PART II
DESIGN RESPONSES TO CONSULTATION

2.0 Masterplan Layout and Accessibility

2.1 Carpark and service level (00)
2.2 Public realm, podium gardens and pedestrian circulation
2.3 Transfer level (03)

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.1 Carpark and service level (00)

A separate service yard has been formed with a gentle ramp down for service vehicles to a yard level of 13.050 AOD. The result has been a separation of residential car parking and service vehicles that has enabled a simplification of the western residential carpark and an important reduction in headroom to accommodate the reduction in level of the Civic Square above.

The number of residential carparking spaces has also been reduced within the western car park to 150 (and the overall number of residential car parking spaces has been reduced from 310 to 229, all of which will be electric vehicle charging ready.

As a consequence of the area of the Western car park has also been significantly reduced.

The formation of a separate service yard also significantly reduces the extent of service vehicle access west along Railway Approach, and completely removes any overlap between residents' and service vehicles within the undercroft parking areas.

The result is a gradual reduction in vehicle traffic from east to west resulting in an entirely pedestrian, vehicle free space adjoining below station access.

The resulting additional de-enginering of the walkway environment is detailed within the Landscape Strategy Report.

GA Plan - Level 01

79 RESIDENTIAL SPACES

SERVICE LIFT

GA Plan - Level 00

WESTERN SERVICE YARD

150 RESIDENTIAL SPACES

ATRIUM

LOBBY

420 car spaces

SERVICE LIFT

SERVICE LIFT

HAND CAR WASH

20 x 12m plant room below road

LIMIT OF SERVICE VEHICLE ACCESS

VEHICLE FREE

LIMIT OF RESIDENTIAL VEHICLE ACCESS

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.2 Public realm, podium gardens and pedestrian circulation

As noted above amendments to proposals may have resulted from consideration and resolution of a number of factors however the most significant variations to the scheme are those that have influenced and refined the overall Masterplan and layout of the proposals.

The main areas of change are those that have resulted in a series of enhancements to the ease and level of pedestrian permeability and general accessibility together with the character and quality of the public and shared amenity spaces within the scheme as described within the Landscape Strategy Report.

a. Lowering the Civic Square and improved station connection

b. Definition of Civic Square

c. New 'super-lobby' to the High Road frontage

d. Additional staircase connection to Railway Approach

e. Block B podium garden level lobbies

f. Increased size of Podium Garden

g. Podium Garden spatial sequence

h. Station Gateline Design

Landscape Masterplan

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.2 Public realm, podium gardens and pedestrian circulation

a. Civic Square and station connection

Perhaps one of the most subtle but significant changes that has been made is the lowering of the main Civic Square by 1.4m from 19.250 AOD to 17.850 AOD. The method by which this has been achieved is described in the following section however, by lowering the Square and introducing a gentle ramp from the existing High Road pavement level down to the Square, the level change between Railway Approach and the Civic Square is also reduced to 3.5m.

This change has made it possible to remove the original lift and introduce an elegant series of cascading steps and ramps that form a dynamic, integrated pedestrian friendly transition between the new station gateline and High Road on this important new north-south pedestrian thoroughfare.

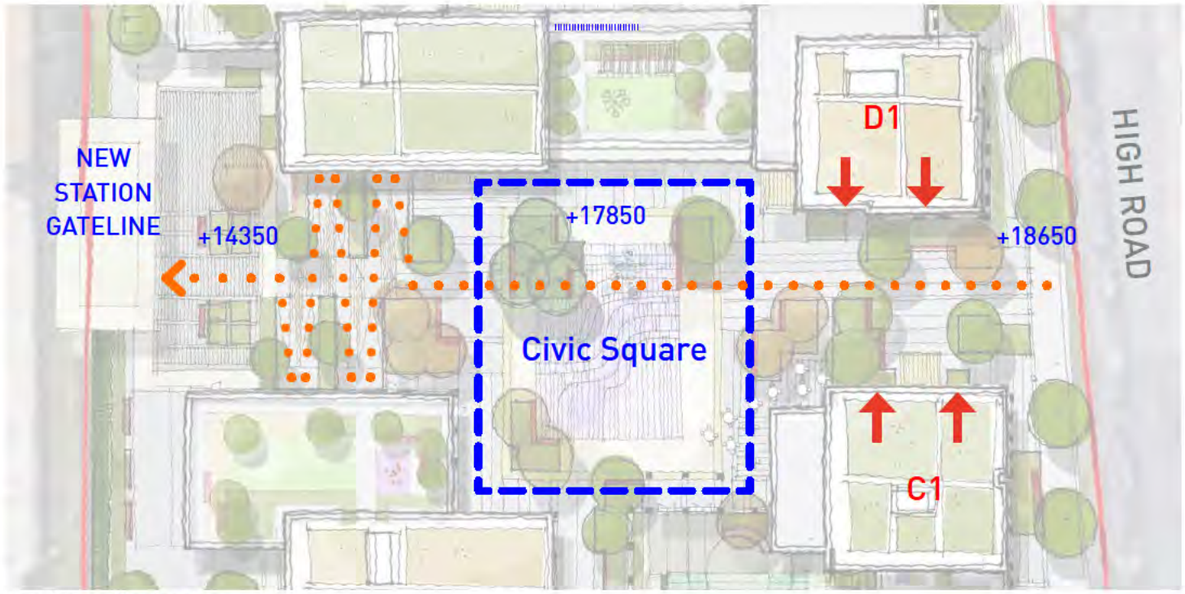
Step free access

b. Definition of Civic Square

The Landmark tower, Building D1 has also been remodelled as described in the following section 4.3. However the footprint of the building has also been adjusted in order to reduce the width of the opening onto the Civic Square from High Road. The result creates both a greater sense of entrance to the new civic space whilst better defining the northern enclosure to the square itself.

Civic Square

Station access from Civic Square



Landscape Masterplan

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.2 Public realm, podium gardens and pedestrian circulation

c. New 'Super-Lobby' to High Road frontage

As part of the review of overall pedestrian accessibility and in particular how that accessibility is maintained while the scheme is under constructi,on the decision was made to introduce a new 'Super Lobby' between Blocks A and B on the High Road elevation.

The new lobby, which contains the same pedestrian lift and stair arrangement as the original 'Super Lobby' that is accessed from the Civic Space, will enable additional direct access to the High Road for residents during the early stages of the construction of Phase 1 when Building A is likely to be occupied before the original Super Lobby within Block B is completed.

The new lobby provides one further street level front door, further articulating the High Road frontage. Together the two Super Lobbies will provide an additional level of accessibility between the public realm and the podium gardens. Residents will therefore have the option of using the street level entrance lobby to their own residential building or either of the two Super Lobbies.

New Super-Lobby to High Road frontage

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.2 Public realm, podium gardens and pedestrian circulation

d. New connection to Railway Approach

A further stair connection has been added that mirrors the additional High Road frontage Super Lobby, making a direct connection between Railway Approach and the podium garden between Blocks A and B.

Most importantly the new stair also facilitates the means of escape connection from the Building B3 the only one of the residential towers that previously did not have a direct connection to ground level.

Building B3

Building A4

New stair connection between railway approach and AB podium garden

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.2 Public realm, podium gardens and pedestrian circulation

e. Redefined Block B podium garden level lobbies

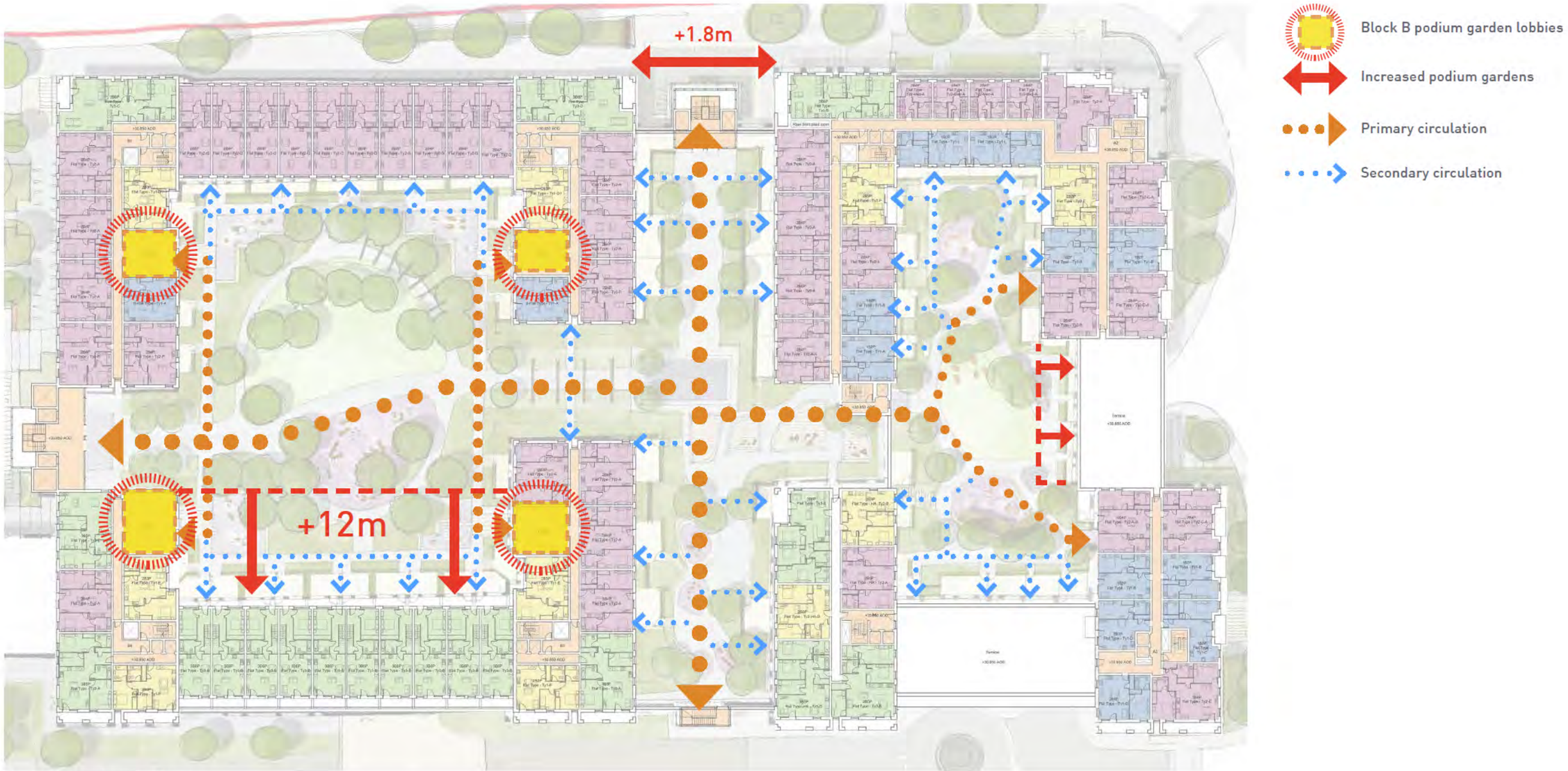
The Interface between block B and the podium level gardens has also been enhanced. The re-planning of these blocks has enabled the removal the bin stores(see 2.2) and the creation of four, larger and more clearly defined podium garden level entrance lobbies to each of the four towers.

f. Increased size of Podium Gardens

In addition to the significant increase in the main Block B Podium Garden that was introduced in advance of Design Review 03 (see Part I section 4 above) in the space between Blocks A and B has been widened and the blockade podium garden has also been increased in size (refer section 3.1).

g. Podium Garden spatial sequence

The detailed design of the newly enlarged podium garden spaces is described within the Landscape Strategy Report. In broad terms however the reorganisation the built-in closure to the spaces at the introduction of new pedestrian connections to improve accessibility has maintained the principle of the series of connected spaces with staggered links between them. The result is an arrangement that will draw pedestrian movement between spaces, enabling each space to adopt a unique character and identity.



Block A & B podium gardens

2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.2 Public realm, podium gardens and pedestrian circulation

h. New station gateline

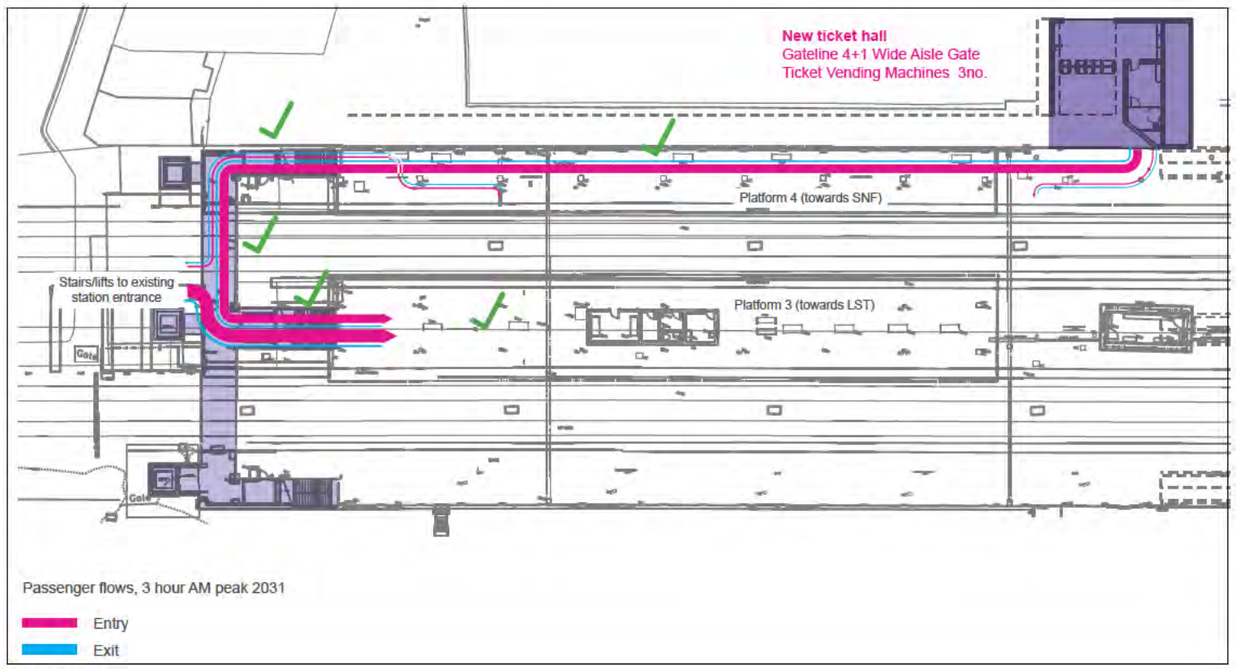
The design of the new station gate line has taken significant steps forward during the post application period. Following consultation with TfL and the station stakeholders, a pre-application consultation package was submitted by Landolt and Brown for the prefered option, Option B.

Option 1B involves the construction of a new point of access on the northern railway boundary, on the north-south axis of the new pedestrian route through the proposed Civic Square. The new entrance will include ticketing and a new gate line that will enable passengers to access the station via the eastbound platform (4) and then to use the existing vertical circulation to access the other platforms.

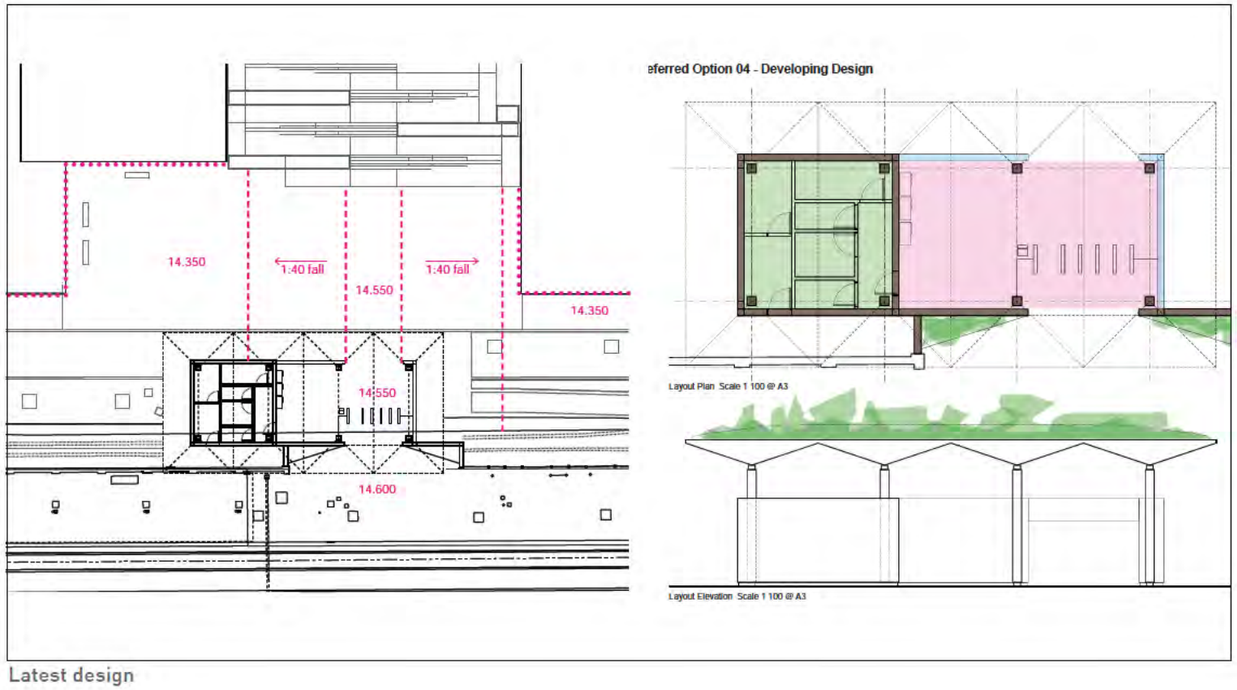
Analysis of the existing station configuration has demonstrated that when combined with the new ticket hall there will be no need for a new over-bridge or additional stairs.

Following pre-application consultation feedback further design development has taken place and the evolving design proposals that build upon the principles set out in Option B are indicated opposite.

Space for the new station gateline is safeguarded within the amended proposals.



Option 1B



Latest design

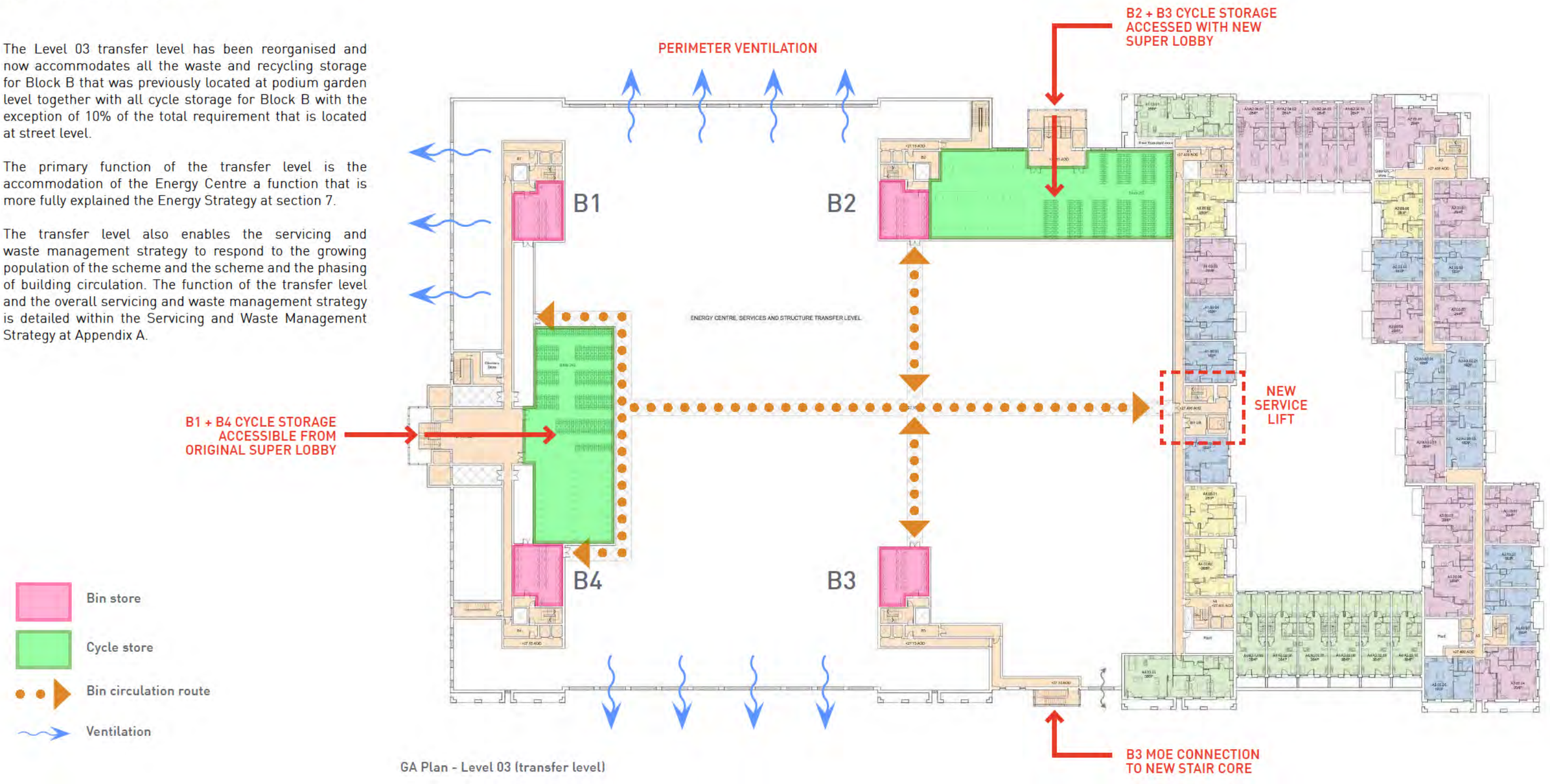
2.0 MASTERPLAN LAYOUT & ACCESSIBILITY

2.3 Transfer level (03)

The Level 03 transfer level has been reorganised and now accommodates all the waste and recycling storage for Block B that was previously located at podium garden level together with all cycle storage for Block B with the exception of 10% of the total requirement that is located at street level.

The primary function of the transfer level is the accommodation of the Energy Centre a function that is more fully explained the Energy Strategy at section 7.

The transfer level also enables the servicing and waste management strategy to respond to the growing population of the scheme and the scheme and the phasing of building circulation. The function of the transfer level and the overall servicing and waste management strategy is detailed within the Servicing and Waste Management Strategy at Appendix A.



GA Plan - Level 03 (transfer level)

PART II
DESIGN RESPONSES TO CONSULTATION

3.0 Environmental Enhancements

3.1 Massing and layout responses to sunlight
3.2 Daylight

3.0

3.1 Massing and Layout Responses to Sunlight

It was clear from the sunlight analysis that was undertaken by Point 2 Surveyors and the subsequent response from the BRE that measures were required to improve the access to sunlight within certain areas of amenity landscape within the application proposals.

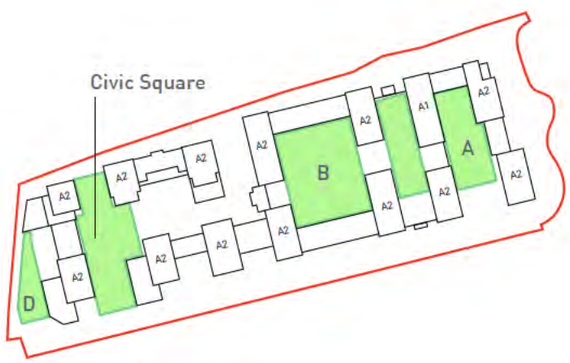
The first step in this process was to identify those areas that formed primary and secondary amenity spaces as distinct to the transitional spaces forming connections between them. The result was a clear hierarchy of amenity provision and a clearer definition of which spaces were to be prioritised in terms of achieving the target of at least 50% of the garden or open space receiving sunlight for two hours a day on 21 March, the winter solstice, in accordance with BRE guidelines.

