



PROJECT UPDATE

The Races

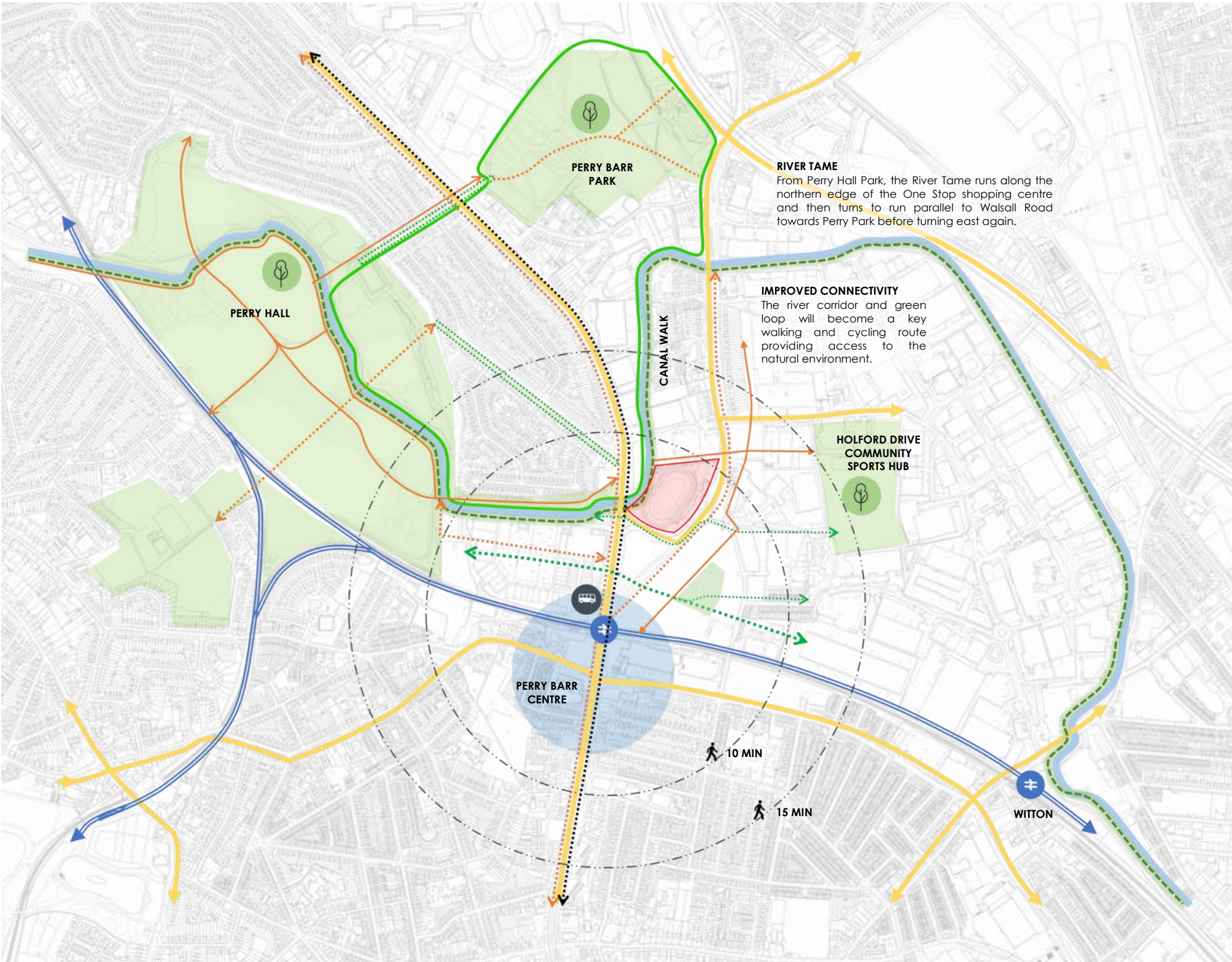


CONNECTIONS TO OPPORTUNITIES

One of the key positive features of the sit is the abundance of connectivity with the immediate neighbourhood and wider Birmingham.

The diagram alongside illustrates the diverse means through this connectivity has been achieved.

In addition, a study of walking distances from Perry Barr Train station to the nearest connection routes, further illustrates the site's suitability for the scheme.



1. VEHICULAR ACCESS



2. PEDESTRIAN ACCESS



3. GREEN SPACE AND CONNECTIONS



Vehicular access is constrained by existing junctions to the East and South. This creates the need for a one way route that exits from an existing site access point.

A Proposed pedestrian route runs through the site, creating new access routes to the River Tame both for residents and the wider community.

The green route along the river will be enhanced by public green space, this will be continued through the masterplan along the pedestrian route to create a 'green connection' with high quality public green amenity.

4. CREATING A BUFFER



5. COURTYARDS AND ACCESSIBILITY



The inclusion of a green buffer creates a separation between the busy roads and building plots, becoming a safe and overlooked community environment

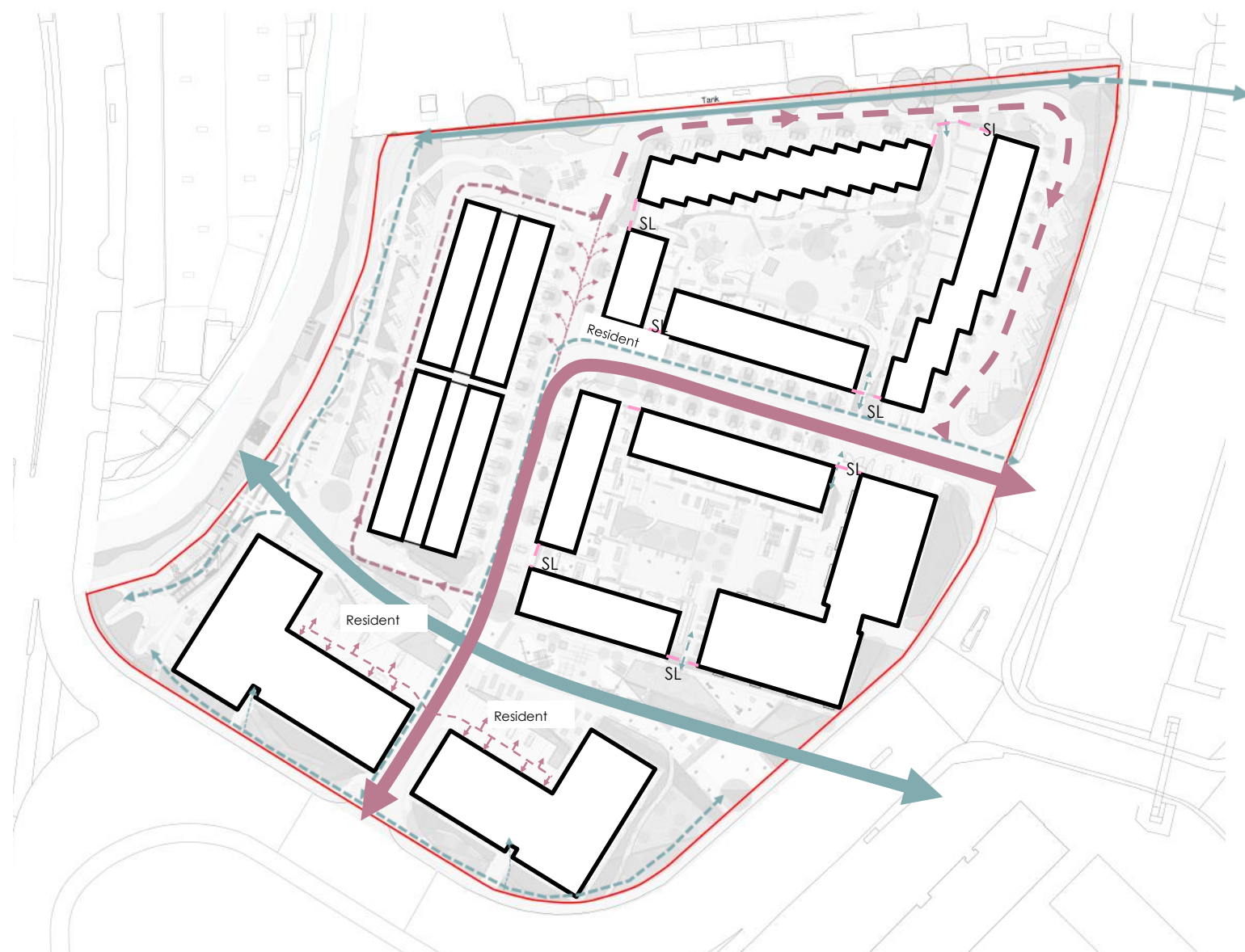
Zones are further divided to improve accessibility and courtyards are introduced to increase accessibility to green space.

6. ZONES



Each Zone is characterised by its own form and connections. Routes between the zones break down the mass relating it to the existing urban grain.





Key

- Primary Pedestrian Routes
- Secondary Pedestrian Routes
- Pedestrian Access to Apartments
- Primary Vehicular Routes
- Secondary Vehicular Routes
- Tertiary Vehicular Routes
- Direction of Travel
- Secure Line (SL)



KEY

- Green Links
- Apartments
- Houses
- Courtyards
- Buffer Zones
- Key Nodes
- Primary Vehicle Movement



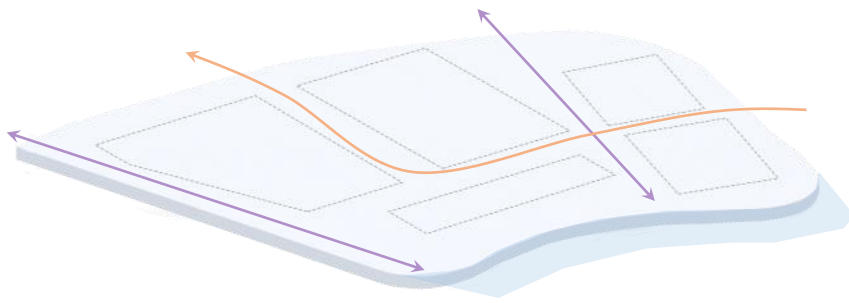
- Primary Roads
- Secondary Streets - 24m
- Residential Link Street
- Courtyards
- Riverfront
- Green Routes
- Buffer Zones



Key

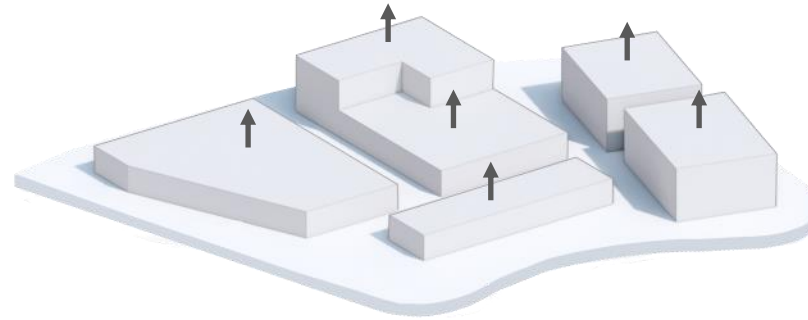
- Public Green Space
- Private Courtyards
- Townhouse Defensible Space

1. SITE ZONING



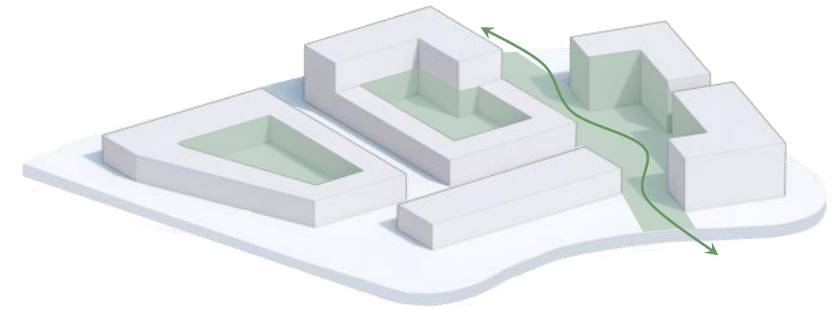
Zones are divided by key arterial routes, considering primary pedestrian and vehicular connections.

