

4.8 SITE WIDE STRATEGIES

4.8.1 Car Parking

The detailed design for phase 2 and 3 proposes an under podium car park accessible by vehicle from Crown Close, providing a total of 42 spaces, inclusive of 8 wheelchair accessible spaces. This secured car park will be only for the phase 2 and 3 residents.

Pedestrian access/exit points into each core are proposed, providing means of escape and day-to-day access via the lobbies. Two additional pedestrian access points facing Austin Road are provided, offering easy access for the houses along Austin Road.

All access points accord with the requirements placed on the design by Parameter Plan 4 of the Outline submission.

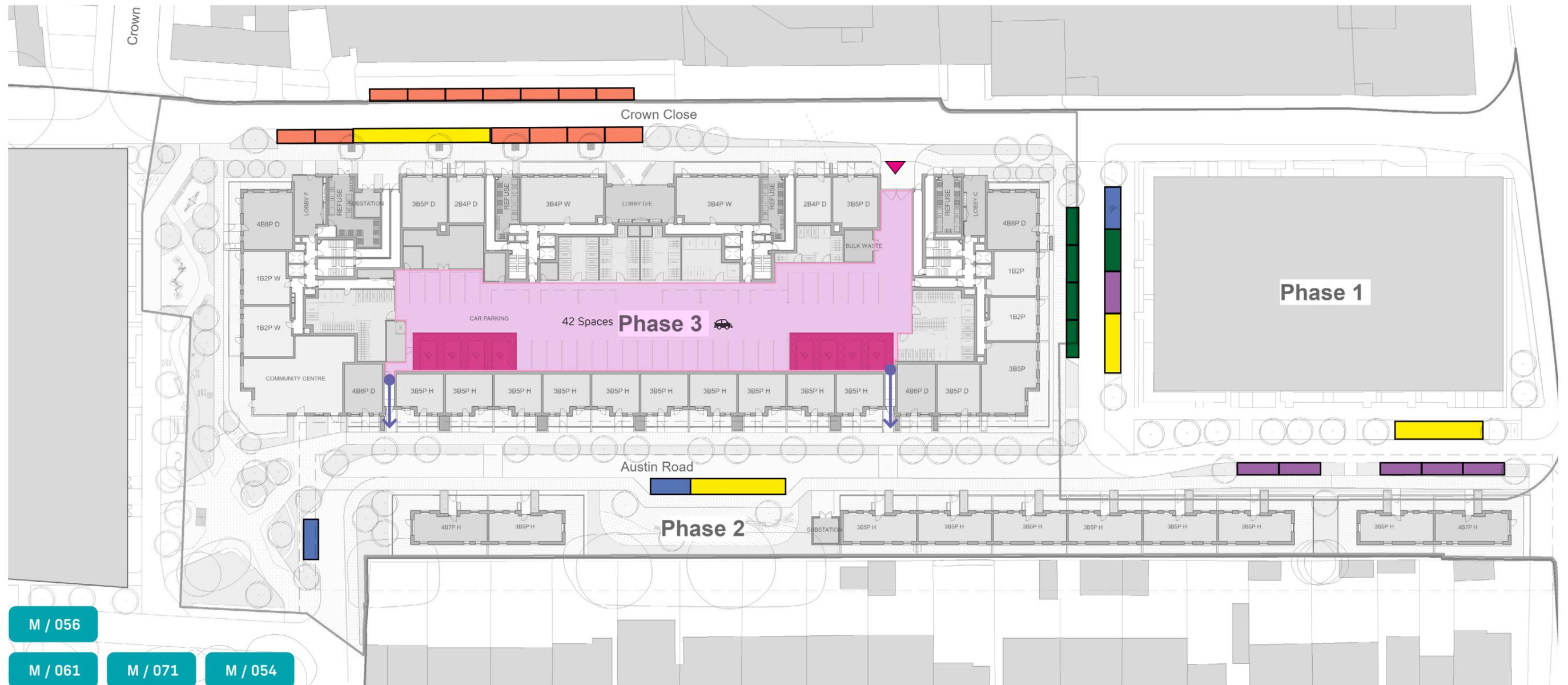
In addition, a few on-street parking spaces are provided in line with the Outline submission for new and existing local residents, community centre and general public (Shop & Stop spaces).

For more details on the parking strategy, please refer to the Parking Design and Management Plan, prepared by Markides.



Key

- Under podium car park for phase 2-3 residents
- Accessible parking spaces for phase 2-3 residents
- Pedestrian exit
- Vehicular entrance/exit to podium car park
- On-street accessible parking spaces
- On-street car club spaces
- On-street CPZ spaces
- On-street shop & stop spaces for public
- Loading bay



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SITE WIDE STRATEGIES

4.8.2 Secured By Design

20TH OCTOBER 2025

SBD WORKSHOP

On the 20th October, a meeting was held with Robert Palin from the Metropolitan police to discuss the design proposals.

Support for the proposed outline masterplan and detail design was expressed including the proposed active frontage strategy, lobby strategy and general massing.

A few early-stage design considerations were discussed as annotated on the plan below, with a view to arranging a follow up meeting at technical stage if required to discuss more technical elements of the design.

