

7.5 Block B - Residential Entrance

Comment:

“The journey from the street to residents’ front doors needs to be carefully considered, to ensure that the experience is one of a comfortable transition from a very public and likely busy space, to their private homes. They are not immediately legible or prominent to/from the street – for example, the only sign for those walking from Queen’s Walk to help them know their location might be the additional bolt-on canopy.”

Response

- The proposed entrances could include a full height, perforated metal panel
- This will improve visibility on approach
- Could be back lit for night time legibility
- Generous width maintains quality amongst the adjacent retail uses



7.6 Block B - Appearance

Block B - Elevation



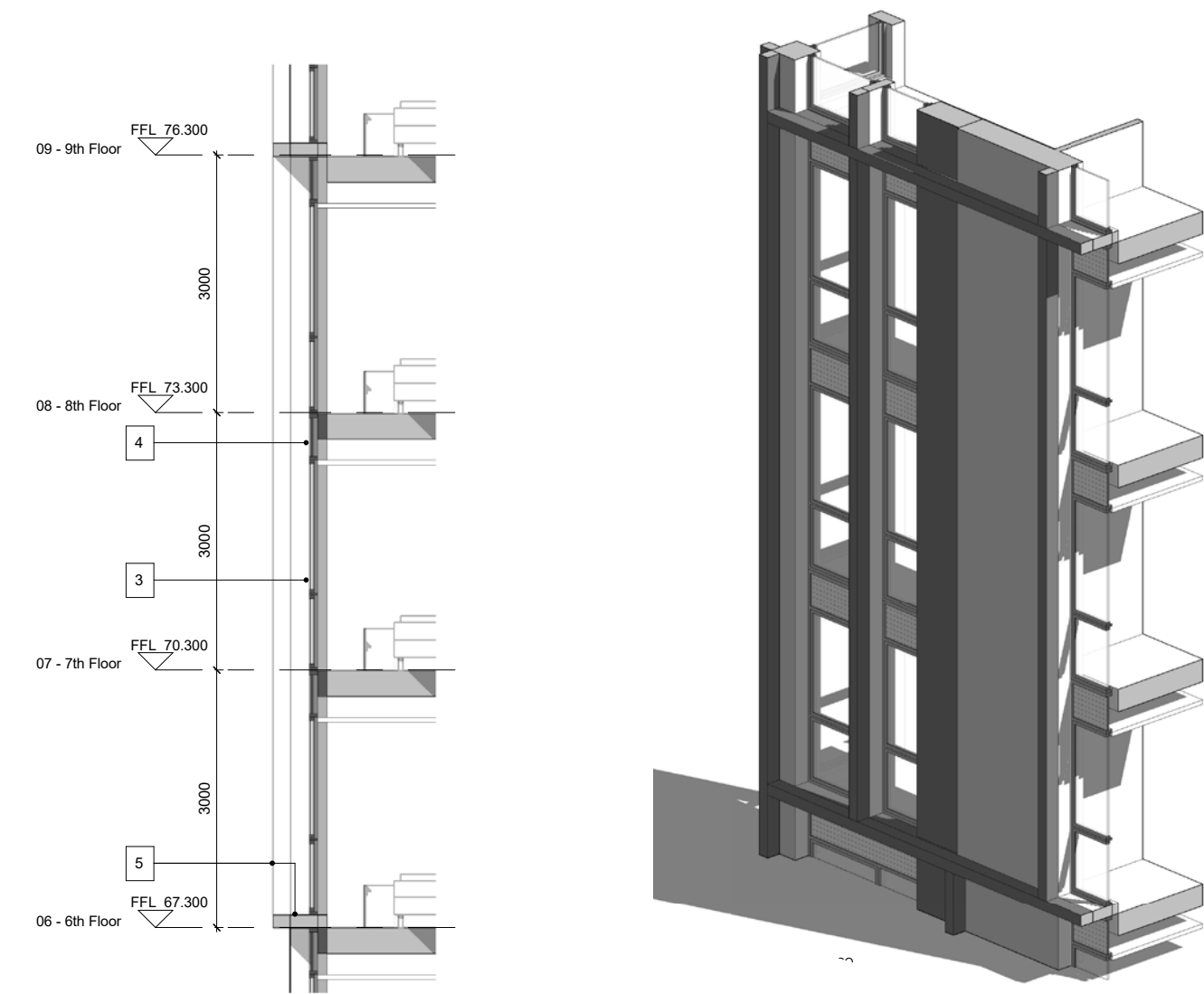
Previous Elevation



Revised Elevation

7.6 Block B - Appearance

Block B - Facade

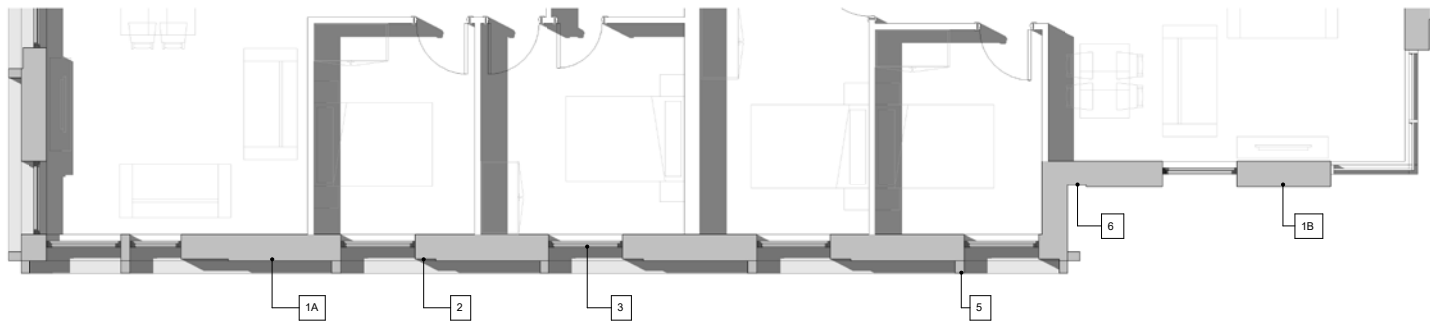


Block B Typical Bay Section

Block B Typical Bay Axonometric



Block B Typical Bay Elevation

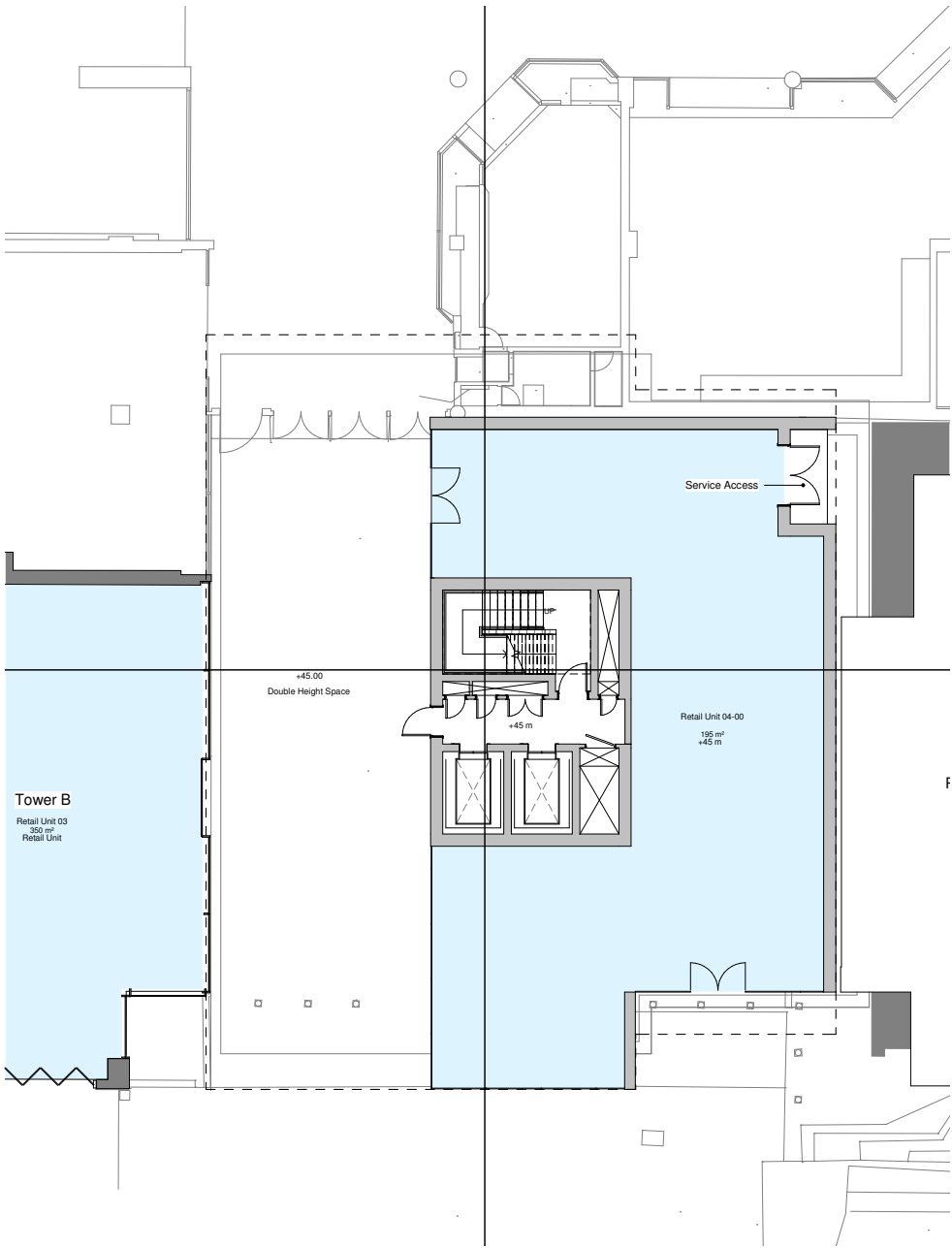


Block B Detail plan

7.7 Block C - Layout

Site C - Residential Entrance

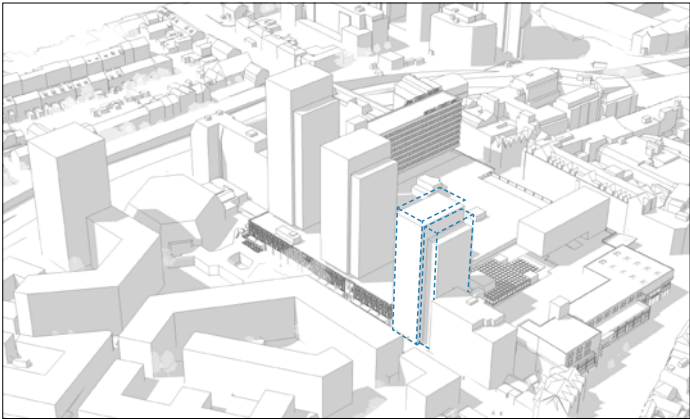
- Residential Access Door now inset to avoid door swing interfering with pedestrian traffic flow to and from centre.
- Inset to 'shoulder' of Block C pushed further Northwards in plan to allow for revised access to Hotel
- Circulation core reconfigured to improve layout



