

PRESTON RUBIN ASSOCIATES

Chartered Architects and Town Planning Consultants

Jinkes Farm, Muttons Lane, Warminghurst,
Ashington, West Sussex RH20 3AL
Telephone: 01903 893097 Fax: 01903 892766
E-mail: tjrubin@supanet.com

DESIGN AND ACCESS REPORT

your ref.

REDEVELOPMENT PROPOSALS FOR THE EXISTING SITE AT 2A TYRWHITT ROAD, LONDON SE4 1QF – (also known as 2 Pretoria Parade) BEING THE PRESENT SITE OF THE FACTORY PREMISES OF W.P. STONE AND COMPANY LTD

1. THE SITE AND LOCALITY

The site is the area covered entirely by an Industrial building owned and occupied by W.P.Stone & Co and is a manufacturing/engineering Steelworks, built in 1947.

The legal documents in our possession show the premises as 2a Tyrwhitt Road, although there is apparently some confusion as it is regularly referred to by the postal services as 2 Pretoria Parade.

The premises is a rather severe red brick structure with trussed roof and sheet material covering, which, although scaled down at its frontage on Tyrwhitt Road, soon becomes quite massive and overbearing throughout the major length of the site.

The main floor level of the Factory is approximately 1.5m below the adjacent garden of no.1 Tyrwhitt Road, and drops a further 750 mm and 600 mm in two other areas of the Factory. We refer to the original construction drawing of the Factory building which has been included with the Demolition Application.

The site area is approximately 462 sq meters, and in general terms, the natural levels of the site slope steeply West-to-East and South-to-North. (Loampit Hill slopes Eastwards almost 2.5 meters between Tyrwhitt Road and the service road into the site).

As defined by the London Borough of Lewisham UDP Adopted Plan Proposals Map, the redevelopment site is within the Brockley conservation area. This area is very largely residential in nature, being described in chapter 2 of Lewisham's "character appraisal" of the conservation area as displaying the character .. "of a large Victorian suburb for the wealthy middle classes."

The premises in question (the factory) has an existing building abutting its Northern flank which contains, at ground level, a small grocery provisions supply shop, and residential accommodation on two floors above. We understand the postal address of this adjoining building to be 1a and 1b Pretoria Parade.

This abutting existing building was, we understand, built prior to the second world war. It is rather sterile in character and largely out of keeping with the general character of most buildings in the conservation area. The Tyrwhitt Road elevation displays, in our view, a lack of interest by way of either form or effective detail.

In addition to its lack of character, the building gives the impression of being rather “run down”, more so as well at its rear which accommodates a somewhat sprawling mass of single storey stores etc,- presumably used by the shop premises.

Parts of the existing building turning the corner of Tyrwhitt Road and Loampit Hill appear substantially derelict, particularly at first floor and in the vicinity of its Tyrwhitt Road pavement well.

To the South of the site is a large, three to four – storey house of “Villa” style, scale and proportions, with well preserved “Italianate detail” to the front elevation - and which has long since been converted into self contained Apartments. There is a more recent and less decorative residential extension to its Southern flank. The main front part of the “Villa” contrasts dramatically in terms of scale and decorative detail with the adjacent existing WP Stone Industrial building, and the adjoining “Taylor” building. (1a, 1b Pretoria Parade)

Opposite the site, on the Western side of Tyrwhitt Road is a three storey building, of somewhat intricate frontage detailing, (and an unfortunate colour scheme) containing a Public House at ground level and two floors of residential accommodation above. The scale of this building echoes, to a great extent, the large scale of both the “Villa” and the “Taylor” building, - all three contrasting strongly with the smaller scale factory frontage.

The site is conveniently located within a short walk to a very pleasant open space known as Hilly Fields Park at the Southern end of Tyrwhitt Road.

2 EXISTING ACCESS, PARKING, and PUBLIC TRANSPORT

The factory takes, and makes deliveries of steel sections and other fabricated steel items, both from the Tyrwhitt Road entrance as well as from its Eastern entrance off Loampit Hill, - where there is an elevated loading bay to assist in loading or unloading heavy sections onto or from lorries.

