

SECTION 5
PRE-PLANNING DESIGN & FEEDBACK (1st PROPOSAL)

05.07.2018 1st Pre-Planning Proposal - Massing

Proposal

On the 5th of July 2018 we submitted a pre-planning application for the reconfiguration and extension of The Goat Pub and for a 4-storey residential scheme comprising 20 units.



05.07.2018 Proposal - Model photo



05.07.2018 Proposal - Model photo - View from South-East

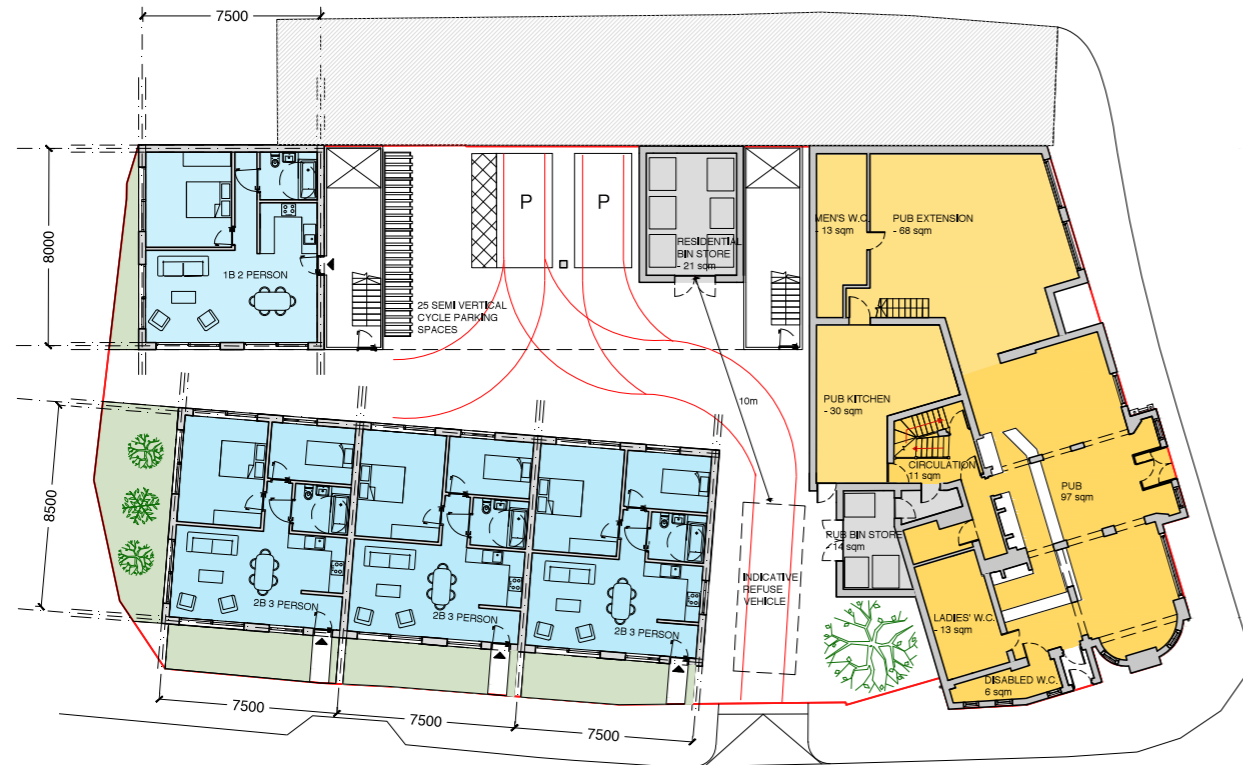
05.07.2018 1st Pre-Planning Proposal - Site Plan

Proposal Key

- A - Parking Space (Car Club)
- B - Blue Badge Car Parking Space
- C - Cycle Parking
- D - Residential Bin Store

- F - Private Amenity Space
- G - Private Gardens





Ground Floor



First Floor



Second Floor



Third Floor

We had an on site pre-planning meeting with Mr Joseph Aggar on the 25th of July 2018 and received outline comments to our 1st pre-application scheme on the 13th of August 2018.

The meeting was useful, as were the comments, in helping shape the design evolution and highlight the key points to consider moving forward.

These key points were as follows:

- Conservation comments
- Land Use
- Introduction of residential
- Design
- Neighbouring Amenity
- Unit Mix
- Quality of Accommodation
- Traffic and Transportation
- Accessibility
- Suds
- Summary

In this Design & Access Statement we detail how we have adopted this advice (as well as advice from the second pre-planning application feedback) and addressed any concerns in our revised design.

Please see below the key points with were extracts from Joseph Aggar's email and how we are proposed to address them.

CONSERVATION COMMENTS

'No Heritage Statement has been submitted in support of this pre-application. Please note that this is a local and national requirement in line with Enfield Council's Validation Requirements and the NPPF and will be required at the full application stage to enable a full heritage impact assessment of the proposals.'

This is now included as part of this Pre-Planning application.

'Retention of the existing Locally Listed building is supported, however the extent to which it is going to be retained/ rebuilt remains unclear from the submission documents. As such, I am unable to comment on this in detail. I would specifically request further details on what is meant by ' the refurbishment, part demolition and part new build of the Goat.' I would like to see a clear demolition plan and a photographic survey of the existing building cross referenced with existing plans, to see the proposed extent of removal of historic fabric and demolition.'

We have included a photographic survey of the existing building, a demolition plan highlighting the existing additions we are proposing to demolish and plans and elevations of the proposed reconfiguration and extension of the Pub. Further detail will be provided with the full planning application.

'I have no objection to the principle of siting residential units to the rear of the existing car park. However, I would suggest that the proposed 20 units would constitute overdevelopment on this site and the proposed scale and massing is not supported in its current form.'

We have reduced the proposed number of units to 18 and we have reduced scale and massing of the proposal.

These notes are an extract from our 2nd pre-planning Design Statement and therefore the comments in bold refer to our 2nd pre-planning design

LAND USE

'Concerns relating to the proposal are twofold. Firstly, there should be no net loss of operational pub floorspace.'

The current existing pub area (including basement) is approximately 323 sqm, the total proposed area of the reconfigured pub (including basement and the first floor bar) is 340 sqm.

'Secondly, concern with regard to having new residential units in close proximity to a public house, particularly whether the future operation of the pub will be constrained, e.g. by noise complaints from future residents.'

The current proposal sites the residential accommodation further away from the pub. The proposed pub extension was designed to provide good acoustic separation from the residential accommodation.

'To alleviate any concerns, a comprehensive noise assessment showing that noise and vibration impacts are suitably mitigated/ prevented. Even if such assessments were submitted, there would still be an issue of disturbance.'

A comprehensive noise assessment will be submitted as part of the full planning application.

INTRODUCTION OF RESIDENTIAL

'There is an extant planning permission for the use as of the car park to a car wash (Sui Generis) with a standalone cabin. Therefore, the introduction of residential units to the car park is considered acceptable subject to compliance with other policies.'

DESIGN

'It appears the applicant has taken reference from the neighbouring, (almost complete) block of flats to the south side of Queensway to justify the height of the proposed buildings at the application site. It is not considered this is the correct approach seeing as these properties are part of the wider, comprehensive regeneration development (known as the Electric Quarter). Moreover, the proposed development is in close vicinity to the three storey locally listed public house – a non-designated heritage asset.'

The proposed buildings would significantly alter this relationship. Its overall height, would add to the imposing effect of the locally listed pub. The development would lead to over dominance of the neighbouring locally listed buildings and it would significantly harm the character, appearance and setting of the public house in the streetscene as a consequence.'

The current residential proposal takes architectural reference from the adjacent locally listed public house in terms of size, proportions and design principles.

The proposed L-shaped building is composed of two volumes of different heights and consistent architectural style. The eastern volume (closer to the listed building) is three storeys and it is separated from the public house by a generous townscape gap (the minimum distance from the pub facade is approx 4.4 m). The ridge height of this volume is 9.3 m (approx. 1.35m lower than the public house) and we believe that the overall massing is proportionate and subordinate to the public house in scale and height.

The western volume is sited on the furthest part of the site from the pub (the minimum distance from the pub facade is approx. 11.2 m) and presents a lower fourth storey (2.9 m high). The ridge height of this volume is 12.2 m.

'The proposal fails to respect the established townscape hierarchy where the street facing buildings tend to be of a bigger scale than backland built form. As such the two rectangular blocks are considered unacceptable in their layout, mass, height, bulk and design and would not be supported at the application stage.'

It is considered the site could benefit from a perimeter approach. I.e. edges of the surrounding streets and spaces are defined by the line of the building frontage to the south end of the site. This could assist in contributing positively to the legibility of the area and provides a clear distinction between public and private spaces.'

The current L-shaped residential proposal is sited along the perimeter of the site, we feel this reinforces and strengthens the corner of the site and gives definition to Queensway as well as the potential new road as the public fronting edges of the site. The more prominent South-West corner of the proposal is key as it could be a future corner for the potential new road.

NEIGHBOURING AMENITY

'It is considered there is unlikely to be potential impact on nearby neighbouring properties given the relative separation distances. Although, in any future submission a sunlight/daylight report would be required to provide justification.'

We believe that the current proposal will not have any negative impact on the neighbouring buildings. A sunlight/daylight report will be submitted as part of the full planning application.

UNIT MIX

'The application proposes too many 1 bed units. The cumulative effect would be a failure to meet the housing mix required as identified in the needs assessment and weighs against the proposal.'

It is recognised certain locations and types of buildings may be particularly suitable for smaller households, for example town centres and other locations where there is good public transport access. Consideration could be given to 2 bed units over 3 bed units (as identified by policy) subject to compliance with other policies.'

Following the outline feedback, we are proposing 10 units (approximately the 60% of the total) to be 2-bed units, 3 of which are 2-bed 4-person.

QUALITY OF ACCOMMODATION

'The studios are laid out as 1 bed units, notably with a separate bedroom. The minimum size would be expected to achieve is 50sqm and as such are considered not to meet the minimum internal space requirements.'

The proposed private amenity space for the 3 bed units is considered inadequate.'

Based on the cramped built form, it is considered this gives rise to numerous issues in relation to overlooking, poor outlook, single aspect units, lack of ventilation and inadequate ADF. '

The proposed studios are 40 sqm and have an open, combined Kitchen/Living/Bedroom space of 32 sqm.

The 1-bed and 2-bed flats meet the minimum required area and space standards.

All the proposed units, with the exception of the studios, are double aspect and have adequate amenity space, ventilation and outlook. The layouts have been carefully designed to avoid overlooking.

TRAFFIC & TRANSPORTATION

'The provision of spaces is well below the standards set out in the London Plan, which require a provision of between 2-21 spaces. It is noted that the PTAL is only 4, which is moderate, so a full relaxation of the parking standards would not be appropriate.'

