

3 DESIGN DEVELOPMENT SUMMARY

3.1 PRE-APPLICATION MEETING no.1 - 29.01.20

The scheme presented at the initial pre-application meeting was a development of that originally proposed in the bid submission to SGN the previous year. The key components of this scheme were:

- A wide site entrance on Yarnton Way framed by two buildings, the taller of which - to the east, acting as a 'marker' for the site.
- The site entrance leads to the central Boulevard which provides a formal route through the site. Linear landscaping elements, including tree lines and a water feature are utilised to draw pedestrians through the central spine route, via the Piazza and on to the green corridor.
- At the south-west corner of the linear park, the tallest building proposed at 15 storeys, provides a way-finding element and a focal point for the view south along the Boulevard from Yarnton Way.

At this stage a mixed-use residential development was proposed comprising 561 dwellings in the form of 1, 2 & 3 bedroom flats and 3 & 4 bedroom maisonettes and houses, alongside 1360sqm of non-residential space, primarily proposed for commercial use.

SUMMARY OF L.B BEXLEY FEEDBACK ON PRE-APPLICATION no.1

- The redevelopment of the site should be more residential in-nature consisting of a new "residential quarter" rather than comprising significant quantum's of commercial development.
- Due to the sites location outside of the boundary of Belvedere District Centre the large quantum of commercial uses was deemed inappropriate. Consequently, the central boulevard is unlikely to work without a strong commercial/retail offer
- Concerns regarding the initial approach to height and suggested that there are a number of efficiencies which can be achieved in designing a wholly lower rise residential scheme. Tall buildings would require robust justification
- Layout - Minimise single aspect units, especially facing the adjoining industrial land.
- Provide design and technical narrative in relation to the various entry points into the site. Maida Road and Sutherland Road should comprise pedestrian and cyclists only.
- Further information to be provided on the site constraints; biodiversity, culvert, ditches and dykes needed for retention, underground services that will affect development, land safeguarded for DLR and Crossrail.



AERIAL VIEW FROM THE SOUTH-EAST



LOOKING NORTH ALONG THE LINEAR PARK



LOOKING TOWARDS THE SITE FROM THE NORTH-EAST ALONG YARNTON WAY

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3.2 PRE-APPLICATION MEETING no.2 - 22.07.21

PRE-APPLICATION No. 2 - SCHEME OVERVIEW

- Street based masterplan following the neighbouring residential grid, extending local permeability for pedestrians and cyclists.
- Low-rise efficient blocks in response to officers comments at the first pre-app meeting.
- 563 homes with a mix of 1bed (40%), 2bed (50%) and 3bed (10%) apartments.
- Entirely flatted scheme with 'ground floor' homes situated on a raised plinth to address flood issues.
- Reduced non-residential offer of circa 1200sqm on the ground floor, including a residents gym and workspace.
- On site parking of circa 0.5 per dwelling.
- Redirected existing water course will incorporate an on-site water feature within the central park to facilitate biodiversity and enliven the public realm

SUMMARY OF L.B BEXLEY FEEDBACK ON PRE-APP No.2 - 26.07.21

- Explore alternative options to achieve the required housing mix, reducing number of 1 bed homes.
- Spatial hierarchy should extend the existing grids and reflect the spatial qualities of adjacent streets, including options for the BRT route
- Boundary treatments should address specific constraints and opportunities in terms of building scale, street types, frontage continuity, green infrastructure etc.
- Explore alternative strategies for flood risk mitigation that avoid elevated podiums to improve safety, activity, and accessibility.
- The scheme should be informed by the wider context and justified through these connections.
- Public realm strategy must address green and blue infrastructure, ground floor uses and overall street typologies.
- Concerns over impact of the noise. Explore alternative layouts that avoid the use of single aspect units, in relation to the boundary conditions and overheating.
- Reduce the number of units per core - nine in one case.
- Vary heights to create a more varied streetscape and provide detail on the proposed architectural expression.
- What are the proposed uses for the commercial spaces.



