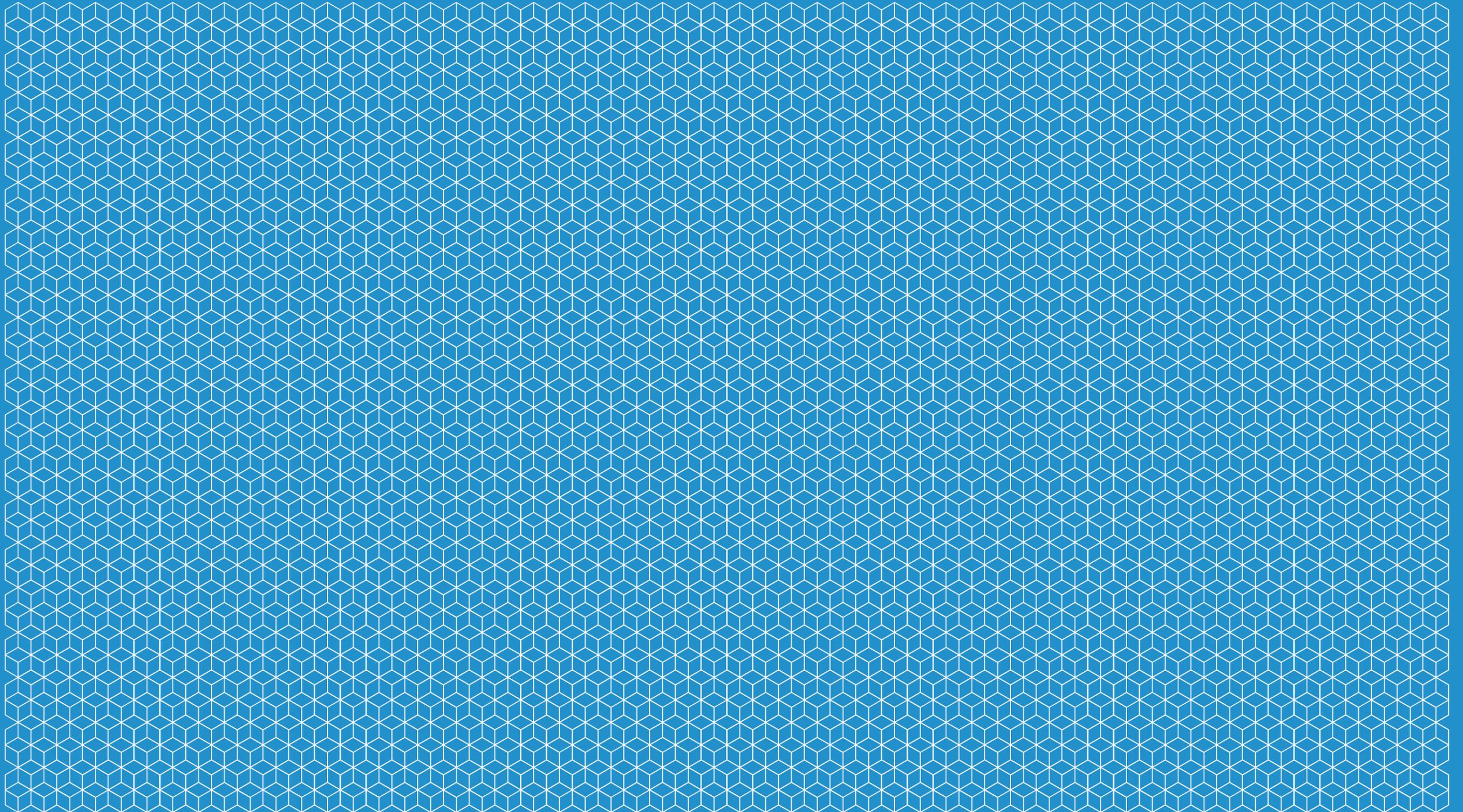


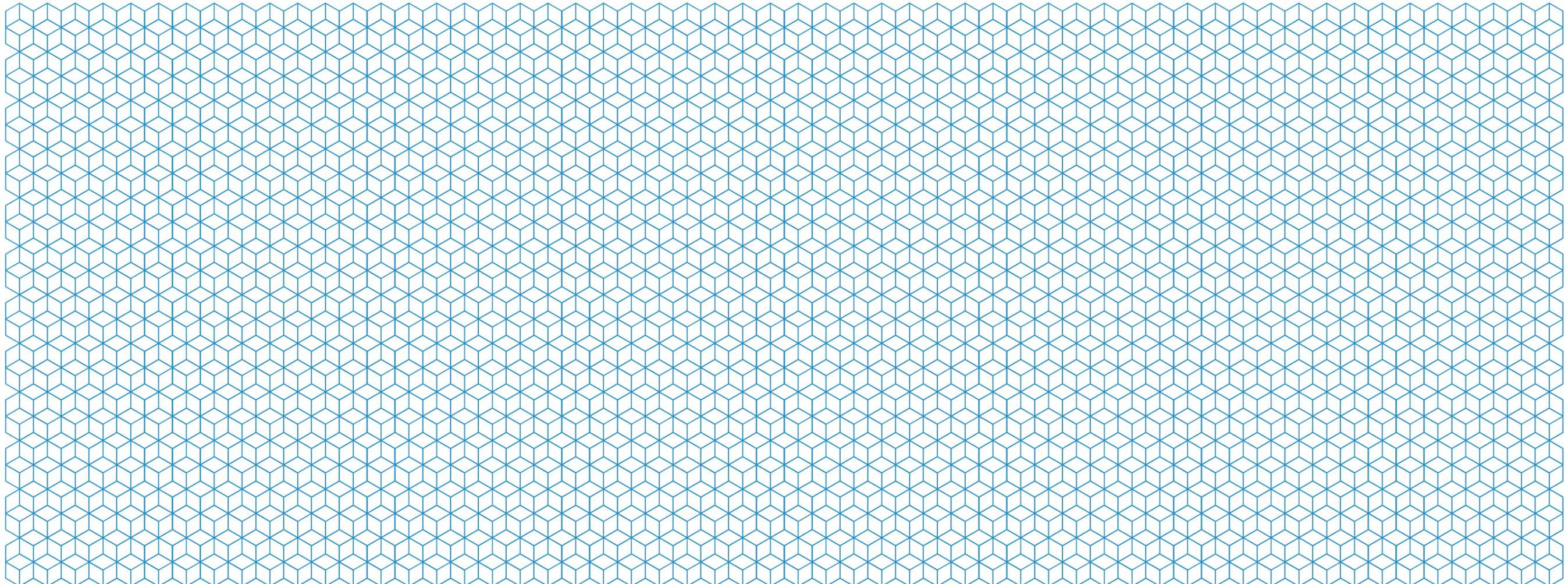
Greenwich Quay -Deptford Design and Access Statement

Carey
Jones
Chapman
Tolcher



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Report Title	Design & Access Statement
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Greenwich Quay, Deptford



Contents

1.0

Introduction 6

1.1 Purpose of Document	7
1.2 The Design Team	8
1.3 Introduction to Your Tribe	9
1.4 Introduction to Team.....	10
1.5 Project Briefing	11
1.6 Vision/Brief.....	12

2.0

Site Analysis 13

2.1 Site Location	14
2.2 The Site and Opportunity	15
2.3 Introduction: The Site and Opportunity	16
2.4 The Wider Area.....	17
2.5 Existing Topography	18
2.6 Existing Buildings.....	19
2.7 Existing Buildings: Condition.....	20
2.8 Existing Sections.....	21
2.9 Local Character Areas.....	22
2.10 Local Character Areas.....	23
2.11 Local Character Areas.....	24
2.12 Local Character Areas.....	25
2.13 Emerging Context.....	26
2.14 Emerging Context.....	27
2.15 History of the Site	28
2.16 History: Contemporary Site and Future.....	29
2.17 Heritage Assets: Conservation & Listed Buildings.....	30
