



16 Derby Road, Croydon CR0 3SY

Demolition of an existing warehouse and construction of 7 No. new flats

Design & Access Statement

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Southern elevation and entrance to 16 Derby Road

INTRODUCTION

1.0 Introduction

Eleven 10 Architectural have been instructed to prepare proposals for the demolition of an existing warehouse building at 16 Derby Road, in order to create 7 No. new residential flats and improved access. BPR Architects have been involved in discussion with the council until end of 2018 with multiple planning and pre applications

This design and access statement has been prepared in support of a Full Planning Application, and provides more detailed design analysis and information to support the proposal.

This submission follows a 2nd pre-application meeting and receipt of comments from Croydon Council dated 22/12/2016 (Ref. 16/04616/PRE). Further comments were received since February 2019. Issues identified during the 2nd pre-application stage and following comments have been reviewed and accommodated in the design proposals.

Please also refer to BPR Architects drawings ref 13011-02-101, 102, 103, 104, 105, 106, 107 & 108 for existing drawings, and to Eleven 10 Architectural drawings ref. 20, 21, 22, 23, 24, 25, 26, 30, 31, 40, 41, 42 & sk14 for proposed drawings, whilst reading this report.

PLANNING HISTORY

2.1 Previous Planning Applications

There is no recorded planning history for this site.

2.2 2nd Pre-Application

Following the submission of the 1st pre-application (15/03242/PRE) and the Council's response letter dated 11th November 2015, a 2nd preapplication was submitted that responded to the Council's comments. A meeting was held on 8th November 2016 with Croydon Council, and following the Council's letter dated 22nd December 2016 (ref. 16/04616/PRE) the scheme has been developed and updated to address the following key design items raised:

Item: 'Loss of employment use' As part of the updated proposal, new employment/ community use floor space has been removed at the request of the planning officer Dean Gibson in an email to the applicants representatives on 2 January 2019 in which he states

'Our Policy team advise there is an opportunity to provide a fully residential scheme on the site if your client has 18 months documentary evidence the site has been marketed for employment purposes without any interest being expressed. I would recommend the current application is withdrawn if that is the case.'

Item: 'Sustainability' The London Plan (5.2) and the CLP1 (SP3.6) requires new residential developments to promote sustainable energy use, and reduce carbon dioxide emissions and water consumption. An Energy Statement including advice in order to achieve the Council's pre-app requirements for the level of building regulations performance standards for energy performance, and any other sustainability requirements has been provided by Maven Sustainability.

Item: 'Environmental and historical site review' -

A Contamination Report / Environmental and Historical Survey Review will be carried out as part of this application, and further

intrusive investigation and remediation will be required where necessary.

Item: 'Layout, Height and Massing' The design has responded positively to the Council's comments to the 1st application, and the Council have noted that the amount of development shown within the 2nd pre-application would be proportionate to the area. Comparison floor plans have been requested, to further illustrate the existing to proposed mass. The outline of the existing building has been overlaid on each proposed floor plan and section.

Item: 'Design and Materials' The design of the shared residential entrance and primary office entrance from Derby Road, has been enhanced through the use of a canopy that responds to other external details such as the balconies (through the fascia and post design), and provides shelter over and privacy to the residential entrance.

Large windows to the ground floor office reflect the design of the large windows to the residencies above ground floor.

The design of flats will accord with DCLG Technical Housing Standards.

The Council noted that use of brick would be supported, as well as the punched windows and brick patterns. These elements have been retained. The proposed development will be constructed of high quality materials, and the design is informed by the local historic context.

A Hard and Soft Landscaping drawing has been included as part of this application, along with proposed boundary treatments.

Item: 'Overlooking' The 2nd pre-application response states that the proposal has responded positively to the comments of the 1st application, in regards the effect on amenity of adjacent residential occupiers. Distances of proposed windows to directly facing windows that may be affected by the scheme, are indicated on the plans.

Part 1.1m high and 1.7m high opaque glazed screens have been added to the balconies, in order to alleviate direct overlooking from the proposed balconies facing the rear of the properties along London Road. The balconies to the South West corner have been removed to alleviate overlooking to the proposed ground floor amenity area in the South West corner, this has been replaced by a communal garden on the third floor roof terrace surrounded with 1.5m high opaque glazed screens, which is accessible to all residents. The locations are indicated on the proposed drawings.