AERIAL VIEW FROM THE SOUTH-EAST



LOOKING NORTH ALONG THE CENTRAL ROUTE FROM THE MAIDA ROAD JUNCTION



2. LOOKING SOUTH ALONG THE CENTRAL ROUTE

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3.3 GLA PRESENTATION - 30.11.21

Following pre-application No.2 the scheme was comprehensively redesigned and presented to L.B Bexley at a workshop on 20th October 2021. A progression of this scheme was then presented to the GLA in November. This scheme is illustrated here with the key components being:

- Lower rise, efficient blocks following a Street based masterplan derived from the neighbouring residential grid
- Podiums previously proposed have been removed following further flood analysis with living accommodation introduced at ground floor.
- Introduction of new residential duplex typology with street-facing front doors activating building frontages.
- Linear 'deck-access' blocks introduced along the western edge of the development create a visual and acoustic buffer to the adjacent industrial land.
- 563 dwellings with 308 dual aspect units, representing 54% of the scheme total with no core serving more than 8 dwellings.
- Commercial space removed with the only non-residential offer being a residents' gym of 113sqm located adjacent to the main site entrance on Yarnton Way
- On site parking of circa 0.5 per dwelling
- Local permeability for pedestrians and cyclists via both Sutherland and Maida roads

SUMMARY OF GLA FEEDBACK

- Residential development contrary to Policy E5 which is protective of SIL designation. At this stage, the allocation for a residential use at the site is premature.
- Concern over the distribution of open space and amenity – all focused on the western side. Demonstrate character and hierarchy of open space across the site.
- Agent of change principle needs to be applied and concern over rear gardens of the barrier block.
- Officers consider the layout to be car dominated. Preference for vehicular access from the site onto Sutherland and Maida Road.
- Enhance dual aspect units
- Vary heights to create a more varied streetscape and provide detail on the proposed architectural expression.
- What are the proposed uses for the commercial spaces?



