Roof Guarding Design Statement

2205-LHA-XX-XX-RP-A-PL-005_P01

Prepared by Lechler Hayes Architects on behalf of Tiger Developments Ltd.



Lechler Hayes
Architects

Document scope & Introduction

This report has been prepared by Lechler Hayes Architects (LHA) to accompany and support a Non-Material Amendment application for 88-90 Carmoor Road PBSA Development.

This statement focuses on the proposed roof guarding and seeks to demonstrate that the revised roof guarding proposals are a suitable response to the site and its setting.

The introduction of roof guarding to provide edge protection in strategic locations is proposed following risk assessment and review with the CDM Principal Designer, Principal Contractor, and End User.

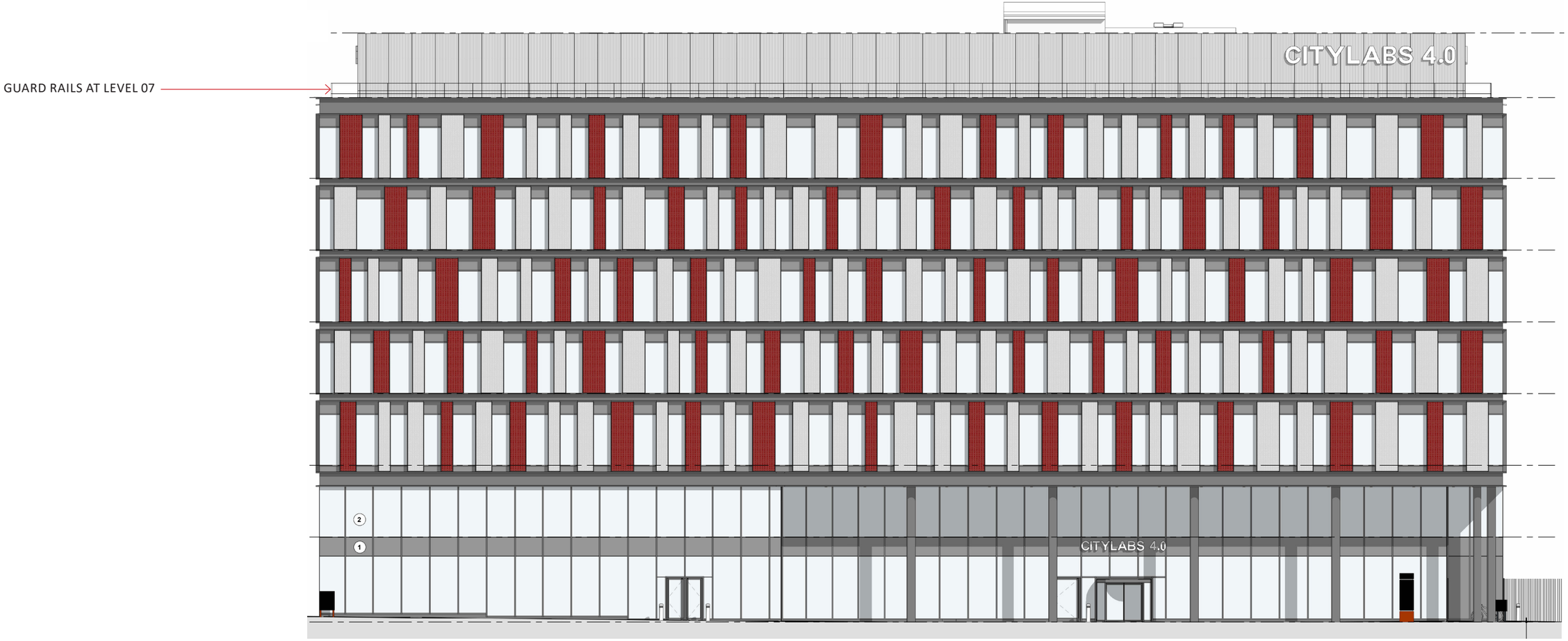
Roof guard rails are proposed in tandem with a lanyard fall restraint system on Levels 01, 03, 04, and 05, this combination of systems is intended to balance visual impact with safety of maintenance personnel.

