

**Former Weighbridge Site, Cook Road
Dagenham
RM9 6UQ**

Design & Access Statement

Nov 2018

For BeFirst, LBBD & Jerram Falkus Ltd

Dagenham

Goresbrook Rd

Prepared by:

ATP
Architects

Ref: 18160

Contents

1.0 Introduction.....	5
2.0 Site Context	6
2.1 Site Location	6
2.2 Site Description.....	7
3.0 Site Influences	8
3.1 Regional Context	8
3.2 Land Use	9
3.3 Movement & Transport Networks.....	9
3.4 Parks, Open Spaces & Educational Services	10
3.5 Local Context.....	11
4.0 Site Constraints & Influences	12
4.1 Key Constraints	12
4.2 Key Opportunities	12
5.0 Concept Development and Influences	13
5.1 Pre-Application Advice	13
5.2 Neighbourhood Consultation	13
6.0 The Development	14
6.1 Application Background	14
6.3 The Proposal.....	15
6.4 Mix	15
6.5 Design Standards.....	15

7.0 Layout and Massing.....	17
7.1 General Principles	17
7.2 Design Approach	19
Layout	19
Treatment at boundaries	19
Boundary treatments:	20
7.3 Privacy and Outlook	21
7.4 Sunlight and Daylight	21
8.0 Appearance & Materials	22
8.1 Elevations.....	22
8.2 Cladding Treatment.....	24
8.4 External Doors & Windows	25
8.5 Entrance Doors to Apartments.....	25
8.6 Access staircases.....	25
9.0 Landscape and Environment.....	26
9.1 Local Flood Plan.....	26
9.2 Landscape Design & Ecological Impact	26
10.0 Safer Places Statement.....	29
11.0 Environment.....	30
12.0 Waste Management.....	30
11.1 Energy	30
12.1 Local Authority Policy.....	30

12.2 Building Regulations Requirements.....	30
11.3 Noise	30
12.3 Refuse Vehicle.....	30
12.4 Refuse Calculation	30
13.0 Access Statement	31
13.1 Vehicular Access.....	31
13.3 Cyclists	31
13.4 Accessibility	31
13.2 Pedestrian Access.....	31
14.0 Conclusion	32

1.0 Introduction

This Design & Access Statement has been prepared on behalf of BeFirst & London Borough of Barking & Dagenham (LBBD) for an application for the erection of 92 temporary housing units, comprising of 24 1 bed units, 36 2 bed units & 32 3 bed units (92 total).

In November 2016 the LBBD council cabinet approved the LBBD Homelessness Strategy, reviewing the rising demand, supply, and the costs of dealing with the Council's statutory duties relating to homelessness in the Borough. It approved the strategic approach and corresponding actions aimed at reducing homelessness demand in the Borough and improving the Council's capacity and capability to manage the needs of those who are accepted as homeless.

The accommodation proposed at Cook Road will be for those in need of emergency accommodation. They will be in occupation whilst the Council assesses what level of duty is owed to a homeless applicant. Where a duty to secure accommodation exists, households may have to stay in the emergency accommodation while the Council provides a longer-term suitable solution.

This statement identifies the key principals of the design and the influences of the site which have formed the masterplan strategy and detailed design as follows;

- Background information
- Context & key urban design principals
- Key principals of the masterplan
- Key strategies for the site
- Development area
- Building heights
- Built form and land use
- Detailed plans and elevations
- Dwelling types

2.0 Site Context

2.1 Site Location

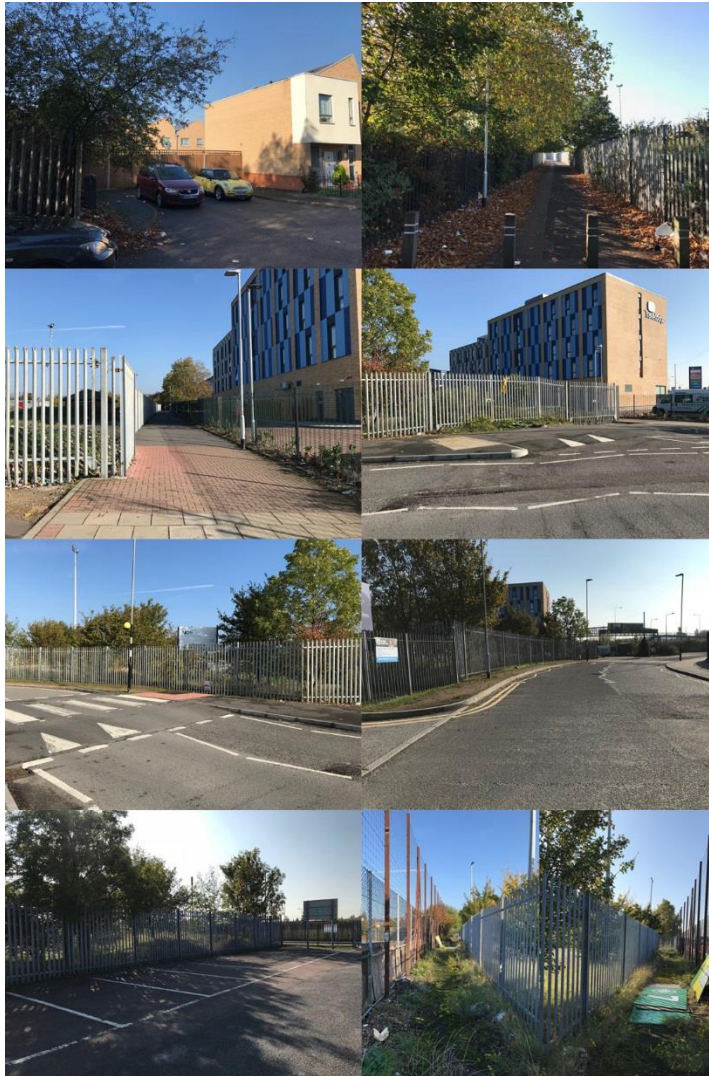
The Weighbridge study site is located at the western end of Cook Road, in the London Borough of Barking & Dagenham. It is set back from the northern carriageway of the A13 and is bounded by sports grounds of Goresbrook Sports Centre to the west. There are terraced houses of Richard Ryan Place immediately to the north, while Dagenham Leisure Park and Travelodge situated immediately to the east. The application site is situated in a predominantly residential neighbourhood to the north and commercial/industrial use to the south.

