

Fig 5.42 Basement level B2 plan



The kitchens are located at the lower second level of basement to the south of the main conference room. It is envisaged that this will serve all the restaurants within the hotel and is connected to both the northern and southern circulation cores and their goods lifts by a back of house corridor that encircles the conference room. Space has been allocated for kitchen support and food preparation as well as the staff restaurant in addition to the main kitchen area as these are significant definable functions within the hotel brief they are located to the south of the residential cores at level B2 adjacent to the kitchen. The residential lifts do not serve this level however the staircases providing fire escape routes. The hotel bins stores are centrally located near the hotel kitchens and the southern tower core. It is envisaged that the bins are transported to the loading bay for collection by using the car lift which drops to serve level B2.

The car lift also provides access to the conference room for servicing should it be required but mainly serves the car stacker which is an automated system providing storage for up to 48 cars. These are allocated to the residential apartments and include provision for disabled spaces which will be parked as a valet service offered by the concierge for the residents.

The plant room areas are dispersed around the basement areas in the most logical positions to provide efficient distribution to the various parts of the building they serve or to benefit from intake and extract routes for air to service them. Consequently the main energy centre supported by the water tanks for the wet risers and cold water storage are located at B2 to the west of the main northern tower core from where they can gain access to core risers running all the way up the tower to the roof. Two ventilation plant rooms are provided, both are in the same location over both levels of the basement; the first is in the north western side of the basement where it can benefit from an air intake route from the arrivals drop-off square above. The intake grille is integrated into the hard landscaping design of the central 'roundabout' within the space. The second ventilation space is located between the southern tower core and the residential cores to the south of the basement, from here a ventilation duct rises to the level 2 floor slab providing a route for exhaust air into the light well between the service apartments and the residential building.

The residential back of house areas are located to the south of the residential cores at level B1. Two bin stores are located here one for the affordable and one for the private residences. Local plant rooms for water storage, comms and electrical power also form apart of this residential back of house zone. It is envisaged that the bins are taken from these stores by concierge staff to the ground floor loading bay using the car lift which serves additionally the B1 level.

5.5 Residential Design

As already described the proposed development will provide a mix of residential accommodation with both market and private located at the southern end of the podium element entered from Courtfield Road. This section describes the residential building in more further detail including the standards they have been designed to and the amenity they benefit from.

5.5.1 Ground floor entrance

A 7.0m wide strip of space between Courtfield Road pavement and the residential building line is landscaped and protected with railing as a private residents garden. Entry path ways to the building entrance are gently ramped down through the garden from a level of 8.25mAOD to a level of 8.1mAOD in the lobbies. The lobbies are equipped with postboxes and seting areas and the concierge for the development is located in the private residential lobby.

Bike stores are provided at ground floor level adjacent to the lobby and bin stores are located in the basement, in a central refuse room, managed by Estate Management with waste taken to and collected from the central loading bay.

The waste strategy together with bike and car parking strategy is explained further in the technical analysis section 8 of this document.

5.5.2 Residential accommodation

The building creates spaces to be inhabited and enjoyed in a pleasant discreet component of the overall development with a limited number of apartments on the split corridors between tenure's a sense of community will develop within the building encouraged by the good amenity spaces offered.

There are a total of 46 units over the 7 floors with a breakdown of:

- 5 no. 1bed studio apartments [11%]
- 12 no. 1bed apartments [26%]
- 18 no. 2bed apartments [39%]
- 11 no. 3bed apartments [24%]

The affordable accommodation equates to 44.3% of the total on site residential accommodation (based on GIA). It is proposed that this has a tenure split of 60/40 for social rented to intermediate.

Fig 5.43 Typical serviced apartment layouts



Affordable (Social Rented) Residential Accommodation Summary									
Unit Type	Total Unit No.	Habitable Rooms by Type	Total Habitable Rooms	Habitable Rooms as Percentage of Total Residential	Average Unit Area (sq. m)	Average Unit Area (sq. ft)	Total Area by Type (sq.m)	Total Area by Type (sq.ft)	Area as Percentage of Affordable Residential
1 Bed Apartment	2	2	4	3.8%	53.63	577.27	107.26	1154.54664	-
2 Bed Apartment	3	3	9	8.7%	74.33	800.12	223	2400.372	-
3 Bed Apartment	6	4	24	23.1%	100.88	1085.89	605.29	6515.34156	-
	11		37	35.6%			935.55	10070.2602	60%
Affordable (Intermediate) Residential Accommodation Summary									
Unit Type	Total Unit No.	Habitable Rooms by Type	Total Habitable Rooms	Habitable Rooms as Percentage of Total Residential	Average Unit Area (sq. m)	Average Unit Area (sq. ft)	Total Area by Type (sq.m)	Total Area by Type (sq.ft)	Area as Percentage of Total Residential
1 Bed Studio	1	1	1	1%	41.46	446.3	41.46	446.27544	-
1 Bed Apartment	3	2	6	5.8%	52.65	566.76	157.96	1700.28144	-
2 Bed Apartment	4	3	12	11.5%	78.06	840.26	312.25	3361.059	-
3 Bed Apartment	1	4	4	3.8%	108.32	1165.96	108.32	1165.95648	-
	9		23	22.1%			619.99	6673.57236	40%
							Total Affordable Residential NIA	1555.54	16,743.83
							Total Affordable Residential GIA	2,649.40	28,518.19
Private Residential Accommodation Summary									
Unit Type	Total Unit No.	Habitable Rooms by Type	Total Habitable Rooms	Habitable Rooms as Percentage of Total Residential	Average Unit Area (sq. m)	Average Unit Area (sq. ft)	Total Area by Type (sq.m)	Total Area by Type (sq.ft)	Area as Percentage of Total Residential
1 Bed Studio	4	1	4	4%	44.28	476.6	177.1	1906.3044	-
1 Bed Apartment	7	2	14	13%	53.07	571.3	371.5	3998.826	-
2 Bed Apartment	11	3	33	32%	90.29	971.8	993.14	10690.15896	-
3 Bed Apartment	4	4	16	15%	121.70	1309.9	486.78	5239.69992	-
	26		67	64.4%			2028.52	21834.98928	-
							Total Private Residential NIA	2,028.52	21,834.99
							Total Private Residential GIA	3,303.88	35,562.99
TOTAL RESIDENTIAL NIA									
TOTAL RESIDENTIAL GIA									
							3584.06	38578.82	
							5,953.29	64,081.18	

Fig 5.44 Residential unit and area summary table split into the diffrenet tenure mixes



Fig 5.45 Overall landscape plan



Fig 5.46 Detail of the residents' communal garden at Level 7

5.5.3 Residential standards

All apartments have been designed in consideration of the recommendations in the following standards and guidance

- > London Plan, March 2016, Consolidated with alterations since 2011.
- > Mayor's Housing Supplementary Planning Guidance, March 2016.
- > LB Kensington and Chelsea Local Plan, 2015.
- > 10% of the homes are identified as wheelchair adaptable and can be designed in accordance with:
- > Approved Document Part M4 (3) Wheel chair user dwellings.
- > Building Regulation Approved Document M – Access to and use of Buildings Vol 1 and Vol 2.
- > GLA Wheelchair Accessible Housing Best Practice Guidance.

5.5.4 Private amenity space

All apartments are provided with private amenity space which as a minimum meets the Housing SPG. All of these amenity spaces are designed as winter-gardens which mean that residents can use the space more frequently than a traditional open balcony as the space is protected from wind and rain through the use of single glazed external skin which can be open for natural ventilation and closed to trap the winter sun if desired.

5.5.5 Communal Garden

In addition to the private garden at ground floor level the stairs and lifts for both cores extend to roof level and provide access to a garden space which is landscaped with hard and soft areas and includes some child play space. The area is not segregated into affordable and private areas, it is accessible to both tenures as an amenity for all. Of course the residents will also benefit from the large new London Garden Square they will share the city block with.

5.5.6 Apartments Aspect

The building is at the southern end of the and offers accommodation on three sides east and west but predominately south. With two return corners being occupied by the larger apartments the number of single aspect apartments is minimised and limited primarily to the studios and 1 beds, although there are a number of 2 beds however these do benefit from views of the new Garden Square.

THE DESIGN PROPOSAL

5.5.7 Typical floor plan types

These pages illustrate typical floor plates for the residential building showing the location of the affordable and market apartments and their relationship to the circulation cores. The flat plans are laid out with furniture zones to assist in the understanding of the proposed arrangements and critical dimensions are also indicated.

