

Introduction

In line with the guidance set out in Approved Document M (2015 edition incorporating 2016 amendments), a holistic approach has been taken with regard to the requirements for accessibility.

The policy and approach that has been adopted for the design development is informed by the concept of inclusive design which makes use of the social model of disability by focusing on the removal of barriers within an environment rather than the impairment.

Instead of making special provision for disabled people the design intention has been to achieve, as much as possible, an inclusive built environment which enables users to maximise their individual abilities and enjoy safe and, wherever possible, independent participation.

SITE ACCESSIBILITY

6.1 Site Layout

Site Overview

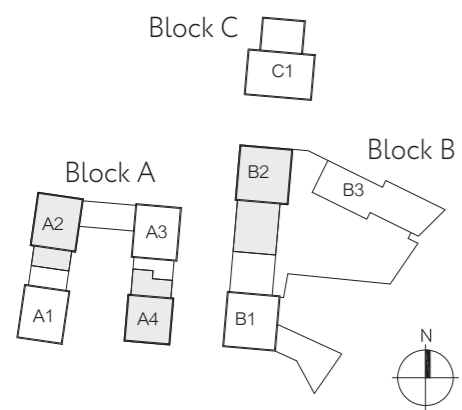
The site proposals have been developed to create and improve connections across the site from the South and East to link through to The Green, its retail offering and Southall Station to the North.

The buildings have been arranged to provide active frontage throughout with a legible street pattern which is easy to navigate. A hierarchy of routes is developed which gives the priority to the pedestrian over the vehicle.

Careful attention has been paid to the circulation of vehicles to ensure cars can access secure parking areas and public car parking without creating short-cuts through the scheme which would encourage increased traffic flows.

A central boulevard opens up onto The Green, opposite the Grade II* Manor House, to create a heart to the development. This flexible space will provide a destination location with flexible uses to draw the wider community into this vibrant space.

Further details can be found in the Traffic Impact Assessment prepared by Transport Planning Practice Ltd.



Parking Summary

Total Parking Spaces - 150

Block A	- 25
Block B	- 31
Block C	- 4
StAnselm's Church	- 50
Featherstone Terrace	- 32
Street Parking	- 8

FIG. 6.1 - SITE LAYOUT TO PROVIDE CONTEXT

SITE ACCESSIBILITY

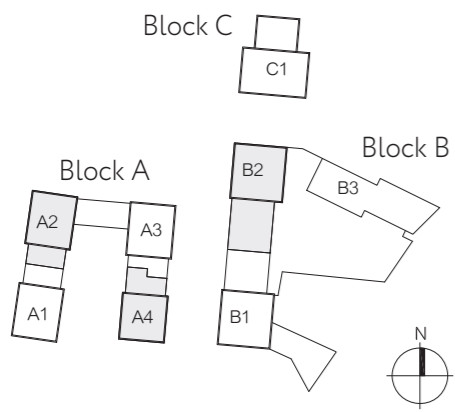
6.2 Pedestrian Movement Through the Site

Pedestrian Movement

The diagram highlights the pedestrian routes throughout the site.

The external spaces are designed to embrace the public whilst providing a safe, robust and vibrant environment for residents and businesses to thrive. The building arrangement and landscaping have been articulated to draw pedestrians into the Central Heart via St. Anselm's Church and Manor House approaches. The mixed use nature of the scheme will ensure the development will remain active throughout the day.

The proposal will improve the permeability through the site and provide alternative pedestrian-priority routes through the site. It will set a positive precedent for the future regeneration of the wider areas to reinstate an open urban grain currently disrupted by extensive areas of commercial use.



- KEY
- PRIMARY ROUTES
 - STATION LINKS
 - EXISTING LINKAGES
 - FUTURE LINKS
 - ACCESS TO 1ST FLOOR CYCLE STORE FROM BLOCK C
 - RESIDENT CORE TO 1ST FLOOR PODIUM AT BLOCK B

FIG. 6.2 - DIAGRAM TO ILLUSTRATE PEDESTRIAN MOVEMENT

SITE ACCESSIBILITY

6.3.1 Proposed Cycle Movement and Storage

Cycle Movement

The scheme is designed to encourage green travel and well-being. Secure and user-friendly resident cycle storage is conveniently distributed across the development at Ground, Mezzanine and Podium levels as illustrated in the diagrams.

Visitor cycle parking is positioned near building entrances and well-overlooked locations.

Commercial cycle parking is located in secure locations within the commercial units.

Bikes are welcomed throughout the public realm, although pedestrians are given priority in the Central Heart and Manor House approach zones.

Cycle Parking Summary

- **1006** Resident long stay cycle parking spaces (London Plan requirement: 999). Inclusive of a 5% allowance for oversized cycle spaces. Visitors cycle spaces are also provided around the site.