The site has close access to the A13 to the south and good transport links to the M25. The site has close links to London City Airport (4.8 miles) and Canary Wharf (7.5 miles). The site has a ptal rating of 1b, however, it has good links with public transport.

The site is on Cook Road in south-west Dagenham, west of the A13 junction with A1306. Becontree London Underground Station (District Line) and Dagenham Dock railway station (C2C) are located within 1.5km, offering services to central London. Bus routes 173 and 287 serve stops along the A13, within 300m of the site, connecting it to Beckton, Barking, Chadwell Heath and Dagenham town centre.

The development site is currently derelict.





2.2 Site Description

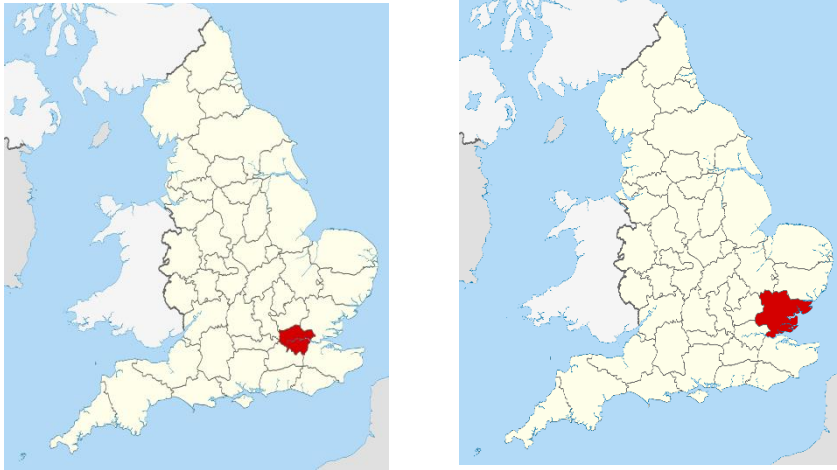
The site is approximately 0.64ha and was a former DVLA HGV weighing station. This site is in the full ownership of London Borough of Barking and Dagenham and has been vacant for several years. The weighing scales and ancillary offices are still insitue within the site.

Site boundaries consist:

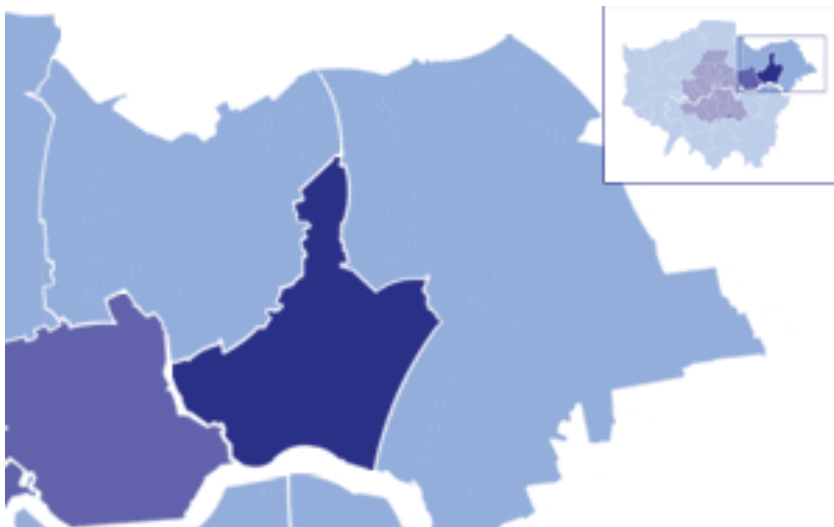
1. Northern boundary:- Terraced houses of Richard Ryan Place & Goresbrook Road;
2. Eastern boundary:- part 4, part 5 storey Travelodge Hotel. Leisure complex and car park beyond;
3. Southern boundary:- fronting Cook Road with A13 further south.
4. Western boundary:-

Vehicular access to the site exists off Cook Road to the South via 2no. vehicular gates. Cook Road predominantly services Goresbrook School & Goals Dagenham. The Road terminates at Goresbrook School.

The immediate context includes a cinema, restaurants and a gym, surrounded by residential areas. The wider area surrounding the site comprises a mixture of industrial and residential uses along with a public park located a third of a mile from the site on Dagenham Avenue.



Map Diagram indicating the two authorities that the Borough of Barking & Dagenham is located in, Greater London and the County of Essex.



3.0 Site Influences

3.1 Regional Context

The London Borough of Barking & Dagenham is located to the east of Central London and forms part of Outer London Boroughs.

The local authority is Barking & Dagenham London Borough Council and the south of the borough lies within the London Riverside section of the Thames Gateway. The borough borders the London Borough of Havering to the east. It borders the London Borough of Newham to the west and the London Borough of Bexley and the Royal Borough of Greenwich to the south. To the north the borough forms a thin protrusion between Havering and the London Borough of Redbridge. 530 hectares within the borough are designated as part of the Metropolitan Green Belt.

The borough was formed in 1965 by the London Government Act 1963 as part of the suburban growth of London in the 20th century. Barking & Dagenham significantly expanded and increased in population and it now forms one of the largest commercial, retail, entertainment and leisure districts outside central London.

The borough's major districts include Barking, Becontree and Dagenham. The application site is located within the Dagenham area which is located close to the A13 to the south. This southern section, which includes Ford Dagenham, is part of the London Riverside section of the Thames Gateway redevelopment zone.

Dagenham is a large suburb of east London, England and forms part of the London Borough of Barking and Dagenham. It has formed part of Greater London since 1965 and is a predominantly residential area, with some areas of declining industrial activity, including the Ford Dagenham plant. The borough has seen the population of the area significantly increased during the last 10 years.

3.2 Land Use

The surrounding area has a mixed use of residential, industrial, recreational, transport and education uses. Cook Road has historically been a part of an industrial gateway but over the last decade it has seen a decrease in industrial use and an increase in residential/commercial developments.

3.3 Movement & Transport Networks

The site is well situated with regard to road and rail networks as discussed earlier.

