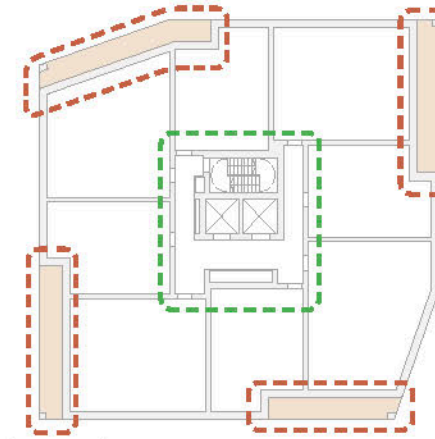


3 Layouts

3.8 Floor Plans: H5 & H6

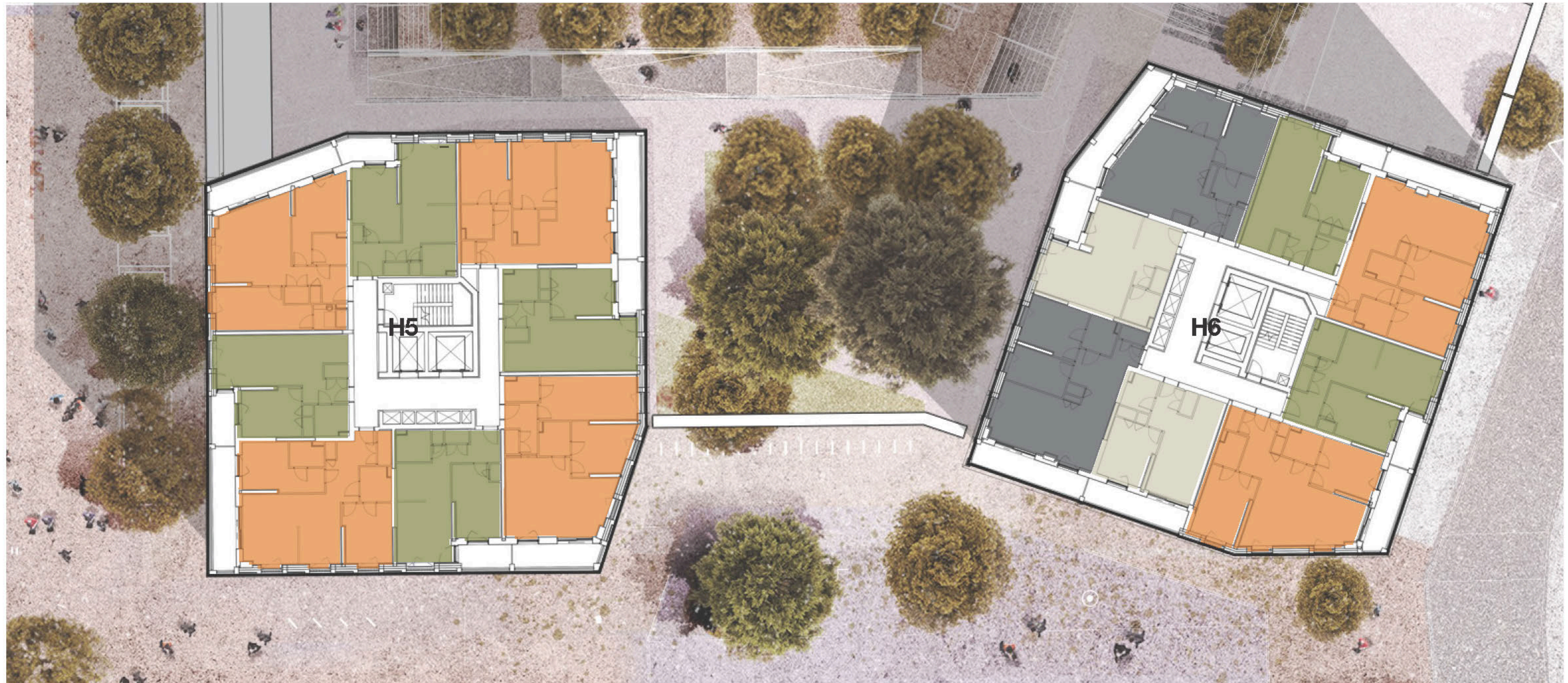
Both H5 and H6 plans are developed around a central core served by a single staircase and two lifts. Each floor has 8 apartment with the larger units located on the corners, enjoying double aspect and minimising the impact of overlooking with the school.

Communal Roof Terraces are accessible at the top of the building through the central staircase and lifts.



