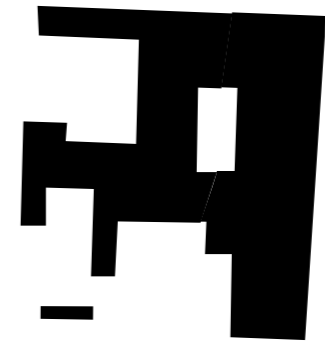


# THE ALDERS



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DESIGN AND ACCESS STATEMENT

22ND FEBRUARY 2022

ColladoCollins Architects

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## THE ALDERS DESIGN AND ACCESS STATEMENT

Job Number: 19017  
Document Revision: 1  
Date of Issue: 22.02.2020  
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# 1. INTRODUCTION

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THE ALDERS  
DESIGN AND ACCESS STATEMENT



## 1.1. EXECUTIVE SUMMARY

The proposal is to redevelop the existing garages and land along the eastern edge of The Alders estate on Aldrington Road, Wandsworth, London SW16 1TW to provide new homes, improved landscaping and amenity space.

Collado Collins has been appointed by Wandsworth Borough Council to develop the planning application for this infill development.

The site is in a good location very close to Tooting Bec Common and a short walk to Streatham High Road and other local amenities. The development will form part of Wandsworth Council's commitment to deliver 1,000 new homes on its land over the next 5-7 years, across the borough.

The existing blocks on the estate and the neighbouring context have informed the proposed part 6- and 4-storey blocks and 3-storey terraced townhouses which will back onto the eastern boundary of the site.

The proposal will provide 34 new high-quality affordable rent dwellings and 285m<sup>2</sup> of new formal and natural children's play space. Additional environmental improvements are also proposed to the wider Alders estate including creating new connections through green spaces, improved parking access and providing new fit-for-purpose refuse and cycle storage for existing residents.

This document should be read in conjunction with the planning drawings and detailed supplementary information submitted as part of the application.





## 1.2. PROJECT TEAM

**Wandsworth Borough Council**  
Applicant

**Collado Collins Architects**  
Architect

**WYG**  
Strategic Lead  
Planning Consultant  
Transport Consultant  
Landscape Architect  
Archaeological Consultant  
Ecology Consultant  
Environmental Consultant  
Geo-environmental Consultant  
Fire Safety Consultant  
Air Quality and Noise Consultants  
Daylight and Sunlight Consultants  
Flood Risk Consultants

**Symmetrys**  
Structural Engineer

**CBG Consultants**  
M&E Consultants  
Sustainability Consultants

**Architectural Aerodynamics Ltd**  
Wind & Microclimate Consultants

**HCUK Group**  
Heritage & Townscape Consultants

**Indigo Surveys**  
Arboricultural Consultant

**Dallas–Pierce–Quintero**  
Cultural Consultant

**Aspinal Verdi**  
Viability Consultants

**RLB**  
Quantity Surveyor

**Airey Miller**  
Employers Agent  
Cost Consultants  
Clerk of Works  
Principal Designer



ColladoCollinsArchitects



Dallas–Pierce–Quintero



AIREY MILLER





### 1.3. PROJECT DESCRIPTION

Wandsworth Council has committed to delivering 1,000 new homes on its land over the next 5-7 years, across the borough with an objective to deliver a strategic target of 60% of homes across the programme as affordable.

The Application Site is identified as a viable infill development site identified as being available for quick delivery to achieve early provision of new, affordable homes. The scheme proposes a part 3/4/6 storey building adjoining the existing railway line which will deliver 34 units, all of which will be London Affordable Rent.

The proposed scheme has been informed through pre-application consultation with Wandsworth planning officers, the GLA and two rounds of public consultation.







View through Playground to entrance to Block B



## 2. ASSESSMENT

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THE ALDERS  
DESIGN AND ACCESS STATEMENT

## 2.1. WIDER CONTEXT AREA

### SITE LOCATION

The site is located in the southern corner of the London Borough of Wandsworth directly south of Tooting Bec Common and roughly 3.7 miles south of Battersea Park

The site borders National Rail land which services train lines going north to Victoria and Waterloo and South to Croydon and beyond.





WIDER CONTEXT VIEWS



1. Corner of Tooting Bec Road and Aldrington Road



2. View of the railway tracks from Mitcham Lane



3. Streatham Pumping Station



4. Aldrington Road - houses on the west side opposite the site access



5. Streatham Methodist Church - corner of Mitcham Lane and Riggindale Road



6. Furzedown House



7. Typical residential development on Aldrington Road south



8. Houses on Riggindale Road (to the east of the site across the railway)



9. Tooting Bec Lido



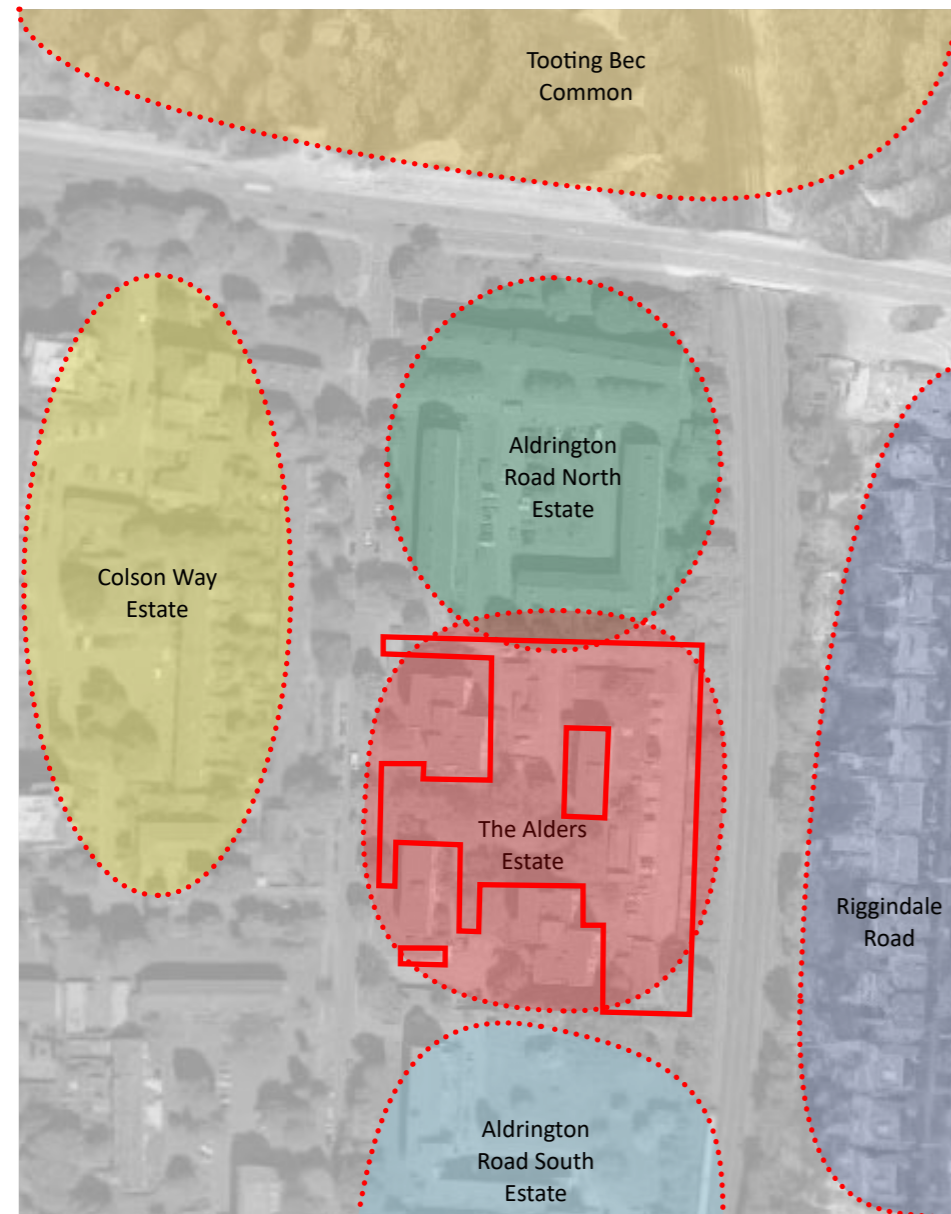
## URBAN GRAIN AND CHARACTER

The Alders Estate sits to the west of Streatham and south of Tooting Bec Common. It borders four housing estates, the majority of which are brick faced buildings dating from the 1950's to 1980's.

To the north is the Aldrington Road North Estate which consists of 3 and 4 storey residential blocks. There are small green amenity spaces lined by parking for residents.

To the south is the Aldrington Road South Estate which consists of 4 and 5 storey residential blocks. The ground floor of the central block is an undercroft for parking. There are small green amenity spaces lined by parking for residents.

To the west is the Colson Way Estate. The Estate was previously houses before it was developed after the second world war.



Tooting Bec Common



Aldrington Road North Estate



Colson Way Estate



The Alders Estate



Aldrington Road South Estate



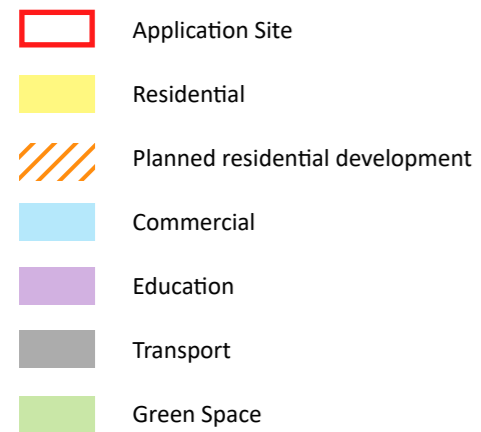
Riggindale Road



## SURROUNDING CONTEXT

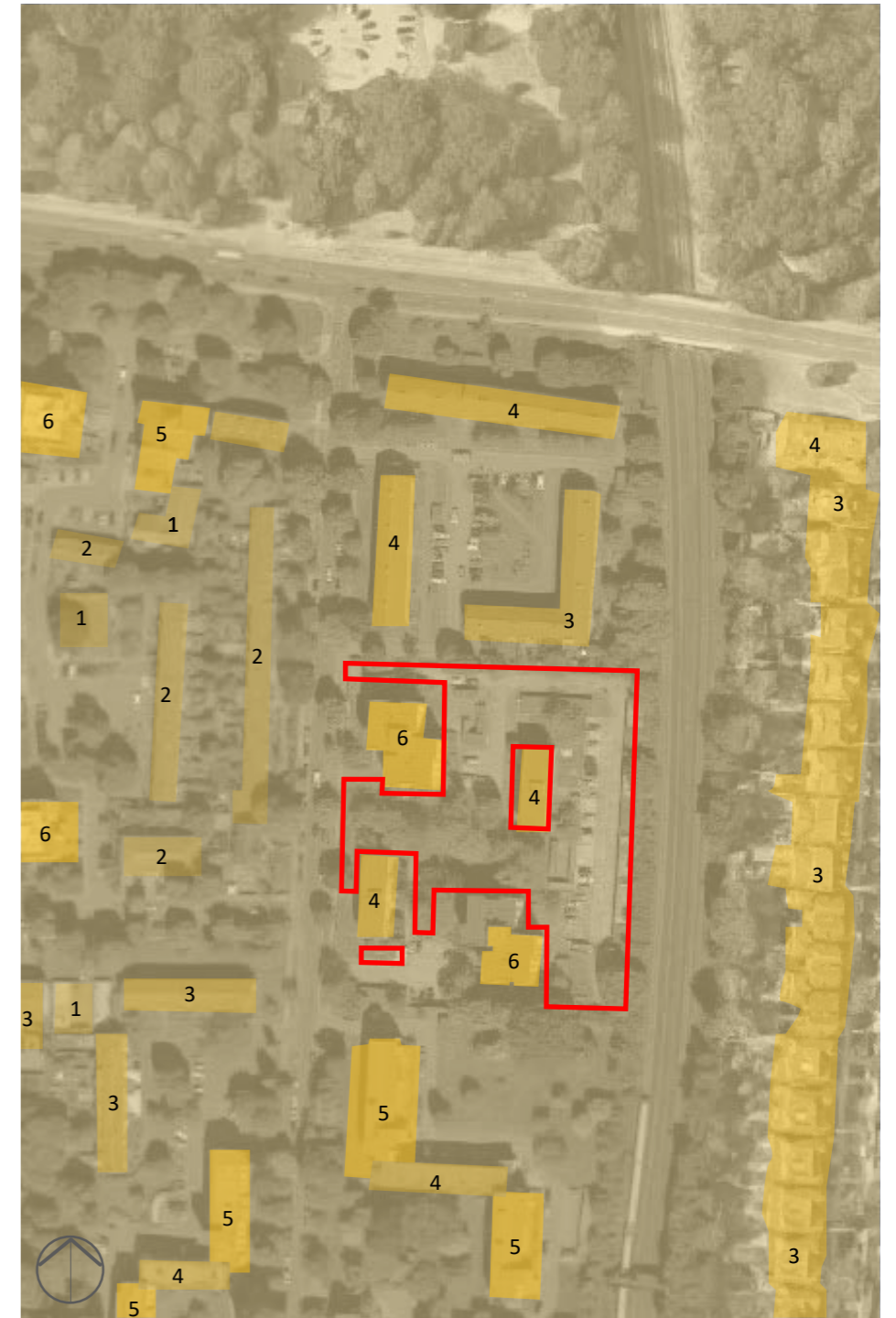
### Building Use

The wider area is predominantly residential in character, there are only two non-residential buildings, an educational facility across the road from the site and a small shop in a nearby estate.



### Building Heights

The local area is predominantly residential with the majority of building heights between 2-4 storeys. This increases to 5 and 6 storeys where there are developments with blocks of flats.

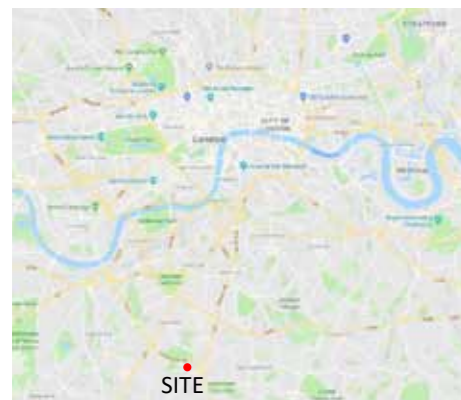




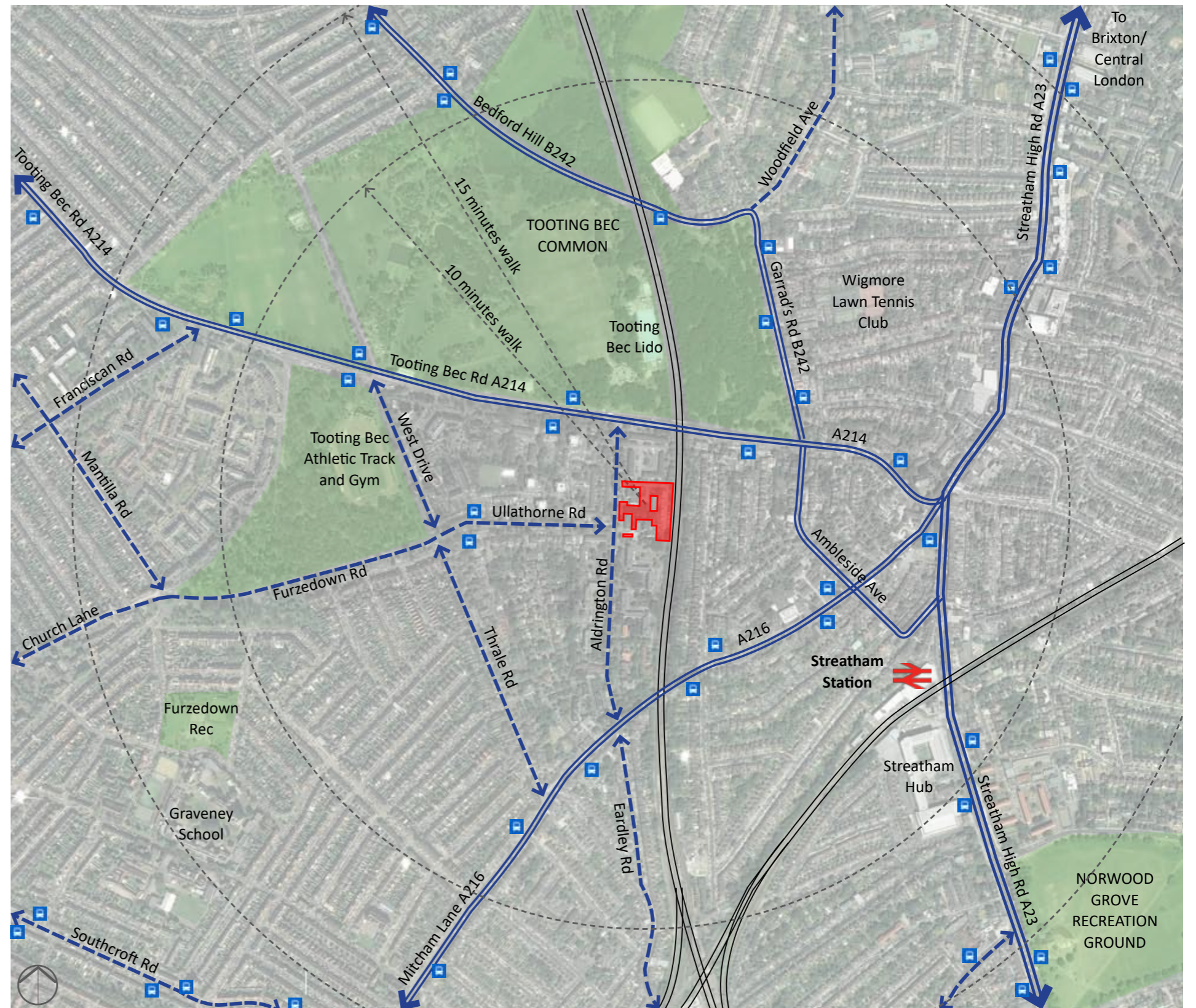
## 2.2. CONNECTIVITY

This site is situated on The Alders Estate, Aldington Road, SW16 1TW within Furzedown Ward in Wandsworth, South London.

The site has a PTAL rating of 2, and is served by a number of buses from Tooting Bec Road and Mitcham Lane. The site is surrounded by a variety of National Network and London Underground train stations, all easily accessible on foot or by bus: Streatham Hill, Streatham, Streatham Common and Tooting Bec. These all serve as easy access to a variety of major London train stations: London Victoria, London Bridge, Thameslink stations including St Pancras International, Croydon, together with Clapham Junction and the London Underground network.



- - - Site Boundary
- ← Main Vehicular Road
- - - Secondary Vehicular Road
- Bus Stop
- Southern Railway Train Line
- Train Station





## 2.3. SITE CONTEXT

### EXISTING SITE USES

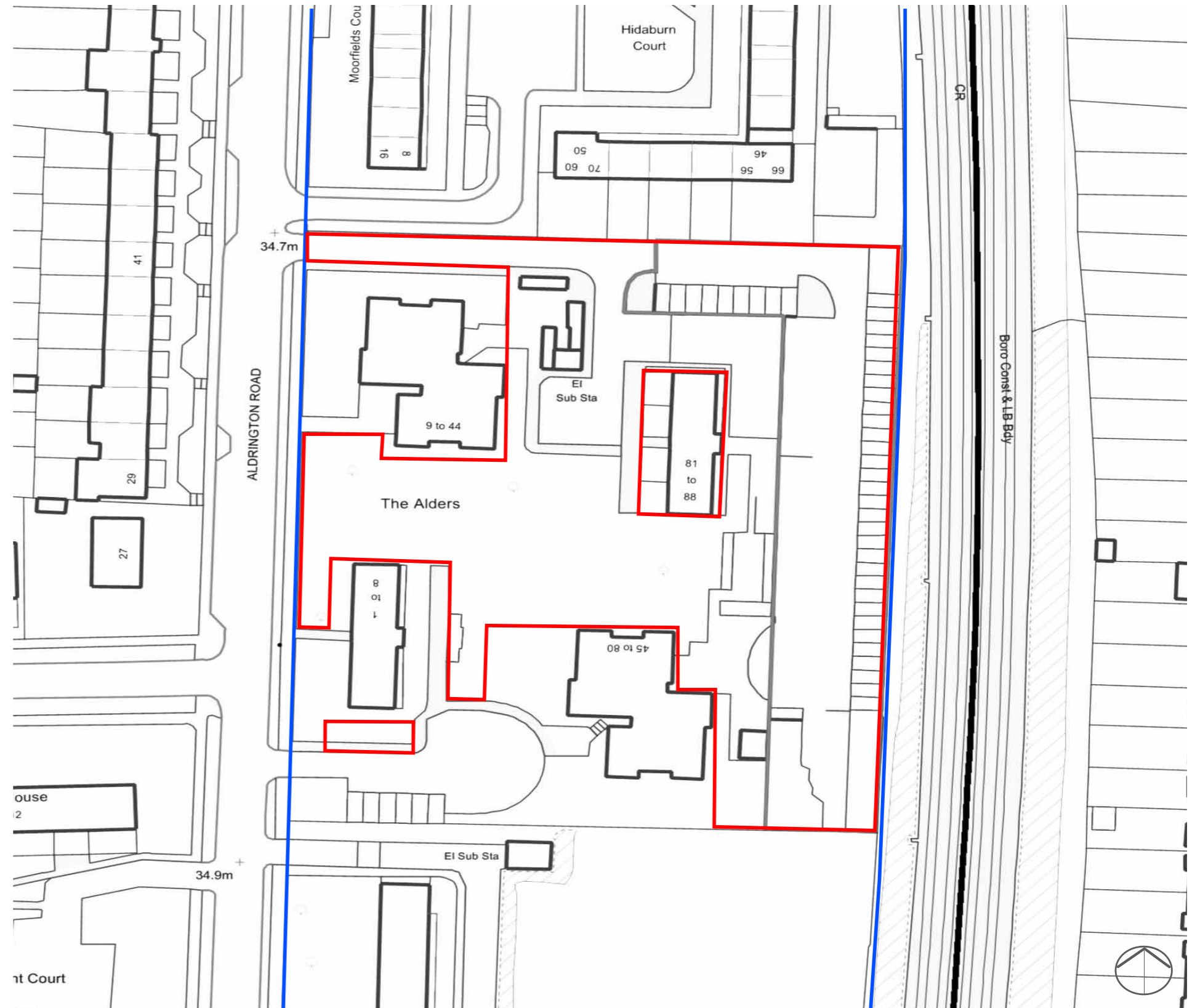
The Alders development site is located between 3, 4 and 6-storey council developments and a railway line.

This site within the red line is currently used for vehicle access and car parking with 41 parking spaces, 40 single storey garages, 38 storage sheds, covered storage for 20 cycles and bin stores.

The garages and storage sheds are leased by Wandsworth Borough Council (WBC) and the parking is for resident permit holders.

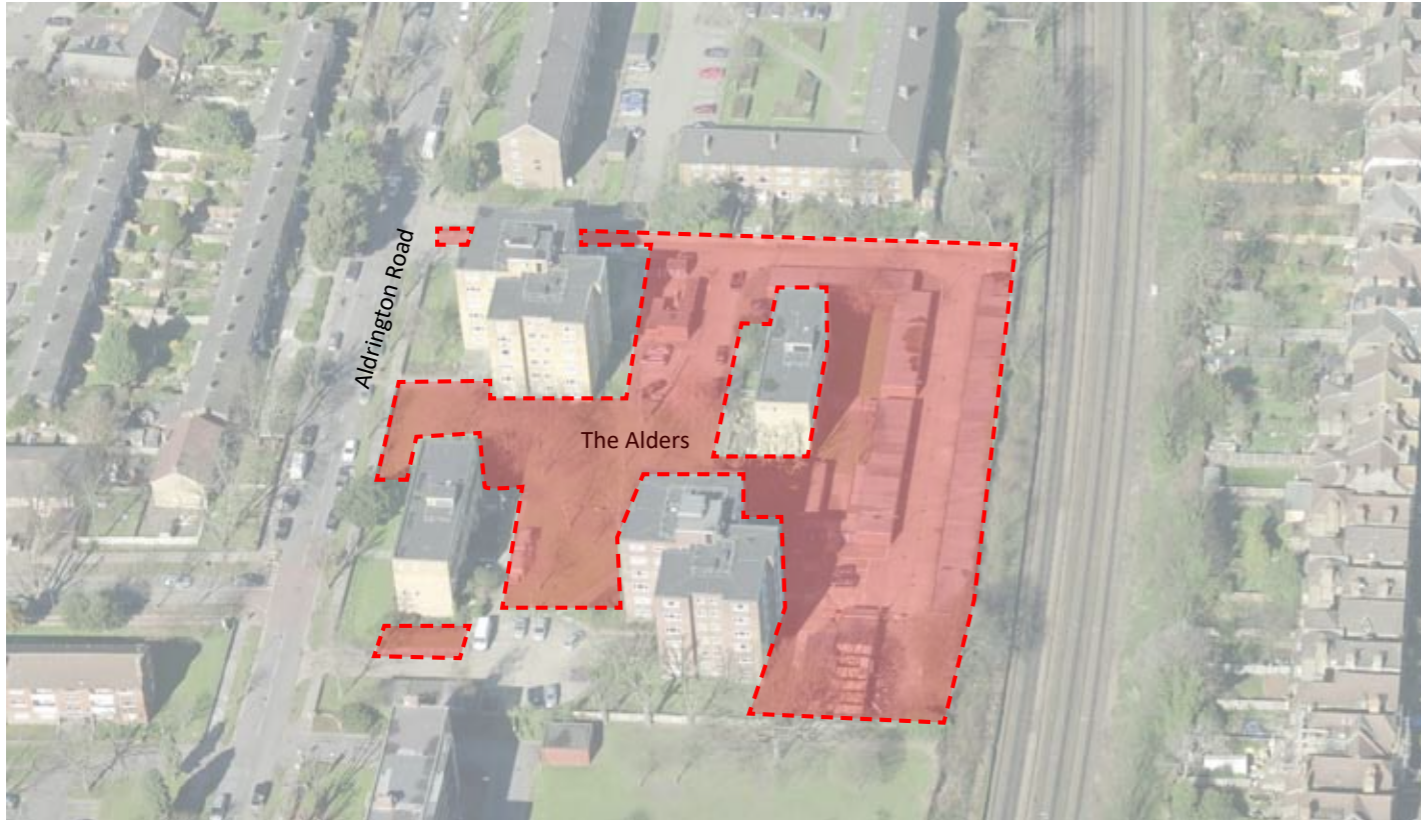
The site area within the red line boundary is approximately 0.653 hectares

The neighbouring sites to the north and south of The Alders are both also owned by WBC.