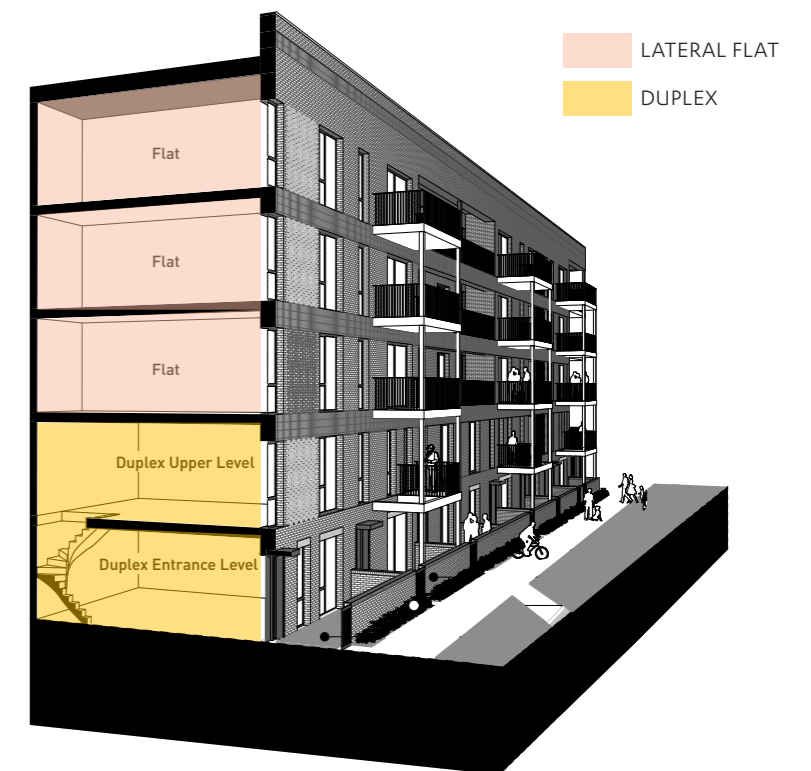
1. GROUND FLOOR PLAN



2. FACADE DETAIL



3. AERIAL VIEW FROM THE SOUTH-EAST



4. SECTION THROUGH TYPICAL BLOCK INDICATING DUPLEX ARRANGEMENT

3 DESIGN DEVELOPMENT SUMMARY

3.4 PRE-APPLICATION MEETING no.3 - 23.02.22

The scheme presented at pre-application no. 3 is illustrated to the right. This iteration was a developed version of the scheme presented to the GLA, with architectural details and landscaping fleshed out in response to L.B Bexley's design comments received on 29.12.21, which covered both the workshop of 20.10.21 and the GLA meeting which L.B Bexley officers also attended. These comments are set out below. No direct feedback was received in response to the pre-application no. 3 scheme as the scheme was scheduled to be considered by Design South-East the following month.

SUMMARY OF L.B BEXLEY FEEDBACK - 29.12.21

- Scheme needs to be landscaped-led.
- An overarching Open Space Strategy should be submitted as part of any planning application to ensure amenity spaces are not made up of small, leftover spaces.
- Consider how the street arrangement can become less car dominated (parking in podiums for courtyard blocks suggested).
- Internal roads need to be re-considered to minimise large vehicles turning within the site. Dead-end streets not acceptable.
- Need to demonstrate issues of building over 5 storeys.
- The GLA's approach to the release of SIL needs to be further understood.
- Arrangements of buildings in the north-western corner is a concern – a wider connection study should offer guidance on how this corner should be addressed – and consider relocating telecommunications to roof.
- The scheme appearance highlights the uniformity of the proposal. Further examples needed on the drivers behind the schemes approach to architectural expression, including local character.
- Officers stated that a large amount of non-residential ground floor space is allocated to cycle parking.
- Officers also stated that they would like to see gaps in the central blocks at upper levels.
- Officers recommend that cantilevered balconies reserved for use within private courtyards while balconies on street should be recessed into the building.



1. AERIAL VIEW FROM THE SOUTH-EAST



2. VIEW LOOKING SOUTH FROM YARNTON WAY



3. LOOKING WEST FROM SUTHERLAND ROAD

3 DESIGN DEVELOPMENT SUMMARY

3.5 DESIGN REVIEW PANEL AND SUBSEQUENT OPTION ANALYSIS

The scheme presented to the Design South-East review panel on 17.03.22 was broadly the same as that presented to L.B Bexley the previous month. The panel's key recommendations are set out below with further commentary from The Head of Strategic Planning received the following month.

DESIGN SOUTH-EAST KEY RECOMMENDATIONS - 31.03.22

- Reconfigure the site layout, exploring the reorientation of the proposed buildings so that they relate more successfully to adjacent streets, enmeshing and embedding the proposal within its context.
- Review the green space provision and make the spaces more generous.
- Describe the future community that will live here, set out desire lines, work patterns and daily activities.
- Describe the existing community in which the proposal sits and set out how the scheme will enhance their lives.
- Reconsider the self-imposed constraint of limiting height to five-storeys, exploring how height can maximise views and free-up ground floor space to enable the development of a genuinely landscape-led scheme.

- Revisit the environmental sustainability strategy so that this becomes a key driver for design development and decisions.
- Explain how the limited parking provision will be managed, enforced, and supported.

SUMMARY OF FEEDBACK FROM HEAD OF PLANNING - 08.04.22

- Principle of housing supported.
- Concerns on uniform approach to building heights and lack of open space.
- Concerns on quality of accommodation and % of dual aspect units.
- Affordable housing provision needs to be increased.
- Car parking needs to be increased and removed from street based approach to podium parking.
- Increase separation from railway line and Yarnton Way.
- Review housing mix to provide more family accommodation.
- Need to break down barrier block on western edge of the site.
- More thought needed on landscaping strategy and water course integration.

