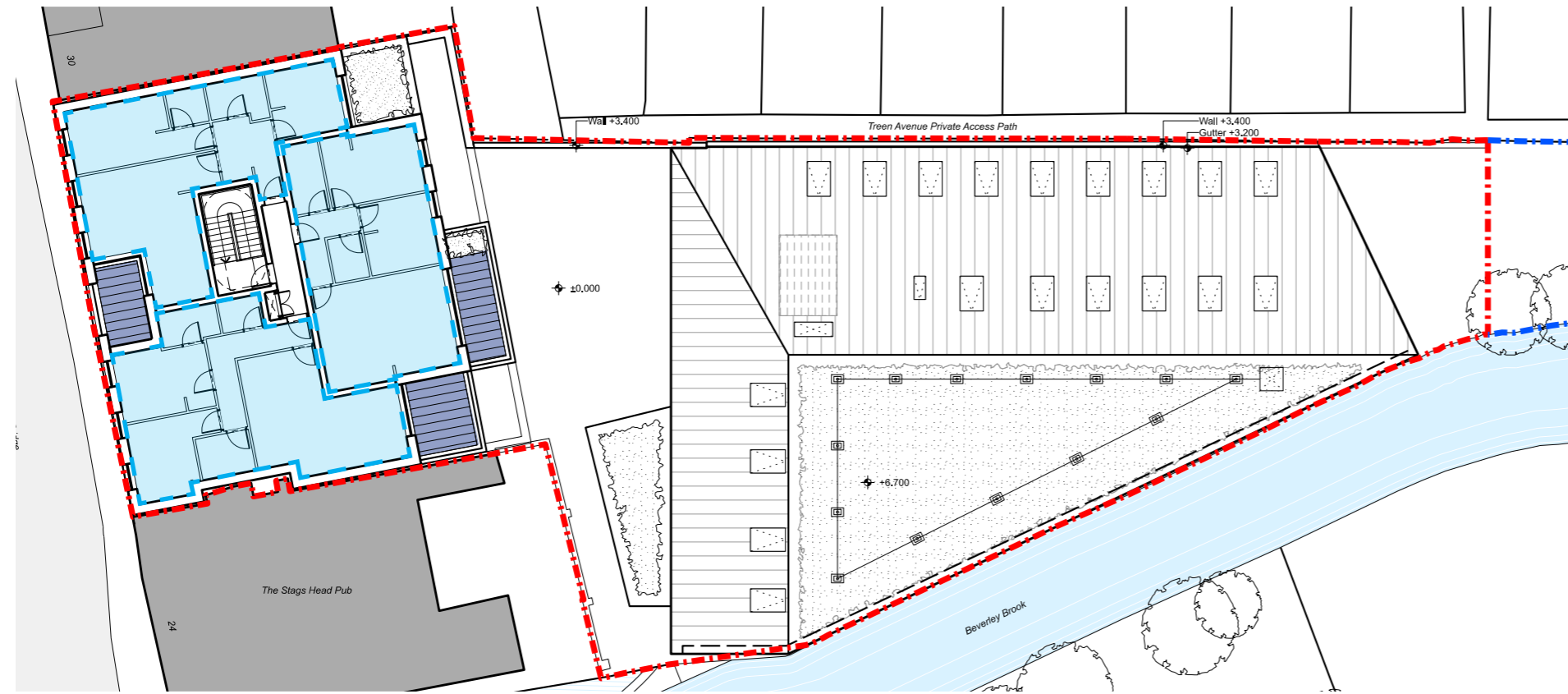


# 04. DESIGN PROPOSAL

## STANDARD OF ACCOMMODATION



Second Floor Plan

### Legend

- Commercial Entrance
- Commercial Area
- Refuse/Recycling
- Cycle Parking
- Residential Entrance
- Residential Unit
- Private Amenity Space
- Car Parking

