

PRE-APPLICATION SUBMISSION

The Pre-Application proposed a 16 1B/1P unit, 2-3 storey scheme, with a mix of B1 office space, a maisonette and studio units. The proposal had a contemporary industrial aesthetic, with a combination of brick and metal cladding work. The following page highlights the primary architectural issues, and how this new project responds to these points.



19. View of Previous Proposal



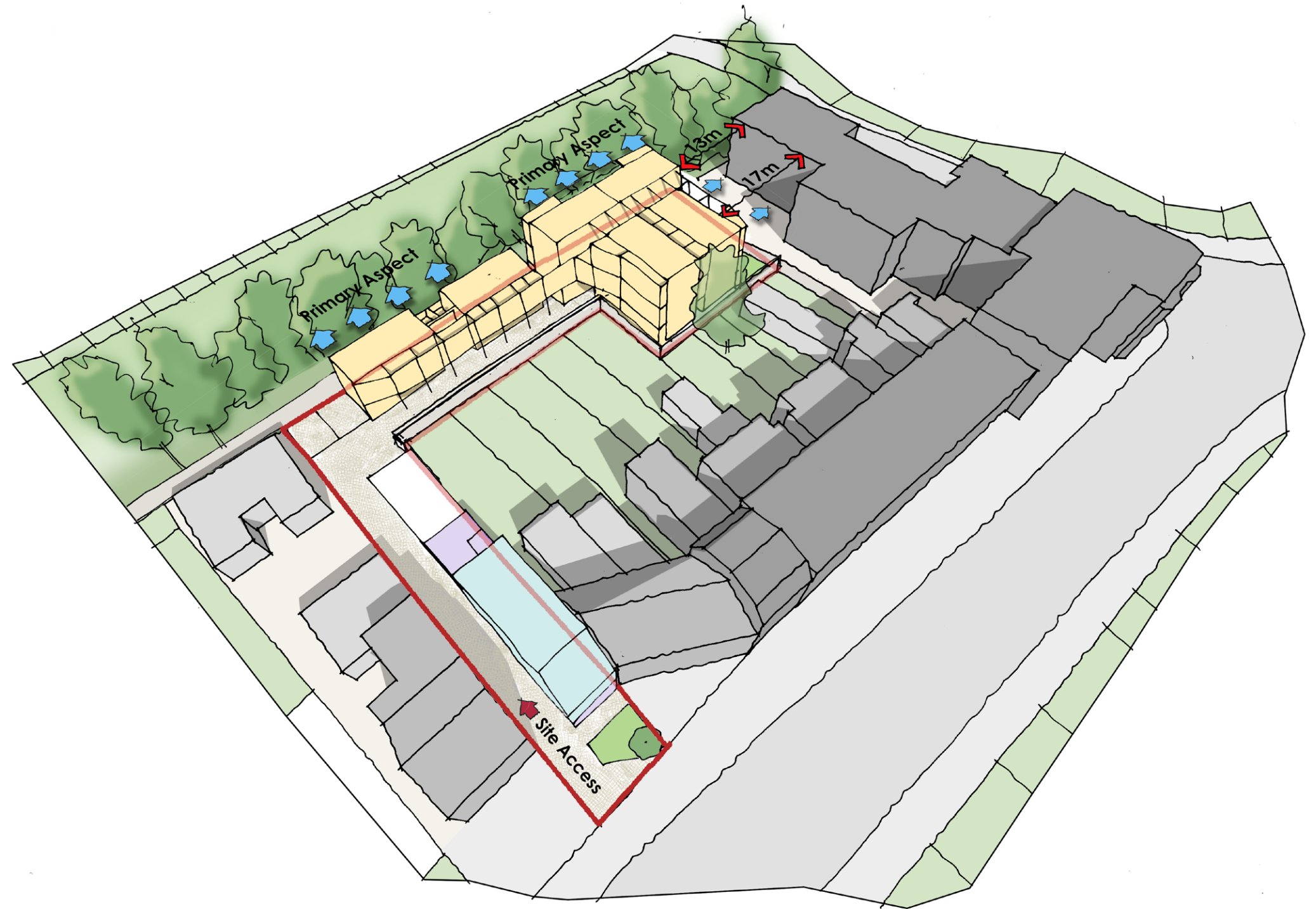
20. Typical Block Plan of Previous Proposal



