

David

Further to your questions regarding the application of policy DP13, in addition to the note previously provided relating to the context and priorities identified in the most up-to-date and recent, and site-specific, policies, I attach two conceptual models identifying the implications of re-providing the employment floorspace on the site.

Option A

Option A re-provides a builders merchant at ground floor level (including existing ancillary uses). The office (ex Council) floorspace is not re-provided. The arrangement of the builders merchant has been cognisant of the Travis Perkins scheme at St Pancras Way, with an extended ground floor height to allow for operational issues. Access and servicing for the builders merchant and housing uses have been separated, due to the clear conflict with HGV movements currently associated with the site. The existing vehicular access arrangements to the builders merchant have been re-provided, which unfortunately means that the new public amenity space proposed in the submitted scheme at the end of Potteries Path/West End Lane cannot be included. Potteries Path would also remain substantially as it is now, hidden behind the vehicular access, with a narrow pavement and then enclosed on both sides by high walls. We have not sought to develop the West End Lane frontage treatment, but the double-height space for the builders merchant at ground floor would clearly raise challenges. The central landscaped courtyard would have to be at podium level, above the builders merchant, and therefore not publicly assessable. Issues relating to horizontal separation of uses such as a builders merchant and housing are fully recognised in the Council's own studies and guidance (as we have previously detailed), and indeed the challenges of permanent housing being located above a builders merchant have been recognised by Travis Perkins.

There are a number of practical issues that would still have to be resolved with this option as a result of the ground floor footprint being taken up by a builders merchant (for example, cycle storage, bin stores, plant etc for the housing which needs to be provided at ground floor would take up builders merchant floorspace, which would most obviously then be re-provided at first floor level at the West End Lane end of the scheme, resulting in a loss of residential units here, both directly (loss of floorspace) and indirectly (orientation of space, light etc). We haven't worked this through in detail, and so the identified number of residential units must be considered to be a maximum, with the potential for a 10% loss through design requirements.

This option therefore suggests a maximum of 86 units, comprising 45 private sale units (50% by floorspace, split as near equally between 1-bed and 2-bed units) and 41 affordable units (50% by floorspace, with a 60:40 split rent: intermediate, providing 23 rental units (just under 50% as 3/4-beds) and 18 intermediate units (split between 1-bed and 2-beds).

Option B

Option B re-provides all the existing employment floorspace as modern employment space. A vertical separation of the employment and housing uses is shown, taking into account the issues raised in the Council's studies and guidance. The access/servicing is shown at the north end of the site (as with the submitted scheme), although the quantum of employment floorspace necessitates a greater land-take for these functions to the rear of Lymington Road gardens. This does, however, allow for the creation of new public amenity space to the south of the site and the extension/enhancement of Potteries Path (similar to that within the submitted scheme), and the central landscaped courtyard being publicly accessible.

Option B suggests a maximum of 68 units, comprising 36 private sale units (50% by floorspace, split equally between 1-bed and 2-bed units) and 32 affordable units (50% by floorspace, with a 60:40 split rent: intermediate, providing 18 rental units (50% as 3/4 beds) and 14 intermediate units (split between 1-bed and 2-beds).

Our views on the clear planning policy priorities at a national, regional, local, neighbourhood and site-specific level have been previously set out.