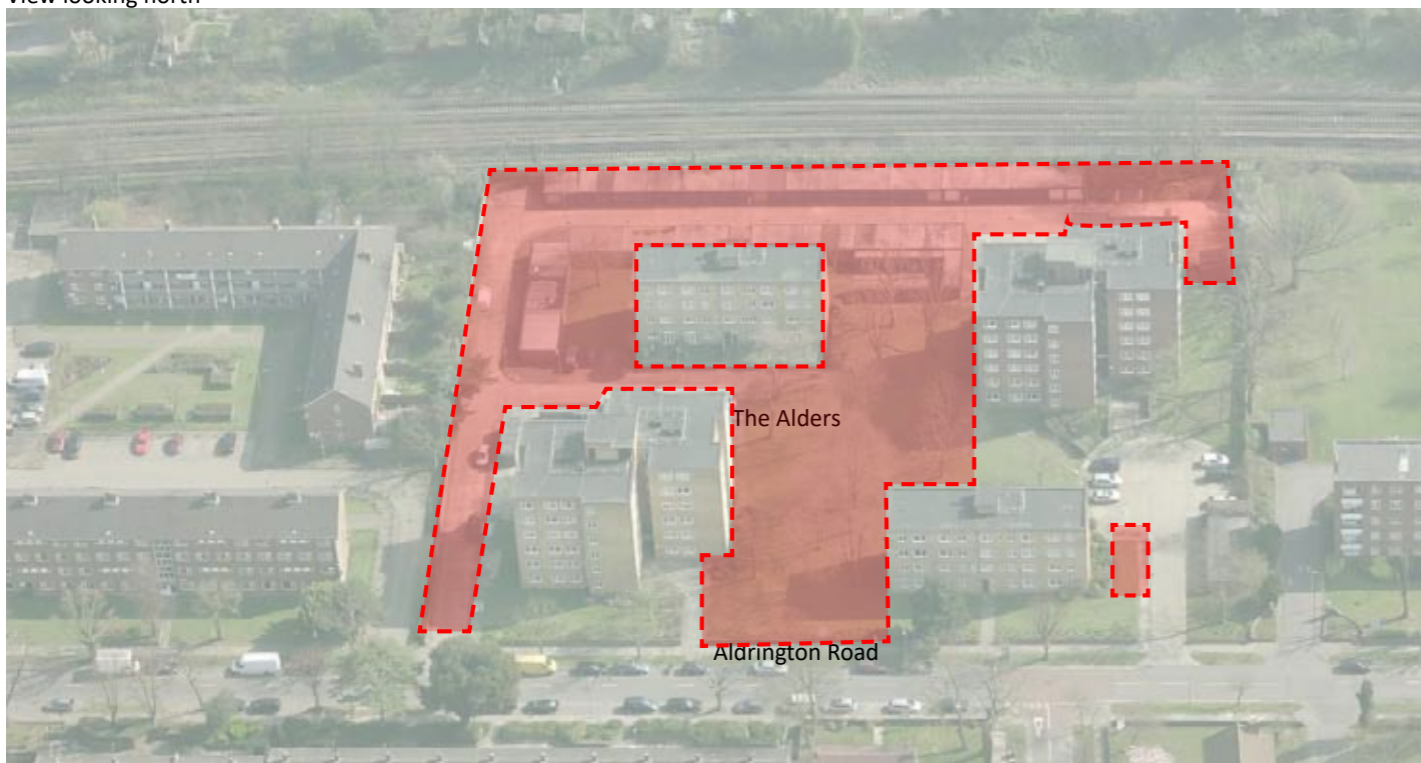
AERIAL VIEWS



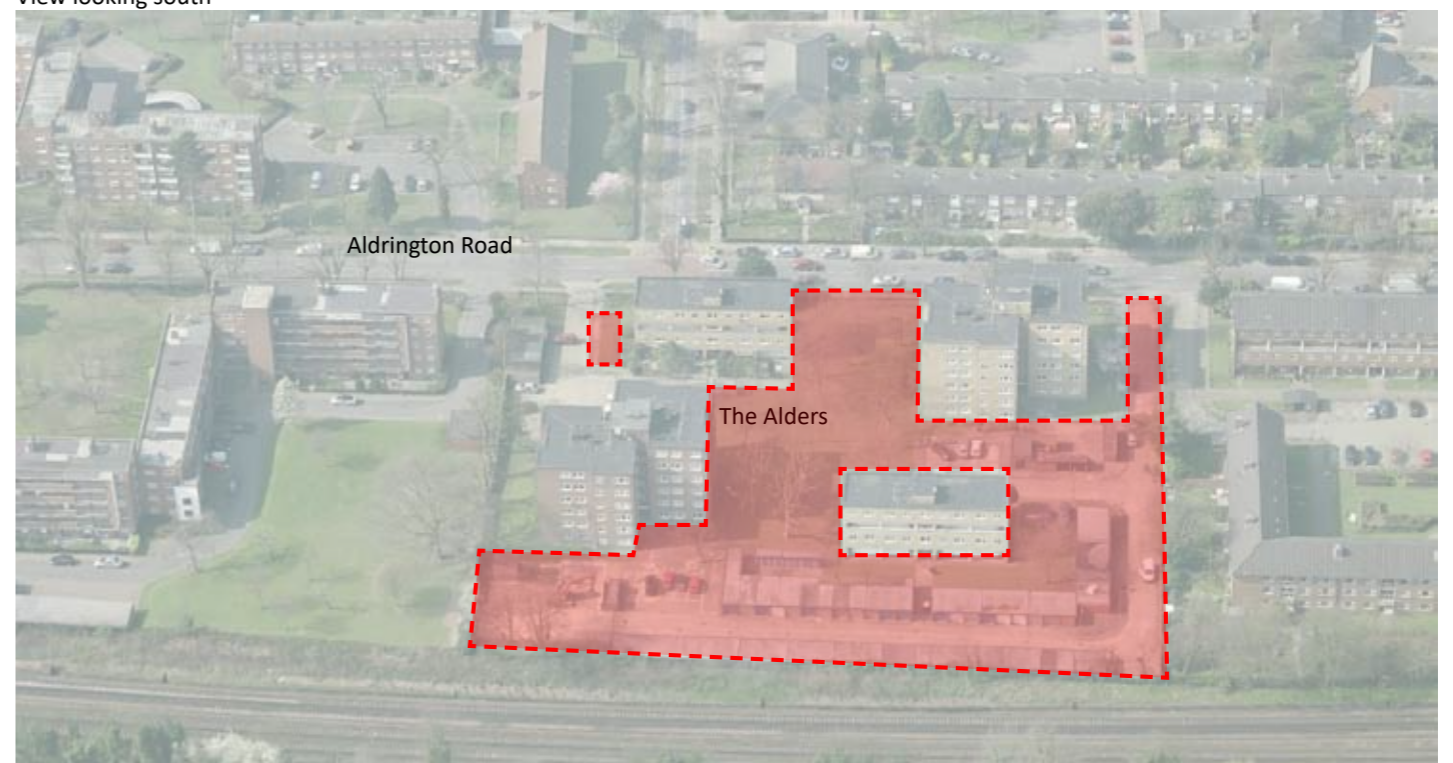
View looking north



View looking south



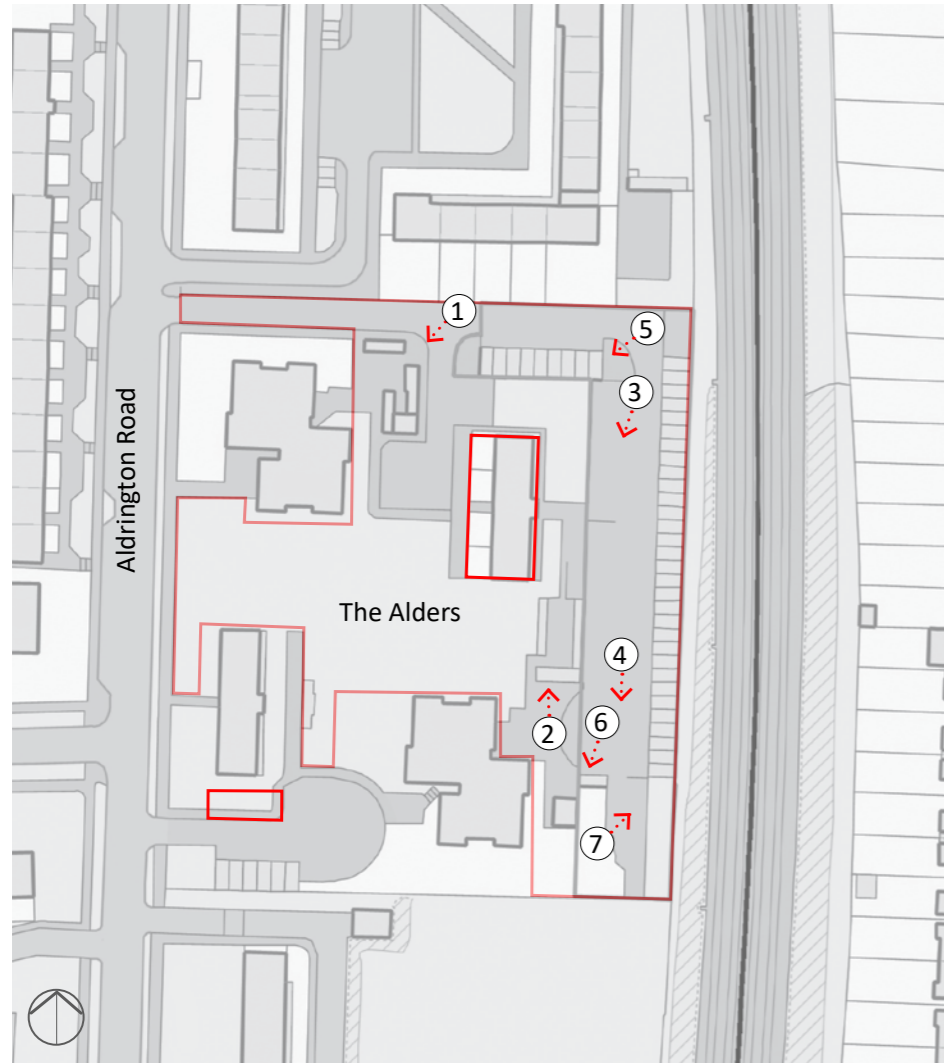
View looking west



View looking east



SITE VIEWS



1 - Existing bin stores



2 - Storage sheds



3 - View of the site



4 - South boundary



5 - View towards entrance from Aldrington Road



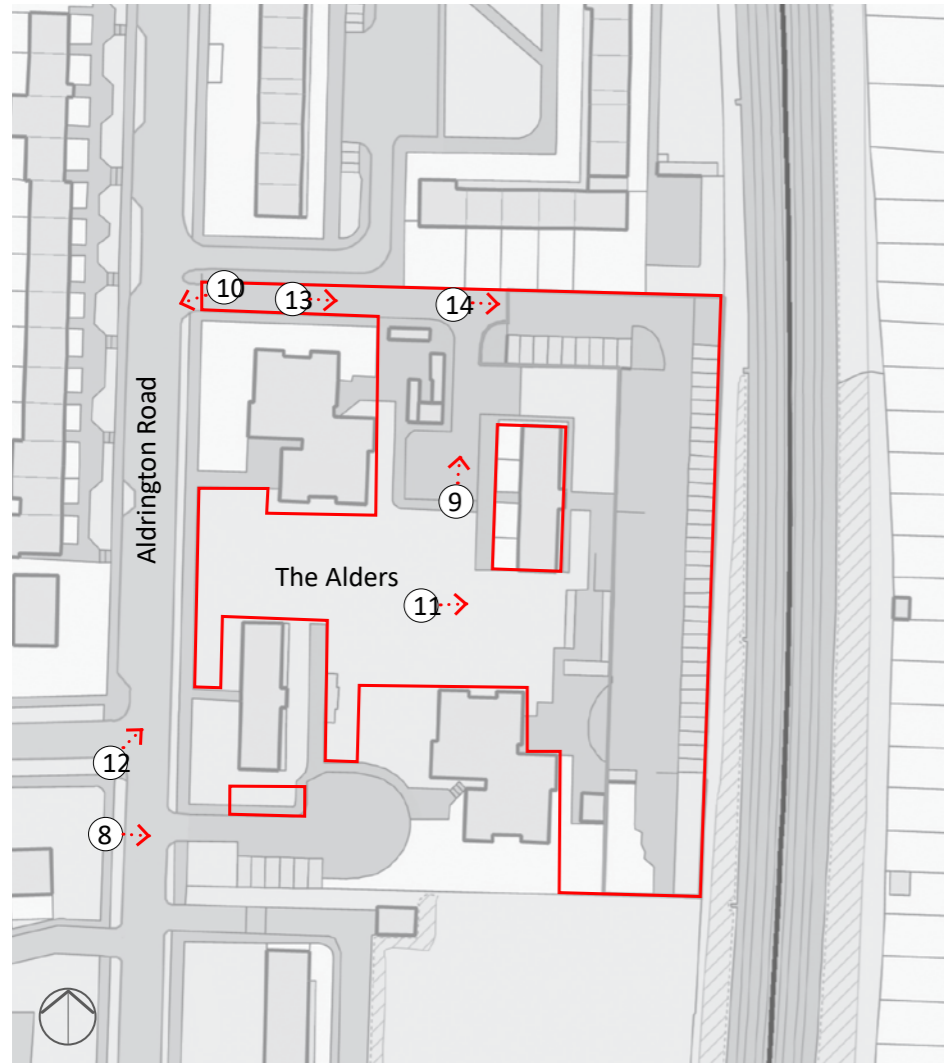
6 - Existing bin stores



7 - Trees on east boundary (adjacent to railway line)



SITE VIEWS



8 - The Alders south access from Aldrington Road



9 - Site boundary and residential blocks to the north



10 - Aldrington Road west



11 - View towards the site from the Alders amenity area



12 - Aldrington Road looking north



13 - Site access



14 - Site access further east



## LOCAL AMENITY

Tooting Bec Common Cricket Pitch is a sports ground open for use by the public. It is free to use but occasionally will be used for competitions and events.



Tooting Common Lake is a council-owned, public fishing lake. The lake has many benches across the waterfront making it a visually pleasing and relaxing place to be. The lake has a no swimming policy.



Woodfield Recreation Ground & pavilion is a park and garden with a space to accommodate a range of communities and events. The site is normally rented out for public, social, and private events. It is an integral space for the local community.



Tooting Bec Common All Star Tennis is a pay-and-play sports facility. It features 6 tennis courts and also provides free parking to its users. To the north of the courts is a children's play area.



Tooting Bec Lido is a freshwater, outdoor swimming pool. It features a cafe, changing huts, and a wooded seating area. Entry to the lido is through pre-booking and on a membership basis at certain times of year. It also has a shallow pool, to suit people of all ages.



At the Tooting Bec Athletics Track & Gym there is an 8 lane athletic track with grass in-field area, two 7-a-side football pitches, gym, fitness studio and changing rooms. Membership/ pay-and-play access is available.





## 2.4. HISTORICAL CONTEXT

The earliest documentary reference to Streatham dates from the Saxon period, AD675, when the manor was granted to Chertsey Abbey. The place name derives from the old English 'Street Ham', (settlement on the street). The Domesday survey of 1086 recorded a small chapel. In the medieval period Streatham was divided into three manors: Tooting Bec, South Streatham and Leigham Court.

The discovery of springs of medicinal waters in Streatham in 1659 attracted large crowds and encouraged wealthy families to move from London. The most significant family, the Thrales, purchased 89 acres from the Duke of Bedford, forming an estate known as Streatham Park, which extended from St Leonard's Church to Tooting Bec Common (and included the land now occupied by the application site). Their country house (Thrale Hall) stood on the east side of the railway, at the junction of what is now Ambleside Avenue and Mitcham Lane.

From the late 18th –early 19th centuries, urban development began to encroach upon the rural landscape. This development was accelerated by the construction of the railway in 1856.

Map regression has shown that the application site lay in open ground in Streatham Park, on the west side of the newly built Brighton and South Coast railway in 1861. By 1896, Aldrington Road had been laid out and large detached villas with long gardens backing onto the railway had been built along its east side.

Streatham suffered severe bomb damage during the last war, leaving almost 80% of its buildings damaged, with many destroyed completely. The LCC bomb damage maps show several casualties from V-1 flying bombs along Aldrington Road, including houses within and adjacent to the application site. By the early 1960s the sites of these houses, several of which were in ruins, had been cleared, and new developments built both north and south of the present application site, which was still mapped as open ground in 1963-7. The present development was first mapped in 1968.



## 2.5. CONSERVATION AREA AND HERITAGE ASSETS

### Conservation Areas

There are three Conservation Areas within the surrounding area. Streatham Park & Garrads Road Conservation Area are located to the east and north-east of the application site within London Borough of Lambeth. Streatham Park Conservation Area is located to the west of the application site. The Streatham Park Conservation Area was originally designated in 1969 and extended in 1999 and 2002. The area is characterised as a leafy suburb, comprising houses with large private gardens in close proximity to Tooting Bec Common, which rapidly developed from a rural settlement and landscape into a largely middle-class London suburb following the arrival of the railway in the middle of the 19th century.

The area comprises mainly detached and pairs of semi-detached houses demonstrating domestic architectural styles largely covering the period 1880-1930. Much of the architecture from this period survives, as this area was not bombed during the last war, in contrast to properties on the opposite (west) side of the railway line. Within the conservation area, three areas of particular architectural and historic interest have been identified: the former Streatham Park estate focused on Riggindale Road, Thirlmere Road and the northern end of Ambleside Drive, with its late 19th century 'Queen Anne' architecture; late 19th-early 20th century 'Arts and Crafts' style houses along Prentis Road; and late 19th and 20th century 'vernacular revival' style houses approaching Bedford Hill, at the northern end of the conservation area.

### Listed Buildings

There are three listed building within the surrounding area. Voysey's Dixcot (II\*) and Stokes Yew Tree Lodge (II) are located within the Streatham Park Conservation Area to the west of the application site. Both are of architectural and historic interest as late 19th century individual houses designed by renowned architects of the period. They are experienced at close quarters in a suburban context with other multi-period houses and gardens surrounding. There no visual relationship with the site. 'Streatham Methodist Church (II) is south east of the application site and is located within the Streatham Park & Garrads Road Conservation Area within London Borough of Lambeth. It has no intervisibility with the application site.

- 1) Dixcote, a Grade II\* listed house built in 1897
- 2) Streatham Methodist Church, a Grade II listed church built in 1900
- 3) Yew Tree Lodge, a Grade II listed house built in 1899.





## HERITAGE IMPACT ASSESSMENT

A Heritage Statement has been prepared by HCUK Group which provides an assessment of the significance of those heritage assets that could be affected by the proposals and assesses the impact/level of harm of the assets. A short overview assessment is given below.

There are no anticipated effects on the historic environment arising from the proposed development due to the proposed scale, massing and height being in keeping with the prevailing built form in the vicinity of the site on the east side of the railway. Glimpses through some gaps between properties on Riggindale Road may offer the opportunity to view the new development across the tracks, but this change will not be intrusive or noticeable and will not affect the character of the conservation area. These are not key views.

There will be no visual change within the surroundings of any of the listed buildings as a result of the proposed development. This is due to the intervening built form in the area, orientation and the relatively flat topography.

It is deemed that no harm will arise to any heritage assets as a result of the proposed development.

Please refer to the Heritage Impact Assessment by Heritage Collective UK submitted as part of this application for further detailed information.



## 2.6. PLANNING CONTEXT

### POLICY

The Planning Policy and Planning background to the site is set out in detail in the WYG Planning Statement. This document also examines the key planning issues pertinent to the redevelopment of the site. For further information on the planning context of the Site please refer to the WYG Planning Statement.

#### Planning Policy Framework

WYG, the Applicant and the Design Team have engaged extensively with Wandsworth Council in during the development of the proposed scheme. This early engagement has cumulated in a scheme that accords with planning policy guidance at national, regional and local level.

The Planning and Compulsory Purchase Act 2004 requires planning applications to be determined in accordance with the development plan, unless material considerations indicate otherwise.

#### National Planning Policy Framework

The NPPF, updated in February 2019, sets out the government's overarching objectives for the planning system. These include planning for prosperity, people and places with a presumption in favour of sustainable development.

#### London Plan

The London Plan, updated in March 2016, provides the spatial development plan for London to meet the Mayor's objectives of ensuring the sustainable growth of London through securing appropriate development in the most suitable locations. The London Plan is supported by Mayoral SPGs and SPDs.

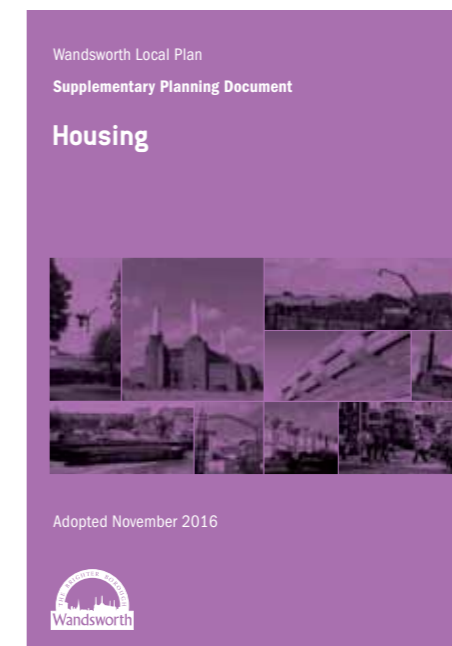
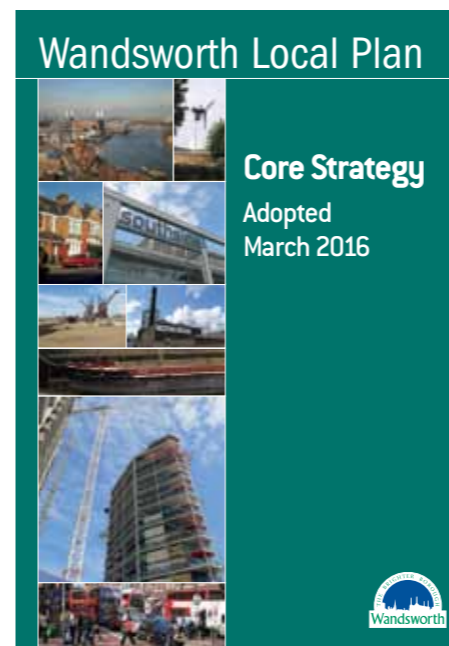
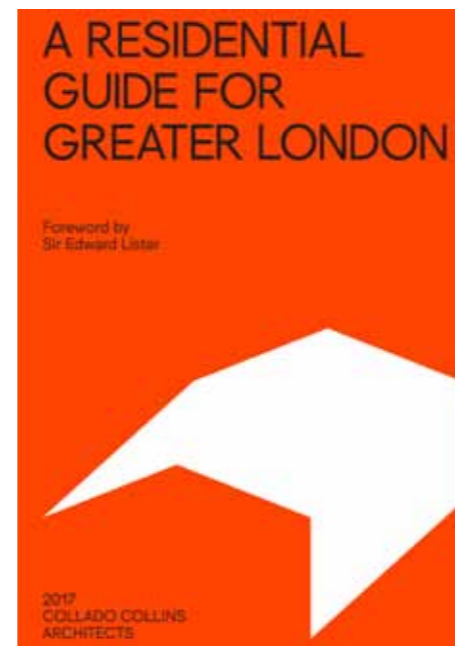
The new draft London Plan (December 2019) provides emerging policy. Until such time as the new London Plan is published for adoption, it will carry some weight, and the adopted London Plan shall remain the development plan for the determination of all planning applications.

#### Wandsworth Borough Council

The Local Development Framework for Wandsworth comprises the Local Plan Core Strategy adopted March 2016, the Development Management Plan Document adopted March 2016 and the Site Specific Allocations Document adopted March 2016 and a range of Supplementary Planning Documents and Guidance including the SPD for Housing adopted November 2016.

### DESIGN GUIDES

The documents shown here are some of the relevant national, strategic and local design guidance considered during design of the proposed development is listed on this page.





## 3. EVALUATION

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THE ALDERS  
DESIGN AND ACCESS STATEMENT



### 3.1. CONSTRAINTS

#### Site Dimensions

The Alders Estate is almost square, with the application site indicated below. The site is 109 metres deep (North - South), and 101 metres wide (East - West). However due to the proportions and existing buildings and access requirements of the site, the usable development area for the housing development is only 25 metres wide.

#### Aspect

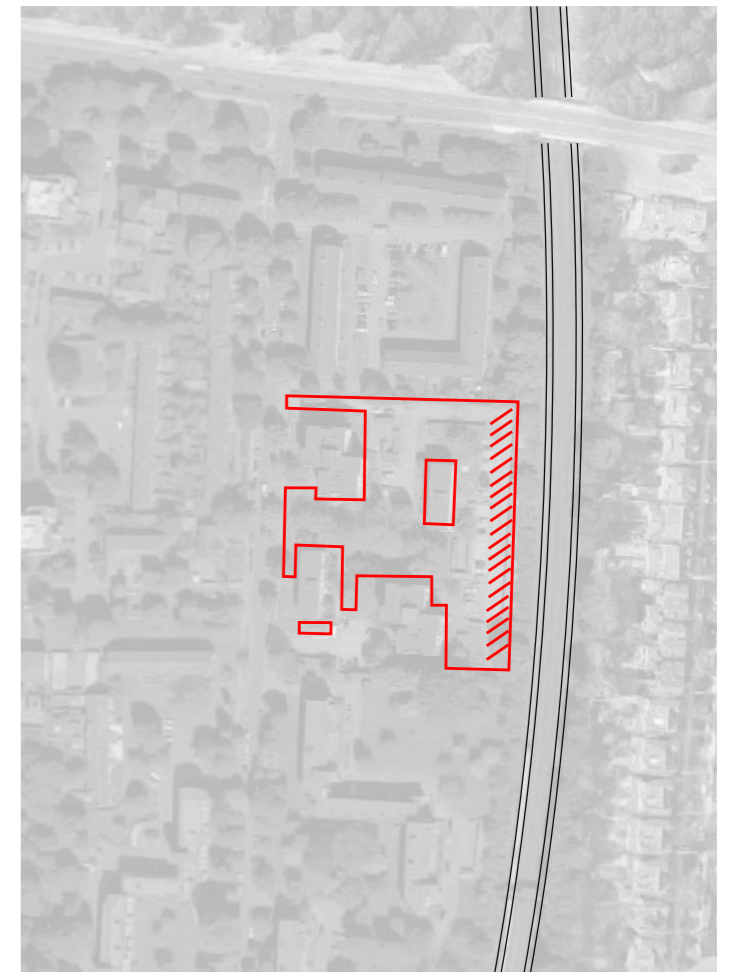
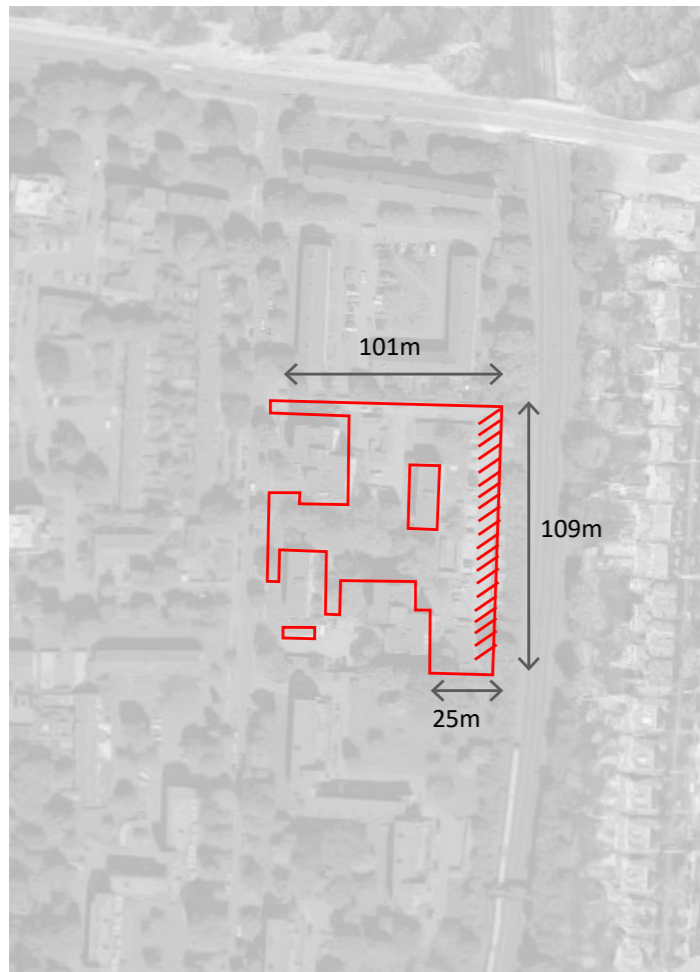
The site benefits from having a south facing aspect, however due to the unable development area for housing, most units will be east and west facing. There is potential for overshadowing from trees.

#### Overshadowing

The proposed development has been designed to minimise the potential for overshadowing of existing buildings. This has been done by stepping the proposed buildings to ensure they are relative in height to the existing buildings.

#### Railway Line

The presence of the railway line bordering the Eastern flank of the site means that care needs to be taken not develop in a way that will negatively impact the railway line or any items within the National Rail ownership.

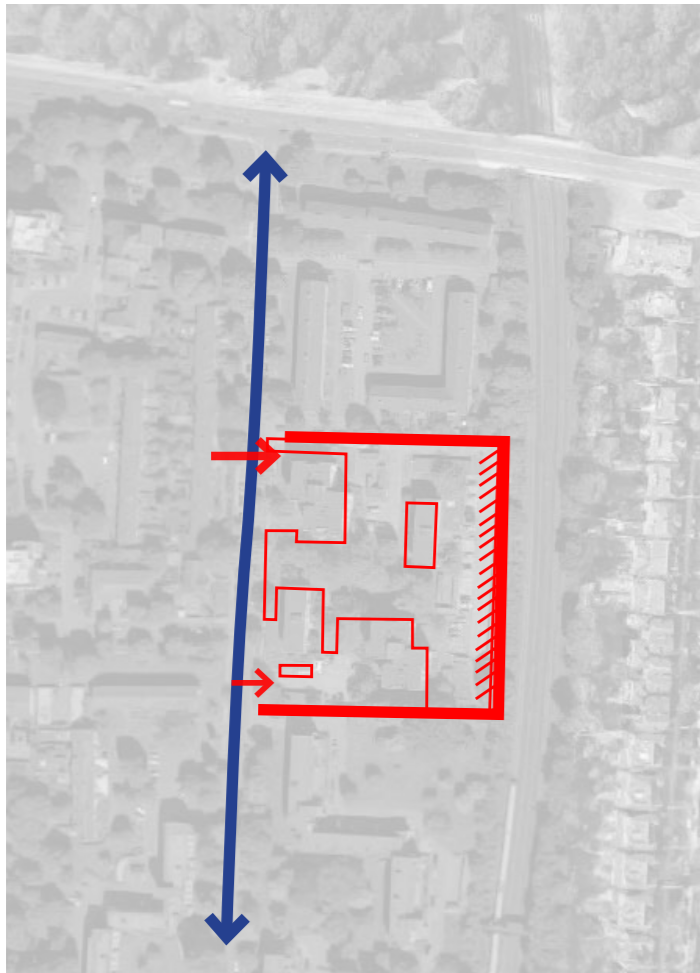




## 3.2. OPPORTUNITIES

### Improved Access

The site has three landlocked boundaries, with only one access road from Aldrington Road. There is another access point to the south of the site, however this does not provide any vehicular access to the development site. There is an opportunity to improve the pedestrian access to the rear (east) of the site and connections to existing parking areas.



### Privacy

The proposed development will be a minimum of 18 metres from the existing buildings on the site. Due to the minimal amount of windows on the north and south faces of the development, there should not be any concerns of overlooking into the neighbouring estates.



### Stepped Massing

The buildings adjacent to the site step up from North to South. The proposed buildings will respond to these storey changes by mirroring those within the surrounding separate blocks.



### Landscaping

The green spaces in the centre of The Alders estate are devoid of any character or space to sit and relax, the main appeal is that there are a number of mature trees which provide a suburban leafy feel to the estate. While maintaining the greenery, there is scope to improve the landscaping of the existing site.





### 3.3. DESIGN PRINCIPLES

#### ELEVATION DESIGN STRATEGY

##### Materials

The overall concept for the appearance of the scheme is to reinterpret limited palette of materials and architectural elements present in the surrounding context to create a development with varied textures and appearance.

High quality London stock brickwork is chosen for durability and attractiveness, as a material predominant in the area. Other materials present in the area in a limited amount, such as timber cladding and render, can be used for emphasis in key areas.

##### Expression

The proposed development will respond to the existing surrounding context in terms of massing, scale and materials. It will be designed as three blocks, each with its own typology, but closely related. Steps in the façade will be introduced to further break down the building mass

##### Windows, Balconies and Terraces

Use of rectangular, punched in openings will relate to the surrounding context, with larger aluminium framed windows emphasising living areas and smaller ones occur in bedrooms.

Balconies and terraces will provide private amenity space to the residents and will help to break down the volume of the proposed elevations.



Variety of brick colours and textures



Dark cladding



Stepping of the facade, roof terraces



Regular grid, hierarchy of opening sizes



Brick detailing



Brick and render detail



Breaking down building mass using materials



Variety of balcony typologies





### 3.4. MASSING, HEIGHT AND PROPORTIONS

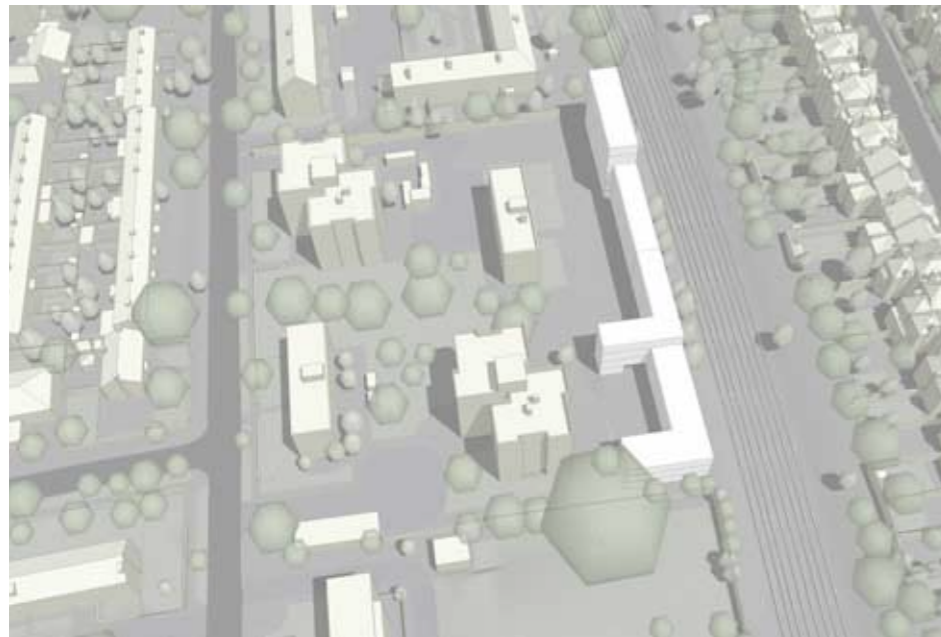
Collado Collins undertook an exercise to produce some high level outline options for the site to show WBC what could be achieved in terms of massing, heights, space and unit numbers.

This involved liaising with WYG planning consultants, transport consultants and drawing from our own extensive experience to develop six options with differing characteristics.

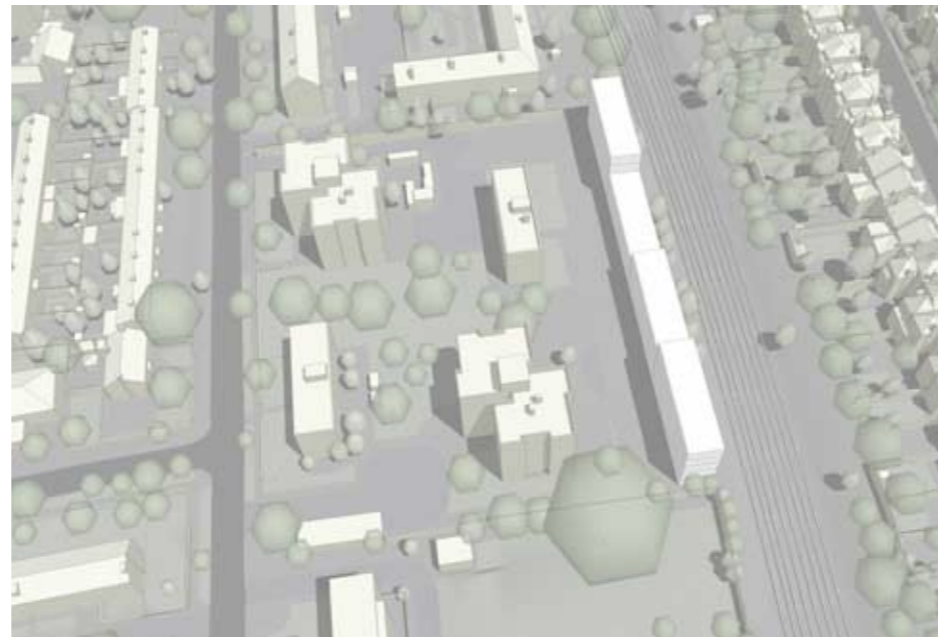
These six options were then reviewed and presented to the council to understand their preferred options and any which gave them concern.

Three options were chosen for further development - Options 2, 4 and 6 - before the developed Option 2 was chosen as the preferred building form.

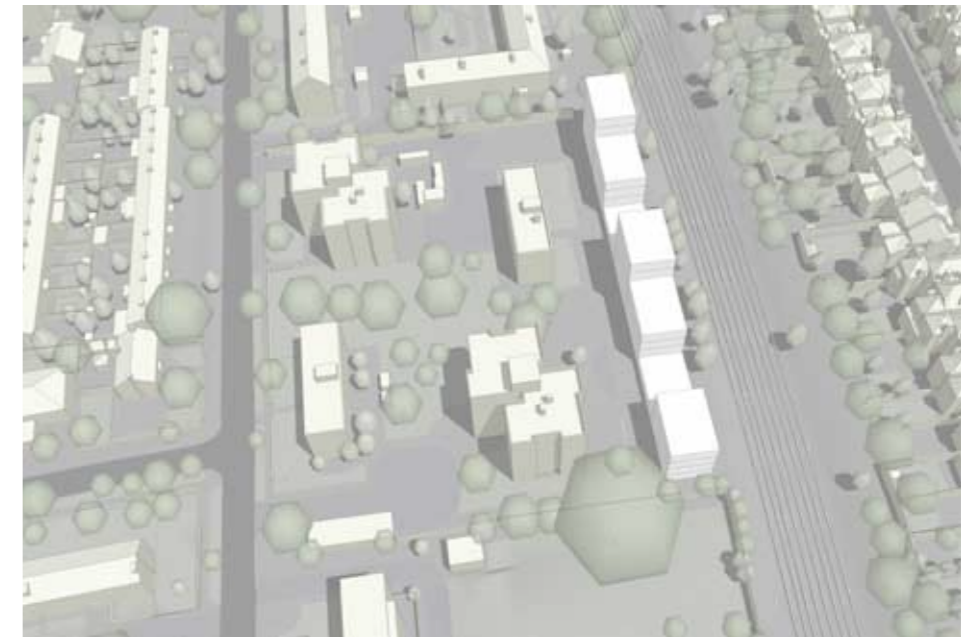
The final building form and site boundary has then taken influence from the surrounding context, site constraints, daylight and noise analysis and feedback from consultation events to develop the final proposal.



