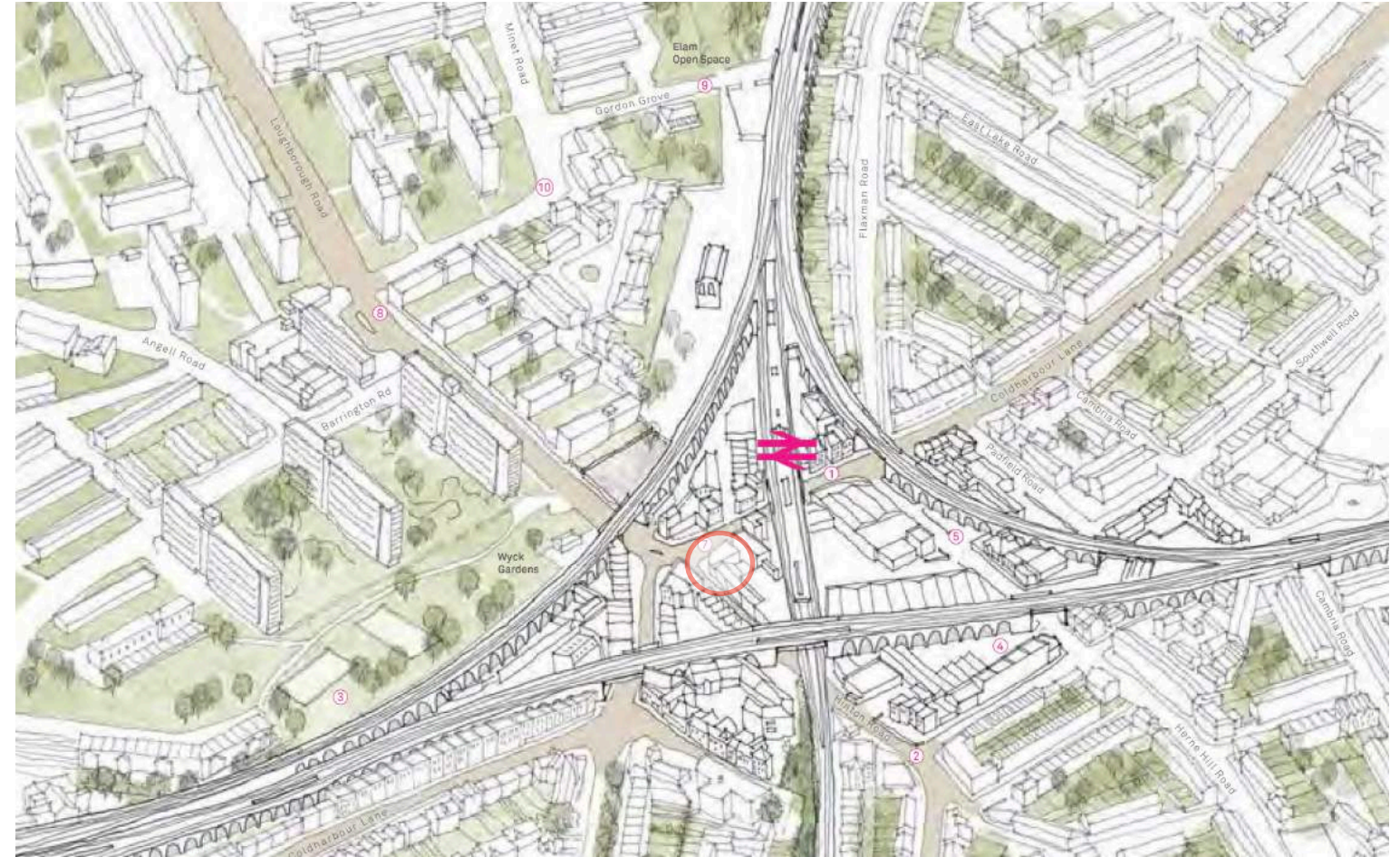


219 - 223 Coldharbour Lane, Loughborough Junction  
Design and Access Statement      8th April 2020



## Contents

<b>A</b>	<b>Introduction</b>	<b>3</b>
<b>B</b>	<b>Assessment</b>	<b>4</b>
<b>C</b>	<b>Evaluation</b>	<b>9</b>
<b>D</b>	<b>Design Solution</b>	<b>10</b>
<b>E</b>	<b>Detail Design</b>	<b>13</b>
<b>F</b>	<b>Conclusion</b>	<b>17</b>
<b>G</b>	<b>Appendices</b>	<b>18</b>
1	Photographs of site and surroundings	20
2	Photo references pertinent to the scheme	22
3	Council's pre-app advice and design examples	23
4	High-res illustrations of proposed design	24



## A. Introduction

1. **This new development design responds to pre-application consultation and advice from Planning Officers dated 4th March 2019 and 24th April 2019, see Section E 7 of this updated Design and Access Statement.**
2. **It follows the refusal of an application for 13 flats ref 19/02623/FUL refused 6th March 2020.**
3. **This scheme is informed by the particular daylighting model in respect of the adjacent 215 - 217 Coldharbour Lane, by Point2 submitted with this application.**
4. **It provides employment use floor space equal to that existing.**
5. This Design and Access Statement has been prepared on behalf of our client Coldharbour Lane Limited to support their application for extensions and alterations to the existing part 2-storey part single storey building at 219 - 223 Coldharbour Lane.
6. The Design and Access Statement is structured in accordance with assessment, evaluation and design solution in terms of physical, social, economic and planning matters.
7. The scheme will provide: 8 dwellings on the upper floors in addition to the retention of the existing retail and the replacement of existing sui generis use with B1 use; together with the provision of balconies, bin stores and cycle parking. The proposed residential mix is:
8. 4 x 1-bdrm, 3 x 2-bdrm and 1 x 3-bdrm flats.
9. The site at present consists of a 1.5 to 2-storey building situated on a corner that is in urban design terms strategically important, but which due to its low form and dull design is currently visually weak and unsightly, to the detriment of the wider area..
10. Given the heights of the surrounding buildings and the proximity of excellent transport links, this application represents an opportunity to develop and rejuvenate this part of Loughborough Junction in accordance with the wider regeneration aspirations of the local community alongside London Borough of Lambeth.
11. The applicant has actively engaged in discussions with the Council, wherein the principle of redeveloping the site has been accepted, as well as with the local community.
12. The design of the scheme has been carefully considered so as to be in keeping with the character of the surrounding area whilst helping to reinforce the wider regeneration of Loughborough Junction.



para A 9



para A 9

## B. Assessment

### 1. Context

- 1.1. 219-223 Coldharbour Lane is located at the road junction of Coldharbour Lane with Hinton Road and Loughborough Road, with Coldharbour Lane to the North, Hinton Road to the West. The site is at a node in the road network with six approaches. Four of these approaches pass beneath railway bridges. Loughborough Junction is defined by its high level railway lines, railway arches and many railway bridges which intersect it. The application site is situated on a corner that is in urban design terms strategically important, but which is currently visually weak and unsightly, to the detriment of the wider area.
- 1.2. It is situated in the middle of an urban triangle between the three railway lines, with the street-facing façades facing South West and North-West, towards the Chatham main line from Victoria to Orpington. Loughborough Junction Railway Station itself is located just to the East of the site on Coldharbour Lane.
- 1.3. The surrounding area has a mixed character and appearance, dense urban grain with residential and office use above active and semi-active frontage. Some 3/4 storey 19th century brick and plaster decorated facades with sliding sash windows and low or flat roofs behind parapets. A new 4-storey development built on 220-224 (**A** on the map right) has a broadly contemporary style with plain brick facade and mix of square and full height grey framed windows. At 215-217 (**B** on the map right) a 5 storey block with a similar street facade, with metal clad side elevation and roof-top penthouse. See images on page 5. Flats face directly to the application site across the access road which is between 4.5 and 4.6m wide.
- 1.4. The site is located near the Loughborough Park Conservation Area and Ruskin Park which is Grade II Registered Park and Garden, see map on page 7. The immediate locality comprises of a mix of industrial and residential uses with poor public realm and dead frontages partially due to its location at the junction of Coldharbour Lane and Hinton Road, with railway viaduct to the rear.
- 1.5. Coldharbour Lane to the East of the site has buildings generally of 3-4 storeys built with traditional London stock brick. The upper floors of the buildings are generally in either office or residential use, albeit there are some ground floor retail units. Hinton Road, which is at the site's western boundary, is of a similar character to that of Coldharbour Lane, albeit directly abutting the site to the south are some single-storey light industrial/employment units.
- 1.6. The West side of Hinton Road is a 19th century terrace of up to four tall storeys including a mansard slightly set back. On the junction with Coldharbour Lane the former Green Man pub curves around the corner at a similar height to the approved 5-storey block on 215-217 Coldharbour Lane. The Green Man is of note due to its ornate architectural detailing, and is now in use as a skills zone by Lambeth Council.
- 1.7. Immediately to the NE, 215-217 has been extended upwards to create a contemporary 5-storey block of residential use. The application site is separated from 215-217 Coldharbour Lane by a private gated service access road about 4.5m wide, which provides a vehicle turning space and access to cycle storage and refuse and recycling stores for that development.