Previous Plan

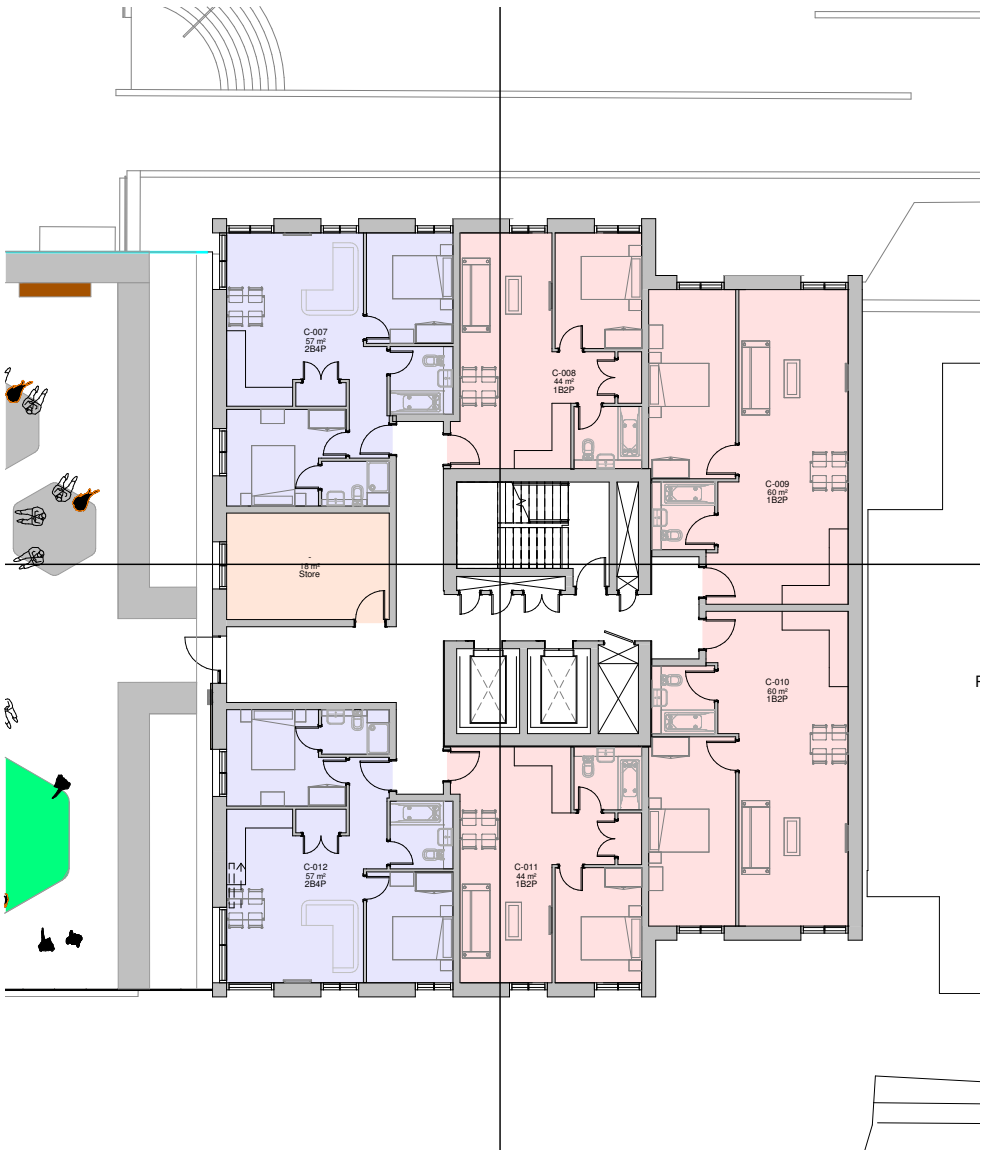


Revised Plan



Key Plan Showing Block C

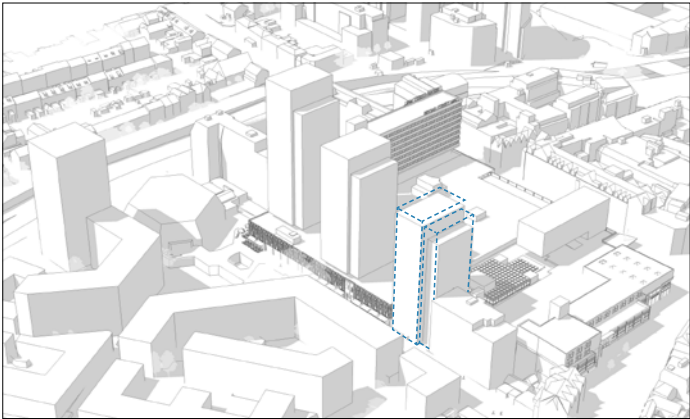
7.7 Block C - Layout



Previous Plan



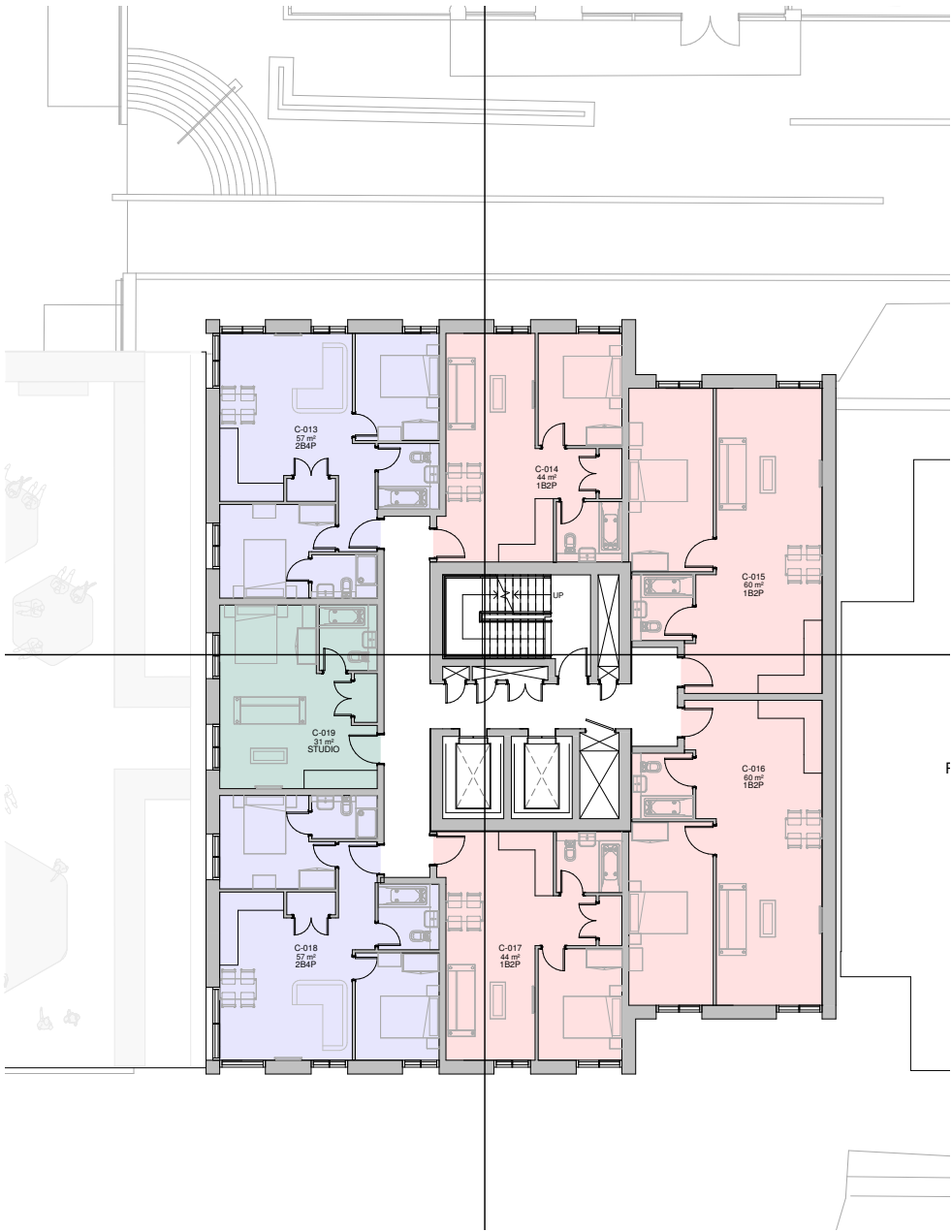
Revised Plan



Key Plan Showing Block C



7.7 Block C - Layout

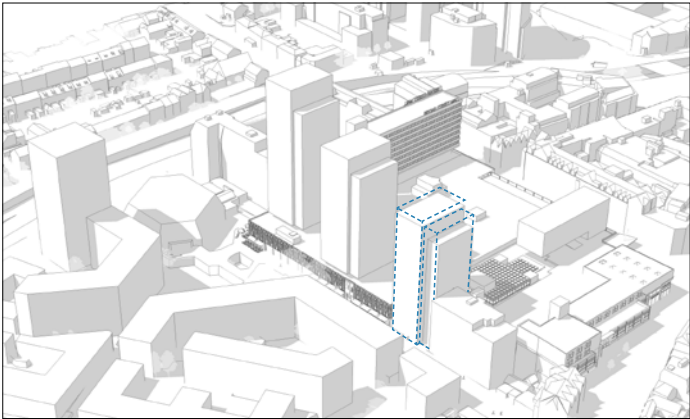


Previous Plan



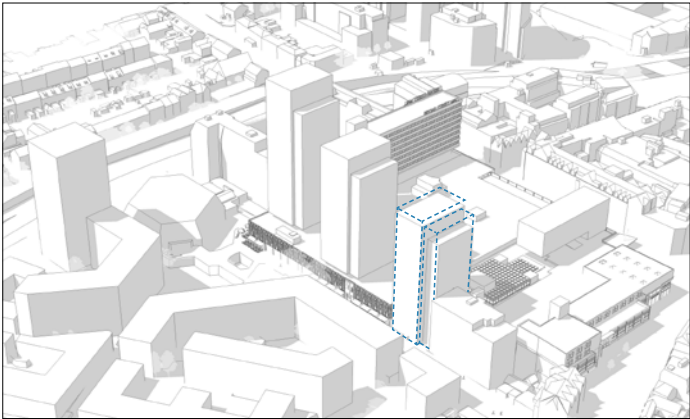
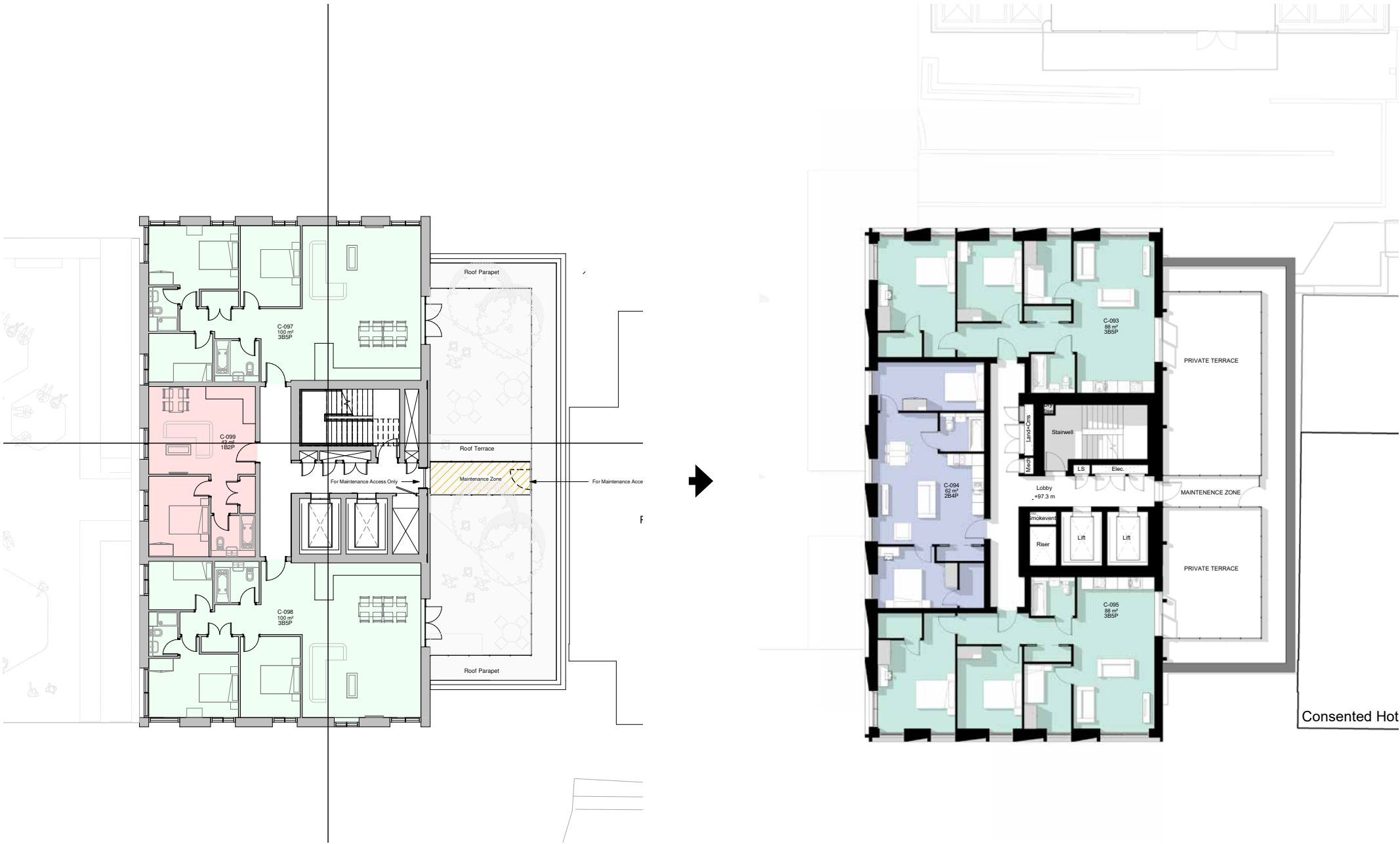
Revised Plan