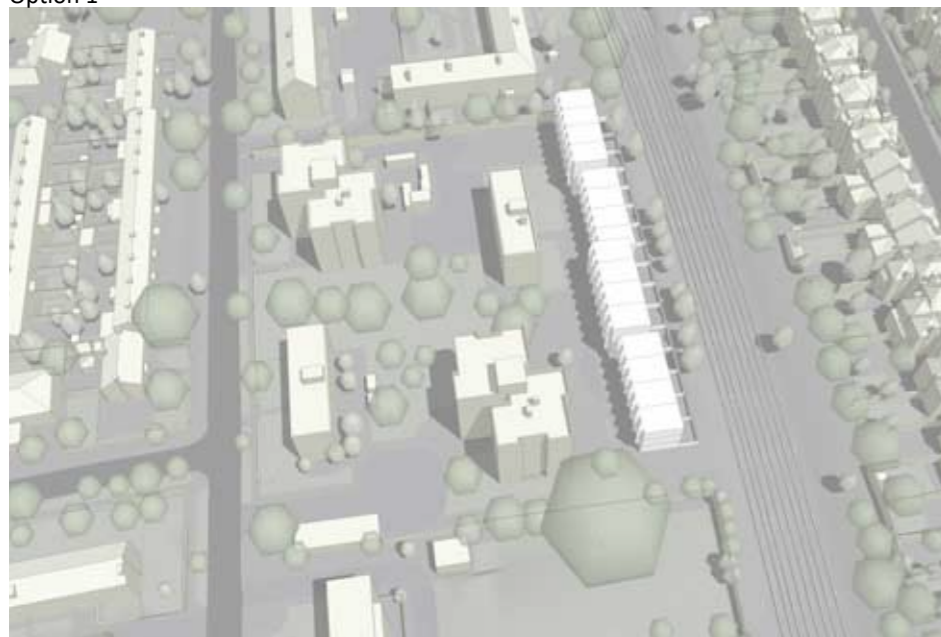
Option 1



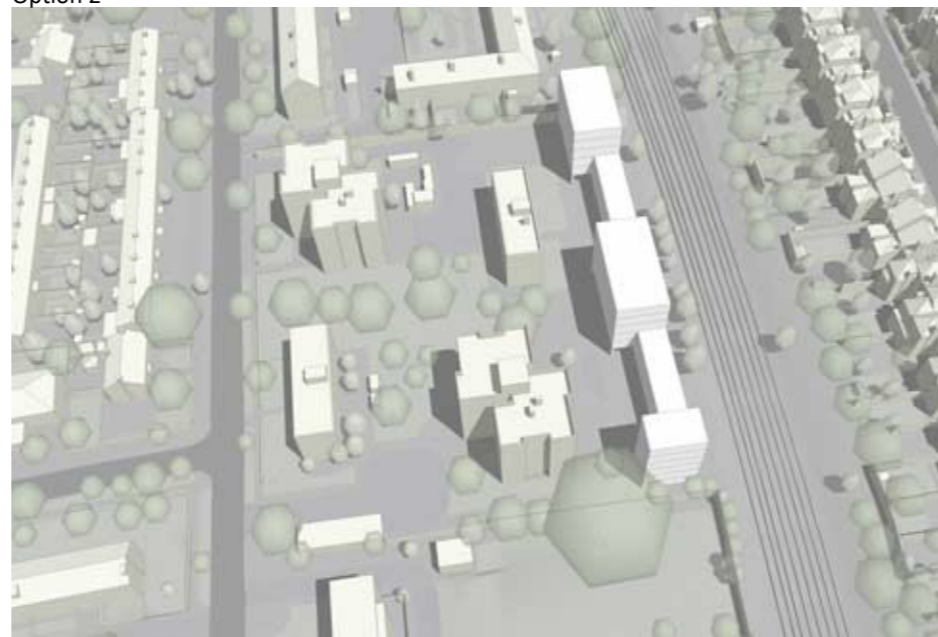
Option 2



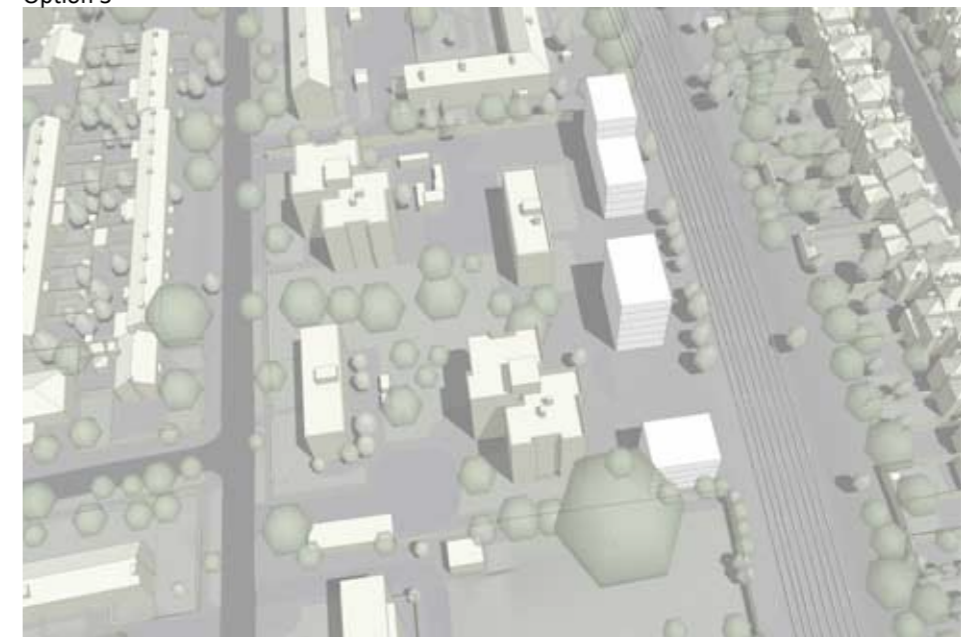
Option 3



Option 4



Option 5

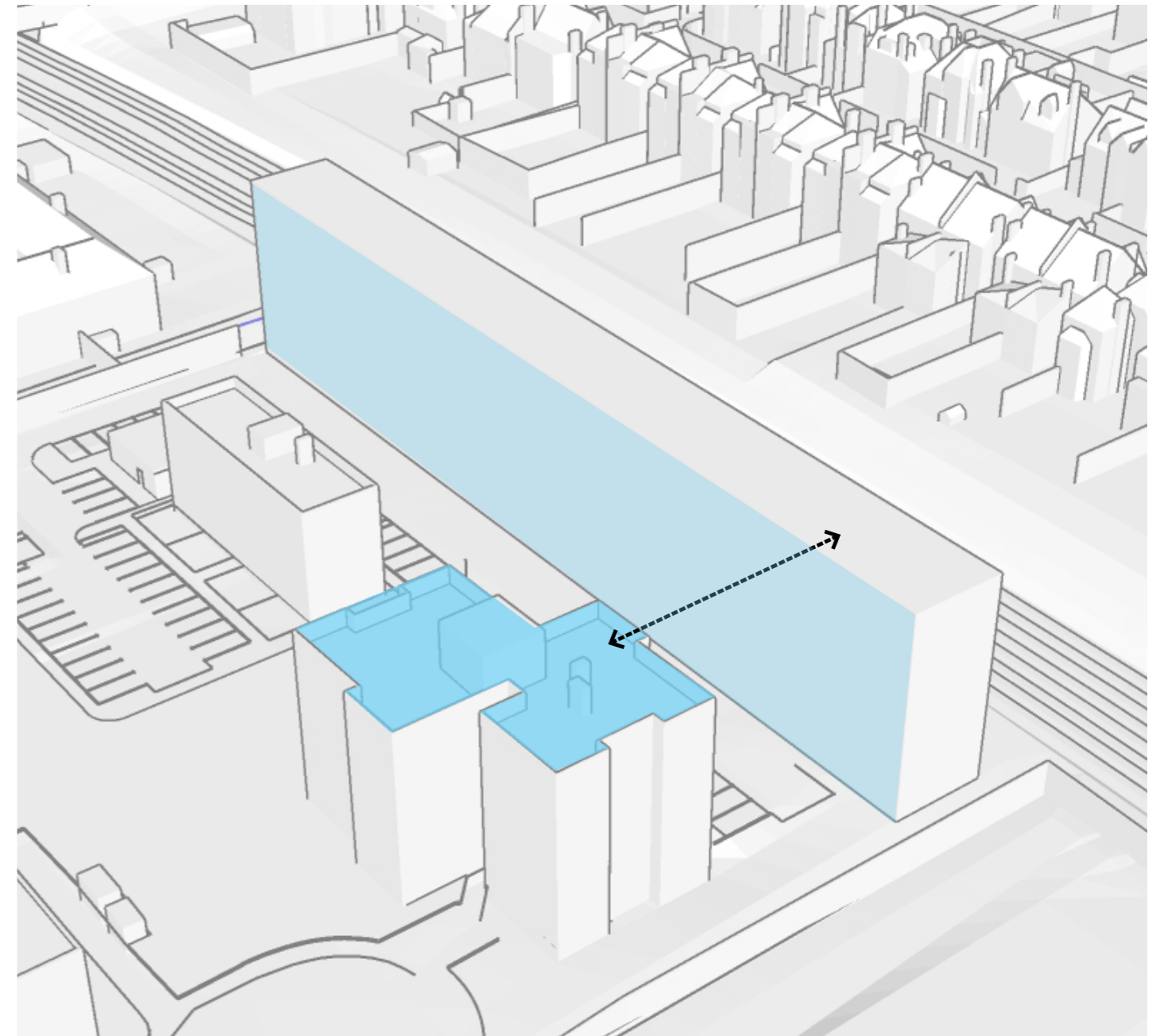
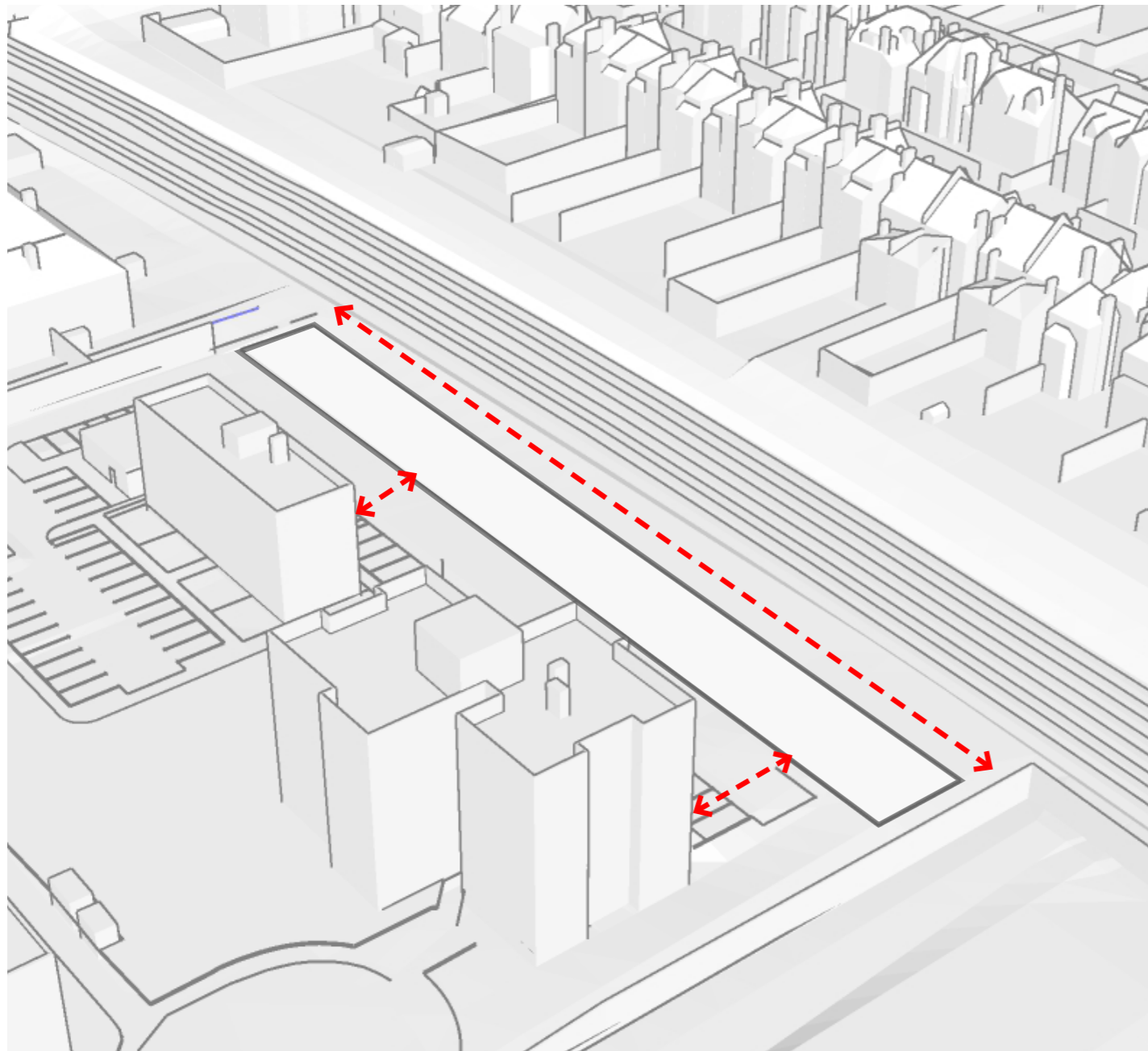


Option 6



The building proposal was developed by utilising the developable area of the site. The initial footprint of the proposed block was set back from the existing buildings to ensure suitable separation distances and to minimise potential overlooking issues. Suitable distances from the boundaries are also considered for buildability and statutory regulations compliance. The minimum distance of 18m+ between the proposed and existing buildings to avoid overlooking.

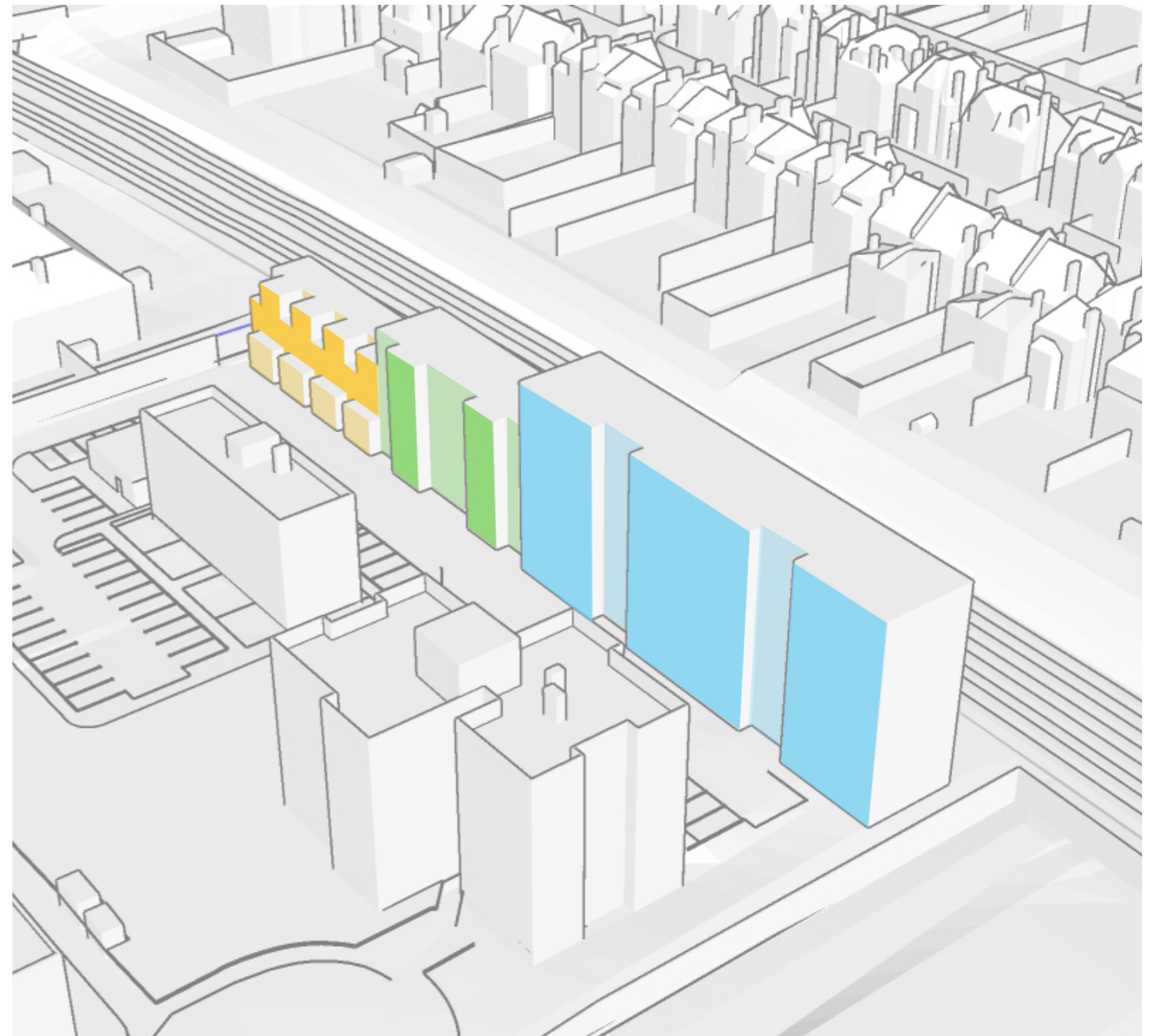
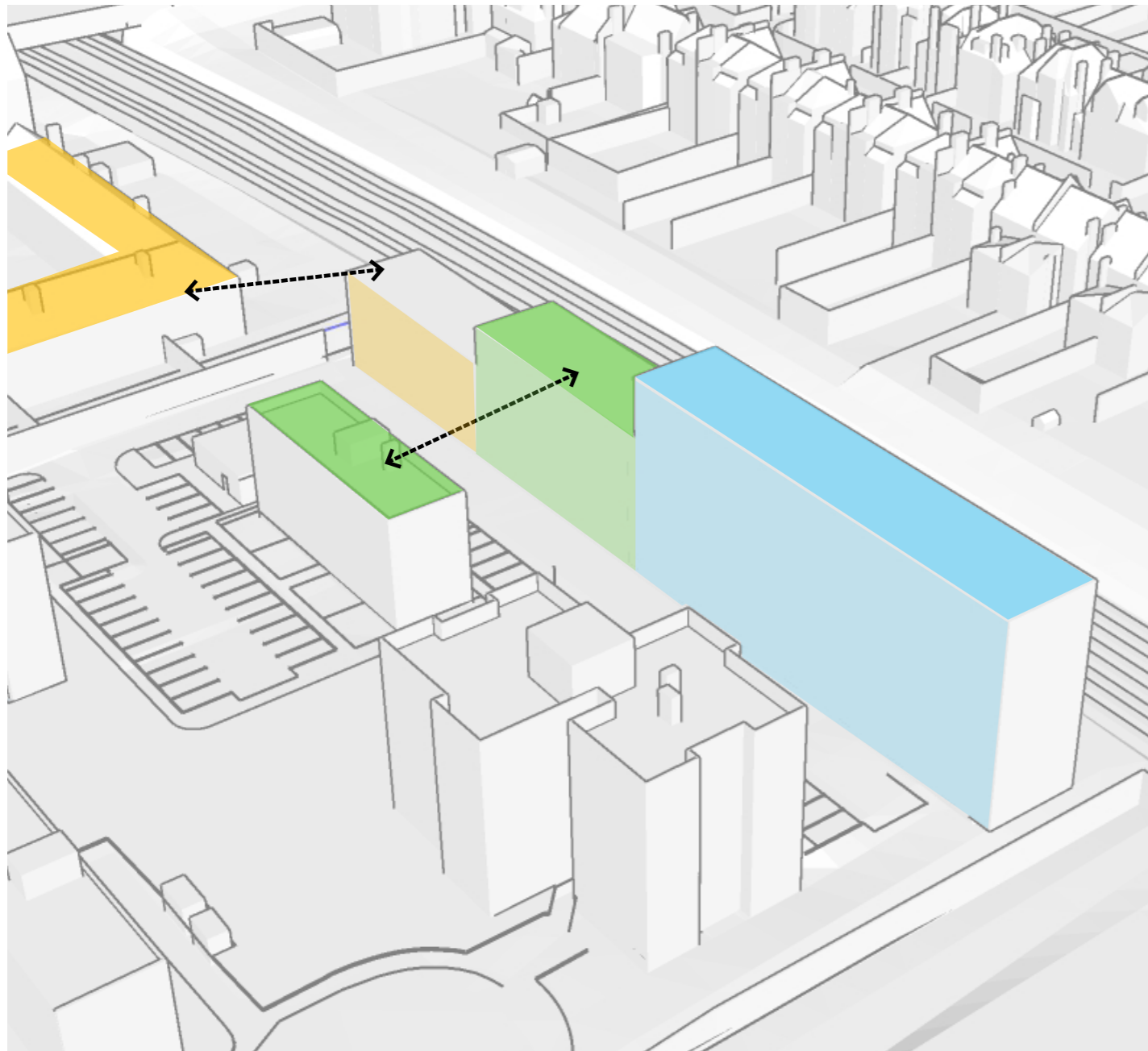
The block is then pulled upwards to the same height as existing block to the south of the site, giving the initial massing volume for the proposal.





The mass is then stepped down to the northwestern boundary to create 3, 4 and 6 storey elements, reflecting the number of floors in the existing buildings.

Finally, sections of the elevation pushed back/ pulled forward to allow for required plan configuration and to form balconies and terraces, breaking up the mass of the blocks and creating variety and character.





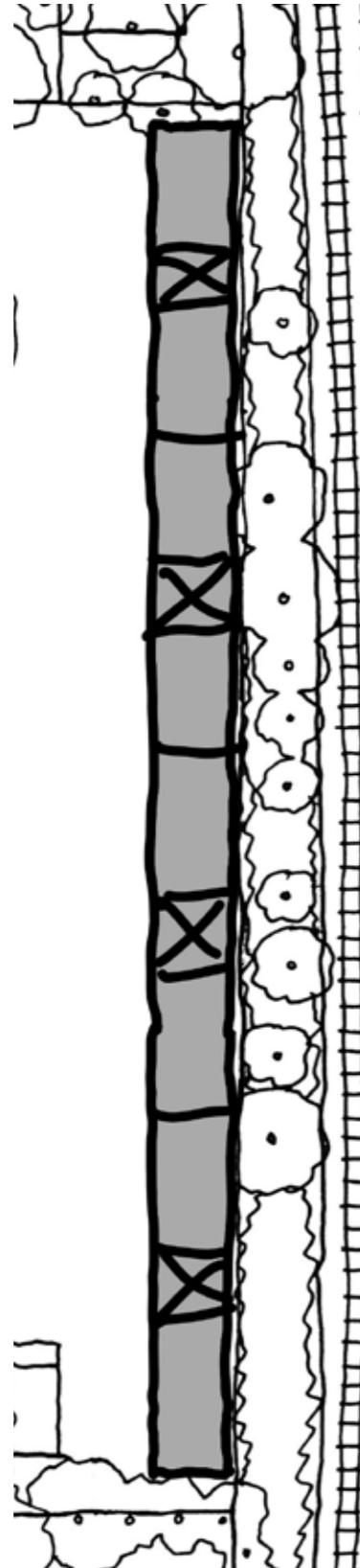
## 3.5. DESIGN DEVELOPMENT

### PLAN FORM AND MASSING DEVELOPMENT

#### Plan 1

The first iteration of the design was to calculate potential unit numbers by creating a development that was flush to the eastern boundary.

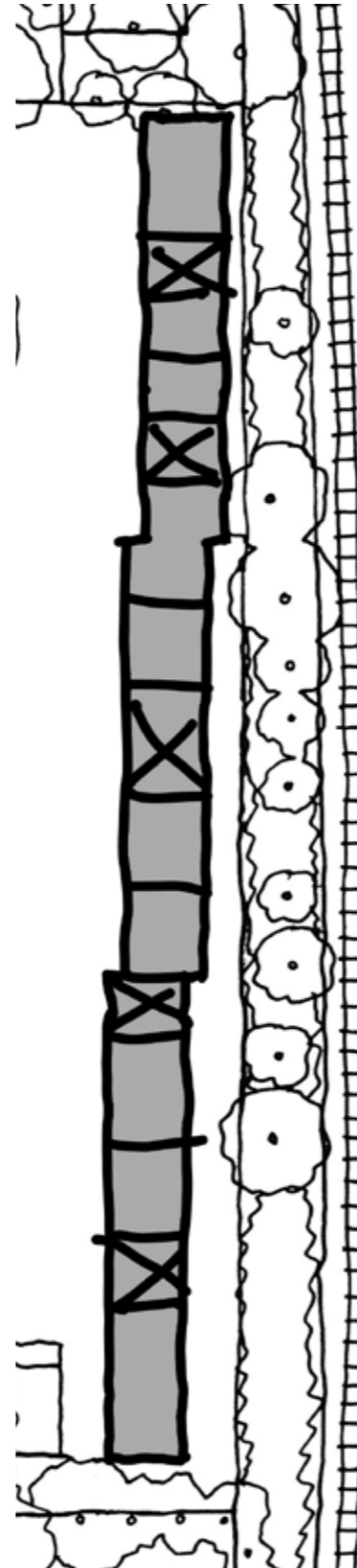
This was rejected owing to expected complications with construction as eastern boundary borders National Rail land.



#### Plan 2

The initial plan form gave the client the opportunity to understand the volume of units that the site could deliver but the lack of interest in the elevations required some development.

Stepping was introduced to the building to try and achieve this but the overlooking created by the southern portion of the plan entering well within 18m of the existing block 45-80 meant that the plan needed further work.

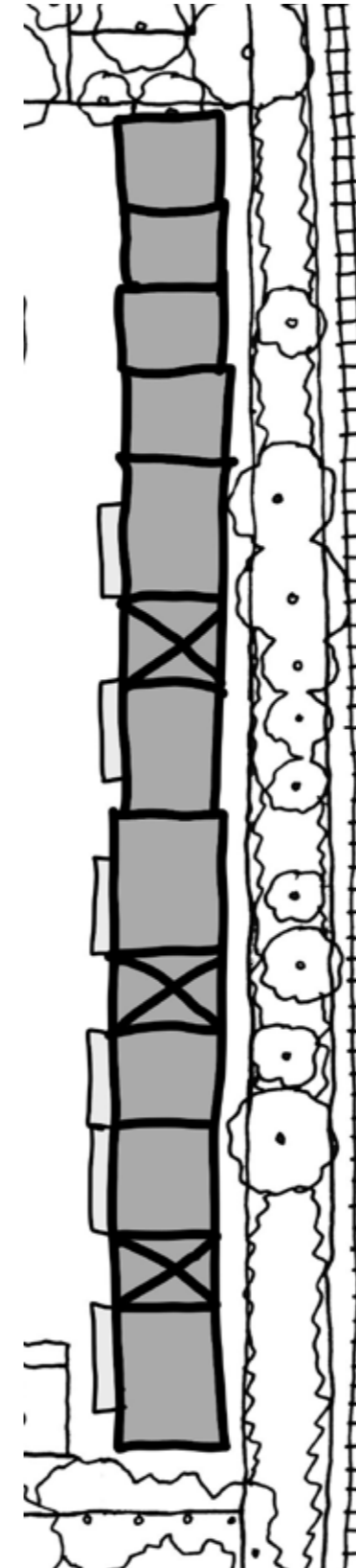


#### Plan 3

To address overshadowing issues to the north, the flats were replaced with townhouses that could step back at upper levels. This also provides allocation for family sized homes.

The stepping of the plan form to the south was removed and the change in elevation set back was created through change in depth of units.

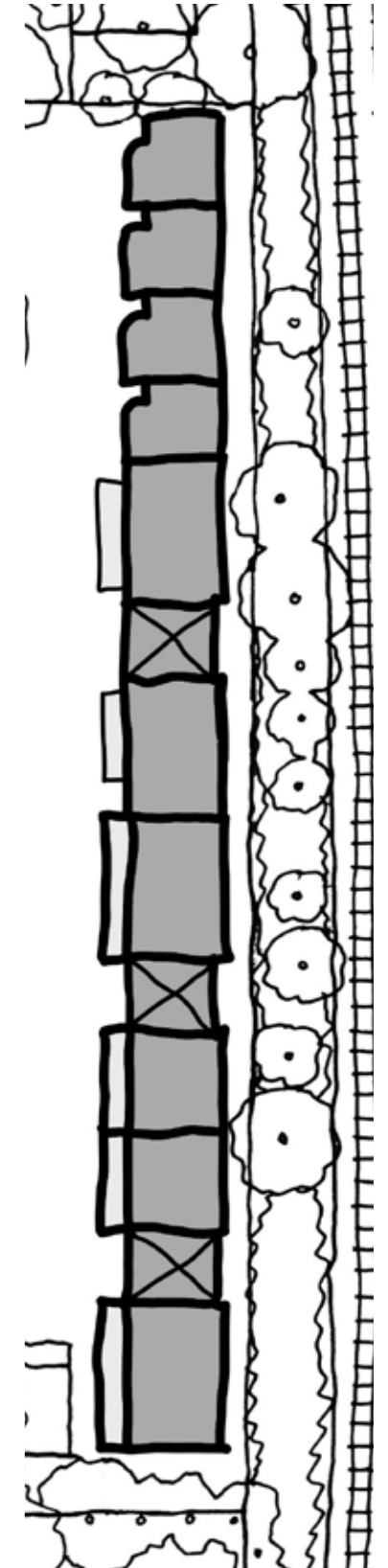
Clip-on balconies are added to all flats to test the requirements for personal external space in the council's requirements.



#### Plan 4

The plan form is tightened up and refined to create a more interesting architecture. The townhouses are designed to have a separate language from the blocks of flats.

The use of balconies was further refined. The northern flats retained the clip on balconies and inset balconies were added to the southern flats. The revised design maintained the required 18m separation distance from the existing buildings whilst delivering the required private outdoor amenity space required for each flat.





## 4. CONSULTATION

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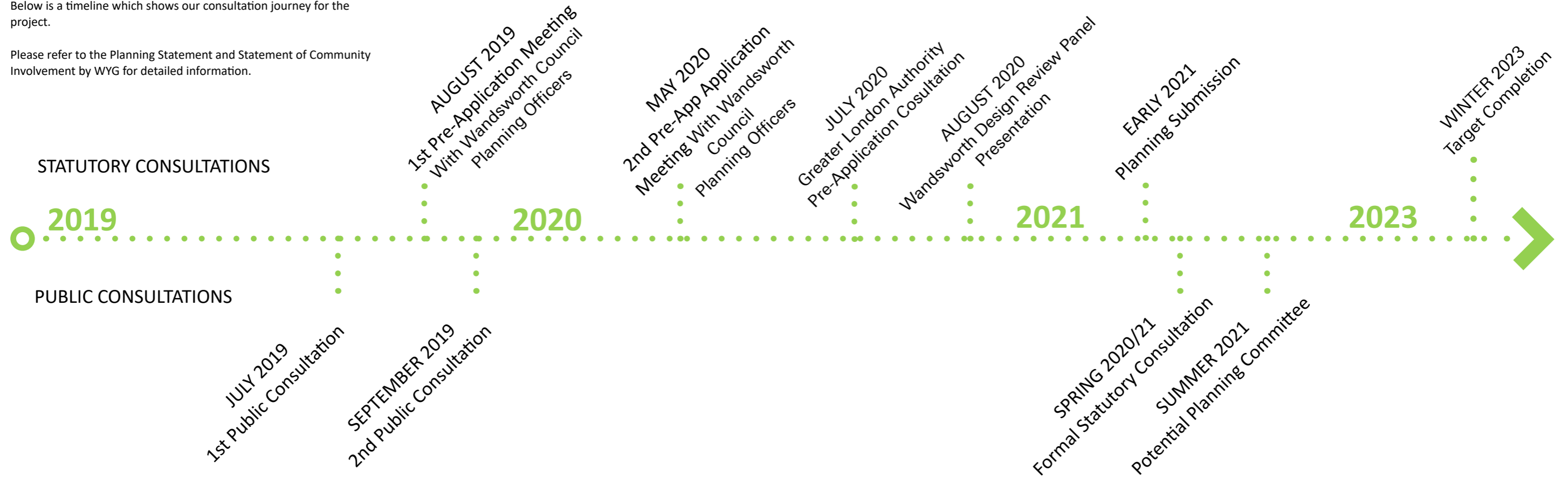
THE ALDERS  
DESIGN AND ACCESS STATEMENT



## 4.1. PRE-APPLICATION CONSULTATION SUMMARY

Below is a timeline which shows our consultation journey for the project.

Please refer to the Planning Statement and Statement of Community Involvement by WYG for detailed information.