We have increased the provision of car parking spaces and we are providing 5 spaces for the proposed scheme. One of the spaces is a Part M compliant accessible car parking space. The other car parking spaces can be used for a car club.

Vehicle Parking Layout

The car park layout looks like it meets the standard design of bays being 4.80m x 2.40m (+0.60m for the disabled bays), with 6.0m turning space behind them. However not enough spaces are being provided so the usability of the proposed layout is immaterial.'

The proposed car parking spaces meet the standards in terms of dimensions of each individual bay and turning space.

Vehicular Access

Access will be from a revised access point. There are no objections to this in principle although the existing access will need to be reinstated at the expense of the applicant.

The existing access to the car park will be reinstated at the expenses of the applicant with paving to match existing.

'Servicing

The applicant should confirm how the existing pub is serviced ie from the car park or from the frontage. If it is from the site frontage (the service road), then this could continue as existing. If it's from the rear, there are concerns that this servicing space will be lost, and therefore a loading bay on Queensway may be required. This would need to be paid for by the applicant.'

The pub is currently serviced from both the site front and rear. Food is mainly delivered to the rear whereas drinks are delivered to the front. It is proposed to retain both service accesses, the rear access will be through a dedicated pavement and door to the kitchen.

'Cycle Parking

Cycle parking provision is 1xspace per 1xbed and 2xspaces per 2xbed+. This is a total requirement of 25. These are shown located adjacent to the parking spaces and are acceptable in number, but they also need to be secure and covered. There may also be a requirement to short stay spaces to the front of the site although this is subject to a review of existing spaces being undertaken.

We are providing 28 covered and secure cycle parking spaces. This aligns with the London Plan which requests 1 space per studio / 1-bed units and 2 spaces for 2-bed units. In addition to these long-stay cycle parking spaces we are providing 2 short-stay/visitor spaces located next to the residential entrance. We are promoting sustainable transport and cycling as part of the scheme.

'S106 contributions

-The provision of a net increase of 20 units will require a contribution towards mitigating the impact of the increase in traffic (including pedestrian, vehicular, and bicycle). Expected contribution will be £15,000 but this will be subject to an internal review.'

ACCESSIBILITY

'Residential units should be Category 2.'

The proposed residential circulation and lift as well as all proposed flat layouts are step-free and part M compliant.

'According to DMD Policy, all major developments must achieve Greenfield runoff rates for 1 in 1 year and 1 in 100 year (plus climate change) year events and use SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train. This means that source control SuDS measures such as permeable paving, green roofs and rain gardens must be utilised throughout the development, and this must be reflected in the landscaping proposals.'

In order to maximise the benefits of Sustainable Drainage Systems a concept SuDS Plan is encouraged at this stage.'

A comprehensive Sustainable Drainage Strategy will be submitted as part of the full planning application.

SUMMARY

'It is considered the scheme needs to be significantly re-appraised. Whilst it is noted this is a sustainable location, making use of previously developed land there are no overriding justifications to depart from the local development framework. The scheme in its current form is not supported by officers.'

In the evolved design we have looked to address any concerns from this pre-planning feedback.

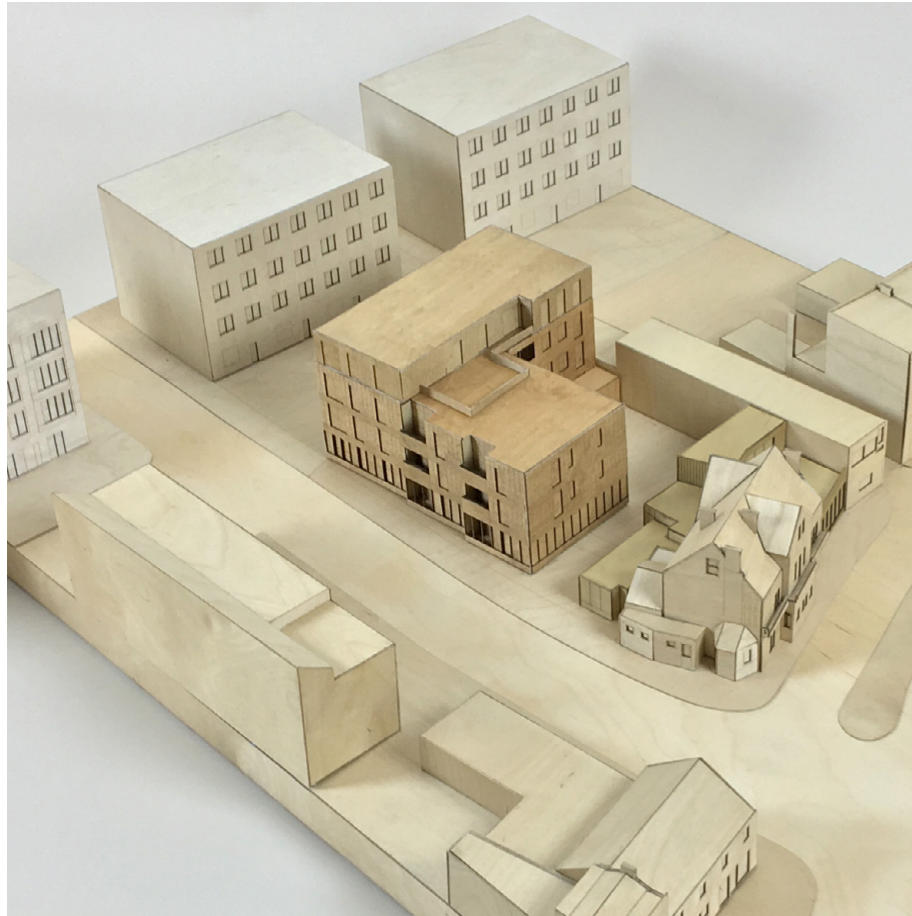
We feel, when relating to the London Plan policy and the Enfield Local Plans, that we have addressed the combined aspiration of each by providing high quality, contextual architectural design.

We refer to the Planning Statement from the Planning Consultant which describes the proposal specifically in relation to policy and other key matters.

SECTION 6
PRE-PLANNING DESIGN & FEEDBACK (2nd PROPOSAL)

Proposal

On the 21st of December 2018 we formally submitted a Pre-Planning application for the reconfiguration and extension of The Goat Pub and for a part 3 part 4 storey residential scheme comprising 18 units. This scheme was in response to the original pre-planning feedback received.



21.12.2018 Proposal - Model photo



21.12.2018 Proposal - Model photo - View from South-East

PROPOSED PUB AREA SCHEDULE

(Ground Floor GIA)

Room	Area
Existing Pub Area and Toilets	130 sqm
Proposed Function Room	65 sqm
Proposed Toilets in Extension Area	14 sqm
Proposed Kitchen	28 sqm
Proposed Lobby to Bin Store	3 sqm
TOTAL GF PUB AREA	243 sqm

Pub Recycling and Waste Storage

Waste material	2 x	1100 litre
Recyclable material	1 x	1280 litre

PROPOSED RESIDENTIAL AREA SCHEDULE

(Ground Floor GIA)

Room	Area
Flat 1 (1B 2 Person)	56sqm
Flat 2 (Studio)	40sqm
Flat 3 (2B 3 Person)	61sqm
Flat 4 (1B 2 Person)	53 sqm
Flat 5 (2B 3 Person)	66sqm
TOTAL GF RESIDENTIAL AREA	276 sqm