Consented Hot



Key Plan Showing Block C

7.7 Block C - Layout



Key Plan Showing Block C

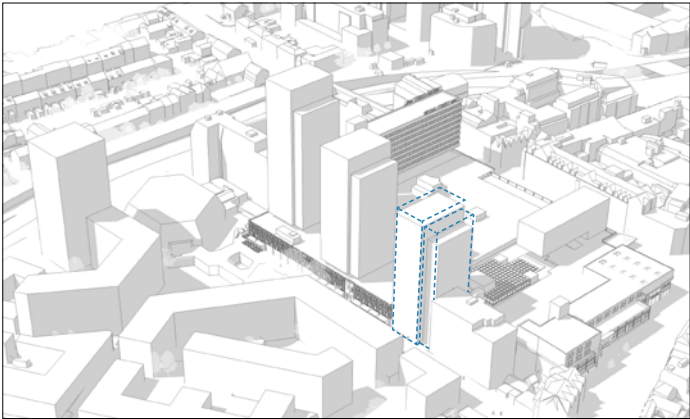
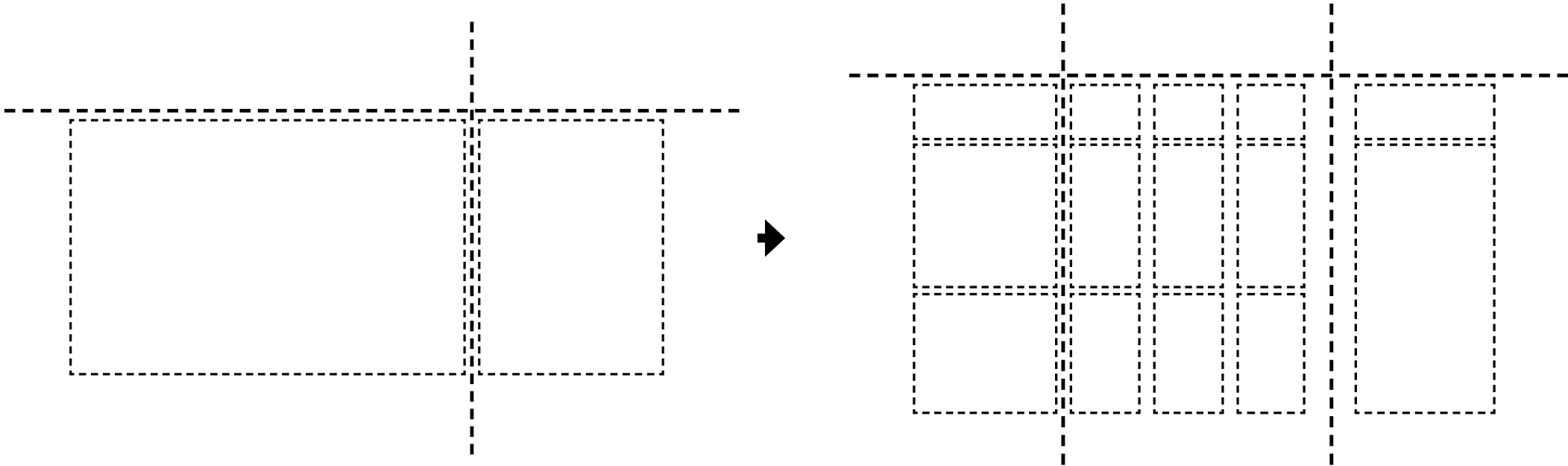
Previous Plan

Revised Plan

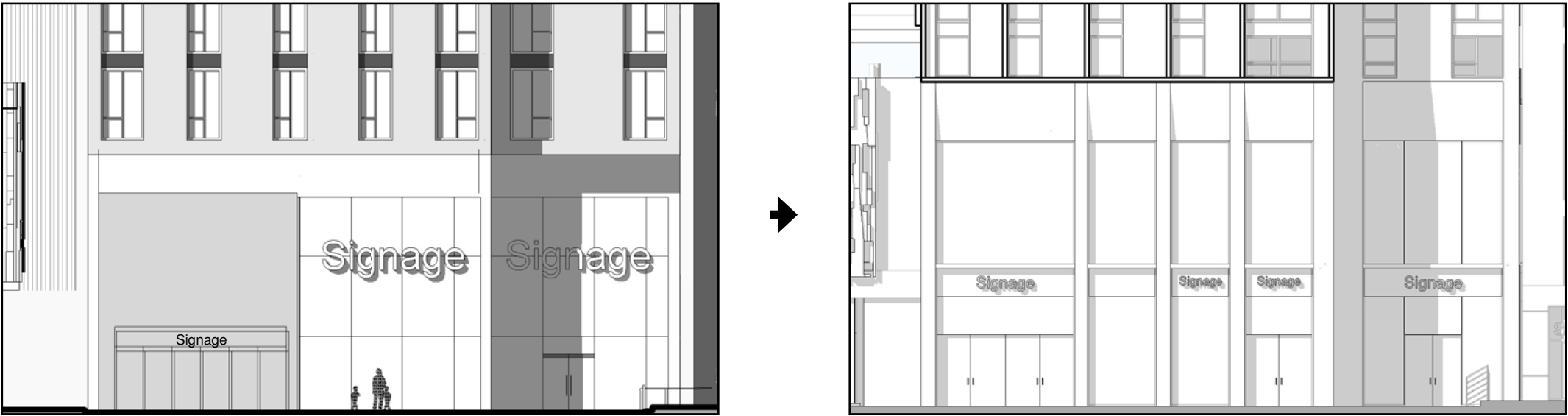
7.7 Block C - Layout

Site C - Residential Entrance

- The proportions of Block C's Elevation along Dusseldorf Way previously did not tie in with the existing shopping malls elevation. This was largely dictated by the AOD set by the amenity level
- The revised elevation is now grounded with pronounced columns and a chamfered fretwork panel detail that reflects the existing pattern of the Broad St Mall concrete frieze.



Key Plan Showing Block C



7.8 Block C - Appearance

Comment:

"Where block C meets the existing shopping mall on the Hosier Street elevation is particularly weak. The elevation of the new tower does not respond to the existing elevation."

Response

- Introduction of vertical bays within the facade to help ground the elevation and reduce the height of the entrance to the Mall
- Horizontal framing now aligns with existing concrete facade of car park helping to unify the architectural rhythm from existing to proposed
- Improved proportion of entrance to mall to human scale

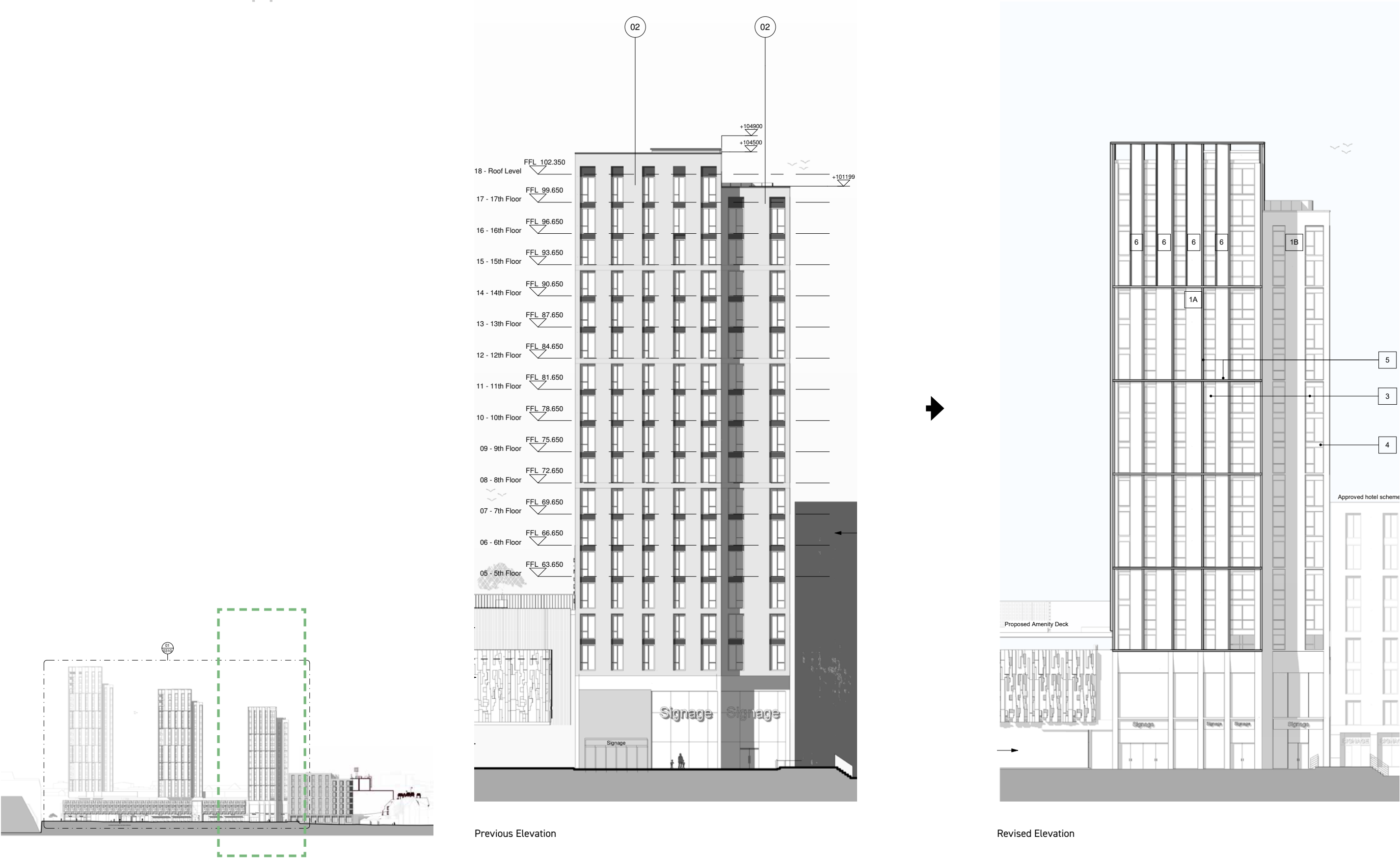


RESIDENTIAL
ACCESS
(BLOCK B)

RESIDENTIAL ACCESS
(BLOCK C)

