

12.0 Access and servicing strategy

12.1 Access and servicing strategy

12.2 Refuse strategy

12.3 Maintenance principles

12.4 Secure by design principles

12.5 Accessibility

12.6 Energy, Sustainability

12.1 Access and servicing strategy

Access

A Transport Statement prepared by TPP and submitted in support of the planning application sets out the access and servicing strategy for the proposed development.

The site will be accessed from Anchor and Hope Lane and then through a series of internal routes within the site comprising: Rope Lane, Mirfield Street and Yarn Lane. Mirfield Street and Yarn Lane serve the entrance and exit to the car park. Rope Lane is the main address and provides 1 drop off zone serving A-East buildings and the main lobby from which the rest of buildings in plot A are served. A second drop-off zone in Mirfield Street serves the main lobby of plot B. The refuse collection on plot A is made from the servicing route on Marsh Mews and on plot B from Yarn Lane.

Parking

Car and cycle parking will be provided within the constructed one storey basement car park on plot A to where cars and bicycles will access from Mirfield Street. Car and cycle parking is also provided on grade on plot B within the plinth, accessed from Yarn Lane.

Car parking

Plot A basement car park provides 172 spaces and Plot B plinth car park provides 26 spaces. Overall, 30% of the car parking spaces will be designed as accessible bays, in line with the GLA requirements and 20% provision + 20% future provision of the spaces will have electric charging points. All spaces will be private.

Cycle Parking

It is proposed to provide cycle parking for each of the proposed land uses. In total 1,556 residential cycle parking spaces are provided within the development, providing one space per 1-bed apartments and two spaces for all other types. In addition 42 cycle parking spaces are proposed for staff and will be allocated in the commercial units.

24 cycle parking spaces for residential visitors plus 30 spaces for commercial visitors will be provided in a convenient location outside the building entrances.

Servicing

Main drop off/service bays will be provided, one on Rope lane in close proximity to the residential lobby and 24 hour reception desk on plot A and one on Mirfield Street, in front of the commercial units and in front of the plot B main lobby and concierge area. The service bays have been designed to provide drop-off/delivery and service access to the development. In addition, controlled servicing access is provided within shared surface routes on both plot A and plot B.

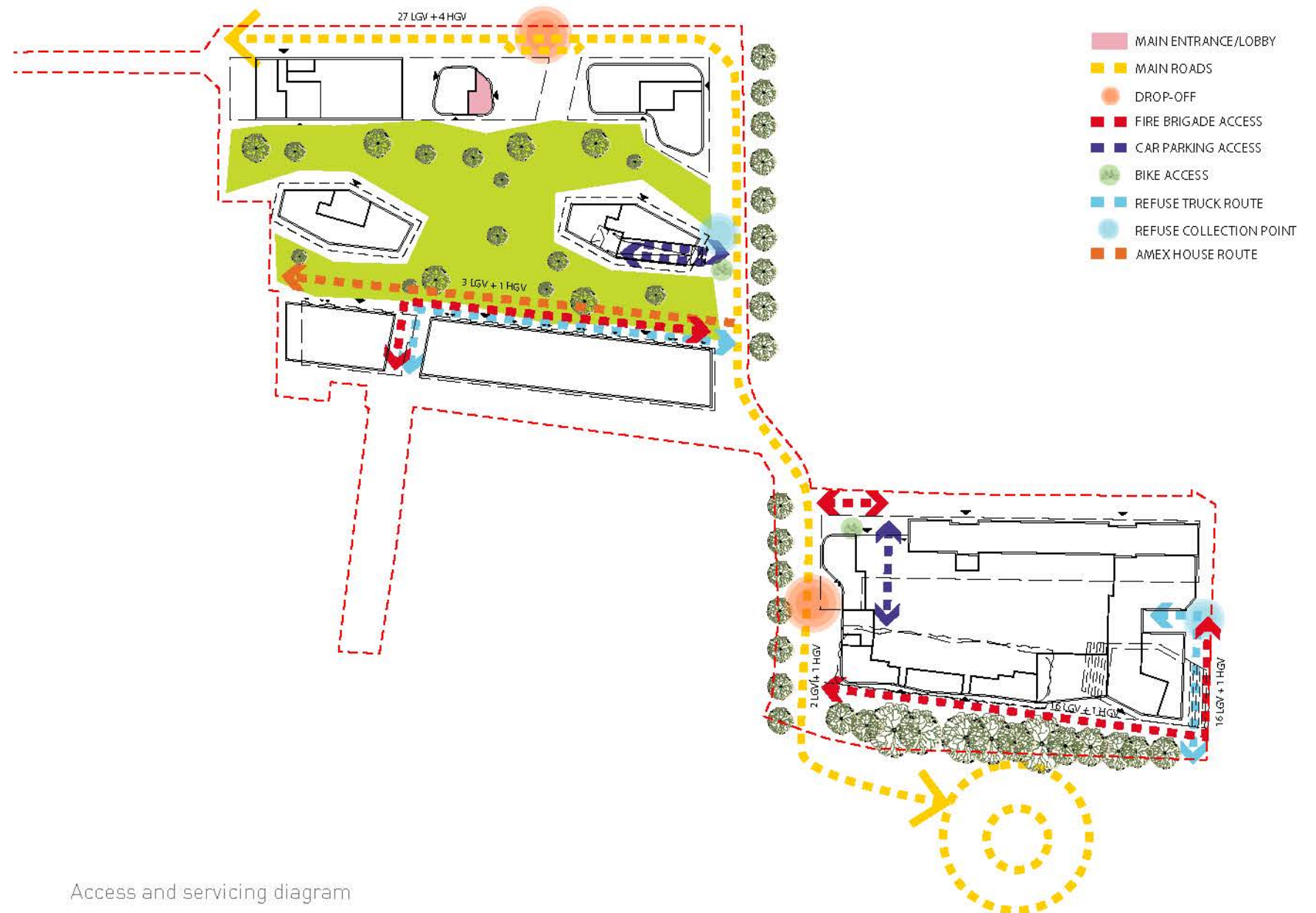
Commercial deliveries for the retail and restaurant units will be carefully managed with deliveries timed to ensure that disruption is not caused to the public spaces. Goods will be transferred from the on street service bays to the individual commercial units by staff. The management of this process will be overseen and coordinated by the 24 hour on-site management staff.