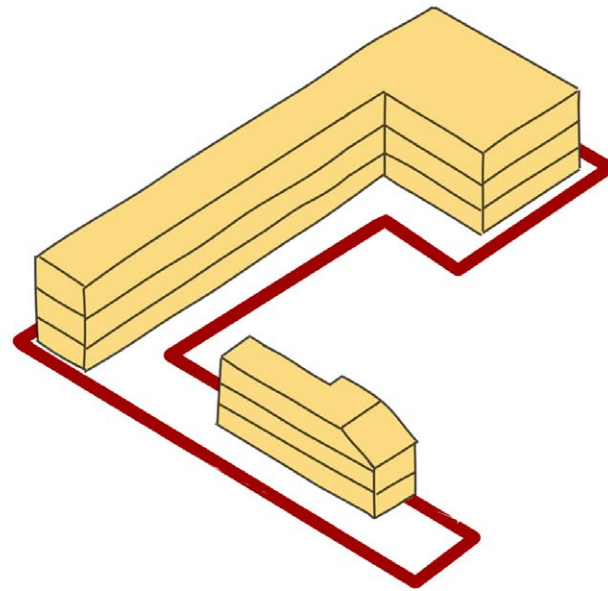
RESPONSE

The pre-application response made a series of comments and recommendations on the proposal which have been summarised below-

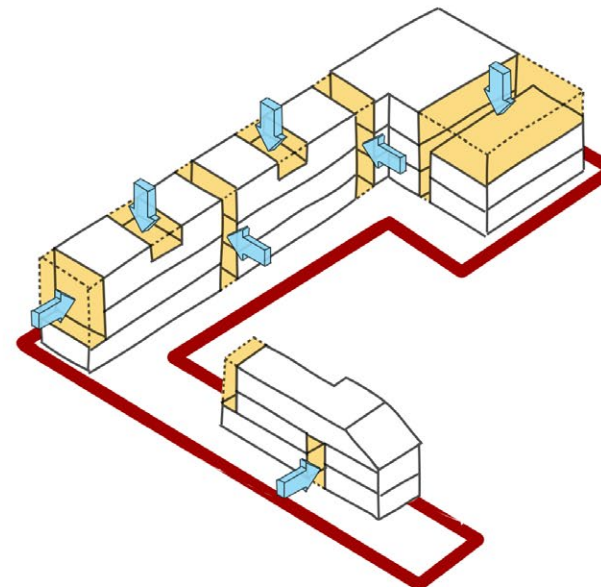
- Loss of industrial land and employment space (policy LP40 & LP42). LBRUT recommended undertaking a marking assessment of the site. This has been undertaken and submitted as a supporting document.
- The principal of smaller units may be acceptable given the area of mixed use in the immediate context.
- Any residential development will need to provide private amenity space in line with policy LP35.
- Units should be orientated to take account of sunlight and shading.
- The development should provide 90% M4(2) units with the remaining 10% meeting M4(3) Standards.
- The prefabricated units have a utilitarian appearance and it is unlikely that the appearance will be acceptable in this location.



