

# 3.0 Design

## 3.7 Appearance

### 3.7.3 Materials

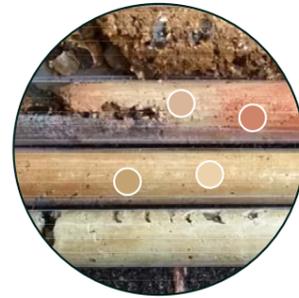
#### Policy Compliance

- The scheme design, including materials and elevation treatment, and also the proposed height, the landscaping proposals and building setbacks, result in a scheme which embodies the principles of good design which are set out under **Policy DM10**. The development proposals have furthermore taken into account the amenity of occupants and neighbours as required in **DM10**.

#### Inspired By Site Geology & Existing Context

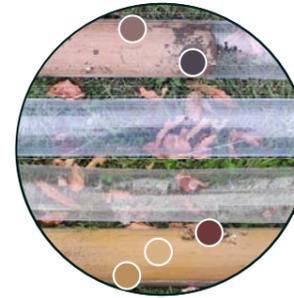
The unique site geology and the existing brick buildings (Rowan House & Boiler House) inspire the selection of masonry and metal cladding colours. Studies of the sites ground geology from borehole samples reveal the presence of London Clay to the western half of the site and the eastern half of the site reveals the presence of Lambeth Group / Lambeth Sand.

#### London Clay

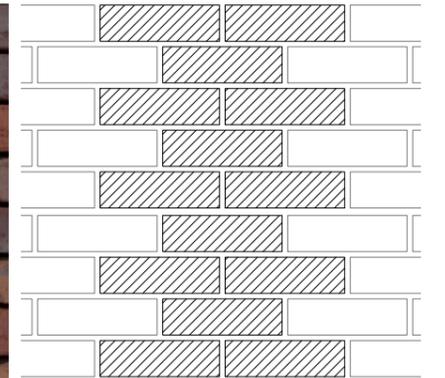


Brick B Natural

#### London Clay

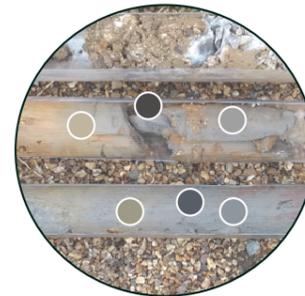


Brick A Red



Stretcher Brick Bond

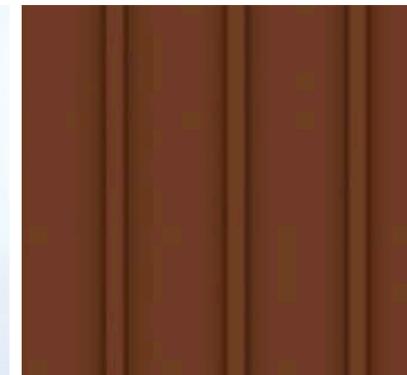
#### Lambeth Group



Brick D Grey



Glazing to apartment windows



3mm PPC aluminium cladding with standing seam

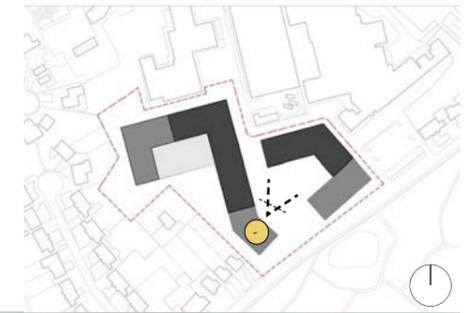
#### Amount of Cladding

A warmer colour with red hue is proposed for the metal cladding, which makes up less than a quarter of the total facade area.