Each tenure has its own core comprising a lift and a stair, whilst the affordable accommodation isn't located on every level of the building the lifts and stair serve every level offering the possibility that in the case of a lift being out of service the lift of the other tenure can be used. The controlled pass door between tenures also means that the both stairs can be used in the event of escape, which is an over provision against the regulatory requirement but which will allow offer greater reassurance to building users.

The number of apartments per core varies as the tenure split changes up the building. The mezzanine which is all affordable has 4 apartments served by one lift and the corridor. Floor 1 has 6 apartment but is split in to two tenures each with 3 apartments each. Floors 2 and 3 have 7 apartments per floor but are again split into 4 affordable and 3 market apartments on floor 2 and 3 affordable apartments and 4 market apartments on floor 3 . Floor 4 has 8 market apartments served by 1 lift. Floors 5 and 6 have 7 market apartments per floor.

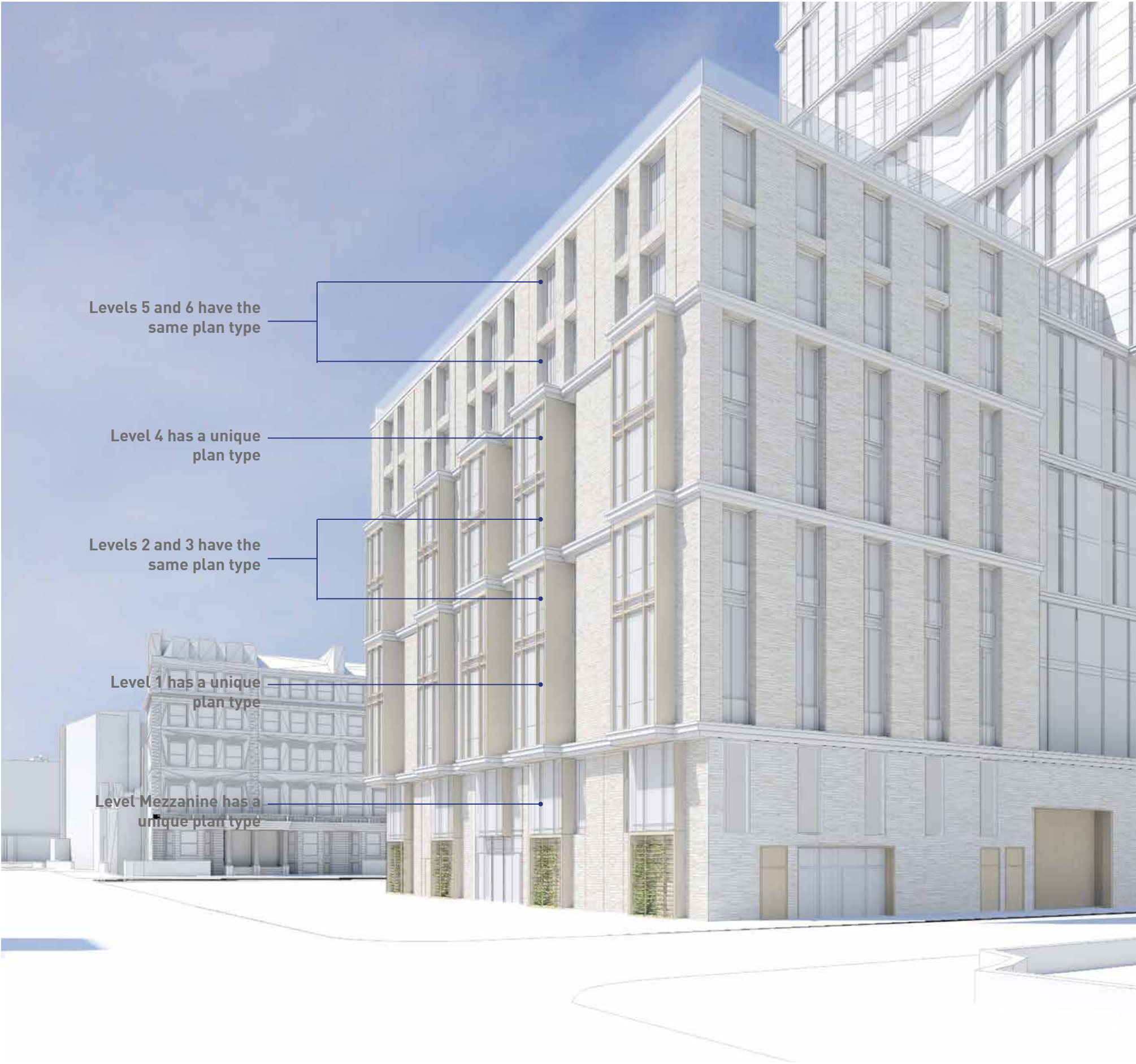


Fig 5.47 View of the massing model of the residential element of the podium seen from the south east indicating the location of the different floor plate types