- 1 bedroom / 1P
- 1 bedroom / 2P
- 2 bedroom / 3P
- 2 bedroom / 4P

Illustrative plan of H5 as included in the Design Principles document



Ground Floor level

3 Layouts

3.9 Servicing and Waste Strategy

The following text is to confirm the Waste Strategy position included within the LBH Britannia Phase 2b ground floor internal layouts.

Outline Planning for LBH Britannia was submitted and approved in line with the Refuse and recycling storage guidance (updated 2017), which was in place at the time of the 2018 submission and determination. The parameters which were then set for the Phase 2b Reserved Matters areas set out strict floorplate, massing, and area restrictions on the development. These give very limited room for change - being more akin to a construction tolerance.

A key engineering constraint on the development of the substructure and footprint/massing for the buildings was the presence of exclusion zones around the future CR2 and existing Thames Water Sewer infrastructure. The site falls above the intersection of the two planned CR2 lines.

As such, there is limited ground floor footprint within the reserved matters buildings, and the spaces are working hard to meet a number of calls for ground floor space, e.g. residential entrance lobby, plant space, cycle parking, waste.

Since approval at outline, it is our understanding that new 2020 guidance is in place in relation to the waste allowances which should be provided in new developments.

The scheme is compliant with the 2017 guidance, but does not have the available ground floor space to increase this design provision to meet the 2020 guidance requirements. This would require an increase in provision from 48 to 66 bins (in total).

This is due to the 2017 guidance stating that 50% of the total storage capacity should be for recycling, whereas the 2020 guidance states specific storage requirements for recycling in addition to refuse, based on the size of the dwellings.

A comparative breakdown of this across the Phase 2b RM blocks is set out in the tables below:

2017 guidance					
Block	Units	Refuse (1,100 l)	Recycling (1,100 l)	Total (1,100 l)	Food waste
H3	7	1	1	2	1 x 140 litre
H4	36	3	3	6	1 x 240 litre
H5	192	11	11	22	4 x 240 litre
H6	152	9	9	18	4 x 240 litre
Total	387	24	24	48	

2020 guidance					
Block	Units	Refuse (1,100 l)	Recycling (1,100 l)	Total (1,100 l)	Food waste
H3	7	1	1	2	1 x 140 litre
H4	36	3	5	8	1 x 240 litre
H5	192	11	20	31	4 x 240 litre
H6	152	9	16	25	4 x 240 litre
Total	387	24	42	66	-

The four buildings are 100% private for sale, with two commercial units at ground floor level in blocks H4 and H6.

The private buildings will be managed by a single management company, with building management services procured across all buildings as an estate wide service. Concierge services will be available in buildings H5 and H6, with H5 providing a super concierge service. This service, together with the leisure centre operator, will control the electronic barriers at the entrance to the new section of Northport Street (which will remain unadopted, but maintained by LBH).

The service bays identified in the plan below, enable access to the H3, H5 and H6 bin stores. The building manager will rotate the bins provided in H4 to the main bin store in H3, to enable one single pick up point for the refuse team. This again recognises that there is more ground floor footprint available in H3, and that blocks H3 and H4 are part of a unified private courtyard development.

Drag distances for collection crews from blocks H3, H5 and H6 are within the recommended 10m distance for Eurobins.



Ground Floor Level: Servicing and Waste Strategy

All residential units have access to a bin store within 25m (horizontal distance only) from their front door.

- General Access
- Restricted Access
- On-Street Loading Bays
- Residential Refuse Store
- Commercial Refuse Store

3 Layouts

3.10 Building Entrances: H3 & H4

Ground Floor Entrances

Residential Communal Entrances are accessed from the street.

The courtyard communal garden can be accessed either using the controlled garden gate or from the communal core once within the residential block.

The lobbies contain shared facilities, such as post boxes and provide access to the cycle store and access to the communal garden off the core.






The communal garden will provide an area for young play (under 5). Further information on the garden is provided in chapter 5.

The accommodation mix within H3 and H4 is orientated towards family living, with the duplex units in H3 having private amenity space at roof level 3).

The Commercial Units located in Block H4 are accessed from Grange Street.

Residential Bicycle Parking is accessed from the circulation corridors or external courtyard.

Sheffield cycle storage racks for public cycle parking are also provided along the pavements.

-  Residential Entrance
-  Residential Garden Access
-  Commercial Entrance
-  Residential Bicycle Parking
-  Commercial Space



Ground Floor level: Entrances

3 Layouts

3.10 Building Entrances: H5 & H6

Ground Level Pedestrian Entrances

Residential Communal Entrances for H5 and H6 are accessed from the street.

