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Project:

## **Priests Bridge**

26-28 Priests Bridge  
SW14 8TA  
Barnes

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Date:  
July 2022

Revision:  
P1

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Title:

## **Design and Access Statement**

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# 0.1 INTRODUCTION

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## 26-28 PRIESTS BRIDGE

### Project Team

WIMSHURST  
PELLERITI



Architects

KRONEN LTD  
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TRANSPORT PLANNING

Transport Consultants



BREEAM and Energy Consultants



Rights of Light Consultants



Ecology Consultants



Structural, civil and building services Engineers



Fire Safety Consultants

SUBADRA

Environmental Consultants

### Introduction

This document has been prepared by Wimshurst Pelleriti Architects in conjunction with a multi-disciplinary team for the property of 26-28 Priests Bridge, London SW14 8TA within the London borough of Richmond.

It has been produced for the purpose of supporting the Planning Application to the London Borough of Richmond and is intended for this purpose only.

### 26-28 Priests Bridge

26-28 Priests Bridge was occupied by Richardson Motor, an MOT yard. The site used to be split between revoked B2 use and an office/retail space (A1/A2/B1/D2) until planning approval was granted back in 2020 for a scheme with residential dwellings (C3 use) and flexible revoked B1/D1 uses, current E use.

### Vision Statement

The vision for the regeneration of 26-28 Priests Bridge is to create an attractive, vibrant, inspiring and sustainable development that will enhance the local context while providing some much needed housing whilst retaining commercial site use. In doing so we hope to deliver a high quality piece of architecture that is a welcome addition to the local townscape of Barnes. We wish to work together with Richmond to create a meaningful addition to Priest Bridge.

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## 0.1 INTRODUCTION

### 26-28 PRIESTS BRIDGE

#### 26-28 Priests Bridge viability statement

The existing buildings on site provide 728sqm of gross internal space, with 698sqm of net employment space over two floors, and until 2020 were rented out to a variety of small businesses who had been on site for up to 20 years each.

Planning application 19/0391/FUL was approved by the planning committee in February 2020 to demolish the existing buildings and replace them with a mixed-use scheme to provide 7 flats in a largely residential front building and flexible commercial space totalling 805sqm largely in a separate rear building.

The principal of this scheme was that the existing tenants would be retained in the rear building and would have room to grow their businesses in the new space. Indeed, one of the existing tenants spoke on behalf of the scheme at the committee meeting.

However, in March 2020, one month after the planning committee approved 19/0391/FUL, COVID arrived, and the situation changed dramatically; with the tenants vacating their premises and not returning after lockdown.

This left the site empty and with an uncertain future. The original owner, who formerly ran a car repair business on site, retired at the outbreak of Covid and has been trying to sell the site since this time, both via auction in the public domain (as evidenced via the following link: [https://www.rightmove.co.uk/properties/98450597#/?channel=RES\\_BUY](https://www.rightmove.co.uk/properties/98450597#/?channel=RES_BUY)) and via other off market channels (for which evidence of interested parties can be provided).

However, the fact that the site has now been vacant for well over two years coupled with the large amount of speculative commercial space in the consented scheme proved to be a big stumbling block in securing a sale. At the time planning was gained there were a number of long-term tenants committed to the site, whose rental payments gave comfort to the developers and their funders in regard to the ongoing viability of the commercial space.

However, with the tenants long departed, with the contamination and asbestos on the site still to be addressed, with commercial development continuing to be uncertain and with build costs having risen rapidly, the risks associated with the consented scheme are too high and as it stands it is financially unviable.

Wimshurst Pelleriti, as the architects of the consented

scheme, have now purchased the site and are committed to delivering a highly sustainable mixed-use development on the site, based on the consented scheme, noting:

- Richmond encourages the provision of small units, affordable units and flexible workspace (LP40)
- the Council will protect, and where possible enhance, the existing stock of industrial premises to meet local needs (LP42)

We remain committed to re-providing affordable flexible workspace on the site, to suit a range of uses including office, light industrial and community uses, but in order to make the scheme viable, we seek to make a number of changes to the consented scheme via this planning application that are necessary to make it financially viable, albeit without changing the consented massing:

#### • Reduction in commercial space

The consented scheme represents an increased amount of commercial floorspace against what is currently on site – increasing commercial floorspace to 805 sqm in total. This was based on feedback from the existing tenants at the time expressing a desire for additional space.

However, this requirement no longer exists as the site has been vacant for over 2 years, therefore this application seeks to reduce the risk of delivering the consent by slightly reducing the employment space on site from the current 698 sqm to 649sqm, which represents a 7% reduction in employment floorspace – albeit the existing poor quality, badly lit, poorly insulated and unheated spaces will be replaced by brand new high quality employment space that will be sustainable for the long term.

#### • Two additional residential apartments

The addition of two more residential apartments into the consented scheme, taking the number of units from 7 to 9, makes a significant difference to the financial viability.

Whilst reducing the amount of commercial space helps the viability, the remainder still needs to be delivered at risk as SME commercial tenants for sites such as this only tend to take space once it is complete, whilst the outcome of residential development is much more certain.

Ultimately it is the presence of the higher value residential flats on the site that make it possible to deliver the lower value commercial space but this relatively small change of adding two more units creates a much better balance of risk and makes the scheme much more viable and

the commercial space more likely to be economically sustainable in the long term.

#### • More flexible use class

The consented scheme provides flexible B1/D1 use in the rear building and B1/D2 use on the ground floor of the front building, albeit the decision notice added a level of inflexibility that is too restrictive and has been one of the key reasons that the consent has not been implemented:

- U0077527 listed specifically allowable uses as B1 and D1 “(medical/health services/museum/exhibition space) use only and for no other purpose whether or not within Use Class D1”.
- U0077528 specified that 156 sqm of the space in the rear building would be reserved for B1C at all times.

This application seeks consent for a general Class E use to apply across all of the new commercial space on the site in order that the development retains maximum flexibility when seeking tenants to fill the completed space.

Indeed, this reflects the historic lack of restriction on the existing employment space on site that has always been rented out flexibly, with the range of tenants on the site over the last 15 years including a cartographer, a potter, an event organiser, an IT outsourcing company, a car repair business, a call centre and a fitness studio – largely a blend of office and light industrial uses.

The new spaces have been designed with flexibility in mind, with the space hungry core of the consented scheme removed from the rear building to make the scheme more efficient, with the flexibility to add internal partitions and services to break up the spaces based on tenant demand. It is not viable within such a model to reserve 156 sqm of space for a particular type of tenant where we are seeking to deliver a flexible approach to floorspace division. In order for the commercial space on this site to be successful and viable for the long term, given its location slightly ‘off the main street’, it needs to retain a flexible use class throughout.

#### Affordable Housing

Regards affordable housing, it was deemed that 19/0391/FUL could not viably deliver an affordable housing contribution and indeed the scheme has become far less viable since it was consented due to significant build cost inflation and uncertain outcomes for the commercial space.

The changes requested keep the scheme under 10 units and are made on the assumption that no affordable housing contributions will be requested.

An amended viability statement has been prepared and will be submitted with the planning application. This shows that the amended scheme cannot viably deliver an affordable housing contribution.

In summary, this new proposal addresses the requirements of LP40 and LP42 in seeking to retain and enhance the employment space on site and while a small reduction of space is made (9%/ 49sqm) this is balanced by the far higher quality of space to be delivered, for which a flexible use is proposed, thereby enabling a wider cross section of commercial possibilities for the spaces.

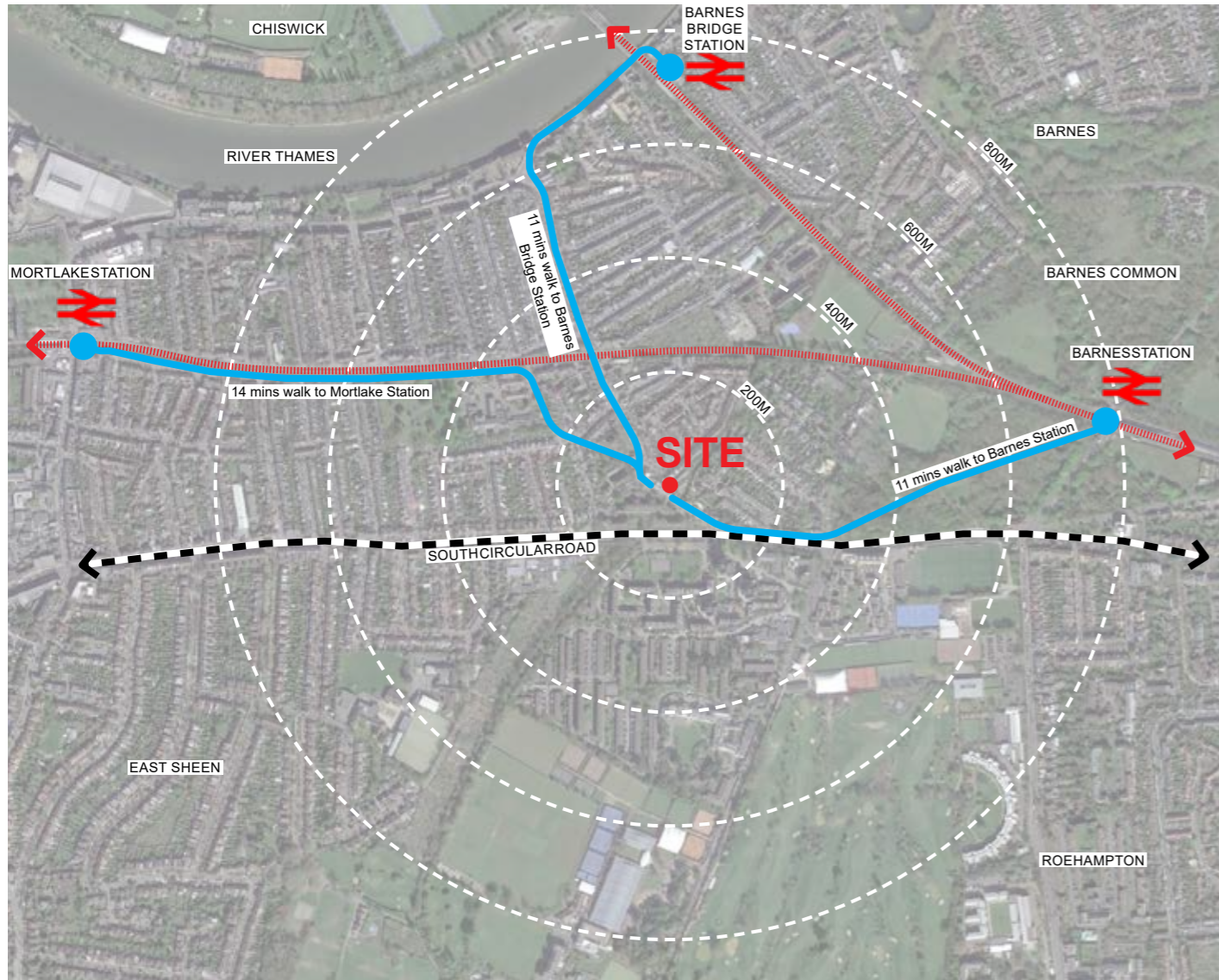
This will make it far more likely to be sustainable and successful commercial space in the long term, while the addition of two more residential flats makes the scheme less risky to deliver as the commercial outcome is more certain.