2. EXTRUSION



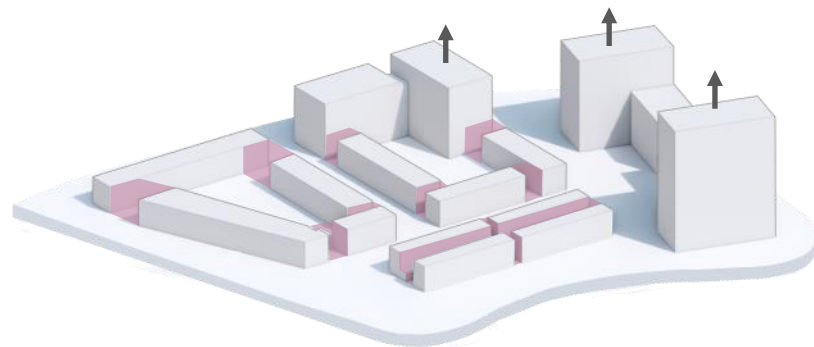
The Zones are extruded to ensure the massing relates appropriately to the surrounding context.

3. GREEN SPACE AND COURTYARDS



Green public space and courtyards are introduced into the massing, breaking it down and providing high quality outdoor amenities for both the residents and the public.

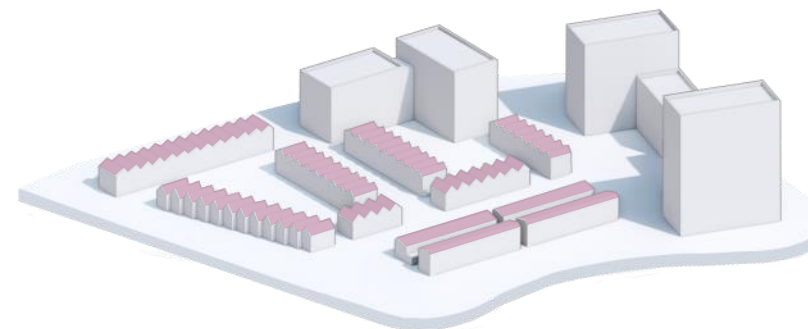
4. DIVISIONS AND FOCAL POINTS



The townhouses are divided to better fit within the existing urban grain and provide flexibility of access to the internal courtyards.

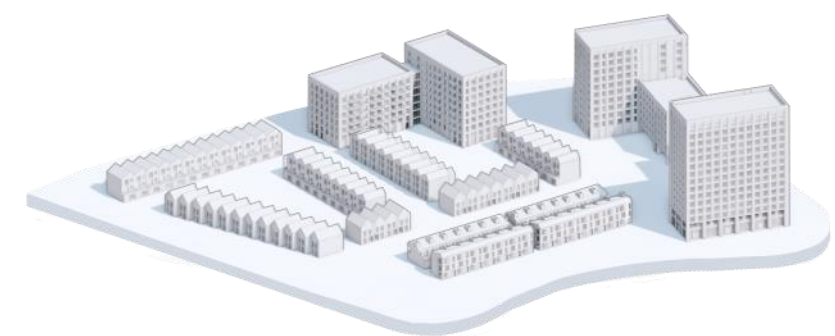
Designing in variation in the masses of the apartment blocks allows for visual emphasis towards the key focal points towards the site

5. ROOFS

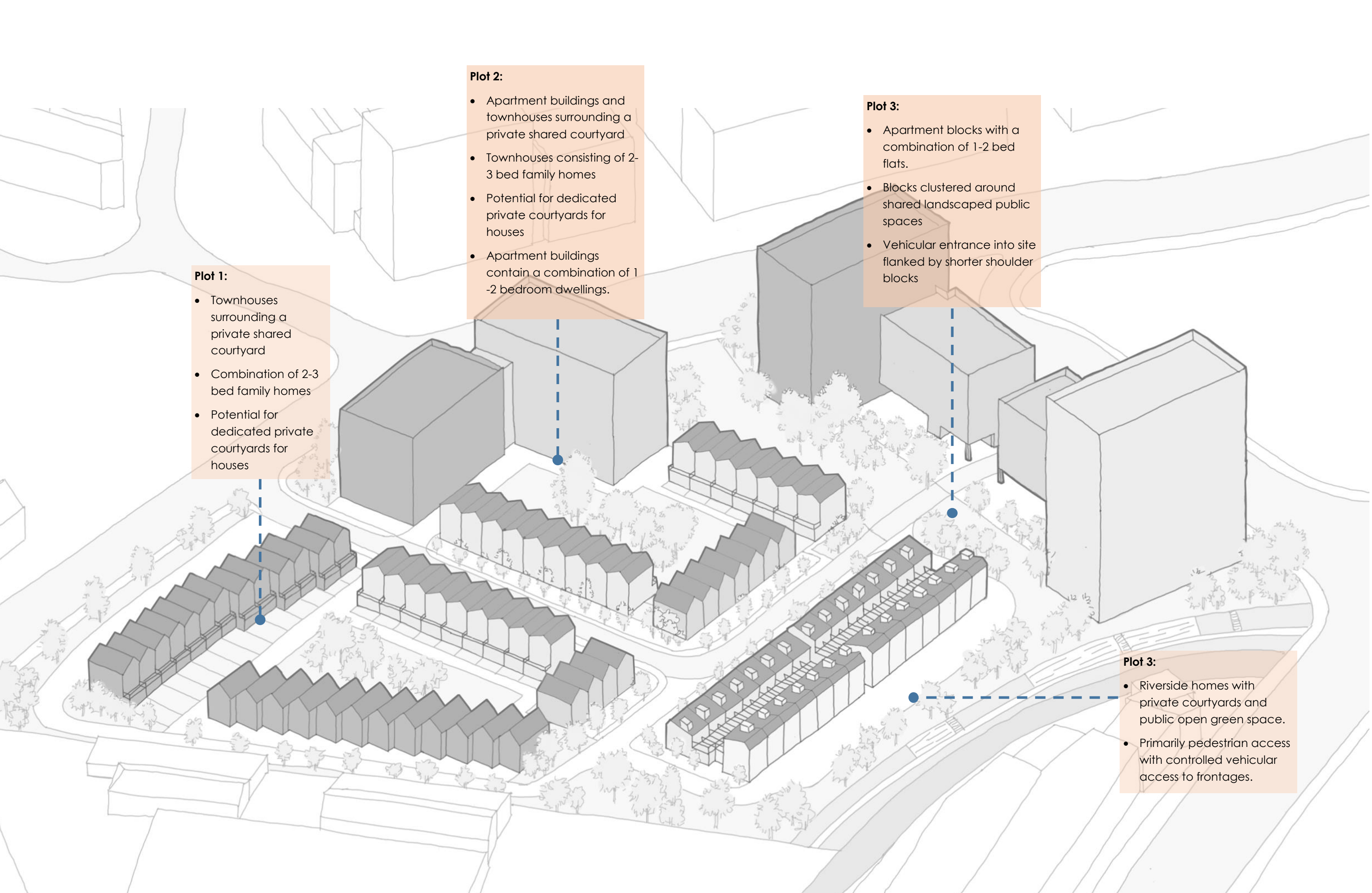


Townhouse roofs are pitched to relate to the existing context around the site.

6. OPENINGS



Openings are created in the massing and along with material treatment create a consistent elevational language.



Plot 1:

- Townhouses surrounding a private shared courtyard
- Combination of 2-3 bed family homes
- Potential for dedicated private courtyards for houses

Plot 2:

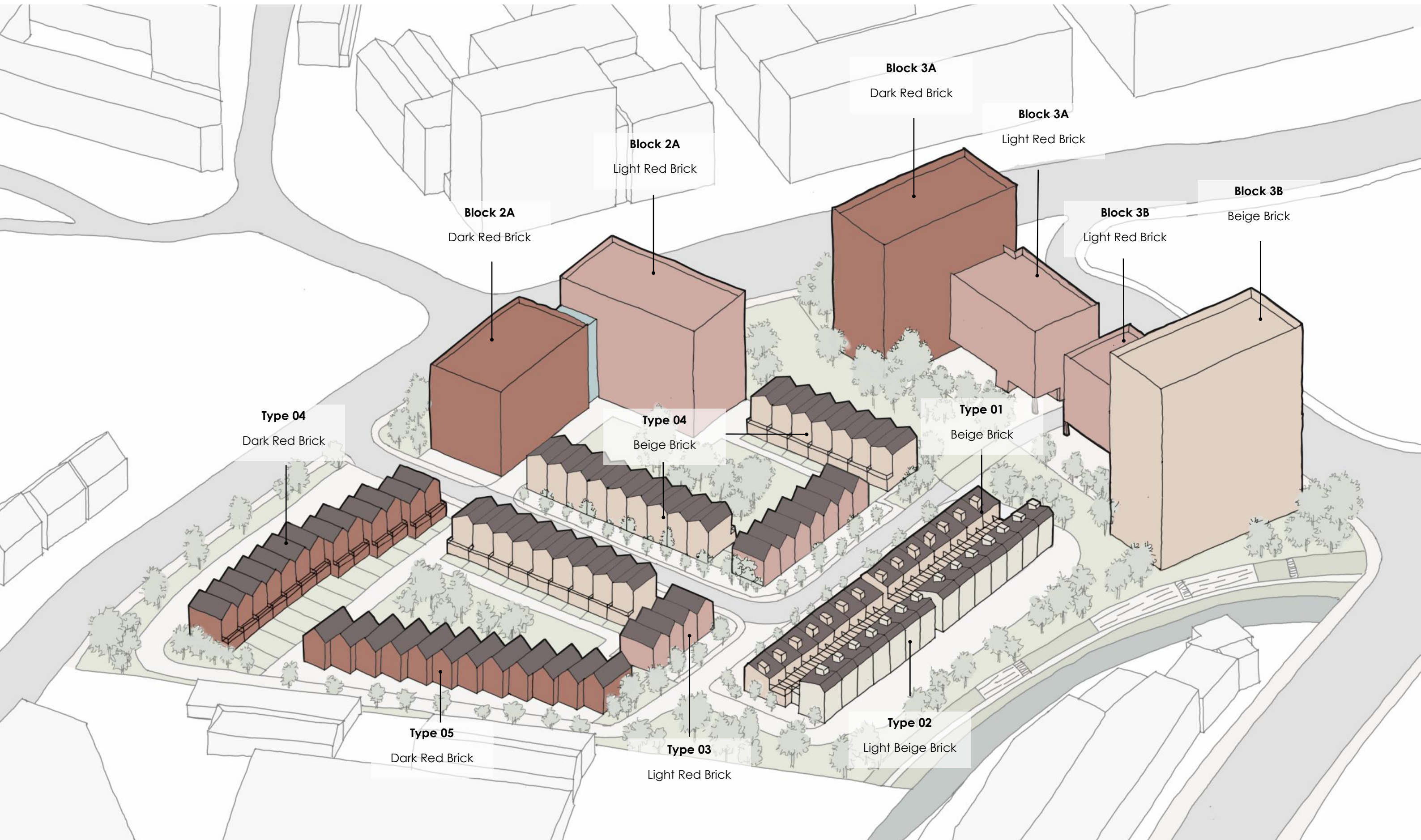
- Apartment buildings and townhouses surrounding a private shared courtyard
- Townhouses consisting of 2-3 bed family homes
- Potential for dedicated private courtyards for houses
- Apartment buildings contain a combination of 1-2 bedroom dwellings.