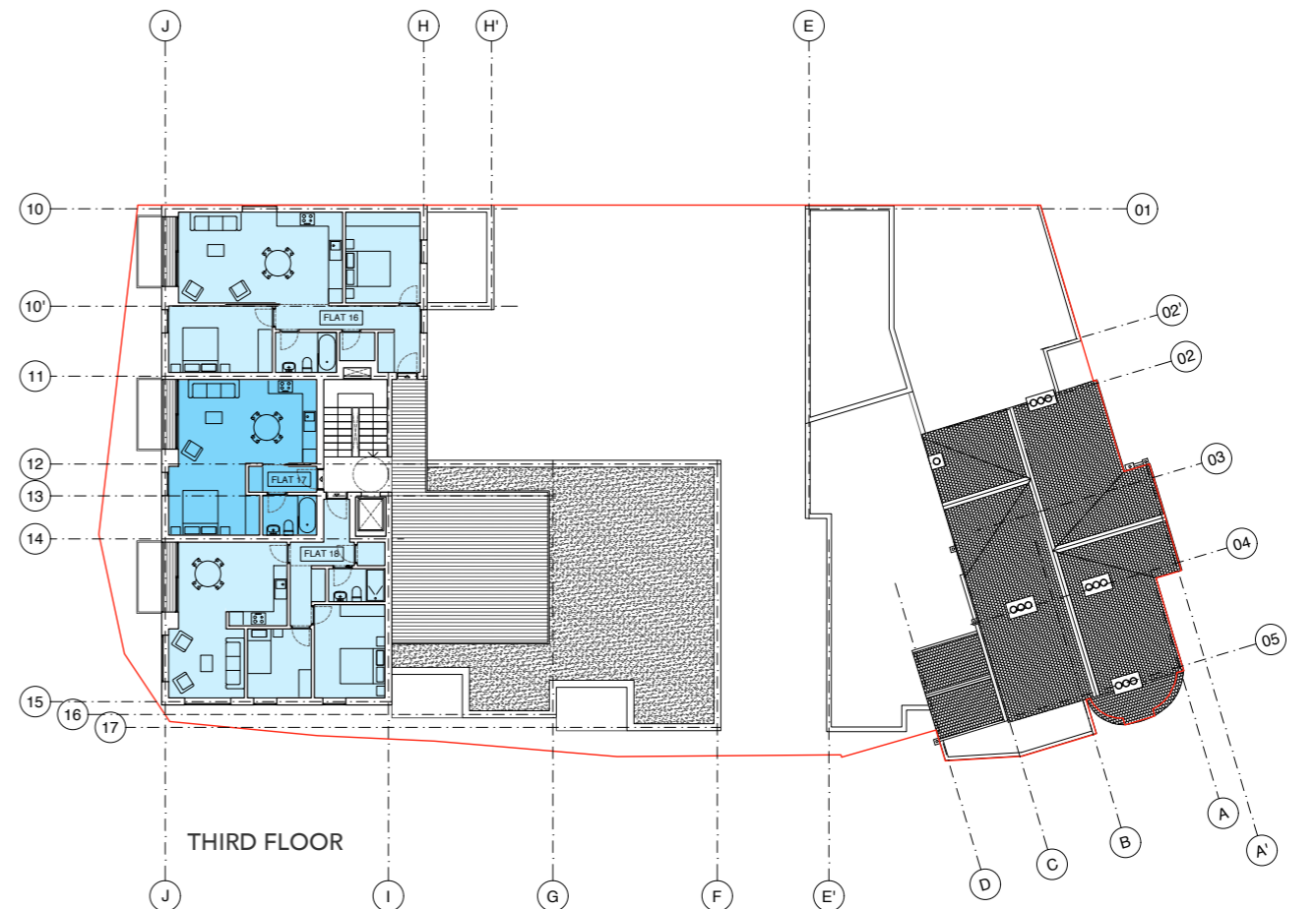
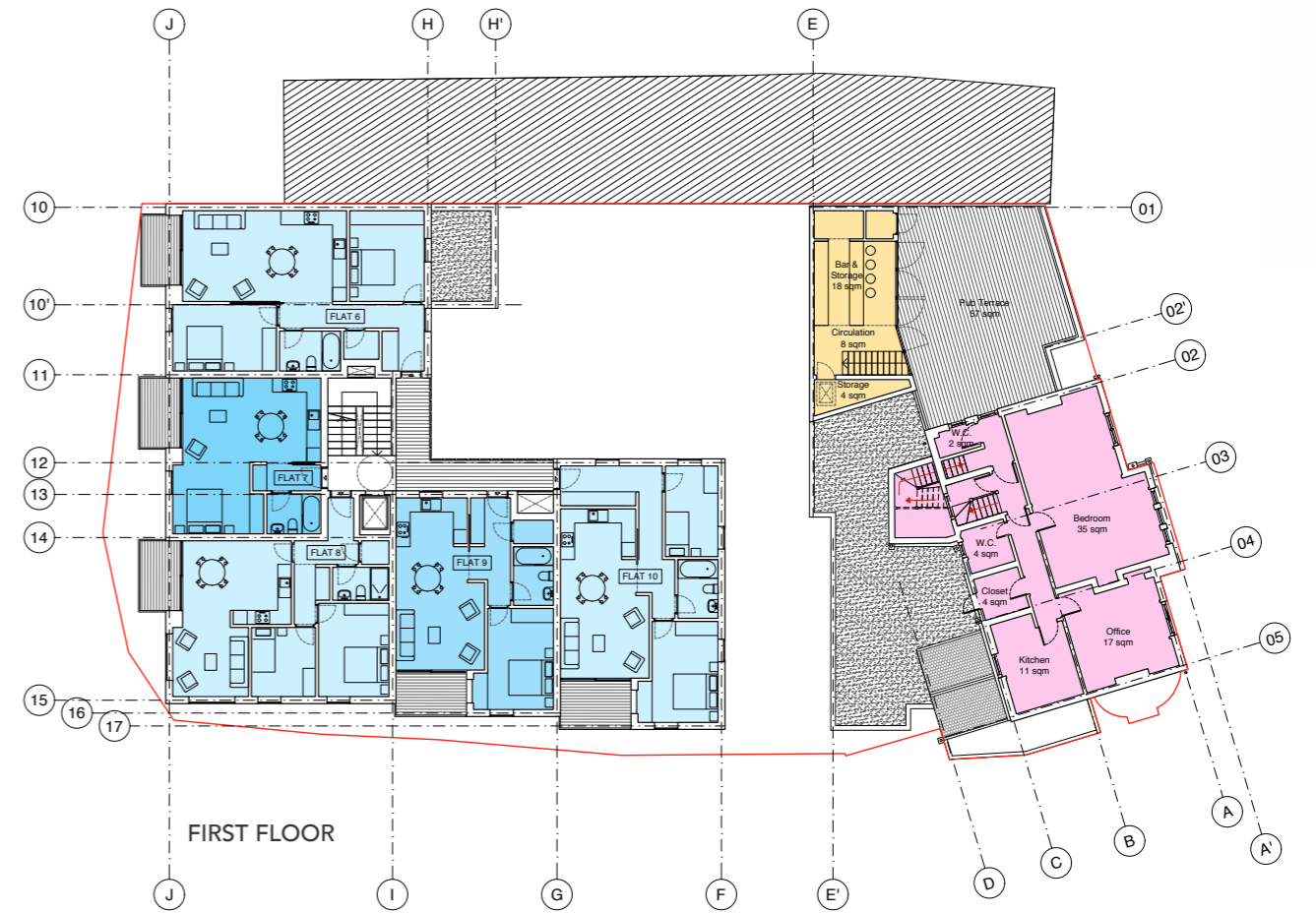
Residential Recycling and Waste Storage

Waste material	3 x	1100 litre
Recyclable material	1 x	1280 litre

Ground Floor Cycle Parking

Long-stay parking	28 spaces
Short-stay parking	2 spaces





We had a Pre-Planning meeting with Mr Joseph Aggar and Mrs Bridget Pereira on 17th February 2019 at Enfield's council offices and received formal feedback to this second pre-application scheme on the 14th of March 2019.

The meeting was useful, as was the feedback, in helping shape the continued design evolution and highlight the key points to consider moving forward.

These key points were as follows:

- Land Use
- Design and Appearance
- Housing Mix
- Affordable Housing
- Standard of Accommodation
- Impact on Neighbouring Amenity
- Access
- Highways Issues
- Suds
- Sustainability and Energy
- Trees
- Biodiversity and Landscaping
- Planning Obligations
- CIL

In this Design & Access Statement we detail how we have adopted this advice (as well as advice from the first pre-planning application feedback) and addressed any concerns in our revised design.

Please see below the key points with extracts from Joseph Aggar's email and how we are proposing to address them.

LAND USE

'The resultant development would remove approximately 140sqm of operational and ancillary floorspace at ground floor level from the existing pub. The resultant extensions would add 140sqm. There would be no net loss in terms of overall floorspace. Given the overall modernisation works to the existing public house and no net loss of floorspace, it is considered the proposal would comply with DMD 17, which seeks to protect existing community facilities.'

'Loss of pub car park: There is an extant planning permission for the use of the car park to a car wash (Sui Generis) with a standalone cabin. Given the car park is not considered ancillary to the function of the pub, the introduction of residential units to the car park is considered acceptable subject to compliance with other relevant policies.'

'The scheme would introduce 18 units and would contribute to the boroughs overall housing target. Subject to compliance with other policies, the introduction of residential units is, in principle, supported.'

Our proposals are supported in Land Use terms

DESIGN & APPEARANCE

'The Local Planning Authority does not object to an infill development at the site, subject to a suitable design.'

'The locally listed building is two storeys with attic accommodation. Consequently, even the 3 storey elements shoulder height would rise above the locally listed building and this would be further exacerbated by four storey elements beyond. Therefore, the proposal would read as taller than the adjoining locally listed building. Therefore, its relative height would, be at odds with the non-designated heritage asset.'

'In so far as it has an effect on scale and the amount of development, the flat roof of the proposal would cause harm from its height (at three storeys). Especially so, given the siting of the building close to pub which would present an imbalance between the volume of the building and the spaciousness of the plot, and an abrupt tightening in the spatial character of the setting of the locally listed building. The lack of balance between the siting and volume of this building in relation to its plot, and the incompatibility of its height and plot coverage in relation to the development which characterises this section of Queensway/Hertford Road would be considered to result in overdevelopment.'

We have significantly reduced the proposed number of units to 9 (half of what was proposed in the 2nd pre-planning application), as well as significantly reducing the massing with reductions in height of the proposed building and also a reduced footprint. The overall scale we feel is much more considered in the context of the public house with both the maximum ridge height of the proposal being lower than the ridge height of the pub and also the eaves or 'shoulder' height of the proposal being lower than that of the pub. We have opted for 2 storey's with loft accommodation (which is how the goat public house is described in the pre-planning feedback).

Alterations to Locally Listed Building

'The proposal would involve the removal of non-original side extension and non-original rear extension as well as the original rear extension. Whilst the loss of the original rear element is regrettable given its low level and small scale there is not an in principle objection to the loss of this element.'

'The existing pub would be extended to the rear (single storey) and side (part one-part two storey) with outdoor area at first

floor level. The form mass and scale of the new addition at ground floor is considered sympathetic. There is concern with the first-floor element, however this would be set back.'

'It is considered a glazed link is required (ideally double height, frameless structural glazing) to create a visual break between old and new. This could also afford views through to the back of the site and offer oblique views of the flank elevation of the locally listed building. It is also recommended to omit the balustrade detail to the glazed link and side extension, and simplifying its design to create a lightweight, parred back addition to the building.'

'The tiered appearance is considered unusual and uncharacteristic in relation to its siting adjacent to the pub. However, this may be considered acceptable, subject to the merits of the scheme as a whole.'

We have altered the detail of the junction of the pub and the side extension by proposing frameless structural glazing as suggested in the pre-planning feedback.

With the proposed extension of the pub extension there is little other change to the design as we feel it is a sensitively conceived addition and there were no in principle objections.

Level of Harm

'Turning to the L-shaped block to the rear, this harm is considered to be less than substantial. But in any event, this harm needs to be outweighed by sufficient public benefits in order to justify any scheme and this should include high quality design. For the reasons outline above the proposed development is considered by reason of its height, bulk and scale to be excessive, in this location. Moreover, it is not considered that sufficient evidence has been submitted to demonstrate that development could be delivered on this site to a higher quality of design and without the harm proposed.'

'Drawing all the above factors together, it is considered that

the combined public benefits (please see Conclusion) do not outweigh the harm identified to the non-designated heritage asset and, therefore, there is no clear and convincing justification as required by adopted policy. For these reasons a scheme based on this scale, height, bulk and mass will not be supported in its current form.'

Following this feedback, we have significantly reduced the height, bulk and scale of the proposed residential development.

Our design direction has changed and draws inspiration directly from the public house as a non-designated heritage asset itself. Diagrams and drawings of the design process are included in this Design & Access Statement and illustrate our design concepts and contextual reference points when arriving at this revised proposal. These mainly focus on gables, roof pitches, the tudor grid, the used of timber and the height of the public house.

Adjoining Sites' development Potential and Comprehensive Redevelopment

'The supporting adopted planning policy, such as the PECPB SPD, refers to the need for a comprehensive/holistic approach to be taken to the redevelopment of the land in question.'

'This kind of comprehensive approach may not necessarily require a single development and/or developer provided that any constituent, but separate elements of the greater development are well co-ordinated and complementary. In this case the pre-application and the potential development site at Tesco are not co-ordinated given one scheme is coming forward.'

'Irrespective of those particular proposals for the greater site, there is concern regarding the effect that the application development would have on the general redevelopment potential of the adjoining site. In particular, the elevation facing the Tesco car park. It is acknowledged that a potential road alignment within the Tesco site is shown in the NEEAP. However,

it is only noted as a potential route and is not the subject of either a current application or planning permission. The Tesco site is of strategic importance and any development at 250 The High Street should not prejudice the redevelopment of the area.'

