

2.0 CONCEPT

2.1 INITIAL SKETCHES

Design approach - Sketch 1:

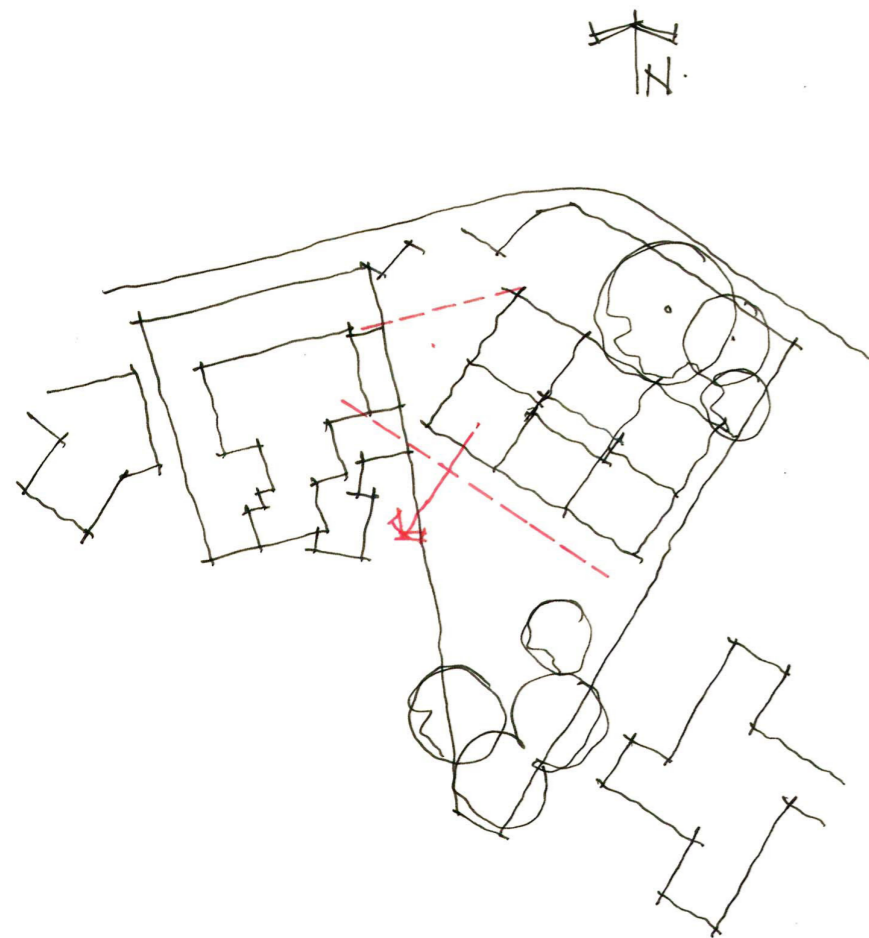
- Placing a rectilinear volume fronting the site and between the critical street-trees
- Locating the rear of the building in-line with the protected 45 degree window aspect line from the rear of BTMs
- Providing a larger footprint than the existing tower, increasing density
- Reducing the height to be more in-keeping with the surrounding context

Design iteration - Sketch 2 & 3:

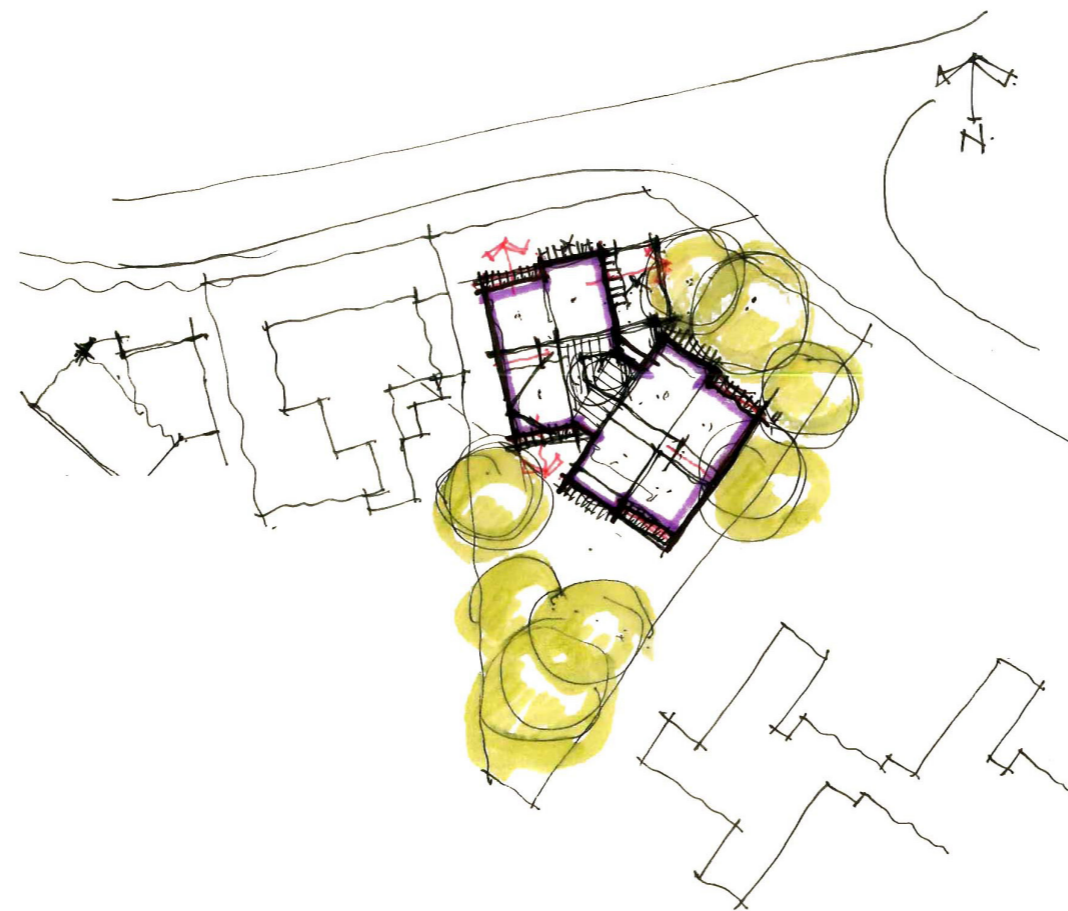
- Close / fill gap between BTMs, completing the street-scene
- Aligning part of the volume to respond to the building line of the BTMs, allowing the building to front both sides to the corner junction
- This re-directs the aspect of the proposed rear windows to avoid overlooking
- Volume is broken into smaller units off a spine circulation corridor
- Terraces/balconies front the units
- Stagger units for additional window aspect and visual interest
- Possibly re-orientate front central unit to strengthen longer Fairfax Road facade shown on Sketch 3

Design issues:

- Near north facing aspect to front central units
- Number of single aspect units
- Too many small units
- Difficult junction between angled blocks
- Possible overlooking from rear balconies
- Possible height issue with respect to overshadowing to neighbours, especially to the north (following BRE guidelines)



Sketch 1 - Initial rectilinear volume.



Sketch 2 - Twisting the block.



Sketch 3 - Staggered / angled units off a spine corridor.