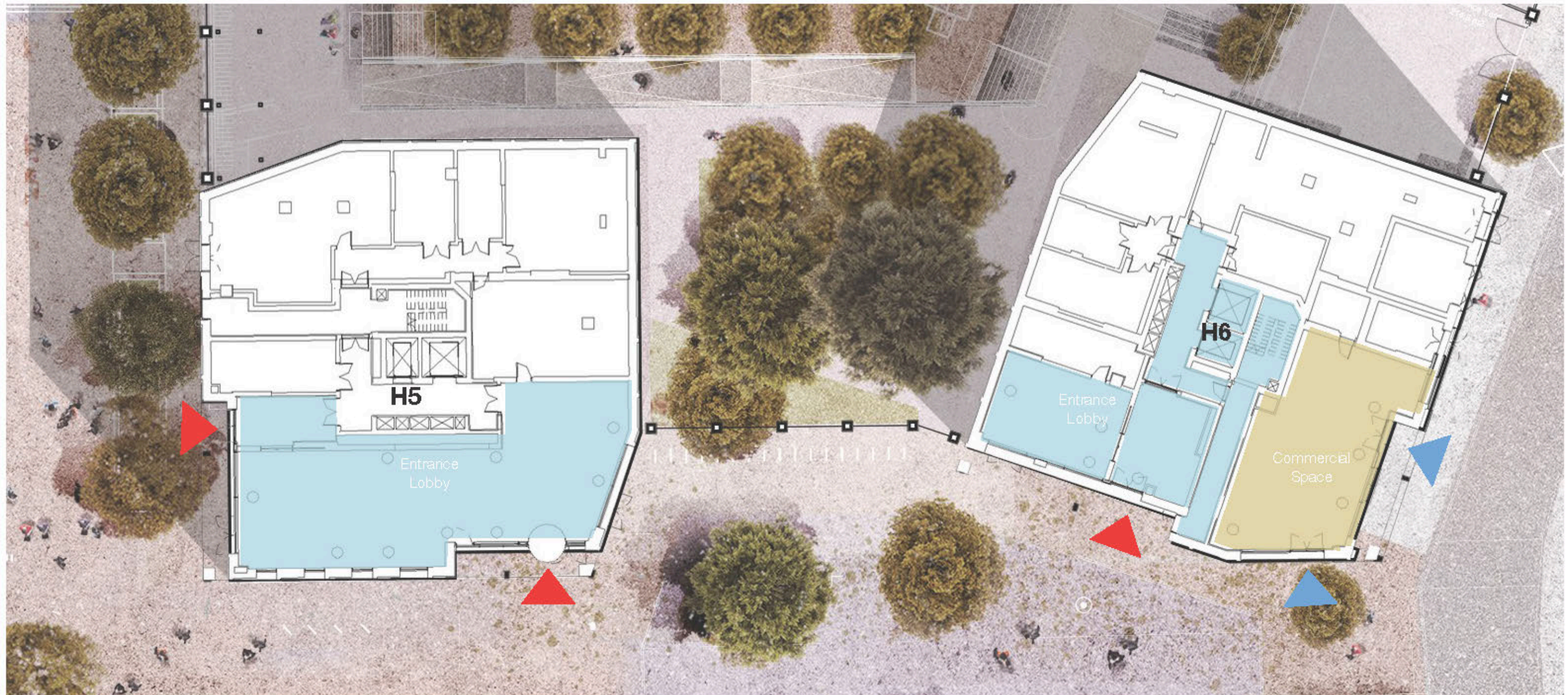
The lobbies contain shared facilities, such as post boxes and provide access to the cycle store via the lift to the mezzanine floor.

Cycle and Vehicle Parking and Pedestrian Entrances at Mezzanine Level

Bicycle Storage for H5 and H6 is provided at mezzanine floor level.

The lift has been sized to accommodate bicycles and accessible bicycles.

The lobbies contain shared facilities, such as post boxes and provide access to the cycle store via the lift to the mezzanine floor.



Ground Floor level: Entrances

3 Layouts

3.11 Bicycle Parking

The table confirms the number of spaces that would be provided within H3-6 and how they compare with LB Hackney cycle parking standards. The shortfall (-225) in number of spaces proposed compared to the standards is linked to the fact the scheme was designed in 2017 as part of the original hybrid application, whereby vertical parking spaces within the apartments was consented. It is however understood that such spaces can no longer count towards the total cycle parking provision.

