



Design & Access Statement for Torbay Development Agency

The Redevelopment of the Crossways Shopping Centre Hyde Road, Paignton

20659
July 2020



The Crossways Shopping Centre
Design & Access Statement

Contents

- 1.0 Introduction
- 2.0 Project Brief
- 3.0 Existing Site Information
- 4.0 Planning Context & History
- 5.0 Site Analysis
- 6.0 Design Evolution
- 7.0 Design Proposals
 - 7.1 Amount
 - 7.2 Layout
 - 7.3 Scale
 - 7.4 Appearance
 - 7.5 Landscape & External Realm
- 8.0 Access, Car Parking & Refuse Collection
- 9.0 Economy Impact Statement
- 10.0 Community Statement
- 11.0 Sustainability
- 12.0 HAPPI Recommendations

Appendix A - Distant Views



Existing aerial view of site looking south west



The Crossways Shopping Centre

Design & Access Statement

1.0 Introduction

This document has been assembled in order to pull together the information and outline proposals that will eventually support and form a full planning application for the redevelopment of the site of the current Crossways Shopping Centre and multi-storey car park in Paignton.

Current Project Work Stage

In accordance with the RIBA Plan of Work, the intention is that the work carried out to date has been towards the completion of RIBA Stage 3. This report provides insight into the site analysis work carried out, the assemblance of any available existing site information, evolution of the initial concepts and options and the resultant proposals for submission of a full planning application.

This statement starts by confirming and solidifying the project brief and concludes with the current design proposals.

The Site

The site of the Crossways Shopping Centre and multi storey car park is currently owned by a private individual. At the time of obtaining a planning approval the applicant (TDA) will not have ownership. Gaining a full planning consent (conditional) will be a necessary legal element in the eventual compulsory purchase of the site.

Limited existing site information including a topographical survey, has been provided by the client. Additional information, including OS map extract, suite photos, utilities information and legislative / planning designations have additionally been collated.

Further information relating to the existing site is provided in Section 4 of this report.

The Aspiration



Aerial view of site looking north east



Figure 1 : Site Location Plan



The Crossways Shopping Centre Design & Access Statement

1.0 Introduction

It is understood that the aspiration is to completely redevelop the existing site, this process will provide multiple benefits. The immediate visual improvement of the site will improve the overall desirability of the area as a place to visit and spend time, the knock-on benefit being the improved trading of surrounding existing businesses and the attraction of good quality retailers to the vicinity. It is hoped that an improved pedestrian link through the site will help to bolster the aims of the area masterplan by creating a more legible route to the seafront, connecting areas of the town in a more meaningful way.

Most importantly, this is a large and currently underutilised site that has the capacity to supply a large number of residential units to an identified senior use group. The mixing of uses within the site, it is hoped, will provide day-long activity and natural surveillance of the surrounding areas. The residential areas should provide a good combination of tranquillity and activity, allowing residents to have private, safe space whilst feeling a part of the local community.

In short, the aspiration is to create a vibrant, welcoming new place in Paignton that mixes appropriate retail / commercial uses with residences for senior people.

Project Team

TDA as client are liaising directly with the project team, with a designated project lead appointed to liaise directly with the design team and planning department.

ADG have been commissioned as lead consultant from RIBA Stages 1 through to the completion of Stage 3, culminating in the submission of a full planning application.

Case Consulting have been commissioned to provide engineering support to the project across these same project stages.



The Crossways Shopping Centre Design & Access Statement

2.0 Project Brief

The General Brief / Aspiration as Currently Understood

The current Crossways Shopping Centre has been underperforming in retail terms for many years, with a high percentage of the commercial units being empty at any one time. The existing car park is still in use, however the site exists in a secondary retail zone off the main routes and not adjacent to the beach / promenade area. As such the driver for redevelopment has shifted from retail and other associated A classes, to residential, B, classes.

TDA provided a project brief for the redevelopment of the existing site and confirmed the boundary of the site area that will form the extent of the land required to be compulsory purchased. It is assumed that all existing structures within the site will be demolished.

The outline project brief requested provision of approximately 90 units of accommodation, split between an 'Extra Care' and smaller Sheltered Housing development. Apartments will be one and two bed in nature, with the majority, 75%, being one bed. TDA will form its own housing association and will hence manage the site once in operation.

The proposals should also seek to develop active frontage to Hyde Rd and, less importantly, Torquay Rd, with the provision of speculative commercial space for a variety of appropriate commercial leaseholders. The site resides in a secondary retail location, with the majority of businesses being either independent or part of small local chains. A mix of uses exists in both Torquay Rd and Hyde Rd with key businesses being the Post Office, Halifax and Wetherspoons. Unit sizes are generally towards the lower end of the scale. Any proposals should provide flexible

options for a variety of use groups and business types in order to ensure high levels of occupancy. The premises will be leased, the details of these arrangements are not known at this time.

The proposals must seek to retain a public right of way between Torquay Rd and Hyde Rd, as supported by the Neighbourhood Plan and recent Paignton Masterplan. Furthermore, it is the local authority aspiration that this is part of a longer route that extends to the greenspace of Victoria Park and beyond to the seafront.

The ultimate number of storeys and apartments forming the proposals can be found in Section 7 of this statement document, providing solutions to physical and planning site constraints.

Design Codes and Technical Requirements

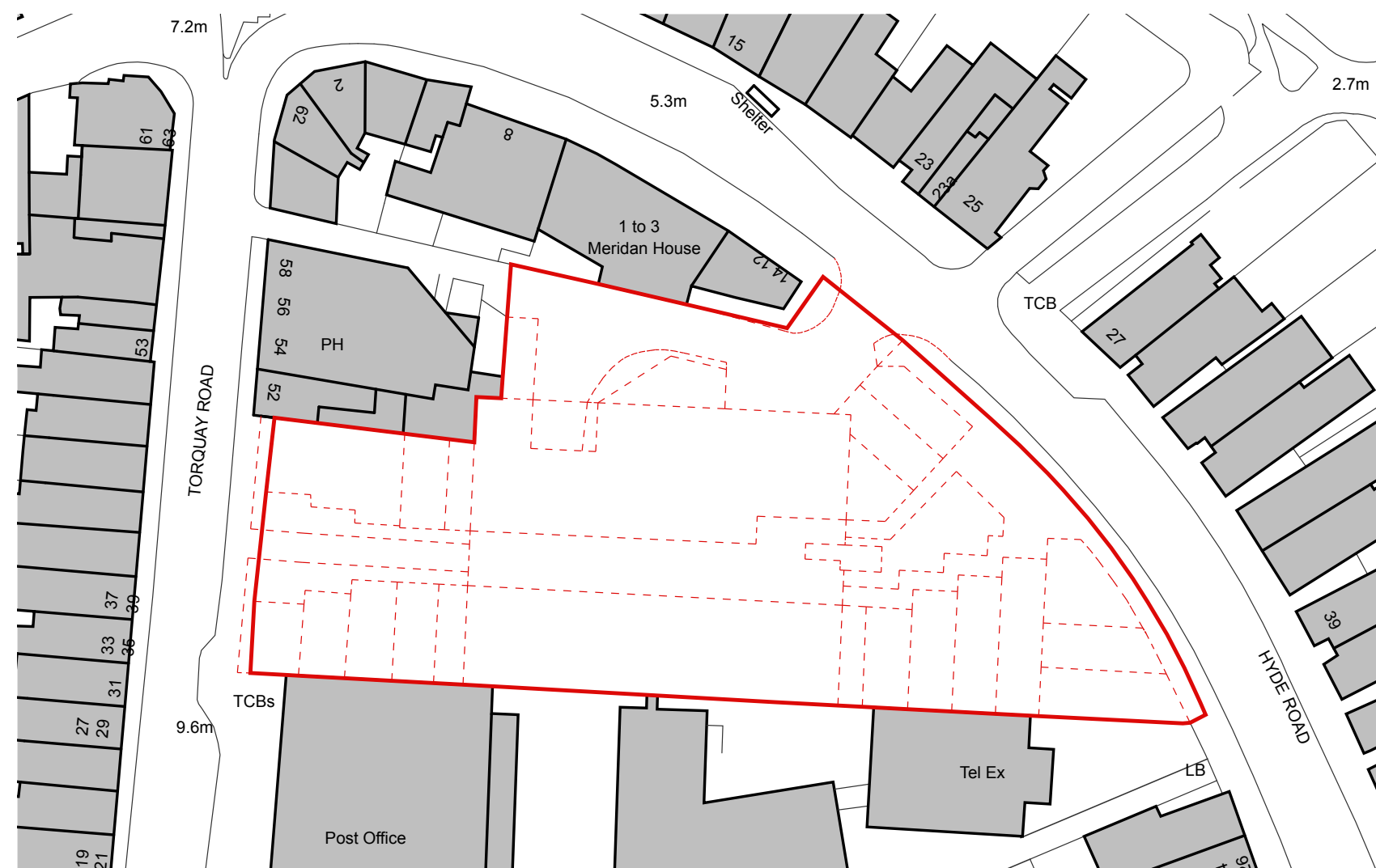
The proposals will need to meet accessibility standards for all areas as prescribed within the Building Regulations, with a greater level of standard applied for the extra care residential component where it has been assumed that a full wheelchair user standard should be applied throughout.

Various technical papers exist on the layout and design of extra care housing and the design team will be utilising these in progressing the design, including 'Design Principles for Extra Care' written by PRP Architects for the Care Services Improvement Partnership. HAPPI principles will be applied throughout the residential components of the site to ensure that the accommodation provided enhances the resident experience and can adapt to their changing needs.

Proposals have been designed generally to be able to accord with all appropriate sections of the Building Regulations, the principle issues at planning stage being space standards linked to Part M and fire egress requirements as laid out in Part B.

No specific requirements exist in Torbay for the provision of renewable technologies or minimum energy standards above the requirements of Part L of the building Regulations. The proposals will be designed with best principles of orientation, glazed areas, space for renewable technologies and microclimate generation in mind. No specific BREEAM standard has been requested.

A Health impact assessment has been provided in the planning submission.



The Crossways Shopping Centre
Design & Access Statement

3.0 The Site

The site has an area of 0.477 Ha (4771 sqm), and is located within Paignton town centre. It incorporates an existing multi-storey car park which remains in use and now redundant shopping centre facilities. To the West, Torquay Road runs in a North-South axis and to the East / North-East, Hyde Road runs in an arc from the South-East Corner to the North West corner of the site at the junction between the two roads and Church Street.

Existing building frontages along Torquay Road are generally of a domestic scale with Victorian brick facing to facades remaining apparent at upper floors and dormered roofscape directly opposite the site. At ground level, most have been given over to retail and commercial use with traditional shop fronts mainly along the West edge. The stone built envelope of Gerston Hall is a notable exception to this.

Adjacent to the proposed site, the older building stock at the Eastern edge of Torquay Road gives way to a later and somewhat different concrete framed architectural approach from the Post Office building Northwards and taking in the West façade of the existing Crossways buildings.

The brick built theme at upper stories continues at the Northern edge of Hyde Road where a similar pattern of small retail and commercial outlets with traditional shopfronts exist at Ground level. This also true of the Southern edge of the Hyde Road, although this quickly breaks up into a terrace of lower quality render faced two storey facades, including the Crossways street façade further along this axis.



Figure 3 : Views into the Site



View along Torquay Road looking north



View into site from Torquay Road looking east



View along Hyde Road looking south east



The Crossways Shopping Centre

Design & Access Statement

3.0 The Site

As the arc of Hyde Road continues, the mass and relative height of the existing multi-storey car park that currently sits at the heart of the site comes into view and becomes the dominant architectural form. Past this point the two storey façade is maintained along the Hyde Road street edge with the glazed frontages of further continuous retail / commercial units present at pavement level with associated ancillary accommodation above. The use of a continuous canopy at the street frontage here is also a noticeable characteristic.