2.18 Surrounding Use, Amenity and 15-Minute Neighbourhoods	31
2.19 Building Heights.....	32
2.20 Connections.....	33
2.21 Heritage Assets: Conservation	34
2.22 Context Scale and Massing	35
2.23 Local Plan Policy	36
2.24 Assessment of River Wall	37

3.0

Design Process 38

3.1 Site Constraints	39
3.2 Site Opportunities	40
3.3 Proposed Sustainability	41
3.4 Proposed Sustainability	42
3.5 Design Composition	43
3.6 Design from the Ground Up: Figure Ground Plan	44
3.7 Concept Sketches.....	45

3.8 Building Height Testing	46
3.9 Scale and Massing	47
3.10 Streetscape Views	48
3.11 Volumetric Refinement	49
3.12 Building Organisation.....	50
3.13 Project Timeline	51
3.14 Pre-App 01 Summary	52
3.15 Pre-App 01 Summary	53
3.16 Design Workshop Pre-App 02 Summary	54
3.17 Design Workshop Pre-App 02 Summary	55
3.18 Pre-App 03 Summary	56
3.19 Pre-App 03 Summary	57
3.20 Pre-App 04 Summary	58
3.21 Pre-App 04 Summary	59
3.22 Recap of DRP 01: 01/09/23	60
3.23 DRP 01 Feedback.....	61
3.24 Pre-App 06 Summary.....	62
3.25 Pre-App 06 Summary.....	63
3.26 Pre-App 07 Summary	64
3.27 Pre-App 07 Summary	65
3.28 GLA Pre-App Summary.....	66
3.29 Recap of DRP 02: 25/10/23	67
3.30 DRP 02 Feedback.....	68