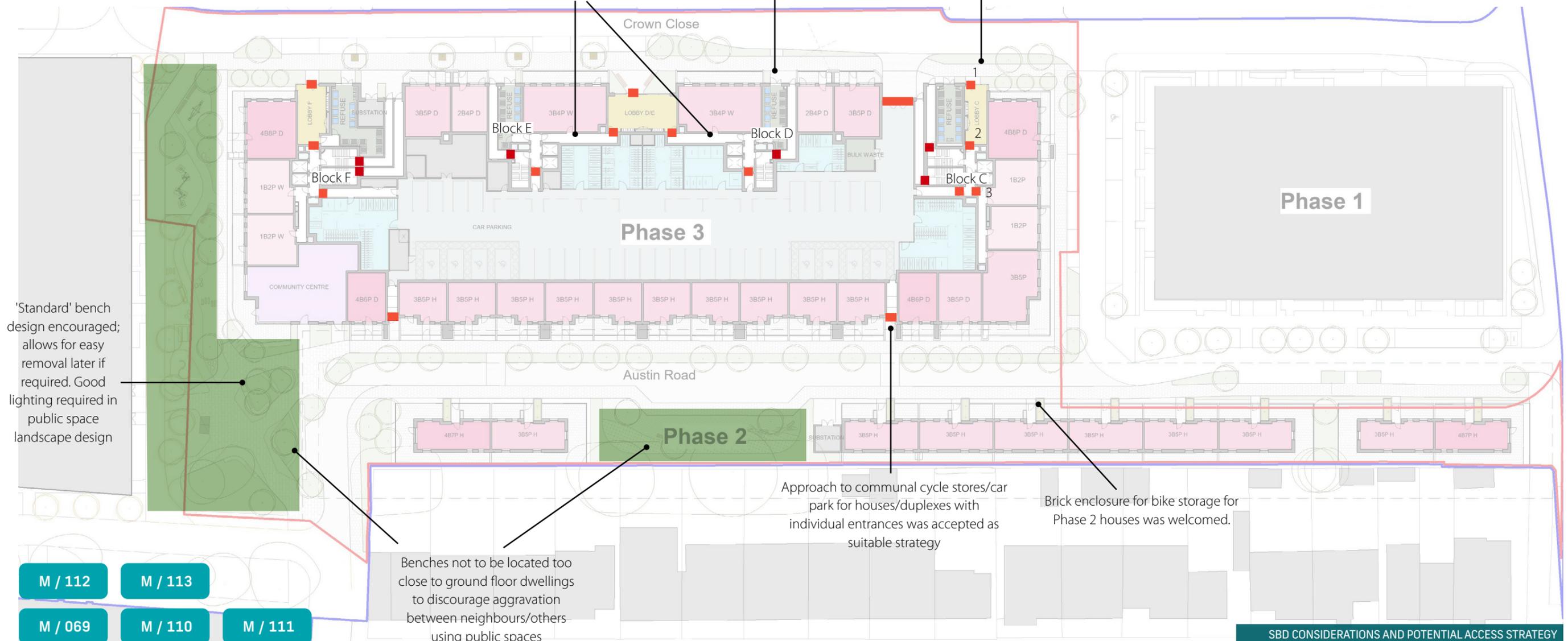
Single doors preferred over double doors to all resident accessed spaces, including lobbies and cycle stores. Understood that single doors are not possible for bin store and therefore suggested a door and a half with a slave leaf.

Indicative entrance access control strategy, with levels of secure lines (1: Lobby entrance; 2: Lobby to corridor/core; 3: Access to residential corridor). Approach to be reviewed at technical design stage.

Additional CCTV may be required toward these dwelling doors as on main entrance route. To be reviewed at technical design stage.

Key

- Potential access control points (TBR at later stage)
- Potential alarmed door dedicated to MOE (TBR at later stage)
- Amenity space with landscape design considerations



'Standard' bench design encouraged; allows for easy removal later if required. Good lighting required in public space landscape design

Benches not to be located too close to ground floor dwellings to discourage aggravation between neighbours/others using public spaces

Approach to communal cycle stores/car park for houses/duplexes with individual entrances was accepted as suitable strategy

Brick enclosure for bike storage for Phase 2 houses was welcomed.

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SITE WIDE STRATEGIES

4.8.3 Daylight, privacy and overlooking strategy

The distances between each block aligns with the Outline design parameters established in Parameter Plan 2 - Development zones. This allows for good levels of daylight to penetrate the proposal into the podium spaces and for all units to receive good daylight and privacy.

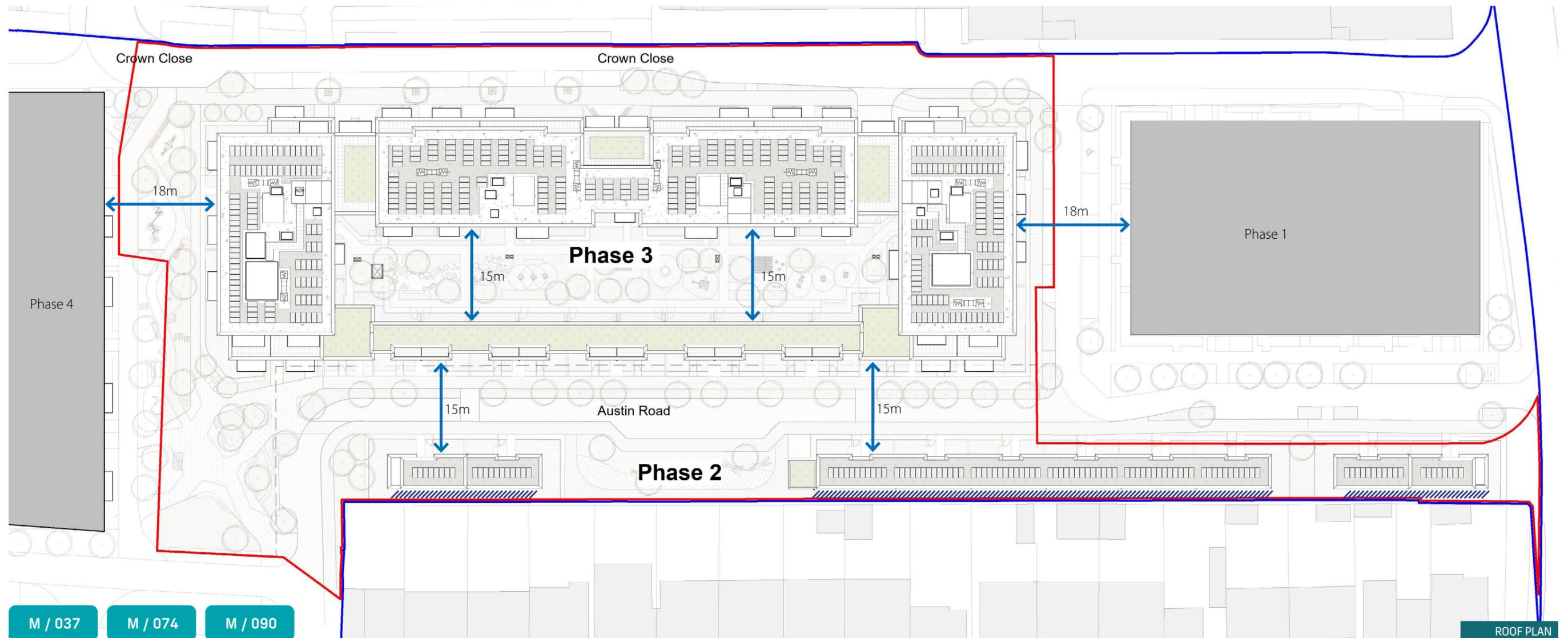
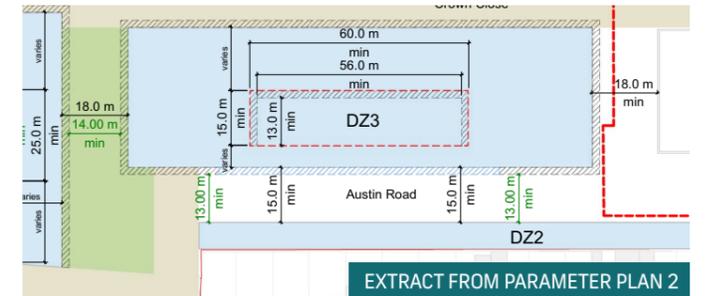
To mitigate overlooking to the rear gardens/houses of Little Road, the houses along east side of Austin Road have frosted windows only above ground floor, with none of these being to habitable rooms.