Site Constraints & Opportunities

There are a number of design constraints associated with the site and which are generally illustrated in Figure 5 and 6. Amongst the more notable of the primary constraints is the presence of existing significant buildings directly adjacent to the South perimeter of the site, one of which (the existing Telephone Exchange Building) rises through some 8-9 stories and provides potential issues with overshadowing, noise and outlook from any proposed building form. Other issues include potential noise from adjacent service yard(s), (eg Post Office yard to the South) and poor outlook onto the rear of properties fronting Hyde Road and Torquay Road which provide issues with service zones directly facing into the site and poor lower level aspect from lower floors.

However, it should also be noted that with the above constraints, there is also the potential for what we see as improvement of the current urban environment and a number of opportunities exist. For example, there is an opportunity to redefine and reinforce the currently split or broken line of existing street frontage along the East edge of Torquay Road at the current Shopping Centre entrance axis. There is also the opportunity to create a sequence of higher quality external space from the public realm through to semi-public and designated private areas; all defined through the use of carefully considered external landscape design elements.



View along Hyde Road looking north west

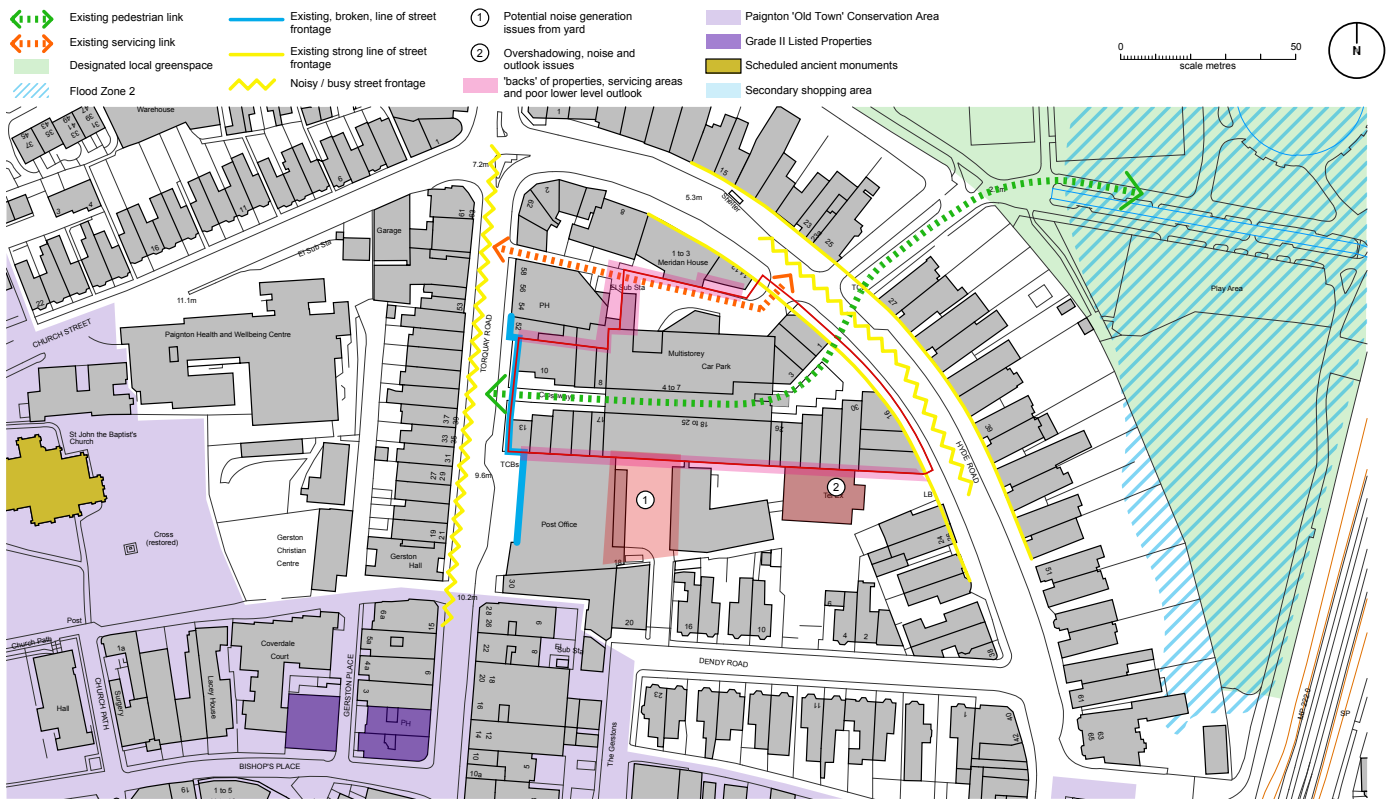


Figure 4 : Site Constraints Plan

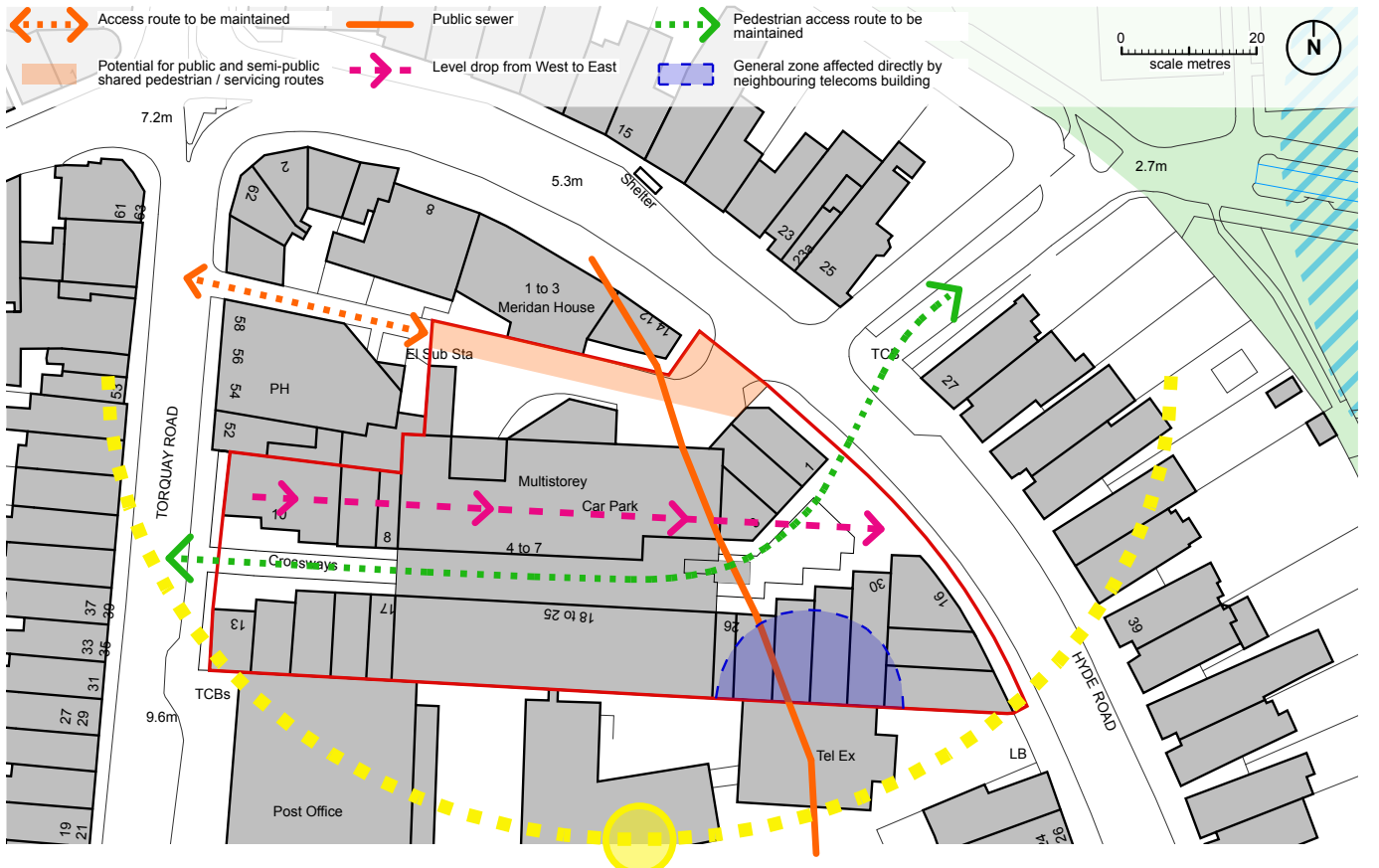


Figure 5 : Site Specific Constraints Plan



The Crossways Shopping Centre

Design & Access Statement

4.0 Planning Context & History

Local Plan (2012-2032)

Clearly, there are a number of general policy issues within the current Local Plan for the Torbay area that remain relevant to the sustainable delivery of any Paignton town centre / urban proposal. Policy SDP1 relates in part to the rejuvenation of the town centre, waterfront and harbour areas. SDP2 also relates to general headings such as the economy and both built and natural environments within Paignton town centre and waterfront areas. Connectivity between the above mentioned areas also remains a strong topic within local policy and one that is under consideration through the development of this scheme.

The general policy of the Torbay Local Plan document is reflected and built upon in the current Neighbourhood Plan document and this has formed the point of reference to inform the preliminary design proposals along with Stride Treglowns Masterplanning document titled 'Paignton Refresh', previously developed alongside the currently adopted Local Plan.

Paignton Neighbourhood Plan (2011- 2030)

In general Planning policy terms, the scheme is being proposed under the long standing requirement to make Paignton town centre "attractive to tourists and an outstanding place to live and work" as generally outlined in the current Paignton Neighbourhood Plan.

In accordance with PNP2, the basis of the scheme is to provide a sensitive mixed use approach and to increase residential accommodation in the urban centre whilst ensuring that the overall strategy generally meets the relevant Design Guide criteria set out in Policy PNP1. Other elements of PNP2 are also engaged through the proposals such as the desire to focus retail use within the town centre and which forms an integral part of a sustainable urban scheme.

ADG have also considered the importance of the relationship between town centre and seafront areas, which remains paramount in the design strategy with regard to connectivity and the links between the green spaces that serve to promote Paignton as a significant 'Garden Town' environment (Policy PNP2). Whilst it is realised that the significance of Hyde Road as a major vehicular thoroughfare in the future planning of Paignton town centre carries significant weight, the importance of 'place' within the public realm framework (as highlighted in the 'Paignton Refresh' Masterplanning document by Stride Treglown) also forms a meaningful part of the development strategy behind any proposed scheme for the site. This is also emphasized in the above study and as part of local neighbourhood plan policy, by the desire to emphasise the importance of wayfinding within the town enhanced by carefully considered and easily identifiable node points in the urban fabric.

Policy PNP8 considers the current effect of the vacant space produced by the Crossways Shopping Centre and in particular the environment currently produced by external spaces within its boundary. The idea of alternative uses is considered a positive move within the guidance indicated under PNP8 and we understand that in line with the highlighted objectives, the proposal for a mixed use residential / commercial / retail scheme would be considered a positive move. The

provision of suitable secondary retail facilities and or other commercial services to provide an active frontage at street level in both Hyde Road and Torquay Road will also maintain the desire to include good quality and suitably scaled shopping facilities in the town centre environment. In this, consideration should be given to what type of retail or commercial spaces will be both relevant and sustainable to the local economy in the future.

The issue of wider urban context is also being considered in relation to ensuring that any development does not stand alone as an inward looking and enclosed proposal. Figure 7 indicates a 'Wider Context Master Plan' and provides an overview of what might be achievable through the careful and considered layout of the immediate site area. By linking with further good quality built development in the future, the

external realm could be extended and laid out to achieve a further series of urban pedestrian nodes, junctions and routes into and through the area. This would provide further meaning and sense of place as part of the 'Garden Town' ethos.