4.0

Design Proposals 69

4.1 Masterplan	70
4.2 Proposed Sections.....	71
4.3 Proposed Ground Floor Plan.....	72
4.4 Workspace Mood Board.....	73
4.5 The Heart of the Proposal - Ground Floor Axonometric.....	74
4.6 Pedestrian Experience: Public Realm Examples.....	75
4.7 Pedestrian Experience: Public Realm Quality Creek Side	76
4.8 Ground Floor Servicing	77
4.9 Proposed 1st Floor Plan.....	78
4.10 Internal Amenity Mood Board	79
4.11 Proposed Typical Floor Plans	80
4.12 Proposed Upper Floor and Roof Plans	81
4.13 Proposed Basement Plan.....	82
4.14 Typical Apartment Layouts	83
4.15 Accommodation Schedule	84
4.16 Futureproofing Plan	85

5.0

Appearance 86

5.1 Architectural Appearance Mood Board	87
5.2 Developed Elevation Refinement	88
5.3 Facade Strategy.....	89
5.4 Elevation Materiality and Context	90
5.5 Elevation Top, Middle, Base Sketch Development	91
5.6 Elevation and Massing Strategy Sketches	92
5.7 Option Testing Middle: Option 01 - Mood Board and Sketches	93
5.8 Option Testing Middle: Option 02 - Mood Board and Sketches.....	94
5.9 Option Testing Middle: Option 03 - Mood Board and Sketches	95
5.10 Option Testing Middle: Option 04 - Mood Board and Sketches	96
5.11 Option Testing Middle: Option 05 - Mood Board and Sketches	97
5.12 Bay Elevation Testing	98
5.13 Option Testing Top: Option 01-03 - Roof Articulation.....	99
5.14 Option Testing Top: Option 04-05 - Roof Articulation.....	100
5.15 Elevation Testing Scheme 1-6	101
5.16 Building Base - Elevation Treatment	102
5.17 Building Base - Ground and First Floor Axonometric	103
5.18 Building Top - Roof Articulation	104
5.19 Building Base - Elevation Treatment	105
5.20 Design Progression through Views	106
5.21 Design Progression through Views	107
5.22 Model Aerial Views	108
5.23 Facade Concept Middle.....	109
5.24 Proposed Elevations.....	110
5.25 Proposed Elevations.....	111
5.26 Proposed Elevations.....	112
5.27 Proposed Elevations.....	113
5.28 Proposed Elevations.....	114
5.29 Elevation Materiality and Context	115
5.30 Proposed Elevation Bay Studies - Building A	116
5.31 Proposed Elevation Bay Studies - Building B	117
5.32 Bay Studies	118
5.33 Bay Studies	119
5.34 Bay Studies	120
5.35 Bay Studies	121
5.36 Bay Studies	122
5.37 Bay Studies	123
5.38 Local Context Views.....	124
5.39 Local Context Views.....	125
5.40 Local Context Views.....	126
5.41 Local Context Views.....	127
5.42 Local Context Views.....	128
5.43 Local Context Views.....	129

6.0

Technical Considerations..... 130

6.1	Accessibility.....	131
6.2	Access and Entrances.....	132
6.3	Cycle and Car Parking.....	133
6.4	Refuse and Servicing.....	134
6.5	Secure by Design, Health and Well Being & Maintenance and Access Strategy	135

7.0

Planning Policy Summary.....136

7.1	London Plan Policy Review Summary	137
7.2	London Plan Policy Review Summary	138
7.3	National Design Guide	139
7.4	London Plan Policy Review - D3.....	140