Infrequent deliveries of large items will be coordinated by the on site 24 hour management staff.

Post

Post for residential properties will be delivered to dedicated post rooms within each ground floor lobby for collection by residents. Large items of post will be delivered to the concierge.

Post for ground floor retail and restaurant units will be delivered directly to each unit.



Access and servicing diagram



Plot A section 3, East West section



Plot B section 1, East West section

12.2 Refuse strategy

Strategy

Residents from A1, A2 and eastern buildings on plot A will bring the bin bags to the basement refuse stores. Residents from the western buildings will bring refuse to stores on ground floor. On plot B, all residents will bring the bags to the refuse stores located on grade within the plinth.

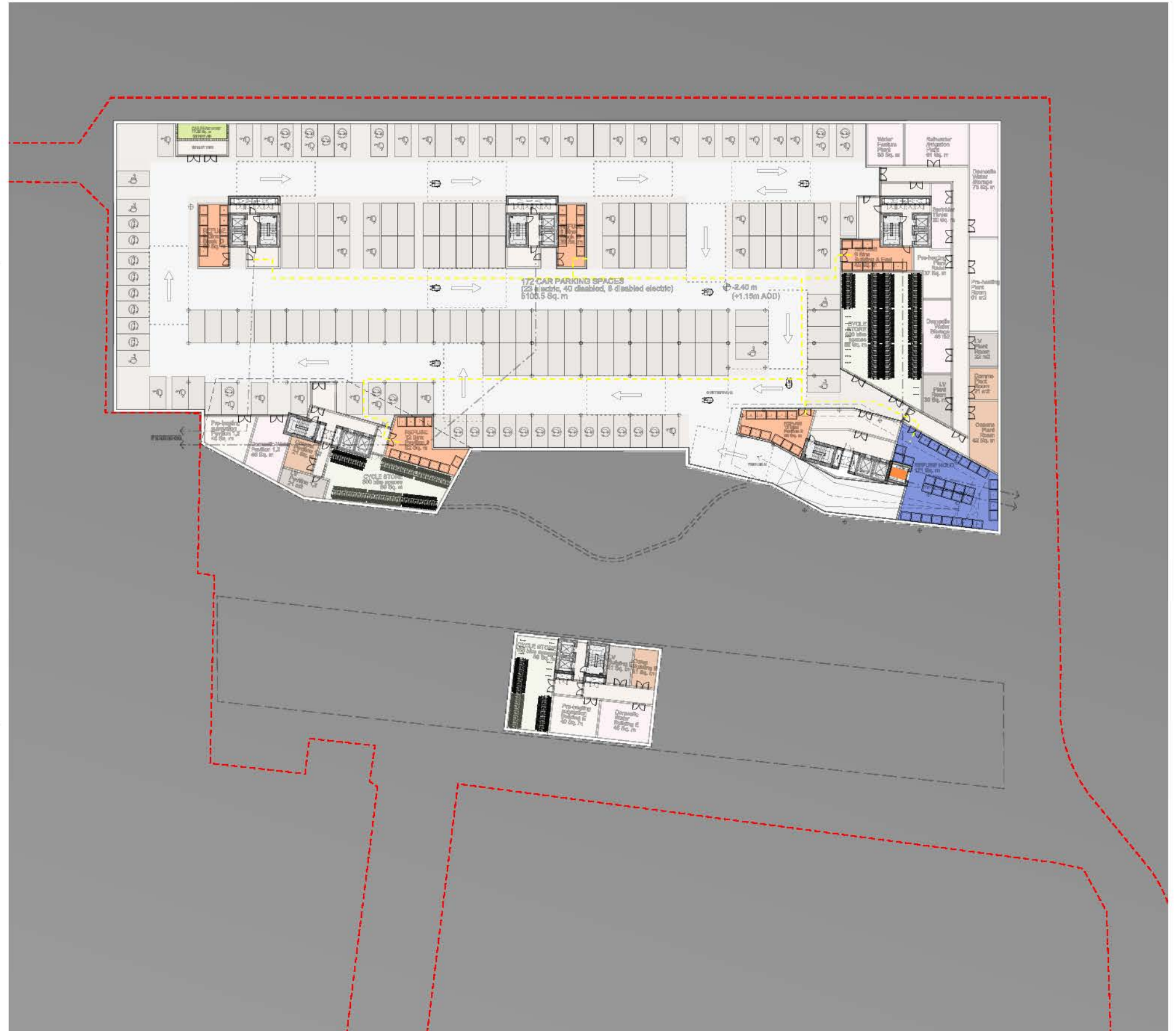
Purpose built refuse stores are included at basement and ground floor/plinth levels within each building, which have been designed to accommodate the appropriate number of Eurobins, as indicated on the application drawings. The Eurobins on plot A for the eastern buildings are collected at basement level and moved to the ground floor refuse holding area on Mirfield street via a dedicated refuse lift and for the western buildings are collected at ground floor and wheeled to the long stay collection point on Mirfield street. For the western buildings on Marsh mews, there are short stop spaces where refuse is collected from the shared space route. On plot B, the bins are collected on grade level and moved to the refuse holding area on Yarn lane.