Plot 3:

- Apartment blocks with a combination of 1-2 bed flats.
- Blocks clustered around shared landscaped public spaces
- Vehicular entrance into site flanked by shorter shoulder blocks

Plot 3:

- Riverside homes with private courtyards and public open green space.
- Primarily pedestrian access with controlled vehicular access to frontages.



Block 3A
Dark Red Brick

Block 3A
Light Red Brick

Block 2A
Light Red Brick

Block 2A
Dark Red Brick

Block 3B
Light Red Brick

Block 3B
Beige Brick

Type 04
Dark Red Brick

Type 04
Beige Brick

Type 01
Beige Brick

Type 05
Dark Red Brick

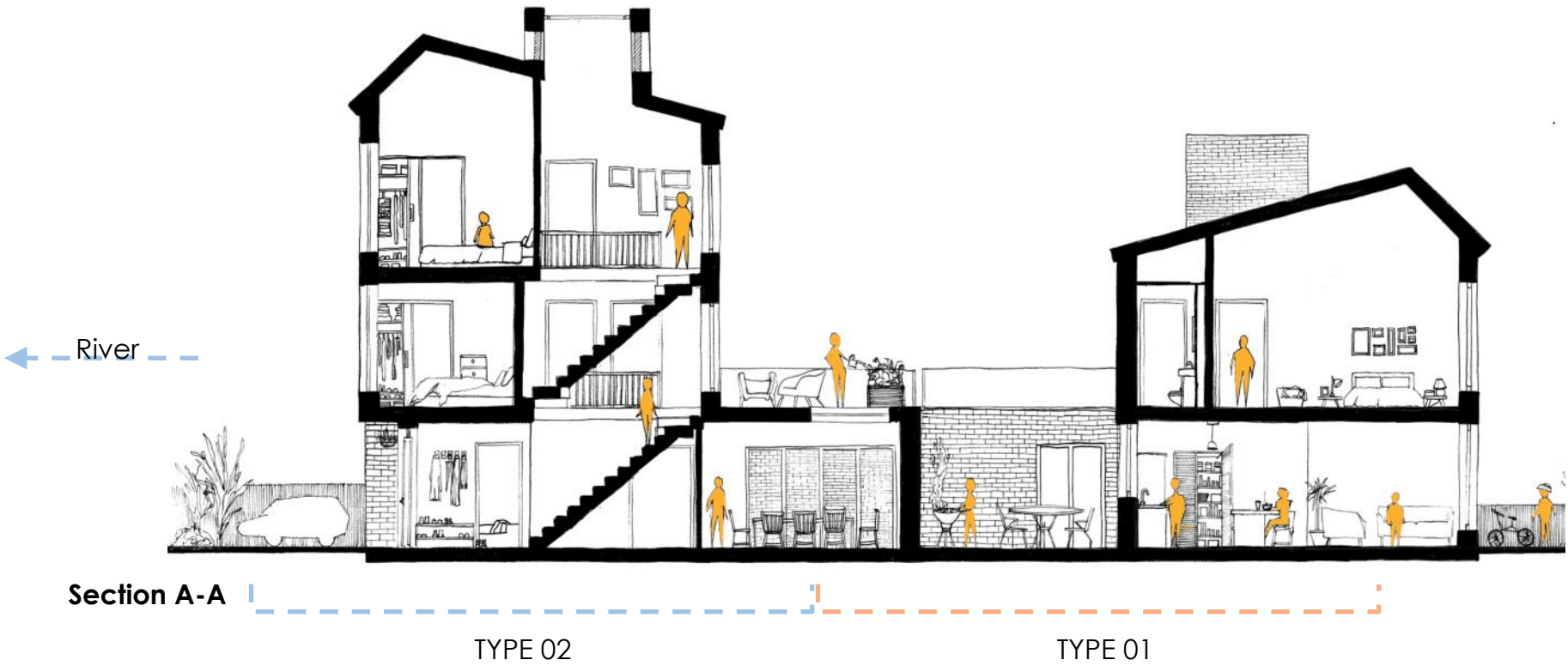
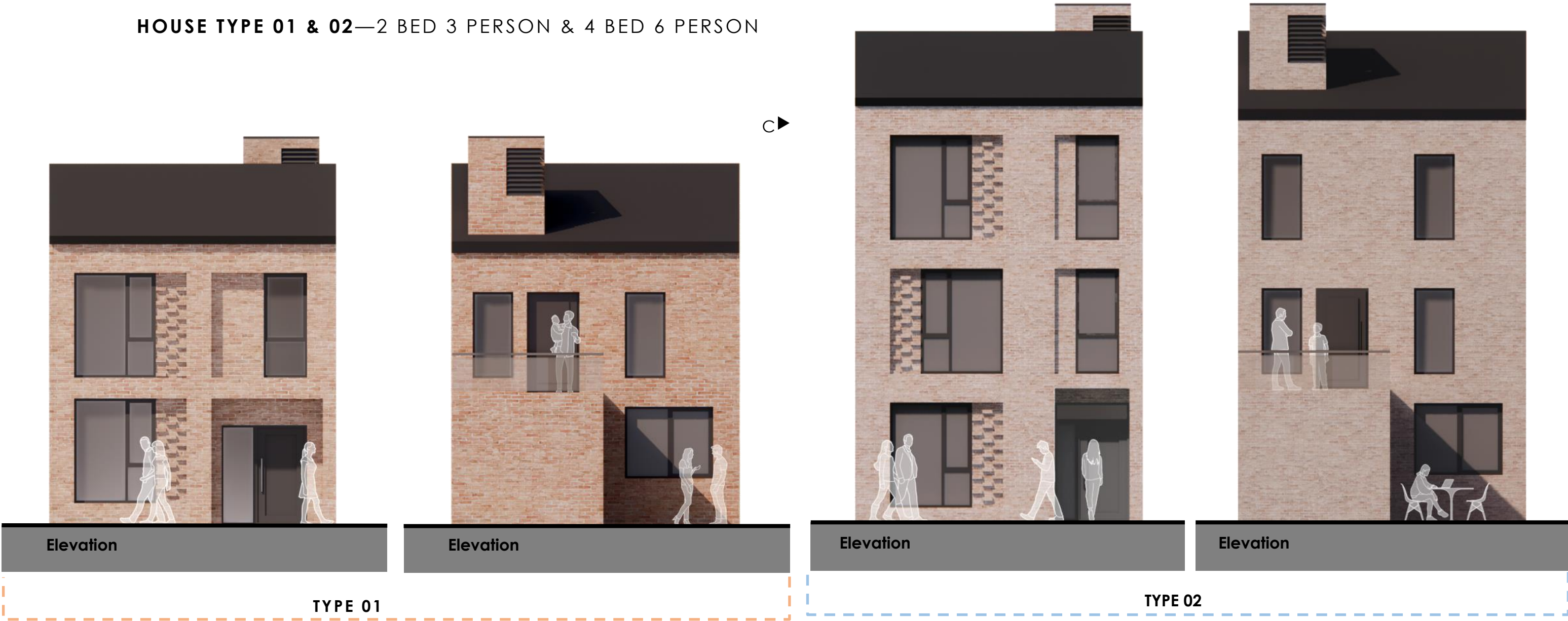
Type 03
Light Red Brick