## 0.2 SITE CONTEXT AND ANALYSIS

# 0.2 SITE CONTEXT AND ANALYSIS

## SITE LOCATION



Site Location and Connectivity



Location Plan



## 0.2 SITE CONTEXT AND ANALYSIS

### SITE LOCATION



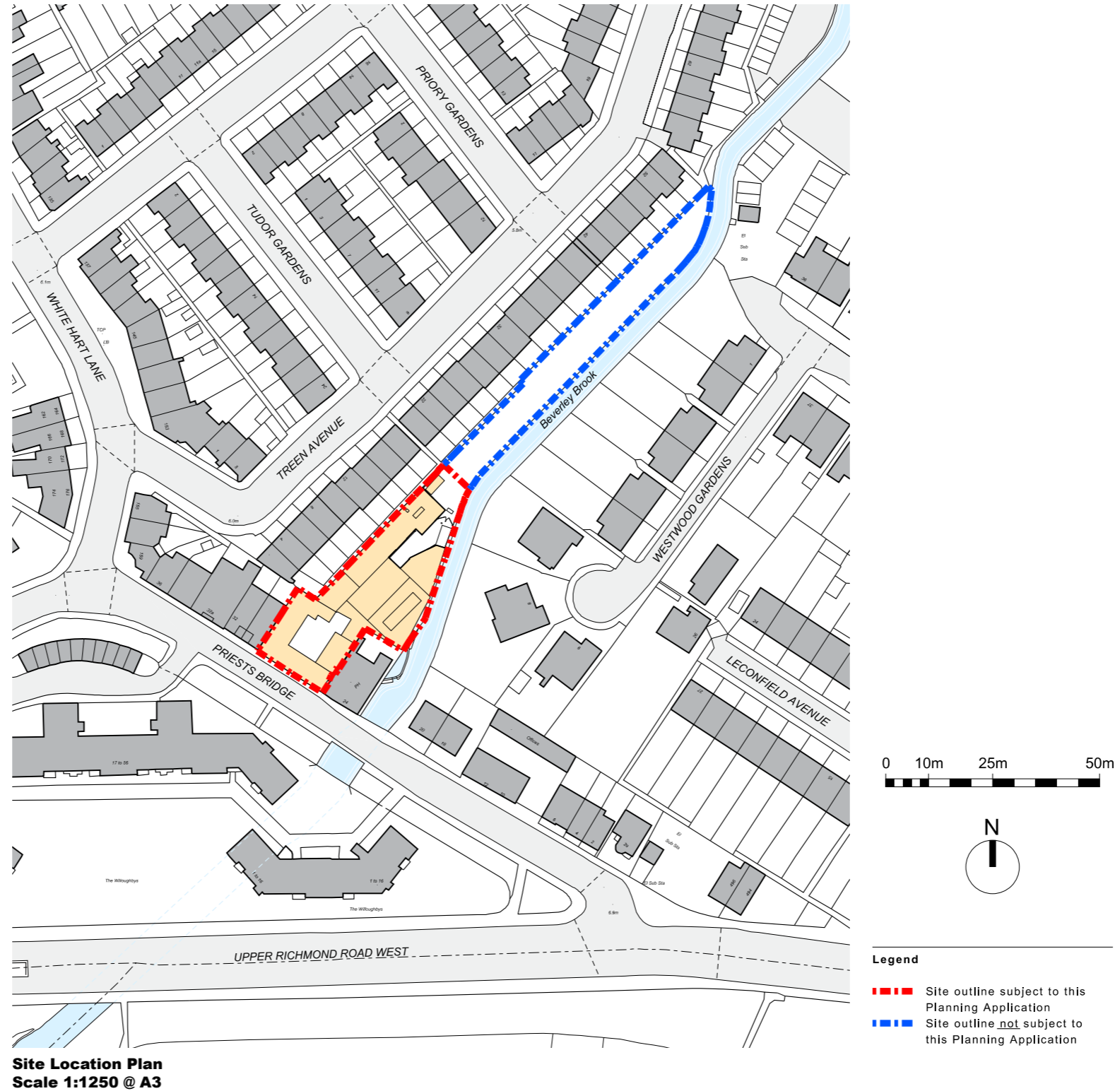
**Aerial view from the South**



**Aerial view from the East**

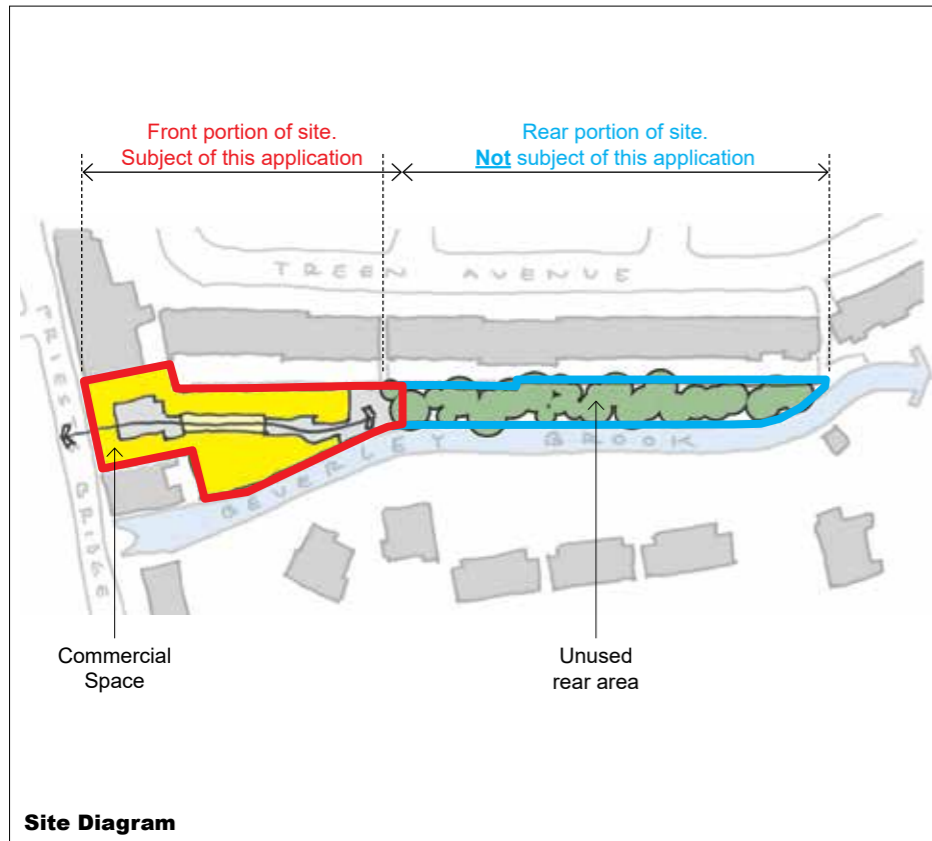
# 0.2 SITE CONTEXT AND ANALYSIS

## SITE LOCATION



# 0.2 SITE CONTEXT AND ANALYSIS

## EXISTING CONDITION



### Existing Areas

Site Area =	1714.6 m <sup>2</sup>
Front portion (subject to this planning application) =	1011.0 m <sup>2</sup> (0.1 ha)
Rear portion ( <u>not</u> subject to this planning application) =	638 m <sup>2</sup> (0.06 ha)

### Built area:

GIA First Floor =	155.8 m <sup>2</sup>
GIA Ground Floor =	572.6 m <sup>2</sup>
GIA Total =	728.4 m <sup>2</sup>

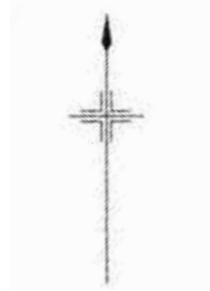
### Employment space to be replaced (Use class E):

Total =	698.4 m <sup>2</sup>
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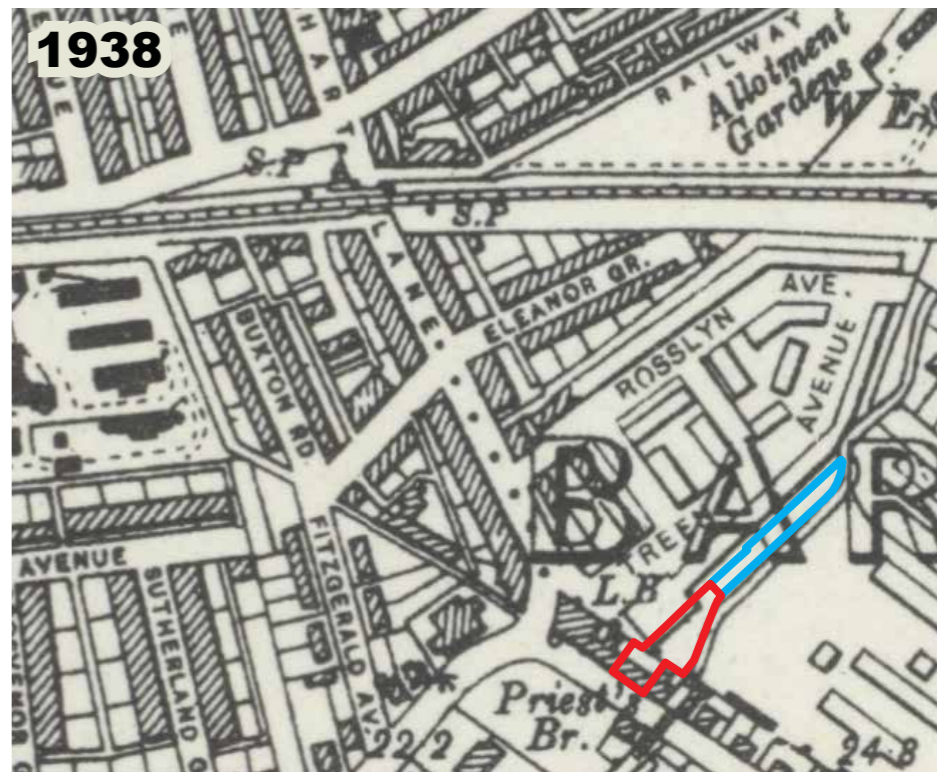
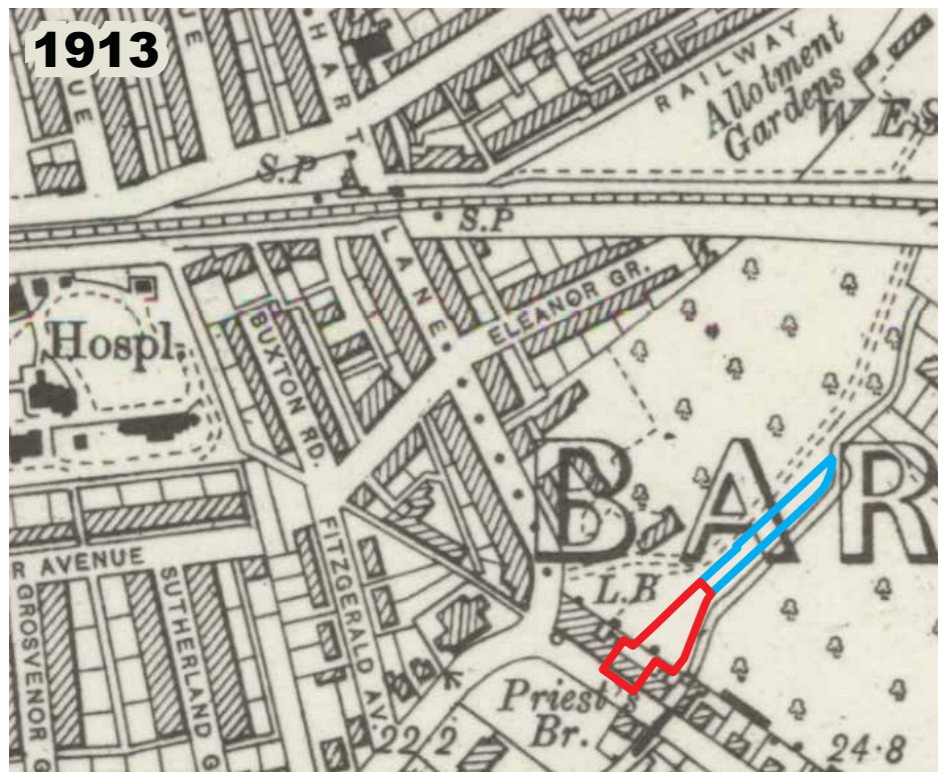
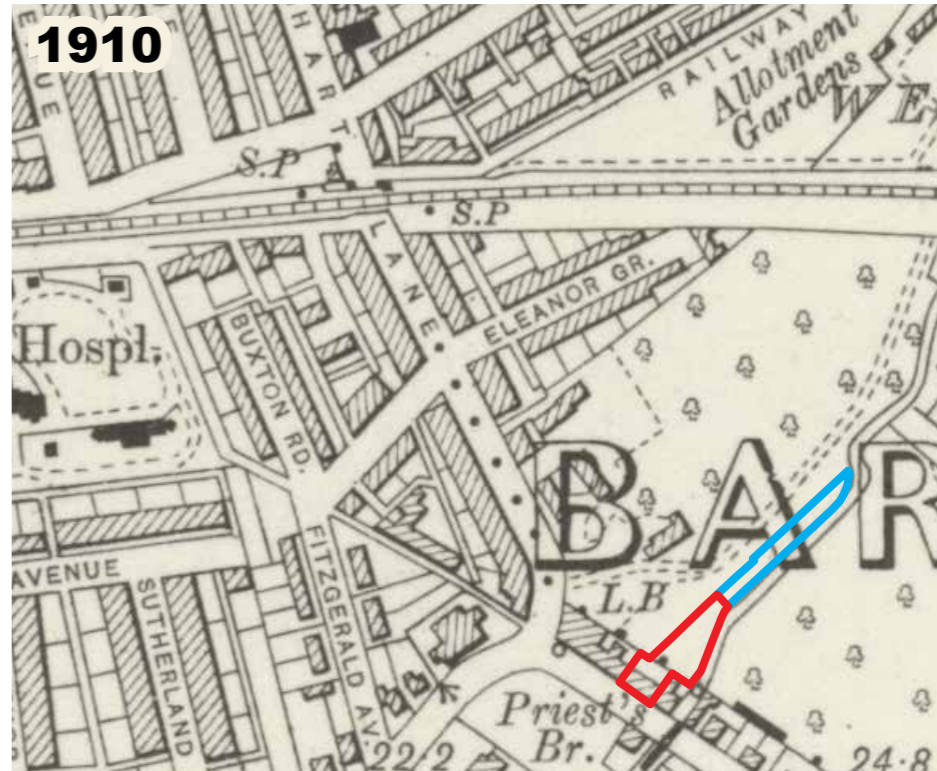
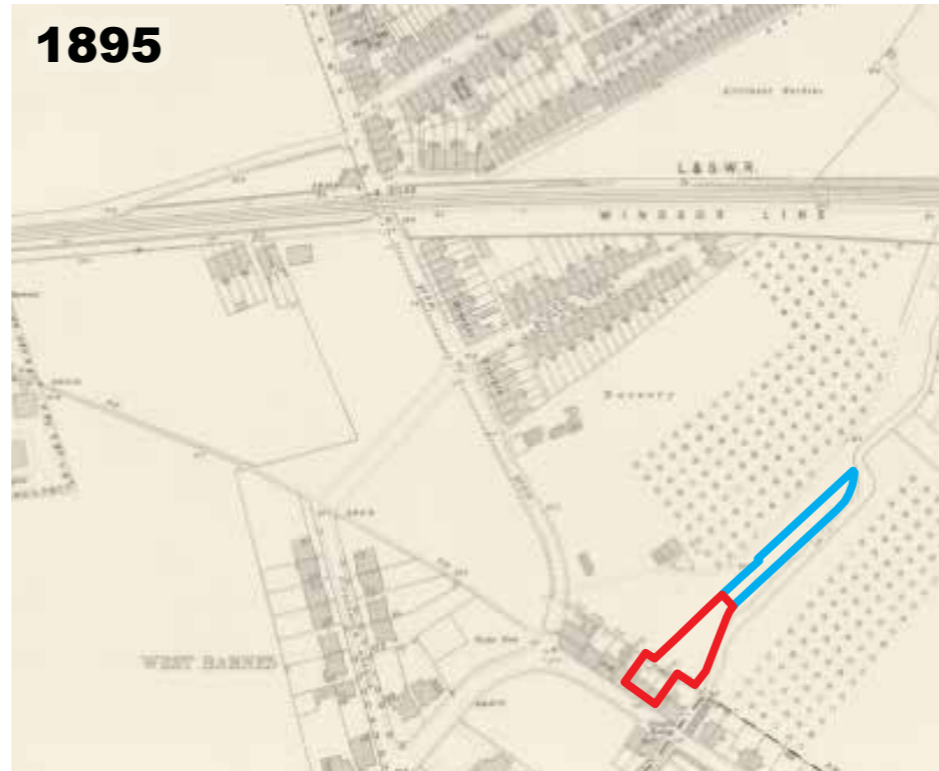
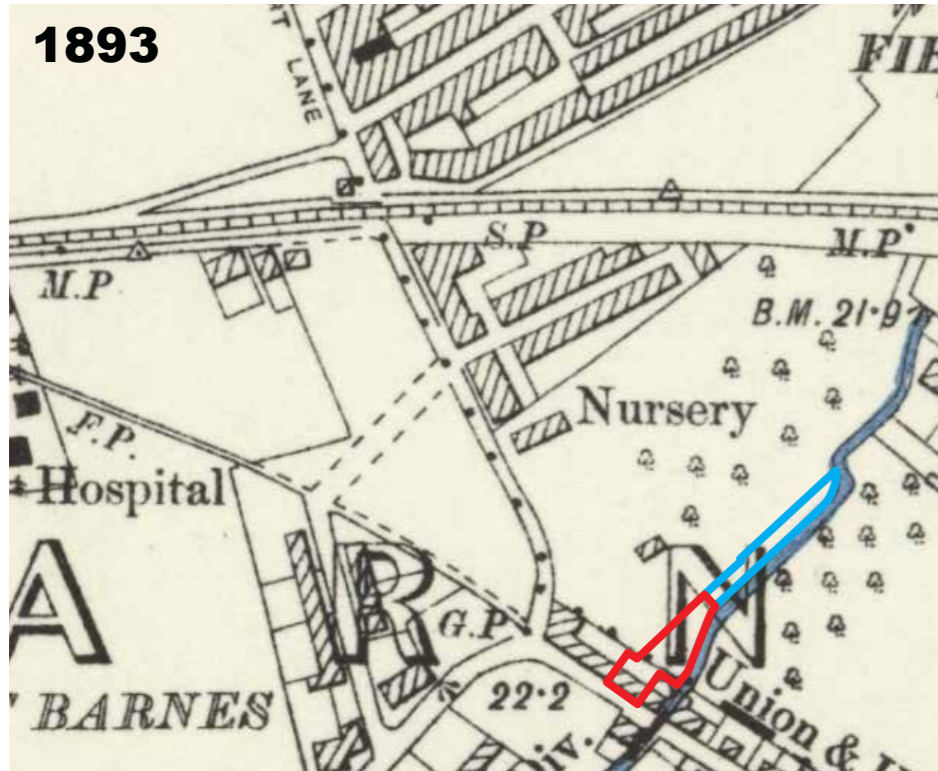
# 0.2 SITE CONTEXT AND ANALYSIS

