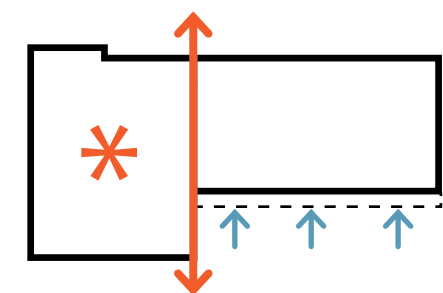


Overview

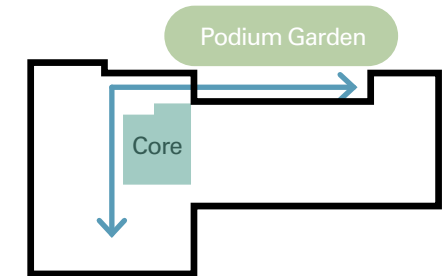
Building N is located on the south-east corner of the site. The taller element frames a key entrance into the site from Hanover Park. The lower wing frames the podium garden to the north. The domestic aesthetic of the lower wing softens the utilitarian nature of the ground floor functions below it.

The ground floor of the taller building provides flexible retail, leisure and commercial space to activate the entry point to the Green Link from Hanover Park.

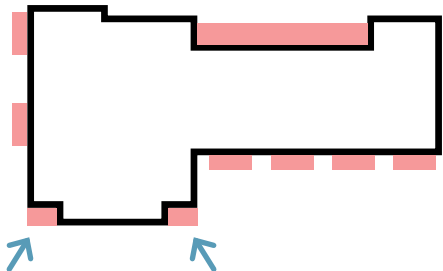
The primary core is located in the taller element which has homes starting at first floor.



The building is divided into a taller element and a lower wing. The lower is set back from the street line to provide a terrace at level two.



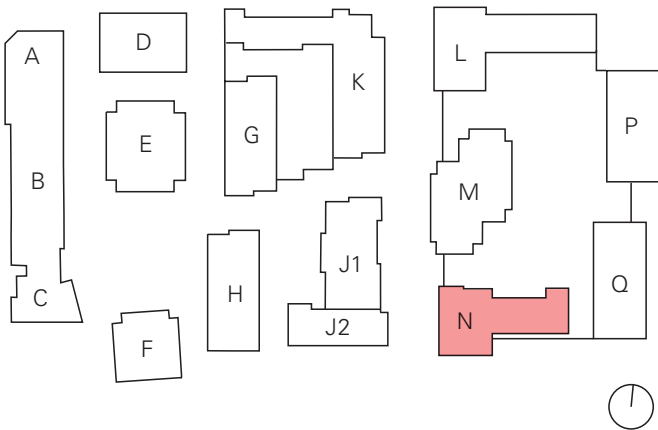
The core is central to the taller element, linking to the lower wing via gallery access to the north, in direct conversation with the podium garden.



The building is articulated externally with gallery access, inset balconies to Hanover Park at lower levels and further bolt-on balconies providing private amenity.



Aerial view of building N from south

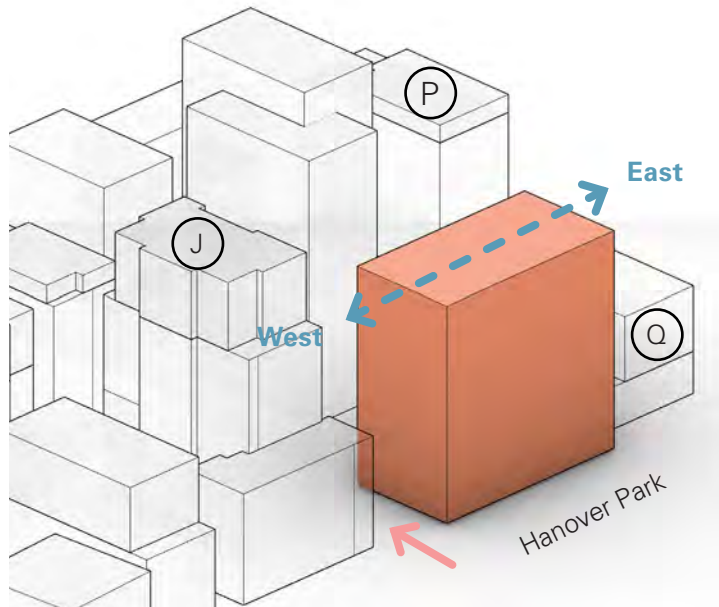


Scale and form

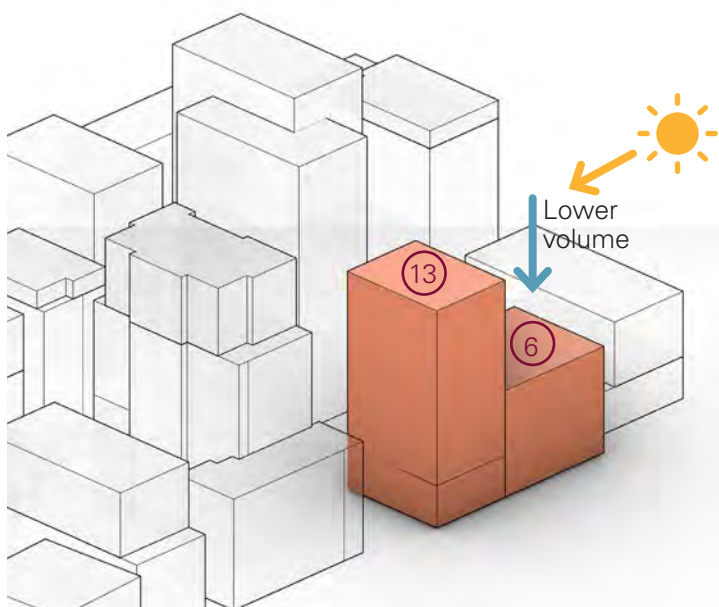
The building creates the southern boundary to the podium garden. It is orientated east to west in response to daylight considerations.

Building N's lower wing has gallery access and responds sensitively to the surrounding residential buildings on Hanover Park in its scale and appearance. Its height is aligned to meet that of adjacent building Q. The reduced height also allows greater penetration of light from the south into the podium garden.

The taller element is grounded to frame the journey into the Green Link, acting as a marker for flow of residents into the site. In contrast, the lower wing is raised, sitting atop the podium, setting back from the ground floor facade. This helps to improve privacy and mitigate noise pollution from the Morrisons service entrance.



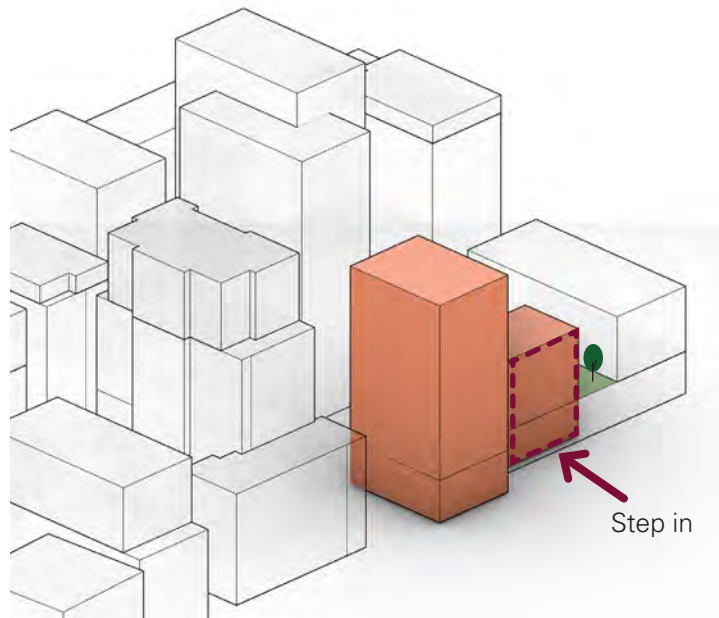
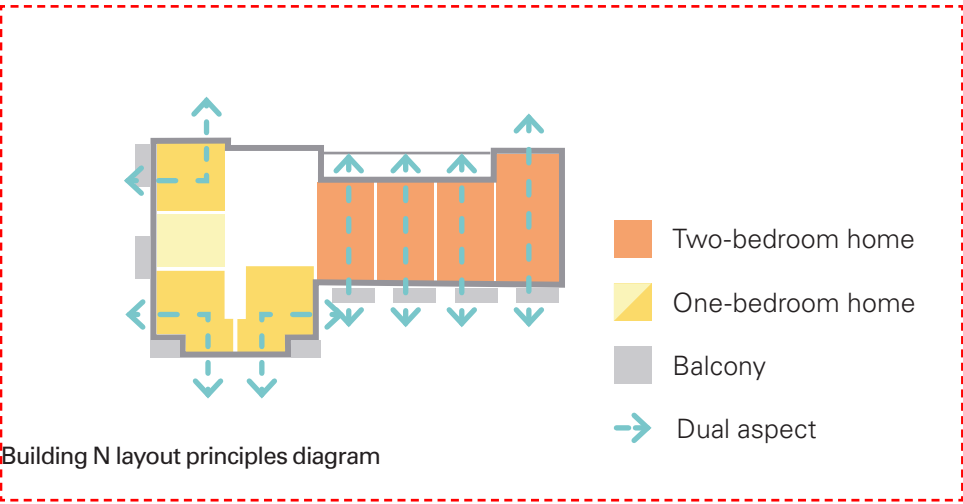
The building is orientated east to west, forming a key frontage onto Hanover Park, and an important entry point into the proposed development from the south.



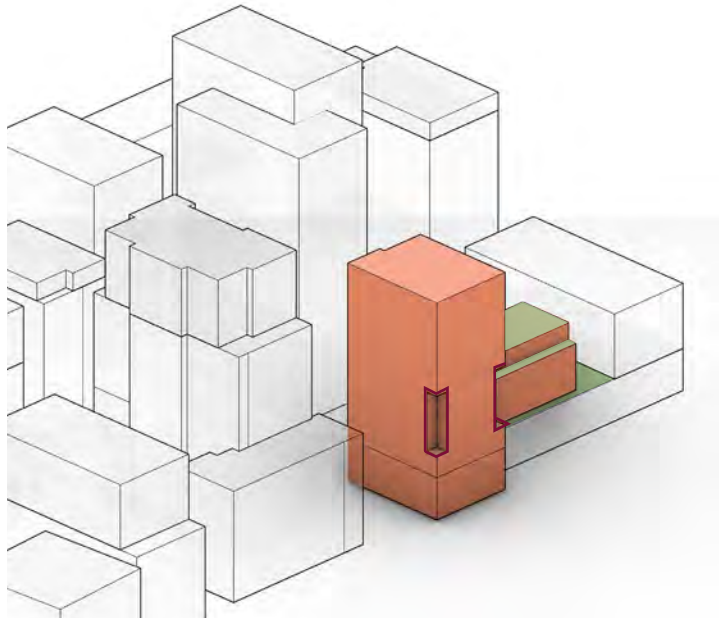
The building is split and shifted down to the east, creating a roof terrace and increasing dual aspect homes whilst allowing southern light into the podium garden beyond.

Typical layout

Building N contains a mix of one and two-bedroom homes. The form allows for almost all of the homes in Building N to enjoy a dual or triple aspect. Balconies are positioned primarily on the south elevation to act as shading devices. Gallery access creates dialogue and passive surveillance to the podium garden it borders.



The lower wing is further set back from the street to differentiate the two elements. The stepping back highlights the break between building N and building Q to the east.



The form is reduced further by the inclusion of inset balconies to the taller element. The top floor of the lower wing is also recessed to create a residential terrace as private amenity.

Architectural approach

The architectural approach follows the separation of the building into two distinct elements. There is a striking difference in colour between the taller element and the wing, designed to be tied together through common details. The lower wing is designed to be distinct from the service entrances below, with a domestic aesthetic to soften the utilitarian nature of the required functions.

The design strikes a balance between contrasts and complements. The tone differs between the taller element and lower wing. Considered colour matches between materials brings a coherency to the overall approach, whilst referencing neighbouring buildings outside of the Proposed Development. The parapet pitches of the lower wing take direct inspiration from residential buildings on Hanover Park.



Concept sketch of building N looking north from Hanover Park

Division



Divide building

Grounding



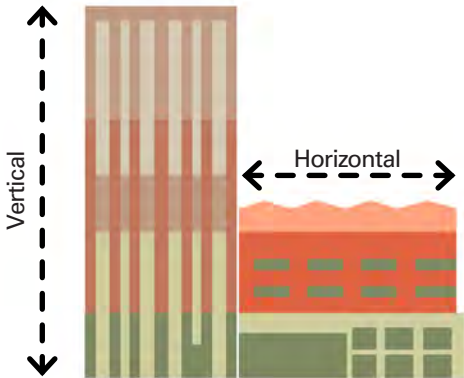
Grounded

Raised

Banding



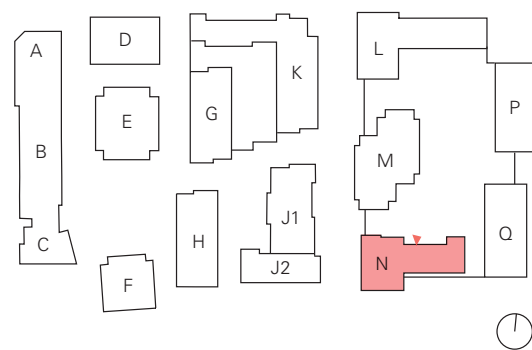
Articulation



Feathered

Domestic

Gallery access in building N creates a dialogue with the podium garden below and fosters a community feel. Building Q is seen beyond, with private residential terraces lining the generous shared podium garden.



Elevation approach

The taller element has a pared back design, acting as a gateway and neighbourhood marker at the southern edge of the site. The ground floor is vibrant, using glazed green brick to activate the retail facades and residential entrance.

Above the ground, the hues are more muted, with the horizontal banding between brick colours feathered to soften the distinction. Brick colours are carried upwards through repeated details. Window and balcony locations help to create a further vertical expression.

The palette of the lower wing is significantly brighter than the taller element, to be read as a 'jewel' building, complete with pitched parapets to emulate the neighbouring traditional terrace house typology. The vibrant green metalwork used in the gallery access walkways, balconies and window frames complements the green at ground floor.



Building N - key elevation



Southern facade bay study



Building N - south elevation



Building N - north elevation

Bay study

The material intention is that of contrast, with a subtle gradient of colour from ground to top floor of the taller building. The green colour at ground and first floor highlights the non-residential uses. Moving up the building, the brown tones become lighter when reaching the upper floors.

In contrast, the wing building uses a bold but complementary palette to differentiate from the taller building. The bold use of colour subverts the more traditional pitched roof form. A range of bricks are used to create an dynamic facade however, most are found elsewhere across the Proposed Development to encourage site-wide cohesion.



Building N - key elevation

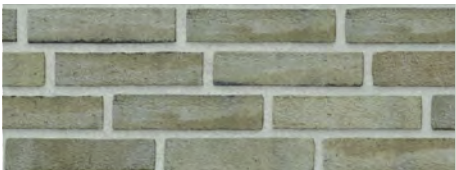
Taller element:



Dark red / brown brick



Red / brown brick



Dark pistachio brick



Light pistachio brick



White glazed brick



Green glazed brick



Metal work colours

Gallery access wing:



Orange brick



Gold colour brick



Bright Green metalwork

Hanover Park elevation

Below the gallery access wing of building N is the entrance to the Morrisons internal service yard. This is positioned due to the direct access from Hanover Park and proximity to the back of house spaces. Refer to Chapter 10 'Access, transport and servicing,' and Chapter 7 'Morrisons' within this report for further information.

The ground floor of the lower wing hosts varied service areas, including plant / service yard entrance for Morrisons and residential, as well as access to the first floor cycle hub for building N and Q. A series of frequent and infrequently used openings contribute to an active facade facing Hanover Park.



