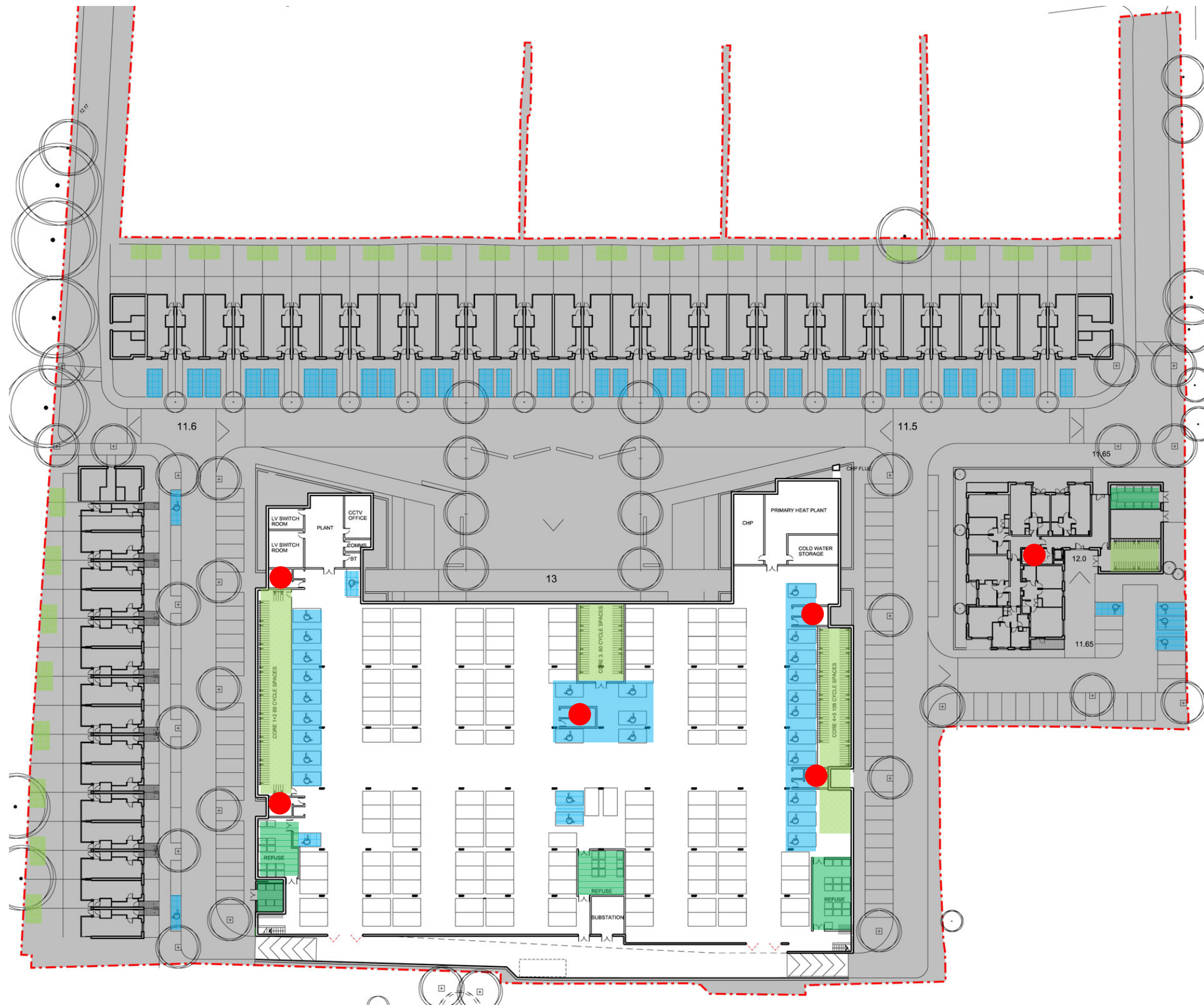
Car Park and Cycling Storage Strategy

Refuse and Recycling Strategy

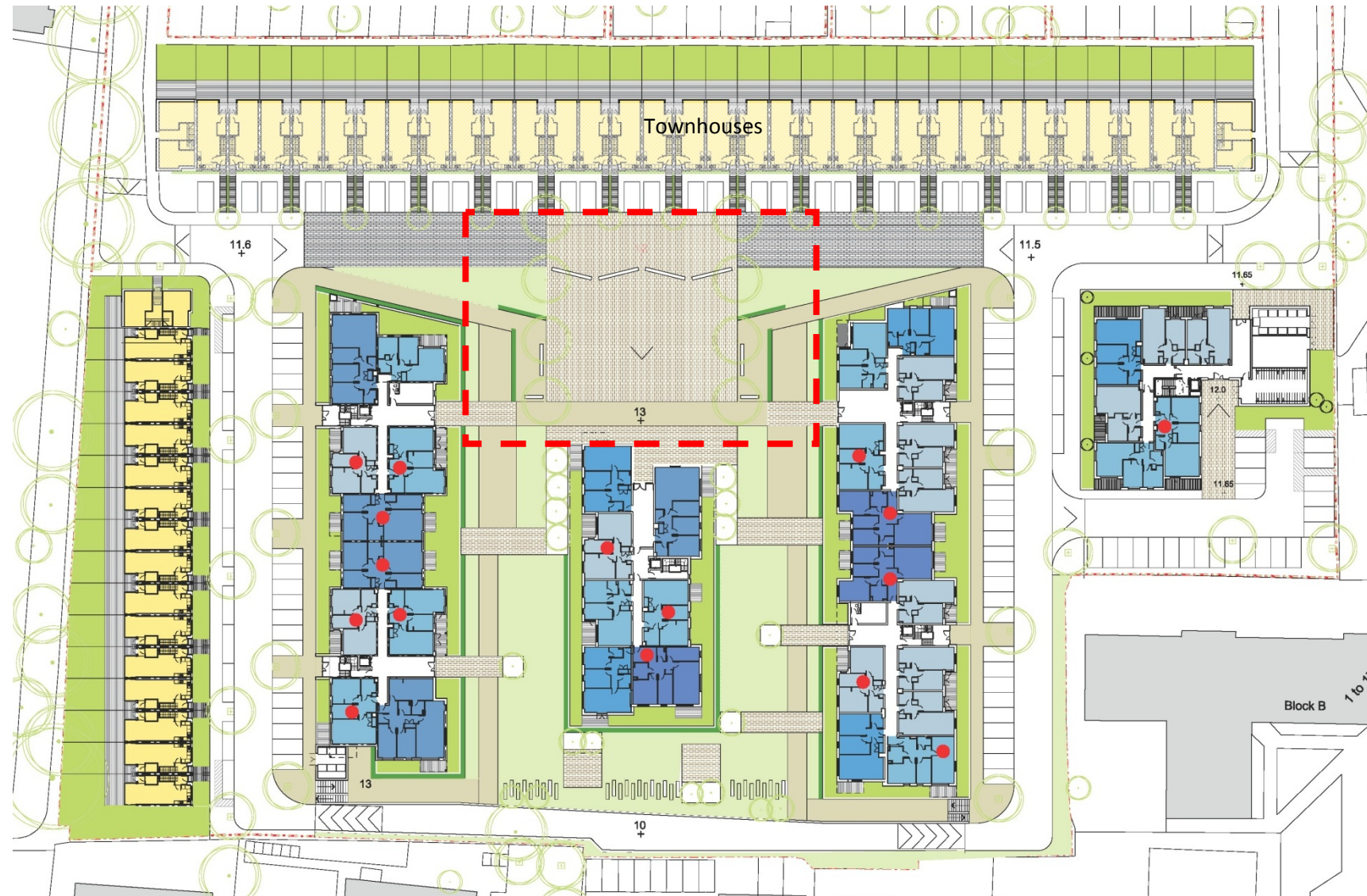
Most of the car parking spaces will be located in a semi basement, underneath a landscaped podium. Cycle parking spaces and wheelchair accessible parking spaces will be distributed in the immediate vicinity of the cores. Visitors and other car parking spaces will be located on the lateral service roads, liberating the central green space from traffic and parking.

The townhouses will be served by a mixture of parallel and perpendicular car parking spaces.

Refuse collection points will be allocated for each one of the residential cores, and will be immediately accessible from the service vehicle route.