'Whilst there is no proposal for a route within the Tesco site at present any scheme should be cognisant of not inhibiting the development potential of this adjoining site. In this respect you should have regard to Policy DMD10 and the distancing requirements to site boundaries. In any event for the reasons outline above (Design and Appearance) the proposal is not considered to reconcile its position to the adjoining locally listed building and within the street and would therefore not be supported, as currently proposed.'

We have included a drawing (PPP000 / P050) as part of this submission to show what a future development on the Tesco car park might look like with the associated separation distance. We realise that the provision of a future road is not fully within the council's control but have also included one in the same drawing (in the location as indicated in the NEEAAP) which could serve as a helpful indication.

For further information on this please refer to the submitted Planning Statement.

HOUSING MIX

'Policy 3.8 states that Londoners should have a genuine choice of homes that they can afford, and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New developments are required to offer a range of housing choices in terms of the mix of housing sizes and types.'

'The proposal would create 18 residential units, comprising of 4 x studios, 4 x 1 bed (two person), 7 x 2 bed (3 person) and 3 x 2 bed (four person. Core Strategy Policy 5 seeks to ensure that new developments offer a range of housing sizes to meet housing need.'

'Having had regard to the site's local centre location, directly adjacent to a pub and lack of opportunity for private gardens for larger households the site does not lend itself to supporting family accommodation (3+ bedrooms). However, the applicant is advised to provide a larger range of 2 bed, four-person units, as these provide a greater degree of flexibility for future occupants.'

The second pre-planning design (for which this feedback refers to) did not have an ideal unit mix that accorded with the aspirations of the borough. It was deemed acceptable however due to the location of the site adjacent to a pub and a lack of private garden space for larger households. Our revised scheme that this Design & Access Statement refers to provides the following unit mix:

- 5 x 1 bedroom units
- 2 x 2 bedroom units
- 3 x 3 bedroom units

We are therefore able to accommodate more family size units and a greater mix of units within our proposal which is an improvement on what we previously proposed.

AFFORDABLE HOUSING

'London Plan policies 3.9 (mixed and balanced communities), 3.12 (negotiating affordable housing) and 3.13 (affordable housing thresholds) seek to provide a more balanced mix of tenures in all parts of London and that the maximum reasonable amount of affordable housing should be sought for all planning applications.'

Our 2nd pre-planning submission this feedback referred to was for 18 new build residential units. The revised scheme is for 9 new build residential units. The revised scheme is therefore below the NPPF's definition of major development for scheme of 10 units or more, or where the site has an area of 0.5 hectares or more. As the project is classed as a minor

development there is no affordable housing provided.

QUALITY OF ACCOMMODATION

Internal Floorspace

'The applicant should be cognisant of any proposal meeting the minimum floor standards within the NDSS and London Plan. The proposed unit sizes, based on the floorplans would meet the minimum floorspace standards and appear of a functional layout.'

Our current design also meets minimum space standards and is of a functional layout.

Outlook and privacy

'Given the overall building envelope and the existing built form to the east and north, the ground floor units would be relatively hemmed in to the rear with some habitable windows facing directly onto a car park and turning area with an overhead walk way and pedestrian route. In terms of privacy, the rear ground floor units would face directly onto the rear car park area. There is the potential for direct overlooking into habitable windows.'

'There is also a lack of defensible space with some habitable windows being hard up against the back edge of the curb. Again, this would give the impression of being overlooked from the public realm and compromise the living conditions of future occupiers.'

'Bringing matters together, even taking into account the context of the urban environment, when considered together, the lack of outlook and privacy to the amenity spaces means that the proposal would give rise to a low standard of residential amenity notably to the properties at ground floor level, notably to flat 4 and 5 and would result in an unacceptably poor quality of accommodation for the future residents of those units. The poor quality of the units proposed is an indication of the overdevelopment of the site.'

The comments on our previous scheme (referred to in the feedback above) have been taken on board. Our new proposed scheme constitutes a significant re-design based on the following principles:

- No windows to habitable rooms on the ground floor now overlook the car park.
- Only living spaces (no bedrooms) on the ground floor have windows fronting Queensway
- All apartments fronting Queensway are duplexes which means that, as they have a first floor, they are more private and less overlooked.
- All Queensway fronting duplex apartments have both windows / doors at ground floor level and at first floor level. There is therefore significantly more 'frontage' than the previous apartments. This improves privacy and reduces overlooking.
- All duplex apartments are dual aspect. The only one that could be described as single aspect is Flat 6 which is a one bedroom duplex. Given the fact that it has a significant amount of frontage (compared to its footprint) over two floors and all the external openings face south we feel this is compensation for it being the only single aspect unit.
- Larger outdoor amenity spaces provided compared to the previous pre-planning scheme and significantly more amenity space than required as a minimum.
- The Queensway fronting facade (as well as most of the west facing facade) has been set back further from the pavement than in the previous pre-planning scheme. This gives greater privacy to the occupants as well as allowing for more significant and usable front gardens and also reducing the overall footprint of the scheme.

We feel these significant design moves and principles address all of the concerns raised in the pre-planning feedback relating to outlook and privacy.

Private Amenity Space

'There are private balconies proposed. Some of these are located at ground floor with little relief to the rear of these units.'

The units would become reliant of these front outdoor spaces at ground level and it is considered likely ad hoc screening would be erected. As such this could detract significantly from the appearance of the development and such issues should be designed out.'

Referencing the 'Outlook & Privacy' feedback above, all street fronting units now have been designed so as they all have private amenity space split over two levels. This addresses the concern that the units would become reliant on outside space at ground level only. Also, as mentioned, as the building line has been set back compared to our pre-planning scheme more generous front gardens are provided.

IMPACT ON NEIGHBOURING AMENITIES

Sunlight / Daylight

Please see the Daylight / Sunlight Report

Outlook, Overlooking and Loss of Privacy

'There is a long rectangular building to the north which faces out onto the High Street. It is not known if there are residential uses at the upper floors. Consideration should be given to the potential impact to any residential uses at this location.'

'Overall, however given the proposed relative height and separation distances to other built forms, it is considered there would be no adverse impact in terms of loss of outlook or increased sense of enclosure.'

'The first-floor roof terrace may give rise to increased noise levels given its elevated position from people gathering at roof level. Any potential sensitive receptors should be identified to ensure there is not adverse impact from the first-floor roof terrace, from the first floor level pub roof terrace'

The long rectangular building has windows in the north facade (facing away from the site) and two small windows in the west

facade. In both pre-planning designs the section of flank wall adjoining this neighbouring building was 4 storeys in height. The current design is 2 storeys in height on the boundary line. Even if there was residential use in the neighbouring restaurant, we feel that our proposal does not have a detrimental impact on the neighbouring building in terms of outlook, overlooking and loss of privacy.

For information on noise please see the submitted acoustic / noise report.

ACCESS

'The National Standard for Housing Design came into force in October 2015. The London Plan requirement is that, 90% of housing should be built to Building Regulation requirement M4(2): Accessible and adaptable dwellings with the remaining 10% meeting Building Regulation requirement M4 (3) wheelchair user dwellings.'

Flat 1 is M4(3) complaint for wheelchair users. The remaining flats are M4(2) compliant.

HIGHWAYS

'Policy DMD47 requires that cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private motor car and ensure that adequate, safe and functional provision is made for refuse collection.'

'The London Plan requires less than 1 space per unit. Whilst this is expressed as a maximum, the provision of 5 spaces is below the standards set out in the London Plan and there is the strong likelihood of overspill on to the adjoining highway given the number of units proposed. It is noted that the PTAL is only 4, which is moderate, so a full relaxation of the parking standards would not be appropriate. The proposed parking spaces should also be 100% electric convertible ie should have charge points fitted.'

We are now providing 16 x secure cycle parking spaces and 2 x visitor cycle parking spaces which is compliant with guidance.

We have provided 5 private off-street car parking spaces (1 x blue badge, 4 x standard). This amounts to double the provision as proposed in the 2nd pre-planning scheme given that that scheme was for 18 units and this revised proposal is for 9 units.

Servicing

'The applicant should confirm how the existing pub is serviced ie from the car park or from the frontage. If it is from the site frontage (the service road), then this could continue as existing. If it's from the rear, there are concerns that this servicing space will be lost, and therefore a loading bay on Queensway may be required. This would need to be paid for by the applicant (this could also be used for deliveries to the residential units).'

The existing pub deliveries are received from the service road at the front of the public house. It is proposed that this continues.

SUSTAINABILITY & ENERGY

'London Plan policy 5.2 states that development proposals should make the fullest contribution to minimising carbon dioxide (CO2) emissions in accordance with the following energy hierarchy:

- Be Lean: use less energy; to ensure that the buildings within the development are as energy efficient as technically possible using passive and active design measures.

- Be Clean: supply energy efficiency; to ensure that all opportunities are taken for local generation and microgeneration of energy and recycling of heat and cooling; and

- Be Green: use renewable energy- to ensure that opportunities are harnessed for deriving renewable energy from the local environment around buildings.

The 2nd pre-planning advice was based on a 'major' residential scheme of 18 units. This current proposed scheme is classed as a 'minor' residential scheme. More detailed measures are required for major schemes. Given the site specific context, our core focus is on being lean with passive measures such as the largest areas of south facing glazing (first floor) being set back to benefit from solar shading combined with very well insulated external walls, roofs and windows.

SUDS

'According to DMD Policy, all major developments must achieve Greenfield runoff rates for 1 in 1 year and 1 in 100 year (plus climate change) year events and use SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train. This means that source control SuDS measures such as permeable paving, green roofs and rain gardens must be utilised throughout the development, and this must be reflected in the landscaping proposals.'

The pre-planning advice was based on a 'major' residential scheme of 18 units. Our current proposed scheme is classed as a 'minor' residential scheme. We are therefore not providing a specific SuDS report. Please refer to the planning statement for commentary.

BIODIVERSITY & LANDSCAPING

'The London Plan, Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 states that developments resulting in a net gain of one or more dwellings should provide on-site ecological enhancements and Policy DMD81 states that development must provide high quality landscaping that enhances the local environment.'

The existing 'soft-landscaping' (grassy areas) is 83sqm on site. Our proposed soft-landscaped area (front gardens and verge) is 101sqm. This equates to an increase of 18sqm.

SECTION 7

DESIGN DRIVERS & PARAMETERS

Key Design Drivers

Key Drivers

Existing Walls

The restaurant neighbouring The Goat to the North has a flank wall that runs along the site boundary, stepping down from two storeys to one towards the rear. To abut our proposal against this in strategic locations would optimise the potential of the site.

