Site Appraisal

Planning History & Evaluation

There is a refused planning application (Ref. No.: 20/00108/FUL) for the development of the Whitehall Works site. The previous application consisted of 7No. dwellinghouses with associated amenity space and parking following demolition of existing structures and removal of hardstanding. The reasons for the refusal could be summarised as it follows:

- The proposed development would, by reason of its **mass, bulk, scale, layout, substandard private amenity area provision and lack of cycle storage provision,** be likely to result in the overdevelopment of the site leading to a cramped form of development in relation to the surrounding area.

- The proposed development would, by reason of its **close proximity to existing commercial uses and businesses**, be likely to result in a poor residential environment and it is likely that residents would complain about the adjoining commercial uses, which would impact upon the commercial operations of their businesses.

- The proposed development would, by reason of its **close proximity to existing commercial uses and businesses and small garden sizes, be likely to result in unacceptable noise disturbance** for occupiers when using their gardens, particularly during summer months and inadequate private amenity space.

- The proposed development would, by virtue of the intensification of the use of a narrow accessway and, its substandard emerging visibility, result in an **unacceptable and harmful impacts upon pedestrian and highway safety including inadequate refuse collection and servicing**. Furthermore the **lack of covered cycle storage and electric charging points** fail to meet the Council's draft parking standards.

Following these, we have established the following principles, which guided us through the development of our current scheme:

- Reducing the mass, bulk and scale of the scheme, by proposing a total of 6No. dwellinghouses.

- Refining the site layout, resulting in more substandard amenity area provision allocated to each dwellinghouse.

- Introducing secondary private access to individual amenity spaces.

- Refining the site layout so flank elevations are positioned towards the businesses to the south, and road is separating front elevation from the east, ensuring noise disturbance is minimised.

- Introducing acoustic fencing on boundaries with businesses to minimise noise disturbance.

- Introducing design solutions to further improve the acoustics qualities of the dwellings.

- Provide EV charging points as per the council's requirements.

- Refine site access route to provide adequate servicing and refuse collection.

Previous Planning Application Proposed Site Plan

Previous Planning Application Proposed Street Scene

Design

Use

The site currently consists of a number of structures and hard-standing at Whitehall Works. The plot has seen limited maintenance and provides an opportunity for developing the character of the site and the surrounding area.

The site is located within a predominantly residential area, therefore the introduction of a residential use on site would not be inappropriate. Guided by the existing morphology, primarily consisting of terraced houses, the scheme proposes of 2No. terraced houses, accommodating a total of 6No. 3-bedroom dwellings.

Layout

The layout has been carefully considered to reflect both our established principles, but also the constraints present on site. A new road connecting all dwellinghouses, with a total of 15 car parking spaces positioned around it, has been introduced to the east to achieve a bigger separation distance between the new buildings and the established noise constraint. A communal bicycle storage for a total of 12 bicycles (2No. per dwelling) and an intermediate refuse storage have also been introduced.

The dwellings have been positioned to the west within the site, ensuring the front elevations are achieving satisfactory distance from the properties on the east and flank elevations are facing the scrap depots on the south. Furthermore, to achieve privacy between the existing and new residents, the rear private amenity spaces of the newly proposed units have been positioned to face the already existing ones to the west. The strategic positioning ensures that privacy is achieved forx all users, while in the same time limiting the potential risk of acoustic issues.

The 6No. dwellinghouses have been divided into two pairs of terraced houses, with a total footprint of 386sqm. Similar in depth rear gardens have been allocated to each individual unit, achieving the amenity provision depths and areas provided in the adjacent strip of terraced houses. The individual gardens can be accessed through both through the dwellings and external footpaths.

The site orientation allows for south-west facing amenity spaces to benefit from the natural sunlight. Furthermore, sensitively designed plans ensure heat and solar gain to spaces that require such, ensuring spaces occupied during the day benefit of the sunlight. In addition, PV panels have been adopted to further take advantage of the opportunity.