Residential accommodation at upper floor levels will serve to promote and sustain business enterprise at street level but there must be a balance between all of these factors to create a successful mixed use development which serves to breathe life into the area rather than an underused and unattractive ground level street scene.

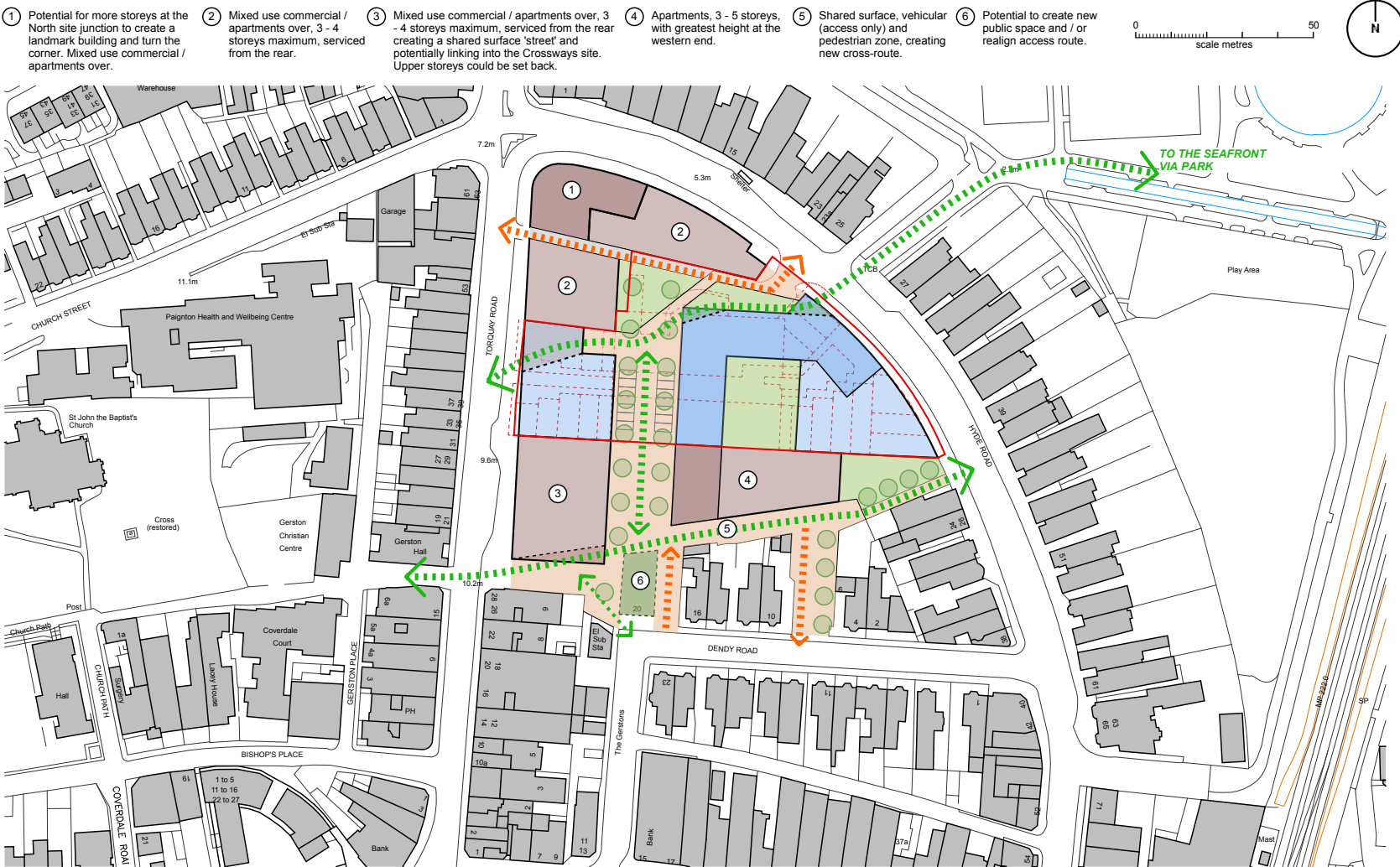


Figure 6 : Wider Context Master Plan



The Crossways Shopping Centre

Design & Access Statement

4.0 Planning Context & History

Policy PNP12 – This considers the concept of both pedestrian and vehicular movement within the town centre and seafront areas. This has been considered on both levels during the design process, but with particular attention paid to the improvement of pedestrian connections and the potential for safe interaction between vehicular and pedestrian movement. The shopping centre site currently provides what has been an important link at its core between Torquay Road to the West and Hyde Road to the East / North-East and beyond. This is maintained as a primary pedestrian route through the site with a focus on the creation of good quality external space to further improve the pedestrian network and green infrastructure links.

Through the development of this scheme, the design provides improvement of surfaces and incorporates something of a pedestrian friendly zone through careful integration of traffic management at the junction between Hyde Road and the continued route towards the seafront areas. This provides a sense of place and a node point for pedestrian movement through the site and onward towards Victoria Park and the seafront beyond.

Policy PNP13 - The provision and retention of housing within the Town Centre and harbour areas remains a priority to highlighted within both the Torbay Local Plan and the Neighbourhood Plan through Policy PNP13. The combined effect of a successful mixed use scheme would not only help to meet future housing needs of older people in the town centre community but also ensure its future in terms of social interaction and human activity outside of normal shopping hours.

Tall Buildings Policy - The design of any building proposal on this site must of course consider the context in which it is located and as part of this process, ADG have referenced both the document 'Torbay Building Heights Strategy' developed between Torbay Development Agency and Torbay District Council and the 'Paignton Refresh' Masterplanning document by Stride Treglown.

Generally, building heights within the Paignton town centre can be considered to have a height range between 2 & 4 stories but where there are higher buildings, they are often currently considered to be of low quality, with a proportion and building mass that do not meet with current recommendations.

Existing buildings around the area of the site along Hyde Road and Torquay Road are generally 2-3 stories in height (see Section 3 above) and exhibit relatively domestic scale characteristics to form a low rise, traditional streetscape.

The layout and form of the proposed buildings aims in part to reflect the scale of the surrounding building stock but also looks to provide the opportunity for a taller building element towards its core. This is partly generated as a response to the brief and to make the development viable in economic terms, but also to consider the effects of a carefully and sensitively designed building structure of up to 7 stories in height as part of the overall strategy for the site.

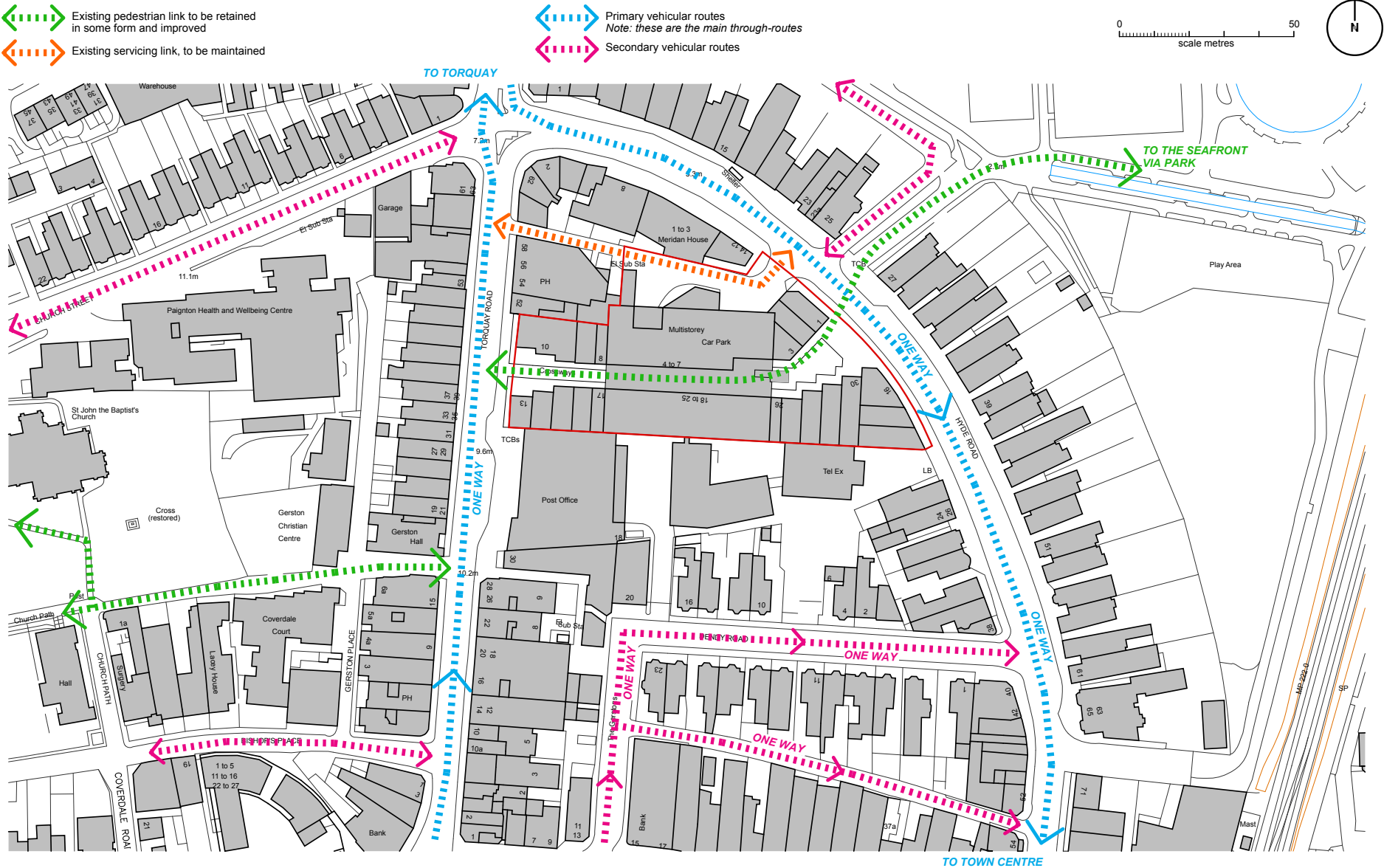


Figure 7 : Existing Routes Analysis Plan

The Crossways Shopping Centre Design & Access Statement

4.0 Planning Context & History

Careful consideration and choice of facing materials has also played a part in this along with articulation of the building façade and the play of solid against void which has been developed during the R.I.B.A. Stage 3 design period.

A building taller than its surroundings can provide a sense of place, ie to create something of a landmark in an urban environment but we understand that the design must be relative to the context in which it sits. Their effect on external urban spaces around them must also be considered in this way. However, it is important to note that any proposed “taller” building element in this relatively low rise context will become an integral part of a series of integrated building forms that react to the massing and height of the immediate surroundings. See Appendix B Distant Views.

For example, this can be designed along Hyde Road at the South East corner of the site where the building form steps down to three stories (retail / commercial at ground plus two housing levels above) to reflect the adjacent existing terrace. The building then steps in height across the site until it reaches the above mentioned higher core of accommodation. This effect is emphasized by the building façade also stepping in at the point of entry into and through the site, also from Hyde Road. Through this approach, significant views towards the seafront and further coastal aspect can be achieved from floor levels that are not part of a building that is excessively tall, but works with the site topography to create a high quality outlook from a significant number of the proposed housing units.

Building forms have also be broken at ground level to ensure that the effects of building mass are minimized at this level and to work with the current design proposal. It is important to note that proposed building forms are not designed to define significant public areas but seek to create a gradation of external space from a public thoroughfare to the Northern edge to semi-public to the more private realm at the Southern edge.