8.0

Key Benefits..... 141

8.1	Summary & Key Benefits.....	142
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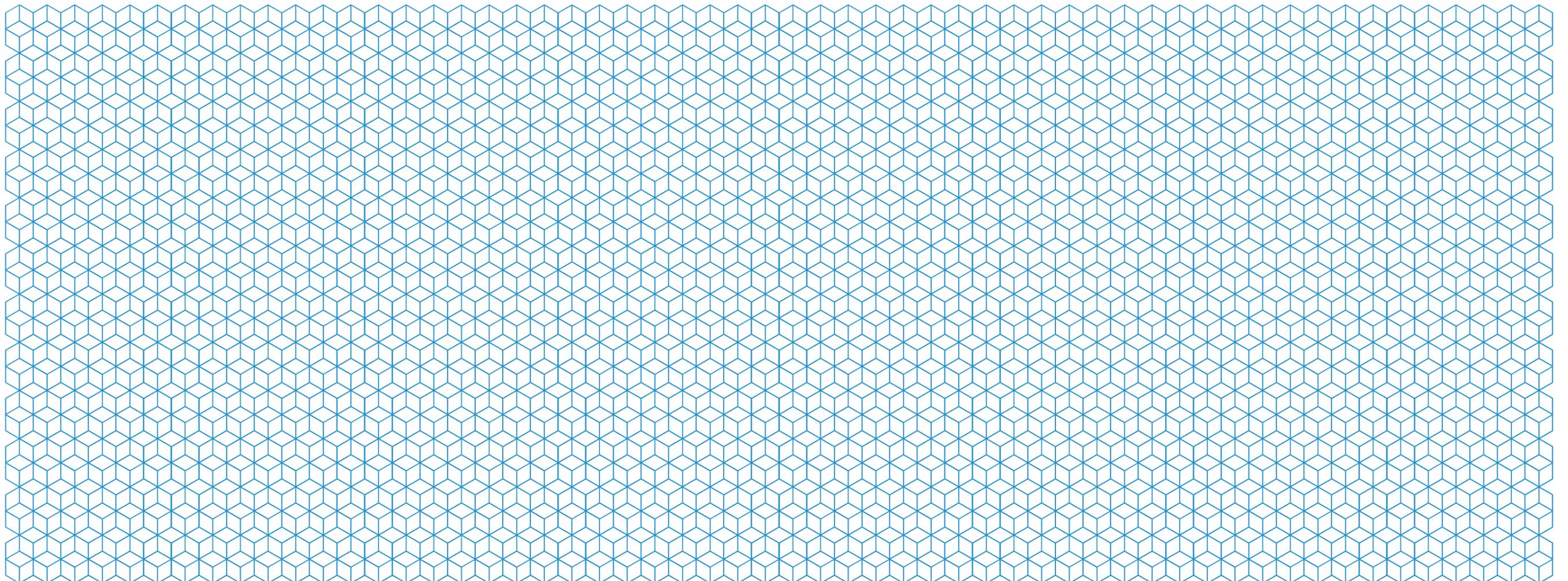
9.0

Appendix 143

9.1	DRP 01 Feedback.....	144
9.2	DRP 01 Feedback.....	145
9.3	DRP 01 Feedback.....	146
9.4	DRP 02 Feedback.....	147
9.5	DRP 02 Feedback.....	148
9.6	DRP 02 Feedback.....	149
9.7	Public Consultation.....	150

1.0

Introduction



1.1 Purpose of Document

Introduction

This document has been prepared by Carey Jones Chapman Tolcher (CJCT) on behalf of Your Tribe and Redington Developments (GQ) Limited to support planning application discussions in relation to the Greenwich Quay site in Deptford, Greenwich.

[‘Demolition of existing structures and construction of a building comprising student accommodation \(Sui Generis\), office floorspace \(Use Class E\), together with associated landscaping, public realm improvements, access works, cycle parking, refuse/recycling stores and associated works’](#)

The site is located North of Creek Road and is 0.29 Hectare. At present the site is occupied by three 3-4 storey high brick residential buildings.

The site sits between Deptford and Greenwich stations, a 11 minute and 13 minute walk from the site respectively and has a PTAL rating of 2.

The proposal is redevelopment of the site to deliver a mixed-use development with an active employment generating ground floor and student accommodation on the upper floor (Sui Generis). The ground floor commercial area is centred around a new landscaped courtyard to activate Creek Road.

This document catalogues the design process from analysis of the site and its surrounding context to the conceptual design and the initial proposals which have arisen from this. This document summarises the design process to support the planning submission documents.