0 1m 5m



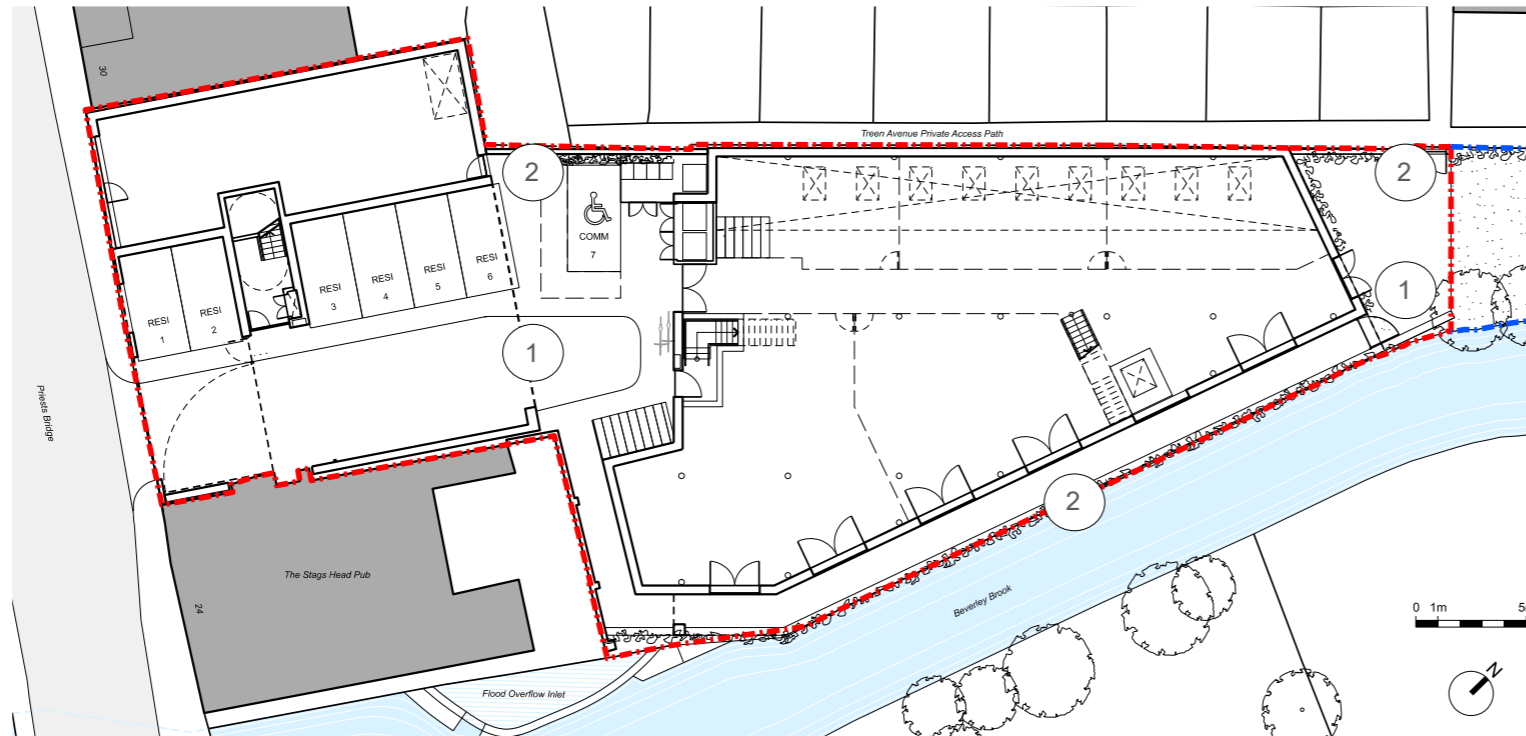
# 04. DESIGN PROPOSAL

## LANDSCAPING & PEDESTRIAN ACCESS

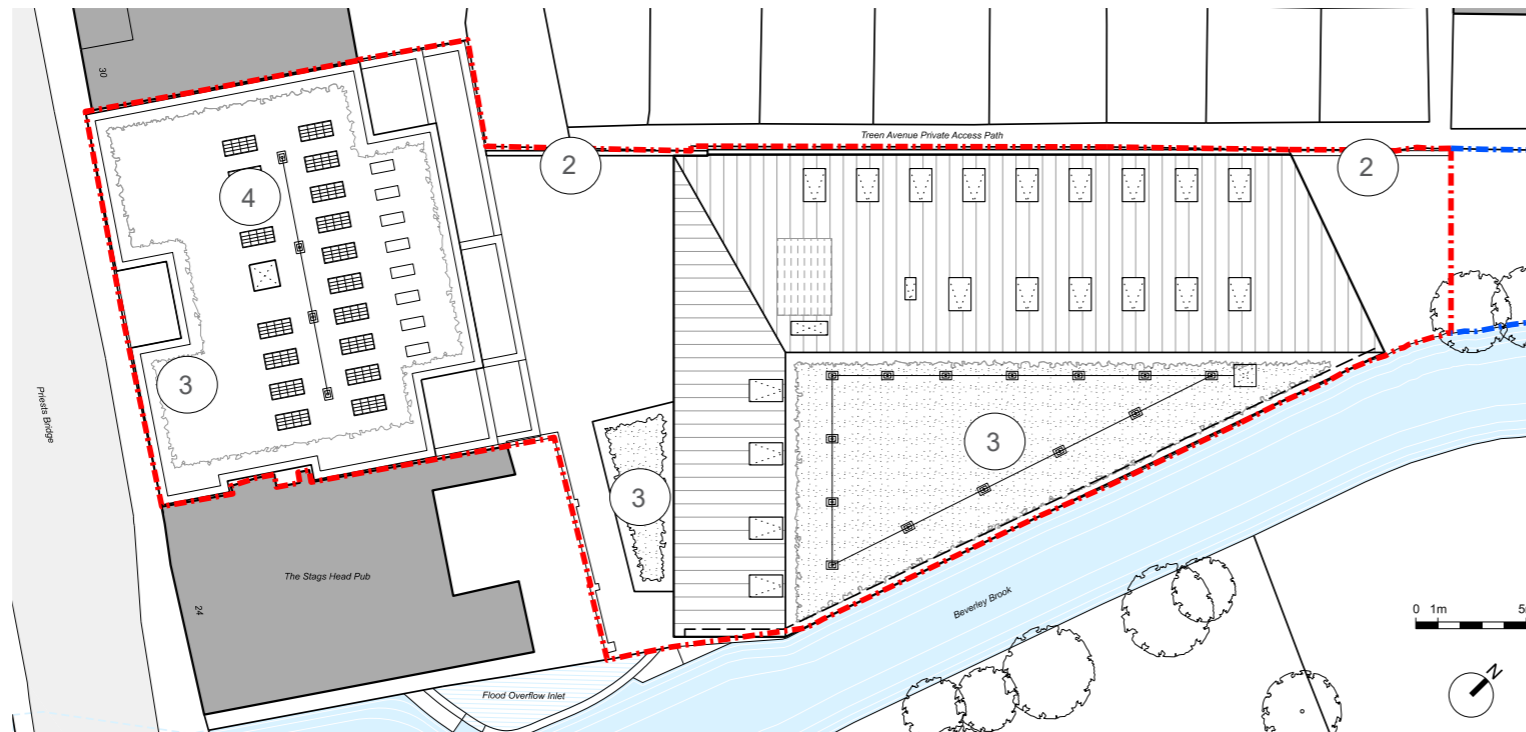
### Landscaping

The landscaping strategy aims to both reduce the environmental impact of the proposal, and contribute to the enjoyment by users and members of the public.

Where possible, roof surfaces are to be planted with sedum, which will both create a pleasing outlook where the roofs are overlooked, and contribute to ecological diversity, habitat creation, and rainwater run-off attenuation.



Ground Floor Plan



Roof Plan

### Materials

#### 1 Concrete or Reconstituted stone Pavers

New concrete / reconstituted stone pavers will provide a long-lasting solution for the hard landscaping. The different patterns that can be achieved with this standard product will help differentiate different areas of the development while providing a congruent design approach.



#### 2 Green Walls

The boundary wall to the Treen Avenue terrace is to be planted and turned into a green wall. In addition to its striking aesthetic effect, this green wall will provide habitats for insects, contributes to improving local air quality, and contributes to a reduction in noise pollution through reduced reverberation within the courtyard.



#### 3 Sedum roof

The flat sections of the roofs are proposed to be planted with sedum. This will help with water absorption, providing additional level of thermal and sound insulation to the building while providing an environment for the development of wildlife (bird, plant and insect life) increasing biodiversity.



#### 4 PV Panels

As part of the environmental strategy, PV Panels are installed on the roof of the residential building to minimise the visual impact from the adjoining buildings.



## 04. DESIGN PROPOSAL

### STANDARD OF ACCOMMODATION - AREA SCHEDULE

#### Existing

Floor	Built Area	GIA by use (employment area)									
		Unit 1 Vacant	Unit 2 Vacant	Unit 3 Vacant	Unit 4 Vacant	Unit 5 Vacant	Unit 6 Vacant	Unit 7 Vacant	Unit 8 Vacant	Unit 9 Vacant	Studio Vacant
First	155.8										152.8
Ground	572.6	46.2	16.8	33.0	47.8	55.8	57.8	156.7	74.8	53.5	3.2
<b>Total</b>	<b>728.4</b>	698.4									

#### Proposed, Front Building

Floor	Build Area	GIA by use								
		Flat 1 1B2P	Flat 2 2B3P	Flat 3 1B2P	Flat 4 1B2P	Flat 5 2B3P	Flat 6 2B3P	Flat 7 2B4P	Flexible E use (employment area)	
Second	221.2					64.2	61.0	70.1		
First	243.9	50.0	61.5	51.7	50.2					
Ground	107.9								94.0	
<b>Total</b>	<b>573.0</b>	408.7								94.0