The process of refuse collection will be carefully coordinated by the 24 hour on site management staff.

Commercial units will each contain their own individual refuse store.

Refuse collections will be made early in the morning, and the management company will ensure that bins are brought to the service bay prior to the refuse vehicle's arrival. The bins would then be returned to storage immediately afterwards. Sufficient space is provided for refuse vehicles to manoeuvre safely. Infrequent collections for large/bulk waste items will be coordinated by the management company.

Calculations to forecast the quantities of waste that will be generated by the development have been undertaken using BS 5906:2005 calculations and RBG standards. This has been used to calculate refuse store sizes, and demonstrates that the buildings contain sufficient storage based on number of collections per week.



Refuse strategy basement plan



Refuse strategy ground floor plan

12.3 Maintenance principles

The design and layout of the buildings have been considered to accommodate both day to day cleaning and maintenance of the buildings along with façade replacement considering building use, height, adjacent buildings and facade types, implementing an appropriate strategy for each individual building.

Buildings A-East North and South

The cleaning strategy consists predominantly a rope access. There are opportunities to use MEWP's covering almost all the perimeter of the two buildings on the lower floors. On floors 31m and above, rope access will be needed.

All facade panels are full height (floor to ceiling) double glazed units and will therefore need replacing externally using a MEWP or a lorry mounted crane.

Buildings A1, A2, A-West north and South, B-East and B-West

The cleaning strategy consists of a rope access.

Facade panels for A1, A2, B-East and B-West are full height (floor to ceiling) double glazed units and will therefore need replacing externally with rope access. A-West North and South facades are brick and double glazed windows which will be also replaced with rope access.

Building B3

The cleaning strategy consists of a static, self elevating, telescopic BMU, with a maximum reach requirement of 19,75m.

Facade panels are full height (floor to ceiling) double glazed units and will therefore need replacing externally using the BMU crane.

Roofs

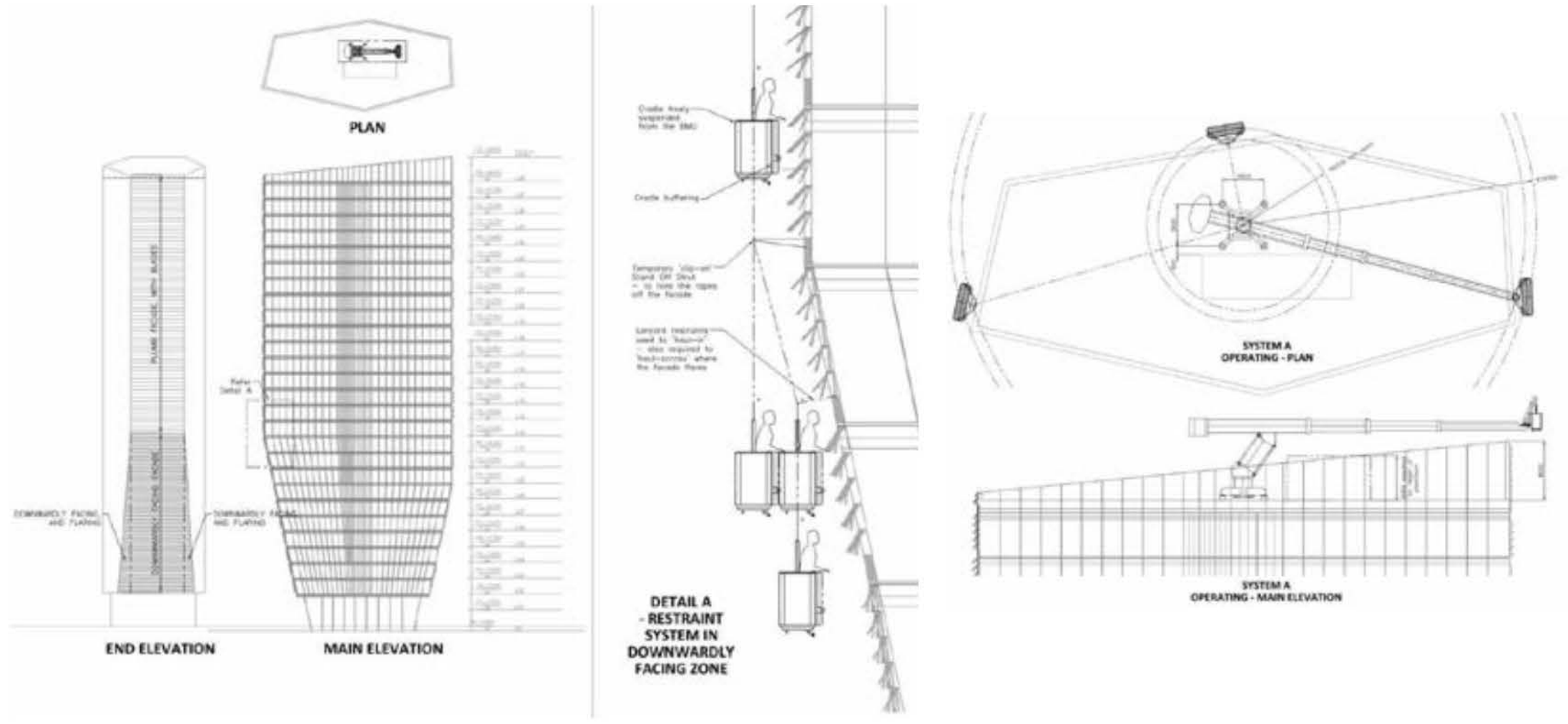
All roofs can be accessed via stairs and maintenance equipment should be stored in close proximity.