Type 02
Light Beige Brick

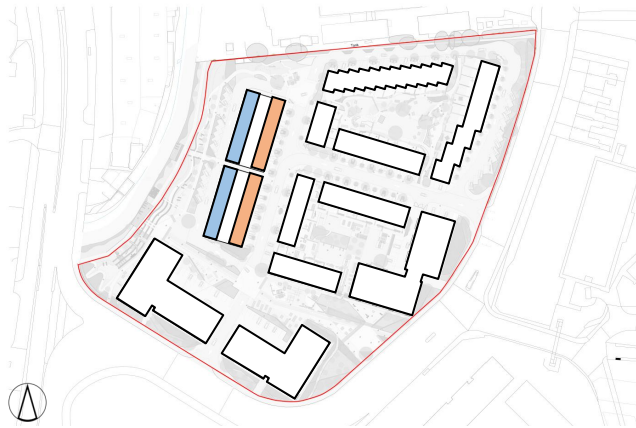
Housing Typologies



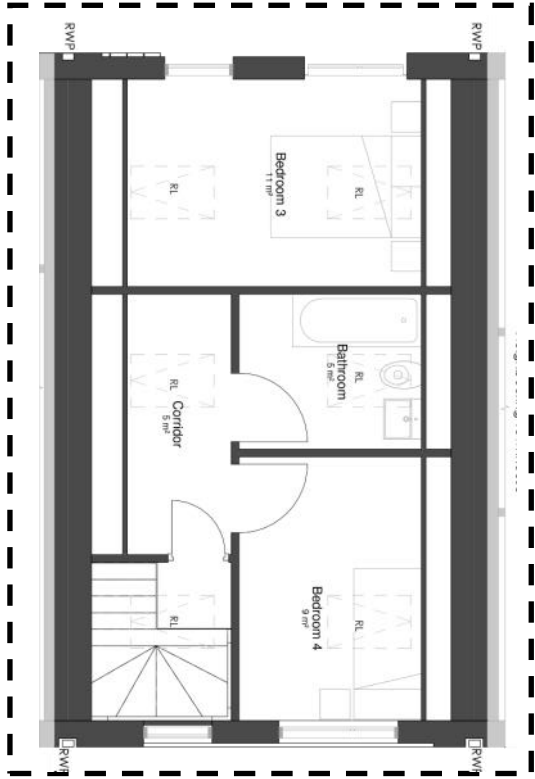
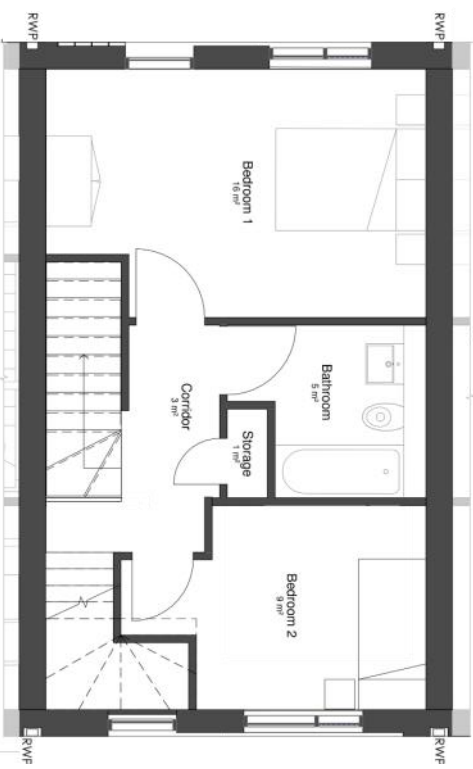
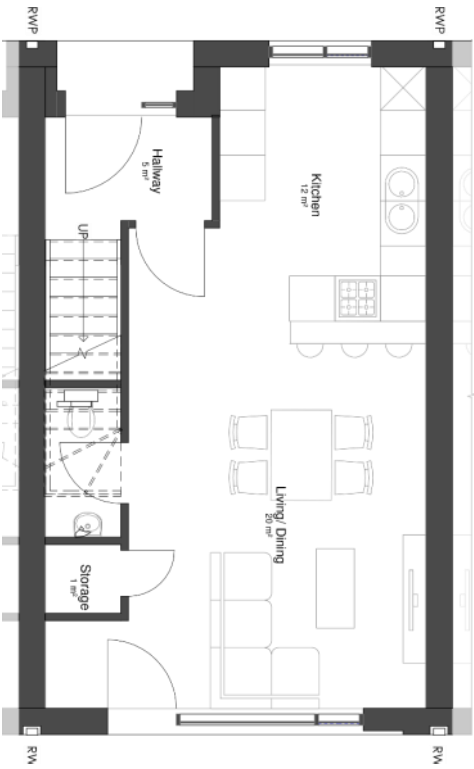
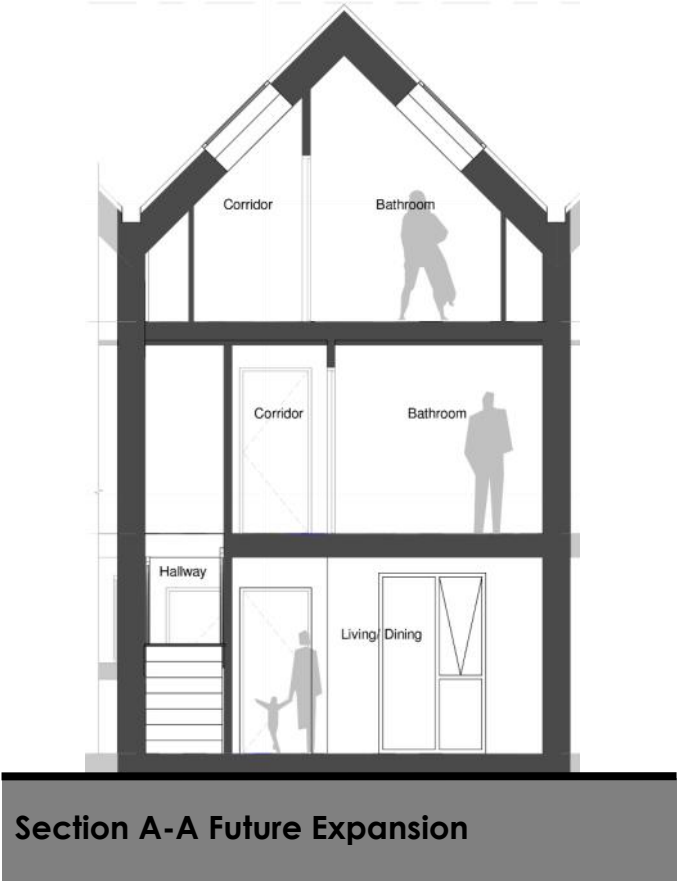
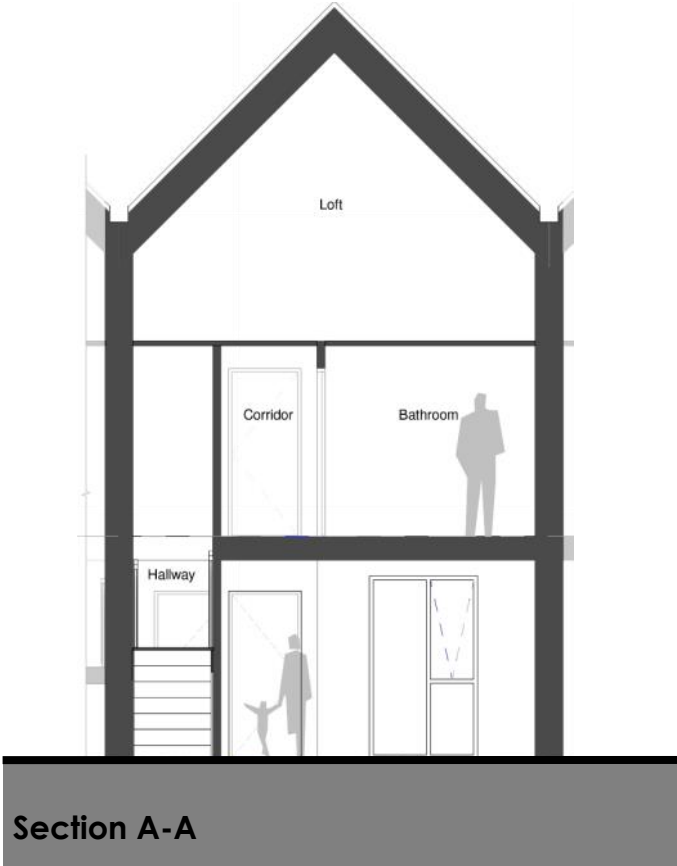
HOUSE TYPE 01 & 02—2 BED 3 PERSON & 4 BED 6 PERSON



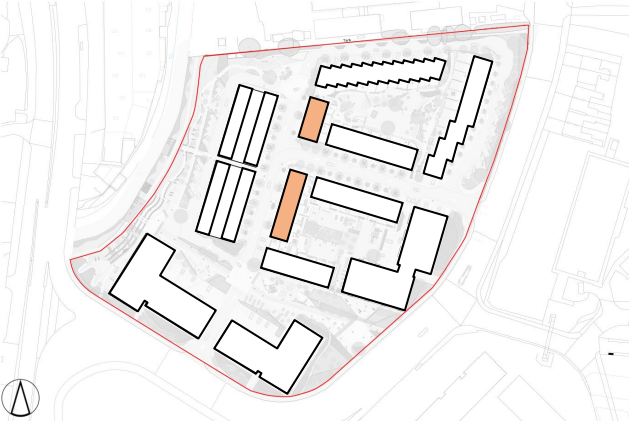
Key plan



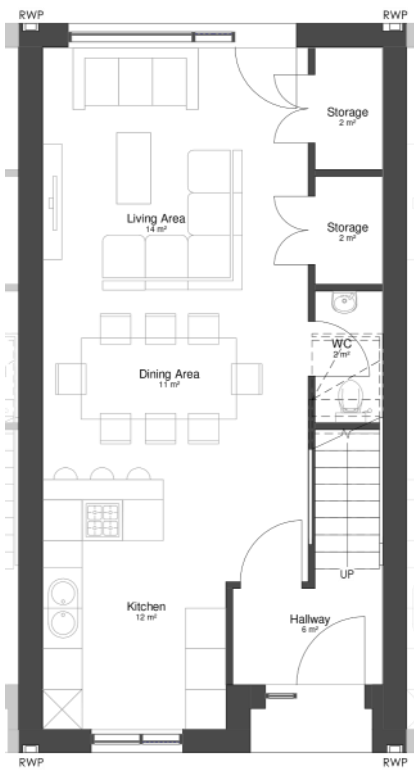
HOUSE TYPE 03 - 2 BED 4 PERSON—POTENTIAL TO EXTEND INTO ROOF SPACE TO CREATE 4 BED 6 PERSON.