#### Proposed, Rear Building

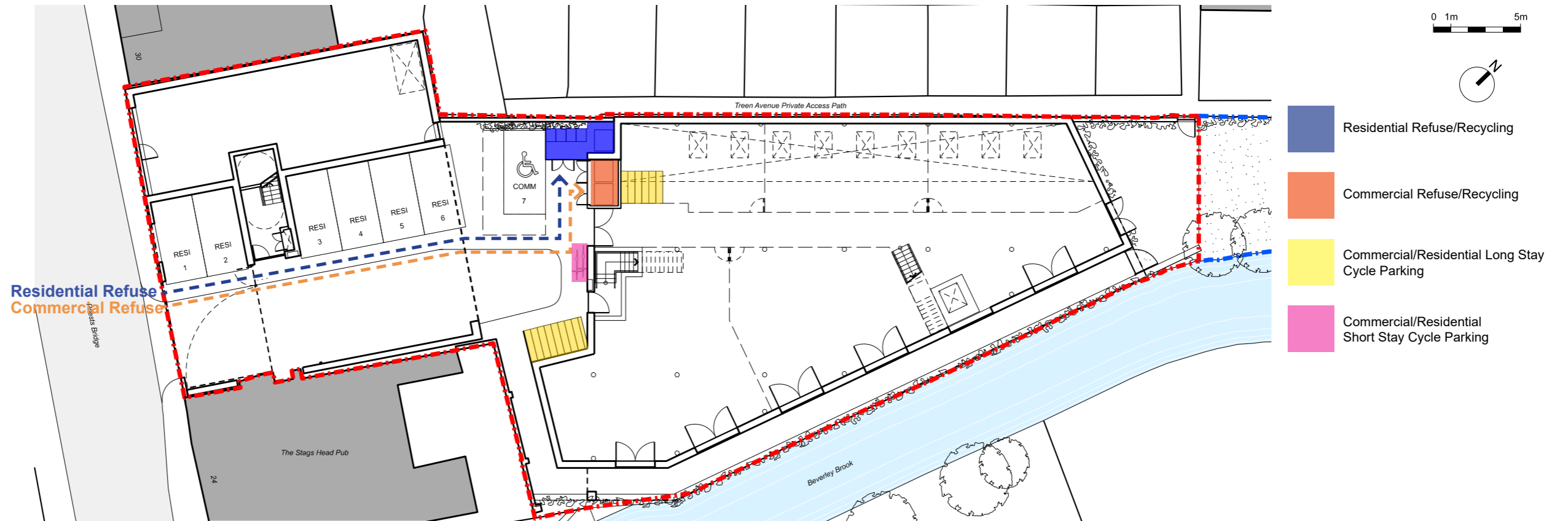
Floor	Build Area	GIA by use		
		Flat 8 2B4P	Flat 9 2B4P	Flexible E use (employment area)
First	291.7	78.4	76.2	130.0
Ground	425.0			425.0
<b>Total</b>	<b>716.7</b>	154.6		555.0



## 05. ACCESS

# 05. ACCESS

## WASTE MANAGEMENT AND CYCLE STORAGE



Ground Floor Plan

### Use Class E - Commercial

#### Refuse & Recycling Storage Requirement

According to the Refuse & Recycling Storage Design Guide by LBR:  
 "2.6 m<sup>3</sup> waste storage should be provided for every 1,000 m<sup>2</sup> gross floor space. Note: 50% of this capacity should be retained for the storage of separated waste for recycling." i.e. 1300 litres refuse + 1300 litres recycling.

#### Provision

1680 litre bins are provided  
 = 1100l. Eurobin refuse + 1100l. Eurobin recycling

#### Refuse & Recycling Store Location

Less than 10m away from both commercial entrances  
 25m away from street collection point, it will be proposed to be managed on the collection day.

#### Cycle Storage Provision

The requirements for commercial space (E) are established on the London Plan 2021 depending on different use classes.

One cycle parking space per 50sqm approximately will be provided, for a total of 12 no. for long stay.

#### Cycle Location

Less than 2m away from both commercial entrances

### Use Class C3 - Residential

#### Refuse & Recycling Storage Requirement

The requirement for Refuse is 70 litres per bedroom. There are 15 bedrooms, i.e. 1050 litres refuse required. The requirement for recycling is 4 x 240 litres = 960 litres

#### Provision

1x 1100 litres refuse bin  
 4x 240 litres recycling = 960 litres

#### Refuse & Recycling Store Location

17m away from residential entrance  
 25m away from street collection point, it will be proposed to be managed on the collection day.

#### Cycle Storage Provision

The requirements for residential space are established on the London Plan 2021:

C3:

	Long-stay (e.g. for residents or employees)	Short-stay (e.g. for visitors or customers)
dwelling (all)	<ul style="list-style-type: none"> <li>• 1 space per studio or 1 person 1 bedroom dwelling</li> <li>• 1.5 spaces per 2 person 1 bedroom dwelling</li> <li>• 2 spaces per all other dwellings</li> </ul>	<ul style="list-style-type: none"> <li>• 5 to 40 dwellings: 2 spaces</li> <li>• Thereafter: 1 space per 40 dwellings</li> </ul>
Total:	17 spaces	2 spaces

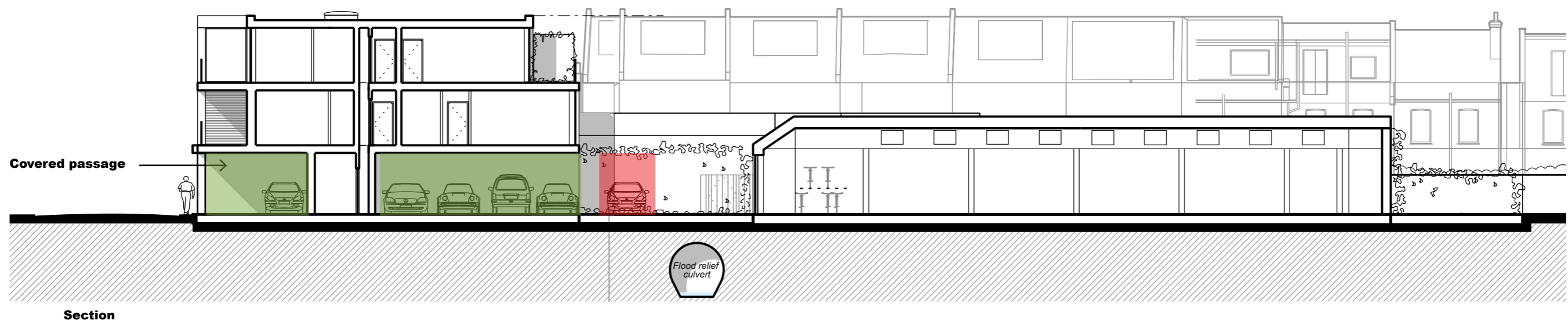
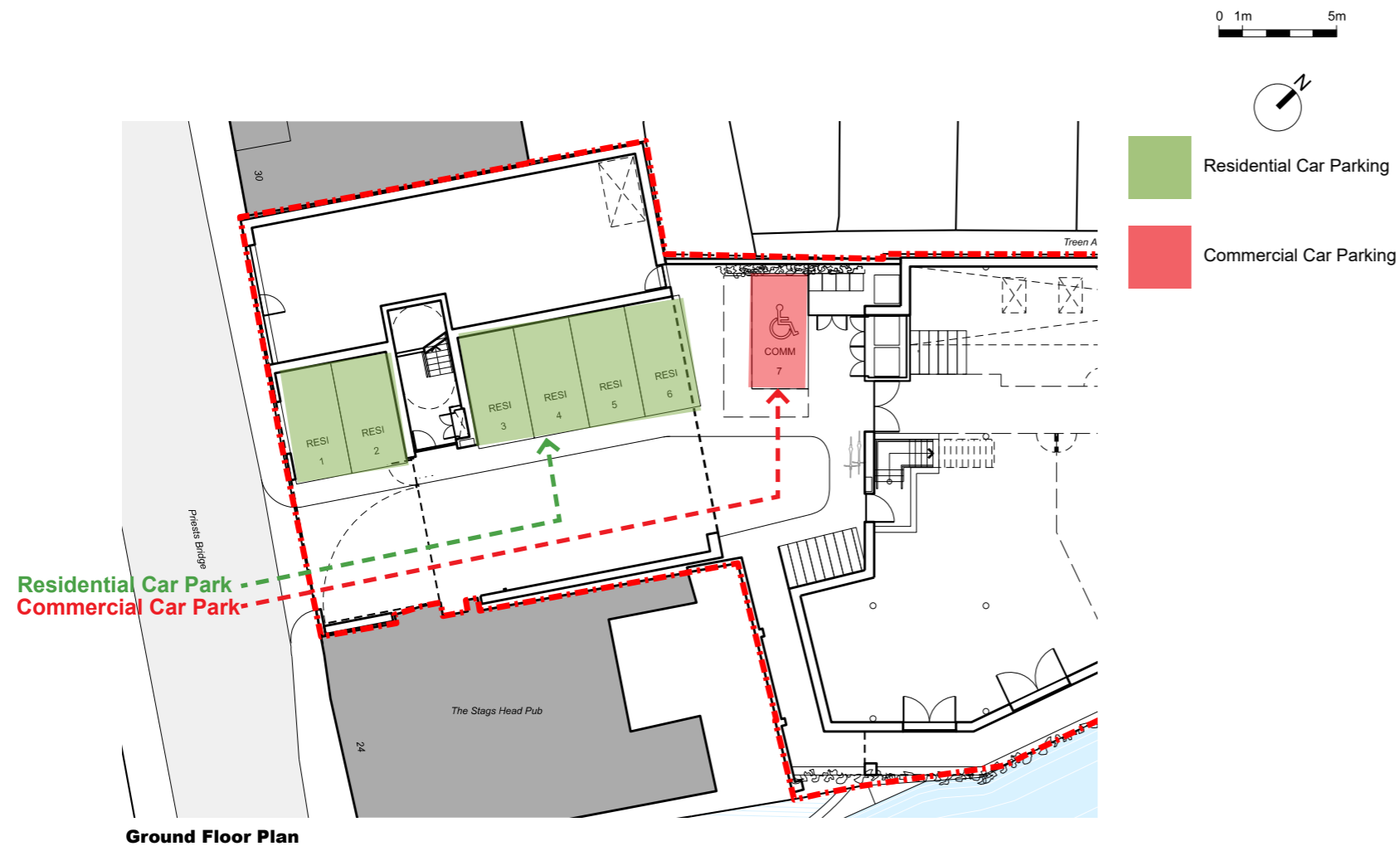
#### Cycles Location

