

## 2.4 PRECEDENTS

From the outset, the intent was to steer away from the form and character of the tower block, yet increase the density potential of the site. A typology that met the criteria was the 'mansion block', a residential model defined by repeated architectural elements punctuating a simple yet robust form. Common traits include:

- A street elevation featuring separate treatment of ground, central section and roof

- Often imposing single entrance per group of apartments
- Mansard roofs with residential accommodation, often two storeys
- Bay windows and linked sheltered balconies
- Generous floor-to-ceiling heights
- Main living rooms at the front of the block, and dual-aspect apartments with windows at the front, corner and back of the block

- Shared courtyards or surrounding green space, often near large open spaces
- The images below left show a range of historical, existing and local examples of the mansion block typology, whether picking up a number of the features mentioned, or the overall character.

The images below right are contemporary interpretations as perceived by the design team, showing elegant, modern, and dense residential developments.



# 2.5 PRE-APPLICATION - DESIGN

The pre-application design proposes the replacement of the existing seven-storey residential building with a new six-storey apartment block. The tenure to be 100% affordable and with a varied mix of unit types, as follows:

- 8 x 1 Bedroom / 1 Person Apartments @ 40m<sup>2</sup>
- 10 x 1 Bedroom / 2 Person Apartments @ 50m<sup>2</sup>
- 8 x 2 Bedroom / 4 Person Apartments @ 70m<sup>2</sup>
- 4 x 3 Bedroom / 6 Person Apartments @ 105m<sup>2</sup>
- 2 x 1 Bedroom / 2 Person Wheelchair Unit @ 59m<sup>2</sup>
- 2 x 2 Bedroom / 3 Person Wheelchair Unit @ 75m<sup>2</sup>
- Total = 34 units
- 10 x Parking spaces provided (4 x disabled bays)

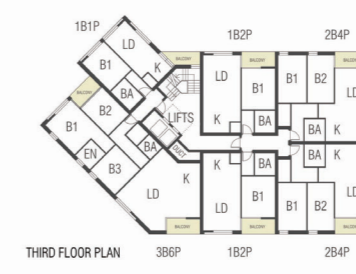
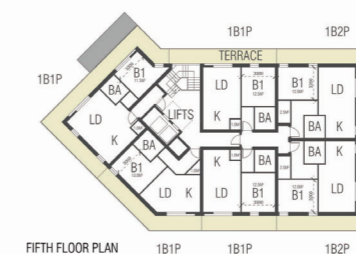
Accommodation meets the London Plan (2021), the Affordable Homes Programme 2021-2026 (2020), and local planning policy Accessible and Inclusive Housing (2021). The scheme provides 12% M4(3) wheelchair user dwellings, with the remainder being M4(2).

Planning response (February 2022) summary:

- Principle of providing affordable housing on this site is very much supported
- London Plan Policies H1 and H2 set the expectation for increasing housing supply and expect a positive approach to small sites with PTALs 3-6 or within 800m distance or town centre boundary. This site would fall within this category meaning that the incremental intensification on this site is supported by policy.
- The proposed building is slightly lower than the existing, but with a wider footprint. The overall height is considered an improvement, however the proposed building is moving closer to the adjoining BTMs. A wider gap is required between the development and the BTMs, a similar scale to that gap found on the other side of the BTMs (4-6 Cromwell Road & 2 Cromwell Road) is suggested.
- The proposal is considered to 'turn the corner' well and adheres to the established building line.
- The use of a mixed stock brick is considered appropriate, and it is agreed with the submitted design not try to replicate the brickwork of the adjoining BTMs,

which should remain separate. The contrasting finish for the top floor/roof and for fenestration also seems acceptable.

- The existing frontage area is surrounded by car parking and there is a good opportunity to provide positive landscape input here. Resin bound gravel surfacing is also welcome if permeable.
- The modification of hard standing to soft ground is welcomed and likely of benefit to T14, T16 and T17. The reverse is true of the ground around T3 which is less favourable and in turn less supported. T9, a mature Sweet chestnut on the adjacent property is very close to the proposed southern corner of the building, a shade arc is important to include within the submission as it currently appears a poor juxtaposition.
- The maximum vehicular parking standard set out in Chapter 10 of the LondonPlan (2021) states for a residential development in an area with a PTAL of 2 is up to 0.75 spaces per one-two-bed dwelling and one space per three-bed dwelling. The applicant would need to provide up to 27 off-street vehicular parking spaces to meet this standard. The applicant has a shortfall of 17 spaces. A vehicular parking stress survey on all streets within 200m walking distance of the site in accordance needs to be completed in-line with the supplementary planning guidance.