- Refuse store/Recycling
- Cycle Storage
- Wheelchair Accessible Car-Parking
- Lift



Access

Step-free access is possible to all parts of the public realm, facilitated by ramps and pedestrian crossovers. The focus of the scheme, the landscaped central square, is one continuous surface; sloping gently from the townhouses to podium level.

Entrances to the apartment buildings are marked by vertical bands of glazed brick, making them easily identifiable.

Apartments.

Ten percent of all apartments are designed to be wheelchair accessible, incorporating the required turning circles and clearances in all rooms and wheelchair accessible bathrooms.

The corridors of the apartment blocks are of adequate width for the wheelchair user and a wheelchair refuge is provided on every level at every core.

In the semi-basement, wheelchair accessible parking is provided adjacent to and within a reasonable distance from the lifts. Each space is allocated to a corresponding accessible flat in the blocks above.

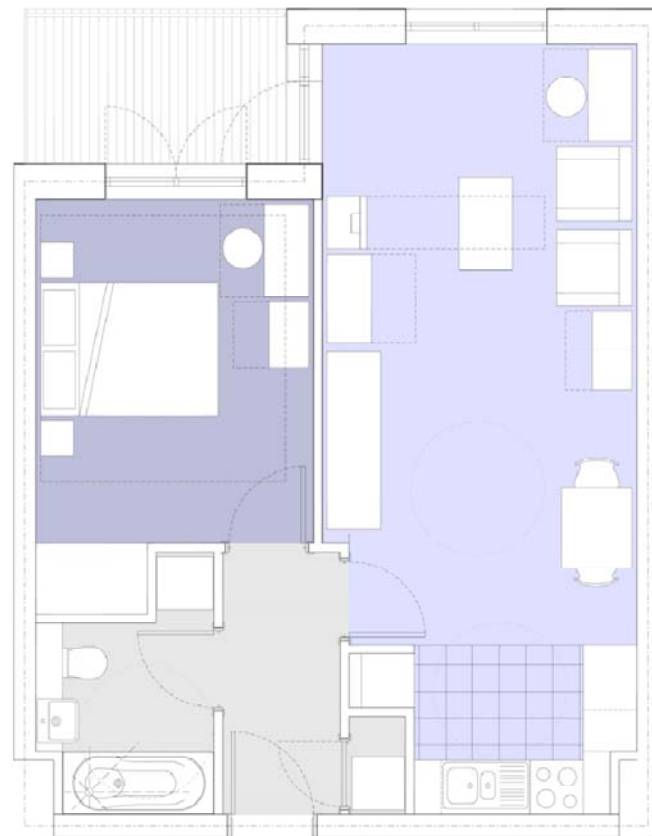
Townhouses.

All townhouses are designed to comply with Lifetime Homes requirements, providing for the future adaptation of the house to be wheelchair accessible.

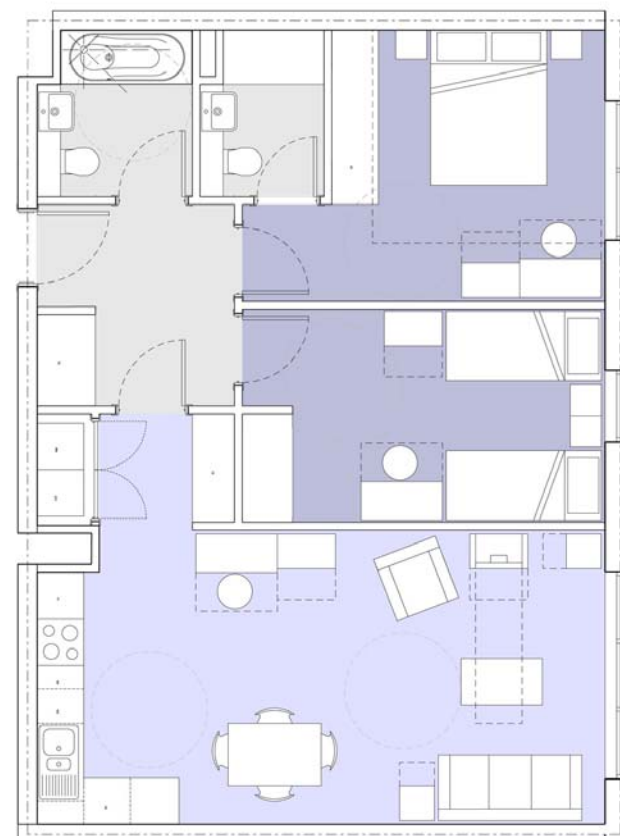
Access to the houses is level: from pavement to front garden to entrance hall.