15m away from residential entrance



# 05. ACCESS

## CAR ACCESS



# 05. ACCESS

## ACCESS STATEMENT

### Entrances

The residential and commercial entrances are accessed as illustrated in the diagram below in blue and red respectively. All entrances are level with the external ground floor.

### Residential Units

The entrance to the 1-7 residential units is made from the shared access passage underneath the residential front building. The entrance to the 8-9 residential units is located on the main facade of the rear building accessed by the shared access passage and the interior courtyard. Both main entrance doors to the stairs offer access to shared residential lobbies containing letter boxes for each of the residential units. Video or audio entry systems will be designed and located to be used by visitors and residents.

### Commercial Units

The commercial building at the interior of the site is accessed via the shared access passage and the interior courtyard, and visible and easy to find from the street.

The separate commercial unit located on the ground floor of the front building is accessed directly from Priests Bridge, via a covered area off the pavement.

### Public Transport

Public transport links to and from the development site are good. Bus routes serve Upper Richmond Road, with the nearest bus stop 150m away, and Mortlake High Street, with the nearest stop 650m away (a 7 minute walk). Three train stations are within easy walking distance: Barnes (850m, a 9 minute walk), Barnes Bridge (850m, a 9 minute walk), and Mortlake (1100m, a 12 minute walk).

The development is located within an area with a Public Transport Accessibility Level (PTAL) of 2.

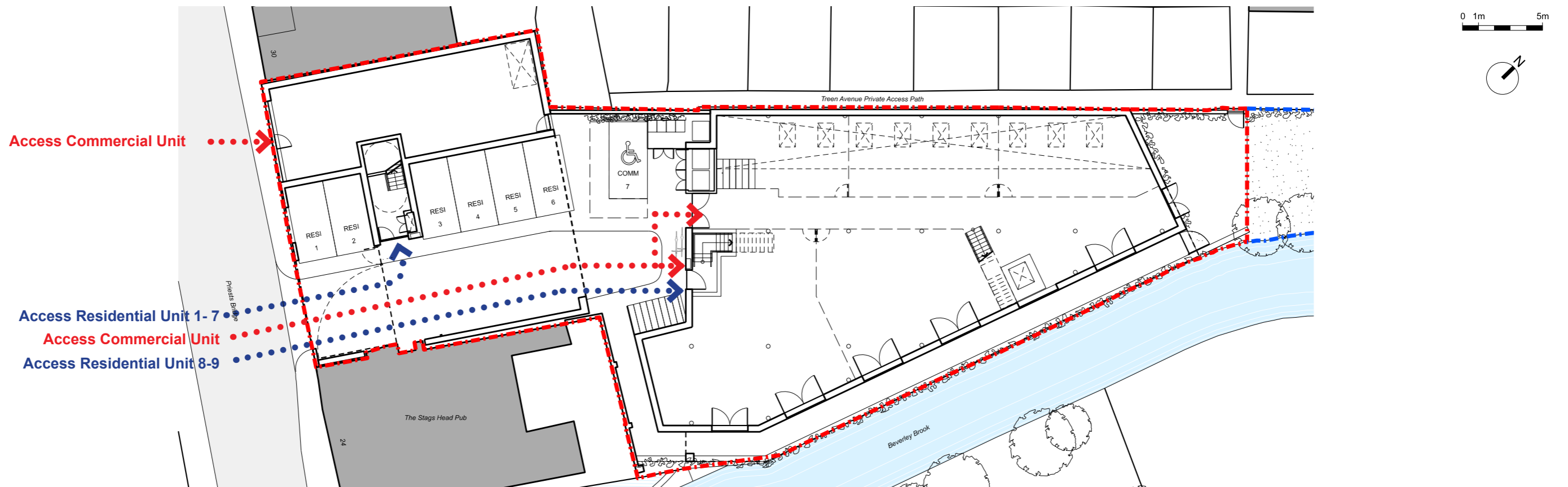
### Cycles

There will be a total of 31 bicycle parking spaces provided for both the residential flats and for the commercial spaces, within two bicycle storage racks in the central courtyard and in the commercial space for long stay parking and one Sheffield stand for short stay parking, allowing increased security through good levels of supervision.

### Car parking provision

The proposed scheme includes a total of 7 car parking spaces, of which 6 are situated in the covered passage at ground level, and 1 disabled space on ground level in the central courtyard.

A total of 7 no. Electric Vehicle Charging Points (EVCPs) are provided, 1 active & 6 passive.



Ground Floor Plan



# 05. ACCESS

## ACCESS STATEMENT

### Amenity Space

All of the nine residential units have the required external amenity space of 5 sqm for a 1-bed flat, plus 1 sqm per additional person. These will have doors and thresholds compliant with the London Housing Design Guide interim addition. The rear-facing balconies are prevented from overlooking the gardens of Treen Avenue through the use of planted visual screens and barriers, creating aesthetically pleasing yet functional screening devices that are an integral part of the design.