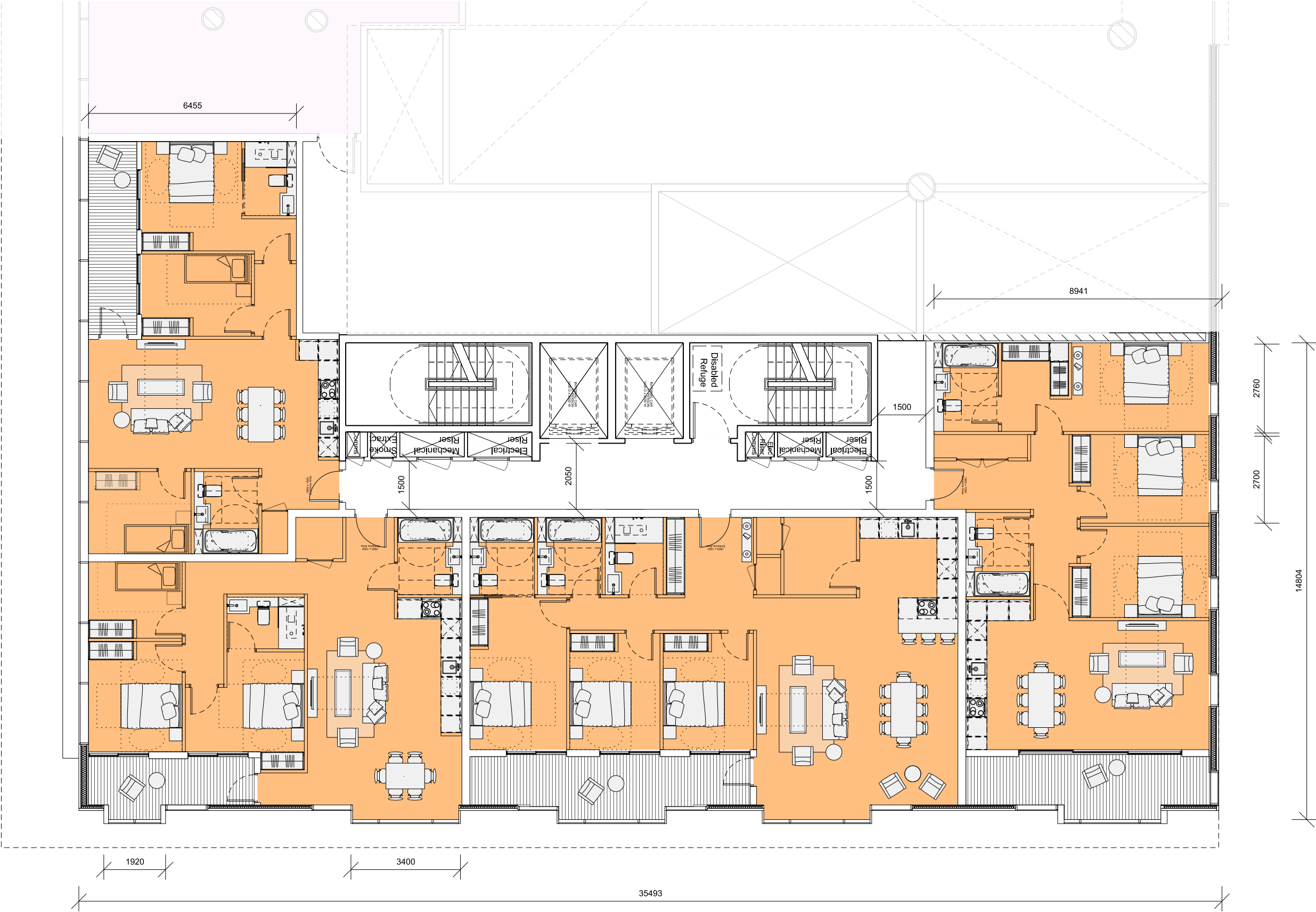


Fig 5.48 Mezzanine level floor plan of the residential component of the building



Fig 5.49 Level 1 floor plan of the residential component of the building

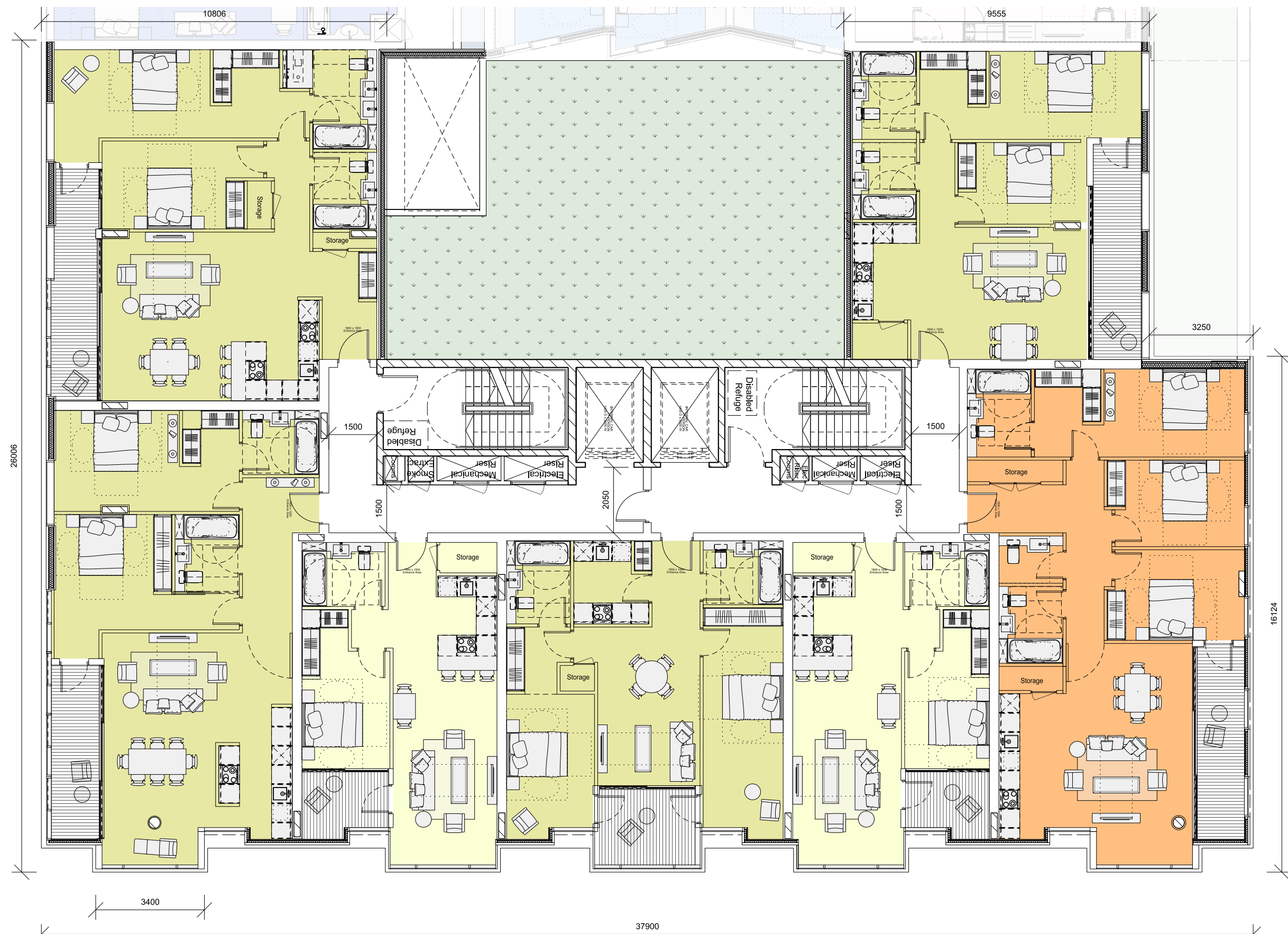


Fig 5.50 Levels 2 & 3 floor plan of the residential component of the building

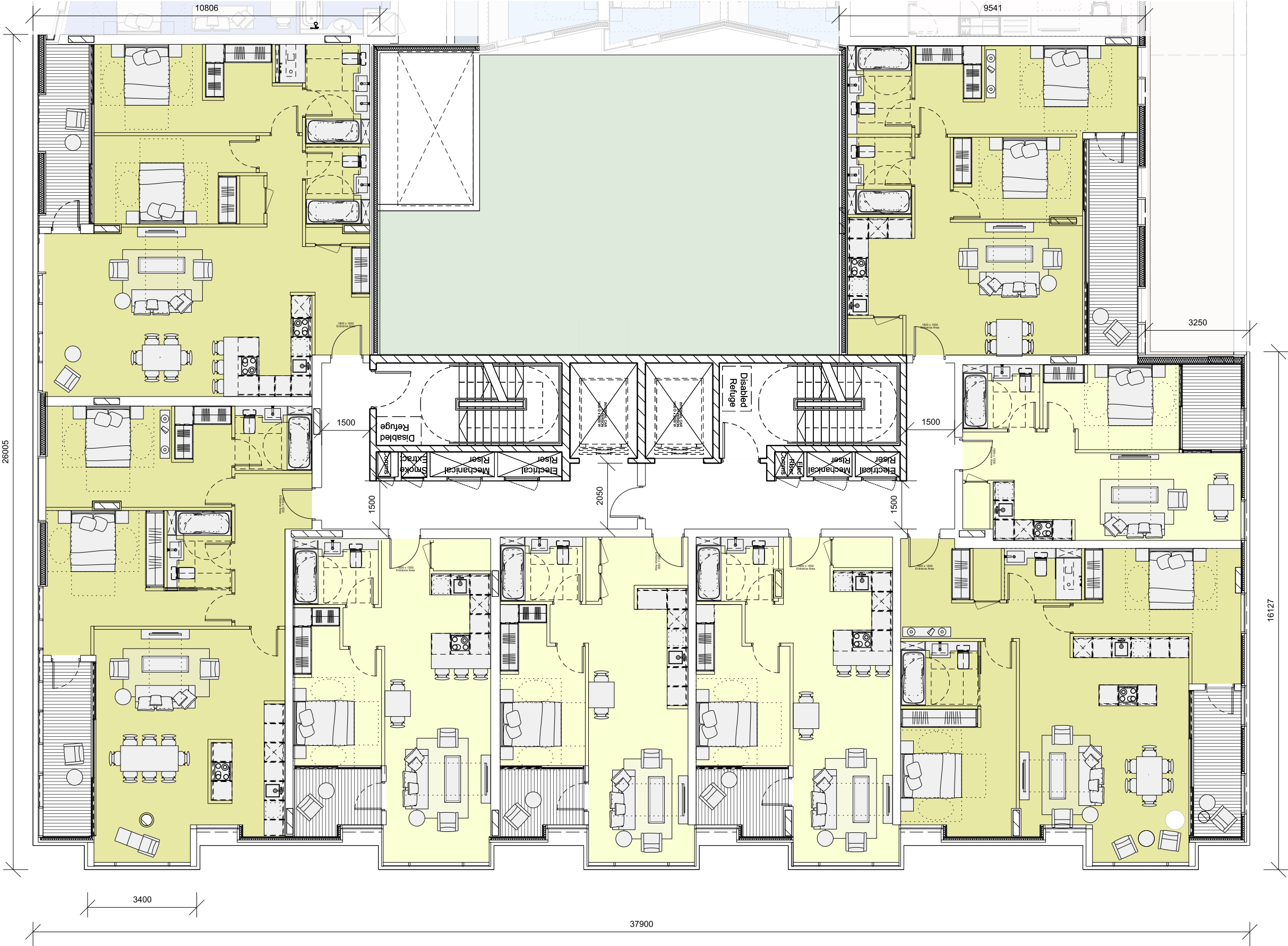


Fig 5.51 Level 4 floor plan of the residential component of the building



Fig 5.52 Levels 5 & 6 floor plan of the residential component of the building

THE DESIGN PROPOSAL

5.5.8 Typical apartment plan types

These pages illustrate typical studio, 1bed, 2bed and 3bed apartment layouts within the building.