Further to these comments the design team returned to first principles, reconsidering layout, massing and the potential for height in a series of iterative options that were discussed informally with L.B Bexley at meetings on 06.07.22, 27.07.22 & 04.08.22. Examples of these options are shown below:



1. 617 DWELLING OPTION WITH INCREASED HEIGHT IN KEY LOCATIONS



2. 475 DWELLINGS - AS PRESENTED AT MEETING ON 06.07.22

- CENTRAL BUILDING ON EASTERN BOUNDARY REMOVED TO CREATE LARGE PARK
- SERIES OF SMALLER PARKS INTRODUCED ALONG WESTERN BOUNDARY



3. 475 DWELLINGS - ONE OF SEVERAL OPTIONS PRESENTED AT MEETING ON 27.07.22

- ROAD ALIGNMENT RECONFIGURED AS EXTENSION OF SUTHERLAND ROAD
- FOUR STOREY, DECK-ACCESS BUILDINGS ON EASTERN BOUNDARY



4. 475 DWELLINGS - ONE OF SEVERAL OPTIONS PRESENTED AT MEETING ON 04.08.22

- BLOCK C IN NORTH-EAST CORNER RECONFIGURED
- LINEAR E BLOCKS INTRODUCED IN SOUTHERN PART OF THE SITE.

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3.6 PRE-APPLICATION MEETING no.4 - 13.09.22

MAIN COMPONENTS OF PRE-APPLICATION 4 SCHEME

1. Proposal for 495 homes
2. Height, massing and layout adjusted to increase public realm
3. Key desire lines evident within the road and foot way layout, linking key destinations in the surrounding and wider context. Swales introduced to reinforce this reading
4. Landscape led proposal with the inclusion of measures to improve biodiversity.
5. Building layout can accommodate the BRT layout
6. Non-residential space has been developed and its location reconsidered in relation to the site entrance and Yarnton Way

SUMMARY OF L.B BEXLEY FEEDBACK - 14.10.22

Officers noted the scheme has significantly improved from a placemaking perspective through this design development, however commented as follows:

- Block structure along the southern and western boundaries to be adjusted to respond to boundary conditions.
- Clarify how ground floor heights will comply with the Environment Agency's requirements, whilst meeting Part M Building Regs.
- How will roof profiles, setbacks and elevation design create a sense of varying scale and the architectural expression
- Entrance study required, differentiating between communal and private front doors, parking access, bike parking access and refuse storage showing how the entrances animate corners/key views/quiet streets etc. Block E frontage requires further development.
- Courtyards: Clarify access route for refuse vehicles between E Blocks
- Demonstrate that Biodiversity Net Gain (BNG) will be achievable against the pre-clearance baseline.
- Clarification on the retained ditches and their riparian habitat which have the potential to support wildlife. Development adjacent to the railway line on this site should reinforce the function of the wildlife corridor.
- Sustainable design principles should drive design decisions. Demonstrate compliance with the London Plan in following the energy hierarchy.



1. MASTERPLAN PRESENTED AT PRE-APPLICATION MEETING No. 4

- Clarify delivery and servicing routes including refuse strategy.
- Clarify nature of Maida Road and Sutherland Road junctions and pedestrian and cycle routes to Yarnton Way.
- The status of the internal road network should be specified i.e. private or adopted roads?
- Redesign western, north-south road for cycles rather than cars.
- Demonstrate the rationale for the placement of different tenures within the scheme
- Maximise the provision of larger family homes to create a more mixed community and reduce number of single aspect dwellings



2. AERIAL VIEW FROM THE EAST



3. AERIAL VIEW FROM THE NORTH-EAST SHOWING THE PARK SPACES



4. STREET VIEW LOOKING NORTH ACROSS THE PARK SPACE

3 DESIGN DEVELOPMENT SUMMARY

3.7 INTERIM MEETING WITH L.B BEXLEY - 03.02.23

Design work was paused following pre-application meeting no.4 whilst a detailed viability assessment of the scheme was undertaken. This had been prompted by a number of factors:

- Comments raised at previous meetings with Bexley identifying the desire to see greater variety in massing and roofscape.
- A change in the local housing market in which value shifted from flats to houses making the lesser construction costs of traditional housing more favourable
- An acceptance that whilst higher density schemes could deliver more housing, satisfying other criteria: parking, amenity etc. became increasingly difficult and that any scheme of 400+ homes would struggle to address key issues within L.B Bexley policy.