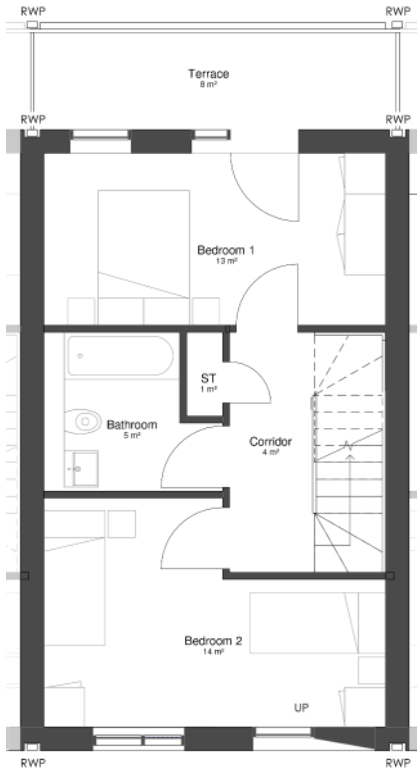
Key plan



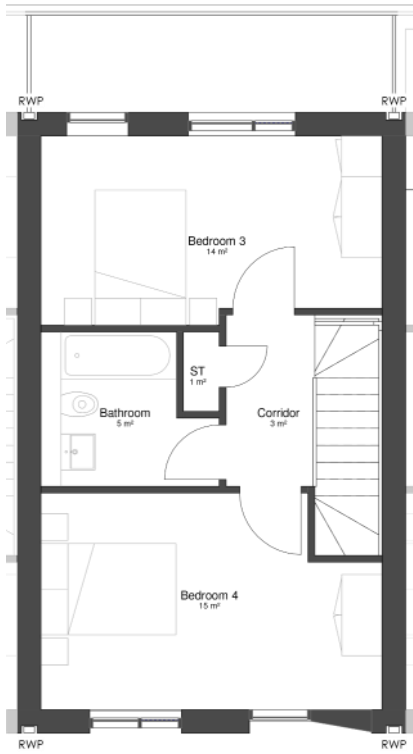
HOUSE TYPE 04 - 4 BED 8 PERSON



Ground Floor Plan



First Floor Plan

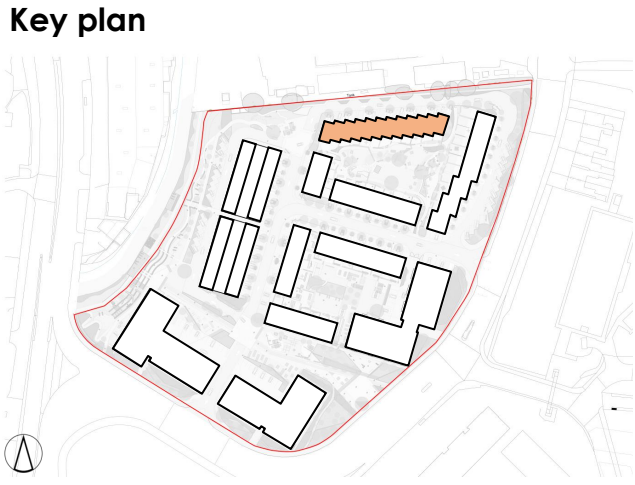
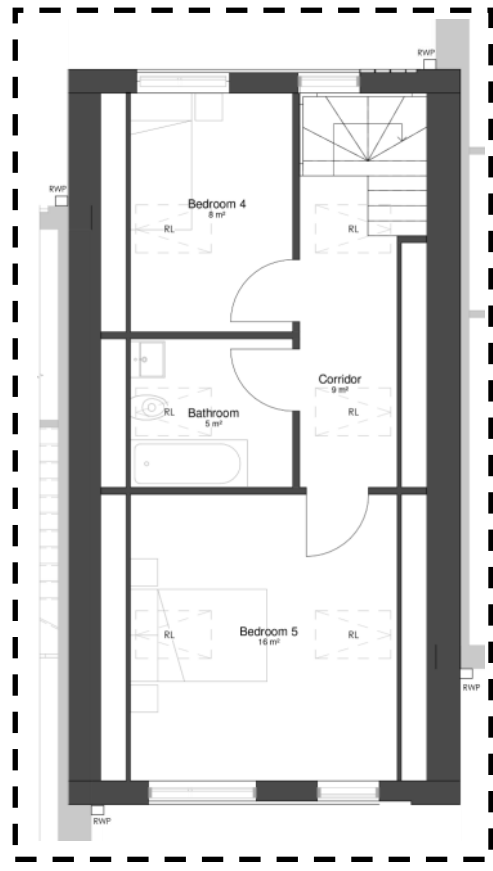
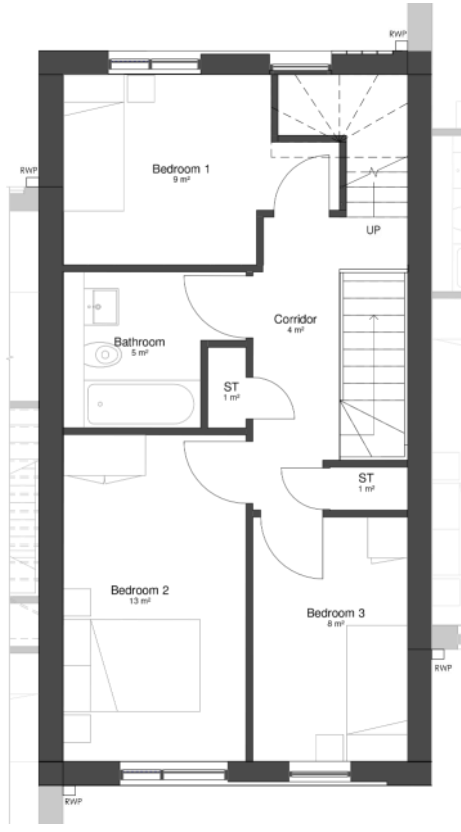
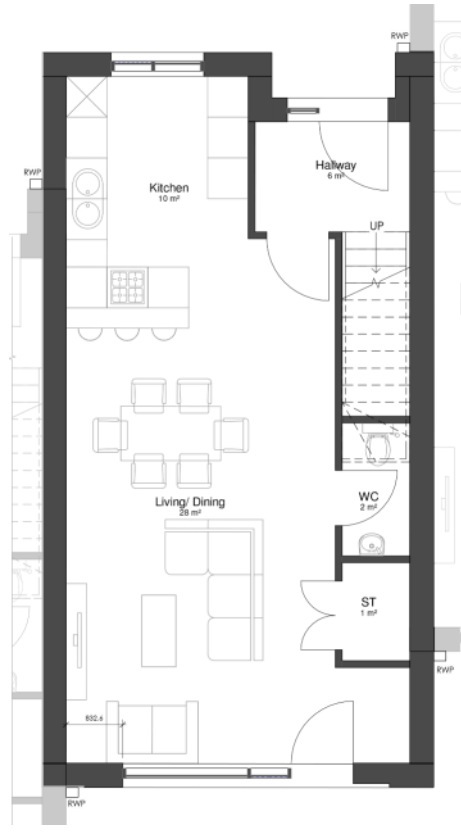
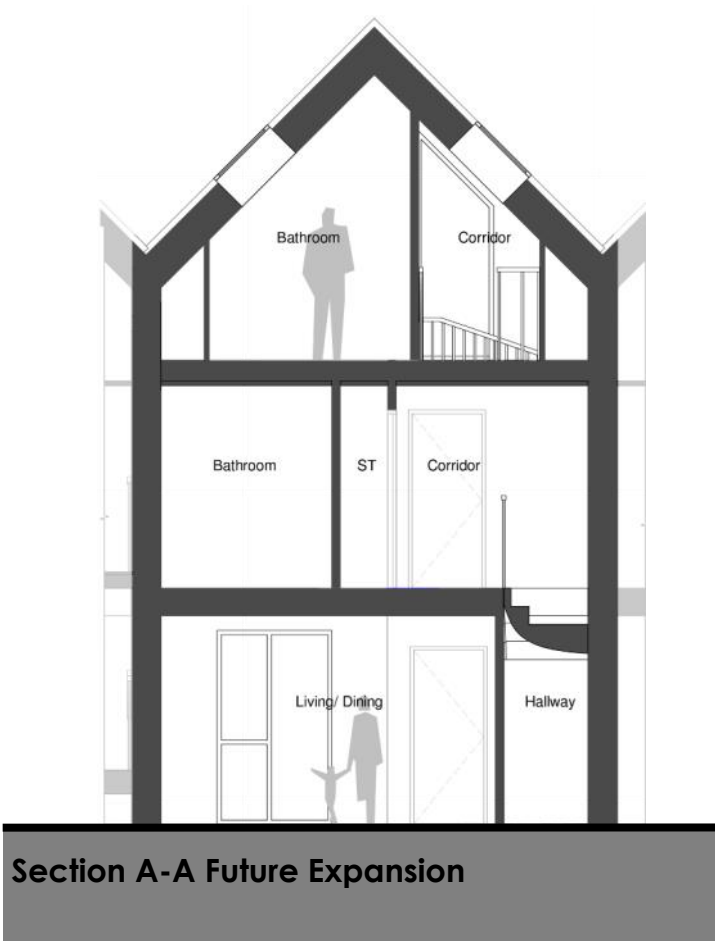
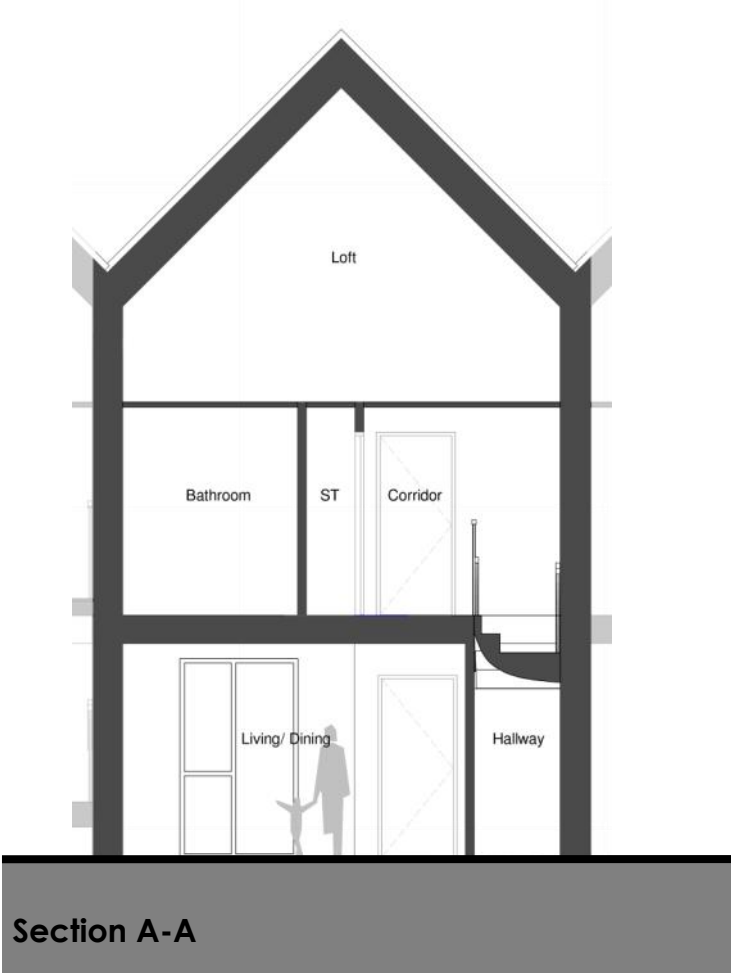


Second Floor Plan

Key plan



HOUSE TYPE 05—3 BED 5 PERSON, POTENTIAL EXPANSION 5 BED 7 PERSON



APARTMENT MATERIALS AND PRINCIPLES - BLOCK 2A

Building comprises of two blocks, 9 storeys and 7 storeys high. Located at the intersection of traffic between Harrier Way and Aldridge road, the taller 9 storey block is designed to function as a focal point for the junction.

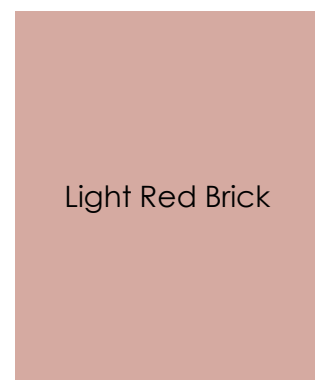
The building comprises of 100 units in total, composed primarily of '2-bed-4-person-' and '1-bed-2-person' apartments, with a few '2-bed-3-person'

The taller block is envisioned in a light brick finish, while the shorter 'shoulder' block is envisioned in a 'dark brick' finish; these work with the wider materiality strategy for the site and with the immediate context, by softening the connection between the darker brick town houses to the North and lighter to the South.