In direct response to the sunlight analysis a number of massing options were tested resulting in the following main adjustments:

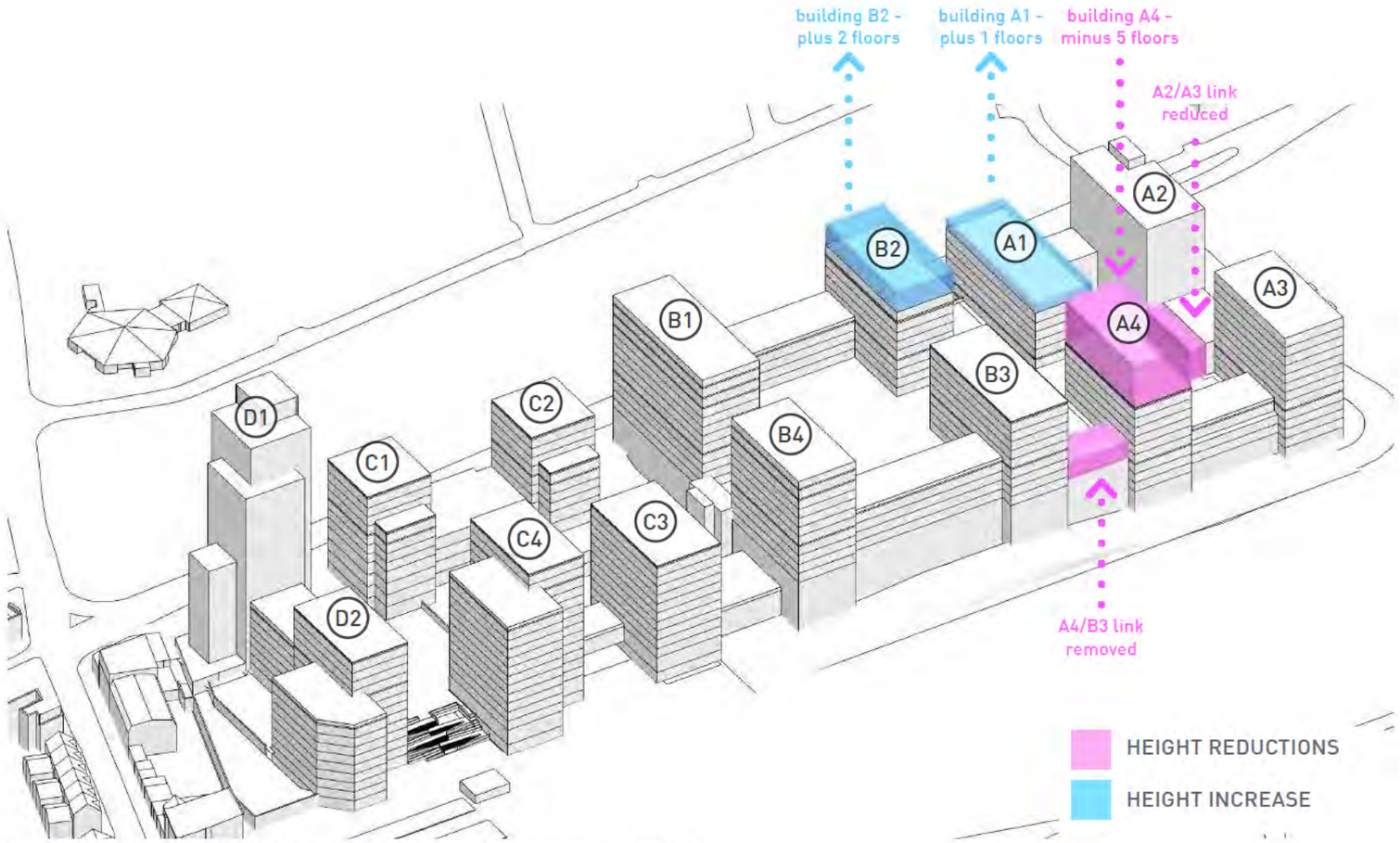
- Building A4 – minus 5 floors
- Building A1 – plus 1 floor
- Building B1 - plus 2 floors
- A4/B3 link removed
- A2/A3 link reduced to increase podium garden area

As a consequence the extent of the three primary podium gardens within Blocks A and B and D that receive 2 hours of sunlight on 21 March is 52.4%, 71.6% and 88% respectively, all now comfortably exceeding the BRE minimum.

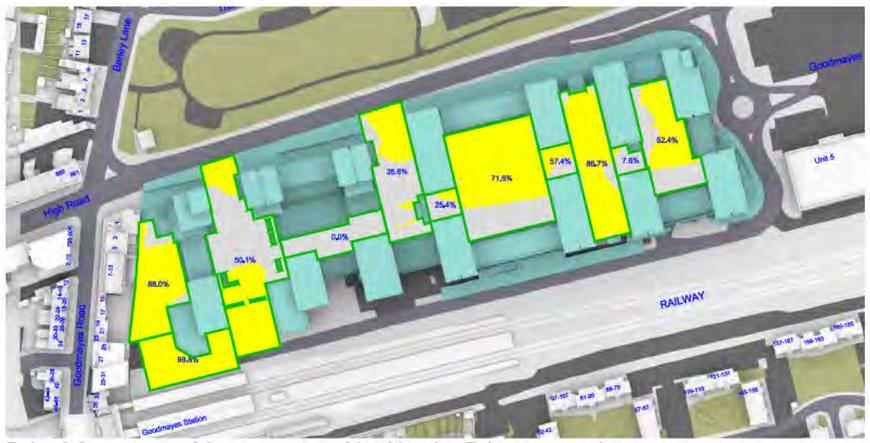
It should be noted that all roof level amenity spaces achieve 60-90% under the same test criteria, and that the Civic Square also achieves the BRE recommended minimum standard.



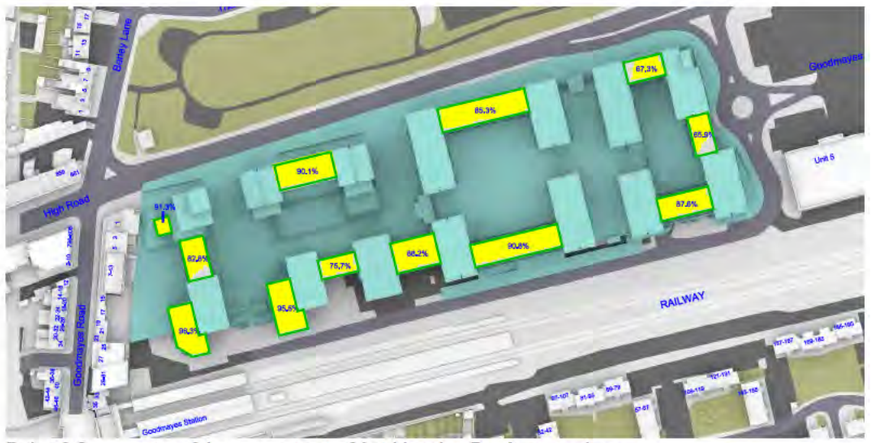
Primary amenity spaces



Massing model - height reductions and increases in response to sunlight



Point 2 Surveyors - 2 hour sun test, 21st March - Primary amenity spaces



Point 2 Surveyors - 2 hour sun test , 21st March - Rooftop gardens

3.0 ENVIRONMENTAL ENHANCEMENTS

3.2 Daylight

The daylight analysis of the amended proposals prepared by Point 2 Surveyors notes that 88% of rooms tested now meet Average Daylight Factor (ADF) targets. Those rooms that do not are often as a consequence of providing external amenity space in the form of projecting private balconies, that themselves will receive sufficient daylight.

The overall improvement in daylight has been enabled by three main areas of change in layout, massing and facade design.

Building form

While many of the changes outlined in 3.1, or above will also have a positive impact in daylight terms there were two changes in massing that were in whole or part of a response to improving daylight access.

- The space between Blocks A and B has been increased by 1.8 from 18.8m to 20.6m improving access to daylight within amenity space and residential accommodation on the lower floors adjoining the space.
- The B1/B2 link has been reduced in height by two floors and while this was primarily a response to the appearance of the building from High Road it will none-the-less improve the level of daylight received within the Block B podium garden.

Internal corner units

The GLA highlighted that a number of internal corner units, particularly within Buildings C4 and D2, were identified where living rooms did not achieve the minimum 1.5% ADF.

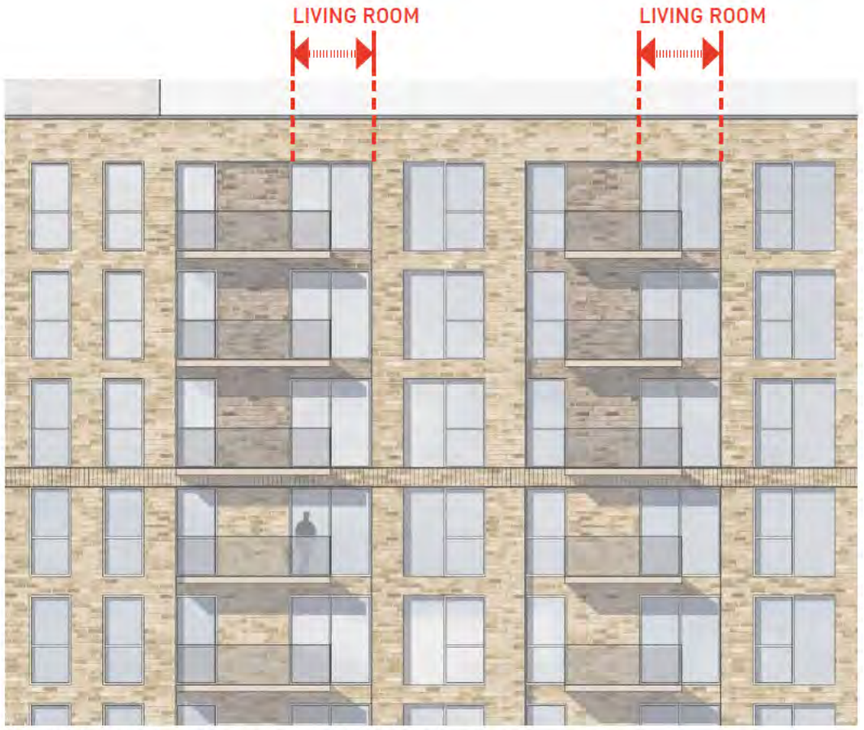
These apartments have now been redesigned to ensure that windows are not obscured by the facade of the building and consequently the living rooms and bedrooms within them now achieve an ADF of 1.5% and 1% respectively.

Living rooms and balconies

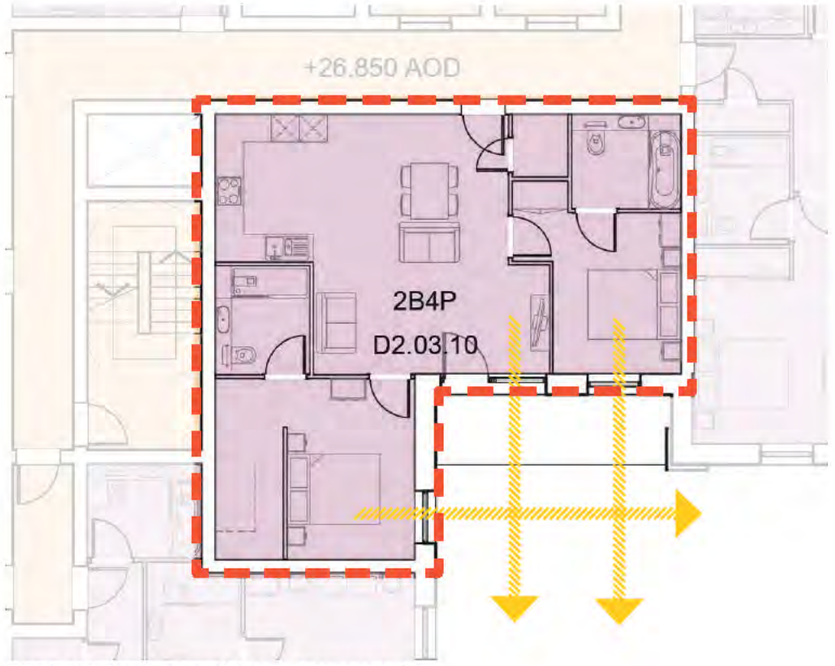
The BRE review of daylight and sunlight identified that apartments on the west facing elevations of buildings within Block A were not achieving the minimum ADF, particularly within living rooms. The primary reason for this was that the cantilevered balconies providing the required external private community space were restricting access to daylight within the spaces they served.

Alternative arrangements were explored resulting in the current proposal where balconies are offset to living room glazing to all Block A and B elevations with the exception of east facing A2 and A3 facades. The result is that average daylight factors now generally exceed the BRE recommended minimum.

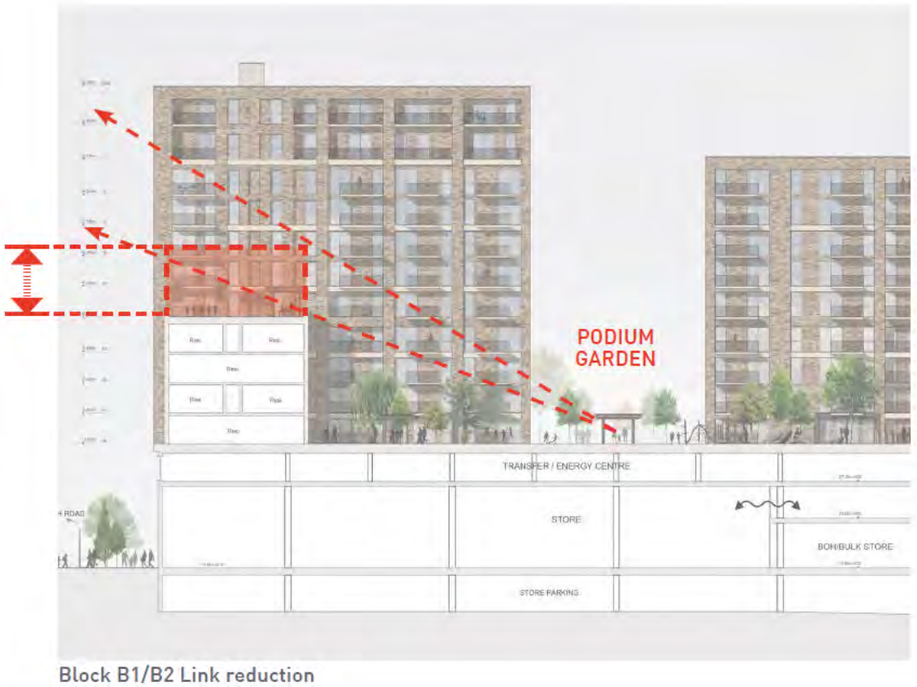
Podium garden between Block A & Block B



Block A2 west elevation - example of offset balconies



Block C & D redesigned internal corner unit



Block B1/B2 Link reduction

PART II
DESIGN RESPONSES TO CONSULTATION

4.0 Architectural Design and Character

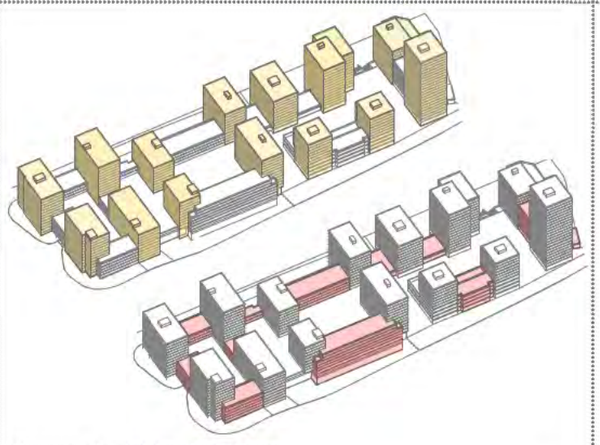
4.0 ARCHITECTURAL DESIGN & CHARACTER

4.1 Compositional Principles

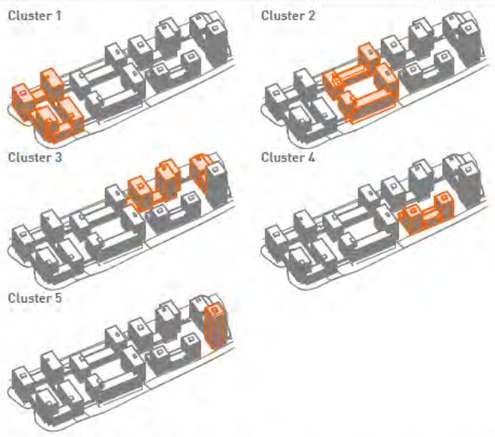
The general architectural design principles outlined within Section 4.0 Architectural Design of Part II of the original DAS continue to underpin the updated proposals and as noted, the original DAS should be read in conjunction with this document

The main changes in overall layout and massing identified above together with the numerous internal layout improvements made in response to refining tenure mix and distribution and the general efficiency and buildability of the scheme, have all been brought forward within the established architectural design framework.

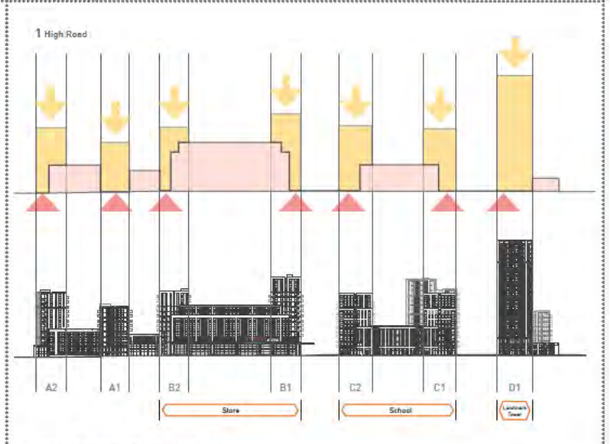
There has however, been a number of more material changes to parts of the scheme which again work within the broad framework of architectural design principles established in the application proposals, and these are summarised within the following sections.



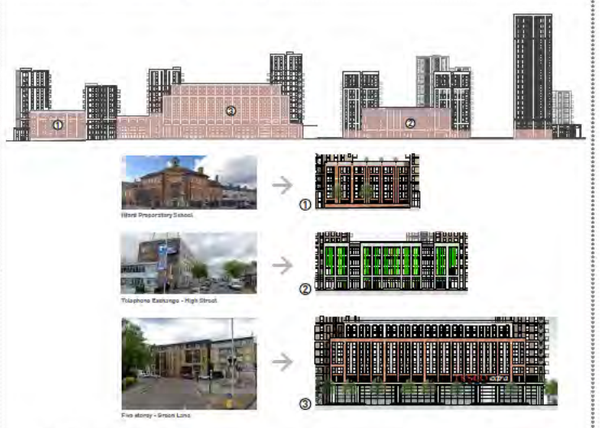
Towers & Linking buildings



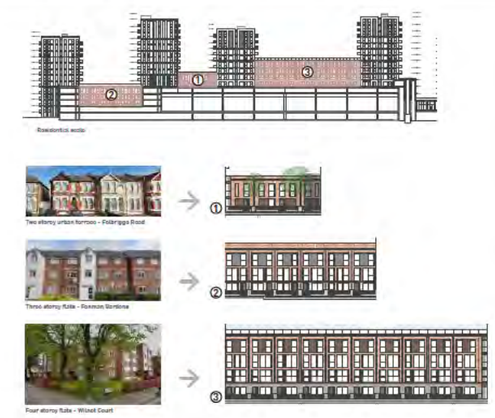
Clusters within the masterplan



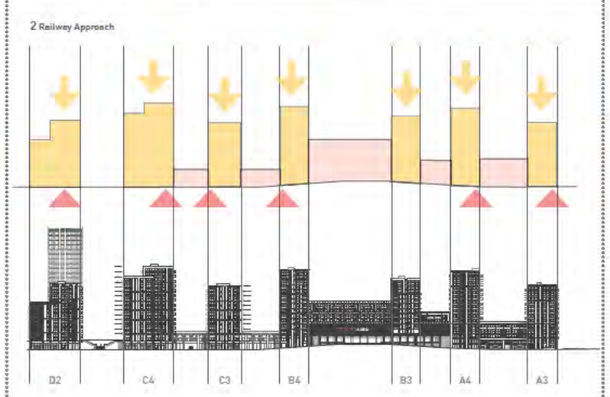
New streetscapes



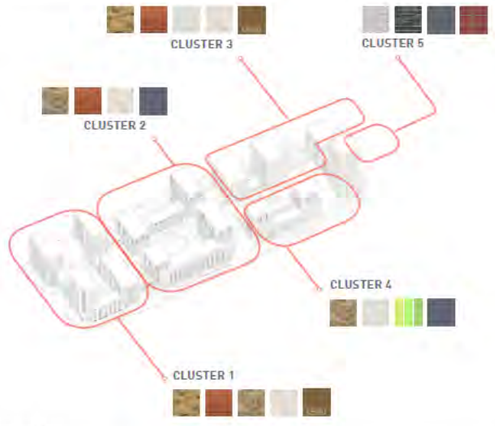
High Street scale



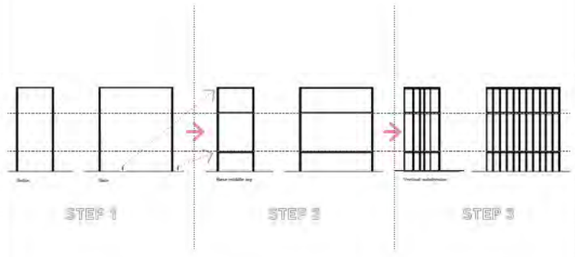
Residential scale



New streetscapes



Materiality



Tower elevation composition

Elevation composition - Applying the rules

Summary of Architectural Compositional Principals
DAS Part II Section 4.0

4.0 ARCHITECTURAL DESIGN & CHARACTER

4.2 Towers and Linking Buildings

The principle of the two main building typologies, towers and linking buildings was established within the application proposals and described within the Architectural Design section of the original DAS.

The DAS describes how the taller towers are connected by lower linking buildings that at street level are of a scale that is reflective of the High Street public buildings within the Goodmayes Local Centre. It also notes that at podium level the linking buildings adopt a domestic scale that more closely reflects the familiar character and scale of traditional housing within the streets surrounding the site.

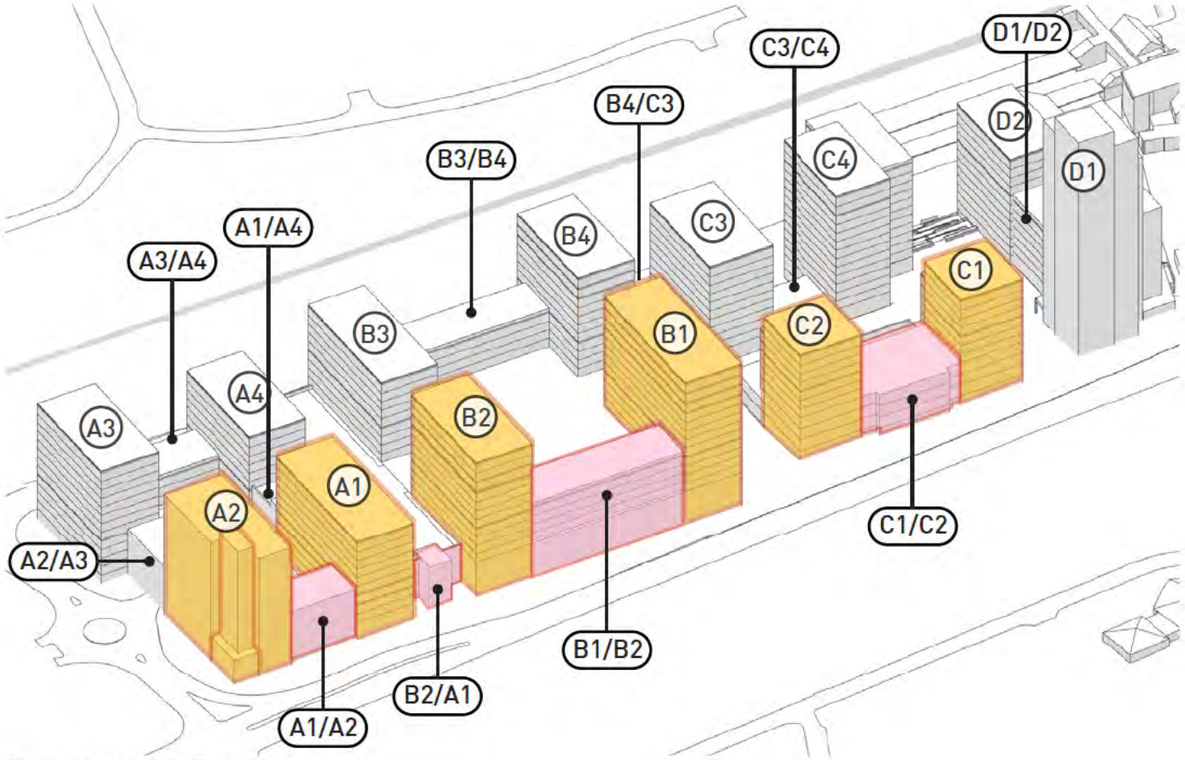
Both street and podium level linking buildings prodiminantly use red brick and detailing that is reflective of the dominant use of materials in the wider Goodmayes setting.

Within the Amended Scheme the rules established for these two building typologies have been extended as follows:

- North facing gables to Buildings A1, B1, and B2 have been brought forward.
- Linking buildings A1-A2, B1-B2 and B2-A1 therefore span between full tower gable elevations
- The northern elevation school now appears to be set between buildings C1 and C2 with no overlap, allowing both towers to fully, visually connect to the ground.
- A new linking building is introduced between buildings B2 and A1 that includes the new High Road frontage super lobby.

In addition the following have been incorporated:

- The A2 northern gable of the north-western corner which itself forms an important focal point on the view West along High street road has been remodelled. The vertical circulation core on the corner is more fully engaged with the residential accommodation and at street level internal level differences have been resolved by a combination of steps and ramps that form a sculptural, accessible transition between street and entrance levels.
- The new A3/B4 Super lobby has been introduced as noted, set within a red brick façade that continues the linking building typology outlined above. This treatment is mirrored in the addition of the A4/B3 circulation core on the Railway Approach elevation.
- Linking buildings B1/B2 and B3/B4 now presents a common 4 storey height to the Block B podium garden elevations and adopt a common architectural language to both northern and southern elevations.



Towers and Linking Buildings


A1 - A2

B1 - B2


C1 - C2

A1 - B2

4.0 ARCHITECTURAL DESIGN & CHARACTER

4.3 Cluster 2 - Block B and The Store

With the exception of Building D1, buildings within Cluster 2 have seen the most significant refinements in façade design. These amendments have been included to both simplify the original facade composition while increasing the distinctiveness and a local identity of the Block B buildings within the overall masterplan.