It is important to note that the relative scale and height of any built structure on this site is affected by its topography. At the West edge along the line of Torquay Road, the scale of the separate building frontage has been developed as a reaction to existing adjacent buildings and ground levels. At 4th floor level, it has been stepped back from the street to help reduce massing. At street level, again an open colonnade has been suggested to provide architectural quality to the retail street frontage and reduce the risk of endless and inconsistent glazed shop fronts.

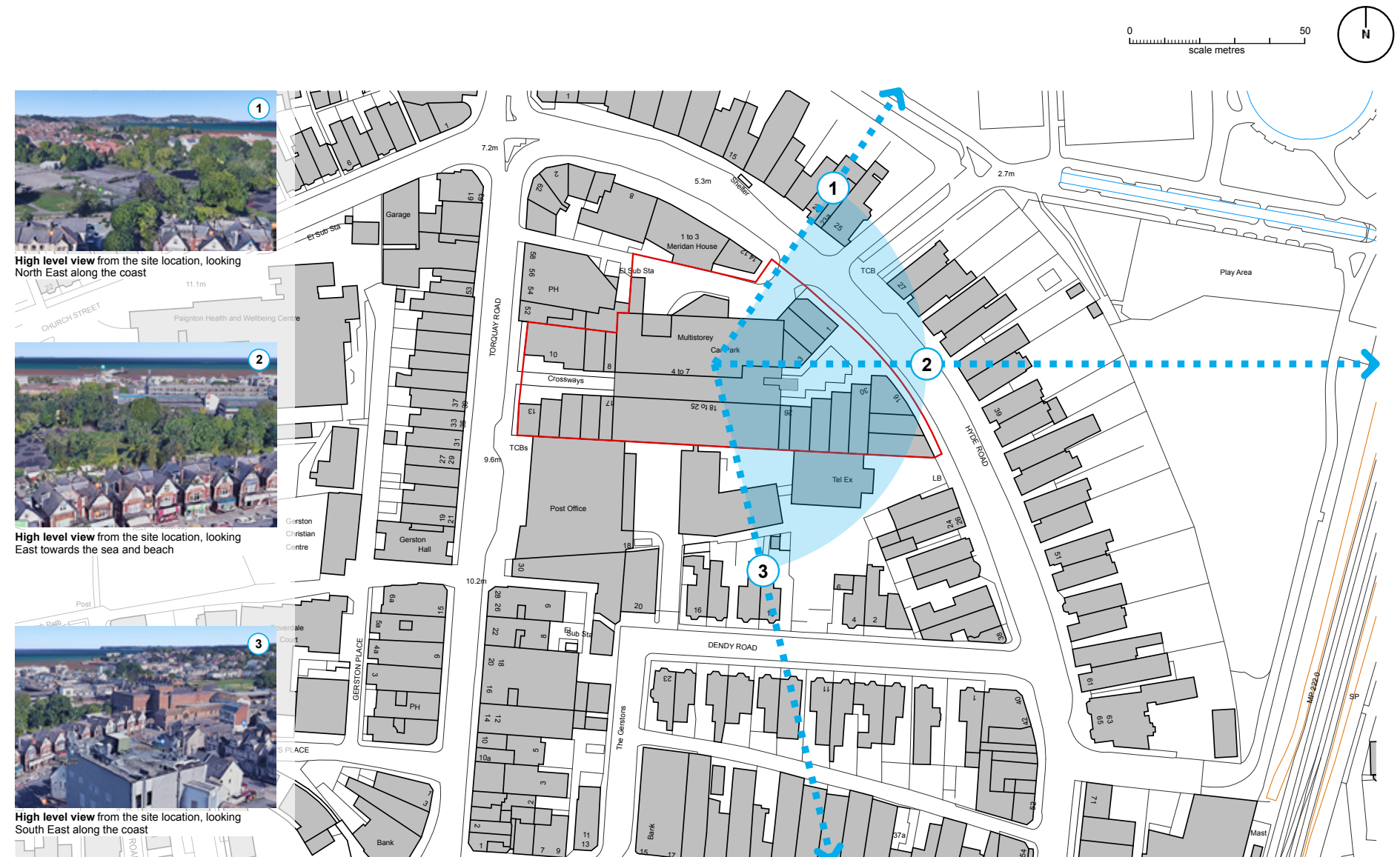


Figure 8 : Views looking out from the Site

5.0 Site Analysis

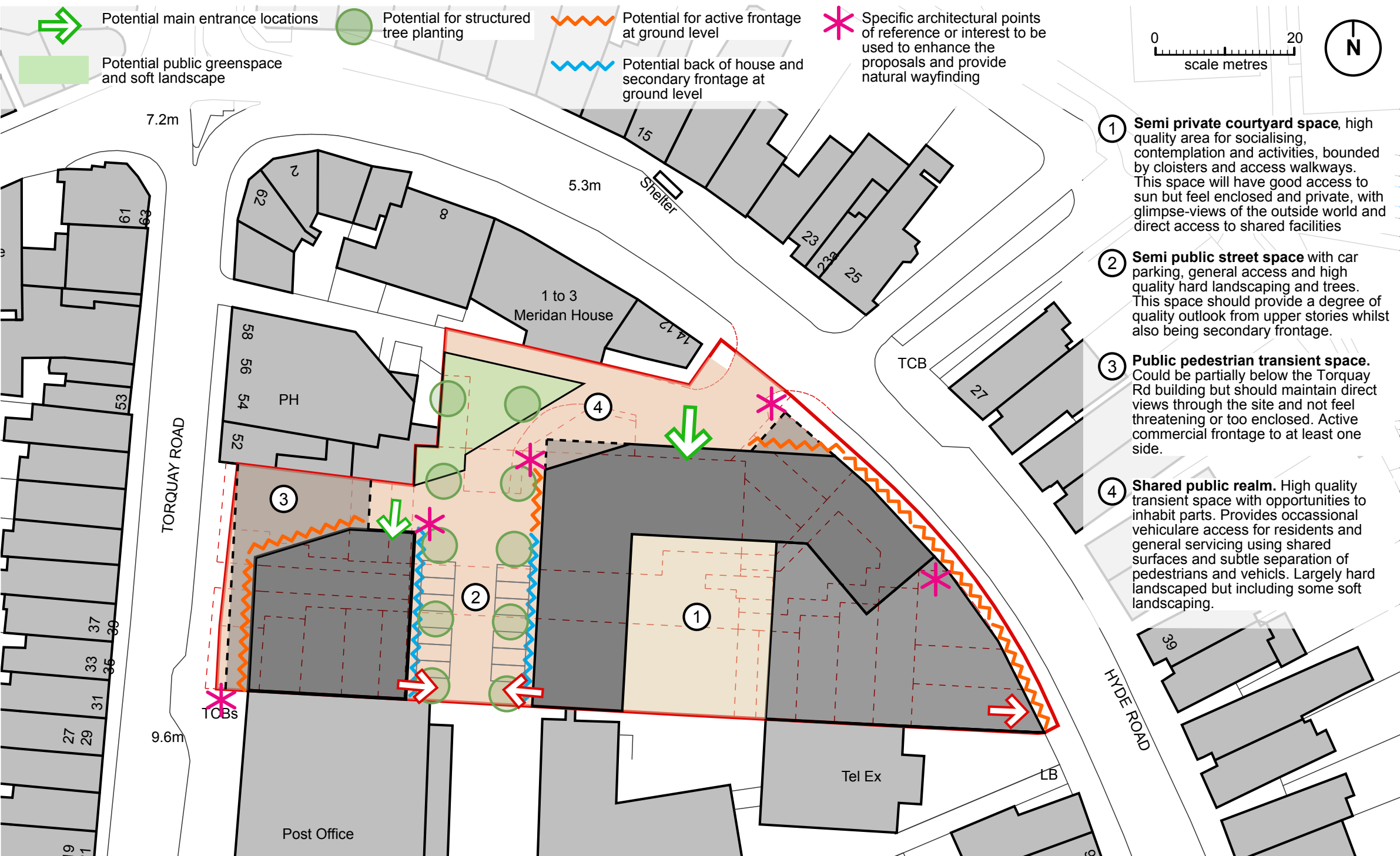


Figure 9 : Spaces and Edges Plan

6.0 Design Evolution

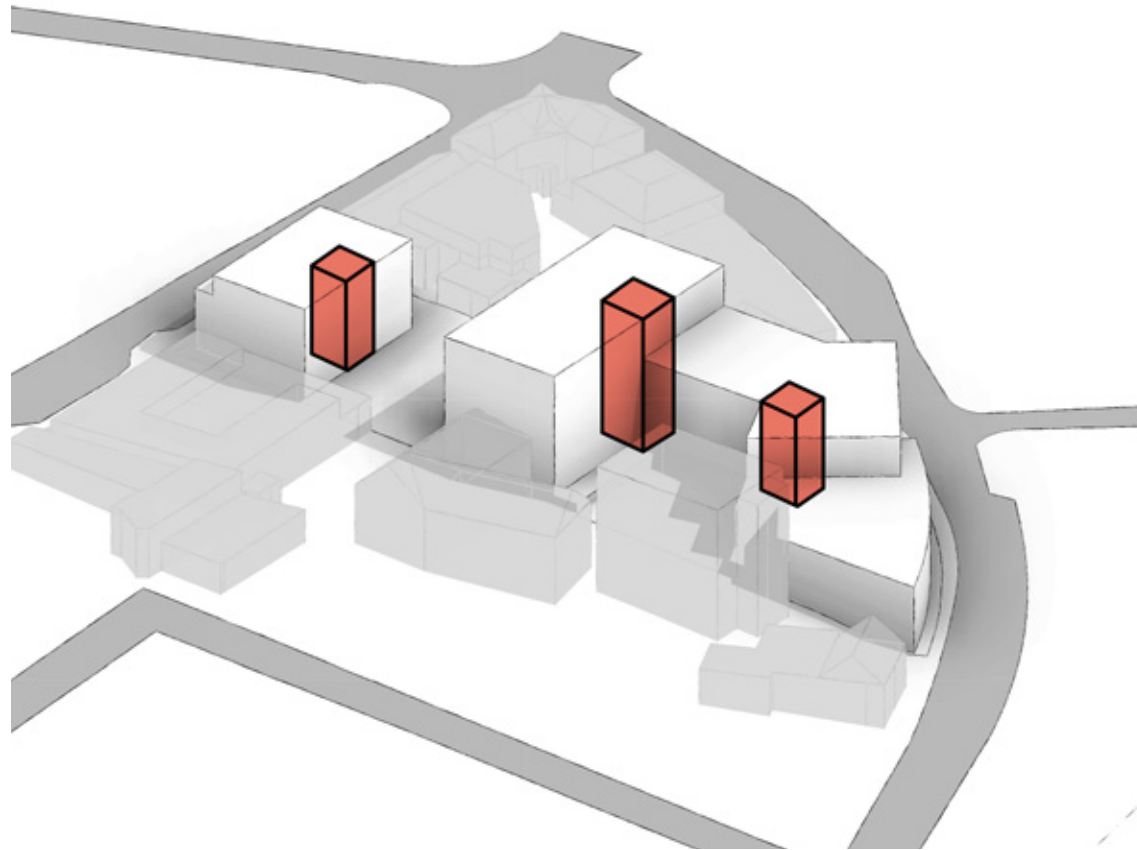


Figure 10 : Main Core Arrangement

Core locations are central and enable straight forward access to amenities and easily legible when navigating the building.