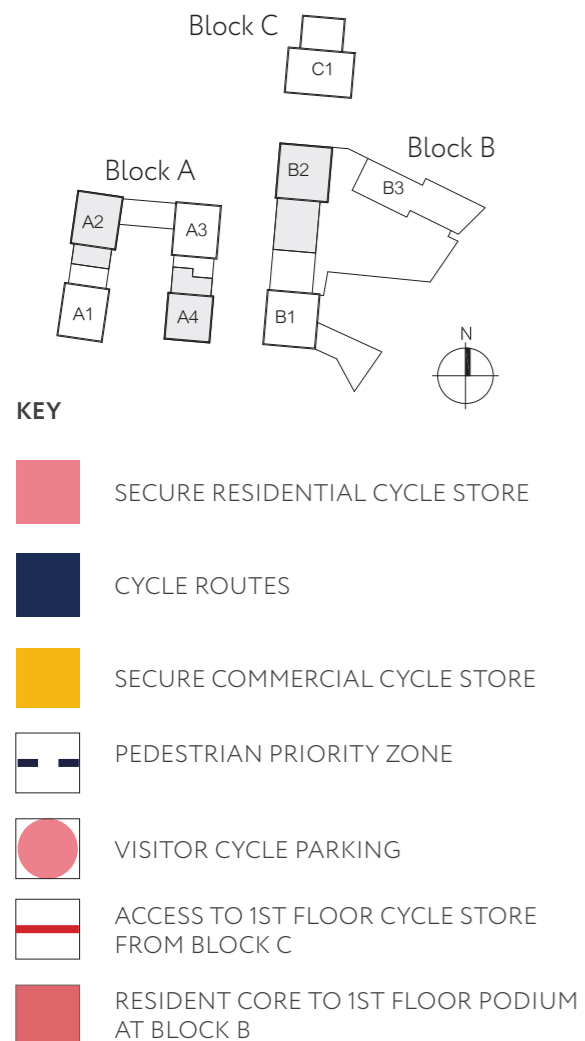


FIG. 6.3 - GROUND FLOOR LEVEL CYCLE STORE (84 SPACES)

SITE ACCESSIBILITY

6.3 Cycle Movement & Storage

This diagram highlights the cycle storage at podium level within the scheme.



BLOCK A MEZZANINE LEVEL CYCLE STORE (666 SPACES INCLUDING 22 OVERSIZED)

- KEY**
- CYCLE STORE
 - CYCLE ACCESS
 - ACCESS TO 1ST FLOOR CYCLE STORE FROM BLOCK C
 - RESIDENT CORE TO 1ST FLOOR PODIUM AT BLOCK B



FIG. 6.4 - PODIUM LEVEL CYCLE STORE (270 SPACES)

SITE ACCESSIBILITY

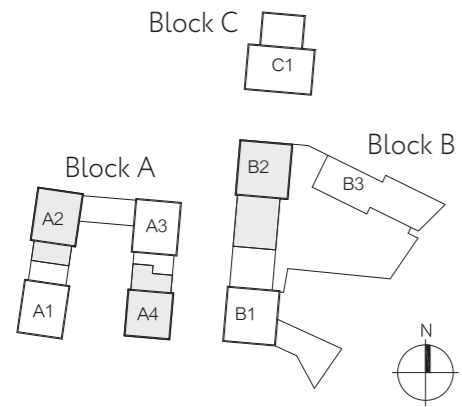
6.4 Vehicular Movement

Vehicle Movement

This diagram highlights the vehicular routes through the site.

The central public realm is designed to be car-free – only permitting emergency vehicle access.

The scheme has been designed so that vehicular movement is moved to the fringes of the scheme to create a distinct hierarchy between pedestrians and vehicles. This hierarchy allows the public realm to serve its primary function.



KEY

- ACCESS CONTROLLED PARKING
- PRIMARY ROUTES (CARS)
- SECONDARY ROUTES
- EMERGENCY VEHICLES
- SERVICING VEHICLE ROUTE FOR MANOR PARADE
- TWO WAY VEHICULAR MOVEMENT
- ONE WAY VEHICULAR MOVEMENT
- SERVICING ROUTES (ONE WAY)



FIG. 6.5 - DIAGRAM TO ILLUSTRATE VEHICULAR MOVEMENT

SITE ACCESSIBILITY

6.5 Refuse Strategy

Residential refuse servicing

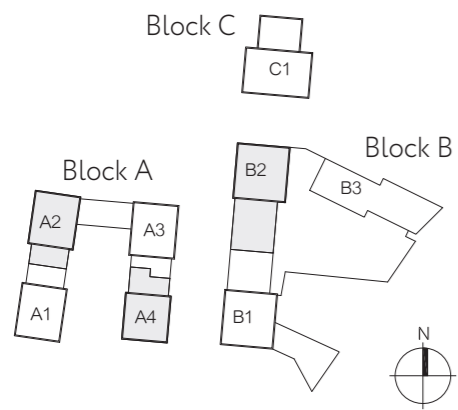
Residential bin stores throughout the scheme have been designed to comply with refuse travel distances so that they can be collected directly from the street.

The only exception will be the Refuse store at building B1. Subject to agreement with Ealing Highways, it is envisaged the loading area will be used temporarily on collection day to congregate bins stored in Building B1.

Commercial refuse servicing

Commercial bin stores will be managed by the tenants who will have waste collected by a waste management company.

The number of bins provided have been based on calculations provided by Local Authority guidance and the transport consultant.



KEY





-  INDICATIVE REFUSE REMOVAL ROUTES
-  COLLECTION POINT
-  RESIDENTIAL BIN STORE
-  COMMERCIAL BIN STORE



FIG. 6.6 - DIAGRAM TO ILLUSTRATE LOCATION OF REFUSE STORES

SITE ACCESSIBILITY

6.6 Residential Entrances

Residential Access

The residential entrances are strategically positioned alongside non-residential uses to ensure street frontages remain active throughout the day.

The design of the entrances have focused on legibility and resident safety.

All entrances are step free and comply with Part M building regulations, all entrances are compliant with Part M4(2).



BLOCK B1 RESIDENTIAL ENTRANCE

KEY




-  COMMUNAL RESIDENTIAL ENTRANCE AND CIRCULATION CORE
-  ACCESS TO THE SHARED RESIDENTIAL AMENITY SPACE
-  BLOCK A - INDIVIDUAL RESIDENTIAL ENTRANCES



FIG 6.7 - DIAGRAM TO ILLUSTRATE LOCATION OF THE PROPOSED RESIDENTIAL ENTRANCES AND LOBBIES

SITE ACCESSIBILITY

6.7 Parking distribution

Parking

This diagram highlights the parking distribution throughout the site.