Location Plan



para. B 1.4

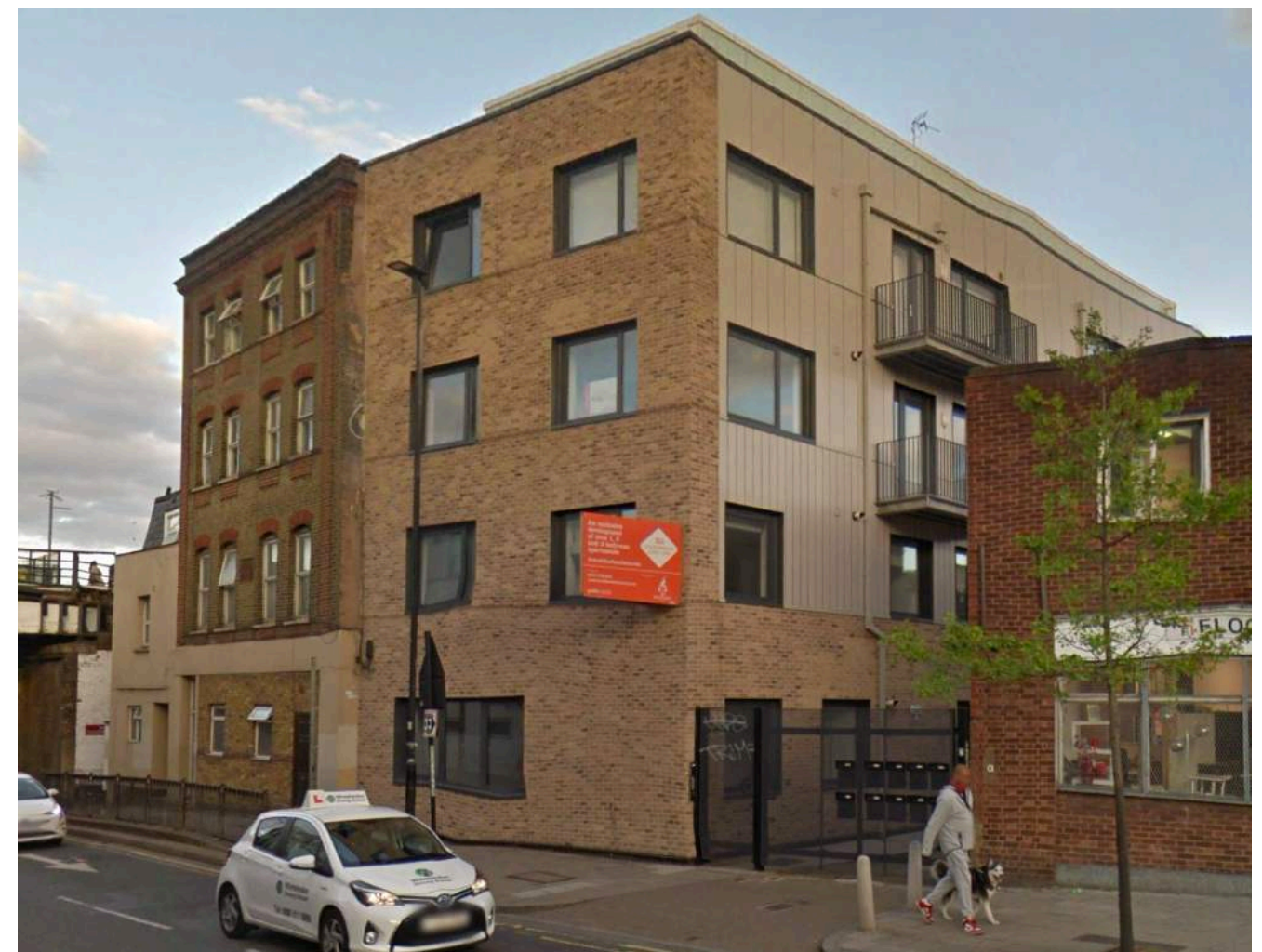
- 1.8. To the SE the 2-storey 1-9 Hinton Road building forms the remaining site boundary, and incorporates a number of windows directly looking into the site. None of these is residential.
- 1.9. Further along Coldharbour Lane to the west, beyond the Green Man, are a number of three storey Victorian-era buildings, which have retail on the ground floor and residential/offices on the upper floors. There are several fast food takeaways and convenience stores (including a Tesco Express) located here.
- 1.10. The main frontage of the site facing Coldharbour Lane has a wide pedestrian footway of between 4 and 6m width, while the Hinton Road pavement is 2.6m at the S end of the site, narrowing to about 2m at the N end.
- 1.11. To the NW is the large space of the junction itself, and the railway bridge over Loughborough Road. Beyond that are the 11-storey residential blocks and Wyck Gardens. Enclosing the junction on the N sides are three storey terraces curving around the back edge of the pavement, with flats and offices above shops.
- 1.12. A new development at 220-224 on the opposite side of Coldharbour Lane: a 4 storey mixed use development with the provision of a ground floor commercial unit and 7 self contained flats on the upper floors. (planning permission 14/02703/FUL).
- 1.13. The Higgs Estate development to the NE: Planning permissions was granted for: Mixed use redevelopment providing five new-build blocks (between 5 and 8 storeys in height) including 124 residential units; Refurbishment of existing two storey Sureway International Christian Ministries building and extension of the existing building to create a block up to five storeys in height. (15/01024/FUL)
- 1.14. Subsequently a new application 18/05425/FUL has been submitted for the Higgs Estate: Clearance of site and mixed use redevelopment to provide a building ranging in height from 2 to 16 storeys with 134 residential units and 4,150sqm of flexible commercial floorspace (Use Classes A1, A2, A3, B1, D1 and/or D2) along with disabled parking, servicing, cycle parking, public realm and amenity space (re-consultation due to amended description of development and amendments to proposal to include changes to brick colour and recessed balconies on Block C; revisions to Herne Hill Road elevation; increase in flexible commercial floorspace from 4,032sqm to 4,150sqm; and revised disabled parking, servicing, cycle parking and public realm layout)

## 2. The Site

- 2.1. The application site at present is comprised of a low-rise brick building of 1960s appearance, two-storey at the NW end on Coldharbour Lane and single-storey at the SE end on Hinton Road. The site's use is retail at ground and first floor - a secondhand furniture shop with ancillary office and storage space. The retail has an approximate floorspace of 229 sq m, and the amount of employment floorspace is about 314.5 sq m.
- 2.2. Views into and out from site: The site occupies a prominent location visible from all five road approaches and from the three railways, see Appendix 1. Habitable room windows in 215 - 217, and 1 - 9 Hinton Road, face onto the site.
- 2.3. The greatest degree of sunlight would be received by the road-facing frontages, since they face predominantly West. Daylighting to the adjacent buildings should be considered in setting out the form and modelling of the NE facing elevation of the proposed scheme.
- 2.4. The site is devoid of natural vegetation.
- 2.5. Site access points: Vehicular access to the site is currently from Hinton Road at the Southern corner of the site. Pedestrian access is via the main entrance front doors facing the corner of Coldharbour Lane and Hinton Road, and a single door at the Southern end of the Hinton Rd frontage.



para. B 1.4



para. B 1.7

215-217 adjacent to the site has been extended upwards to create a contemporary 5-storey block of residential use.