Item: 'Highways' x8No. cycle spaces are provide for the 5No. 1-2 bed residential units, and x4No. spaces are provided for the employment/ community use (x3No. required as per London Plan Policy). All spaces will be covered and within secure enclosures. No car parking spaces are provided.

Item: 'Refuse' Covered and secure refuse storage for the residential and employment/ community uses are provided in separate stores, within 20m of the pavement to Derby Road. As suggested, the quantity and location of the stores have been discussed and confirmed with Ellie O'Maley.



Site Location Plan - Site located within red boundary & Ownership boundary located within blue line.

3.0 Site Location

3.1 Location

16 Derby Road is an existing two to three storey warehouse building located behind the main retail frontage of London Road and the residential frontage of Derby Road.

The building is accessed via a 28m lane with a gradual incline from Derby Road. Derby Road is a residential street environment that connects to London Road to the East and Roman Way to the West.

The building is adjoined to the locally listed 9-11 London Road to the South East, and 21 London Road to the North.



South elevation and entrance from Derby Road



North elevation and roof of 16 Derby Road from the roof of adjacent building 9-11 London Road

3.2 Existing Context

The majority of existing buildings located along London Road in the proximity of the site are 2-3 storeys. 9-11 London Road & 7 London Road (to the East) are 4 storeys tall along the high street. The majority of existing buildings located along Derby Road to the south are 2 storeys.

There is great variation in the massing of the buildings to the north along London Road, which have numerous rear extensions and external fire stairs. The facade treatment is typically brick or painted brick.

The massing of the flat roof existing building is largely continuous but has protruding stair and lift cores.

The image to the top left, of the South elevation, illustrates that the building is only visible from Derby Road.



Birds eye view from the North, of the North & West elevations, and roof



Birds eye view from the West, of the West & South elevations, with London Road to the North and Derby Road to the South



Roof of 21 London Road adjoins the Northwest of the building in the foreground. Varying massing to rear of 22-29 London Road is seen in the background



Southern elevation of 9-15 London Road viewed from roof of 16 Derby Road. Roofs of 9-11 London Road (right) & 13-15 London Road (centre) adjoin 16 Derby Road in the foreground



Roof of 29a London Road which is located adjacent to the north of 16 Derby Road, viewed from the roof of 16 Derby Road



Mansard roof of 29a London Road South elevation viewed from windows in 2nd floor of 16 Derby Road



Southern elevation of 17-21 London Road, viewed from the roof of 16 Derby Road

Existing condition

3.3 Adjacent properties

9-11 London Road adjoins 16 Derby Road to the South. This property is 4 storeys tall along London Road and employs a mansard roof. The portion that adjoins 16 Derby road is 1 storey high with an additional basement level.

13-15 London Road is adjacent to the East. The building is 3 storeys high, stepping down to 2, and the pitch of the roof runs at a 90 degree angle to that of the mansard roof above 9-11 London Road. The building currently has access to the First Floor of 16 Derby Road from the east, where the Cash Converters retail unit has an area of back of house storage space.

No. 21 London Road adjoins the site to the North and East, and is 3 storeys tall along the high street, and 2 storeys tall against 16 Derby Road, with a monopitch roof angled to fall away from the existing building.

No 29a London Road is adjacent to the North of 16 Derby Road. This building is 2 storeys high. The 1st floor employs a mansard roof.



Existing entrance accessed from Derby Road



Existing roof looking East



Entrance corridor, with no natural light



Internal spaces are generally in a very poor condition and appear structurally unstable

Existing condition

3.4 Existing external/internal condition

The existing entrance is located on the southern elevation and accessed via a 28m lane from Derby Road. This leads to an internal corridor and the main portion of the building. The entrance was formerly a goods delivery point for 9-11 London Road, and the building was used for goods storage. The entrance, as with the rest of the building, is lacking any architectural style or laudable characteristics.

The existing interior of the building suffers from a haphazard spatial arrangement and a lack of natural lighting. The interior spaces are generally in poor condition and there is evidence of water ingress. Parts of the building that are capable of occupation are currently used for storage but are let out at below market rents owing to the poor condition of the building.

A staircase and doorway to the north of the plan provide access to the flat roof of the building. A covered walkway links to the roof of 9-11 London Road.