The proposals seek to re-provide 90 public parking spaces. 58 spaces have been proposed on street providing easy access to Southall station, and a further 32 public spaces have been provided within a slither of land at Featherstone terrace.

The scheme will also provide 60 residential parking spaces between Blocks A (25 spaces including 20 disabled) and B (31 spaces including 11 disabled spaces). Block C provides an additional 4 disabled spaces.

It should be noted that public and private parking spaces within Block B will be separated and managed using retractable bollards.

Electric vehicle charging points will be installed in accordance with relevant planning policy.

KEY

-  COMMERCIAL LOADING BAY
-  RESIDENT ALLOCATION
(60 SPACES INCL. 35 DISABLED SPACES)
-  PUBLIC ALLOCATION
(90 SPACES INCL. 10 DISABLED SPACES)



FIG. 6.8 - PLAN TO ILLUSTRATE LOCATION OF PUBLIC AND RESIDENTIAL PARKING

COMMERCIAL STRATEGY

6.8 Non-Residential Use - Ground Floor

Ground floor commercial strategy

The commercial space strategy has been developed in conjunction with We Made That. The aim is to provide a clear spatial hierarchy and active frontage across the site in response to the needs of future occupiers.

This diagram illustrates the proposed distribution of non-residential uses across the scheme. The proposed quantum reflects local market research to ensure optimum occupation and to reduce the potential of dead frontage through unoccupied space. We have positioned the uses strategically by locating the commercial uses adjoining the existing shop frontages along The Green to integrate the scheme into its immediate context, and clustering the commercial floorspace in the centre of the scheme.

This planning submission is applying for flexible use classes (E, F1 and F2) across all commercial areas. The allocation of uses suggested within this document demonstrates how this might come forward based on advice from We Made That regarding likely demand.

Commercial Quantum

The proposals seek to provide approximately 2923m² of non-residential floorspace across the development on the ground and first floor. It has been anticipated that this quantum of non residential floorspace will support **90** jobs. This is based on 2,502m² of Class E(g) at 1 Full Time Equivalent (FTE) per 30m² and 420.7m² of Class E(f) at 1 FTE per 60m².

For more detailed analysis on the existing and proposed commercial offering please refer to the supplementary report from Forty.

KEY

- COMMERCIAL UNIT (CLASS E) (2106.7M²)
- NURSERY (INDICATIVE)(F1) (313.8M²)
- COMMUNITY USE (INDICATIVE) (F2) (106.9M²)



FIG. 6.9 - DIAGRAM TO ILLUSTRATE LOCATION OF THE PROPOSED NON-RESIDENTIAL

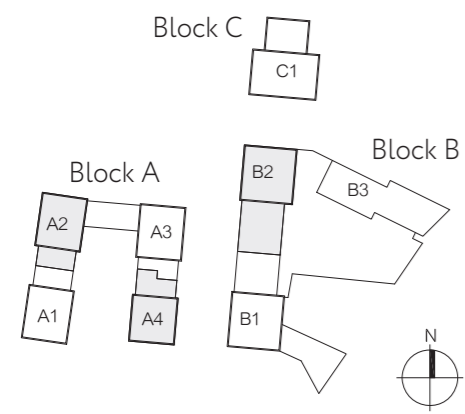
COMMERCIAL STRATEGY

6.9 Non-Residential Use - First Floor

First floor commercial strategy

This diagram shows the distribution of commercial space on the First floor.

The strategic location of commercial spaces help to animate the facade and pedestrianised zones of the scheme.



KEY

 COMMERCIAL FLOORSPACE (E) (395.4M²)



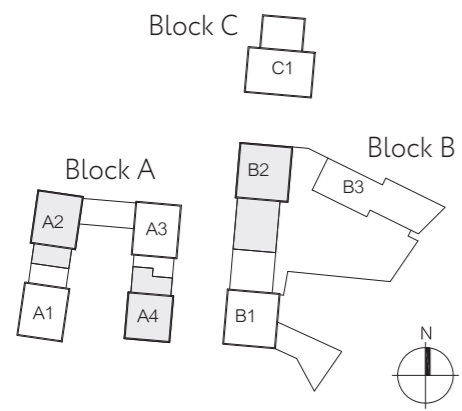
FIG. 6.10 - DIAGRAM TO ILLUSTRATE LOCATION OF THE PROPOSED COMMERCIAL PROVISION

SITE ARRANGEMENT

6.10 Ground Floor Plan - Overview

In summary, the main principles of the Ground Floor Plan are;

- Landscaped Public Realm at the heart of the scheme.
- Defined 'Activity / Character' Areas
- Flexible commercial space with active frontages to the public realm
- Provision of community facilities
- Provision of secure car and cycle parking areas
- Re-provision of public parking.



KEY

- ACTIVE FRONTAGES
- COMMERCIAL SPACE
- COMMUNITY FACILITY
- LANDSCAPED PUBLIC REALM
- SECURE PARKING AREA
- DEFINED ACTIVITY AREA
- PUBLIC PARKING PROVISION



FIG. 6.11 - DIAGRAM TO ILLUSTRATE PROPOSED ACTIVE FRONTAGES

SITE ACCESSIBILITY

6.11 Servicing Strategy

Servicing Strategy

The proposals seek to create a vibrant and lifelong community that will grow with Southall. We have worked closely with commercial place-making experts on the provision of non-residential floor space to ensure it not only fulfils the current market requirements but is also flexible enough for adapting to future needs.