### 3.0 Design

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##### 3.7.4 CGIs

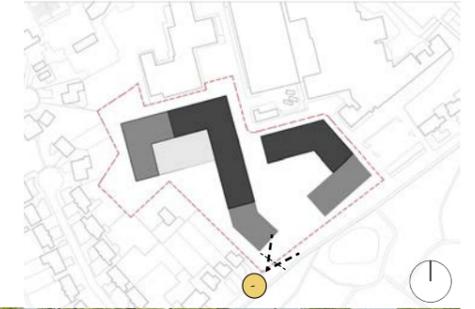


**View 1 - Aerial view looking East into the public landscaped plaza**

## 3.0 Design

### 3.7 Appearance

#### 3.7.4 CGIs

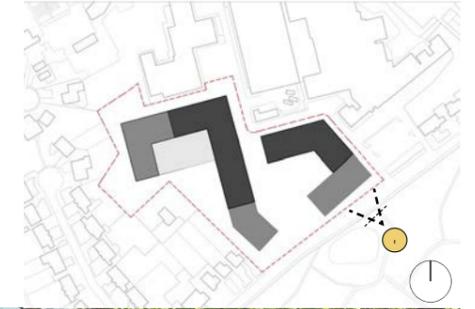


**View 2 - Woodcote Green Road looking East**

## 3.0 Design

### 3.7 Appearance

#### 3.7.4 CGIs



**View 3 - Looking North from Millennium Green Road**

## 3.0 Design

### 3.7 Appearance

#### 3.7.4 CGIs

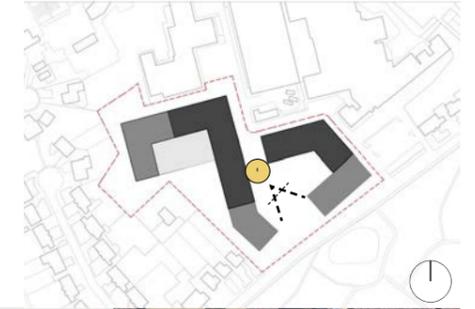


**View 4 - Aerial view looking West into the public landscaped plaza**

## 3.0 Design

### 3.7 Appearance

#### 3.7.4 CGIs

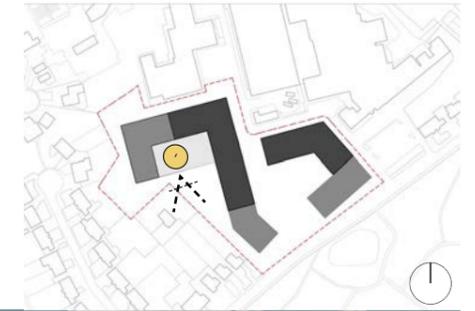


**View 5 - Looking South from the proposed public landscaped plaza**

## 3.0 Design

### 3.7 Appearance

#### 3.7.4 CGIs



**View 6 - Looking South from proposed Building A sensory garden**

# 4.0 Access & Maintenance

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## 4.0 Access & Maintenance

### 4.1 Access Statement

#### Introduction

This access statement was developed in line with the CABE publication 'Design & Access Statements, How to Write, Read, and Use them'.

#### Policy approach;

The following documents were used as fundamental design references for the design of Guild Living @ Epsom later living community:

- Part M of the Building Regulations Approved Document M - Access to and use of buildings: Volume 1 - Dwellings (2015 edition incorporating 2016 amendments)
- British Standards Institution's revised Code of Practice BS8300:2009 'Design of Buildings and their approaches to meet the needs of disabled people'
- Equality Act 2010
- Guild's research into later living and impact on loneliness with Prof. Malcolm Johnson at University

#### Planning Policies and Design Regulations

- **NPPF (July 2019)** Government's planning policies.
- Epsom and Ewell Core Strategy (2007) **CS6, CS8, CS16**
- Epsom and Ewell Revised Sustainable Design Supplementary Planning Document
- Development Management Policies (2016) **DM36**
- Department for Transport Manual for Streets (March 2017)
- Surrey County Council Vehicular and Cycle Parking Guidance (January 2018)
- Surrey County Council Travel Plans – A Good Practice Guide for Developers (July 2018)
- Waste (England and Wales) (Amendment) Regulations 2012
- The Environmental Protection Act 1990 s 34(1)

- Building Regulations Approved document H6
- WRAPs Designing out Waste Principles
- City of Westminster 'Recycling and Waste Storage Requirements'
- Care Quality Commission (CQC)

#### Consultation

Consultation and sign off on accessibility for the various building demographics has taken place with:

- Ann Sawyer, Access=Design - access consultant
- Keith Reynolds, Hammond Care - CQC Compliance to care floor
- Christian Bucknall, ORSA - CDM Principle Designer

Significant ongoing consultation and coordination takes place with interior design team, Marchese Partners Interiors who have international experience in specialist accommodation for older people.

#### Access

Guild Living, Epsom can be accessed by a wide range of means and therefore is easily accessible to all users. The building can be accessed by foot, public transport, car, bicycle and wheelchair & mobility scooter. Cycle and wheelchair/electric buggy storage is provided on the lower ground floor of each of the buildings, with easy access from there to the rest of the building via a choice of lift or stairs. Level pathways circulate the external areas to allow staff and residents to safely and securely navigate around and through the building.

The proposal will be predominantly for older people however the design has also considered a range of people and their experience. Ground floor commercial and residential amenities assist in creating active frontages within the proposed development, including; cafe, communal restaurant, wellness centre, small retail shops, community hub and a central landscape plaza, serving the resident community, local neighbours and visitors & staff of Epsom hospital.

#### Approach

Ground floor West Building is the primary route of arrival for residents and visitors. This is a secure covered porte-cochere drop off area with level threshold access into the main reception and community hub central to the development that is visible and appropriately lit with a feature coffered ceiling for security and safety. The members of the public will access the majority of the site through the public landscaping, with commercial frontages activating the landscaped public plaza.

The pathway to the entrance is hard surfaced and level to allow for easy wheelchair access. Seating/resting opportunities are provided along and amongst the landscaping for people of different age groups, stamina, fitness levels and any parents with children passing through or utilising the on-site child care amenity. A clear later living wayfinding design will be developed over RIBA Stage 3 & 4 to ensure legibility of design.

A secondary entrance is offered to the central community hub lobby arrival if residents wish to bypass the vehicular drop off / porte-cochere. All building cores have direct access to the landscaped public realm to allow the dignity and privacy that comes with a "bad day" scenario in later living design principles.

The design simultaneously encourages social and intergenerational interaction, both with resident community members and wider members of the neighbouring community, hospital staff and hospital visitors who come to enjoy the amenities of the main public landscaped plaza. Resident members can also seek areas for reflection and privacy within the design of internal and external spaces depending on mood and how resident members wishes to engage with the community.

