Hackbridge & Beddington Corner
Neighbourhood Development Group
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Below are comments relating to the detailed design for Phase 1 of the Felnex development.

	Comments about existing proposals for detailed design stage of Phase 1	Suggestions for improvement or further questions	Response
1	We note that a number of major changes have been made to the configuration of the supermarket and associated buildings from that shown in the Outline Planning Application, which received permission. These are significant changes and we are concerned that the amenity of the adjacent Victorian terraced houses and the communal and residential spaces, of the proposed scheme have been compromised by these changes. • Building Form & Scale: The three urban blocks shown in the Outline Planning Application separated by a public street have effectively been combined into a single mega-block. On the London Road frontage, what had been free-standing residential blocks sitting above the podium have been replaced by a continuous residential block along the entire frontage. While this block steps back from the street line in a number of places, it now presents an unbroken elevation to London Road and the railway bridge which is of a measurable and qualitative difference to the Outline Application. It dominates the approach to Hackbridge Corner in a way that is manifestly out of scale	To the London Road elevation - reduce the height of the middle residential blocks that are stepped back. This will open up the space between the main residential blocks. This will be more in keeping with the Outline Application. In addition this will provide more dual aspect flats and improve ventilation. Creating a more varied massing will reduce the dominance of the proposed scheme on the approach to Hackbridge Corner. Set back the top floor of all residential blocks in order to reduce the perceived building height and massing.	

	with the 2-storey houses and shops adjacent, as clearly demonstrated in the artist's renderings. • Building Height: The Revised Massing drawing dated May 2011 shows the London Road frontage at 6 and 5 storeys, including a single storey podium of shopping. The current scheme effectively proposes 7 and 6 storeys including a retail podium noted as being 2 storeys but equates to 3 residential storeys approximately. • Building Access: The loss of the public street located between blocks means that vehicular access to the car park and servicing bays is drawn deeper into the scheme and now necessarily circulates along residential streets. In particular, the design and configuration of the car park and service bay entrances side-by-side impact very negatively on the quality of the street, active frontage, and pedestrian experience.	Reconfigure vehicular access to the carpark and service bay to reduce impact on the surrounding residential streets. Consider thorough redesign of the part of the scheme in the vicinity of the railway. Currently this appears to be designed with the primary aim of ensuring pedestrian continuity with the bridge underpass, however this underpass does not provide a high-quality walking route and should not be determinant. Given that it is adjacent to the railway, this would suggest it as a preferable location for car parking and/or servicing entrances.	
2	The design does not respond to the physical location. As the flats go around the elevation the design does not respond to the orientation or location near to the road. The current proposed design appears to treat all of the accommodation as a standard fit. It is not clear from the plan how issues such as air and noise pollution are being addressed for those properties facing directly onto London Road. • Single aspect housing in this instance will mean the only source of fresh air will be that directly accessed from the windows and doors facing onto the London Road. • The residential frontage to London Road is continuous and unbroken, whereas in the Outline Planning Application it was formed of a number of freestanding blocks enabling greater variety of aspect and ventilation. The proposed design shows a significant number of single aspect units and mews houses. There is a high risk of overheating with single aspect	In relation to noise pollution and poor air quality, triple glazing and winter gardens, in conjunction with passive ventilation have been used to address this type of issue. In relation to overheating, natural ventilation and passive ventilation are commonly used in developments to address this type of issue. The Mew houses in particular could incorporate openable roof lightings to improve passive ventilation. This has been successfully incorporated in the BedZED development. Incorporate solar shading, such as brise soleil, to reduce solar gains to large areas or glazing that face south and west.	