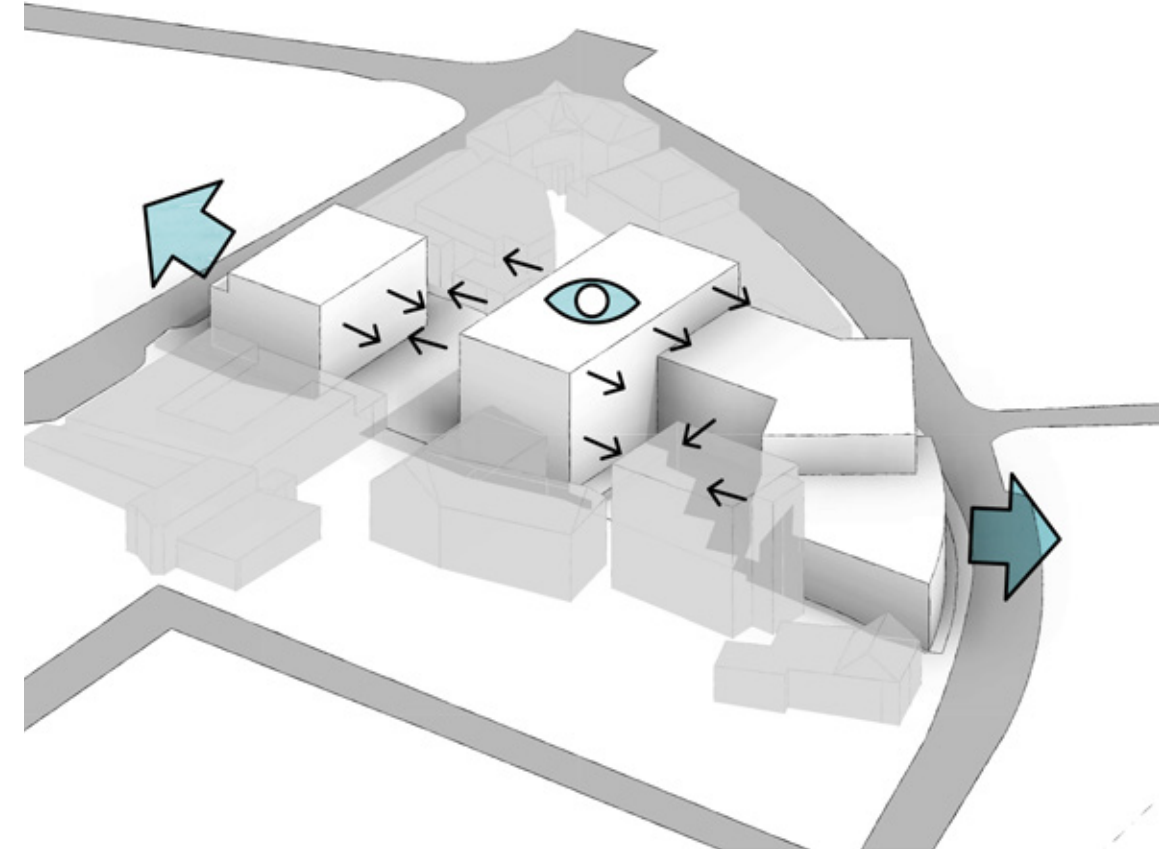


Figure 11 : Main Frontage and Views Out

The mass is orientated to create opportunities for views and face inward. Higher levels will gain views toward the beautiful Paignton coastline.

6.0 Design Evolution

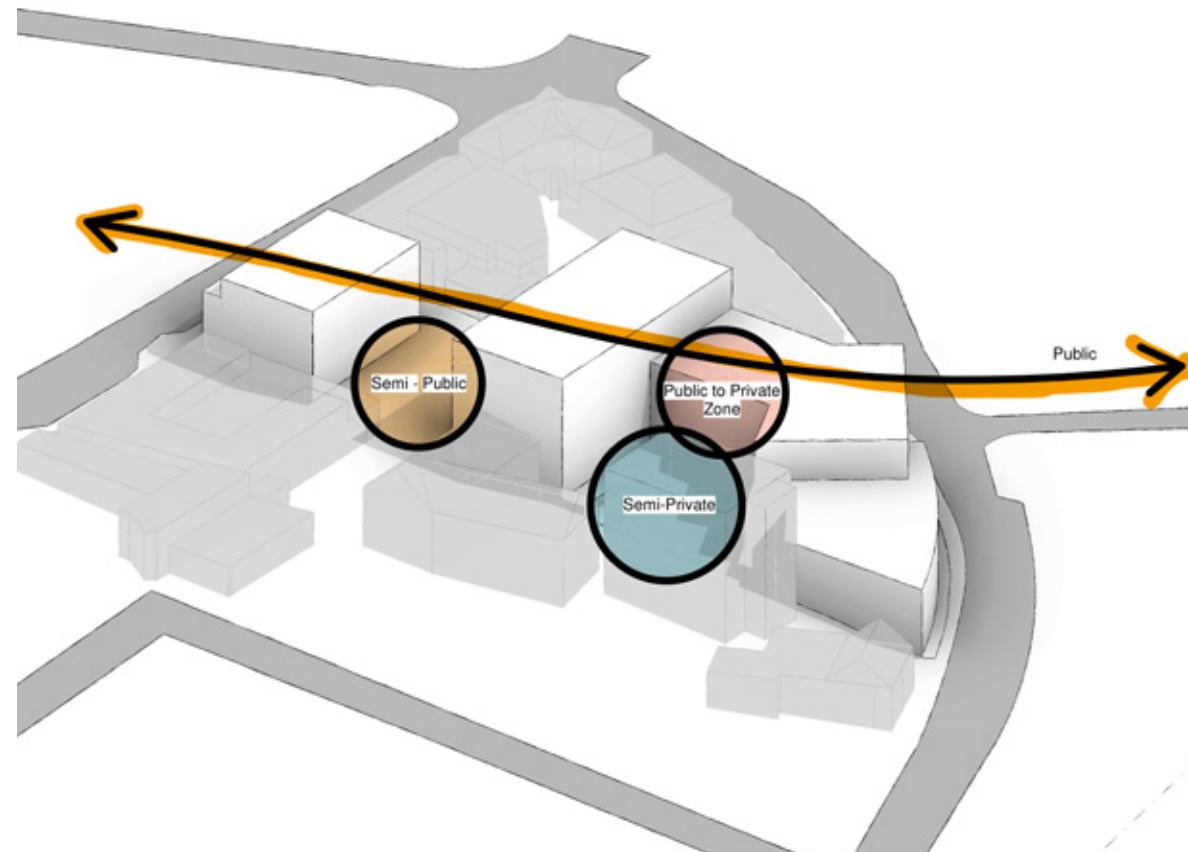


Figure 12 : Public to Private

The focus of the design is to define public and private zones using the built mass. North of site public, south private. It also takes advantage of the site topography and levels to gain privacy and provide overlooking of public space. It is key that the entrance to the building be secure and not overly permeable to the public realm. This is achieved by becoming more private as you approach and enter the building. The semi-private space is a courtyard with an active edge with views and access to both more private and public spaces.

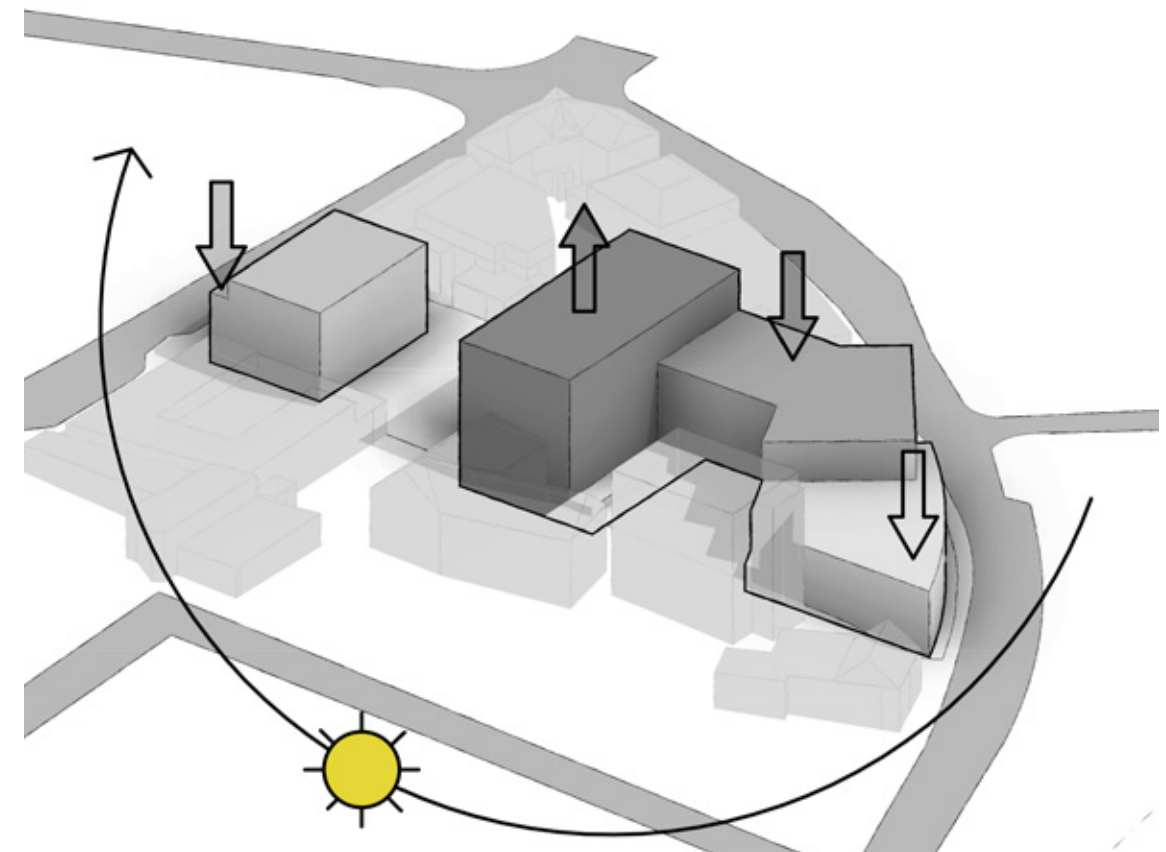


Figure 13 : Sun and Building Mass

The orientation of the key masses onsite optimizes quality daylight opportunities for all dwellings. The heights also reflect the fall across the site creating a stepped mass down to Hyde Road and to meet the heights of shops to Torquay Road.

7.0 Design Proposals

7.1 Amount (Refer also to page 17)

Schedule of Accommodation		All Wheelchair Flats		
	1b2p	2b3p	2b4p	
Ground Floor	-	-	-	
1st Floor	13	1	1	
2nd Floor	15	2	1	
3rd Floor	18	1	1	
4th Floor	17	1	1	
5th Floor	7	0	3	
6th Floor	6	0	1	
Totals	76	5	8	

	1beds	2beds	
Totals	76	13	
	85%	15%	

	1b2p	2b3p	2b4p	Total
Sheltered	11	0	2	13
Extra care	65	5	6	76
Grand Total				89



Figure 14 : Proposed Ground Floor Plan

7.2 Layout

Ground Floor - The building mass encloses a courtyard that has an active edge with view and access from a communal lounge to the garden. Commercial uses placed at the site boundary reinforce and enhance the existing street edge. The public cafe to the north-east corner serves as safe buffer zone for residence and provides a welcoming/stopping place along the maintained through site heritage route. The second more open street/courtyard will be served as a shared surface zone and provide parking for the site. The sheltered block to Torquay Road will have an off-street entrance allowing the full frontage for commercial use.

1. Double height external space presenting clear and legible entrance. This space will house café seating and provides possibility for other activities such as a local artwork gallery. This has potential to become an interactive edge to semiprivate extra care space.
3. Building overhangs and colonnades bring the street edge into the building envelope, reducing pedestrian and resident's exposure to bad weather. It is key that these spaces have a purpose and use. Commercial colonnades to provide external seating cover. Street overhangs on home zones to open the corners of the built form to allow flow of through site heritage route.
6. Openings in façades from circulation space providing views and

- ventilation to courtyard and street below. This will help residents orientate when navigating the building.
7. Permeable Courtyard edge punctured with openings to provide access and views into landscaped space.