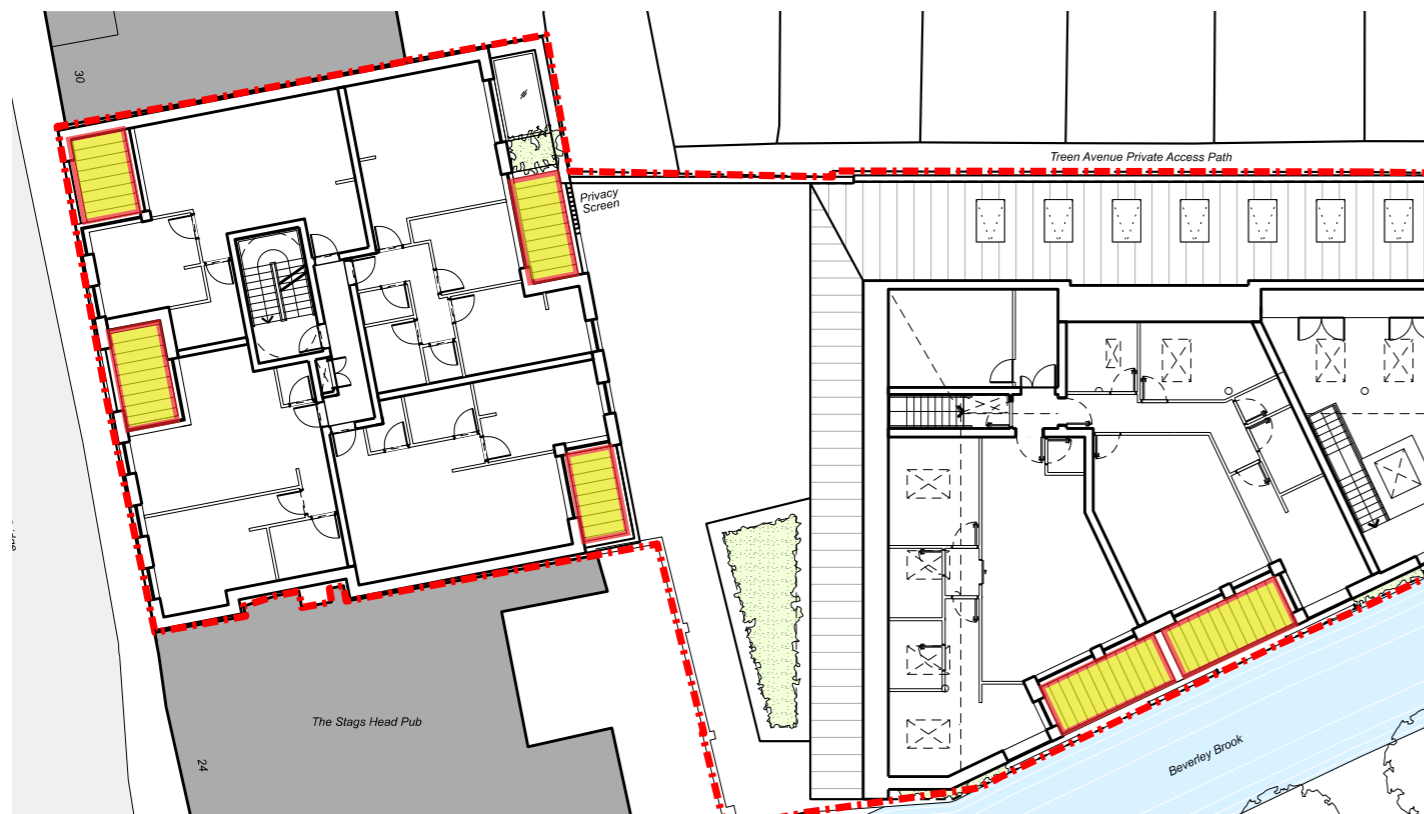
### Refuse Stores

The refuse and recycling storage space is situated on the ground floor, accessible from the internal courtyard. Maximum carry and push distances laid out in the relevant SPD are adhered to:

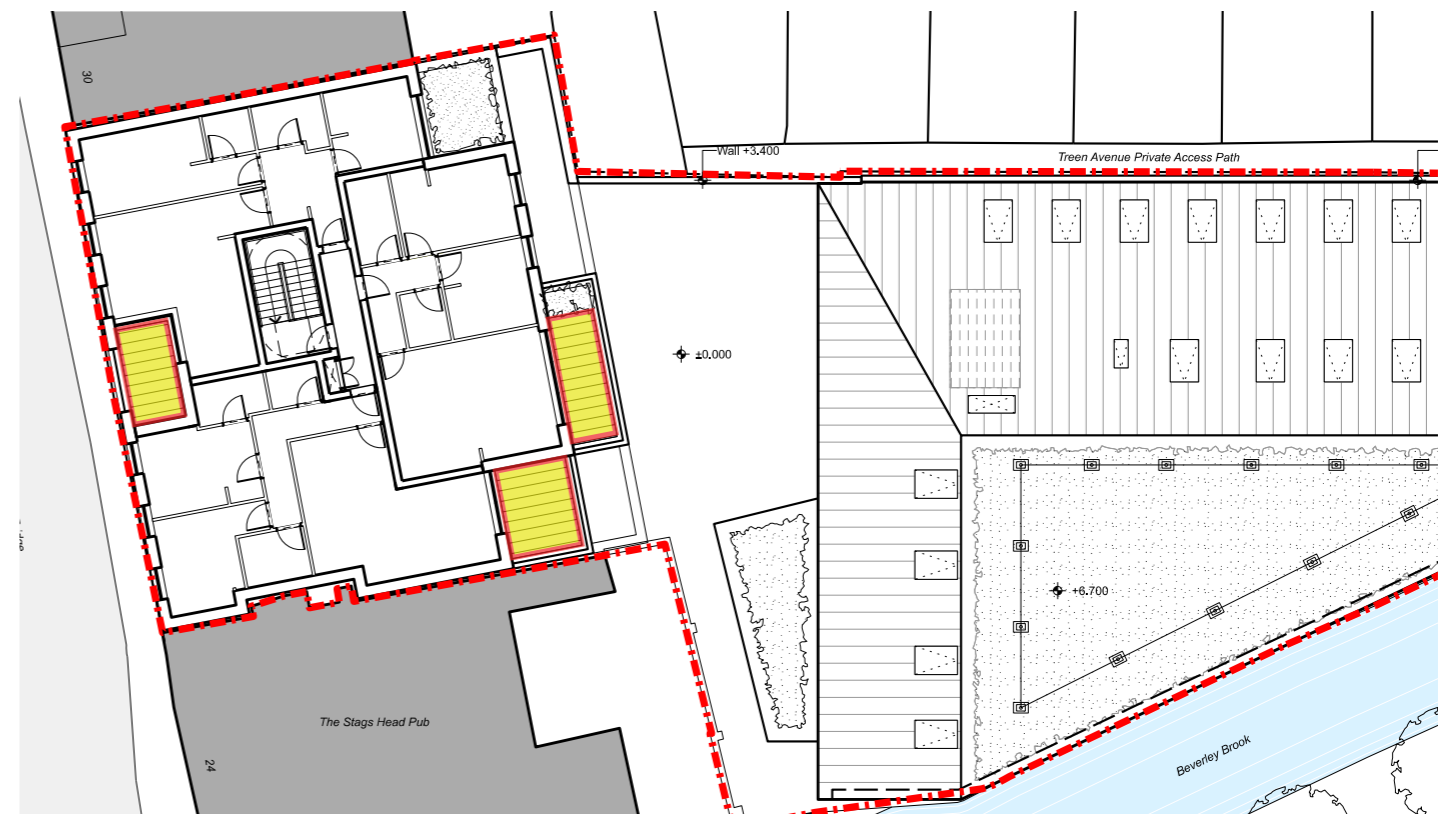
- Distance from residential front door to refuse store = 17m
  - Distance from commercial front door to refuse store = 10m
  - Distance from refuse store to street = 25m (managed on collection day).
- Please also refer to the chapter on refuse and recycling storage in this report.