#### Service & Deliveries

Deliveries, servicing and maintenance to the proposed site are focused away from the main pedestrian routes and public landscaped spaces.

The West Building uses the new private carriageway along the western boundary to access the carpark, service and delivery drop off areas and the East Building use the NHS service carriageway which runs around the east and north facing elevations - service lay-bys [within the development demise] off the NHS carriageway allow service, maintenance and delivery vehicles to stop without obstructing the NHS facilities.

#### See access diagrams and site transport strategy.

The refuse services to the building including the bin store are all located at grade with level thresholds to ensure ease of building management in moving 1100 litre eurobins across the site on collection days. Refuse will be collected from a single point from each building. The refuse truck will not be required to navigate through open public landscape areas to access the buildings.

#### Emergency Services

Firefighting services will access the building from each and every core, and a clear access route to allow emergency access to each building will be designed into the landscaping, allowing for adequate turning and reversing of fire emergency vehicles. Both the West and East buildings on the proposed site can be accessed from both Woodcote Green Road and the NHS service carriage way. Each and every core serving a building heights of 18m or more, will have dedicated dry riser access with inlet boxes clearly visible from the public realm.

#### Building Entrances

The design for main entrances to each building integrates the use of double doors fully compliant with Approved document Part M Category 3 and are clearly visible when approaching the building from all public pedestrian links.

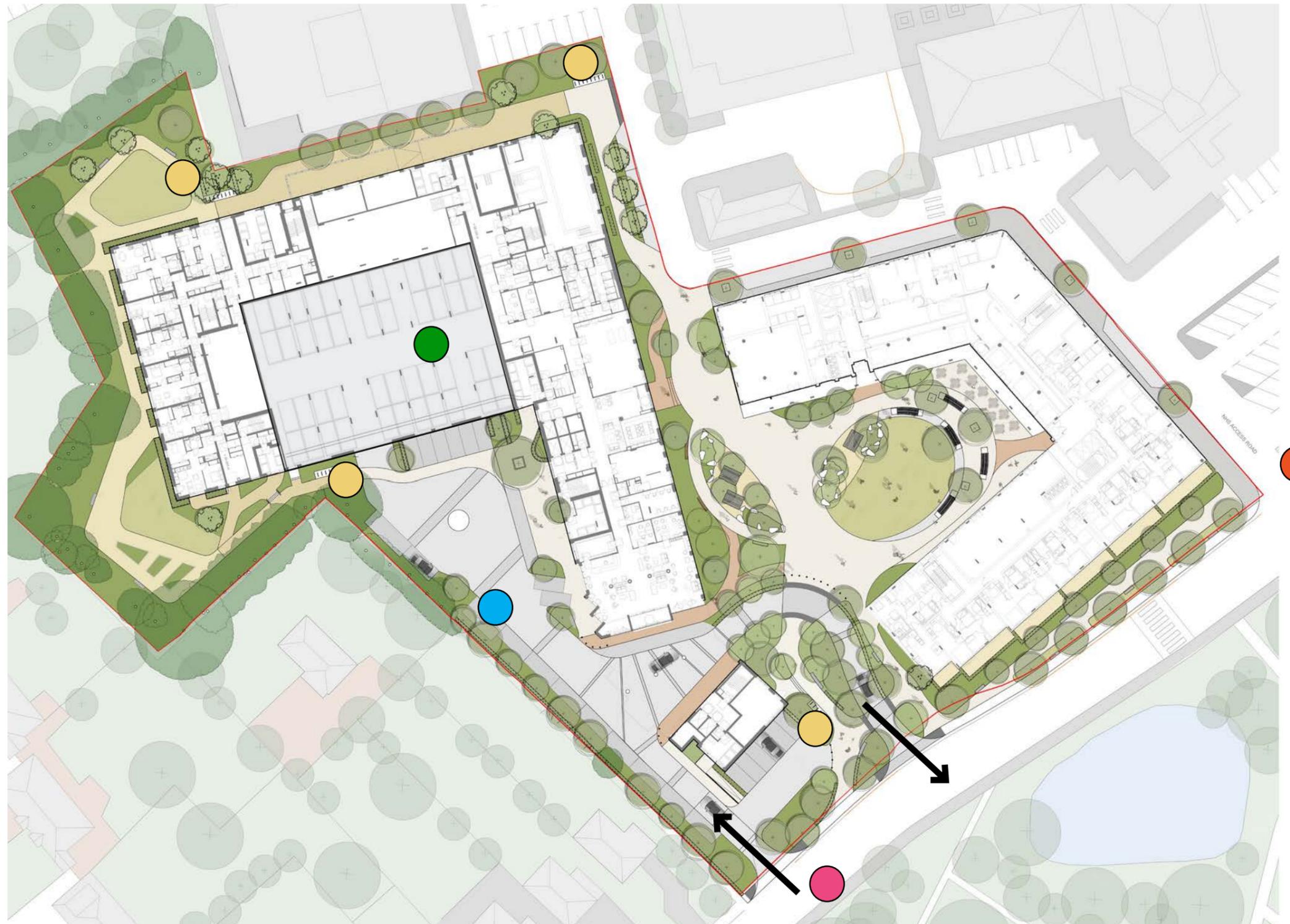
Circulation routes through the buildings are designed to allow ease to older residents as they navigate around the building.

