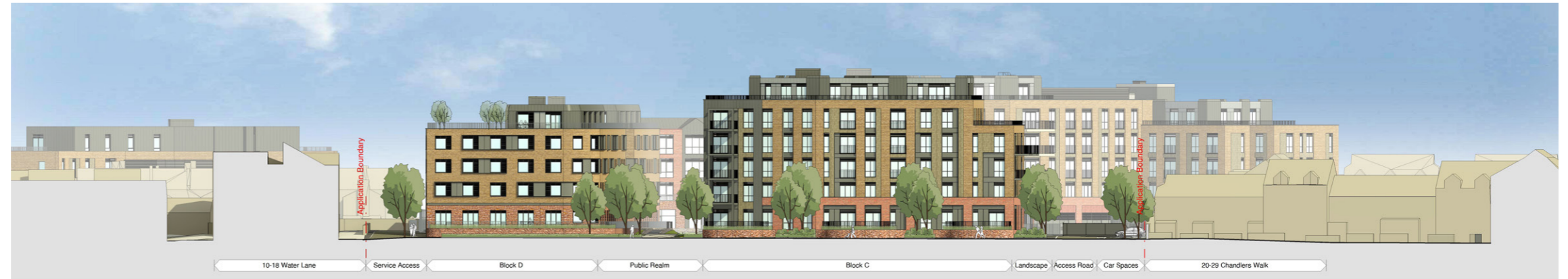
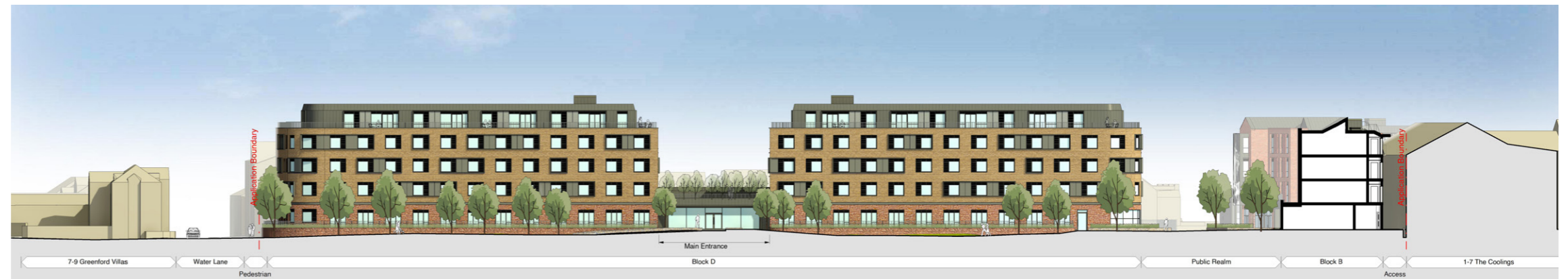
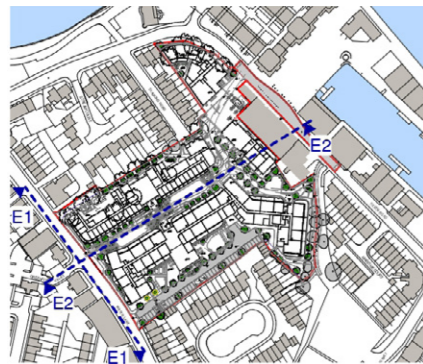


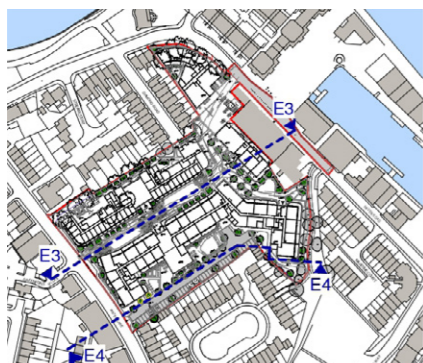
Site Elevations demonstrating proximity to neighbouring buildings, based upon the 'Residential Design Guide SPD'.