LEGEND

-  MEWP
-  MEWP access strategy
-  Rope access strategy
-  BMU access strategy
-  Cleaning poles strategy
Ground floor to second floor
in all buildings



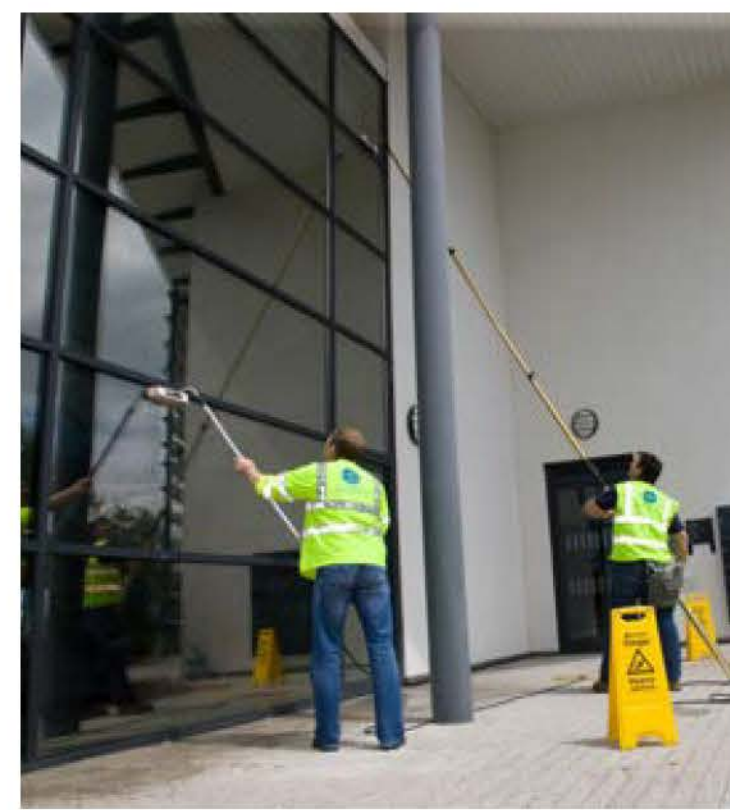
Facade access strategy



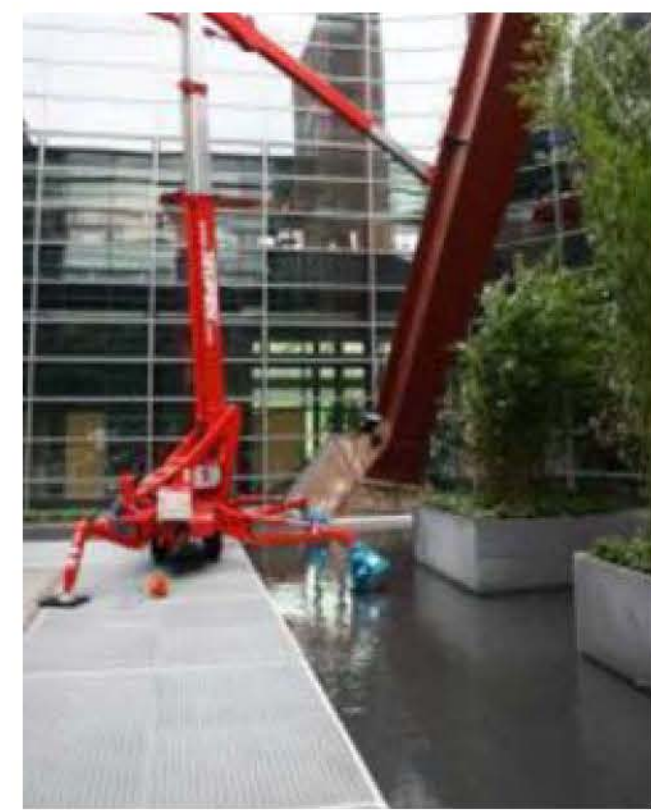
BMU Cradle



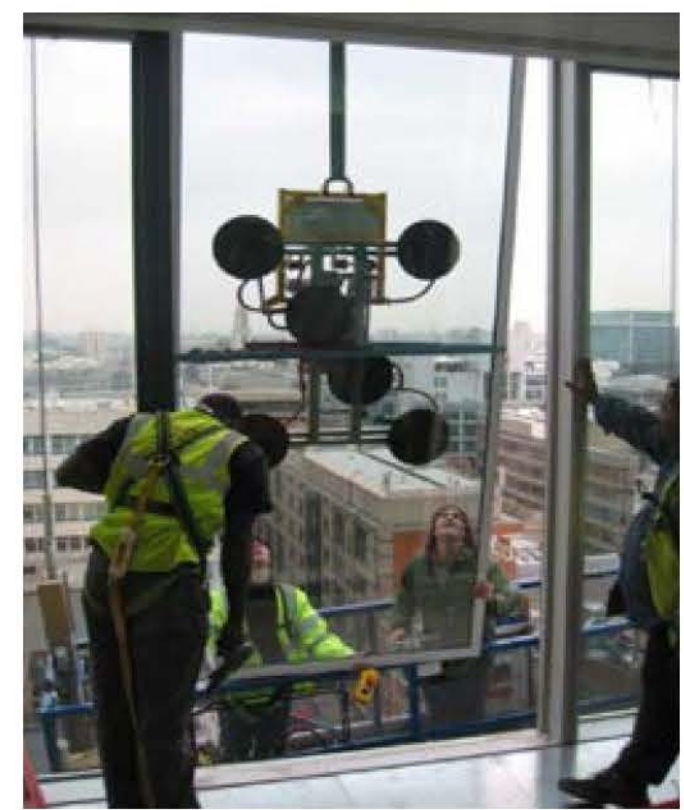
Rope access



Cleaning pole



Cherry picker - MEWP



Glass replacement

12.4 Secure by design principles

The safety and security of residents, staff, guests and other users of the proposed development is of the utmost importance has been given careful coordination. Consultation was undertaken with the Designing Out Crime Officer from the Metropolitan Police during the design process to discuss the layout and design of the buildings and identify any potential design changes required.

The ground floor layout has been designed to maximize opportunities for passive surveillance of the public realm spaces. Residential entrance lobbies are situated adjacent to the Rope Lane and Mirfield Street drop off areas and the park, which will be well lit and overlooked.