Material Precedents



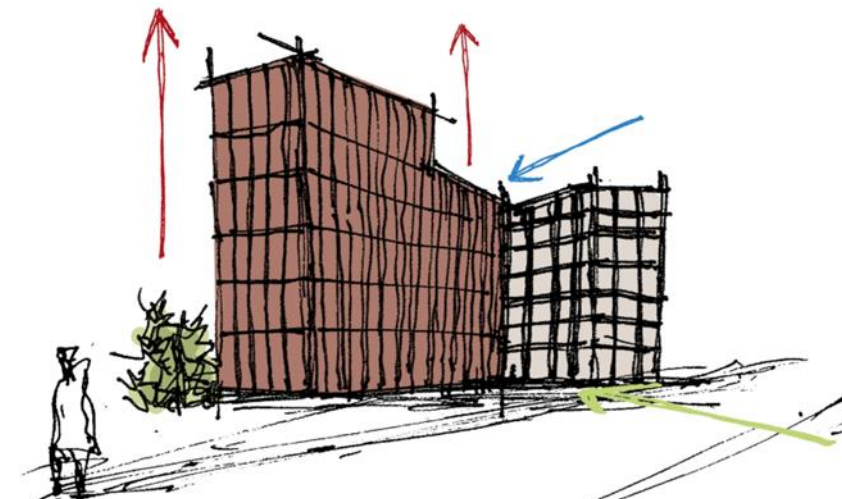
Dark Red Brick



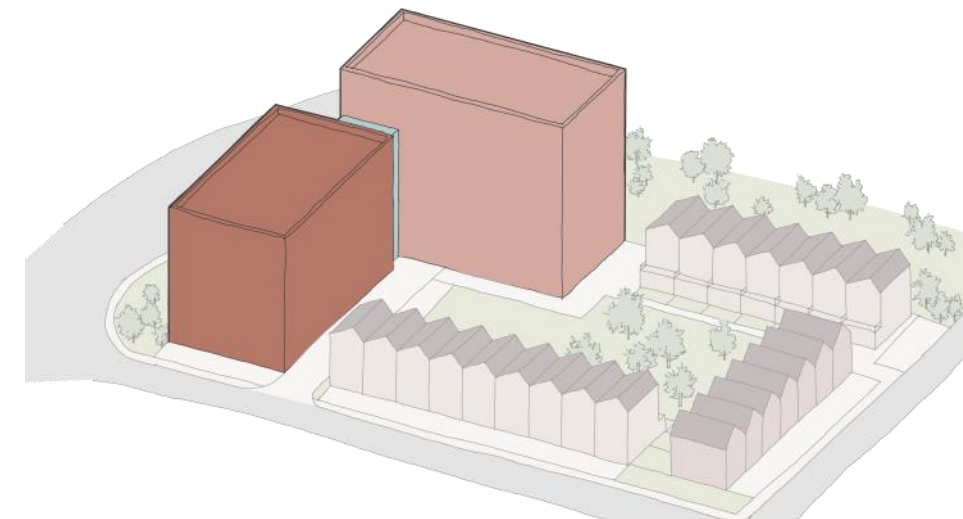
Light Red Brick



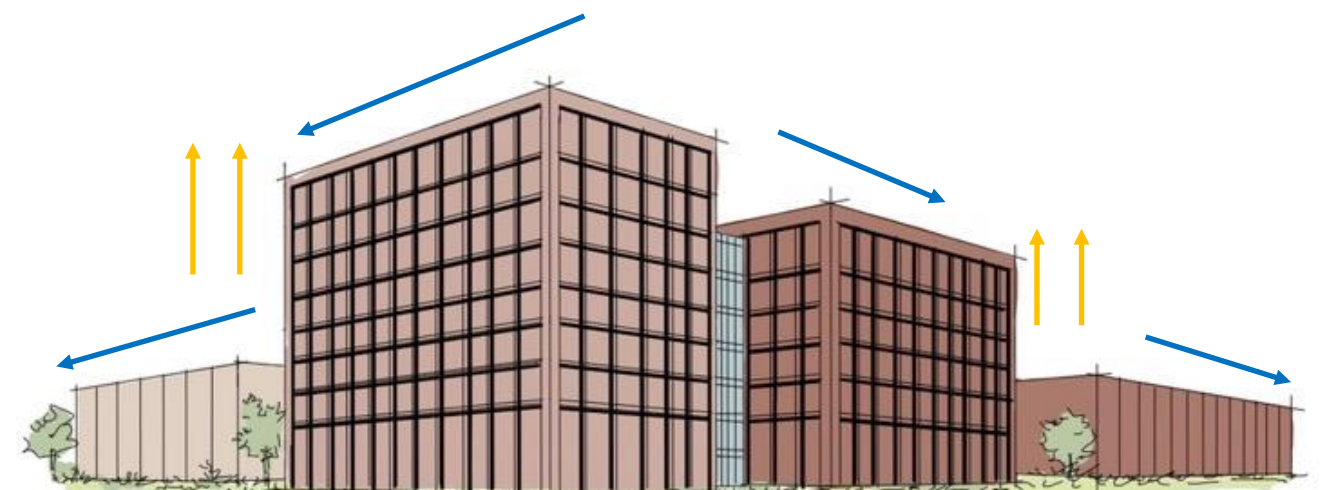
Diagrammatic Design Development



Designing around 'Verticality'



Massing Design



Façade Design Refinement

APARTMENT BLOCK 2A



GROUND FLOOR



TYPICAL FLOOR

- 1 Bed
- 2 Bed
- Amenity
- Service



APARTMENT BLOCK 2A—Concept Visual

APARTMENT MATERIALS AND PRINCIPLES - BLOCK 3A

Building comprises of two blocks, 11 storeys and 6 storeys high

Considering the location of the building, at the intersection of traffic between Harrier Way and Aldridge road, the taller 11 storey block is designed to function as a focal point for the junction

The Block comprises of 100 units in total, composed primarily of '2-bed-4-person' and '1-bed-2-person' apartments, with a few '2-bed-3-person'

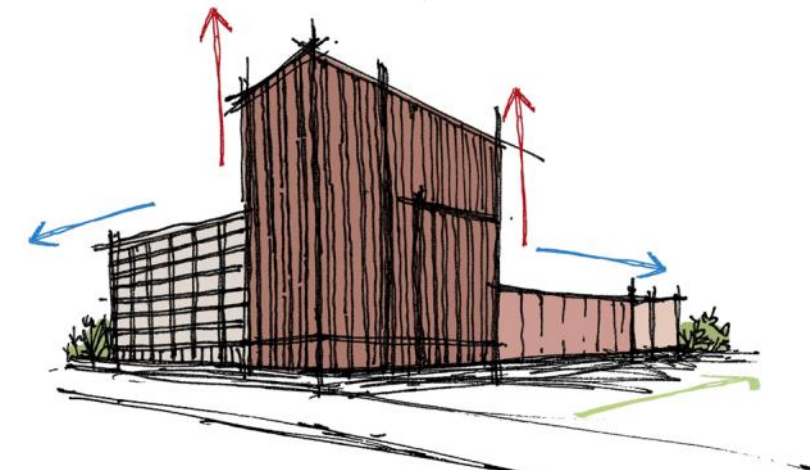
The taller block is a dark brick finish, while the shorter 'shoulder' block is envisioned in a 'light brick' finish; these work with the wider materiality strategy for the site and with the immediate context. Which adds to the variation of the site design while aiding in a cohesively designed development.

Material Precedents

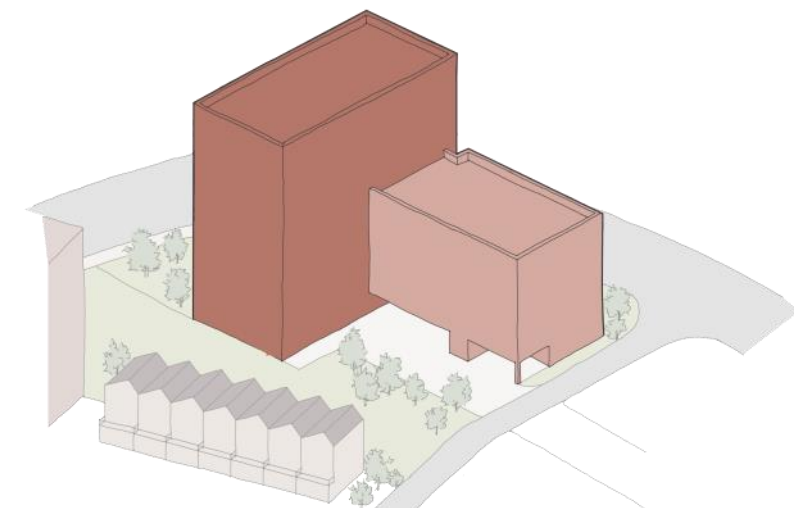


Apartment Precedent –Arc
by Koichi Takada

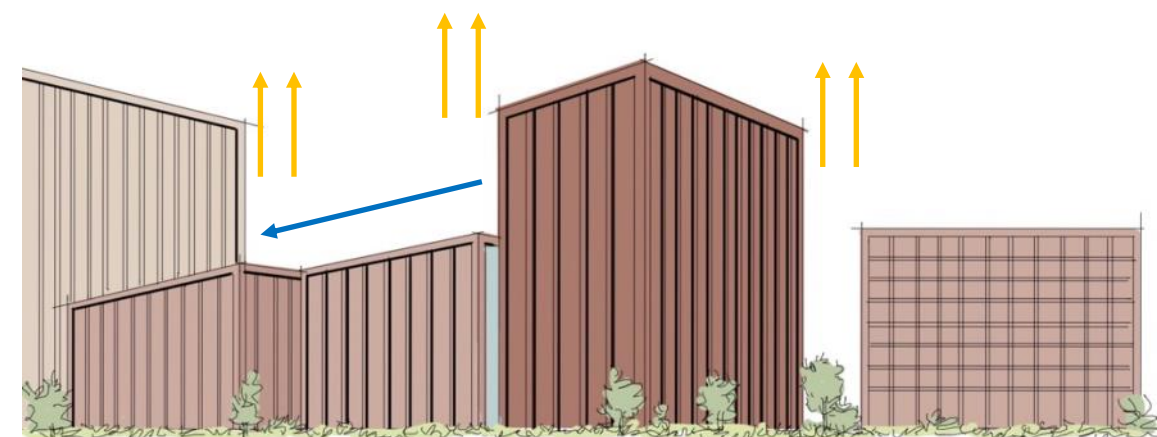
Diagrammatic Design Development



Designing around 'Verticality'



Massing Design



Façade Design Refinement

APARTMENT BLOCK 3A

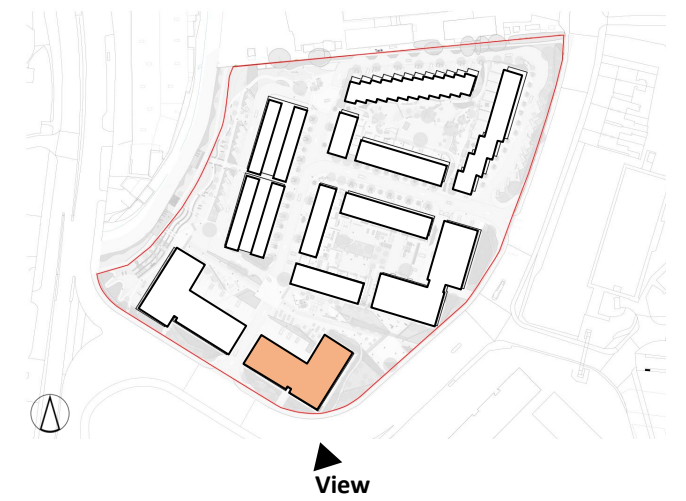


GROUND FLOOR PLAN

TYPICAL FLOOR PLAN

- 1 Bed
- 2 Bed
- Amenity
- Service

Key plan



APARTMENT BLOCK 3A

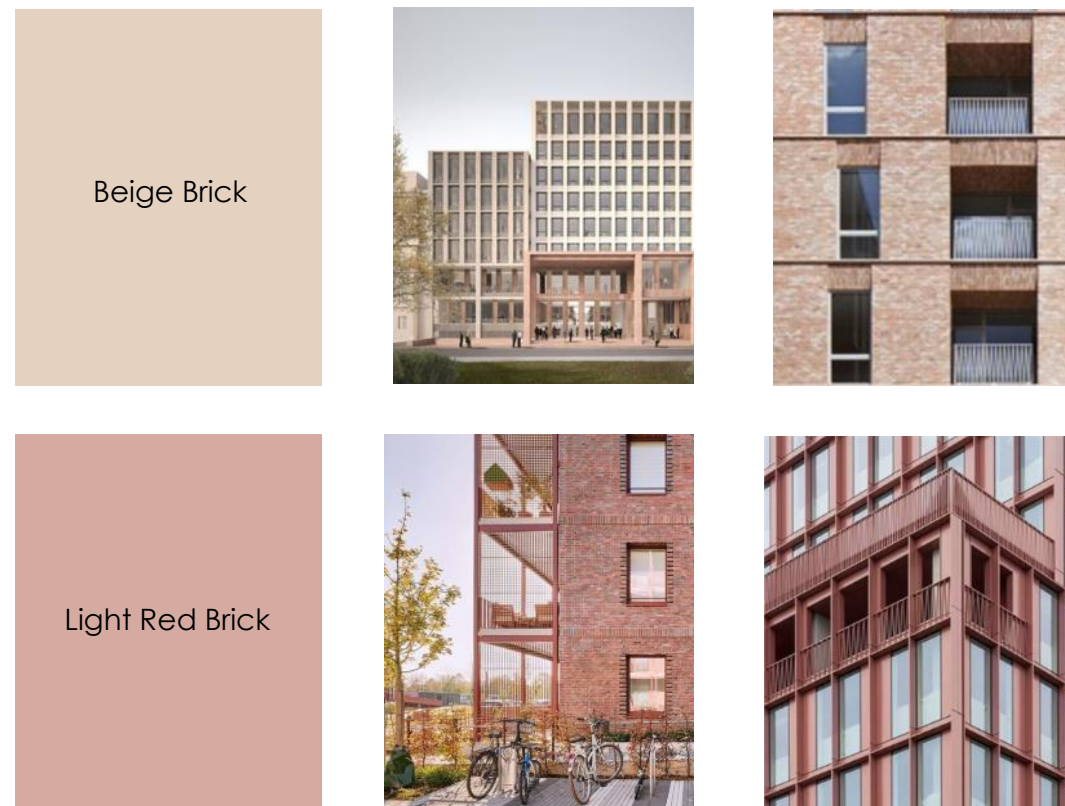
APARTMENT MATERIALS AND PRINCIPLES - BLOCK 3B

Building comprises of two blocks, G+14 storeys and 6 storeys high. The taller block is designed to function as a focal point marker building when viewed entering or leaving the site via Harrier Way, or viewed by traffic flowing through Walsall Road.