As such, we have strategically kept the central public realm vehicle-free by directing servicing access to commercial spaces with frontages on the Central Heart under the podiums. Block A and Block B have been raised respectively so that a range of servicing vehicles can be accommodated to optimise marketability (up to rigid HGVs in Block A and 7.5 ton van in Block B). Loading areas for the remainder of commercial space have been positioned within reasonable servicing distances.

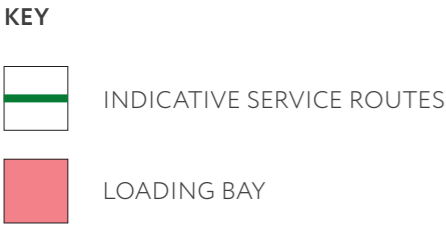
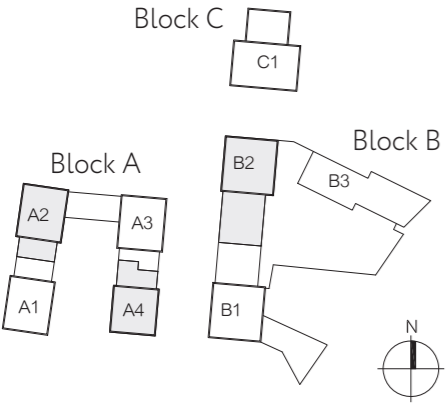


FIG. 6.12 - DIAGRAM TO ILLUSTRATE VEHICULAR SERVICING STRATEGY

SITE ACCESSIBILITY

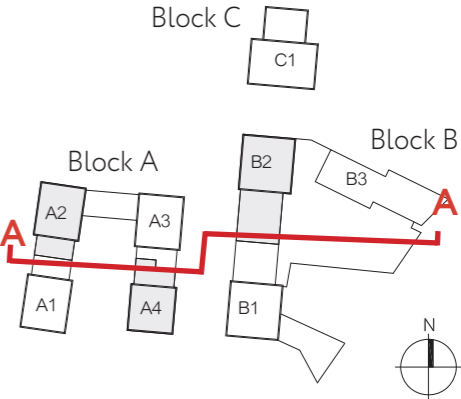
6.11.2 Servicing Strategy (Section A-A)



FIG. 6.13 - SECTION A-A ILLUSTRATING THE LEVEL DIFFERENCE BETWEEN COMMERCIAL AND RESIDENTIAL SPACES

KEY

- COMMERCIAL
- RESIDENTIAL

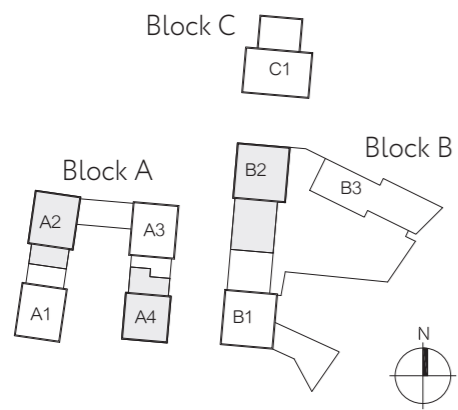


LANDSCAPE PROPOSAL

6.12 Ground Floor Public Realm

The principles of the landscape proposal areas follows;

- To facilitate a welcoming approach into the scheme.
- To be responsive to the site specific 'character areas'.
- To facilitate routes and linkages opening up to the wider site.
- To assist in creating a vibrant heart with facilities for pop up markets .
- To facilitate areas for incidental play.
- Maximise tree planting.



KEY





-  WELCOMING ENTRANCE
-  VIBRANT HEART
-  INCIDENTAL PLAY SPACE
-  POP UP MARKET



FIG. 6.14 - PLAN TO ILLUSTRATE LOCATION OF THE PROPOSED PUBLIC REALM PROVISION

LANDSCAPE PROPOSAL

6.13 Residential Gardens at Podium Level

The raised gardens provide the main residential amenity space for the development. They are designed to provide a green environment, which is important for everyone's health and well-being. This is balanced with the need to provide play facilities and paved areas for neighbours to get together. The areas fall broadly into three types of space, a planted garden and social space, flexible open lawn area and a defined play area.

The following objectives were set at the start of the design process;

- Respond to the south facing aspect
- Provide variety and choice in places to sit and use
- Create a garden that is welcoming and encourages people to stay
- Provide terraces at podium level with defensible planting
- Incorporate cycle parking where possible
- Integrate ventilation in a discreet a way as possible
- Introduce trees & extensive planting to maximise the green character

The raised gardens will have a combination of stone, resin bound gravel and artificial lawn in response to each of the different areas and uses. It is intended to mould the levels of the artificial lawn such that it becomes a sculptural play feature in its own right.

KEY







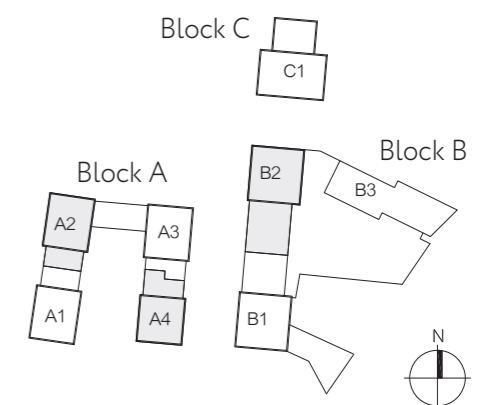
-  ROBUST PLANTING TO EDGES
-  SENSORY PLANTING TO PLAY & SEATING AREAS
-  FRAGRANT PLANTING TO SEATING AREAS
-  AMENITY LAWN
-  SEATING AREA
-  PLAYSACE



FIG. 6.15 - PLAN SHOWING COMMUNAL PODIUM GARDENS AT FIRST FLOOR LEVEL



THE PROPOSAL

6.14 Tenure Distribution

Tenure Strategy

Tenure Distribution (The scheme is tenure blind throughout)