Guard rails are shown enclosing the PV panels which are situated on the Level 06 roof to provide edge protection where more frequent maintenance access is required.

Where possible, guard rails are set back from the parapet to reduce visibility from street level.

There are several examples of existing buildings using guard rails to provide edge protection to areas of flat roof along Upper Brook Street. A recent example can be found at **Citylabs 4.0 on Hathersage Road** where the guard rails extend around the full perimeter of the building.

This example uses a railing system with a wide spacing of uprights which helps to reduce the visual impact.



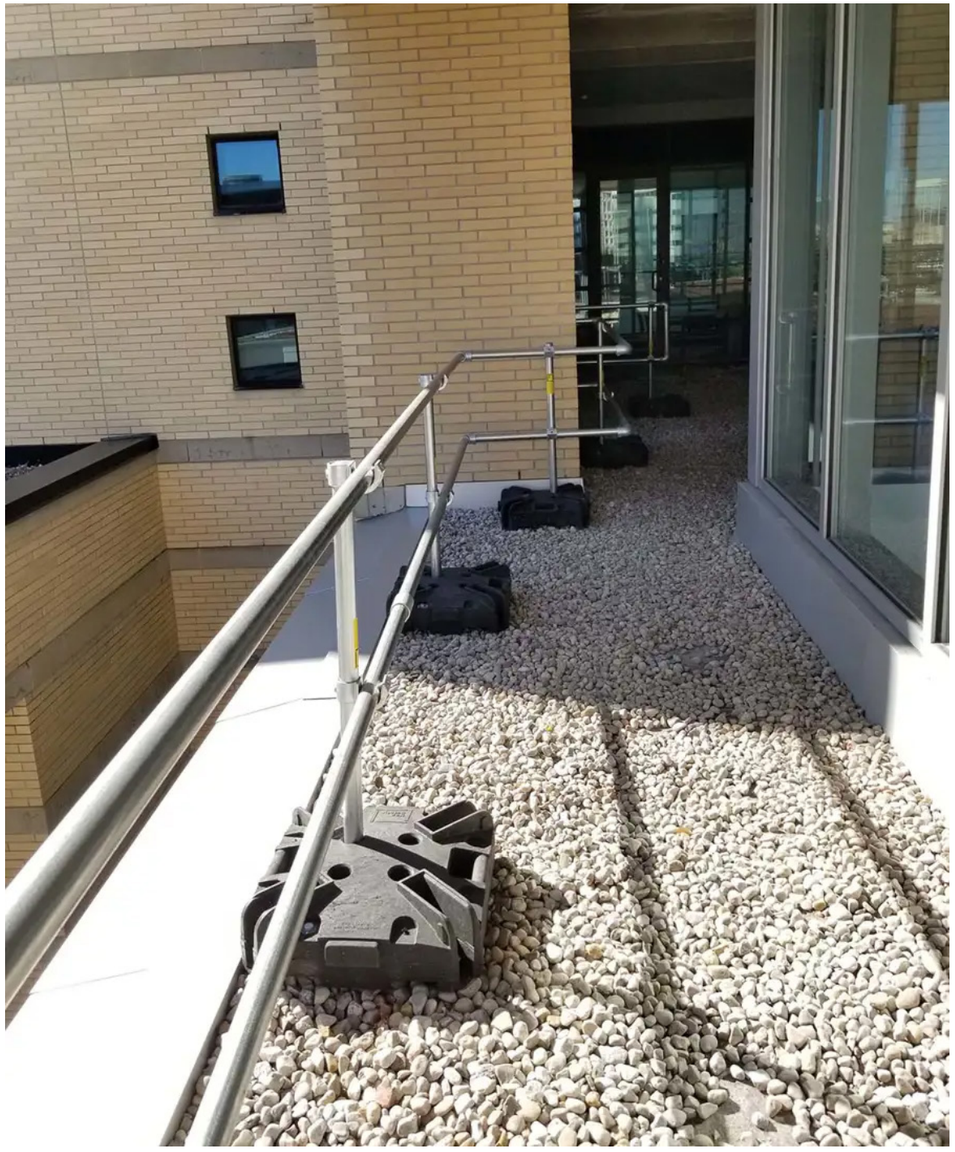
CITYLABS 4.0 - HATHERSAGE ROAD ELEVATION

2.1 DESIGN | **Guard-rail system**

The proposed guard rail is a weighted, freestanding system which allows bay sizes between uprights of up to 3m which results in a visually lightweight solution.