For more details on daylight, please refer to the Daylight and Sunlight Report, prepared by EB7.



Key

-  Distance between buildings
-  Windows above ground are frosted to prevent overlooking. No habitable rooms overlooking.



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ROOF PLAN

4.9 PHASE 2 PLANS AND STRATEGIES



GROUND FLOOR PLAN

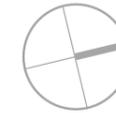
Phase 2 includes ten houses along Austin Road, arranged in three groupings. These comprise eight 2-storey 3B5P homes and two 3-storey 4B7P homes positioned at either end, fronting either Pump Lane or the Community Square.

Each house features its own brick enclosure within the front garden, which incorporates storage for bins and bikes, as well as post boxes.

A substation is also included in Phase 2, with its placement and design having been carefully considered.

Compared to the S73 illustrative masterplan, Austin Road has been narrowed to reduce the prominence of cars and create a pedestrian-focused environment; this in turn has allowed for increased front gardens for these family homes. This change was positively received at Pre-App.

The gaps between groups of houses are much larger, representing another improvement compared with the outline illustrative masterplan. This provides more space for the existing trees along the boundary and increases the landscape opportunities within the pocket parks.



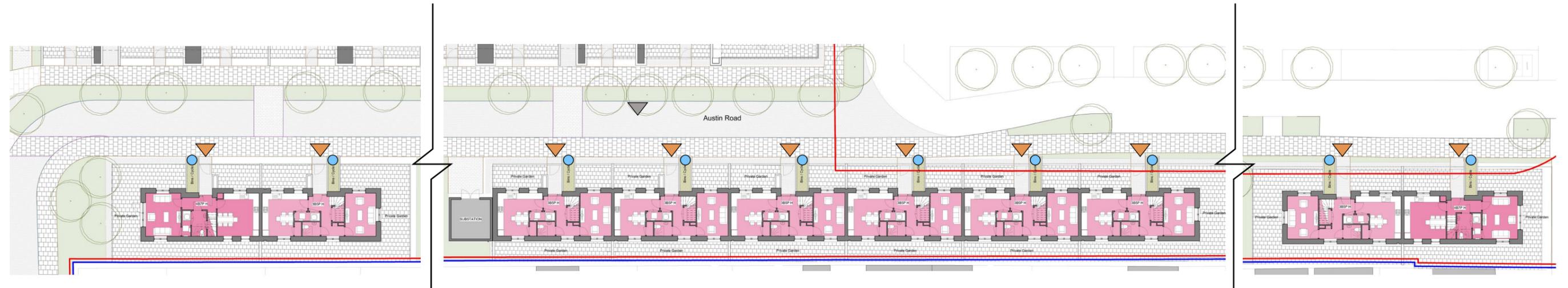
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- Reserved Matters Application Boundary

Access

- ▶ Duplex access
- ▶ External Bin Store / Plant access
- Brick enclosure for bin/bike storage and post boxes

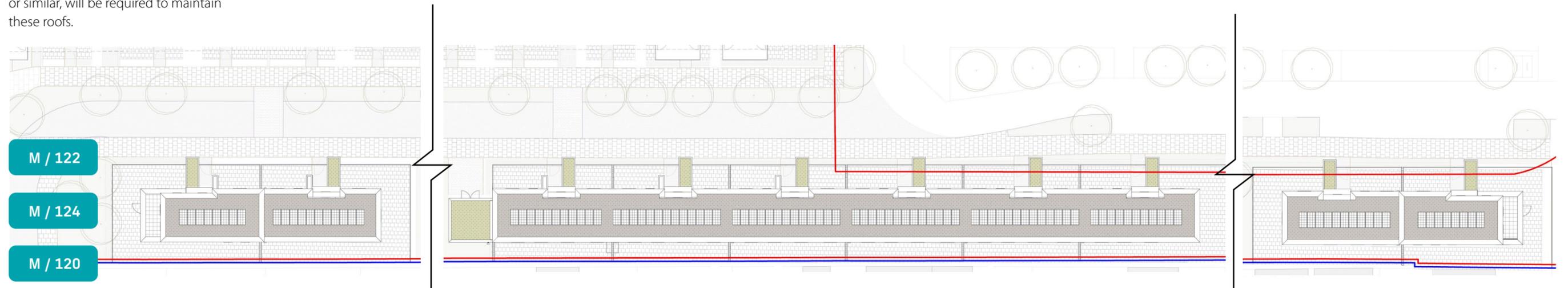
Residential

- 3 Bed
- 4 Bed



ROOF PLAN

The roofs of the houses have PV panels on top of a biodiverse roof which is specifically designed to include shady planting under PV panels. Cherry pickers, or similar, will be required to maintain these roofs.