Building N - key elevation



Service yard entrance below lower wing of building N

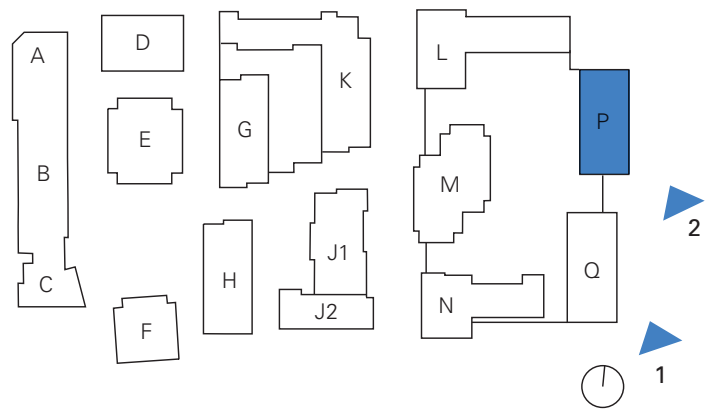


Building P

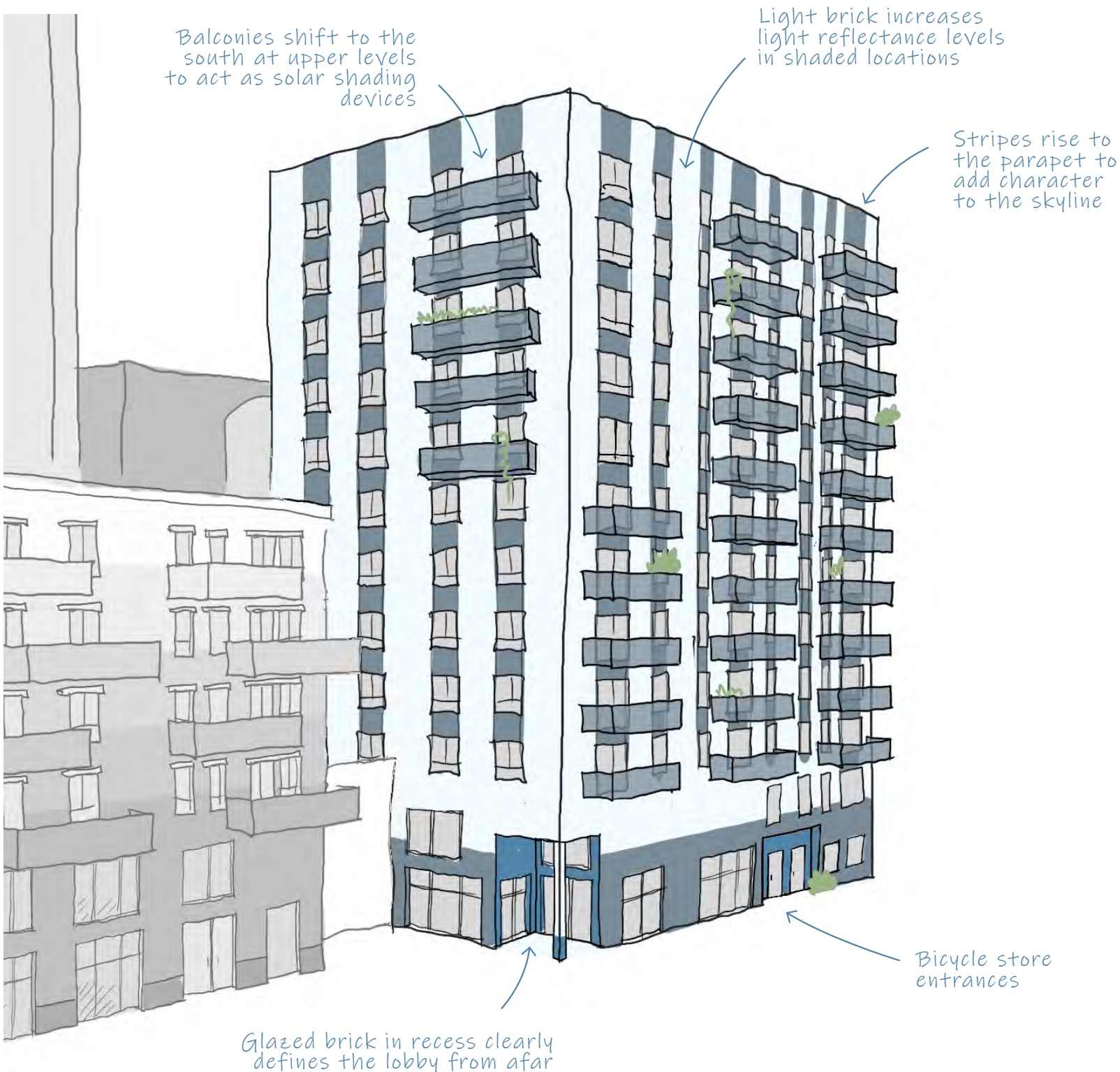
Overview

Building P is a social rent building located in the north-east corner of the site. The northern facade faces, but is set back from the bus station. The eastern facade has a considerable presence along Mckerrell Road and faces existing mid rise residential buildings. Building P envelopes the Morrisons store at ground and first floor levels and provides privacy to the podium gardens.

A simple yet playful striped facade defines a strong grounded corner piece to the scheme.



Sketch view 1 looking north towards building P from Hanover Park



Sketch view 2 looking north-west towards building P from Mckerrell Road

Scale and form

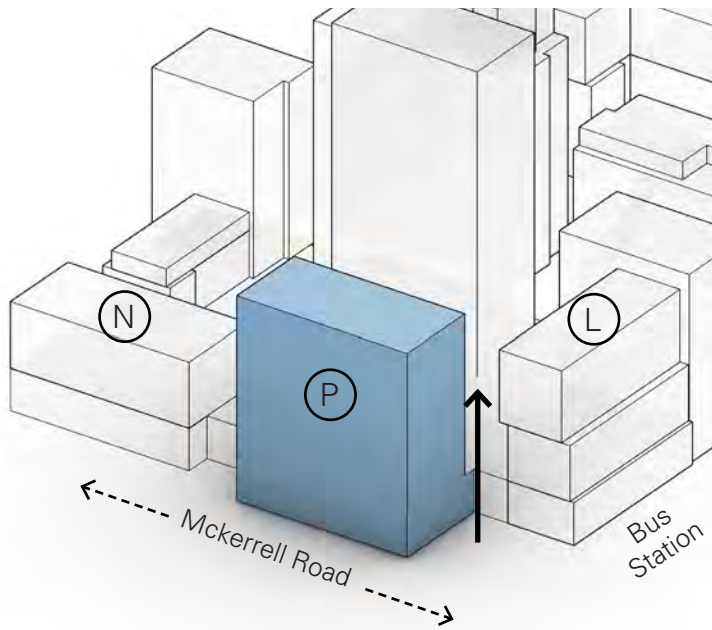
Building P is a rectangular form. 80% of the 50 homes provided are dual aspect. The layout and core arrangement is designed to create shallow dwellings where possible to maximise internal daylight.

The height of building P considers the neighbouring context. The top floor, is set back to the north in line with the site wide strategy to create a layered approach to building heights.

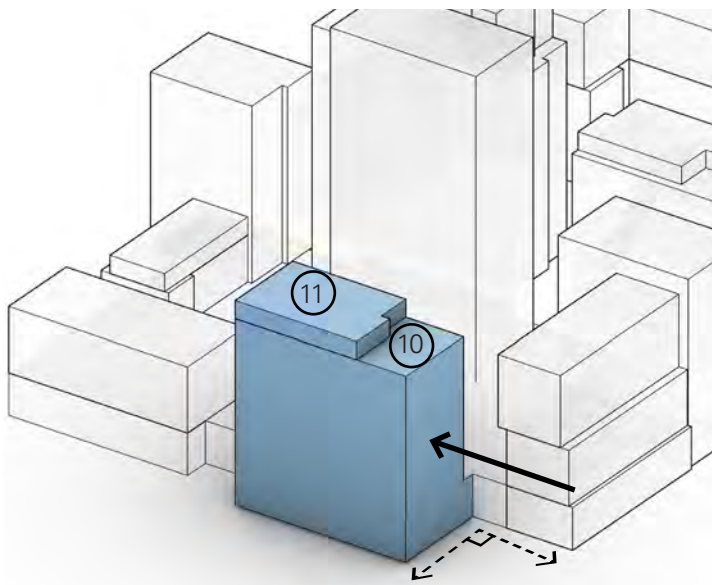
Typical layout



Typical residential floor showing mix and dual aspect

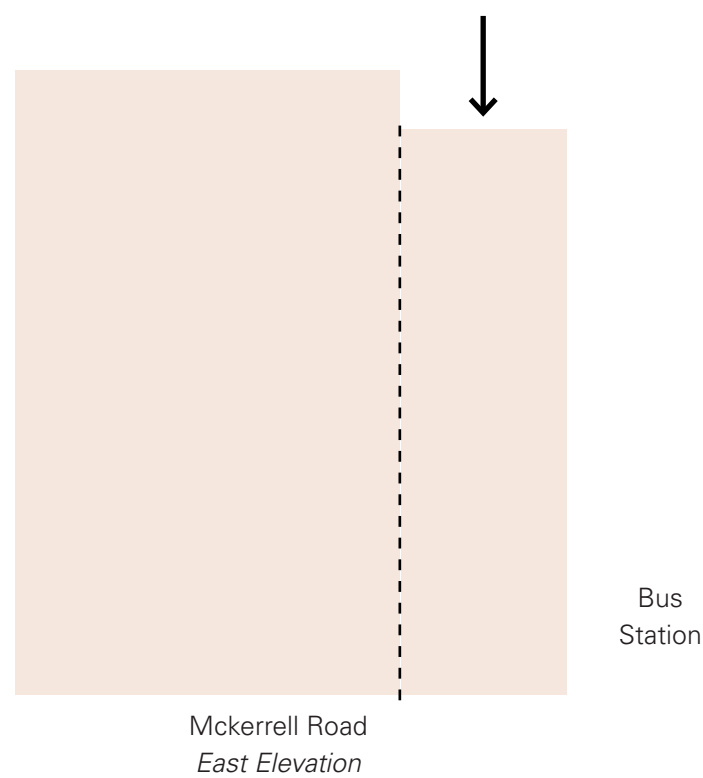


Building P aligns with Mckerrell Road to maintain the existing residential character. It keeps a clear gap between building L, marking a site corner condition and improving views through from shared podium garden.



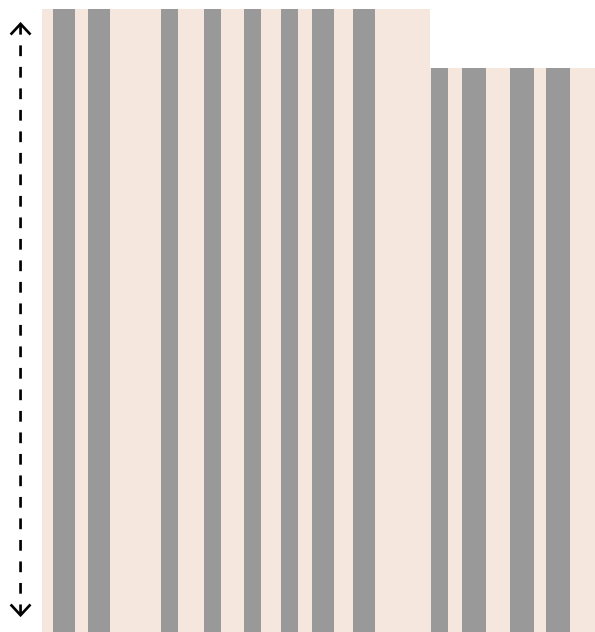
The top floor reduces to the north, creating a green roof. This also softens the visual impression of the roofscape.

Architectural approach



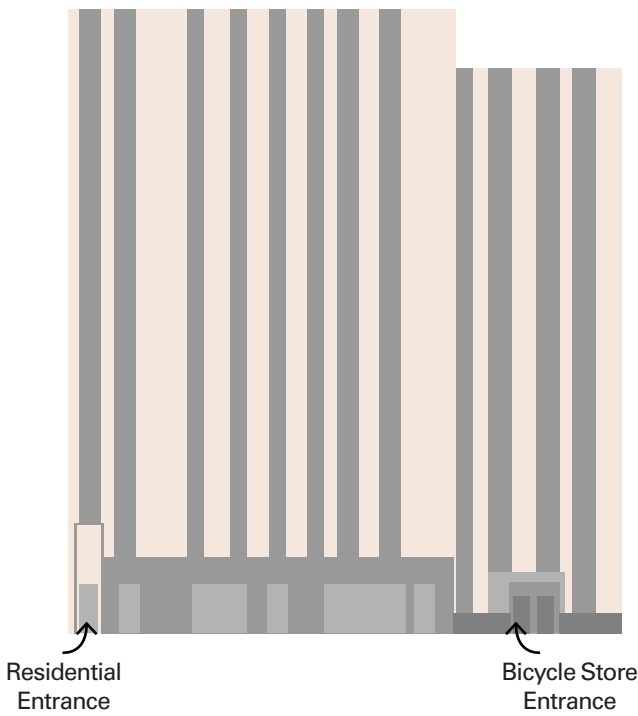
Stepped building form

The top floor is stepped down towards the north to reduce its perceived height from the bus station and Peckham High Street.



Verticality

The design intent for building P is to create a strong presence to the north east corner of the site. Bands of coloured brick ground the building and help create the impression of a slender facade.



Corner conditions

Bicycle store and communal entrances on the north-east corner help form a residential condition at ground floor in response to the domestic neighbouring context. The south-east corner hosts a clearly visible yet private residential lobby, inset from the facade.

Elevation approach

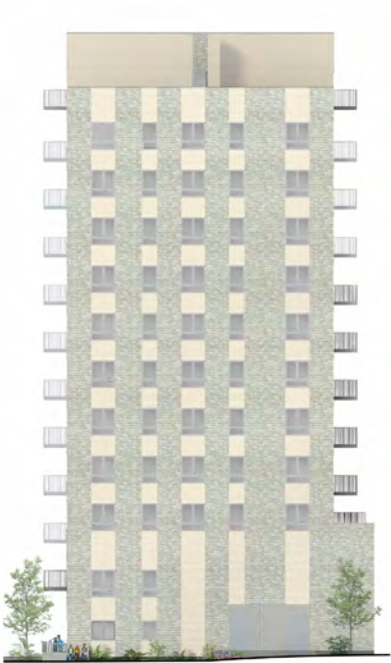
The placement of contrasting grey bricks between the stacked windows will create vertical banding down three of building P’s facades. The northern facade does the inverse. Lighter colour bricks are used below the windows to reflect the design of building L and contributes to the formation of a cohesive frontage to the north of the site.

The vertical lines will extend all the way to the top of the parapet to ensure the expression is visible from afar and positively contributes to the character of Peckham’s skyline.

All homes have 10m² balconies. The placement of balconies is considered to reduce self-shading where daylight levels are lower, closer to the ground. Balconies also shift to the southern facade, when they rise higher than building Q, so residents can benefit from uninterrupted views south over Peckham.



View looking west from Purdon house showing building P’s relationship to L



Building P - north elevation



Building P - east elevation



Building P - south elevation



Building P - west elevation

Bay study

The primary brick colour of building P is white with grey mortar. Light bricks and white soffits to balconies increase light reflectance levels and improve natural daylighting to dwellings.

On the west, south and east facades, a grey brick with light mortar fill in the vertical gaps between windows to create the effect of vertical stripes. Window frames, balcony railings and louvres will be finished in a blue paint to add a pop of colour to the linear facade.

Blue glazed brick lines the inset, double-height residential entrance.



Building P - key elevation

Building P’s facade design is refined to emphasise its verticality and the importance of its position as a corner piece to the site.



Building P eastern facade bay study



White brick



Blue / grey brick



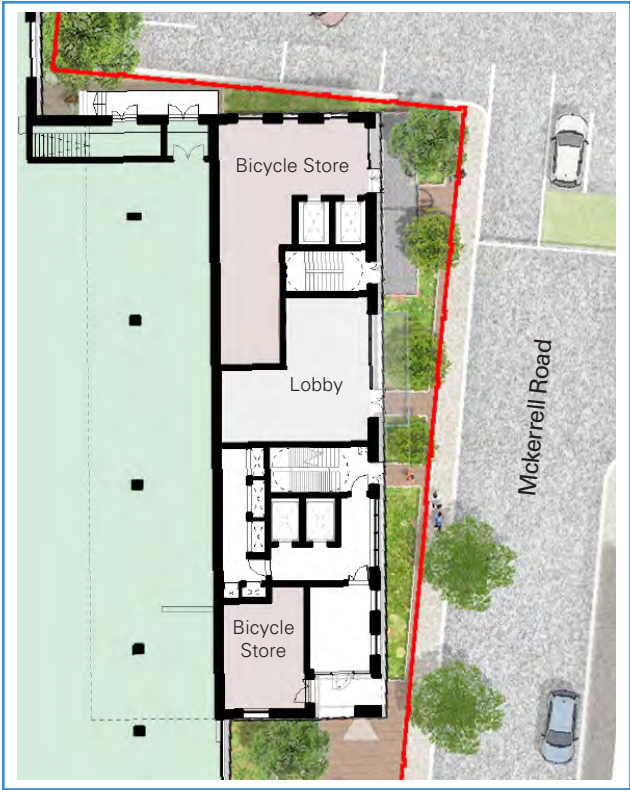
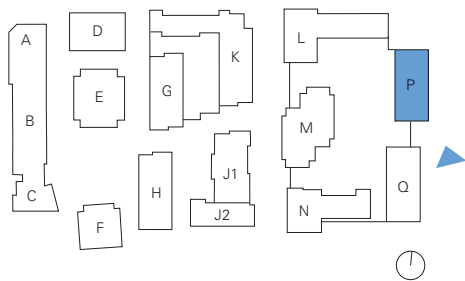
Glazed blue brick



Dark blue metalwork

Ground floor

Building P’s lobby is designed to prioritise resident privacy. It is located in the south-east corner, away from the busy bus station to the north. The double height inset is an architectural device used throughout the masterplan. It helps separate public and private, protects residents from adverse weather and allows for a bright glazed brick finish to clearly define the entrance so it is visible from further down Mckerrell Road and Hanover Park.