The site is on Cook Road in south-west Dagenham, west of the A13 junction with A1306. Becontree London Underground Station (District Line) and Dagenham Dock railway station (C2C) are located within 1.5km, offering services to central London. Bus routes 173 and 287 serve stops along the A13, within 300m of the site, connecting it to Beckton, Barking, Chadwell Heath and Dagenham town centre. The site's PTAL rating 1b (poor) indicating limited public transport provision in the immediate area. However, there are a number of bus services located close to the site.

The District Line provides an east-west link with Central London and the west of London. It stops in the borough at Barking, Upney, Becontree, Dagenham Heathway, and Dagenham East which is within walking distance of the application site.

The site is within extremely good proximity to both local primary & secondary schools. To the south west is Goresbrook School which is a mixed all-through free school located within walking distance of the site.

3.4 Parks, Open Spaces & Educational Services

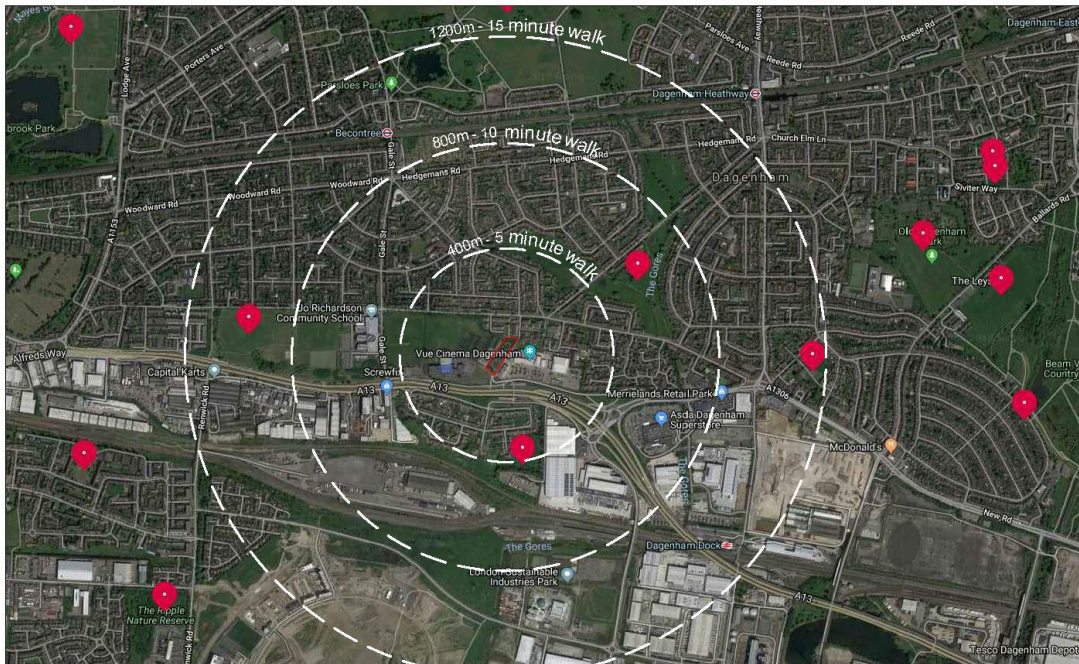
Barking & Dagenham has many areas of parkland and protected countryside, it has over 25 parks, gardens and open spaces within its boundaries.

The sites local parks and open spaces consists of the following;

- Scrattons Farm Eco Park - 0.25 miles
- Goresbrook Park - 0.30 miles
- King George's Field - 0.65 miles
- Castle Green - 0.69 miles
- Parsloes Park - 0.83 miles
- Old Dagenham Park - 0.95 miles
- Ripple Nature Reserve - 1.07 miles
- The Leys - 1.11 miles
- Newlands Park - 1.11 miles

There are a number of educational facilities within a close proximity to the site, these being;

- Harmony House Childhood Centre - 0.08 miles, Day nursery
- St Peter's Catholic Primary School - 0.37 miles, Primary school
- Harmony House @ Castle Green - 0.37miles, Day nursery
- Goresbrook School - 0.38 miles, All-through school
- Godwin Primary School - 0.39 miles, Primary school
- Jo Richardson Community School - 0.41 miles, secondary school
- James Cambell Primary School - 0.42miles
- School, School: Primary school
- ABC Pre-School - 0.42 miles, Pre-school
- Thomas Arnold Primary School - 0.50miles, Primary school



Aerial photo of area illustrating local parks



Images of local buildings and vernacular.

3.5 Local Context

The surrounding area around the application site has a varied and diverse assortment of building types and character. To the north are new residential properties with Goresbrook Road beyond. The residential properties to the north are predominantly post-war terrace housing.

To the east is the Travelodge and the leisure park. The Travelodge is a part 4, part 5 storey brick building with blue & grey cladding panels and a flat roof. It has a simple form with a large flank fronting Cook Road.

Further to the east is the leisure park that comprises of a range of commercial uses within the following units:

- Two storey building with Mecca Bingo
- Dagenham Bowling
- Drive-through McDonalds
- A Vue Cinema
- Flex nightclub (vacant)
- Pizza Hut (vacant)

There is also a large unit which is occupied by the Gym Group. The buildings within the leisure park are predominantly buff brick with light grey cladding above. There are a numbering roof heights and pitches.

To the west is Goals Soccer. This is a single storey building with a pitched roof. It has a simple material pallet of buff brick/block, light render and a grey roof. Further west is Goresbrook School which is a three storey flat roof building that is finished in a dark-grey & white render.

Issues relating to the local built environment are:

- Housing types with various ages, heights and styles
- Hotchpotch mix of aesthetics and materials
- Various street patterns and cul-de-sacs
- Mixture of industrial/commercial buildings reflecting the areas industrial past

The predominant material pallet to the area is a mixture of London stock brick and painted render. There are a number of commercial buildings which have a metal cladding finish providing an industrial aesthetic.