Site Elevations E1-E1

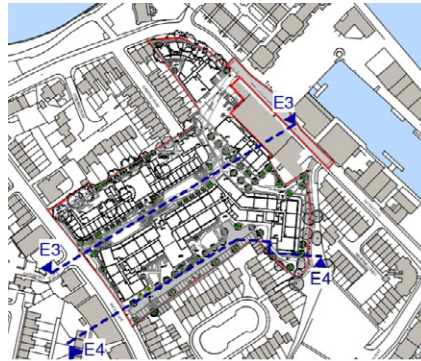


Site Elevations E2-E2



Site Elevations E3-E3

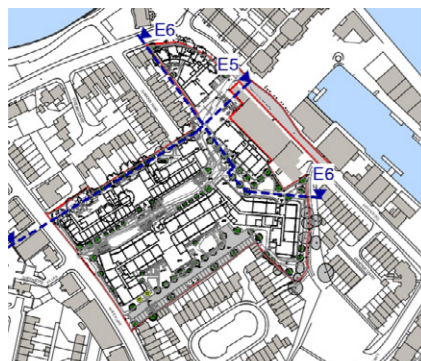
Site Elevations demonstrating proximity to neighbouring buildings, based upon the 'Residential Design Guide SPD'.



Site Elevations E4-E4



Site Elevations E5-E5

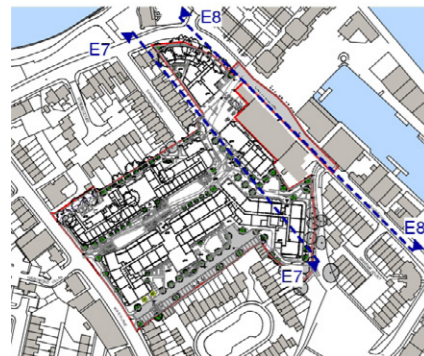


Site Elevations E6-E6

Site Elevations demonstrating proximity to neighbouring buildings, based upon the 'Residential Design Guide SPD'.