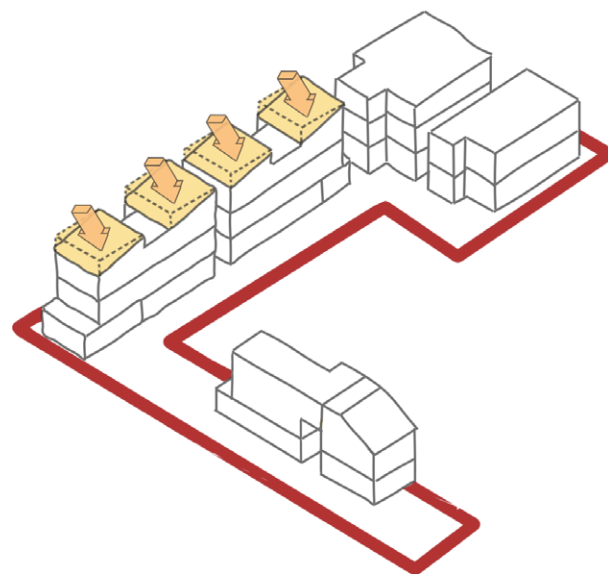
21. Aerial View of Previous Proposal



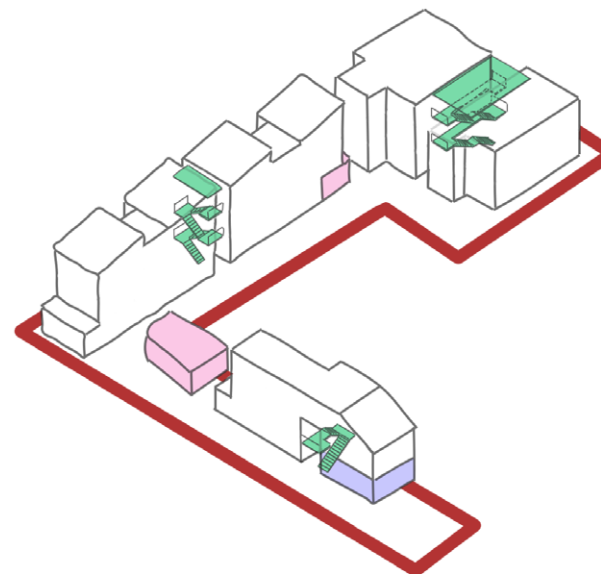
1 - 3 Storeys Building



2 - Massing of Primary Residential Component



3 - Roof Shape Facing South



4 - Accessways, Commercial Unit & Bins Cycles Storages

SITE PRINCIPALS

The scheme is inspired by a mews style typical of London and the wider area. The existing larger scale buildings on Waldegrave Road are the frontage buildings with the new buildings to the rear being smaller in scale and subservient. Developed in response to the constraints and opportunities on site, the proposal to the rear of Waldegrave Road employs a series of design strategies to create its concept.

1 - Boundary & Entranceway building

The site is cleared of its low-quality existing building stock. The reintroduction of the entranceway building includes a commercial element with residential above, as well as a bin store and refuse for the residential elements.

2 - Massing of primary residential component

The narrow site is utilised with the massing placed to the rear of the site - adjacent to the railway line. The massing rises towards the north of the site in response to the heights of the neighbouring buildings.

3 - Accessways

The open accessways to the residential units create a transparency between the elements.

4 - Amenity space & Balconies

Ground floor units are provided with garden/patio amenity space. The upper apartments have balconies, placed to maximise flow from the living area, and minimise overlooking onto neighbouring properties.

DESIGN DEVELOPMENT

3.4 ELEVATION STUDY: BLOCK B

The approach is a contemporary interpretation of the mews typology. The adjacent studies look at different ways of handling the new linear building with this then informing the rest of the new build interventions.

SCALE

The linear building (Block B) is narrow in footprint and 3 storeys in height with a slightly reduced eaves height. The scale is lower than a number of the adjacent existing buildings. 3 storeys is entirely appropriate in this location with limited constraints and good separation distance to the neighbours. Any less than 3 storey would not be making best use of this sustainable brownfield site.

MASS

This building is narrow in footprint. The longer East and West facing elevation have been articulated with steps in the façade and an interesting roof line reflecting the former industrial character of the site.



1 - Elevation Study - Option one

A series of bays with recessed elements and a repeated roof creates a strong vertical rhythm. A ground floor plinth with entrance doors and fenestration creates activity at eye level.



2 - Elevation Study - Option two

A monopitch north facing roof light references the industrial heritage of the site. Projecting two storey bays emphasise the rhythm



3 - Elevation Study - Option three

Another option with dual pitched roofs. Recessed elements to give articulation but with the rhythm slightly more fragmented.



4 - Elevation Study - Option four

The preferred option with a strong base and a vertical repeated emphasis. The monopitch roof both references the industrial heritage while providing south facing planes for solar panels.

DESIGN DEVELOPMENT

3.5 ELEVATION STUDY: BLOCK C

SCALE

The building at the North end of the site (Block B) steps down from 3 storeys in height to two storeys where it is closer to the buildings on Waldegrave road. The scale is lower than a number of the adjacent existing buildings. The scale is entirely appropriate in this location with limited constraints and good separation distance to the neighbours. Any less height would not be making best use of this sustainable brownfield site.

MASS

The building is L shaped and presents narrow, stepped and articulated facades on all 4 sides. Each of the adjacent studies are of the South façade and look at the proportions of fenestrations and approach to materiality.