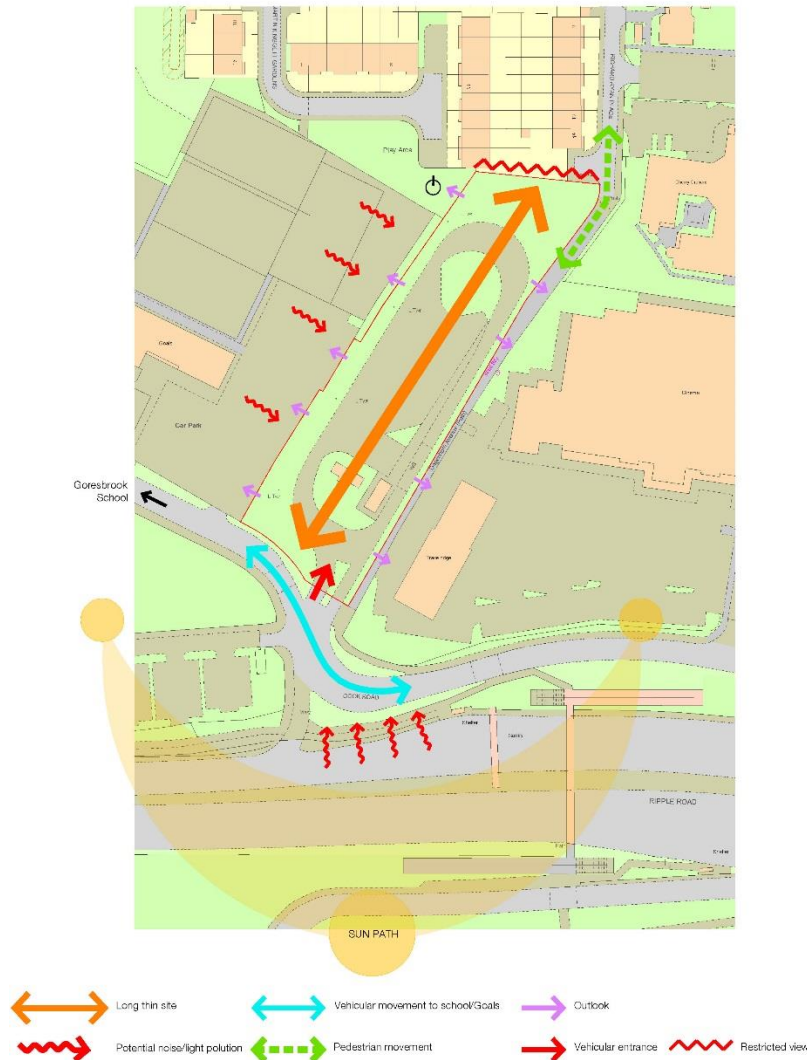
4.0 Site Constraints & Influences

4.1 Key Constraints

- Maintaining privacy and outlook for residents Richard Ryan Place
- Visual impact from Cook Road and footpath
- Consider the proximity and scale of neighbouring buildings
- Consideration to building orientation
- Long thin site & level differences
- Impact from noise and light pollution from Goals Soccer
- Impact from noise and light pollution from A13
- Vehicular access to site and safety of school pedestrian traffic
- Possibility of soil contamination
- Limited frontage, limited access and level changes
- Outlook of Travelodge building

4.2 Key Opportunities

- To provide much needed emergency residential accommodation to assist with LBBB housing/homeless issues
- To develop a vacant brownfield site
- Favourable south, east & west orientation
- Enhance the quality of residential provision within the area with new accommodation
- Enhance building frontage to Cook Road
- Create active frontages to Cook Road & footpath to east
- Create a safe housing development with secure amenity
- To provide a mixture of unit sizes and tenures
- Improvement of the local built environment
- To provide buildings and a development of architectural quality and merit
- Potential for innovative construction approach (modular/containerised)



BeFirst

Putting a roof over people's heads

November 2018



As part of our drive to reduce homelessness in the borough, we are planning to build new homes for local people on a former industrial site in your area.

Our plans will create 92 new flats for people on the council's housing waiting list. We plan to build them on the former Weighbridge site between Cook Road and Richard Ryan Place, Dagenham.

The site has been derelict for many years. But our proposals will make sure this wasteland becomes productive and help homeless single people and families find a roof over their heads.

The new homes will be either one, two or three bedroom flats and will be built off-site using the latest methods. Much of

the construction work will be done away from the site, which means the new homes will be quick to build and inconvenience to local residents and businesses will be minimal. We expect to start on site in Spring 2019 and complete them by the end of the year.

There is lots of parking for residents, meaning there should be no impact on your streets.

We are keen for you to tell us what you think about our plans.

If you want to have a chat with one of our representatives and find out more, please email Communications@befirst.london or telephone 020 8227 5346.

5.0 Concept Development and Influences

5.1 Pre-Application Advice

The application site relates to brownfield land adjacent a commercial retail park. The proposals seek to develop the site to provide for a part three and part four storey development comprising of 24no. 1 bed units, 36no. two bed units & 32no. 3 bed units, along with amenity areas and associated car parking. It is the intent of the development to provide dwellings in the form of containerised units.

Pre-application advice was sought for the principle of an emergency housing scheme at this location. The proposed scheme was chaired to the BeFirst Planning Consultant and LBBB planning officers setting out the key design options and justifications for the strategy adopted in the proposal. The council concluded that the proposed development in principle would be considered acceptable subject to the resolution of detailed design considerations, traffic and transport and landscaping. The design team also meet with Secure by Design officers to evaluate the site from a security perspective.

5.2 Neighbourhood Consultation

The proposal was presented to the public via the BeFirst London website where the development was explained and the residents were invited to give their comments.

Example of information issued on BeFirst London website

6.0 The Development

6.1 Application Background

Be First is a newly established Local Authority Controlled Company wholly owned by the London Borough of Barking and Dagenham (LBBD) and operationally independent of the council. Be First objectives is to transform the borough and deliver long-term economic growth and prosperity for the people of Barking and Dagenham through housing growth and greater diversity of tenure, investment in transport and other infrastructure.

Presently the authority is under pressure to provide temporary accommodation for residents who have found themselves in the position of being homeless or for those who are vulnerable and leaving care. In recent years the authority has spent approximately £2m on the use of Bed and Breakfast and nightly let accommodation. This has put additional financial strain on a decreasing budget. The authority expects that the requirement for temporary accommodation to continue to rise over the coming years.

BeFirst commissioned the development of the site for the ownership and management by the London Borough of Barking and Dagenham as temporary accommodation. A viability assessment was undertaken and it was assumed that a minimum of 96 units, with associated car parking, landscaping and ancillary office space can be accommodated onto the site. Any subsequent tender was issued for the design, management, manufacture and build, which this application forms part of.

The plans developed by Be First, the council's pioneering regeneration company, will deliver 92 temporary accommodation flats for homeless people on the council's housing waiting list.