Building P - ground floor plan

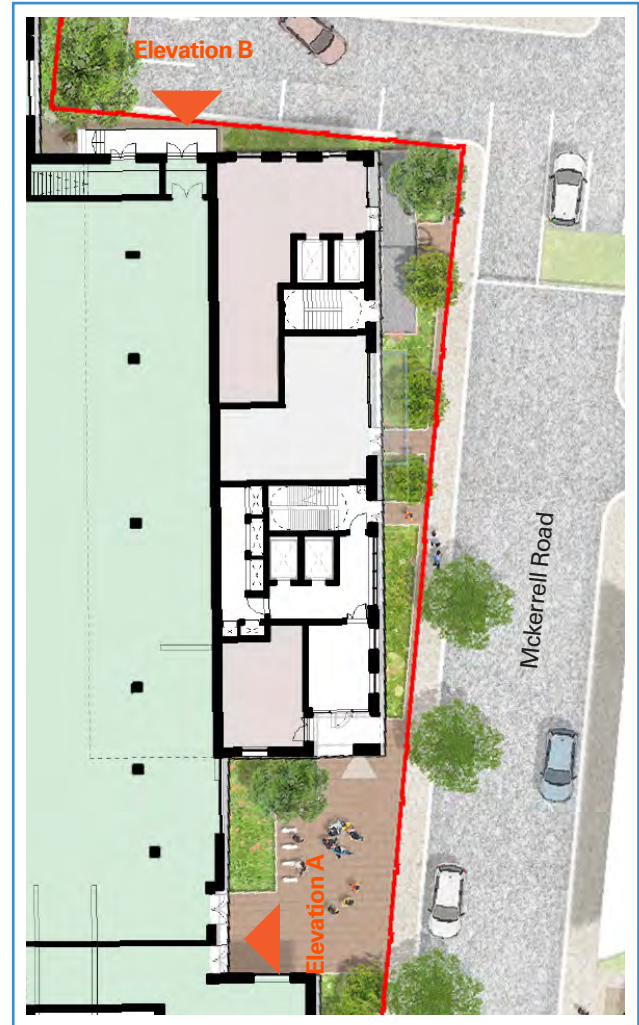


View from Mckerrell Road looking north-west at building P’s entrance

Ground floor podium

Building P is located to the east of the Morrisons, forming the eastern edge of the podium and part of the northern elevation. The gap between building P and Q to the east, is inset further back from the flank elevations of these buildings to create a distinct break, and to introduce and extend the proposed public realm with planting and cycle parking. This set back also houses the secondary entrance and escape route from the Morrisons back of house and sales floor.

The architectural expression of this podium area is similar to that of building M. The richness of the residential palette is contrasted with the muted materials of the podium. A pop of colour highlights the secondary entrance doors and escape route.



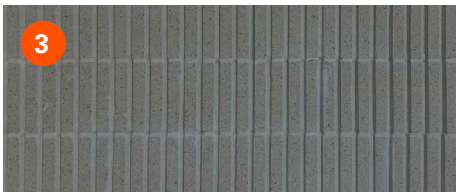
Building P - ground floor plan



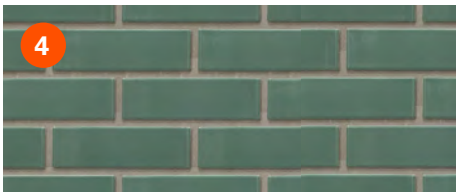
Reglit



Light grey block, stacked bond



Mid grey block, stacked bond



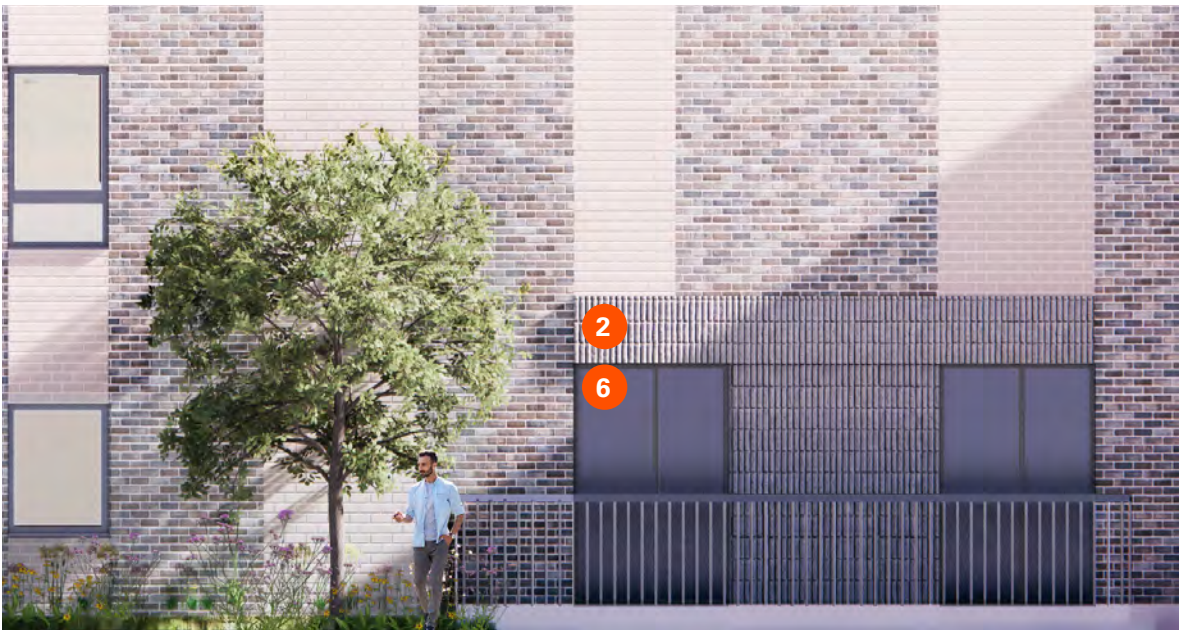
Green glazed brick



Metalwork Colours



Elevation A



Elevation B



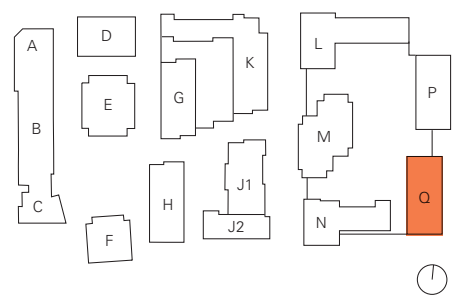
Building Q



Overview

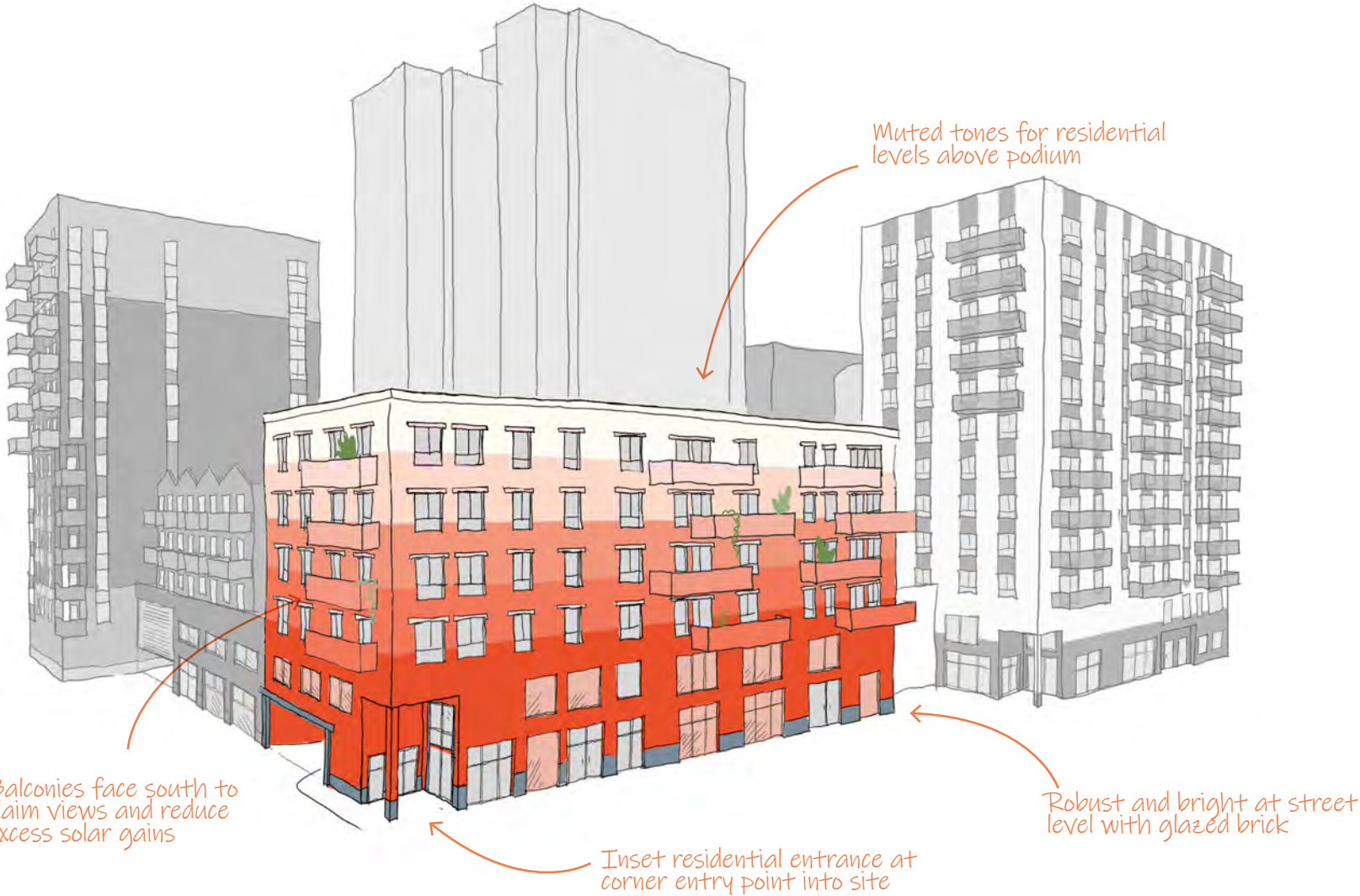
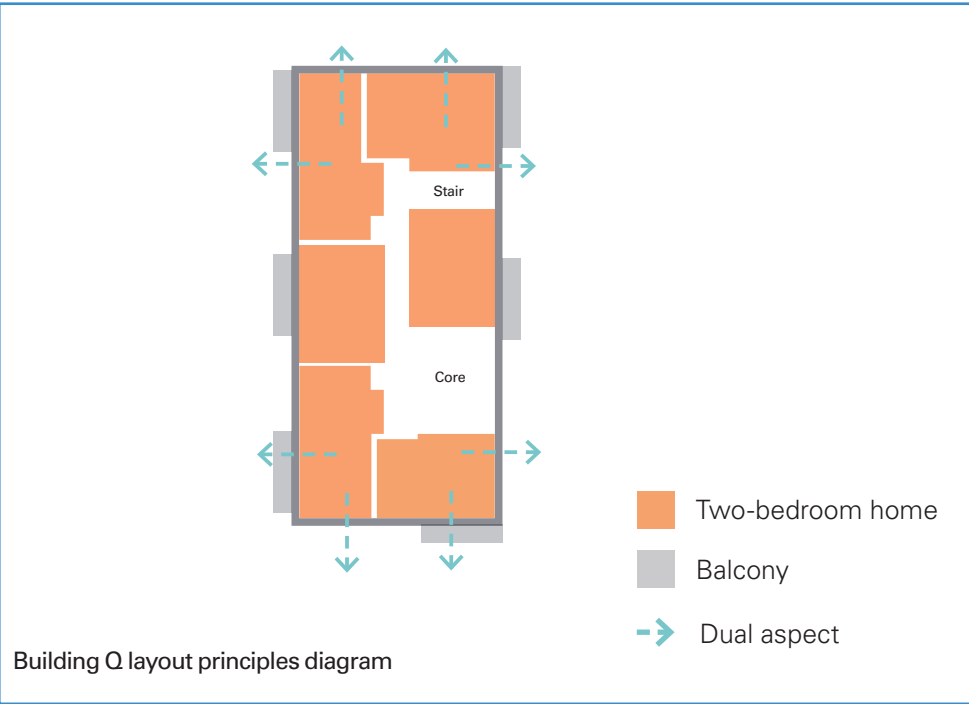
Building Q is a market sale building situated in the south-east corner of the Proposed Development. The south facade faces Hanover Park and the east facade runs along Mckerrell Road, both residential streets.

The form is rectilinear in plan, marking a corner of the podium gardens. The ground floor, along with residential uses, houses the ramped entrance to the Morrisons supermarket basement car park. This is accessed from the south on Hanover Park. The cycle hub for buildings Q and N is based on the first floor, accessed from the east on Mckerrell Road.



Typical layout

Building Q's primary core is positioned to the south to provide a corner entrance, maximise dual aspect opportunities and reduce internal corridor lengths. Building Q provides both a firefighting stair and evacuation stair to allow for future flexibility in the management of the market sale tenure homes.

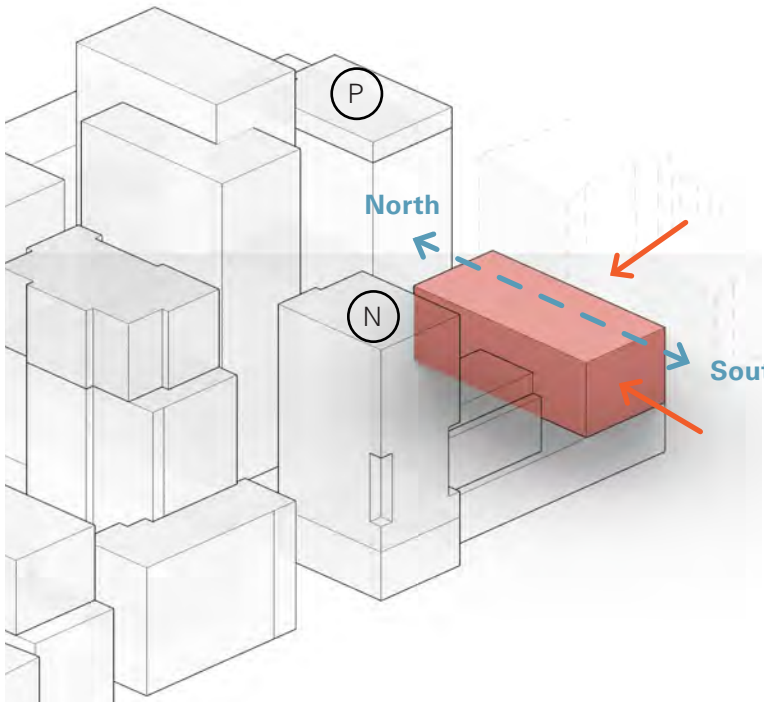


Building Q early concept diagram

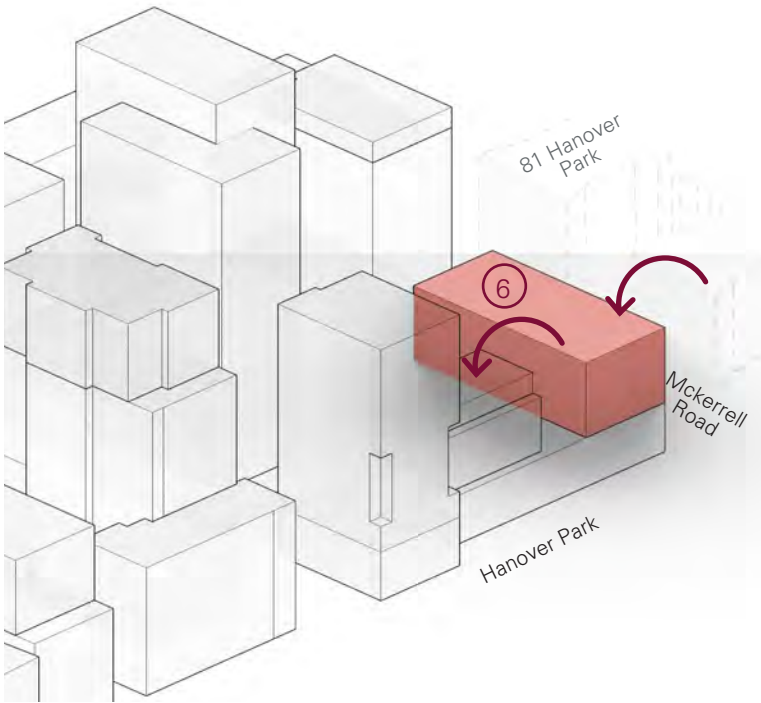
Scale and form

Building Q is a key corner building and will be visible from further west on Hanover Park. The height has been determined in response to the neighbouring residential building on Mckerrell Road, 81 Hanover Park.

At a modest height, building Q responds sympathetically to the residential context on Hanover Park and Mckerrell Road. The simple rectilinear form of building Q is similar to Building P.



Oriented north-south, building Q is positioned to respond directly to Hanover Park to the south and Mckerrell Road to the east.



Height responds to neighbouring residential building, 81 Hanover Park and the lower wing of building N across the podium garden to the west.



Building Q viewed from junction of Hanover Park and Clayton Road looking west

Architectural approach

Building form

The building is made up of a singular form which is grounded and at a low level, minimising visual impact.