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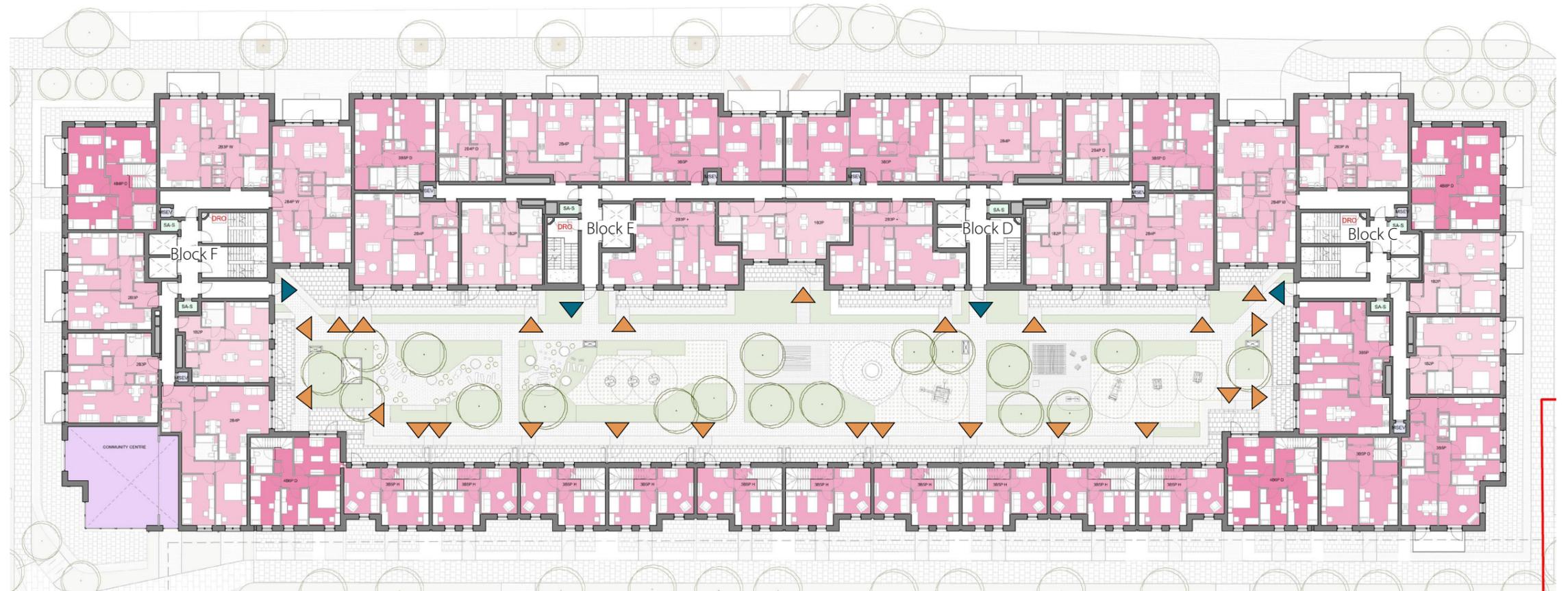
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4.11 PHASE 3 - FIRST FLOOR PLAN



The Phase 3 First Floor Plan illustrates the layout of apartments, communal podium garden accesses and private garden accesses serving units that face the podium. The configuration is designed to maximise daylight and privacy while improving connectivity to external amenity spaces. Maintenance access points have also been incorporated.

The dimension of the podium garden ensures compliance with the minimum width of the communal amenity and the separation distances between buildings and projections defined on Parameter Plan 2.



Access

-  Communal Podium Access
-  Private Podium Access

Non- Residential

-  Community Centre

Residential - Social Rent

-  4 Bed
-  3 Bed
-  2 Bed
-  1 Bed

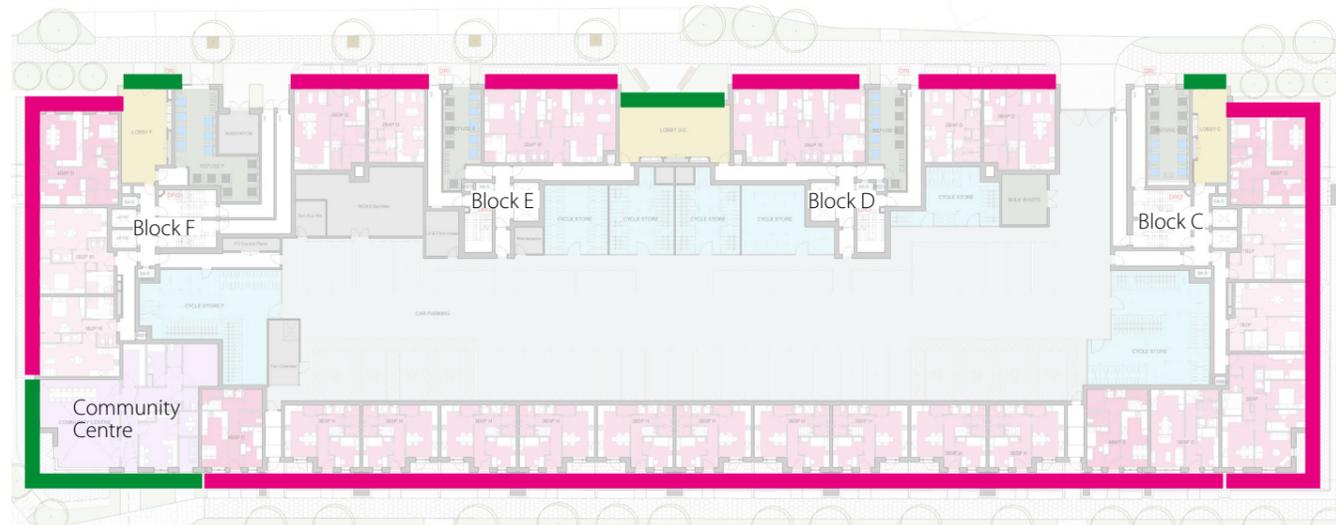
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4.12 PHASE 3 GROUND FLOOR STRATEGIES