Site Elevations E7-E7



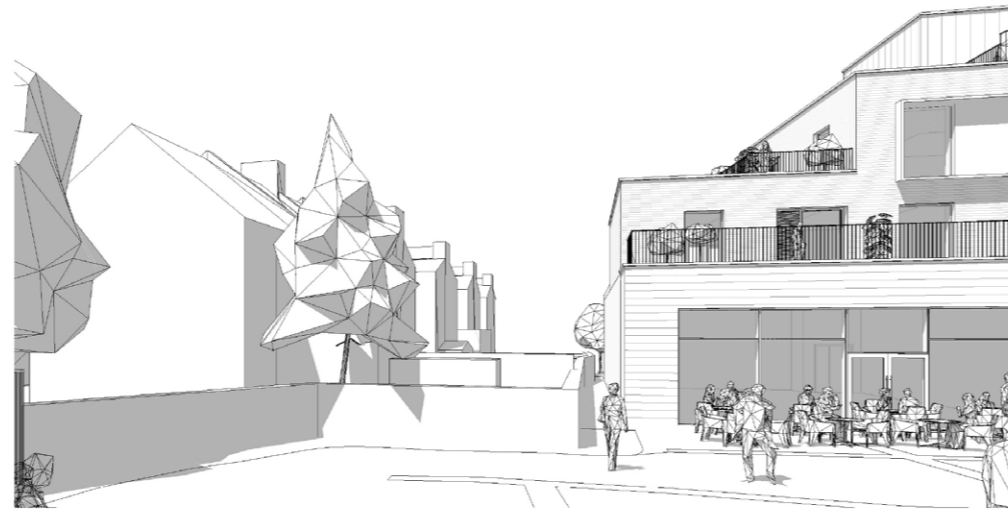
Site Elevations E8-E8

Block A's relationship with Diamond Road properties

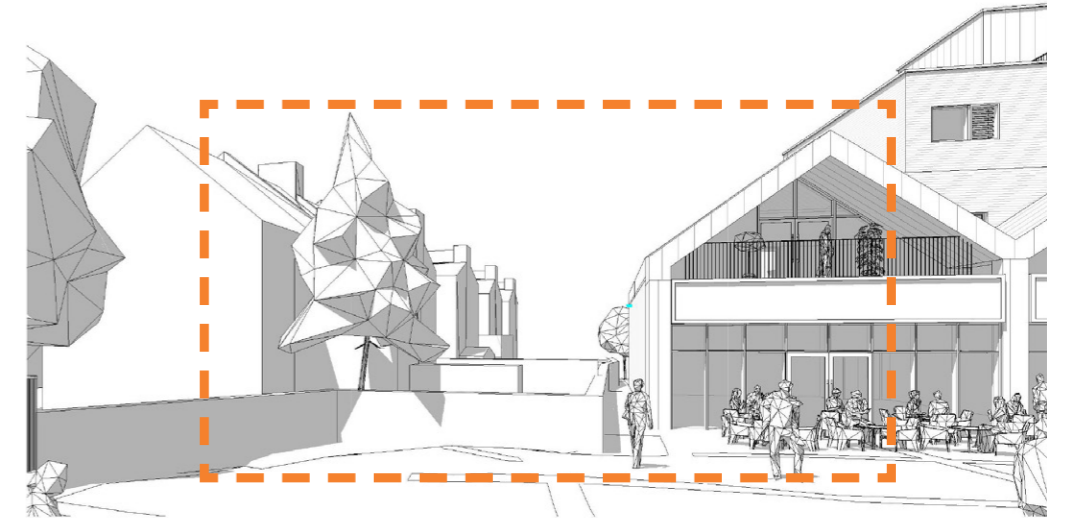
As a result of consultations, the southeast elevation of Block A has been reconsidered setting back the massing and adjusting the screening of upper level terraces to respect privacy, utilising obscured glazing to reduce privacy concerns while maintaining daylight and fenestration opportunities where appropriate (rather than a blank elevation). Further daylight/Sunlight analysis has been undertaken during the design process, particularly regarding neighbouring properties, with numerous small adjustments to the massing of the proposals.

Main Changes to Block A:

1. New gable form fronting the new public square to reduce flanking wall height significantly,
2. Building further set back on second and third floors,
3. Terraces stepped away from rear boundary screened for privacy



DRP and public consultation proposal - View from within the scheme



Amended proposal - View from within the scheme



Amended proposal - Section through front projection and neighbouring properties



Previous block A south elevation



Current proposed block A south elevation



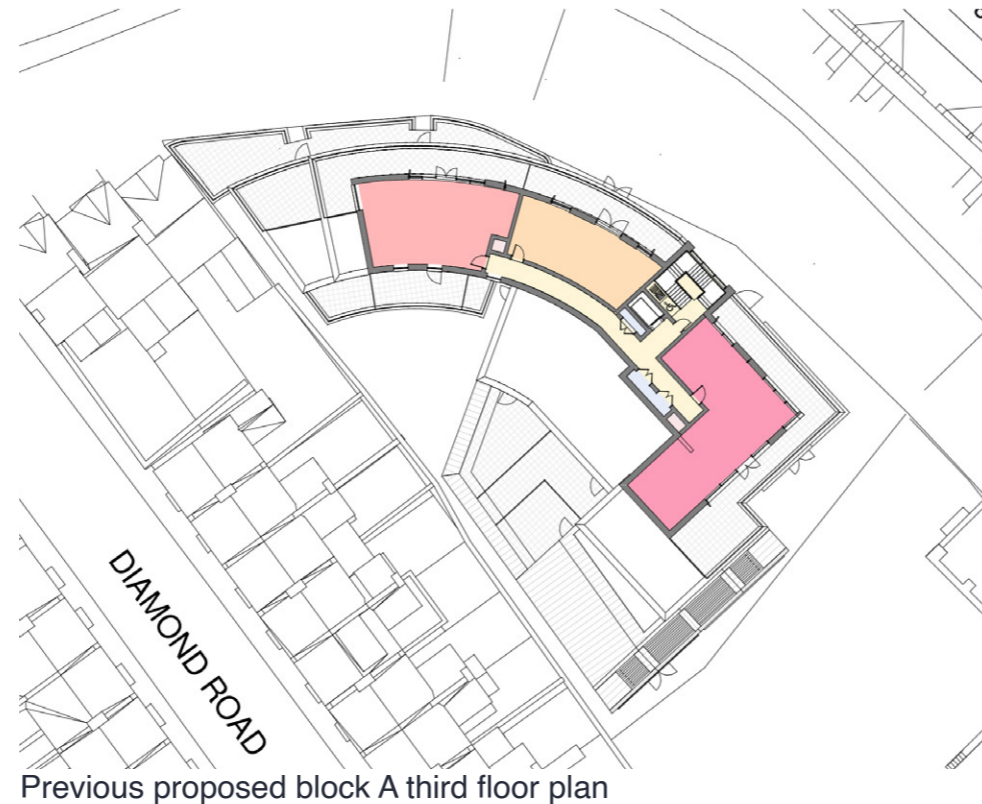
Current proposed scheme- Aerial View of Block A rear