- Non-residential uses to ground floor and part first floor
- London Affordable Rent to Blocks A1, A2 & B3
- Shared Ownership to Blocks B1 & lower floors of C1
- Market Sale to Blocks A3, A4, B2 & upper floors of C1

UNIT TYPE	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B5P	UNITS/BY TENURE	Hab Rooms/Tenure	
LONDON AFFORDABLE RENT	63	18	38	2	2	2	10	157	494	32%
SHARED OWNERSHIP	54	13	35	0	10	0	0	112	302	19%
MARKET SALE	142	31	109	0	7	6	0	295	769	49%
	259	62	182	2	19	8	10	564	1565	
%	45.9%	11.0%	32.3%	0.4%	7.3%	1.4%	1.8%			
Hab Rooms/unit	518	186	546	10	205	40	60			
Site Area (Ha)	1.9674									
Density by Unit(Ha)	301									
Density by HR (Ha)	835									

FIG 6.16 - BREAKDOWN OF TENURE PROVISION

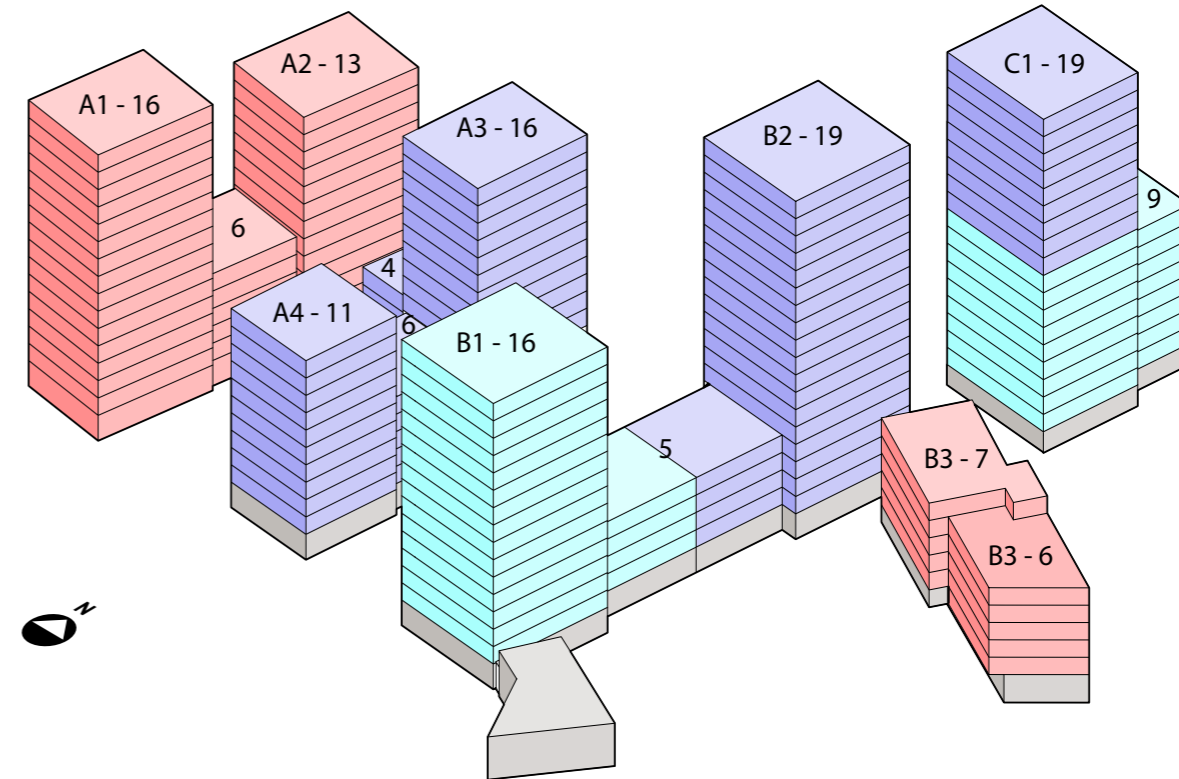


FIG 6.16 - TENURE DISTRIBUTION DIAGRAM

SITE ARRANGEMENT

6.15 Wheelchair Accessible Homes Distribution M4(3)

There is a total of 57 Wheelchair Accessible Homes (10%) located within the scheme.

They have been strategically located at lower levels across all tenures. Every fully accessible home is served by two lifts.

Step free access has been incorporated throughout the development.

The Wheelchair Accessible homes are distributed within the following levels:

- levels 1-6 in Blocks A1-A4
- levels 2-5 in Blocks B1-B2
- levels 1-3 in Block C1