Principles of the apartment design

The key design principles can be summarised as follows:

- > All apartments comply with the Mayors Housing SPG and London Plan minimum target areas.
- > A preference for open plan living spaces where possible open to the front door so that occupants can see the light and views immediately upon entry to the apartment.
- > The use of full floor to ceiling glazing for windows to maximise the amount of light into the apartment.
- > Floor to Floor heights are 3150mm which achieve a ceiling height of 2700mm in habitable rooms.
- > Living Space
- > All living spaces meet or exceed Housing SPG space standards.

Amenity Space

- > All apartments have been arranged with an external amenity space that is sized in accordance with the Housing SPG area and dimensional requirements. The areas are considered as semi-outdoor spaces as they are enclosed in a single glazed open-able glass cladding, they can be considered as winter-gardens.

Storage

- > Storage provision is compliant with Housing SPG standards, opportunities to maximise storage space are exploited where possible.

Bathrooms

- > At least one bathroom in each apartment is Housing SPG compliant.

Kitchens

- > Kitchen layouts seek to match the space and unit requirements as stated in the Housing SPG.
- > Standard layouts have been developed for the typical unit plans in the scheme and applied across the all flats where possible.
- > Washer-driers are located in the kitchens however as the detail design develops opportunities to locate these in the hallway storage spaces will be explored.

MEP Cupboard

- > Apartment boilers and MVHR equipment will be integrated into the hallway storage cupboard spaces as the detailed design continues to be developed.

Ventilation

- > Apartments will be provided with an independent whole-house mechanical ventilation system connected to extract and intake grilles integrated into the facade cladding panels. Heating and cooling to all apartments are provided by mechanical systems.
- > Opening doors into the winter-garden spaces also provide additional ventilation to apartment rooms.

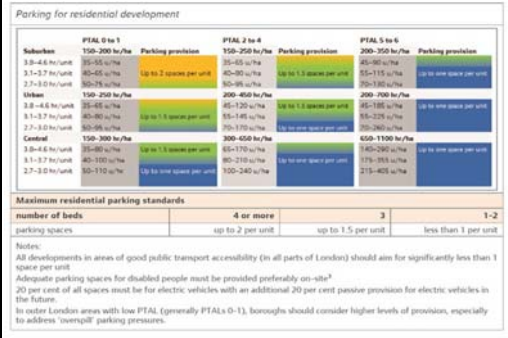


Fig 5.53 Typical Private one, two and three bed apartment layouts



Fig 5.54 Typical Affordable one and two bed apartment layouts

Design review against the GLA Housing SPG, 2016		
This table has been prepared by Bilfinger GVA to review the proposed development against GLA design standards. The criteria used for this assessment is taken from Mayor's Housing SPG (2016).		
	Standard achieved	
	Partial accordance with standard	
	Standard not achieved	
	Not applicable	
Design Standards	Performance	Comments
Defining Good Places		
1		Development proposals should demonstrate: a. How the design responds to its physical context, including the character and legibility of the area and the local pattern of building, public space, landscape and topography. b. How the scheme relates to the identified character of the place, to the local vision and strategy or how bolder change is justified in relation to a coherent set of ideas for the place expressed in the local vision and strategy or agreed locally.
2		Development Proposals should demonstrate: a. how the scheme complements the local network of public spaces, including how it integrates with existing streets and paths. b. how public spaces and pedestrian routes are designed to be overlooked and safe, and blank elevations onto the public realm at ground floor have been avoided. c. for larger developments, how any new public spaces including streets and paths are designed on the basis of an understanding of the planned role and character of these spaces within the local movement network, and how new spaces relate to the local vision and strategy for the area.
Communal and Public Open space		
3		Development proposals should demonstrate that they comply with the LPAs' open space strategies, ensuring that an audit of surrounding open space is undertaken and that where appropriate, opportunities to help address a deficiency in provision by providing new public open spaces are taken forward in the design process.
4		Where communal open space is provided, development proposals should demonstrate that the space: is overlooked by surrounding development; is accessible disabled people including people who require level access and wheelchair users; is designed to take advantage of direct sunlight; has suitable management arrangements in place.
Play Space		
5		For developments with an estimated occupancy of ten children or more, development proposals should make appropriate play provision in accordance with the Mayor's Play and Informal Recreation SPG.
Housing for Diverse City		
6 (Density)		Development proposals should demonstrate how the density of residential accommodation satisfies London Plan policy relating to public transport access levels (PTALs) and the accessibility of local amenities and services, and is appropriate to the location.
7 (Residential Mix)		Development proposals should demonstrate how the mix of dwelling types and sizes and the mix of tenures meet strategic and local need and are appropriate to the location.

Entrance and Approach		
8	All main entrances to houses, ground floor flats and communal entrance lobbies should be visible, clearly identifiable, and directly accessible from the public realm.	The entrances to the residential building onto Courtfield Road is highly visible and clearly legible within the elevation and formal massing arrangement. The lobbies are directly accessible from the public realm.
9	The distance from the accessible car parking space of standard 18 to the home or to the relevant block entrance or lift core should be kept to a minimum and should be preferably level or where level is not possible, gently sloping (1:60 – 1:20) on a suitable ground surface.	The accessible parking spaces are provided within the automated parking system which is located a short step free distance from the residential entrances
Active Frontages		
10	Active frontages should be maximised and inactive frontages minimised on the ground floor of buildings facing publically accessible space.	Active frontages are maximised throughout the ground floor design, inactive facades are minimised and only located onto secondary publicly accessible pavements that are not major elements of the public realm
Access		
11	90 per cent of new build housing should meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings' with the remaining 10 per cent meeting Building Regulation requirement M4(3) 'wheelchair user dwellings'.	Residential units meet this requirement, a total of 46 residential units are provided, of which 5 (10%) are designed to meet M4(3). Please refer to the access section of the DAS for further detail.
Shared Circulation		
12	Each core should be accessible to generally no more than eight units on each floor.	The maximum number of apartments per floor is 8
13	An access core serving 4 or more dwellings should provide an access control system with entry phones in all dwellings linked to a main front door with electronic lock release. Unless a 24 hour concierge is provided, additional security measures including audio-visual verification to the access control system should be provided where any of the following apply: i. more than 25 dwellings are served by one core; or ii. the potential occupancy of the dwellings served by one core exceeds 100 bed spaces; or	The concierge/management strategy has not been determined yet but if the lobbies are not manned by concierge and entry phone system will be used
14	Where dwellings are accessed via an internal corridor, the corridor should receive natural light and adequate ventilation where possible.	There are opportunities to have borrowed light through the fire escape doors onto the internal corridors as the fire escape stairs are located onto an external wall
15	All dwellings entered at the seventh floor (eighth storey) and above should be served by at least two lifts.	Every residential floor has the possibility to be served by two lifts.
16	It is desirable that every wheelchair user dwelling is served by more than one lift.	Every residential floor has the possibility to be served by two lifts.
Car parking		
17	The maximum standards set out below should be the basis for considering planning applications (See image on right)	Residential car parking at the development will be provided in line with the maximum RBKC standards of 0.5 spaces per unit. As such, 23 parking bays will be allocated for the residential use. Electric car charging facilities will also be provided in accordance with London Plan standards.
		
18	Each designated wheelchair accessible dwelling should have a car parking space that complies with Part M4(3).	Two of the residential bays will be reserved for blue badge holders, in line with Part M4(3). Disabled parking will not be marked out due to the automated parking arrangement. The access zone for the automated parking system accommodates the size of a standard blue badge bay such that a wheelchair user can exit their vehicle.
19	Careful consideration should be given to the siting and organisation of car parking within an overall design for open space so that car parking does not negatively affect the use and appearance of open spaces.	The proposed car parking will not adversely affect open spaces since it will be retained at a basement level. The access is well integrated into the building, with off-street waiting space to prevent stationary vehicles on the highway.
Cycle storage		
20	All developments should provide dedicated storage space for cycles at the following level: i. 1 per studio and one bed; ii. 2 per all other dwellings iii. an additional one short stay cycle space should be provided per 40 units.	Residential cycle parking is provided in accordance with the RBKC and TfL standards. 75 long-stay spaces are provided in a secure location within the building, in with design in line with LCDS. 2 visitor spaces provided in the form of Sheffield stands within the public realm.
21	Individual or communal cycle storage outside the home should be secure, sheltered and adequately lit, with convenient access to the street. Where cycle storage is provided within the home, it should be in addition to the minimum GIA and minimum storage and circulation space requirements. Cycle storage identified in habitable rooms or on balconies will not be counted.	Communal cycle storage for the residential units is located within the main building with access from street level on Courtfield Road. The storage is provided in a secure location at ground level.
Refuse, post and deliveries		

5.5.9 Compliance with Housing SPG

The table included in these pages provides a self-assessment of the residential design against the individual Housing SPG items to confirm compliance.