# 4.0 Access & Maintenance

## 4.2 Overview



- 1 156 Car Parking Spaces
- 2 132 concierge/valet spaces are blue badge compliant
- 3 EV charging provided to 40% of parking spaces
- 4 Car Clubs are provided for the revised scheme (Two serving the development and one for general public).
- 5 Provision of minibus to reduce reliance on car use



- CYCLE PARKING**
- VEHICULAR PARKING AT GRADE**
- EXISTING NHS ACCESS ROAD (BUS STOP OPPOSITE NHS CAR PARK)**
- MAIN VEHICULAR ENTRANCE**
- INTERNAL CAR PARK**

## 4.0 Access & Maintenance

### 4.3 Site Constraints



The following diagram has been developed to identify the main constraints and opportunities within and around the site.

The site includes a series of existing building including low- grade administrative space, temporary structures, a boiler house and four-storey Rowan House and Woodcote Lodge, all of which are either surplus to hospital requirements or in need of modernisation.

-  The hospital is serviced via a north-south vehicular corridor, which extends to Woodcote Green Road (south). This route will provide an opportunity for service & maintenance access route for the proposed site and is to be maintained at all times and will remain the chief site access for all hospital related traffic.
-  Vehicular access is to be maintained for along western boundary
-  Site access is limited to the zone along Woodcote Green Road between the two access points identified above.
-  Major road / traffic route



Existing site plan - constraints

## 4.0 Access & Maintenance

### 4.4 Existing Strategic Vehicular + Cycle Routes



#### Site Access and Links

Policy CS16 calls for development proposals to facilitate a shift to non-car modes and to reduce the impact of roads and traffic movement. Policy DM36 seeks to secure sustainable transport for new development, through new development providing a travel plan, prioritising the need for pedestrian and cycle access.

This section of the DAS assess existing site access and links to reduce the proposals impact of road and traffic movement by prioritising pedestrian and cycle access.

On Woodcote Green Road there are footways on both sides of the road that are well lit and there is a zebra crossing located between the two hospital accesses. There are several pedestrian crossing points along the A24 Dorking Road.

On-road advisory cycle lanes are marked out on both sides of Woodcote Green Road from Hylands Road in the west to Chalk Lane in the east. A greenway provides a link through Rosebery Park toward the town centre from the corner of Woodcote Green Road and Chalk Lane. Chalk Lane is also a signed advisory route which links to off road cycle routes across Epsom and Walton Downs.

-  Primary Vehicle + Cycle route (on busy road)
-  Secondary Vehicle + Cycle route (on quieter roads)
-  Vehicle Parking
-  Cycle Parking
-  Site boundary



Existing site plan - vehicle & cycle routes

## 4.0 Access & Maintenance

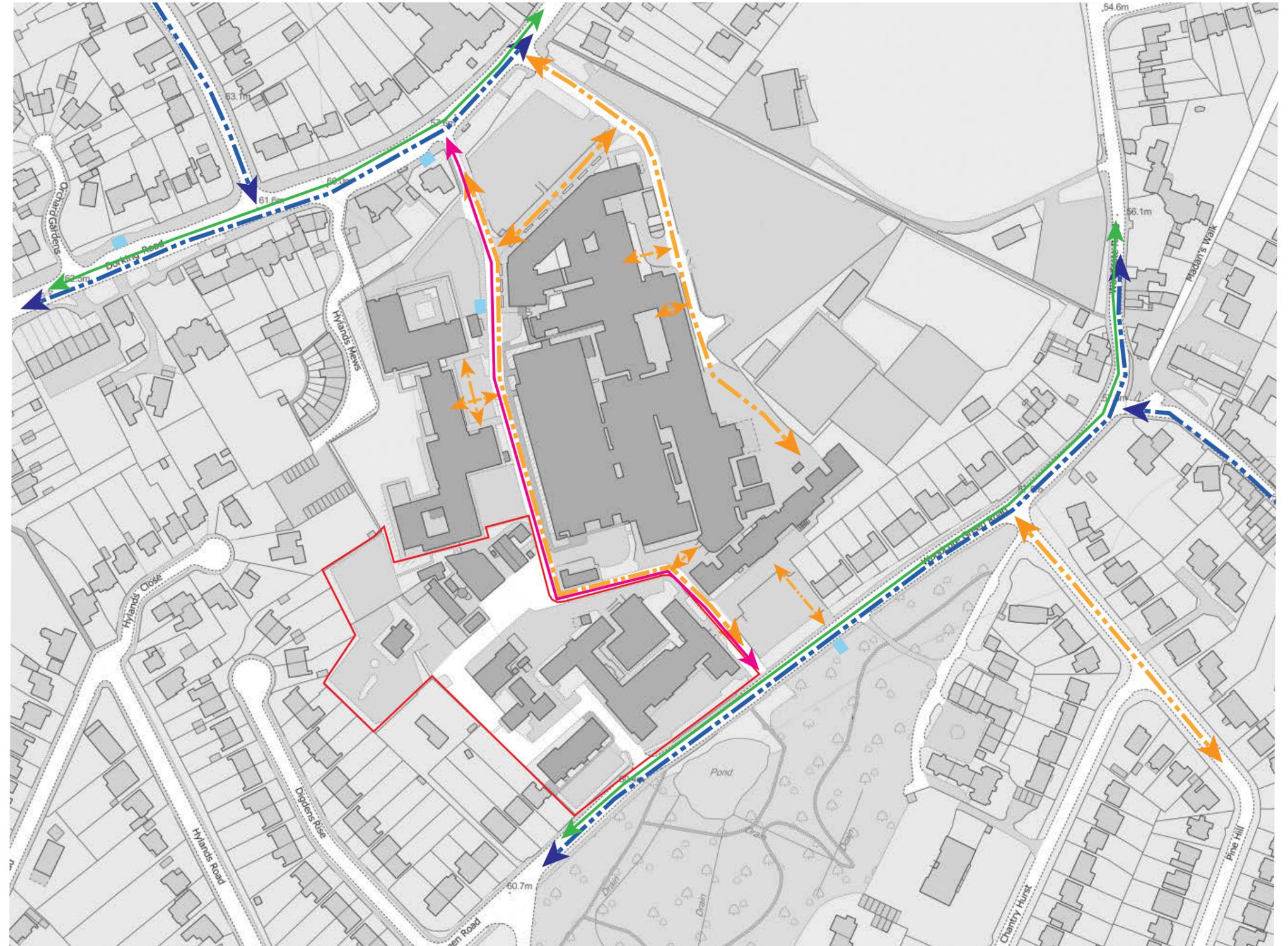
### 4.5 Existing Strategic Bus Routes + Footpaths