### Stair

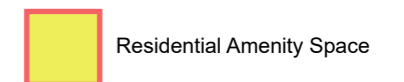
A communal general access stair on each building provides access from the ground floor entrance to each floor. This will also be the escape route in case of fire. The stair width is 1m between handrails, with handrails situated at 900mm above nosing level, and tonal contrast in the risers.



First Floor Plan



Second Floor Plan





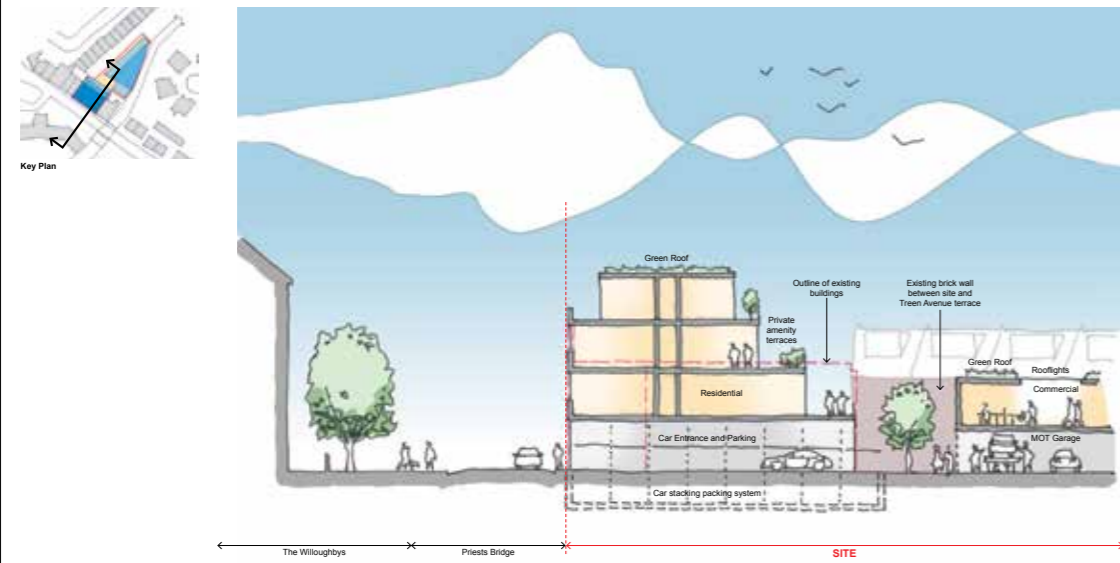
## 06. PRE-APPLICATION ADVICE

# 06. PRE-APPLICATION ADVICE

## MEETING 17 APRIL 2018

### BUILDING ORGANISATION

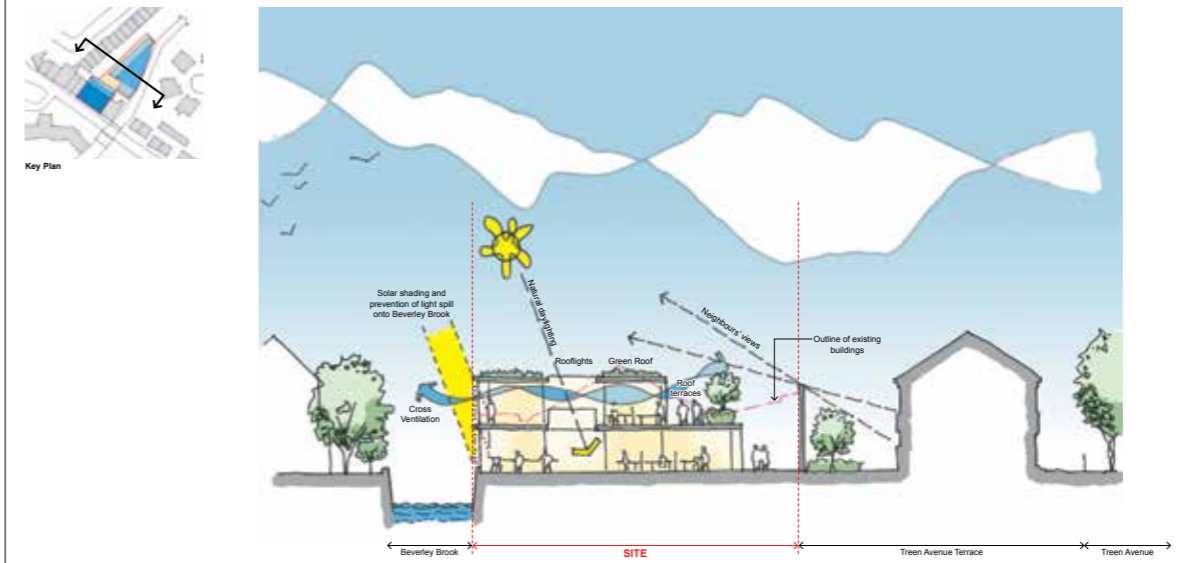
#### SECTION THROUGH RESIDENTIAL FRONT BUILDING