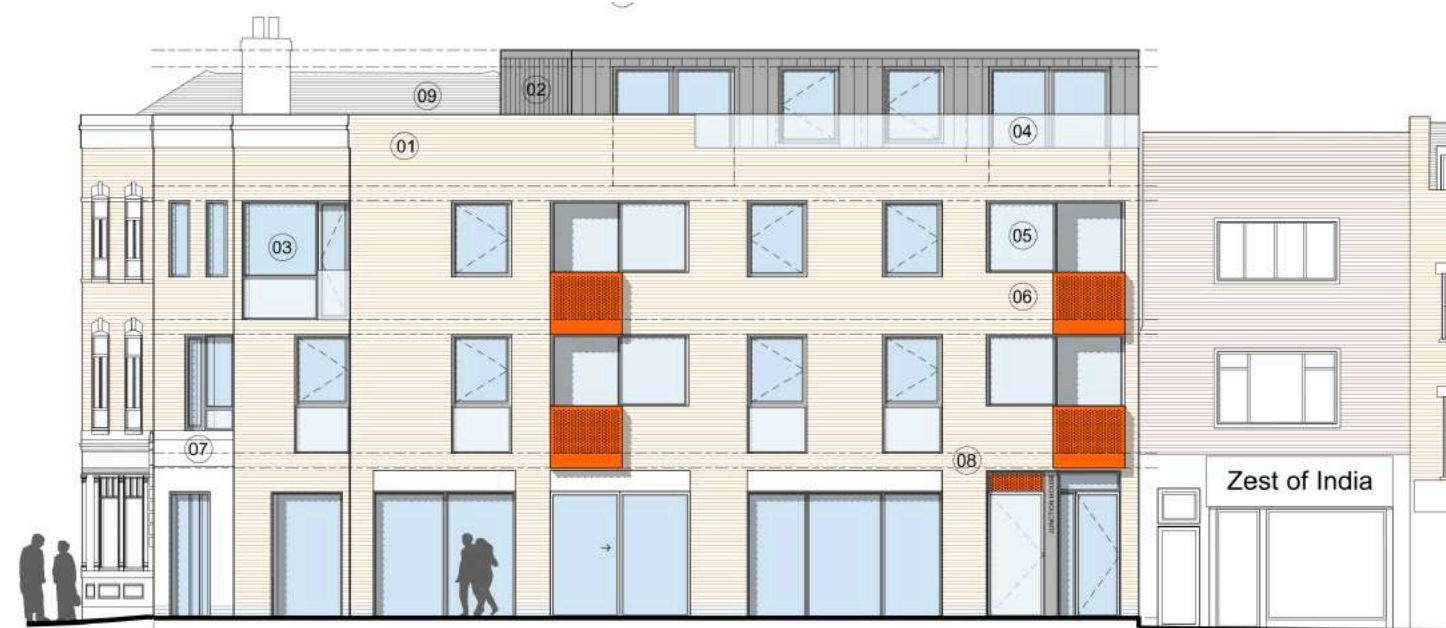
- 2.6. Transport and parking: The site is located within the Loughborough Junction Local Centre and has a PTAL of 5. There is no car parking on site. It is within a Controlled Parking Zone (CPZ), and very close to the Poets Corner, Brixton 'B' and Camberwell 'A' CPZs. Loughborough Junction Railway Station is located just to the east of the site on Coldharbour Lane.
- 2.7. The form and condition of the existing building contributes negatively to the perception of the area, both visually and economically.
- 2.8. The Loughborough Junction Action Group is an active amenity group within the area, and has identified the site as a development opportunity to improve the character of the area.
- 2.9. In order for development to be viable the developer needs to extend the building upwards and rearwards to provide a mix of good quality, appropriate size flats, and upgrade the existing elevations to suit and create a coherent presentation.

### 3. Planning history of adjacent site 215 - 217

- 3.1. 215-217 Coldharbour Lane – Planning permission refused for the change of use from B1/B2 to D1. (05/03661/FUL).
- 3.2. 215-217 Coldharbour Lane – Planning permission granted for the erection of a three storey extension to provide 4 self contained residential units (Use Class C3) and the retention of existing B1 floorspace at ground and first floor level. The installation of a shopfront at ground floor level, alterations to the existing windows and doors at ground and first floor level to the front elevation and courtyard elevation, and the provision of cycle store, refuse and recycling storage to the rear of the building. (Re-submission) (13/03551/FUL)
- 3.3. 215-217 Coldharbour Lane – Prior Approval approved for the change of use of the ground floor from office (Use Class B1) to 2 self contained units (Use Class C3) (14/03809/P3JPA)
- 3.4. 215-217 Coldharbour Lane - Prior Approval approved for the change of use at first floor (Use Class B1) to provide two residential dwellings (Use Class C3). (14/01036/P3JPA)

### 4. Refused previous schemes on application site 219 - 223

- 4.1. Application **16/03749/FUL** refused for Demolition of existing 2 storey building and rear extension and erection of **2 to 5-storey** mixed use building.
- 4.2. The 6 grounds for refusal related to:
- 4.3. Reason 1 - mix of unit sizes including family-sized accommodation. Reason 2 - The absence of any provision by which to secure an appropriate contribution toward delivering affordable housing. Reason 3 - Detailed design would result in an incongruous form of development. Reason 4 - Loss of outlook, increased sense of enclosure, loss of privacy and loss of daylight to the occupiers of the adjoining properties. Reason 5 - Fails to adequately accommodate and mitigate against the highways and parking impacts of the proposal by way of legal agreements. Reason 6 - Fails to demonstrate that a Sustainable Urban Drainage System (SUDS) would be employed.
- 4.4. Application **19/02623/FUL** 6th March 2020 refused, for alterations and extensions to the existing building and upward extensions to provide mixed-use scheme up to **7 storeys** high comprising **13** residential dwellings (C3 Use Class), 208sqm of flexible floorspace consisting of retail/café/restaurant (use classes A1 and A3), and 207sqm of business floorspace (B1 Use Class), including the provision of 22 cycle parking spaces, amenity space and ancillary facilities.



para. B 1.12

A new development at 220-224 on the opposite side of Coldharbour Lane: a 4 storey mixed use development with the provision of a ground floor commercial unit and 7 self contained flats on the upper floors. (14/02703/FUL).

- 4.5. The grounds for refusal related to:
- 4.6. Reason 1 - Scale, height, loss of outlook, increased sense of enclosure, and loss of light to the occupiers of the adjoining site at 215-217 Coldharbour Lane. Reason 2 - loss of employment generating land. Reason 3 - impact of the adjoining noise generating uses on the future occupiers of the proposed building (external amenity space). Reason 4 - absence of sufficient information to demonstrate that the requisite cycle parking for the development can be accommodated on the site. Reason 5 - absence of a S106 legal agreement to ensure that local people are provided with employment during the course of the development. Reason 6 - absence of a S106 legal agreement to secure affordable housing provision to support the scheme, which has been deemed viable by the local planning authority. Reason 7 - absence of a S106 legal agreement to prevent future occupiers from obtaining parking permits and to secure car club memberships for occupiers. Reason 8 - absence of a S106 legal agreement to provide a carbon offset financial contribution.

## 5. Involvement

- 5.1. Two public consultation events and displays have provided a sample of responses to the principle and nature of the proposals at an early stage.
- 5.2. The LJAG document highlighted the wish to put Loughborough Junction on the map as a place with its own distinctive identity.
- 5.3. From the conversations at the public consultation events, at which preliminary ideas were displayed and discussed, a number of factors emerged that would help shape the proposals.
- 5.4. The prospect of development was welcomed by all. Residential units should be generally 1 and 2-bedroom, but more spacious than minimum requirements. The massing should take cues from the Green Man pub. additional height on the corner could work.
- 5.5. A progressive rather than pastiche approach to the architectural language would be preferred. External materials that resist degradation over time would be appreciated. The possible use of metal in principle was well-liked.