1 - Elevation Study - Option one

Light grey brickwork with a horizontal band of contrasting brick. Stepped façade to create a vertical break and accentuate the entrance into the communal core.



2 - Elevation Study - Option two

Creating a more vertical proportion to the fenestration and using different brick colours to accentuate the stepped forms of the building.



3 - Elevation Study - Option three

Simplified brickwork and introduce a different material for the vertical elements – perhaps timber or metal.



4 - Elevation Study - Option four

The preferred approach to materiality and proportion of fenestration. Stepped contrasting brick colour for the plinth. Change to more vertical fenestration for the top floor. A contrasting material for the vertical elements – timber or metal.

04

04.DESIGN RESPONSE



The proposal is for an essentially car free scheme which will improve road safety and make a better environment for neighbours and future residents alike. A car club space is provided where two cars currently park. The entrance to the site will be pedestrianised and is between the attractive retained and restored end of terrace building and the adjacent Victorian house. These two frame the entrance and direct views to the new linear building to the west.

BLOCK A

This is the restored and extended end of terrace providing a commercial element behind a shop window to Waldegrave Road, three apartments and a private garden to the ground floor apartment.

BLOCK B

This is a linear north south oriented block will all apartments dual or triple aspect.

BLOCK C

Terminates the northern end of the site with the communal entrance providing a focus to the pedestrianised route. The building wraps around a communal green space which faces south.

Key

- Site Boundary
- Commercial
- 1 Bed / 1 Person
- 1 Bed / 2 Person
- 2 Bed / 3 Person M4(3)
- 2 Bed / 4 Person M4(3)

25. Proposed Site Plan



PROPOSAL

4.5 THE SCHEME



OVERALL CONCEPT

The overall concept is to make best use of this redundant brownfield site and to create a car free scheme in this sustainable location. The proposed buildings are generally 3 storeys which reflects the local character. Block C steps down to 2 storey to protect the amenity of the buildings on Waldegrave Road. There is extensive use of the roofs for both photovoltaics (PV's) and landscaping.

The scheme is almost carbon neutral – see SRE sustainability report – and only limited by the amount of roof area available for PV's. All the proposed apartments are dual aspect and a number are triple aspect. All have private external amenity in line with the London Plan and all meet NDSS space standards.

26. 3D Proposal View



27. Ground Floor Plan

GROUND FLOOR

The commercial element – Use Class E – continues the parade of shops on Waldegrave road and maintains the existing character of the street. To the rear a garden apartment is created with a walled cycle store framing the western end. An entrance to the vertical circulation is provided to serve the upper floor apartments. An enclosed bin store with a curved wall provides facilities for blocks A and B.

BLOCK A

To the front of block A it is proposed to improve the public realm including a disabled car parking space and Sheffield cycle stands. The existing building is converted and extended to provide a self contained commercial unit (class E) on the Waldegrave Road and a one bedroom garden apartment to the rear. Behind block A is a single storey enclosed bin / cycle storey with green roof over.







BLOCK B

It is a linear block with just 2 apartments per floor meaning all are dual or triple aspect. To the front is a pedestrian footpath serving all apartments. Each apartment has defensible space facing east and a private garden facing west.

BLOCK C

It wraps around a south facing communal garden and has just 3 apartments per floor. Each apartment has defensible space to public facing aspects and private amenity in the form of patio gardens. All apartments are dual or triple aspect.

Key

Site Boundary	
Commercial	
1 Bed / 1 Person	
1 Bed / 2 Person	
2 Bed / 3 Person M4(3)	
2 Bed / 4 Person M4(3)	



FIRST FLOOR

At first floor a mix of one and two bedroom linear and duplex apartments are created. Each has a balcony providing private amenity and all are dual or triple aspect. All apartments meet NDSS standards.

BLOCK A

The upper floor, which is already residential, is extended and converted to create 2 duplex apartments. Again all are dual or triple aspect. The apartment to the front does not have private amenity so as to protect the character of Waldegrave road. The apartment to the rear has a generous roof terrace.

BLOCK B

The two apartments at this level are triple aspect with generous private amenity in the form of recessed balconies (accessible from the living room and bedroom 1).