22	Communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be easily accessible to all residents including children and wheelchair users, and located on a hard, level surface. The location should satisfy local requirements for waste collection. Refuse and recycling stores within buildings should be located to limit the nuisance caused by noise and smells and maintained to a high hygiene standard.		The residential and commercial waste stores shall be built to the specification details in BS5960:2005. Access to the waste stores is via publicly available access routes within the building. All waste stores are located at basement level and waste presentation occurs within the service yard. This will limit nuisance relating to noise, smells etc.
23	Storage facilities for waste and recycling containers should be provided in accordance with local authority requirements and meeting at least British Standard BS5906:2005 Code of Practice for Waste Management in Buildings		The design requirements for the residential waste storage facilities have been based on the Royal Borough of Kensington and Chelsea current planning guidance for waste. The design of the commercial waste storage facilities have been based on guidance from BS5906:2005 and relevant best practice.
Dwelling Space Standards			
24	All new dwellings should meet the nationally described space standard.		All dwellings are designed to meet the London Plan space standards
25	Dwelling plans should demonstrate that dwellings will accommodate the furniture, access and activity space requirements relating to the declared level of occupancy and the furniture schedule set out in Approved Document Part M		All dwellings are designed to meet the schedules set-out in Part M
Private open space			
26	A minimum of 5sqm of private outdoor space should be provided for 1-2 person dwellings and an extra 1sqm should be provided for each additional occupant		All dwellings are designed to meet the London Plan space standards for amenity space
27	The minimum width of hallways and other circulation spaces inside the home should comply with Part M4(2).		All hallways are designed to meet the requirements set-out in Part M
Privacy			
28	Design proposals should demonstrate how habitable rooms within each dwelling are provided with an adequate level of privacy in relation to neighbouring property, the street and other public spaces.		The apartments on the western side of the building look onto the new Garden Square. On the eastern side they look onto the open space in front of the Cheval residences on Ashburn Place. The only façade which faces directly onto neighbouring properties is the southern pone on Courtfield Road. On this elevation the building is set back from the street by 7.0m resulting in a distance in excess of 20.0m between the new apartments and the existing ones opposite. This distance is more than sufficient
Dual Aspect			
29	Developments should minimise the number of single aspect dwellings. Single aspect dwellings that are north facing, or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms should be avoided1.		There are no single aspect north facing units proposed. Single aspect units are limited to 1 and 2 bed apartments
Noise			
30	The layout of adjacent dwellings and the location of lifts and circulation spaces should seek to limit the transmission of noise to sound sensitive rooms within dwellings		The lifts do not form a party wall with any of the apartments in the proposed development
Floor to ceiling heights			
31	A minimum ceiling height of 2.5 metres for at least 75% of the gross internal area is strongly encouraged.		The building has been set-out in section to achieve a minimum of 2.7metres ceiling height in all habitable rooms
Daylight and sunlight			
32	All homes should provide for direct sunlight to enter at least one habitable room for part of the day. Living areas and kitchen dining spaces should preferably receive direct sunlight		All homes are orientated in such a manner that this requirement will be met
Air quality			
33	Minimise increased exposure to existing poor air quality and make provision to address local problems of air quality : be at least 'air quality neutral' and not lead to further deterioration of existing poor air quality (such as areas designated as Air Quality Management Areas (AQMAS).		The site is located within an urban environment and affected by poor air quality and road traffic noise (particularly from Cromwell Road). However, emissions from the proposed energy plant and additional development-generated traffic will have an insignificant impact on air quality at existing nearby locations and will not lead to any air quality objective exceedances within the development. The proposed development is better than air quality neutral.
Environmental performance			
34	All homes should satisfy London Plan policy on sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change		PSH's energy statement confirms how all homes are to be designed sustainably and will be in line with the London Plan
Energy and CO2			
35	Development proposals should be designed in accordance with the LP energy hierarchy, and should meet the following minimum targets for carbon dioxide emissions reduction. Year Improvement on 2013 Building Regulations 2014 - 2016 35 per cent. 2014 - 2024 70% carbon		PSH's energy statement confirms that minimum CO2 reduction targets will be met and how this is achieved
Overheating			
36	Development proposals should demonstrate how the design of dwellings will avoid overheating without reliance on energy intensive mechanical cooling systems.		PSH's energy statement mentions the techniques that will be used to avoid overheating and reduce the reliance on mechanical cooling systems
Water			
37	New dwellings should be designed to ensure that a maximum of 105 litres of water is consumed per person per day in line with the optional requirement of Part G		PSH can comply with this target but this will require acceptance from the client that it will limit the sanitary fittings that can be used.
Flooding and drainage			

38	Where development is permitted in an area at risk of flooding, it should incorporate flood resilient design in accordance with the NPPF and its associated technical Guidance1 whilst ensuring level access is maintained.		The results of a Flood Risk Assessment carried out by OCSC, inline with the requirements set out in the NPPF, and indicate that the site is in flood zone 1 and therefore at low risk of tidal or fluvial flooding. In addition surface water flooding, groundwater and sewer flooding are all low risk at the site. It is proposed that the finished floor levels including the entrance to the basement are to be maintained similar with that of the existing levels on site.
39	New development should incorporate Sustainable Urban Drainage Systems and green roofs where practical with the aim of achieving a Greenfield run-off rate, increasing bio-diversity and improving		A variety of Sustainable Urban Drainage Systems (SUDS) can be incorporated to further reduce the peak run-off rate and attenuation requirements, such as permeable paving and rainwater harvesting for irrigation. Any surface water runoff generated at basement level that cannot flow under gravity to the external TWL network shall be collected in a pumping station and pumped to the necessary level.
Ecology			
40	The design and layout of new residential development should avoid areas of ecological value and seek to enhance the ecological capital of the area in accordance with GLA best practice guidance on biodiversity and nature conservation.		A Phase I Site Habitat Survey and Ecological Preliminary Appraisal was undertaken for the site in August 2017 with a Preliminary Ecological Appraisal prepared which provided potential mitigation and enhancement ecological measures. The proposed development incorporates a broad array of features to enhance the biodiversity on the site through planting and provision of dedicated environments for local wildlife, including a large garden square community space at the west of the proposed building within the site boundaries.
Design process			
41	Developments should manage existing materials, specify sustainable materials that are robust and fit for purpose and secure the sustainable procurement of materials.		The design team will seek to specify materials with a low environmental impact and consideration will be given to the major building elements, which will be informed by the British Research Establishment's (BRE's) Green Guide to Specification. More than three of the key elements of the buildings' envelope will achieve a rating of A+ to C in the BRE's The Green Guide. In addition, 100% of the timber used will be sourced from accredited Forest Stewardship Council (FSC) or Programme for the Endorsement of forestry Certification (PEFC) source. Products holding responsible sourcing certification (EMS/ISO14001 for the key process as per minimum) will be specified for the main building elements (walls, floors, roof).

Fig 5.56 SPG compliance table

5.6 Facade Design

The massing and formal composition of the building has been explained together with manner in which it has articulated in sections 5.2.2 and 5.3.3 respectively. This section of the Design and Access Statement extends this explanation to describe how the articulated massing is developed in concept and detail to illustrate how the building will be a very elegant addition to the visual urban environment of Kensington.

The section describes initially the overall facade concept and its contextual relevance before looking at individual components and elements of the various zones around the building.

5.6.1 Facade Concept

The composition of a podium with two clearly articulated towers has already been explained as a appropriate response to both the functional brief and it's demanding urban context; the podium, including residential apartments immediately opposite a terrace of homes, is a mediator between the scale of theses residential terraces to the south and west and the scale of the towers above which are massed away from the residential properties to minimise their impact towards the busy Cromwell Road where they generate visual punctations along the east west vistas of this long straight artery into and out of London.

The articulation of the mass with the offset forms, articulated corners and large cantilever will drive the primary expression of the building but this is reinforced by three key concepts which have been developed in response to the study and analysis of the surrounding buildings both in their individual detail and how they are combined into the urban forms which is so characteristic of the area.