## 6. Other Design Matters

- 6.1. We have continued to follow the advice provided at pre-app stage for the refused scheme on the principles set out below, which did not from reasons for refusal and which, we understand, are considered acceptable:
- 6.2. Subject to a transport report the site's sustainable location indicates a zero parking scheme is feasible.
- 6.3. Flats should be generally dual aspect for both daylighting and cross ventilation reasons.
- 6.4. Massing and composition of the proposed development should have regards to the Green Man pub opposite. The nature of the spacious junction suggests a taller massing would be appropriate at the corner.
- 6.5. Although inset balconies are not part of the traditional architectural form, cantilevered balconies would not be approved as they are considered out of character. (Although they have been approved at both the site opposite and adjacent.) Balconies should be large enough for use as outside sitting out space.
- 6.6. In the light of the way older plastered facades are deteriorating, proposed external materials should be durable, low maintenance and visually robust, avoiding materials such as render and natural timber.



paras. B 4.5 - 4.7 Application **19/02623/FUL** refused 6th March 2020



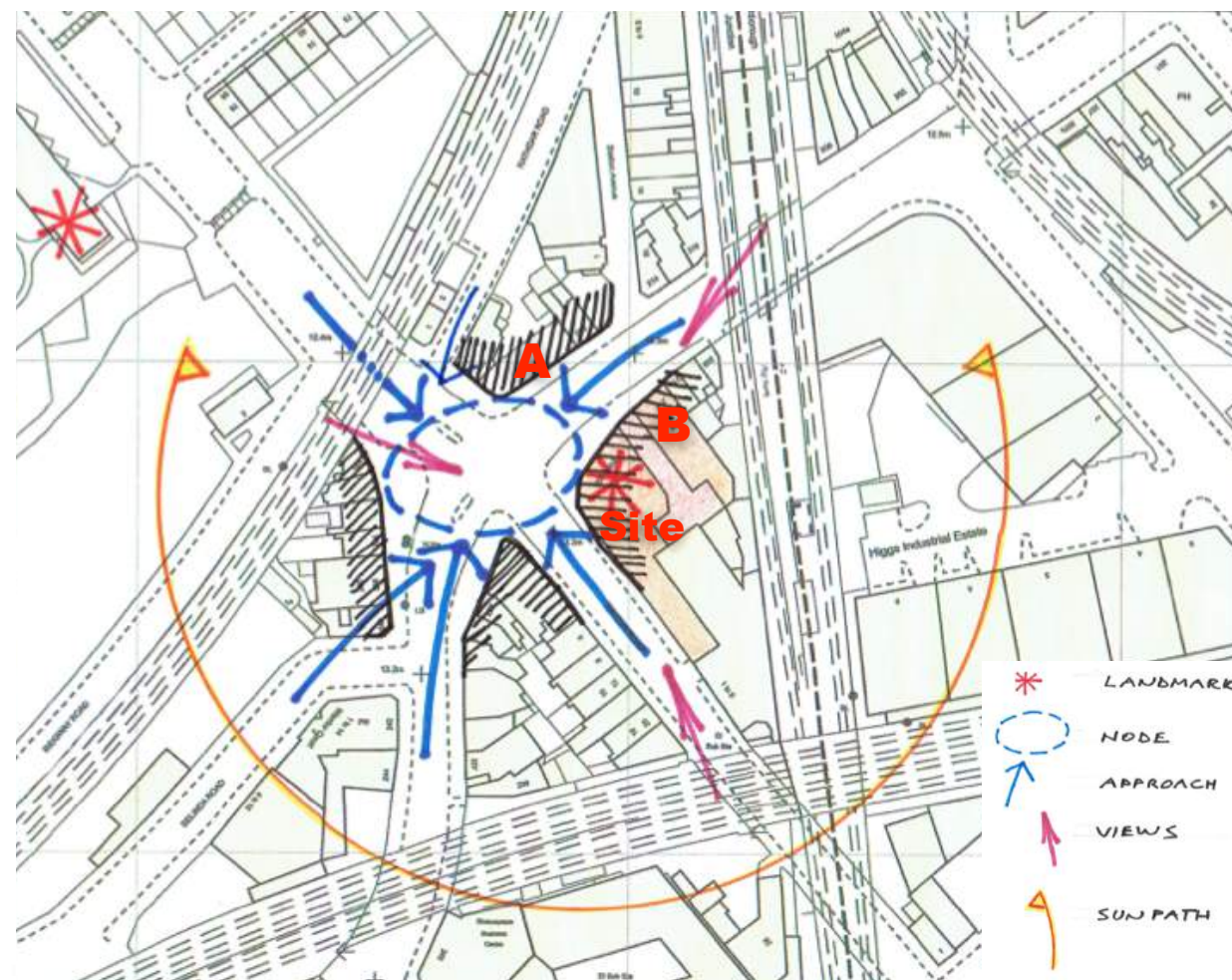
paras. B 4.5 - 4.7 Application **19/02623/FUL** refused 6th March 2020

- 6.7. Undercroft or hidden external areas must be avoided on grounds of perceived safety, with the main residential access opening direct onto the public realm, and cycle storage accessed from Coldharbour or Hinton Road.
- 6.8. Whilst the architectural idiom would not be prescribed, the conventional facade would be expected, with building storeys articulated in some way, and the top floor set back enough to distinguish it. Elements of the composition that tie it in to adjacent facades, would help provide visual continuity in the context, allowing for other ways in which the proposals could be distinctive. Metal of some kind to be agreed, facing bricks, stone features and grey fenestration and penthouse cladding, was welcomed.
- 6.9. Design direction was given using the examples shown in Appendix 3.



## C. Evaluation

1. The site is a focal point of Loughborough Junction, a node of railway lines and street grid. The application site appears run-down, situated on a corner that is in urban design terms strategically important, but which due to its low form and dull design is currently visually weak and unsightly, to the detriment of the wider area. It is identified as a multi-storey development opportunity in Lambeth's Plan for the area.
2. The wider areas's character is perceived locally as vibrant, diverse, edgy, but also neglected, forgotten, dirty, run-down and ugly. Development of the site can contribute to the positives and help rectify the negatives, effectively healing a wound in the urban fabric.
3. In general design should comply with National space standards, London Plan & SPG Documents, Lambeth Plan & SPG Documents, and building regulations M(4) parts 1 to 3. Where London plan provisions can be met on the scheme these would take priority over inconsistencies/differences with the Lambeth Plan.
4. The height on the boundary next to 215-217 is to be reduced to 1-storey (compared to 2-storey as existing) rising to 5 storeys on the corner. In comparison with the refused 13-flat scheme the separation from 215-217 at each storey level above ground floor is to be increased to improve daylighting to 215-217.
5. The design should be contextual, referencing traditional facades in its own non-pastiche way.
6. A high-quality, coherent and contemporary, unfussy appearance is needed, both for the extension and the existing building. Inset balconies should help preserve the continuity and flow of the facade. The top floor should contrast and recede. Detailing should be simple.
7. Materials should be durable and low-maintenance: brick, stone, metal, with simple grey fenestration and grey penthouse level cladding.
8. Balconies should all be at least 5 sq m, provided to every flat, and comply with both London Plan and Lambeth standards.
9. The modelling of the NE facing part of the scheme will be informed by the daylighting to the adjacent 5-storey 215-217 Coldharbour Lane, and the need to avoid undue inter-visibility, and this will also inform the proposed internal layouts.
10. Sustainability, energy, and transport reports will be required.
11. Vehicular access for refuse collection and servicing should be from Hinton Road as it is at present. A zero-car scheme will be proposed, with secure and sheltered cycle storage conveniently located close to the main entrance, in accordance with the adopted standards.
12. The main entrance off Hinton Road should be level, brightly lit with no recesses, and close to the cycle store. The stair core should include a lift of appropriate size.
13. The amount and density of the proposals will be constrained by the development envelope based on the facade height, the footprint of the existing building which fills the site, and satisfactory daylighting to 215 - 217. Residential units should be 1-, 2- and 3-bedroom flats.
14. The reasons for refusal of the previous 13-flat application, described in Section B 4.7 above, should be specifically addressed and overcome in the new scheme.