BLOCK C

The three apartments at this level are either dual or triple aspect. Each has a balcony which has privacy screen to protect neighbours where appropriate.

Key

- Site Boundary
- 1 Bed / 1 Person
- 1 Bed / 2 Person
- 2 Bed / 4 Person

28. First Floor Plan



SECOND FLOOR

At second floor Block A is partly within the roof and block C steps away from Waldegrave Road. Again all apartments are either dual or triple aspect.

BLOCK A

Bedrooms serving the duplex apartments.

BLOCK B

The two apartments at this level are triple aspect with generous private amenity in the form of recessed balconies (accessible from the living room and bedroom 1).

BLOCK C

The building at this level is stepped away from the neighbours on Waldegrave Road and a communal roof garden created.

Key

- Site Boundary
- 1 Bed / 1 Person
- 1 Bed / 2 Person
- 2 Bed / 4 Person

29. Second Floor Plan

DESIGN STRATEGY

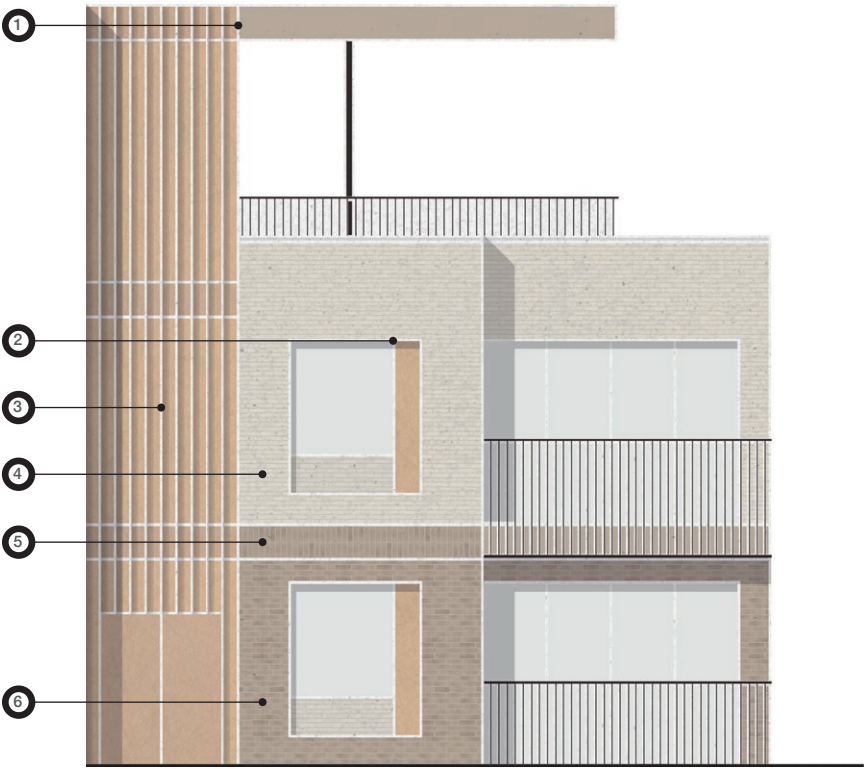
4.9 APPEARANCE AND MATERIALS

ELEVATIONS DESIGN

All buildings are proposed primarily in brick – reflecting the character of the area. Three different tones are proposed with different brick bonding to add visual interest. Deep recessed openings with recessed and projecting balconies give articulation and depth to the façades. Perforate steel panels are used as a contrasting material, as a reference to the sites former industrial use and as a privacy screens where appropriate.