Grounded building

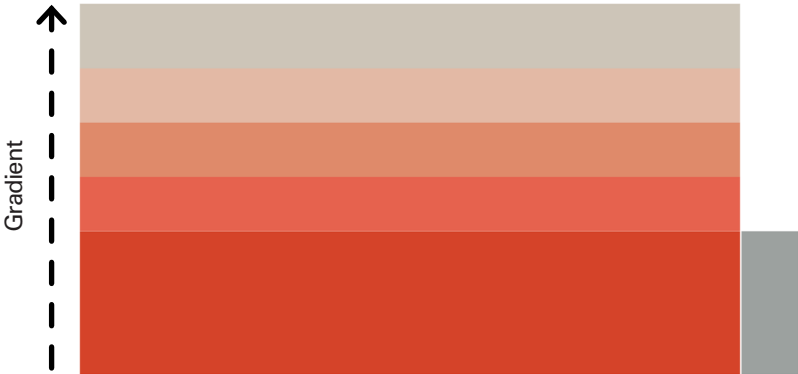
Contrast

At human scale, aligning with the podium level, the design is bold. Above this residential floors have more muted tones.



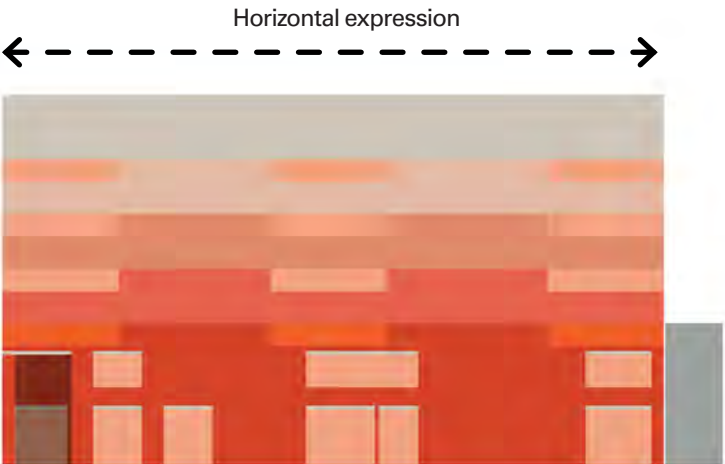
Banding

The two approaches are brought together through a gradient of horizontal bands. From the bold ground and first floor, the colour tones fade as you move up through the storeys.



Articulation

The building's horizontality is further emphasised through articulations, such as balcony positions and non-residential apertures on the lower floors.



Elevation approach

All facades share the same playful gradient, with colours chosen to spark a sense of joy. The ground and first floors of the elevations are designed to be bold and respond to the neighbouring residential palette, using limited areas of glazed brick.

The north and west elevations that face inwards towards the podium host more muted tones to reflect daylight and create a peaceful environment. The gradient is tied together through the orange metal colour of the balcony railings, and window and door frames, further softening the horizontal banding.



Aerial view of building Q looking north



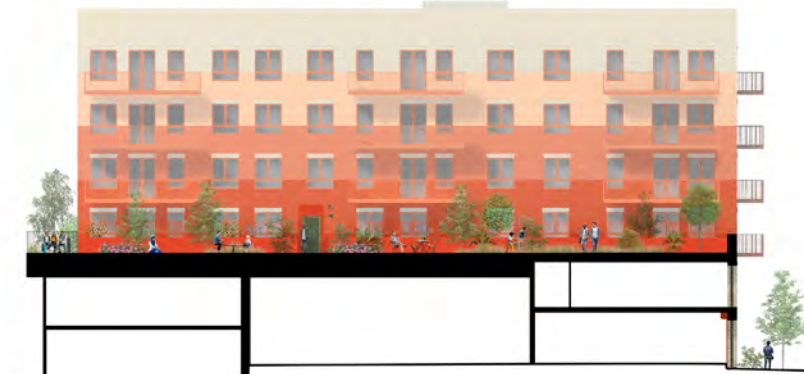
Building Q - north elevation



Building Q - east elevation



Building Q - south elevation

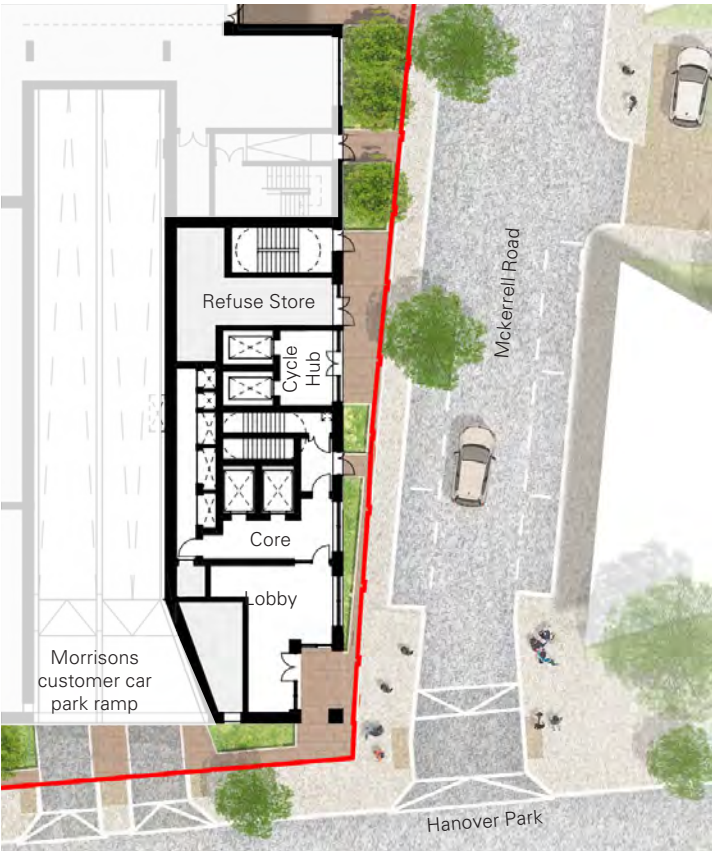


Building Q - west elevation

Entrance and arrival

The inset double-height residential lobby, located on the south-east corner, serves as an anchor for the building and engages with both residential streets. The recessed entrance separates the residential lobby from the street, creating a clear and distinct wayfinding point for residents on their approach. The cycle hub for buildings Q and N is accessed from Mckerrell Road, bringing activation and interest to the quiet residential street. Passenger lifts take users up to the large first floor facility.

A significant portion of the ground floor of Q is taken up by the ramp to the basement Morrisons customer car park, accessed from Hanover Park. The northern part of the ground floor caters for Morrison’s back of house requirements.



Ground floor of building Q



Sketch view looking north towards Mckerrell Road, with building Q entrance to the west

Bay study

The facades uses a gradient of dark orange brick to lighter white brick, in a clear horizontal banding. Subtle details are used to tie together the variety of brick shades and create a balance.

The white brick from the top layer is used for window and balcony door lintels across all layers, projecting 25mm from the facade. All metal work - window frames, balcony fascias and railings, maintain a single colour to complement and blend through the colours of the horizontal banding. The same beige mortar is used for the whole building.



Building Q - key elevation



White brick



Pale brick



Pale orange brick



Orange brick

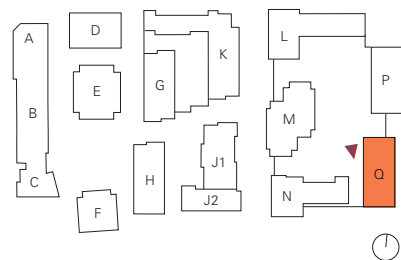


Dark orange glazed brick



Metalwork colours

In the south-east corner of the site, building Q shares a close proximity to its neighbour, building N, adopting a complementary form and colour approach. A collection of buildings sit around a shared garden and play space.



Accessibility and inclusive design

9.

9.1 Inclusive design principles

The proposals have been developed to ensure inclusive design for all. As per LBS Plan Policy P8, the proposed new homes will provide the following:

- 90% designed to meet Approved Document Part M standard M4(2) Accessible and Adaptable dwellings
- 10% will be designed to meet Approved Document Part M standard M4(3) wheelchair user dwellings

Wheelchair user dwellings will be provided across all tenures and located to achieve a variety of views and aspects. 10% of social rented wheelchair user dwellings will be provided as M4(3)2b Accessible dwellings and meet the minimum space standards set out in Table 4 of LBS Plan Policy P8.

Balconies will be designed to be accessible with level thresholds. The 10% of homes designed as wheelchair adaptable dwellings will provide an accessible bathroom which contains a level-access shower. Toiletry furniture will be located in prescribed positions for practical reasons and will not vary from the recommendations set out in Approved Document Part M M4(3)2a.

An Access Statement is included as part of this application which outlines the requirements in further detail. The adjacent overview sets out some of the accessibility objectives included within the M4(3) dwellings.

Building entrances

All external communal entrances will be level, weather protected and step free. Each external entrance double door set will contain at least one 850mm door leaf. Glazed doors will have visible and permanent manifestations applied to the surface.

Internal doors

All internal doors will have a clear opening width of at least 850mm, dependant on approach, with an unobstructed 300mm on the pull side of the door and 200mm on the push side of the door, adjacent to the leading edge.

Communal corridors

Communal corridors will have a minimum clear width of 1500mm.

Staircases

Escape stairs and fire fighting stairs will have a minimum width of 1200mm and include Approved Document Part K features where possible to assist ambulant disabled people. Slip resistant, tactile nosing is proposed to each stair and landing and will also provide colour contrast.

Finishes

Visual contrast has been considered within confined areas such as small lobby areas, where a person with a visual impairment may be too close to the surrounding walls to differentiate between different surfaces and finishes. Visual contrast will be achieved between the junction of the wall and floor, and the wall and ceiling, by means of contrasting finishes and colour.

Flooring

All floor finishes will be slip resistant, hard wearing, firm, level and easily maintained.

Signage

There are 1.5 million people with a learning disability in the UK, of which approximately 30% have a sight impairment, and 40% have a significant degree of hearing loss (Section 1.2.3, “Good Signs”, Disability Rights Commission). Signage will be developed to be clear, concise and consistent, and suitable for people with visual impairments and learning disabilities, such as dyslexia.

9.2 Accessibility

9.2.1 Ground floor

Residential

All external approaches to residential entrance lobbies, internal building circulation and residential entrances are designed to comply with Volume 1 of Approved Document M. There is lift access to all residential entrance levels Full details of residential access are covered in the supplementary Access Statement.

Non-residential uses

All external approaches to flexible retail, leisure and commercial unit entrances have been designed in line with Volume 2 of Approved Document M. Flexible retail, leisure and commercial units will be provided as shell and core and fitted out internally by tenants.

Full details of non-residential access are covered in the supplementary Access Statement.

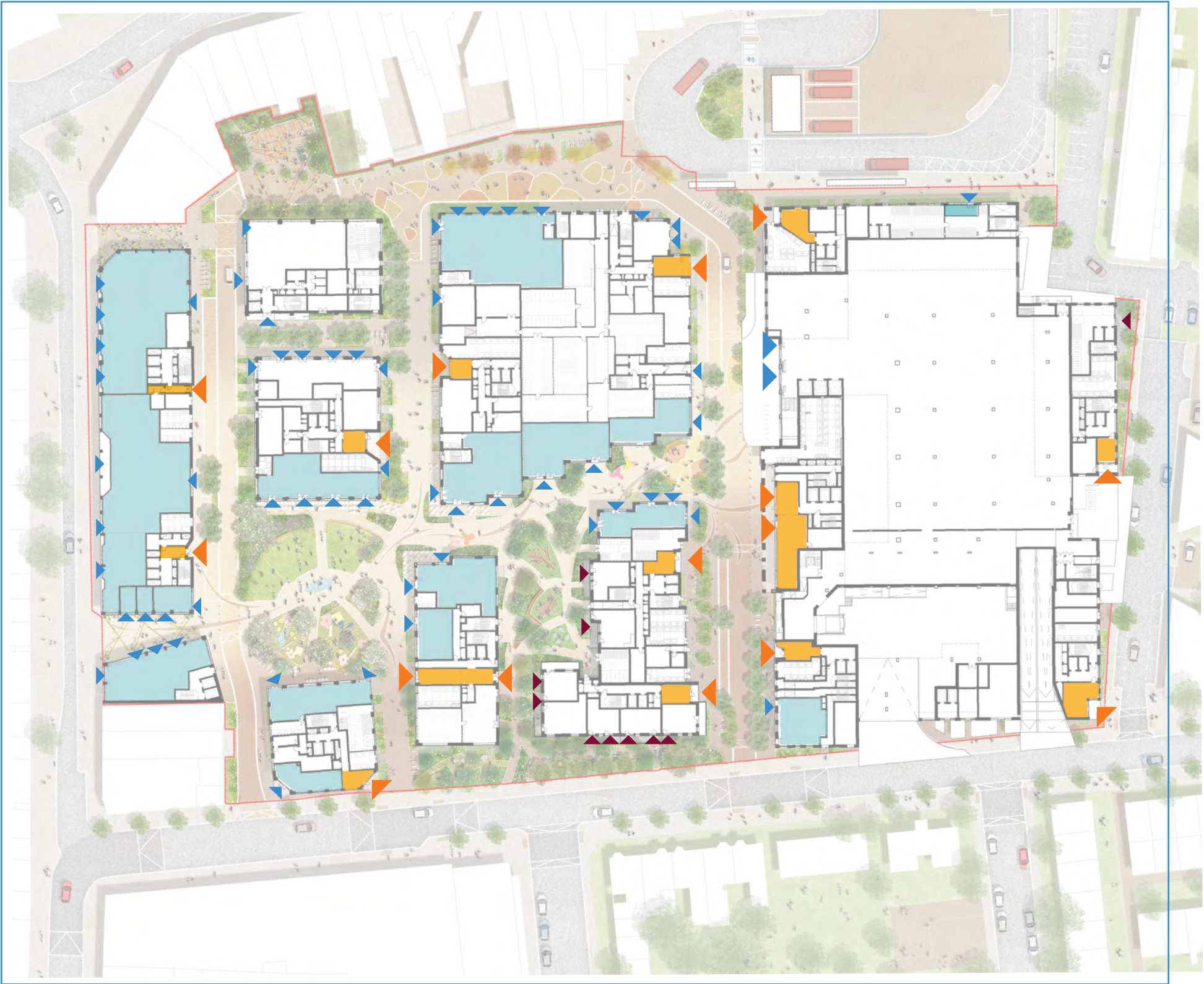
External spaces

The proposal will open the entire ground floor to public access and use. All external spaces have been designed using principles of accessibility and inclusion in adherence with Policy D5 of the London Plan.

Paved surfaces will be gently graded across the site and take into account slip resistance for a safe and comfortable pedestrian experience. Threshold treatments will create clear and legible routes into the site, east-west from Rye Lane and north-south from Hanover Park and the bus station.

Full details of external spaces are covered in the supplementary Access Statement.

- Commercial entrance
- Flexible retail, leisure and commercial units
- Residential entrance
- Residential lobby
- Private dwelling entrance



Ground floor site plan indicating residential and public access points

9.3 Accessible homes

All dwellings are accessed via a minimum of two passenger lifts in the cores serving each block. These are sized to accommodate powered wheelchairs. One lift in each core is suitable for fire evacuation purposes in line with London Plan Inclusive Design Policy requirements.

M4(3) dwellings

10% of all dwellings will meet the requirements of Part M4(3). This will be assessed as a percentage of habitable rooms.

Market sale and intermediate tenure M4(3) homes will be provided as M4(3) (2a) wheelchair adaptable dwellings. These are designed to enable easy conversion to M4(3)(2b) compliant wheelchair accessible dwellings as required.

Social rent tenure M4(3) homes will be provided as M4(3)(2b) wheelchair accessible dwellings and meet the minimum space standards in Table 4 of LBS Plan 2022, Policy P8. Within this tenure, the percentage of accessible flats will be assessed per number of homes. These dwellings also comply with the space standards set out in the South East London Housing Partnership Wheelchair User Design Guidance.

Wheelchair user dwellings will be distributed throughout the development, across type, size and floor, as far as possible to ensure that wheelchair users have as much choice about the location and level of their home as anybody else, as far as possible.

M4(2) dwellings

All other residential dwellings meet the requirements of Part M4(2), along with GLA and LBS policy (parts relating to accessible homes) and the Nationally Described Space Standard. All ground floor homes will have level access thresholds and there is lift access to all dwellings above ground.