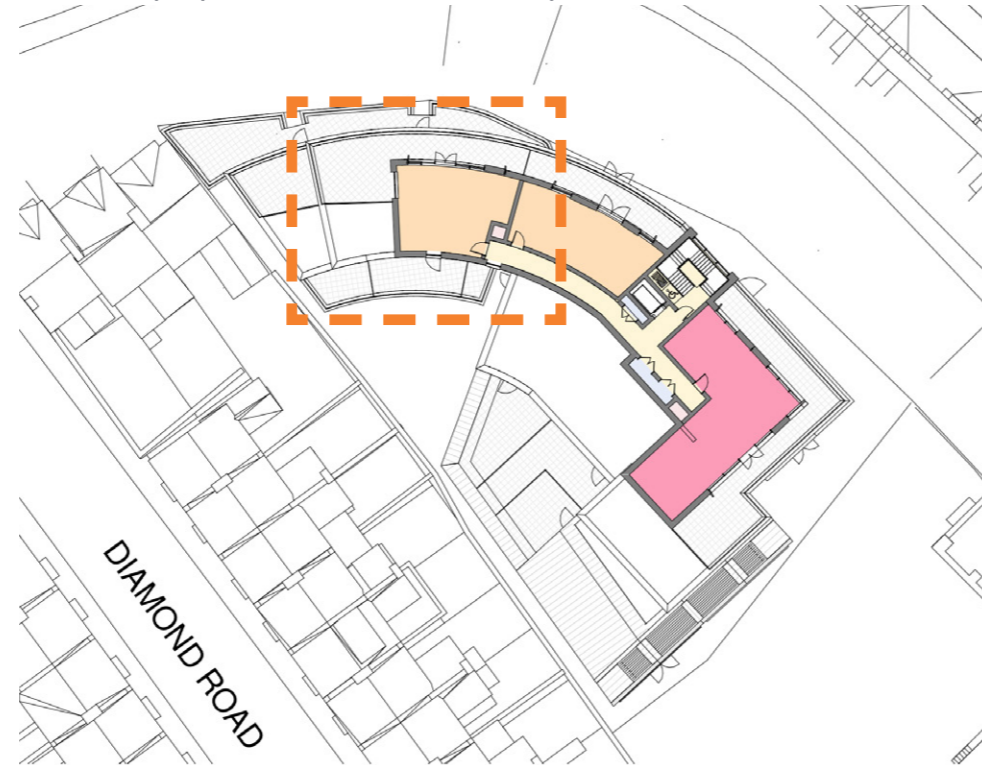
Current proposed scheme- CGI view- from public square

The relationship of Block A to the Haven Road terrace to west has been improved by increasing the step back on the third floor so the building tiers more gradually up from No.78 Haven Road.

The side terraces here have also been pulled away from the rear elevation, reducing potential privacy issues with the Diamond Road properties.



Previous proposed block A third floor plan



Current proposed block A third floor plan



Previous proposed block A south elevation



Current proposed block A south elevation



Previous Scheme



Current Proposed scheme with tree at end of block



Current Proposed scheme



Current Proposed scheme with landscape buffer



Haven Road Landscaping

To ensure privacy is maintained to the new residential units at ground floor where the pavement passes the façade, a landscape buffer has been created to maintain a degree of separation. This allows for a zone of planting around the front edge of the façade maximising the landscape opportunities in this constrained area.