Kind regards,

Ben

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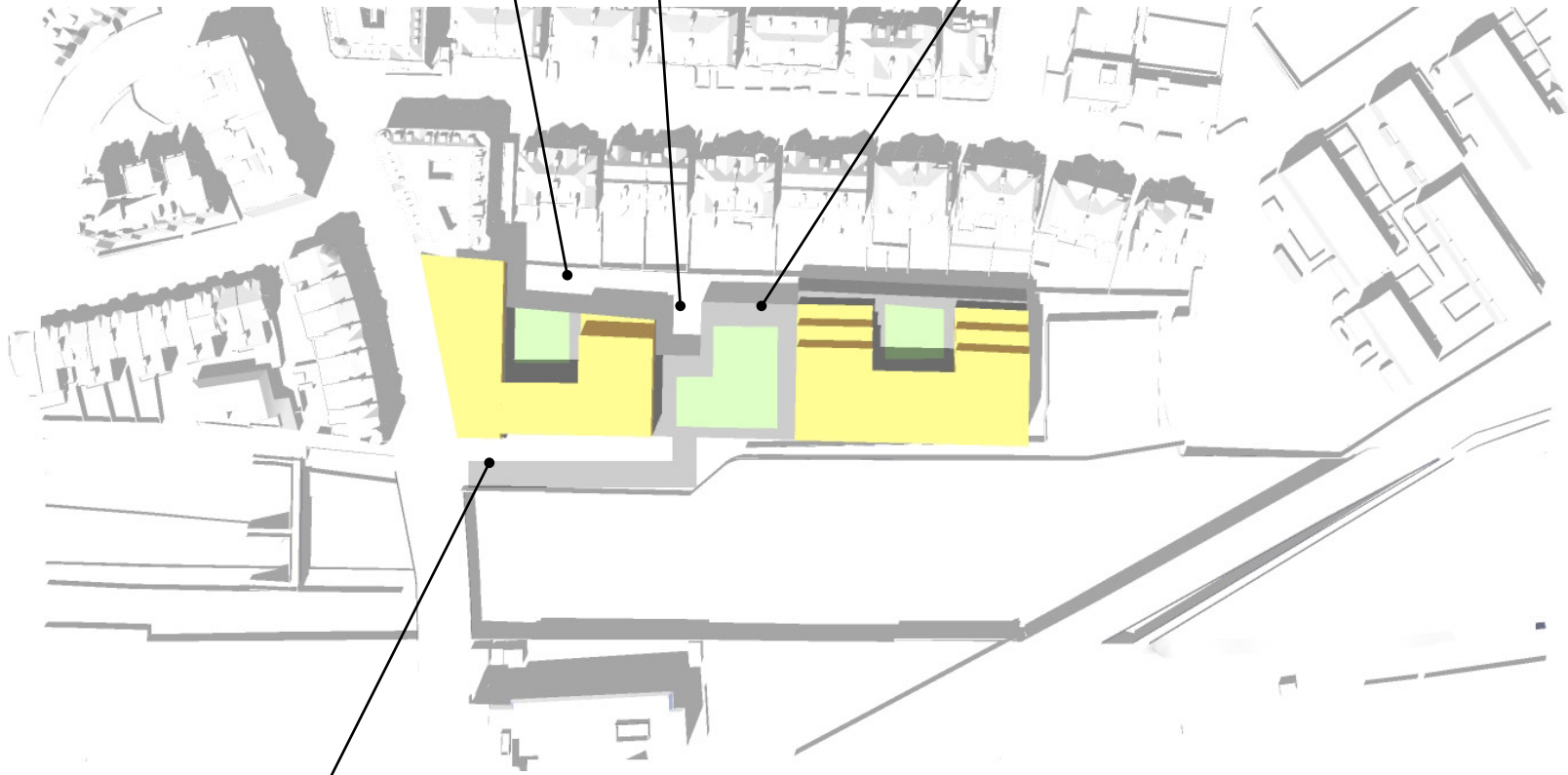


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Building cut back to accommodate main pedestrian and vehicle access routes