WAD housing schedule for all tenures			
Type	Habitable rooms		
One-bedroom, two-person WAD	74		
Two-bedroom, three-person WAD	68		
Two-bedroom, four-person WAD	145		
Three-bedroom, five-person WAD	0		
	287	% of 2821 total habitable rooms	
		287	10.17%
WAD housing schedule for social rent tenure			
Type	Homes		
One-bedroom, two-person WAD	0		
Two-bedroom, three-person WAD	0		
Two-bedroom, four-person WAD	5		
Three-bedroom, five-person WAD	0		
	5	% of 50 total social rent homes	
		5	10.00%



Typical upper floor plan indicating location of M4(3) homes

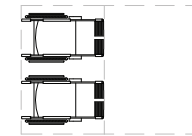
9.4 Sample M4(3) wheelchair user homes

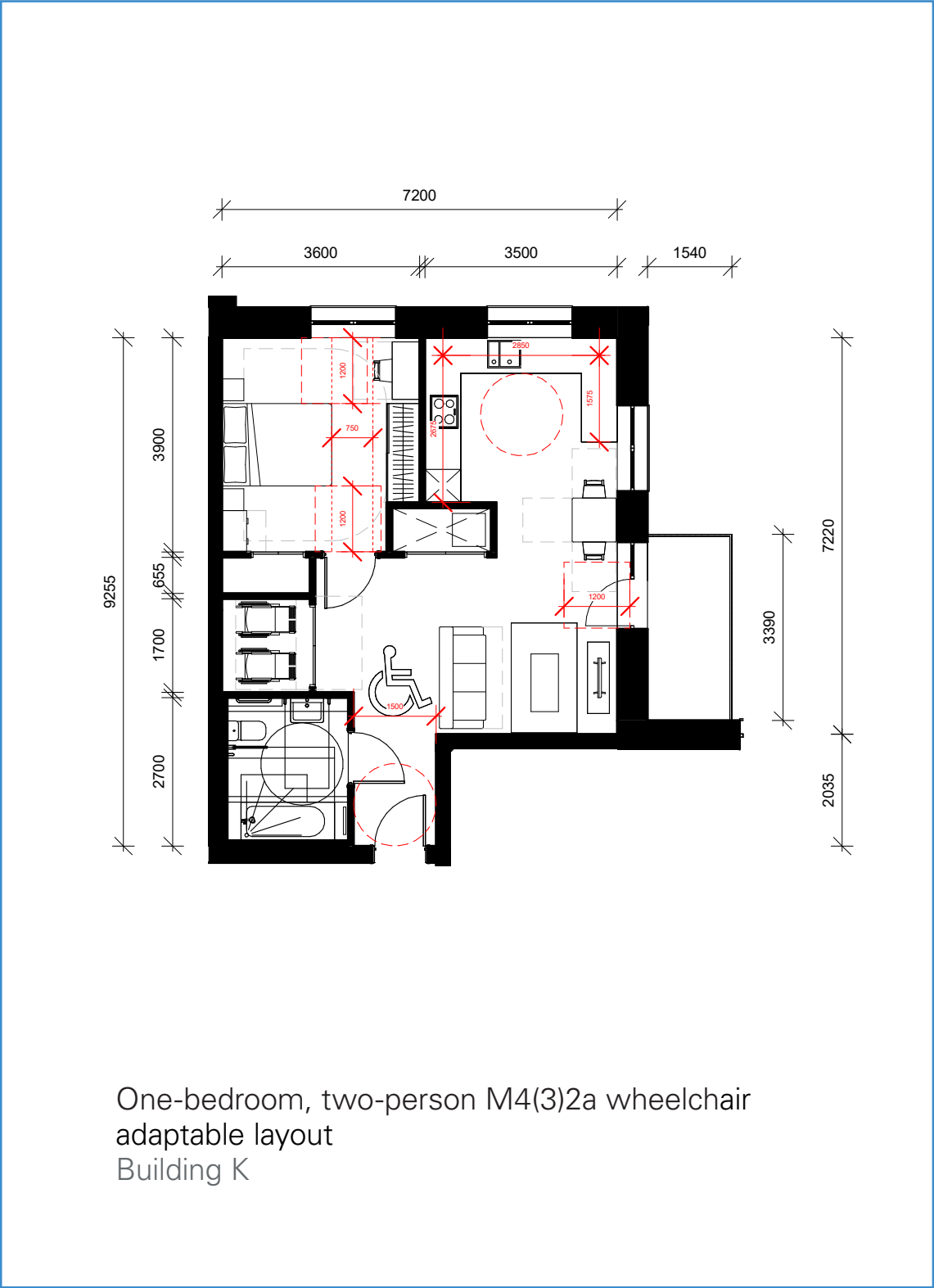
One-bedroom, two-person M4(3) dwelling - Market Sale

- Notes:
- All doors have a clear opening width of 900mm, minimum 300mm leading edge nib and minimum 200mm following edge nib
 - Washing machines are accommodated in utility cupboards, reducing required kitchen worktop length by 600mm
 - M4(3) market sale dwellings provided will be provided as M4(3)wheelchair adaptable layouts
 - General built-in storage provision of over 1.5sqm

Key overlays

M4(3) wheelchair user dwellings

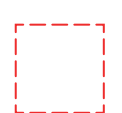
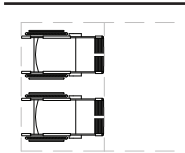
	1500mm turning circle
	300mm door leading edges 200mm door following edges
	1200mm x 1200mm clear access zone
	Clear access zones as required by Part M
	1700mm x 1100mm wheelchair transfer zone

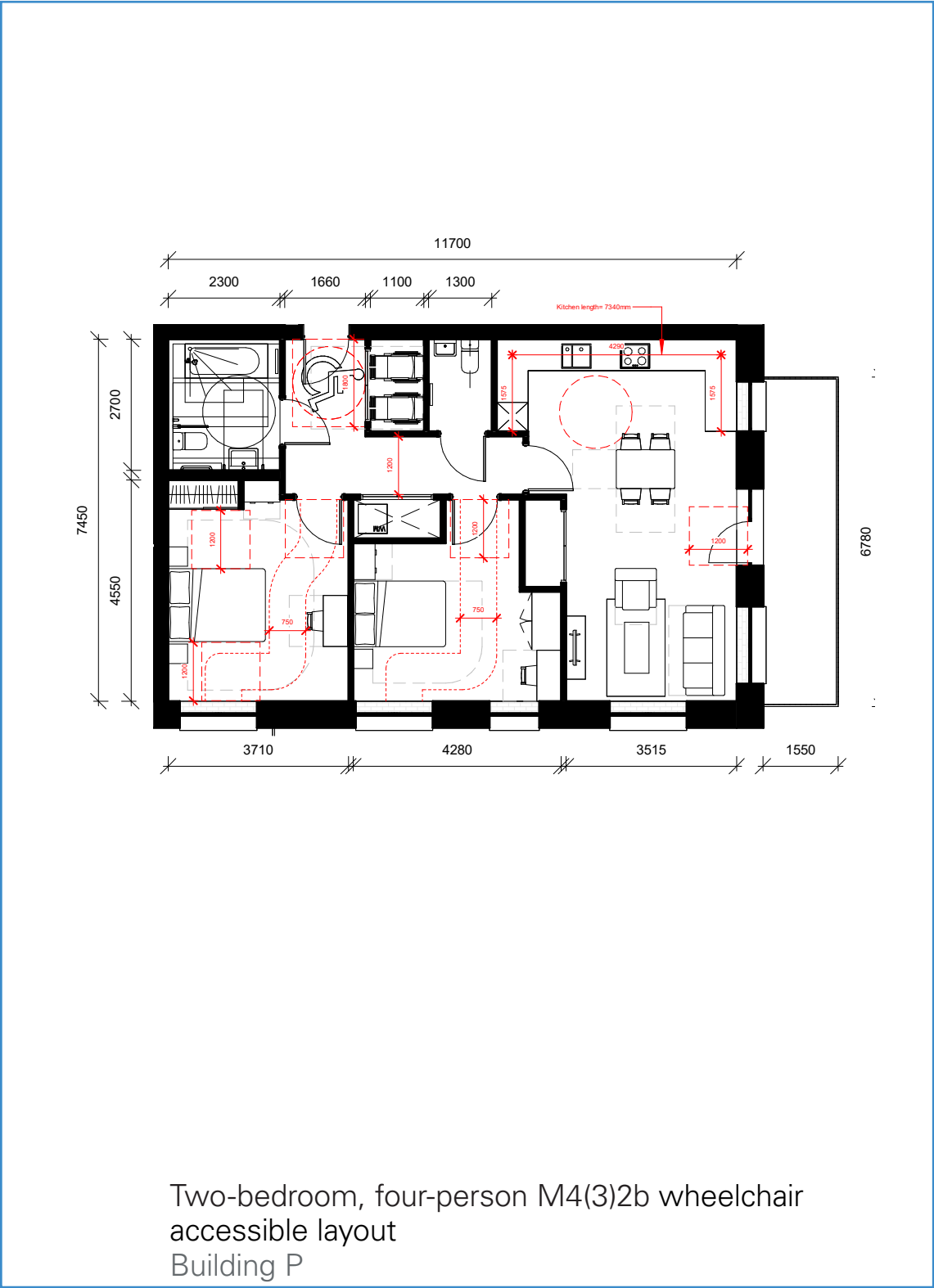


Two-bedroom, four-person M4(3) dwelling - Social Rent

- Notes:
- All doors have a clear opening width of 900mm, minimum 300mm leading edge nib and minimum 200mm following edge nib
 - Washing machines are accommodated in utility cupboards, reducing required kitchen worktop length by 600mm
 - M4(3) social rent dwellings provided will be provided as M4(3)(2b) wheelchair accessible layouts.
 - M4(3) social rent dwellings will be compliant with minimum space standards in LBS Plan 2022, Policy P8 Table 4 (South East London Housing Partnership Wheelchair Homes Design Guidelines)
 - General built-in storage provision of over 2.0sqm

Key overlays
M4(3) wheelchair user dwellings

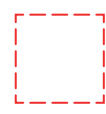
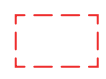
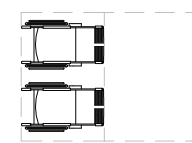
	1500mm turning circle
	300mm door leading edges 200mm door following edges
	1200mm x 1200mm clear access zone
	Clear access zones as required by Part M
	1700mm x 1100mm wheelchair transfer zone

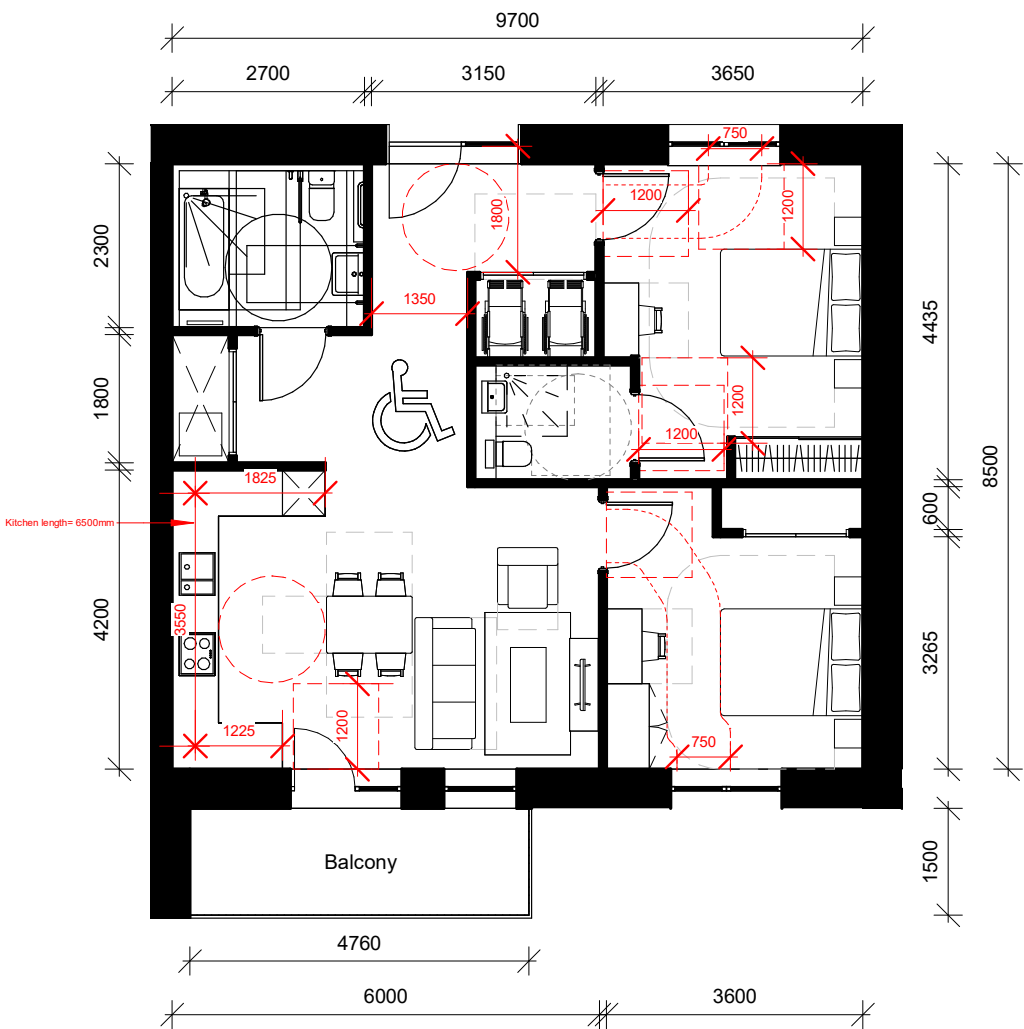


Two-bedroom, four-person M4(3) dwelling - Market Sale

- Notes:
- All doors have a clear opening width of 900mm, minimum 300mm leading edge nib and minimum 200mm following edge nib
 - Washing machine accommodated in utility cupboard, reducing required kitchen worktop length by 600mm
 - M4(3) market sale dwellings provided will be provided as M4(3)(2a) wheelchair adaptable layouts
 - General built-in storage provision of 2.0sqm

Key overlays
M4(3) wheelchair user dwellings

	1500mm turning circle
	300mm door leading edges 200mm door following edges
	1200mm x 1200mm clear access zone
	Clear access zones as required by Part M
	1700mm x 1100mm wheelchair transfer zone



Two-bedroom, four-person M4(3)2a wheelchair adaptable layout
Building K

**Access, transport and
servicing**

10.

10.1 Residential access pedestrian

Pedestrian access

Pedestrian access across the site is segregated from general vehicle routes. Level access is provided throughout, allowing residents to approach their lobbies from all directions. Wayfinding was considered for the location and design of lobbies. All entrances are clearly defined by changes in brick colour and insets. Setbacks increase residential privacy where entrances are located along major pedestrian routes and protect from inclement weather. Lobbies are designed to be safe, visible and well lit.

- Buildings, F, L, P and Q lobbies are situated on corners so they are easily identifiable amongst adjacent, active, ground floor frontages
- Building ABC, located along Rye Lane, is accessed from the east elevation to increase resident privacy and enhance commercial frontages along Rye Lane
- Building H has a dual aspect lobby to connect with the landscape, play spaces and improves resident flexibility
- Buildings E, G, J, K and N benefit from more private lobbies accessed from the green link paths running north to south in the masterplan
- Building M's entrance is clearly defined by an external colonnade and concierge area, which centralises parcel collection and site management

Residents' blue badge parking at ground floor, these spaces are located to provide short, level access routes to all lobbies. Buildings L, M, N, P and Q have access to blue badge parking located within the basement

The Garden Walk, Peckham Yards and Aylesham Gardens will create lively anchor points, improving the pedestrian experience within and through the site. A range of landscaped character areas branch off from the Garden Walk. Residents have the choice of direct or leisurely routes to each building. The busy public realm adjacent to the TfL Bus station has also been considered and the provision of a residents cycle hub in building L responds to the agent of change principle by avoiding direct residential frontage to the bus station. Two routes connect the public spaces with Rye Lane either side of building ABC.

- Residential lobby and circulation
- Residential secondary escape
- Residential post and parcel store
- Lobby entrances
- Maisonette entrances
- Blue badge parking for buildings A to K
- Primary level access pedestrian routes



10.2 Residential access vehicular

Car access

Aside from the Supermarket, the scheme will be car-free, with the exception of disabled users. Morrisons has 140 associated spaces located in the basement, along with blue badge and family parking.

The site provides blue badge parking for over 14% of all M4(3) wheelchair accessible dwellings. Six blue badge spaces are located at ground level, in close proximity to building cores, see previous page. Five blue badge parking spaces are located in the basement under building P.