Whilst there is no residential parking provision, the Tyrwhitt Road forecourt can accommodate two cars and the loading area at the rear, (when no deliveries are scheduled) accommodates up to a further three staff cars, and a motorbike.

In accordance with Map 6.4 Chapter 6 of the Lewisham Unitary Development Plan, the site falls into a proposed “Controlled Parking Zone”. However, the controls have not been put into effect, largely, we are informed, because of the lack of sufficient parking generally.

The site is situated within an approximately 15 minutes walk of the main Lewisham Railway Station which is also close to DLR Thameslink. Not much further than Lewisham Station is

the Shopping Core of Central Lewisham. Lewisham has easy linkage to Charing Cross Station, Victoria Station, and London Bridge, with all their connections. Walking time to St. John's Station is only several minutes. Loampit Hill/ Lewisham Way has a main bus-link into central London.

3. THE EXISTING BUILDING AND THE BUSINESS

We refer to the submitted copy of the original drawing of the Factory which sets out the plan, sections and two main elevations of the premises. In accordance with Planning Officer Darran Rowe's request we have incorporated on that imperial scale drawing the more important equivalent metric overall measurements, - or alternatively metric site measurements recently taken by our Clients.

The accommodation within the building consists mainly of a concrete manufacturing floor area with a small section given over to administrative offices, a small canteen, and toilets.

The substantial bulk of the existing building extends along most of the entire depth of the site, its Southern external flank wall acting as a retaining wall against the communal garden of no. 1 Tyrwhitt Road. This existing wall contains 5 no large windows (approximately 1800mm high x 1350mm wide) along the boundary with the adjacent garden. The overall height of this wall is approximately 5.95 meters for the greater portion of the length of the adjacent garden.(measured from average garden level).

The apex of the Factory roof is approximately 7.2 meters above the level of the adjacent garden.

We refer to our application drawings which show in section a – a, and in elevation drawings of the proposed building, the profiles of this existing wall, as well as the apex of the factory roof. (shown in broken line)

WP Stone and Co. supplies industrial structural steelwork, prepared and cut as required, generally of a heavy industrial nature, but also in the form of screens, balustrading, staircases etc.

The process is one of steelwork fabrication, involving grinding, welding, priming, and general engineering of various steel sections. On-site usage and storage, of acetylene and gas cylinders is essential.

The general manufacturing processes involve, at times, substantial noise, and dust whilst the storage and use of combustible materials is considered by the Fire-Brigade as high risk.

In either case of deliveries location (ie. front or rear) there are severe difficulties obtaining clear access for large - scale road transport. On-road parking in a mainly residential area creates obstructions for the heavy transport vehicles, and these obstructions have to be cleared before delivery can be effected.

Whether access and delivery is made either via Tyrwhitt Road or Loampit Hill, the road has to be temporarily closed and traffic stopped to allow the transport vehicles to back into the factory for loading or off-loading.

The area is not one which facilitates the economic operation of the business, in that work involving very long or large steel sections has to be turned away, largely as a result of access problems because of the factory's location.

The factory building itself requires extensive modernising and updating to accord with present day steel manufacturing production and comfort for operatives. Apart from the obvious disadvantages of a lack of adequate insulation and heating during cold Winters, and outdated ancillary accommodation, there are other important factors which affect the business in a negative way :

- a) The split concrete floor levels are very limiting and frustrating in dealing with production generally, often leading to the abandonment of almost half the total workshop floor area. A single, large, floor space is needed, in order to operate efficiently with large sections. It is not practical or economically viable to alter the floor levels of the factory at this point, bearing in mind the many other limitations imposed by the premises, and the costs of so-doing.
- b) The existing gantry, for lifting heavy sections via the Tyrwhitt Road entrance, does not extend right up to the shutter itself because of the reduced headroom under the front flat roof lower volume. This problem forces staff to manually handle heavy steel sections which, for efficiency and safety, should be moved by gantry equipment.
- c) Because of the restricted width of both access points, it is impossible to take advantage of a forklift for lifting and carrying long and heavy sections. The forklift is unable to enter the building once loaded with along steel section as it moves forward. In addition, because of the sloping forecourt area in order to marry up with the pavement levels, the forklift, with its load, has been found to be dangerously unstable. The machine cannot in any event negotiate the changes in floor levels of the building internally.
- d) The existing canteen cannot be increased in floor area to accommodate more staff, without taking floor area from the main workshop – and this is impractical considering the lack of sufficient clear single level deck.