30. Bay Elevation Block B



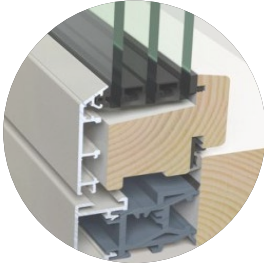
31. Bay Elevation Block C

Material 01



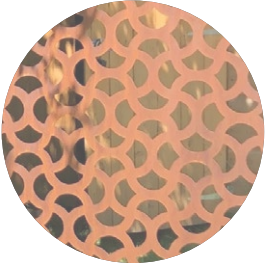
Green Roof
Extensive

Material 02



Windows & Doors
Timber Composit

Material 03



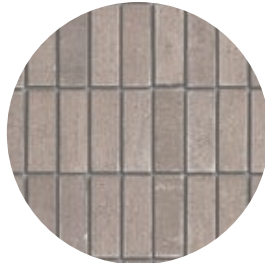
Ellipse Perforated Panels
Corten steel

Material 04



Stretcher Bond Brick
Beige Shade

Material 05



Vertical Stack Bond Brick
Brown Shade

Material 06



Stretcher Bond Brick
Brown Shade



32. Perspective View From Access Pathway

Buildings are primarily built in brick which is typical of the local area. The detailing of the brick facades is handled in a contemporary way. Deep window and door reveals give articulation to the facades. The ground floor is animated through entrances to the ground floor apartments and windows to the ground floor apartments. Defensible space is created through moveable planters in front of each apartment. Climbers are grown up the new garden wall to soften the outlook and improve biodiversity.



33. Location Map

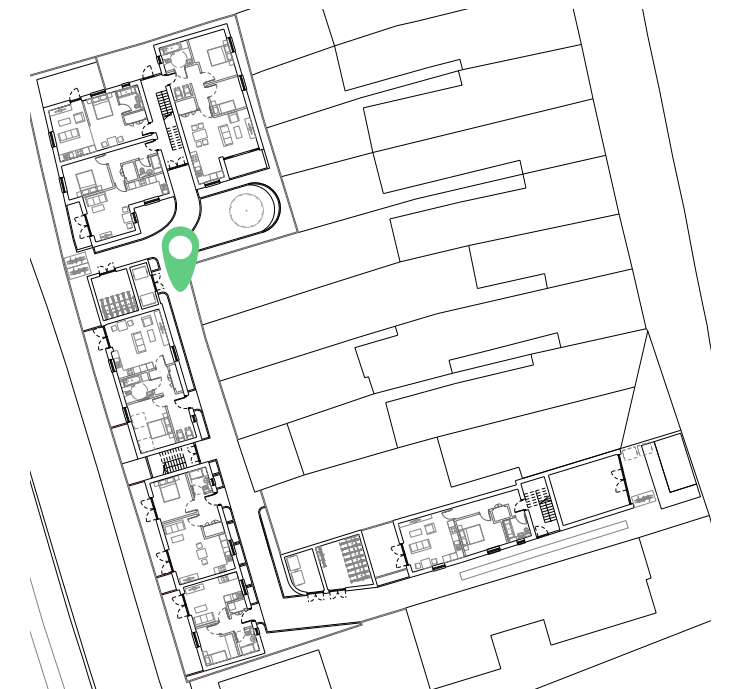


4.11 PERSPECTIVE VIEWS 02



34. Perspective View Looking Toward Proposed Residential & Communal Garden

A generous south facing communal garden is created as a focal element to the scheme. The building is primarily brick with deep reveals and contrasting bonding to create visual interest. Metal filigree screens provide a delicate contrast and are used as solar protection and for privacy to the neighbours.



35. Location Map

05

05.LANDSCAPE & ACCESS



The frontage on Waldegrave road will be landscape to provide a single disabled car parking space. The space is designed to allow the car to leave in forward gear. This arrangement replaces 2 car parking spaces that necessitate cars to reverse onto the main road. The access road to the rear was previously used for garage access but now proposed as a pedestrian path. Both of these moves improve highways safety. Whilst the plot is relatively narrow over the central part a sense of space and openness is apparent with long rear gardens to the east and the tree lined railway to the west.

The car free pedestrianised route leads from Waldegrave Road to the main communal landscape area in front of Block C. All ground floor apartments benefit from private patio gardens. Those to the west have a 10m deep tree lined buffer to the railway (which is low speed, low frequency – see acoustic report). Defensible space is created through planting where apartment windows front onto communal gardens or the footpath.

Biodiversity enhancements are proposed with mixed species planting as identified in supporting document (name here). The species will be planted in designated planters along the access route and around the central green space as shown on the plan opposite. The total area will be 60.5m².

Material 01



Stretcher Bond Brick
Beige Shade

Material 02



Timber Fence
Natural Wood Shade



The site incorporates numerous enhancements which have been highlighted in the opposite diagram. These enhancements include-

- Removal of low-quality industrial buildings and garages.
- Increased landscaping to enhance site ecology and provide increased visual amenity.
- Maximising renewable energy onsite to create a low carbon development.
- New refurbished commercial space.