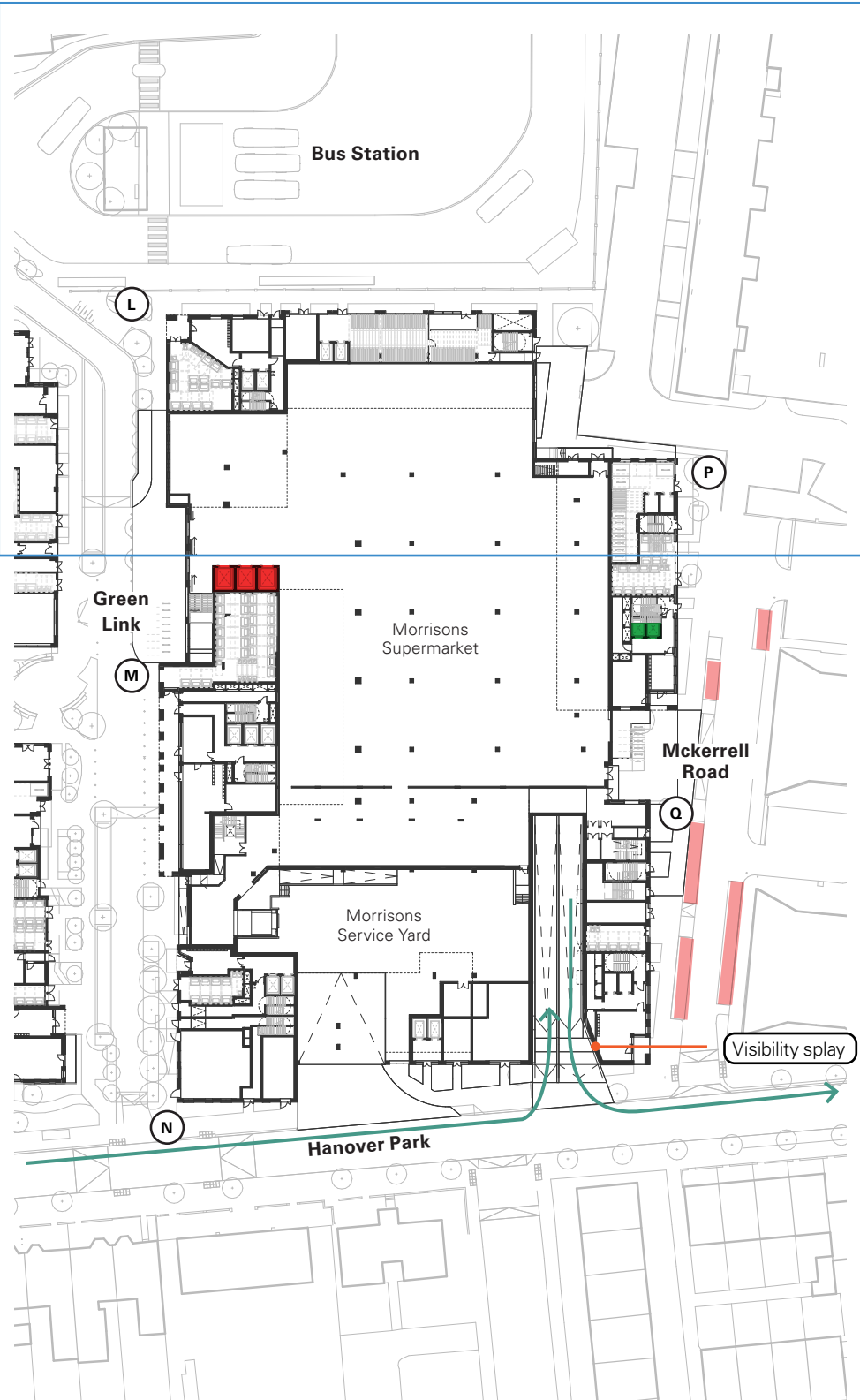
Spaces in the basement will be accessed by the supermarket vehicular ramp to the south-east off Hanover Park, their provision and location has been agreed with Morrisons. Access will be regulated by managed CCTV. Residents of buildings L, M, N, P and Q will have access to these spaces.

Residents will be able to use level access loading bays within the landscape temporarily for deliveries and when moving in and out. For car parking bays longer than two vehicles, sufficient exits and refuge spaces will be provided where people can avoid the path of vehicles.

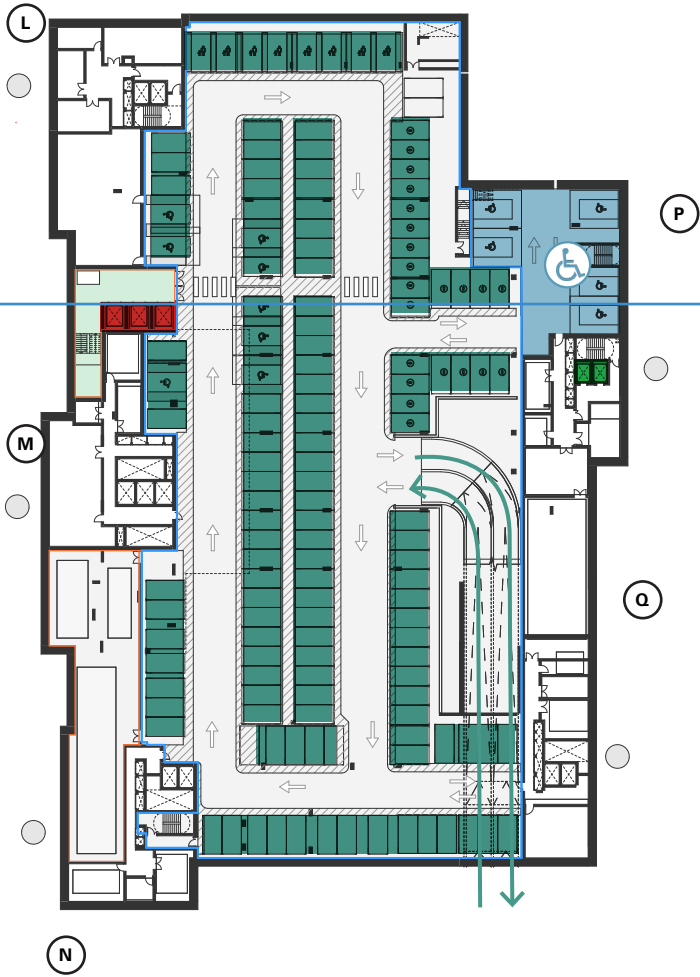
An independent Road Safety Audit will ensure suitable protection measures are implemented particularly at hazardous areas such as crossings. Visibility requirements are advised to be 2m back from pedestrian routes, in the direction of the flow of traffic. Chamfered corners assist with street level visibility considerations. The basement car park entrance has a visibility splay and the landscaping will consider the visibility and clear stem height of trees at busy junctions.

For more information on the wider parking strategy, please refer to the Transport assessment submitted with this application. Refer to Chapter 7 'Morrisons' for information on loading within the Morrisons service yard, in line with Approved Document K.

-  Lifts for residents from basement to podium
-  Lifts for shoppers from basement to Morrisons
-  Existing on street parking spaces rearranged
-  Vehicular access to basement carpark
-  Supermarket parking
-  Blue Badge parking for residents



Ground floor plan showing vehicular access to basement parking below the podium to the east



Basement plan showing Morrisons and residential blue badge car parking

10.3 Refuse storage residential and commercial

Service access

This diagram indicates the position of refuse stores, loading areas and on-street waste collection positions. There is a detailed servicing strategy set out in the Transport Report, submitted along with this application.

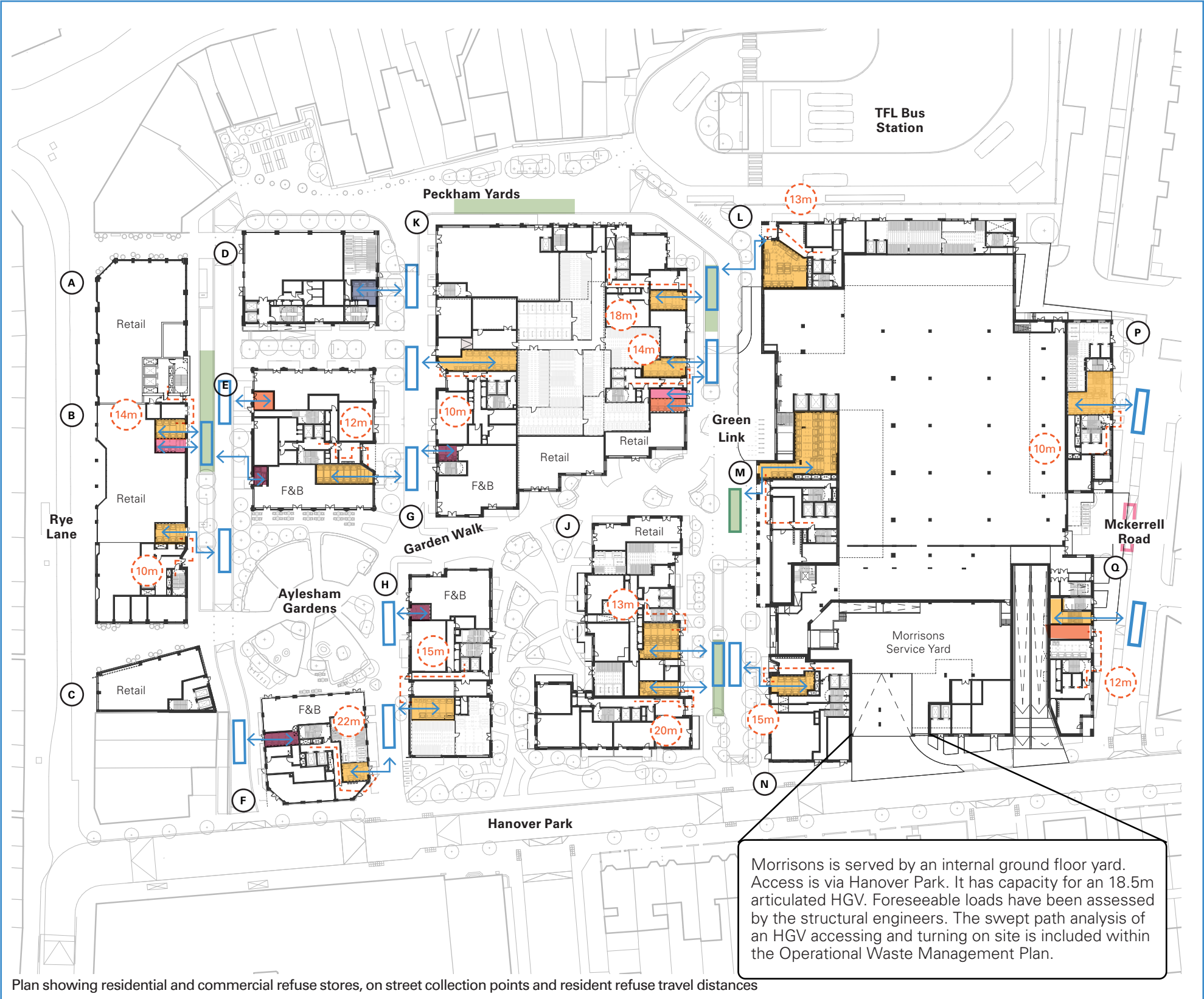
All delivery and refuse collection vehicles (RCV) will use the one way system which is designed as a dedicated service route. Residential deliveries will be collected at lobby entrances. There is no on-street parking in the scheme however, loading zones will allow delivery drivers to stop on street, adjacent to lobbies.

All residential buildings have secure, internal refuse stores; these are accessed externally but located within their respective buildings. External travel distances are below 10m from refuse store doors to residential cores. Three bulky waste stores for disposal of larger items are provided across the scheme in buildings E, K and Q.

Residents will be informed of the waste and recycling management upon moving in. Estate management will bring residential bins forward when scheduled for their weekly collection. The RCV will stop within 10m of refuse store doors. The path to the RCV will be level access allowing LBS operatives to easily access stores and wheel bins to the RCV for emptying.

Refuse from commercial outlets is consolidated in three refuse stores, distributed across the site to facilitate easy waste disposal and maintenance of the public realm. Morrisons commercial waste is managed separately and collected through the service yard located to the south east of the site, off Hanover Park. F&B units have independent stores with daily collection.

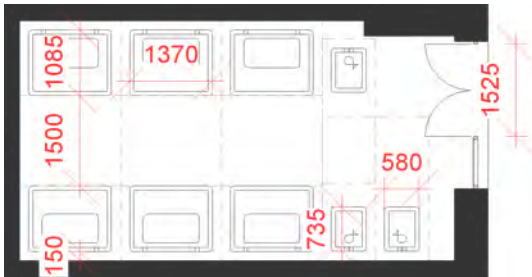
- Refuse collection route (max. 10 metres to door of refuse store)
- Maximum distance from lift to refuse store
- Indicative route from lift to refuse store
- Residential refuse store
- Residential bulky refuse store
- Consolidated retail refuse store
- Food and beverage refuse store
- Consolidated office refuse store
- Service vehicle / on-street loading
- Designated vehicle loading bay - controlled no waiting
- Designated refuse vehicle loading (incl. RCV)



The distances on the typical floor plan to the right, combined with those on the adjacent page, demonstrate that the majority of homes have less than 30m travel distance from their front door to their designated refuse store. Only in a few locations, listed below, will residents need to travel further.

- In G, 24 homes have a maximum travel distance of 32m
- In J, the five ground floor duplexes have a maximum travel distance of up to 50m
- In K, 16 homes have a travel distance greater than 30m; only four homes have a maximum travel distance of 53m
- In L, 32 homes have a travel distance greater than 30m; only eight homes have a maximum travel distance of 49m
- In M, 20 homes have a maximum travel distance of 31m
- In N, four homes have a maximum travel distance of 32m
- In Q, eight homes have a maximum travel distance of 32m

Refuse stores house 1100L Euro bins for recycling and general waste and 240L bins for food waste. All stores have double doors and a minimum of 1500mm circulation between bins to allow residents to easily access the bins.

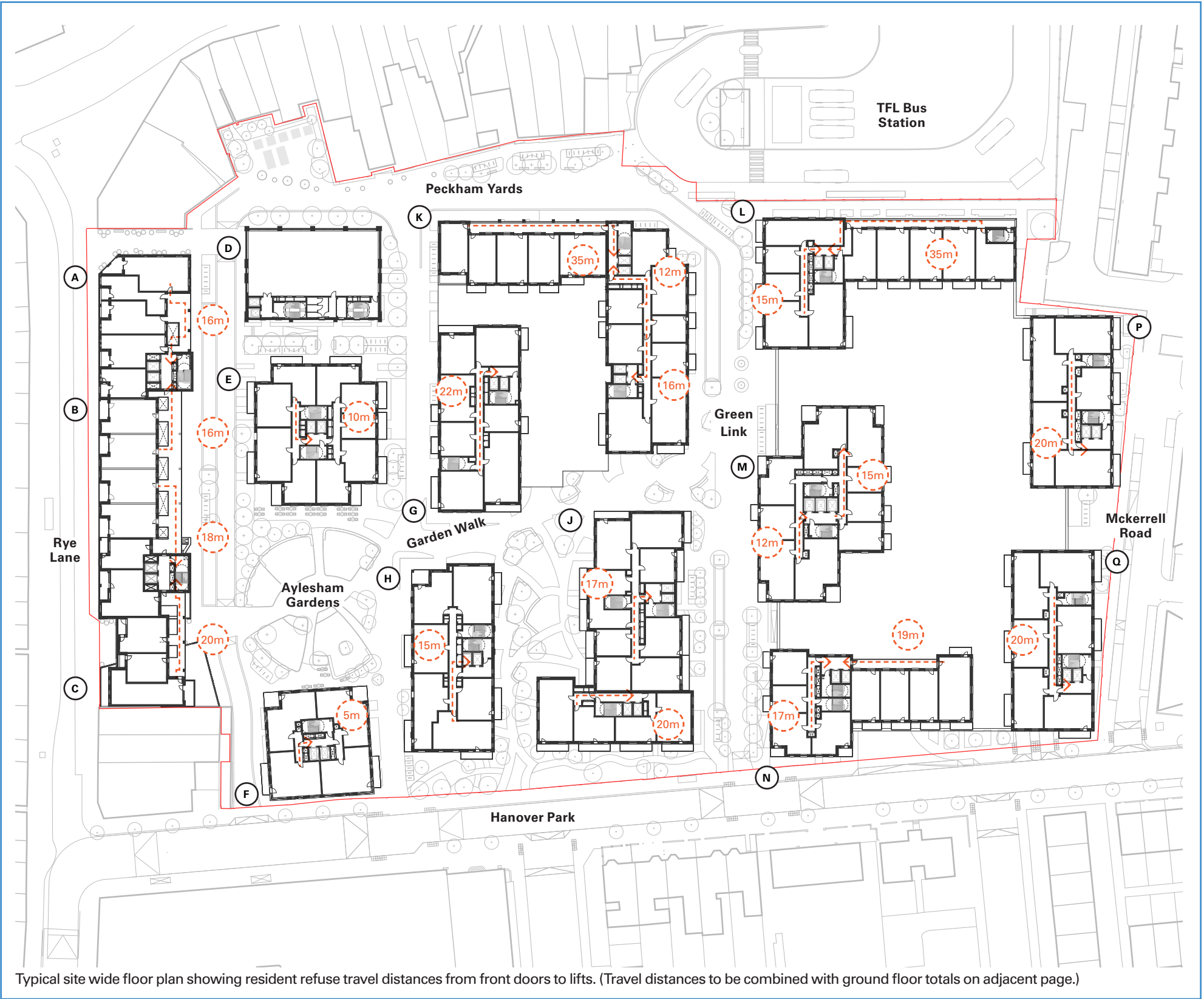


Typical residential refuse store layout and spacing

Block	Mix Dry Recycling 1100L	Food Waste 240 L	Residual 1100L
A, B, C	5	4	8
E	5	4	7
F	2	2	3
G	5	4	8
H	4	3	6
J	8	6	12
K	6	5	9
L	6	5	9
M	12	9	17
N	4	3	5
P	6	5	9
Q	3	2	4

Table showing residential refuse store bin provision per building

- Maximum distance from flat door to lift
- Indicative route from flat to lift



Typical site wide floor plan showing resident refuse travel distances from front doors to lifts. (Travel distances to be combined with ground floor totals on adjacent page.)

10.4 Ventilation and extract

F&B

Every F&B unit across the site is serviced by a kitchen vent riser. All F&B units are located at ground floor level. Risers will commence at high level and terminate on the roof of their respective building. They have been sized and coordinated by MEP consultants. F&B risers are designed to be accessible for maintenance at each level from within the main residential corridors; except for building F, which is only accessible from the roof and F&B unit at ground floor.