#### Site Access and Links

There are bus stops on Woodcote Green Road adjacent to the hospital access and served by bus routes 166, 293, 467 and E5. Epsom Hospital (Stops P, Q and R) are the next nearest bus stops to the site, located along the A24 Dorking Road. Epsom rail station is approximately 1.1km from the site and is accessible by bus routes 166 and 293 from Woodcote Green Road.

This accessibility analysis indicates that the proposed site is in an accessible location and can be accessed by modes of transport other than the private car, including regular bus services from Woodcote Green Road, and that there are a wide range of local facilities within close proximity of the site.



Existing site plan - bus & pedestrian routes

## 4.0 Access & Maintenance

### 4.6 Public, Private Vehicular + Cycle Access Strategy

#### Site Access and Egress

Access and egress to the site is provided via separate entrance and exit points on Woodcote Green Road, with the main entrance located near the southwestern corner of the site and the exit located to the central portion of the site, between buildings A and B. Both points of access/egress have been designed in accordance with the guidance provided in the Department for Transport's Manual for Streets.

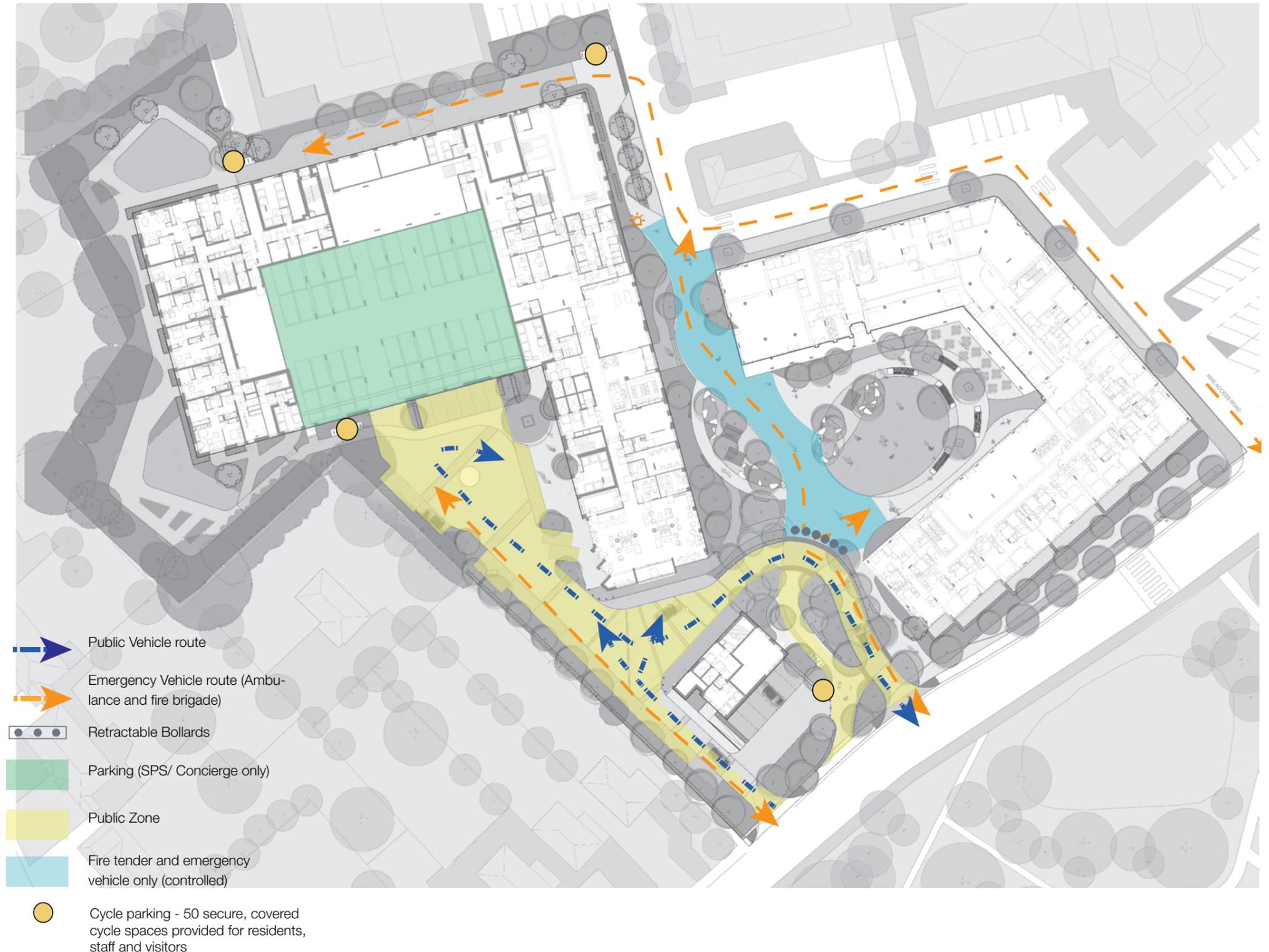
Emergency vehicles can access the site from both entry/exit points to allow for speedy access to relevant portion of site, with smaller emergency vehicles also using the underpass at building A to access/egress.