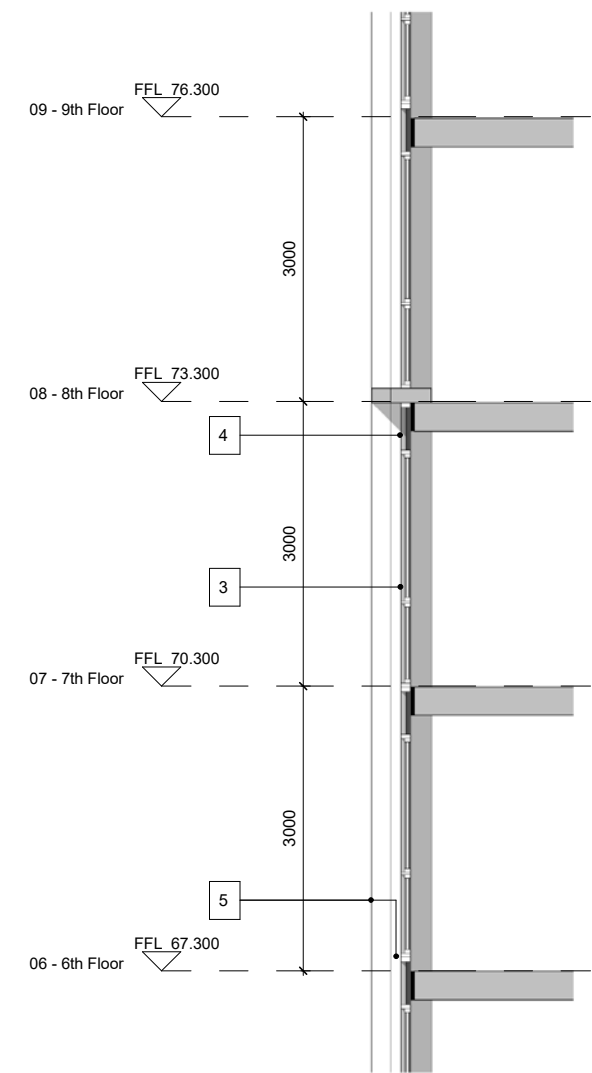


7.8 Block C - Appearance

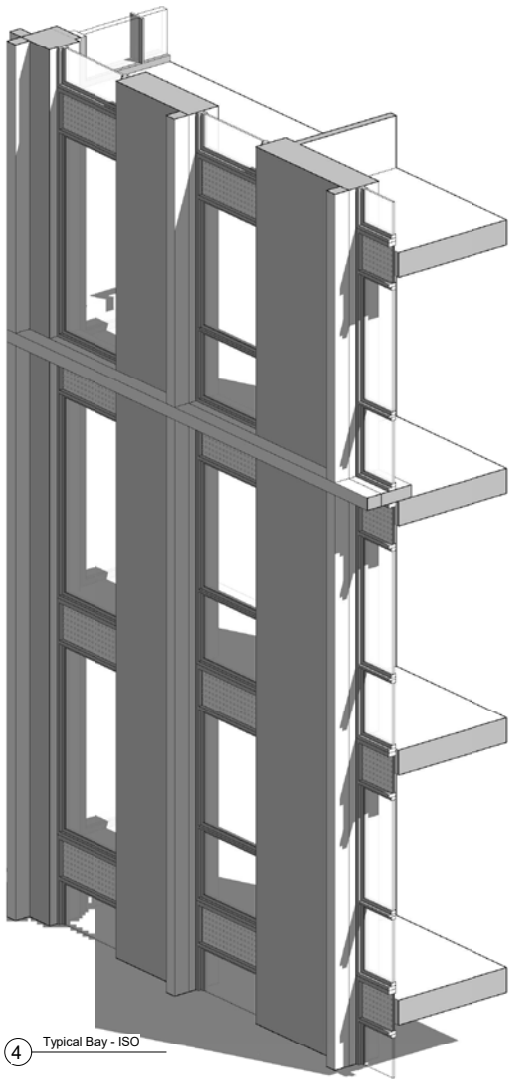


7.8 Block C - Appearance

Block C - Facade



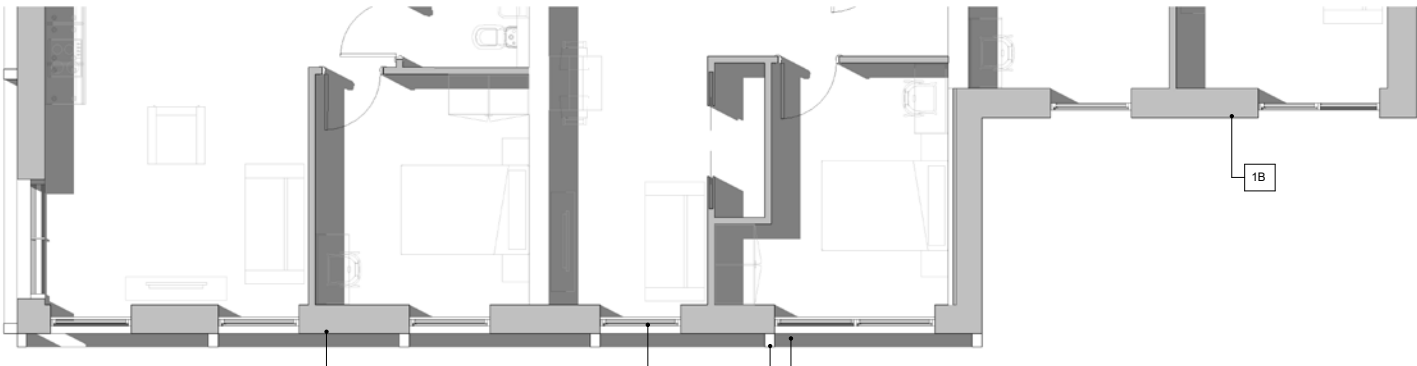
Block C Typical Bay Section



Block C Typical Bay Axonometric



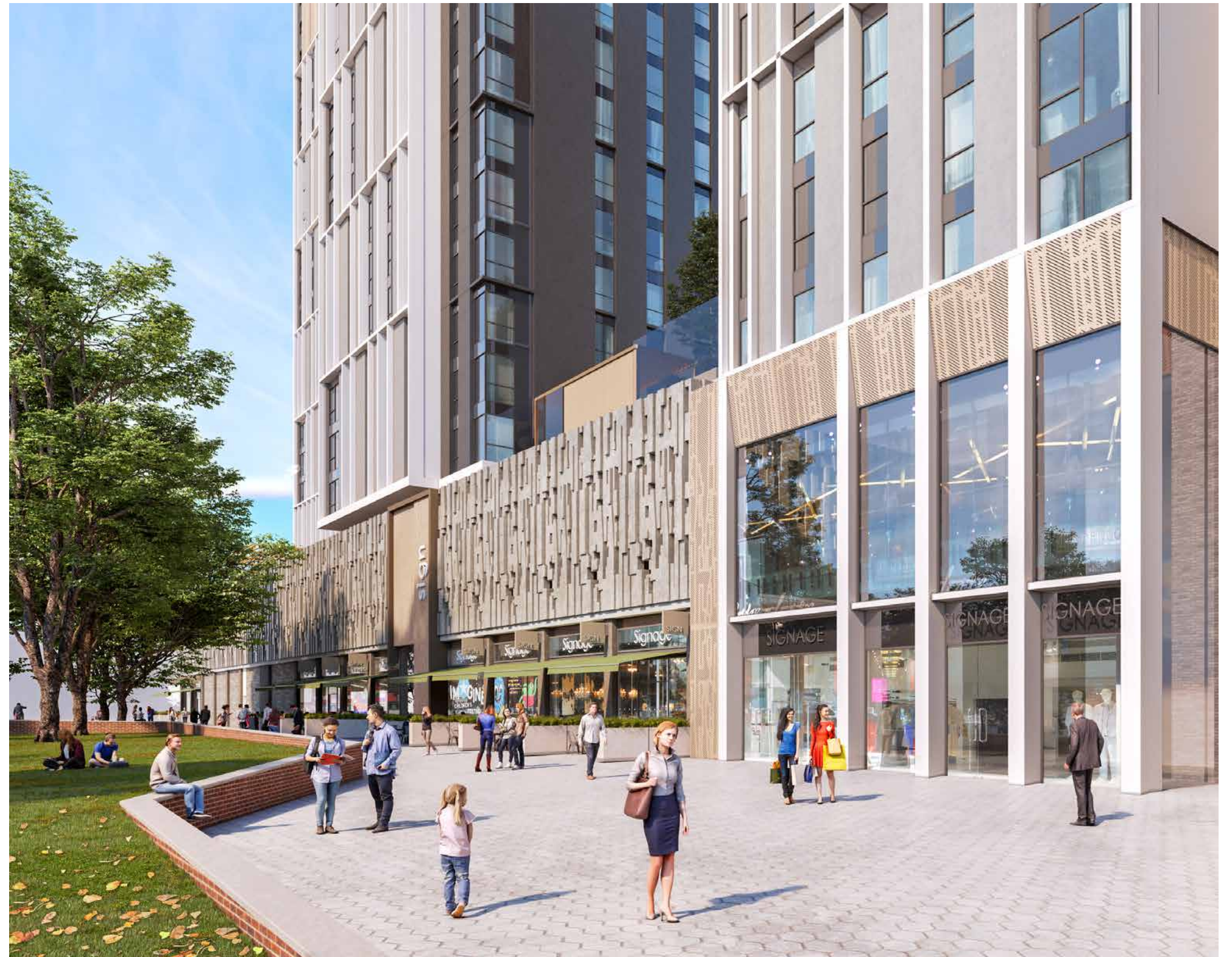
Block C Typical Bay Elevation



Block C Detail plan

7.8 Block C - Appearance

CGI's



7.8 Block C - Appearance

CGI's



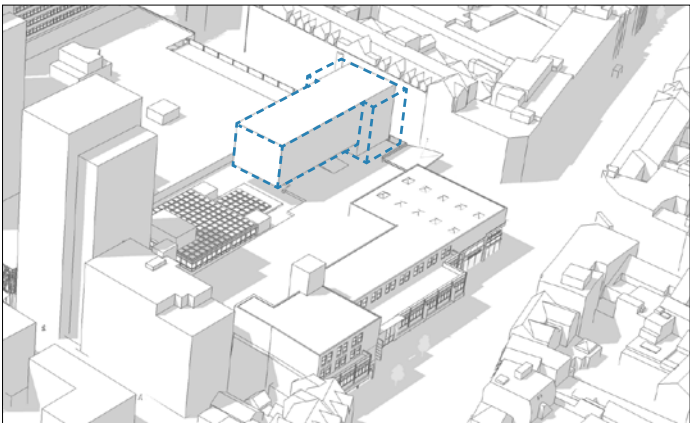
7.9 Block E - Layout

Comment:

“The rationale for the mass of block E, shaped as a hammerhead, is unclear and this block should be simplified into a simple, rectangular form in the same way as block D.”