Initial Massing shown at the 2nd Public Consultation



Developed design following 2nd Consultation



Developed design for Planning Submission



## 4.2. PUBLIC CONSULTATION SUMMARY

### CONSULTATION 1 - 18TH JULY 2019

The first public consultation was held on the 18th of July 2019 at Dimson Lodge, the community centre on the edge of Somerset Estate.

The consultation was the first introduction of the project scope to the local residents. There was no specific massing or design shown to the residents as the intention of the event was to show the initial thinking and proposed influences to the residents.



Some comments received were

- Children climb on the bins and use it as a makeshift playground
- There are complaints of fly tipping and anti-social behaviour taking place in areas of the estate with limited overlooking
- Positive feedback regarding the inclusion of townhouses in the design
- Improvements to the bins and stores are welcomed.



Initial Massing shown at the 2nd Public Consultation

### CONSULTATION 2 - 18TH SEPTEMBER 2019

The second public consultation was held on the 18th of September 2019 at Dimson Lodge.

This consultation was intended to demonstrate the initial design development to the local residents. Proposed improvements to car and cycle parking, bins and recycling and the central green space were also presented and residents views on the proposed development sought.



Some comments received were

- Green roofs to sub station, bin stores and cycle stores would be welcomed
- Lots of small cycle stores rather than a few collated stores are desired
- Green walls requested to make bin and cycle stores look nicer.
- More direct paths through the central green space to Aldrington Road may be beneficial as well as improved lighting on the estate for safety



Developed design following 2nd Consultation

### CONSULTATION TIMELINE





THE ALDERS  
DESIGN AND ACCESS STATEMENT



## 5.1. DESIGN CONCEPT

The narrow developable area for new housing means that the dwelling design and access to and through the application site needs to be highly efficient.

The long form of the building was broken down by responding to the neighbouring blocks and the roofline rises and falls according to these existing heights. This allowed for the inclusion of the larger townhouses to the northern end of the site which responded to the height of the neighbouring estate to avoid overshadowing.

The facade was developed so that it didn't appear as one long singular block, but rather three elements with their own identity and hierarchy of features. The terraces and balconies which give the dwellings their private amenity give the strongest impression of change to each element and have allowed the facade to step in and out and create more interest in the development.

The facade facing the railway has been designed so that the rhythm of windows, recessed brick details and material changes provide interest for those seeing the buildings from the train or from the homes across the railway.

The proposal is designed to meet all 12 points of the Building For Life scheme. Further information regarding this can be found in the Appendix under section '9.1 Building For Life'.



Aerial view from North East



Aerial view from West



## 5.2. SITE LAYOUT

The new buildings sit alongside the eastern boundary with reorganised parking and new amenity spaces provided between them and the existing blocks. The parking area between the existing northern blocks has been expanded to replace the existing spaces lost due to the new development. Overall, the parking areas noted on the diagram ensure that there is no reduction in existing parking numbers and that additional parking is provided for blue badge holders in the new development.

The main access road to the northern edge of the site is to be resurfaced and existing parking is to be removed from here to improve access and egress for all residents as well ensuring there is appropriate width for refuse collection, deliveries and emergency service vehicles.

Replacement bin stores are to be provided for all the existing blocks which are appropriately sized to house all of the refuse and recycling bins.

Enhanced cycle storage is provided to increase the existing residents long-stay secure cycle store provision from 20 to 72 cycles.

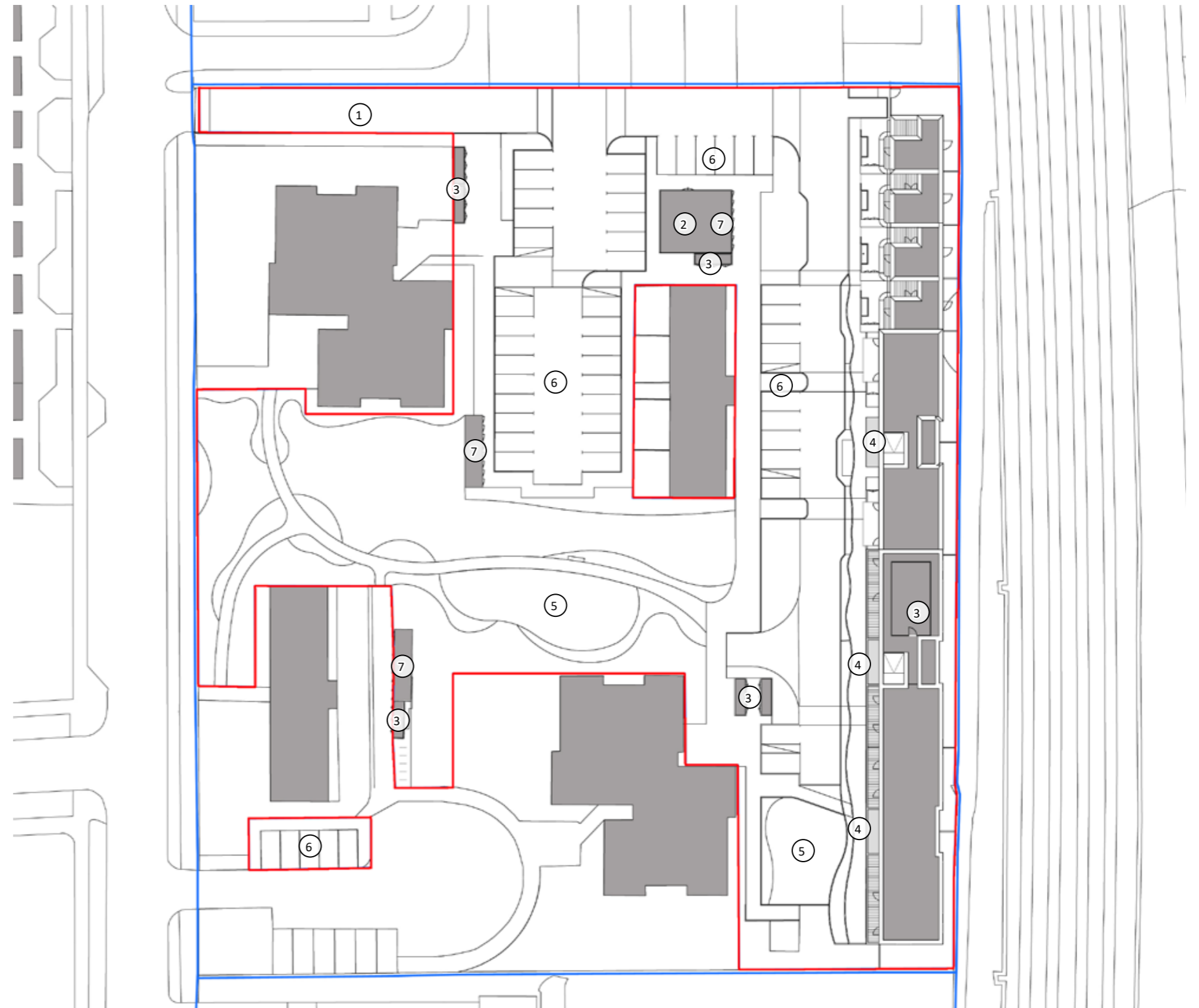
Replacement storage sheds are also provided around the estate.

The new buildings all have distinct entrances. The townhouses have their own front doors and each of the blocks has an individual entrance and core which serves two units per floor.

New children's play space is provided in two areas on the estate. A formal children's play space by the southern end of the new building creates a destination for the access road and a natural play space has been incorporated within the central green space where new pedestrian routes and planting weave between the mature trees to better connect the front and rear of the site.

### Site layout

- ① Access road
- ② New Enlarged Cycle Storage for Existing Residents
- ③ New Bins Storage for Existing Residents
- ④ Communal Entrance to New Residential Block
- ⑤ New Childrens Play Space
- ⑥ Reorganised Parking Layout
- ⑦ Replacement Storage Units for Existing Residents





### 5.3. AMOUNT OF DEVELOPMENT AND AREA SCHEDULE

AFFORDABLE RENT																				
THE ALDERS TOWNHOUSES	GIA / NSA PROPOSED						UNIT SIZE							Habitable Rooms	Bed Spaces					
	GEA		GIA		NSA		1 Bed 1P	1 Bed 2P	1 Bed 2P W/Chair	2 Bed 3P W/Chair	2 Bed 4P	2 Bed 4P W/Chair	3 Bed 5P			TOTAL	No.	No.		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.			No.	No.	No.		
Ground	201.1	2,165	166.6	1,793	159.6	1,718							4	4	16	20				
L-01	175.0	1,884	146.2	1,574	139.4	1,501								0	0	0				
L-02	147.3	1,586	108.0	1,163	104.8	1,128								0	0	0				
<b>TOTAL</b>	<b>523.4</b>	<b>5,634</b>	<b>420.8</b>	<b>4,529</b>	<b>403.8</b>	<b>4,347</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>20</b>				
							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%						
percentage of units by type							<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>16</b>	<b>20</b>				
							0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	100.0%	100.0%						
THE ALDERS FLATS	GIA / NSA PROPOSED						UNIT SIZE							Habitable Rooms	Bed Spaces					
	GEA		GIA		NSA		1 Bed 1P	1 Bed 2P	1 Bed 2P W/Chair	2 Bed 3P W/Chair	2 Bed 4P	2 Bed 4P W/Chair	3 Bed 5P			TOTAL	No.	No.		
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.			No.	No.			
Ground	624.9	6,726	546.6	5,884	263.9	2,841		1	3					4	8	8				
L-01	594.5	6,399	511.9	5,510	385.0	4,144		2			4			6	16	20				
L-02	594.5	6,399	511.9	5,510	385.0	4,144		2			4			6	16	20				
L-03	597.0	6,426	510.9	5,499	385.0	4,144		2			4			6	16	20				
L-04	416.7	4,485	344.7	3,710	242.2	2,607		2			2			4	10	12				
L-05	382.9	4,122	325.3	3,502	242.2	2,607		2			2			4	10	12				
L-06	33.8	364	19.4	209	0.0	0								0	0	0				
<b>TOTAL</b>	<b>3244.3</b>	<b>34,922</b>	<b>2770.7</b>	<b>29,824</b>	<b>1903.3</b>	<b>20,487</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>92</b>				
							0.0%	36.7%	10.0%	0.0%	53.3%	0.0%	0.0%	100.0%						
percentage of units by type							<b>14</b>	<b>16</b>	<b>0</b>	<b>30</b>	<b>76</b>	<b>92</b>								
							46.7%	53.3%	0.0%	100.0%										
THE ALDERS SITE TOTAL	GIA / NSA PROPOSED						UNIT SIZE							Habitable Rooms	Bed Spaces					
	GEA		GIA		NSA		1 Bed 2P	1B2P	1 Bed 2P W/Chair	2 Bed 3P W/Chair	2 Bed 4P	2 Bed 4P W/Chair	3 Bed 5P			TOTAL	Unit %	No.	HR %	No.
	sq m	sq ft	sq m	sq ft	sq m	sq ft	No.	No.	No.	No.	No.	No.	No.			No.	No.	No.	No.	
MARKET SALE	0.0	-	0.0	-	0.0	-	0	0	0	0	0	0	0	0	0	0.0%	0	0.0%	0	
INTERMEDIATE	0.0	-	0.0	-	0.0	-	0	0	0	0	0	0	0	0	0	0.0%	0	0.0%	0	
AFFORDABLE RENT	3767.7	40,556	3191.5	34,353	2307.1	24,834	0	11	3	0	16	0	4	34	100.0%	92	100.0%	112		
<b>TOTAL</b>	<b>3767.7</b>	<b>40,556</b>	<b>3191.5</b>	<b>34,353</b>	<b>2307.1</b>	<b>24,834</b>	<b>0</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>4</b>	<b>34</b>		<b>92</b>		<b>112</b>		
							0.0%	32.4%	8.8%	0.0%	47.1%	0.0%	11.8%	100.0%						
percentage of units by type							<b>14</b>	<b>16</b>	<b>4</b>	<b>34</b>	<b>92</b>	<b>112</b>								
							41.2%	47.1%	11.8%	100.0%										





View from North end of development





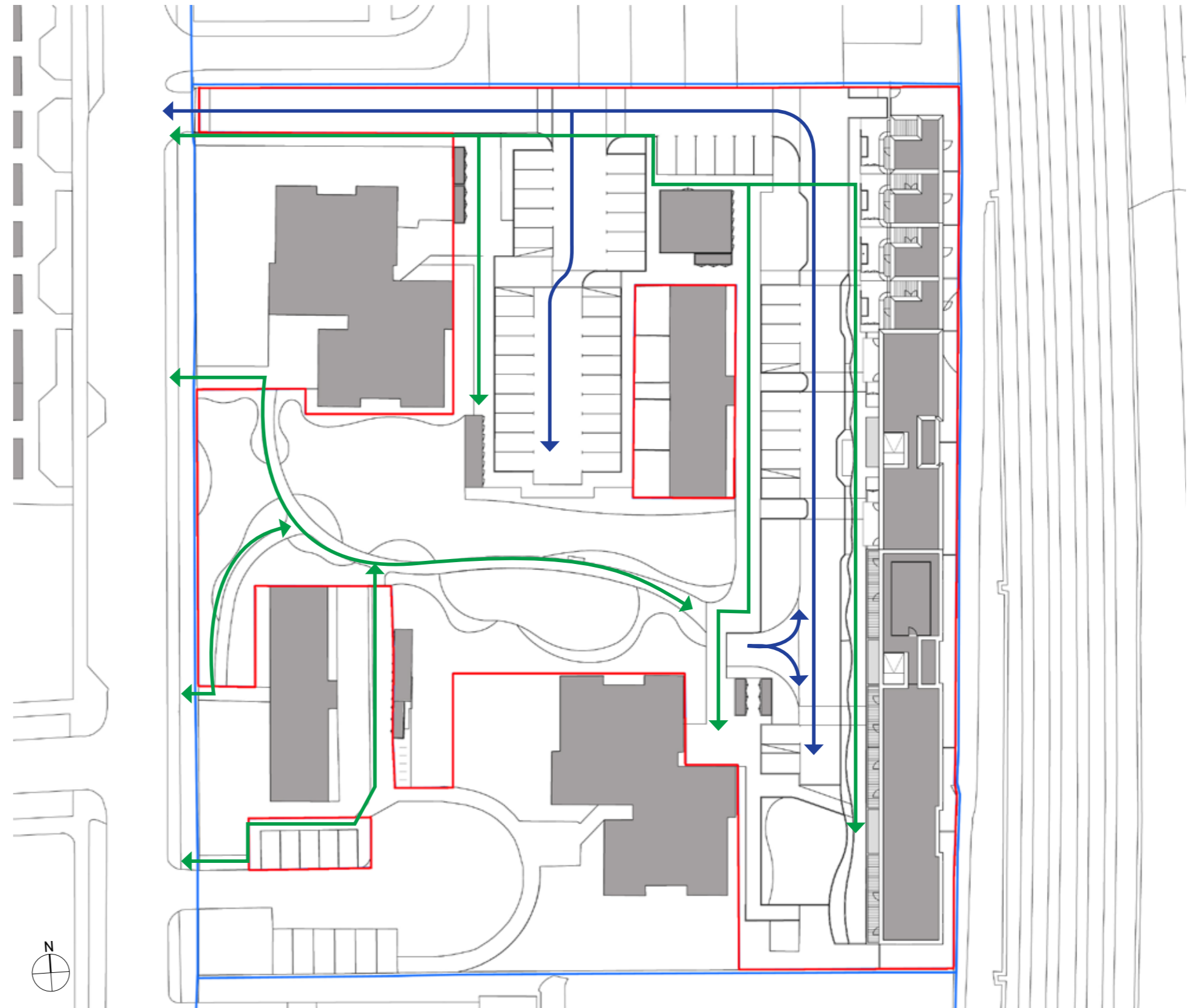
## 5.4. ACCESS ROUTES

The main vehicular access for the site follows the same as the existing access around the northern edge of the site, leading to improved parking areas and the front of the new buildings. A turning head is provided so all vehicles can manoeuvre safely and turn around at the end of the new access road. This access will also be used by refuse collection, deliveries and emergency services vehicles.

Pedestrian routes within the site have been enhanced and new access through the centre of the site provides more convenient access from the West to the East side of the site while maintaining privacy for the existing residents.

Ground floor access diagram

-  Pedestrian site entrance
-  Vehicular entrance



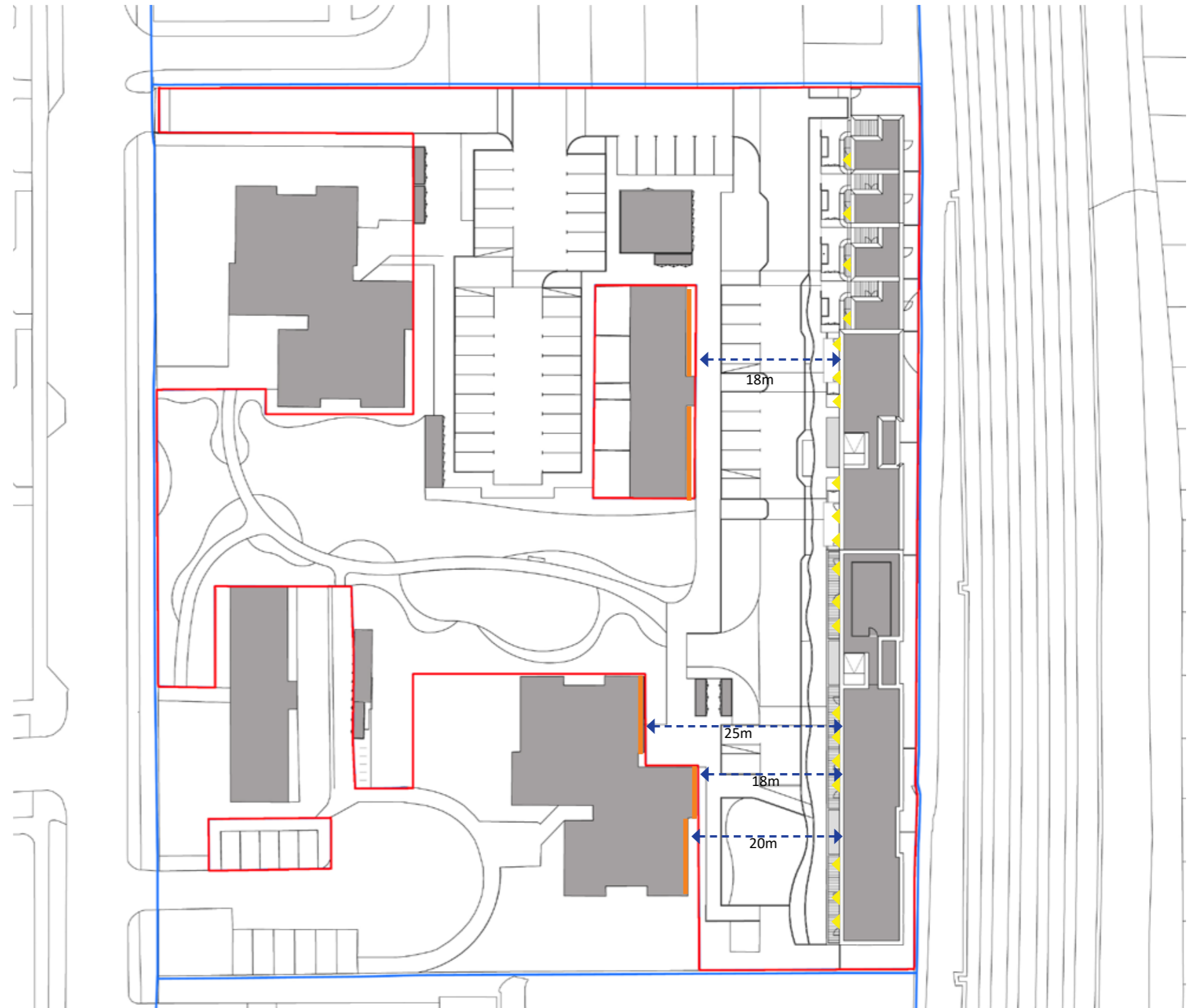


## 5.5. SEPARATION DISTANCES AND OVERLOOKING

The proposed buildings have been developed so that there is at least 18m separation distance between frontally overlooking facades.

Site Plan with Separation Distances diagram

- ←--→ Separation distance
- Facing edge of existing building
- ▲ New window outlook









## 5.6. ASPECT AND OUTLOOK

100% of the units in the new buildings are at least dual aspect giving them the best opportunity for direct sunlight and natural light throughout the day. 30% of the units are triple aspect which provides further visual outlook and natural light.

There are no single aspect units in this proposal.

All units benefit from views of green space and mature trees visible from all windows. 62% of the units have direct frontal views to the new landscaped areas and planting.

- KEY.**
-  Dual aspect dwelling
  -  Triple aspect dwelling
  -  Dual aspect outlook
  -  Triple aspect outlook





## 5.7. COMMUNAL AMENITY SPACE

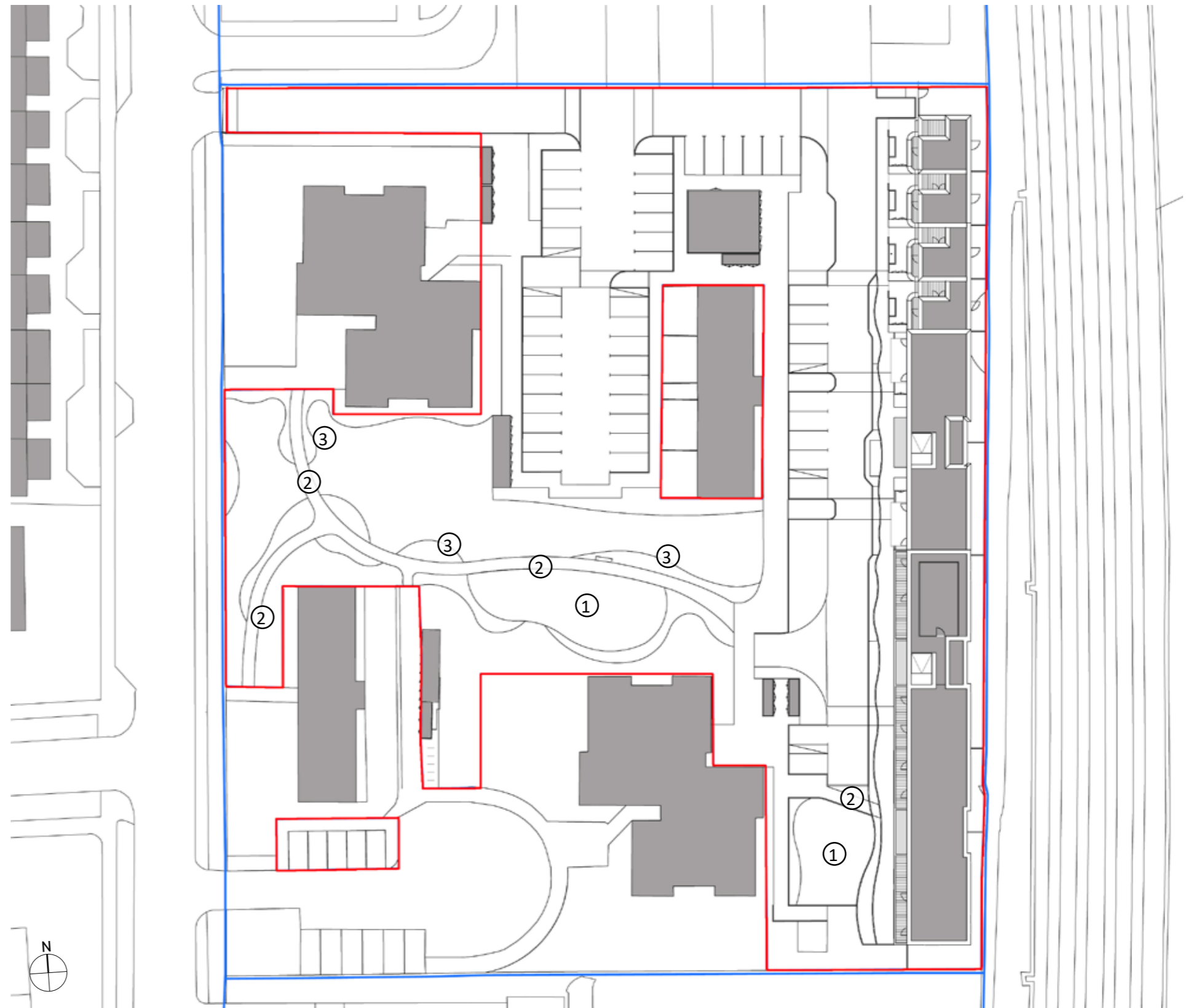
### SITE AMENITY

Two new children's play areas have been designed for the proposals.

The formal play space to the southern end of the new building will be soft surfaced and have a small amount of play equipment.

The other play space is incorporated within the central green space. This space will be grassed and have a more natural aesthetic with earth mounds and logs to fit in with the setting. The new pathways which will weave between the existing trees will provide access for this area and new benches will be provided so residents can sit outside and enjoy this green space.

- ① Childrens Play Area
- ② Proposed Paths
- ③ Proposed Seating







View from North East corner of existing Block 45-80



## 5.8. DAYLIGHT, SUNLIGHT AND OVERSHADOWING

A Daylight, Sunlight and Overshadowing Assessment has been prepared by WYG. The assessment reviews the existing access to daylight and sunlight in the vicinity of the site and the change as a result of the development, as well as assessing the likely natural daylight levels within the proposed development using 3D modelling. The results of the 3D modelling is then compared to the existing scenario to assess the change in access to daylight and sunlight to existing buildings. Of these surrounding buildings, 98 windows were assessed for Vertical Sky Component (how much of the sky can be seen from each window). Of these 98 windows, 82 pass the Vertical Sky Component criteria and 16 windows do not meet the criteria as a result of the development.

This is considered to be typical of developments in urban areas. However, further detailed modelling of the impact to the rooms of the 16 windows identified has been undertaken. All rooms assessed are predicted to be above the recommended Average Daylight Factor for their room types meaning these rooms are expected to receive sufficient natural daylight. With regard to overshadowing, whilst there will be a slight increase in shadowing, the surrounding amenity areas are still expected to be adequately sunlit throughout the year.

For further information refer to the daylight, sunlight and overshadowing reports by WYG submitted with this application.



Daylight modelling view from South West of time 10:00



Daylight modelling view from South West of time 15:00



Daylight modelling view from North East of time 10:00



Daylight modelling view from North East of time 15:00



## 5.9. DESIGN QUALITY CRITERIA

**100%**

Affordable homes

All new homes within the proposal are to be affordable rent tenure which go towards the Council's 1,000 homes programme.

**100%**

London Plan Compliance

All homes will be NDSS and M4(2) or M4(3) compliant, with well-proportioned rooms and easy to circulate.

**100%**

Compliant overlooking

Compliant overlooking with 18m+ separating distances

**Green**

Heating, cooling and ventilation systems to minimise carbon emissions

The GLA (Greater London Authority) requires that developments achieve a 35% Carbon Emission Reduction, which has been exceeded on this development

**30**

New apartments

Each new home provides a private balcony and storage space within each apartment.

**3**

Wheelchair accessible homes provided

Ground floor accessible wheelchair flats each with its own private outdoor space

**92**

New cycle parking spaces

The development includes 92 new cycle parking spaces across The Alders Estate for existing residents use.

**100%**

Of dwellings Dual or Triple aspect

All dwellings will be dual or triple aspect, well lit and benefit from direct sunlight. Exposure to noise and pollution sources has been avoided and mitigated.

**29**

New trees to be planted on site

This zero parking proposal promotes sustainable transport with new parking spaces only provided for blue badge holders



Aerial view from South West



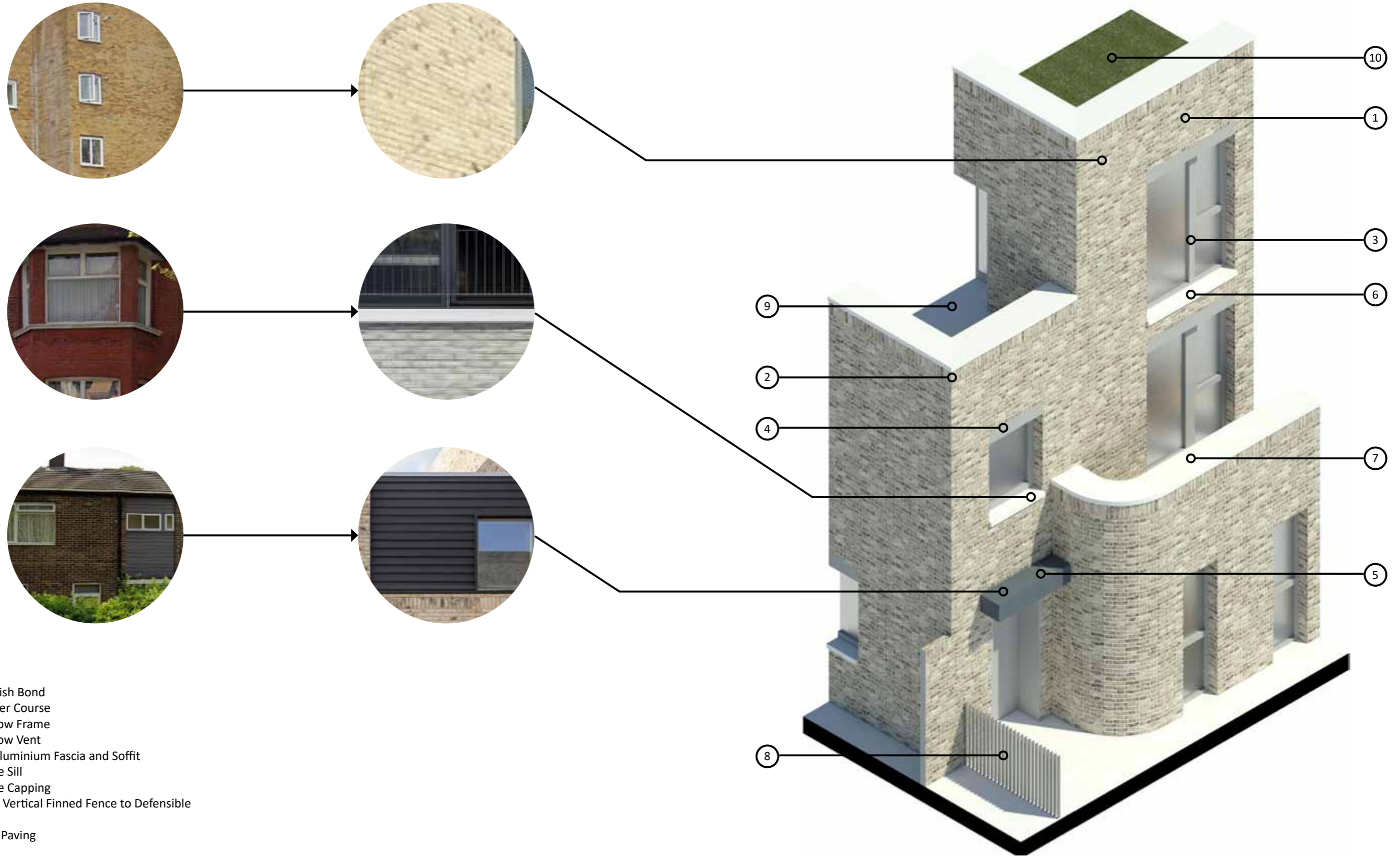


Aerial view of proposed development looking south



## 5.10. MATERIALS AND DETAILS

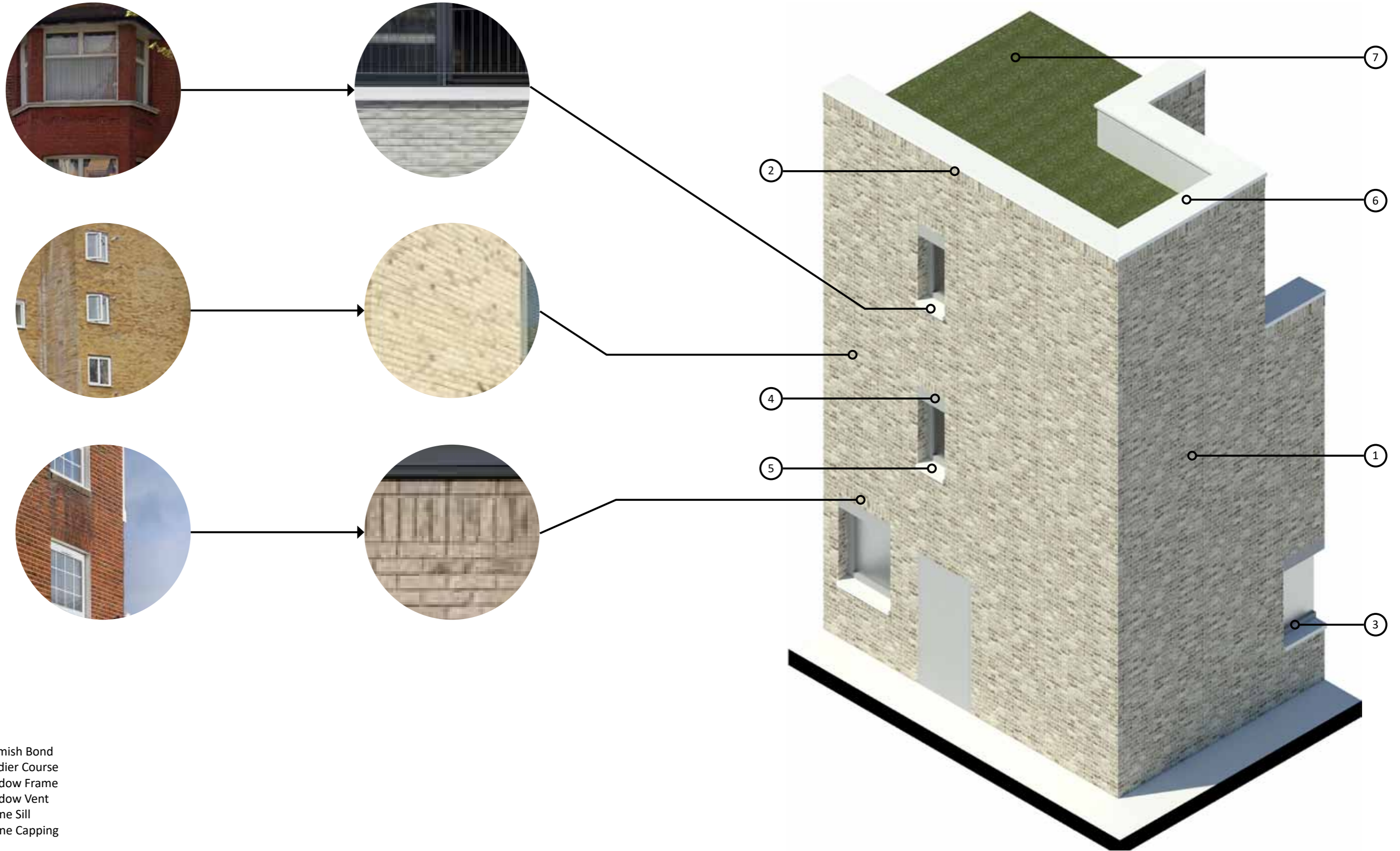
### TOWNHOUSES - FRONT



1. Buff brick - Flemish Bond
2. Buff Brick - Soldier Course
3. Dark Grey Window Frame
4. Dark Grey Window Vent
5. Dark Grey PPC Aluminium Fascia and Soffit
6. White Cast Stone Sill
7. White Cast Stone Capping
8. Dark Grey Metal Vertical Finned Fence to Defensible Space
9. Balcony/Terrace Paving
10. Green Roof