The development will benefit from 24 hour on-site concierge/management staff. The car park entrances will be provided with high speed roller shutters.

The ground floor layout provides good visibility to access routes and spaces, and good accessibility to the spaces. Entrances will be well lit and the development will incorporate CCTV.

The ground floor uses deliberately exclude uses such as bars and clubs, as these uses are associated with anti-social behavior associated with drinking culture, and do not suit the intended sense of place for this development. Instead, the restaurant, high quality, independent retail uses and commercial units are intended to provide both activation and passive surveillance, but also to act as a catalyst for wider improvements within the area, with a view to contributing towards a reduction in crime.

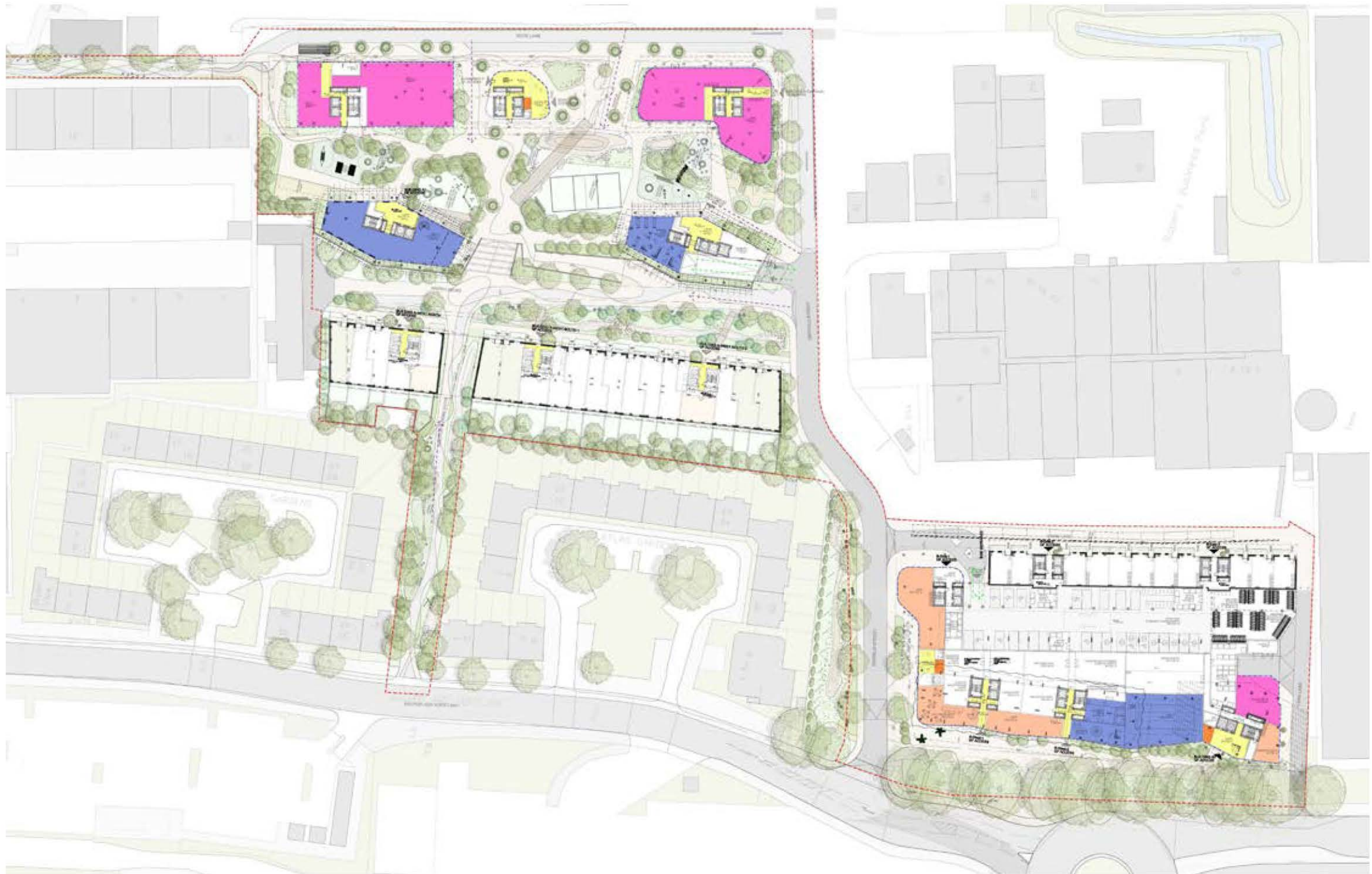
- Residential lobbies
- Concierge
- Residential facilities
- Retail / Restaurant
- Commercial
- Passive surveillance
- Car parking entrance
- Pedestrian site access / egress