Damaged ceilings to the existing first floor and exposed second floor above



Existing ground floor space with hazardous services loose and exposed

Design Proposals

4.0 Design Proposals

4.1 Current Issues

There are several areas of concern that affect the operations of the existing building. The rationale of the proposed development is to demolish the existing building and construct an entirely new building.

Areas of Concern:

- The deep plan fills the site, creating a shortage of natural light, with little opportunity for improvement.
- The condition of the building is outdated.
- There is evidence of water ingress and damage.
- Much of the building is uninhabitable



Narrow existing floor plan layouts and very low existing head heights



The entire building is in very poor condition



Access route and boundary treatment between 2 Parsons Head & 10a Derby Road to the ground floor of 16 Derby Road



Existing entrance between 2 Parsons Head & 10a Derby Road to the ground floor of 16 Derby Road

Design Proposals

4.2 Demolition

The proposal involves the demolition of the existing building, see BPR Architects drawings ref. 13011-02-103, 104, 105, 106, 107 and 108, for further details.

The site will be levelled off at the existing ground floor level and gradually graded down to Derby Road so that no provisional stair will be required to access the new building (as is required for the existing building).

Where possible, the existing boundary treatments from the access route to the proposal will be maintained. Where boundary treatment is required to replace the external walls of the existing building (16 Derby Road) brick will be used to match the existing boundary wall from the access between 2 Parsons Mead and 10a Derby Road.



Existing bird's eye view above access path



Proposed bird's eye view above access path

Design Proposals

4.3 Proposed Layout

The proposal is a new residential building consisting of 7 No. flats, constructed over four and three storeys. Access will be provided via a new landscaped access route from the existing lane off Derby Road.

The massing of the proposed building is positioned parallel to the properties on London Road and Derby Road, thereby responding to the urban grain of the local context. This has allowed the creation of amenity spaces to the front and rear of the ground floor unit, and effectively reduces the proximity of the new building to surrounding neighbouring properties.

Two flats will be accommodated between the ground, 1st & 2nd floor accessed via a new stair and lift core located centrally to the building. 1 flat only is located on the 3rd floor level to help reduce the massing of the building around the perimeter of the site.

Each flat has dual aspect with facing views to the north-east and south-west of the site.

The proposal introduces a mix of flat sizes, including 1 x 3bed 5person, 1 x 3bed 6person, 3 x 2bed 4person and 2 x 1bed 2person (7 flats in total).



63 Compton, London - Doone Silver Architects



Design examples of vertical slot windows and exposed steel beams to private balconies, to link with industrial history of the site



Design Proposals

4.4 Precedents

The use of a single brick colour to the external elevations, with the insertion of simple apertures serving habitable rooms, creates a consistent identity for the proposal and takes reference from the existing building with a material common to that context.

The design concept of using tall and well proportioned windows will allow sufficient light into the flats, but will also aim to minimise overlooking to and from neighbouring buildings.

Proposed glazed brick tile patterns are situated next to the location of proposed window openings. The inspiration for the tile pattern is taken from the pattern of Flemish and English bond bricks, which are found in the local historic context surrounding 16 Derby Road. The dark/reddish colours of the tile, takes precedent from the existing warehouse building at 16 Derby Road, and creates an alternative aesthetic to the proposed brick, residential building.



Patternated brickwork - Warwick University building by Taylor Maxwell



Inspiration for the proposed glazed tile patterns to the elevations, is taken from the historic context with the use of Flemish and English bond brick



The proposed use of patternated brick to the new lift core elevation will sufficiently breakdown the massing of this part of the development, while providing some detailed relief to the principle brickwork and creating an identifiable marker of the proposal from Derby Road that identifies the entrance location.



Existing eye level view from access path



Proposed eye level view from access path

Design Proposals

4.5 Scale

The southern part of the development is comprised of 4 storeys. With the removal of the raised ground floor structure to the existing warehouse building, the proposed additional storey is only slightly taller than the overall height of the existing building.

The northern part of the residential development is comprised of 3 storeys, where the overall massing in this location is lower than the existing warehouse building.

4.6 Appearance

The building is a simple contemporary brick building with glazed openings serving habitable rooms, and glazed brick tile panel details.

Due to the issue of overlooking, the proposed balconies along the North East and South West elevations are enclosed by 1.7m high opaque glazed screens to one side and a 1.1m high opaque glazed balustrade to another. The third side facing will be brick to match the main mass of the building. See Eleven 10 architectural drawings for the balcony treatment. This will help to provide privacy between neighbours.