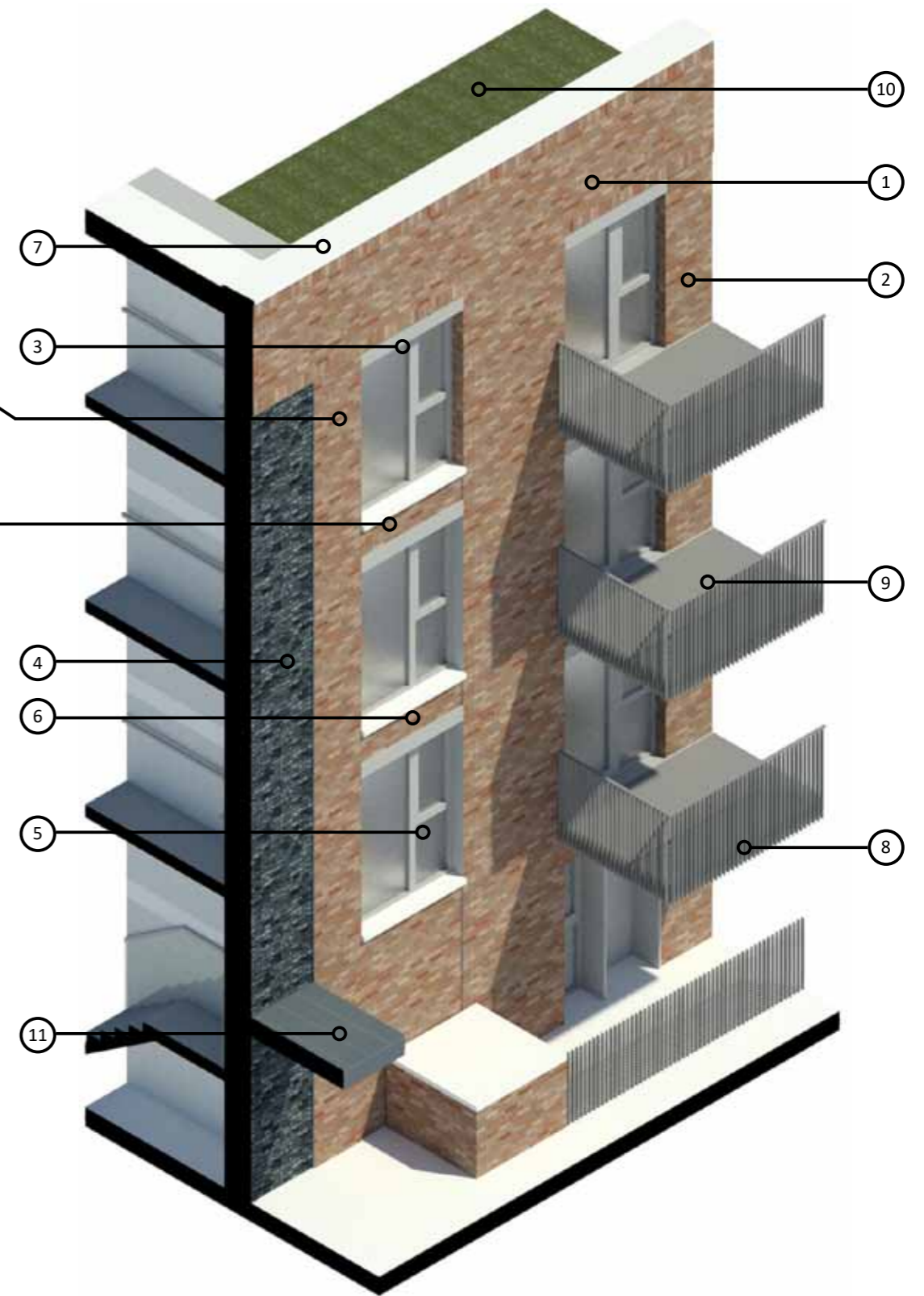
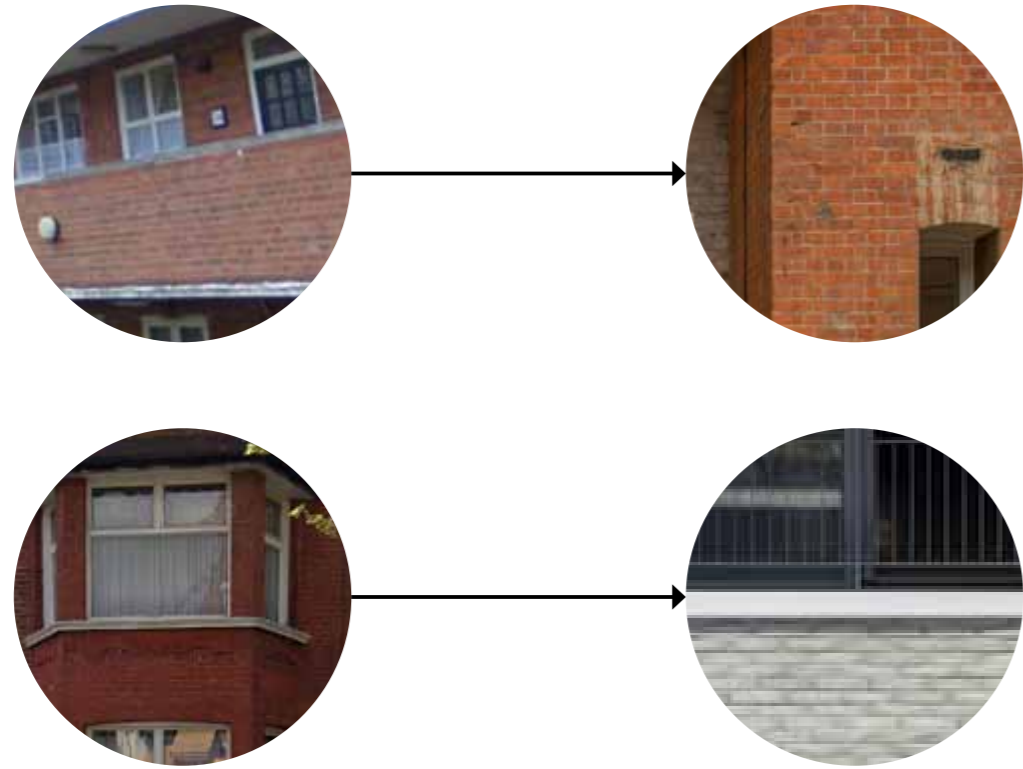
TOWNHOUSES - REAR



1. Buff brick - Flemish Bond
2. Buff Brick - Soldier Course
3. Dark Grey Window Frame
4. Dark Grey Window Vent
5. White Cast Stone Sill
6. White Cast Stone Capping
7. Green Roof



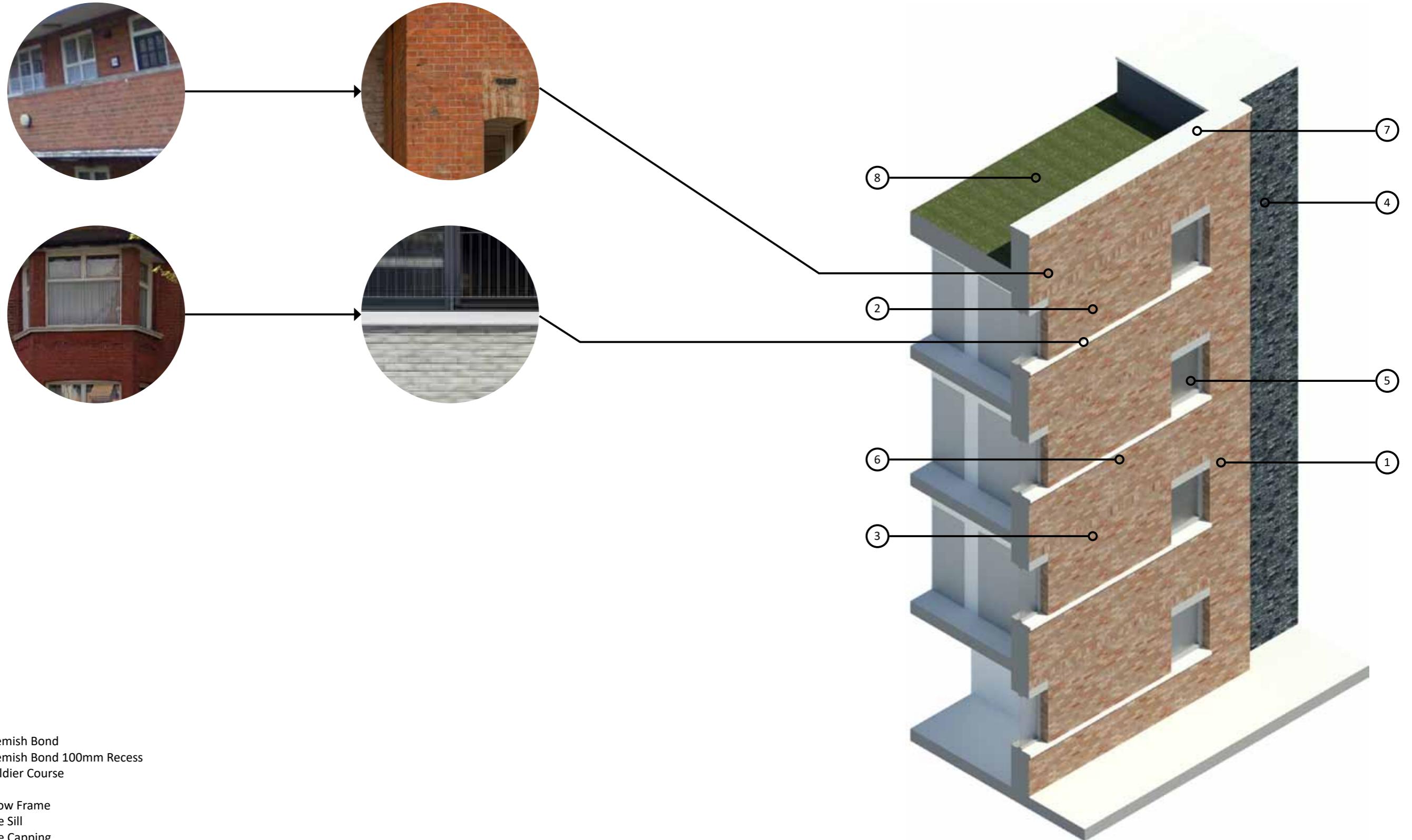
BLOCK A - FRONT



1. Brown brick - Flemish Bond
2. Brown brick - Flemish Bond 100mm Recess
3. Brown Brick - Soldier Course
4. Dark Grey Brick
5. Dark Grey Window Frame
6. White Cast Stone Sill
7. White Cast Stone Capping
8. Dark Grey Metal Balustrade Fins
9. Balcony/Terrace Paving
10. Green Roof
11. Dark Grey PPC Aluminium Fascia and Soffit



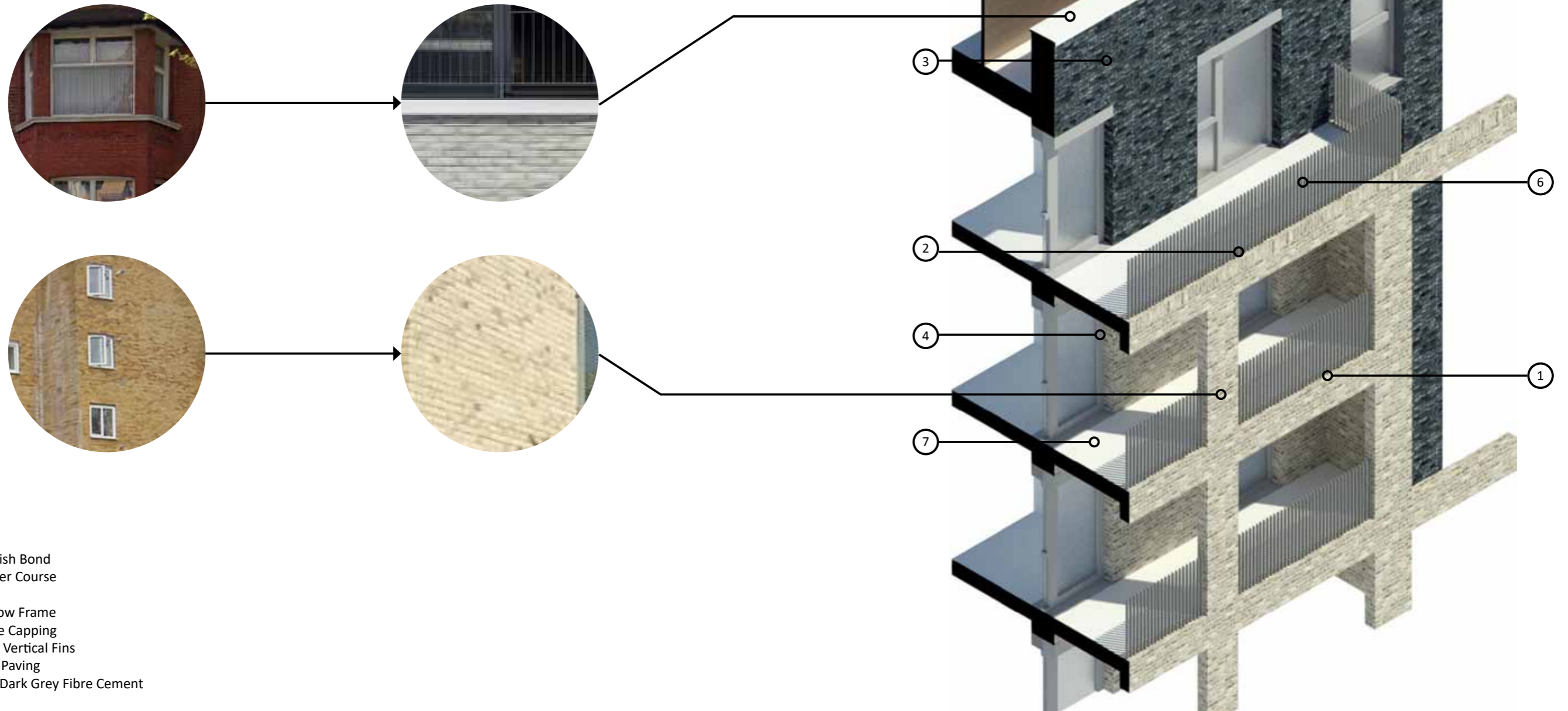
BLOCK A - REAR



1. Brown brick - Flemish Bond
2. Brown brick - Flemish Bond 100mm Recess
3. Brown Brick - Soldier Course
4. Dark Grey Brick
5. Dark Grey Window Frame
6. White Cast Stone Sill
7. White Cast Stone Capping
8. Green Roof

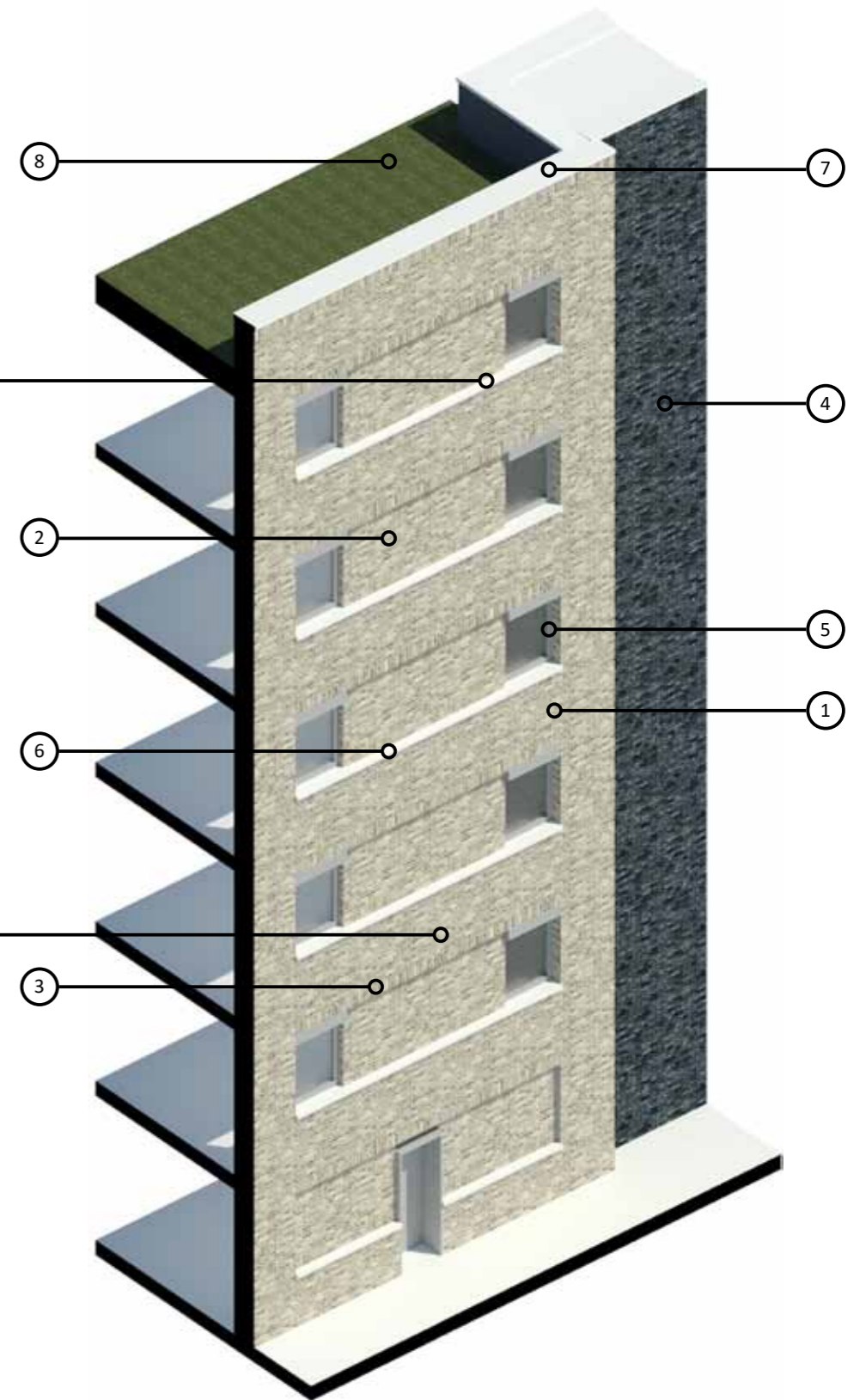


BLOCK B - FRONT





BLOCK B - REAR



1. Buff brick - Flemish Bond
2. Buff brick - Flemish Bond 100mm Recess
3. Buff Brick - Soldier Course
4. Dark Grey Brick
5. Dark Grey Window Frame
6. White Cast Stone Sill
7. White Cast Stone Capping
8. Green Roof

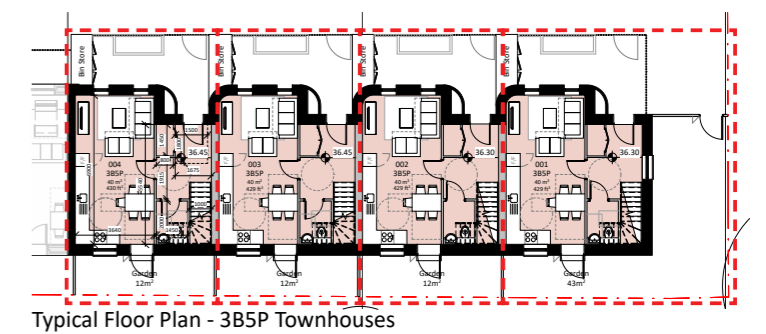
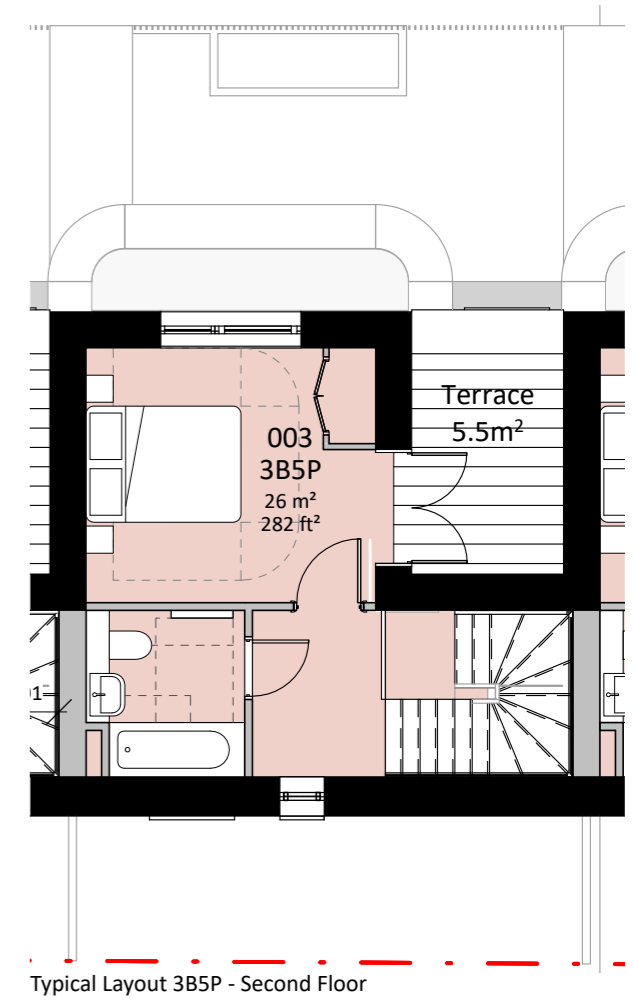
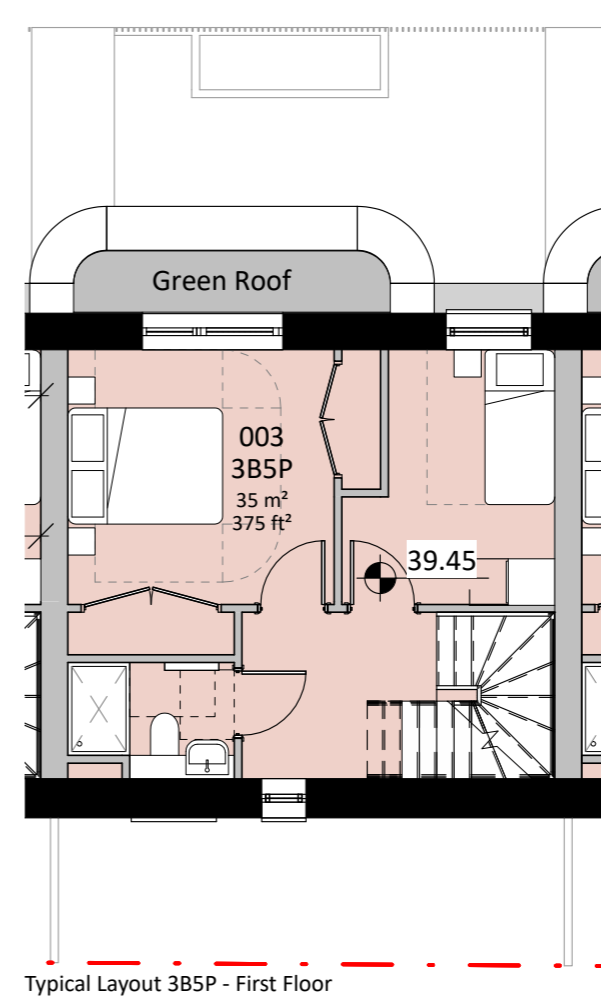
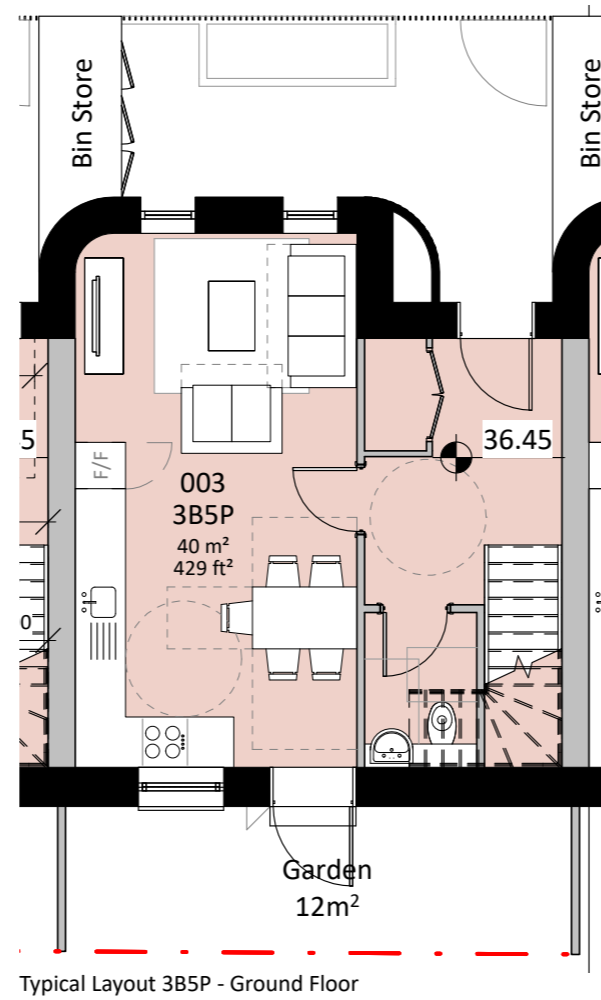
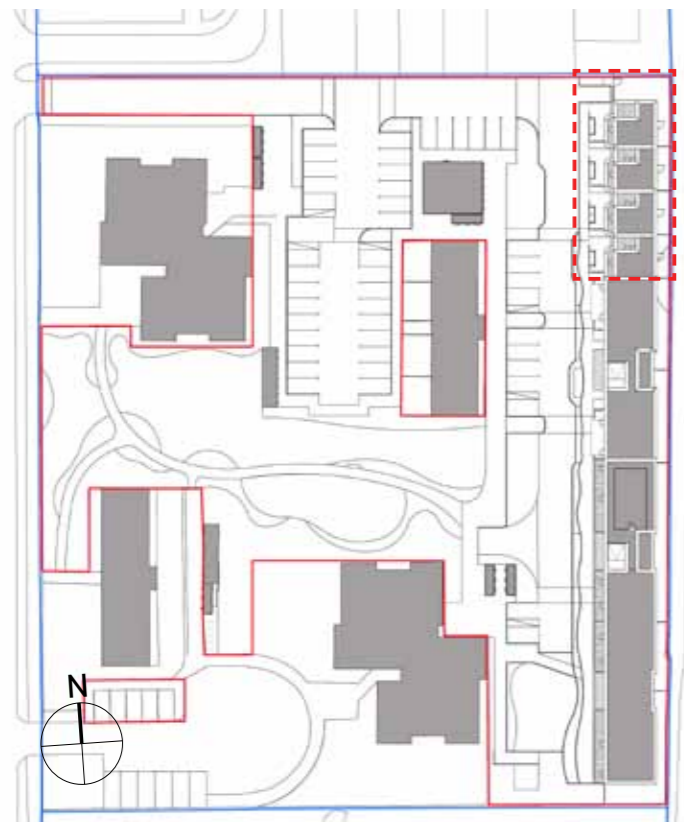


## 5.11. FLOOR PLANS

### Townhouse Plan - 3-Bed 5-Person

#### Key figures:

- Storage - 2.5m<sup>2</sup> each
- Private garden - 12m<sup>2</sup> minimum each
- Private Balcony/Terrace - minimum 8m<sup>2</sup> each
- Aspect - All dual aspect except unit No. 01 which is triple aspect