Proposed stacker plan

6.3 The Proposal

The proposal is to provide modular/containerised homes for use as Temporary Accommodation by London Borough of Barking and Dagenham. The proposed scheme provides 92no. dwellings with associated amenity, landscaping, cycle storage and car parking. The development will include an onsite office & general refuse storage.

The development has a very short delivery programme and to meet the restricted delivery period modular/containerised construction has been adopted. In a first for the borough, the new one, two and three bedroom flats will be built using the latest off-site, factory construction methods. This technique means that the new homes will be of a high quality and quick to build.

6.4 Mix

The application proposal provides for the following mix:

- 1 bed – 24 (26%)
- 2 bed – 36 (39.1%)
- 3 bed – 32 (34.7%)

6.5 Design Standards

Due to the unique & temporary nature of the containerised development the proposed dwellings were unable to fully comply with local and regional planning policy. For this reason the application has been deemed as Sui Generis.

The Council's brief outlined the residential space standards and specification requirements. The Council do not expect occupation of these units to be for long periods, they are intended to be a temporary expedient (in lieu of bed and breakfast accommodation) while the households needs are assessed, more akin to a hotel or hostel room than permanent housing. As a consequence the Council's brief reflects that short length of occupancy and does not therefore attempt to meet the space standards set out in the London Housing Design Guide Standards.

The modular manufacturing process and transportation have informed the internal layouts and exterior of the buildings providing guidance on unit sizes. Dwellings achieve the following minimum areas:

- 1 bedroom apartments – 20m²
- 2 bedroom 3 person apartments – 40m²
- 2 bedroom 4 person apartments – 40m²
- 3 bedroom 4 person apartments – 77m²
- 3 bedroom 5 person apartments – 77m².

The proposed accommodation is designed to fulfil the specific emergency accommodation need. The contemporary, portable, energy efficient, robust and low maintenance accommodation units provide households with all the modern facilities. The accommodation units have pre-certified building regulations 'type approval' certification enabling rapid deployment once a consent is achieved.

7.0 Layout and Massing

7.1 General Principles

The development of the site layout was partially determined by the modular building and site constraints. The overall layout has been developed to maximise the sites potential and to provide an attractive space for the residents. The layout also took into consideration the existing public footpath and the adjacent Travelodge.

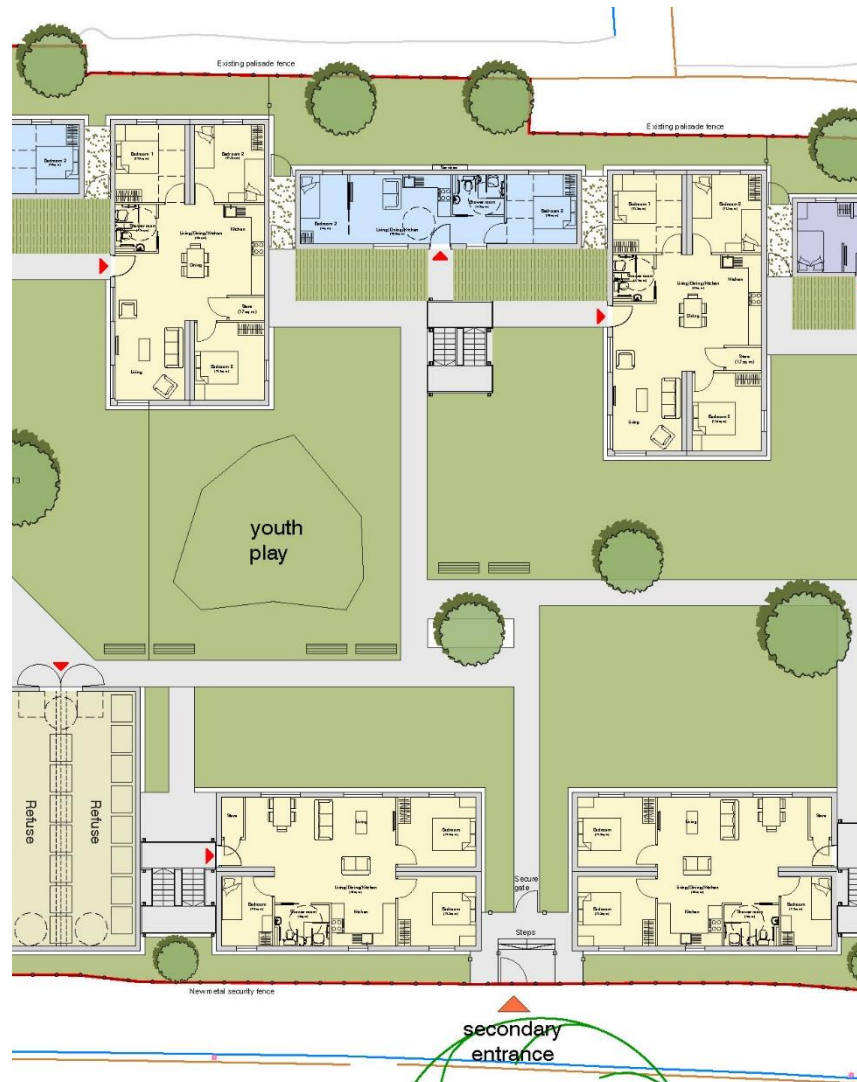
The overall layout and arrangement of the units responded to the sites orientation and longitude nature. The units are arranged in u-shaped clusters for maximum efficiency centralised around a single staircase. The units all have duel aspect and provide outlooks across the site. The arrangement creates a pavilion aspect to the scheme with a central avenue down its centre.

- The layout creates new active frontages to Cook Road & all boundaries
- Massing and distance separation create distinct residential blocks of varying size and shape
- The site layout creates an avenue of pavilion style apartment blocks
- The layout creates a central amenity avenue with a direct vista through the site
- Each building responds to its location and surrounding influences
- Planting and areas of open space to create an attractive environment for residents and communal areas of social engagement and dedicated play
- Openings and gaps between building provide a permeable site for easy access and movement
- The site has a secure boundary perimeter with an additional secondary fence for added protection
- The blocks have a homogenous and cohesive appearance.
- The site provides an open, spacious entrance.
- Buildings have been designed with a contemporary facade treatment to create a distinctive character whilst respecting the existing surrounding context



GROUND FLOOR

Proposed Site Plan



Typical layout of block and staircase.