Refer to next page for a clear summary of parking management + detail transport report submitted as part of application.

#### Relevant Policies:

1. Visibility at the site egress is in accordance with guidance set out in the Department for Transport Manual for Streets (March 2017).
2. Parking has been assessed in accordance with Surrey County Council Vehicular and Cycle Parking Guidance (January 2018) – this allowed vehicle and cycle parking to be assessed on ‘individual assessment’, whilst the proposed level of EV charging is in accordance with the set guidance.
3. The Travel Plan for the development has been developed in line with the Surrey County Council Travel Plans – A Good Practice Guide for Developers (July 2018).
4. Section 4 of the NPPF (2012) relates to ‘Promoting sustainable transport’ and states that “the transport system needs to be balanced in favour of sustainable transport modes, giving people a real choice about how they travel” -

The proposed development is well located to benefit from being close to Epsom town centre with good public transport facilities and adjacent residential areas, and includes provision for pedestrians and cyclists and the



## 4.0 Access & Maintenance

### 4.7 Highways

#### 4.7.1 Parking Strategy

##### Policy Compliance

- **NPPF Paragraph 148** states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change.
- **NPPF Chapter 9** relates to the promotion of sustainable transport.

##### 1 156 Total Car Park spaces

- 106 SPS spaces for residents
- 16 SPS spaces for visitors
- 10 SPS spaces for staff
- 24 spaces for staff & visitors at grade
- 1space for Mini Bus

##### 2 132 Blue Badge Spaces

- All SPS car park spaces are suitable for blue badge holders
- Concierge parking for the SPS car park.

##### 3 Vehicular Entry and Exist

Main vehicular entry and exit is proposed from Woodcote Green Road.

##### 4 Cycle Parking

There are 50 secure, covered cycle spaces provided for residents, staff and visitors located throughout the site.

##### 5 Car Clubs

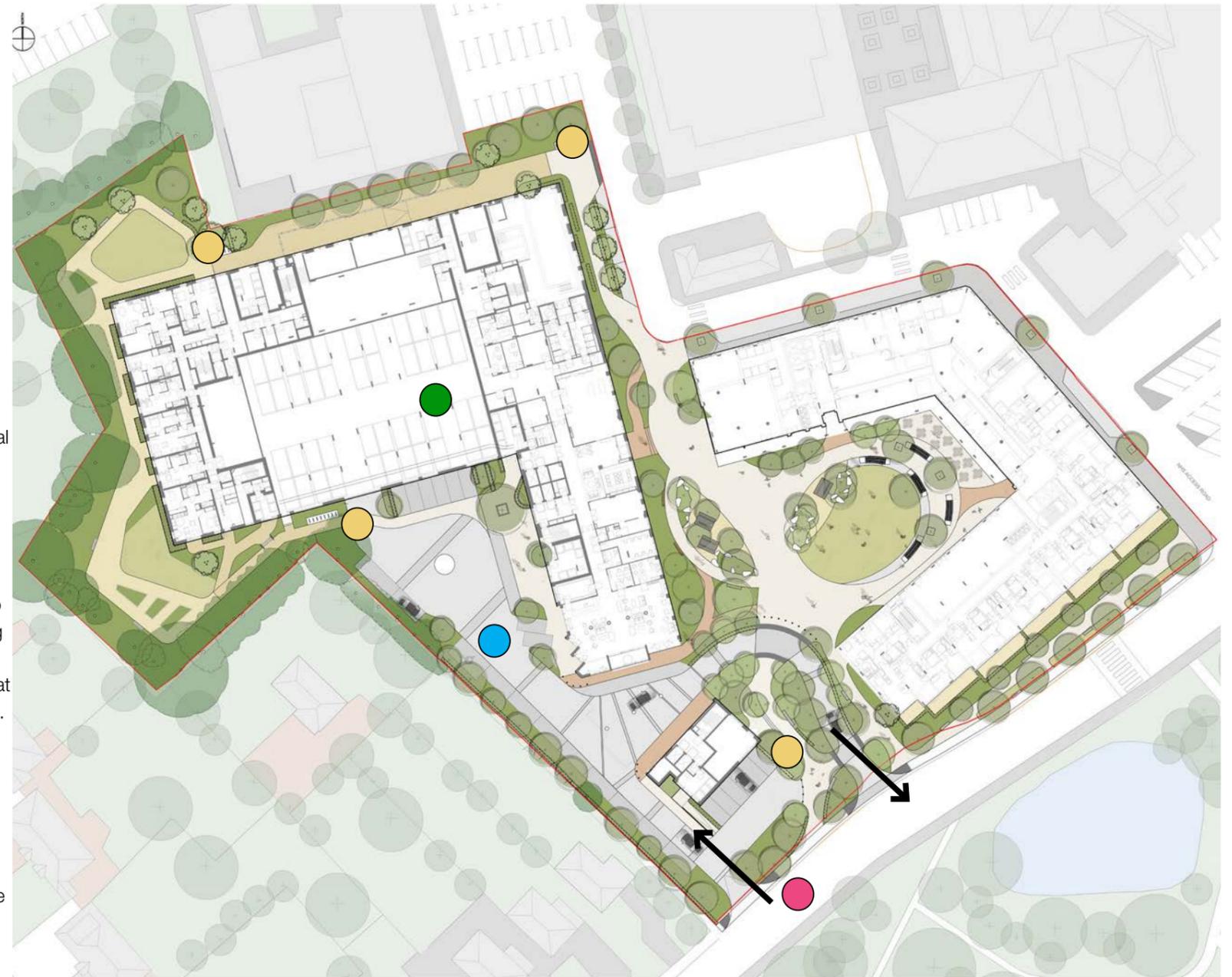
Two development car club cars for use by staff/residents. Some residents may only need to use a car occasionally, and shared vehicles would provide a more cost and space-effective way to provide this. One additional car club at surface level for general public use.