Glazing and openings have been oriented in a way that limits overlooking to and from neighbouring properties, as well as to mitigate the acoustic concerns. No openings have been considered on the flank elevations, ensuring privacy and noise concerns have been omitted.

Landscape

As the site currently consists of hardstanding, the introduction of new soft landscape will break up the industrial character of the site and the surroundings. The introduction of native species of trees and low-level planting will improve the visual qualities of the site, while also providing an additional layer of acoustic protection. Each dwelling will benefit from a private rear garden, which consists of a mixture of hardstanding and soft landscape, as well as native species trees and low-level planting.

Proposed Site Plan

Design

Amount

A total of 6No. 3-bedroom dwellings are proposed, with GIAs summarised as it follows:

Unit 1 - 119.7sqm

Unit 2 - 125.6sqm

Unit 3 - 119.7sqm

Unit 4 - 117.9sqm

Unit 5 - 127.4sqm

Unit 6 - 117.9sqm

The areas have been distributed over two and a half storeys.

The houses are of appropriate massing, similar in nature to the houses in adjacency. The set back landscaping allows for the utilization of the loft space of each dwelling into a master bedroom without disturbing the established across Whitehall Lanes streetscape.

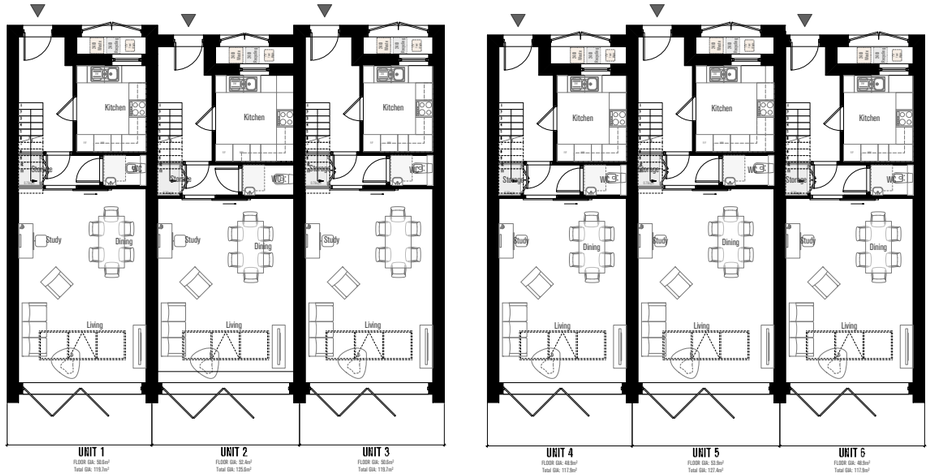
Scale

The local area is diverse, therefore no building typology can be identified. The two storeys terraced houses to the south share similar characteristics - gabled roofs and ground and first storey extensions are predominant.

All industrial developments to the east and south are also characterised by gabled end roofs and similar in terms of height to the strip of terraced houses.

The proposal adopts gabled ends roof - a predominant roof type within the area. At ground floor level, the proposal extends similarly in depth to the ground floor extensions of the terraced houses. The developments sits in a way to mitigate overbearing over already existing properties.

In order to ensure privacy, 1.8m high close boarded fence surrounds the north and west boundary lines. On the east and south boundaries, where noise is a major concern, the boundary adopts 3.0m high acoustic fencing, ensuring both privacy and noise mitigation have been achieved.



Proposed Ground Floor Plans

Proposed First Floor Plans

Proposed Second Floor Plans

Design

Appearance

While developing the elevations, inspiration has been sought from the shapes and forms of the adjacent developments. The developments in adjacency have specific features which we took and interpreted, in order to come up with a design which embraces traditional architectural style and provides a contemporary read of it.

The elevations incorporate gabled end roofs and dormer windows. The large protruding dormers at the front elevations are designed to honour the first floor extensions at the rear elevations of the already existing terraced houses to the west, while in the same time creating a playful pattern across the elevations of the newly proposed dwellings. The smaller dormers have been inspired by the roof shapes of the block of flats in adjacency to the site's entrance, honouring them while providing a more contemporary finish.