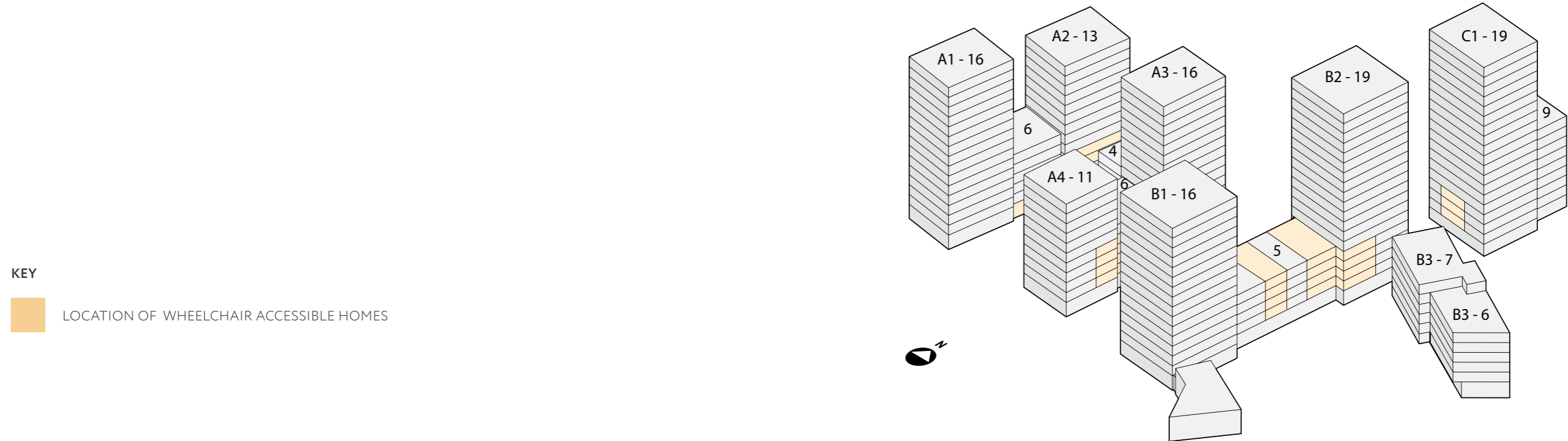


FIG 6.17 - WCH UNIT DISTRIBUTION DIAGRAM

SITE ARRANGEMENT

6.16 Site Orientation

Dual aspect

- 76% of the units within the scheme are of dual aspect.
- There are no single aspect north facing units

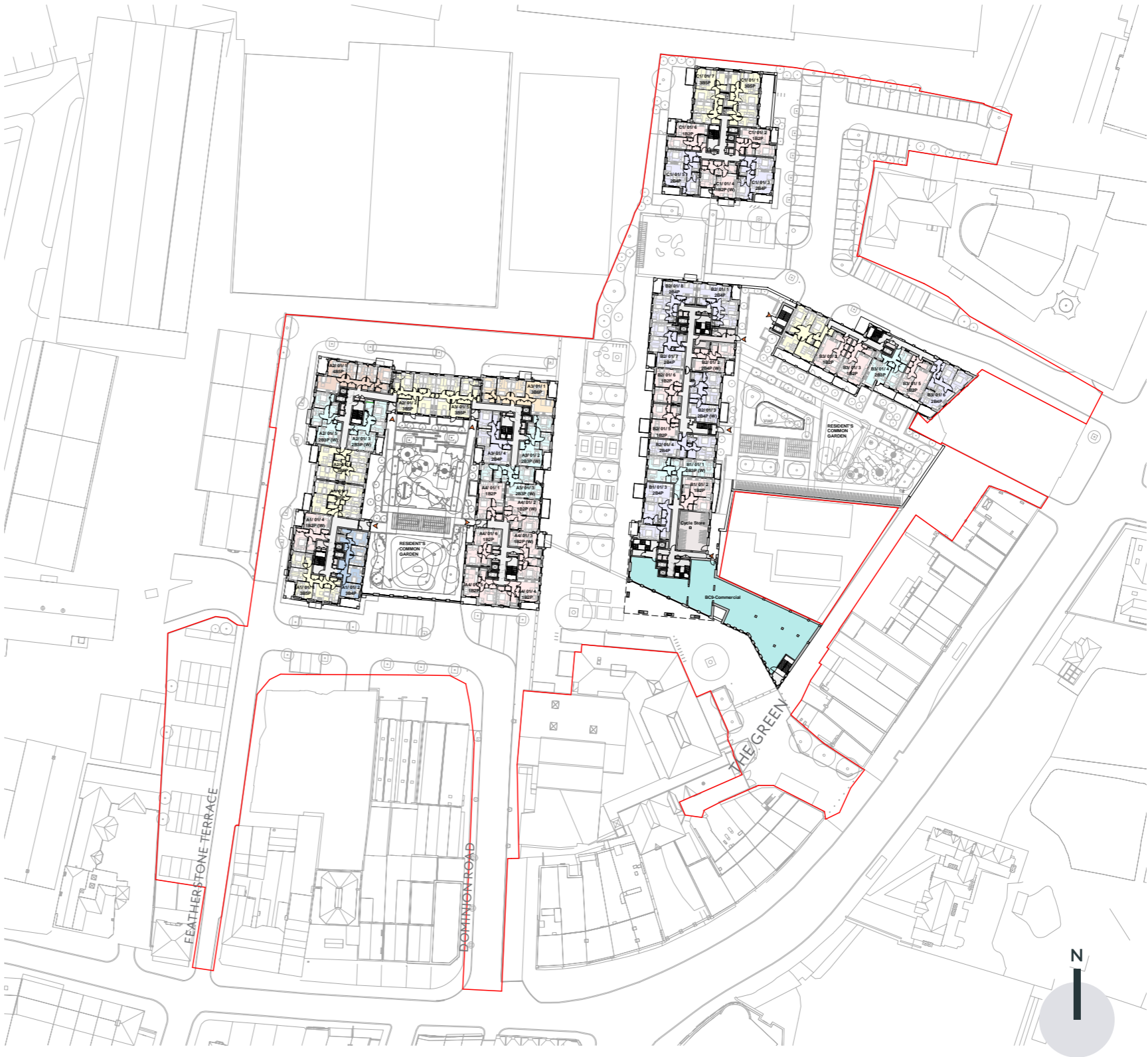


FIG 6.18 - TYPICAL UPPER FLOOR PLAN

THE PROPOSAL

6.17 Developed Drawings

Developed Drawings

The following section of this document illustrates the developed proposal and its compliance with statutory legislation and planning policy.

