

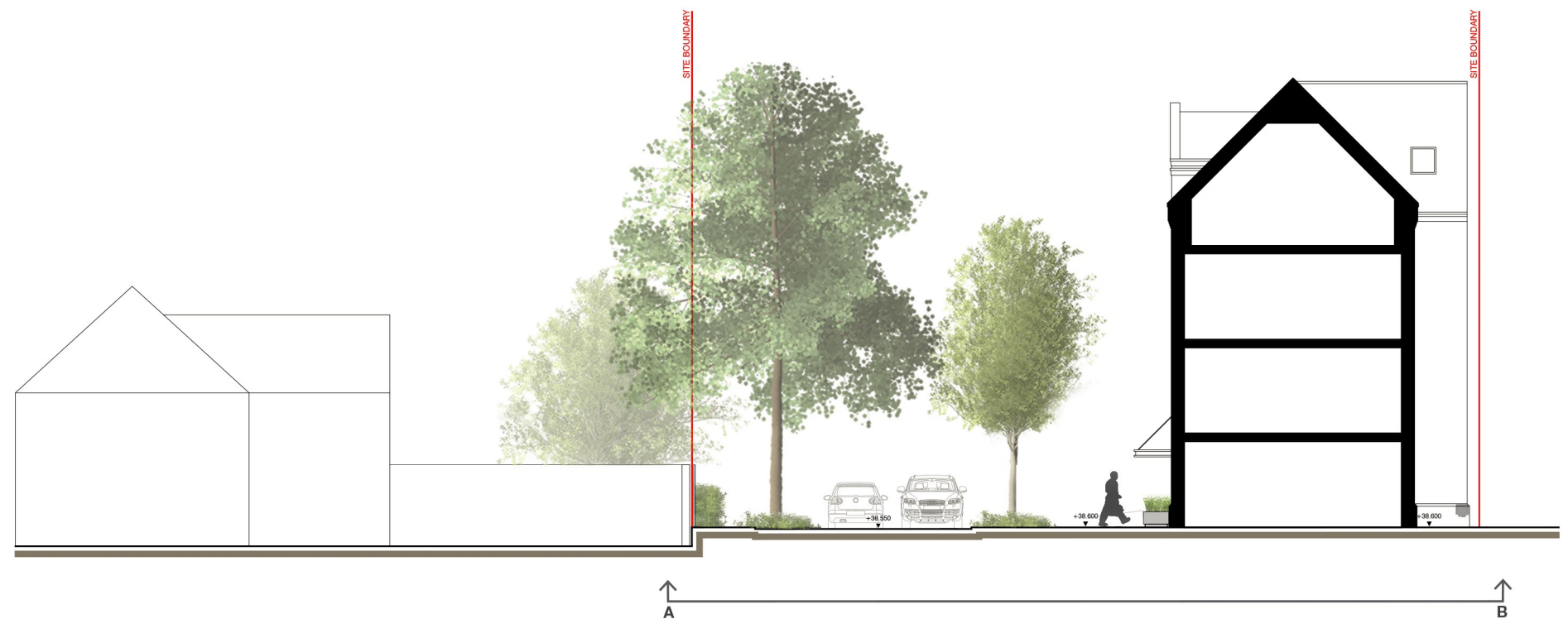


Central Street

A single two way street provides vehicular access to the site. This vehicular route is tree lined and includes on street parking embedded within landscape beds to animate the street scene. A separate 3m wide shared cycle footway provides a safe non vehicular movement route through the site, connecting the river to the town centre.

A varied planting palette of amenity shrubs, hedgerows, ornamental shrubs, street trees and feature trees create a rich green matrix through the streetscape. This environment will be enjoyed by both street level users and the overlooking apartments.

The vehicular street will provide access for residents and visitors to various under croft parking areas and on street spaces. The street will also be used for service vehicles, and as such has been designed to provide set down space for vehicles such as refuse and delivery vans.



Key Design Principles

- Tree lines define the edge of the street, framing and contributing to the greening of the route.
- Vegetation integrates parking along the street and provides visual separation from residential properties
- Clearly defined, 3m shared cycle footway provides safe and direct non vehicular movement.
- Distinctive paving material used to define different movement zones
- Opportunity to integrate rain gardens within the wide landscape verges to provide sustainable surface water drainage solutions









3.6 Thames View: Character Area

3.6.1 Previous Proposals

The previous proposals took a wharf / warehouse typology, with a sawtooth metal roof. Enclosed by this collection of buildings was a raised landscaped deck connecting on to the existing bridge levels.

3.6.2 Architectural Precedent

The river frontage provides a mix of styles, influenced by the former power station and the schemes waterside location.