	flats, particularly for those flats facing south or west. Similarly, the current design shows a number of single-aspect north-facing flats (principally above the supermarket entrance) that do not comply with the Mayor's Housing Design Guide as required by the conditions of the Outline Planning Permission.		
3	We would like to see something innovative in design and designed for the area. From the current proposal it would appear that the design is based on the Higham's Park development. It is not clear from drawings submitted how the proposed design interfaces with and creates new links with the existing Wandle Valley Regional Park.	During the process of compiling our neighbourhood plan we have been exposed to a wealth of examples of design and we would like to share some of these with you. The intention here is to focus on those images we think could be more appropriate for Hackbridge.	
4	We note that in the proposed scheme, which was granted Outline Planning Permission, the parking was to be located at half a level below ground. This would have provided more direct access to the supermarket from street level than the current proposed scheme. In the current scheme proposal the car parking is now located at ground level. Therefore the ground level entrance to access the supermarket, which is now located at first level, is completely dominated by a travellator. The double storey shop front glazing along this elevation follows the principles of an active frontage but this is negated by the travellator and change in level of the floor to the supermarket. Any direct views into the supermarket will be obscured by the travellator and the significant change in floor level. The travellator proposed for the supermarket will consume a significant amount of energy. This is not in keeping with the low carbon aims for Hackbridge.	The pedestrian entrance to the supermarket, directly off London Road, should be made more architecturally prominent than the entrance that provides access to the travellator. It is not clear from the drawings submitted how this entrance has been detailed. Please provide drawings clarifying this. What possibilities are being considered to generate energy to operate this travellator? Is the use of some form of solar power being considered to provide a source of energy to help the supermarket offset its energy needs?	
5	The car park is predominantly for use by residents of the development, and the supermarket. However we do note that other users may use the car park for a limited amount of time.	We wish for the car park use to be diversified for more community use. Extend the time for other users, ie all day, during quieter trading times of the supermarket. This could be week days and users could be charged a similar	

		amount to what is being charged elsewhere in Hackbridge.	
6	Cycling provision – only one cycle parking space per flat is being provided but this fails to cater for families and does not respond to the increase in cycling in the neighbourhood. As the sq footage of the flats is tight, there is limited capacity to store cycles within the homes and so allocation of safe storage of cycles, for more than one per unit, needs to be reviewed and revised upwards to satisfy local needs.	Provide storage for one number cycle parking space per bedroom. Use two tier bicycle racks to increase capacity.	
7	We consider the location of housing facing directly onto London Road, at the southern end of Block B, as inappropriate. This location will be most affected by traffic noise and poor air quality, particularly for the flats located at ground/road level.	Provide some form of commercial units in this location. This is a visible location and is directly opposite pedestrian links to the train station. A commercial unit would be a better use of the location at the front of the development, rather than housing. Perhaps a 'hub' for use by individuals who purchase the apartments.	
8	Affordable housing all located together. This is not inclusive design.	Provide social rented housing in two smaller clusters in different locations and pepper pot shared ownership properties around the site.	
9	Use of soft and hard landscaping to soften the look and feel of the rather concrete appearance of the current materials being proposed. Street trees are not enough to help with establishing the London Road green corridor and increasing biodiversity. It is noted that a green roof is suggested for the roof covering the goods area.	Rain gardens or other soft landscaping pits along the roads will help to address this. If there are green sections of grass planned, suggest substituting them for species rich lawn turf from Wildflower Turf. This helps improve biodiversity with 26 species and also goes towards meeting regulatory standards such as BREEAM and the Code for Sustainable Homes. Suggest Buxus Sempervivens is replaced with something else due to box blight	

		Bio diverse green roofs are now accepted as the appropriate way to alleviate storm water runoff, which will become more imperative as seasons continue to change. It is suggested that bio diverse green roofs are also built into the design for the apartment blocks.	
10	SUDS – given ongoing situation with flooding, are we happy that adequate attention has been given to this aspect of the design?	What is the percentage of soft landscaping to hard landscape? Proposed green roof and roof garden for flats mitigates this percentage. Can green roofs be added on top of flats to help storm water run off? Water harvesting. How will this be addressed as part of the design of all aspects of the build?	
11	New street names will be required for the site and the local community would like to be involved in suggesting appropriate names.	Need to provide suggestions of street names asap ie Shackleton Way.	
12	The visuals of the roof top garden show many hard surfaces being used. It is not clear from the drawings submitted if the needs of the residents of varying physical abilities have been considered. We would also like to know if the design has considered how the space will encourage a sense of community amongst the residents.	How will the design of the roof top gardens foster community relations of the residents? Has seating, suitable for different users, been provided? Will any of the garden beds be available for community use? Do any of the units that are located at roof garden level have direct access to the garden?	

13	It is noted that drawings for the proposed scheme show an ‘embossed’ pattern on the brickwork of buildings.	Materials used across the whole of the development need to be carefully selected and used to ensure the arrival of this new development pays close attention to the environment it is joining. We would welcome the opportunity to be consulted on what is being proposed and be able to feedback comments.	