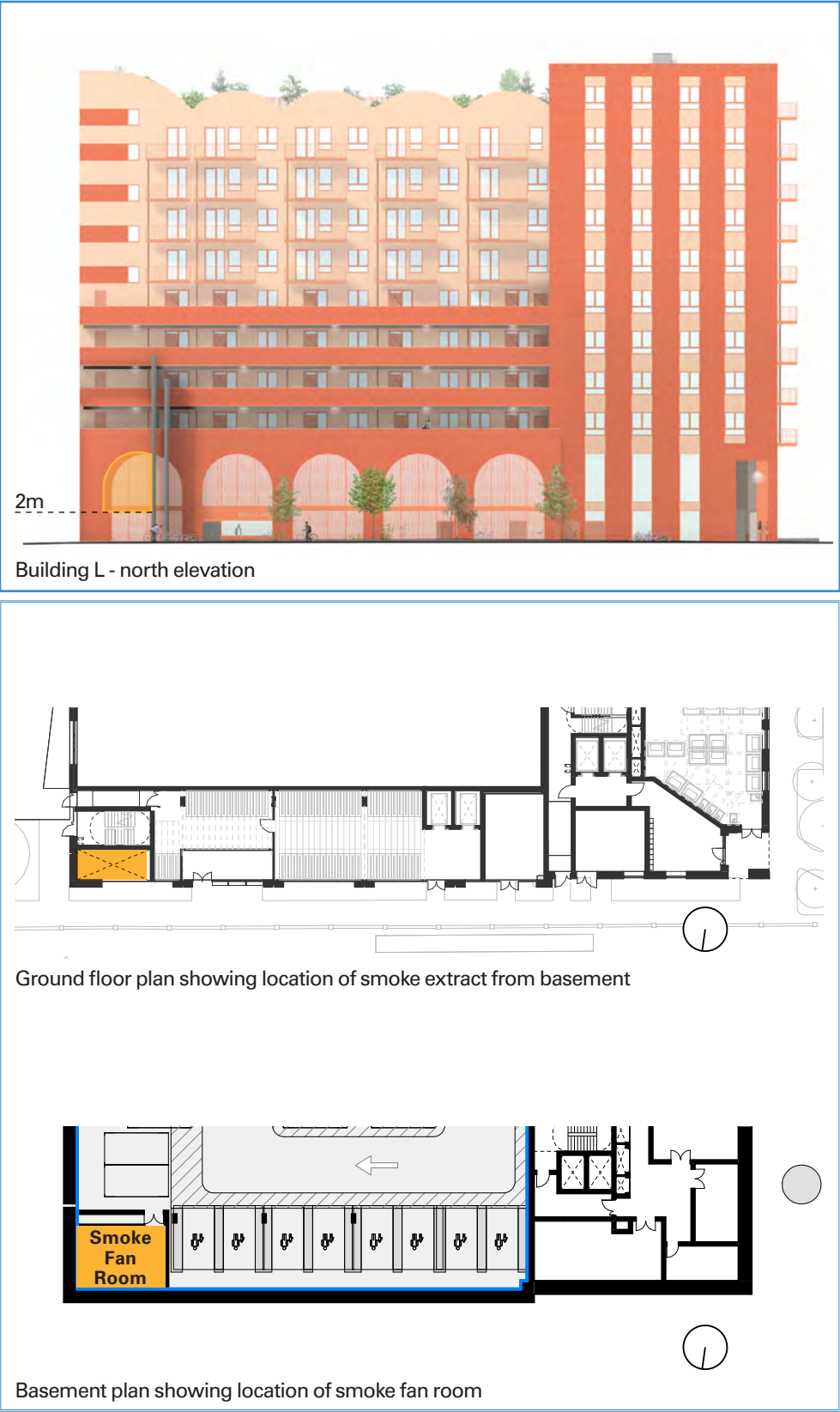
Morrisons basement ventilation strategy

The basement, located beneath the podium to the east of the site, will require mechanical ventilation to extract vehicle fumes and ensure good air quality in the supermarket car park.

Intake of fresh air will be via the car park entrance ramp, which is accessible from the south of the site, off Hanover Park. Fresh air will circulate through the car park and be expelled to the north.

A smoke fan room is located in the north-east corner of the basement. Polluted air will be drawn in and expelled at ground level via louvres located on the north facade of building L. Extract louvres will be at least two metres above ground level.

-  High level kitchen vent at ground level (riser terminates at roof level)
-  F&B unit
-  Smoke fan room to ventilate basement



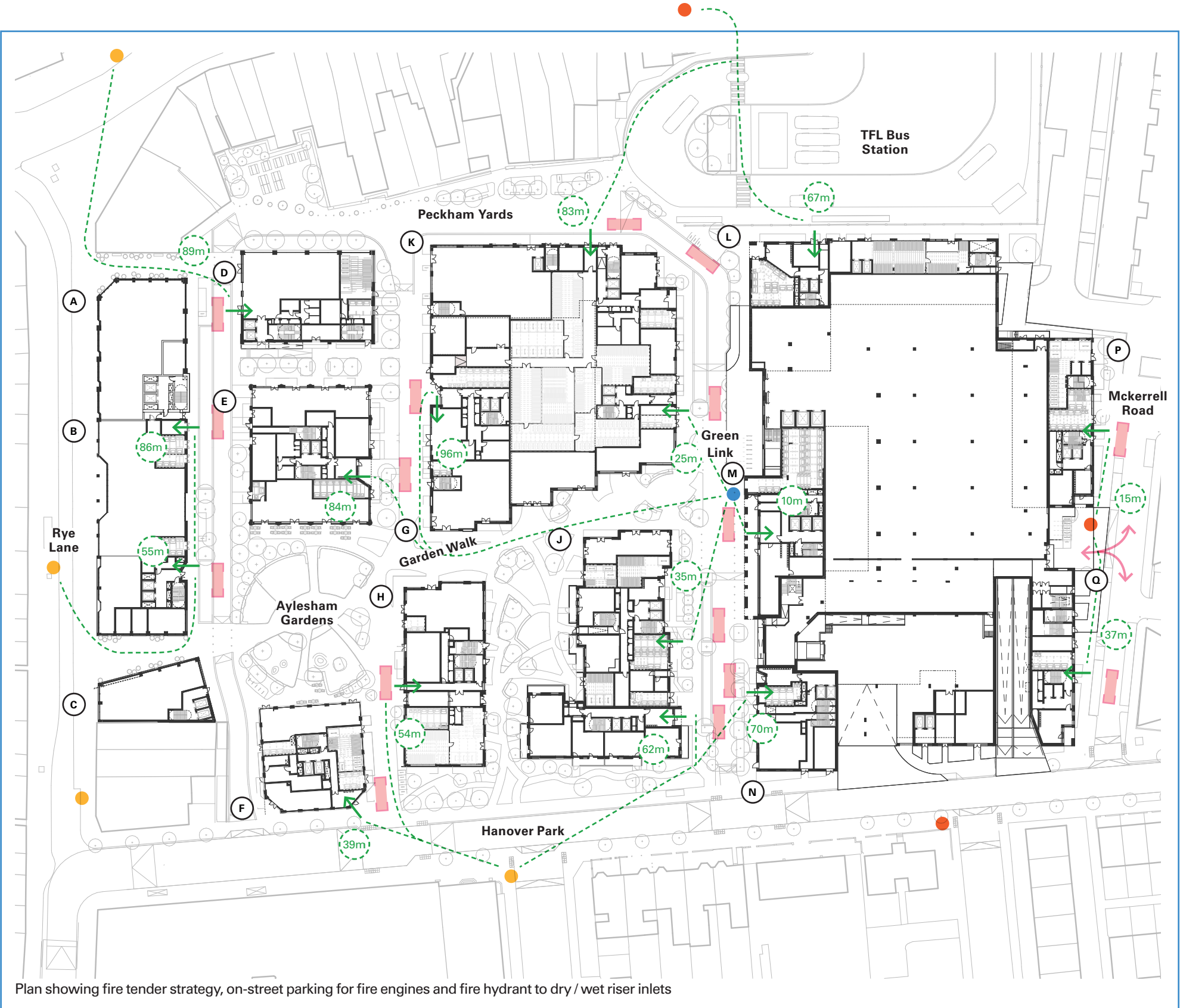
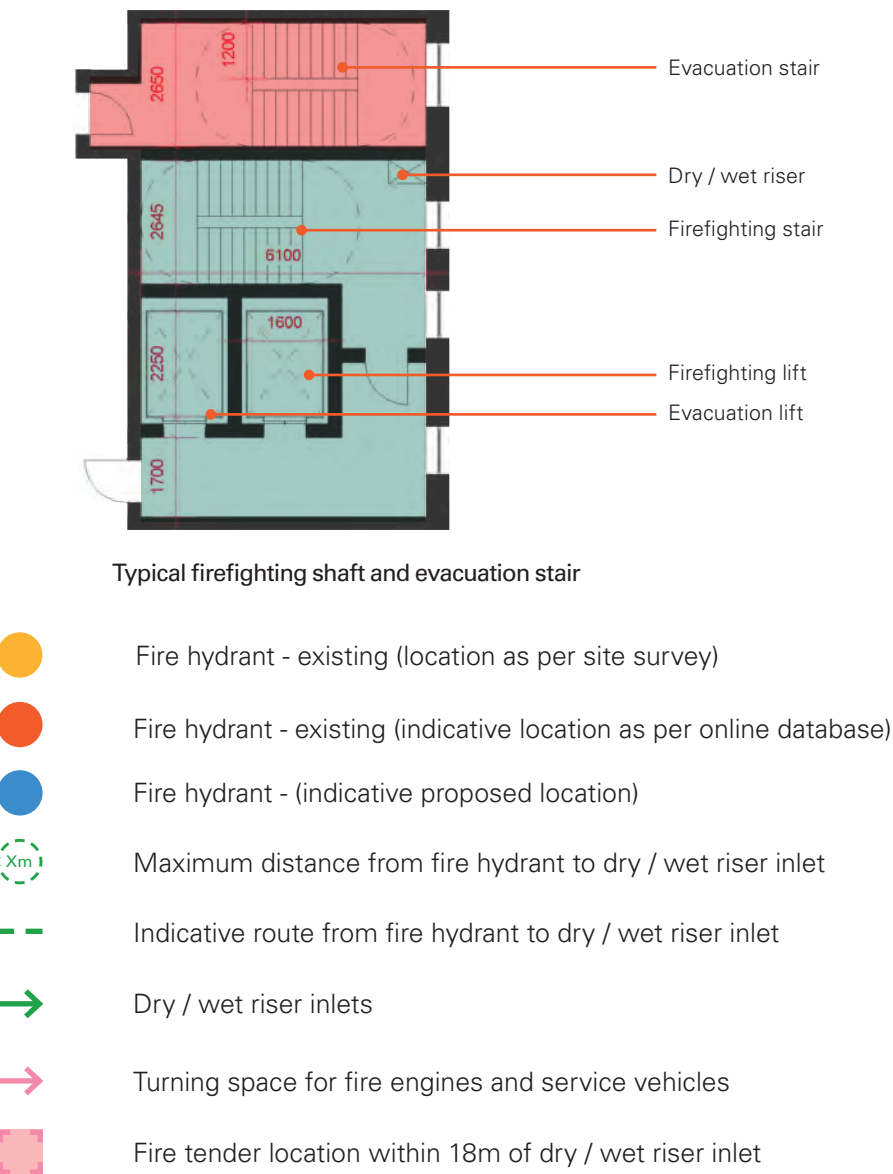
10.5 Fire safety strategy

Fire tender locations

This diagram represents how the fire service will approach and access each building in the event of an emergency. All buildings have a fire tender location within the 18m of their dry/wet riser inlet.

Existing fire hydrant locations are as per an online database and site survey. Existing hydrants located within 100m of dry / wet riser inlets will be used. To ensure sufficient coverage, additional hydrants will be provided within 90m of proposed dry / wet riser inlets in accordance with Approved Document B.

‘Specification and location of proposed hydrants are to be determined by specialist design and confirmed with utilities provider.’



Means of escape and facilities for fire service

Most residential buildings (except buildings F, J2 and Q) are over 18m in height and will therefore be provided with two stairs. Although building Q does not exceed 18m in height, it also provides two stairs to allow for future flexibility. For these buildings, independent sterile final exit routes leading directly to outside will be provided at the ground floor, and adjacent accommodations will be separated from the final exit route via smoke vented lobbies.

Buildings A, B, C and K have a storey that exceeds 18m in height and a floor area over 900m², therefore they will be provided with two firefighting (FF) shafts. All other buildings (except buildings F, J2 and Q) exceed 18m in height but do not have a floor area over 900m², therefore these buildings will be provided with one FF shaft. The residential common corridors at the upper levels will be provided with smoke ventilation in accordance with Approved Document B to provide tenable conditions for means of escape and FF operations.

Where FF stairs are provided, they will require to be at least 1100mm wide but will be upgraded to achieve 1200mm wide as per the client's instruction. Buildings F and J2 are single-stair buildings as they do not exceed 18m in height. The final escape routes of these buildings will not be connected to any ancillary accommodations. Building D is an office building over 11m in height, therefore two stairs will be provided. A FF shaft will also be provided due to the building being over 18m in height. Independent sterile final exit routes leading directly to outside will be provided at the ground floor.

For internal fire facilities, building M is over 50m in height, therefore will be provided with a wet riser in the FF shaft. Buildings F, J2 and Q do not require a FF shaft, however, dry risers will be provided in these buildings to satisfy the hose laying distances. For all other buildings, they will also be provided with dry risers in their FF shafts.

Secondary evacuation stairs do not provide dry risers and doors open in the direction of escape. All FF shafts contain a FF stair, FF lift and evacuation lift. All FF lifts are within 7.5m of FF stairs. Doors in FF shafts open in the direction of airflow. External gallery access will be detailed in accordance with Approved Document B in terms of fire rating, balustrade, windows and doors, directions of escape and smoke dispersion control.

- Common corridor
- External gallery access
- Firefighting shaft
- Evacuation stair



10.6 Cycle parking residential access

Sitewide cycle hub strategy

Cycle storage provision follows the London Plan 2021 (LP 2021). All residents are offered dedicated cycle storage which is directly accessible from street level, avoiding the need to bring bicycles into lobby spaces. All storage is designed to London Cycling Design Standards (LCDS) as well as responding to comments raised by TFL and LBS through the pre-planning application engagement process.

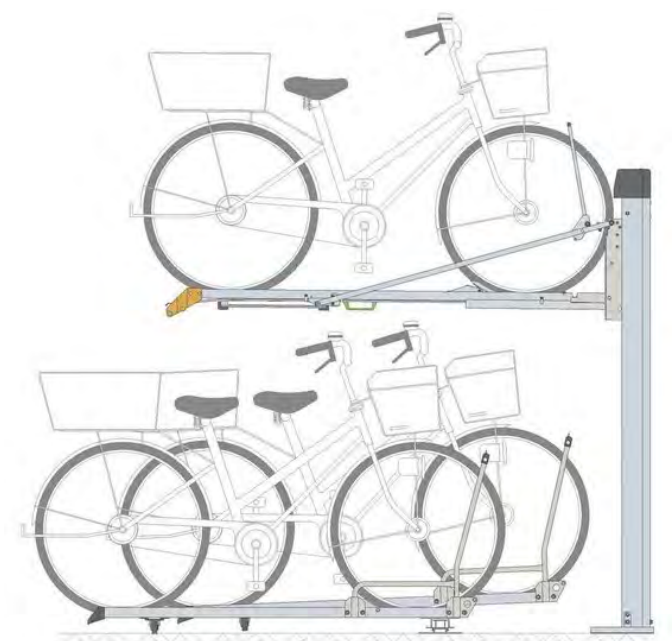
The proposal complies with the LP 2021 recommendations for new developments in Public Transport Accessibility Levels 6a/6b, where the site is located. The LP 2021 calls for one cycle space per dwelling up to 45m² and two spaces per all other dwellings.

Across the site, stores provide 75% double-height stackers, 20% Sheffield stands and 5% stands for oversized cycles.

The scheme also offers higher quality cycle hubs, with an area within cycle hubs which will be dedicated to maintenance and cleaning of cycles.

Cycle Store	Double Stackers	Sheffield	Oversized
A, B and C	46	9	3
F	15	4	1
H	33	9	3
E, G, K and J	230	63	16
L and M	156	49	11
P	38	10	3
N and Q	56	17	5

Table showing number of bicycles per storage type for each cycle store



Section showing the principle of double-height cycle stackers



Example cycle repair stand with built in pump and tools



Cycle hub precedent - mesh allow natural lighting and ventilation



Typical short stay Sheffield stands to be used site-wide

Cycle storage locations

Cycle storage across the scheme is offered through designated storage spaces and consolidated cycle hubs.