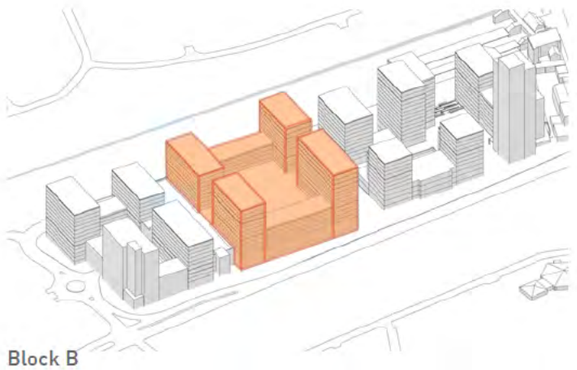
The main changes to the Cluster 2 architectural design are:

- The Store now forms a more distinct, legible plinth to the Block B with buildings. Reconstituted stone is used to define the plinth on the Civic Square and High Road frontages.
- Buildings B1, B2 and B4 now have fully inset top floors, for all levels above the top floor of Building B3. The inset is 1.5 deep and is articulated by continuous horizontal balconies that extend the south facing gable treatment to Clusters 1 and 2 around all four elevations.
- The Cluster 2 material detail has been simplified and the horizontal stone bands now occur on every second floor

Block A and Block B High Road Elevation


B1/B4 tower - recessed top floors

The result uses the same facade grid, fenistration module and materials combination but creates a more elegant and distinctive character within to the Cluster 2 buildings that results in greater definition between Clusters 1 and 2 and greater local identity for the taller towers at the centre of the scheme, demarcated by the distinctive setback top floor treatments.


Block B


Block B West Elevation


Block B elevational detail - offset balconies

4.0 ARCHITECTURAL DESIGN & CHARACTER

4.4 Building D1

The D1 tower performs a unique function both as a landmark in the wider townscape, improving the legibility of the station and the Local Centre and marking the new pedestrian connection from High Road to the new station gateline. The tower also makes the transition between the existing Local Centre and the new Civic Square which will form a future focal point for community activities in Goodmayes.

The revised plan arrangement for D1 has been introduced to close down the space between Building D1 and C1 and more clearly mark the transition from High Road to the Civic Square. the space between C1 and D1 becomes the threshold to the Civic Square unlike helping to define the enclosure to the square itself.

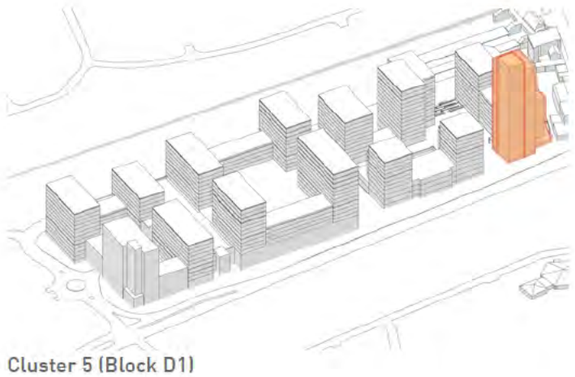
The revised approach to massing breaks the mould of the more regular form of blocks within the balance of the scheme reflecting this building's unique landmark function. The building also steps down in scale towards the Local Centre, the staggered heights of intersecting blocks forming a more comfortable transition from the scale of the new proposals to that of the existing high-street.

The building is 22 storeys comprising a ground floor commercial level together with 21 storeys of residential accommodation within the tallest part of the building. However only the north eastern element of the building, that effectively turns the corner from High Road into the Civic Square, extends to the full 22 storey height. This provides a crown to the building and also extends the verticality and prominence of this important corner. The balance of the building steps down in a series of tiers.

Within the original application Building D1 was 23 storeys with an overall height of 91.000 AOD. The revised proposal is fractionally lower, extending to 90.975 AOD, with the next level of tiered roof at 86,550.

The elevation composition is based on a structural grid and fenestration rhythm that follows the principles of buildings in the other four clusters, however the overall massing, and stepped nature of the intersecting blocks coupled with the use of contrasting materials for each block establishes a strong vertical emphasis that again reinforces the important landmark function of the building, being part of the overall set of buildings within the proposals, but playing the compositional rules in a different way to establish local distinctness.

At the eastern extent of the site Building A2 echoes the stepping, intersecting forms of D1 and therefore, whilst at different scales these two buildings provide bookends to the scheme that includes a departure from the more typical form of new buildings, adding interest to the important focal corners of the proposals.



Cluster 5 (Block D1)

D1 typical floor plan

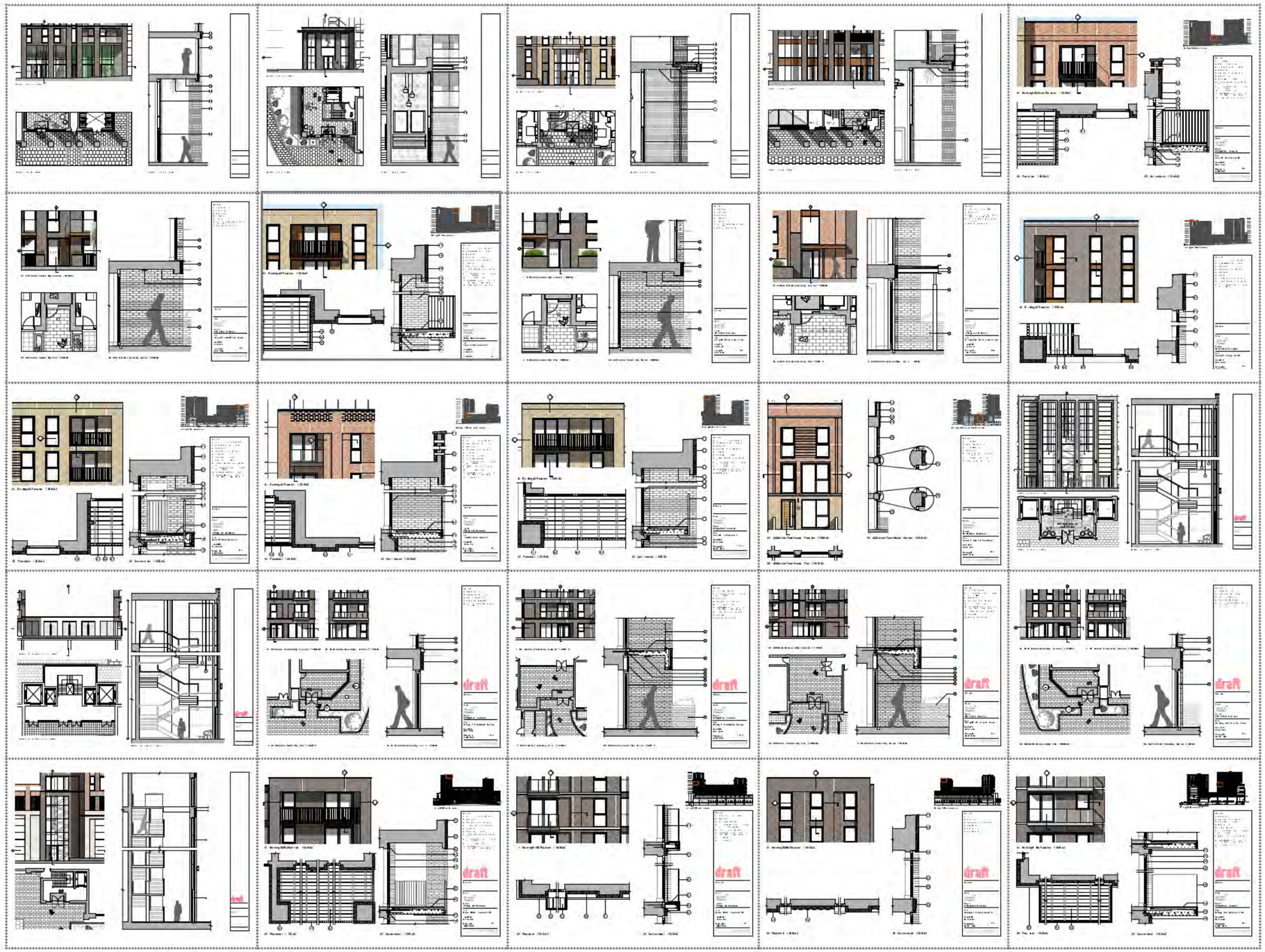
D1 north (High Road) elevation

4.0 ARCHITECTURAL DESIGN & CHARACTER

4.5 Façade and residential entrance details pack

The final Design Review 03 workshop focused upon architectural detail, language and materials. As noted the design team presented a preliminary pack of typical façade and residential entrance lobby details that had been requested by LBR in the post application period.

The pack was then extended to include 53 sheets of detailed drawings in response to the scope identified by LBR. This detail package of information will be submitted to support the amended proposals.



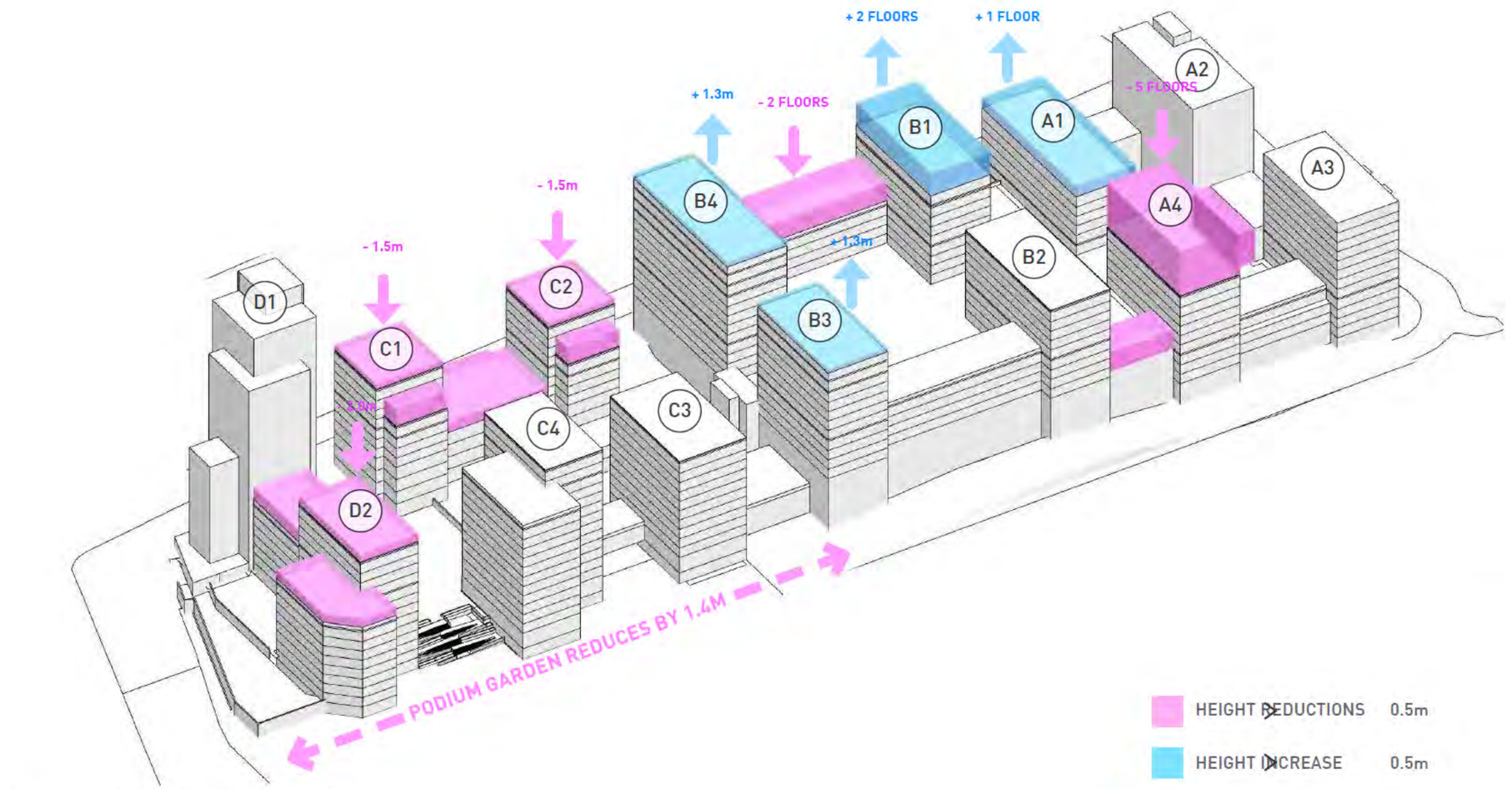
An extract from the preliminary facade and entrance details pack

4.0 ARCHITECTURAL DESIGN & CHARACTER

4.6 General design development

One aspect of the ongoing detailed design development has been the decision to increase the overall floor to floor height of the residential accommodation by 75mm from 2925mm to 3000mm.

In the context of the general changes in massing this has had no impact on overall building height in the western portion of the scheme where the reduction in level of the Civic Square more than absorbs any increase in building height. However, there have been marginal increases in building height in the eastern portion, within Clusters 1 and 2, albeit that the reductions in building height in response to daylight and sunlight studies more than offset any height increases.



Massing model - height reductions and increase

PART II
DESIGN RESPONSES TO CONSULTATION

5.0 The School

5.0 THE SCHOOL

5.1 Planning Application and Delivery Strategy

Delivery

Weston Homes are being asked to provide the 3FE Primary School within the second phase of the residential development . This will bring the new school on-line at a point when it is projected that the capacity that currently exists within the Primary School system will have been absorbed and new spaces will be required to serve both the this development and the wider Goodmayes community.

Discussions are ongoing, however at the time of writing LBR are asking Weston Homes to both fund and construct the school with only minor contributions offered by the DfE.

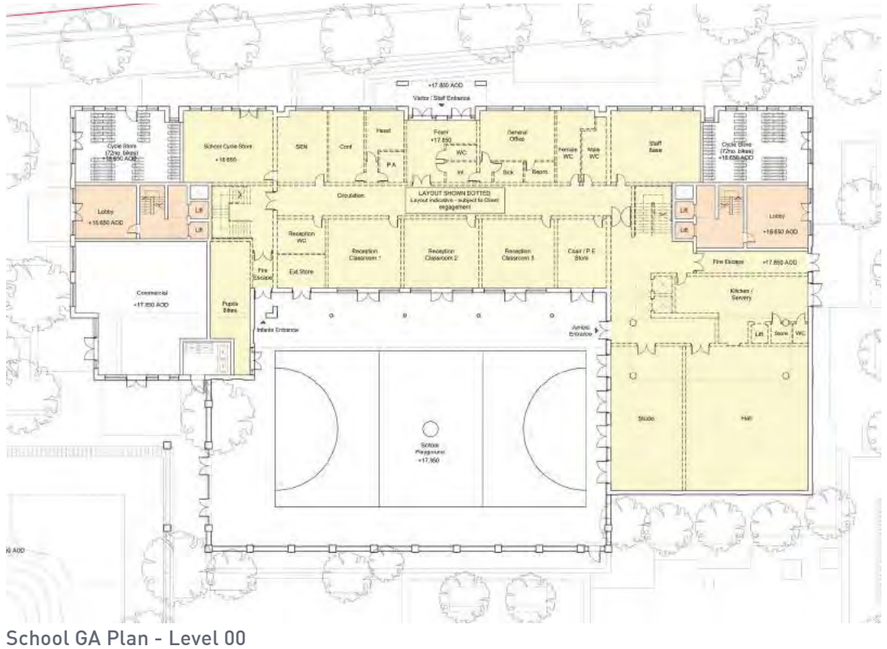
Planning application

In the light of the DfE's comments on the original application, it is important to reiterate the application and delivery strategy outlined within the original DAS. This states at Section 8.1 that:

'there is no specific end user on board at present and therefore the school is a generic proposal based on the recommended schedules of use, space provision and internal and external areas set out in BB103, the Education and Skills Funding Agency's (ESFA) benchmark for the design of Primary Schools.

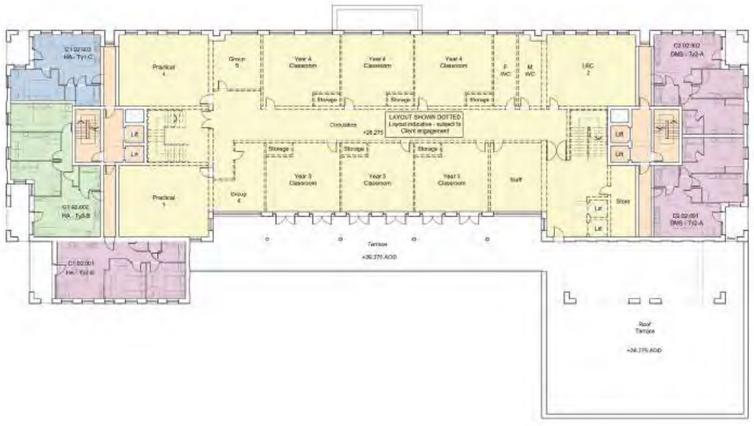
The design proposals were initially reviewed by the LBR Education Officers and the ESFA. Following that review the developed design was also reviewed by one of the Education Trusts that are active in the local area. The purpose of this review was to confirm that the generic design proposal was sufficiently flexible and suitable in principle to respond to an end user's specific operational requirements.'

The intention, agreed with LBR, is that the school proposal will to address all matters of the school design to the urban design, planning and contextual relationships within the planning application. This will then leave the internal configuration with sufficient flexibility to be developed at a later date, with an end user on board, closer to the time of the school's construction within Phase 2.



School GA Plan - Level 00

School GA Plan - Level 01



School GA Plan - Level 02

School GA Plan - Level 03

5.0 THE SCHOOL

5.2 External Space Provision

Multi use games area (MUGA)

In response to the DfE's comments the school playground has been enlarged and now accommodates a 'community level' netball facility. In accordance with Sport England's Netball recommendations this is suitable for schools and measures 18.25m x 34.5m including run-off areas.

This facility will be constructed in porous macadam and can be marked out for many sports including netball, football, tennis for example.

General level of provision

The DfE consultation response notes that if the MUGA was constructed in porous macadam and fully enclosed, then this area (629m²) could be added to the total provision under BB103 and also included as soft outdoor PE. This was a category of external space provision that was lacking in the original application.

As a consequence of the enlarged playground, the incorporation of a porous macadam MUGA and general external area design development outline within the Landscape Report, the external area provision is now:

a. Hard informal and social area	746
b. Hard outdoor PE	629
c. Soft informal and social area	119
d. Soft outdoor PE	838
e. Habitat	166

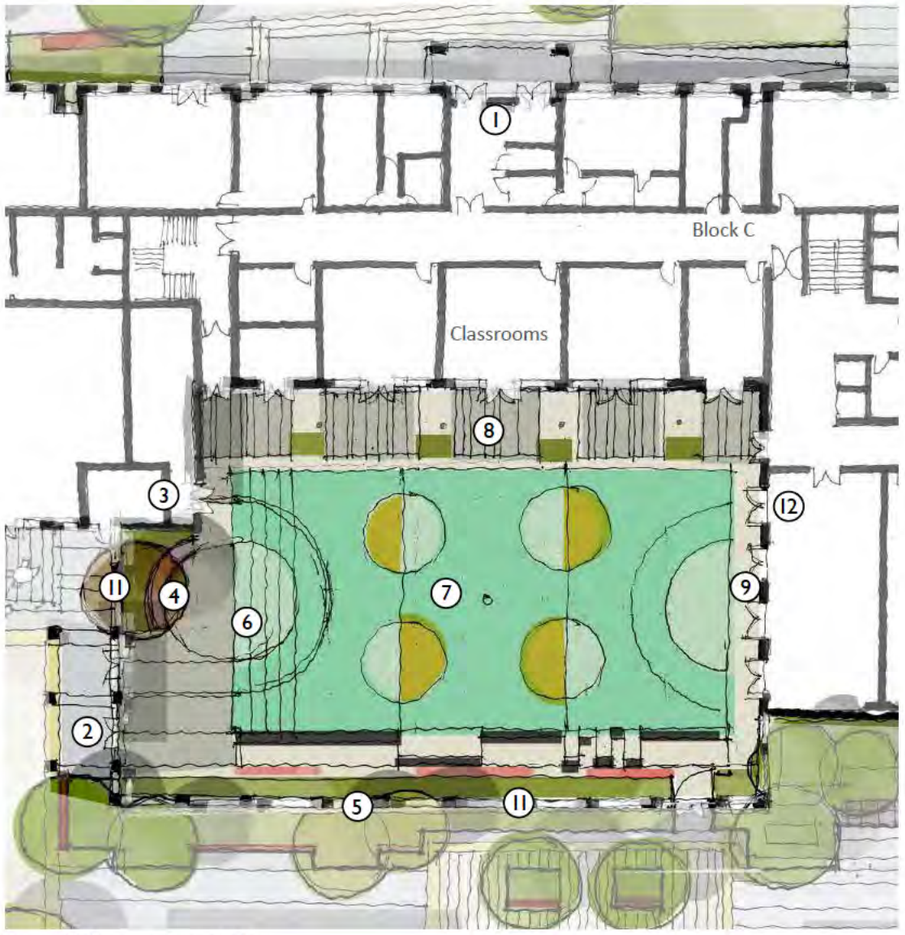
This generates a total external space provision of 2498m², an increase of over 500m² above the application proposals, equivalent to 3.97m²/pupil.

Many urban primary schools cannot meet equivalent space provision to the BB 103 recommendations which assumes far larger, standalone sites in less urban settings that may accommodate playing fields. Indeed BB 103 recognises this and states:

"On restricted sites, where space will be at a premium, a flexible approach to the site area and the management of the use of that area will be needed, and consideration should be given to providing the following, in priority order:

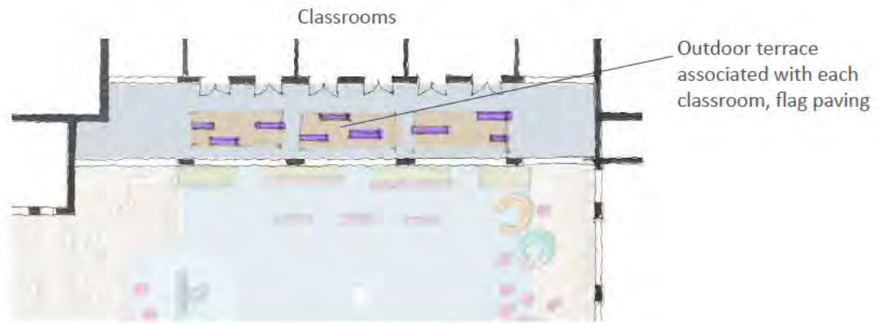
- firstly, space for hard informal and social area including outdoor play area immediately accessible from nursery and reception classrooms
- then some hard outdoor PE space to allow some PE or team games to be played without going off site, ideally in the form of a multi-use games area that can also be used as hard informal and social area;
- then soft informal and social area for wider range of outdoor educational opportunities and social space;
- finally some soft outdoor PE can be provided. If this is in the form of an all-weather pitch, it can count twice towards the recommended minimum."

However, with the addition of the MUGA as noted above the current proposals therefore meet the principles and priorities of external space objectives outlined within BB103 in a manner that the DAS notes is comparable to other recent exemplary urban Primary Schools the team used as case studies.



Ground Floor - external play

1. Formal front entrance colonade with steps and ramp entrance landscape
2. School main feature entrance gates via playground
3. Cycle parking
4. External seating
5. Long benches within playground
6. Goal and ball hoops
7. Multi-functional playground space
8. Reception classroom dedicated, fenced outdoor space under balcony space, with planters
9. Terrace infront of main hall and entrance
10. Planting within school fence
11. Tall architectural screen fence with punched metal and climbers designed as an elegant colonade
12. Door into school from playground



First Floor Terrace

Third Floor Deck

5.0 THE SCHOOL

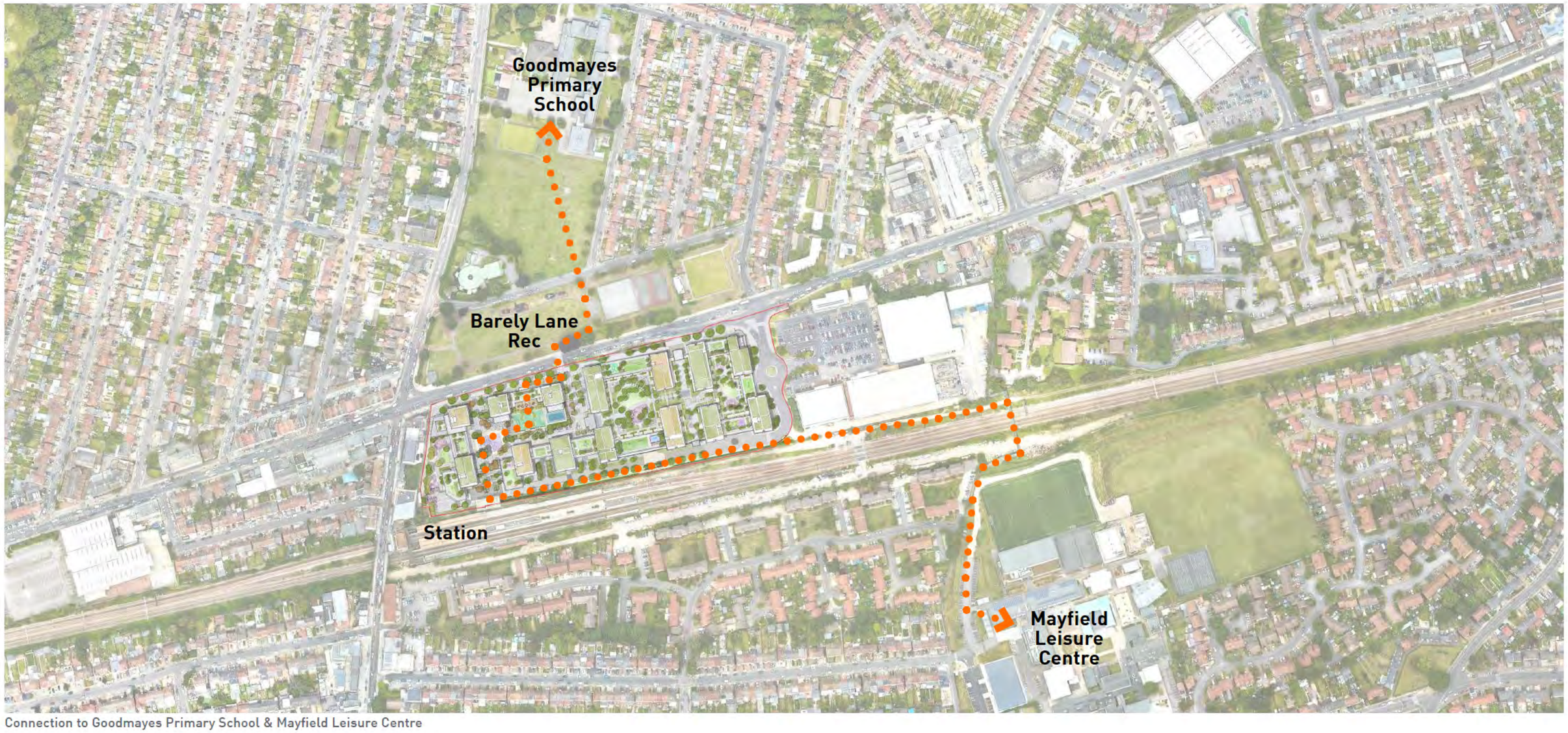
5.2 External Space Provision

Access to offsite provision.