- e) Being in a residential area, the business has to consider very carefully taking on orders which involve either a high noise level in production or high volumes of dust, - such as shotblasting of sections. This imposes severe limitations on the type of work the Company can accept. These restrictions cannot realistically be overcome whilst the business continues to operate in its present residential location.
- f) London area legislation on vehicle restrictions and congestion charges are imposing substantial extra costs. These are rarely recoverable by a small Company (with already high overheads) operating "with one hand tied behind its back" in a very competitive market.
- g) There are presently one part time and 4 full-time employees, none of whom live in the area or close to it. Two staff commute daily from Brighton and Worthing, and the others commute from Dartford, Hextable, and Sidcup. All are forced, at times, to spend many hours of the day reaching their place of work by car.

Essentially, the Company is required to drastically alter its modus operandi in order to survive. An essential to any alternative is to vacate the existing outdated premises and the London Area.

The existing factory premises effectively represents a "brown field" site within the Brockley Conservation Area – or will do once it is unoccupied.

4. CONTAMINATION

Whilst it is not anticipated that there is any contamination of the site, a thorough investigation would require a number of bore holes into the ground through the factory floors. Clearly this is unrealistic whilst the factory continues to be operational.

5. FLOODING

The site does not fall into the areas liable to flood from the main rivers, as set out in map 4.1, Chapter 4, Lewisham Unitary Development Plan

6. BASIS OF THE NEW BUILDING DESIGN

Initial consideration was given to the possibility of redeveloping the existing building for residential accommodation. It quickly became clear however, that there was "no future" in that approach. The costs of altering and upgrading the building in relation to the very small number of dwellings which could be produced, would be prohibitive. Apart from the disadvantage of the character of the existing industrial building, its bulk is orientated in such a way that there would be serious overlooking difficulties and poor outlook if the entire shell

accommodated new residential units. Needless to state, the existing floor levels also cause difficulties which cannot easily be resolved.

Design drawings 9372/ 20B to 30B inclusive have been submitted for Application purposes, as well as an original construction drawing of the existing building as part of the demolition application.

A massing model was used to good effect, throughout the design process, in tandem with drawing exercises, allowing us to more readily and accurately determine the most sympathetic shapes within the site and in relation to existing adjacent buildings. This model will be presented once the Application has been registered and a Case Officer appointed for the project. We ask that the model and photographs taken be viewed as part of the application submission.

The site has a narrow frontage of 10.8 meters on Tyrwhitt Road and this restricted width continues down its natural slope. Further East the site widens to approximately 13.680 meters, including its Southern boundary wall thickness. Overall, the site's Southern boundary is approximately 38.5 meters in length.

Concept

Our first exercises were to establish that the widths of two residential units could be accommodated abreast along the Tyrwhitt Road frontage, whilst allowing for the main pedestrian access from Tyrwhitt Road into the building and also for access to all units. Layout exercises determined that two-bedroom units could be accommodated with careful internal planning and did not result in too much depth of site being taken up. Larger, family units, at lower levels, because of their additional sizes and the site narrowness, projected substantially further Eastwards.

Because of the restricted site width, and the need to ensure the viability of a site exhibiting substantial abnormal development costs, there is, in our view, little practical option other than to position any new structure, against the existing adjoining "Taylor" building. Whilst, as we have already stated, we do not find the "Taylor" building particularly attractive, its upper elevation is at least comparatively simple.

Building up against it, although not itself without added cost, has the advantage of concealing the existing exposed flank wall render which is somewhat of an eyesore, - and which we understand to have been in place since the second world war.

Having to build against the Taylor flank also requires, in our view, some recognition of some of that building's existing facade elements and shapes in order to compliment, and create sufficient unity between, the two structures.

The most important unifying elements between old and new, in our view, apart from scale, are the Taylor's roof profile/type with its protruding flank parapets above roof level - also the brick corbel bracket features at the tops of both front elevation flank walls.