Following this, the scheme was reconsidered with a view to comprehensively reworking the central section of the site, removing the central courtyard building (Block D) and introducing more individual townhouses. A subsequent iteration of the scheme was presented to L.B Bexley at an interim meeting on 03.02.22, as indicated on this page with the changes incorporated being:

1. Western 'A' blocks removed in lieu of terraced housing
2. Block B reconfigured to address new road alignment
3. Block C reconfigured as two distinct blocks - one flatted, one primarily terraced housing
4. Eastern park enhanced with element north of block D removed
5. Central section changed from courtyard flat block to primarily terraced housing
6. Block F reconfigured as a compact flatted block

MAIN IMPROVEMENTS OF THE INTERIM SCHEME PROPOSAL

- Dwelling numbers reduced to 385 homes
- Family housing increased from 18% to 30%
- Dual aspect increased. 64.5% of dwellings now have dual or triple aspect.
- Building footprint reduced with resultant increase in on-site amenity.
- Parking compliant with 0.4 spaces/dwelling target.



1. INTERIM SCHEME MASTERPLAN



2. AERIAL VIEW FROM THE SOUTH-EAST



3. LOOKING NORTH ACROSS THE PARK



4. LOOKING EAST FROM SUTHERLANS ROAD

3 DESIGN DEVELOPMENT SUMMARY

3.8 PRE-APPLICATION MEETING no.5 - 13.09.22

In the months following the interim meeting with Bexley at which the revised scheme was initially presented, the design was refined to resolve and incorporate technical aspects such as parking, access, amenity & landscape. A comprehensive series of scheme views were developed which lead to further minor layout changes aimed at promoting legibility and improving the visual dialogue between the development and adjacent streets to the east. Elevations were further developed and material treatments explored - again using the street views to test different options. The revised scheme was presented to L.B Bexley on 13.09.22 along with a detailed analysis of how landscape and built form worked together.

The key changes within this scheme are identified below:

1. Building A1 (four-storey flat block) moved west to create a...
2. clear vista through the site from Yarnton Way
3. Building D (three-storey terraced housing) moved east to reinforce moves above, resulting in a more legible edge to park.
4. Additional Building A1 typology introduced on western edge to break up long runs of terraces.
5. Building F rotated to improve relationship with the adjacent E building
6. Parking reconsidered to move spaces off-plot, in order to facilitate potential future move away from car ownership
7. Parking court introduced in line with '6' above
8. Short terrace of townhouses introduced to perimeter of central housing arrangement, providing over-looking to the extension of Maida Road.
9. E Buildings mirrored to improve access and servicing arrangement



1., EXAMPLE OF STREET VIEW USED TO TEST LAYOUT, MASSING & MATERIALITY



2. MASTERPLAN LAYOUT AT PRE-APPLICATION MEETING no. 5

3 DESIGN DEVELOPMENT SUMMARY

3.9 STATUTORY & PUBLIC CONSULTATION

L.B BEXLEY AND OTHER STATUTORY AUTHORITIES

The proposals have been discussed at numerous meetings over the course of the last four years. In addition to detailed discussions with L.B Bexley’s Planning team, the scheme has also been presented to The GLA and L.B Bexley’s selected design review panel, Design:South-East. At a political level, various iterations of the scheme have been presented to the Leader of the Council and various local Councillors. A timeline setting out the key milestones of this engagement process is included below.

PUBLIC CONSULTATION

The proposals have been the subject of two public consultation events. The first, in Jan/Feb 2022 presented the proposals via a website through which comments could be submitted. The second event in June 2023 involved two on-line presentations in which queries were answered ‘live’ by members of the design team. Broadly similar comments were raised at both consultation events.