Aluminium framed openings have been specially designed to mitigate the incoming noise, while following the established across all elevations patterns. The introduction of acoustic panelling further emphasises on the sought modern contemporary look, combining practicality with aesthetics.

The material palette has been kept simple, yet visually pleasing. The combination of beige multi-brick and white render create a contrasting, yet complementing palette. The introduction of grey colour across door and window frames, and overhangs further benefits the contemporary style. Slate tiles have been proposed for the roof, creating effective, yet minimalistic material palette. To further complement the development, green roof has been implemented at the rear flat ground storey extension of each dwellinghouse.

The proposal is designed not to be disruptive to the fabric of the existing townscape. It seeks to complement the area by proposing a simple, yet sensitive solution that feels simultaneously new and respecting traditional. In the selection of materials, forms and detailing, the proposal ensures that the future scheme would speak an architectural language complimentary to the character of the area.

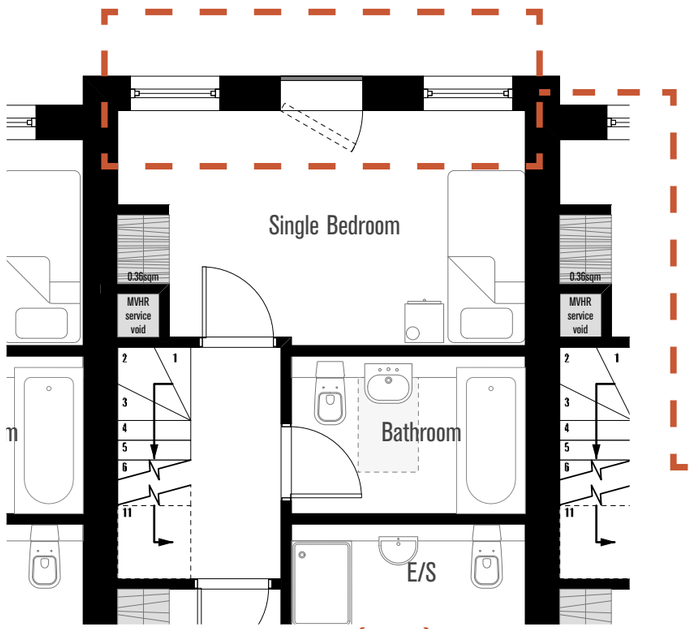
Acoustics

Special emphasis has been put into mitigating the noise from the adjacent properties. When designing the landscape and the dwellings, attention has been brought to finding adequate solutions, providing pleasant living environment without compromising the residents' comfort.

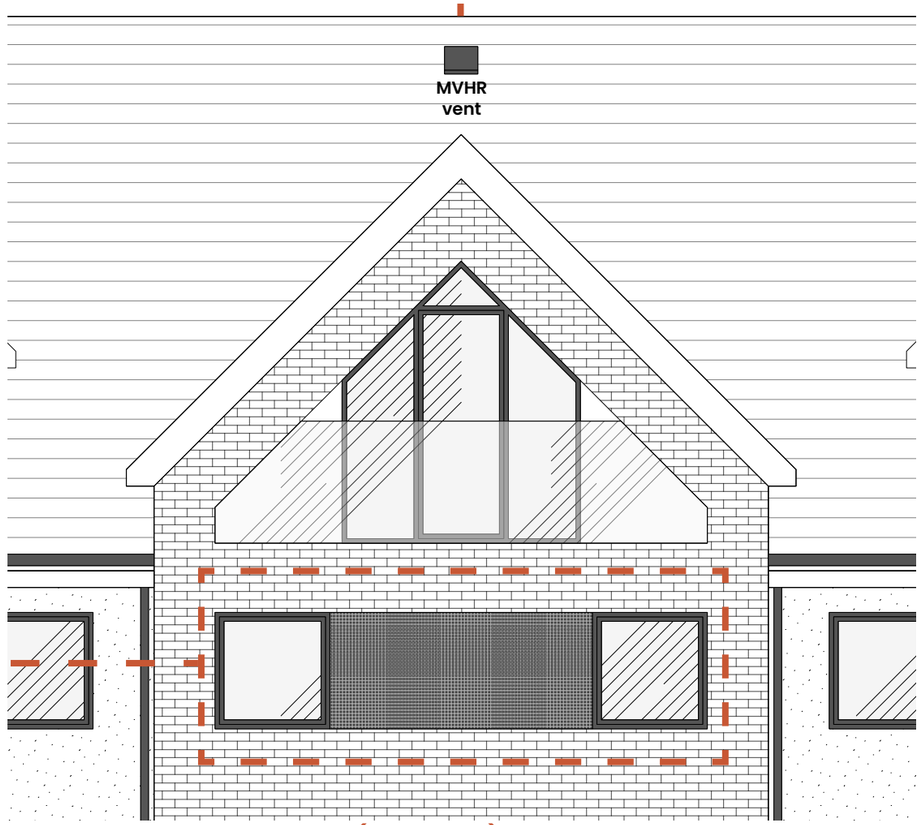
Introduction of 3m acoustic fence across east and south boundaries ensures all amenity spaces are not significantly impacted by the incoming noise.