In order to mitigate loss of tree planting along Haven Road, two new strategically located trees are proposed at either end of the block to ensure greatest impact within the streetscene with canopy coverage reaching out into views taken along this curved facade.

Diamond Road Interface & Vista

The Design Review Panel wanted Diamond Road to be integrated into the urban form of the proposals, with a route and connection created along its length between the new development and the riverside route to the Cricklepit bridge. Responses from neighbours during the consultation suggested this would be contentious and unwelcome.

In light of this, the proposals do not propose a connection or significant change to the Block Layout but look to create an improved end stop to views down Diamond Road, rather than the current view across the retail park car park to the dreary retail terrace beyond.

The end return of the co-living building (Block D) positively terminates the view. We have retained fenestration here to create an elevation with windows addressing the street, that do not impact on Diamond Road. Additionally roof terracing has been designed to reduce impact on Diamond Road while also addressing the Public Realm within the Scheme. Proposed landscape also softens the edge between the scheme and Diamond Road.

Further landscaping opportunities along with a change in material at ground floor and replacement timber fence enhance the treatment here. Creating a specific link through was ruled out as it would dilute the proposed new public realm connection and would go against local preferences to avoid multiple cut-throughs which is an issue at present.



Previous elevation view from Diamond Road



Previous street view from Diamond Road



Existing view along Diamond Road



Revised elevation view from Diamond Road



Revised street view from Diamond Road

Block B - Relationship with adjacent 'Coolings' building

The eastern side elevation of Block B has been pulled back and squared off from initial concepts to increase the separation between the new building and the rear windows serving Coolings building.

Gap Between Block B and Activity Centre

The proposed building here to screen the blank rear elevation of the activity centre, is set some 3m away from the main Coolings facade. The route between the buildings will be a secure gated access and will allow existing users of 'The Coolings' to navigate through from the south eastern end.



- Location of proposed new gate at rear passageway, to be locked off with secure access only for bin collections and cycle parking.
- Improved distance and relationship
Proposed to distance Block B building away with the existing Coolings building

Concerns Over the Length of the Block C Corridors

The DRP had concerns over the length of the corridors illustrated. These corridors occur for a result of the desire to maximise the use of a central communal entrance and the location of cores in the internal corners of the blocks. (The corridor at groundlevel is also part of the safe evacuation route in flood events.)

We have made several improvements to mitigate the perceived length of the Block C corridors. These include a visual connection made between ground and first at the double height entrance hall. At the upper floors, wider sections of corridors are introduced to allow residents to pause and chat Interior design and fitting of the spaces will be developed to encourage this interaction.

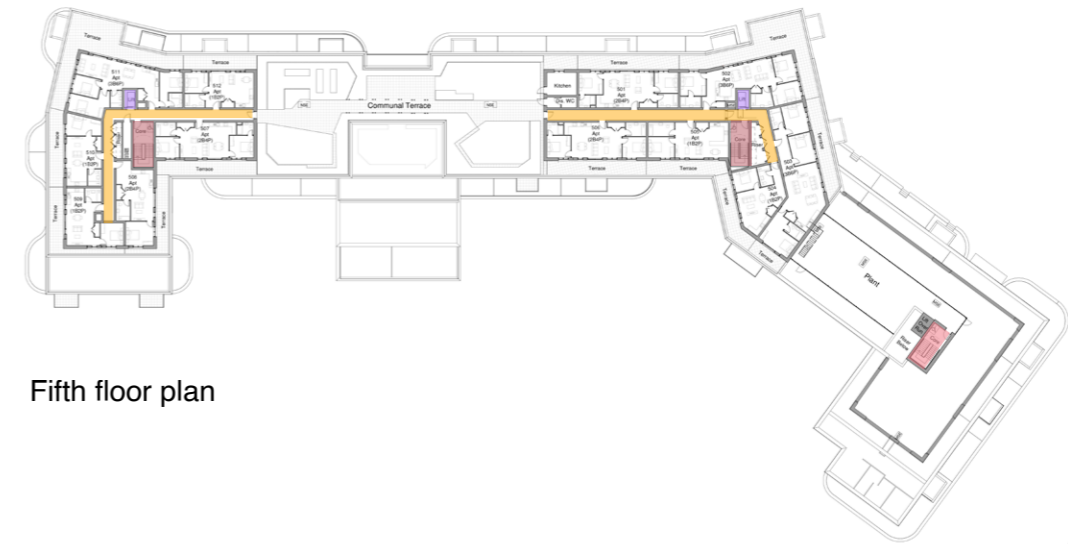
However, the connection along the full length of the corridor has been removed from the first floor upwards within the eastern wing of the block, where an additional entrance core has been introduced, maintaining internal access to communal facilities at ground floor only.