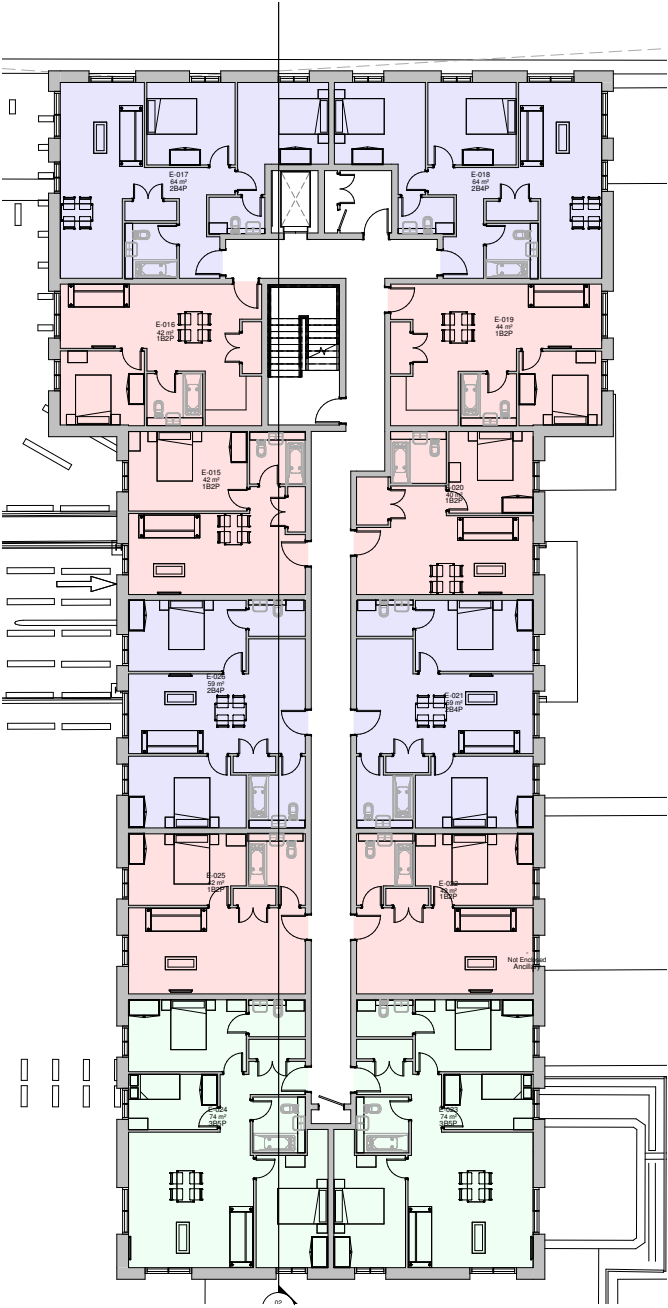
Response

- Block E along Oxford Road appeared wide in proportion and it was suggested that simplifying the mass and form of this block would help.
- Changes to the unit types in the North of the block have allowed for a more rational floor layout whilst also reducing the elevation width along Oxford.
- This also helps to reduce the cumulative visual impact along Oxford Road.



Key Plan Showing Block E

Block E Plans



Previous Plan



Revised Plan

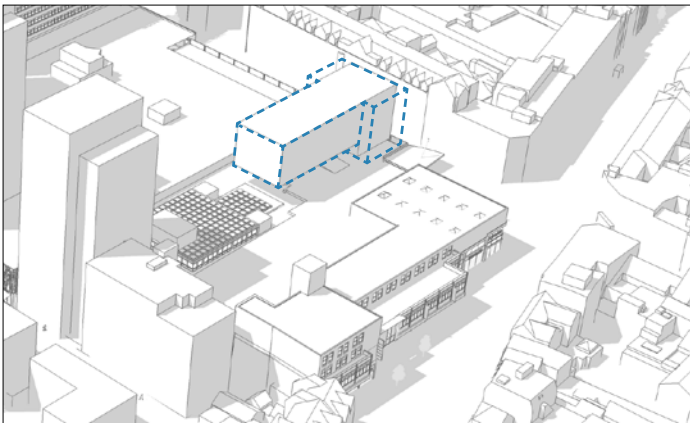
7.10 Block E - Amenity

Comment:

“The rationale for the mass of block E, shaped as a hammerhead, is unclear and this block should be simplified into a simple, rectangular form in the same way as block D.”

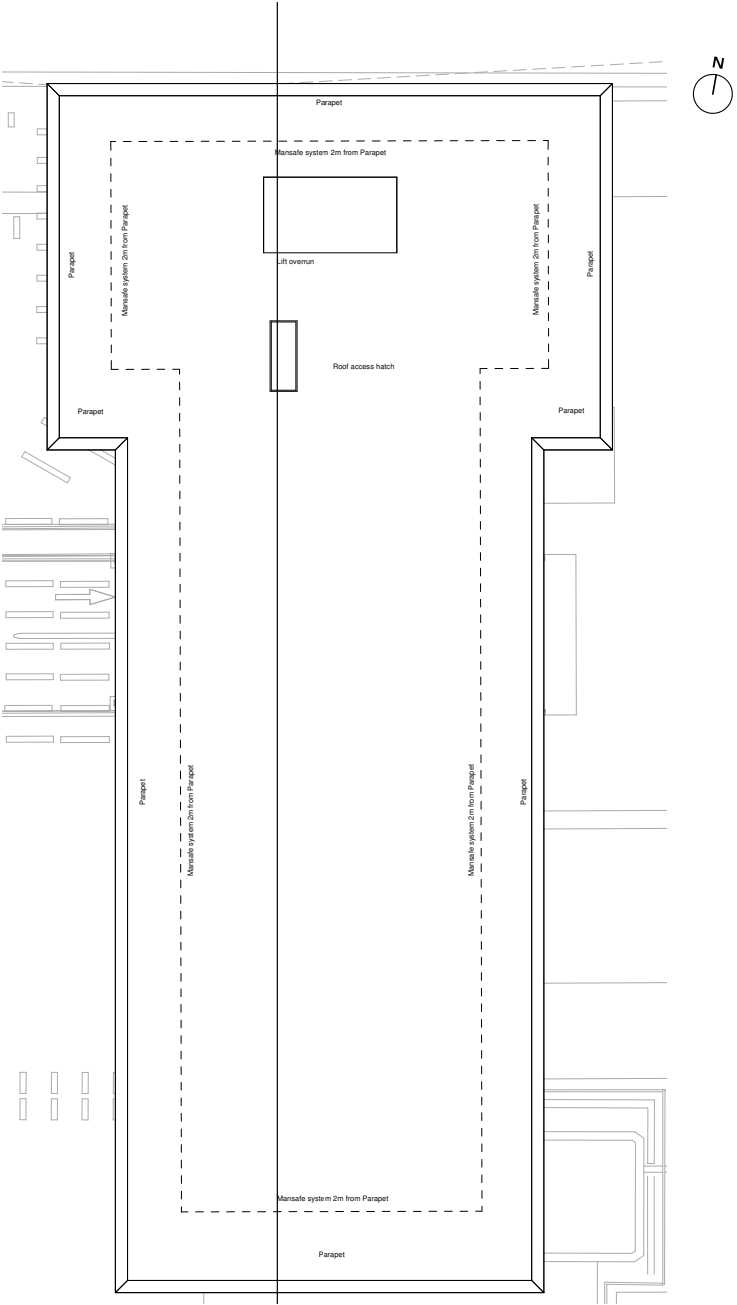
Response

- Block E along Oxford Road appeared wide in proportion and it was suggested that simplifying the mass and form of this block would help.
- Changes to the unit types in the North of the block have allowed for a more rational floor layout whilst also reducing the elevation width along Oxford.
- This also helps to reduce the cumulative visual impact along Oxford Road.