37. Site Enhancements Plan



The adjacent diagram highlights where it is proposed to install new external lighting. Lighting will be low level to avoid light pollution. All external lights will be low energy LED.



Key

Wall Lights



Post



Bollard



38. External Lighting Strategy

LANDSCAPE & ACCESS

5.4 EXTERNAL AMENITY SPACE

All new apartments will be provided with private amenity space in accordance with London Plan standards. The private amenity has been located and designed to minimise overlooking adjoining neighbours. Where balconies are near the boundary, architectural screens will be provided to avoid overlooking.

Refurbished apartments have been provided with external amenity with the exception of unit 03, block A. As there is limited scope to provide this within the existing fabric, the apartment has been oversized to provide the additional space within the internal floor are.

There is a communal greenspace which will provide a central shared amenity for the scheme.



Key

- Communal Amenity Space
- Private Amenity Space
- Occasional Access to garage

39. External Amenity Strategy & Occasional Access



5.5 CYCLE & REFUSE STORE

Given the narrow vehicular access to the site, the development will require a waste management solution to service the refuse. The proposal is for a private management company to remove the bins from the stores on collection days and transport it to the collection point at the front of the site. The bins will then be relocated to the refuse store after collection.

Cycle stores and refuse storage locations have been provided on the adjacent diagram.



Key

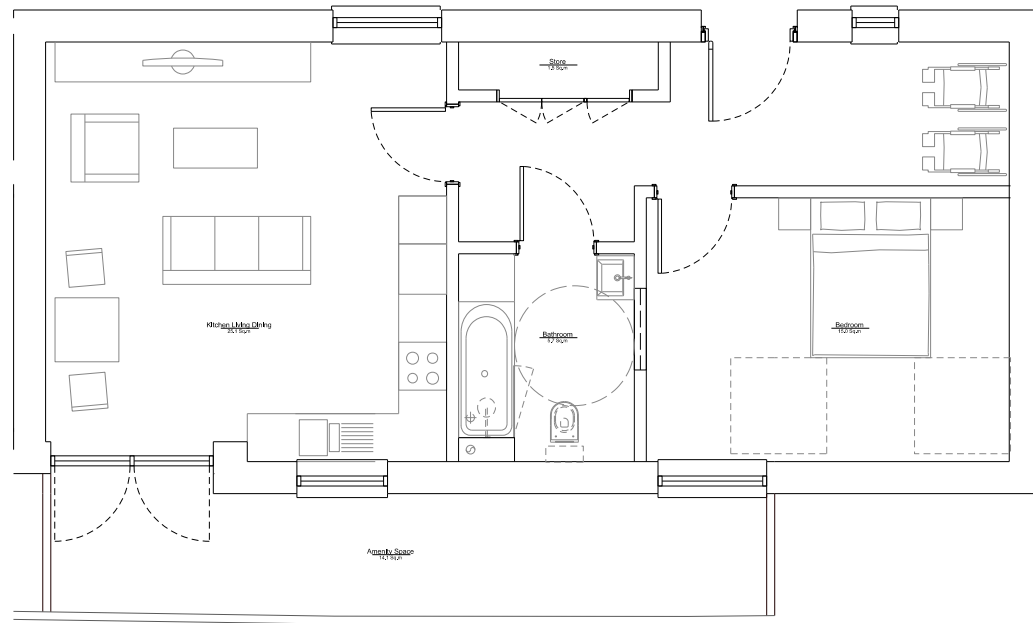
- Managed Refuse Collection - - - - -
- Collection Point - - - - -
- Residential Access to Bin Stores |||||
- Cycle Store ■
- Bin Store ■