The model, having all existing adjacent buildings in place to scale, allowed us to assess more readily, alternative ways of reducing visual mass down the slope of the site, and in relation to neighbours.

The Application scheme, by splitting the floor levels as a feature within the units, each side of the Common Stairs, combined with sympathetic building envelope shapes, takes advantage of the inherent site slope to accommodate 8 new 2 bedroom Apartments without affecting existing neighbours' outlook, or privacy.

The immediate environment for neighbours is in fact greatly improved. Apart from the open space created for over half the total site length, the new building presents a far more pleasant outlook for adjacent neighbours than the depressingly sombre bulk of the existing Industrial factory.

In working up the shape of the building, we built and discarded a number of alternatives. The most complimentary form we found to be the "bay", or segment of an octagon, which is prevalent in one size or another throughout the Conservation Area. The bay shapes allow articulation of individual units, reducing overall visual scale and bulk, - particularly down the slope of the site at the rear. The bay assists us in paying attention to the rear massing as well the front. (This attention is not a feature one can ascribe to the majority of adjacent existing buildings, - including the factory itself.)

At the front of the proposed new building the bay has been employed as a traditional "tacked on" element, to assist in expressing two-storey scale as part of the unifying process between the new building and larger scale elements of the existing buildings on each side of it. (see front elevation drawing 9327/27B and model.)

There is purposely a progression from the proposed slate pitched roof with protruding parapets, and its square shaped, flat dormers within front and rear pitches, and then to the bays at lower level.

The perimeter profile of rear Bedrooms, second floor, is a "hybrid", - square at the end against the stair walls, and splayed at its outer edge, assisting in visual unification between the

rectangular plan shape of the main body of building and the lower bays at front and rear of the structure.

The bay shapes allow us to splay parts of the new structure's flank walls away from properties on each side, reducing their immediate visual impact.

Detail

Dormers in the main roof, the two front elevation projecting bays, and rear Bedroom 2 bays at second floor (just below the main roof,) are specified to be covered in lead sheet, to promote unity between them all.

As part of the gesture of "good neighbourliness", reconstituted stone decorative brackets have been incorporated to support the end wall projection at high level on all flank wall faces, front and rear. These will require careful detailing and will no doubt form part of any reserved matters of any approval.

Elevations incorporate smooth render, painted white, in salient positions in order to assist in expression of scale and proportion, and to compliment the many similarly treated elevations in the Conservation Area. The delineation between yellow brick facings and smooth white surfaces is shown on elevation drawings.

Reconstituted stone copings have been incorporated for character definition, at copings of projecting rear bays and for garden walls. Reconstituted stone has been specified as a decorative Front Entrance Porch surround, the two front bays for cladding to the rear entrance canopy, and Revision B front elevation (drawing 9327/27B). These elements will, of course, need careful detailing at a later time, when all detailed dimensions of structure etc into which they are to be fitted, can be established.

London stock bricks (yellow) are specified as the general brickwork to compliment the Conservation area. The mottled combination of "yellows" and red brick lacing on the front elevation of Taylors has been avoided.

Main windows are white painted vertical sliding sashes for dwelling units themselves, where appropriate for safety purposes, with fixed bottom units.

Roof levels have been carefully considered so that there is a scaled progression in overall height, both between Taylors and the new building, as well as to the existing eaves of the Apartment block immediately to the North of the development site. (see drawing 9372/27B).

Upper Ground Floor ceiling-to-floor height is of a greater dimension than other floors in order to assist with the complimentary scale of the new building frontage itself, as well as to provide larger proportioned rooms to part of the lower ground floor flats – where the bedrooms have a restricted outlook.

Whilst we appreciate that chimneys play an important part in the Conservation Area roofscape, we had to abandon any attempt to incorporate chimneys on the new building as they were demonstrated on the model to “clash” visually with the existing Taylors chimneys.

As far as flat layouts are concerned, we have worked closely to the Lewisham “Residential Standards, Supplementary planning document”. All accommodation complies in floor area terms, with the table set out in Table 1, page 13 of the booklet, and we have taken due note of the other applicable requirements set out in this document.

Unit overall floor areas and room areas are as set out on the attached separate sheet.