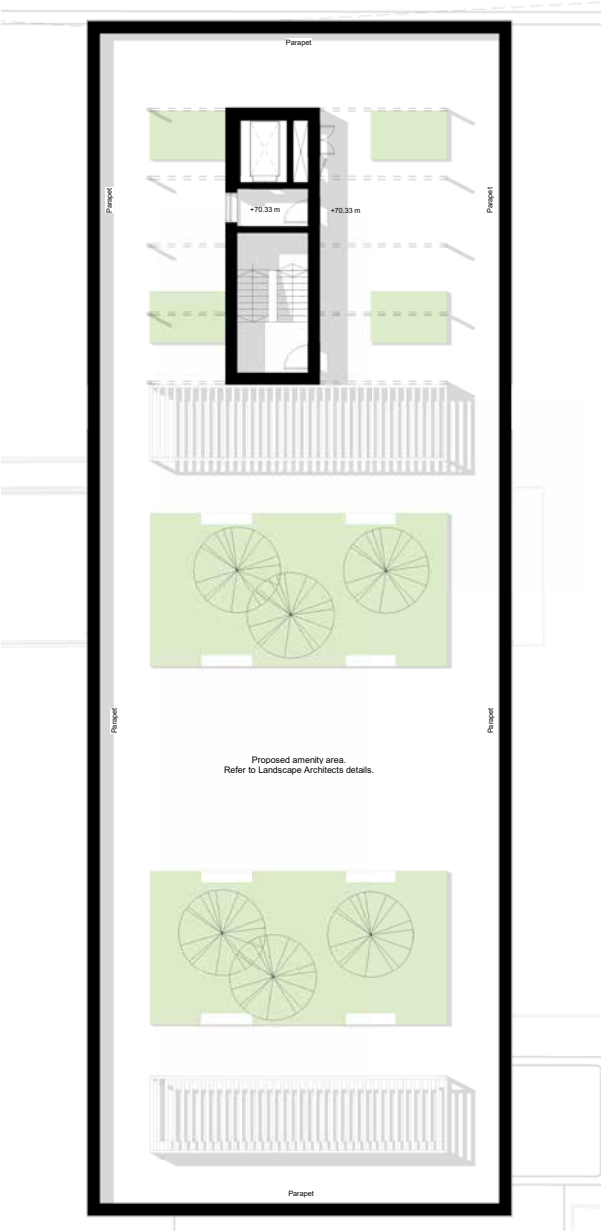


Key Plan Showing Block E

Block E Plans

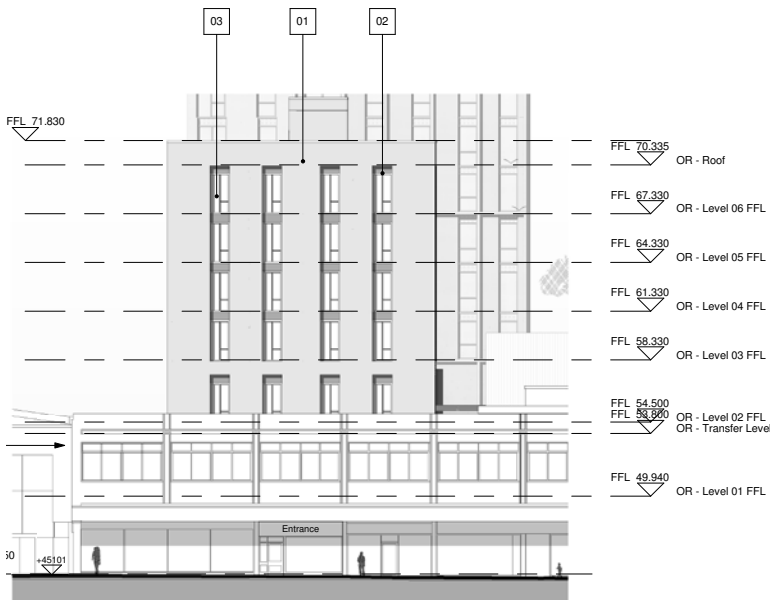


Block E - Current Planning Layout

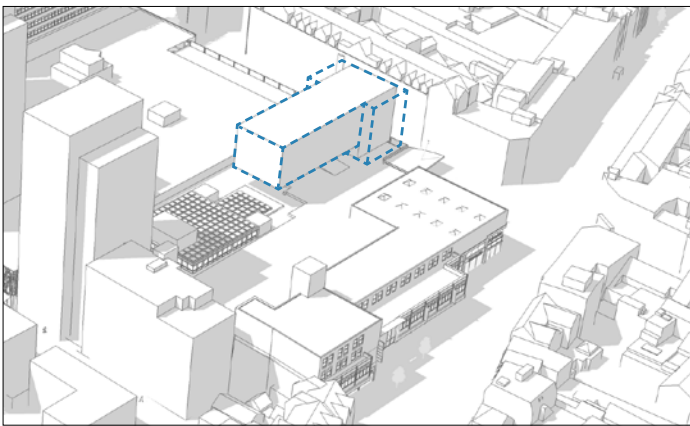
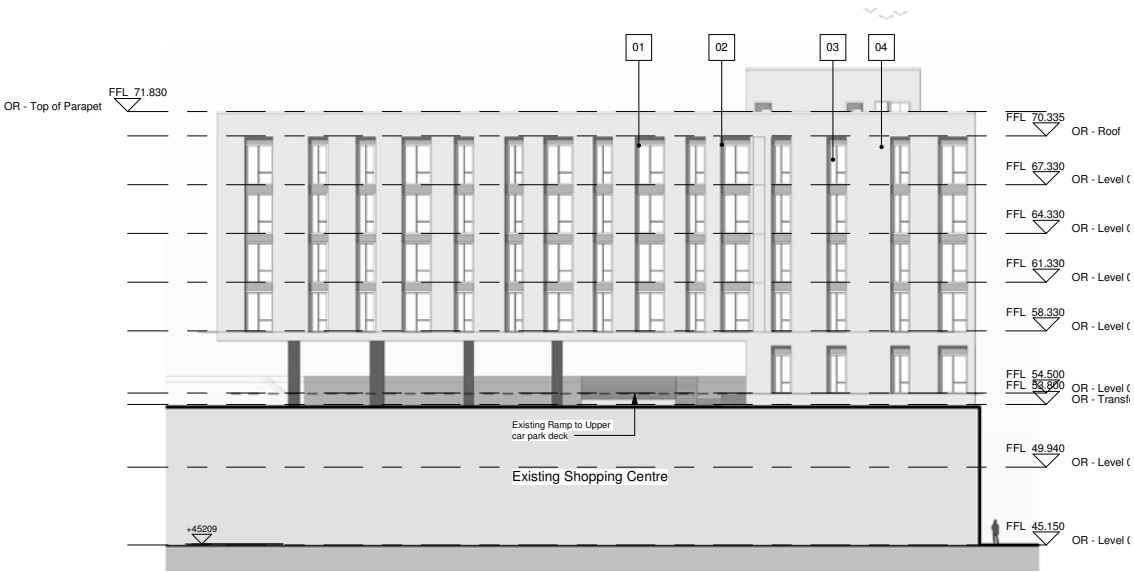


Block E - Sketch Proposal Layout

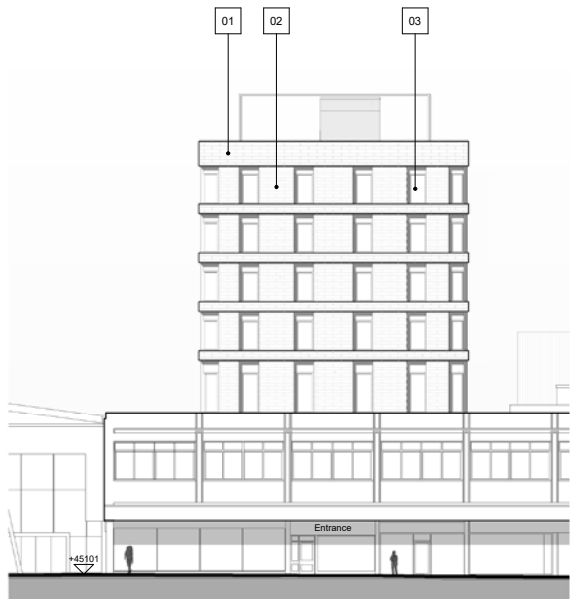
7.11 Block E - Appearance



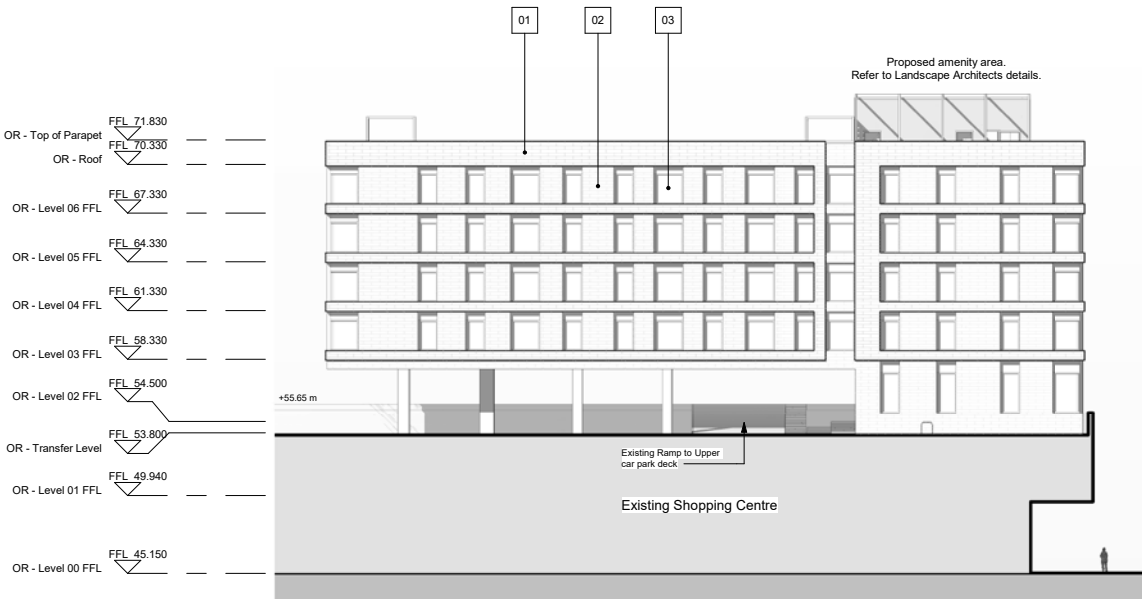
Previous Elevations



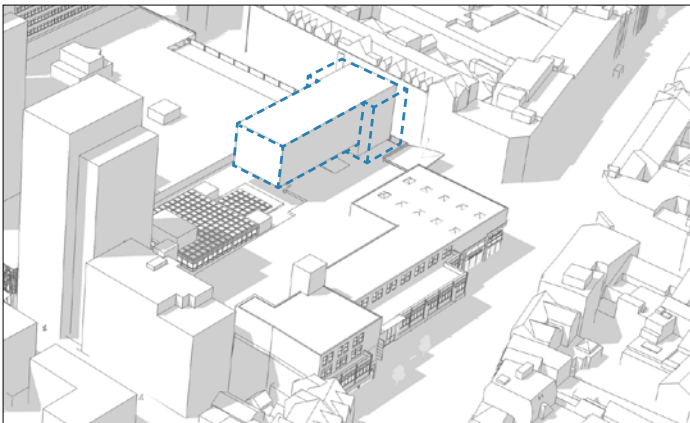
Key Plan Showing Block E



Revised Elevations



7.11 Block E - Appearance



Key Plan Showing Block E



8.0 ACCESS

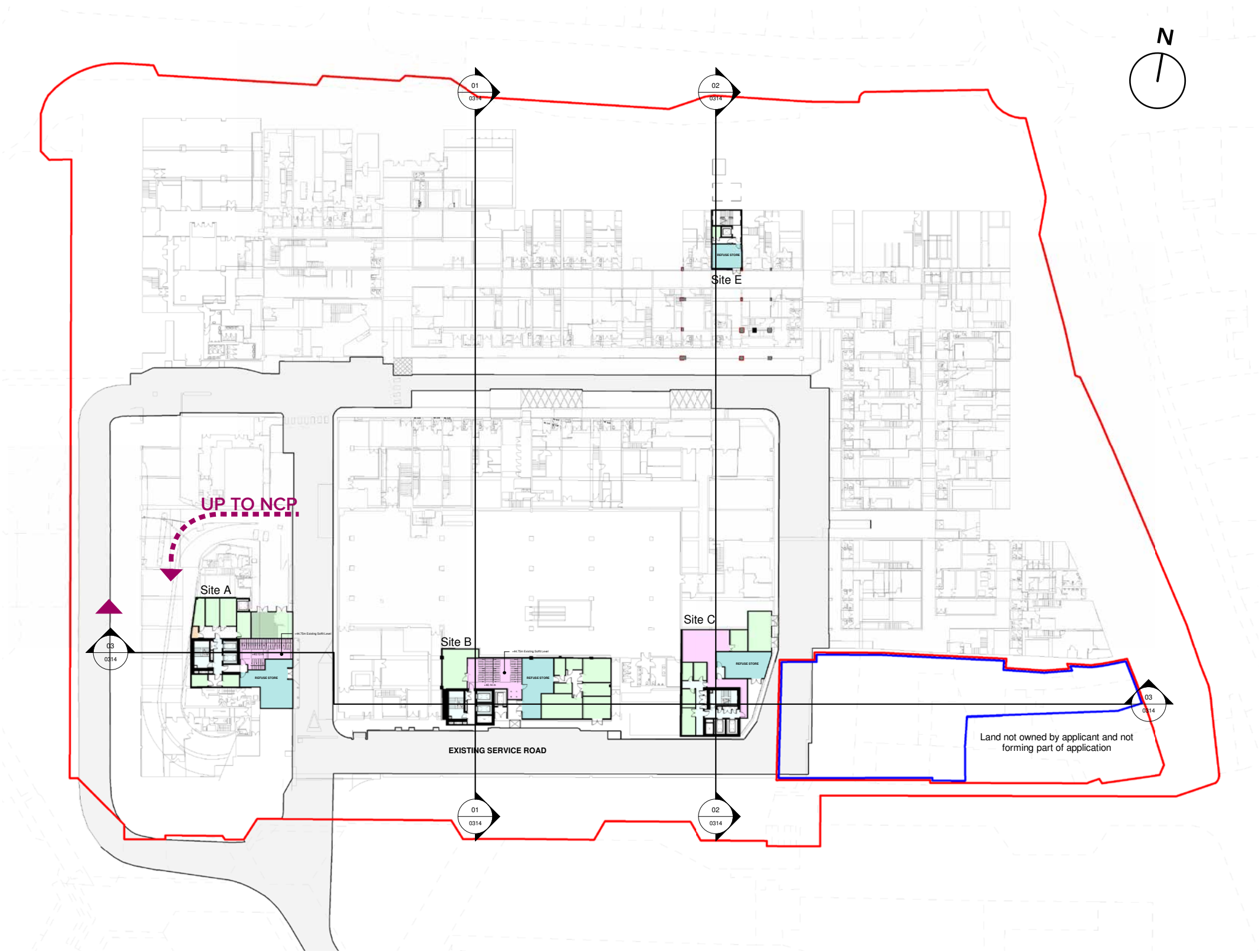
8.1 Cycle Storage

Comment: Cycle Storage

"Bicycle storage is best positioned in a secure and accessible location. The route from the street to the front door for pedestrians, cyclists, vehicles and lorries needs careful consideration. There is concern that there is no apparent separated route, or zone, on the access ramp for cyclists on their way to the bicycle store."

Response

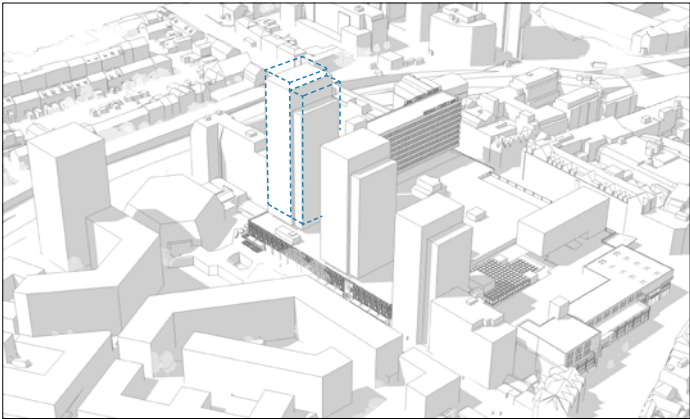
- Cycle storage is located at lower ground level within a secure store, accessible from the circulation cores. Cycles are brought through the main entrance lobbies at ground level and taken down to basement level via the proposed passenger lifts.