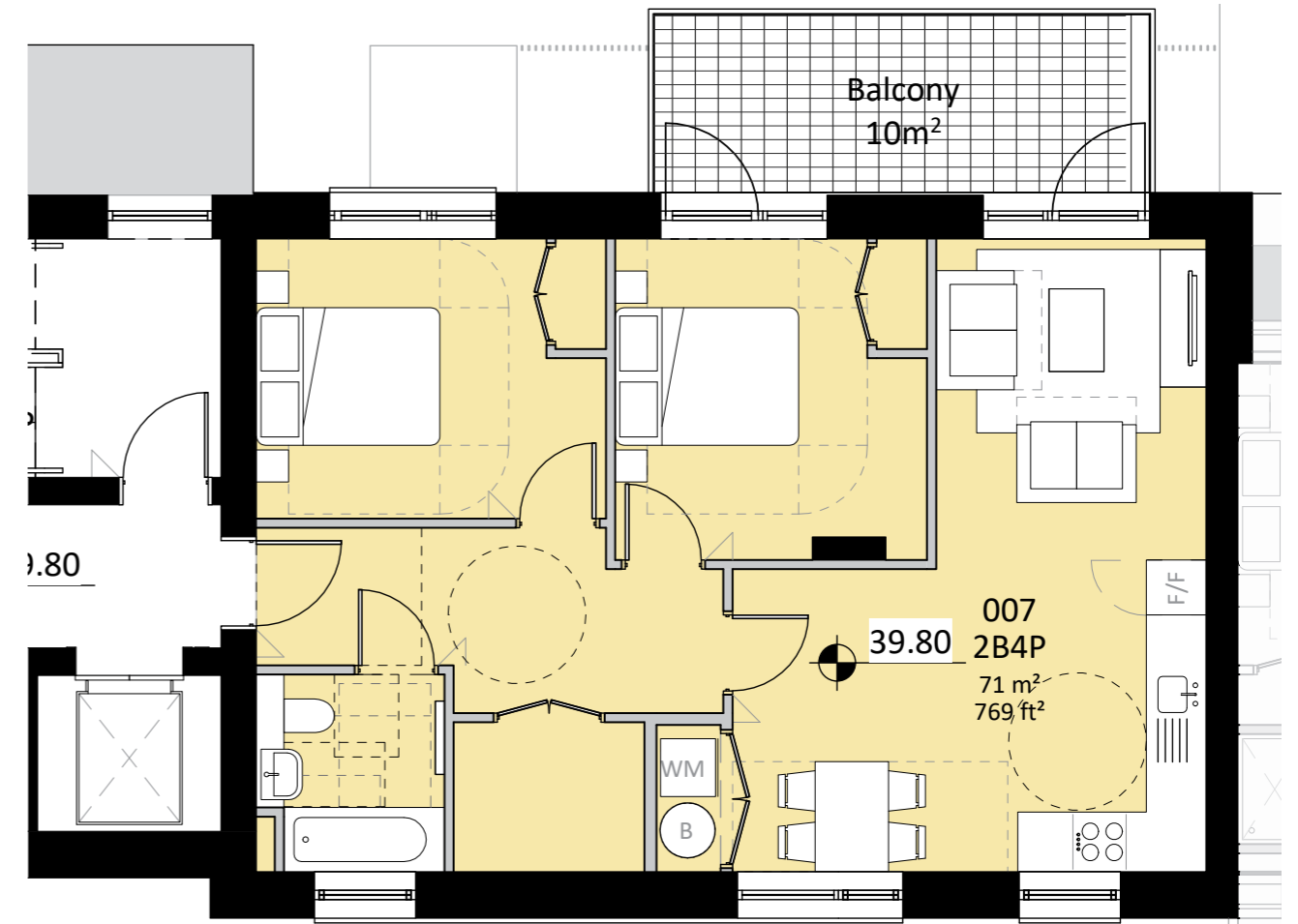
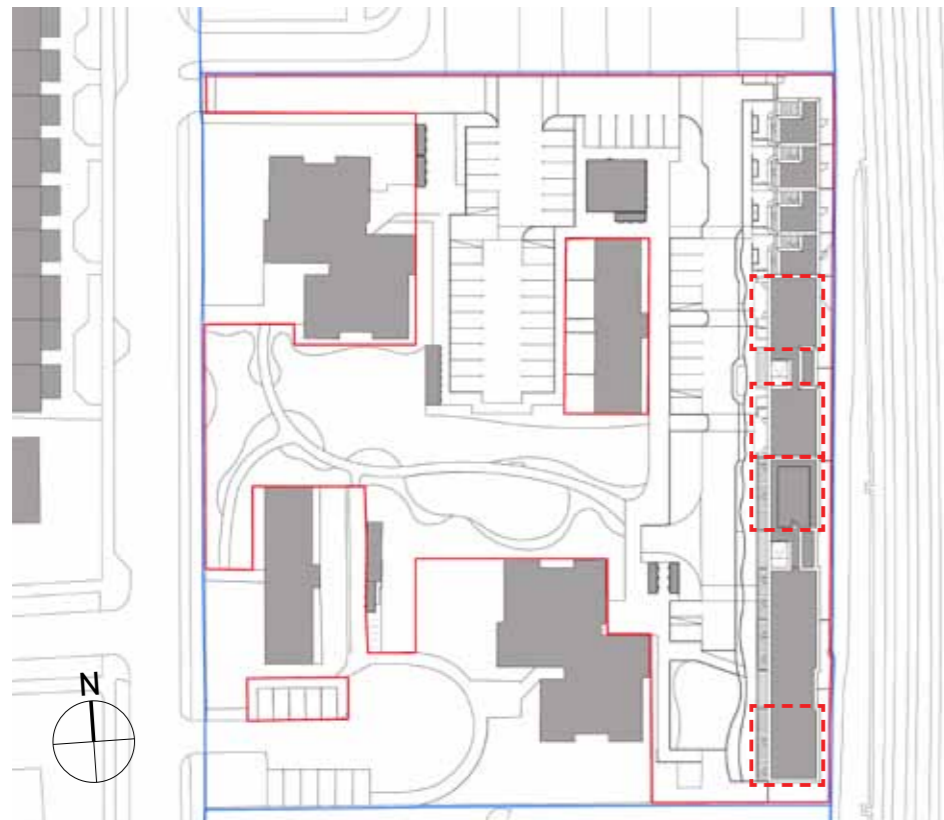




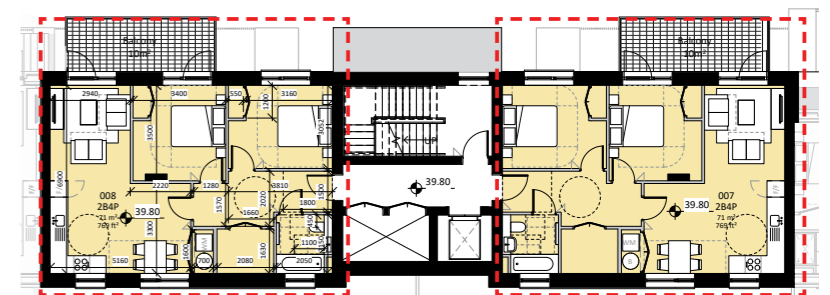
2B4P Unit

Key figures:

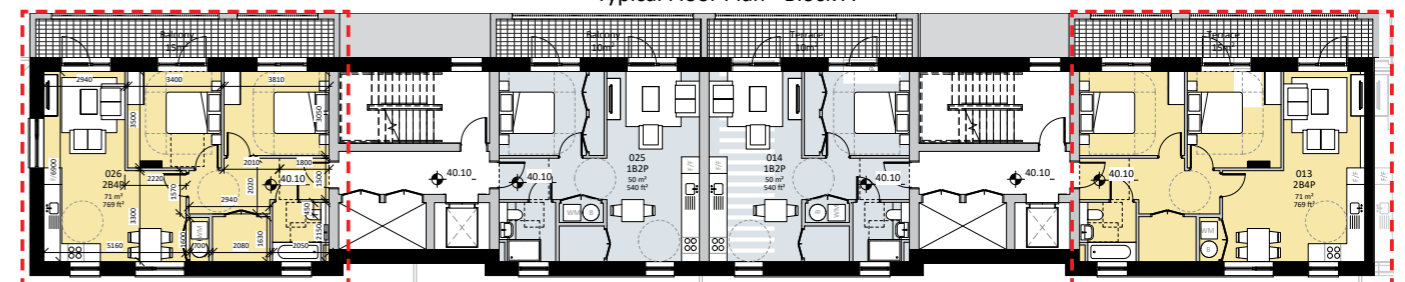
- Storage - 2.1m<sup>2</sup> each
- Private Balcony/Terrace - 15m<sup>2</sup> each
- Aspect - All dual aspect except for units No.11, 19, 21, 26, 28, 30, 32 and 34 which are triple aspect



Typical Layout 2B4P



Typical Floor Plan - Block A



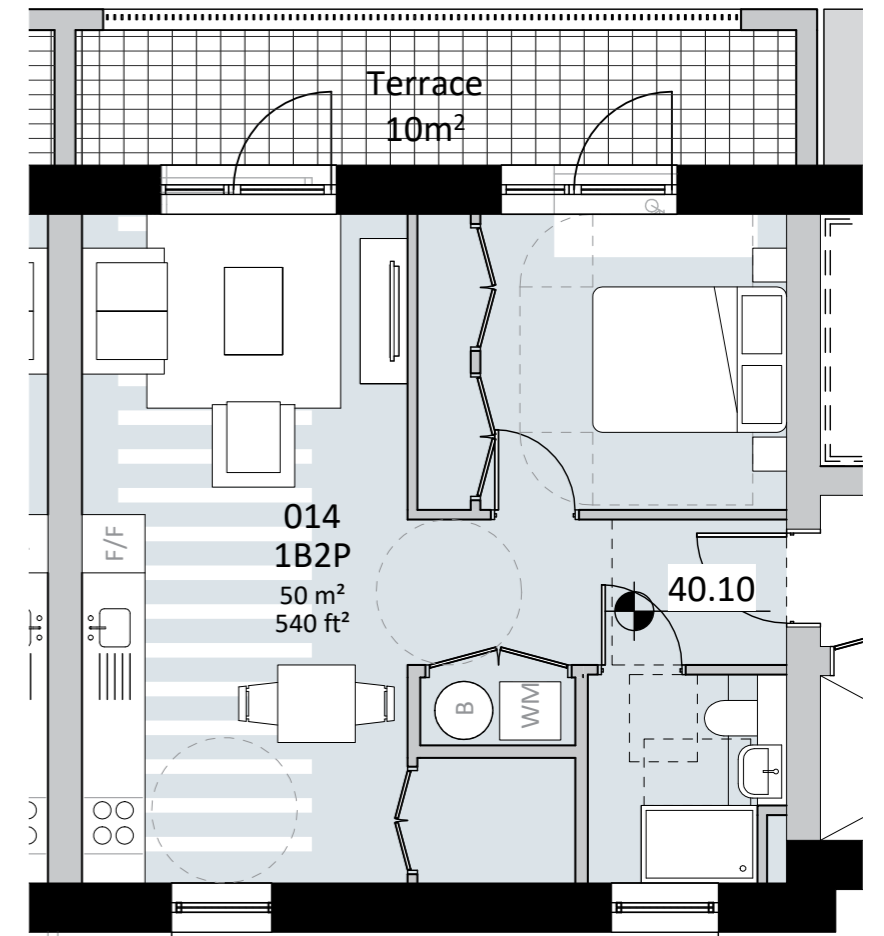
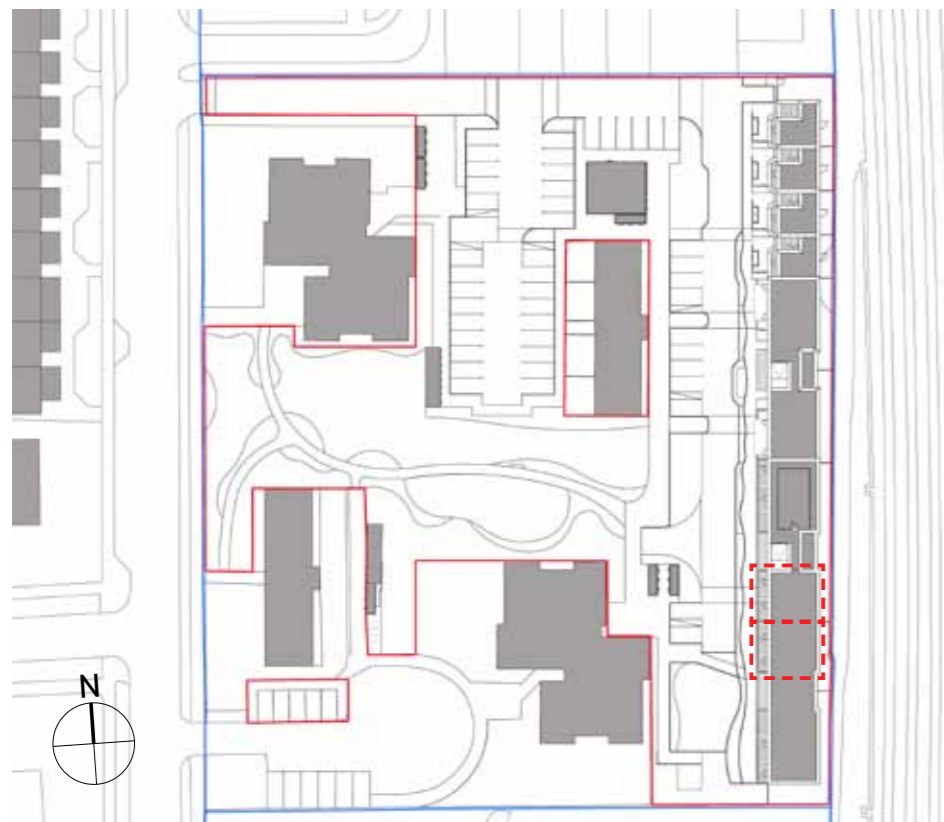
Typical Floor Plan - Block B



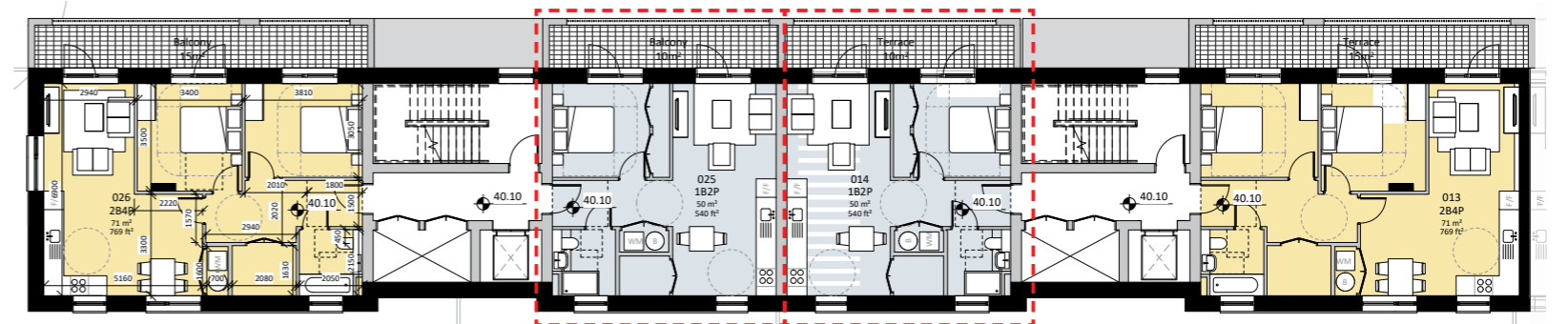
1B2P Unit

Key figures:

- Storage - 2.1m<sup>2</sup> each
- Private Balcony/Terrace - 15m<sup>2</sup> each
- Aspect - All units are dual aspect



Typical Layout 1B2P



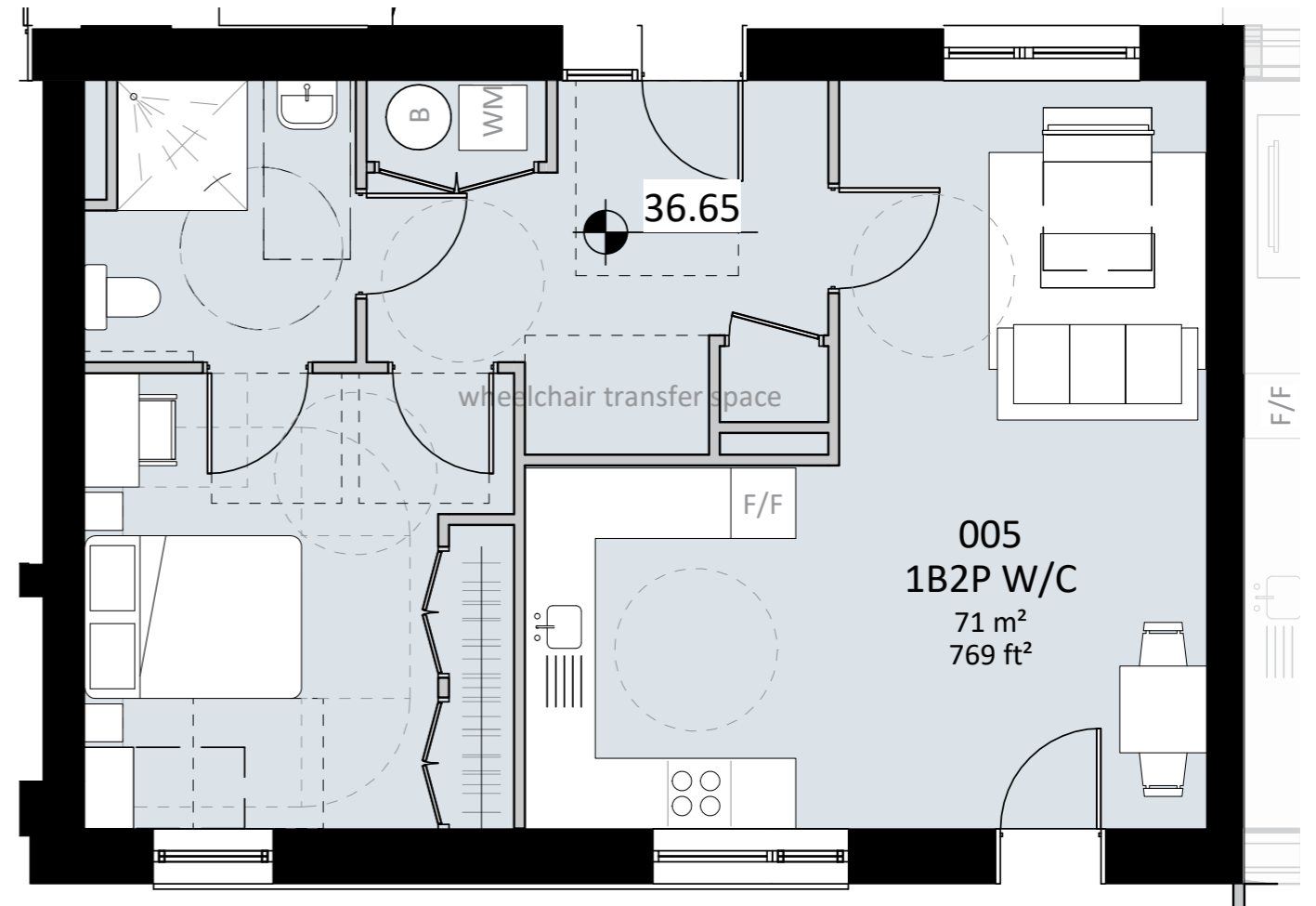
Typical Floor Plan - Block B



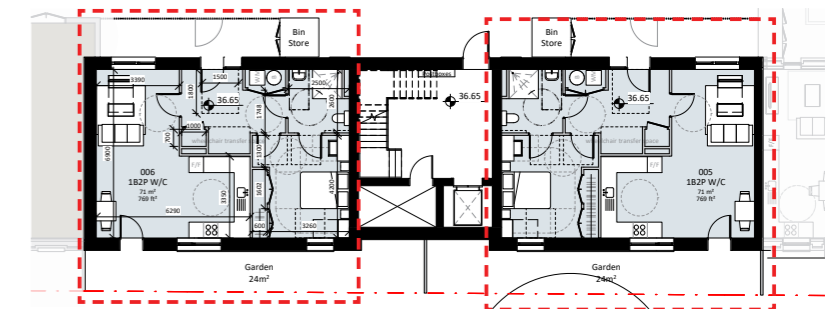
1B2P Wheelchair Unit

Key figures:

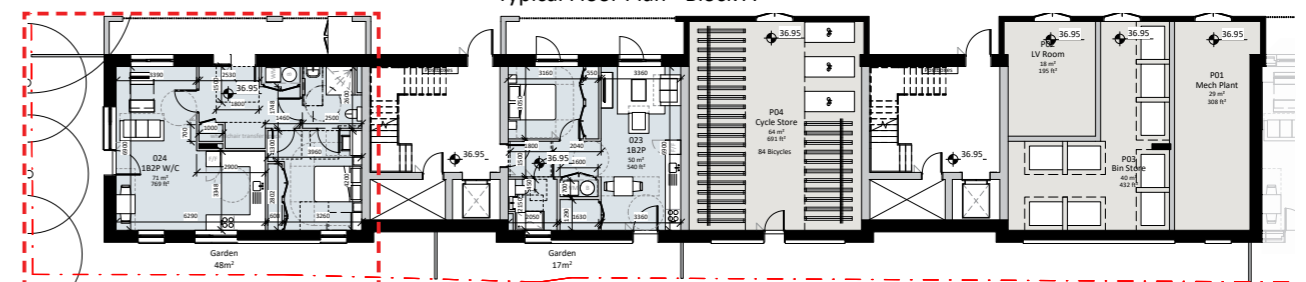
- Storage - 1.6m<sup>2</sup> each
- Private Garden - 24m<sup>2</sup> minimum each
- Private Balcony/Terrace - 15m<sup>2</sup> each
- Aspect - All dual aspect except for units No.24 which is triple aspect



Typical Layout 1B2P Wheelchair



Typical Floor Plan - Block A



Typical Floor Plan - Block B



## 6. LANDSCAPE AND PUBLIC REALM STRATEGY

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THE ALDERS  
DESIGN AND ACCESS STATEMENT



## 6.1. INTRODUCTION

The Landscape & Public Realm Strategy has been prepared by WYG to support the detailed planning application for demolition of existing single storey garages, residents refuse and ancillary storage sheds and redevelopment of the site for affordable residential units within part 3, 4 and 6 storey building together with ancillary residents storage, car parking, bicycle storage, refuse storage, landscaping and communal amenity space.

The Alders Estate covers an area of approximately 1 hectare located on Aldrington Road in Furzedown, Streatham. The Estate contains several residential blocks of between 4 and 6 storeys tall surrounded by areas of open space with mature trees, grass areas and parking for the residents.

The developable area of the Site is contained along the Eastern boundary with the railway line and is currently occupied by vehicle garages and parking. A narrow strip of scrub and small trees form the boundary with the railway.

The remainder of the site is occupied by four residential blocks of 4 to 6 storey height surrounded by grass areas, pathways parking and small single storey storage

buildings. Mature trees are planted in the grass spaces between the buildings creating a pleasing and mature character to the Site.

There are two vehicular access to the Site, at the north and south ends accessed from Aldrington Road.

The new landscape will provide:

- Attractive 'homezone' for community derived using 'living street design principles'.
- New play area for 2-11 age group within the homezone and new play area within the existing open space for under 5's age group.
- Enhanced pedestrian connectivity within the estate.
- Re-provide the car parking for residents
- New cycle parking for visitors
- Habitat recreation using nesting boxes for birds
- Green roofs and rain gardens to enhance biodiversity

## 6.2. LANDSCAPE DESIGN PRINCIPLES

Landscape design is derived from key principles listed below:

### Hard landscape

A unified public realm and landscape design to enhance the pedestrian connections within the estate. Landscape of new street reflects the living street principles and is designed to allow flexible use of space, play along the street and communal engagement.



### Sustainability

Key focus on selection of materials within public realm and use of environmental friendly resources. Application of SUDS and rain gardens are key considerations within the scheme.



### Biodiversity

A range of features have been considered as key in design development process - Use of native species, installing bird boxes, bat boxes, green walls and biodiverse roofs at various levels.



### Landscape Management

Hard and soft landscape design will be developed to minimise the on site maintenance needs post construction. Alongwith this, key regimes will be in place to assure the longevity of the spaces.

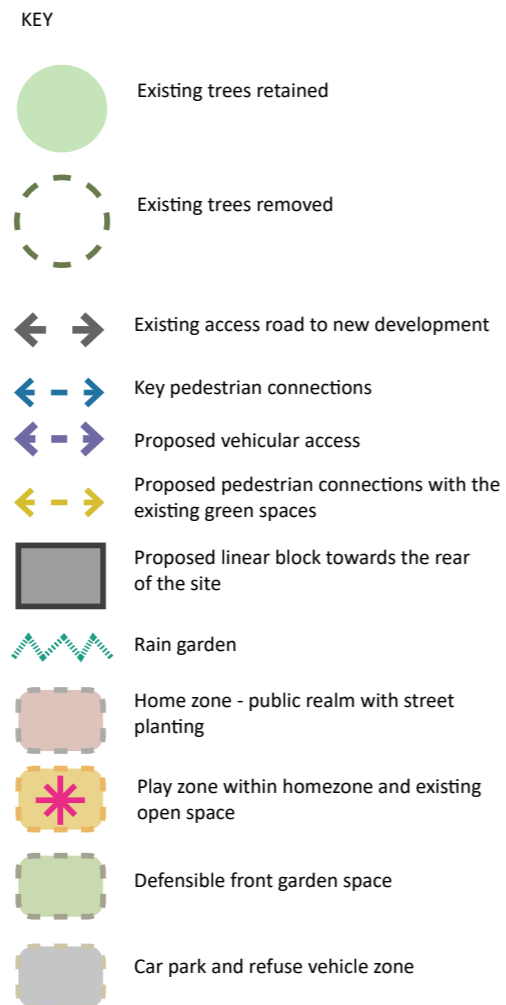




## 6.3. DESIGN APPROACH

The landscape concept is developed to address the key points listed below:

- Integration of the new development with the existing Estate by enhancing the existing landscape character and extending the landscape space to embrace the proposed residential buildings.
- Street design primarily addresses the interests of pedestrians and cyclists and is developed as a social space where residents can meet and where children can also play
- New play for younger children within the proposed home-zone and natural play area within the existing open space.
- Proposed planting to create interest and character along the new street, particularly tree planting to improve the environment, improve air quality, wind mitigation and provide shade from the sun in hot weather.
- Permeable paving to the car parking spaces and rain garden along the new street.





## 6.4. SITE MASTERPLAN

The proposed landscape design integrates the following:

- Surfacing – the surfacing of the roadway will be broken up using different paving surfaces moving away from a traditional black top to a surface with a small unit paving more associated with a pedestrian environment.
- Narrowing of the roadway at pinch points to slow traffic forcing vehicles to give way. Widening of the pathways to allow tree planting and shrub planting and where possible introduce opportunity for playable landscapes.
- Enhanced landscape adjacent to the existing residential buildings to create better opportunities for residents as well as providing new refuse stores and cycle stores.
- Network of footpaths which connect each of the existing residential blocks and the proposed new residential buildings. Along this network of pathways, a new play area is proposed using natural play and play features sympathetic to the character of the space. Another formal play area is proposed within the home-zone to provide children with variety.
- Low maintenance planting, structured around grasses and seasonal herbaceous flowering plants with native species which enhance the different seasons.

### KEY

	Existing trees retained
	Proposed trees
	Proposed planting within the existing green space and along the home zone
	Proposed home zone-overall paving with graphite grey paving bands
	Proposed formal play within the home zone
	Proposed natural play within the existing green space
	Proposed footpath with new seating in existing green space
	Proposed rain gardens
	Proposed car parking bays





## 6.5. HARD LANDSCAPE STRATEGIES

The proposals for the Site are concentrated along the eastern boundary adjacent to the railway line within the area occupied by the Garages. Public realm design for the home zone is designed to achieve flexible social space, which can be used to interact and play at the same time.

At street level there are multiple entrances to either individual dwelling or to apartments accessed via ground floor entrance. There are also storage areas, refuse and cycle stores for residents accessed from the street level and contained within the building façade.

The homezone street will be paved with linear concrete block paving in combination of 4 colours, with wider graphite paving bands at regular intervals, which will ensure speed calming across the street. Car parking bays between the existing blocks and within the homezone will be laid with permeable paving to incorporate SUDS.

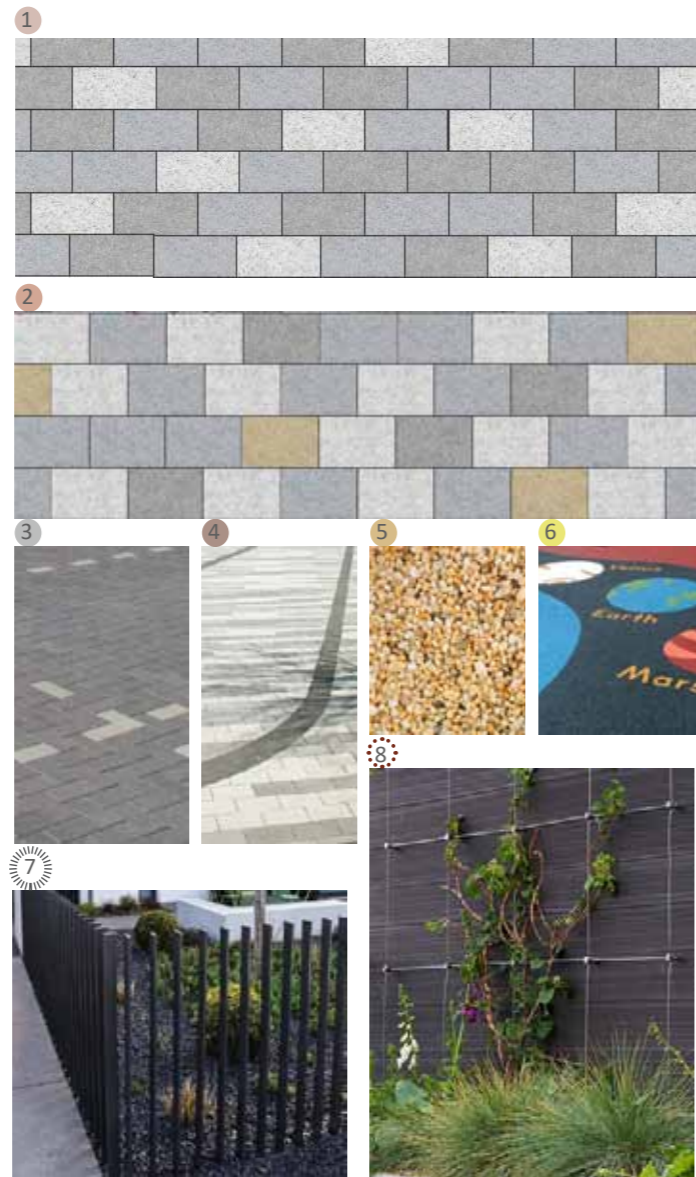
All proposed walkways will be laid with linear concrete block paving in combination of 4 colours, with graphite paving band along the rain gardens.

The proposed access into the existing open space will be laid with resin bound gravel on cell web structure due to the presence of the existing trees. This is needed to maintain the existing level around existing trees within this space.

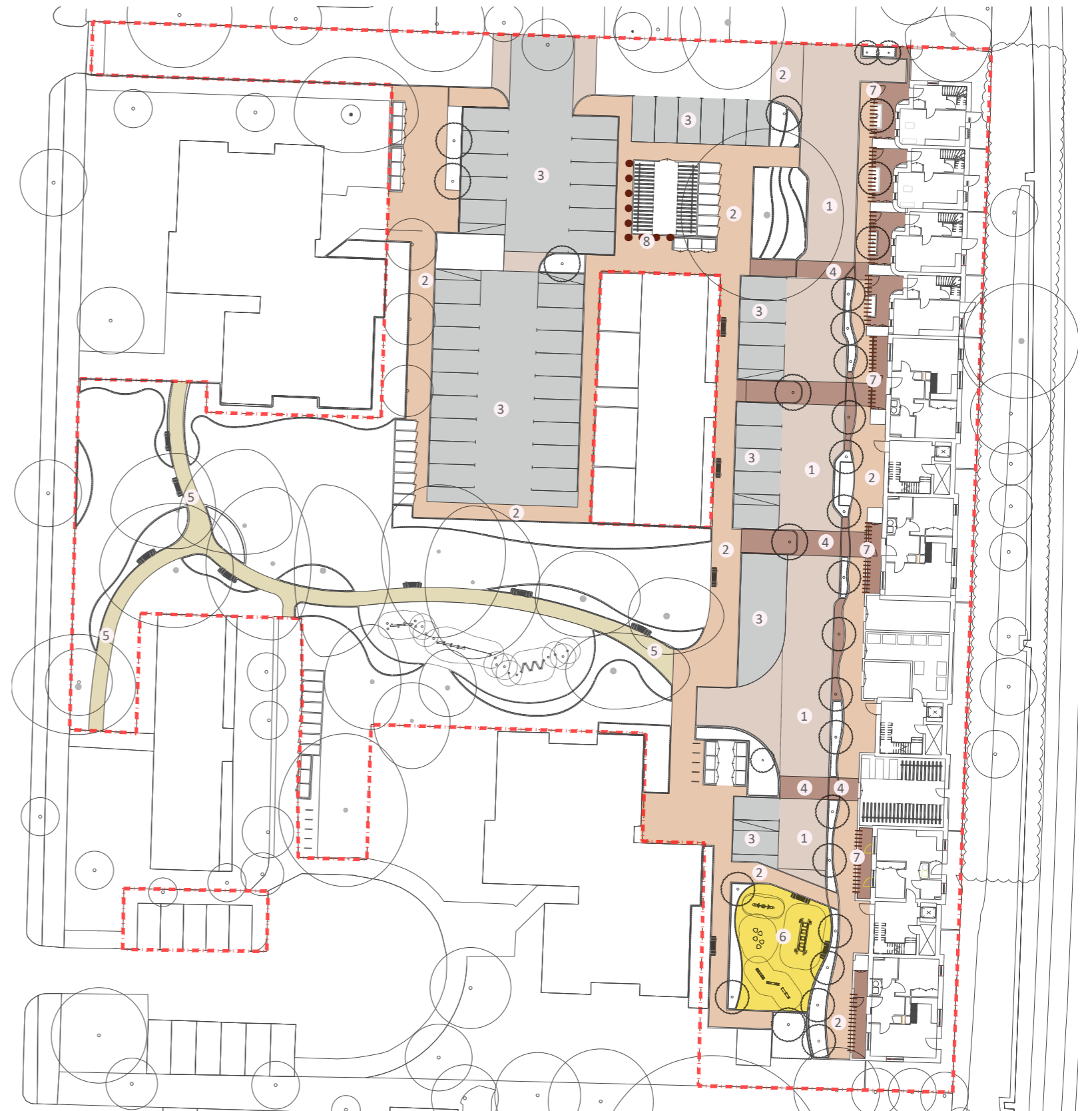
Site levels have been designed to ensure all public spaces are accessible for all with no steps or steep ramps.

The proposed residential block is provided with a defensible space using 900mm high fence. The levels are developed to tie in with the existing open space and entrances of the existing blocks.

A tensioned steel wire trellis system will be fixed to the new cycle store building wall to support climbing wall plants.



1. Linear concrete block paving for street in combination of 4 colours
2. Linear concrete block paving for walkways in combination of 4 colours
3. Permeable paving for car park access and spaces
4. Paving bands around planting areas
5. Resin bound gravel footpath
6. Formal play area with wiet pour surface
7. 900mm high fence
8. Tensioned wire trellis system to support climbing plants





## 6.6. SOFT LANDSCAPE STRATEGIES

The Site contains mature and attractive trees which create a semi-wooded character in the central open space of the site.

New tree planting is proposed along the length of the new access road. Species will be mainly native trees to compliment the species already growing within the Estate. Some smaller ornamental species are proposed adjacent to the new residential development. 26no. trees are proposed in association with the proposed development with a further 3no. trees planted within the wider landscape of the Estate.