The proposals seek to significantly enhance the quality of cycle parking spaces compared to those consented as part of the hybrid application. In line with recent guidance from TfL on other similar schemes, the proposals seek to ensure a minimum of 20% of all cycle parking facilities required (i.e. 727) are via Sheffield Stands. However, noting the shortfall in cycle parking spaces provided (due to the exclusion of in-apartment vertical spaces), Sheffield Stands will account for 32% of the total cycle parking provision providing 118 spaces, compared to the 39 that was envisaged as part of the consented hybrid application.

The proposals also seek to significantly increase the size of the in-apartment cycle stores proposed where possible, to allow bicycles to be parked horizontally and require no lifting from the user. Enlarged cycle stores would be provided in 78 apartments and the remaining apartments (237) would retain the cycle stores, should future residents wish to park their bicycle vertically, within their apartment.

Whilst the above is considered to provide a best-case scenario that provides higher quality cycle parking provision compared to those consented for the hybrid application, it is acknowledged that there are elements that do not comply fully with LBH cycle parking standards due to the constraints of the site and strict parameter plans consented. Noting this, the Applicant is open to further discussions to explore how best to maximise the cycle parking provision.

Block	Policy Requirement	Cycle Parking Type					Total Proposed	Difference	In Apartment (Vertical)*
		In Apartment (Horizontal)	Communal Store (Semi-Vertical)	Communal Store (Two-Tiered)	Communal Store (Standard Sheffield Stand)	Communal Stores (Accessible Spaces)			
H3	14	2	-	-	7	1	10	-4	5
H4	63	9	-	26	-	4	39	-24	18
H5	384	48	125	-	57	18	248	-136	119
H6	266	19	116	-	54	16	205	-61	95
Total	727	78 (16%)	241 (48%)	26 (5%)	118 (24%)	39 (8%)	502 (100%)	-225	237

**Note – 237 apartments will have a store room that enables future residents to park their bicycle vertically, if desired. These have not been counted towards the total cycle parking provision.*

Cycle Parking Proposals – Block by Block



Residential Bicycle Parking

H5 and H6 Mezzanine Floor level

3 Layouts

3.12 Maintenance Strategy, Security & Secured by Design

Cleaning Strategy

The buildings have been developed with a practical cleaning and maintenance strategy in mind.

Base: Shop front windows can be cleaned from the street via a water fed long pole with the operative on the ground.

Local pedestrian guarding will be required. Maintenance can be carried out from a small mobile elevated platform.

Residential Windows

The windows have been designed to be cleaned from the inside by the residents. Windows have been designed as Juliette balconies with a full height window/door which opens inwards and can thus be cleaned safely from inside the dwelling. 1250 mm high balustrades are provided.

Windows and sliding doors located on balconies can be cleaned externally from the balcony.

Window Inspections/Repairs

Re-glazing will be carried out from inside the dwellings. The lift and corridors have been design to accommodate the movement of the double glazed unit.

Balustrades and Guarding

Balcony balustrades and Juliette balcony balustrades are set at 1250 mm above finished floor level.

Roof terrace level 26 and 21 for block H5 and H6 respectively are set at 1500 mm above roof finish level.

Roof parapet to H3 residential terrace at level 3 are at 1100 mm.

Roof parapet height to Block H4 is at 1100 mm this roof is controlled access for maintenance only.

Security and Secured by Design

A meeting has taken place with The Metropolitan Police on 7th September 2021.

The meeting was positive, with a continuation of the design approach previously discussed on Blocks H1 and H2 being implemented in the residential blocks and the surrounding public realm, with the following topic discussed.

- SBD accreditation Form/Requirements
- CCTV – potential locations within the residential lobbies, lobby entrance doors and other locations around the building. It was also discussed that should CCTV not be implemented fully from day 1, then infrastructure service routes could be provided to facilitate it's later implementation.
- External Sheffield cycle stands to be positions at 45 degrees to the adjacent stand to limit the possible leverage making the stand less susceptible to possible tampering. .
- Public open spaces were discussed including landscape, placement of benches and security aspects of the public realm. .
- Access control to the residential blocks, including main entrance area, lift lobbies, stair lobbies and bin stores.
- Residential floors access provision from the lift and the communal stair core.
- Lift discussions expanded on residents use and visitors use and also the increased delivery traffic being experienced. The Secure by Design Officer advising on lift control system suitable to maintain efficient destination control for all residents and visitors to the building.

- Commercial Units Façade discussed and required rating for glazing systems and glazed units.