Pub Services / Back of House

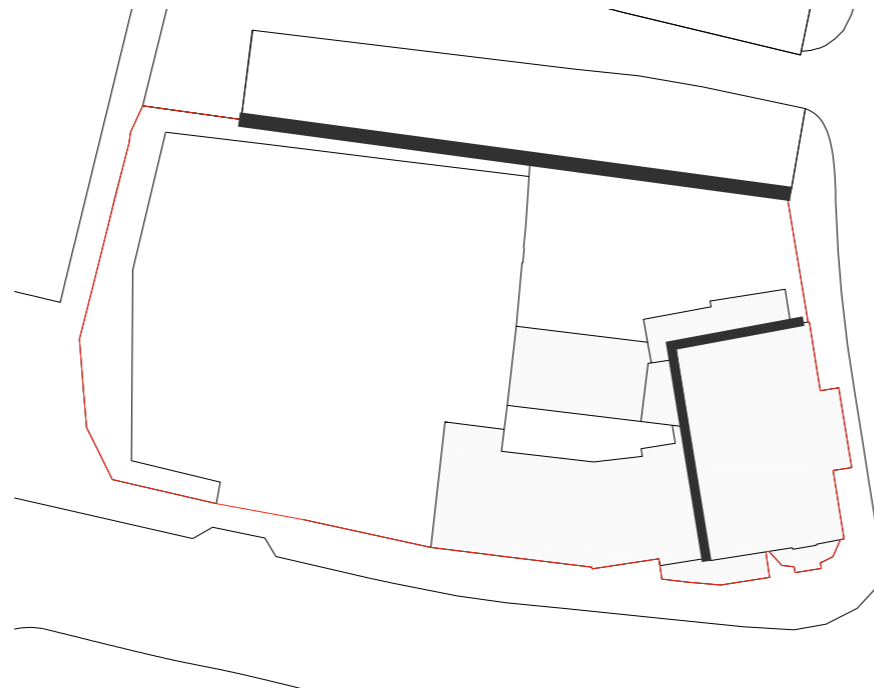
At present, the pub's back-of-house buildings lack architectural merit. These buildings were seemingly an afterthought, added as and when the necessity arose for programmatic expansion.

Pedestrian Routes

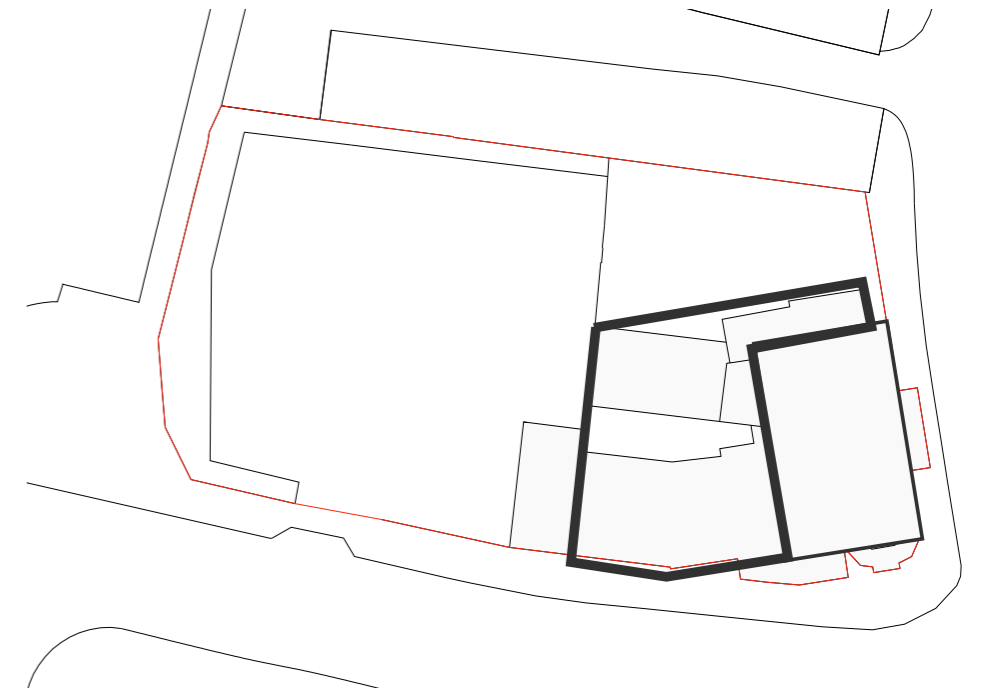
The primary pedestrian route is along High Street and secondary to that is Queensway Street. A tertiary route has been indicated in the future aspirations of the council as a prospective likelihood should development take place to the West of the site.

Site Access

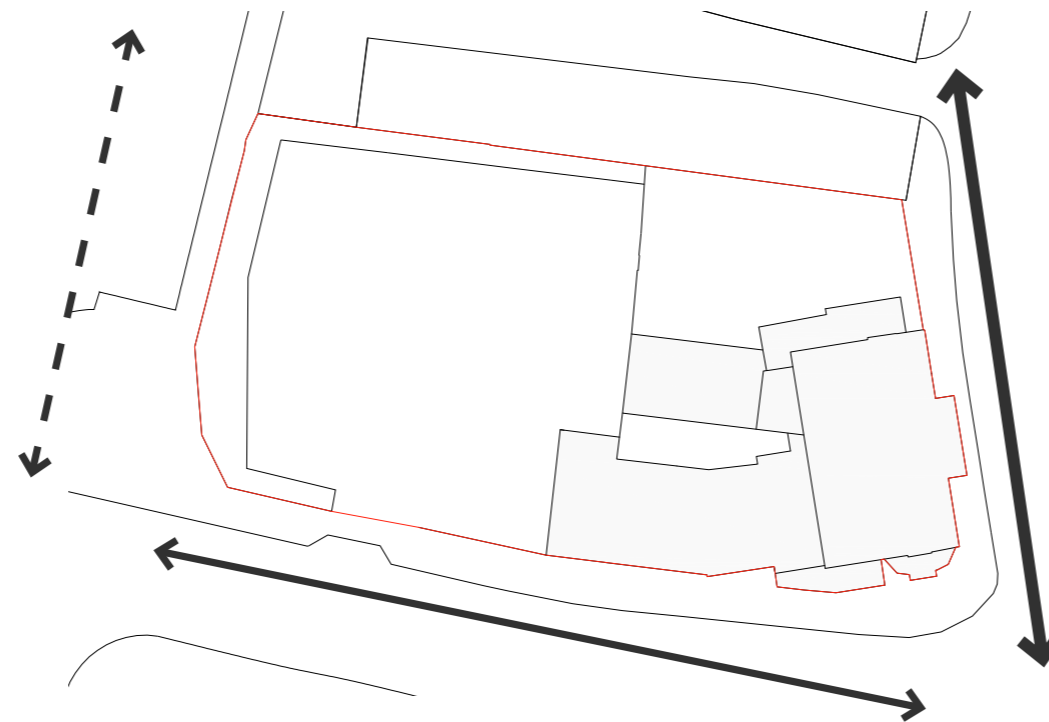
We aim to separate pub and residential accessibility.



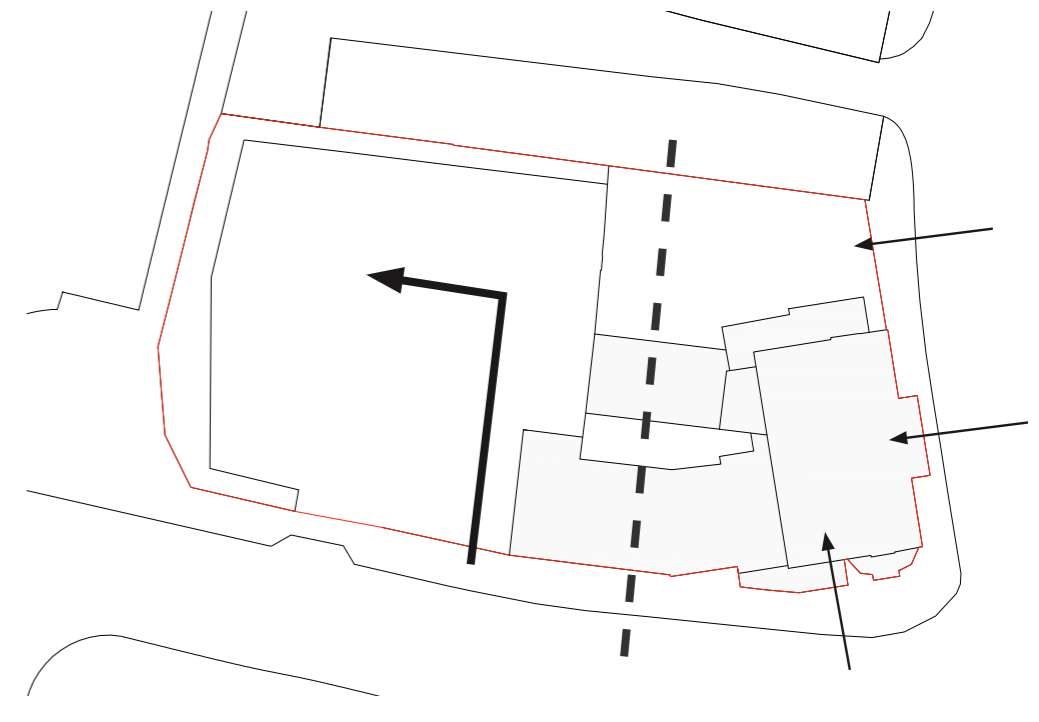
Pub Rear Facade and flank Wall to the Rear



Pub Services / Back of House



Pedestrian Routes & Roads



Site Access

Key Design Drivers

Key Drivers

Street Frontages

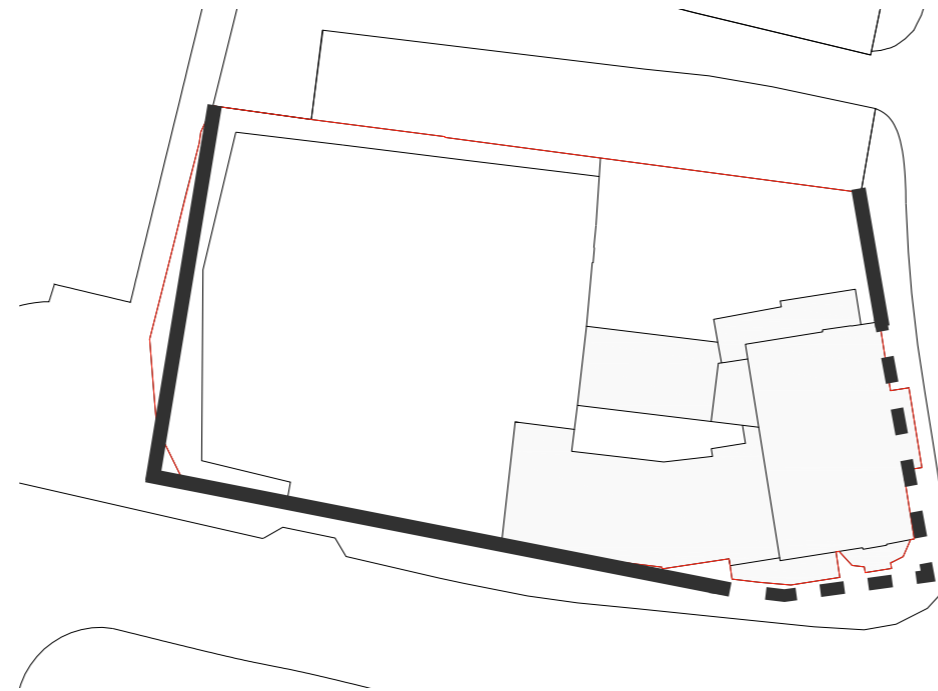
Given that the large Tesco car park neighbouring the rear of the site, the Queensway frontage is lacking in character and requires strengthening. The Local Development Framework SPD (2011) suggests potential development in the Tesco Car park fronting Queensway and a new road between both plots. Our residential proposal would act as the 'cornerstone' building in establishing this new streetscape.