Horizontal ordering

In addition to the numerous massing arrangements studied by the design team much work on the organisation of the facade was undertaken during the evolution of the facade. A particular quest was a how to relate the significantly larger building to the expression found in the neighbouring streets. Initially there was a focus on the bay windows prevalent in the residential buildings of the surrounding area. This was tested in various vertical arrangements on the buildings, with a grid that increased in size as it rose up the building. This seemed to draw more attention to the building itself and it gradually dawned on the design team that it wasn't the micro-scale of the neighbouring buildings that offered the cue's for it's expression but the macro-scale of the whole urban component, namely the terrace.

The terraces which edge the streets and squares of Kensington are composed as holistic elements where the sum is greater than the individual parts. A device commonly used, particularly successfully on Ashburn Gardens is the string course which runs the length of the terrace at three location up the height of the building and when looking down the street becomes the dominant unifying element.

A key concept in the facade expression therefore is the expression of the horizontal floor slab every two floors. This expression is used both up the whole height of the podium and around both towers. It helps to control the scale of the building allowing it to read as a series of layers or 'sediments' and when viewed obliquely as is most frequently the case when looking up and down the neighbouring streets, gives a dynamic visually satisfying controlling grid that orders the building in the same manner just as the string courses do along Ashburn Gardens.



Fig 5.57 View of the continuous string course linking the terrace along Ashburn Gardens

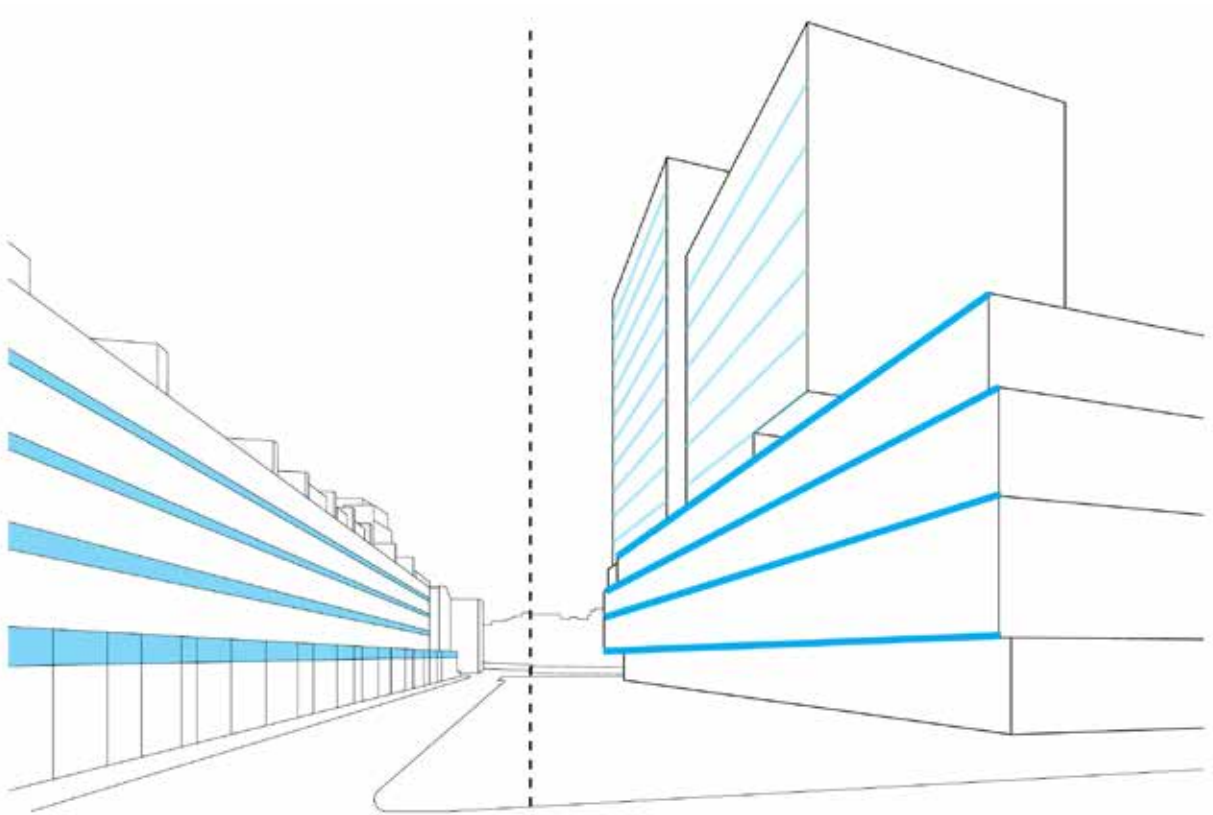


Fig 5.58 Conceptual diagram for the horizontal ordering of the building in context of Ashburn Gardens



Fig 5.59 Precedent photographs of ornate and articulated soffits from neighbouring buildings in the neighbourhood

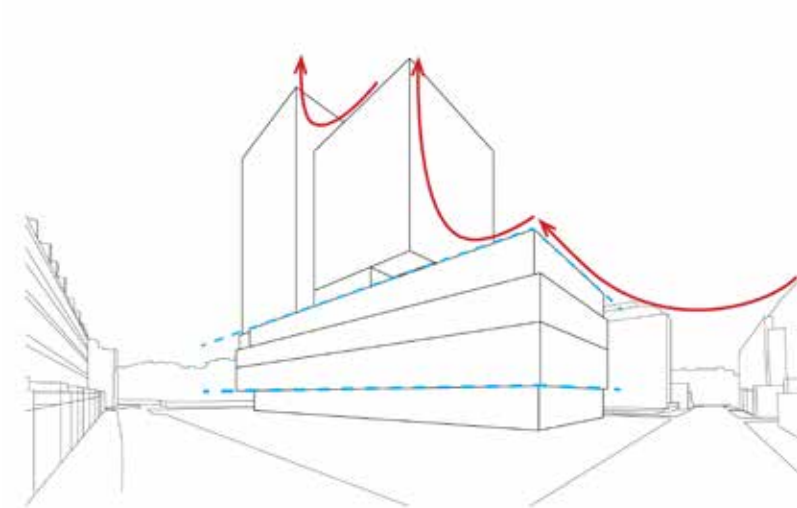


Fig 5.60 View of the massing model from the south west illustrating the stepping scale of the forms from north to south

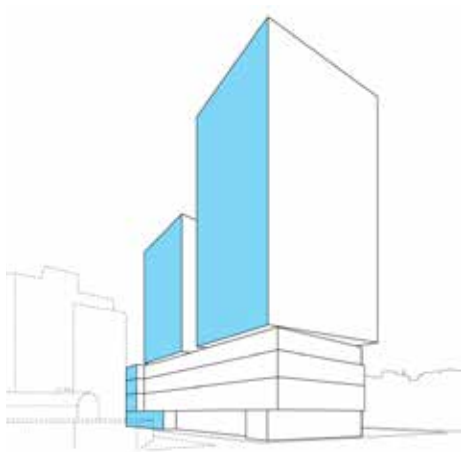


Fig 5.61 View of the massing model from the north east illustrating the grounding composition of the forms

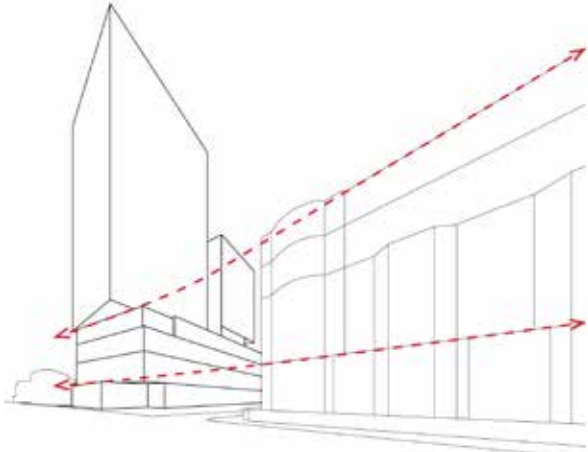


Fig 5.62 View of the massing model from the north west illustrating the alignment of the cantilever with the roof line of the Cromwell Road terrace