Secure by design basement level



Secure by design podium level



Secure by design floor plan

12.5 Accessibility

Overview

This section of the report sets out details of the measures that have been employed to ensure inclusive access throughout the proposed development. The design team have adopted an approach that will ensure that measures are taken to facilitate access and use by all people who occupy or move around the buildings including those with mobility, sensory or cognitive impairments.

Objectives

To ensure that the buildings are fully accessible to all:

- Potential users and visitors, regardless of age, gender or any disabilities are able to access and navigate unimpeded through all appropriate areas of each building and surrounding public realm.
- The external building environment, including location and orientation of entrances, will be legible and not act as an impediment to any potential users.
- The internal building environment can be successfully and safely used by all of the potential users of the building.
- Every opportunity will be taken to utilize color, textures, materials and treatment of space to assist with the overall legibility and aesthetic value of the building.

The design has been developed in full consideration of national legislation. This includes the provisions of BS8300: 2001 and The Building Regulations Part M (2015 Edition). The design also reflects the importance that the applicant places on complying with the requirements of the Equality Act 2010 and emerging Equality Act 2010 (Amendment) Bill 2015-16. The considerations seek to ensure that people are not discriminated against regardless of disability, age or gender. These extend from accessing the new buildings and the public realm within the application site through to moving around the internal parts of the buildings and accessing information (signage, contact details etc).

Access at Site Boundary

The setting out of the building levels has been dictated by the existing pavement levels. Taking into account these constraints, the design ensures that all primary entrances (either to retail units, cafes or to residential and car parking entrance lobbies) can be accessed from flat and level approaches with inclines of 1 in 40 or less.

Ramps are incorporated within the park to ensure that full access is available to the public route through the site.

Circulation and Access to Primary Entrances

The clear width of all access routes from pavement to main entrances are at least 1500mm wide (typically wider); and comply with or exceed statutory

guidance. Similarly the gradient of access routes are either 'flat' (cross falls introduced for drainage only) or are set at no more than 1 in 40. All access routes will be finished in hard landscaping with an appropriate slip resistance and textured surfaces to thresholds as required. In addition, access to primary entrances will include the following;

- High Contrast hardscape to clearly define the pedestrian route to main entrance.
- High visibility signs to identify building and entrances.

Reception Desk / Waiting Area / Entrance Lobbies

Main reception areas and concierge facilities are located at ground floor in all buildings. Further detailed design will be undertaken with the end users to determine a suitable fit out and interior design for this space. Reception desks will include a low level desk area for wheelchair users and a hearing loop for the cognitively impaired. Any seating or waiting areas will be spaced to enable suitable clear circulation and passing places in line with statutory guidance. In addition, waiting areas and entrance lobbies will include the following;

- Materials selected to reduce surface glare.
- Upon entrance the interior layout will be clearly signposted
- Video entry controls will be provided at the entrances to the main cores, set at a height between 750mm and 1,000mm from floor level.
- The use of lighting and a clear high contrast signs to aid way finding.
- Tactile and visual surface guides to denote path from entrance to lifts.
- Solid floor surfaces to facilitate ease of wheel chair movement.

Communal Stairs and Lifts Including Lobbies

Communal stairs to all cores have been designed to comply with all appropriate Building Regulations. All buildings will be provided with fully accessible lifts which are equipped to act as evacuation lifts..

Communal stairs and lobbies will include the following;

- A minimum width of 900mm (between door stops) when fully open.
- Doors fitted with vision panels
- Doors fitted with lever type handles or 'D' pull handles at a height user 1,000mm from floor level
- Doors to be of a weight suitable to be used by people with limited strength or reduced mobility
- All glazed walls and doors are to have high contrast manifestation.
- On certain primary circulation routes doors to be on hold open systems.
- Lighting to help define space, fixtures, signs.
- Increased number and legibility of signs.
- Deliberate use of color and surface treatment to enable vision impaired people.
- Ergonomically user friendly and visually distinct ironmongery, fixtures, fittings and equipment.