Glazed openings to bedrooms have been specified as fixed lights, while specially designed acoustic panels are covering openable wall fragments, ensuring fresh air can still enter. In order to minimise the need for opening windows, thus allowing for some noise to pass, the introduction of MVHR system ensures fresh and clean air is accessing every room of each dwelling, while also making the dwellings more energy efficient.

Proposed Street Scene



Proposed Acoustic Panels (Plan)



Proposed Acoustic Panels (Elevation)

Design

Sustainability

The proposal has taken into consideration the integration of environmental and sustainability strategies to meet contemporary building standards. The approach proposed is a fabric-first solution. The better insulation and improved air permeability ratings of the buildings ensure the building is meeting and improving on Part L1 2021 of the Building Regulations. High quality workmanship and the utilisation of Building Regulations Approved Details will reduce thermal loss and therefore the need of heating.

The dwellings' orientation provides an opportunity for integration of PV panels on the roofs. A seamless integration is achieved through the installation of the panels while constructing the roof, rather installing them at a later construction stage.

Furthermore, the south-east orientation of the dwellings provides an opportunity for a strategic positioning of spaces – from ones requiring more heat throughout the day on the south and east to those that do not require that much or produce their own (e.g. kitchen) on the north and west. In this way, the building's internal layout is benefiting from the southern and eastern solar gain, reducing the energy consumption and the related CO2 emissions.

In addition, the implementation of MVHR system will further improve the dwellings' energy performance while in the same time reducing the site's noise constraints.

Further to the above, as demonstrated in section 'Site analysis', the location benefits from public transport connections which reduce the need for the use of a private motor car. A varied choice of amenities is also available within walking distance. The development also provides sufficient cycle parking, in the form of a shed, to encourage the use of environmentally friendly alternatives to the car.

In order to promote more sustainable transportation, electric vehicle charging points have been allocated between each two parking spaces, with an opportunity for future expansion if needed.

The combination of the above would ensure that the dwellings would be both prepared for and mitigate the effects of climate change and could thus be considered a form of sustainable development in compliance with NPPF policies.

Summary

As demonstrated, the design proposal has taken all considerations to ensure that it comprises a development that preserves and enhances the existing area. The scheme addresses the site constraints by following the guiding principles set out in section 'Site appraisal':

- The development aims to be of an appropriate mass, bulk, scale and layout for the area. Sections 'Layout', 'Amount' and 'Scale' address how the scheme sits within the surrounding context. The adequate private amenity area and cycle storage have been addressed in sections 'Layout' and 'Landscape'.

- The development has taken into considerations the concerns regarding the close proximity to existing uses and business, and has addressed that by providing a number of approaches to mitigate the potential constraints. Sections 'Scale', 'Appearance' and 'Acoustics' address the solutions proposed.