26 - 28 Priests Bridge Road - SW14 8TA - Barnes - London

### BUILDING ORGANISATION

#### SECTION THROUGH MOT / COMMERCIAL REAR BUILDING

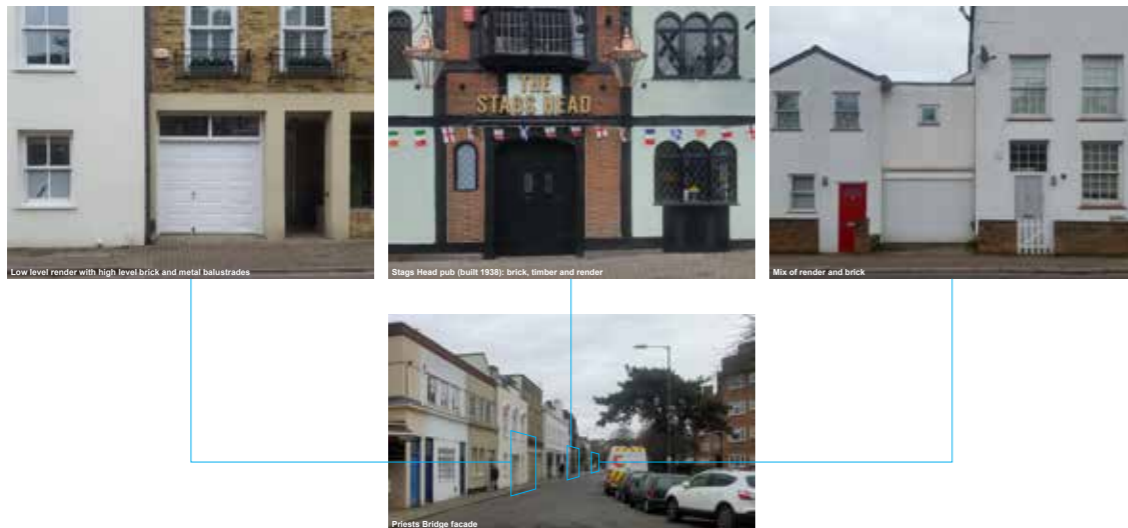


26 - 28 Priests Bridge Road - SW14 8TA - Barnes - London

### BUILDING ORGANISATION

#### LOCAL MATERIALS

The Barnes Village Planning Guidance states:  
 "Barnes is fortunate in having a wealth of surviving historic buildings that vary hugely in scale, age and character. Through the eighteenth and nineteenth, even into the early twentieth century, a palette of similar materials predominate in house building. Using the correct materials (such as stock and red brick, clay tiles, slate and timber) is important for any repairs, alterations or extensions to existing buildings but also should be a consideration for any new development if it is to respect the context and character of the area."



26 - 28 Priests Bridge Road - SW14 8TA - Barnes - London

### BUILDING ORGANISATION

#### PRIESTS BRIDGE ELEVATION



26 - 28 Priests Bridge Road - SW14 8TA - Barnes - London



## 06. PRE-APPLICATION ADVICE

### EXTRACT FROM RESPONSE LETTER

upholsterers, and stained glass business (Unit 2) as well as an exercise and dance studio (D2 use) on the site with a full timetable of classes. These businesses are all thought to be currently operating. The existing floorspace is approximately 715 sqm but any future applications should provide a breakdown of existing floorspace by use class for clarity.

The proposal would result in the demolition of all existing buildings on the site with a replacement 4 storey frontage building predominantly comprising residential units and a two storey mixed use commercial building to the rear for A1, A2, B1, B2 and D2 uses. The commercial building to the rear includes a 231 sqm B2 unit (accommodating an MOT Garage) accessed from Priests Bridge, a commercial unit at the ground floor beyond this (234 sqm) and a 255 sqm commercial unit on the first floor. The frontage building includes a small B1 office unit (22.3 sqm). The proposal therefore seemingly results in a net gain of commercial space which in itself is welcomed.

The site currently comprises small units spanning various uses and which appear to serve a valuable purpose, meeting the needs of the businesses and organisations that currently occupy them. The proposed units are far larger (and most likely unsuitable and unaffordable) than would be expected for the existing businesses/organisations and it is not clarified whether the existing businesses are to remain on site. As discussed during our meeting, the existing businesses and uses should be retained on the site which should be the starting point for any redevelopment of the site. The site is located in an identified Area of Mixed Use where a variety of uses is appropriate and adds to the vitality and vibrancy of the area. Any redevelopment of the site should therefore similarly ensure that the proposed mix of uses are appropriate to the area, contributes to its vitality and vibrancy whilst also being compatible with surrounding uses.

Further to the above, it has not been clarified whether any D2 floorspace would be re-provided on site and it is noted that policy DM SI2 of the DMP and LP 28 of the Publication Local Plan restricts the loss of social infrastructure uses. The current use is considered to be valuable social infrastructure use in an appropriate location (Area of Mixed Use). The loss of this use would be strongly resisted and would need to be robustly justified through evidence satisfying parts (1), (2) and (3) of LP 28 of the Publication Local Plan.

The site currently contains an MOT garage, the exact size of which is unknown. As stated above, the preference would be for the retention of the existing business on the site and future proposals should demonstrate how the proposed units meets the needs of this businesses the first instance or other motor garage businesses. Any loss of B2 space would be resisted on this site and would be contrary to Policy DM EM2 of the Development Management Plan and LP 42 of the Publication Local Plan which maintain a presumption against the loss of industrial land in all parts of the borough.

The borough is classified as 'restrictive transfer' in the London Plan which means that industrial land is in short supply and should not be released for other uses. The borough has a very limited supply of industrial floorspace and demand for this type of land is high. This is evidenced in the Council's 2016 borough-wide Assessment of Light Industrial and Storage Stock: [http://www.richmond.gov.uk/assessment\\_of\\_light\\_industrial\\_and\\_storage\\_stock.pdf](http://www.richmond.gov.uk/assessment_of_light_industrial_and_storage_stock.pdf) and appendices:

[http://www.richmond.gov.uk/assessment\\_of\\_light\\_industrial\\_and\\_storage\\_stock\\_appendices.pdf](http://www.richmond.gov.uk/assessment_of_light_industrial_and_storage_stock_appendices.pdf)

This evidence is supplemented by an update of the Council's Employment Land Study (2016) which provides an up-to-date and robust evidence base in relation to employment land in the borough, with the findings confirming that there is a chronic shortage of employment land in the borough.

In addition, the Mayor of London's Land for Industry and Transport SPG (2012) states that Richmond borough should ensure a 'restrictive' approach towards the transfer of industrial land to other uses until 2031. Further to this, the GLA's Industrial Land Supply and Economy Study (2015) demonstrates that the borough has a very limited supply of industrial land with only 17.3 hectares of

is required in accordance with LP 36.

The commuted sum can be calculated using the pro-forma Annex A to the SPD. The onus is on applicants / developers / agents to submit the pro-forma along, with any supporting information, at the application stage. There is a step by step guide to filling this out in Annex-E to the Affordable Housing SPD. As per the requirements of the above policy framework, robust financial viability evidence will need to be submitted if an affordable housing contribution is not agreed which will need to be independently reviewed at the applicant's cost to satisfy the Council that the maximum financial contribution towards affordable housing is made to accord with the above Policies.

#### Summary

In summary, whilst the increase in commercial space is welcomed, the existing businesses and uses on the site provide valuable employment and social infrastructure space and contribute positively to this area of mixed use and they should be retained on site through any redevelopment of the site. In doing so, the mix of uses must be compatible with neighbouring uses on and adjacent to the site, whilst taking the current situation into account. Any loss of industrial, social infrastructure and other employment uses must be justified through the requirements of policies DM EM2 and SI2 of the DMP and LP 40, LP 41, LP 42 and LP 28 of the Publication Local Plan as discussed above.

Given the existing site context, the general scale and mass are considered acceptable. However, some alterations are required (as discussed above) to the height and design to ensure the proposal sits comfortably in its context and makes a positive contribution to the streetscene in order to justify the demolition of the existing building and to ensure the development is appropriate to its context to accord with DM DC1, HO2 and HO3 of the DMP and LP 1 and LP 39 of the Publication Local Plan.

The site is constrained and concerns have been raised with regard to the proposed building appearing overbearing and resulting in undue loss of privacy and daylight/sunlight and potential noise issues for surrounding residential neighbours. Changes would be required to comply with DM DC5 of the DMP and LP 8 of the Publication Local Plan.

Further details are required in relation to residential standards, transport and parking, sustainability and ecology, contaminated land, affordable housing and flood risk to accord with the Council's development plan as referred to in this report.