The new school will have very good access to alternative, off-site facilities and whilst this may have been clearer in other sections of the original DAS and supporting material, it was not specifically expressed in the school section.

We therefore highlight the following:

- Direct access from within the site to the station from the school over traffic free, fully accessible pedestrian spaces
- A new pedestrian crossing across High Road giving direct access to the Barley Lane Recreation Ground opposite the site and potentially to the sports fields at Goodmayes Primary.
- Close proximity and, by the time the school is constructed, potentially enhanced direct pedestrian access via the existing footbridge, to Mayfield Leisure Centre and Pool (gym, 6 lane pool, sports hall, all weather pitch)



Connection to Goodmayes Primary School & Mayfield Leisure Centre

5.0 THE SCHOOL

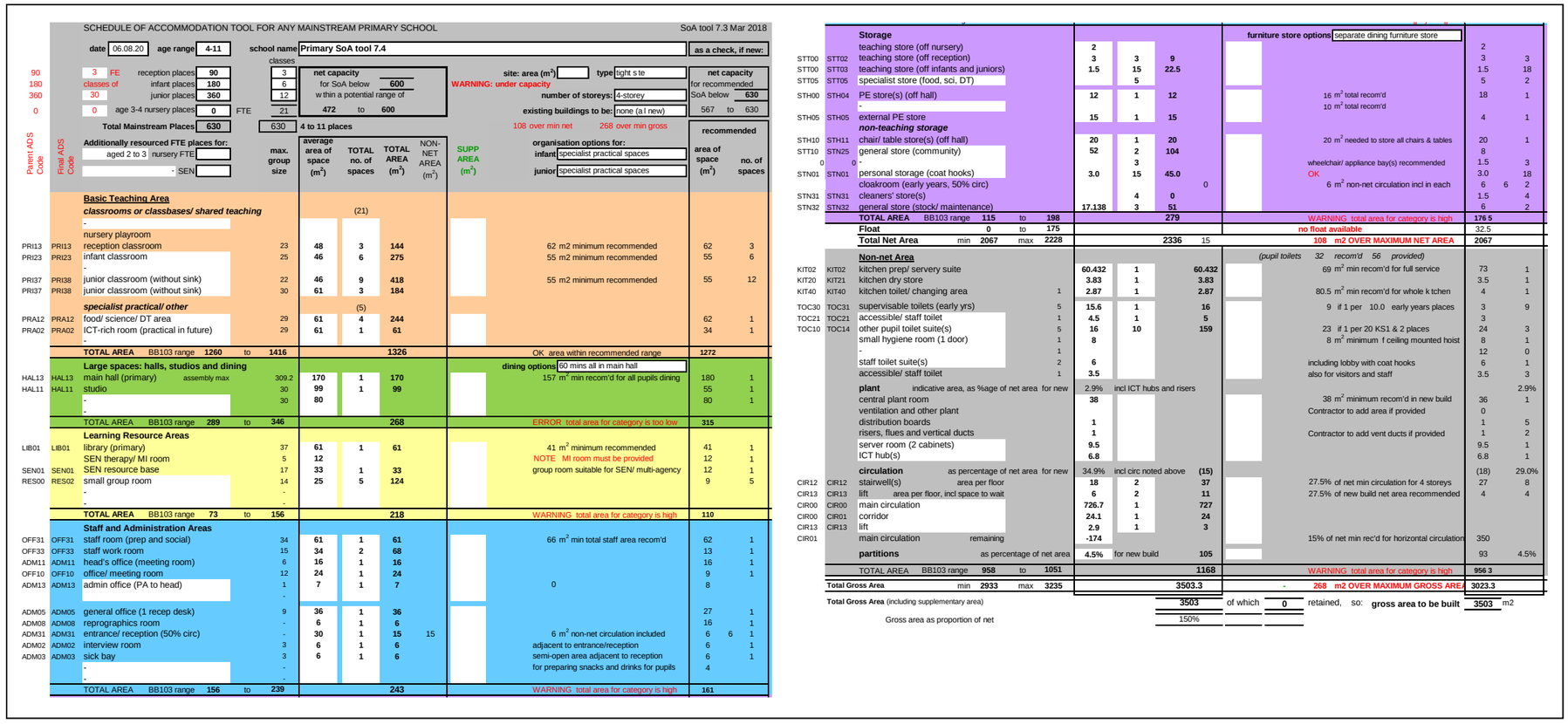
5.3 Internal Space Provision

In their consultation response the DfE highlighted the fact that the areas schedule included within the original DAS may have made reference to an out of date BB103 SoA Tool for Mainstream Primary Schools, the latest version being 7.4 (May 2019).

As noted above the internal layout for the school included within the application proposals is intended to be an indicative, generic solution to demonstrate that the space allowances within the application are sufficient to enable future and users to develop internal spatial arrangements to suit their particular needs.

However, the application schedule has been updated to reflect the Amended Scheme and the resulting areas are illustrated alongside the BB 103 targets within the schedule below.

- The over-provision of floor area against BB103 minimum standards is due to the inherent inefficiency of a multi storey school design on a constrained site, requiring additional lifts stairs and circulation spaces.
- The need to integrate with, and provide rigorous autonomy from, the residential buildings above.
- The desire to retain flexibility for the future end users to reconfigure the internal layout to suit their operational requirements.
- The over-provision in NIA has reduced from 36% to 15% within the Amended Scheme.



SCHEDULE OF ACCOMMODATION TOOL FOR ANY MAINSTREAM PRIMARY SCHOOL — SoA tool 7.3 Mar 2018

date 06.08.20 | age range 4-11 | school name Primary SoA tool 7.4 | as a check, if new:

Parent ADS Code	Final ADS Code		max. group size	average area of space (m²)	TOTAL no. of spaces	TOTAL AREA (m²)	NON-NET AREA (m²)	SUPP AREA (m²)		area of space (m²)	no. of spaces
		Basic Teaching Area									
		classrooms or classbases/ shared teaching			(21)						
PRI13	PRI13	reception classroom	23	48	3	144			62 m2 minimum recommended	62	3
PRI23	PRI23	infant classroom	25	46	6	275			55 m2 minimum recommended	55	6
PRI37	PRI38	junior classroom (without sink)	22	46	9	418			55 m2 minimum recommended	55	12
PRI37	PRI38	junior classroom (without sink)	30	61	3	184					
		specialist practical/ other			(5)						
PRA12	PRA12	food/ science/ DT area	29	61	4	244				62	1
PRA02	PRA02	ICT-rich room (practical in future)	29	61	1	61				34	1
		TOTAL AREA BB103 range 1260 to 1416				1326			OK area within recommended range	1272	
		Large spaces: halls, studios and dining							dining options 60 mins all in main hall		
HAL13	HAL13	main hall (primary) assembly max	309.2	170	1	170			157 m² min recom'd for all pupils dining	180	1
HAL11	HAL11	studio	30	99	1	99				55	1
			30	80						80	1
			-								
		TOTAL AREA BB103 range 289 to 346				268			ERROR total area for category is too low	315	
		Learning Resource Areas									
LIB01	LIB01	library (primary)	37	61	1	61			41 m² minimum recommended	41	1
		SEN therapy/ MI room	5	12					NOTE MI room must be provided	12	1
SEN01	SEN01	SEN resource base	17	33	1	33			group room suitable for SEN/ multi-agency	12	1
RES00	RES02	small group room	14	25	5	124				9	5
			-								
			-								
		TOTAL AREA BB103 range 73 to 156				218			WARNING total area for category is high	110	
		Staff and Administration Areas									
OFF31	OFF31	staff room (prep and social)	34	61	1	61			66 m² min total staff area recom'd	62	1
OFF33	OFF33	staff work room	15	34	2	68				13	1
ADM11	ADM11	head's office (meeting room)	6	16	1	16				16	1
OFF10	OFF10	office/ meeting room	12	24	1	24				9	1
ADM13	ADM13	admin office (PA to head)	1	7	1	7			0	8	
			-								
ADM05	ADM05	general office (1 recep desk)	9	36	1	36				27	1
ADM08	ADM08	reprographics room	-	6	1	6				16	1
ADM31	ADM31	entrance/ reception (50% circ)	-	30	1	15	15		6 m² non-net circulation included	6	6 1
ADM02	ADM02	interview room	3	6	1	6			adjacent to entrance/reception	6	1
ADM03	ADM03	sick bay	3	6	1	6			semi-open area adjacent to reception	6	1
			-						for preparing snacks and drinks for pupils	4	
			-								
		TOTAL AREA BB103 range 156 to 239				243			WARNING total area for category is high	161	

		Storage							furniture store options separate dining furniture store		
		teaching store (off nursery)		2						2	
STT00	STT02	teaching store (off reception)		3	3	9				3	3
STT00	STT03	teaching store (off infants and juniors)		1.5	15	22.5				1.5	18
STT05	STT05	specialist store (food, sci, DT)			5					5	2
STH00	STH04	PE store(s) (off hall)		12	1	12			16 m² total recom'd	18	1
		-							10 m² total recom'd		
STH05	STH05	external PE store		15	1	15				4	1
		non-teaching storage									
STH10	STH11	chair/ table store(s) (off hall)		20	1	20			20 m² needed to store all chairs & tables	20	1
STT10	STN25	general store (community)		52	2	104				8	
0	0	-			3				wheelchair/ appliance bay(s) recommended	1.5	3
STN01	STN01	personal storage (coat hooks)		3.0	15	45.0			OK	3.0	18
		cloakroom (early years, 50% circ)					0		6 m² non-net circulation incl in each	6 6	2
STN31	STN31	cleaners' store(s)			4	0				1.5	4
STN32	STN32	general store (stock/ maintenance)		17.138	3	51				6	2
		TOTAL AREA BB103 range 115 to 198				279			WARNING total area for category is high	176 5	
		Float 0 to 175							no float available	32.5	
		Total Net Area min 2067 max 2228				2336	15		108 m2 OVER MAXIMUM NET AREA	2067	
		Non-net Area							*(pupil toilets 32 recom'd 56 provided)*		
KIT02	KIT02	kitchen prep/ servery suite		60.432	1	60.432			69 m² min recom'd for full service	73	1
KIT20	KIT21	kitchen dry store		3.83	1	3.83				3.5	1
KIT40	KIT40	kitchen toilet/ changing area	1	2.87	1	2.87			80.5 m² min recom'd for whole k tchen	4	1
TOC30	TOC31	supervisable toilets (early yrs)	5	15.6	1	16			9 if 1 per 10.0 early years places	3	9
TOC21	TOC21	accessible/ staff toilet	1	4.5	1	5				3	
TOC10	TOC14	other pupil toilet suite(s)	5	16	10	159			23 if 1 per 20 KS1 & 2 places	24	3
		small hygiene room (1 door)	1	8					8 m² minimum f ceiling mounted hoist	8	1
		-	1							12	0
		staff toilet suite(s)	2	6					including lobby with coat hooks	6	1
		accessible/ staff toilet	1	3.5					also for visitors and staff	3.5	3
		plant indicative area, as %age of net area for new		2.9%	incl ICT hubs and risers						2.9%
		central plant room		38					38 m² minimum recom'd in new build	36	1
		ventilation and other plant							Contractor to add area if provided	0	
		distribution boards		1						1	5
		risers, flues and vertical ducts		1					Contractor to add vent ducts if provided	1	2
		server room (2 cabinets)		9.5						9.5	1
		ICT hub(s)		6.8						6.8	1
		circulation as percentage of net area for new		34.9%	incl circ noted above		(15)			(18)	29.0%
CIR12	CIR12	stairwell(s) area per floor		18	2	37			27.5% of net min circulation for 4 storeys	27	8
CIR13	CIR13	lift area per floor, incl space to wait		6	2	11			27.5% of new build net area recommended	4	4
CIR00	CIR00	main circulation		726.7	1	727					
CIR00	CIR01	corridor		24.1	1	24					
CIR13	CIR13	lift		2.9	1	3					
CIR01		main circulation remaining		-174						350	
		partitions as percentage of net area		4.5%	for new build	105				93	4.5%
		TOTAL AREA BB103 range 958 to 1051				1168			WARNING total area for category is high	956 3	
		Total Gross Area min 2933 max 3235				3503.3		-	268 m2 OVER MAXIMUM GROSS AREA	3023.3	
		Total Gross Area (including supplementary area)				3503	of which 0		retained, so: **gross area to be built** 3503 m2		
		Gross area as proportion of net				150%					

Detailed schedule of accommodation using BB103 SoA Tool for Mainstream Primary Schools

AREA CATEGORY	PROPOSED	BB103	%
Basic Teaching	1326m²	1272m²	104%
Large Spaces	268m²	315m²	85%
Learning Resources	218m²	110m²	198%
Staff and Administration	243m²	161m²	150%
Storage	279m²	176m²	158%
Non-net area	1168m²	956m²	122%
TOTAL	3503m²	3023m²	115%

Summary of BB103 Space Categories for the proposed Primary School

5.0 THE SCHOOL

5.4 School Elevations

In response to the discussions at the Design Review 03 workshops the High Road frontage school elevation has been updated to reflect the following principles:

- The residential towers C1 and C2 visually extend to the ground and there is no overlap with the school's formal main entrance façade.
- The arrangement of fenestration has been simplified and the resulting grid has been carried through to the southern elevation and in particular the screen wall that encloses the playground to the south.
- The green glass fins have been removed from the overall composition
- A portico has been added to the school's formal main entrance

The ground floor and the playground have been reduced in level to match that of the Civic Square from which the main pupil entrance is taken.

The result is that the schools' formal main entrance, on the north elevation now sits at a slightly lower level than the High Road pavement, with new steps and ramped access.

High Road elevation

Section through the school

5.0 THE SCHOOL

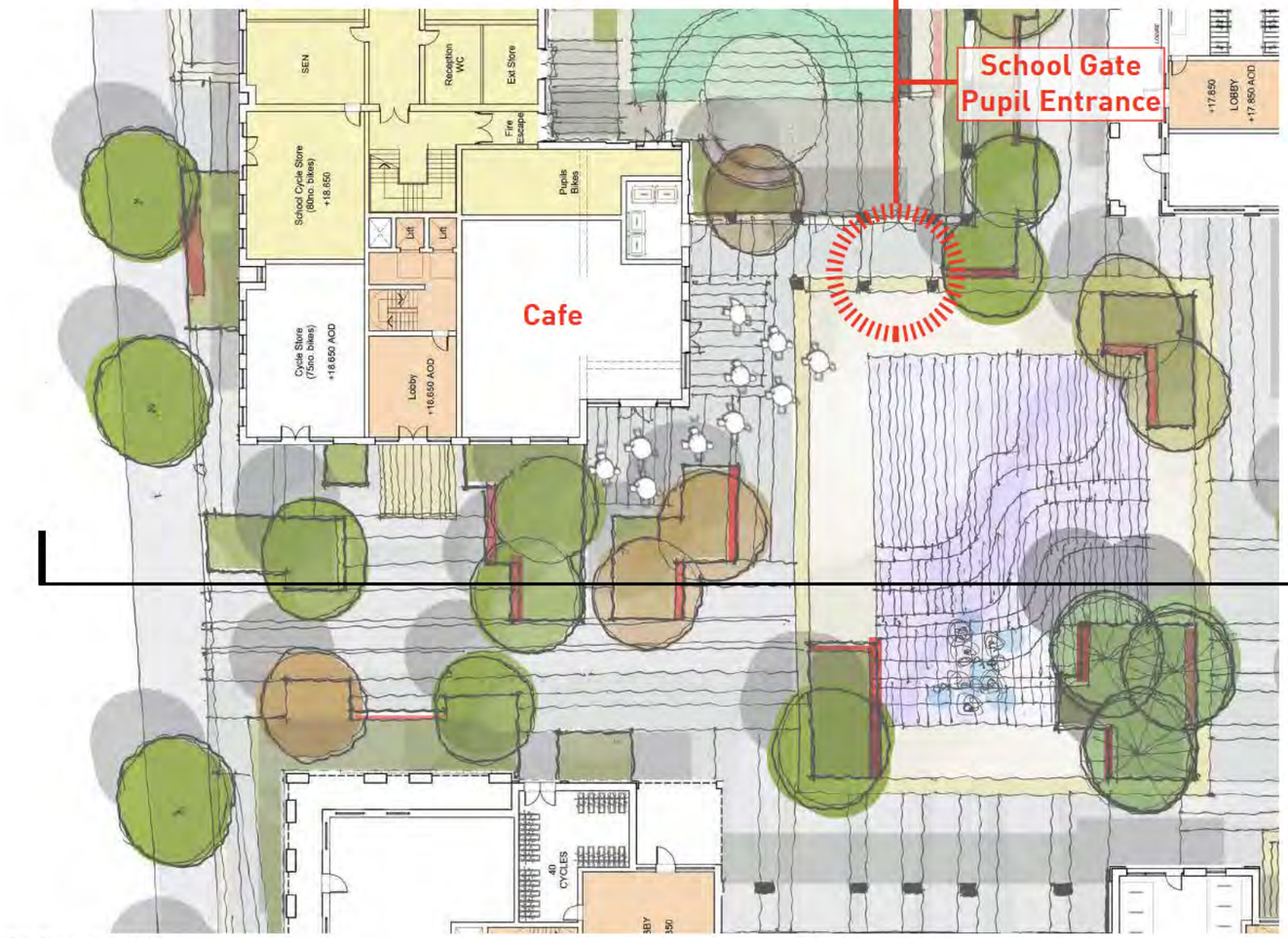
5.5 School Gate

During the DRP03 workshops there was extended debate regarding what should be the main entrance to the school. Within the revised proposals the formal main entrance for day-to-day visitors is retained as the focus of the school's northern elevation, the main public frontage to High Road.

However, the enclosure to the playground has been developed and a partially covered double colonnade has been formed to demarcate the important pupil entrance to the school via the south-western corner of the playground. The colonnaded entrance forms the eastern edge of the Civic Square and provide some shelter for parents waiting to collect children.

It is intended that the commercial unit within Building C1 that is adjacent to the pupils entrance would accommodate a café that will provide a further opportunity for social interaction between parents and a place to congregate before and after the children are dropped off or collected from school.

Section through the Civic Square



GA Plan - Level 00

5.0 THE SCHOOL

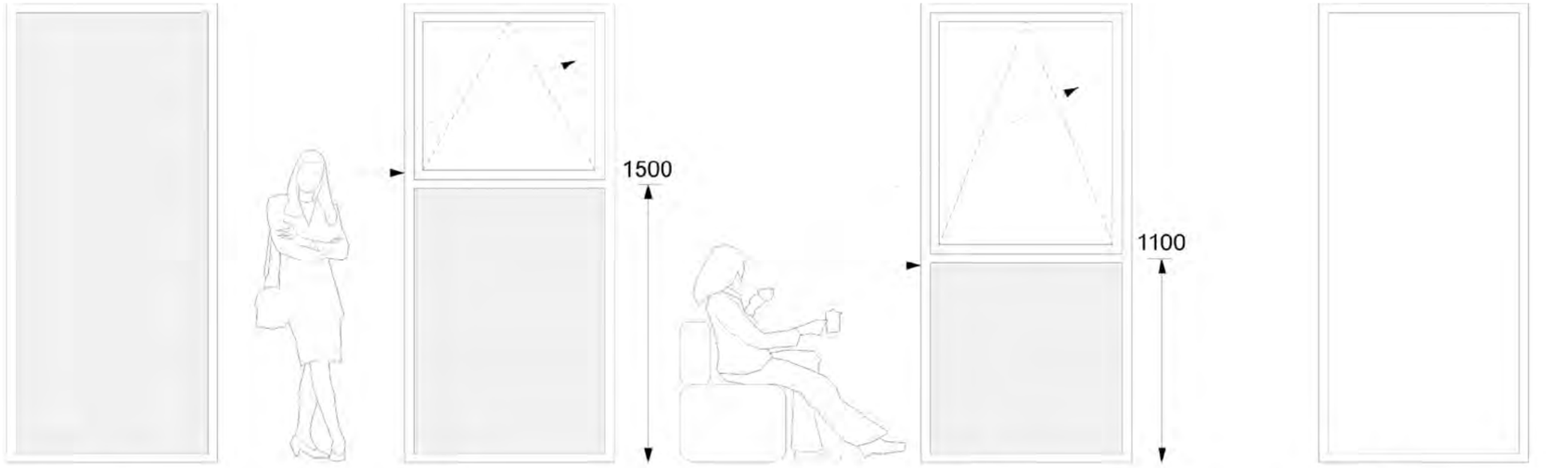
5.6 Privacy and Overlooking

Within the application proposals main living rooms and associated balconies serving residential accommodation in the immediate vicinity of the school were configured to avoid any direct overlooking of the school playground or external terraces.

The DAS also included a strategy to mitigate any overlooking from residential bedrooms and secondary rooms adjacent to the school (see below). These measures were based on studies of recently completed urban primary schools with associated residential development following a recommendation from the GLA during the pre-application consultation process.

The Design Review Panel were particularly concerned that the mitigation measures for secondary rooms that involved varying levels of obscured glazing, were both unnecessary and overly restrictive on the quality of residential accommodation that would result.

Within this application the layout of apartments adjacent to the school remain configured to ensure that living rooms and balconies do not directly overlooked the school. However residential elevations do not currently include the obscured glazing strategy outlined within the original DAS. They do however, retain the capacity for these measures to be introduced during the construction of Phase 2. At this time the end user for the school will be known and their views regarding privacy and overlooking can be taken into consideration in the detailed design of the adjoining residential properties.

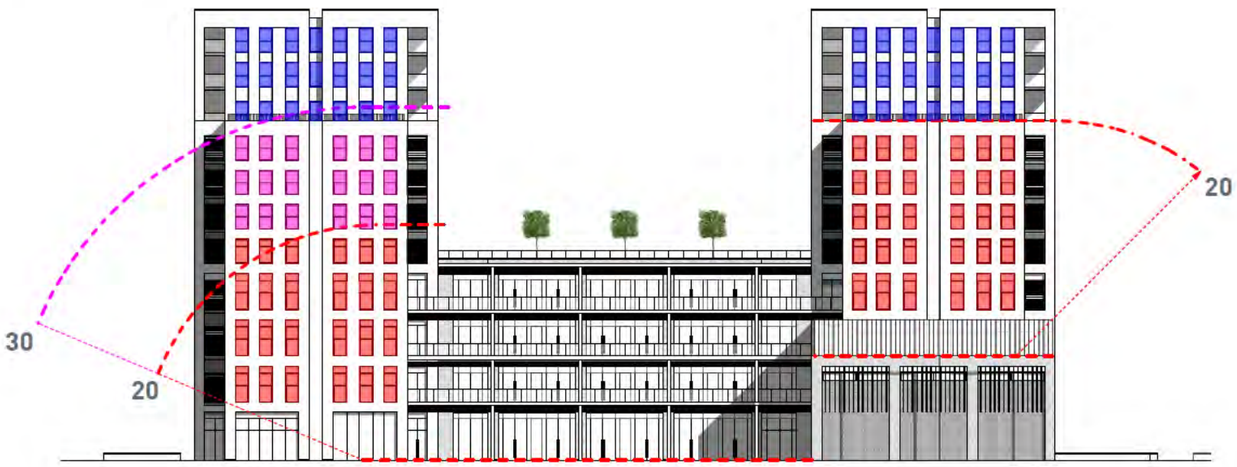


Type A
100% obscured
Direct overlooking

Type B
60% obscured
less than 20m line of sight

Type C
45% obscured
20-30m line of sight

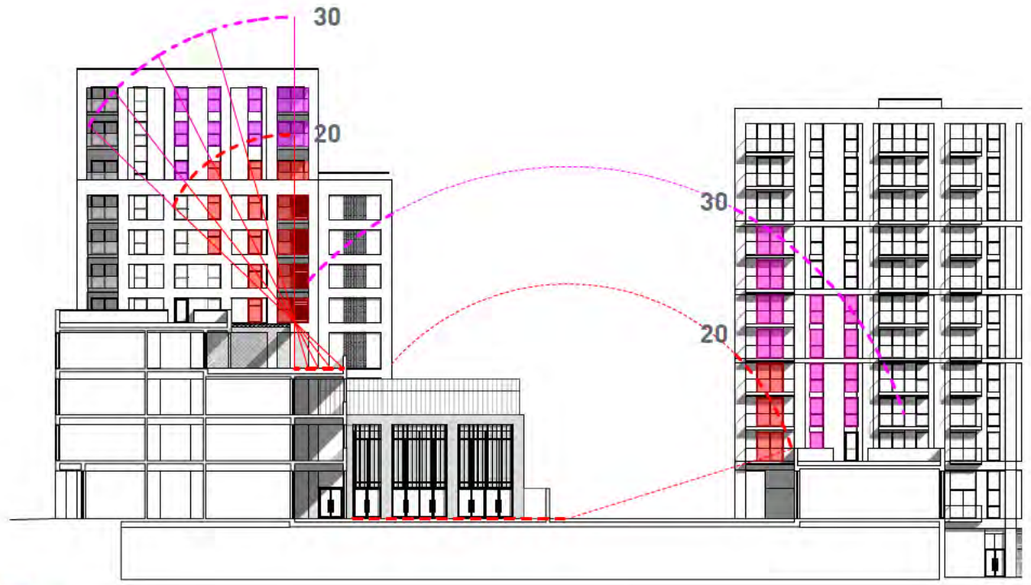
Type D
100% clear
greater 30m line of sight



Type B
Type C
Type D

Southern elevation window types

Overlooking mitigation measures (from DAS).