para. C 1

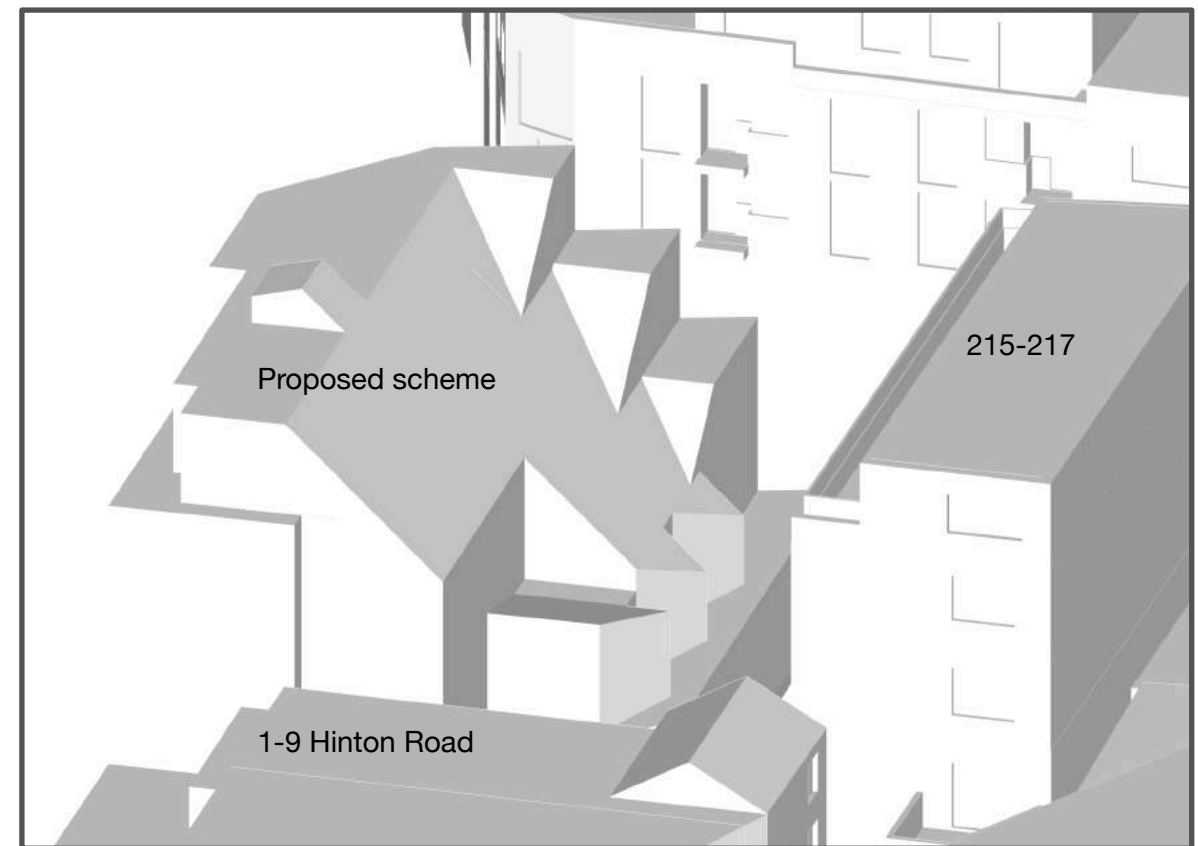


schematic sketch perspective of new proposals illustrating proposed massing in context

## D. Design Solution

### 1. General

- 1.1. The proposed extension and alterations to the existing building fulfils an urban design role strongly addressing the focal point of Loughborough Junction. In accordance with Lambeth's plan for the area it reinforces the corner and links both Coldharbour Lane and Hinton Road with a confident, coherent street facade.
- 1.2. In this way the siting, form, scale and design contributes to the area's positive characteristics and repairs the break in the urban fabric.
- 1.3. Design standards have been followed as referenced in National space standards, London Plan & SPG Documents, Lambeth Plan & SPG Documents, and building regulations M(4) parts 1 to 3.
- 1.4. On the advice of Planning and Urban Design Officers, the height immediately next to 215-217 is reduced, to 1-storey, compared to 2-storey as existing. The height rises to 5 storeys on the corner. In comparison with the refused schemes the separation from 215-217 at each storey level is increased by employing a raking form derived from the angled line of sight from the lowest room windows.
- 1.5. The street elevations are designed to tie in conventionally with the surrounding street facades, with three main elements; the base storey will be defined from the middle floors by the strong band of the shop signage frieze, while the top floor is mainly subordinate and set back behind a parapet.
- 1.6. Simple fenestration with deep reveals located along subtle brick string courses, matching the prevailing rhythm of the streetscene as requested by the Council's design officers. Simple minimalist detailing and inset balconies help to preserve the continuity and flow of the facade, and link in with the adjacent new development at 215 - 217.
- 1.7. The palette of good quality, robust, natural materials is as previously agreed: Portland stone band facings, stock brickwork and grey window framing. Lazer-cut metal screen/ balustrades have a foliage pattern as a foil to the very orthogonal building form. The result is a sustainable, attractive appearance.
- 1.8. In contrast to the street-facing vertical facades, the proposed building will face the service courtyard with an angular composition of sloping wall and roof, modelled to allow sufficient daylight to the adjacent properties, and achieving the best possible aspect from both proposed and adjacent habitable rooms.
- 1.9. The cladding design on this elevation reflects that used on 215 -217, creating a sense of cohesion, with brickwork to the ground floor and vertical cladding panels to upper levels .
- 1.10. A sunlight and daylight report is submitted with this application, which will also demonstrate how the modelling of these elevations do not unduly impact on the outlooks of neighbouring habitable rooms.
- 1.11. A sustainability and energy report will be submitted with the application that will demonstrate that a sustainable urban drainage system will be employed. The proposed design is suitable for the installation of PV panels to the flat parts of the roof, and the external building fabric will be constructed to maximise thermal insulation. Building materials will be sourced sustainably so as to minimise the carbon footprint.
- 1.12. The block follows the outline of the existing building and abuts 1-9 Hinton Road, making the maximum effective use of the site. The quantum of existing retail and office uses is



para. D 1.8 High level volumetric view looking NORTH-WEST showing raking and stepped roof allowing greater daylighting and better outlook to the adjacent property.



para. D 1.8 High level volumetric view looking NORTH showing raking and stepped roof allowing greater daylighting and better outlook to the adjacent property.

retained, while a part of the ground floor is altered to provide the residential access core. Some employment use floorspace is relocated to the first floor.

- 1.13. The main residential access, from Hinton Road, will be direct, spacious and extensively glazed, reinforcing the sense of passive surveillance and security. Entrance to the retail and office uses will remain as existing but renovated to tie in with the new architectural design.
- 1.14. Transport and parking: The cycle store will provide sheltered and secure storage for 20 cycles, adjacent to the main residential entrance. A Transport Report will be submitted with the application to demonstrate how as a zero car scheme the proposals will accommodate and mitigate against highway and parking impacts.
- 1.15. The scale, height, and massing respects that of the Green Man opposite on Hinton Road, and rises higher on the corner as agreed.
- 1.16. The smart new facades and passive surveillance contribute positively the confident identity of Loughborough Junction. Bringing residential units of this quality into town centre is good for the sense of place and for the local economy, in terms of both appearance and actual activity.