Block C completely is completely subdivided at the upper storeys as a direct response to daylight / sunlight analysis undertaken such that the corridor length is broken up and naturally shorter here.

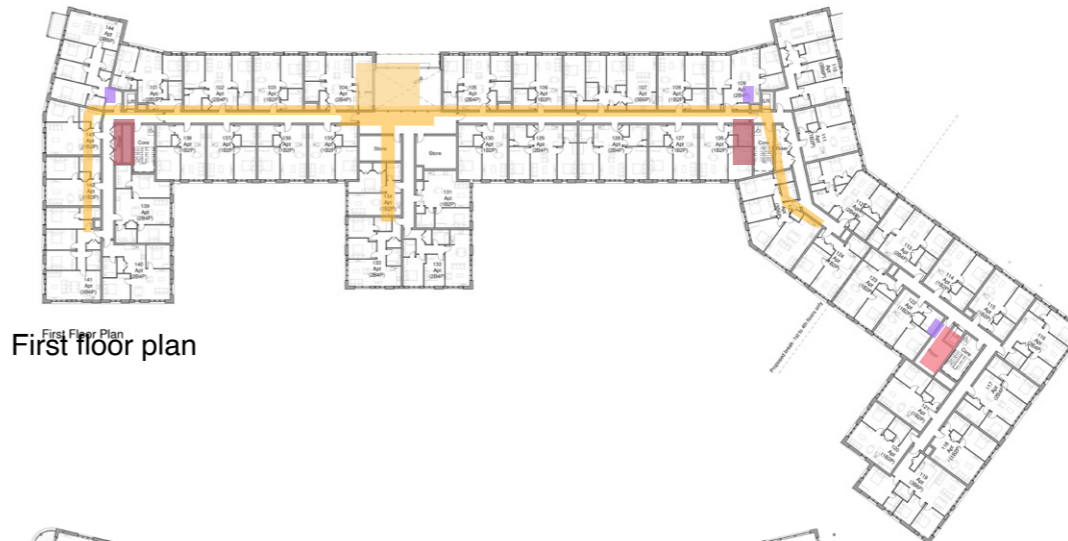
The schemes community-based narrative requires a strong point of reference as a main entrance into the communal space, where the opportunity for interaction between residents is maximised rather than funnelling tenants off to numerous individual entrance points. Access to units is specific to the individual flat required via a 'corridor, lift and corridor' route.

The corridor routes are all a generous 1.5m wide with an interior design intention that will reduce the perceived length of the corridors.

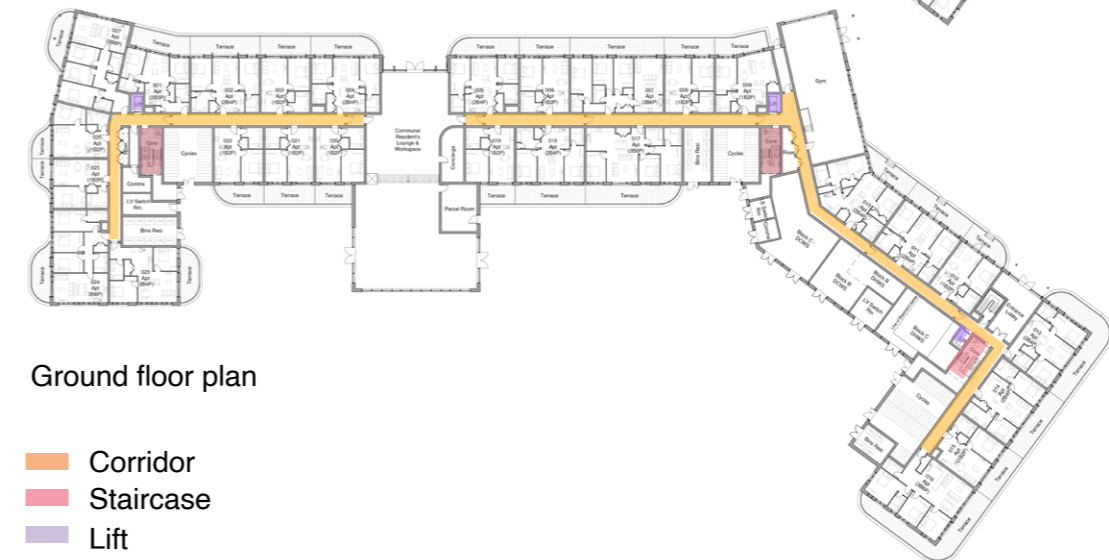
There is no specific need for a tenant to walk the full length of a corridor on any one particular floor however.