Information Pack

This DAS should be read and considered in conjunction with the plans and drawings submitted with this application, together with the relevant supporting documents:

Document	Consultant
Application forms and notices	Savills
Application Drawings	CJCT
Arboricultural Impact Assessment	PJC Consultancy Ltd.
Ecological Report	Ecology Partnership
BREEAM Pre-Assessment	JAW Sustainability
Circular Economy Report	JAW Sustainability
Daylight/Sunlight/Overshadowing Assessment	EB7
Design and Access Statement	CJCT
Energy Assessment	JAW Sustainability
Fire Statement	Jensen Hughes
Flood Risk Assessment/Surface Water Drainage	Ardent Consulting Engineers
Foul Sewage & Utilities Assessment	Ardent Consulting Engineers
Landscape Statement with UGF	Studio BOSK
Planning Statement	Savills
Sustainability Statement & Overheating Assessment	Jaw Sustainability
Student Housing Management Plan	Your Tribe
Transport Assessment	TPP Ltd
Whole-life Cycle Assessment	JAW Sustainability

TRIBE

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Development Partner

Carey Jones Chapman Tolcher

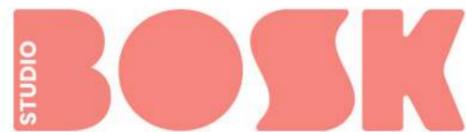
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Sustainability Consultant

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Fire Consultant

209-215 Blackfriars Road, London, SE1 8NL



Daylight/Sunlight Consultant

5th Floor Holborn Gate, 330 High Holborn, London, WC1V 7QH

1.3 Introduction to Your Tribe

Your Tribe was established in 2020 to help solve the under supply of student housing in the capital. Since then, we have acquired 10 sites across London, of which 4 now have planning permission and are being built out, and 3 are pending determination having been submitted in 2023, and 3 more are currently in pre-app.

Your Tribe work with universities and operators to deliver schemes in the right locations for students, in close proximity to campuses and public transport, and to provide high quality design, amenity space and importantly the workspaces that modern students desire.

- 10 sites acquired
- 4 sites with planning permission, being built out for first occupation January 2024
- 3 planning applications submitted in 2023 and two more to be submitted later this year
- Relationships with:
 1. University of Greenwich
 2. Ravensbourne University
 3. Trinity Laban
 4. University of London including University College London
 5. University of the Arts London
 6. London South Bank University
 7. Imperial College
 8. Kings College London

In London there are currently 101,955 PBSA beds (both direct let and University Operated), for 385,165 total full time students. This is a ratio of 0.26, demonstrating the significant under supply. Nationally, wider forecasts conducted by UCAS, predicting there will be up to 1 million new undergraduate applications in the UK per year by 2030. This is double the number of applicants seen in 2006, and 250,000 more than in 2021.



- Tribe**
- 1 Ilderton Road
 - 2 Old Kent Road
 - 3 Avonmouth House
 - 4 Watkin Road
 - 5 Brunner Road
 - 6 St James Street
 - 7 Ravensbourne Wharf
 - 8 Greenwich Quay

- Universities**
- A University College London
 - B Kings College London
 - C Imperial College London
 - D Queen Mary, University of London
 - E London South Bank University
 - F London School of Economics
 - G Goldsmiths University of London
 - H University of Greenwich
 - I University of the Arts London
 - J University of Westminster
 - K Middlesex University

- L University of East London
- M Loughborough University London
- N The University of Portsmouth London
- O Ravensbourne University London

1.4 Introduction to Team

Carey Jones Chapman Tolcher

Carey Jones Chapman Tolcher has a diverse student accommodation portfolio, working nationally with a wide variety of providers to create bespoke residential solutions. From 37 storey ground-breaking facilities to lower scale campus developments we work with our clients, universities, consultants and contractors to provide innovative and deliverable projects.

In what is rapidly becoming a huge growth sector, CJCT has the market knowledge and niche skill sets to bring design excellence and common sense together to provide clients with sensitive and sustainable results, delivered with the highest standards of client care.

CJCT and Your TRIBE have a long established and trusted working relationship through which a number of schemes have been designed and delivered. Although primarily focused on student housing schemes, this collaboration has also extended into other sectors, including commercial, residential and build to rent developments.



Brunner Road, Walthamstow, London

- 437 student bedrooms
- Designed and Delivered with Tribe
- Pre-Planning 2023



Forrest Road, Walthamstow, London

- 353 student bedrooms
- Designed and Delivered with Watkin Jones
- Operational 2020



St James Street, Walthamstow, London

- 212 Units
- Designed and Delivered with Tribe
- Planning Submitted 2023



Goodman's Field, Whitechapel, London

- 390 student bedrooms
- Designed and Delivered with Berkeley First and Student Castle
- Operational 2022



Wales Farm Road, Acton, London

- 736 student bedrooms
- Designed and Delivered with Imperial College London
- Operational TBC

1.5 Project Briefing

Project Brief

The design team worked together to establish a project brief which reflected both Your Tribe's and RBG's aspirations for the site.