**2. Resolving all of the planning issues relating to the reasons for refusal of the previous application 19/02623/FUL**

- 2.1. Reason 1 (*Scale, height, loss of outlook, increased sense of enclosure, and loss of light to the occupiers of the adjoining site at 215-217 Coldharbour Lane*) - The daylighting solution for 215 - 217 provides the opportunity to create an architecturally interesting building form. As described above, the scale and height have been reduced, improving outlook, reducing sense of enclosure, and minimising loss of light to the occupiers of the adjoining site at 215-217 Coldharbour Lane.
- 2.2. Reason 2 (*loss of employment generating land*) - The total quantum of employment floorspace has been maintained in the new scheme.
- 2.3. Reason 3 (*impact of the adjoining noise generating uses on the future occupiers of the proposed building (external amenity space)*) - The neighbouring use has been converted from B2 to B1(a) and is therefore by definition compatible with neighbouring residential use.
- 2.4. Reason 4 (*cycle parking*) - The drawings show the required floor space and ceiling height for the required number of long term cycle storage.
- 2.5. Reason 5 (*S106 legal agreement to ensure that local people are provided with employment*) - Local people will be provided with employment during the course of the development.
- 2.6. Reason 6 (*S106 legal agreement to secure affordable housing provision*) - Any Affordable housing contributions that the the scheme is able to provide will be secured by a S106 Agreement.
- 2.7. Reason 7 (*S106 legal agreement to prevent future occupiers from obtaining parking permits and to secure car club memberships for occupiers*) - A S106 legal agreement will be agreed to prevent future occupiers from obtaining parking permits and to secure car club memberships for occupiers.
- 2.8. Reason 8 (*S106 legal agreement to provide a carbon offset financial contribution*) - A S106 legal agreement will be agreed to provide a carbon offset financial contribution if required.



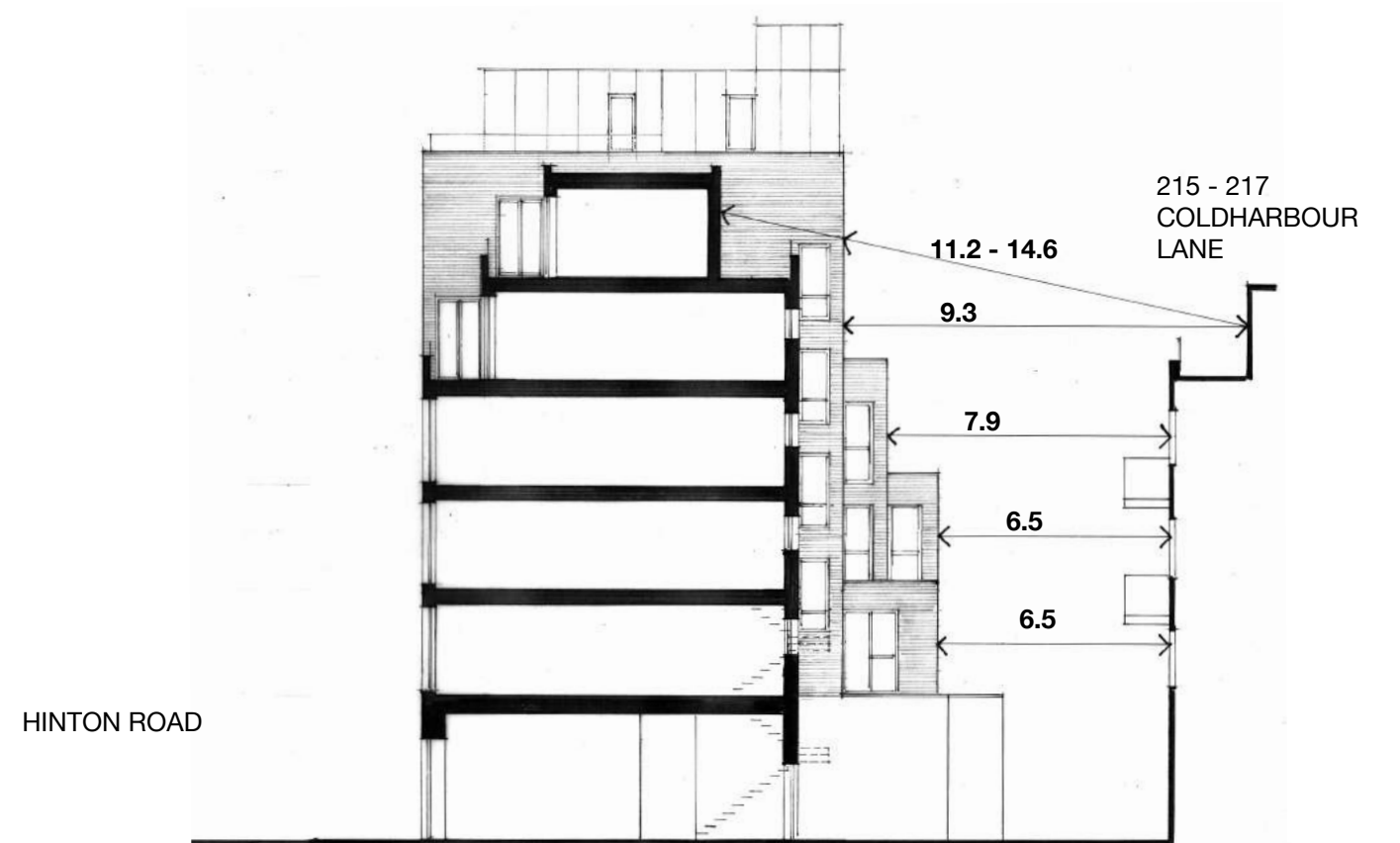
CYCLES	required			secure long term	visitors short-term	total
		per unit				
1-bdrm	1.5	per	flat	6.00		17
2-bdrm+	2	per	flat	8.00	2.00	
A1 long-term	1	per 175	175	0.65		18
A1 short term	1	per 20	20		5.73	
B1 long-term	1	per 75	75	4.52		
B1 short-term	1	per 500	500		0.68	
				<b>19.17</b>	<b>8.40</b>	
<b>PROVIDED</b>				<b>20</b>	<b>15</b>	<b>35</b>

**3. Involvement**

3.1. It is considered that this scheme responds well to the feedback from the public consultation exercises in the same way that the previous application did.

**4. Consultation**

4.1. Similarly, as described above, the scheme incorporates changes to the design based on advice and concerns expressed during all the consultation meetings with the Council's officers.



para D 2.1 PREVIOUS section A showing distances to adjacent 215-217 Coldharbour Lane



para D 2.1 PROPOSED section A showing improved distances to adjacent 215-217

## E. Detailed Design

1. **The design proposes an extension to the existing building above the existing building. Positive attributes of the previous schemes have been retained, and the reasons for refusal have been overcome.**
2. **The Officer's report on the refused 13-flat application 19/02623/FUL confirmed positive aspects of the design as follows:**
  - 2.1. Well-defined frontage and signage zone which allows for transparency into the unit and increases natural surveillance of the street. Along Hinton Road the existing building presents a blank frontage to the street, the proposal presents a well-defined commercial frontage onto street. The creation of an active frontage fulfils a major aspiration for this area is to improve the public realm and perceived safety on the street.
  - 2.2. The residential entrance on Hinton Road is well defined with numbering and canopy over entrance clearly visible from the street, the introduction of glazing along this frontage particularly near lobby is encouraged.
  - 2.3. The siting of the development currently follows the line of the existing building at ground floor, the chamfered building line fronting the junction is acceptable as it frames the junction and relates well to the curved former public house (Green Man) whilst not competing with it.
  - 2.4. The scale, height and massing is appropriate for this site, and would create a marker for this junction without visually dominating other attractive buildings in the vicinity, specifically Green Man. The materials proposed, specifically the tones of the brickwork and the perforated balconies, are acceptable, but further information would have been recommended via condition.
  - 2.5. Officers are satisfied that the scheme would not prejudice adjacent development potential.
  - 2.6. The use of brick is welcomed as a robust material, which is contextually appropriate, however will need to be carefully specified to match existing ensuring it has a richness in tone and texture appropriate to the area.
  - 2.7. The recessed balconies are acceptable, and the decorative perforated balustrade is supported as it provides privacy to occupants whilst adding a subtle interest to the elevations.
  - 2.8. The communal amenity space would comprise of areas of informal benches and soft landscaping. This provision is considered acceptable. The balustrade for the communal amenity area would be glass, which would give much exposure to the street which would not give users of this space much privacy. There is potential to incorporate more screening to this space.
  - 2.9. London Plan requirements would generate a requirement for 25.8sqm of children's play space. The proposed communal roof terrace is large enough to accommodate the required level of provision.
  - 2.10. Officers are satisfied with the level of privacy that would be afforded to future residents. The layout of the units prevents any opportunities for unit to unit overlooking, including from balconies. The proposed units would also not be overlooked by existing dwellings.
  - 2.11. Overall, it is considered that future occupants will benefit from a good standard of accommodation in regards to outlook and aspect. Overall, each unit would achieve adequate daylight/sunlight levels as a whole and would be at least dual aspect, therefore,



View of the site looking East at the junction of Coldharbour Lane and Hinton Road

the potential overshadowing of some habitable rooms is not considered to be detrimental to the living standards of occupants in these flats.