## TITLE DEED FOR 26-28 PRIESTS BRIDGE



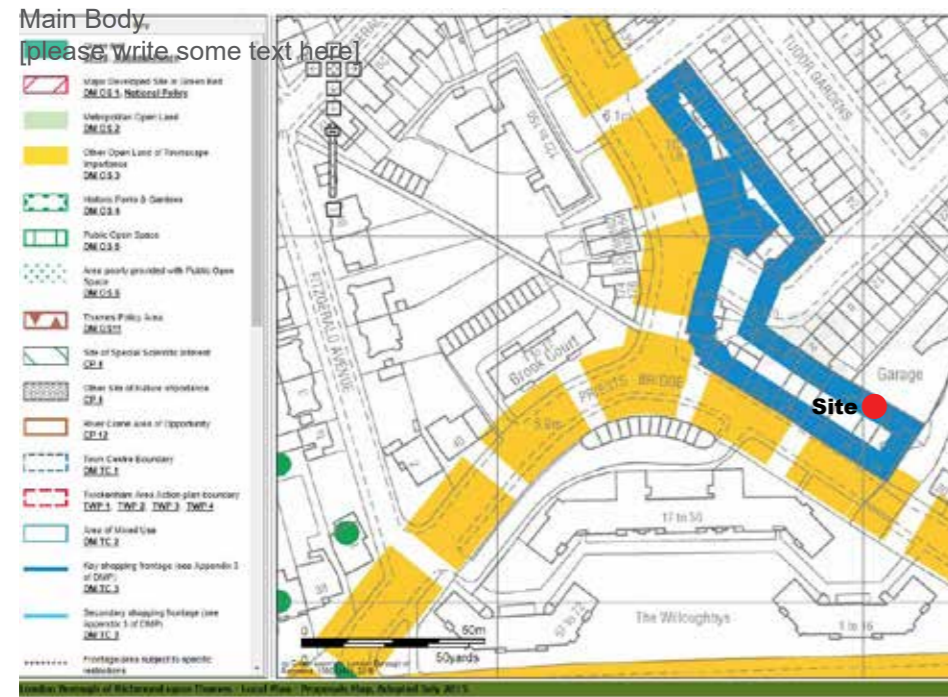
# 0.2 SITE CONTEXT AND ANALYSIS

## HISTORICAL DEVELOPMENT



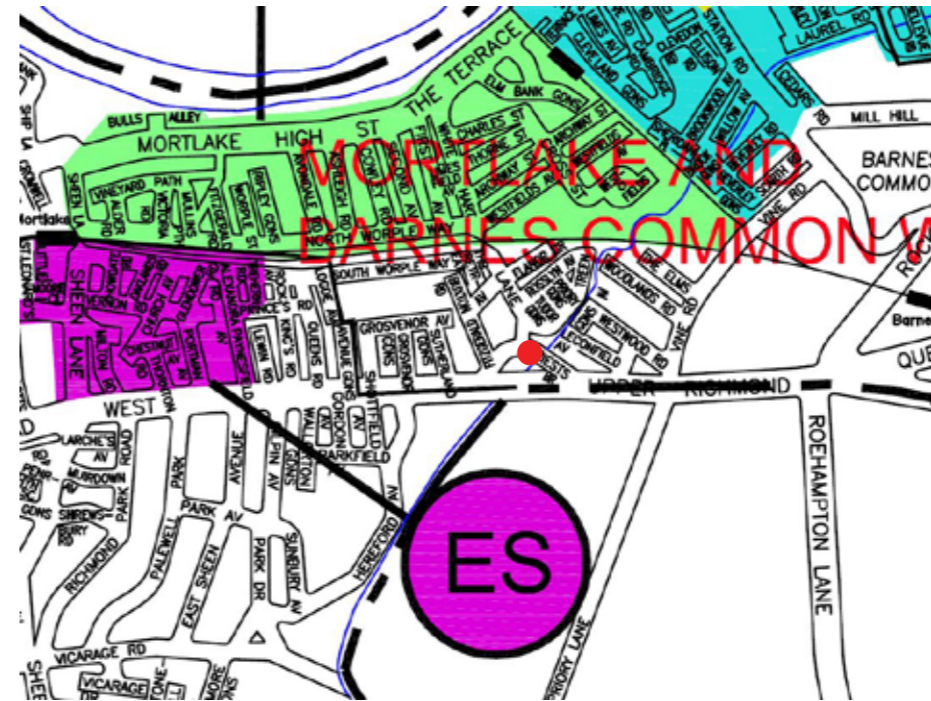
# 0.2 SITE CONTEXT AND ANALYSIS

## SITE ASSESSMENT - PLANNING



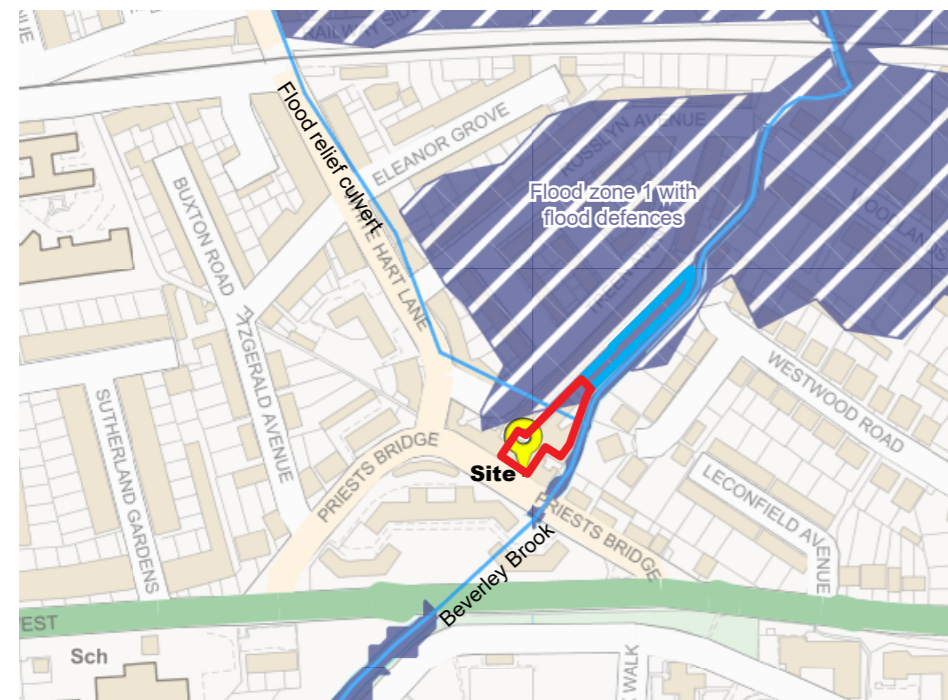
### Interactive UDP Plan

Policy DM-TC-3 is noted around the site.



### CPZ Map

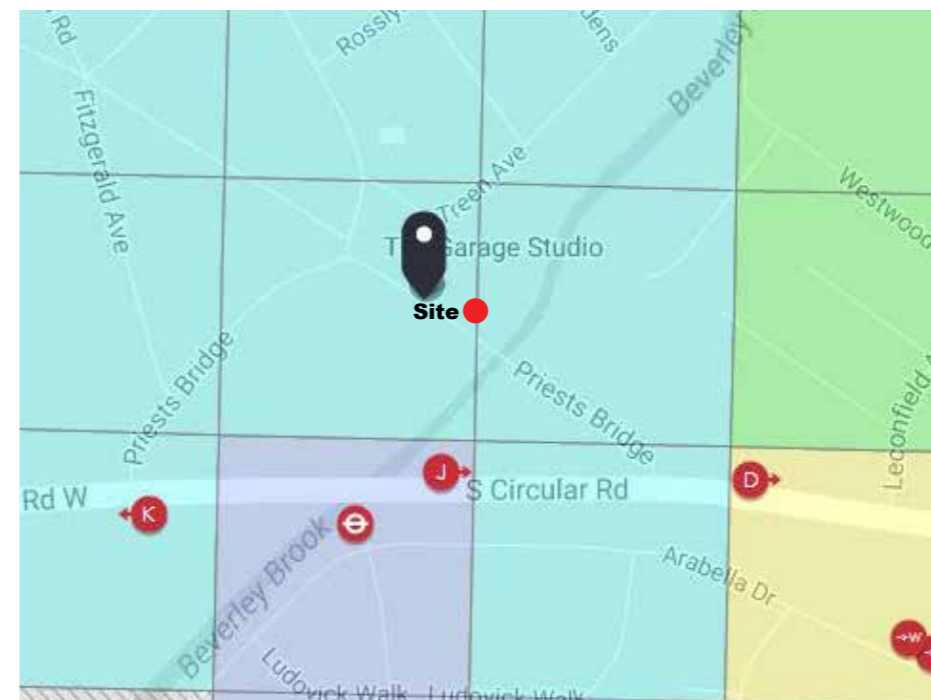
No CPZ are in operation on Priests Bridge. Source: Richmond CPZ Map.



### Flood Risk Plan

The front portion that forms part of this application lies within flood zone 1, an area with a low probability of flooding.

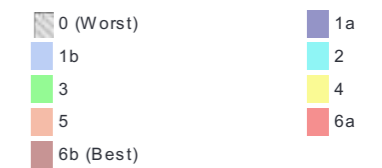
The rear portion of the site alongside Beverley Brook lies within flood zone 3 but benefits from flood defences in the form of a flood relief culvert that branches off Beverley Brook and runs underneath the site.