Fifth floor plan



First floor plan



Ground floor plan

- Corridor
- Staircase
- Lift

Block C Eastern Elevation and Relationship to Public Route

The building form of Block C at the Southeast extreme is aligned to the historic branch railway line that once ran past this edge of the site.

The building setting here creates additional opportunities for landscape and external private terraces to overlook this space and address the adjacent cycle path while maintaining privacy for ground floor residents.

A new connection has been created at the southern end for residents to directly access the cycle path from inside the development via a secure gate.

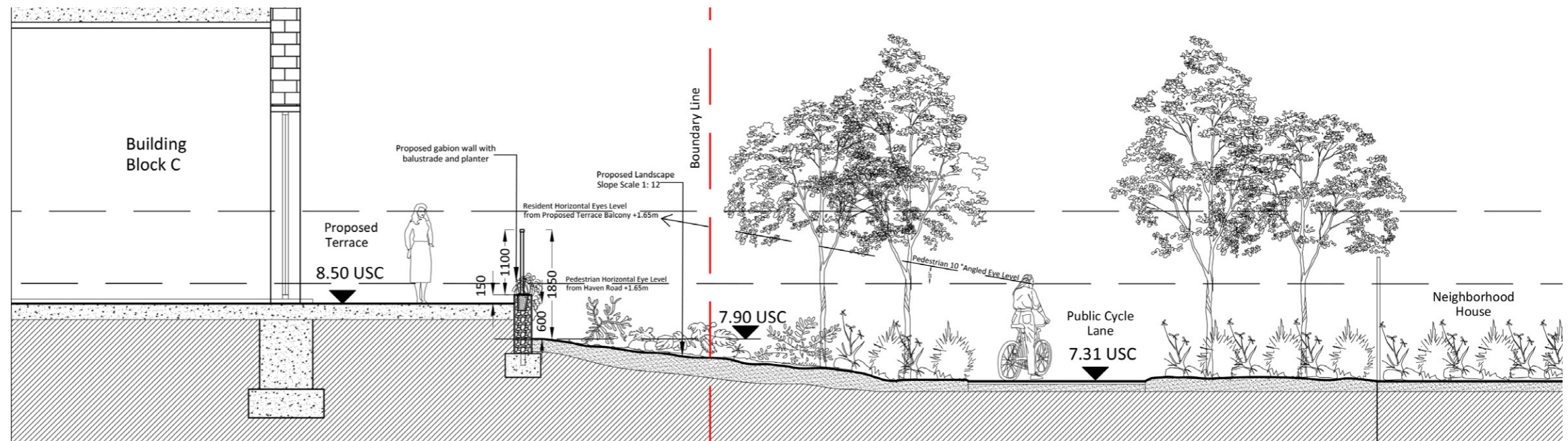
To the north of this section of the building, new landscape creates an accessible route to overcome the level change between the cycle / footpath and the new public realm.

- Significant design development since DRP includes revisions to balcony treatment fronting onto the cycle path
- Development of the landscape proposals between cycle path and building



Added landscape slope to soften and create a buffer view from the path

Current Proposed Scheme



Section through Block C terrace and landscape down to the cycle path