All units have been designed to meet the requirements of Approved Document Part M (2015 edition incorporating 2016 amendments), which incorporates the previous requirement for Lifetime Homes Standards as Category 2 'Accessible and Adaptable Dwellings' M4(2) and the requirements of the Peabody design guide which stipulate higher standards than the requirements set out within Approved Document Part M. The layouts for each unit will also adhere to the requirements set out in the Greater London Authority (GLA) London Housing Design Guide. In addition, 10% of the proposed homes (57 units in total) are designed to comply with Part M4(3) - full wheelchair accessible. A range of proposed typical units are selected to demonstrate compliance with relevant spaces standards on the following pages.

During the design process it was a key priority to ensure each unit had direct access to private amenity space. This is provided for within the proposals via private balconies/ terraces. Additionally we have provided two shared podium gardens for residents.

All units are accessed from communal cores. Level access from the street to any unit level is provided throughout. Consideration has been given for all lifts within the scheme to accommodate access for stretchers as well as bulky furniture. All lifts are designed to meet the requirements of Part M of the Building Regulations and those of the Peabody Design Guide.

The design provides a significant new piece of public realm that will successfully contribute to the value of the wider urban context. It positively responds to the new active ground floor uses, creating more retail edges and a flexible new square with space to spill out providing a vibrant colourful and predominately pedestrian environment. The heart of the site is opened up with a new pedestrian connection back to The Green and a new clear street pattern that sets the foundations for future phases and helps establish a strong sense of place.

A careful balance is achieved between the competing demands on space for town centre parking, private residential space, servicing and outdoor public community areas. Good quality materials set the quality and character of the external areas designed to encourage very low traffic speeds, create a more equitable environment between the vehicle and pedestrian and a clear distinction between public and private.

The public realm is designed to encourage social interaction and promote health and well-being through the pop-up market square, places to eat together, sit together and children to play together; meeting the needs of the community at all stages of their life. New trees help define and way mark the public realm as well support a green infrastructure. Rain gardens and porous paving help support the SUDs strategy wherever possible. Play space is provided at the public ground level as well as in the raised south facing residential courtyard gardens.

THE PROPOSAL

6.18 Proposed Schedule of Accommodation

SITE AREA: 1.9674 ha

RESIDENTIAL PROVISION:

Total: 564 HOMES

- 259 x 1 bedroom flats (45.9%)
- 244 x 2 bedroom flats (43.3%)
- 51 x 3 bedroom flats (9.0%)
- 10 x 4 bedroom flats (1.8%)

London Affordable Rent – 157 HOMES

(32% by habitable rooms)

- 1 bedroom flats: 63
- 2 bedroom flats: 56
- 3 bedroom flats: 28
- 4 bedroom flats: 10

SHARED OWNERSHIP – 112 HOMES

(19% by habitable rooms)

- 1 bedroom flats: 54
- 2 bedroom flats: 48
- 3 bedroom flats: 10

MARKET SALE – 295 HOMES

(49% by habitable rooms)

- 1 bedroom flats: 142
- 2 bedroom flats: 140
- 3 bedroom flats: 13
- Density by Units: 301 HR / HA
- Density by HR: 835 HR / HA

NON-RESIDENTIAL PROVISION:

- Flexible Commercial Space: 2922.8 sqm

PARKING

- Re-provision of 90 public car parking spaces (incl.12 disabled spaces)
Throughout the street and on Featherstone Terrace.
- 60 resident parking spaces (incl. 35 disabled spaces/ 6.2% of 564)
- 1006 Secure Resident cycle parking (incl. 50 oversized):
(London Plan requirement: 999)
- 24 Secure Non-residential cycle parking (Long stay)
- 44 visitor cycle spaces (Short stay)

The Green - Proposed Accommodation Schedule by Tenure																						
Tenures	Social Rented							Shared Ownership							Market Sale						Total	
Location	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B	1B2P	2B3P	2B4P	3B4P	3B5P	3B6P	4B	
A1	29	1	18	1	12	0	5															66
A2	17	12	15	1	6	2	5															58
A3															24	7	30	0	1	6	0	68
A4															42	8	0	0	0	0	0	50
B1								43	12	27	0	0	0	0								82
B2															48	2	51	0	0	0	0	101
B3	17	5	5	0	6	0	0															33
C1								11	1	8	0	10	0	0	28	14	28	0	6	0	0	106
Total	63	18	38	2	24	2	10	54	13	35	0	10	0	0	142	31	109	0	7	6	0	564
Unit %	40.1%	11.5%	24.2%	1.3%	15.3%	1.3%	6.4%	48.2%	11.6%	31.3%	0.0%	8.9%	0.0%	0.0%	48.1%	10.5%	36.9%	0.0%	2.4%	2.0%	0.0%	
Total Unit %	28%							20%							52%						564	
Hab Rms	126	54	114	10	120	10	60	108	39	105	0	50	0	0	284	93	327	0	35	30	0	
HR%	26%	10.9%	23.1%	2.0%	24.3%	2.0%	12.1%	35.8%	12.9%	34.8%	0.0%	16.6%	0.0%	0.0%	36.9%	12.1%	42.5%	0.0%	4.6%	3.9%	0.0%	
Total HR %	32%							19%							49%						1565	

FIG 7.1 - BREAKDOWN OF RESIDENTIAL PROVISION

THE PROPOSAL

6.19 Ground Floor Layout

Ground floor plan

The ground floor has a predominantly active frontage throughout. Comprised of commercial, community space and residential entrances.

The ground floor also provides access to the covered parking areas at blocks A and B.

It should be noted that the structural grid follows that of the residential units. Therefore the ground floor can be converted into residential units should the need arise.