40. Cycle & Refuse Store Strategy

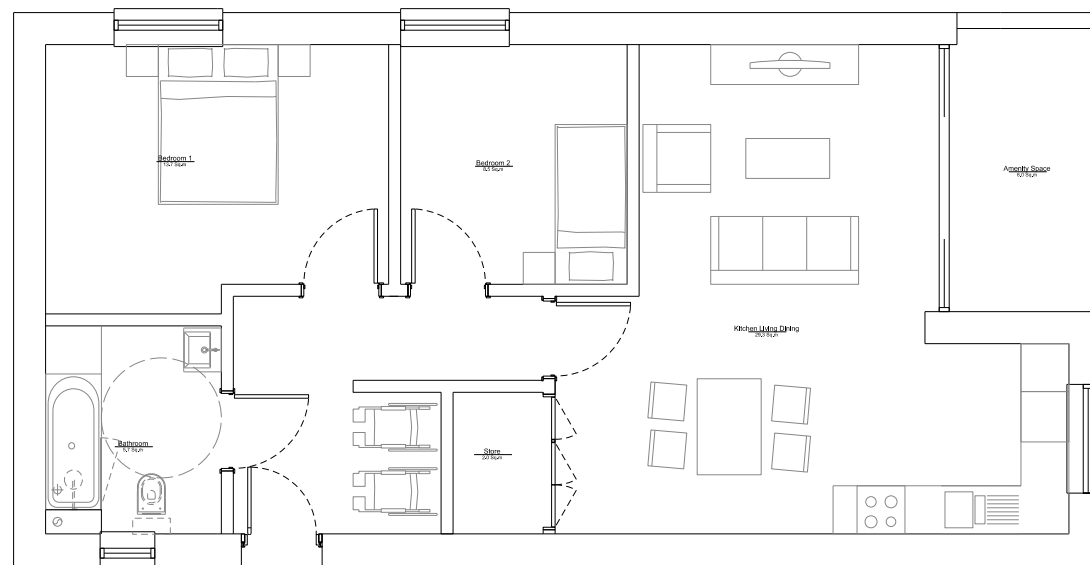


5.6 ACCESSIBLE & ADAPTABLE DWELLINGS

The development proposal has been designed to provide 90% M4(2) units and 10% M4(3). The adjacent plans provide examples of the two M4(3) units.



41. 2 Bed / 3 Person M4(3) Unit Plan



42. 2 Bed / 4 Person M4(3) Unit Plan



06

06.SUMMARY

Accommodation Summary				
	Area (GEA) sq m	Area (GEA) sq ft	Area (GIA) sq m	Area (GIA) sq ft
Site Area			1,132.1	12,186
Total Existing Workshop	230.0	2,476	212.0	2,282
Total Existing Garages 1	95.0	1,023	82.0	883
Total Existing Garages 2	29.7	320	25.0	269
Total Existing Office	76.7	826	66.2	713
Total Existing Residential	78.4	844	66.1	711

Total Demolition Building Area	354.7	3,818	319.0	3,434
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Total Proposed Building Area	1,443.6	15,539	1,214.3	13,071
			Area (NSA) sq m	Area (NSA) sq ft
Residential NSA			1018.9	10,967
Total Number of Residential Units				18
Total Number of Habitable Rooms				41
Single Aspect units %				5.6%
Wheelchair Accessible Units %				11.1%
Total Commercial Area			29.8	321
Development Efficiency				86%
Development Density	159	D/ha	362	Hr/ha

Total Residential					
Unit Type	Number of Units	Private	Affordable	Percentage	Target
1Bed 1Person	4	4	0	22.2%	
1Bed 2Person	7	7	0	38.9%	
2Bed 3Person	2	2	0	11.1%	
2Bed 4Person	5	5	0	27.8%	
Total Residential Units	18	18	0	100.0%	
Total Hab Rooms	41	41	0		

Total Commercial					
Unit Type	Number of Units			Area (NSA) sq m	Area (NSA) sq m
Commercial	1			29.8	321

The site is redundant and no longer fit for the purpose of a car repair shop. Indeed it is questionable if it was ever a suitable site for a car repair shop given the narrow access and proximity to residential properties. For all the reasons set out in the marketing report and EUV report there is no demand for the site in its current form. There is however an excellent opportunity to provide much needed housing on this highly sustainable brownfield site. The scheme presented in this document has been carefully thought through in every aspect – as demonstrated by the 25 supporting reports prepared by 19 specialist consultants.

The scale is appropriate to the location at 3 storeys – any less would be an underdevelopment of the site. The car free strategy is not only appropriate but also a highways safety and environmentally responsible approach. The scheme is very nearly carbon neutral – only limited by the roof space available for PVs. The living conditions for future residents are excellent with all apartments dual or triple aspect, all meeting or exceeding NDSS and all benefiting from outdoor private amenity space. We therefore urge you to support this sensitive and well designed scheme.



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