8.2 Servicing - Block A

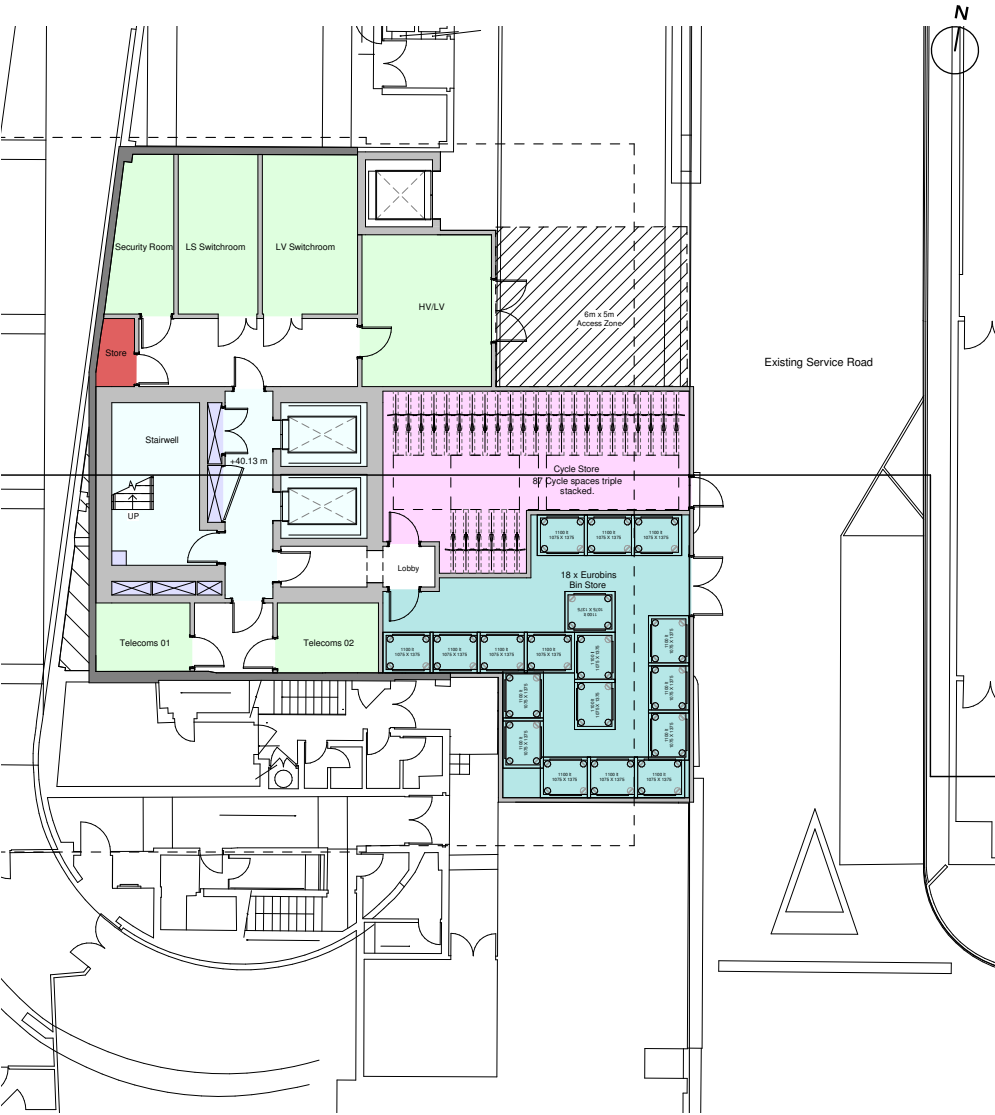
Site A Basement

- Triple stacked cycle storage (Josta Triple Parker)
- Access door from refuse store now inset to not interfere with highways
- Inclusion of safety bollards
- changes to M&E requirements
- Servicing of retail unit above at this level



Key Plan Showing Block A

Block A



Previous Plan

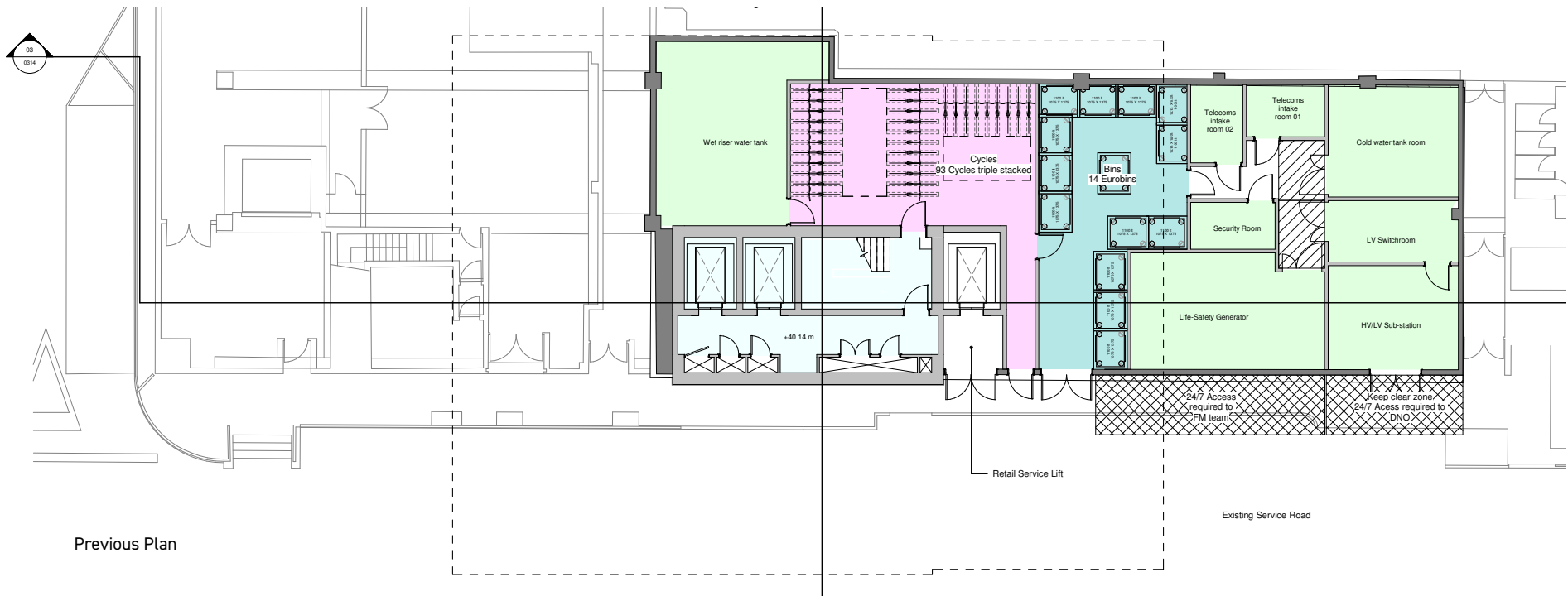


Revised Plan

8.3 Servicing - Block B

Site B Basement

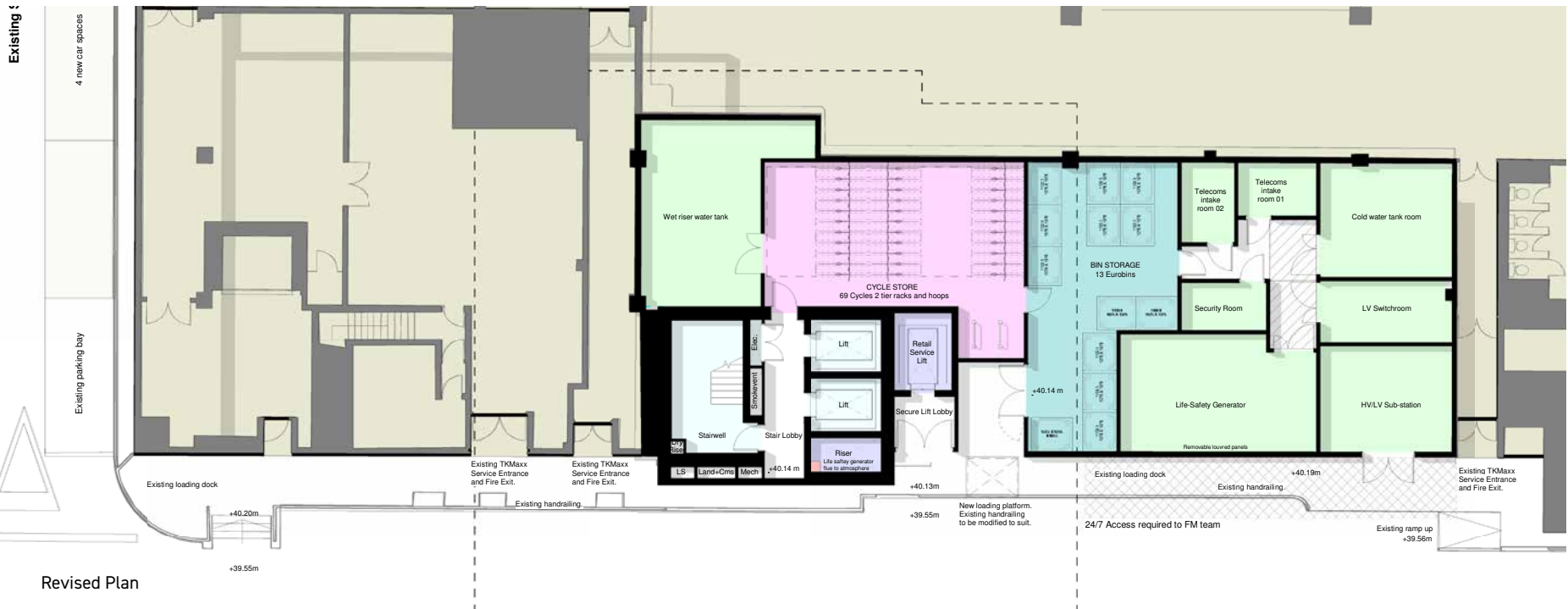
- Double stacked cycle storage (Josta two-tier)
- Access door from refuse store now inset to not interfere with highways
- changes to M&E requirements
- Servicing of 2 retail units above at this level