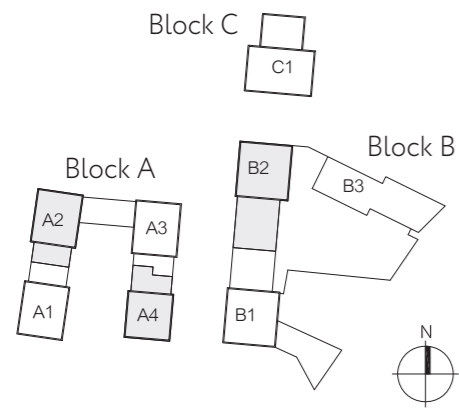


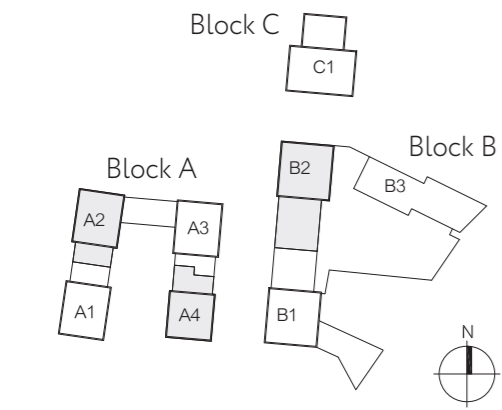
FIG 7.2 - GROUND FLOOR LAYOUT

THE PROPOSAL

6.20 First Floor Layout

First floor plan

The first floor level provides access to the shared residents amenity space and the residents cycle store at block B. This level at block B also houses some commercial space along with residential units.



KEY

- COMMERCIAL UNIT (B1A/B1B/B1C)
- 1 BED 2 PERSON
- 2 BED 3 PERSON
- 2 BED 4 PERSON
- 3 BED 5 PERSON
- 3 BED 6 PERSON
- 4 BED 5 PERSON



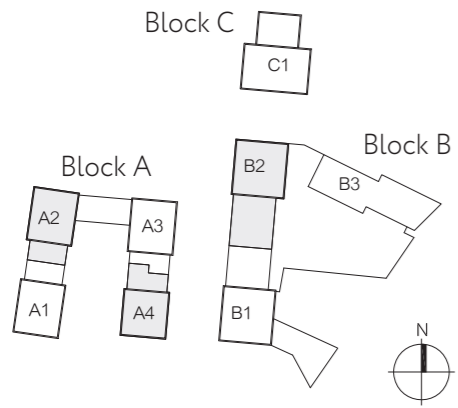
FIG 7.3 - FIRST FLOOR LAYOUT

THE PROPOSAL

6.21 Typical Upper Floor Layout

Typical upper floor plan (Second Floor)

Wheelchair and Family units have been accommodated within the lower levels of the scheme. This has been done to minimise the impact of vertical travel on larger families and disabled residents. All Part M4(3) - wheelchair units are accessible by 2 lifts.



KEY

- 1 BED 2 PERSON
- 2 BED 3 PERSON
- 2 BED 4 PERSON
- 3 BED 5 PERSON
- 3 BED 6 PERSON
- 4 BED 5 PERSON

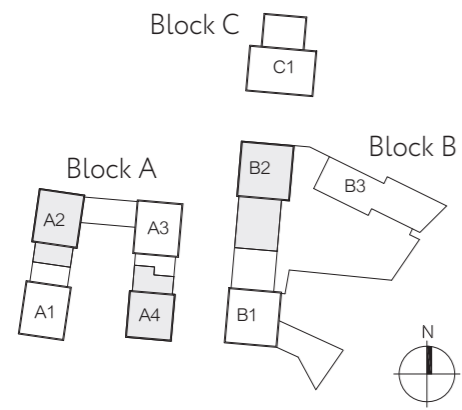
FIG 7.4 - TYPICAL UPPER FLOOR LAYOUT

THE PROPOSAL

6.22 Typical Tower Level Layout

Typical tower plan

The plan of each towers are designed to stack where possible. This ensure a repeat pattern to the elevations which exaggerates the vertical emphasis of the towers.



KEY

- 1 BED 2 PERSON
- 2 BED 3 PERSON
- 2 BED 4 PERSON
- 3 BED 5 PERSON



FIG 7.5 - TYPICAL TOWER LAYOUT

THE PROPOSAL

6.23 Roof Plan

Roof plan

All low level roofs visible from the new homes will have a sedum green roof to improve biodiversity and visual amenity.

The tower roofs will be accessible for maintenance only and will have a standard roof finish. Green roofs are inappropriate in this instance due to concerns raised in the aviation report.

For more information on aviation please refer to the Aviation Impact Assessment by Pager Power.

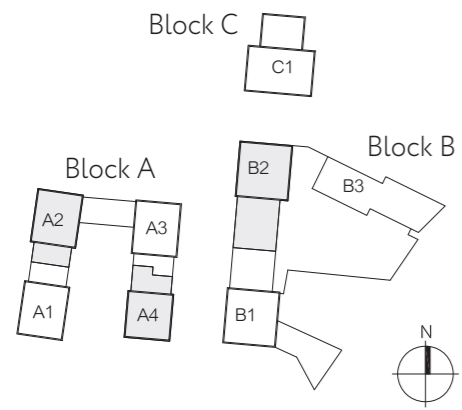


FIG 7.6 - TYPICAL ROOF LAYOUT

THE PROPOSAL

6.24 Block A Typical Plans



FIG 77 - BLOCK A TYPICAL LOWER AND UPPER FLOOR PLANS

KEY

	1 BED 2 PERSON		3 BED 5 PERSON
	2 BED 3 PERSON		3 BED 6 PERSON
	2 BED 4 PERSON		4 BED 5 PERSON

THE PROPOSAL

6.25 Block B Typical Plans



FIG 7.8 - BLOCK B TYPICAL LOWER FLOOR PLAN