Type B
Type C

Typical side elevation window types

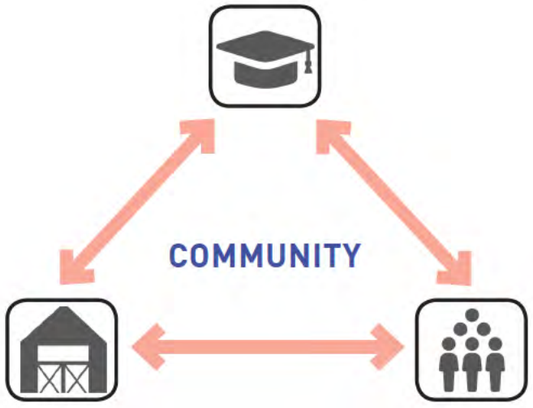
5.0 THE SCHOOL

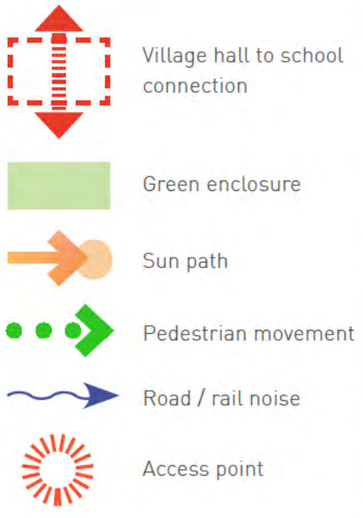
5.7 Integrating the School as a Community Asset

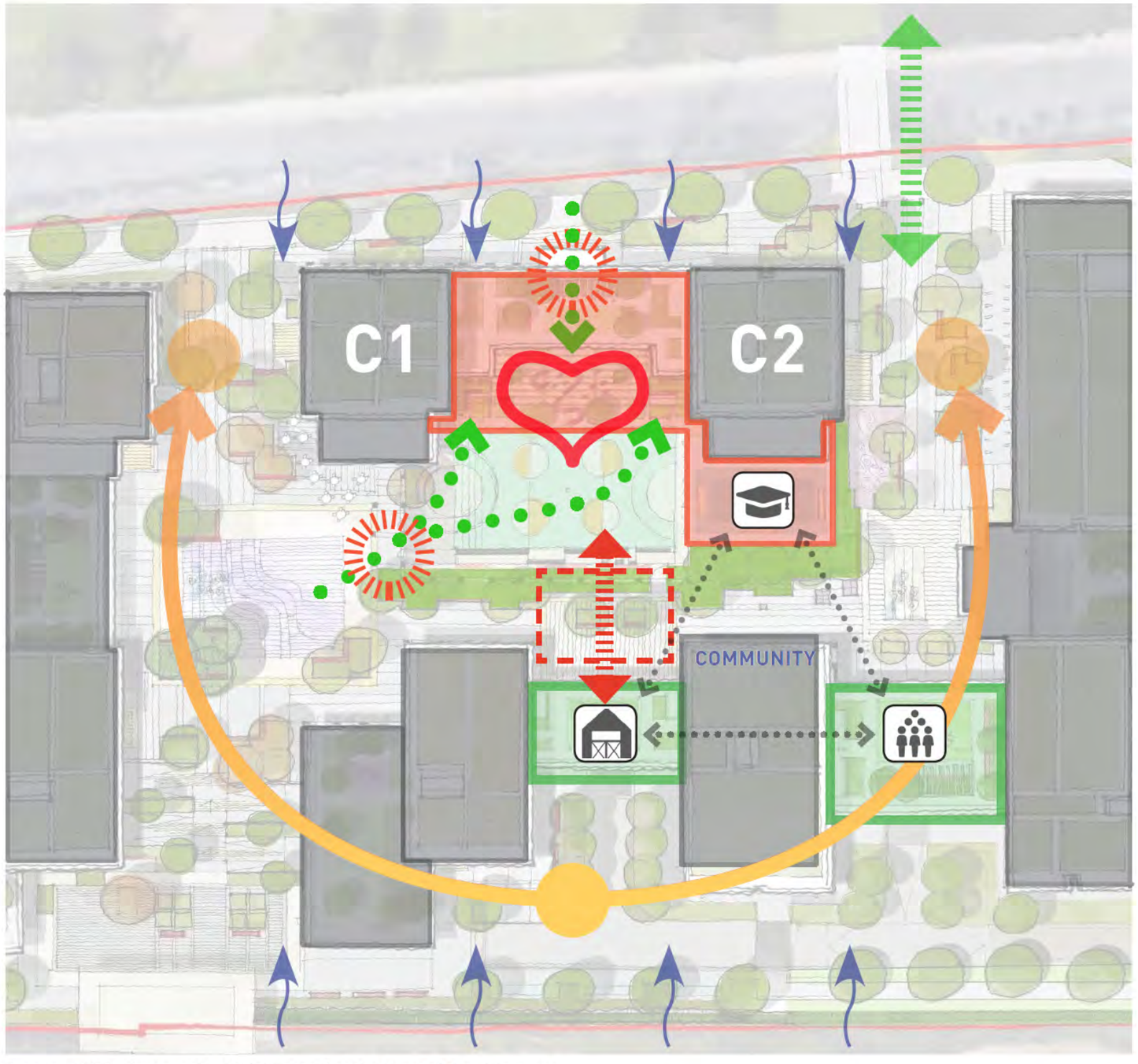
Weston Homes has always prioritised opportunities for the new development to provide a new focus for activities within the wider community. The original DAS included the diagram that is repeated opposite to show the potential for a symbiotic relationship between the School, the Village Hall and the Community Hub.

The latest school proposals include an additional gate between the school playground and the public realm, directly opposite the main entrance to the Village Hall.

The updated landscape proposals include a space that connects these two entrances via changes in material and surface treatments. This new gate would be for occasional use when the school playground and school hall could be utilised as part of the wider amenity community offer.







Proposed 3FE primary school (highlighted) at the heart of the civic space

PART II
DESIGN RESPONSES TO CONSULTATION

6.0 Energy Strategy

6.0 ENERGY STRATEGY

Energy and sustainability is an integral part of the design of the proposed redevelopment of 822 High Road, Goodmayes. An energy strategy has been developed to demonstrate how the scheme satisfies national, regional and local planning guidance in relation to sustainability and climate change mitigation/adaption.

The energy strategy follows the London Plan's energy hierarchy approach of 'Be Lean', 'Be Clean', 'Be Green' in order to reduce carbon dioxide emissions on-site.

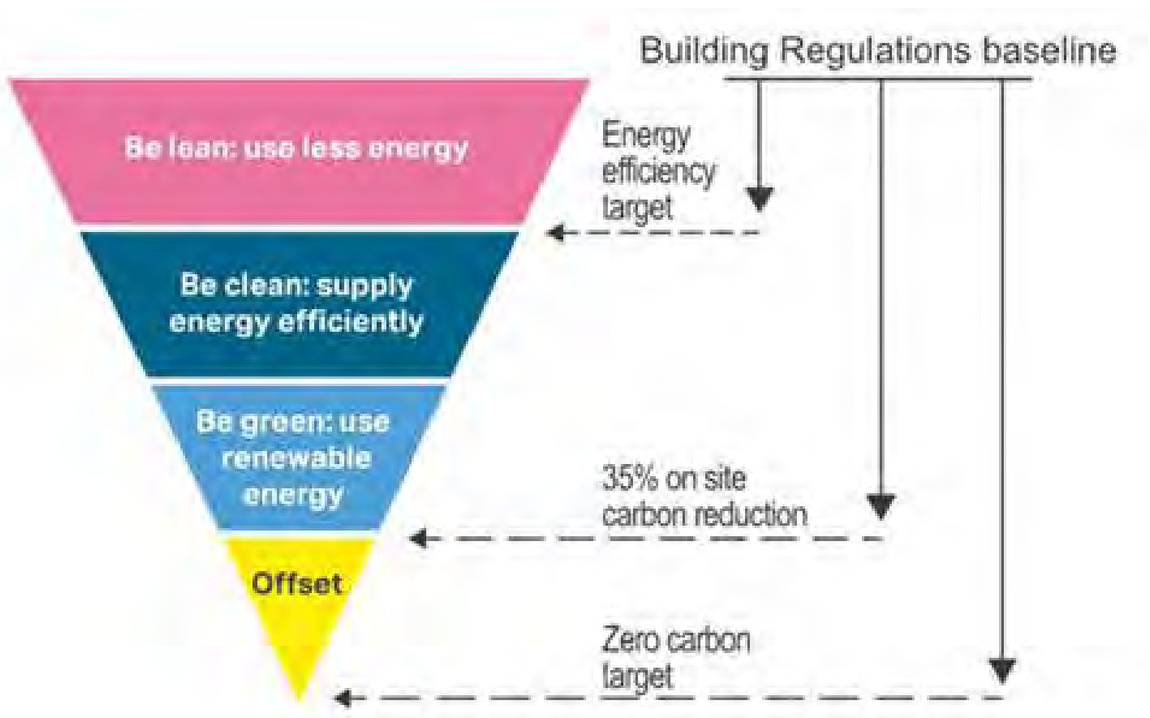
A range of passive design and energy efficiency measures have been incorporated to reduce the energy demand of the proposed development, including the following;

- Significantly improved fabric 'U' values
- Improved air tightness
- Minimised cold bridging
- Optimisation of size and g-value of the glazing to provide a balance between minimising heat gain and maximising natural daylight (to reduce lighting energy)
- High efficiency ventilation systems
- Minimising heat loss from heating and hot water systems
- Low energy lighting
- Controls systems to monitor and operate the plant and equipment as efficiently as possible

Investigations have shown that there are no district heating networks in the vicinity of this site and none planned for the near future.

However, it is proposed to provide a site-wide heat network serving all parts of the development, and the site will be 'future proofed' to allow connection to a district network should one be developed at a later date.

Heat will be generated centrally by an on-site renewable energy source in the form of air to air and air to water heat pumps.



PART II
DESIGN RESPONSES TO CONSULTATION

7.0 Residential Accommodation, Affordable Housing and Tenure

7.0 AFFORDABLE HOUSING AND TENURE UPDATE

The overall residential strategy within the Amended Scheme remains consistent with the application proposals. The delivery of 35% affordable housing has been agreed with LBR, based on the total number of habitable rooms being provided across the scheme. This approach enables Weston Homes to provide the larger number of three-bedroom apartments required by LBR to meet local affordable housing needs.

The total number of residential units within the amended scheme also remains at 1280, of which 419 units are affordable housing. The affordable housing provision is distributed evenly throughout both phases of the development. The tenure distribution strategy, reflected in the diagrams below, enables affordable housing to be delivered in a proportionate, phase by phase manner.

Within the 419 for housing units 105 will be larger three-bedroom apartments and the overall tenure split is as follows;

Rented	158 units
Shared ownership	122 units
Discount market sale	139 units

PRIVATE
RENTED
DMS
S/O
FLEXIBLE SPACE
SCHOOL
STORE

PART II
DESIGN RESPONSES TO CONSULTATION

8.0 Conclusion – A Scheme for the Whole Community

8.0 CONCLUSION - A SCHEME FOR THE WHOLE COMMUNITY

The original Design and Access Statement concluded with an analysis of a typical day in the life of 822 High Road Goodmayes. Through a series of activity maps, pictograms and vignettes, early morning, daytime and evening activities and events were captured through the eyes of three of the residents as they engaged with daily life, moving through the gardens, amenity spaces and public streets and squares within the completed development and beyond, into the scheme's wider setting.

The variety of activities and opportunities that these studies explained illustrated the extent to which the proposals are based upon the establishment of a new, high-quality living environment that would also create a transformational addition to the wider Goodmayes community.

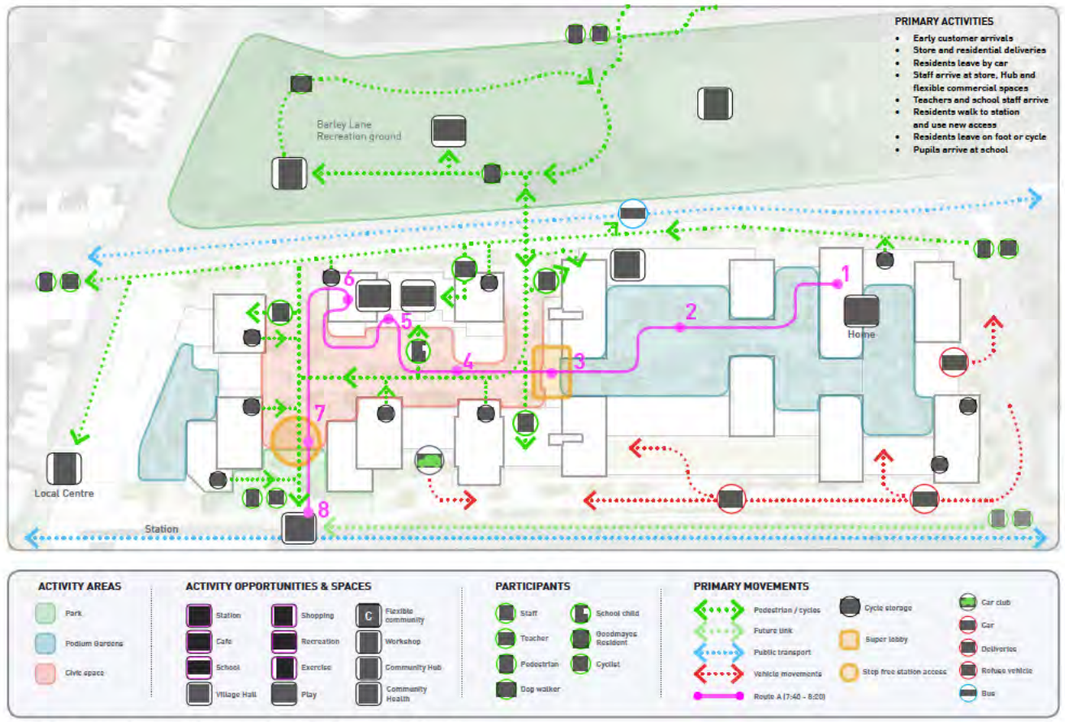
This DAS Addendum has explained the principle design and layout changes made in response to consultation feedback, community, local authority and consultee level.

Every amendment represents a further refinement of the original proposals. Some changes are practical, functional considerations relating to the new residential accommodation however, the vast majority are focused on accessibility, amenity provision and in particular the quality and character of public spaces within the scheme. These are changes that will benefit all who use the scheme; residents, visitors, shoppers and existing local residents.

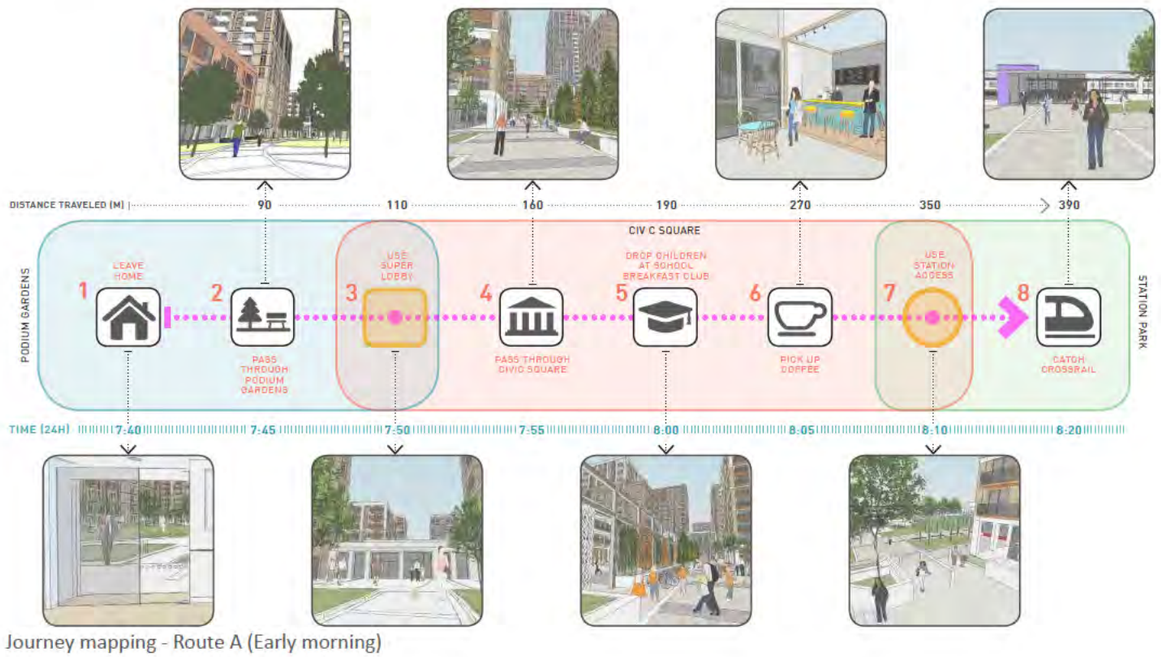
This document sets out the framework in terms of layout and built form enhancements that have enabled the development of the most significant change of all, an exceptional, new landscape and public realm of proposal.

Following the two post-application Design Reviews, Weston Homes' landscape team have responded to the recommendations they received. The public realm and amenity space proposals have been enhanced, the total area of amenity landscape increased even further and the quality of the walking environment throughout the scheme has been bought into sharper focus.

All of these enhancements are explained within the Landscape Strategy document that accompanies the amended proposals. The new Landscape Strategy builds on the original application scheme to deliver a rich, diverse living environment with residential amenity and public spaces of a character and quality that will form an appropriate setting for the new buildings and the dynamic, varied facilities, activities and events that will be enjoyed by residents and the wider community alike, centred within the new proposals and reinforcing the existing Local Centre.

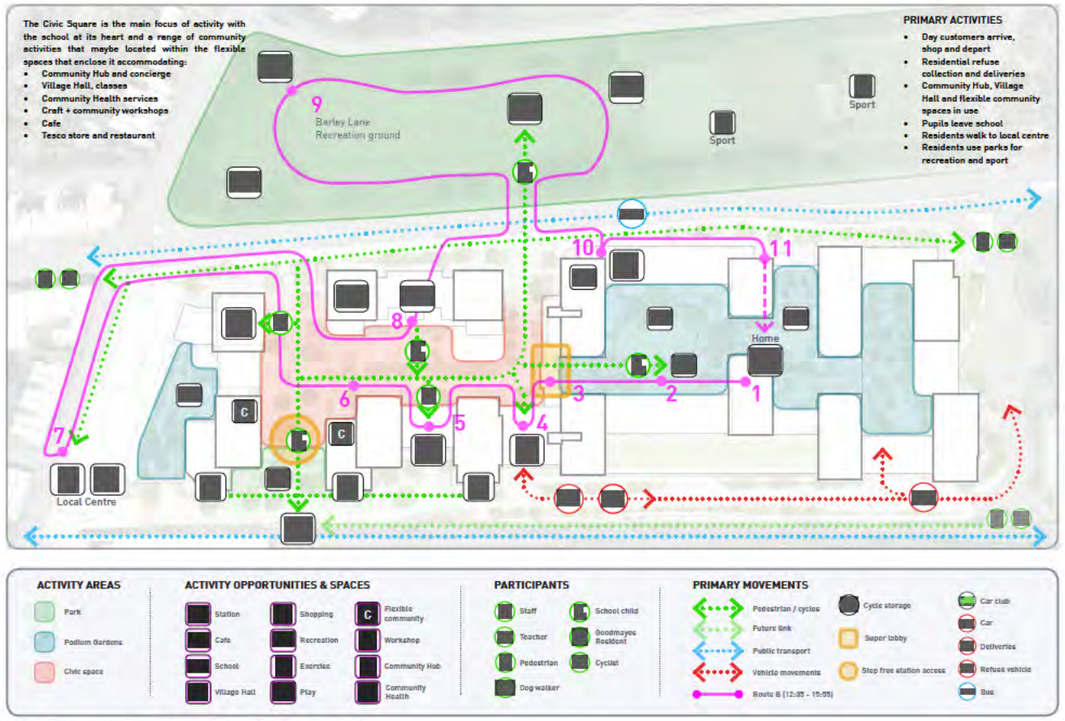


Activity mapping - Early morning (6:00am - 9:00am)

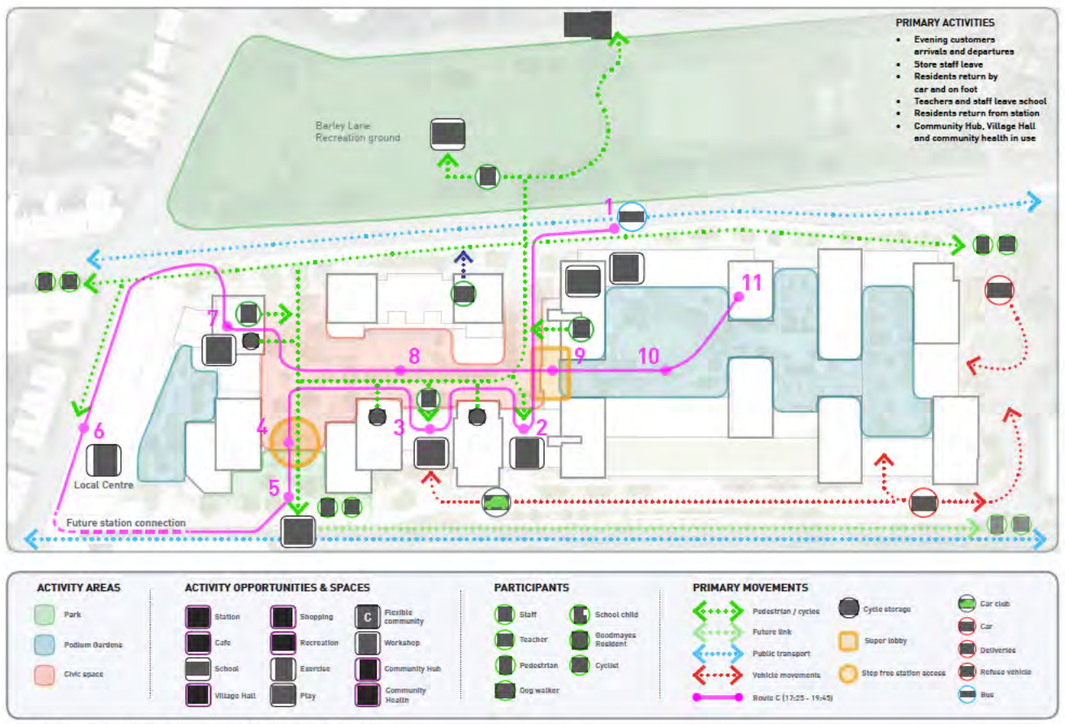


Journey mapping - Route A (Early morning)

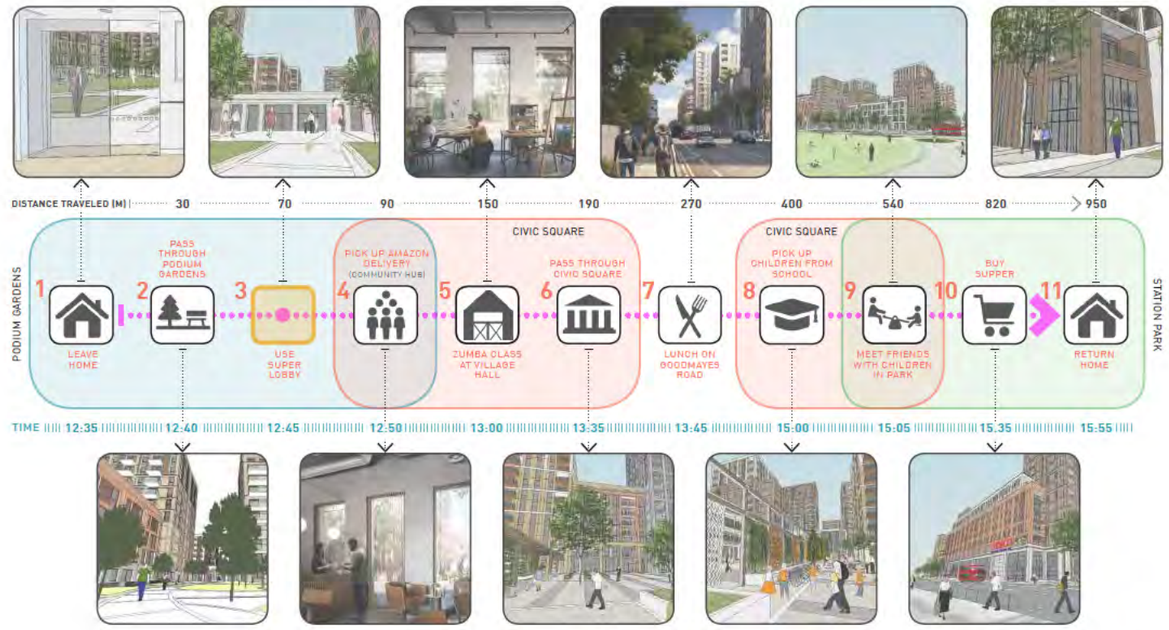
8.0 CONCLUSION - A SCHEME FOR THE WHOLE COMMUNITY



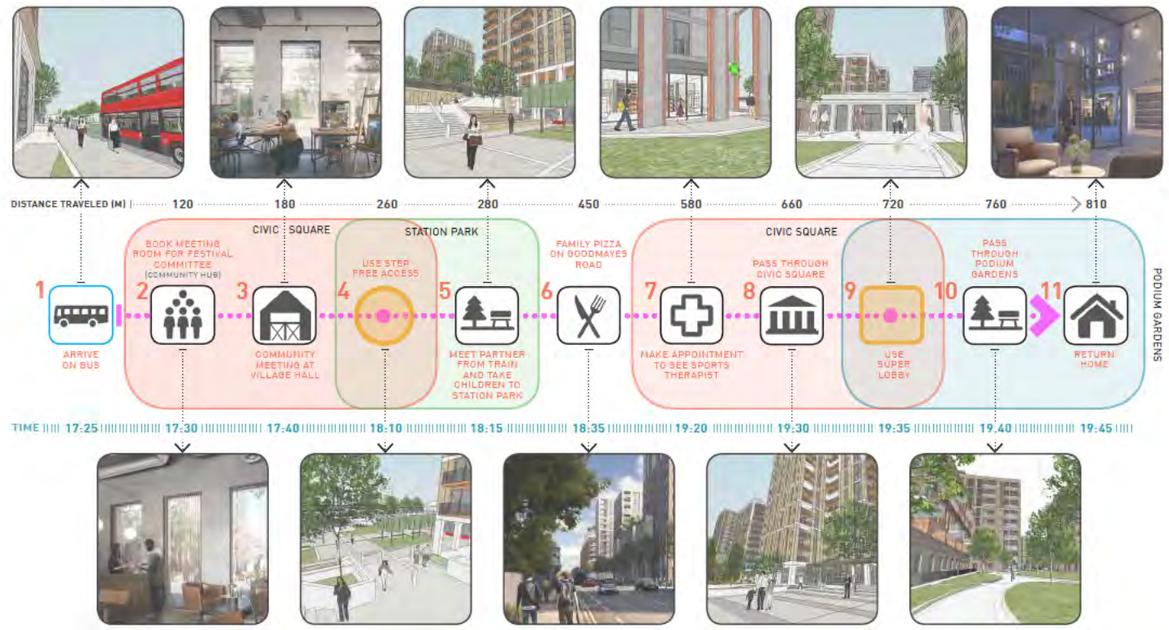
Activity mapping - Daytime (9:00 - 16:00)



Activity mapping - Evening (16:00 - 24:00)



Journey mapping - Route B (Daytime)



Journey mapping - Route C (Evening)

APPENDIX A

MANAGEMENT, WASTE AND SERVICING STRATEGY (updated August 2020)

CONTENTS

1.0 INTRODUCTION

1.1 Project Overview

This document explains the waste management and recycling strategy for a scheme that comprises the two phase redevelopment of an existing 100,000 ft² Tesco store with a replacement store of similar size. The scheme will also provide 1280 new apartments and a series of connected, high quality landscaped public and residential amenity spaces. Car parking, comprising 420 Tesco customer spaces and 229 residential spaces, together with all servicing and ancillary accommodation will be located beneath a new street level amenity deck that forms extensive, car free, fully accessible areas of new public realm and landscape.