The design seeks to;

- Optimise site capacity through a design-led approach as per London Plan Policy D3
- Provide high-quality purpose built student accommodation (PBSA).
- Provide high quality modern office workspace.
- Align with the aspirations of the Deptford Creek/Greenwich Riverside Opportunity Area
- Develop a site layout which responds appropriately to its context.
- Develop a narrative for the plot which informs each of the elevations in relation to their context.
- Provide well designed and attractive public realm for students, workers, and pedestrians.
- Maximise activation to all sides of the site and enhance the public realm.

Key Considerations

The following considerations were addressed throughout the design process:

- Key relevant national, regional and local planning policies.
- Building services / energy efficiency.
- Cycle, refuse and plant storage.
- Sensitive townscape views.
- Sustainable design principles



Student housing



Cycle provision in line with London Plan



High quality landscaping to public realm and roof terraces



Car Free Scheme



Levels managed to connect the site to it's context



On site servicing access



Refer to new RBG Urban Design Guide, Supplementary Planning Document (Oct 23)



Create new public arrival space on Clarence Road/Creek Road



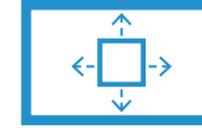
Generous internal amenity allocation



Maximise dual aspect LKDs



Clearly defined entrances for respective users



Respond to existing and emerging context



Provide high quality modern office workspace



Increase in Biodiversity Net Gain

1.6 Vision/Brief

Greenwich Quay presents an opportunity to regenerate an under-utilised and low density site to provide new flexible attractive workspace and much-needed student accommodation within the Royal Borough of Greenwich in-line with the aims of local authority and the greater Deptford Creek/ Greenwich Riverside Opportunity Area.

The scheme seeks to create a high quality development that builds on the character of the emerging context and enhances not only the site itself but also the wider area by providing an important cornerstone and site entry point into the Deptford Creek corridor.

Through a mixed-use scheme, this regeneration project aims to deliver:

Create a sustainable neighbourhood:

- Provide high quality accommodation for students that supports walking and cycling through close proximity to key destinations including Higher Education institutions.
- Fabric-first approach to building design.
- Use of sustainable and recycled materials.
- Maximising the adoption of zero and low carbon technologies within the operation of the building.
- Integrating energy monitoring and awareness into the building from the outset.
- 15-minute neighbourhood provides all amenities for end-users and contributes to local economy

Evolve a development form and architecture that:

- Create a high quality and sustainable project to help define eastern entrance for marker building into Deptford from Greenwich
- Carefully steps in scale within the Creek Road and Deptford Creek
- Enhances the existing rich biodiversity of the Creekside area, manage flood risk through river wall improvements
- Celebrates the rich history of the Creekside area through providing meaningful public realm along the Creek
- Coincides with existing cluster of tall buildings and identified 'Intensification Corridor'.

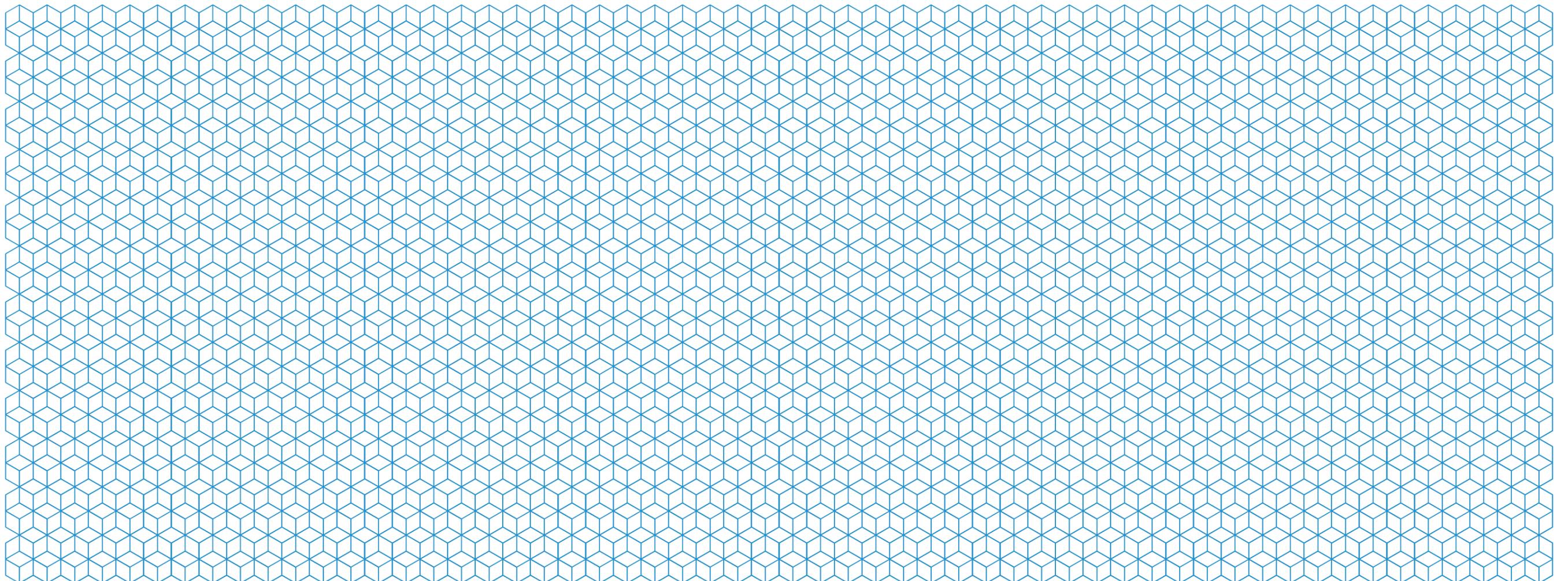
Establish a mix of uses that:

- Accommodate a range of uses that positively contribute to the evolving community and character of the Supports and strengthens local business opportunities and demonstrates a net gain in employment opportunities
- Supports the area's prestigious educational institutions to deliver well-managed high quality student homes (including affordable) within a mixed and sustainable community for Creekside
- Creates new public facing and vibrant ground floor uses engaging with the Creek Road
- Regenerate underutilised, run-down site in key location.



2.0

Site Analysis



2.1 Site Location

Site Location

The London Borough of Greenwich is located in South-East London within a mile of Greenwich High Street.

Royal Borough of Greenwich is located within inner London and is home to Greenwich Maritime World Heritage Site as well as many famous structure including; National Maritime Muesum, Old Royal Naval College, the O2 Arena, and the Royal Observatory. It borders the Thames to the North and then 3 other Boroughs; Lewisham, Bromley, Bexley.



London Location in UK



Greenwich Location in London

2.2 The Site and Opportunity

The following chapter will explore the various connections to the site and its location within the context of its past, present and future. This site analysis will in turn steer the design direction to ensure the team acknowledges all the relevant variables.

The Site is located on the Western bank of Deptford Creek, North of Creek Road and Greenwich Station.

It is in a close walking distant to two amenity areas both Greenwich High Street on the East and Deptford High Street on the West with the amenities 8 minute and 12 minute walk respectively.

The site is nearby several University campuses, including University of Greenwich, University of Ravensbourne, and Coventry University's London campus. The below is the transport routes to the respective universities:

University of Greenwich:	11 minute walk
University of Ravensbourne:	24 minute bus
Coventry University London Campus:	23 minute bus

The site is well connected to local bus routes and one mainline station and two DLR stations all within a 10 minute walk.

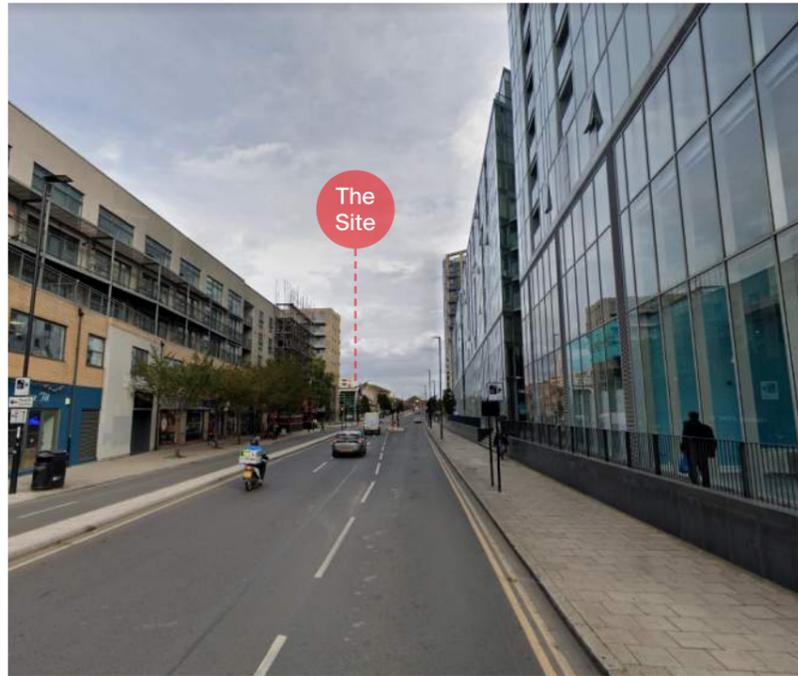
Key

-  The Site
-  Viewpoint Location and Direction
-  Key Local Road
-  National Rail Station
-  London Overground Station
-  London DLR Station