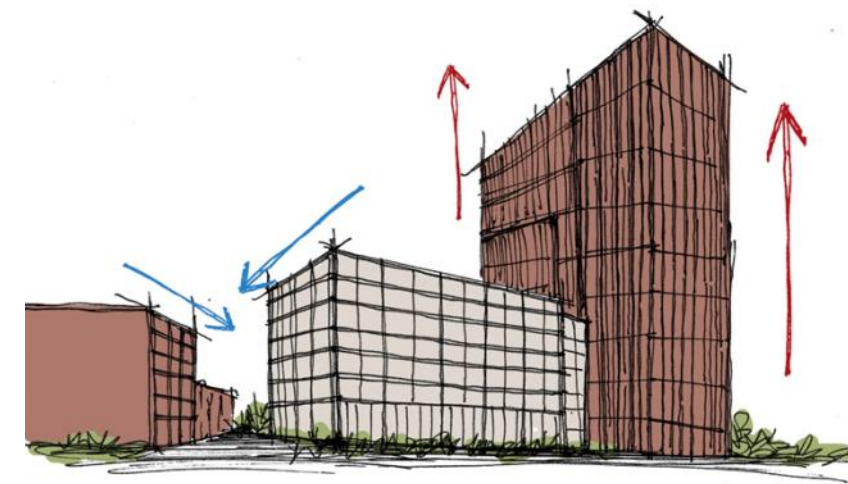
The Ground and First floor glazing have been combined into one larger recessed double height unit to add depth to the ground floor and provide clarity to the proportions of the elevation, while resulting in a greater 'site presence'. The Block comprises of 138 units in total, composed primarily of '2-bed-4-person- and '1-bed-2-person' apartments, with a few '2-bed-3-person' apartments on the first floor

The taller block is envisioned in a beige brick finish, working to balance its proportions, while the shorter 'shoulder' block is envisioned in a 'light red brick' finish which provides visual clarity to the shorter section of 3A; these work with the wider materiality strategy for the site and with the immediate context to create a modern cohesion between the old and new.

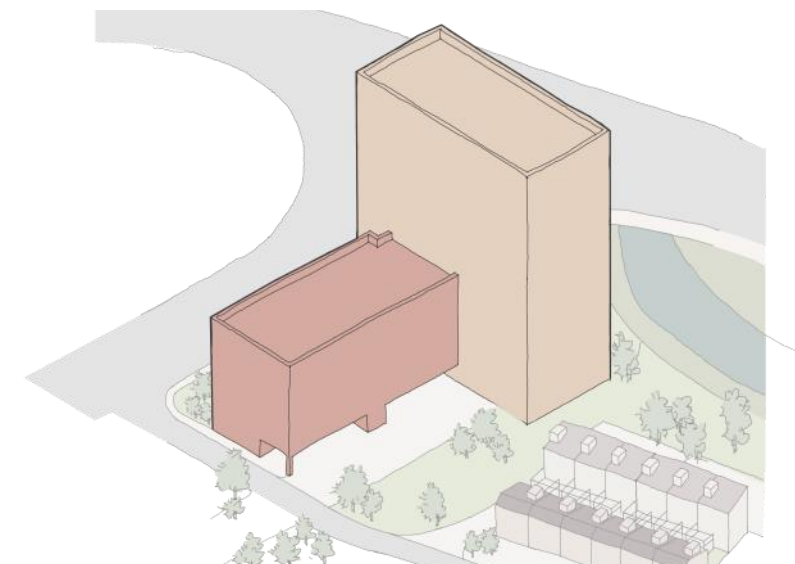
Material Precedents



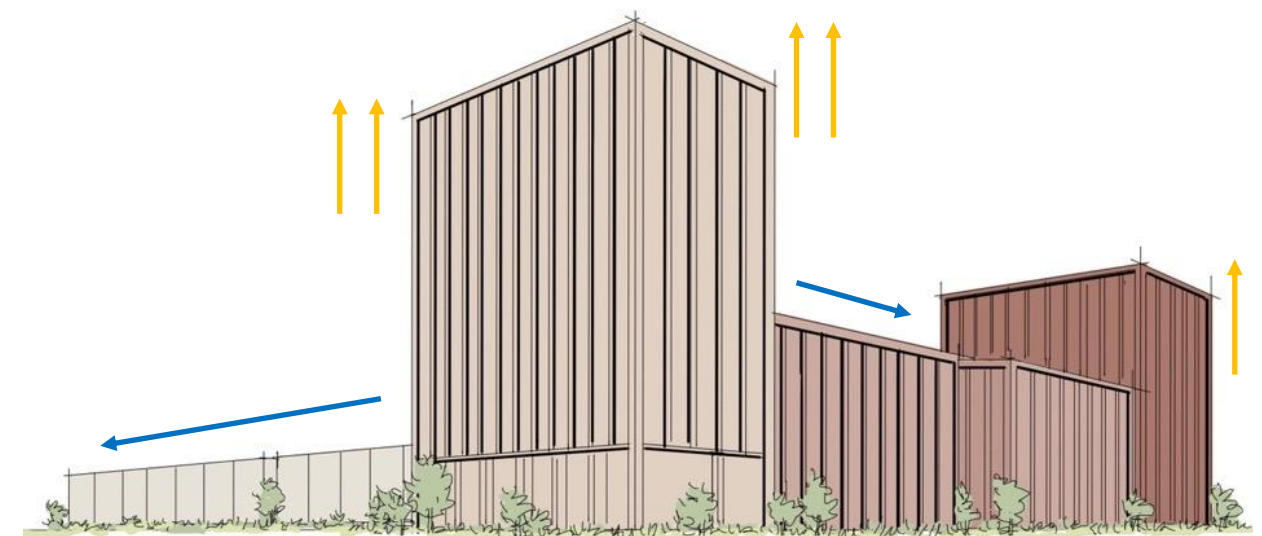
Diagrammatic Design Development



Designing around 'Verticality'

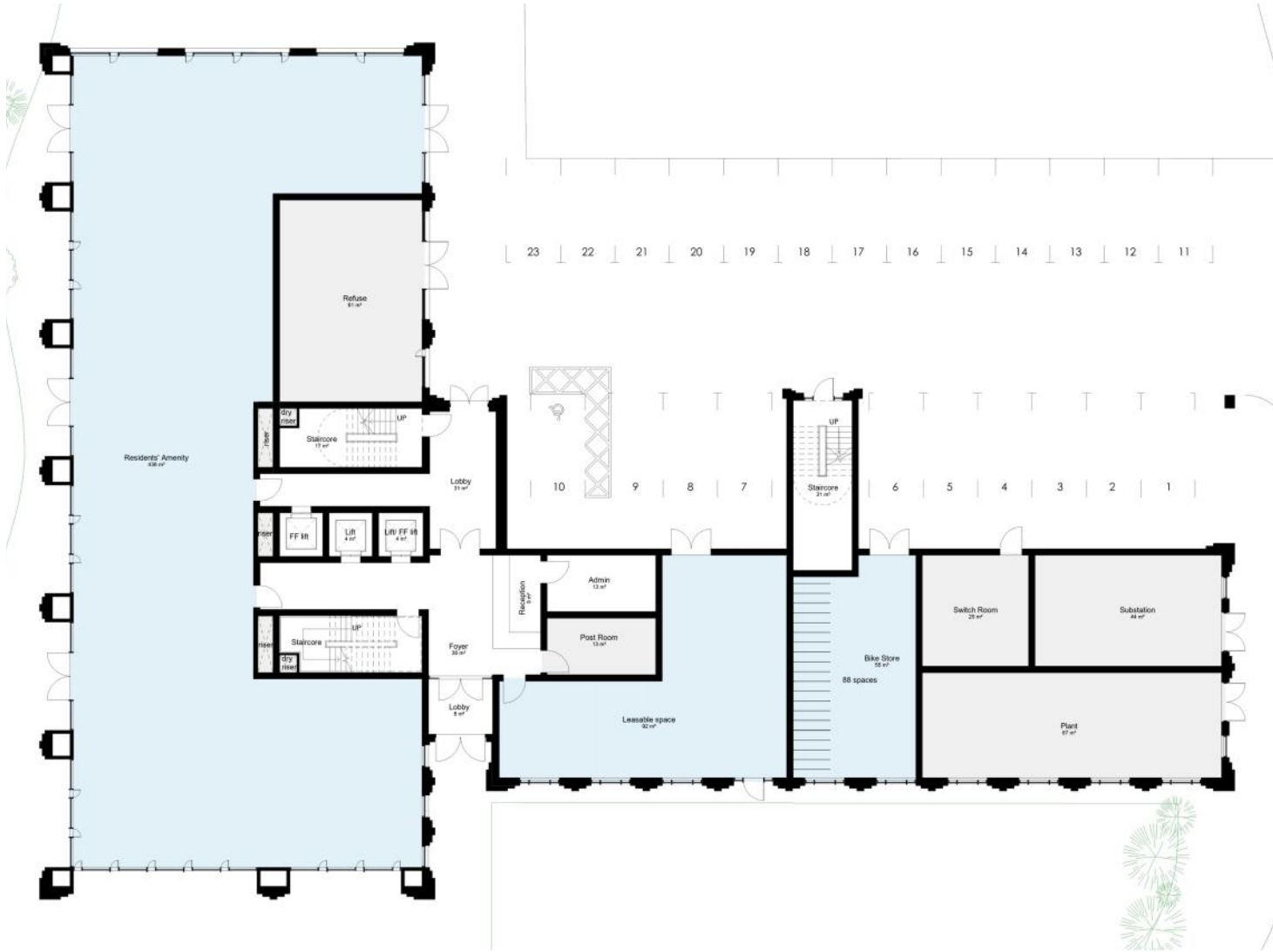


Massing Design



Façade Design Refinement

APARTMENT BLOCK 3B



GROUND FLOOR PLAN



FIRST FLOOR PLAN

- 1 Bed
- 2 Bed
- Amenity
- Service



APARTMENT BLOCK 3B



Rendered Site Elevation 02



Rendered Site Elevation 03



Proposed Site Elevation 01 - Design Intent

GROUND FLOOR PLAN - ACTIVE STREETS

The ground floor provides for a number of townhouses creating a vibrant street level, alongside the provision of resident's amenity spaces and ancillary areas.

The active frontages along the ground floor create a welcoming interface between this development and the wider site context.