- The development proposes generous amenity spaces for each dwelling, in line with those in adjacency, and proposes the use of 3m acoustic fencing across boundaries, neighbouring with businesses which might result in noise disturbance. This has been addressed in sections 'Layout', 'Landscape' and 'Acoustics'

- The scheme proposes shared cycle storage, in the form of an enclosed outbuilding. Furthermore, electric charging points have been provided to each two parking spaces, with the opportunity for future expansion if needed. Sections ' Layout' and 'Sustainability' address these concerns.

All reasons for the refusal of the initial scheme have been addressed in order to create a scheme that is sustainable and appropriate for its context. The design proposal aims to be a positive contribution to the local area.

Proposed Rear Elevations

Access

Vehicular and Pedestrian Access

At present, the site is accessed to an already existing road on the north-west. A new road, which connects to the existing one, has been proposed to serve the site and the dwellings.

The existing road will continue to be the main access point to the site, providing enough width for pedestrians and vehicles to make use of it.

Parking

A total of 15 parking spaces have been suggested. Each parking space has dimensions of 2.5x5.5m as per the local requirements, and a total of 3No. disabled spaces with allocated footpath have been proposed. Furthermore, an electric charging point will serve every two parking spaces, with the opportunity for expansion in the future. Two parking spaces have been allocated to each dwelling.

There is no significant threat to visibility on site, as well as to all adjacent developments, as no new connections to the existing Whitehall Lanes have been proposed.

Cycling

In order to encourage sustainable methods of transport, appropriate storage has been provided in the form of a shared storage, accommodating a total of 12No. bicycles.