4.12.1 Active Frontages

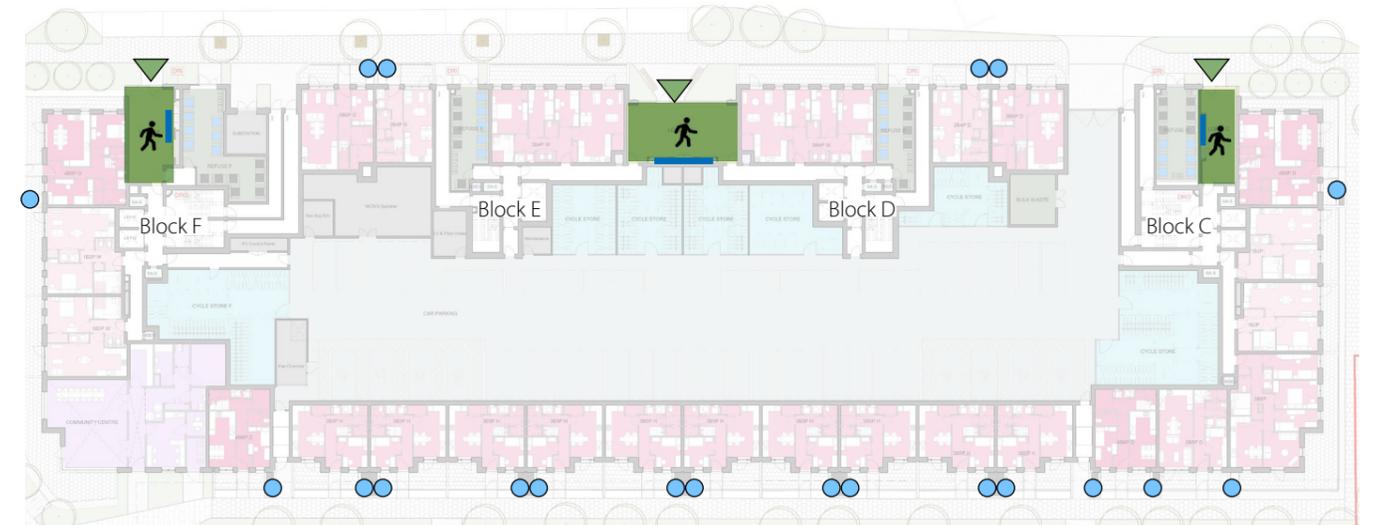


A clear and highly legible diagram across the ground floor of phase 3 is set up, with maximised active frontages on all façades overlooking the street and new entrance approaches. The high level of active frontages allows for passive surveillance over all public spaces, providing a safety benefit to the local community.

Key

- Residential Active Frontage
- Non-Residential Active Frontage (lobbies, postal store and Community Centre)

4.12.2 Lobbies and Postal Strategy



All lobbies for phase 3 are accessed from Crown Close with trees and landscaping in the external spaces leading up to the entrances. Block D and E have a shared lobby, whilst Block C and F are positioned on prominent corners creating a sense of arrival for all residents. All lobbies are designed to be tenure blind.

Each lobby contains letterboxes for all residents of that specific block, whilst duplexes and houses are provided with their own individual post boxes located at the entrance to their front garden.

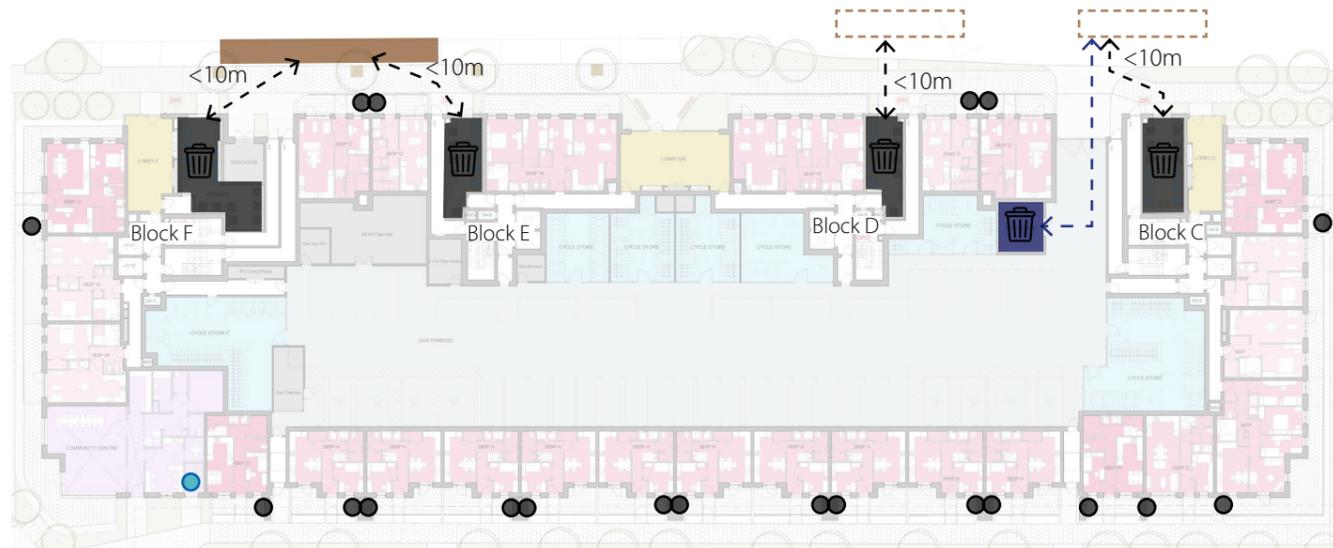
Key

- Residential Lobbies
- Letterboxes within residential lobbies
- Post boxes for Duplexes / Houses
- ▲ Postal Delivery Access

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PHASE 3 GROUND FLOOR STRATEGIES

4.12.3 Refuse Strategy



Each communal bin store is sized according to LBH waste requirements and designed to BS5906:2005 Standards. They are located along Crown Close so as to minimise drag distances for collection crew, whilst minimising their dominance in the overall facade. All the bin store could also access internally via core for the residents to minimise the travel distance.