The Crossways Shopping Centre Design & Access Statement

7.0 Design Proposals

7.2 Layout

Upper Floors - The design provides break out spaces near the cores and at the end of corridors which allows chance encounters between residence. The corridors will include windows allowing for natural light and ventilation. It also provides the opportunity for Internal spaces to overlook semi-public and private areas, this helps residents gain orientation when navigating the building.



Figure 15 : Proposed First Floor Plan

1. Double height external space presenting clear and legible entrance. This space will house café seating and provides possibility for other activities such as a local artwork gallery. This has potential to become an interactive edge to semiprivate extra care space.

2. Private balcony/terrace built into building form to provide interest and articulation to façade. Also providing overlooking to courtyard and street space to aid security of the extra care and sheltered buildings.

3. Building overhangs and colonnades bring the street edge into the building envelope, reducing pedestrian and resident's exposure to bad weather. It is key that these spaces have a purpose and use. Commercial colonnades to provide external seating cover. Street overhangs on home zones to open the corners of the built form to allow flow of through site heritage route.

4. Semiprivate roof terraces allow residents views over courtyard and places to gather in good weather.

5. Internal meet and gather spaces for residents to use and create potential for chance encounters.

6. Openings in façades from circulation space providing views and ventilation to courtyard and street below. This will help residents orientate when navigating the building.



Figure 16 : Proposed Second Floor Plan

The Crossways Shopping Centre
Design & Access Statement

7.0 Design Proposals

7.2 Layout

Upper Floors - The design provides break out spaces near the cores and at the end of corridors which allows chance encounters between residence. The corridors will include windows allowing for natural light and ventilation. It also provides the opportunity for Internal spaces to overlook semi-public and private areas, this helps residents gain orientation when navigating the building.

2. Private balcony/terrace built into building form to provide interest and articulation to façade. Also providing overlooking to courtyard and street space to aid security of the extra care and sheltered buildings.

4. Semiprivate roof terraces allow residents views over courtyard and places to gather in good weather.

5. Internal meet and gather spaces for residents to use and create potential for chance encounters.

6. Openings in façades from circulation space providing views and ventilation to courtyard and street below. This will help residents orientate when navigating the building.



Figure 17 : Proposed Third Floor Plan



Figure 18 : Proposed Fourth Floor Plan

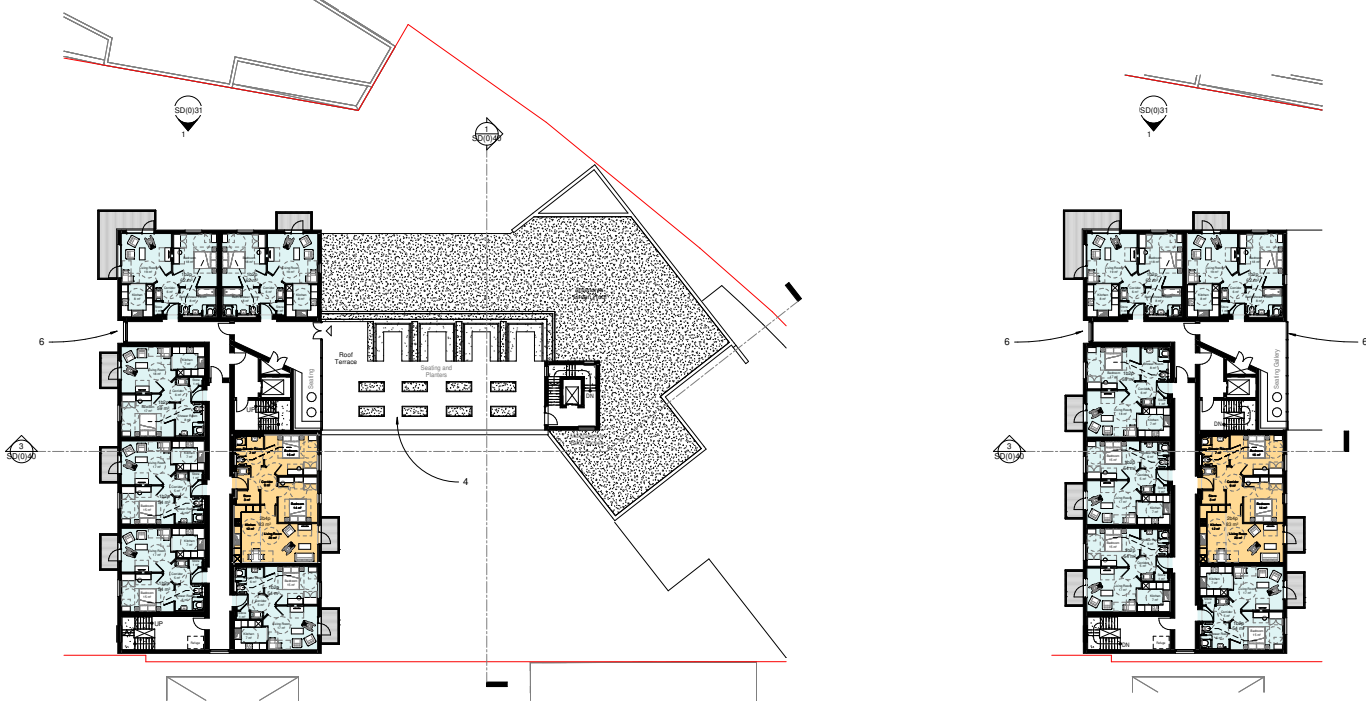


Figure 19 : Proposed Fifth and Sixth Floor Plan



7.0 Design Proposals

Area Schedule (GIA) Total Per Area Type	
Name	Area
COMMERCIAL ANCILLARY	123 m²
COMMERCIAL HAB.	632 m²
EXTRACARE ANCILLARY	2865 m²
EXTRACARE HAB.	5165 m²
SHELTERED ANCILLARY	371 m²
SHELTERED HAB.	896 m²
	10052 m²
Area Schedule (GIA) Total Per floor	
Level	Area
00 - GROUND LEVEL - SHELTERED & EXTRA CARE	1622 m²
01 - LEVEL ONE	1477 m²
02 - LEVEL TWO	1955 m²
03 - LEVEL THREE - SHELTERED & EXTRA CARE	1723 m²
04 - LEVEL FOUR	1665 m²
05 - LEVEL FIVE	974 m²
06 - LEVEL SIX	635 m²
	10052 m²

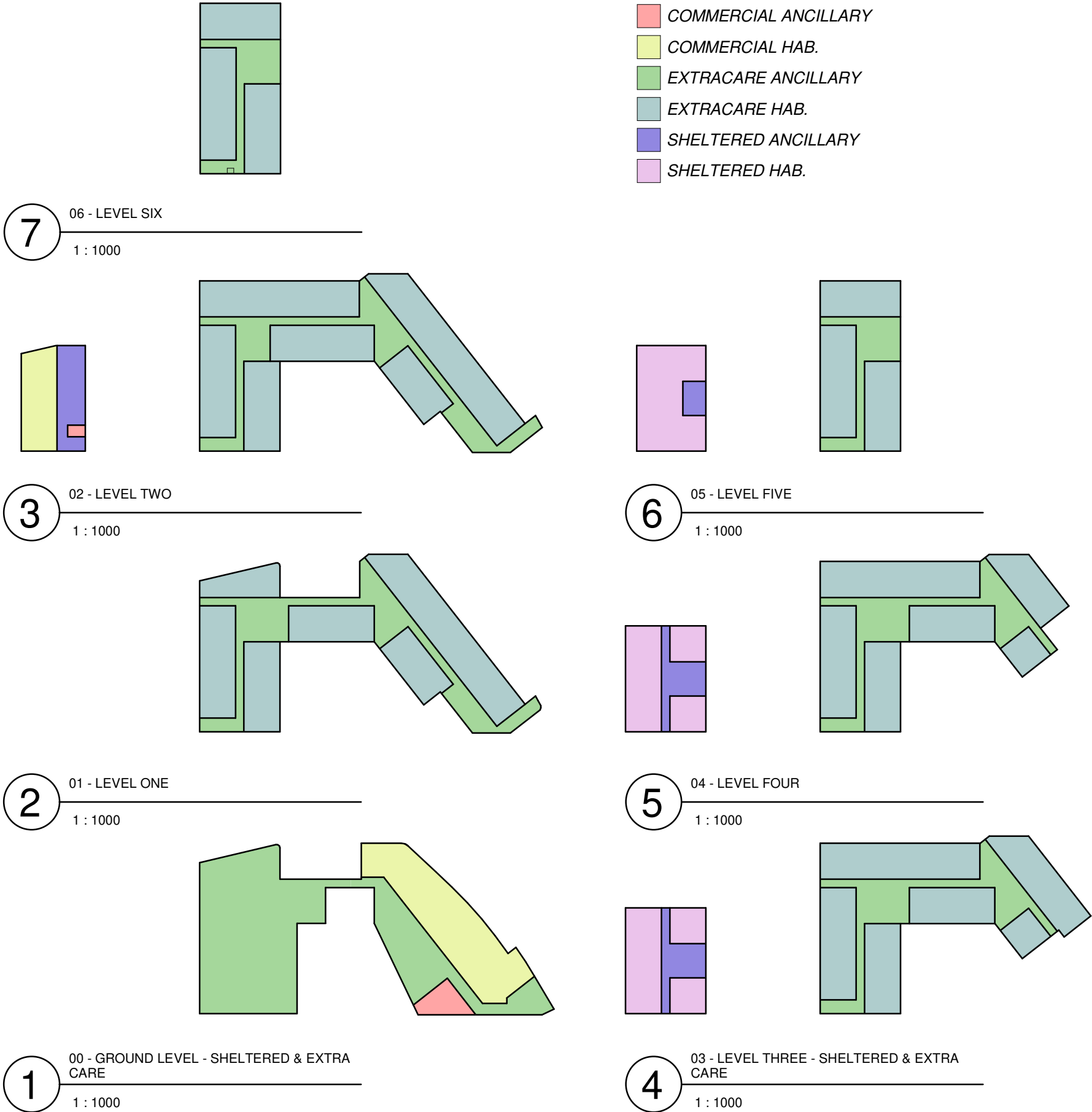


Figure 20 : GIA Schedule

7.0 Design Proposals

7.2 Layout



Figure 21 : 1. Main Entrance Courtyard

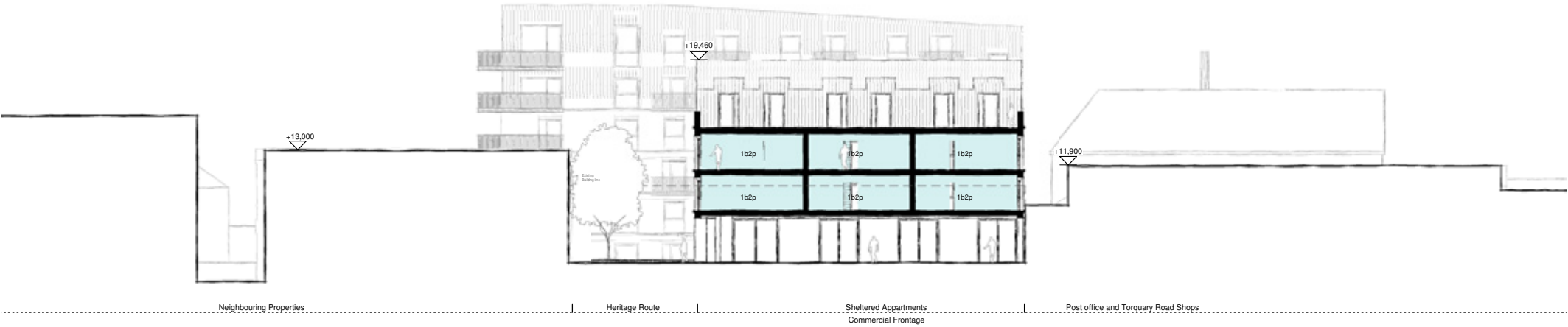
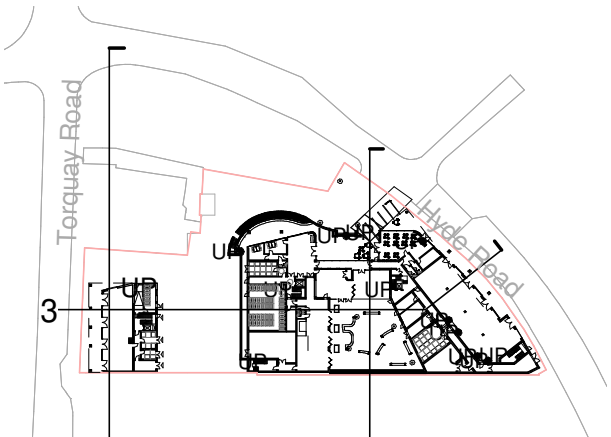


Figure 22 : 2. Torquay Road Block



Figure 23 : 3. Main Site Section



7.0 Design Proposals

7.2 Layout



Figure 24 : Proposed Typical 1 Bed Wheelchair Unit

Living

The occupier's lifestyle will gradually change over time, so adaptability is key. A Personal item secured in an alcove by the entrance door will help dementia sufferers distinguish their flat from another's. A shower room is provided to allow resident to live as independently as possible.