7.2 Design Approach

Layout

The site layout responds directly to the linear nature of the site. A series of four & three storey residential pavilion blocks are formed around a central staircase, which are arranged along the long western boundary of the site separated by a central boulevard. A further series of three storey pavilion block was arranged to the eastern side of the site also arranged around a central staircase.

The resulting layout ensured that there was no direct overlooking of any existing residential property or of any private amenity space serving those properties. It also provided a clear hierarchy between semi private and private space but relied upon the entire site being enclosed, effectively closing off the existing public pedestrian access through the site.

The site is entered to the south via a primary pedestrian and vehicular entrance. This provides access to the sites reception unit and car park adjacent. The car park provides access to 29no. car parking spaces, refuse and cycle storage. The car park and reception will be compounded by a 1500mm high railing to provide a secondary security measure.

The overall layout of the pavilions allows for arrangement of windows and fenestration to provide visual interest and detail. A patterned cladding panel will be applied to breakdown the industrial aesthetic and any negative connotations people may have modular design. The window positions have been arranged so that there is positive visual surveillance throughout the site.

Treatment at boundaries

The site layout has derived from providing blocks that positively address Cook Road and the existing boundaries and the sensitive positioning of these blocks and accommodation type when close to existing houses and gardens to the north. In-between the proposed buildings, a positive internal site environment for residents has been developed.

The larger 4 storey blocks have been positioned to the south west to minimise the effect on neighbouring properties and effect on the internal environment of the site. The southern boundary blocks have a good separation from the Travelodge and

Goals with the building forms stepping down as they move west. The proposed building mass also steps down to three as you move north through the site. We have maintained 3 storey buildings to the northern and eastern boundary to remove any imposing mass on the neighbours or the footpath.

Boundary treatments:

1. Northern boundary :- rear gardens to properties of Richard Ryan Place
 - Maintain the existing palisade & close board timber fence
2. Eastern boundary:- fronting the existing footpath and Travelodge –
 - The existing palisade fence is being replaced with a new powdercoated metal fence. A new pedestrian gate will be provided midway along the fence.
3. Southern boundary:- fronting Cook Road
 - The existing palisade fence is being replaced with a new powdercoated metal fence and gates.
4. Western boundary:- rear of Goals car park -
 - Maintain the existing palisade fence.

The scale and mass of all buildings will not have an overbearing nature upon the street scene, adjacent properties, or gardens to properties on Richard Ryan Place. This is achieved by the careful stepping of building height at sensitive locations and suitable separation distances with boundaries and existing buildings.

The development has areas of open space throughout the centre of the site and a play area to create a feeling of openness. These are linked by a series of footpaths and shared surfaces which permeate through the site. These are demarked by knee rails, lighting, wayfinding and planting to help residents and visitor navigate through the site.

7.3 Privacy and Outlook

The application proposal provides substantial distances between proposed and existing buildings to ensure that privacy and outlook are maintained.

The proposals have been carefully designed to ensure sufficient distances are maintained between opposing habitable room windows and flank elevations. As a result the buildings would have no overshadowing or overlooking and provide acceptable levels of privacy.

Due to the dense nature of the site there are some windows in close proximity to circulation areas. All the apartments have dual aspect to maintain light levels and outlook is always maintained.

7.4 Sunlight and Daylight

A daylight, sunlight and overshadowing assessment was carried out to support the application.

It concludes stating that the results of the overshadowing analysis identified that there won't be any significant change in the baseline overshadowing at existing gardens / amenity areas with the development in place. As such, given that the BRE standards have been comfortably satisfied, they are adequately sunlit throughout the year.

Within the proposed development there will be adequate daylight within the ground, first and second floors and ground floor rooms will have some daylight from their windows as well as supplementary electrical lighting to ensure that there is sufficient lighting in these rooms.

8.0 Appearance & Materials

8.1 Elevations

Façade treatment, proportioning and scale has been carefully considered to address the site constraints, construction methodology and local vernacular whilst offering a contemporary design approach.

Façades are expressed through rhythm and alignment of massing and window openings to provide a homogenous approach which ties differing blocks with one another. There are subtle changes in blocks colour and detail to add visual interest. The material palette has been chosen to provide longevity and robustness.

The scheme predominantly uses a metal patterned façade treatment to provide articulation and visual interest whilst providing a modern, sophisticated approach to the built environment. The blocks provide a strong character of a residential pavilions with an avenue running through the middle of the site. This provides interesting views and vistas and an engaging landscape for residents.

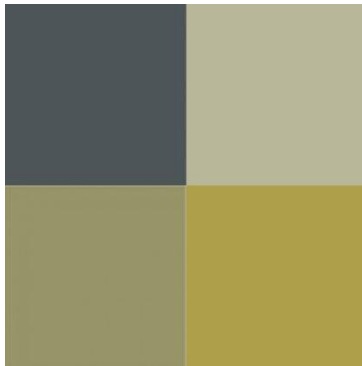
The development layout responds to the surrounding built environment, three storey blocks are positioned alongside those found along neighbouring Richard Ryan Place properties.

Three and four storey apartment buildings are to the east and west of the site where there are no overshadowing or overlooking concerns and where the adjacent built mass increases.

Once the containerised units have been stacked to form the pavilions, the cladding material will be added to provide a unifying theme throughout the scheme and give it a distinct personality and appearance. The staircases will also follow the installation of the units and provide a distinctive form that is repeated throughout the development. These will also be finished in a patterned cladding material acting as way-finders through the site. All of this will hopefully provide a homogenous design that will provide residents with an attractive environment and a sense of well-being.



Proposed elevations from within the site



Proposed colours for the containers



Artistic impressions of the cladding panels

8.2 Cladding Treatment

The principal material chosen for the scheme is powdercoated metal for its robustness and appearance. The proposed treatment will provide;

- A design quality that will weather well, mature with age and will stand the test of time for appropriateness
- Subtly contrasting tones and textural variations
- Creative cladding detailing
- The opportunity for the buildings to have differing colour chosen for appropriateness and relationship between blocks

The cladding colours chosen reflects the local material context (i.e. buff brick). The colours are as follows;

- Ral 7031 (dark grey)
- Ral 7034 (mid grey/khaki)
- Ral 7032 (light grey/khaki)

To contrast the above colours we have introduced a gold/bronze colour (Ral 1024) to provide additional visual interest. This will be applied to the staircase and feature cladding panels.