- 2.12. It is considered that there would not be a detrimental impact on the loss of privacy of surrounding residents, provided there is adequate screening of the balconies.
- 2.13. There would be no detrimental impact on any surrounding properties other than the ground and first floor flats of 215-217 Coldharbour Lane.
- 2.14. The Metropolitan Police have stated that they are satisfied that the development as proposed could achieve the security requirements of the secure by design scheme.

### 3. The design reasons for refusal for 19/02623/FUL

- 3.1. Unacceptable loss of outlook, increased sense of enclosure, and loss of light to 215 - 217 Coldharbour Lane.
- 3.2. Loss of employment generating land.
- 3.3. Cycle parking insufficient information.

### 4. In this new application the positive aspects of the previous design have been retained, while the negative points listed in para 3 above are resolved as follows:

- 4.1. The new architectural approach significantly improves the amenity and outlook of 215-217, as illustrated in the sections on p10 and the volumetric perspectives. The raked design of the upper parts of the building significantly reduces the sense of enclosure, with materials matching that of 215 - 217. The courtyard facing (NE) facing part of the proposed development has been modelled to achieve the best possible daylighting to 215 - 217, see submitted daylighting report.
- 4.2. This new design has been planned to maintain the total quantum of employment use land within the existing and extended building. The existing floor space is 543.5 sq m, and the proposed commercial floorspace is 543.5 sq m. the internal arrangement will be subject to end-user needs.
- 4.3. The cycle store accommodates two-tier Josta style racks, providing the required safe and secure long-term storage for the flats. The required short term storage for all uses will be provided in the public realm where most convenient so as not to compromise the security of the perimeter of the block.

### 5. The existing building on site will be retained and extended

- 5.1. The retained external envelope will be altered minimally to blend in consistently with the new work.
- 5.2. Subject to Planning Conditions the brick will be chosen such that there is consistency with the retained elements of brickwork, using specialist colouration if necessary.
- 5.3. The retained window openings will be kept the same width, but extended below cill and above head as necessary to match the proposed fenestration.
- 5.4. Doors and window frames will be replaced with matching frames and glazing, to provide improved performance and an integrated, coherent design.
- 5.5. The large vehicle entrance opening on Hinton Road will be replaced with a multi-part arrangement of doors comprising the entrance to the flats above, to the proposed cycle storage, and to the refuse and recycling store.



CGI View of the proposed scheme facing Coldharbour Lane, looking South.



CGI View of the proposed scheme facing Hinton Road, looking North

## 6. Response to the specific Pre-app advice 4th March and 24th April 2019

- 6.1. Quality of Accommodation: Flat areas and room sizes now match and exceed NDSS standards. Ceiling heights of approx 2.5m are now proposed as shown on the submitted drawings.
- 6.2. The proposed building has been modelled and set out to ensure privacy, sunlight and daylight, and outlook; Rooms on the NE side have windows angled SE and NW to avoid inter-visibility with 215 - 217, but are distant enough from 1-9 Hinton Road to avoid prejudicing potential future development (Policy Q6).
- 6.3. Flats are as required dual aspect where at all possible. Only flats 8 is not dual aspect.
- 6.4. Accessible Housing: In accordance with Policy 3.8 of the London Plan, 2 (10%) of the flats are wheelchair user dwellings (Building regulations Part M4(3)) and the remainder are adaptable complying with Part M4(2). The submitted plans show this, insofar as pertinent to planning drawings.
- 6.5. Amenity Space: The scheme complies with both Lambeth Policy H5 and the London Plan, see table, right. We consider that the development cannot accommodate a policy compliant separate quantum of children's play space and a financial contribution to off site provision is preferred. Given that the undeveloped site is devoid of natural vegetation, the proposed garden roof deck represents a significant improvement to the streetscene.
- 6.6. The glass part of the screening to the communal amenity space starts from 1.1m high to increase privacy.
- 6.7. Urban Design: the proposal fronts both Coldharbour Lane and Hinton Road with increased transparency into the commercial uses, which also increases the natural surveillance of the street. This improves the public realm and perceived safety and well-being on the street in accordance with Policy PN10 and Q3. The main entrance is clearly visible from the street and well articulated on the elevations, with all other entrances subordinate, none recessed.
- 6.8. Siting, massing, scale, height: The new scheme follows Officer advice in terms of the composition and range of heights - rising from single storey at each end to 5 storey on the central corner. Above the retained ground floor it is also pulled further away from 215-217.
- 6.9. Issues concerning the extrusion of the existing footprint have been overcome by means of the modelling of the rear elevations, ensuring adequate amenity and outlook relating to 215-217, eliminating inter-visibility and preserving the potential for future development on Hinton Road.
- 6.10. The design now commits to a strong, simple chamfered corner.
- 6.11. Rhythm, proportion, materials: The stone banding has been removed, and a single brick colour will be used throughout as requested. This will be matched to the existing reddish-brown brickwork and thereby be both complementary and different to other buildings in the immediate vicinity.
- 6.12. Furthermore as requested the additive form has been changed to a single unified form of varying heights. The proposals reflect the proportions of the surrounding context, including the recently approved examples.
- 6.13. The ground floor height has been increased to maximise the prominence of the commercial frontage as requested, and provide proportionate fascia signage as illustrated on the submitted drawings.
- 6.14. Clear glass balcony balustrading has been removed as requested and replaced with perforated metal in order to provide better privacy and add "depth" and incidence to the elevations, and complement the brick.
- 6.15. The top floor is reduced in impact by the parapet and follows the chamfered building line instead of a curve, again as requested.

<b>AMENITY SPACE (sq.m)</b>	Lambeth	London Plan	provided
communal amenity space (sq m)	50		88.9
balconies sq m	80	47	50.4
<b>total amenity space (sq m)</b>	<b>130</b>		<b>139.3</b>

- 6.16. The open balcony return next to 215-217 no longer features, obviating any issues of privacy.
- 6.17. The architectural approach has been simplified and more closely conformed to other previously approved examples given, in particular in Sancroft Street and Gipsy Road, as well as 215-217, and 220-224 Coldharbour Lane.
- 6.18. Refuse and recycling: The refuse store shown provides for the required refuse and recycling and allows for future increases in the required provision. See table, right.
- 6.19. Amenity for neighbouring occupiers: The new architectural approach significantly improves the amenity and outlook of 215-217, as illustrated in the sections on p10.
- 6.20. Cycle Parking: As explained in para 7.7.73 above, the cycle store shown accommodates 20 cycles, as shown, with a single “Josta” 2-tier rack, which is more expensive but more usable and more secure.

REFUSE AND RECYCLING	
required	provided
13 bedrms x 55L for landfill = 715L	2 x 360L bins
13 bedrms x 33L for recycling = 429L	1 x 500L bin

para. 6.18



CGI View of the proposed scheme facing the junction of Coldharbour Lane and Hinton Road



## F. Conclusion

1. The proposed extension and alterations to the existing building provides a mixed use development that retains the total employment use as well as an appropriate mix of flats.
2. The principle of residential development on the site is acceptable and welcomed.
3. The form, scale, height, massing and detail design overcomes all previous concerns and preserves and enhances the character of the area.
4. Independent reports dealing with daylighting, sustainability, transport, and noise are submitted with the application.
5. All reasons for refusal of 19/02623/FUL have been resolved.
6. For these reasons we respectfully submit that Planning Consent should be granted.



CGI View of the proposed scheme facing Coldharbour Lane, looking South.