On the eastern side will sit a grand brick built power station inspired building, taking cues from the iconic Victorian power stations located along the River Thames, such as Battersea and Bankside. Subtle brick details and large cathedral-esque glazed apertures define this building as a key landmark along the journey to and from the town centre.

To the west will sit a warehouse inspired building, with contrasting brick bands and quoining detail.

Each of the buildings share a set-back penthouse level.



3.6.3 Materials

Transitioning to the River Thames frontage, the predominant facing material will be a buff brick. Subtle variations in hues, bringing out red and burnt facings in part, will add character to the buildings.

In addition to the differing shades of buff between main facing and details, as well as across buildings, accents of stonework, red brick, and blue engineering bricks will create further interest.

3.6.4 Design Concept

The northern part of the site manages a number of fixed constraints - namely the proposed finish floor levels of the new buildings in relation to flooding (38.6m AOD), connecting to the Thames towpath (ca. 37.4m AOD), and connecting to the Bridge (40.8m AOD).

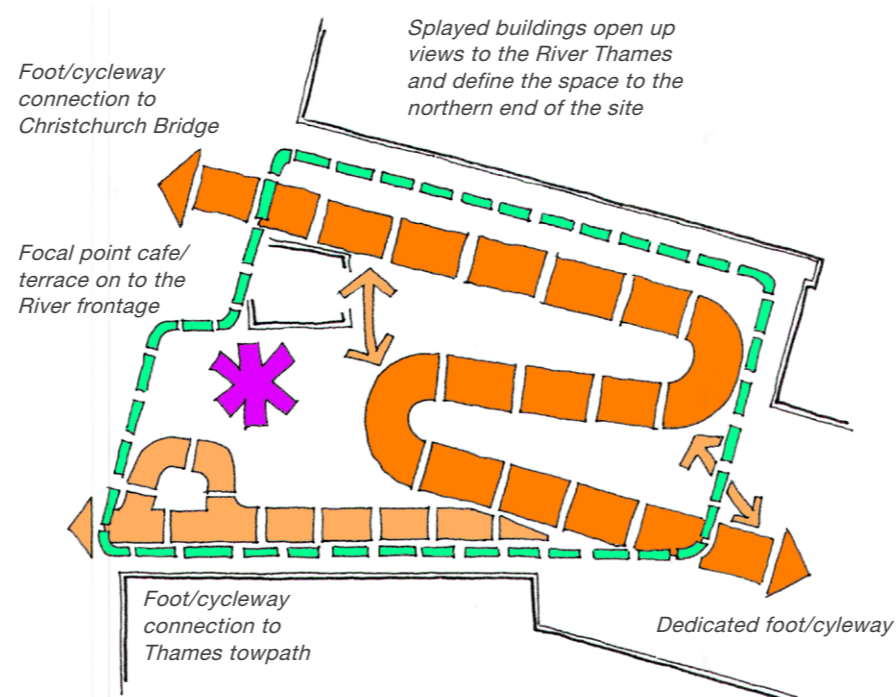
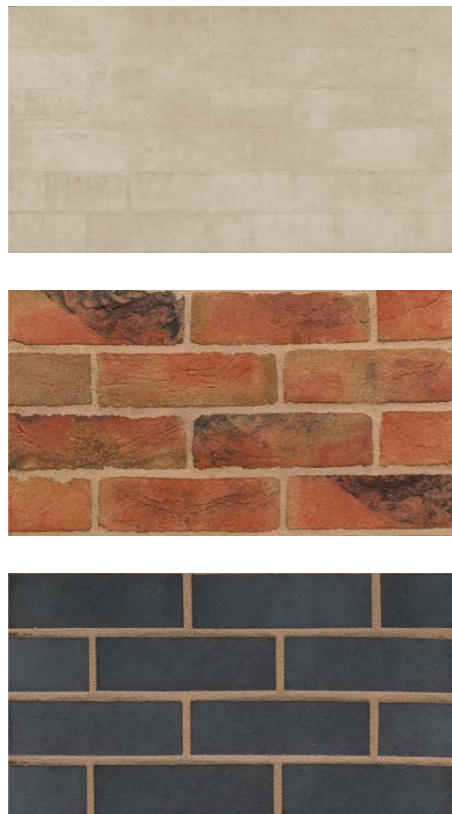
In addition, the concept seeks to splay buildings to relate to the geometry of the Bridge and open up views to the river, meadow and the bridge itself.

A single detached cafe building with associated viewing terrace provides a key vantage point for residents and passers by to stop and admire the surroundings.

Main Facing Materials



Secondary Facing Materials



View along 3m foot/cycleway heading towards Christchurch Bridge