### PTAL Map

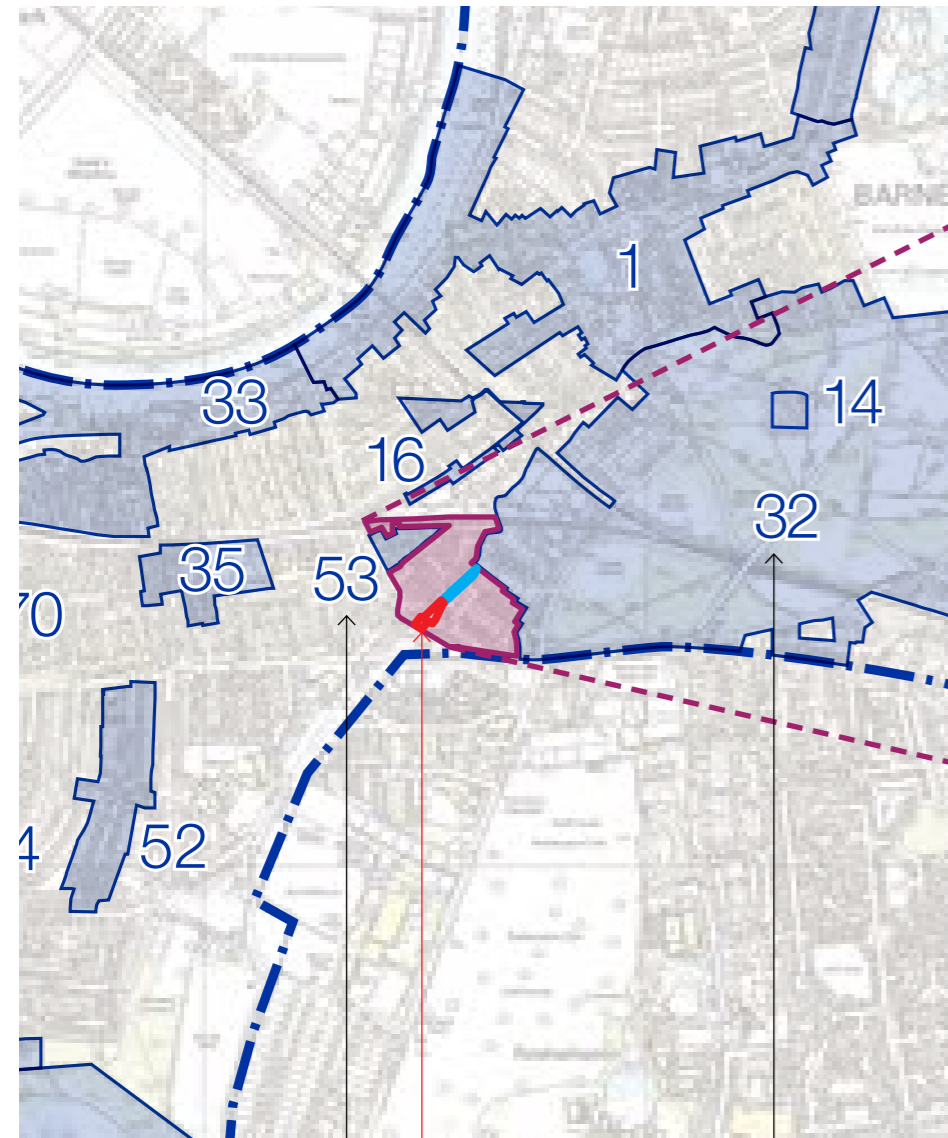
The Ptal of the site is noted as 2.

#### Map key - PTAL



## 0.2 SITE CONTEXT AND ANALYSIS

### THE LOCAL AREA

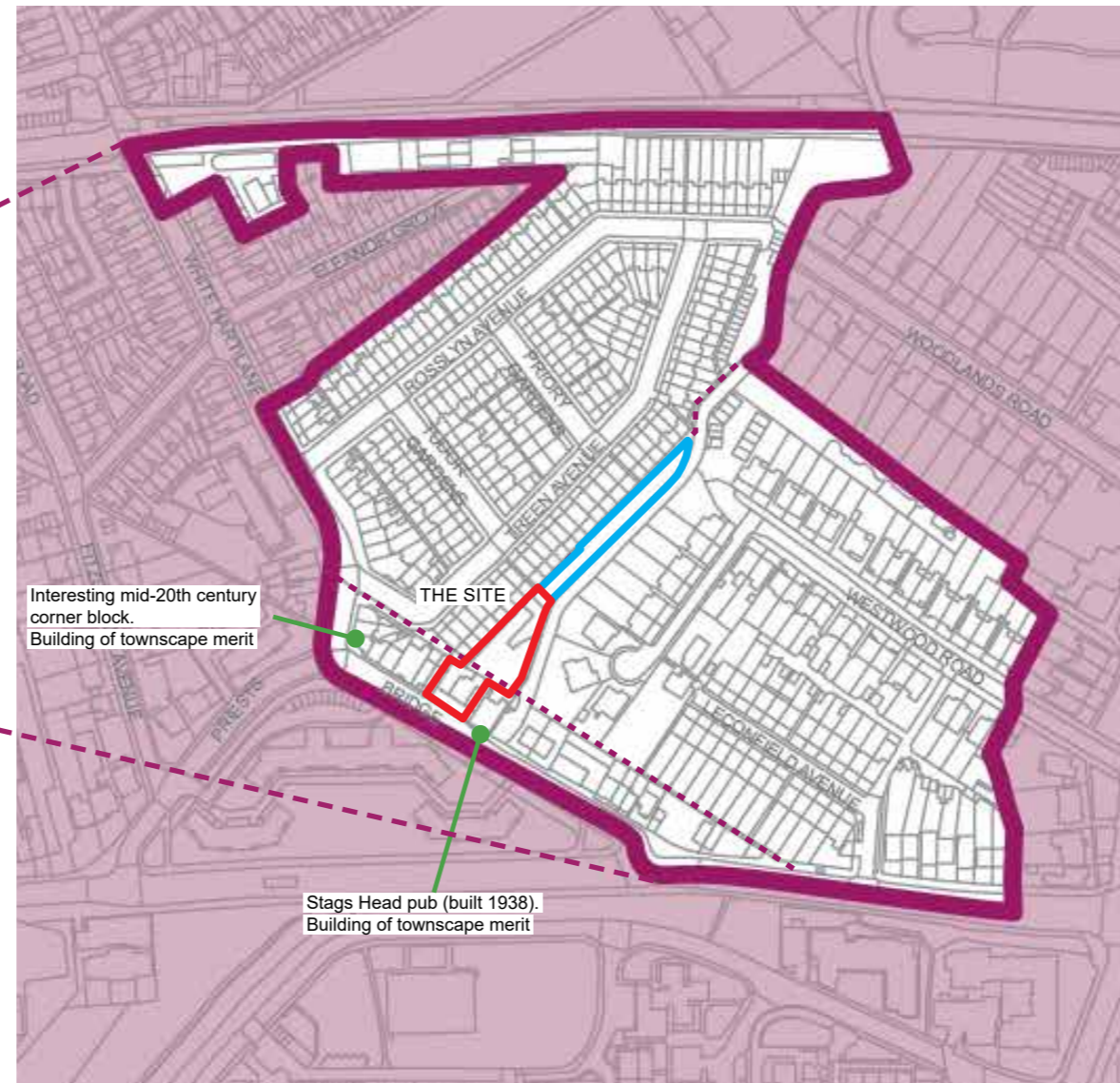


Conservation Area Map

The Site

53: White Hart Lane Conservation Area

32: Barnes Common Conservation Area



Local Character Area Map

Interesting mid-20th century corner block.  
Building of townscape merit

Stags Head pub (built 1938).  
Building of townscape merit

Extracted from Barnes Village Planning Guidance SPD:

#### Character Summary

This character area covers the south-west corner of Barnes, including the bottom of White Hart Lane and Priests Bridge. It is bound by Upper Richmond Road West to the south, White Hart Lane to the west and Barnes Common Conservation Area to the east. Its northern boundary is marked by the beginning of White Hart Lane's Edwardian terraces, the White Hart Lane Conservation Area, and the railway line.

#### Priests Bridge

The name Priests Bridge refers to the bridge which formerly carried Upper Richmond Road across the Beverley Brook. The street now called Priests Bridge was originally Upper Richmond Row, before the curve was bypassed with a new route between the World Wars. A mixture of twentieth century buildings form a small high-street type row at the east end of Priests Bridge. It also includes two Buildings of Townscape Merit: one nineteenth-century survival and the Stags Head pub, built in 1938. An interesting mid-twentieth century corner block makes a canted corner with White Hart Lane.

#### Dominant Materials and Features

##### Key features are:

Dark brick, concrete frames and balconies, large apartment blocks, stone villas, street fronting commercial buildings.

#### Opportunity

Upgrading the public realm on the short commercial stretches of street in this area could reanimate it as a local hub for shops, cafes or small businesses, encouraging investment in buildings. The Priests Bridge element benefits from occasional granite sets and concrete brick paving, whereas the White Hart Lane stretch reverts to traditional concrete slabs. Yorkstone or granite sets would be beneficial.