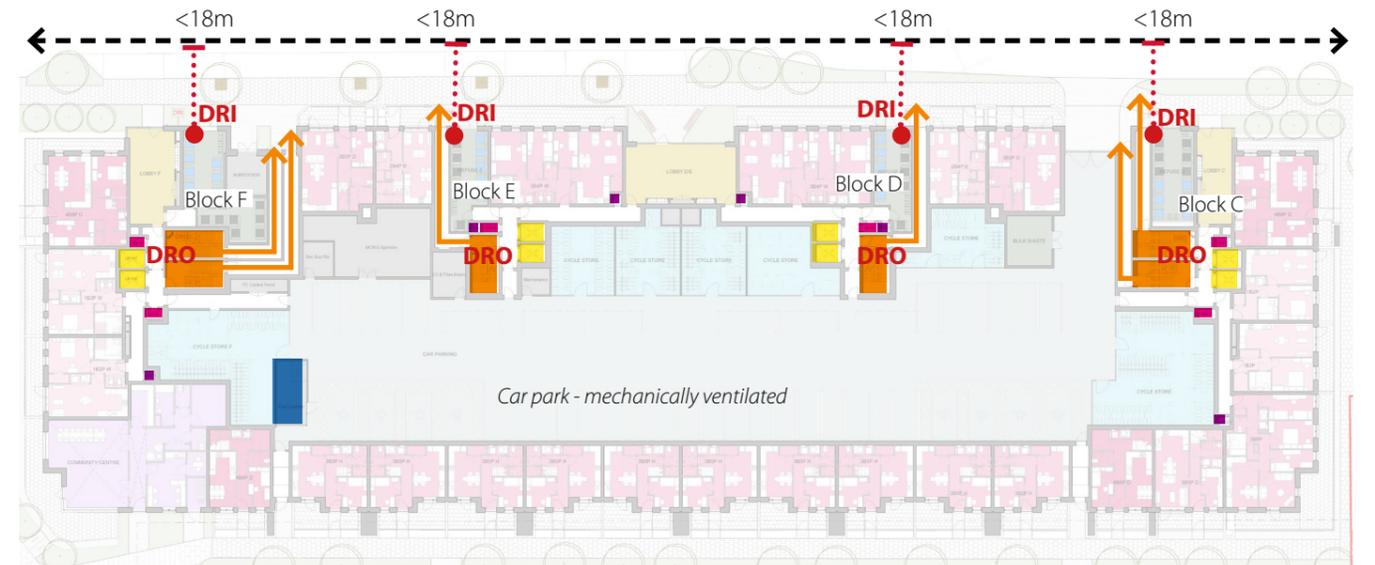
Individual, secure, external bin stores are provided to each of the duplexes and houses within phase 3. These will be located in the private defensible space fronting the road and integrated into the landscaping.

For more details on the refuse strategy, please refer to the Operational Waste Management Strategy Report, prepared by Velocity.

Key

- Communal Bin Store
- Communal Bulky Waste Store
- Distance to kerb
- Private External Bin Store (duplexes/houses)
- Community Centre Bin Store
- Loading Bay for Refuse collection
- On-street serving

4.12.4 Fire and Access Strategy



In recognition of its status as a High Risk Building under the Building Safety Act 2022, Phase 3 is designed with dual stair arrangements. Blocks C and F are each served by two independent staircases, and Blocks C and D are linked to offer alternative escape, thereby providing each block with two independent means of emergency egress.

Each core features two dual-purpose lifts for fire-fighting and evacuation. Core lobbies incorporate a supply air shaft, augmented by mechanical smoke shafts in each residential corridor, for effective smoke extraction during a fire event. The maximum permissible travel distance from any dwelling door to the core lobby door is 15m.

Every staircase provides a direct ground-floor exit via its own escape corridor, with supplementary escape routes available through the residential lobbies.

Dry riser inlets are externally mounted, located strategically near either the main lobby or a staircase escape corridor to ensure ready access for emergency personnel. Outlets are positioned within fire-fighting stairwells and within 18m of their inlets. All dry riser inlets are also situated within 18m of a fire vehicle access route.

Key

- Dual Fire-fighting and Evacuation Lifts
- Staircase with fire-fighting access and dedicated, protected Means of Escape at Ground Floor.
- Mechanical Smoke Shaft
- Supply Air Shaft
- DRI Dry Riser Inlet
- DRO Dry Riser Outlet
- Location of fan chamber for Car Park ventilation
- Emergency vehicle route

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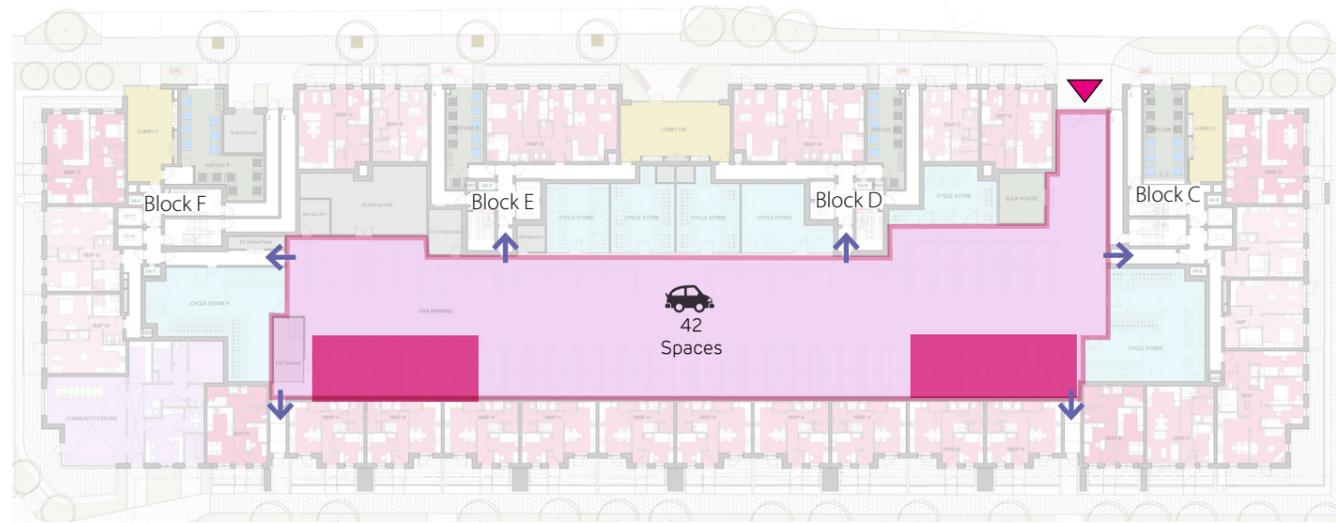
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PHASE 3 GROUND FLOOR STRATEGIES

4.12.5 Parking and Access Strategy



The detailed design for phase 3 proposes an under podium car park accessible by vehicles from Crown Close, providing a total of 42 spaces, inclusive of 8 wheelchair accessible spaces. This is in line with the Parameter Plan 4 - Access and Movement of the Outline submission.