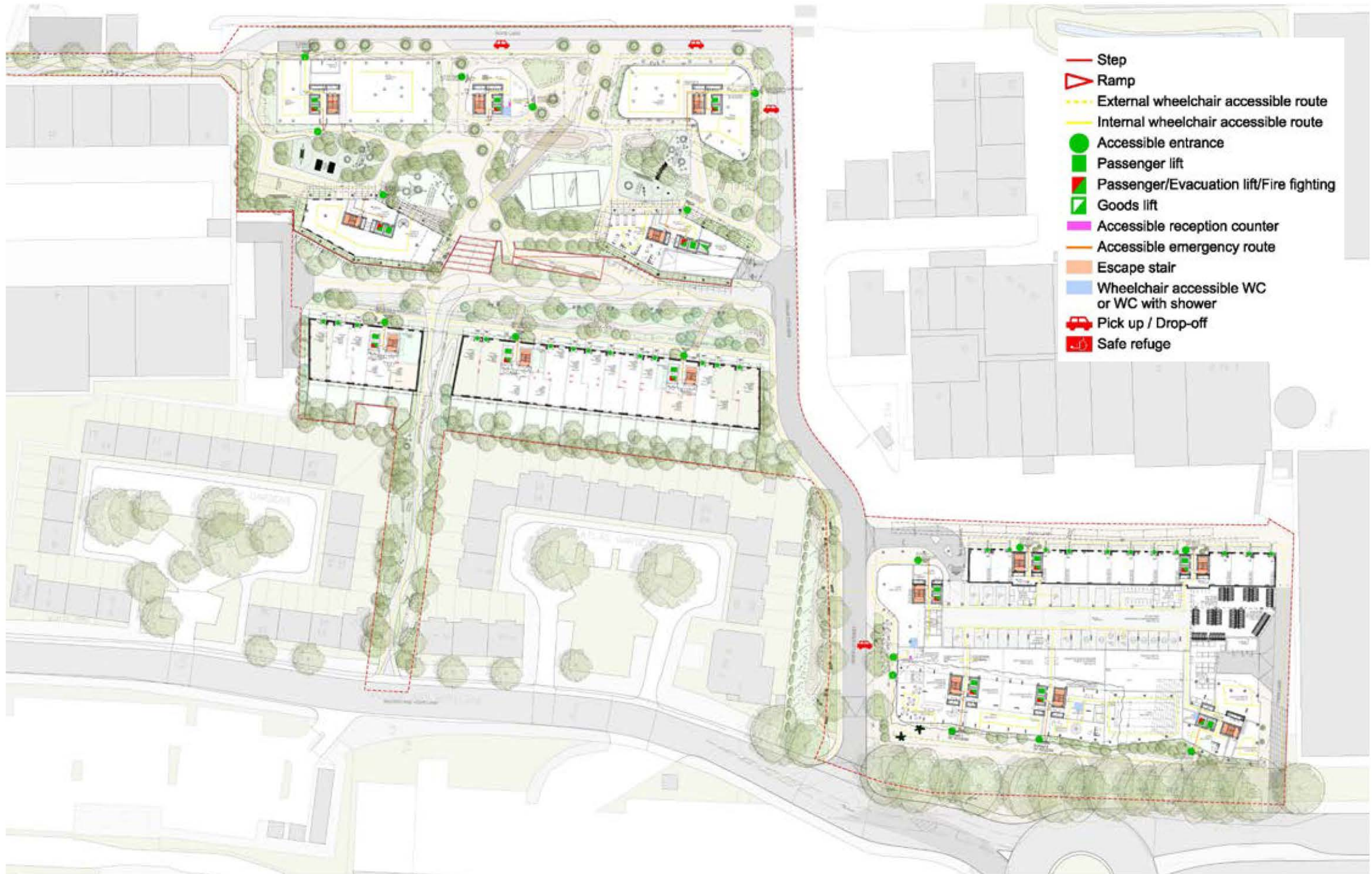
- User-friendly handrails to all stairs and landings, tactile count downs on underside of handrails to indicate changes in direction and presence of landings.
- High contrast to step nosings as per BS8300
- The stairs will have enhanced lighting and glare will be minimized.
- To ensure that the lifts are accessible to visually impaired people the lifts are to include high contrast signage and tactile controls.



Accessibility basement level



Accessibility podium level



Accessibility ground floor plan

12.6 Energy, Sustainability

Energy Strategy

An Energy Strategy has been developed for the proposed development, which contains technical details of the approach and measures integrated into the design to minimize regulated CO2 emissions in line with the London Plan Energy Planning Guidance requirements. The Energy Strategy demonstrates how the overall energy consumption has been taken into consideration by reference to the Energy Hierarchy.

The Proposed Development has been designed to minimize energy consumption and associated carbon emissions. Including a Zero Carbon target for the residential units, of which a minimum 35% reduction in regulated carbon emissions (below Part L 2013) and the remainder achieved through the RBG cash in lieu contribution to the value of £60/tonne for 30 years.

The Energy Statement provides further details of the assessment methods, energy strategy and approach to heating/cooling. The following is a summary of the key sustainability features and energy efficiency measures which have been incorporated into the design of the proposed development:

- Design of internal layout to ensure good daylighting factors;
- Potential for solar control glazing on south, west and east elevations to reduce solar gains;
- Provision of natural ventilation through openable windows and trickle vents to reduce cooling demand;
- Exploit the benefits of the building and thermal mass properties;
- Reduce heat loss through specifying u-values beyond those within building regulations;
- High efficiency (LED) lighting installed with occupant control, timer switches, day light sensors and presence detection as appropriate for the spaces' function;
- Use of high efficient cooling with variable speed controllers on fans and pumps in the retail areas;
- Communal high efficiency boilers with fully insulated pipes, tanks and ducts for the residential units; and,
- Provision of sub metering across the proposed development covering at least 95% of all gas and electricity use.
- Site Wide Combined Heat and Power (CHP) system. In total carbon emissions will be 42% below the TER and will achieve London Plan targets by a margin of 7%. Further Low and Zero Carbon technologies assessment did not identify any additional energy sources which would be reasonable to install as part of the proposed development, and an off-setting payment will be made to achieve zero carbon targets.