Details such as the C-section edge detail to the balconies, ground floor canopy, and perimeter to the vertical circulation core parapet, create connections between each element and references the industrial heritage of the site.

4.7 Materials and Colour

The use of brick throughout the development will allow the building to blend within the surrounding historic context. New brick will pay homage to the brick of the existing warehouse building, with new dark facing brick with pale mortar joints, to contrast.

The new brick boundary walls will be chosen to match the neighbouring brick boundary walls to 10a Derby Road and 2 Parsons

Mead. The lighter brick will create a positive contrast to the darker proposed building mass brick.

The colour of the C-section edge details will be dark to match the powder coated aluminium roof edge trim and external window frames.

4.8 Private amenity space

Private amenity space has been allocated for each flat. Generally the size of the amenity is 7sqm or more (see floor plan drawings for details).

The proposal also includes a communal garden on the third floor roof terrace surrounded with 1.5m high opaque glazed screens, which is accessible to all residents.

Design Proposals

4.9 Trees

Refer to tree report by Challice Consulting.

4.10 Hard/Soft Landscaping

Careful consideration has been paid to the design of the entrance route from Derby Road, to provide a high quality area of public realm; with high quality external paving replacing the existing deteriorating asphalt surface.

Please see Eleven 10 Architectural drawing ref. 258-D-40 for further details. Further information relating to the detailed composition and strategy for the space will be provided at detailed design stage.

4.11 Safety & Security

The external entrance area (under the canopy) will be visible from Derby Road. The setback of the residential entrance creates privacy from Derby Road. Mailboxes are located out of the view of Derby Road, whilst being accessible to residents.

Perimeter walls and boundary treatment surrounding the access routes will remain. However, where the existing building is to be demolished, perimeter walls will be constructed of a similar height to the existing perimeter walls to the South of the entrance route.

External gardens and break out spaces will be enclosed by neighbouring building flank walls and new brick perimeter walls. The heights of these walls are indicated on the drawings.

Residential bikes and bins will be located within separate secure enclosures.

Design Proposals

5.0 Access Statements

5.1 Refuse & Cycle Storage:

The proposed location and size of the refuse storage, has been discussed and confirmed with Ms Ellie O'Maley of Croydon Council. Two stores have been provided for the residential waste.

The residential bin store contains 2x660ltr landfill bin, 3x360ltr recycling bin, and 2x140ltr food waste bin.

The bin stores will be secure and sheltered, and will be located to allow for collection from a vehicle parked on Derby Road.

The bin store does project beyond the rear ground floor extension of no. 10a Derby Road, but this is to allow for closer access to Derby Road for collection.

The cycle storage location is adjacent to the entrance. 14No. spaces are provided serving the 7 flats.

Sheffield stands will be provided within two separate secure and covered enclosures, to match the bin store enclosures.



Secure and sheltered bin and bike stores

5.2 Access to the building

Level access to the building from Derby Road is provided to the entrance.

5.3 Standard of Residential Accommodation & Access

The residential development has been designed in accordance with the internal floor space standards of the DCLG Technical Housing Standards and the Mayor of London's Housing SPG.

A level threshold is provided to the shared residential entrance on ground. Access to upper levels is provided by both a stair and a lift. Thresholds to all flats and balconies will be level on each floor.

Overlooking from balconies has been addressed through the use of 1.7m high opaque glazed screens to one side of the balconies, facing the neighbours to the North East and South West. Distances from the proposed habitable rooms to the rear windows of buildings along London Road, and an 18m overlooking distance from upper floor windows are indicated on the Proposed Floor Plans.

5.4 Roof maintenance access

Access to the roof on the 3rd floor will be provided by a door from the shared lift lobby. Access from this lobby will also be provided to the roof above the 3rd floor flat by a roof access hatch and retractable ladder.

5.5 Transport

No car parking has been allocated for this development, (PTAL 6b rating), as confirmed in the Council's 2nd pre-application response.

Conclusion

6.0 Summary

The proposed construction of a new building at 16 Derby Road, will introduce 7 No, utilising the possibilities of the site to a degree that cannot be offered by the existing building.

The proposal will incorporate an improved entrance from Derby Road for residents, whilst contributing positively to the street environment by creating a new vista from the entrance of the lane.

The new building will have an insignificant impact on the neighbouring properties and has been designed with materials that coincide with the existing context.