Herbaceous and low growing shrub planting is proposed around the natural play area within the existing open space and in newly formed planted areas adjacent to the new roadway. Planting is also used to create defensible space outside of the proposed town houses in the form of low shrub hedges and flowering plants. Plants will be selected for low maintenance and seasonal colour.

To support sustainability, rain garden is integrated within the scheme. Rain garden is provided new street. This will be designed to support occasional water collection for small durations, which will drain off slowly into natural ground.



1. Area 1 - Planting for front gardens of Townhouses
2. Area 2 - Planting to the existing open space and play area
3. Area 3 - Rain gardens
4. Proposed Climbing plants within Area 1
5. Existing open space





Planting is defined by the various character areas within the development. Four character areas are :

**Area 1** - Planting in front gardens along new homezone street - Species chosen reflect robust character and will be able to survive in shade, but will also provide seasonal interest at the same time.

- Hydrangea paniculata* 'Little Lime'
- Ilex crenata* (ball shaped)
- Primula vulgaris*\*
- Anemanthele lessoniana*
- Aquilegia vulgaris*\*
- Geranium x cantabrigiense* 'St Ola'
- Asplenium scolopendrium*\*
- Hakonechloa macra* 'All Gold'



**Area 2** - Planting to the Entrance zone & within existing open space is very informal in character and is meadow like planting which will provide continuity across the open space.

- Campanula persicifolia*
- Viburnum opulus*\*
- Sarcococca confusa*
- Osmanthus x burkwoodii*
- Viburnum lantana*\*
- Ilex aquifolium* "J C van Tol" (hedge or shrub)
- Fuchsia* 'Mrs Popple'
- Persicaria amplexicaulis*
- Salvia glutinosa*
- Heleborus x orientalis*
- Geranium nodosum*
- Luzula nivea*
- Aquilegia vulgaris*\*
- Viola odorata*\*
- Allium* 'Purple Sensation'



- Anemone blanda*
- Narcissus pseudonarcissus*\*
- Aster divaricatus*
- Choisya ternata*
- Diervilla sessilifolia* 'Butterfly'
- Aster macrophyllus*
- Centaurea dealbata*
- Aquilegia vulgaris*\*
- Agapanthus africanus*
- Anemone Sylvestris*
- Geranium x magnificum*
- Geranium sanguineum*
- Anemone blanda*
- Chionodoxa luciliae* 'Blue Giant'



**Climbing plants :**

- Lonicera periclymenum*\*
- Lonicera japonica* 'Dart's World'
- Trachelospermum jasminoides*



**Area 3** - Planting to the rain garden

- Calamagrostis x acutiflora*
- Pennisetum alopecuroides*
- Eupatorium cannabinum*\*
- Lythrum salicaria*\*
- Persicaria bistorta*
- Aquilegia vulgaris*\*
- Geranium x oxonianum* 'Rose Clair'
- Stachys grandiflora* 'Superba'
- Thalictrum aquilegifolium*

\*Native species

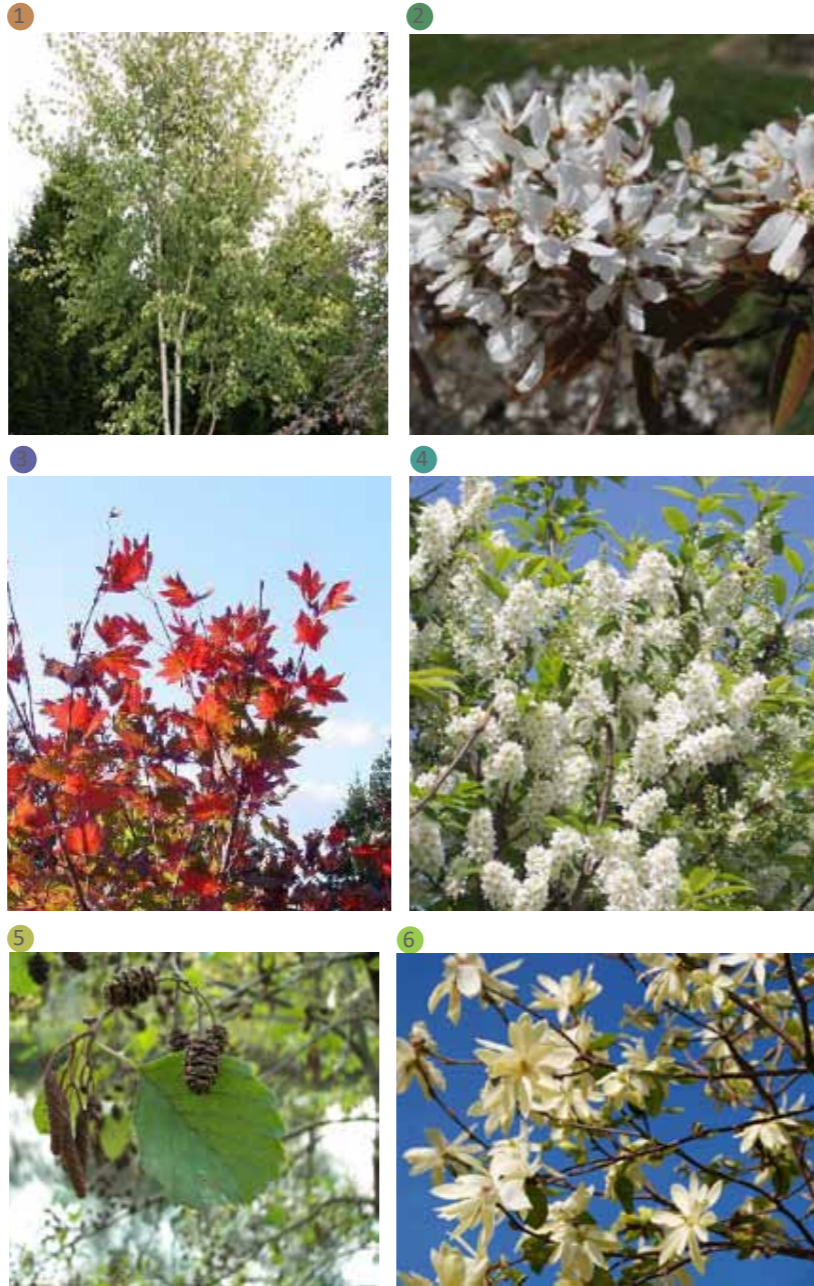




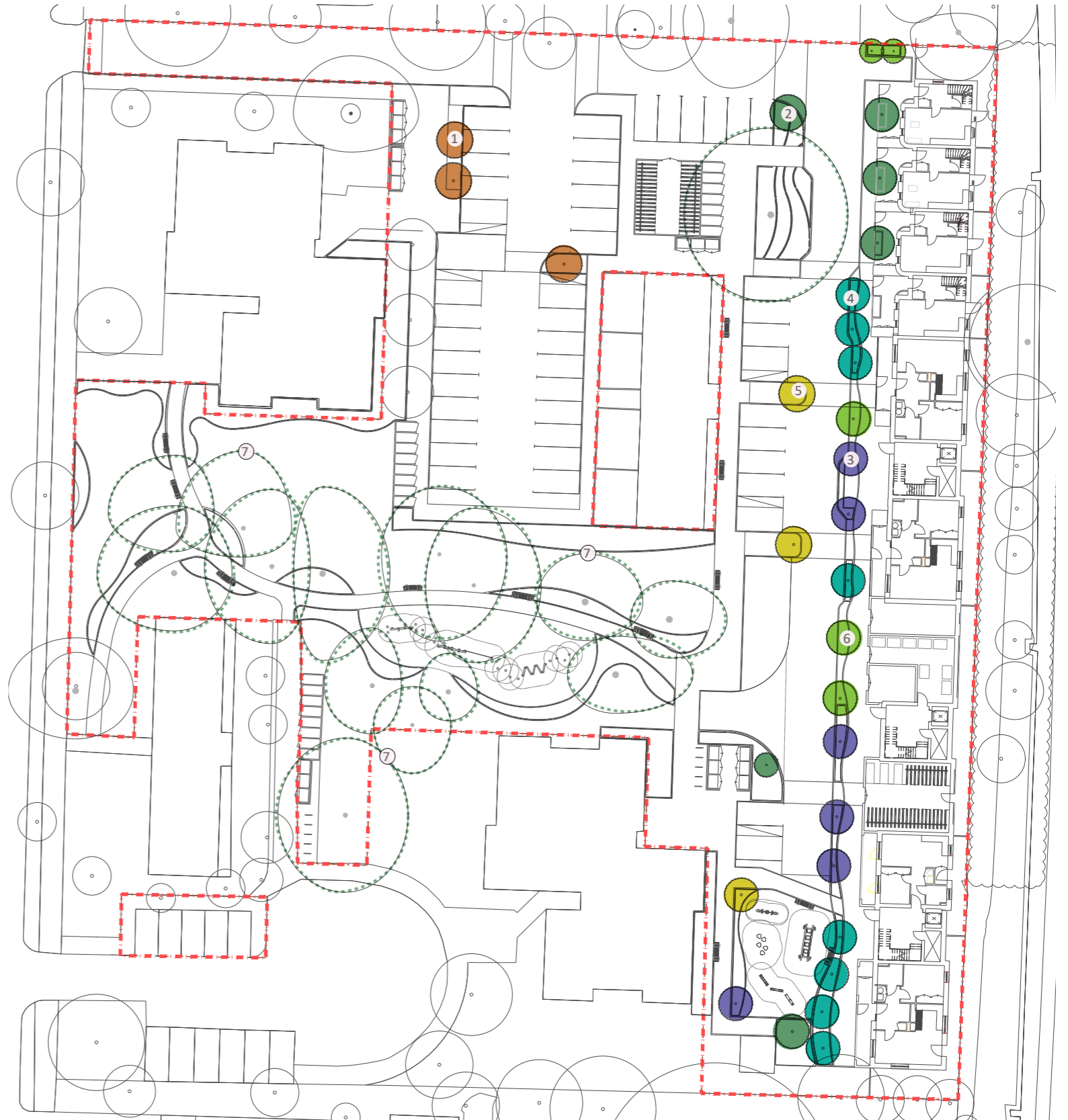
There are 31 existing trees- 5 trees are adjacent to the existing blocks and garages, 7 are adjacent to the red line boundary and rest are located within the existing open space. Four trees will be felled along the eastern edge of the site and six trees adjacent to existing development will be removed. 26no. trees are proposed in association with the proposed development with a further 3no. trees planted within the wider landscape of the Estate.

Tree Planting within the home-zone is provided to create interest along the street. The species will provide filtered views of the building.

Acer circinatum, Prunus padus within rain gardens will add colour to the palette. Betula pendula and Magnolia gold star will provide interest through the spring.



1. Betula pendula 'fastigiata
2. Amalanchier arborea
3. Acer circinatum
4. Prunus padus
5. Alnus glutinosa
6. Magnolia gold star
7. Existing trees retained





## 6.7. PLAY STRATEGY

The site is surrounded by some play opportunities, like children's playground in Tooting Common and Furzedown Recreation Playground. These existing play areas cater to the age group of age 2 to 11 and age 8 to 14. Hence, this development will provide two play areas - varying from age groups, under 5's and 2 to 11 years old.

As per the SPG play area requirement calculator, this development needs to provide 286sq.m of play area in total. This will be provided in two locations:

Area 1 (108sq.m) - Play area with the home-zone for age group of 2 to 11 years old. This area will be surfaced with wet pour surface.

Area 2 (178sq.m) - Play area provided within the existing open space which will cater to under 5 years old.

- Doorstep Play  
 - A landscaped space including engaging play features for young children under 5 that are close to their homes, and places for carers to sit and talk.
- Local Play  
 - A landscaped space with landscaping and equipment so that children aged 0 to 11 can play and be physically active and they and their carers can sit and talk
- Neighbourhood Play  
 - A varied natural space with secluded and open areas, landscaping and equipment so that children aged 0 to 11 can play and be physically active and they and their carers can sit and talk, with some youth facilities for young people over 11.
- Youth Play  
 - A social space for young people aged 12 + to congregate together, socialise and participate in informal recreation or physical activity.





Area 1 - A formal play area will be located to the south of the new homezone. Although still themed around natural play, the play elements will be more organised and challenging. This play area will allow to play children more independently. This area will be surfaced with wet pour surface.



- 1. Wobble walkway
- 2. See- saw
- 3. Jumping platforms
- 4. Log train



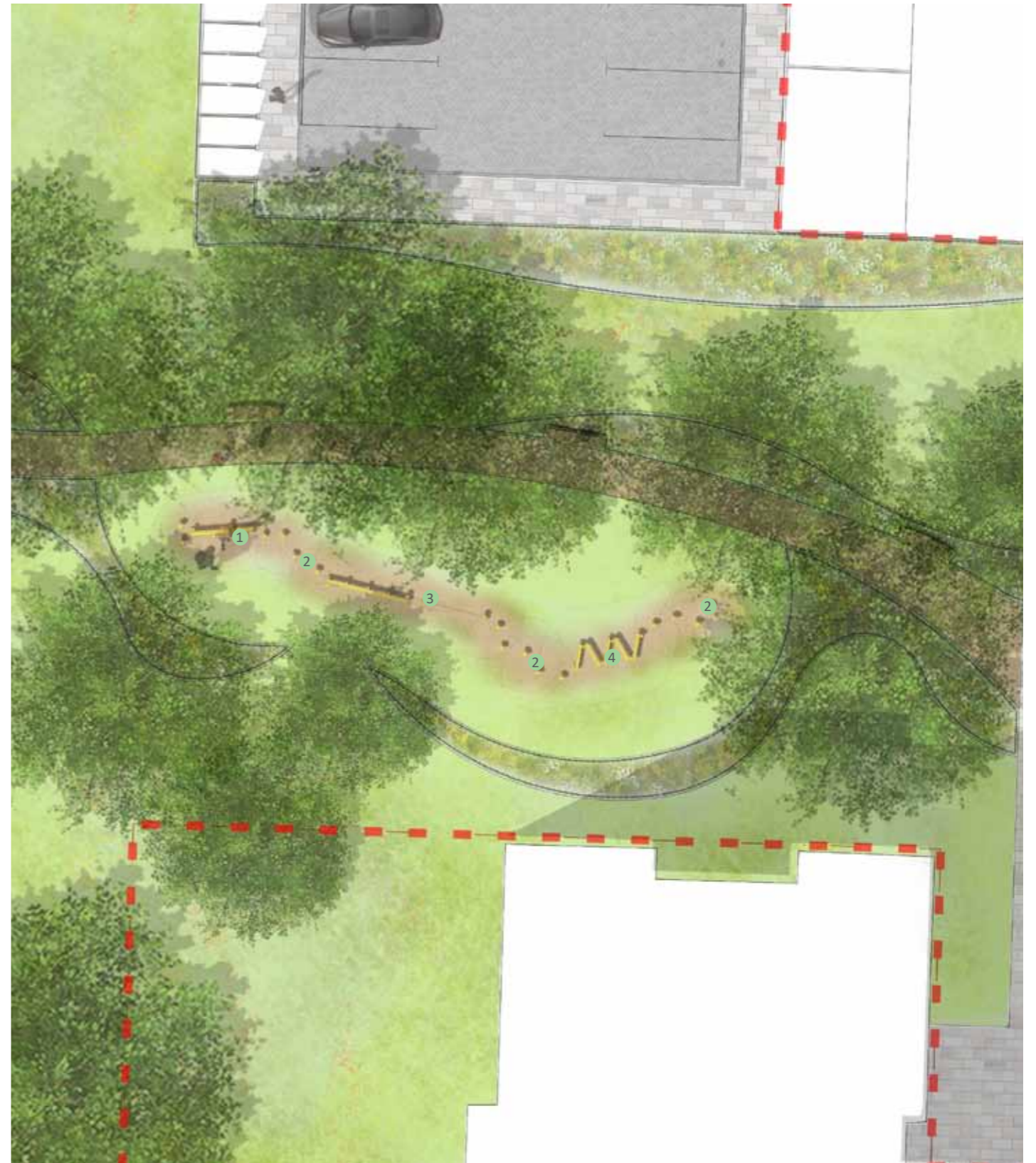


Area 2 - Natural play is provided in the form of simple low-key play elements such as log walk, low balancing beams, swinging steps etc integrated within the existing open space. These simple interventions will create a variety of spaces within the estate with multiple play opportunities and will allow parents with small children to access play in a supervised and safe way.

The play elements will be installed on existing grass surface and are chosen considering the minimal impact on the existing trees.



- 1. Inclined Twinnie
- 2. Log walk
- 3. Swinging steps & rope walk
- 4. Zig-Zag Stepper





## 6.8. FURNITURE STRATEGY

Through out the home-zone, series of linear benches in white concrete with timber top are placed to provide continuity and enhance the community experience.

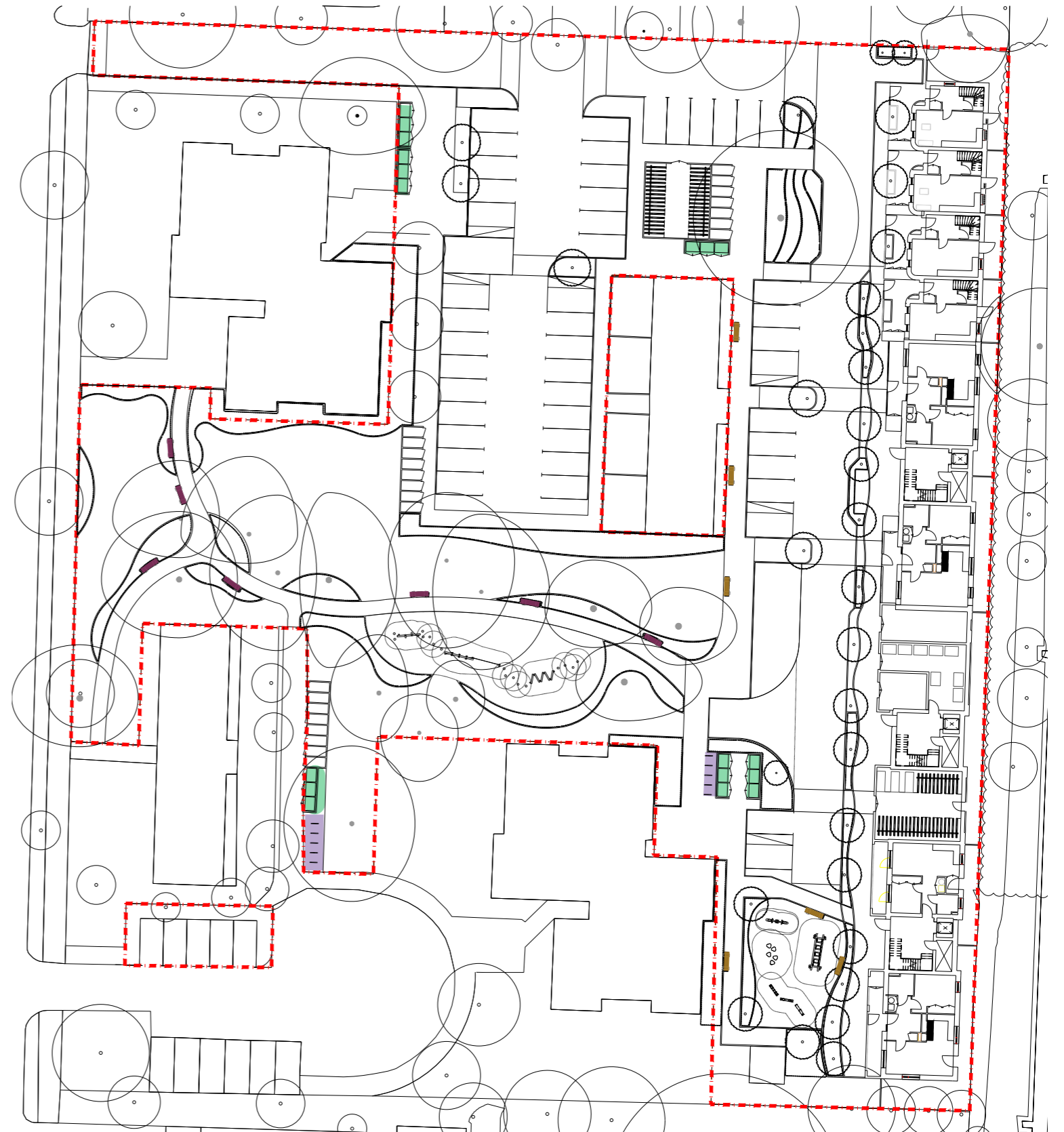
Seating is also provided close to the both play areas and along the new footpath within the existing open space.

To encourage sustainable living, the scheme provides 24 short stay cycle parking spaces in two locations. Long stay bike provision is provided within the new development and an independent cycle/storage unit is provided adjacent to existing block 81 to 88.

Bin stores and new storage units will also be provided to replace the old units. These will be installed with biodiverse roofs to enhance biodiversity.



1. Concrete bench with timber top
2. Short stay cycle parking
3. Bin stores with biodiverse roofs





## 6.9. LIGHTING STRATEGY

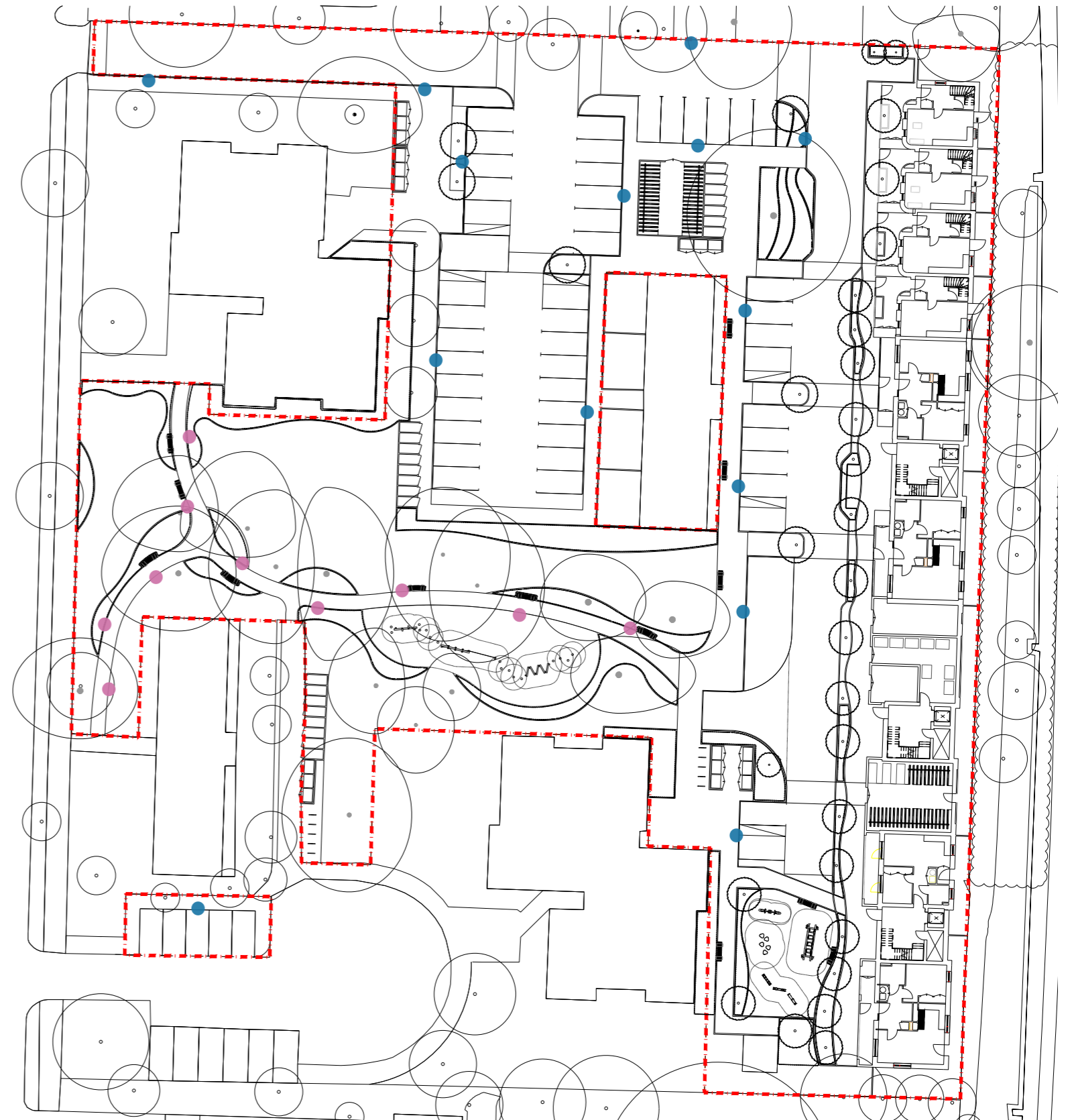
To make the public space between the buildings welcoming and safe for people using them at night as well as day, they must be sufficiently well-lit.

The lighting proposals will provide lighting to the new street, car park and proposed footpath within the existing open space.

Through out the home zone, street light columns will be provided at regular intervals.

The proposed footpath within the existing open space is lit using bollards to meet the secure by design principles.

For further details, please refer to the lighting report.



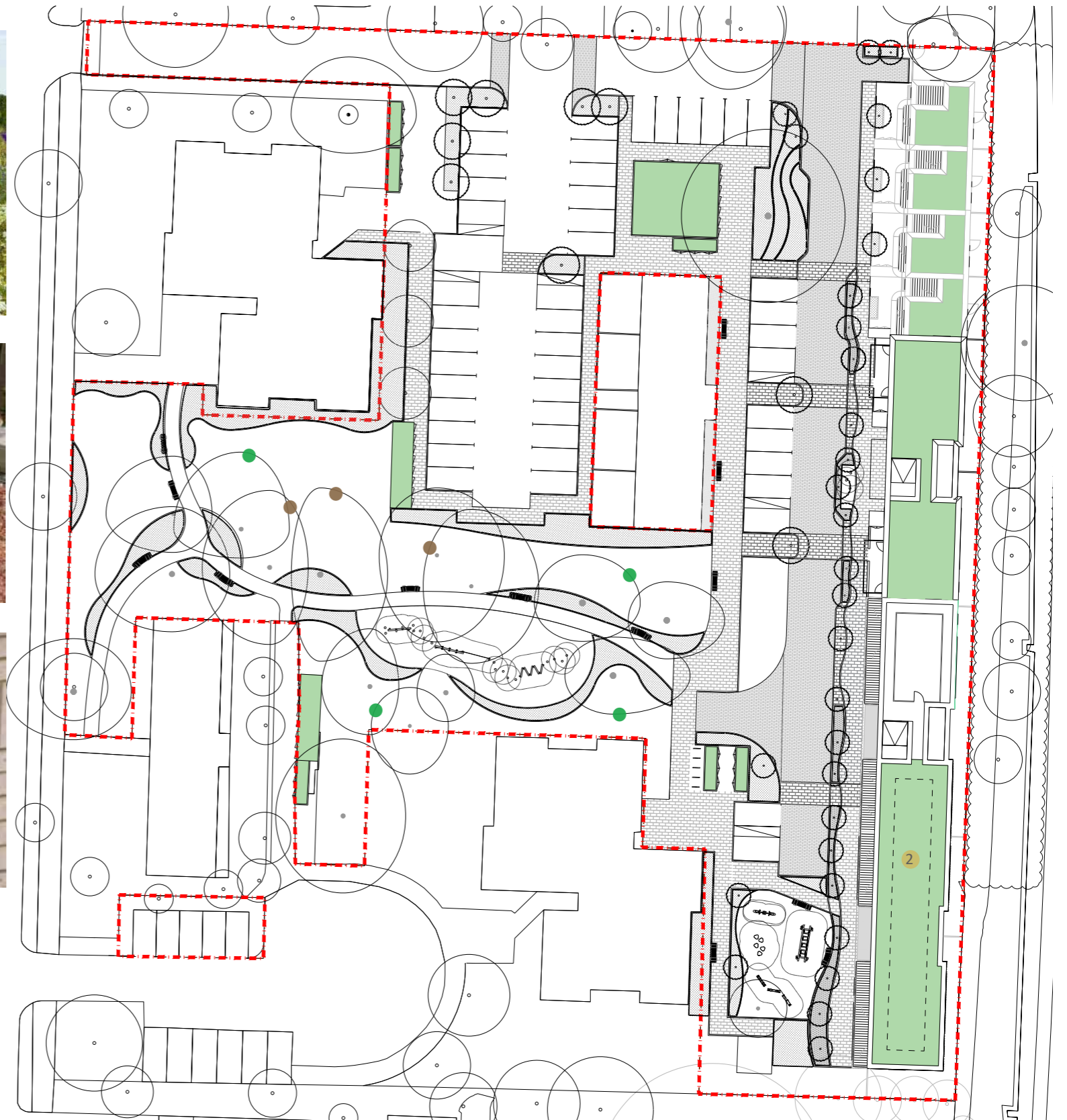
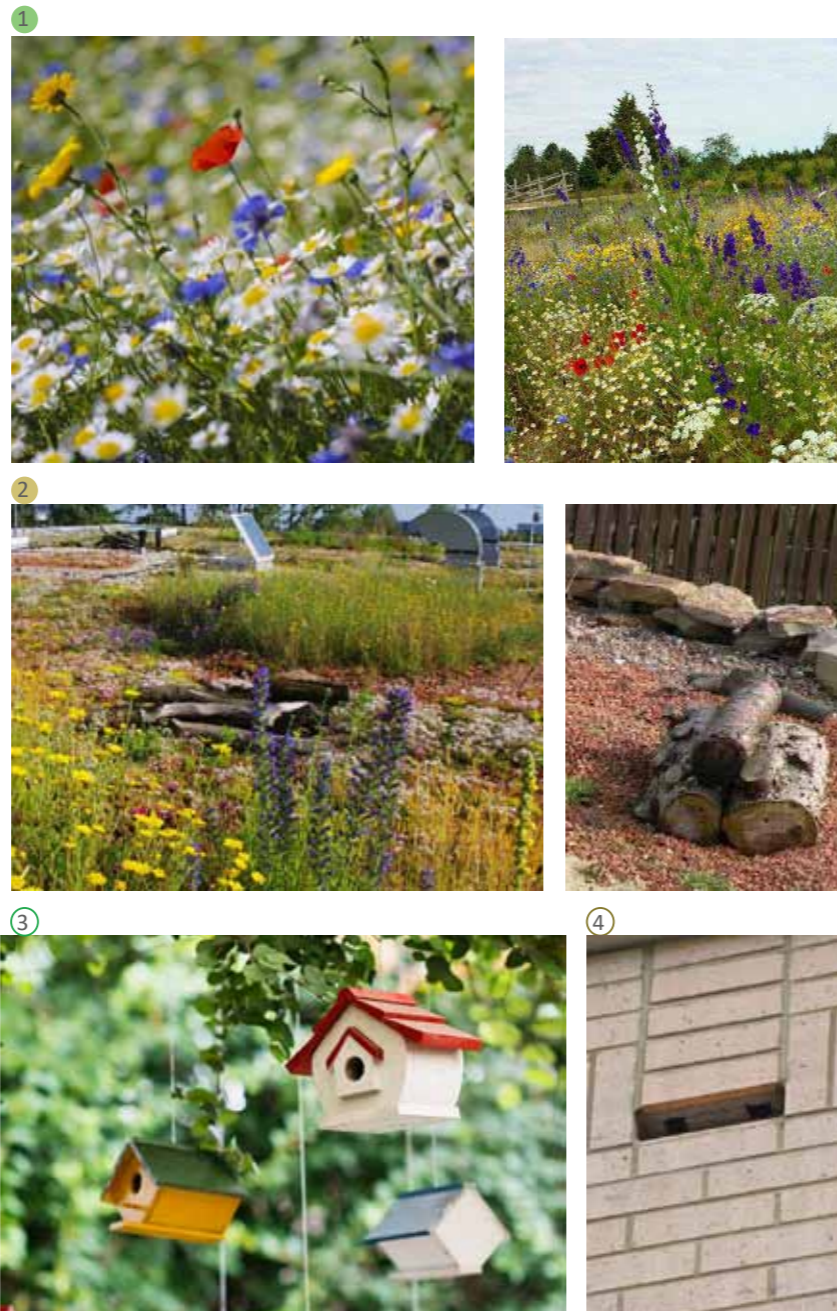
1. Light columns along the home-zone
2. Bollard lighting to new footpath within existing open space



## 6.10. BIODIVERSITY STRATEGY

An ecological appraisal undertaken by WYG in August 2020 identified a number of existing habitats on the site to include recently felled broadleaf woodland, introduced shrub, scattered trees, species-poor and amenity grassland. Following recommendations in the Ecological Assessment a biodiversity strategy has been developed with reference to the NPPF and Wandsworth Local Plan Core Strategy (2016) as follows:

- Gardens and green space have been included in the development;
- Planting of native species and flowering species of herbaceous vegetation, shrubs and trees, including fruiting trees to provide food and encourage nesting birds and invertebrates. A full list of proposed plant species is given in section 6.6 of this Landscape and Public Realm Chapter;
- The design of the open space encourages connectivity of green space within the development, benefiting from existing green space but introducing new where possible;
- Proposals include the introduction of planting beds, rain gardens, meadow planting and native tree planting within the access road and pathway as well as within the existing open space;
- Introduction of biodiverse roof gardens planted with native and flowering species suitable for roof garden environments;
- Installation of bat and bird boxes. Bat boxes and bird boxes will be introduced on the existing mature trees which are retained as part of the proposals; and
- Lighting of roads and footpaths to minimise night-time impacts on foraging and nesting bats.