# 0.2 SITE CONTEXT AND ANALYSIS

## SITE ANALYSIS





# 0.2 SITE CONTEXT AND ANALYSIS

## SITE PHOTOS



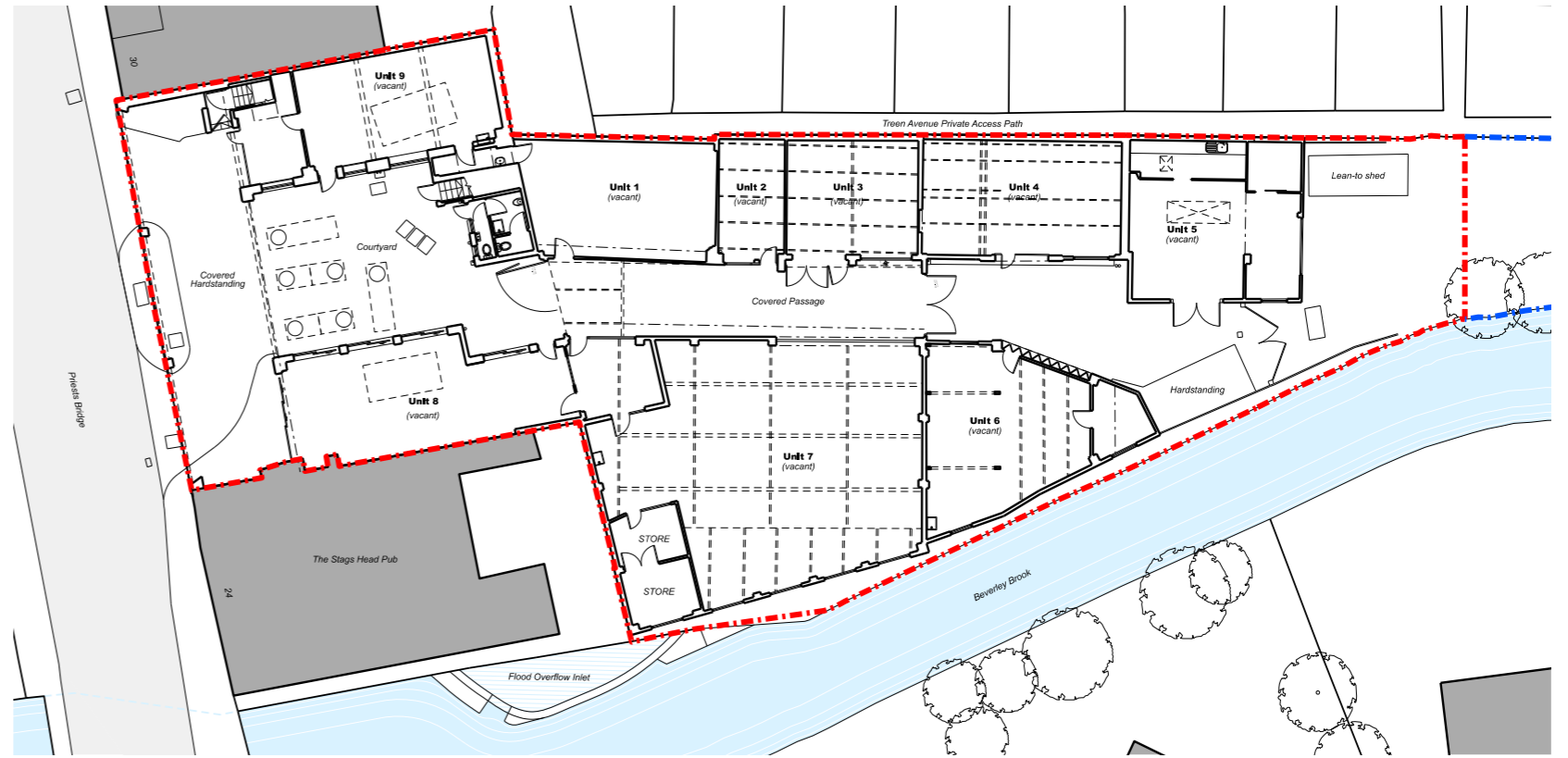
# 0.2 SITE CONTEXT AND ANALYSIS

## EXISTING BUILDINGS

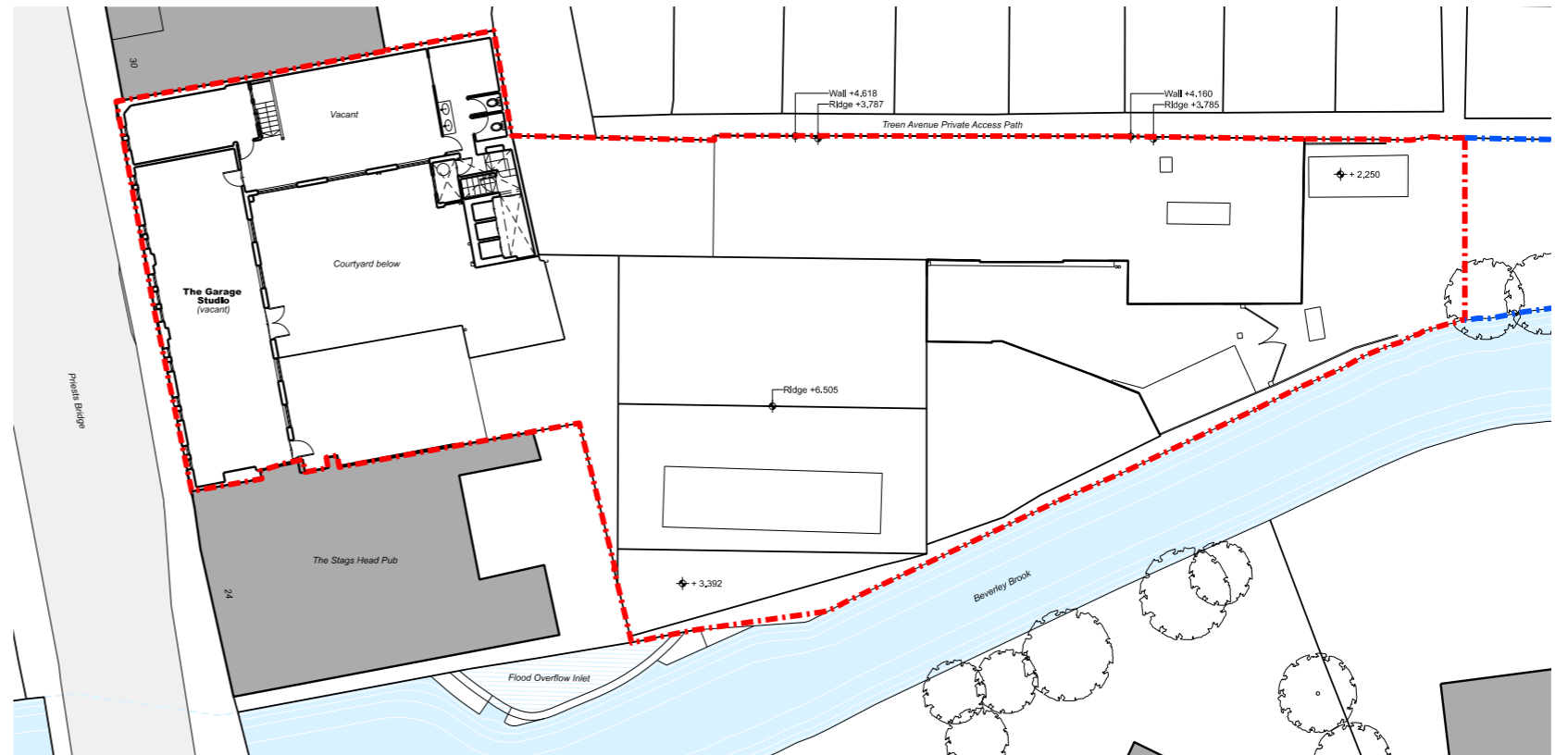
0 1m 5m



Location Plan



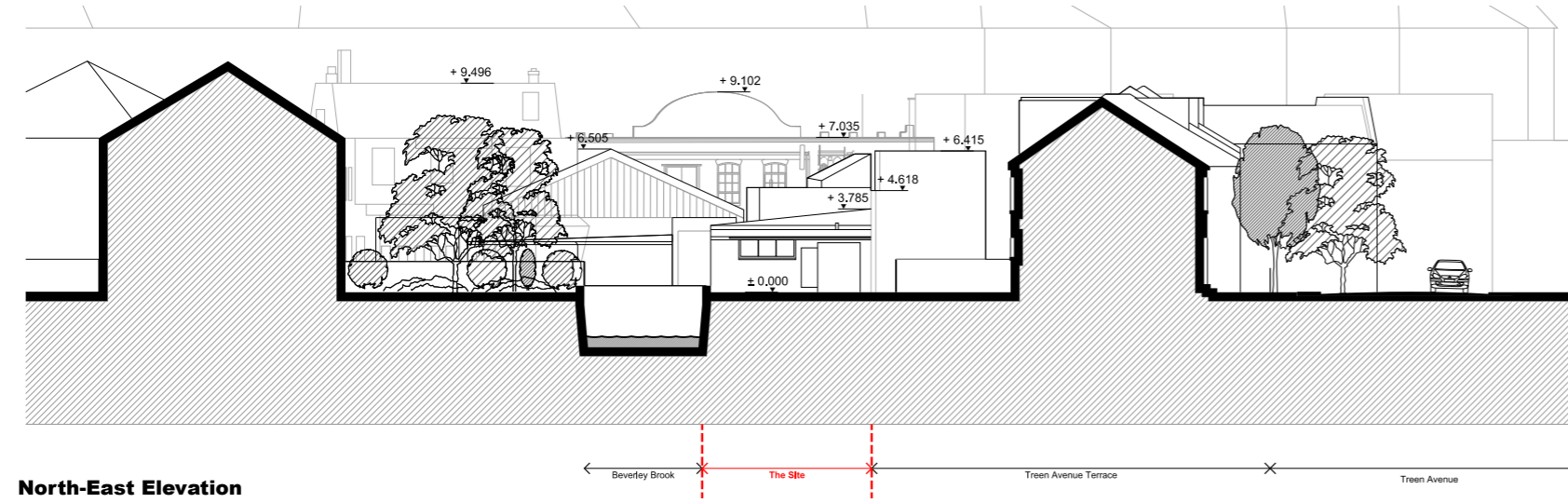
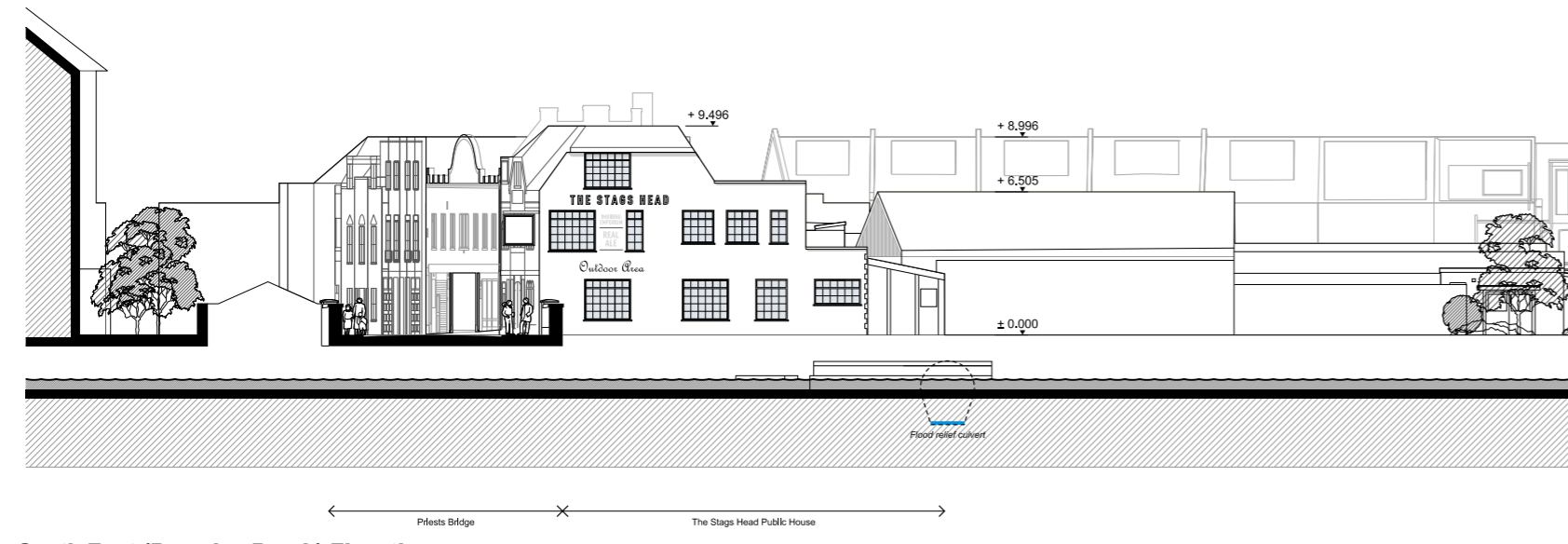
Ground Floor Plan



First Floor Plan

# 0.2 SITE CONTEXT AND ANALYSIS

## EXISTING BUILDINGS



Existing view from Priests Bridge



Existing view from Priests Bridge



## 03. DESIGN STRATEGY

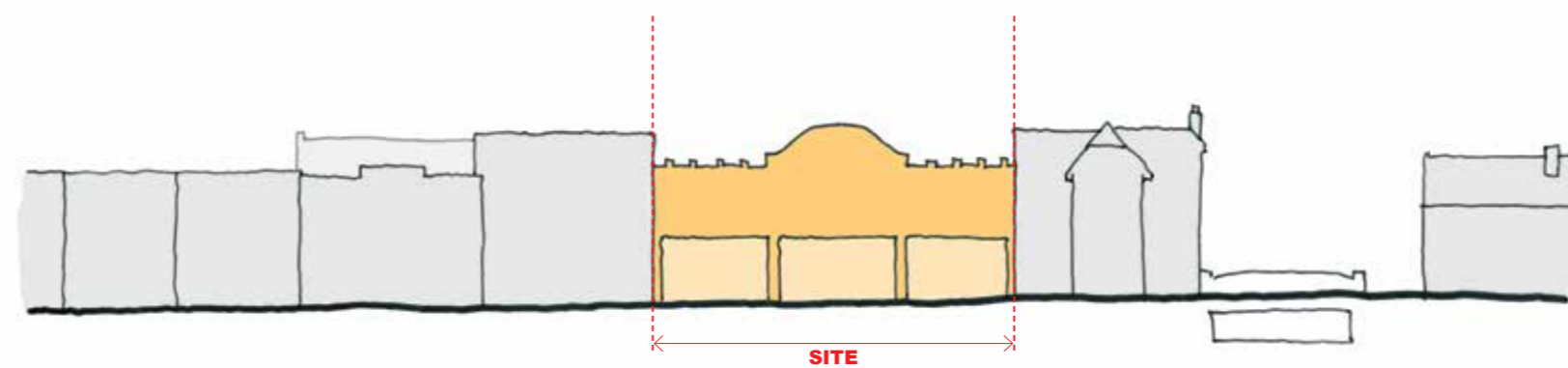
# 03. DESIGN STRATEGY

## SCALE & MASSING

### Existing

The existing buildings sits nestled between a three storey residential building and a public house, forming a break in the street facade both in terms of silhouette and facade rhythm.

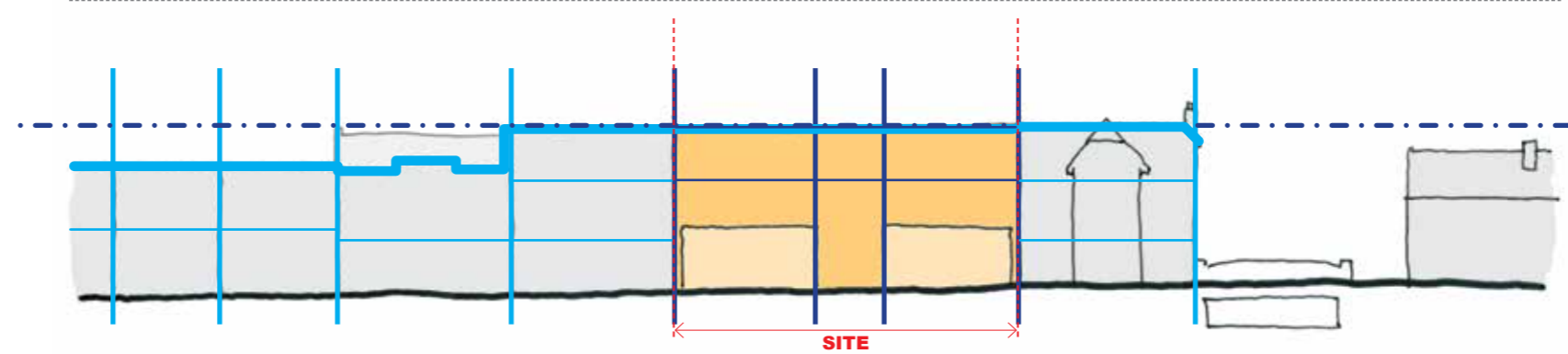
*Building massing on opposite  
street side shown dashed*



### Proposed Massing, Height and Rhythm

The proposal picks up on the rhythm of building blocks reflected in the existing facades, ensuring a more harmonious relationship with the neighbouring buildings. The height of the facade is in keeping with the existing rooflines to compete with the silhouette line established by the neighbouring properties.

*Building massing on opposite  
street side shown dashed*

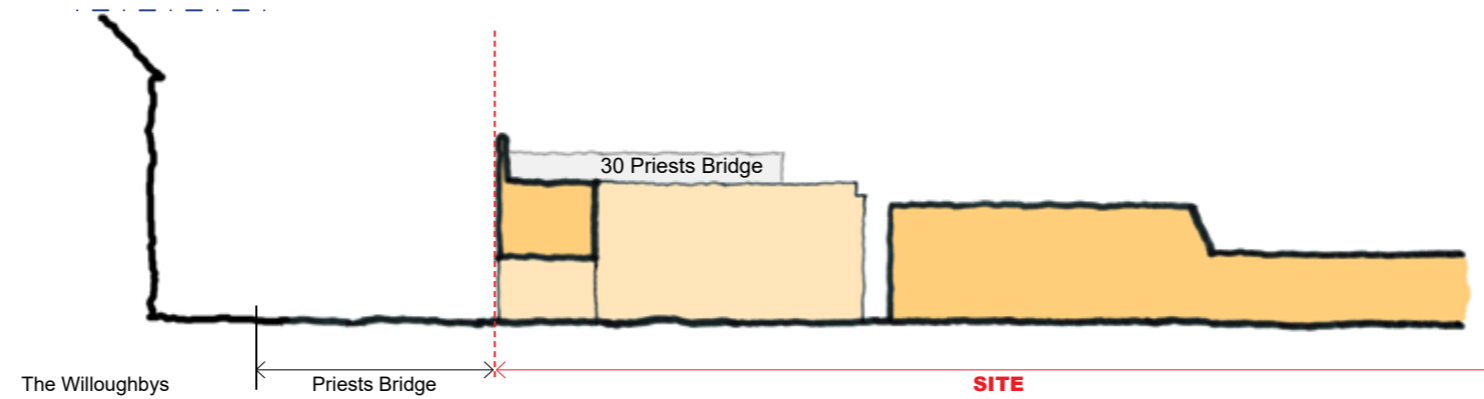


# 03. DESIGN STRATEGY

## SCALE & MASSING

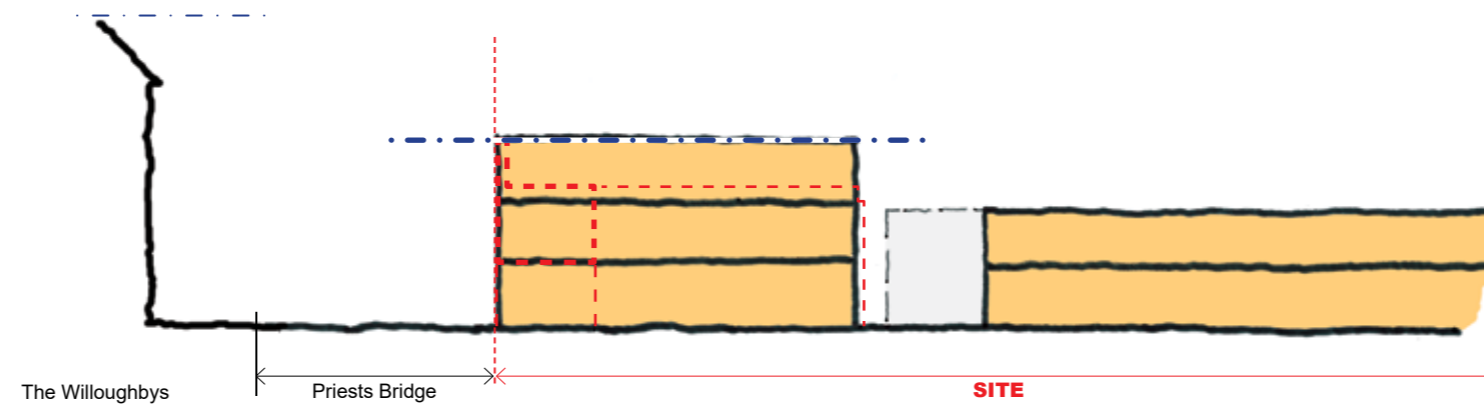
### Existing

The facade onto Priests Bridge allows access to an internal courtyard bounded by two storey buildings, made up of the existing commercial space at ground and first floor levels.