**ACCOMMODATION SCHEDULE:**

NEW RESIDENTIAL BUILDING (6 STOREYS):  
 8 x 1B1P STUDIO @ 40M<sup>2</sup>  
 10 x 1B2P APARTMENTS @ 50M<sup>2</sup>  
 8 x 2B4P APARTMENTS @ 70M<sup>2</sup>  
 4 x 3B6P APARTMENTS @ 105M<sup>2</sup>

2 x 1B2P WHEELCHAIR UNIT @ 59M<sup>2</sup>  
 2 x 2B3P WHEELCHAIR UNIT @ 75M<sup>2</sup>

TOTAL: 34 UNITS

8 x STUDIO - 24%  
 12 x 1B - 35%  
 10 x 2B - 29%  
 4 x 3B - 12%

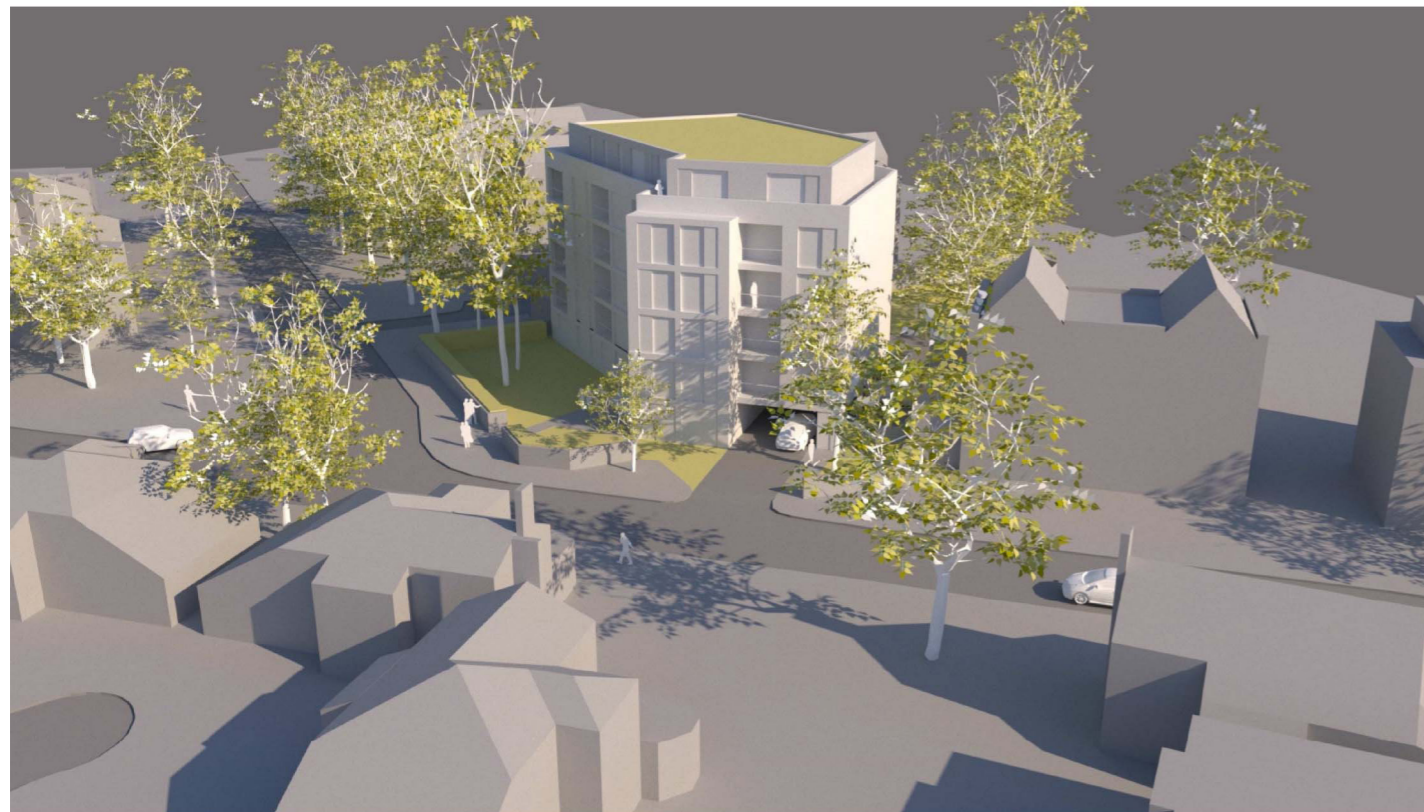
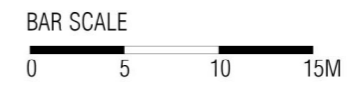
PARKING: 10 SPACES (29% PARKING / STATION 300M AWAY)  
 CHILD YIELD: 21.7 CHILDREN = 217.4M<sup>2</sup>  
 AMENITY PROVIDED: FRONT 330M<sup>2</sup> + 317M<sup>2</sup> = 647M<sup>2</sup> (NOT INCLUDING PRIVATE 1)  
 SITE AREA: 1570M<sup>2</sup> OR 0.157 HECTARES  
 DENSITY: 217 DPH

NOTE: 10% M4(3) WHEELCHAIR UNITS (x4) LOCATED ON GROUND FLOOR  
 REMAINING UNITS M4(2)  
 ALL DESIGNED TO NATIONALLY DESCRIBED SPACE STANDARDS (ND

# 2.6 PRE-APPLICATION - STREET ELEVATION & MODELLING



SKETCH ELEVATION - NORTH FACADE ALONG FAIRFAX ROAD



KETCH MASSING MODEL - VIEW 1



SKETCH MASSING MODEL - VIEW 1