1. Biodiverse roof mix
2. Log piles
3. Bird boxes
4. Bat boxes



## 7. ACCESS

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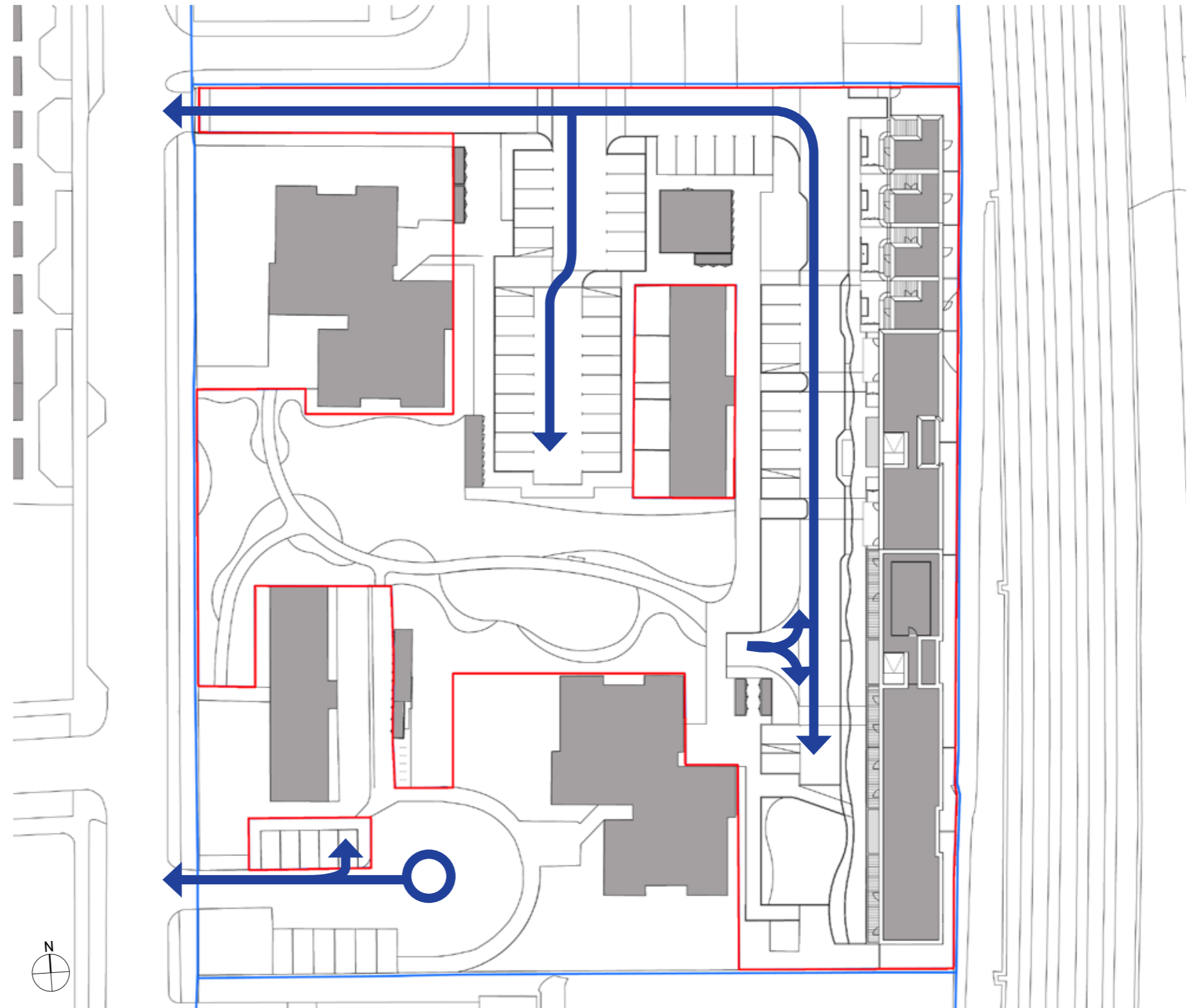
THE ALDERS  
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## 7.1. VEHICLES

The main vehicular access for the proposed buildings is to the northern edge of the site. This entry gives access to the central parking area and new access road to the new buildings along the eastern boundary. A turning head is provided to enable all vehicles to turn safely.

The southern access to the Alders is to be maintained as existing with the addition of five new parking spaces. This entry only gives access to the existing southern blocks.



Ground floor access diagram

← Vehicular entrance

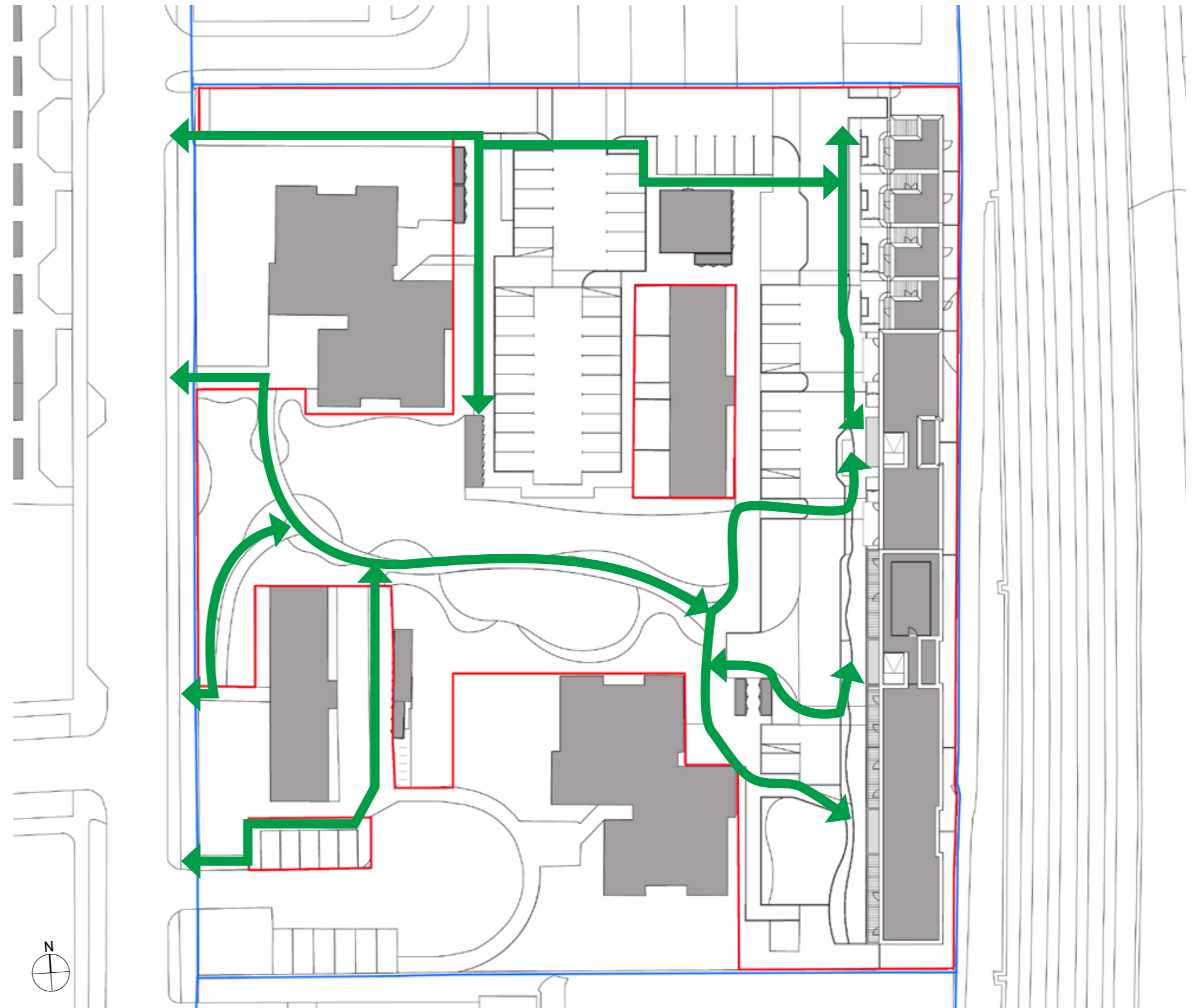


## 7.2. PEDESTRIANS

Pedestrian access has been improved across the estate so there are more convenient routes from the front to the rear without having to follow the access road.

Ground floor access diagram

 Pedestrian Access







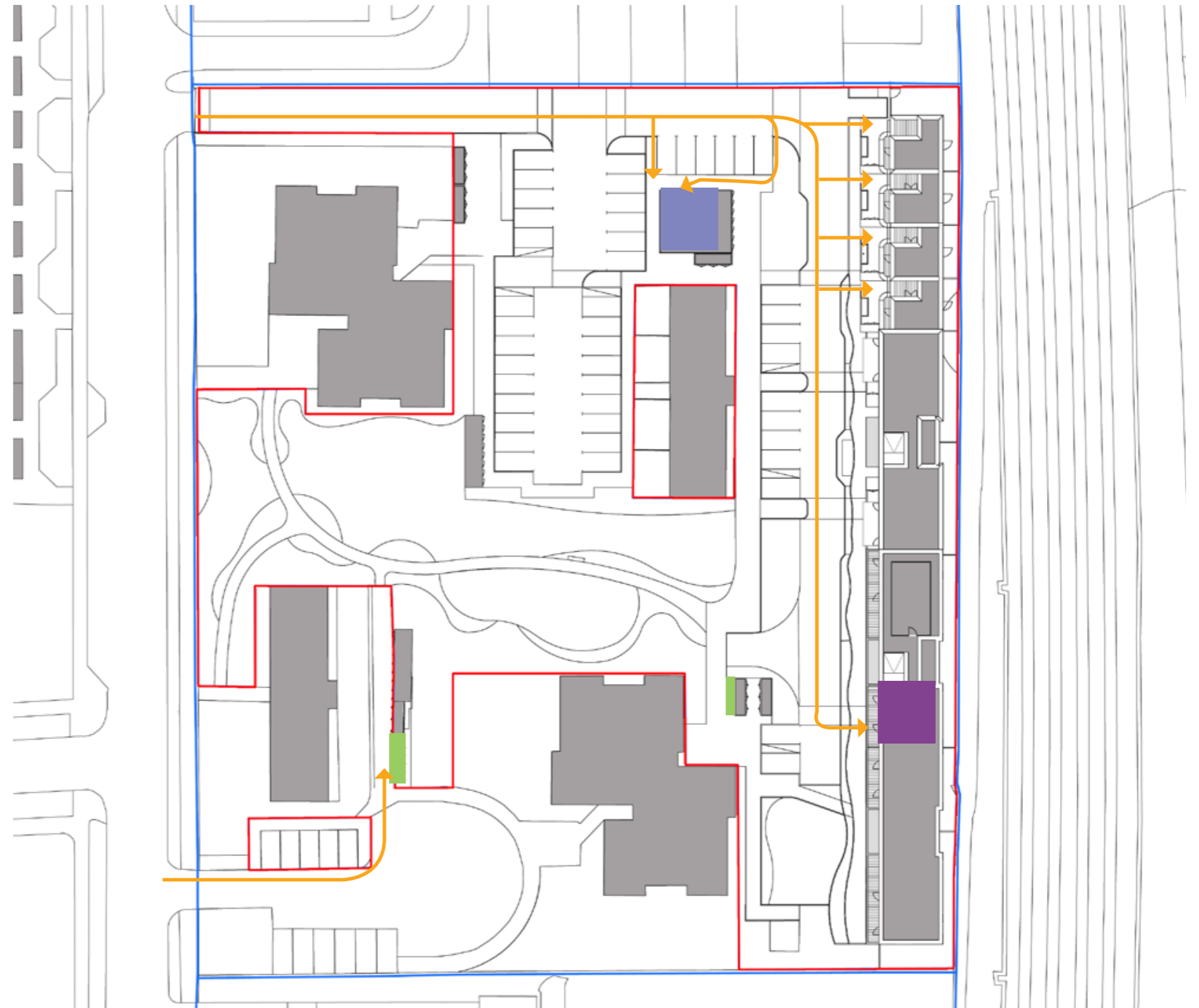


### 7.3. CYCLISTS

Cyclists can access the estate via the same entry points as vehicles. Cycle stores and hoops are provided around the estate for visitors and residents to use, with a new cycle store provided for new residents and an enhanced long stay store for existing residents.

Ground floor access diagram

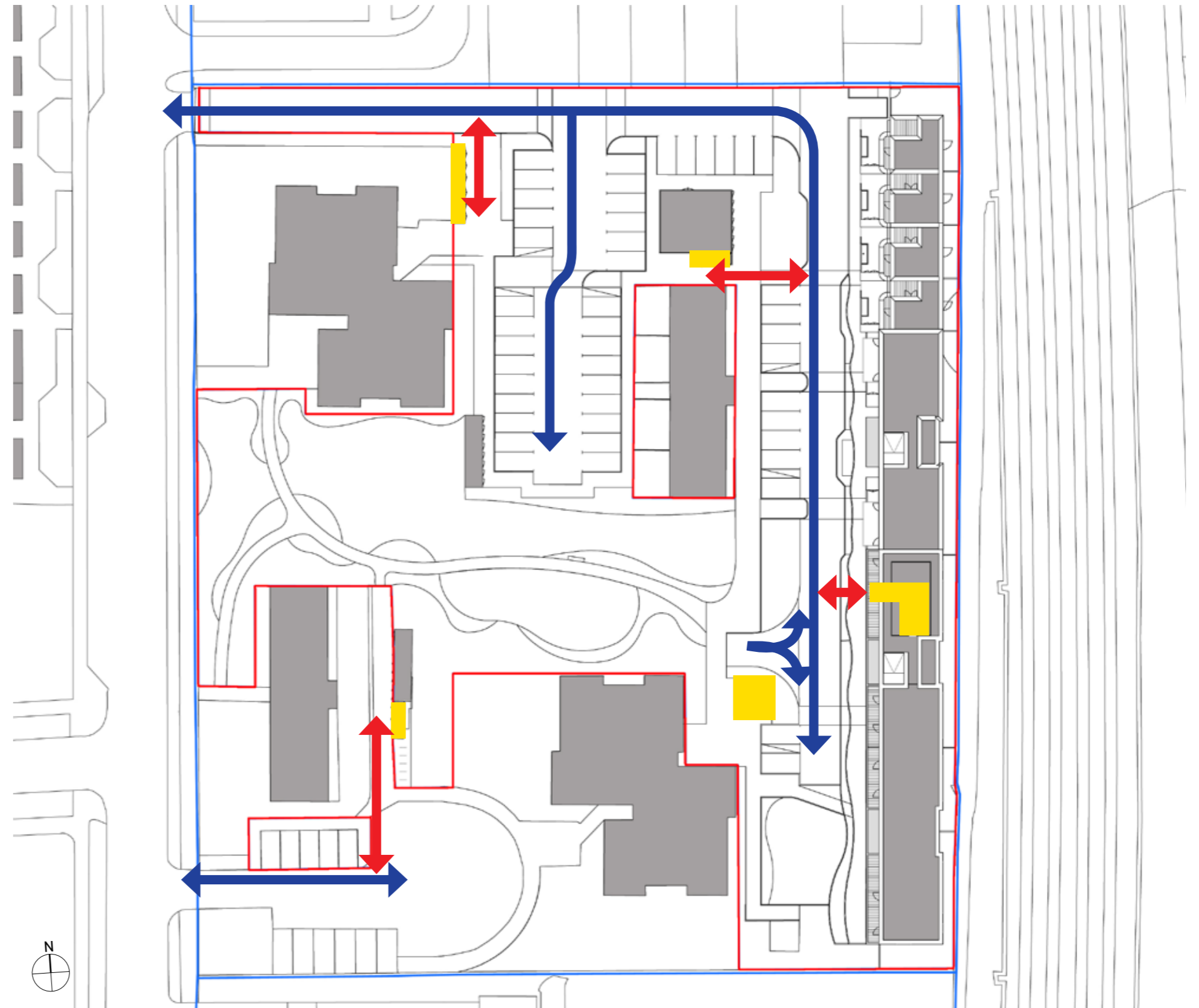
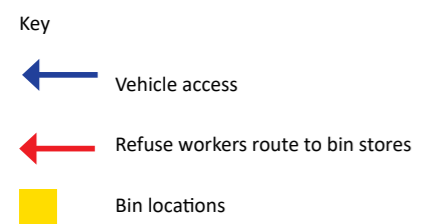
-  Vehicular entrance
-  Short stay cycles
-  Long stay cycles for existing residents
-  Long stay cycles for new residents





## 7.4. DELIVERIES AND REFUSE

Refuse vehicles can use the main entry points for the estate and drive up to within 10m of each new bin store.





## 7.5. SECURED BY DESIGN

Residents access to the main entrances and facilities will be controlled via a keyfob security system. This allows residents to safely access the building and any lost or stolen fobs can have access permissions removed.

Residents of the 1B2P Wheelchair units and Townhouses will have their own front doors directly to the outside and facilities within their curtilage so will not require a keyfob to the main entrances and facilities. Townhouses will not have access to the cycle store but the 1B2P Wheelchair flats will.





The cycle store within Block B will be controlled by the residents key fob. This is to reduce the theft risk should unauthorised persons gain access via the external door.

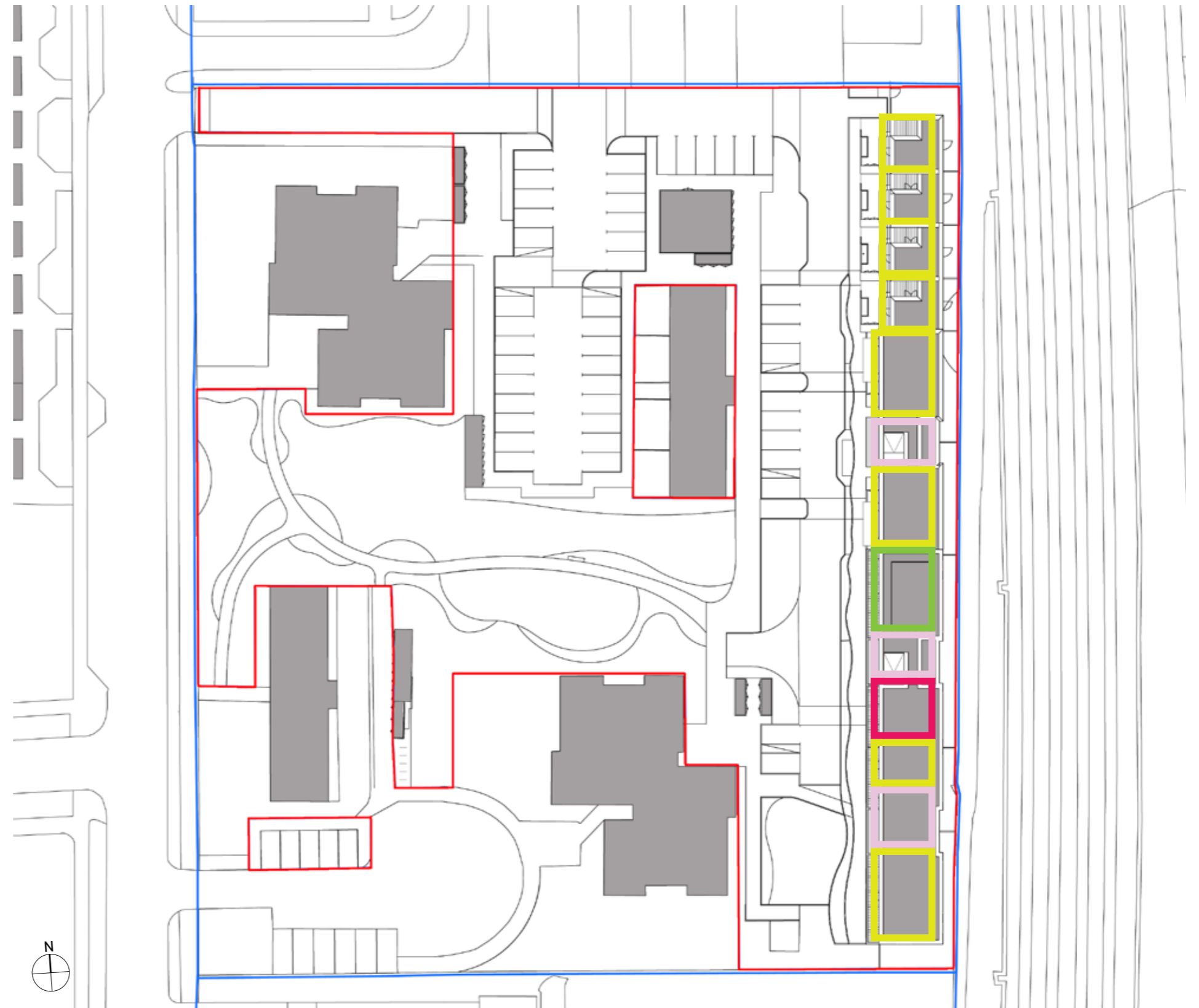
Access to the plant rooms will be by authorised personnel only and controlled by the Council as the owner of the building.

CCTV is to be positioned around the outside of the new buildings to surveil the immediate area around the building and each entry point.

The buildings themselves are orientated so that passive surveillance by residents is possible to the new landscaped areas and the formal childrens play areas.

### Ground Floor Key

-  Access allowed through estate manager
-  Access for residents via fob
-  Access for cycles/storage via key
-  Access to dwelling via private key





## 8. ENERGY AND SUSTAINABILITY

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THE ALDERS  
DESIGN AND ACCESS STATEMENT



## 8.1. ENERGY STRATEGY

The energy strategy has been developed by CBG Consultants to comply with The London Plan Reduction in Carbon Emissions, the draft New London Plan Intend To Publish policies, Wandsworth Borough requirements and Building Regulations requirements.

Carbon savings have been demonstrated using the London Plan “Be Lean, Be Clean, Be Green” hierarchy:

- Be Lean: High specification of building fabric and energy efficient services to minimise energy demand, including Mechanical Ventilation with Heat Recovery (MVHR).
- Be Clean: The site is not currently suitable for a local CHP system or connection to a district network. Therefore, no carbon savings are possible using this measure (although connection to a network in the future will be possible).
- Be Green: The heating and hot water for the dwelling will be provided by Air Source Heat Pumps (ASHPs) with additional carbon offset from photovoltaics.

As mentioned in the Be Lean point above, the building fabric u-values and air tightness target has been enhanced over baseline building regulations notional values to help reduce energy demand:

Thermal Element	U-value (W/m <sup>2</sup> K)
Walls	0.15
Ground floors	0.11
Exposed floors	0.11
Roof	0.11
Solid door	1.00
Window (glass and frame)	1.30

Air permeability target of 3 m<sup>3</sup>/m<sup>2</sup>/hr (@50pa). The development is designed to exceed 35% on-site carbon reductions.

Please refer to the Energy Statement by CBG Consultants submitted with this application for further detailed information.



View of Townhouses and Block A looking East



## 8.2. SUSTAINABILITY STRATEGY

### Climate Change Mitigation

#### Minimising Carbon Emissions

The development has been designed in accordance with the Be Lean, Be Clean, Be Green energy hierarchy. Full details are provided in the Energy Statement written by CBG Consultants.

#### Decentralised Energy

There are no nearby existing heat networks to connect to, however the proposal includes a community heating system within the building which will enable connection to a heat network in the future. Full details are provided in the Energy Statement written by CBG Consultants.

#### Renewable Energy

A low/zero carbon feasibility study (part the of the Energy Statement by CBG Consultants) concluded that the use of air-source heat pumps and photovoltaics are suitable technologies for the development and have therefore been included within the design. Full details are provided in the Energy Statement written by CBG Consultants.

### Climate Change Adaptation

#### Overheating

The scheme has been designed to comply with the London Plan's overheating requirements, details of this are contained in the separate Overheating Report written by CBG Consultants.

#### Urban Greening

The landscape scheme is designed along Living Street Principles. This is incorporated with new tree planting along the street and planting pockets at regular intervals. There will also be new planting to the existing open space and new play area, which will further contribute towards biodiversity. Green roofs are proposed for the roof of the townhouses and the four-storey and six-storey block of flats at the Alders in addition to the substation/stores/bin stores.

WYG have provided a detailed planting strategy and hard landscape strategy along with drawings as part of the planning submission.

#### Flood Risk Management

The proposed development is in Flood Zone 1 which means it has a low probability of flooding from rivers, surface water, sewers, groundwater, and reservoir failure.

#### Sustainable Drainage

A SuDS Assessment and Foul Drainage Assessment has been prepared by WYG. The report concludes:

- It is proposed to discharge surface water runoff to the existing combined sewer within Aldrington Road at a rate of 3.5 l/s and this has been accepted by Thames Water.
- The proposed drainage system including rain gardens, underground attenuation and the use of permeable paving in order to retain runoff generated by rainfall events up to the 1 in 30 year return period event.
- Foul flows from the proposed buildings will be discharged to the existing combined sewer in Aldrington Road and this has been accepted by Thames Water.

#### Water Use

The dwellings will be designed to minimise water consumption to help prevent water scarcity. As this is a residential development, low-flow sanitary ware and appliances will be specified to comply with the 105 litre per head per day target.

### Materials and Waste

#### Construction waste

Contractors will be encouraged to re-use suitable demolished materials in the construction of the new buildings to reduce the amount of waste material being removed from the site. Contractors will also be encouraged to reduce waste from new construction materials.

#### Procured materials

Use of sustainably sourced and recycled materials will be used where possible.

This will be developed further at the next design stage.

#### Air Quality

Combustion processes, such as gas boilers and CHP engines, emit nitrogen oxides (NOx) which contribute to London's poor air quality and have negative health impacts. This has been considered when determining the heating strategy and combustion processes are not proposed. Further details can be found in the Energy Statement written by CBG Consultants and the Air Quality report written by WYG.



## 9. APPENDIX

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THE ALDERS  
DESIGN AND ACCESS STATEMENT



## 9.1. BUILDING FOR LIFE

How the project is assessed:

<b>Green</b>	The scheme meets the criteria of the question under consideration.
<b>Amber</b>	An element may need more work or cannot reasonably be resolved by the design team.
<b>Red</b>	An element of the scheme is unsatisfactory and needs to be reconsidered.

	Question	Score	Scheme Analysis
<b>1</b>	<b>Connections and scale</b> Does the scheme respond to the scale of its surroundings, respect existing view corridors (or create new ones), and reinforce existing connections and make new ones where feasible?	Green	The scheme is carefully matched to the scale of its surroundings. The heights of the blocks and the townhouses reflects the immediate context, ranging from the three storey blocks on the neighbouring Aldrington Estate and the four storey and six storey blocks within the existing Alders Estate. Existing connections are enhanced by creating a new pedestrian route through the site to connect the rear of the site with Aldrington Road. The existing main vehicular access is being improved by removing parking bays to enable easier access for residents and service vehicles.
<b>2</b>	<b>Facilities and services</b> Does the development provide (or is it close to) community facilities, such as shops, schools, workplaces, parks, play areas, pubs or cafes?	Green	The site is close to Streatham High Street which provides numerous shops, workplaces, pubs and cafes 10 minutes walk away. A local convenience shop is very close to the site on Colson Way, 2 minutes walk away. There are three nursery schools nearby within a 5 minute walk of the site and one primary school 10 minutes walk away. The site is 5 minutes walk away from Tooting Bec Common, Lido and Athletics Track facilities. The development will provide two children's play areas.
<b>3</b>	<b>Public transport</b> Does the scheme have good access to public transport to help reduce car dependency?	Green	The site has a PTAL rating of 2, and is served by a number of buses from Tooting Bec Road and Mitcham Lane. The site is surrounded by a variety of National Network and London Underground train stations, all easily accessible on foot or by bus: Streatham Hill, Streatham, Streatham Common and Tooting Bec, all within 20 minutes walk.
<b>4</b>	<b>Meeting local housing requirements</b> Does the development have a mix of housing types and tenures that suit local requirements?	Green	The mix has been developed with the client, Wandsworth Borough Council, to deliver family homes and those suitable for downsizers. The scheme is 100% London affordable rent which has been tested against Wandsworth's need in the area. Accessible M4 Category 3 homes have been proposed in 1 bed 2 person sizes reflecting the need in the borough.



5	<p><b>Character</b></p> <p>Does the scheme create a place with a locally inspired or otherwise distinctive character?</p>	Green	<p>The existing buildings on the estate do not have any detailed facades or features so we have used the surrounding local context to inform the design of the townhouses and the taller blocks. There are a number of balcony styles in the area and we have used this to define and create distinction between the new buildings. Two brickwork colours have been chosen which responds to the existing blocks being two different colours within the existing estate. The new street which is created at the rear of the site is similar to the neighbouring estates.</p>
6	<p><b>Working with the site and its context</b></p> <p>Does the scheme take advantage of existing topography, landscape features (including water courses), trees and plants, wildlife habitats, existing buildings, site orientation and microclimate?</p>	Green	<p>The majority of the existing mature trees on the site are being retained due to their quality and visual amenity. We are weaving a new landscaped route between the central green space and trees to provide a better pedestrian connection with the main road. The new buildings are positioned parallel with the existing building orientations and the wind and microclimate has been analysed to ensure the environment between and around the new buildings is acceptable. Green roofs are provided to all roof areas to enhance biodiversity on the site.</p>
7	<p><b>Creating well defined streets and spaces</b></p> <p>Are buildings designed and positioned with landscaping to define and enhance streets and spaces and are buildings designed to turn street corners well?</p>	Green	<p>The new street has been designed with 'living street' design principles using planting and trees to define vehicular, pedestrian and shared surface zones. The hard surfacing is designed to be level across the whole homezone area so it can allow for flexible use while rain gardens and planting help to define the limits for vehicle movements and pedestrian only access. The buildings front onto this new street</p>
8	<p><b>Easy to find your way in and around</b></p> <p>Is the scheme designed to make it easy to understand the links between where people live and how you access the building, as well as how you move through it?</p>	Green	<p>There are clear main access routes and the entrances to the buildings are signposted with planting and canopies. The new living street clearly defines the homezone and where pedestrian and vehicle access is separated. The landscaped areas connect to the existing green space on the estate enabling new routes through the estate</p>
9	<p><b>Active streets</b></p> <p>Does the development engage with the street so passers-by will understand the movement between the building and the street, and is there an obvious visual link between inside and outside?</p>	Green	<p>As the new buildings are at the rear of the site, some distance from the road, the main activity for passers by will be around the existing vehicular access points and the new pedestrian route which is being created. The additional seating and children's play area helps to activate the estate from the road and defines a clear route through the estate to the new buildings which all have ground floor dwellings and entrances facing the new living street.</p>

<p><b>10</b></p>	<p><b>Cycle and car parking</b>  Will the development be likely to support and encourage cycling by providing cycle storage which people can use with confidence? Where parking is provided, is this easy to use? Are accesses to car parking designed not to impact on those not in cars? Are entrances to car parks over-engineered, visually obtrusive or obstructive to pedestrians and cyclists?</p>	<p>Green</p>	<p>Cycle storage is provided on the ground floor within the new development which is easy to access and provides multiple different storage solutions including double-stacked racks and cycle hoops. There is also an enhanced cycle store for existing residents providing over triple the previous cycle storage provision on the existing estate.  Car parking makes use of the existing vehicular access point and separates vehicle movements from the main cycle and pedestrian routes.</p>
<p><b>11</b></p>	<p><b>Shared spaces</b>  Is the purpose and use of shared space clear and is it designed to be safe and easily managed? Where semi-private or private spaces are created, are these clearly demarcated from the public realm?</p>	<p>Green</p>	<p>The new landscaped areas around the buildings are public shared spaces with new children's play space, seating, trees and planting to integrate it within the estate and the pedestrian routes through. The new street and landscaped areas can be overlooked by the new and existing buildings for added community safety.</p>
<p><b>12</b></p>	<p><b>Private amenity and storage</b>  Are outdoor spaces, such as terraces and balconies, large enough for two or more people to sit? Is there opportunity for personalisation of these spaces? Is waste storage well integrated into the design of the development so residents and service vehicles can access it easily whilst not having an adverse impact on amenity for residents.</p>	<p>Green</p>	<p>All balconies and terraces meet the Wandsworth's enlarged sizes stated within their local policy which increases the required sizes for private amenity beyond that of the London Plan. These larger spaces provide ample room for seating and personalisation.  Refuse storage has been integrated to the ground floor of the taller blocks for the eurobins which opens onto the vehicular access area for ease of collections. The townhouses are provided with their own domestic bin stores within a defensible space outside of their front doors. The existing refuse stores for each existing building are to be replaced with new green-roofed stores which will be able to house all of the existing bins.  New storage sheds for use by existing residents are also being re-provided within the site as existing sheds are being removed to make way for the new</p>



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