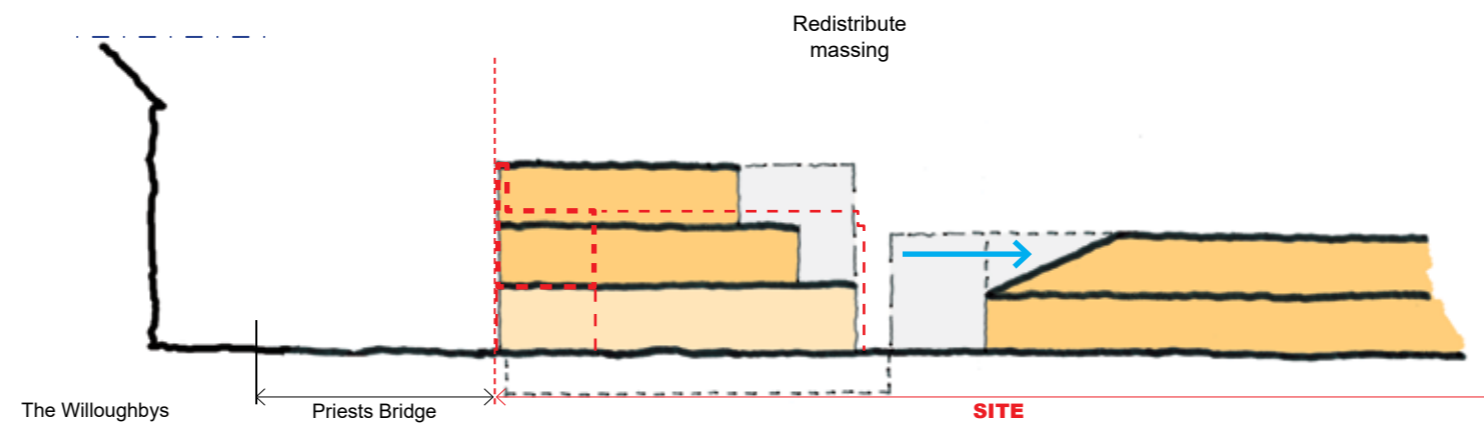
### Proposed Massing, Height and Rhythm

In its first iteration, the footprint of the current buildings is extruded up to form a three storey building to the front and a two storey building to the rear.

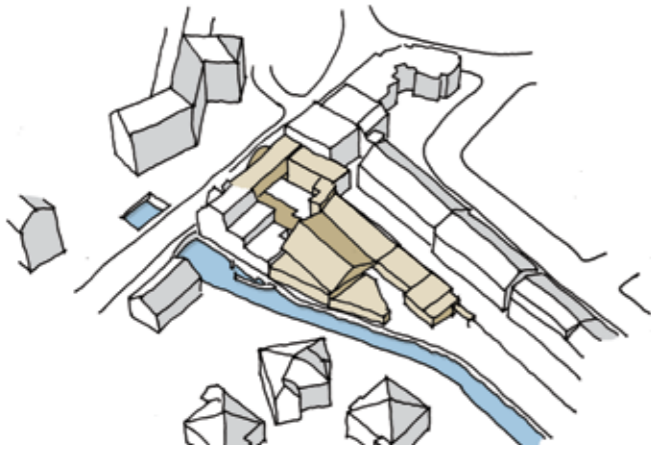


### Stepped Silhouette

The extruded massing is then sculpted to respond positively and respectfully to its context by removing massing from the rear of the front building. The rear building's footprint is reduced to allow a suitable distance between the two proposed blocks.

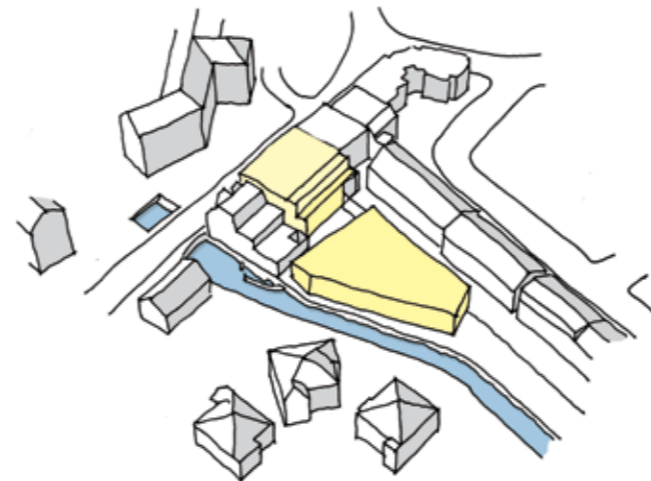


**SCALE & MASSING**



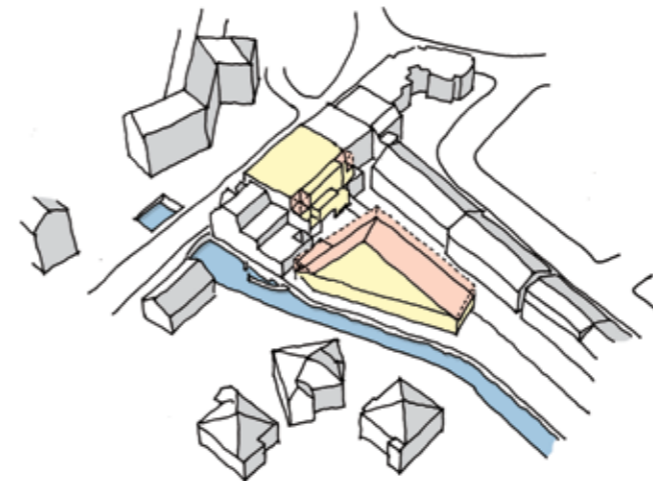
**01 - The Existing Site**

With the existing accommodation being unfit for purpose and in a poor state of repair, the site is to be cleared of all existing buildings.



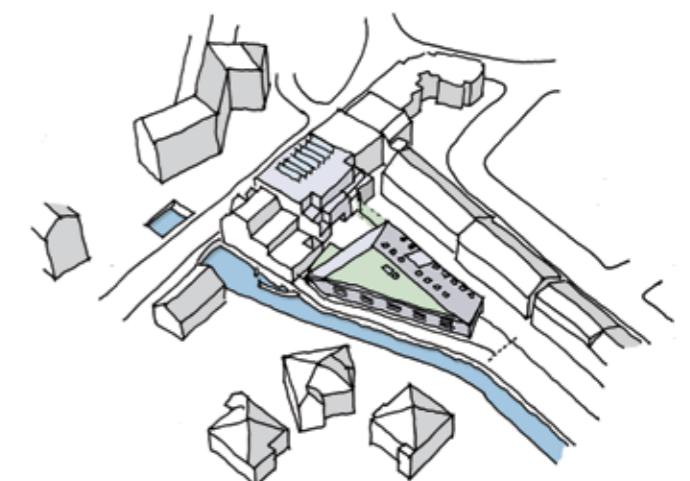
**02 - Extruded block massing**

Distinct front and rear building blocks are formed to correspond to the existing building pattern on site.



**03 - Adaptation of Proposed Massing**

The building massing is refined by removing volume in response to offset distances and building adjacencies.



**04 - The Resulting Massing**

The resulting massing makes efficient use of the available site area and volume, while creating respectful relationships with the adjoining and neighbouring buildings and plots. Floor at higher levels step back from the facade so as not to be overbearing, and not to impact adversely on existing views or lighting levels.

Wherever practical, roofs will be greened as a way to create an aesthetically pleasing outlook for overlooking neighbouring buildings, to provide natural habitats for the local fauna and flora, and to act as a means of natural rainwater attenuation in order to avoid flooding. Rooflights are used to allow natural daylight deep into the floor plates.



# 03. DESIGN STRATEGY

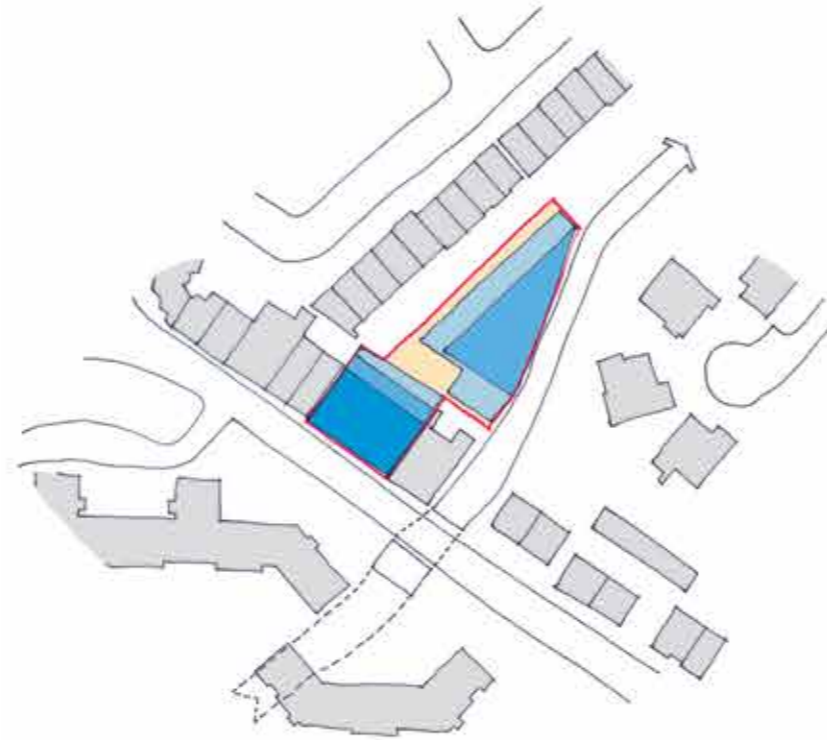
## SCALE & MASSING



### Context Offset Distances

- 13.5m offset required between a principal window and a wall without windows or those that are occluded
- 20m offset required between main facing habitable rooms

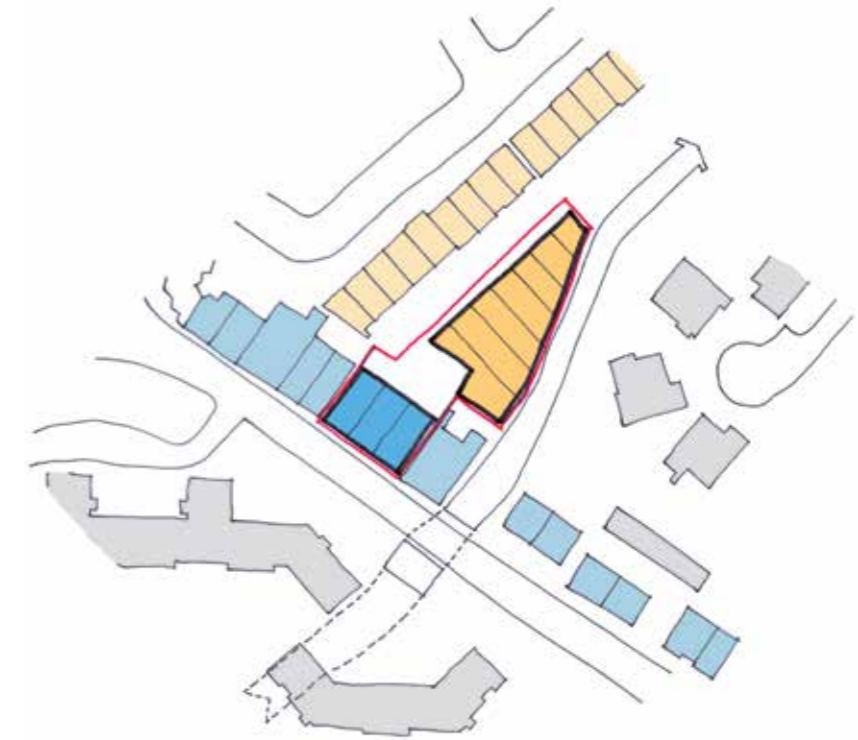
The proposed massing is to respect views and lighting levels enjoyed by neighbouring properties. To ensure that the privacy of occupiers is respected, the windows of the main facing habitable rooms should be no less than 20m apart. Where principal windows face a wall that contains no windows or those that are occluded, this distance can be reduced to 13.5 metres.



### Building Heights

- Ground floor
- Single storey
- Two storeys
- Three storeys

The proposed building heights are a function of the required volumes and areas, scale and character of neighbouring buildings, and considerations with regards to views and lighting levels.