- Buildings A, B and C have a consolidated store at first floor, to the south of Rye Lane
- Building D has a store within the ground floor for its office workers
- Buildings E, G, K and J have a consolidated store beneath the podium of buildings G and K
- Building J hosts storage for some resident and commercial worker bikes
- Building F has storage at ground floor for its residents
- Buildings L and M have a consolidated hub opposite the TFL bus station
- Buildings N and Q have a consolidated store at first floor, to the south-east
- Building P has its own store at the first floor, fronting Mckerrell Road

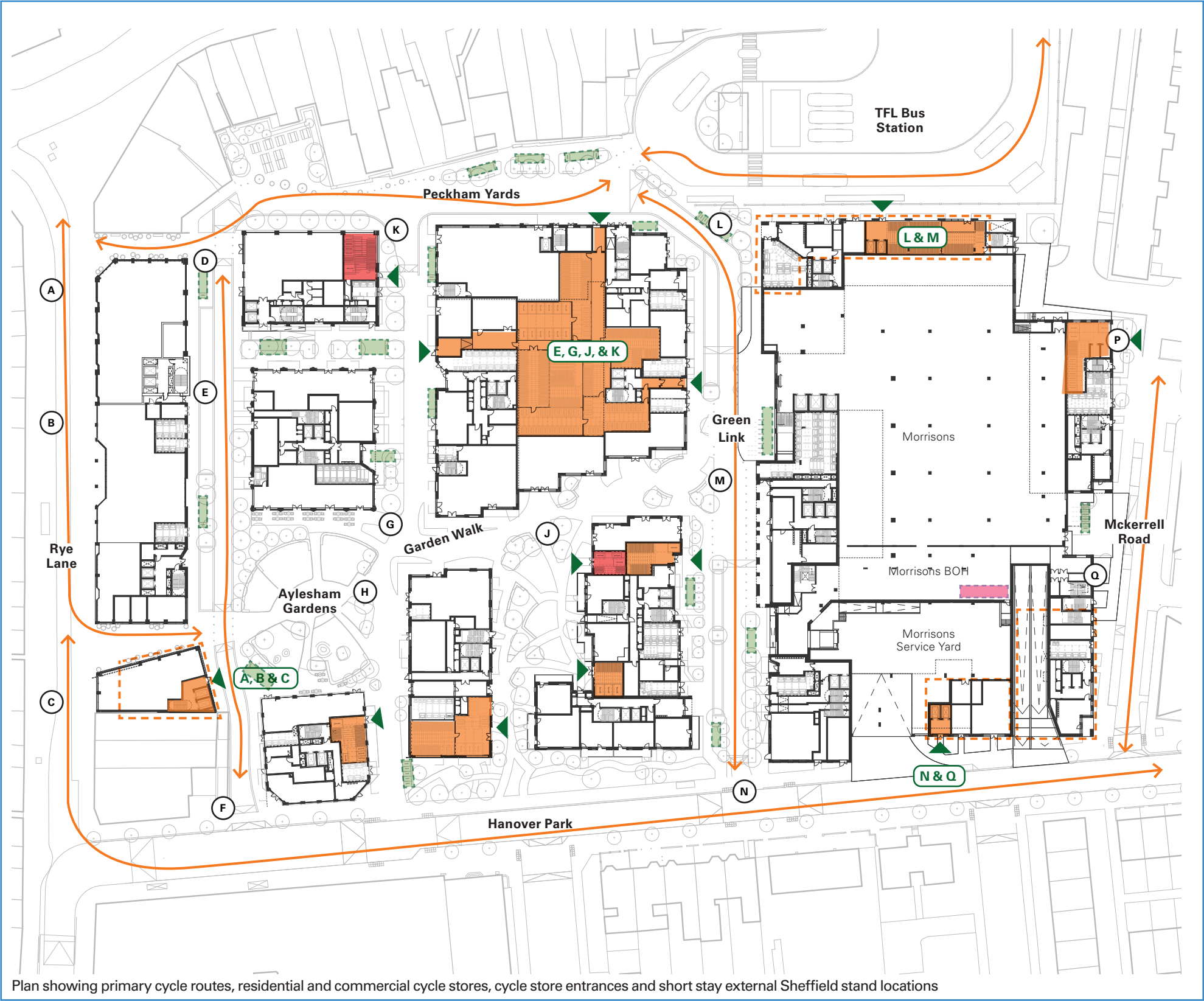
A cycle hub for residents of buildings L and M is consolidated across three floors, located in close proximity to the bus station. Arches frame the hub and create a lively frontage to the public-facing facade.

Building N’s dedicated store is located at first floor and is accessed from between Morrison’s service yard and the car park entrance. Buildings P and Q share a cycle store on the first floor which is accessed via lifts on the east facade.

Users of the workspace, building D, will use the integrated hub to safely store their bikes. People who work in the flexible retail and commercial units require long stay storage will be able to use a shared store in the north of building J. Morrisons staff cycle storage will be located in their dedicated back of house.

Sheffield stands are integrated into the landscaping plan in order to facilitate short stays on site. The range of locations will make use of retail and F&B units convenient, and encourage activation of the public realm.

-  Morrisons cycle stands
-  Shared cycle hubs
-  Long stay cycle store for staff (commercial use)
-  Short stay Sheffield stands (commercial / public use)
-  Cycle store entrance (residential and non residential)
-  Cycle store
-  Cycle routes

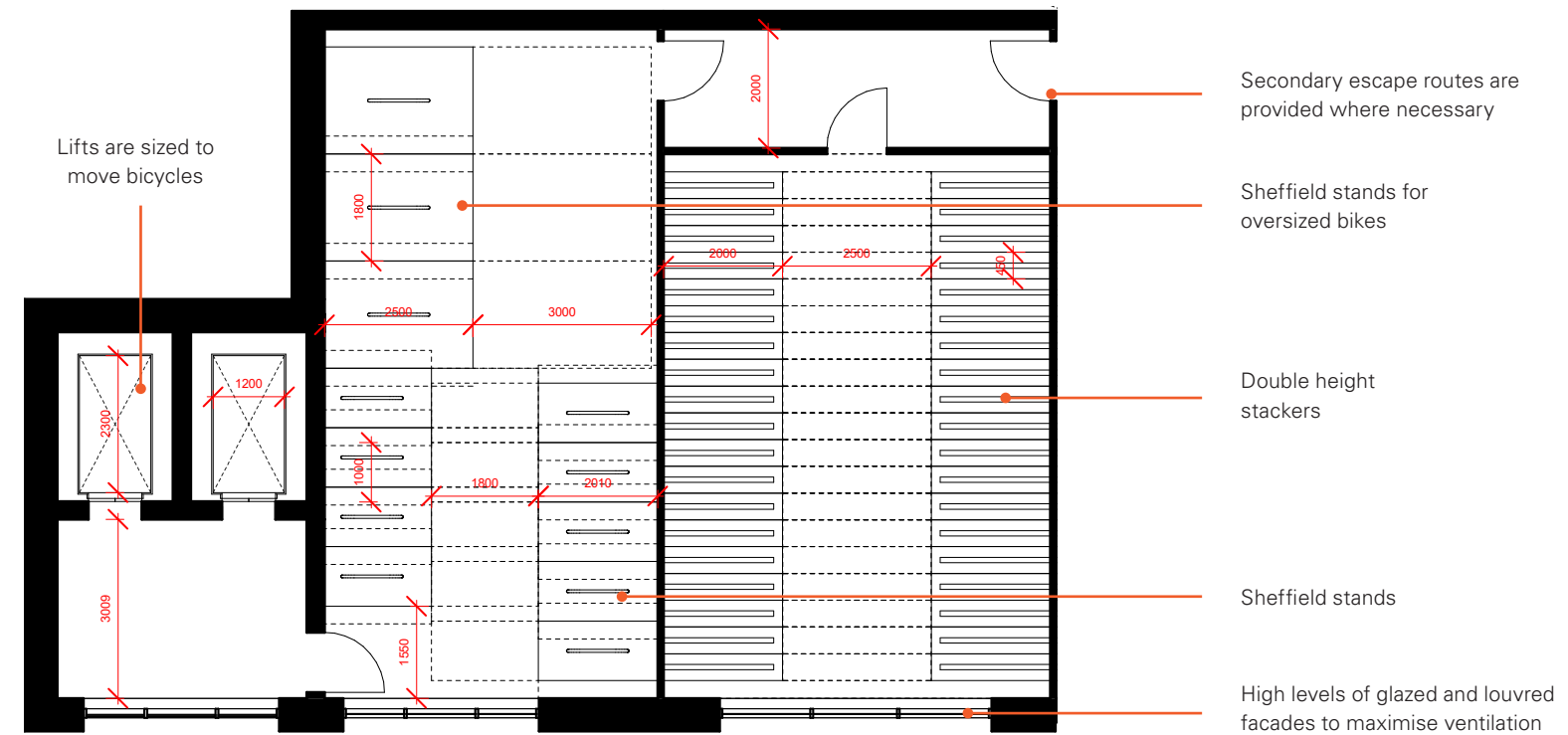


Typical cycle store provision

All cycle stores have servicing zones provided internally. Internal corridors are typically 1.5m wide. Where cycle stores are above ground floor two lifts are provided for ease of use and safety. Hubs will have a high percentage of mesh / louvred facade to let in natural daylight and maximise ventilation, in turn improving spatial quality.

Larger cycle hubs are serviced by two escape stairs and are compartmented to protect users in the event of a fire.

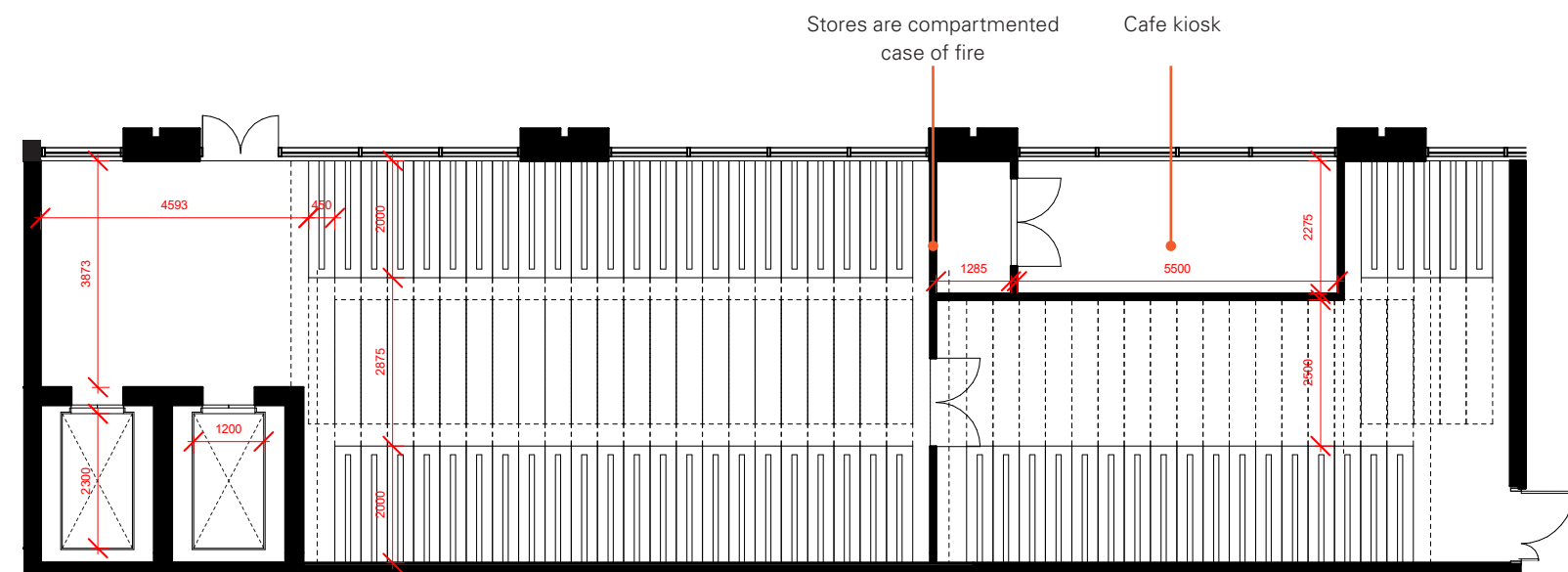
The cycle hub located in building L serves residents of building L and M. In addition to the required double stackers and Sheffield stands, a small cafe kiosk is provided at ground level, facing the bus station.



First floor plan of building N's cycle store



View looking east towards the cycle hub in building L from the bus station
*note that the boundary wall will be maintained between building L and the bus station



Ground floor plan of cycle hub in building L

10.7 Facade cleaning and maintenance

Window cleaning strategy

An external cleaning strategy has been prepared to future-proof the scheme and ensure all residential and commercial windows are accessible for maintenance by the estate management.

Risk mitigation: Windows will be cleaned from the ground via telescopic water fed poles, where possible, to reduce the risk of falls. Windows above 20m will be cleaned by specialists abseiling from the roof. All parapets are at least 1100mm tall from finished floor level. Man-safe systems will be installed to the top of lift overruns, where they are located in close proximity to roof parapets.

Cleaning Via Abseil: A 900mm minimum clear perimeter is to be maintained inside of parapets to allow specialists to safely access, anchor to a mobile davit arm and abseil down the facade. Due to their height, building Q and the lower sections of buildings N and L will not require windows to be cleaned via abseil. Demarcation of cleaning occurring via abseil above, and risk of items falling will be required. Abseiling systems will require inspection, maintenance regimes, a rescue plan and to be used by competent persons only.

Roof Access: Buildings E, G and M's upper roof levels can be accessed directly from the upper flight of their main stair cores. All other roofs are accessed from AOV hatches with retractable ladders. AOVs are provided above the uppermost landings of all stair cores to reduce risk of falling from height down the stairs.

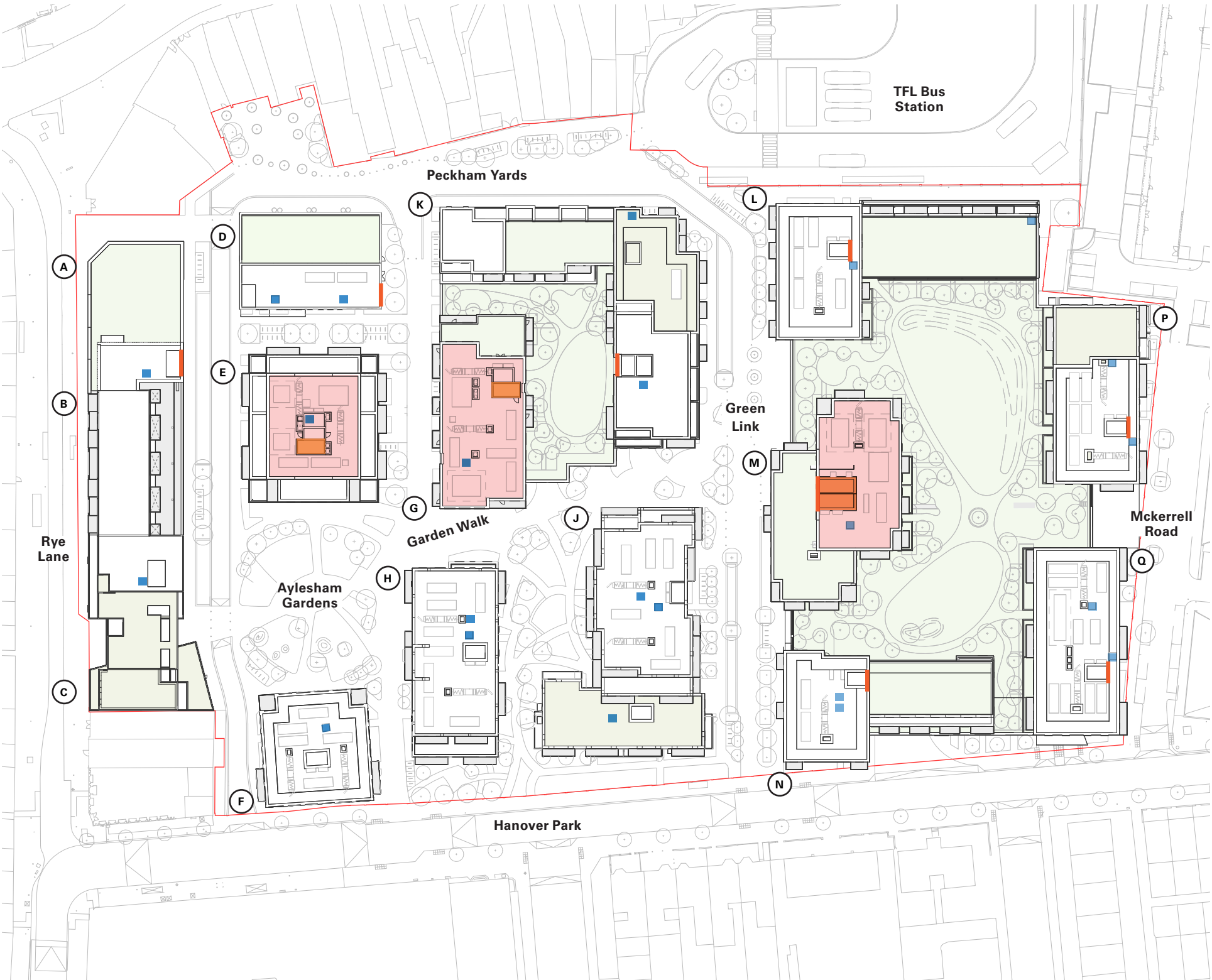


Roof access hatches are proposed above all stair cores



Retractable ladders are proposed to access roof hatches

- Roof accessed from stairs
- Man-safe system for use on lift overruns in close proximity to roof
- Roof access hatch above stairs
- Stair access direct to roof



Roof plan showing direct stair access to roofs housing mechanical plant, roof access points via AOV shafts and locations where man-safe systems are required