KEY THEMES RAISED AT THE 2023 CONSULTATION EVENT

Access through Sutherland Road

- Preference for a gated access or no access to Sutherland Road to minimise impacts on a “close knit community”
- Concern that a quiet road will become a rat-run for bikes and motor bikes and become a pedestrian cut-through to the station.

Access through Maida Road

- Maida Road should not be a through-road. Public alley-ways can be used to create routes to the station.
- Maida Road is too narrow and not suitable for a bus route.

Construction issues

- Construction vehicles causing vibrations and damaging homes.
- Who will monitor the vibrations when the works start and how often?
- Will residents have a named point of contact?
- Assurance that Yarnton Way will be used during all works?
- SGN used Sutherland Road to demolish first gas-holder.
- How long will construction works take and what are proposed working hours?
- When will the second gas holder be removed?
- How will issues of noise and dust be mitigated?

Privacy

- Privacy in gardens with “tower blocks” creating over-looking
- Impact of 5 storey development (Block C) on adjacent 3 storey Waterfield Close

Impact on local utilities

- Will water supply or pressure be affected?
- Will telecoms be affected - loss of mobile phone signal, TV signal or Wifi quality?
- Will electricity supply be affected

Parking

- How will existing residents parking spaces be protected?

Local services

- Can Crossrail/Elizabeth Line extended from Abbey Wood to Belvedere to handle the extra capacity needed?
- Will the plans include a pedestrian bridge across the railway?
- With limited parking, has discussion with South-Eastern railway been had regarding increased capacity?
- What other shops are proposed in addition to the gym.
- Will the plans include a playground/recreational place?
- Community impacts on GPs, dental surgeries etc.

DESIGN TEAM RESPONSE TO KEY POINTS

Access:

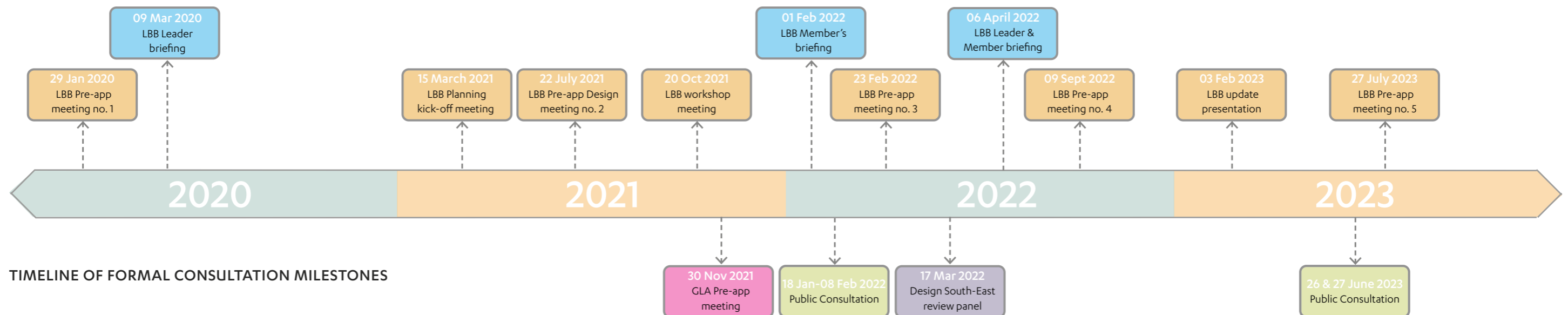
- It is L.B Bexley’s aspiration to open up Sutherland and Maida Road for pedestrian access. We have resisted the GLA’s suggestion of vehicular access at these points.

Height:

- has been carefully considered with lower rise three storey housing located adjacent to the sensitive site boundaries and taller buildings located in the less sensitive areas of the site.

Technical aspect: Construction, utilities, services etc

- Will be addressed at the appropriate time following planning approval.



TIMELINE OF FORMAL CONSULTATION MILESTONES