Views

Lines of sight from entrance to daylit space.

Access

Again, allowing for future adaptation such as possibilities for opening the living room to the bedroom and a clear line of sight between toilet and bed. Allowing the wheelchair user full use and navigation of key spaces within the dwelling.

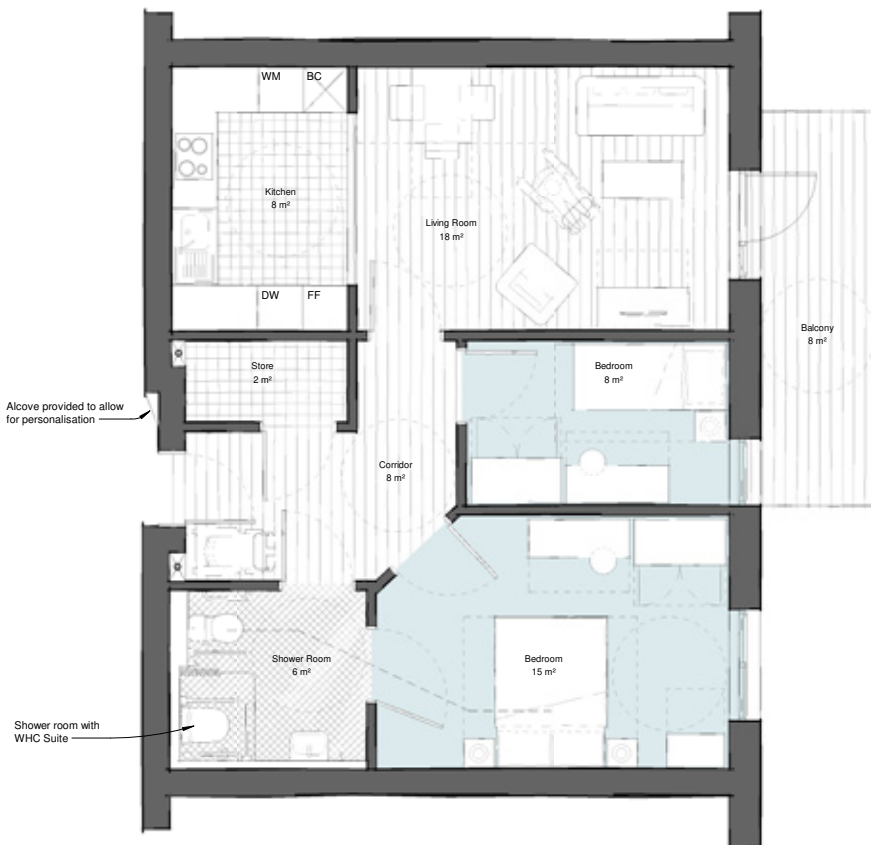


Figure 25 : Proposed Typical 2 Bed Wheelchair Unit

Living

Single bedroom is intended for carer or relative to stay comfortably. A shower room is provided to allow resident to live as independently as possible.

Views and Access as per 1 bed unit.

7.0 Design Proposals

7.3 Scale

The design has been split into three North-South blocks with a bridge between two that enclose a courtyard for the extra care residents. The proposal also provides future scope to extend new street lines to enhance the urban quarter area.



Figure 26 : Proposed Massing Axonometric

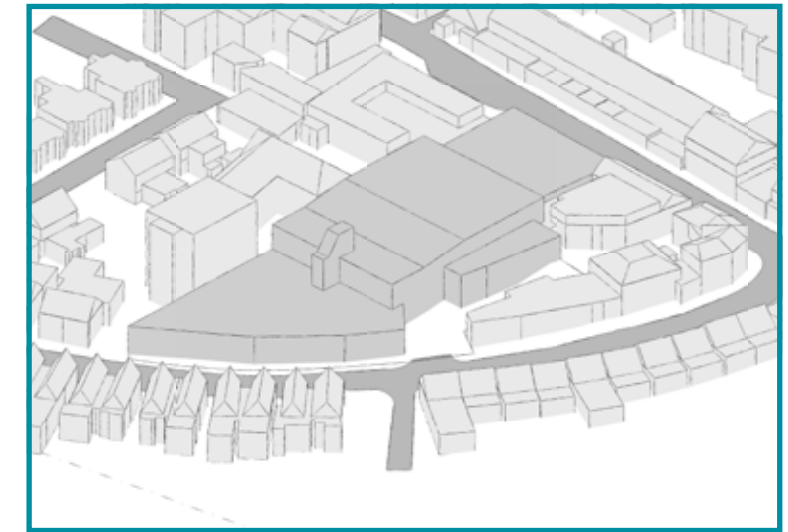


Figure 27 : Existing Massing Axonometric

7.0 Design Proposals



Figure 28 : Hyde Road - Sketch Street Elevation

The proposal creates a three-storey building alongside the street, as it moves into the site it steps up to seven storeys maintain the height to centre of site situated 38 meters from Hyde Road.



Figure 29 : Torquay Road - Sketch Street Elevation

This proposal creates a three-storey building to street matching the three storey shops further along Torquay Road. The 4th storey is set back from street line with a traditional dual pitch roof form.

Materials Key

1. Plinth level / Lower Levels
 - 1.1 Wall and Column Finishes
High quality textured clay - Extruded alternate courses - Brick type to match levels above. Round columns to be finished concrete type colour to match window lintels
 - 1.2 External Floor Finishes
Permeable Paver system drained below external openings and at building edge. Light grey in colour to compliment site paver colour.
 - 1.3 Windows/Doors
Overall glazing to be robust composite or high-quality PVC. Dark colour RAL to contrast with brickwork. Street level glazing to be robust and appropriate for constant use and required protective installation. Full height glazing with venting at street level for commercial unit's frame colour to match across glazing types.
 - 1.4 Entrance Plaza
ceramic/porcelain tiled face, robust and appropriate for location.
 - 1.5 Railings
Railing RAL to match windows providing contrast to bricks, good hardwearing finish
2. Main Central Volume of Building Facade
 - 2.1 Wall and Column Finishes
Multi-stock textured brick of light red/brown colour, windows lintels to be of red/brown tint concrete finish to match long sill feature at each floor. Under lish 2x layer soldier course to match brick type to main wall. Columns as Ground floor
 - 2.2 External Floor Finishes
Treated timber decking or high-quality composite decking colour/stain light brown.
 - 2.3 Windows/Doors
Overall glazing to be robust composite or high-quality PVC. Dark colour RAL to contrast with brickwork.
 - 2.4 Balconies/Railings
Railing RAL to match windows providing contrast to bricks, good hardwearing finish
Some provided with glass panel with handrail to match window frame finish.
 - 2.5 External Roof Finishes
Extensive/Intensive Green roof to be determined. Roof parapet coping colour to match window frame finish.
3. Uppermost Stories
 - 3.1 Wall and Column Finishes
Good quality proprietary metal cladding with standing seam and zinc rich coating. Colour to compliment brick colour on lower levels with light brown/red tint.
 - 3.2 External Roof Finishes
Extensive/Intensive Green roof to be determined. Metal finish to match wall finishes
 - 3.3 Windows/Doors
Overall glazing to be robust composite or high-quality PVC. Dark colour RAL.
 - 3.4 Balconies/Railings
Railing RAL to match windows, good hardwearing finish
Some provided with glass panel with handrail to match window frame finish.

7.0 Design Proposals

7.4 Appearance



Balcony openings at corner of building along entrance axis serve to emphasise / highlight the function within and help residents to engage with street below

Figure 30 : Street view looking south east along Hyde Road

Building cuts back at corner to emphasise axis at cafe frontage and towards entrance to apartments

7.0 Design Proposals

7.4 Appearance



Figure 31 : Street view looking north west along Hyde Road

Shopfronts / collonade at street frontage provides relief and articulation of facade at street level

7.0 Design Proposals

7.4 Appearance



Figure 32 : Street view looking north along Torquay Road

Form and orientation of building frontage at ground level designed to provide continued street and pavement axis and to engage with retail and commercial outlets

7.0 Design Proposals

7.4 Appearance



Figure 33 : Street view looking south west from Victoria Park

7.0 Design Proposals

7.4 Appearance

Strategic planting to include small tree species where possible to be applied within courtyard area.
Species, size and location all subject to drainage strategy requirements including consideration of line of existing sewer

Balconies at upper floors ensure social interaction and visual access to external 'core' of facilities

Use of indoor communal facilities to be integral with adjacent external space through the use of fully glazed folding/sliding wall system

Use of timber structure and planters to define edges at ground level

Areas to be defined by change in materials alongside planting/seating structures

Natural materials utilised at ground floor building edge where possible to soften courtyard experience and to provide a screen to building plant and other 'back of house' functions beyond



Figure 34 : Internal courtyard view looking north (Extra care building)

Planting scheme to be devised to integrate with seating etc and create pockets of space for more intimate social interaction where required

The Crossways Shopping Centre Design & Access Statement

7.0 Design Proposals

7.5 Landscape & External Realm

Figure key :

→ Denotes main entrance point

→ Ramp down to access lower service areas and plant

Denotes semi-permeable barrier to provide secure environment beyond but provide/allow light through

... Indicates pedestrian route through site

Home zone type arrangement to provide parking spaces with small areas of planting. Surfacing to give priority to pedestrian movement. Refer to Section 8.

Service zone to rear of existing building maintained. Green 'buffer' zones applied to offer partial screening along pedestrian route. Note: Treatment of external design in this area subject to response from client team regarding potential restrictions

Potential for lower 'plateau' area to provide shared semi-public space and use by residents. This may include terraced seating and public art as part of the 'Heritage Trail' route

Transition space between semi-public and private realms under double height soffit with surface treatment to denote this. Potential link to covered outdoor cafe use

Cafe outdoor seating as part of entrance area retained at just above street level

Combination of hard and soft landscaping to garden courtyard

Planted 'green buffer zone' including some small tree planting

Relationship/transition between internal communal facilities and external space

Access to service areas at rear hidden by semi-permeable barrier (eg sliding screens coupled with 'green buffer zone')

Figure 35 : External Works Strategy Plan



7.0 Design Proposals



Figure 36 : Existing Figure Ground Plan

The two adjacent figure ground images provide comparison between the mass in plan of the existing Crossways Shopping Centre and the proposed Stage 3 scheme. This reveals the level of external space created between proposed building forms and the potential for creation of good quality public and semi-public areas as an integral part of detailed design proposals. It also indicates a strong and clearly defined East-West axis through the site and as utilised as part of the External Site Strategy for the scheme. Finally, the study also indicates the strengthening of forms and the reinforcement of street frontage along both Hyde Road and Torquay Road.