Typical Flat Layouts

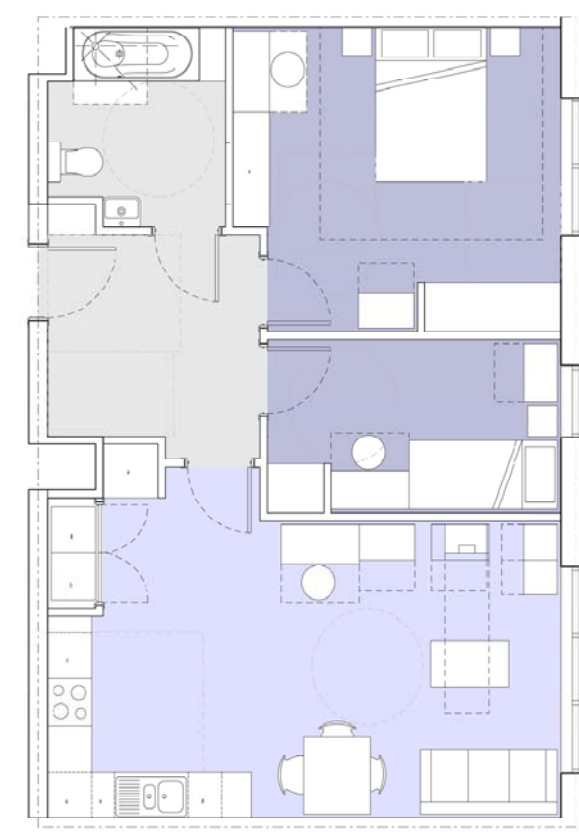
All flats are lifetime homes compliant



1 Bedroom/2 Person



2 Bedroom/4 Person



2 Bedroom/3 Person/wheelchair accessible

Appendix

Residential Accommodation Schedule

1. Summary of Areas							
	No. Units		Habitable Rooms		NIA	Wheelchair Units	
Apartments							
1 Bedroom Units							
1B2P	84 u	27%	168 hr	17%	4,446 m²		
1B2PW	7 u	2%	21 hr	2%	453 m²	7 u	2%
Subtotal 1 Bed	91 u	29%	189 hr	19%	4,899 m²		
2 Bedroom Units							
2B3P	73 u	23%	219 hr	22%	4,686 m²		
2B3PW	15 u	5%	45 hr	5%	1,082 m²	15 u	5%
2B4P	52 u	17%	156 hr	16%	3,797 m²		
2B4PW	2 u	1%	6 hr	1%	152 m²	2 u	1%
Subtotal 2 Bed	142 u	45%	426 hr	43%	9,717 m²		
3 Bedroom Units							
3B4P	2 u	1%	8 hr	1%	190 m²		
3B4PW	9 u	3%	36 hr	4%	813 m²	9 u	3%
3B5P	20 u	6%	80 hr	8%	1,789 m²		
3B5PW	-	0%	-	0%	-	-	
3B6P	1 u	0%	4 hr	0%	116 m²		
3B6PW	-	0%	-	0%	-	-	
Subtotal 3 Bed	32 u	10%	128 hr	13%	2,908 m²	9 u	3%
Subtotal Apartments	265 u	84%	743 hr	75%	17,524 m²	33 u	10%
Town Houses 3B6P							
Terrace 1	16 u	5%	80 hr	8%	1,862 m²		
Terrace 2	34 u	11%	170 hr	17%	4,036 m²		
Subtotal Townhouses	50 u	16%	250 hr	25%	5,898 m²		
Subtotal Family Units	82 u	26%	378 hr	38%	8,806 m²	9 u	3%
Total No. Units	315 u	100%	993 hr	100%	23,422 m²	33 u	10%