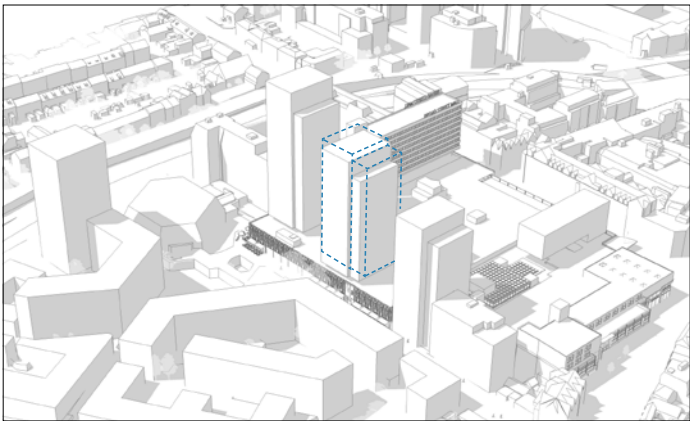
Previous Plan



Refer to drawing 16428-02



Revised Plan

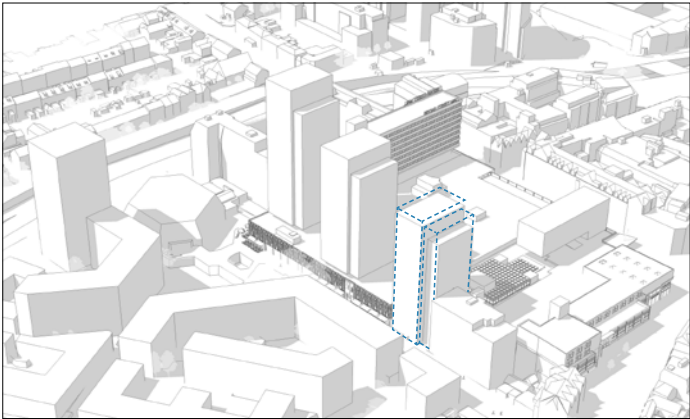


Key Plan Showing Block B

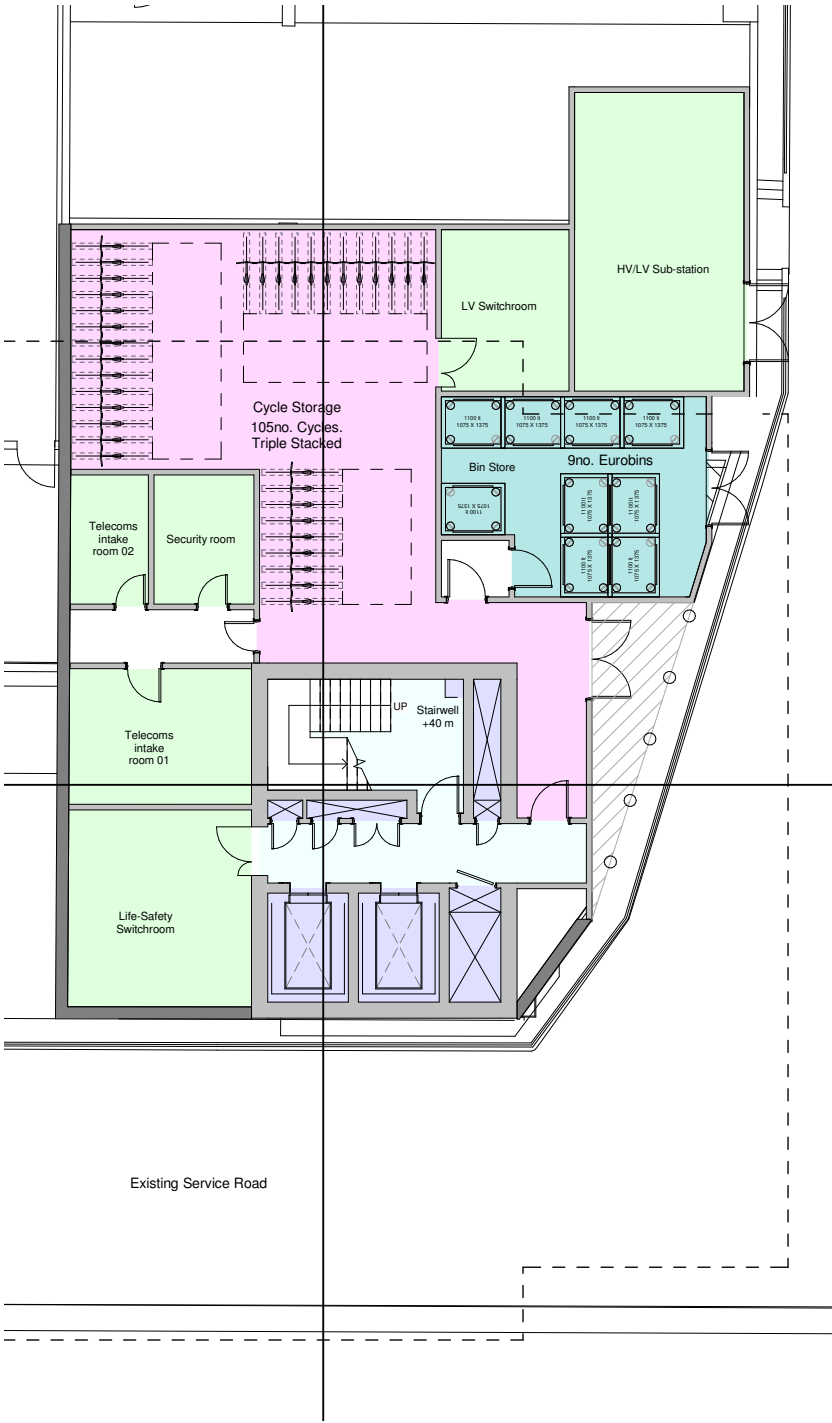
8.4 Servicing - Block C

Site C Basement

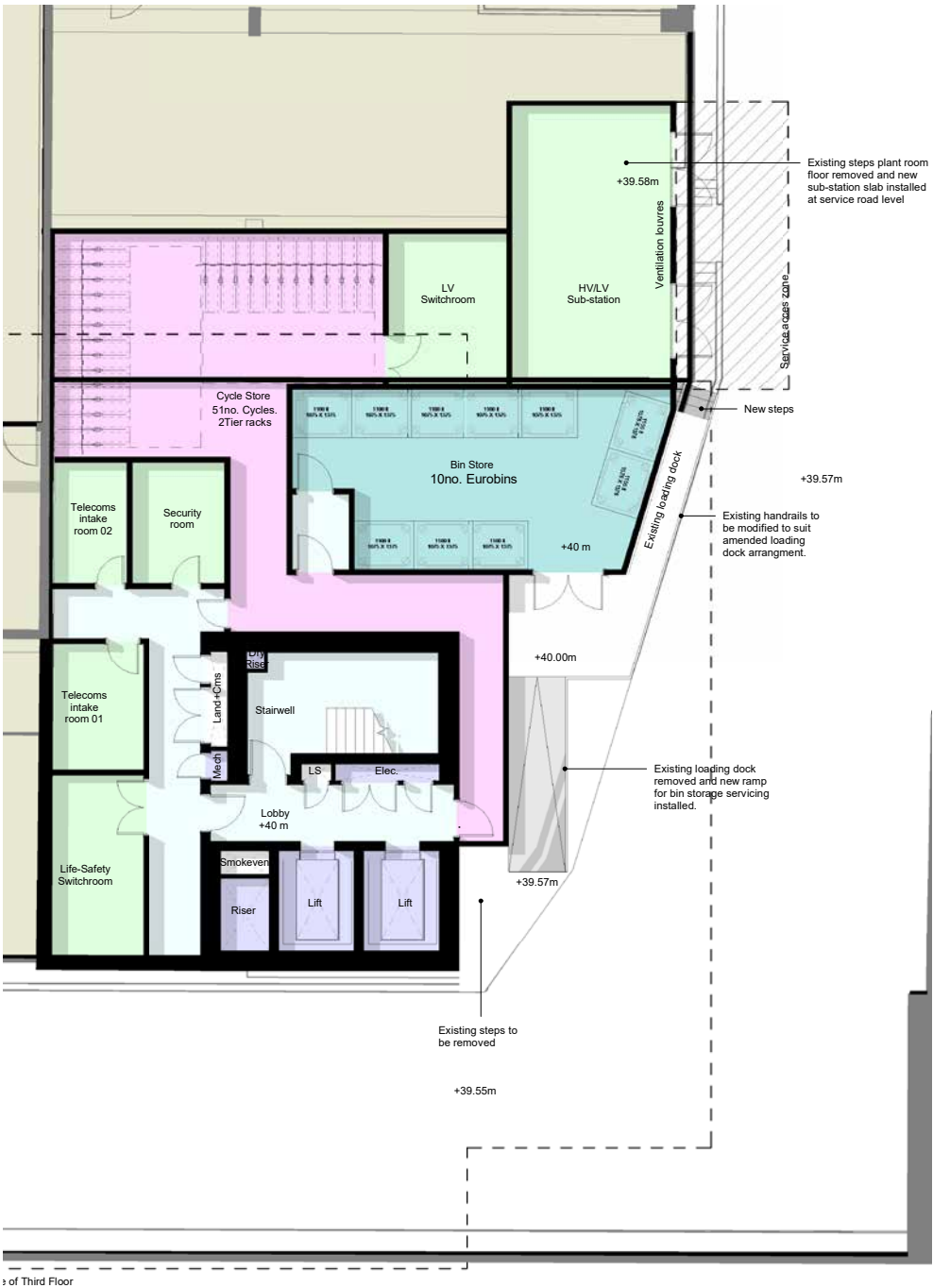
- Double stacked cycle storage (Josta two-tier)
- Highways comments incorporated



Key Plan Showing Block C



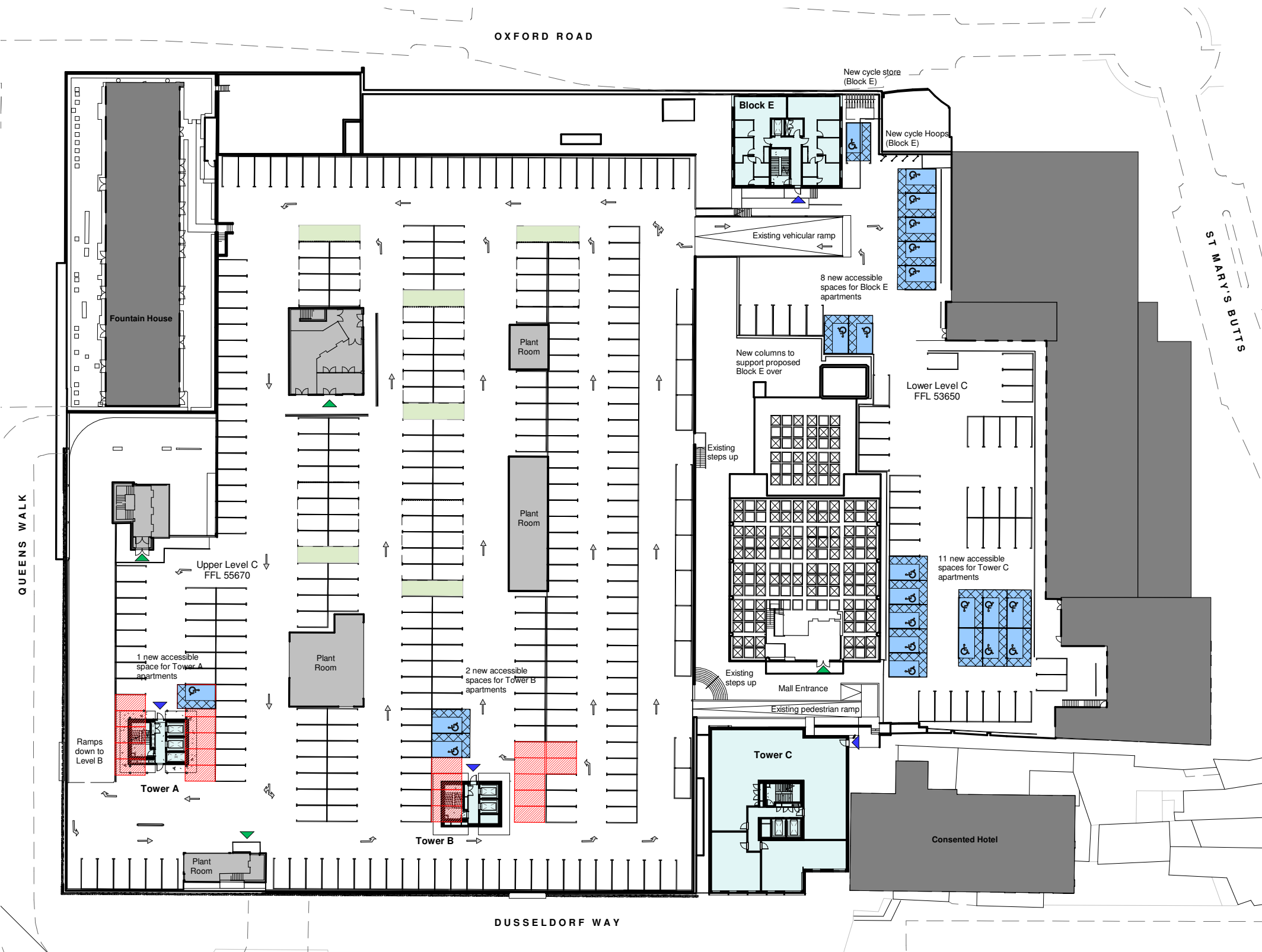
Previous Plan



Revised Plan

9.0 CAR PARKING

9.1 Proposed Car Park Plans



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