Prominent Corner

The South West corner of the site presents an opportunity to create a strong architectural presence, with considered articulation to anchor the proposal and announce the potential new thoroughfare.

Townscape Gap

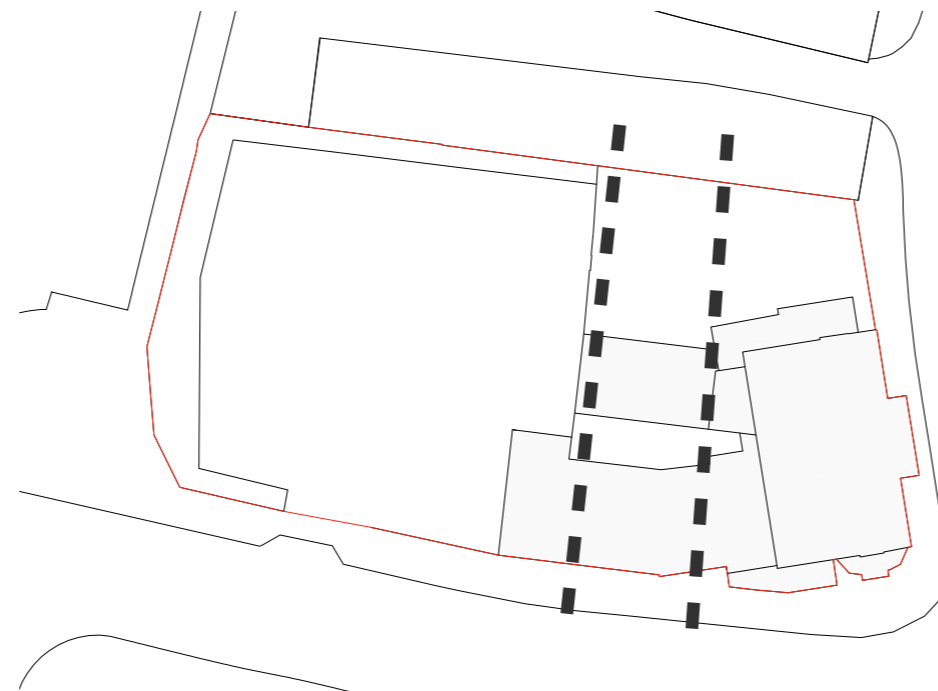
A townscape gap is essential to separate pub and residential program. This would most likely entail the demolition and reconfiguration of the pub's rear extension buildings - perhaps to the north of the pub - in the gap between The Goat and its neighbouring restaurant. This would strengthen the High Street frontage.



Street Frontages



Prominent Corner



Townscape gap

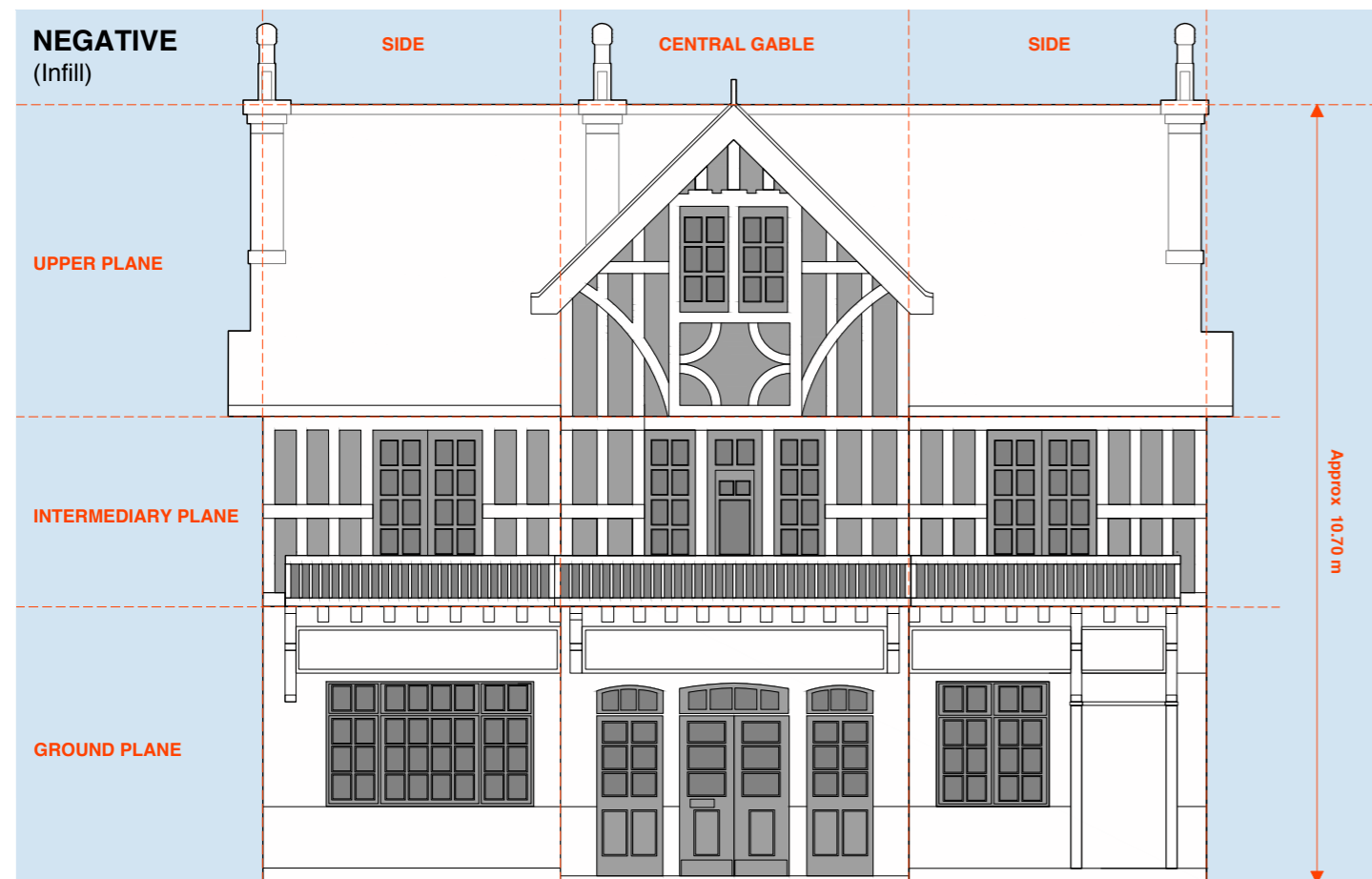


The Goat Pub seen from High Street

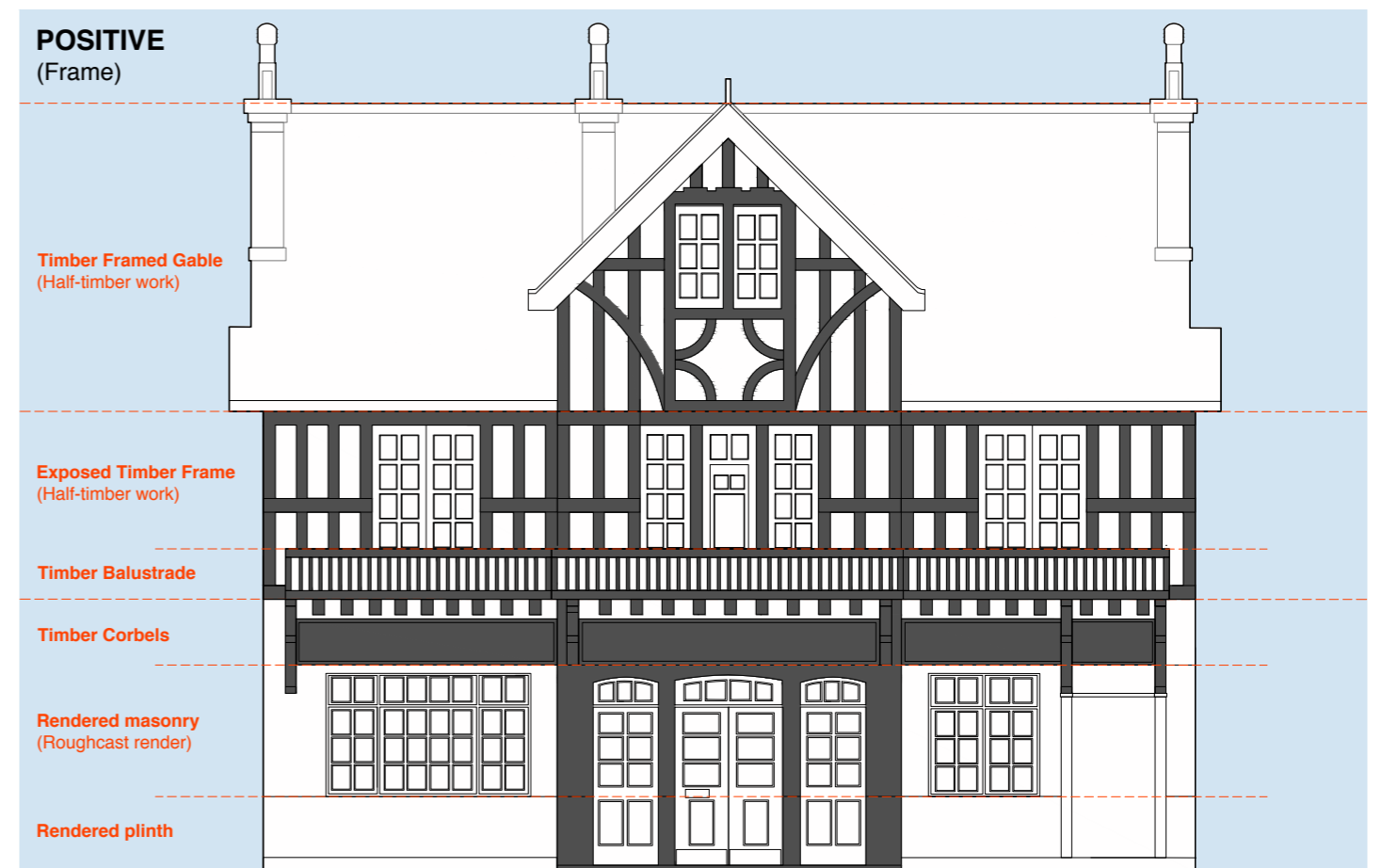
Street Frontage and Context

The pub faces two main street frontages: Hertford Road (High Street) and Queensway. Hertford Road comprises an eclectic haphazard mix of architectural styles and Queensway comprises a considerable empty stretch of car park. Both conditions dilute the character of The Goat, isolating it, and make it lose its sense of place.