Indicative product images are shown below for reference.





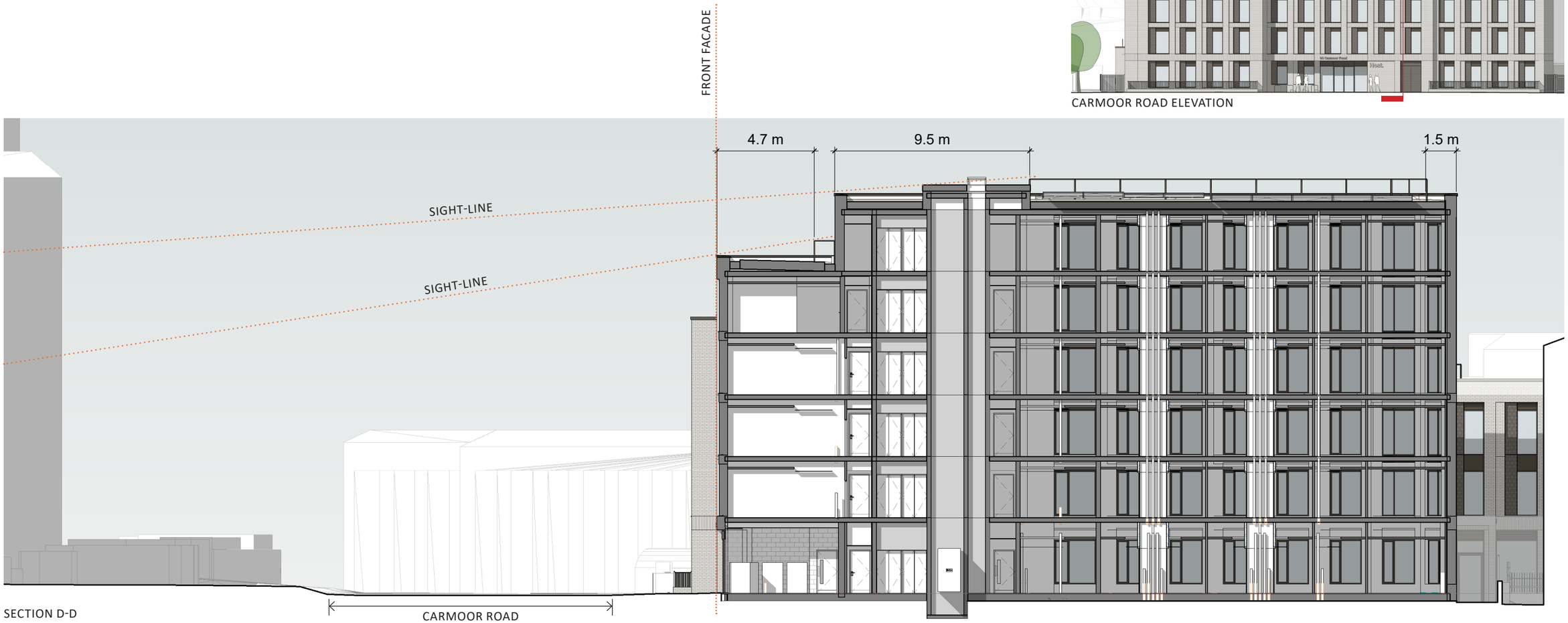
2.2 DESIGN | **North East Elevation - Carmoor Road**

Although not evident from the elevation drawings, which have a 'flattening' effect on the set-backs in the massing, the roof guard rails are set-back from the front facade parapet by 4.7m at Level 05 and by 9.5m from the Level 06 parapet on Carmoor Road.

As a result of the set-backs, the guard rails on the Carmoor Road frontage would not be visible from street level.