Pedestrian access points into each core are proposed, providing means of escape and day-to-day access via the lobbies.

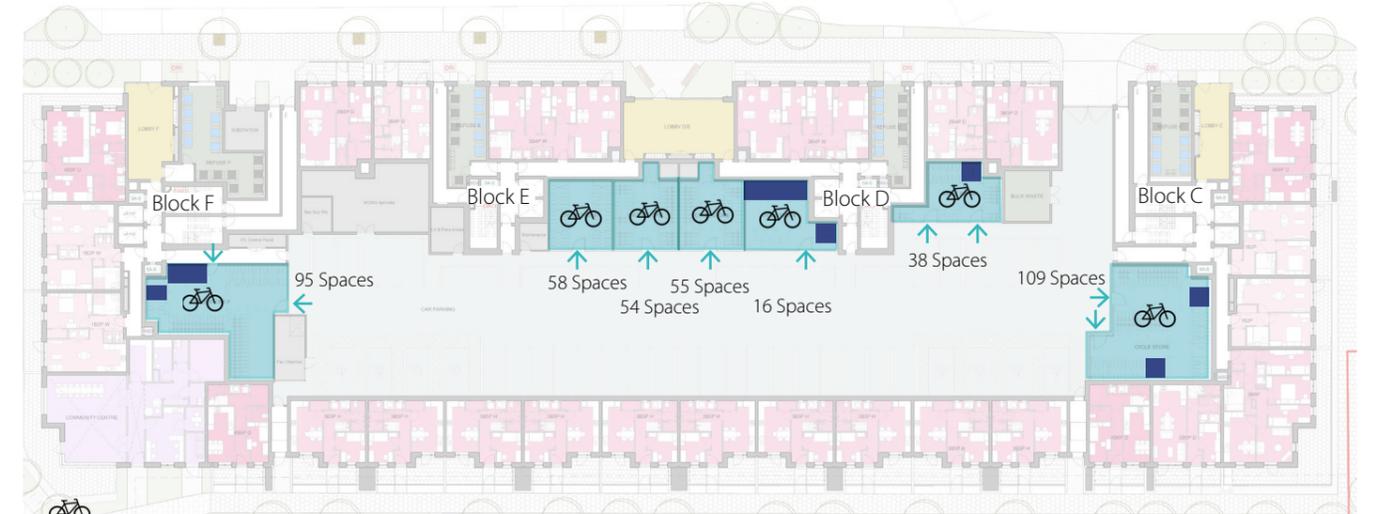
Additional two pedestrian access points are provided, connecting to Austin Road, allowing residents within the houses/duplexes of Phase 2 and 3 to use the car park as necessary.

For more details on the parking strategy, please refer to the Parking Design and Management Plan, prepared by Markides.

Key

- Under podium car park
- Accessible parking spaces
- Pedestrian access
- Vehicular entrance/exit

4.12.6 Cycle Strategy



Visitor spaces

The cycle strategy follows the London Plan policy requirements for provision, aligning with the Outline design submission. Of the total provision, a percentage split by cycle stand type is proposed, catering to various accessibility requirements:

- 75% double stacked
- 20% standard Sheffield stands
- 5% larger Sheffield stand spaces capable of accommodating alternative accessible types of cycles

Long-term spaces for all dwellings within Phase 3, including houses and duplexes, are provided in these secure and well lit communal stores. The layout and design of which follows guidance provided in the London Cycling Design Standards.

Visitors' cycle parking spaces are provided as standard Sheffield stands in the landscape, shared between development phases.

Key

- Secure communal cycle store
- Dedicated spaces for larger, 'accessible' bicycles
- Access

London Plan Policy Provision Requirements:

Requirement: Policy	
T5: Cycling	
	Space
Studio	1
1B2P	1.5
2B plus	2

Proposed percentage split of cycle stand type:

Percentage %	
Double	75
sheffield	20
larger bikes	5

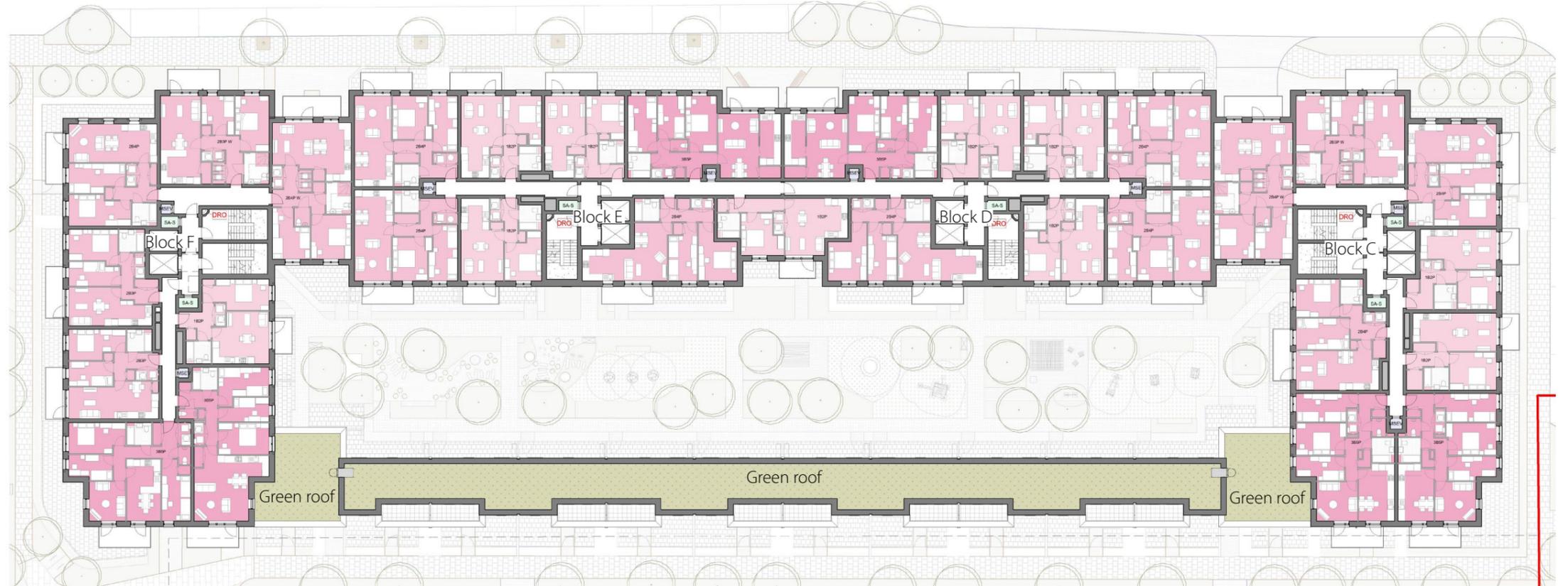
PHASE 3 CYCLE PARKING PROVISION				
	Double stacked	Single Sheffield	Larger Sheffield	Total
Policy	318	85	21	424
Proposed	319	85	21	425