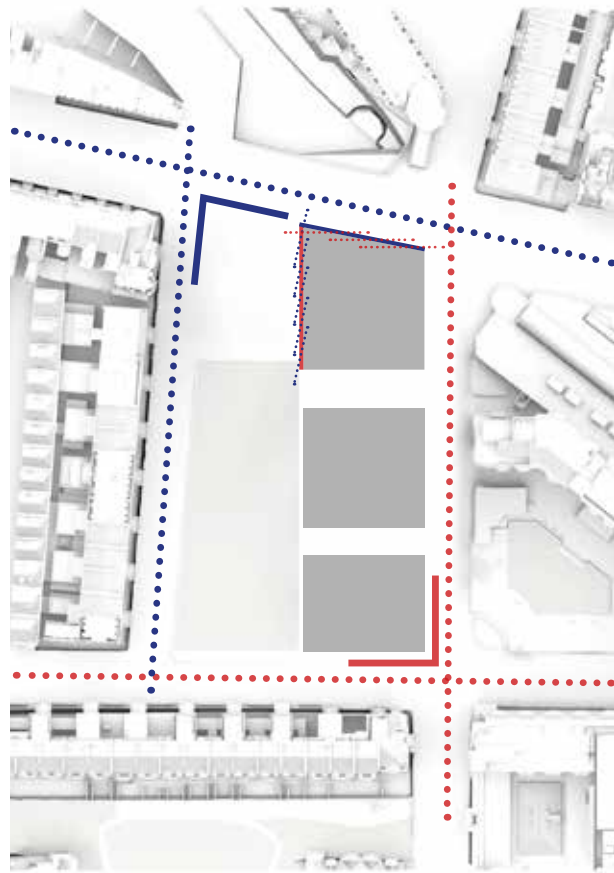


Fig 5.63 Conceptual plan explaining the derivation of the off-set grid, from the angles of the existing streets

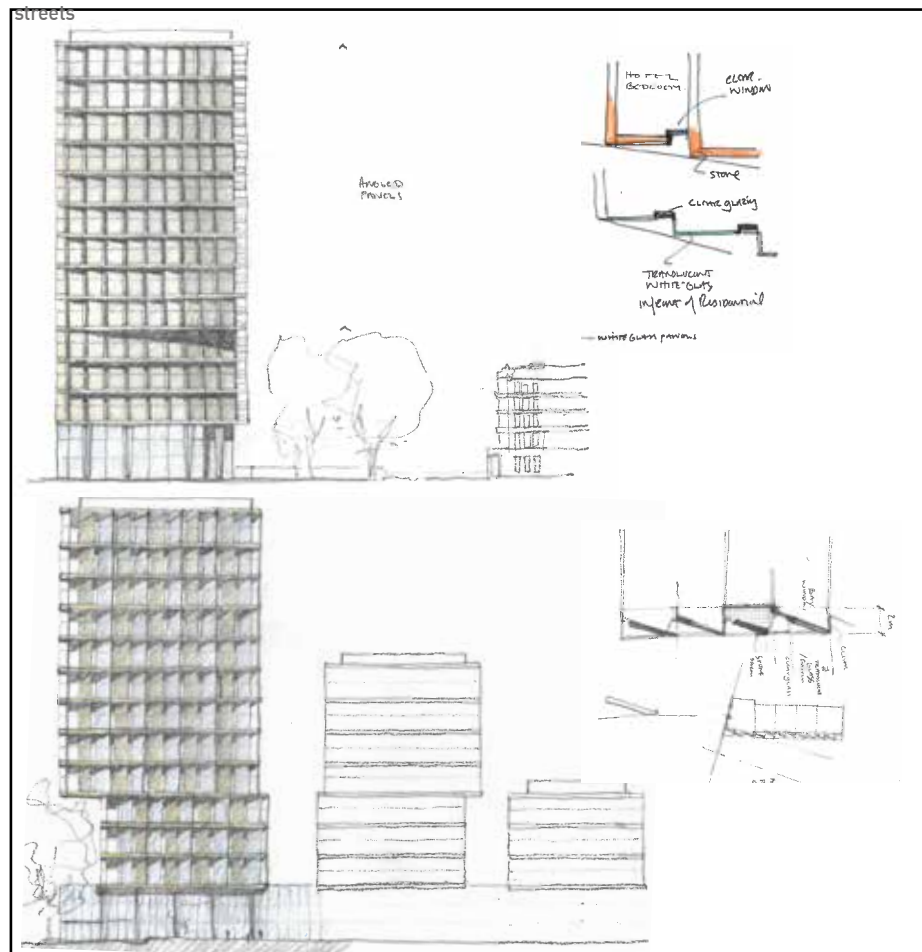


Fig 5.634 Series of Ian Simpson sketches introducing the idea of the saw-tooth facade

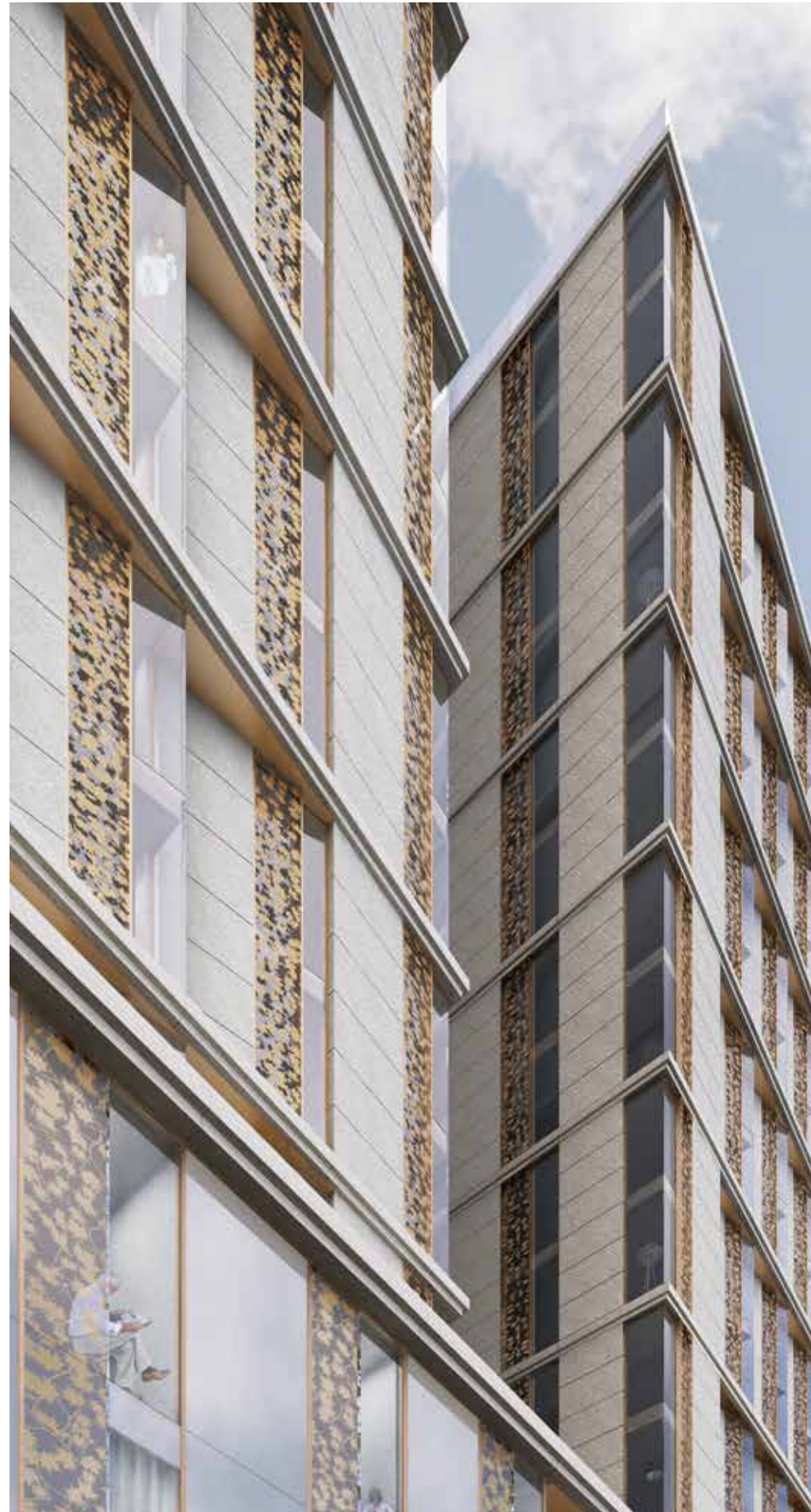


Fig 5.65 Rendered up view of the proposed development illustrating the importance of soffit to the overall expression of the building

The offset (saw-tooth) grid

The urban block upon which the development sits is not a rectangle with parallel sides at 90 degrees to each other. Whilst Ashburn Place and Ashburn Gardens appear parallel to each other they are in fact 5 degrees from each other. Courtfield Road is 85 degrees to Ashburn Gardens. However the most striking angle is that of Cromwell Road which appears to cut through the regular grid of the urban grain like a boulevard or train line marching westwards out of the city. It is 102 degrees to Ashburn Place.