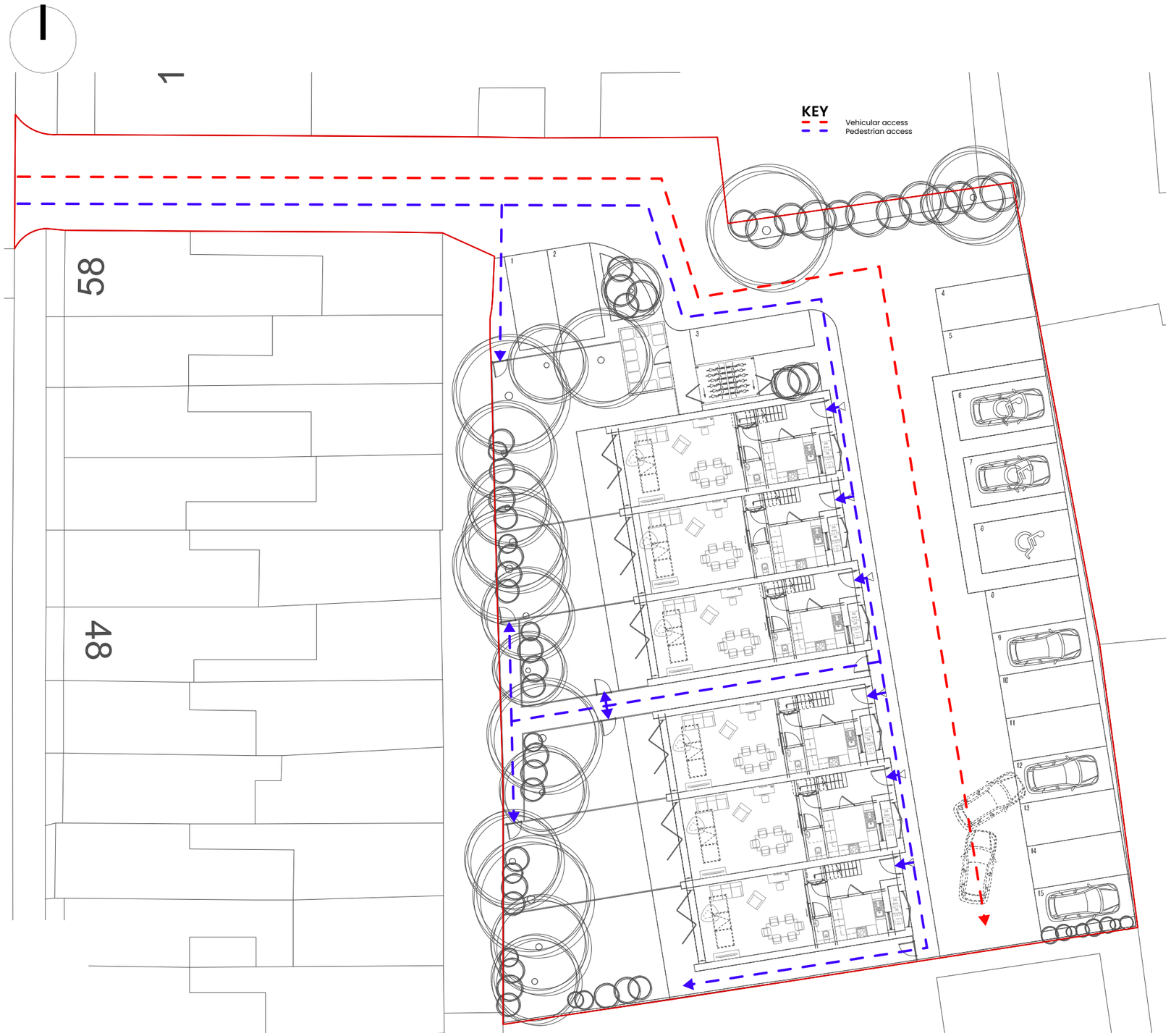
Refuse

Allocated bin storage has been incorporated within the design scheme, so that each dwelling has its individual refuse enclosure. Provision has been made for 240l general refuse bin, 240l mixed recycling bin and 23 food waste caddie, with sufficient space for additional bins if needed.

Bin stores have been positioned to the front and it is proposed that the residents wheel their bins out to the refuse storage in accordance to the bin collection schedule.

Inclusive Access

The proposal has been designed to meet criteria set out in Approved Document M. In order to comply with current Building Regulations, both main entrances will provide a level threshold. Visitor WC accommodation is included on the principle level of each unit, too.



Proposed Access Routes

Conclusion

The application as now submitted is in line with planning policies and officers comments. As such we respectfully ask for the support of the local authority in the determination of this re-submission. We believe the development is sensitive to its surrounding context and will be considered a positive contribution to its locality.

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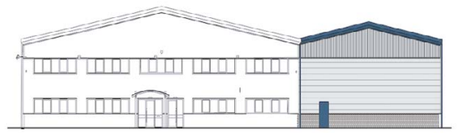

Frozen, Leeds

Planning Approved 2023

Approval granted for 8500sqft extension to industrial unit in Leeds.

Stratford Office Village, Stratford

Completed 2022

£10 million project to convert an office complex into 158 high-end apartments and communal space.

Melville Avenue, Croydon

Completed 2019

A modern interpretation of the large, traditional and residential property.

Totteridge Common, North London

Completed 2020

A beautiful, high-end home space suites, with a cinema, gym, swimming pool.

Little Ivelle Farm, Surrey

Completed 2016

Conversion of two dilapidated cow barns space into a family home.

Vere Street, Oxford Street

Completed 2012

The conversion of a Grade II listed property to create 29 apartments and office space.

Hopewood, Dorking

Completed 2022

Redevelopment of the former Kuoni office building space set in beautiful, Grade II listed grounds into 78 apartments.

Hedgehog Gate, Redhill

Completed 2013

A single family dwelling featured in Build It and Real Homes magazines and televised on building the dream.

Chalfont Park, Buckinghamshire

Completed 2021

The conversion of a 3.5 storey office building into 49 apartments.

Knights Yard, Reigate

Completed 2018

Redevelopment of the 19th century Knights Department Store in Reigate.

Rose Farm, Longwick

Planning Granted 2021

Master plan for a site covering 3 hectares. The scheme includes 58 houses and 7 apartments.

Gainsborough Studios, Hackney

Planning Approved 2021

Removal of existing combustible material and upgrade with non-combustible high quality replacement.