##### 6 EV Charging

SPS parking will have integrated charging to accord with SCC guidance - 20% of parking is provided with active EV charging with a further 20% having passive infrastructure that can be made active as required in the future.

##### 7 Parking Management

Concierge parking for the SPS car park will be used by residents, staff and visitors, with the staff and visitor spaces prioritised for use by those staying overnight at the site.



CYCLE PARKING

VEHICULAR PARKING AT GRADE

MAIN VEHICULAR ENTRANCE

SPS PARKING

## 4.0 Access & Maintenance

### 4.8 Parking Management Strategy



The SPS will be used by residents, staff and visitors, with the staff and visitor spaces prioritised for use by those staying overnight at the site. The following arrangements are proposed for use of the parking on-site



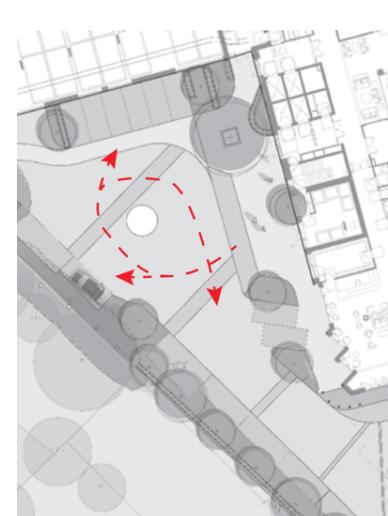
- On entrance to the site, staff will prioritise using the spaces located on either side of the access road (red) whilst visitors will be directed towards the main entrance/SPS (green). All residents will drive straight to the main entrance/SPS (green).



- All footpaths/routes/gradients to be EA/part M in addition, two spaces at the front of the site are to be allocated as for nursery use during nursery opening hours (blue).



- At the main entrance/SPS, visitors will be met at the drop-off area where a concierge will either take their car to park it in the SPS (green) if spaces are available or direct them to an available surface level space (red). All residents will be met by the concierge who will take their car to park it in the SPS (green).



- For vehicles parked by the concierge within the SPS, keys will be kept securely at reception with the exact location of the vehicle clearly identified. This will enable the concierge to immediately identify any keys required to move additional vehicles when retrieving a requested vehicle.
- When a vehicle is required to be retrieved from the SPS (green), the concierge will do so and drive it for collection by its owner to either the drop-off area by the SPS, or the lay-by under the port cochere.
- A record will be kept of all resident and staff vehicles whilst all visitors will be required to sign-in upon arrival so that the owners of all vehicles can be contacted if needed.