Overheating assessment

The proposed development was modeled for the risk of overheating due to solar gains. The results of which show that the proposed development's

passive design features results in the building's area weighted average building cooling demand to be lower than the 'notional' building; therefore in line with the requirements of the London Plan and GLA guidance.

Please also refer to the Energy Strategy document.

Sustainability

The aim of the sustainability appraisal is to provide details of how the proposed development has integrated sustainable design and construction principles and to demonstrate how the requirements of national, regional and local policies will be addressed.

The Following sustainability objectives have been established:

- To address the causes of climate change and reduce the local and global impact on the environment by reducing emissions of greenhouse gases, in particular carbon dioxide. To promote the design, construction and operation of energy efficient buildings, whilst reducing reliance on non-renewable sources of energy.
- To reduce road congestion and transport related pollution levels by enabling walking, cycling and the use of good public transport networks.
- To minimize impacts upon water resources by conserving water resources through the use of water efficient components and water recycling systems, and to reduce flood risk through the management of surface water run-off.
- To reduce social and environmental impacts from consumption of resources by using sustainability produced and local products.
- To minimize waste generation during the construction and operation of a development and to divert waste from landfill by adopting the Waste Hierarchy approach and promoting waste reduction and recycling.
- To conserve and enhance the biodiversity of the region by conserving and enhancing areas valued for their diversity of wildlife, habitats, and landscape value.
- To reduce inequalities in the health of the population by improving air quality, and preventing noise, light and ground water pollution.
- To consider the wellbeing of building occupants, site users and neighboring site users within and around the built environment.
- To create and sustain vibrant communities, addressing a deficiency in the provision of services to the local community and recognizing the needs of

everyone.

The sustainability appraisal has been directed by a range of 'drivers' including planning and legislation, industry best practice, corporate commitments made by the Applicant, as well as financial drivers.

The RBG are committed to sustainable development whilst having regard to the future of London as a whole. As a result, the planning policies and development standards set for this area emphasize the importance of sustainable development, focusing on economic, social and environmental goals - in ways that develop and maintain a good quality of life for both present and future generations.

It is important that the proposed development contributes to local sustainability aims, as well as meeting national and regional objectives for sustainable development.

The sustainability appraisal demonstrates that the proposed development would meet a number of key policy objectives, and considers a broad range of sustainability aspects relating to: energy, transport, materials, sustainable waste management water resources, biodiversity, pollution, climate change adaptation, land use and socio economics.

In summary, sustainability has informed the design process by identifying opportunities and constraints for sustainable development, and the proposed development is therefore considered to respond to both local and regional planning policy requirements.

Please refer to the Sustainability Statement

Main Plant

- A Main electrical substation (1 per plot) shall provide an LV electrical supply to main LV switchboards provided to all buildings.
- An Energy centre located in Plot B serving both Plots A&B shall be provided including a lead CHP and top-up/standby Boilers providing LTHW (low temperature hot water) to pre-heating substations provided to all buildings.
- Domestic cold water storage and associated booster pump sets shall be provided to all buildings.
- Any sprinkler supplies (buildings >30m high) would be served from the domestic water services system therefore not requiring additional storage tanks and pump sets.
- A Wet riser shall be provided to Tower 3 only, including associated storage tank (67.5m³) and pumps.
- Comms room provision has been allowed for all buildings.
- Corridor smoke extract fans shall be located at roof level on all buildings.
- Standby power generators (serving firefighting lifts, smoke extract fans, emergency lighting and wet riser plant (Tower 3 only)) shall be located at roof level on all buildings.

Apartment Services

- Heating/hot water – Delivered via a HIU located in the utility cupboard, served from the energy centre
- Foul drainage – Gravity drainage system, verticality of apartments must be considered to eliminate offsets
- Electrical consumer unit provided to each apartment, located within the utility cupboard

Apartment Metering

- Gas – HIU's include all necessary metering to bill the end user for their proportion of gas consumption from the energy centre based on their heating/hot water usage
- Water – Individual authority meters are located centrally within the mechanical services riser at each level as per water authority guidance
- Electricity – Individual UKPN meter boards are be located centrally within

the electrical services riser at each level as per UKPN guidance

Apartment Ventilation

Mechanical Extract Ventilation unit with window trickle vents are provided to all habitable rooms of each dwelling,. Where required for acoustic purposes MVHR (Mechanical ventilation heat recovery) units are being provided.

Car Park Ventilation

PlotA: Fresh air shall be drawn in via the main car entrance ramp. Shunt fans fixed to the soffit shall be utilized to distribute air through the car park. Twin extract fans located in far corner shall then extract air (general & smoke) into an exhaust shaft which distributes and expels at H/L above the commercial units.

PlotB: Naturally ventilated via main entrance car entrance ramp and louvres located at the opposing end of the car park