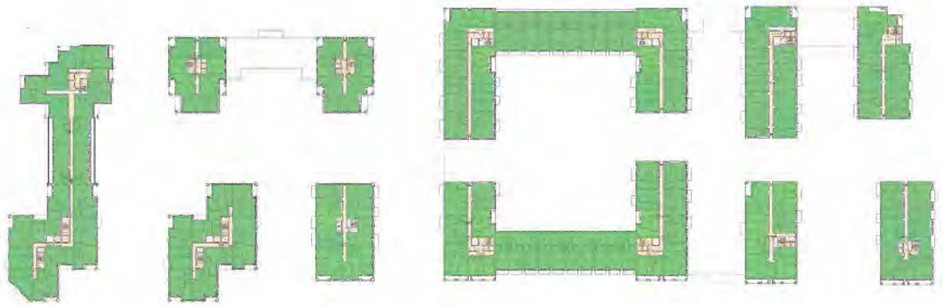
Alongside the Tesco retail and residential uses are an urban primary school, a community hub, a village hall and flexible commercial spaces.

The proposals therefore comprise:

- 1280 new residential units
- 35% affordable housing
- replacement Tesco retail store with a ground floor area of 9,235m²
- a 3 form entry primary school
- 2,550m² of flexible use floorspace (community, commercial and retail)
- public open space, child play space and communal amenity space
- a community hub
- a village hall
- a dedicated undercroft car parking and servicing level

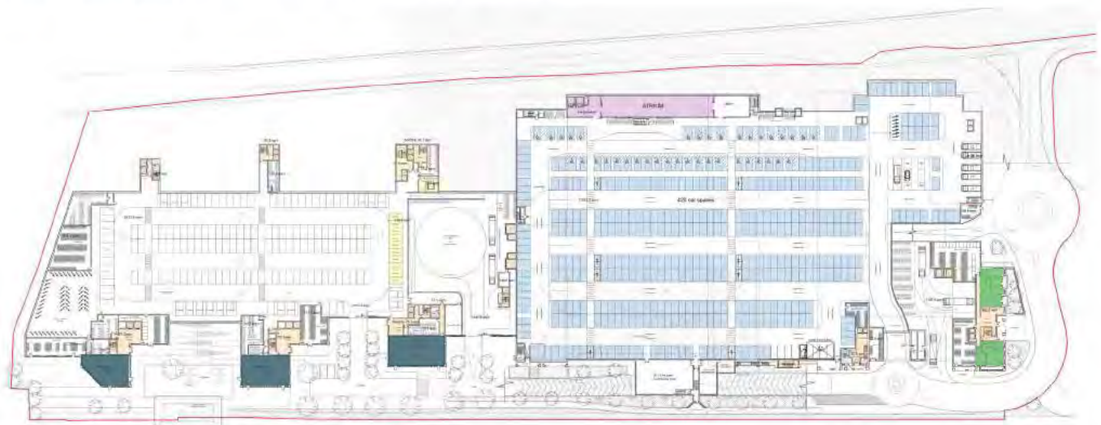
This document has been updated to reflect design development that has taken place as a consequence of post-application consultation feedback. The scope of the main areas of design development is explained within Part II of the Design and Access Statement Addendum to which this Waste Management and Servicing Strategy is appended.

- Tesco retail space
- Residential
- School & playground
- Community Hub
- Flexible space
- Village Hall



Residential level - Typical residential level

Level 00 - Public space, retail, school and community services



Lower ground floor plan - Parking and all servicing

1.0 INTRODUCTION

1.1 Purpose of Document

The following sections describe the waste management and recycling strategy for the project.

The Tesco waste and recycling strategy is a 'self contained' approach based on their national waste management and recycling policy and is described in Section 2.0.

The balance of uses in the scheme share common collection facilities but independent strategies, centrally controlled and coordinated by the on-site Management Company located in the Community Hub.

The function of the Community Hub is detailed in sections 3.0-5.0 of the original Design and Access Statement and relates to the residential, primary school, commercial and community uses.

2.0 TESCO

2.1 Retail waste management strategy

The proposed Tesco store is a version of a 'Format 60 model' that comprises 64,900ft^2 GIA of sales floor and 10,400ft^2 GIA of bulkstore and back of house. The store also includes an external covered service yard, which is located at the rear of the store on the southern railway elevation.

The waste management and recycling strategy for the replacement Tesco store will comprise a series of tried and tested measures common to all Tesco stores. This begins with the separation of recyclable materials and includes specific management procedures employed by Tesco to ensure appropriate division of waste is adhered to.

These activities take place within a 'Recycle Zone' which is a controllable disposal point for staff, where waste is segregated into the following streams:

- General Waste
- Animal by Product (ABP)
- Food Waste
- Bakery Surplus
- Produce Surplus
- Card
- Plastic
- Metal

The approximate breakdown of waste and recycling for Tesco as a business overall, is as follows:

General waste	18%
Food waste	10%
Recycling (Card, plastic, oil & metal)	69%
Surplus	3%

Rather than using a back of store bin for disposal, segregated waste is stored in wheeled cages for removal (or 'back-hauling') by empty delivery HGVs. These leave the store for transit via the Tesco distribution network for disposal at Recycling Service Units (RSU).

The procedure for managing each waste and recycling stream is as follows:

General Waste
General waste is segregated and placed in a lined cage, before being stored in a designated area prior to removal to the RSU for disposal.

Animal By-product
Animal by product is segregated, sealed in blue bags and placed in a lined cage. Cages are stored in the freezer prior to removal to the RSU for disposal.

Food Waste
Food waste is segregated, sealed in brown food waste bags and placed in a lined cage. Cages are stored in the 'Not for sale' area of the chiller prior to removal to the RSU. Food waste is used to create electricity using Anaerobic Digestion technology, with the final waste from this process used for compost.

Bakery Waste
Bakery waste is segregated, sealed in pink bags and placed in cages. Cages are stored in a designated area of the warehouse prior to removal to the RSU, where it is converted to animal feed.

Card
Cardboard boxes are segregated, broken down and placed in cages. Cages are stored in a designated area of the warehouse prior to removal to the RSU, where it is recycled into new packaging materials.

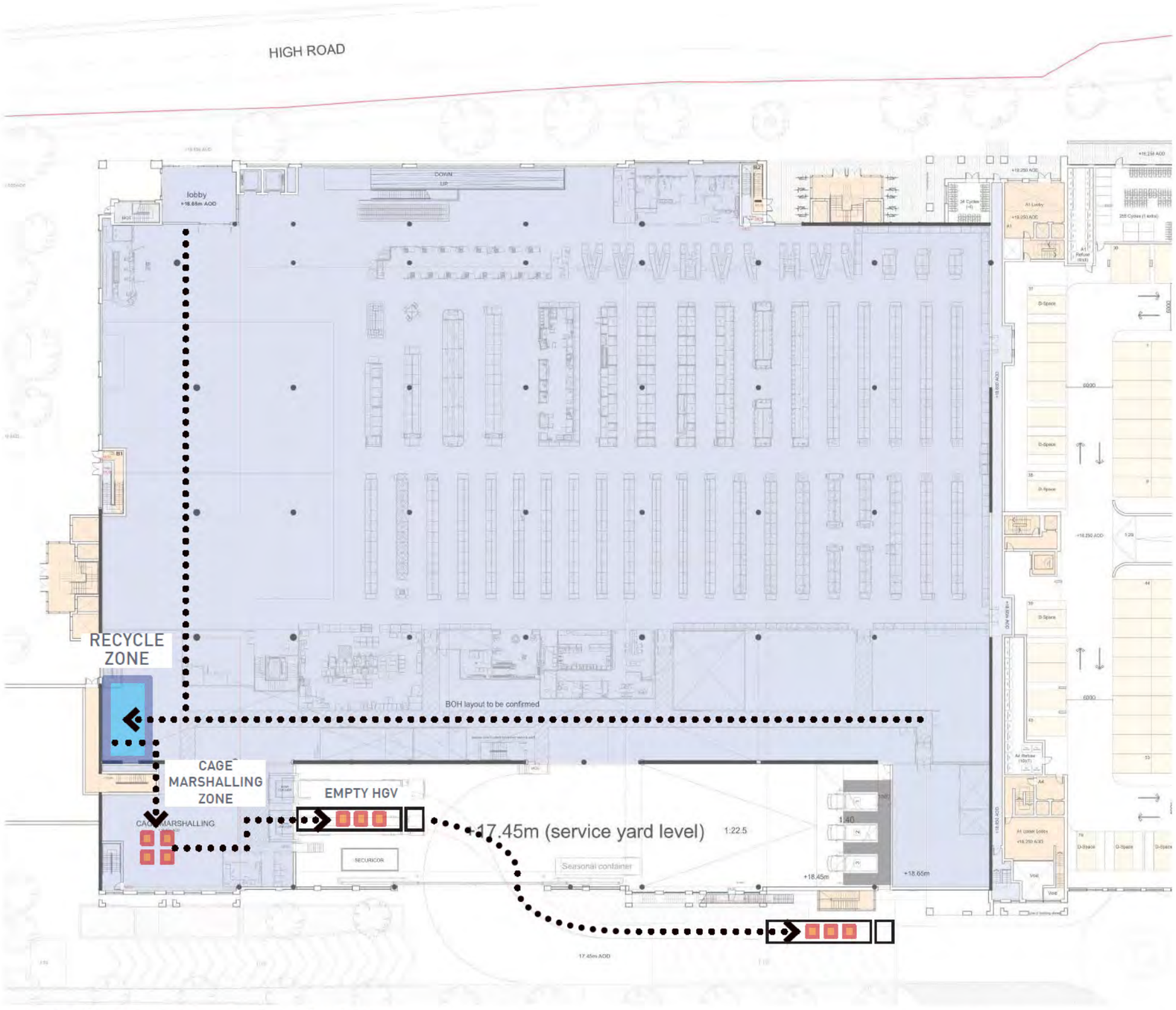
Plastic
Plastic is segregated and placed in cages. Cages are stored in a designated area of the warehouse prior to removal to the RSU, where it is recycled.

Metal
Metal is segregated and placed in cages. Cages are stored in a designated area of the warehouse prior to removal to the RSU, where it is recycled.

Landscape Masterplan

2.0 TESCO

2.1 Retail waste management strategy



Tesco store - Retail waste management and recycling diagram

3.0 RESIDENTIAL

3.1 London Borough of Redbridge guidance

The guidance relevant to determining residential waste and recycling provision was received from LBR, which relates to planning validation requirements.

The guidance suggests the following requirements:

- Swept paths
- Allocated areas for general waste (200 litres per flat) and recyclable waste (30 litres per flat) streams with accommodation for growth of waste stream (ie electrical waste)
- Travel distances from Refuse Collection Vehicles (RCVs) to unloading areas (not more than 25m dragging distance within the site or not more than 10m for no more than two eurobins if on public highway)

For this development the relevant calculation considered for waste storage provision is as follows:

Total = number of dwellings × (200 l for waste + 30 l for recycling)

This equates to:

294,400 litres across the scheme or **268 x 1100 litre Eurobins**

This is be broken down into the following:

233 x 1100 litre WASTE Eurobins

35 x 1100 litre RECYCLING Eurobins

Waste/Site Waste Management Plan/Service Delivery Plan	All major and non-major applications for change of use and creation of new residential units	The appropriate arrangements and/or space for the storage and collection of recycling and refuse, and to ensure that the premises can be adequately serviced (i.e. A service and delivery plan) Details to be included on the site plan and/or address them as part of the application. This should include: • The location of loading and unloading • The hours of loading and unloading • The frequency and size of vehicles • Swept paths • Allocated areas for general (200 litres per flat) and recyclable waste (30 litres per flat) streams with accommodation for growth of waste stream (ie electrical waste) • Separate areas for non residential waste if a mixed use scheme that may get collected privately • Travel distances from Refuse Collection Vehicles (RCVs) to unloading areas (not more than 25m dragging distance within the site or not more than 10m for no more than two eurobins if on public highway)	Local Plan Policy: LP 24 – Pollution, & LP 22 – Promoting Sustainable Transport London Plan: 5.13 – 5.19 Please also see NPPF, where relevant.	NPPG: Waste https://www.gov.uk/guidance/waste East London Waste Plan (2012)

LBR guidance table

3.0 RESIDENTIAL

3.2 General Strategy

3.2.1 The main change in servicing strategy

In order to provide clear segregation between residents and service vehicles in response to concerns raised by TFL and GLA , the revised proposals now includes a separate western service yard, located below the Community Hub.

3.2.2 Residential Waste Storage

The scheme comprises 14 main residential towers of varying heights and sizes. Each building is therefore provided with a bin store that is sized according to the number of residents it serves.

Waste and recycling storage has therefore been designed in locations adjacent to each residential circulation core, providing appropriately sized storage (in 1100l Eurobins) proportional to the buildings they serve and ensuring suitable travel distances for tenants and waste collection operatives.

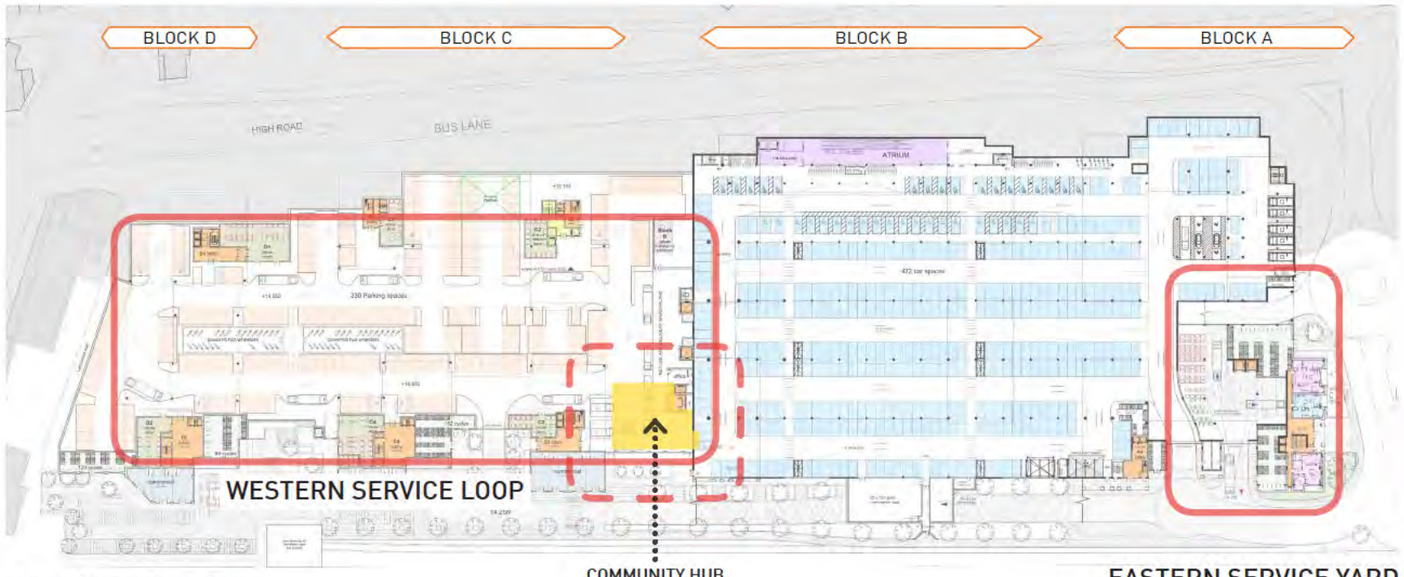
The stores are located to ensure that residents are not being required to carry any of these waste items more than 30m horizontally and that waste collection operatives will not be required to move bins more than 25m from the refuse store to the collection vehicle.

3.2.3 Residential Waste and Recycling Calculations

Within a large scheme such as this where 14 separate residential bin stores will be provided, stores have been sized according to the individual buildings they serve.

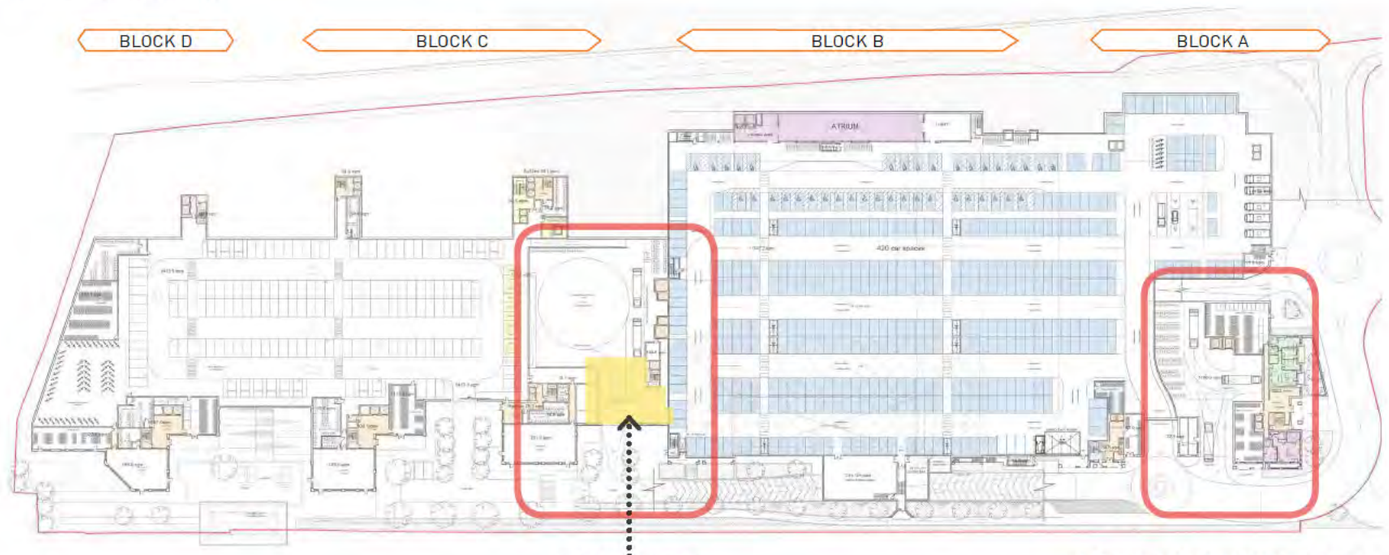
The waste calculation schedules within Appendix A, shows the individual totals of Eurobins required to serve each building.

Original Application



Lower Ground Floor plan

Amended Scheme



Lower Ground Floor plan

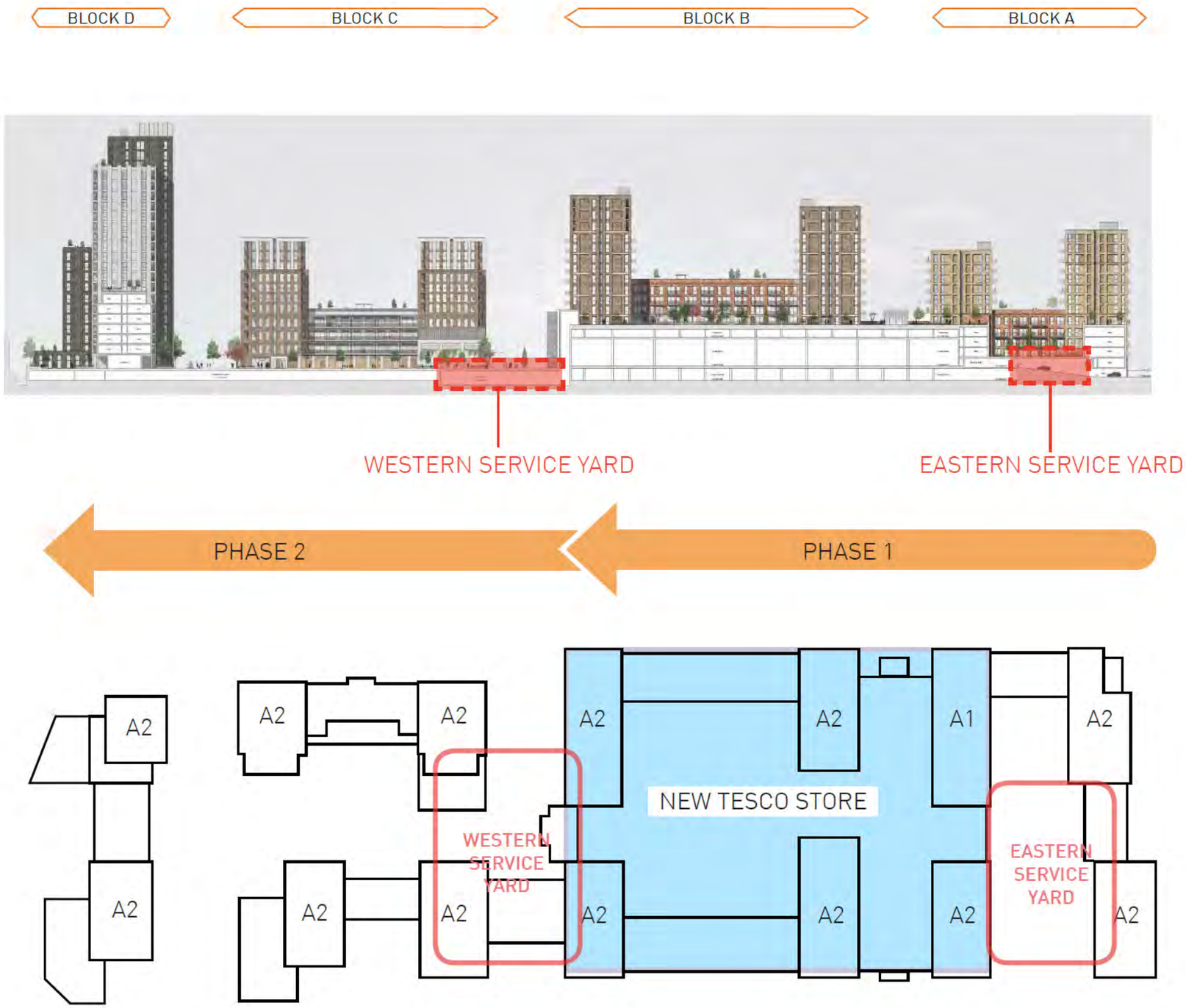
3.0 RESIDENTIAL

3.2 General Strategy

3.2.4 Servicing and Phasing

The development is to be constructed in two main phases; Firstly the new store will be constructed on the eastern portion existing Tesco car park and the existing store will remain fully open and trading. This phase will also include residential development on the roof of the store within Blocks A and B that will progress. This phase includes the Eastern Service Yard.