## G Appendices

1	Photographs of site and surroundings	19
2	Photo references pertinent to the scheme	22
3	Council's pre-app advice and design examples	23
4	High-res illustrations of proposed design	24



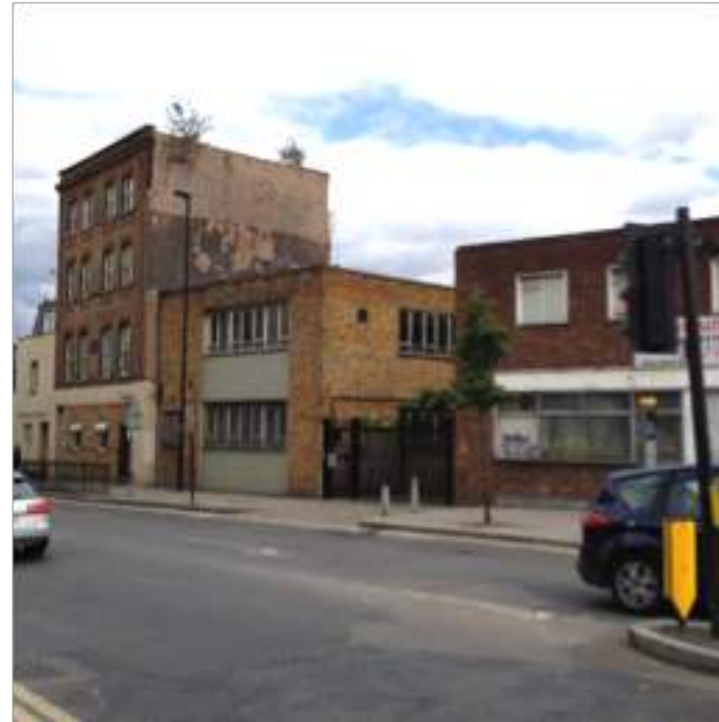
CGI View of the proposed scheme facing Hinton Road, looking North

## Appendix 1

Photos of site and surrounding taken prior to previous application



1. W side of Hinton Road opposite the site



2. View of buildings adjacent NE of site as of 2016 before nos. 215-217 was redeveloped



3. View of site from junction of Coldharbour Lane and Hinton Road



4. View towards site from Loughborough Junction Station



5. View over site from Loughborough Junction Station



6. The MOT garage adjacent to site on Hinton Road



7. View along Shakespeare Road within Loughborough Park Conservation Area



8. View towards site from Wyk Gardens to the N of the site



9. Ruskin Park



10. Loughborough Road looking North



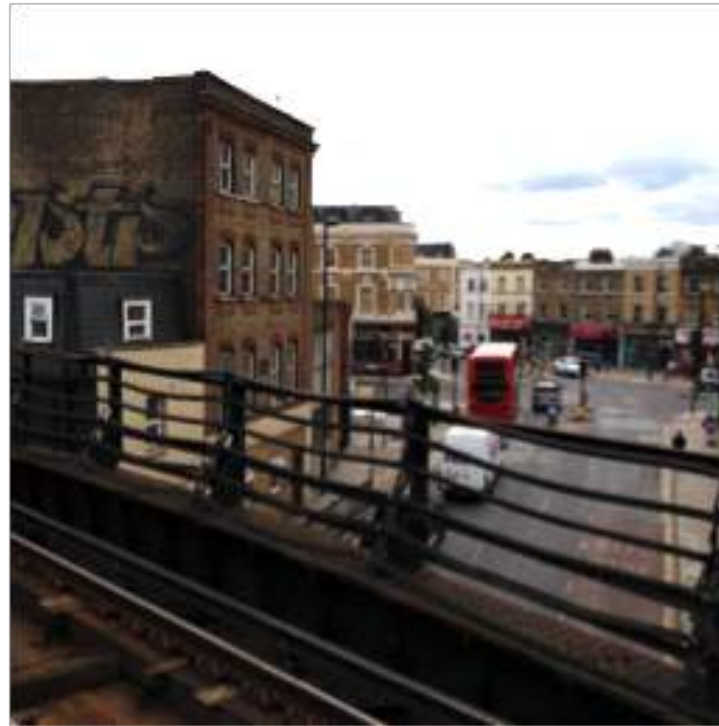
11. Recent development on Wanless Road



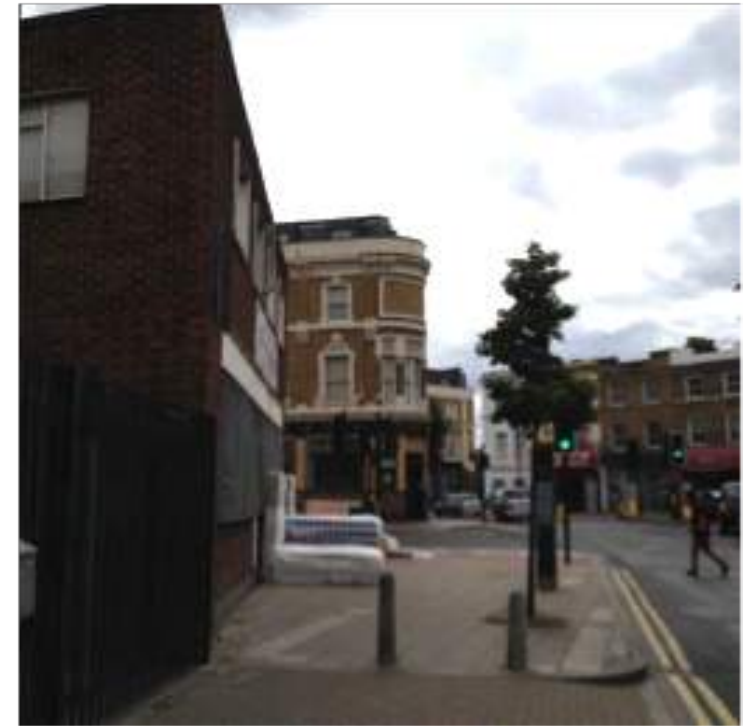
12. View of Kemble House from Wyk Gardens



13. Former Green Man pub corner of Coldharbour Lane and Hinton Road opposite the site



14. View from Loughborough Junction Station over Coldharbour Lane towards site on left



15. View SW towards site (on left)



16. 216 and 218 Coldharbour Lane opposite the site before the development of 220-224.



17. 210 to 216 Coldharbour Lane opposite the site



18. Buildings and undeveloped land opposite site on Coldharbour Lane before the development of

## Appendix 2

Photo references pertinent to proposed scheme design and appearance



19. Sancroft Street showing brick facade and grey fenestration with recessed balconies and window openings, and grey clad penthouse level set back.



20. 207 Gipsy Hill showing layered brick elevations with varied rectangular openings and metal clad penthouse level



21. Recent development on Wanless Road, with glass balustrading to recessed balconies, grey fenestration and penthouse level cladding

## Appendix 3

Council's Pre-app design examples 25th April 2019



Example of a proposal in Whitechapel with well-integrated chamfered corner and top floor, restrained, well



Example of a proposal which addresses a chamfered corner site with integrated balconies – Hepscoot Road, Hackney Wick



Example which has good profiling detail on brickwork to add interest to corner with well-integrated top floor setback



The use of brick is welcomed as a robust material which is contextually appropriate, however as is evident in the surrounding area the core material should be one brick tone and not a tiered approach as illustrated. The brick specification should be complementary to the surrounding buildings, however should be a different colour to add visual interest to the junction. There is scope to use a multi-tonal brick which is complementary to context but adds visual interest to the junction. 207 Gipsy Hill which uses a palette of materials particularly the brick which could be used to inform this scheme particularly the brick. In this location we would advocate recessed balconies with railed balustrades similar design precedents included.

The brick specified for the above project was Terca Brookhurst Yellow multi brickwork which has a multi tone. A multi tone brick would be appropriate in this context to add visual interest to pick up on the different brick colours in the area. should be given to ground floor detailing around shopfront and residential entrances and how signage to both is incorporated as an integral part of the design. The architectural approach should be simplified taking cues from positive precedents which are contextually appropriate, well detailed in good quality materials.

**Appendix 4**  
CGI illustrations of proposed development



View SW along Coldharbour Lane





View East at the junction of Coldharbour Lane and Hinton Road



View NE along Coldharbour Lane