Given the pub's locally listed status, we feel it is paramount to embrace the existing building and enhance its presence through our proposal. We have treated The Goat as an 'anchor' building with our proposal taking inspiration from it helping to strengthen its importance and to ground it in its context. We feel that this would be correct and respectful design move.



The Goat Pub - Facade Study: Negative

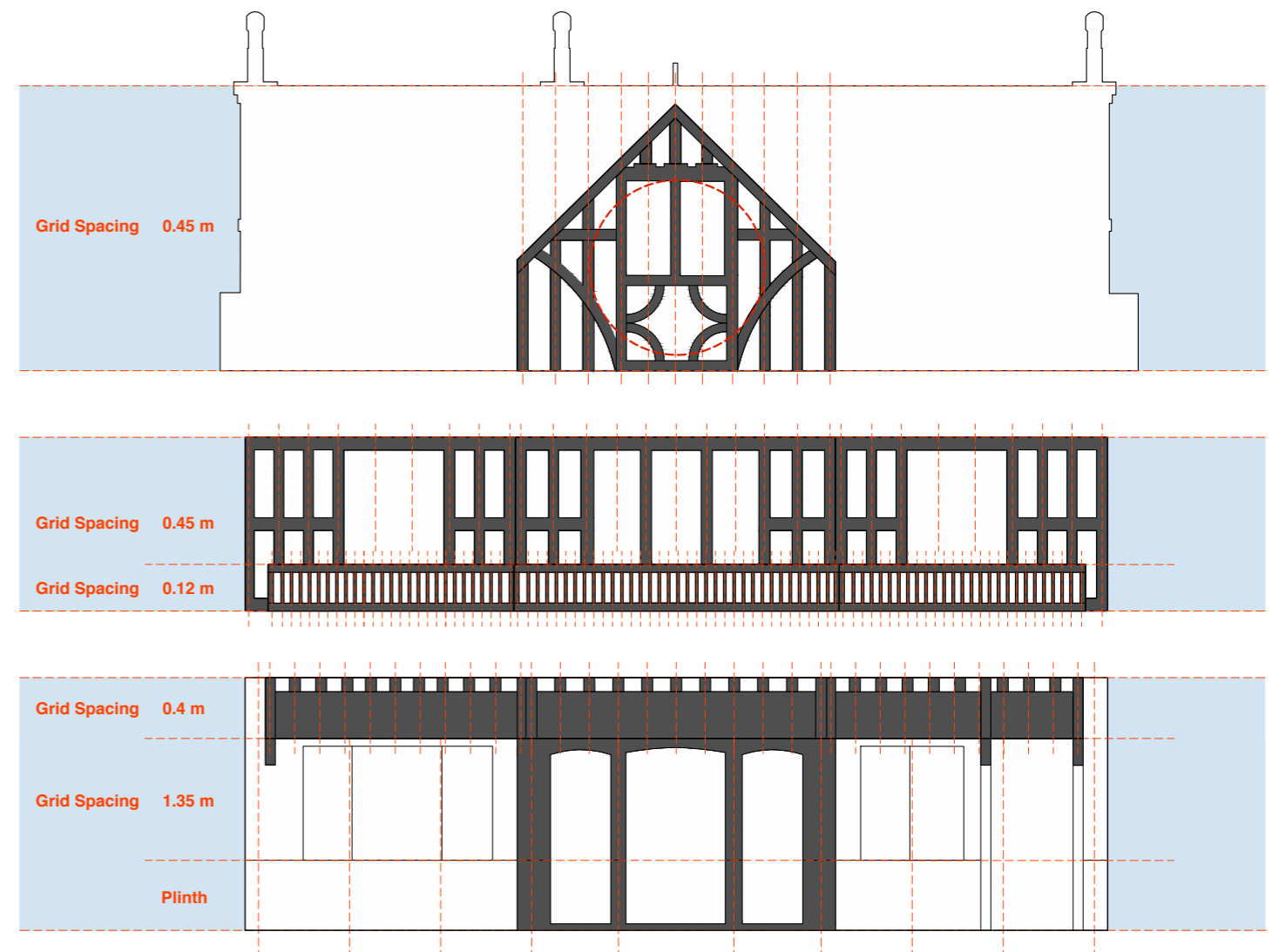
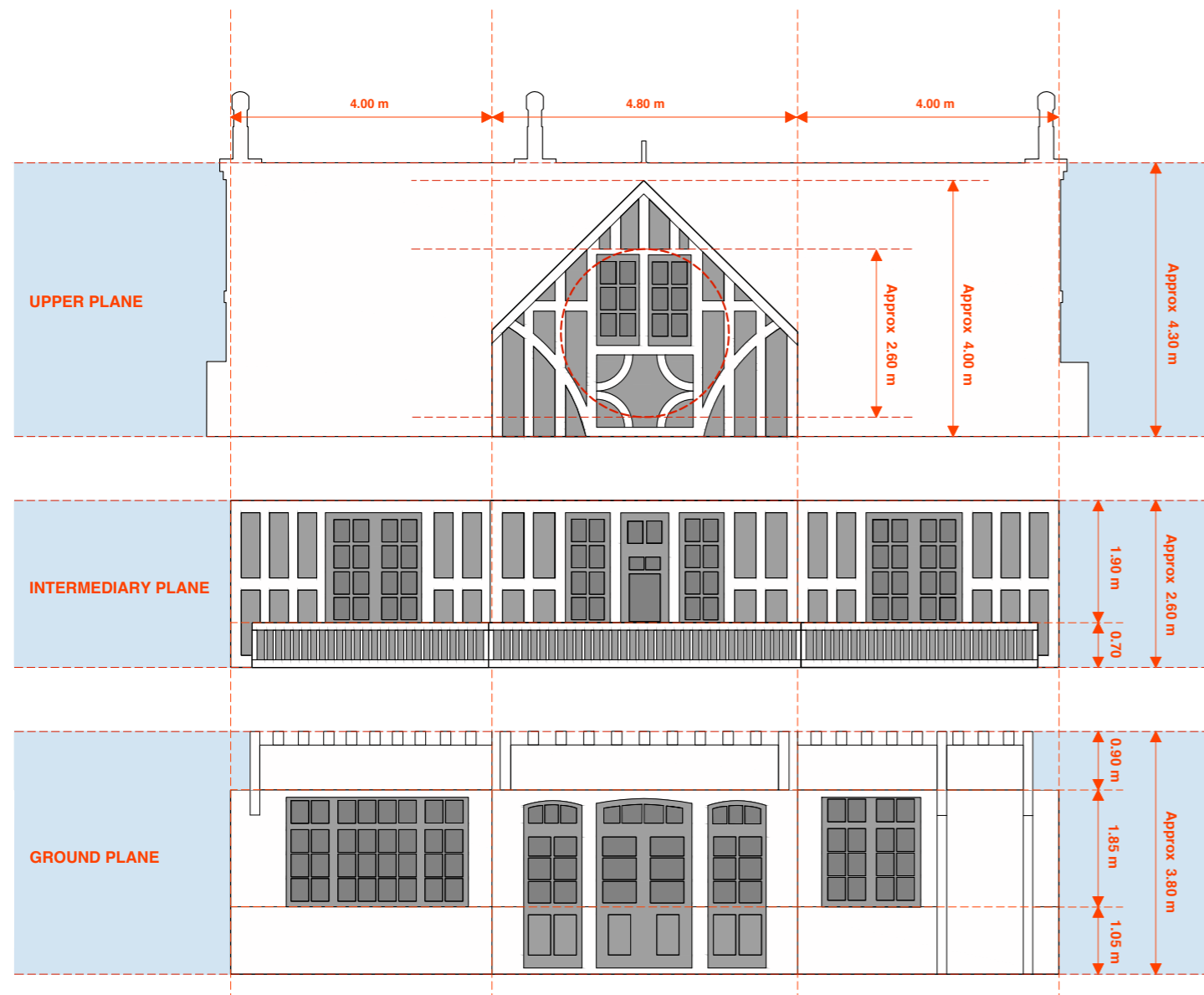


The Goat Pub - Facade Study: Positive

Facade Design Proportions and Grid Spacing

The front (Hertford Road) elevation of the pub has a 3-storey facade characterized by three distinct horizontal planes (Ground Plane, Intermediary Plane and Upper Plane) and subdivided vertically by a central gable defining three bays.

The first floor balcony balustrade runs along the whole facade enhancing the visual separation between the Ground Plane and the Intermediary Plane.