Once the new Tesco store is complete and open, the existing store will be demolished and the balance of the scheme, including residential Blocks C and D will be constructed. These buildings will be constructed on a new High Road level deck, beneath which will be a majority of the residential car parking will be located together with the second dedicated residential service yard, the 'Western Service Yard'.



3.0 RESIDENTIAL

3.3 Phase 1 refuse and servicing strategy

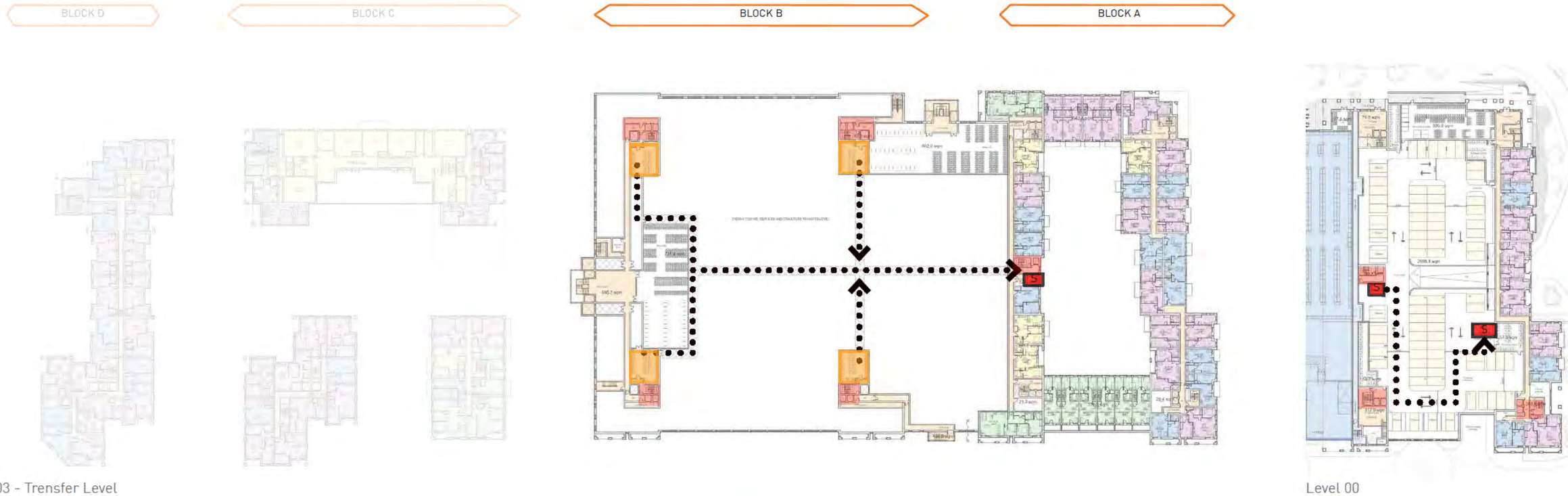
Construction will commence at the eastern end of the site and progress westwards. The eastern service yard will therefore be constructed together with the first residential buildings to be occupied within the Block A.

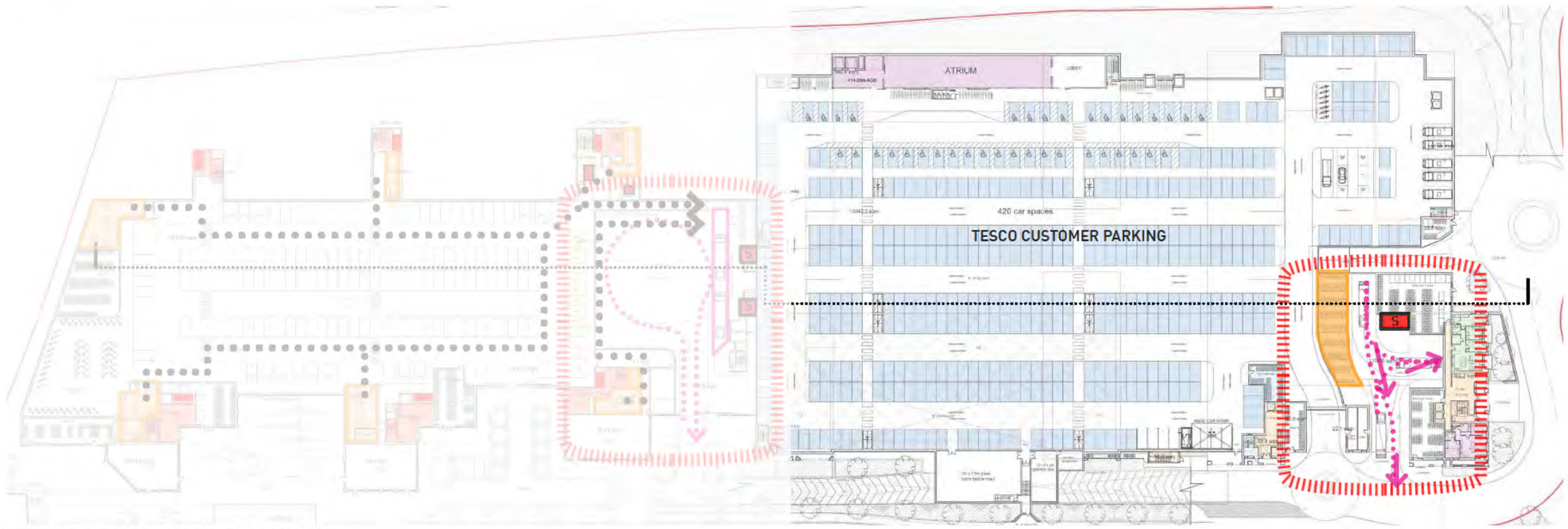
The eastern service yard will initially accommodate deliveries and waste collection for Block A and as development progresses, it will also serve residential accommodation within Block B until such time as the western service yard, located within Phase 2 is completed.

Block B bins (refer section 3.6) will temporarily be moved eastwards for collection from the Block B binstores through the transfer level to the A4/A1 service lift and onwards through the Level 01 eastern car park to the Block A service lift that connects directly to the eastern service yard.

3.0 RESIDENTIAL

3.3 Phase 1 refuse and servicing strategy





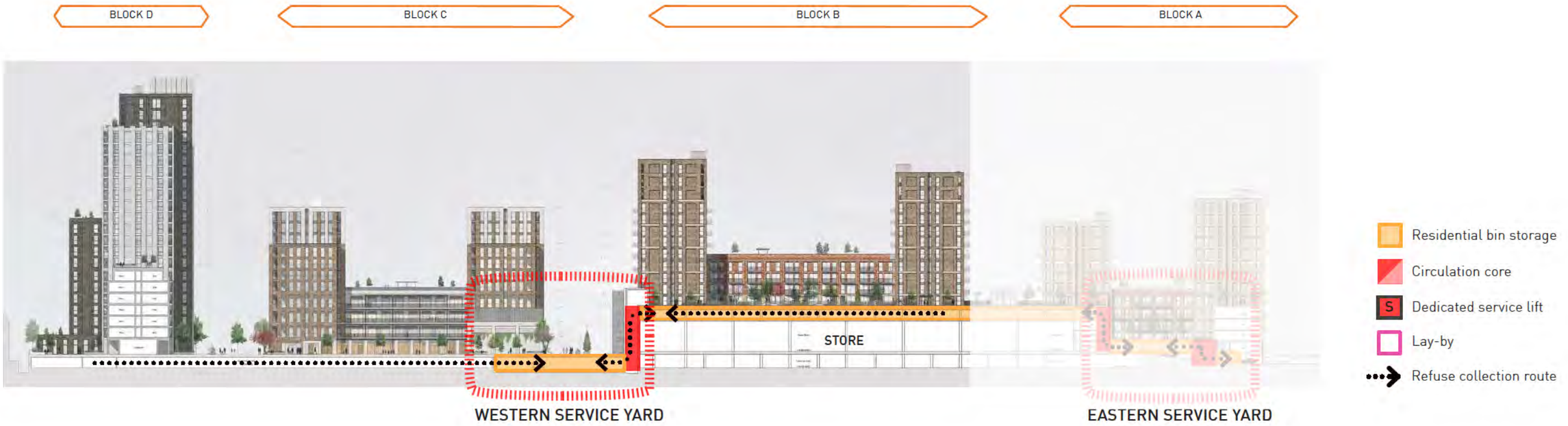
Lower Ground Floor - Eastern Service Yard

3.0 RESIDENTIAL

3.4 Phase 2 refuse and servicing strategy

Once the new Tesco store is open, the original store will be demolished and Phase 2 will commence as noted.

The main super lobby that connects the transfer level to the western service yard via service lifts will be constructed within Phase 2. Once complete Block D bins may then be moved west through the transfer level on collection days to be marshalled within the western service yard. They will be held within the service yard together with bins collected by the Management Company from the dedicated bin stores serving buildings within Blocks C and D to the west.



3.0 RESIDENTIAL

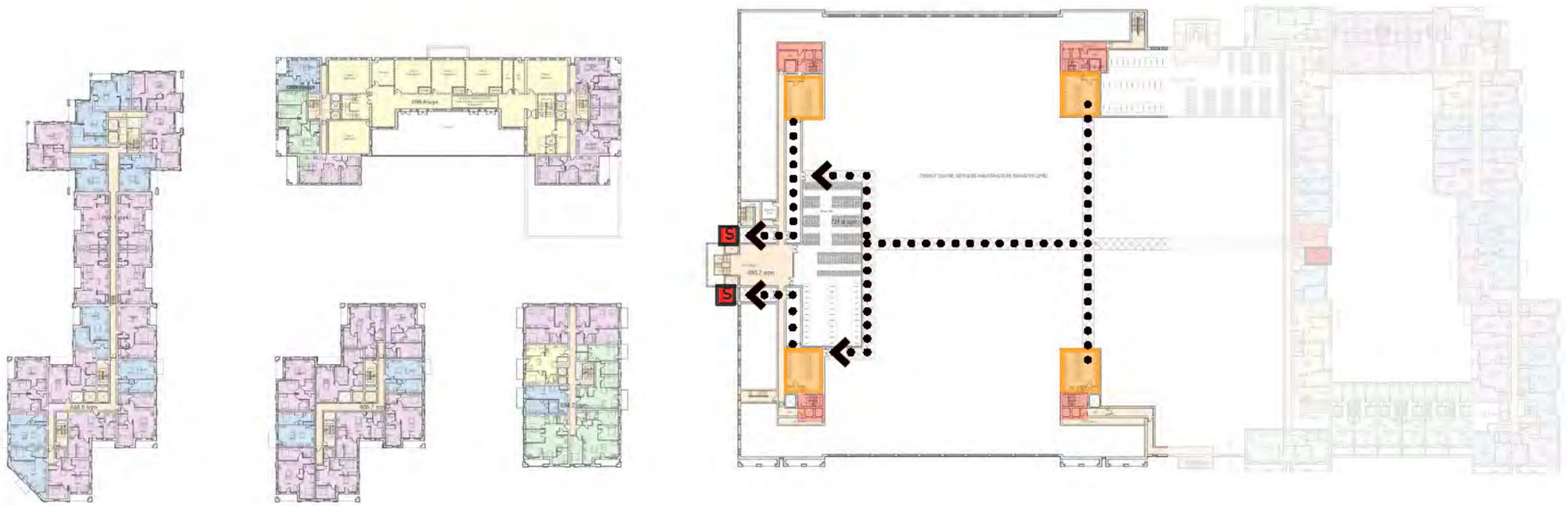
3.4 Phase 2 refuse and servicing strategy

BLOCK D

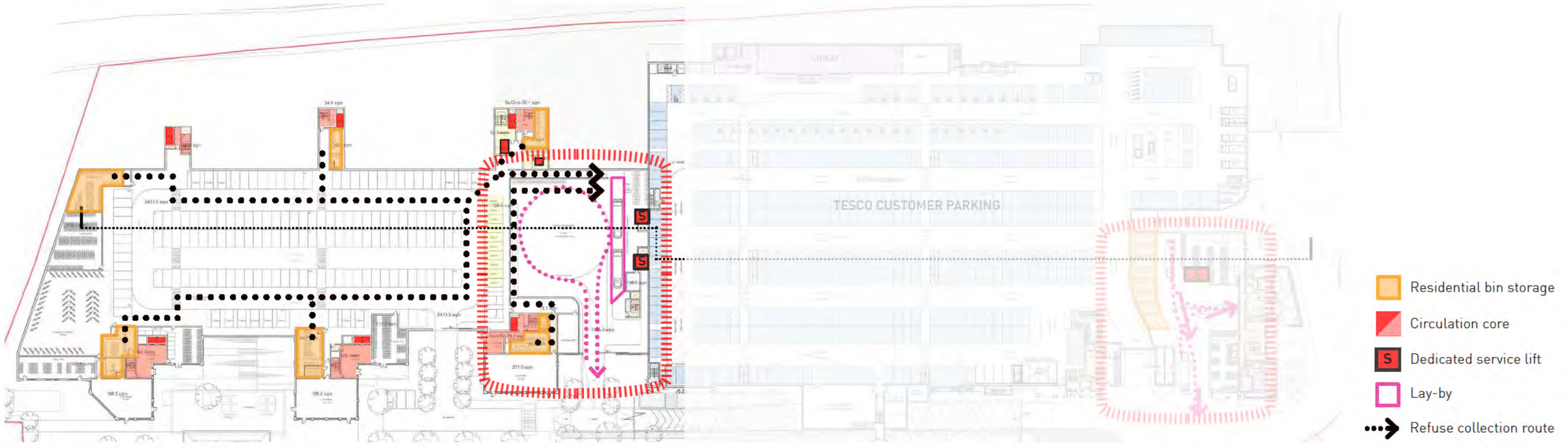
BLOCK C

BLOCK B

BLOCK A



Level 03 - Trensfer Level



Lower Ground Floor - Western Service Yard

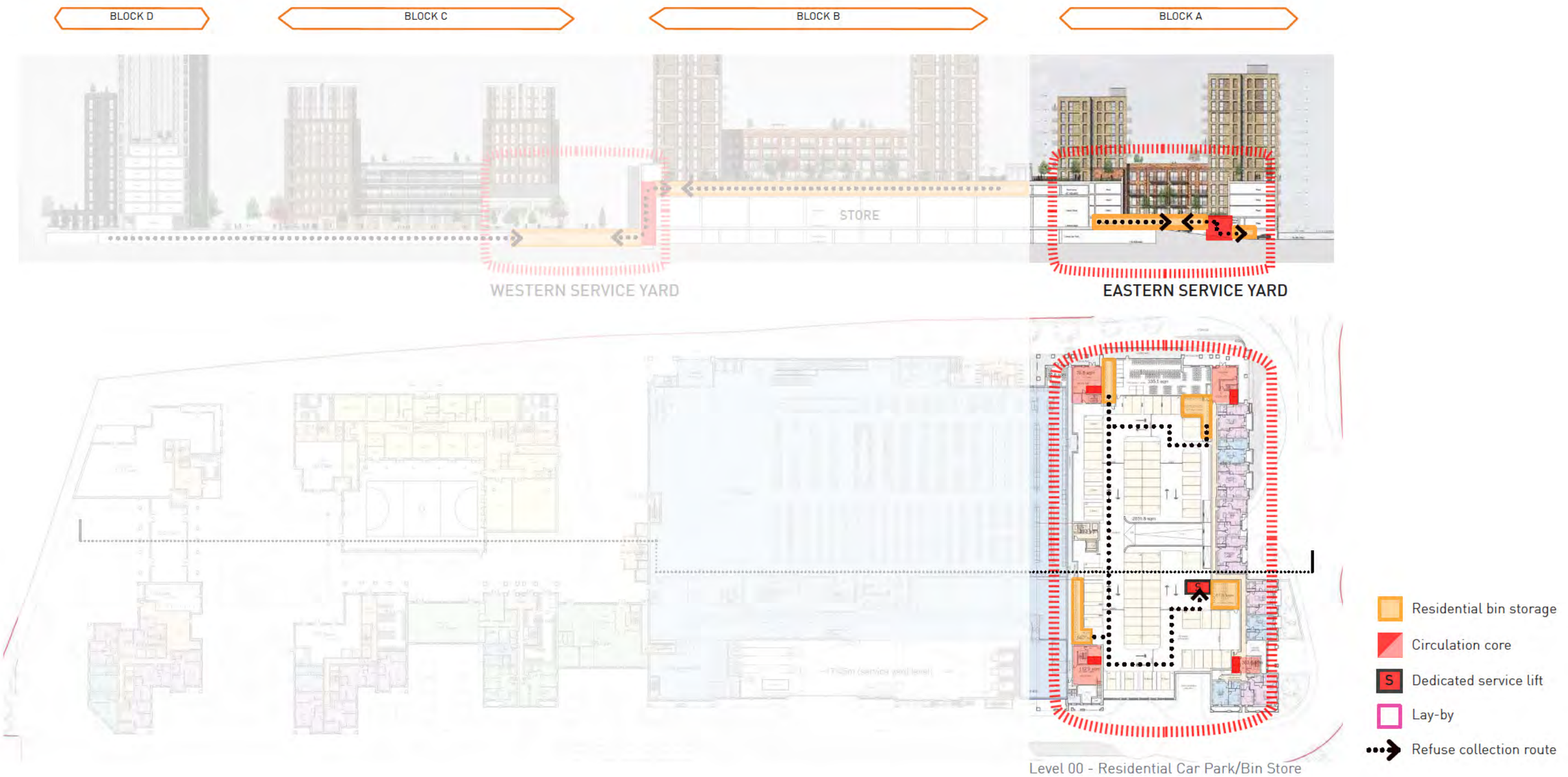
3.0 RESIDENTIAL

3.5 Refuse store locations and collection strategy

Block A - Bin stores

Bin stores serving the four main buildings within Block A are located at an upper level.

As noted above bins will be marshalled by the Management Company via large, dedicated service lifts to a bin holding area within the Eastern Service Yard on bin collection days.



Level 00 - Residential Car Park/Bin Store

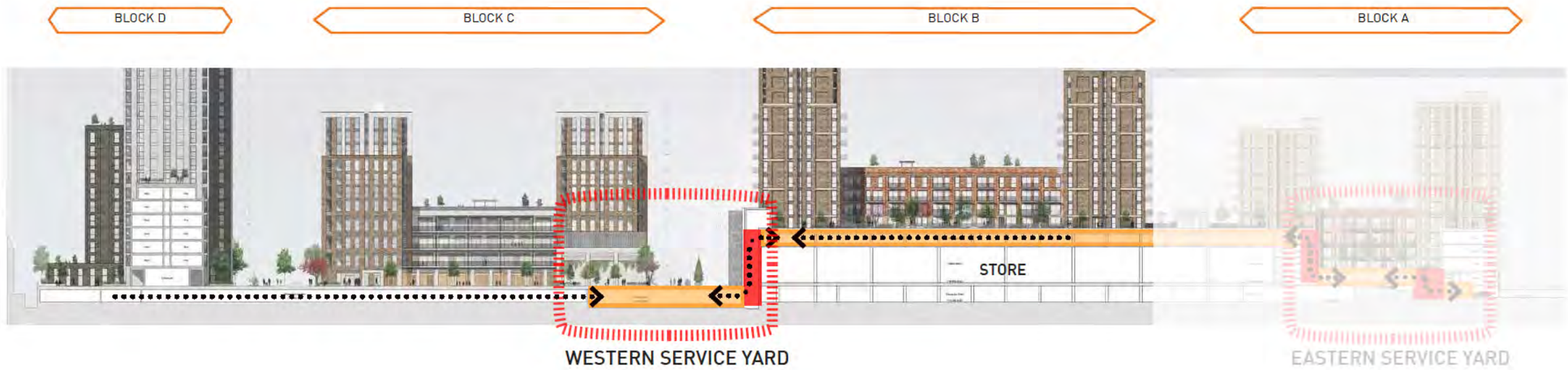
3.0 RESIDENTIAL

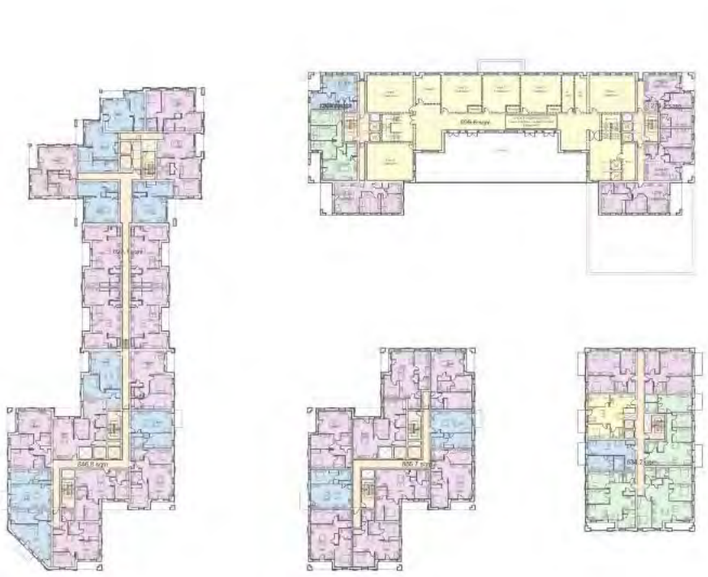
3.5 Refuse store locations and collection strategy

Block B - Bin stores

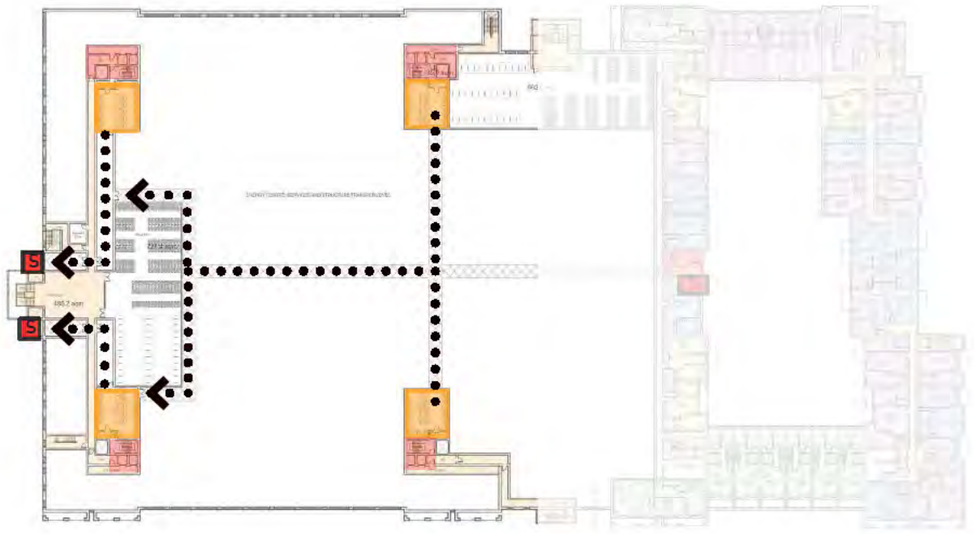
Bin stores serving the four main buildings within Block B are located at podium level adjacent to the main residential circulation cores

As noted above, on collection days, bins will be marshalled by the Management Company via large dedicated service lifts to a bin holding area, adjacent to the largs loading bay at the eastern end of the Western Loop.