#### Without prejudice

Any given advice by Council Officers from pre-application enquiries does not constitute a formal response or decision of the Council with regard to future planning consents. Any views or opinions expressed are given in good faith and to the best of ability without prejudice to formal consideration of any planning application, which was subject to public consultation and ultimately decided by the Council. You should therefore be aware that officers cannot give guarantees about the final form or decision that will be made on your planning or related applications.

Although the advice note will be brought to the attention of the Planning Committee or an officer acting under delegated powers, it cannot be guaranteed that it will be followed in the determination of future related planning applications and in any event circumstance may change or come to light that could alter the position. It should be noted that if there has been a material change in circumstances or new information has come to light after the date of the advice being issued then less weight may be given to the content of the Council's pre-application advice of schemes.





# 07. APPROVED APPLICATION NEIGHBOURS' CONSULTATION

## NEIGHBOURS' CONSULTATION

### PROPOSED REGENERATION OF 26-28 PRIESTS BRIDGE

#### Introduction

Wimshurst Pelleriti, a local architecture practice and developer based on Putney Common, is working on a scheme to regenerate 26-28 Priests Bridge. We are looking to replace the existing commercial and light industrial buildings on the site with the same area of purpose-built commercial space located to the rear of the site, with a mixed-use building including residential apartments fronting onto Priests Bridge.

#### The Site

The site is located between the Stags Head pub and a residential building (Number 30) on Priests Bridge, and a larger rear portion between Treen Avenue and Beverley Brook. Any proposal must respect and carefully consider issues of overlooking and overshadowing of neighbouring buildings and gardens. The site demands a scheme that is sympathetic to its surroundings in terms of massing, scale, materiality and use.

#### The Proposed Scheme

As a result of its sensitive context, the massing of the Front Building, with a commercial unit on its ground floor and residential flats above, steps back as it rises, thereby reducing its visual impact, overshadowing and overlooking of neighbouring properties. The two storey commercial building to the rear is low-lying with a sloped roof that conceals the new building behind the existing boundary wall, thereby reducing its visibility from and impact on the residential terrace on Treen Avenue.

#### Priests Bridge Frontage

The proposal seeks to integrate itself harmoniously into the existing street scene on Priests Bridge by adopting a sympathetic facade and massing, making use of facade materials already present in the context, and continuing the rhythm of building blocks and windows of the existing buildings along Priests Bridge.



Site Location



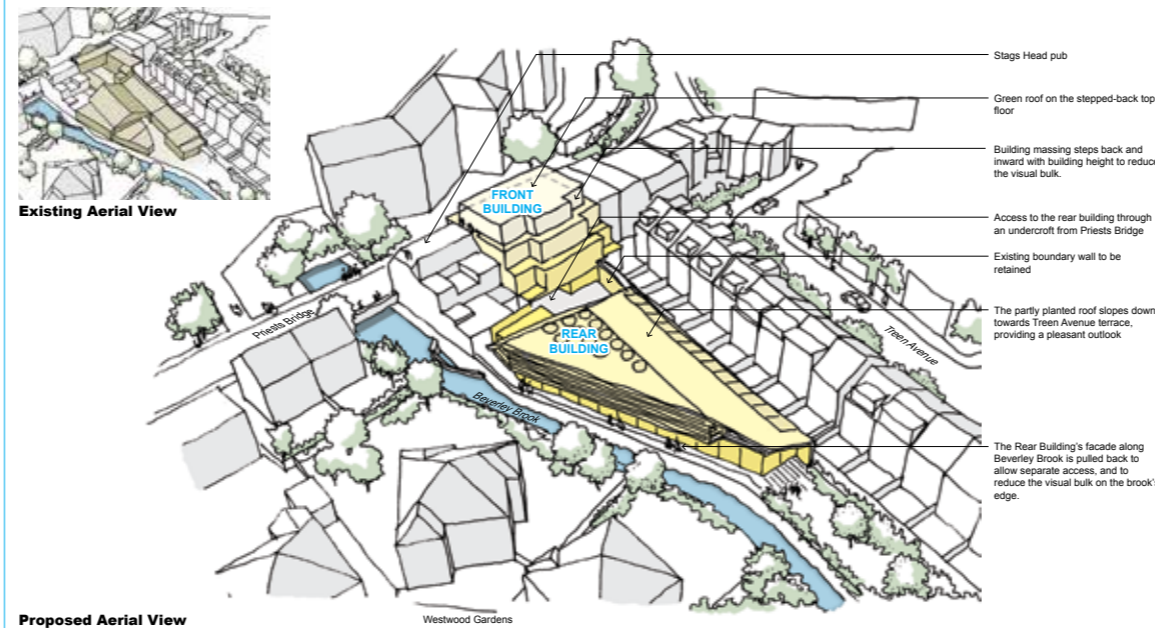
Existing site photos



Existing site photos



Site Analysis

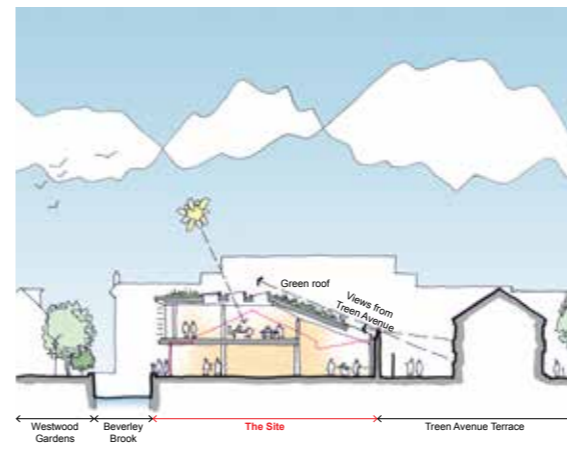


Existing Aerial View

Proposed Aerial View



Site Plan



Section through Rear Commercial Building



Priests Bridge Perspective, Existing



Priests Bridge Perspective, Proposed



Priests Bridge Elevation, Existing



Priests Bridge Elevation, Proposed



# 07. APPROVED APPLICATION NEIGHBOURS' CONSULTATION

## DECEMBER 2018

A consultation event was held on site during the design process to facilitate discussion between the local community and the present occupiers on one side and the design and project team on the other. A presentation board was compiled to illustrate the proposals at a concept stage, discussions with attendees held, and feedback collected via a feedback form.

Feedback was generally supportive of the scheme, which was seen as sympathetic in terms of scale and use.

Concerns were raised with regards to parking, overlooking and overshadowing, which were taken on board by the design team and were fed into further design work leading towards the submission of the planning application.



### Neighbours' Consultation

PROPOSED REGENERATION OF 26-28 PRIESTS BRIDGE

11 December 2018

Name	Address	Time	Email	Comments
Selma	[Redacted]		[Redacted]	
Jonathan	[Redacted]		[Redacted]	Current fixed site is extending out behind no. 20 12200 Ave. Would like to see this stay within current site.
Isobel + Wojtek	[Redacted]		[Redacted]	
Richard	[Redacted] Treen Avenue.		[Redacted]	Concerns about height of wall / extend beyond our garden.
Rob	[Redacted] Treen Ave		[Redacted]	
Paul	[Redacted] WESTWOOD GARDENS	7:15 pm	[Redacted]	This seems like a sensible development.
Sarah	[Redacted] Treen Ave	7:30	[Redacted]	Community Garden?

26-28 Priests Bridge      Neighbours Consultation Comments Form      Wimshurst Pelleriti

Personal details redacted for privacy protection

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