### Urban Grain

- Front building
- Rear building

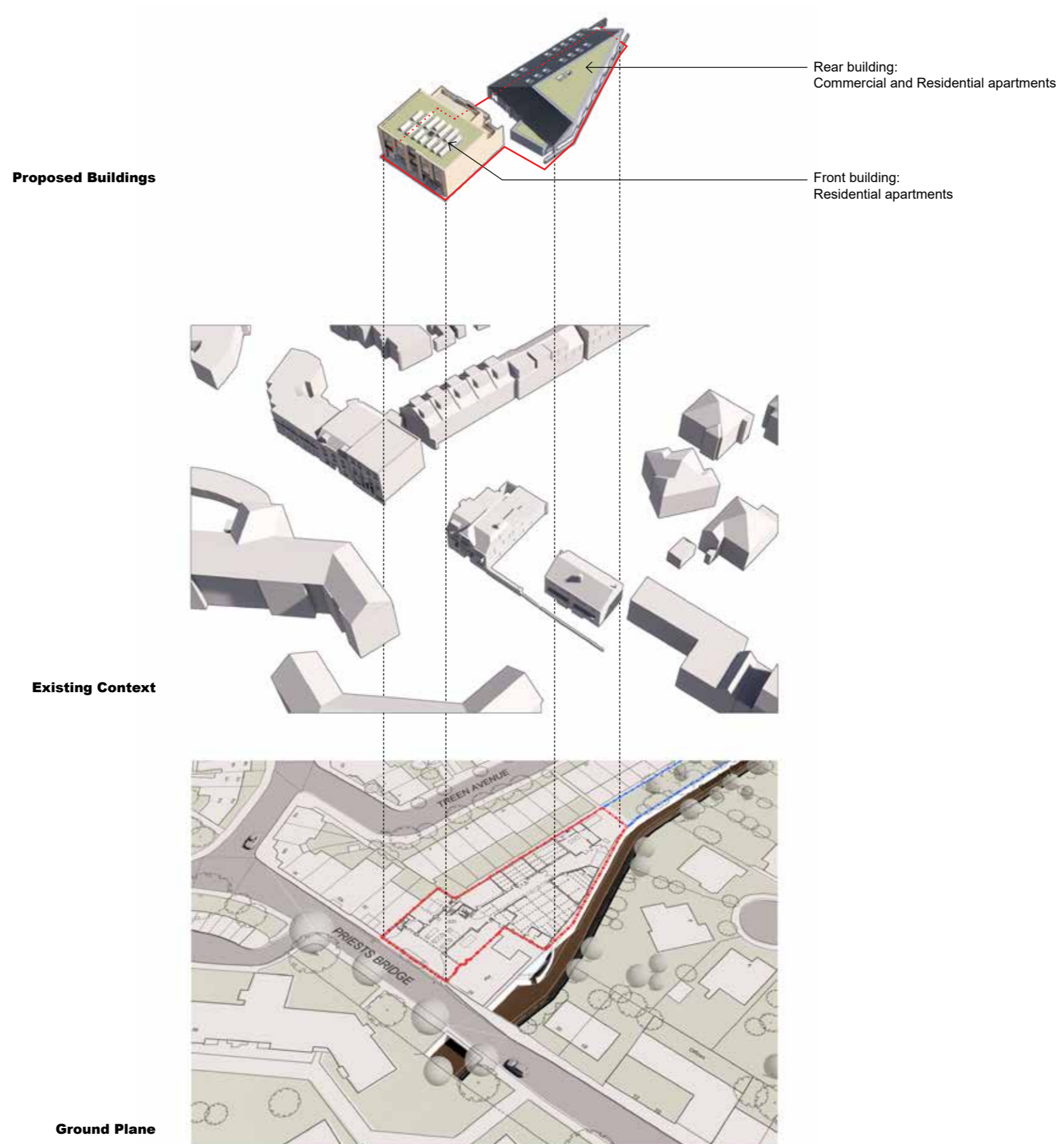
The front and rear buildings take cue from their context in terms of massing, scale and grain in order to form an architecture language that sits comfortably with its neighbouring buildings.



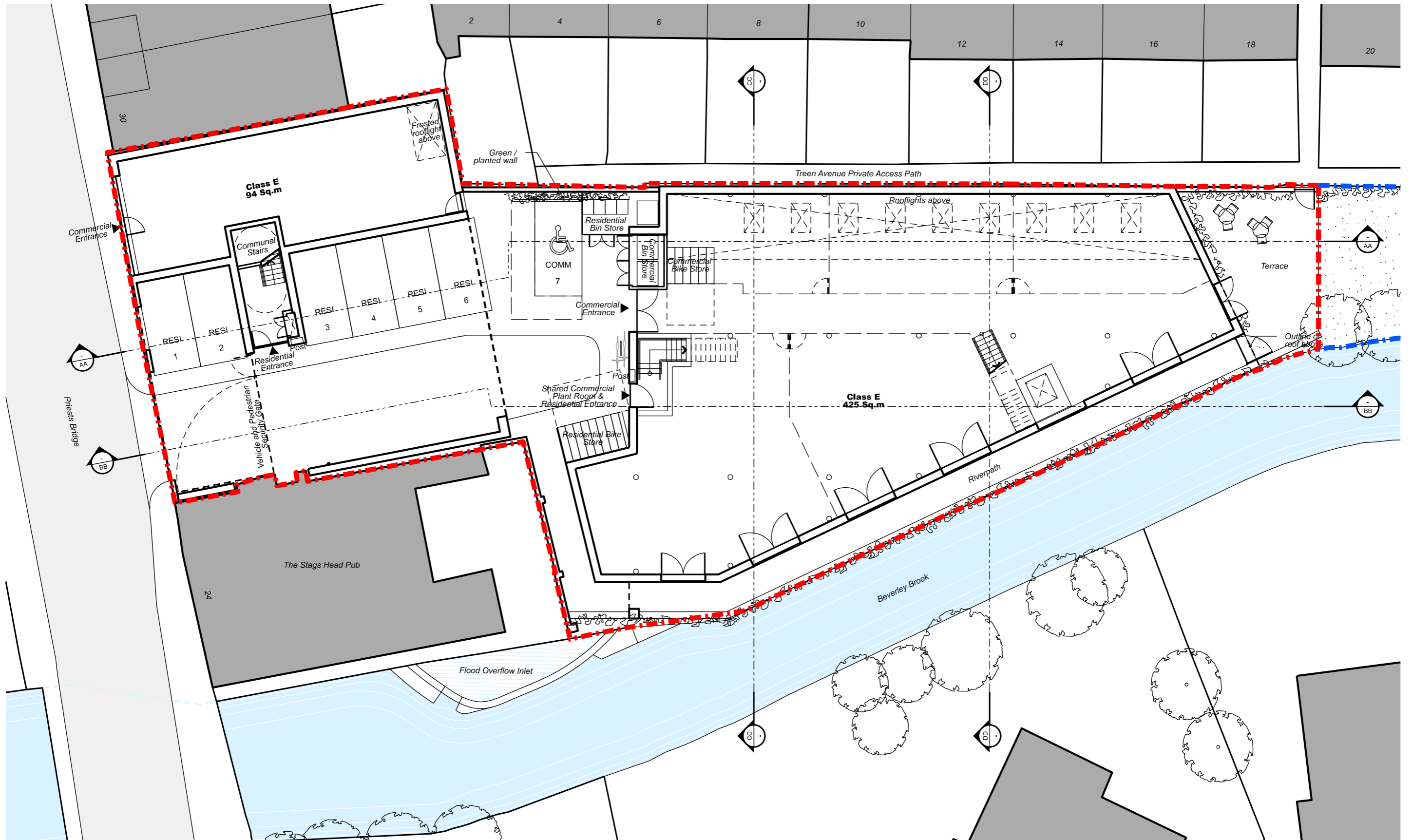
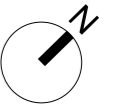
# 04. DESIGN PROPOSAL

# 04. DESIGN PROPOSAL

## BUILDING ORGANISATION



**GROUND FLOOR PLAN**



04. DESIGN PROPOSAL  
**TOWNSCAPE VIEWS / 3D MODEL**



**View from South-East along Priests Bridge  
As Existing**



**View from North-West along Priests Bridge  
As Existing**



**View from South-East along Priests Bridge  
As Proposed**



**View from North-West along Priests Bridge  
As Proposed**

## 04. DESIGN PROPOSAL

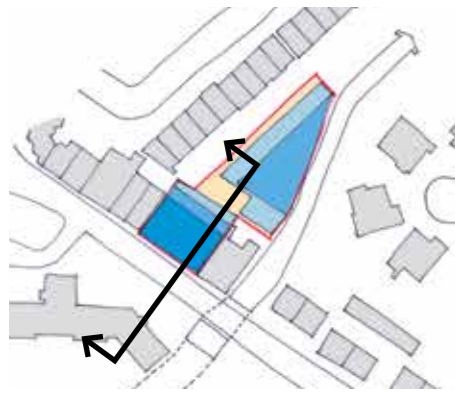
### CONCEPT VIEW



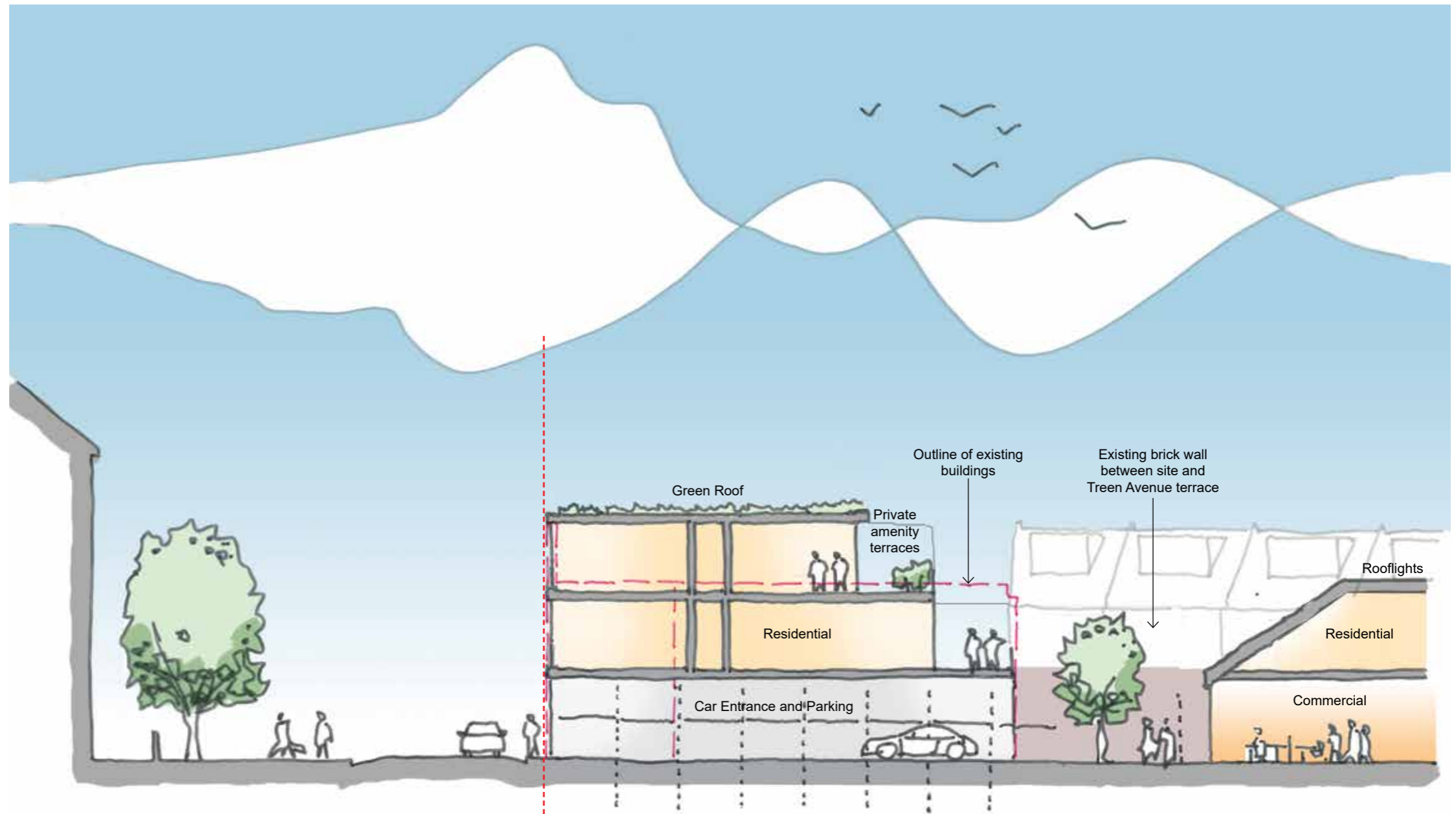
**View from South-East along Priests Bridge  
As Proposed**