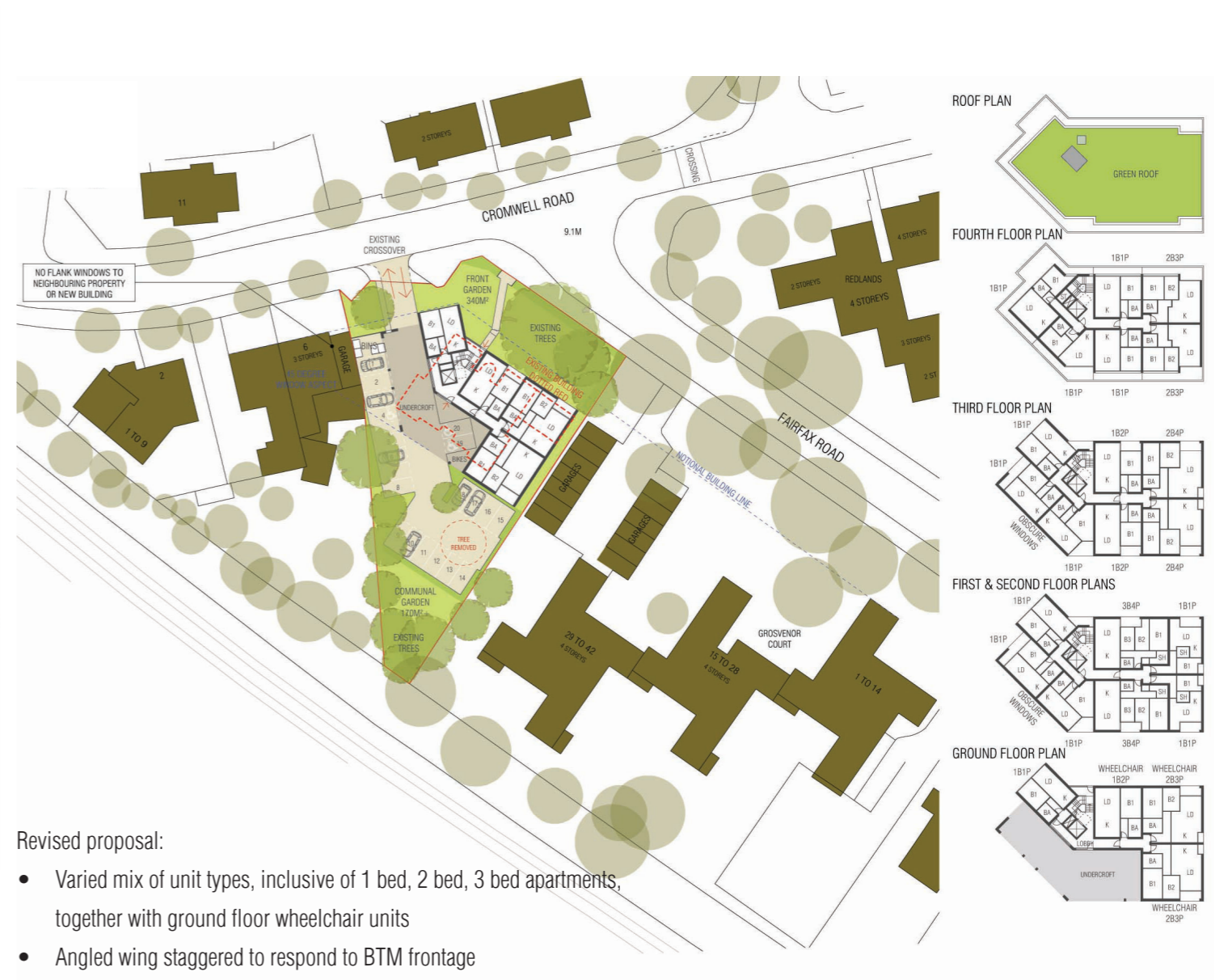
2.2 INITIAL LAYOUT & SKETCH PLANS

Feasibility options exploring the arrangement of floor plans, parking, accommodation schedule, with regards to the evolving design approach and the building volume, together with the relationship with the BTMs and wider street context.



First feasibility option:

- Front street trees retained
- Front parking removed and frontage greened
- Block aligned to building lines and staggered in relation to BTMs
- Larger footprint than existing tower (dotted red)
- Five storey building proposed with green flat roof
- Clusters of 31 modular one-bed apartments



Revised proposal:

- Varied mix of unit types, inclusive of 1 bed, 2 bed, 3 bed apartments, together with ground floor wheelchair units
- Angled wing staggered to respond to BTM frontage
- Rear junction between angled elements resolved with internal apartment layouts, simplifying the volume
- Balconies inset within building volume
- Five Storeys proposed
- 31 Units proposed

2.3 INITIAL MODELLING

Following the initial feasibility assessments, RHP requested that the team review increasing the height of the proposal from five storeys to six storeys, raising the accommodation from 31 units to 34 units.

The concept design was compared to the existing seven-storey tower block, in terms of its massing and its relationship to neighbouring properties. The design explored the main building as being five storeys, with a set-back 6th storey, together with green roof.

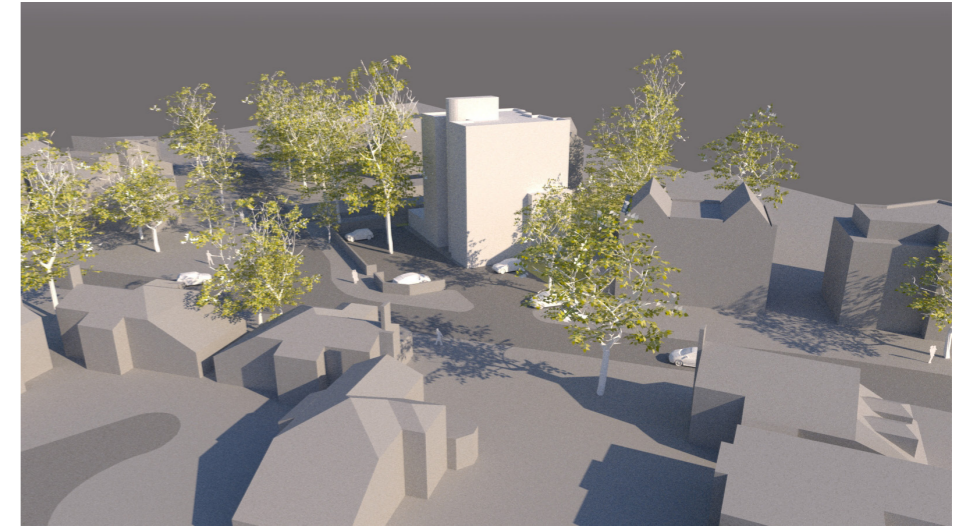
EXISTING SHELDON HOUSE



Aerial view looking south.



Frontage view from the BTMs along Cromwell Road.



View from the junction between Cromwell Road and Fairfax Road.

PROPOSED NEW APARTMENT BLOCK