PROPOSED ACCESS AND PARKING

The main pedestrian access into the building is via the frontage on Tyrwhitt Road. No car parking is contemplated here in order to leave the front forecourt area free for landscaping and planting.

Service access and car parking for residents, guests, and service-callers, is via the existing access in use from Loampit Hill, and which has, we understand, been in use since 1947.

Whilst we appreciate the Borough’s wish to minimise car travel and car ownership, car travel and car ownership still remain the most convenient and popular mode of transport, - particularly to destinations which are either extremely arduous or even impossible by present public transport systems.

Spaces have been provided for 6 cars, in order to keep them from further overloading existing severely overloaded roadside parking. Additional space has been allocated for several bicycles or motor bikes.

Enclosed space has been provided for refuse bins, at the Eastern end of the site, for ease of collection by the Authorities.

cont./over

LANDSCAPING

In general terms, we request that landscaping, including the treatment of boundary walls where applicable, be dealt with under "Reserved Matters. Whilst we have indicated, on drawing no. /26B one simple, but effective, means of camouflaging the surfaces of the existing brick retaining walls, reducing their scale, and encouraging greenery growth, the excavations for the new building will involve a substantial amount of undermining of existing footings. Until the cutting through existing footings, stabilising of existing structures, and underpinning process is well advanced, it will be impossible to be aware of the state of existing masonry surfaces which present themselves for attention.

We would request that landscaping reserved matters encompass items such as garden walls, and external balustrades.

CONSERVATION OF ENERGY

The most important point to be made at this juncture, is that the building plan form arrived at due to the awkwardness of the existing site, does not contain, for the major proportion of its accommodation, a proportionately large expanse of external perimeter walling.

One major portion of flank to the new building is built up against an existing building, whilst a large proportion of the living accommodation is "protected" from the exterior by the Common Parts.

With careful attention to the important question of thermal insulation, the proposed new building will be able, because of its layout, to provide a very superior level of thermal protection and consequent savings in energy.

BRIEF SUMMARY

The Lewisham UDP Adopted Plan states, in Chapter 2 "Urban Design and Conservation" :
" The purpose of Conservation Areas is not to suppress change at all costs but to ensure that it takes place in a manner that preserves or enhances the Area's particular architectural or historic character..... In carrying out this policy the Council will consider and encourage high quality design solutions, which may include contemporary designs which enhance or preserve the character of the Area.

New uses may often be the key to a building's or Area's preservation, and controls over land use, density, plot ratio, daylighting and other planning matters should be exercised

sympathetically where this would enable a historic building or Area to be given a new lease of life.”

Under “URB 17 Demolition in Conservation Areas” the UDP Adopted Plan states....” There are, however, ... buildings that make little or no contribution to the Area and could be replaced wholly or partly with suitable new developments which make a positive contribution to the character or appearance of the Conservation Area.”

We believe that the submitted proposals show a building of simple yet strong character, which would fit comfortably into both its immediate environment as well as the Conservation Area.

We believe the proposals offer substantial environmental advantages for adjacent neighbours in comparison with the present local environment as affected by the existing factory.

In a wider context, we believe the proposals would substantially improve the character of the particular part of the Brockley Conservation Area in which it would be sited, at the same time as removing an existing “problem usage” and replacing it with much needed good quality housing.



PRESTON RUBIN ASSOCIATES
9372/TR/JR 19.08.08

Re : REDEVELOPMENT PROPOSALS FOR THE EXISTING SITE AT 2A TYRWHITT ROAD, LONDON SE4 1QF - BEING THE PRESENT SITE OF THE PREMISES OF W.P. STONE AND COMPANY LTD – ref DC/08/69219

UPDATED SCHEDULE OF ACCOMMODATION FLOOR AREAS

LOWER GROUND FLOOR, UNITS 1 and 2 - 69.00 sq.m. and 69.5sq.m.

UPPER GROUND FLOOR, UNITS 3 and 4 - each 57.08 sq m.

FIRST FLOOR, UNITS 5 and 6 - each 63.1 sq m.

2ND FLOOR MAISONETTES, units 7 and 8 - each 75.00 sq m.

Residential Unit Floor Areas measured in accordance with Lewisham “Residential Standards”.

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