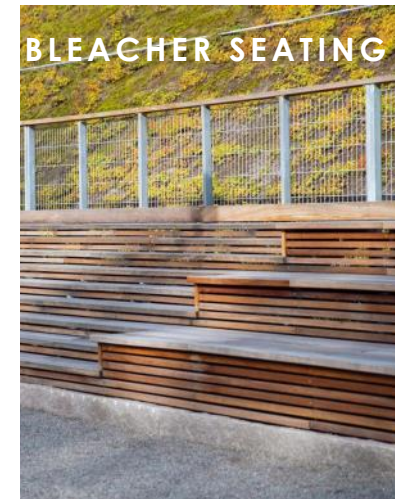
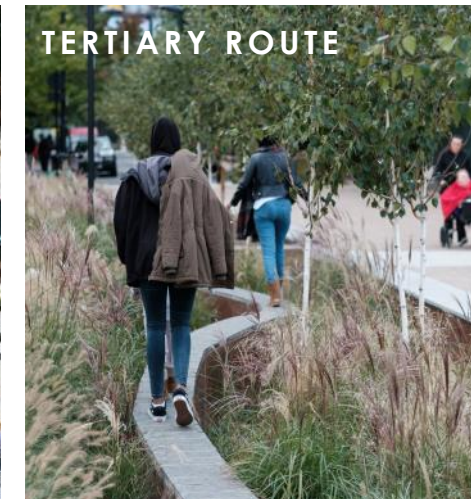
1- ACTIVITY ROUTE - MASTERPLAN AND KEY



- 1 Arrival Plaza with Feature Canopy/ Bleacher style seating
- 2 Central Movement Race track
- 3 Informal secondary routes

- 4 Communal Seating areas
- 5 Outdoor Activity area
- 6 Home growing/community allotment zone

- 7 Residential Parking
- 8 Share Space Vehicle Crossover



2 - WATER SIDE PARK - MASTERPLAN AND KEY



1 Arrival Plaza with Feature Canopy/ Bleacher style seating

2 Terraced Seating

3 Sculpted Landscape

4 Riverside walk

5 Terraced Played Area

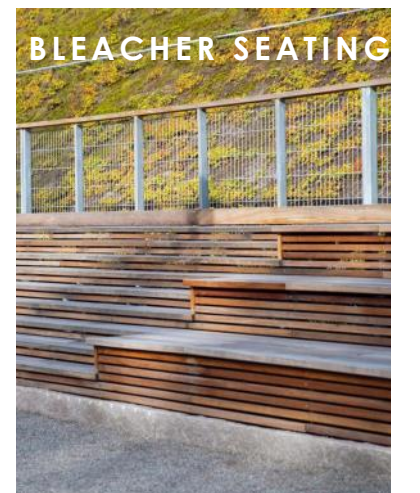
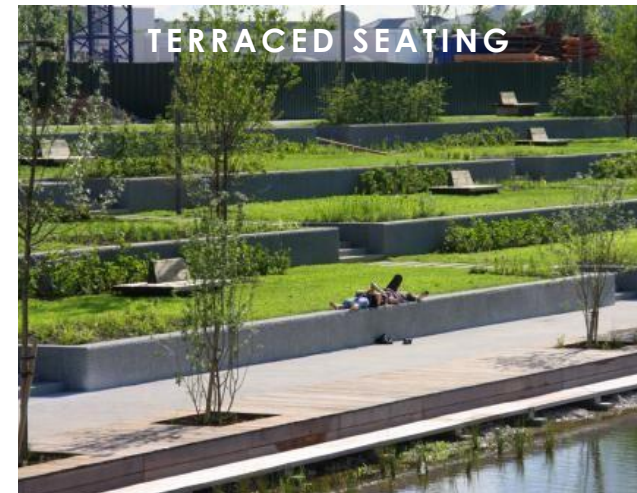
6 Riverside boardwalk/ Seating deck

7 Accessible route down to the river

8 Habitat Features & Communal Seating

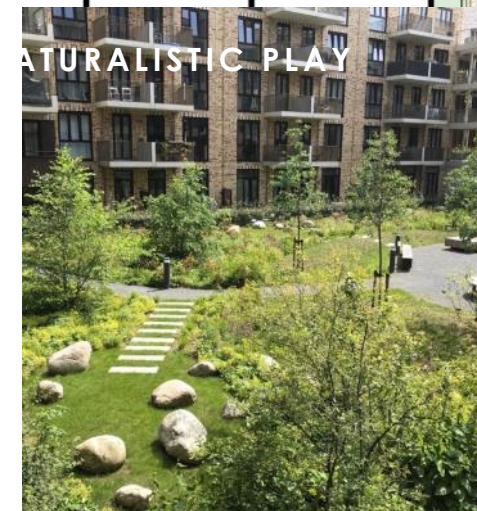
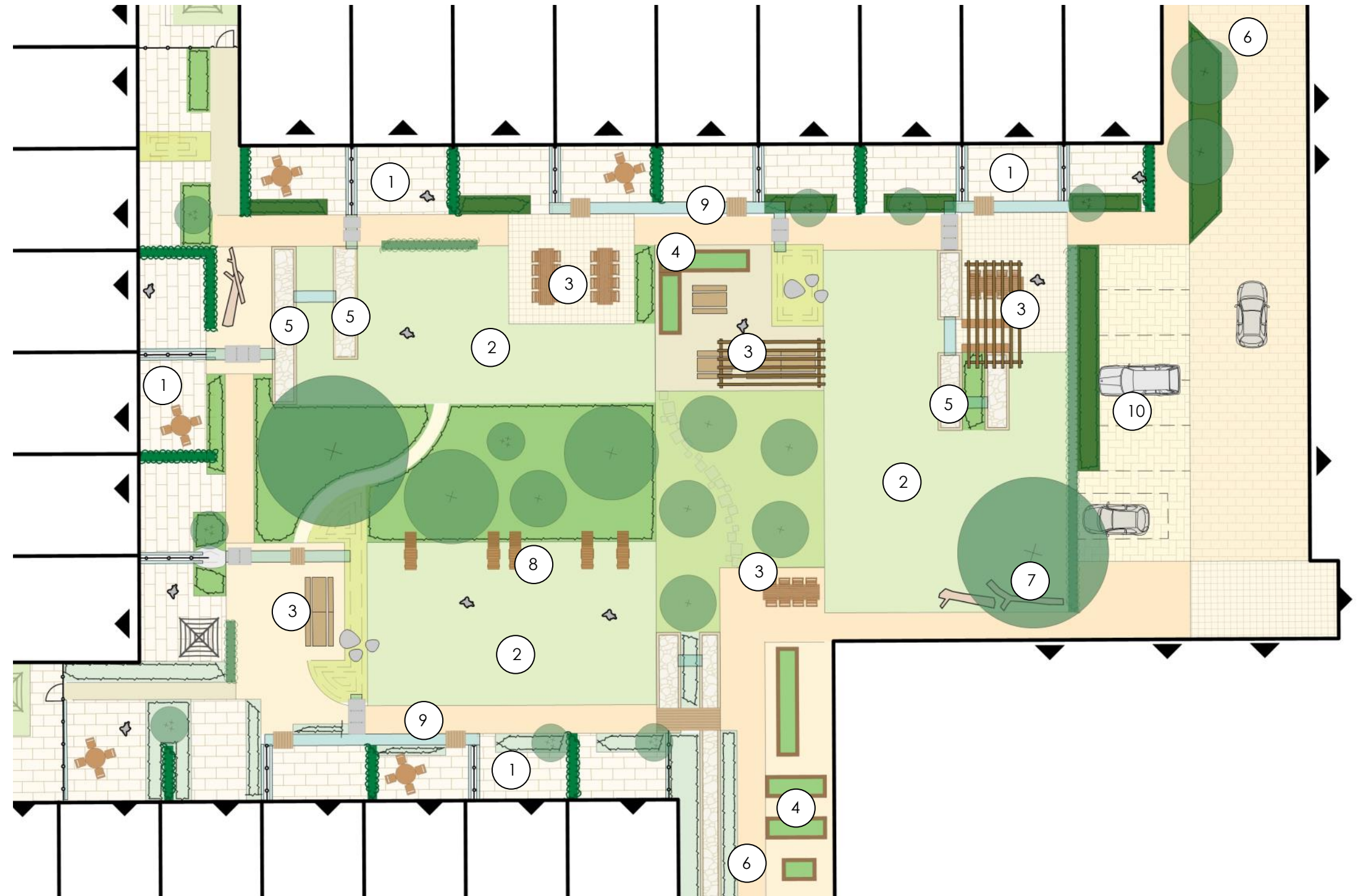
9 Informal secondary riverside route

10 Residential parking



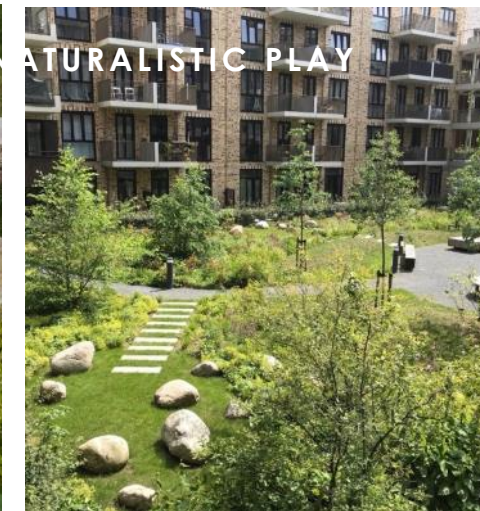
3 - SOUTHERN COURTYARD MASTERPLAN AND KEY

- ① Private Gardens
- ② Lawns
- ③ Social Seating
- ④ Communal Planting/gardens
- ⑤ Dry swale
- ⑥ Courtyard Entrance
- ⑦ Informal Natural play
- ⑧ Informal seating
- ⑨ Bridged walk way over swale
- ⑩ Residential parking



4 - NORTHERN COURTYARD MASTERPLAN AND KEY

- 1 Private Gardens
- 2 Lawns
- 3 Social Seating
- 4 Communal Planting/gardens
- 5 Dry swale
- 6 Courtyard Entrance
- 7 Informal Natural play
- 8 Decking
- 9 Bridged walk way over swale
- 10 Residential parking



STREET CONDITIONS AND ROUTES









VISUALISATIONS- RIVERSIDE



VISUALISATIONS- RIVERSIDE



VISUALISATIONS- RIVERSIDE GATEWAY



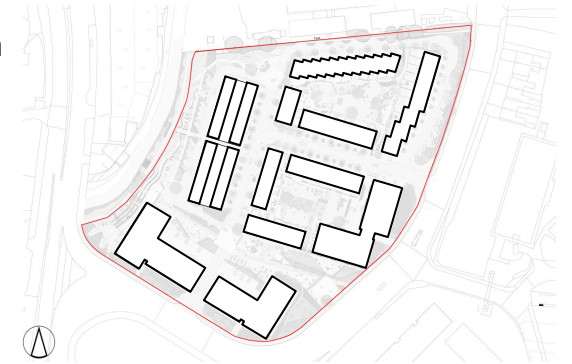
VISUALISATIONS- EAST ARRIVAL PLAZA



VISUALISATIONS- EAST ARRIVAL PLAZA



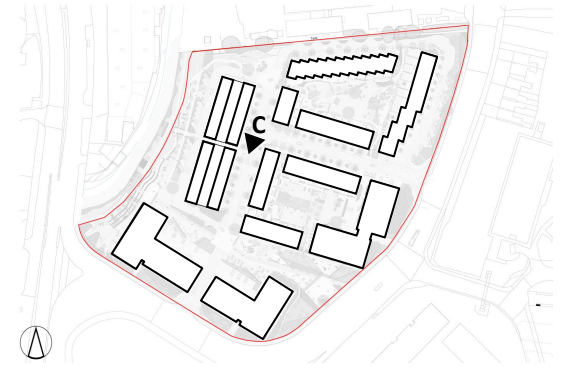
Key plan



Concept Visual B—view towards harrier way from linear park



Key plan



Concept Visual C—view towards harrier way from new residential street