The massing composition of the main northern tower is a reference to this geometry with the tower cantilevering away from the podium at the point which continues the roofline of the neighboring terraces when looking down Cromwell Road. The edge of the tower coming to align with Cromwell Road to generate the dramatic entrance and signature image for the hotel.

The street alignment becomes a theme for the set-out of the facades of the tower buildings. The hotel facade is made up of a repetition of hotel bedrooms or serviced apartments it was determined that the individuality of the rooms should be expressed on the facade and concept of a serrated facade emerged where the facade line of the rooms where inclined towards the garden allowing for each room to be read as its own 'bay-window'. The angle of the saw-tooth is perpendicular to Cromwell Road whereas the floor edge of the expressed horizontal is parallel to Ashburn Place.

This set-out principle is used on all four sides of both towers however it is mirrored on the north and south sides of the smaller tower and the southern facade of the taller tower to orientate rooms to the garden or the city. The saw-tooth expression on the north facade of the taller tower is achieved by contrasting a facade line perpendicular to Ashburn Place for the room facades with the one that is parallel to Cromwell Road for the slab edge. The rooms therefore step in plan towards the main road.

The importance of soffit

The impact of the string courses and the articulated expression of them together with other highly articulated elements of patterned and crafted forms to window reveals and balcony supports found in neighbouring buildings, including the highly decorative Natural History Museum, provide further influence for the building. As a result of the offset of the room alignment and two storey slab edge there is an interesting saw-tooth dynamic pattern when seen from below which is reinforced further through the use of coloured mosaics set-into the soffit. The slab edge itself is a profiled pre-cast re-constituted stone component which generates three lines along the horizontal.

The bay window

The bay window is an important part of the visual nomenclature of the local area. The expression of bay windows in the development has become a key theme in the building. The saw-tooth facade generates a consistent rhythm of them on the tower elevations.

In the podium the approach varies; predominantly a flush facade to contrast with the tower bands of saw-tooth rooms are let into the facade to create a large scale off-set pattern of bay windows. The residential building facing Courtfield Road introduces another type of more traditional bay window integrating the residential amenity as a wintergarden.



Fig 5.66 View of the continuous string course linking the terrace along Ashburn Gardens



Fig 5.67 View of the massing model from the south west illustrating the stepping scale of the forms from north to south

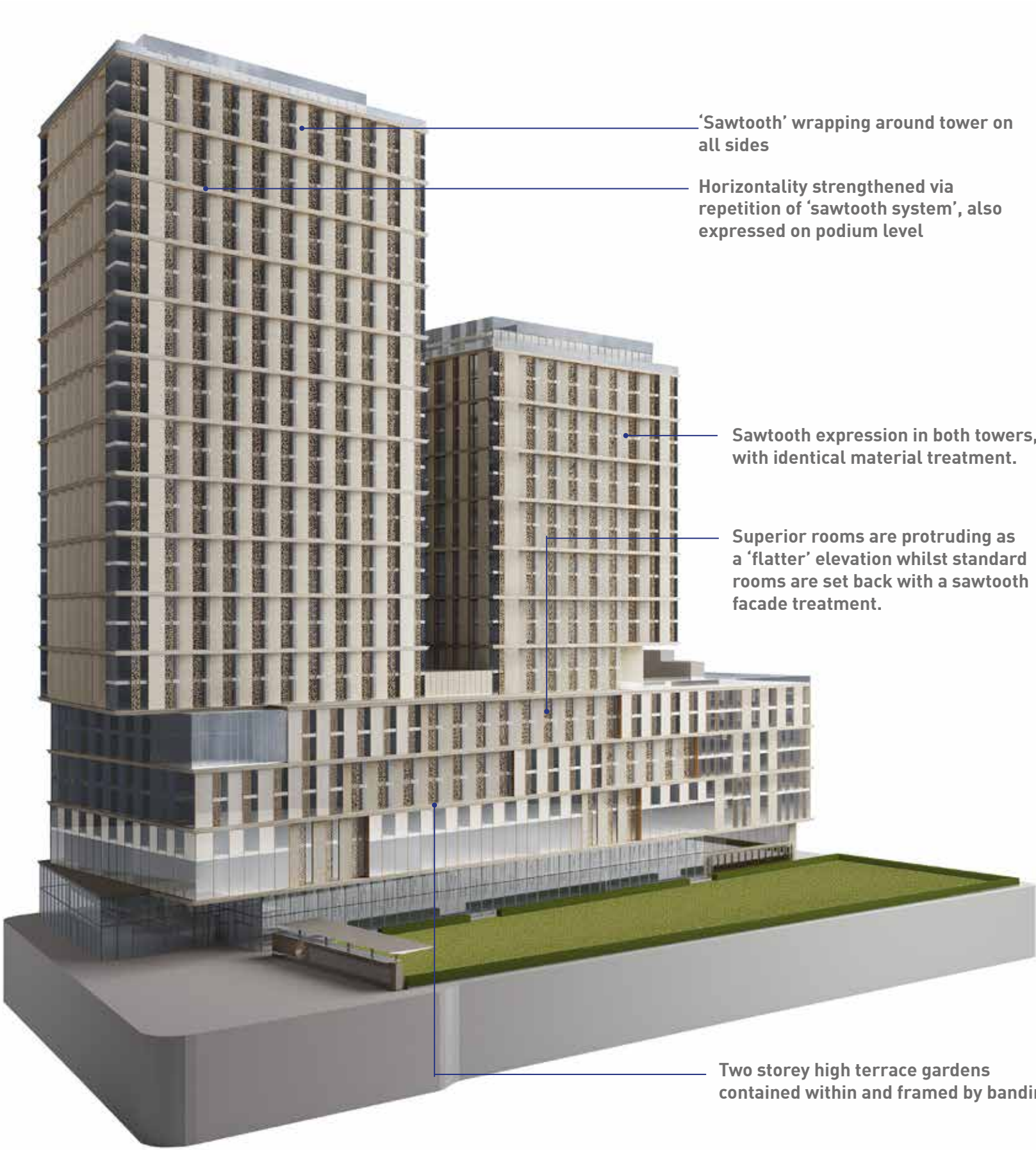


Fig 5.68 View of the massing model from the south west illustrating the stepping scale of the forms from north to south



Fig 5.69 View of the massing model from the south west illustrating the stepping scale of the forms from north to south



Fig 5.70 View of the continuous string course linking the terrace along Ashburn Gardens



Fig 5.71 View of the massing model from the south west illustrating the stepping scale of the forms from north to south

THE DESIGN PROPOSAL

5.6.2 The Elevations

The controlling two storey grid of articulated floor slabs provides the order to the whole facade on all four elevations. Set into this order are a range of components crafted from high quality material, elegantly detailed to provide a palette and texture that is at ease with the context. The main components are:

- › The tower bay windows formed from three elements; Fossilized Portland stone panels, bronze anodised perforated screen panels (with a leaf pattern) and double glazed low iron bay window units with glass to glass returns to corners in bronze anodised window frames.
- › The podium hotel windows formed from unitised structural silicone system with internal mullions powder-coated (to RAL 9006) and a range of infill panels; clear double glazed low iron glass, double glazed low iron glass with a bronze coloured leaf frit pattern within the double glazed layering and an insulated opaque low iron glass panel with a solid back-painted rear face on the inside of the double glazed unit and a frit pattern within the double glazed build-up.
- › The two storey shop front glazing of the ground floor lobby with the bronze anodised profiled mullions and external shading made from laminated glass fins with bronze frit patterns.
- › The glazed bay windows to the living rooms of the apartments in the residential building, made from double glazed units of low-iron glass.
- › Wintergarden 'semi-external' amenity space to the residential apartments. These are primarily located adjacent to the large living room bay windows and in front of bedrooms. Part of the winter garden is clad in single glazed low iron vertical louvres openable for natural ventilation. They are protected by glass balustrades and in addition to offer privacy and screening, part of the balcony is clad with a solid brick infill panel.
- › The solid brick infill panels of the residential building made as off site panels with a pre-cast concrete backing, insulation and a white roman proportion brick facing with a matching colour flush mortar.

5.6.2.1 Elevation to Cromwell Road

The legibility of the podium sliding below the tower is clearly seen on the Cromwell Road facade and is reinforced by the contrasting glazed materiality of the podium, generating an open active and welcoming front door to the hotel below the elegant grid of the stone bay windows of the main tower volume.



Fig 5. 72 Illustrative CGI view of the main hotel entrance onto Cromwell Road