# 04. DESIGN PROPOSAL

## SECTION THROUGH RESIDENTIAL FRONT BUILDING



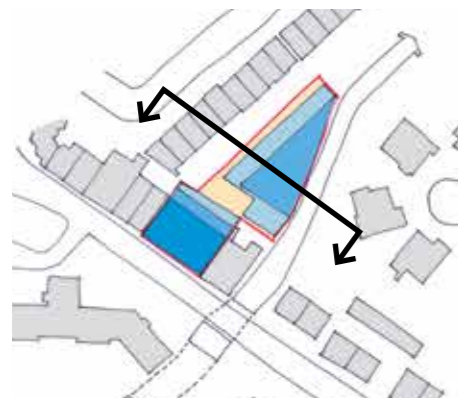
Key Plan



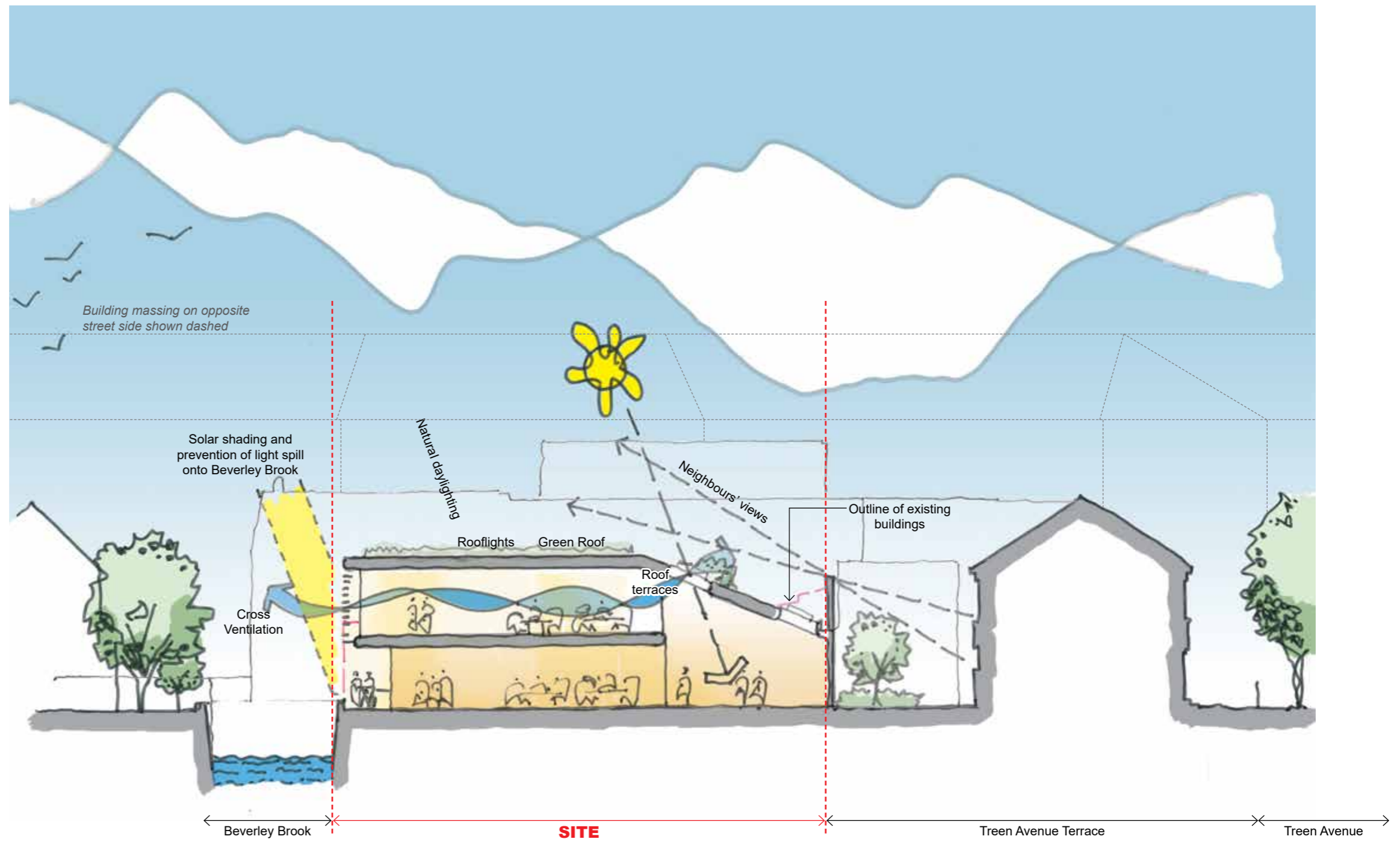


# 04. DESIGN PROPOSAL

## SECTION THROUGH COMMERCIAL REAR BUILDING



Key Plan



04. DESIGN PROPOSAL  
**PRIESTS BRIDGE ELEVATION**



**Existing Elevation**

04. DESIGN PROPOSAL  
**PRIESTS BRIDGE ELEVATION**



**Proposed Elevation**

## 04. DESIGN PROPOSAL

### **MATERIALITY - FRONT BUILDING**



**View along Priests Bridge  
As Proposed**

# 04. DESIGN PROPOSAL

## MATERIALITY - FRONT BUILDING



← The Site →  
No. 24  
The Stags Head Public House

Front Elevation Bay

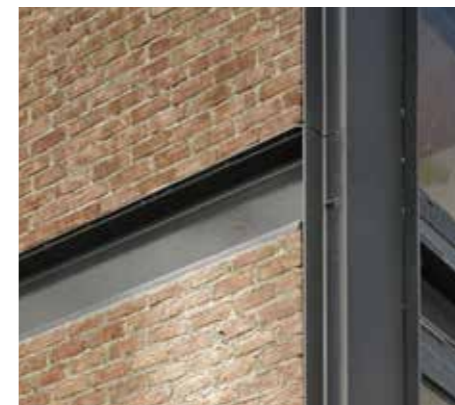
### Reference Materials Palette



01  
London stock brick



02  
Powder coated aluminium apertures to window surrounds, steel balustrade to balconies



03  
Aluminium profiles to frame and to articulate the facade



04  
Rendered ground floor walls

04. DESIGN PROPOSAL  
**MATERIALITY - REAR BUILDING**



**Rear Building - View from North-East along Beverley Brook  
As Proposed**

04. DESIGN PROPOSAL  
**MATERIALITY - REAR BUILDING**



**Rear Building - Beverley Brook Elevation**

**Reference Materials Palette**



**01  
Profiled coated steel roofing**



**02  
Powdercoated aluminium fascia**



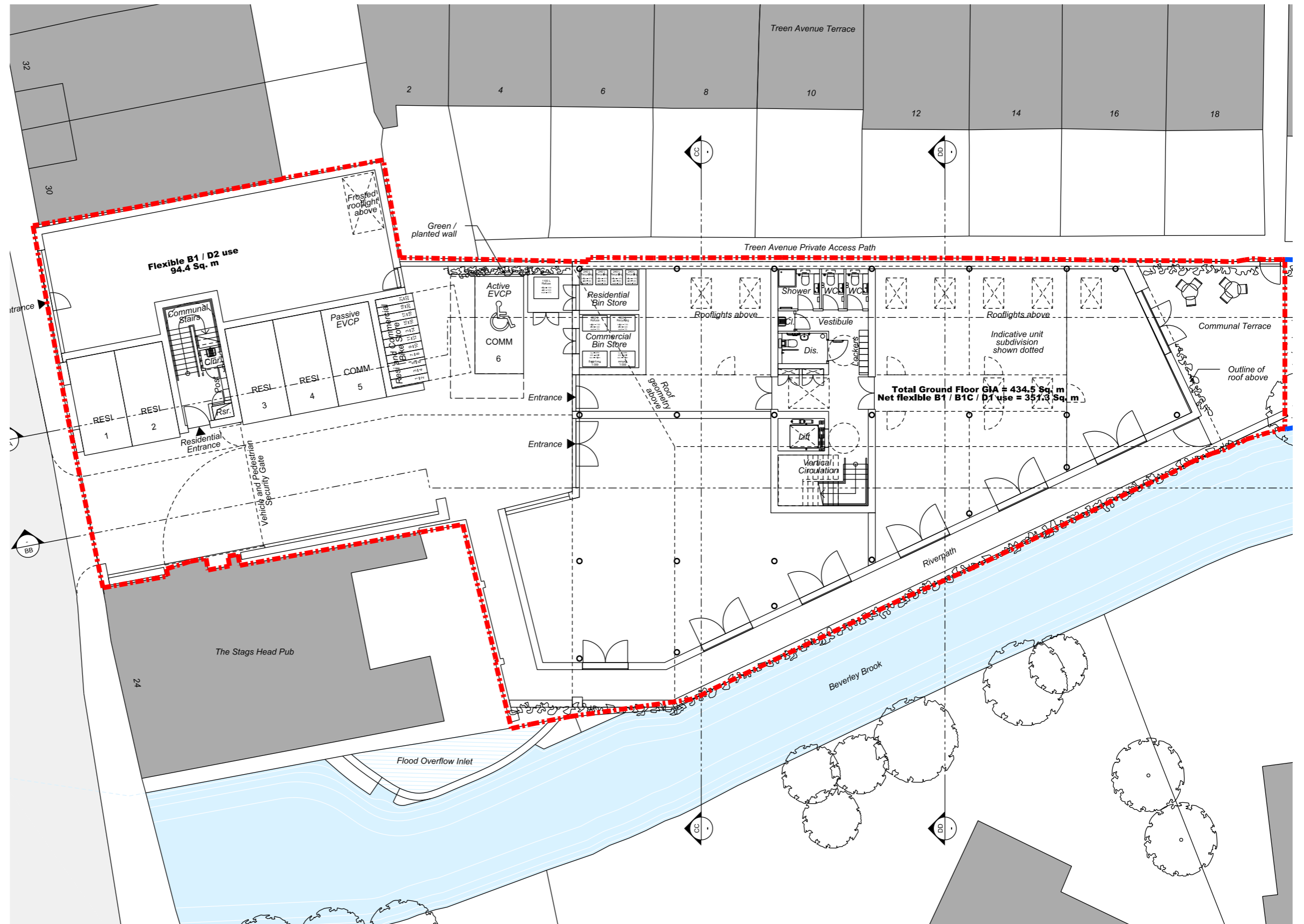
**03  
Anodised aluminium louvers**



**04  
Profiled coated steel cladding**

# 04. DESIGN PROPOSAL

## CONSENTED SCHEME, GROUND FLOOR LEVEL





# 04. DESIGN PROPOSAL

## PROPOSED SCHEME, GROUND FLOOR LEVEL

Changes on drawings

01 Bin and bike storage reviewed to comply with regulations.

Building to the front:

02 Entrance to residential core improved to get a safe fire escape route from units above.

03 Two additional car parking spaces provided for residential use.

Building to the rear:

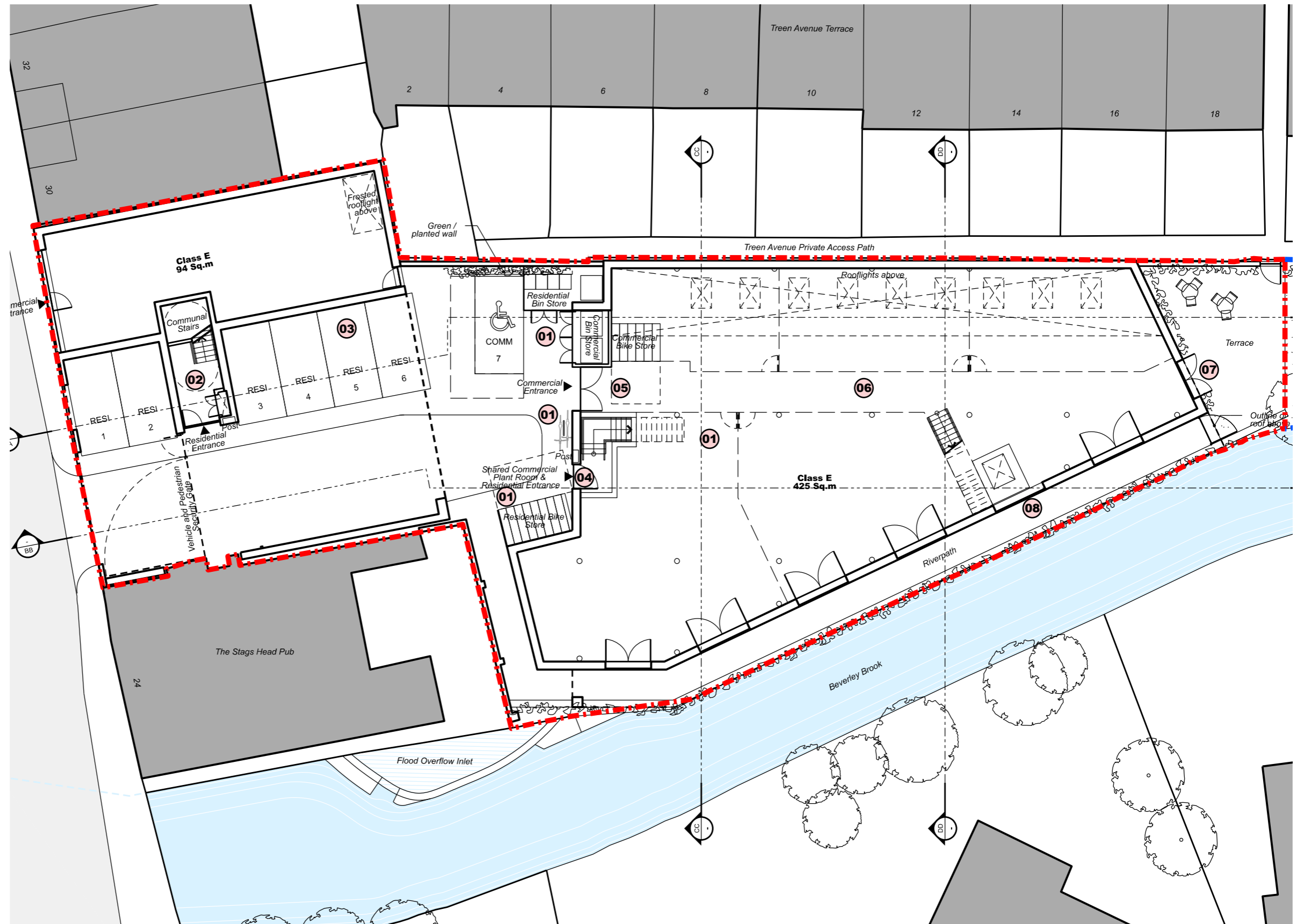
04 New shared entrance and stair core for access to commercial plant room and residential units at first level.

05 Entrance for commercial space moved to a better location in order to share the front facade with the residential access.

06 Commercial layout amended including stairs and lift.

07 Access to the terrace to the rear of the site moved due to internal layout changes.

08 Window instead of a door.



04. DESIGN PROPOSAL

**CONSENTED SCHEME, FIRST FLOOR LEVEL**