## 4.0 Access & Maintenance

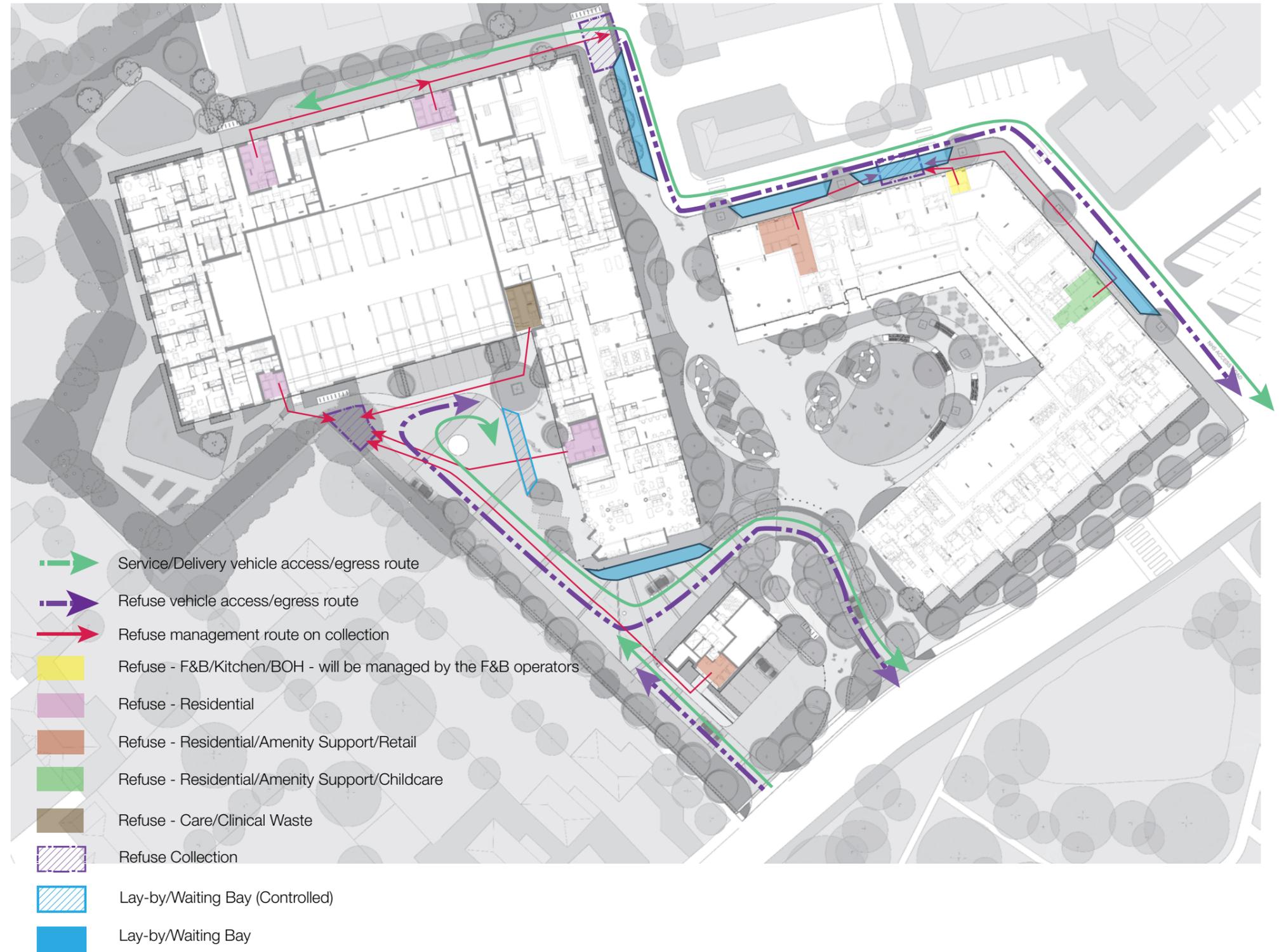
### 4.9 Ground Floor Servicing + Refuse Strategy

#### Refuse Strategy

- A private company will be responsible for managing site waste with regards to that arising from residential, amenity, wellness and retail use;
- The private company will collect waste from residential units on a regular basis for transfer to ground level storage areas;
- Amenity, wellness, childcare and retail users will be required to deposit waste in the closest available refuse area;
- Private operators will be contracted for all waste collections and removal offsite;
- Collections of residential, amenity, wellness, childcare and retail will take place twice weekly;
- F&B waste will be housed separately and managed by the F&B operator, with collections organised by the operator and likely to take place on several occasions through out the week dependant upon the nature and amount of waste produced;
- Clinical waste will be housed separately and securely and management by the clinical waste team. Collections from a specialist operator are likely to take place on several occasions through out the week depending on the nature and amount of waste produced.

#### Relevant Policies:

1. Waste (England and Wales) (Amendment) Regulations 2012 – used to shape the management plan and emphasise elements such as the waste hierarchy throughout the management process;
2. The Environmental Protection Act 1990 s 34(1) – ‘duty of care’ of all waste producers and the various requirements relating to controlled waste;
3. Controlled Waste Regulations 2012 – used in definition of ‘clinical waste’
4. Epsom and Ewell Revised Sustainable Design Supplementary Planning Document – Used to establish the rate of production of domestic waste and the



Proposed site plan - refuse & service routes

# 4.0 Access & Maintenance

## 4.10 External Public Pedestrian Routes



### Pedestrian Routes

- Existing pedestrian route to hospital to be retained;
- All footpaths/routes/gradients to be EA/part M compliant;
- Safe Pedestrian Routes/Footpaths from Woodcote Green Road to all primary entrances without need to cross carriage way.
- Safe pedestrian route from Woodcote Green Road and nursery/childcare drop off/parking bays to nursery/childcare unit



- Primary Pedestrian route
- Secondary Pedestrian route
- Nursery Pedestrian route
- Primary Pedestrian site access route

Proposed site plan - pedestrian routes