CARMOOR ROAD ELEVATION



SECTION D-D

2.3 DESIGN | **Streetview - Carmoor Road**

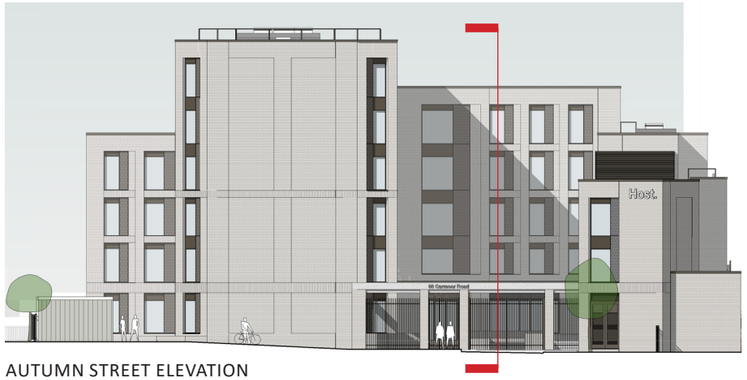
Sketch CGI showing the view from the Carmoor Road pavement across the road from the development demonstrating the railings are not visible from street level.



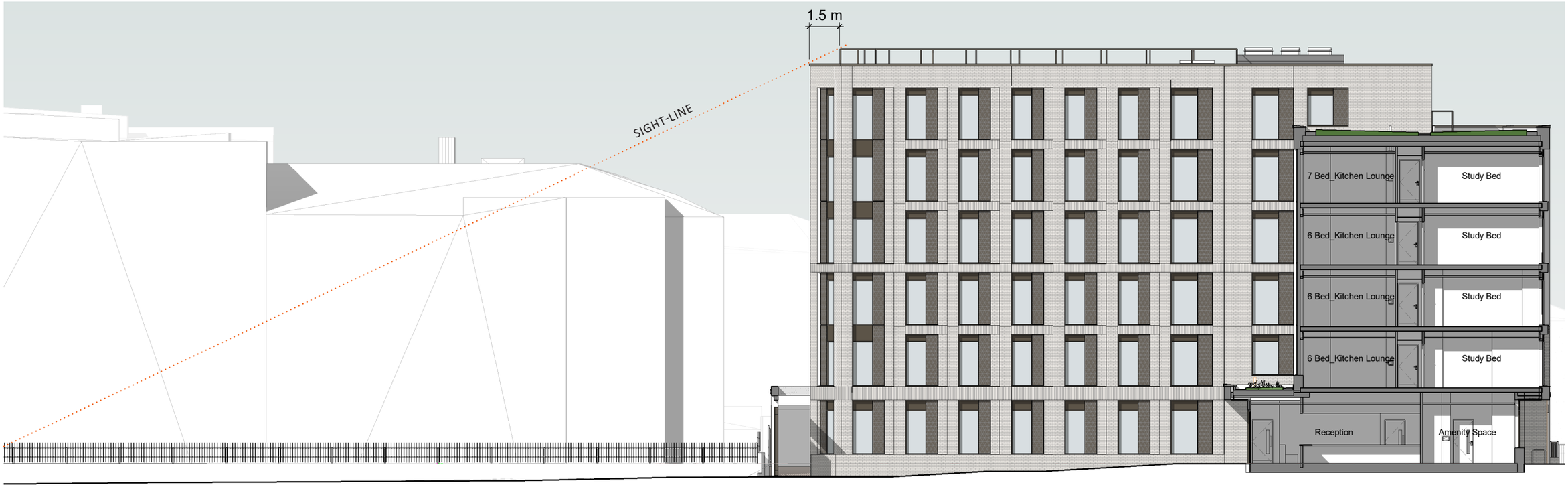
2.4 DESIGN | **South West Elevation - Autumn Street**

The roof guard rails are set-back from the parapet by 1.5m from the Level 06 parapet on the rear gable of Block B.

As a result of the set-back, the guard rails would only be visible from a distance of approximately 40m when viewed from street level based on the sight-line shown orange.



AUTUMN STREET ELEVATION



COURTYARD SECTION LOOKING SOUTH EAST

2.5 DESIGN | **Streetview - Autumn Street**

Sketch CGI showing the view looking north-east from the junction of Upper Brook Street and Autumn Street demonstrating the railings are visible however, due to the distance and railing design the visual impact is considered to be low.