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4.13 PHASE 3 - TYPICAL FLOOR PLAN



The Phase 3 typical floor plan illustrates upper level residential layouts that maximise natural light and ventilation to habitable rooms through efficient apartment arrangements. The communal corridor strategy limits the distance from the furthest apartment door to the lift core to under 15 m, improving accessibility, wayfinding and emergency egress. Blocks D and E include external windows to provide natural daylight and ventilation.



Residential

- 3 Bed
- 2 Bed
- 1 Bed

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- Hybrid Planning Permission Boundary (context only)
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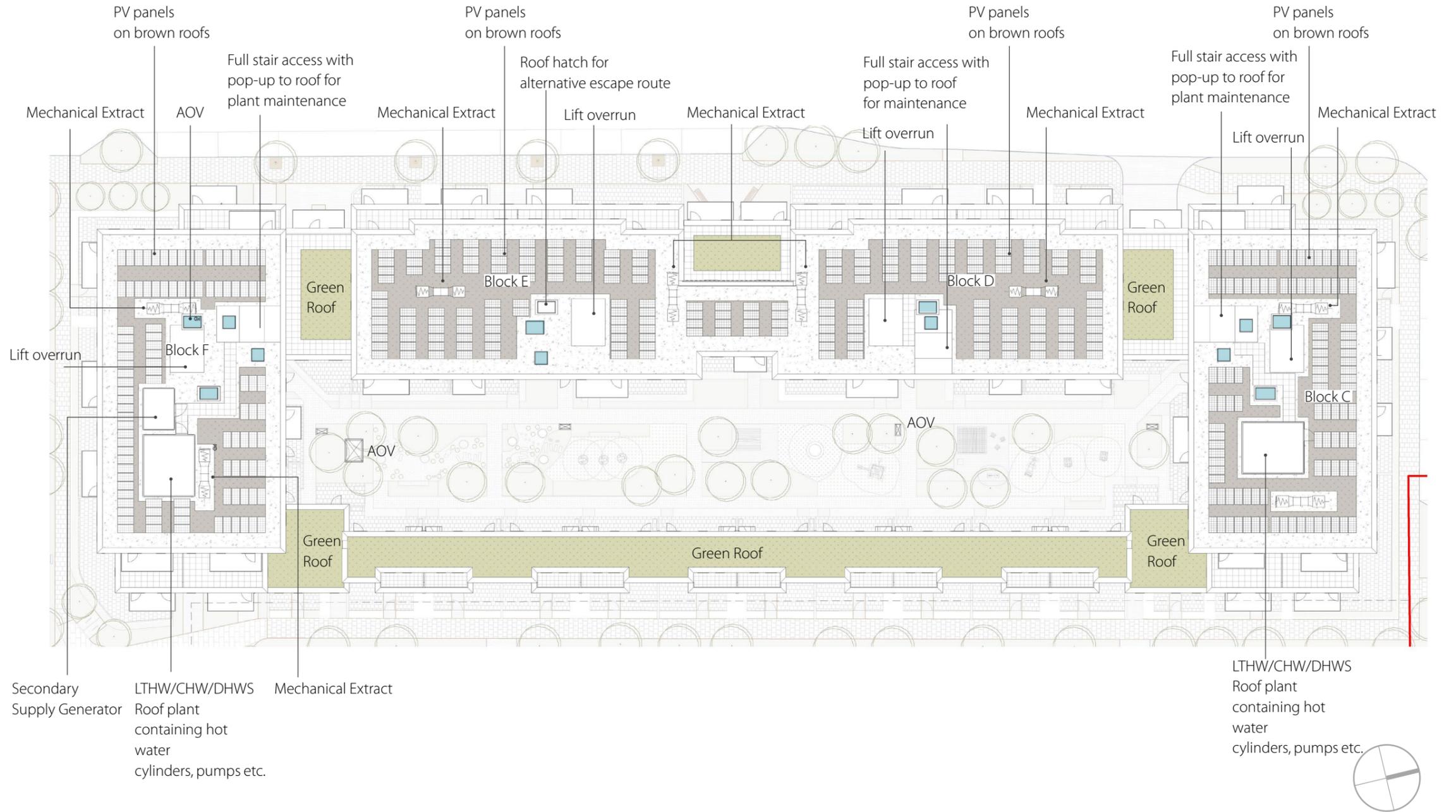
4.14 PHASE 3 - ROOF PLAN



The Phase 3 roof plan sets out the rooftop strategy, demonstrating a strong commitment to sustainability and biodiversity. It shows extensive brown roofs to support local ecology, integrated photovoltaic (PV) panels to offset the building's energy demand, and the block's air source heat pumps (ASHP) located at roof level to preserve active ground floor frontages. Roof access and servicing provisions have also been incorporated to allow safe maintenance of PV and plant equipment.

Green roofs are proposed on the roofs of the town houses and other areas where level changes occur, further enhancing biodiversity and sustainability.

For more information on roof access and maintenance, please refer to Chapter 7 - Technical Considerations.



- Hybrid Planning Permission Boundary (context only)
- Reserved Matters Application Boundary

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