Proposed Design Principles

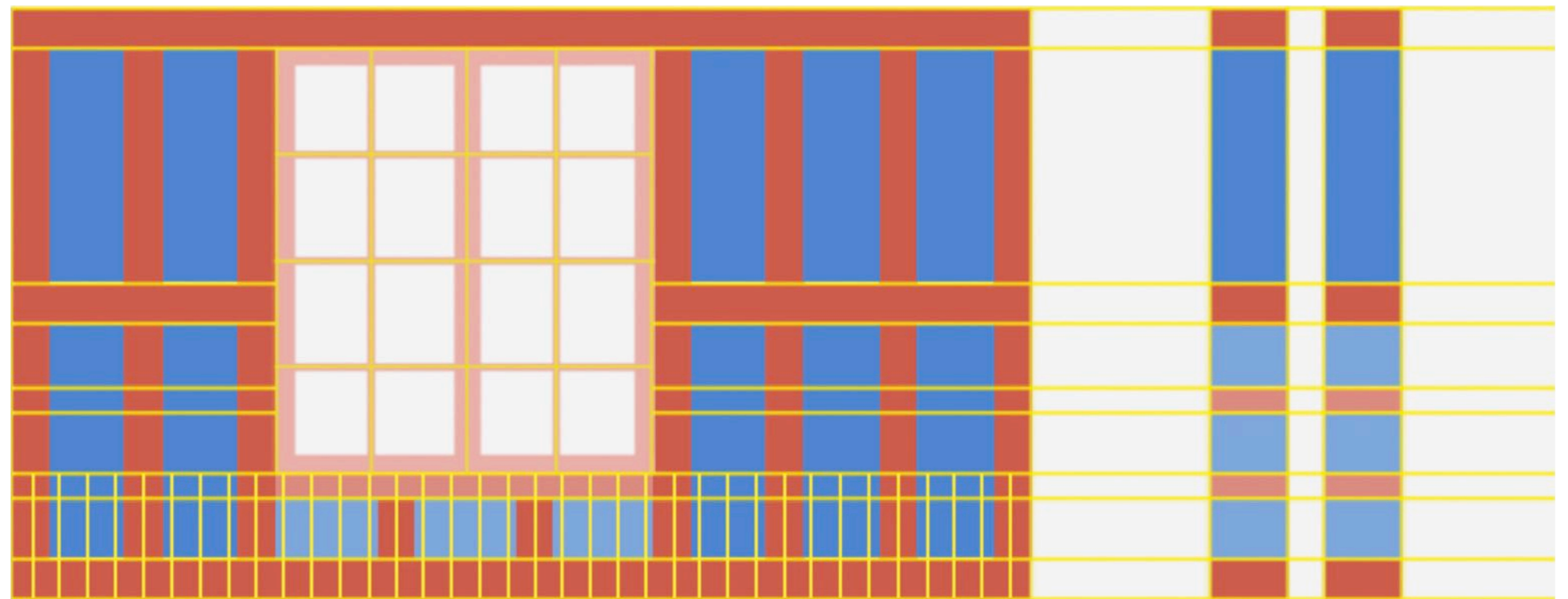
The design for our proposed pub extension and residential proposal derived from a dissection of The Goat Pub, extrapolating its Tudor design proportions.

We feel that in order to ground the pub in its setting, it would be interesting to overlay its Tudor proportions onto the new-build residential building and the new pub extension which will sit in the gap beside The Goat on Hertford Road.

This sample of The Goat's facade includes vertical and horizontal rhythms that we have carried through in the design process.



The Goat Pub - Facade Detail



The Goat Pub - Facade study highlighting the design principles and proportions

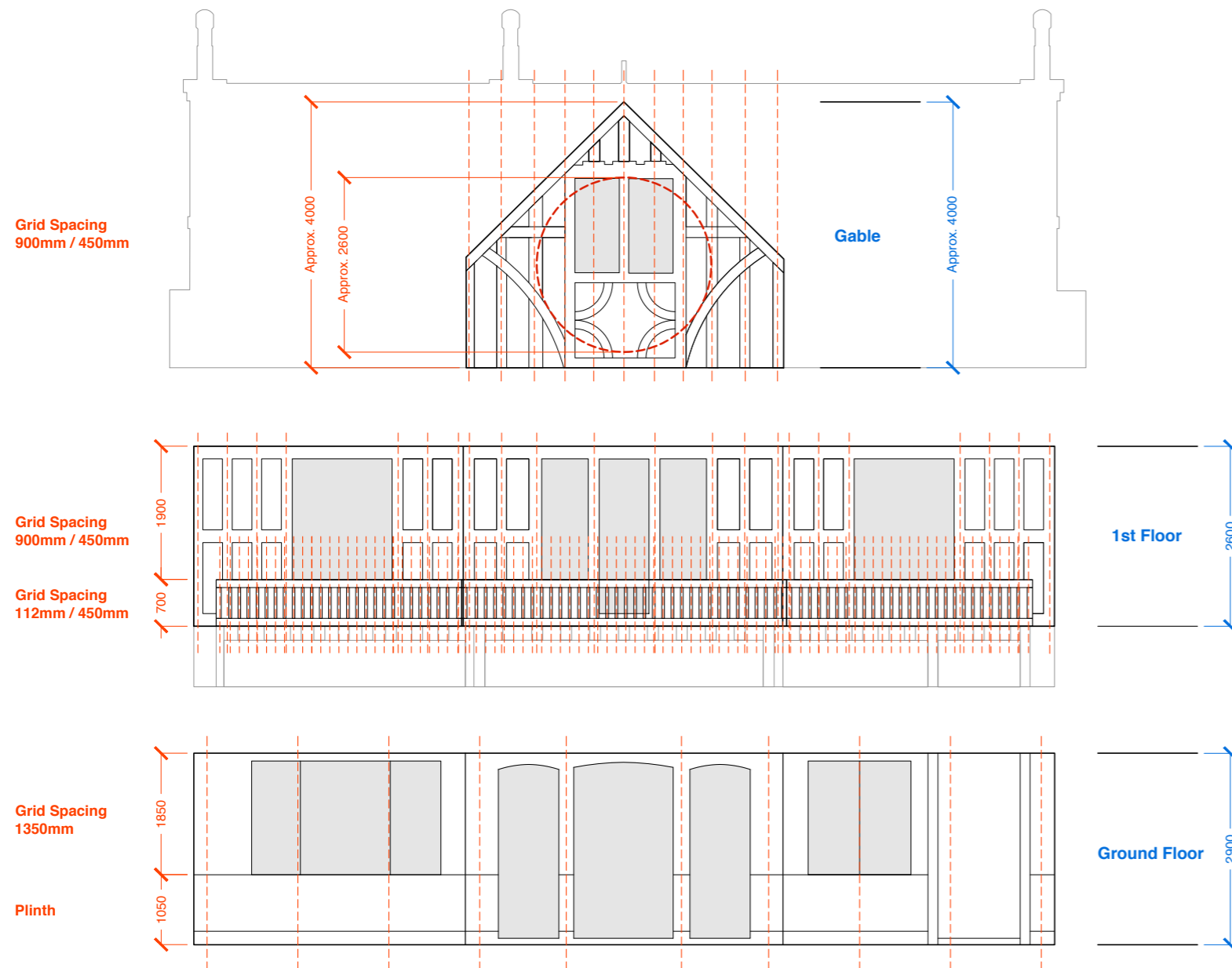
Horizontal Planes / Vertical Grid

Horizontal Planes / Layers

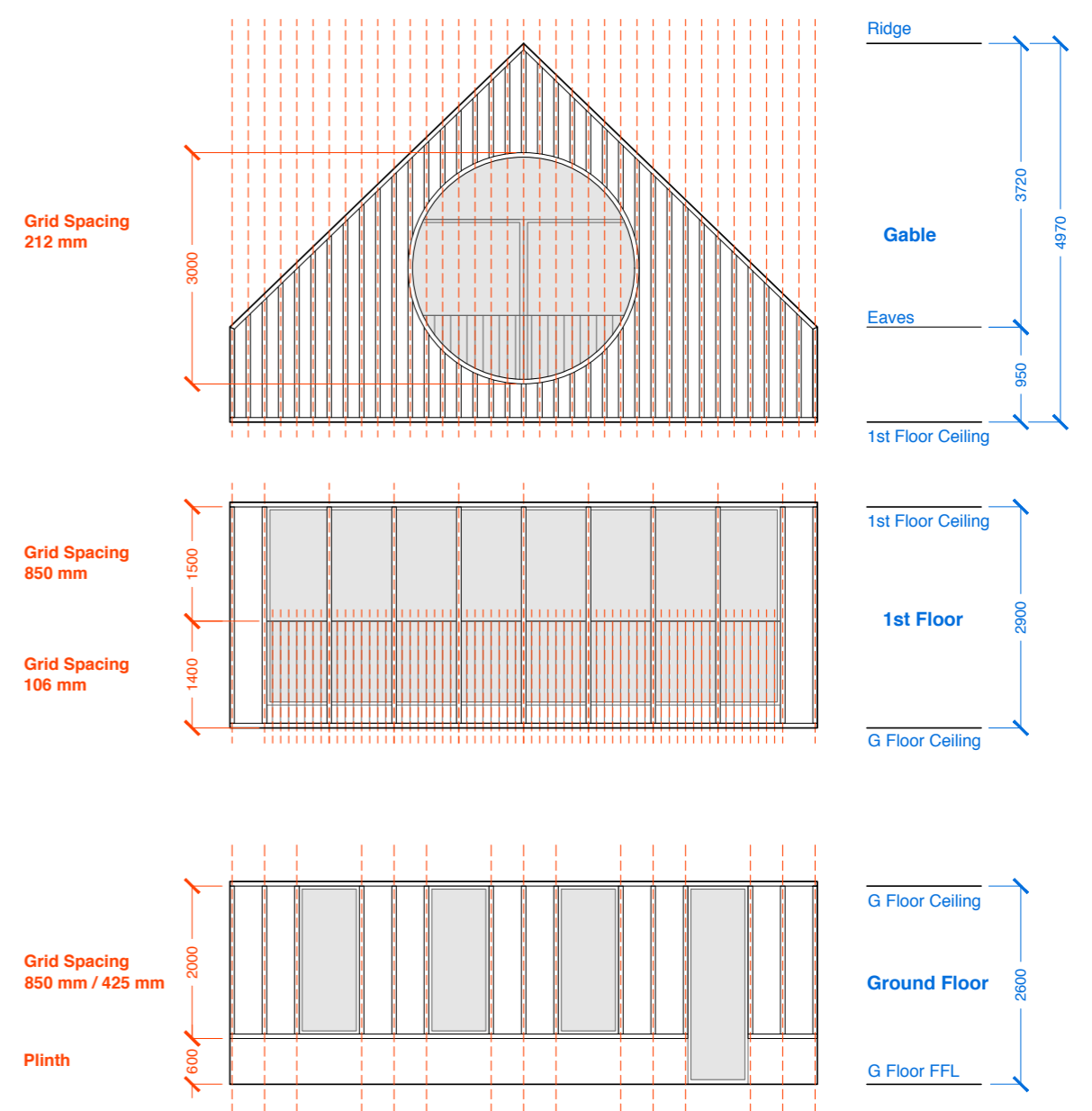
The public house front relief has a very distinct character with emphasis given to three distinct planes for each level. The first floor has a language of balcony/terrace with a low level balustrade while behind the balustrade the timber frame is equally divided by a horizontal transom. The top floor / plane is defined by the gable, curved bracing frames giving it some ornament and a distinctiveness from the floor below.

Vertical Grid

The vertical tudor grid is also distinctive defined by openings and larger doors / windows on the ground floor, more slender separation on the first floor and a tightly compact grid for the gable.



Existing Public House - Facade Composition



Proposed Residential - Facade Composition

Architectural Form

As well as the distinctive 'layering' as illustrated in blue on the diagram, the existing public house is well defined by its traditional gables and projecting walls.

The projecting walls (as shown in red) give the street facing gables more emphasis and are a subtle yet important feature of the building