Four cladding colours have been chosen to clad the main exterior of all the apartment pavilion blocks. The base of the four storey blocks will be finished in a dark grey to create a distinct base and breakdown the blocks mass. The units above will be finished in the light grey/khaki colour. The units perpendicular/between the blocks will be in a mid-grey/khaki to break down the mass of the western boundary elevation.

The colours have been chosen to complement each other but still provide visual interest and distinction between the blocks. The gold/bronze has been chosen to provide distinct detailing throughout the scheme.

The connecting staircases and gantry systems will have a galvanised finish responding to the sites industrial past. This will provide a robust appearance and weather well.

The scheme also incorporates powdercoated aluminium slats in between each block to visually shield the apartment's services (i.e. rainwater pipes & SVP's).



Examples of the doors and windows & an artistic impression of the external staircases

8.4 External Doors & Windows

Dark grey UPVC double glazed windows and doors are proposed for the apartments.

Principle windows to rooms are of a generous height and width to allow light to penetrate deep within the building. The development provides dual aspect throughout to provide good internal ventilation.

Doors or windows within close proximity to the staircase will be 60mins fire resistant to meet the building regulations.

All doors and windows will be designed to meet Secure by Design criteria.

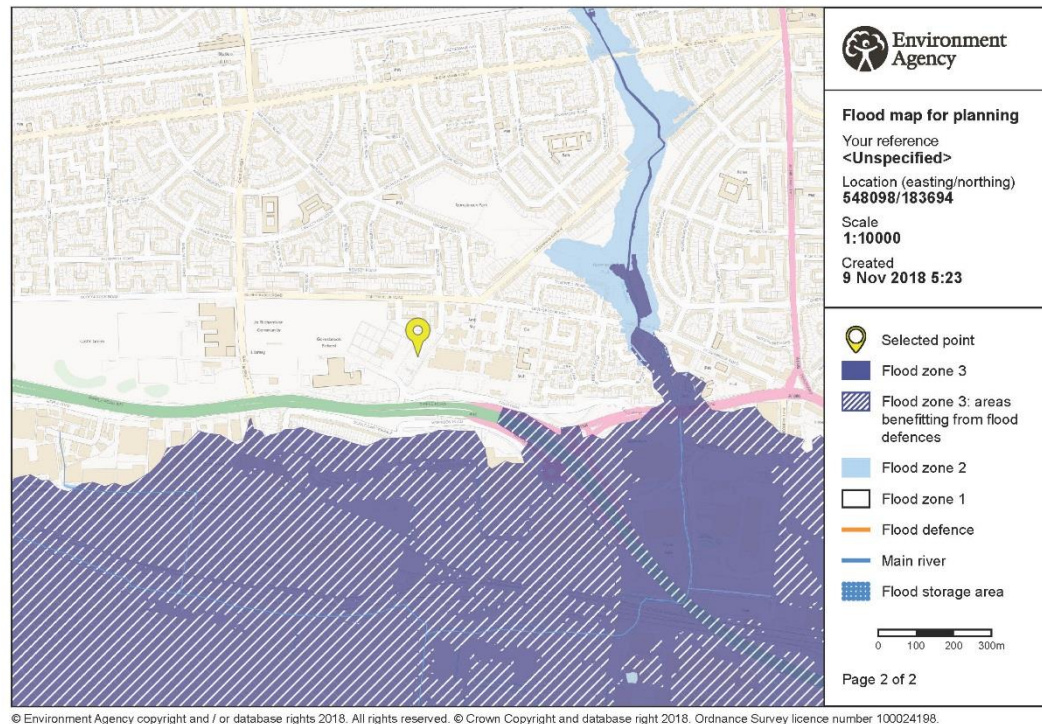
8.5 Entrance Doors to Apartments

All entrance doors will be sufficiently robust and fitted with appropriate hardware to meet current building regulations Approved Document Q – PAS 24:2012.

The doors will be part of a glazed entrance into the apartments providing as much light as possible into the apartment, creating an inviting environment. Apartment entrances will have protection from the environment via walkways and gantry roofs.

8.6 Access staircases

Access to the upper floors will be reached by external metal staircases and landings which will be covered to keep rain and snow off the walking areas and protect the flat entrances. The staircase is partially clad to provide visual interest and provide additional weather protection. The staircases form differs from the adjacent block to break up the mass of the site. It will also act as a feature throughout the site.



Extract from Environment Agency flood map.

9.0 Landscape and Environment

9.1 Local Flood Plan

The site does not fall within a flood plain as highlighted by the Environment Agencies flood map. (Refer to Flood Risk Assessment)

9.2 Landscape Design & Ecological Impact

The development will provide a high quality landscape design as part of the proposal. The landscape design responds to the layout of the site to create an interesting internal environment for residents.

General Approach:

- Design solution that responds to the local context
- To be an integral part of the sites layout and overall vision
- To provide a central green space providing visual and sensual interest
- Provide a central colonnade of trees
- Car parks to have ornamental hedges, shrubs, and perennial planting
- Provide seasonal and colourful interest across the site
- Enhance pedestrian routes
- Provide defensible areas to ground floor windows
- Provide a play space for early year children
- Allow for easy navigation through site
- Provide trees to reduce the industrial appearance of the development
- Provide attractive boundary treatment to enhance the adjacent public space
- Provide low level planting to reduce the massing and impact of the blocks.



Proposed soft landscaping proposal



The development is a containerised led scheme which promotes a community environment. A varied material palette is proposed which divides the site into clusters while maintaining a consistent design approach throughout.

The tree lined avenue and large swathes of landscaping promote a positive and healthy realm which soften the hard landscaped areas. A large rectangular open space is provided within the central avenue with shrubs and bushes being relative to the apartment blocks. The apartment blocks are positioned so that they overlook the central amenity areas and benefit from the landscaping proposal.

The hard landscaping will be a mixture of tarmac (for the road), block paving and paving slabs. These will be in tonal grey colours that will be repeated throughout the scheme to provide a cohesive design.

The footpaths and car park will be covered by well-lit lighting proposal along with security coverage. A lighting diagram and CCTV plan has been submitted to support the application.

There are currently a small number of trees within the curtilage of the site that are of low quality. A tree survey has been undertaken, a copy of which accompanies this application.