Residential servicing turning head

Builders yard below podium deck to match current size



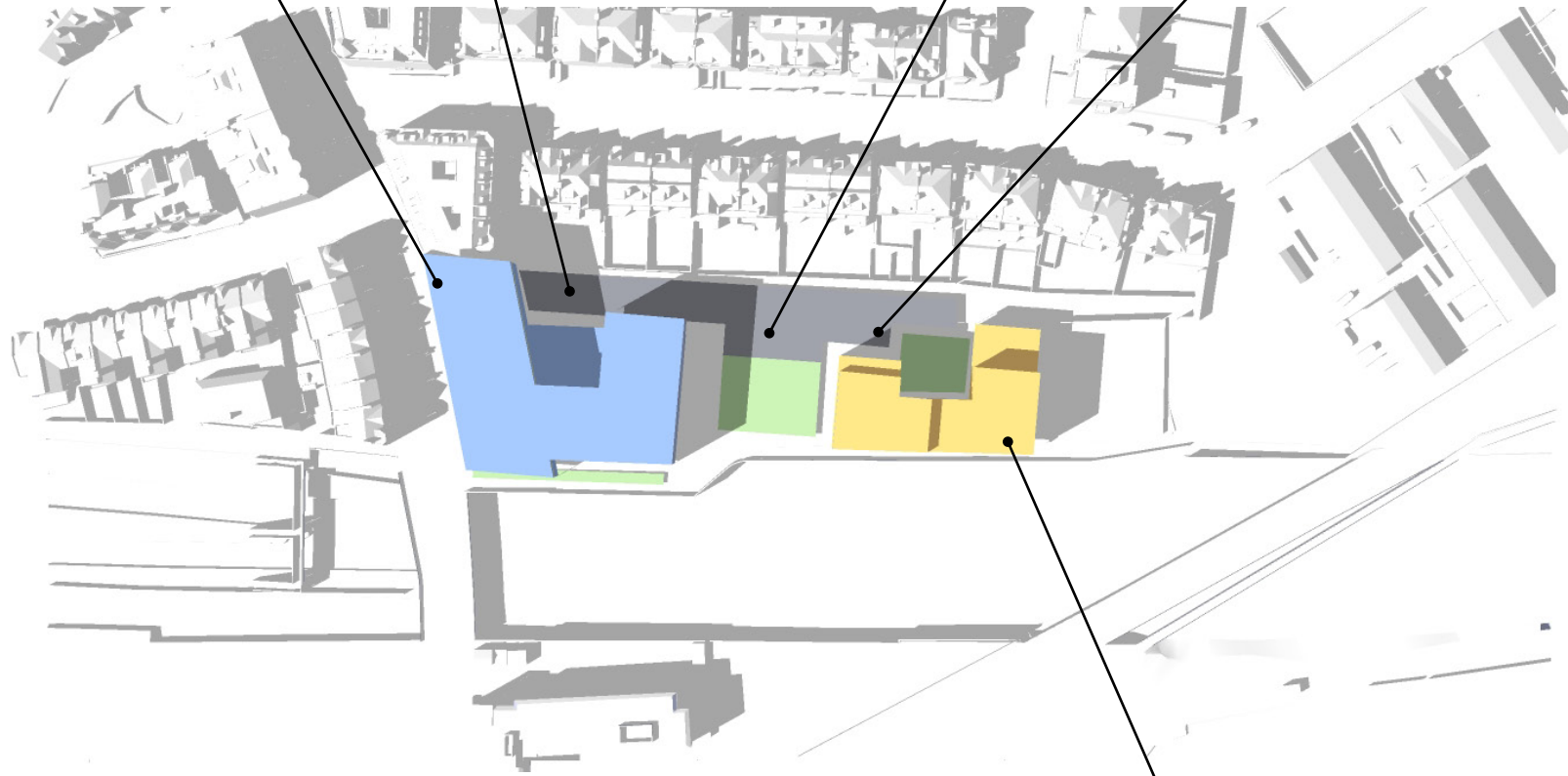
Residential building set back from builders yard heavy goods vehicle access.

Employment space

Access route widened to accommodate
employment space vehicle traffic and blue
badge parking

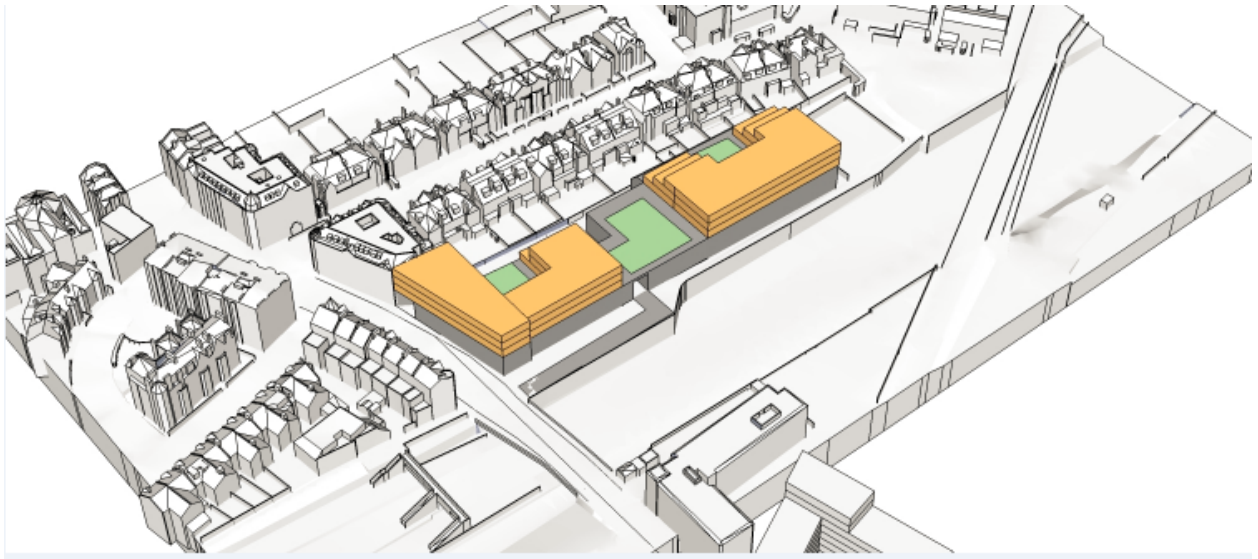
Employment space turning
head and servicing

Residential blue badge
parking



Residential building

Option A



Option B