Figure 37 : Proposed Figure Ground Plan

The Crossways Shopping Centre Design & Access Statement

8.0 Access, Car Parking & Refuse Collection

Access

A pedestrian route through the site between Hyde Road and Torquay Road will be maintained as part of the identified Heritage Trail. This will be enhanced through the application of architectural points of reference to enhance and provide wayfinding for the route.

The main point of access to the new Extra Care housing will be via a levelled approach (gently sloping at a maximum gradient of 1 in 20 or less) from Hyde Road, maintained relative to the adjacent street level. This will form a lower plateau that will also function as part of an extended area for use by residents and public to provide an external café seating area and will be formed adjacent to the current sloping topography of the route into the site from Hyde Road. This approach will be generally maintained (subject to levelled access requirements) through and into the private internal courtyard garden area at ground floor level, via a secure but semi-permeable barrier.

The general point of access to the Sheltered Housing units at the West edge of the site will be off the pedestrian route from Torquay Road and via a levelled approach gradient of 1 in 20 or less.

It is currently proposed that vehicular movement into the site will be provided to both proposed service areas and to internal parking provision via the Home Zone area, accessed from Torquay Road. However, it should also be noted that vehicular access is also likely to be maintained where required from Hyde Road.

Balcony openings at corner of building form and along entrance axis serve to emphasize / highlight the function within and enable residents to engage with street activity below

Use of different materials here will serve to provide identity for entrance area and cafe terrace

Building cuts back at corner to emphasise axis at cafe frontage and towards entrance to apartments

'Cafe culture' created and emphasized at street level and integrated with entrance area for apartments with in double height space. Could incorporate elements of public art or heritage trail character within

Lower plateau area as extension to cafe and forming entrance defined by permeable barrier edge as it rises with vehicular access from Hyde Road; all to create safe, pedestrian orientated area off-street

Access lane towards rear of existing shops etc and proposed 'Home Zone'

Visual 'permeability' maintained through possible use of continuous or part glazed facade to form additional ground floor accommodation and communal space at first floor level



Figure 38 : View of External Entrance from Hyde Road



8.0 Access, Car Parking & Refuse Collection

Car Parking

It is envisaged that up to 24 parking spaces will be provided within the proposed 'Home Zone' area. This will be subject to any integration with green or planted areas being proposed to create the required environment. ADG are currently reviewing this in more detail and considering the overall parking requirements relative to both ground floor based retail / commercial needs and that linked with the provision of an Extra Care housing scheme.



8.0 Access, Car Parking & Refuse Collection

Refuse Collection

As part of the Stage 3 strategy, dedicated internal areas have been created for Refuse storage. In terms of the Sheltered Housing scheme, this will be accessed via the 'Home Zone' area and accessed directly without the need for an additional external holding area.

For the Sheltered Housing scheme, it is proposed that bin storage will be provided at via two internal storage facilities at ground floor level, accessed by residents / staff members in the first instance. This will be part of a managed system whereby refuse bins will then be transferred to an external holding area at the South East corner of the ground floor accommodation with controlled access from the street via a secure gate.

Also note private bin collection is being investigated as a possibility for this scheme.

Refuse Strategy Notes

R1 – to serve 11 one-bed and 2 two bed – requirement = 3880 litres total storage (of which 50% should be recycled with 132 litres of food waste.

This equates to 4 x 1100 litre bins and one 240 litre wheelie bin.

R2 & R3 due to the lift layout the Extra-care refuse bins will be approx. 50/50 split between two store locations to serve 65 one-bed and 11 two-bed – requirement = 16740 litres total storage with 565 litres of food waste.

This equates to 16 x 1100 litre bins and 3/4 240 litre wheelie bin.

The commercial units require 5 cubic metres (5000 litres) per 1000m2.

C1 – for the commercial off Torquay Road this equates to 895 litres for the 179m2. Which would require one 1100 litre bin or two if one is for recycling.

C2 – for the retail off Hyde Road this equates to 2225 litres for the combined 445m2. Which would require three 1100 litre bin with one for recycling.

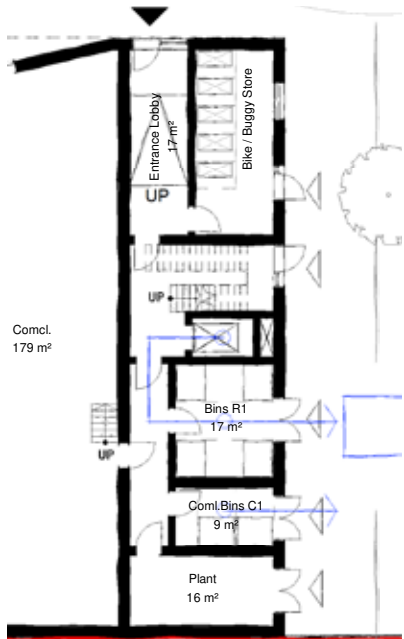


Figure 40 : Refuse Strategy R1 & C1

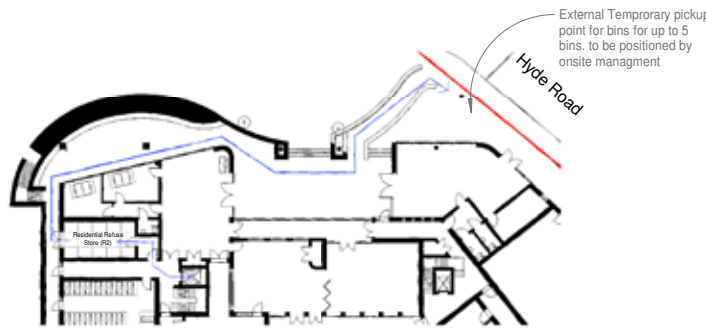
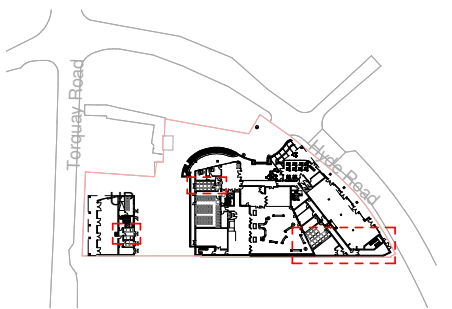


Figure 41 : Refuse Strategy R2



Figure 42 : Refuse Strategy R3 & C2



9.0 Economy Impact Statement

Torbay Council has made a bid for over £19M of Future High Streets Funding for Paignton Town Centre.

Crossways is one of seven key projects included in the bid to transform Paignton Town Centre and to reposition Paignton Following COVID-19. The outcome of that bid is expected before end 2020.

It is expected that the redevelopment of Crossways will result in:

- 180 construction jobs (assuming the redevelopment takes 12 months), generating £12.3 gross Direct GVA.
- New residents are forecast to spend an additional £5.1 million in the local area over 20 years, supporting 39 jobs and generating £1.1 million of gross direct GVA.
- A local Land Value uplift of £9.73 million, incentivising further investment in Paignton.

10.0 Community Statement

Due to the current circumstances it has not been possible to conduct any face to face engagement but a press release was produced which advertised the proposals both on the Council's website and consultation boards were produced which were located in the Paignton Library building.

A series of questions were asked and there was also an opportunity on the forms for people to provide wider comments. Two presentations were also given to the Paignton Neighbourhood Forum.

Thirty Six forms were completed and when asked if they were supportive of the redevelopment proposal for the Crossways shopping centre 88% said that yes they were supportive. 77% were in support of the Crossways Shopping centre and car park being demolished and 86% agreed to the site being re-developed to form a mix of uses including homes.

11.0 Sustainability

The sustainability strategy at Stage 3 is as follows:

Energy, CO2 Emissions and Materials

To purposely design reduced energy usage through efficient building layout and envelope proposal. To reduce carbon dioxide emissions of materials through appropriate sourcing where possible, using robust and easy to maintain products is key. Renewable energy solutions must be explored for example providing Photo-voltaic panels on exposed roof structures.

Water

Water usage within the building must be efficient and follow government guidelines, incorporating showers and other low water usage devices where possible for residents and staff. District heating provided rather than boilers in individual flats could also be incorporated.

Surface Water Run-off

Surface water run-off must be controlled and distributed to suit the Paignton areas drainage strategy.

Waste

Waste from demolition and construction should be reasonably and legally disposed of. Waste disposal within the building usage is to meet Torbay Council guidelines for refuse and recycling with appropriately sized individual flat and communal and commercial bins.

Pollution

Good air quality must be maintained during demolition and construction. Pollution from surrounding roads must be assessed and if deemed high internal HVAC systems must be installed to provide require air changes within dwellings.

Health, Wellbeing and Ecology

The site must improve on existing external spaces using the opportunity to increase green spaces and provide a sustainable home zone environment. Providing house for the elderly helps sustain a diverse age range within Paignton City Centre. Proximity of an extra care and sheltered scheme to local amenities for those who are less mobile will also reduce congestion within the town centre. Adaptability within apartments is also key allowing residents to change their living environment when future needs arise.

Management

Future management of the property assets should be carefully assessed. The use of a BIM principle for example will allow efficient record and location of property. The extra care element will have on site staff allowing for good security and management of the open spaces around the site, helping to define its intended use.

Please see appropriate reports with a more detailed analysis submitted as part of this application.



12.0 HAPPI Recommendations

Number	Recommendation	Achieved	Solution
1	New retirement homes should have generous internal space standards, apartments to have three habitable rooms and flexible layout.	Y	All flats are to wheelchair standards and have ample space and view through dwelling for comfortable living. Not all dwellings have three habitable rooms however as some are only 1bed.
2	Plenty of natural daylight to homes and shared spaces.	Y	All corridors contain an external window and homes have generous window sizes.
3	Maximize natural light and ventilation minimising internal corridors and single aspect flats. Balconies, patios and terraces with space for tables and chairs.	Y	All flats have access to an external spaces and flats with single aspect will have mechanical ventilation.
4	Homes are designed to be 'care ready' and allow adaptation with new technologies.	Y	Close attention has been paid to flat layouts that allow for adaptability.
5	Building has circulations spaces with connections to wider context, encouraging interaction, supporting independence and promoting natural surveillance.	Y	All corridors have windows overlooking external space and provide breakout spaces for residents to meet and greet. All flats have corridor based secured shelf so that residents can personalise entrances to aid navigation.
6	Multipurpose ancillary spaces provided for use by residents and visitors, and guest rooms.	Y	The ground floor of the extra care scheme houses a communal lounge and activity rooms with connection to external spaces to allow expansion of activities in good weather. Guest rooms are provided on first floor to also serve staff if required.
7	Public realm designed specifically to engage positively with street. Also, to provide appropriate planting with colour shelter and shade in mind.	Y	A home zones has been created through the site with careful attention to manageable planting, views from communal lounge into a courtyard garden will all be overlooked by the resident's flats.
8	Energy efficient homes provided with adequate shading to avoid overheating.	Y	Where possible balconies are inset providing natural shading. Other flats will have screens providing shelter and privacy when required.
9	Storage requirements for both inside and outside the home suitable.	Y	Cycle and mobility scooter store provided on ground floor of both blocks. Adequate Internal flat storage also provided.
10	Sheltered external space design.	Y	Home zones designed for more public route through site with adequate high contrast surfacing to aid navigation of visually impaired.

Appendix A - Distant Views



Distant View 1



Distant View 2



Appendix A - Distant Views



Distant View 3



Distant View 4





Floor 4 Studio 5-11
5 Millbay Road
Plymouth. PL1 3LF
T 01752 388 888
adg@architects-adg.co.uk
www.architects-adg.co.uk