An ecological evaluation was carried out as part of the site exploration. The purpose of the report is to identify any likely effects on the ecology and biodiversity of the site arising from the proposed development. It concluded with 'the site has very low connectivity to other habitats as the site is surrounded by hardstanding/roads and other barriers to wildlife dispersal. There are no hedgerows, waterways or treelines linking the site to other habitats'.

Secured by Design



Police Preferred Specification



10.0 Safer Places Statement

London Borough of Barking & Dagenham Policy BP11: 'Crime Prevention' - states 'provide safe environments that improve crime prevention and reduce 'fear of crime)'.

As part of the scheme development a meeting was held with Secured by Design officer, Karl Turton, who assessed the proposal and provided comments and recommendations to assist the sites development. For the purposes of the meeting the SBD scope was assumed at Silver standard from SBD homes guide 2016.

The application proposal has adopted the main issues of;

- Reduce Permeability
- Increase Surveillance
- Increase Territoriality

The development has a two tier security approach. The site has a primary secure boundary treatment with 2no. pedestrian entrances + 1no. vehicular entrance. Once you are within the site you are met by a secondary fence which compounds you within the reception area, car park or a secondary compound. You can only enter the site if you have an assigned fob access or allowed in by reception or resident.

The primary fence is a 1.8m metal fence and the secondary fence is a 1.5m metal fence. Any access to the site is via a fob or audio/visual access control. All gates will be self-closing & self-locking.

An external steel post box for each resident will be positioned within the primary compound adjacent the reception, so that the postman does not have to access the site to deliver mail. Mail will be collected by each resident from these external secure post boxes.

To support the application a lighting survey & CCTV layout plan has been submitted.

11.0 Environment

11.1 Energy

Given that the application is for a proposed sui generis use, it is not considered appropriate to expect the proposals to deliver zero carbon dioxide emissions. Nevertheless, the approach has been to minimise emissions where possible, and to incorporate energy efficiency into the design.

Inhabited rooms are orientated to ensure maximum daylight and solar gain

An Energy Statement accompanies the planning application. In respect of incorporating ventilation and energy efficient measures within the proposals. This includes energy efficient building fabric, low energy LED lighting all contributing to a reduction in carbon emissions.

11.3 Noise

An Acoustic Assessment accompanies the planning application. This sets out mitigation measures to be incorporated into the proposed development to ensure future residents are protected by distant road traffic, including use of appropriate glazing.

In order to achieve good internal noise levels the container envelopes (walls, floors, roofs) will have a resistance to the passage of sound of at least 40 dB Rw.

The containers will meet the appropriate Building Regulation requirements for airborne and impact sound.

12.0 Waste Management

12.1 Local Authority Policy

The London Borough of Barking & Dagenham requires adequate refuse and recycling facilities in new developments to assist in meeting the Council's priority of creating thriving communities by maintaining and investing in high quality homes, reducing fly-tipping, reducing unpleasant smells, increasing recycling and improving the street scene around blocks.

12.2 Building Regulations Requirements

Approved Document H6 of the Building Regulations 2010 requires adequate provision to be made for the storage of solid waste and adequate means of access to be made for residents to the place of storage and for collection operatives.

12.3 Refuse Vehicle

Refuse and recycling waste generated by the development will be stored in a secure unit positioned to provide convenient access directly from the car park. The car park has a turning head where a refuse vehicle would be able to park and acceptably access/egress and turn within the site.

12.4 Refuse Calculation

The proposed refuse store provides adequate space to accommodate bins to hold General Refuse for one collection per week and Recycling for one collection every 2 weeks. The refuse store will provide 23no. 1100L Eurobins agreed with LBBW Waste & Recycling Officer.

Refuse store will have secured access and will be step free throughout at ground level. The doors of the refuse storage area open outwards with a facility to hold open the doors during collection. The store will also have a floor gulley and bib tap to allow for wash down facilities.

13.0 Access Statement

13.1 Vehicular Access

Vehicular access is from Cook Road via one of the existing cross overs. There are 29 car parking spaces of which 10 (34.4% of units) are dedicated wheelchair accessible. 2no. car parking spaces will have electric charging points. The car park can be entered via a new sliding entrance gate linked to a vehicle access control including audio/visual coms link to the reception and/or residents.

The application is supported by a Transport Statement which covers all aspects relating to transport issues.

13.2 Pedestrian Access

Pedestrian access has been prioritised throughout the site with footpaths and pedestrian priority shared surfaces linking all aspects of the development.

There are 2no. pedestrian access points, primarily from Cook Road and a secondary access point via the existing footpath to the east. These will be accessible via a Fob control lock or audio/visual access control.

All entrances will be covered by CCTV.

13.3 Cyclists

The development provides 3no. secure, sheltered and adequately lit cycle stores strategically placed across the site. There are two 30no. cycle stores & one 32no. cycle store. These will be an enclosed shelter with a mesh front for visual surveillance. The store will have secure cycle racks along with secure entrance door and adequate lighting. The stores have been positioned so that they are overlooked by the residential blocks.

13.4 Accessibility

Unfortunately due to the nature of the pre-fabricated container units, the containerised units are not wheelchair accessible or suitable for adaptation for this accommodation type. People with ambulant disabilities may be able to access some of the units.

The development provides 9no. wheelchair accessible units that will meet Building Regulations Part M4(2). Each apartment is supported by a dedicated disabled parking bay with side transfer zones located as close to the buildings entrance as possible.

The site will provide level entrance into each property allowing wheelchair accessibility across the site and ease of access to all the properties. The apartments are accessible by pedestrians from the public footpaths/roads.

Internally, all doors, openings, W.C. layouts comply with Building Regulations requirements for accessibility.

14.0 Conclusion

The proposals enables the regeneration of a currently unsightly, derelict site providing an innovative solution to providing much needed emergency housing.

The proposal provides 92no. dwellings with associated amenity, landscaping, cycle storage and car parking. The development also includes an onsite office & general refuse storage.

The innovative construction methodology will reduce impact on local residents and the local road networks due to off-site construction and limited on-site activity periods.

The development provides an attractive, interesting development that will add interest to Cook Road and the local vernacular.

The development will provide an attractive internal environment for residents whilst providing much need housing.

The developments provides buildings of architectural quality and merit.

The proposals present much needed short-term emergency accommodation solution to meet the Council's homelessness issue and housing demand within the borough.