Level 03 - Trensfer Level



Residential bin storage

Circulation core

S Dedicated service lift

Lay-by

Refuse collection route

3.0 RESIDENTIAL

3.5 Refuse store locations and collection strategy

Block C + D and Western Service Yard

The Management Company will move bins from Block C and D bin stores to the designated marshalling/holding area within the western service yard on collection days

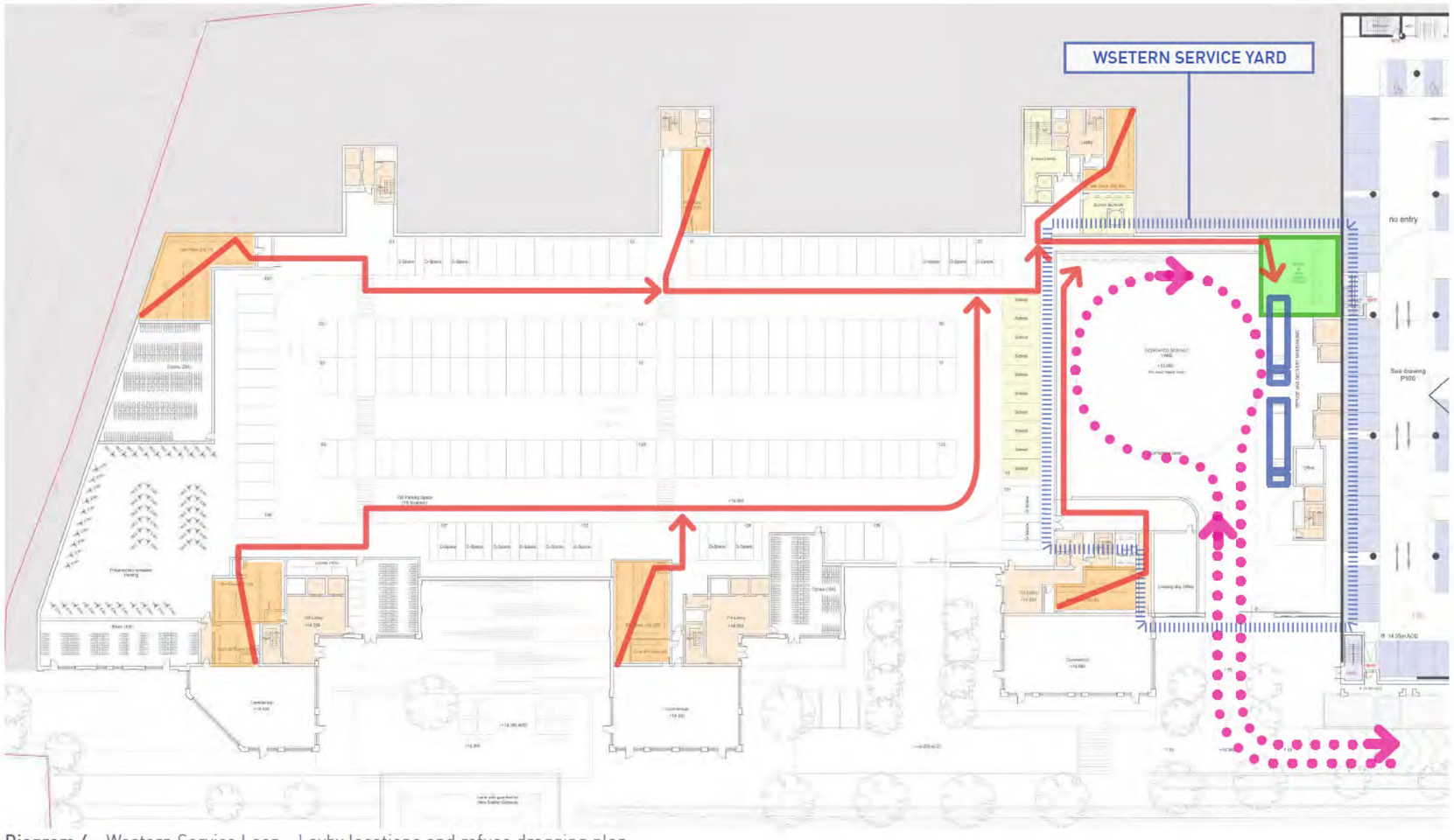


Diagram 4 - Western Service Loop - Layby locations and refuse dragging plan

Marshalling area

Refuse vehicle in lay-by

Refuse collection loop

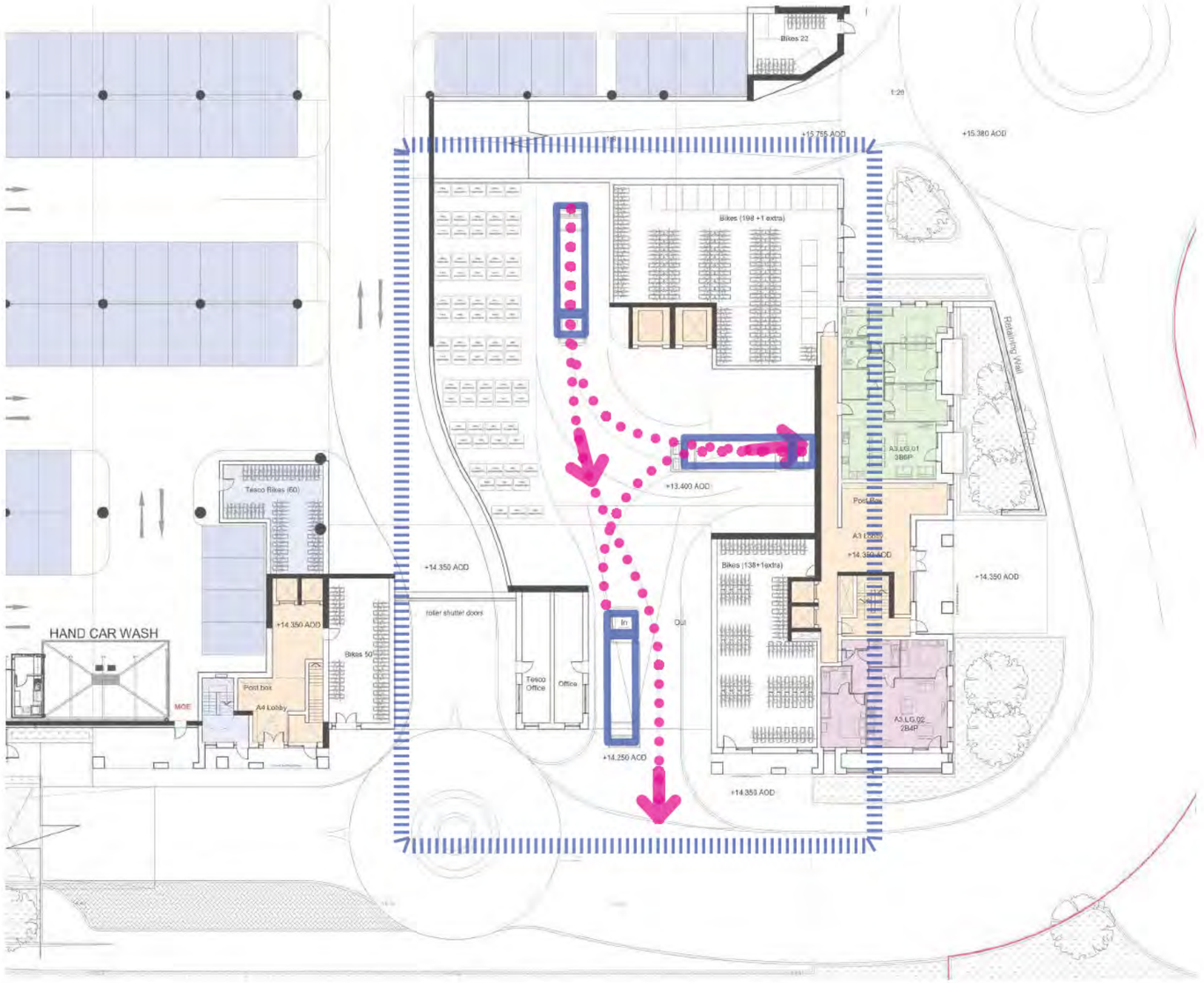
Dragging distance

3.0 RESIDENTIAL

3.5 Refuse store locations and collection strategy

Eastern Service Yard

Within the Eastern Service Yard a turning head is provided to ensure that refuse vehicles may enter and leave the service yard in a forward gear. Bin holding positions are all within 25.0m of the refuse freighter loading bay.



Eastern Service Yard

Refuse vehicle

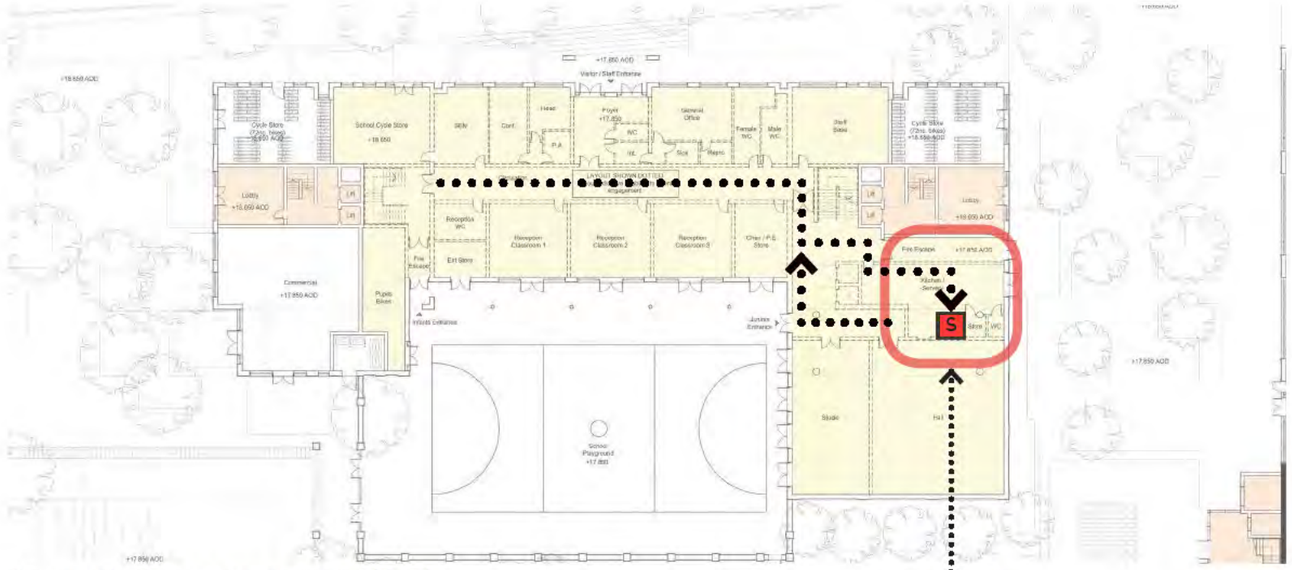
Refuse collection loop

4.0 URBAN PRIMARY SCHOOL

4.1 General Strategy

Waste produced by the primary school will be sorted on the school premises and taken by staff to a dedicated refuse store within the lower ground floor using the schools dedicated service lift. From there, on collection days, the waste will be transported to the western service yard for collection.

Deliveries will be directed within the western service yard and carried up to the school using the school's dedicated sercive lift



Primary school waste management - 00 level

Primary school waste management - LGF level

S Dedicated service lift

Refuse collection route

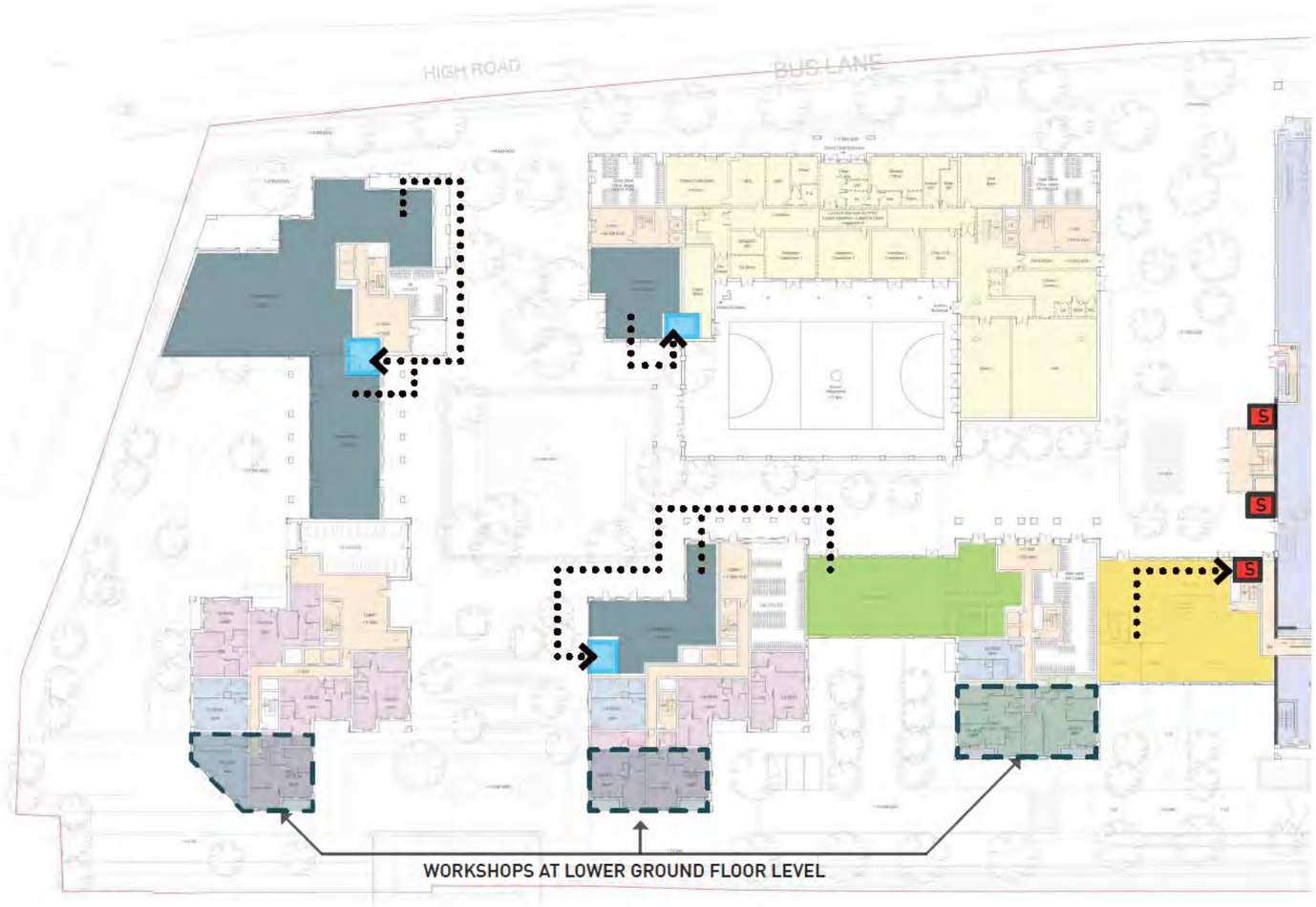
5.0 COMMUNITY HUB, FLEXIBLE SPACE & VILLAGE HALL

5.1 General Strategy

Waste and recycling from the Community Hub will stored internally and be marshalled, via a dedicated service lift, by the Management Company to the Lower Ground Floor level on the appropriate days for collection. This will be stored in the Block B refuse holding enclosure.

Waste and recycling from the flexible space units at Civic Square level and the Village Hall will be stored in dedicated, shared refuse stores at podium level. On collection days bins will be transferred via the service lifts adjacent to the Super Lobby, to the western service yard refuse bin holding area.

Waste and recycling from the flexible space units on Railway Approach will be stored in a dedicated, shared refuse store at that level. On collection days bins will be transferred to the western service yard refuse bin holding area



Community Hub

Flexible space

Village Hall

Flexible space bin storage

Refuse collection route

S Dedicated service lift

6.0 SCHEDULE OF WASTE CALCULATIONS

A Blocks	UNITS	BINS REQUIRED - Waste	BINS REQUIRED - Recycling	BINS PROVIDED
A1	83	17	2	19
A1/A2	12	2	1	3
A2	93	19	3	22
A2A3	15	3	1	4
A3	91	18	3	21
A3/A4	14	3	1	4
A4	45	9	2	11
A4/A`	3	1	2	3
Total	356	59	10	69

B Blocks	UNITS	BINS REQUIRED - Waste	BINS REQUIRED - Recycling	BINS PROVIDED
B1	106	21	3	24
B1/B2	30	6	1	7
B2	79	16	2	18
B3	71	14	2	16
B3/B4	25	5	1	6
B4	65	13	1	14
Total	376	75	10	85

C Blocks	UNITS	BINS REQUIRED - Waste	BINS REQUIRED - Recycling	BINS PROVIDED
C1	41	8	1	9
C2	39	8	1	9
C3	77	15	2	17
C4	137	27	3	30
Total	294	59	7	66

D Blocks	UNITS	BINS REQUIRED - Waste	BINS REQUIRED - Recycling	BINS PROVIDED
D1	154	31	4	35
D2	100	20	3	23
Total	254	51	7	58

TOTALS	1280	244	34	278

APPENDIX B

CYCLE PROVISION AND PARKING STRATEGY (updated August 2020)

CYCLE PROVISION AND PARKING STRATEGY

The original DAS included a comprehensive cycle parking strategy based on the Draft New London Plan standards and the London Cycling Design Standards, including a provision for at least 5% large cycle or cycle and trailer spaces.

The strategy within the Amended Scheme remains consistent with this approach with the simple addition of the second Super Lobby on the High Street frontage and a consequent increase in the potential to park cycles securely within the Block B transfer level.

Residents' cycle parking

The Intend to Publish London Plan Policy T5, stipulates the following standard for residential cycle parking;

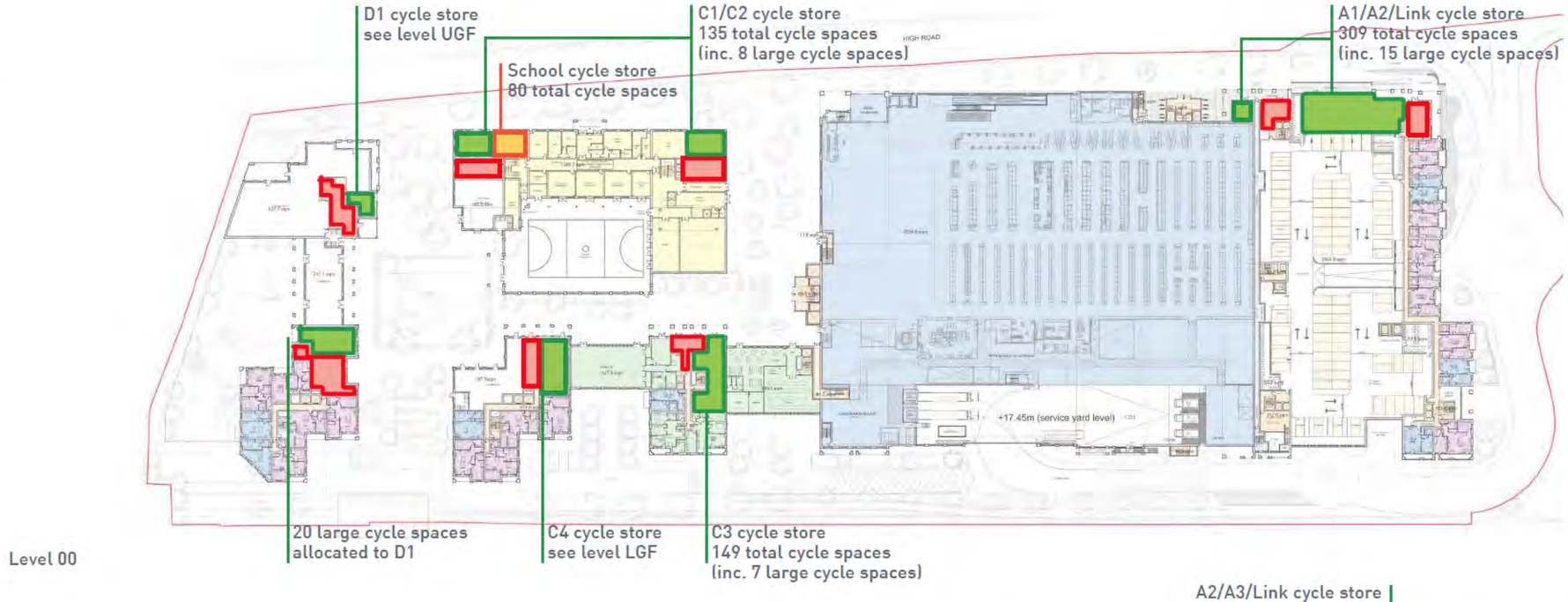
- 1.5 space for 1 bed units
- 2 spaces for 2 and 3 bed unit

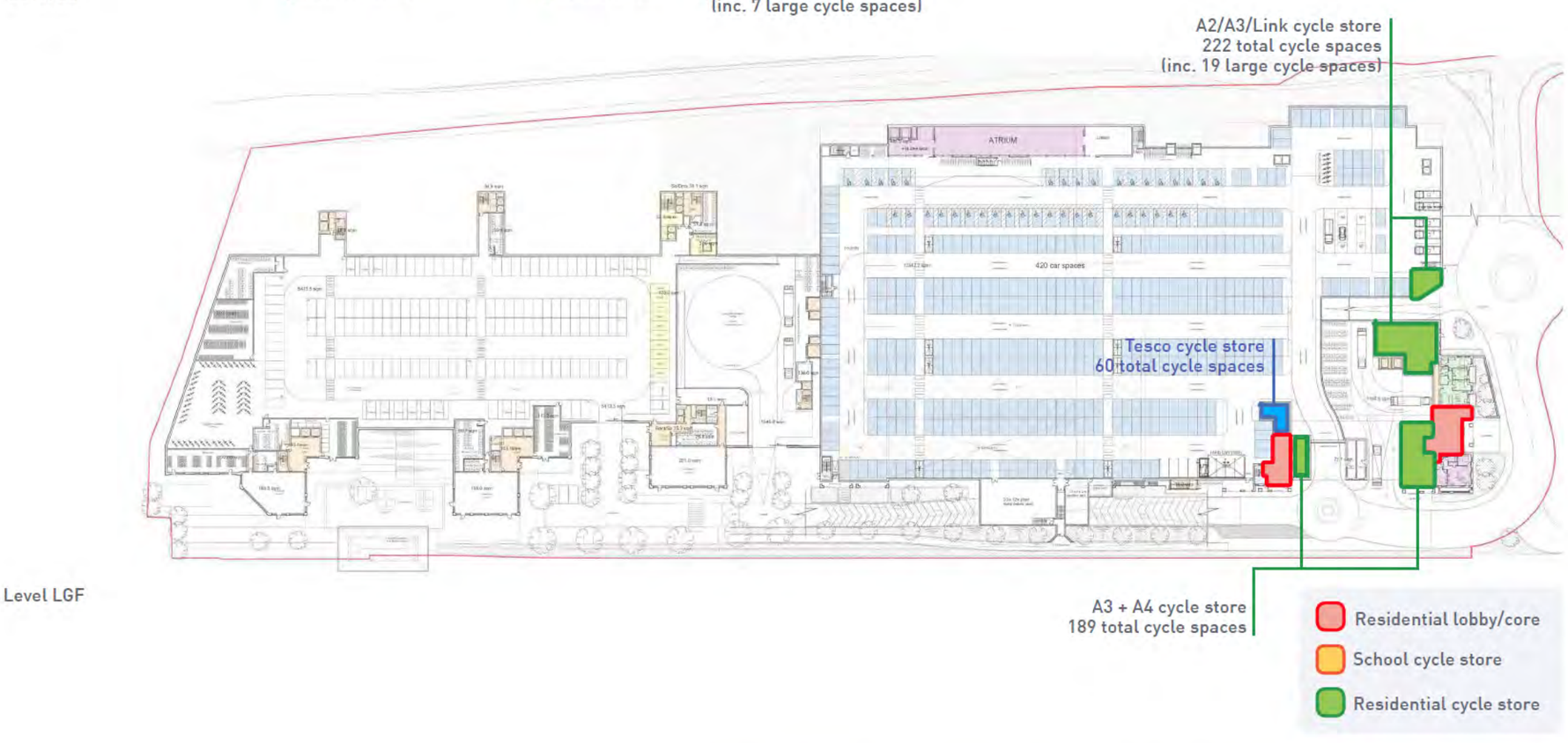
Based on this approach a total provision of 2364 residents' cycle spaces are required, however 2567 are provided, 9% more than London Plan requirements. Secure cycle stores are provided adjacent to each residential core and are sized in proportion to the number of cycles required to serve that particular building.

Residents cycle stores are generally accessed directly from the public realm. The two exceptions being:

- Block B where 12% are accessible directly at street level and the balance are located within the Level 03 Transfer Level, accessed via oversized passenger lifts with the two Super Lobbies
- Block D where 30% of the cycle spaces are accessed at street level and the balance are located within the western car park level.

This arrangement ensures that regular cyclists have ready access to their cycles.





CYCLE PROVISION AND PARKING STRATEGY

Tesco store

For a store the size of Tesco the London Plan standards for food retail require:

- 60 long term spaces within the customer carpark
- 52 customer short stay spaces

Primary school cycle parking

The London Plan requires:

- 1 space for every 8 full-time staff
- 1 space for every 8 students

Based on these requirements a cycle store that will accommodate 76 cycles has been provided adjacent to the school's main public entrance, together with 5 short term visitor spaces.

Flexible commercial space

London Plan policy T5 requires the following:

- Staff - 1 space for every 175 m²
- Customers - 1 space for every 40 m²

This equates to 75 cycle spaces, to be provided as part of the external works.

Visitor cycle parking

In addition to residents' cycle parking the London Plan also requires visitor parking for residents at a ratio of 1 space per 40 residential units.

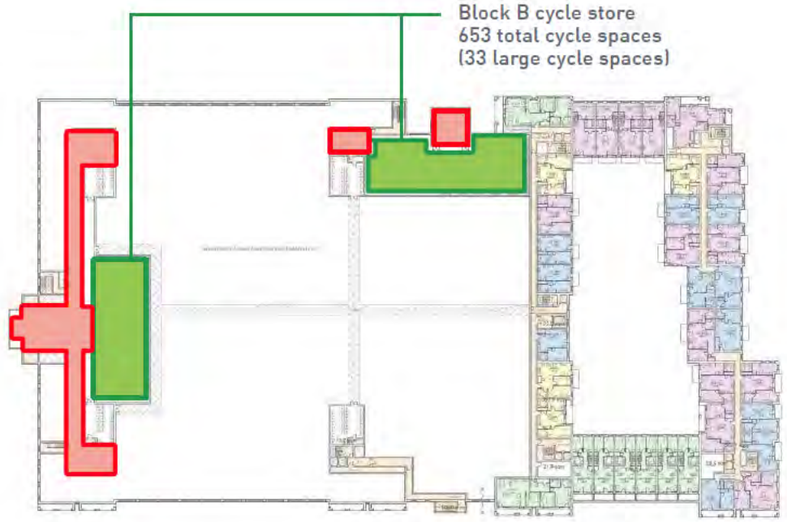
A total of 33 residential visitor spaces are therefore provided for visitors set within the new public realm, close to residential entrances.

Tesco cycle parking

112 cycle parking spaces are provided for Tesco. These are split into the following:

- 60 secure long-term spaces for staff provided at lower ground floor level within the Tesco car park
- 52 short term spaces for customers provided externally at level 00

Level 03



Residential lobby/core
School cycle store
Residential cycle store