Existing Site Analysis Map

2.3 Introduction: The Site and Opportunity



1 - Looking East towards Greenwich Quay from Creek Road



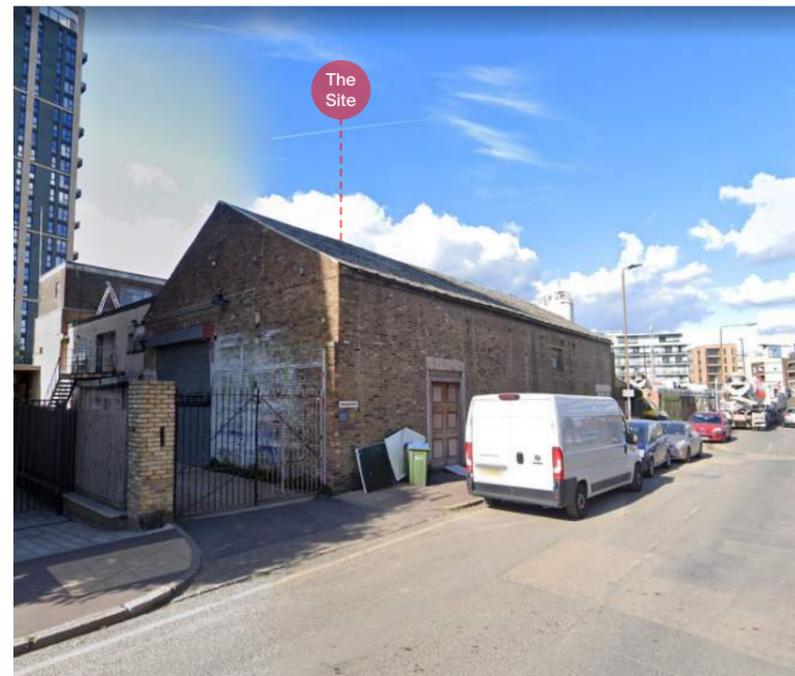
2 - Looking West towards Greenwich Quay from Norway Street



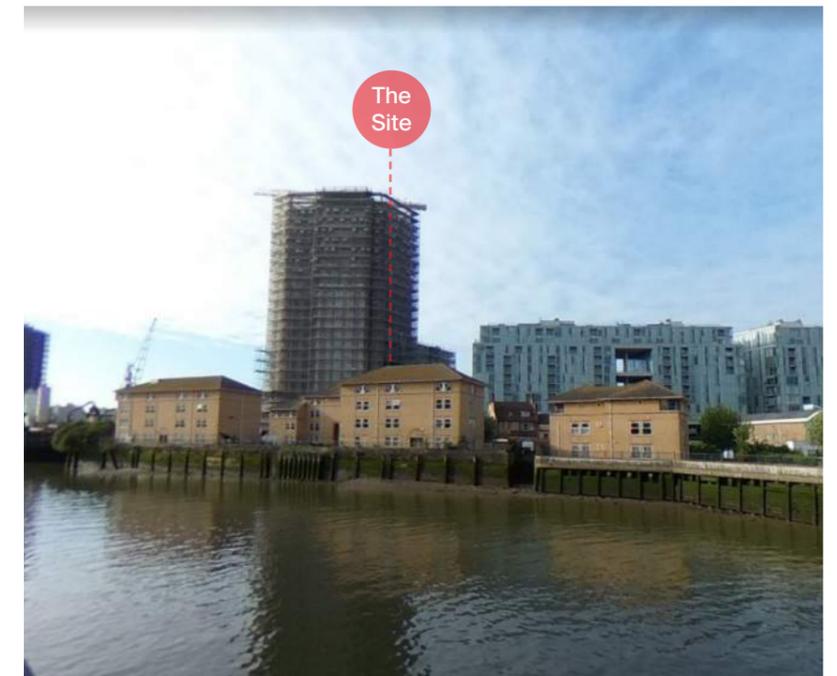
3 - Looking South towards Deptford High Street from Creek Road



4 - Looking North towards Cutty Sark Station from Greenwich Church Street



5 - Looking South down Norman Road



6 - Looking across Deptford Creek from Dreadnought Walk

2.4 The Wider Area

When understanding the parameters of the site it is important to be aware of the wider impacts and relationships the site has.

The site is beside the London Borough of Lewisham so the team must be mindful of emerging context within this region whilst appreciating the heritage and policies outlined within the Royal Borough of Greenwich's Local Plan, Supplementary Planning Documents, and Procedural Documents.

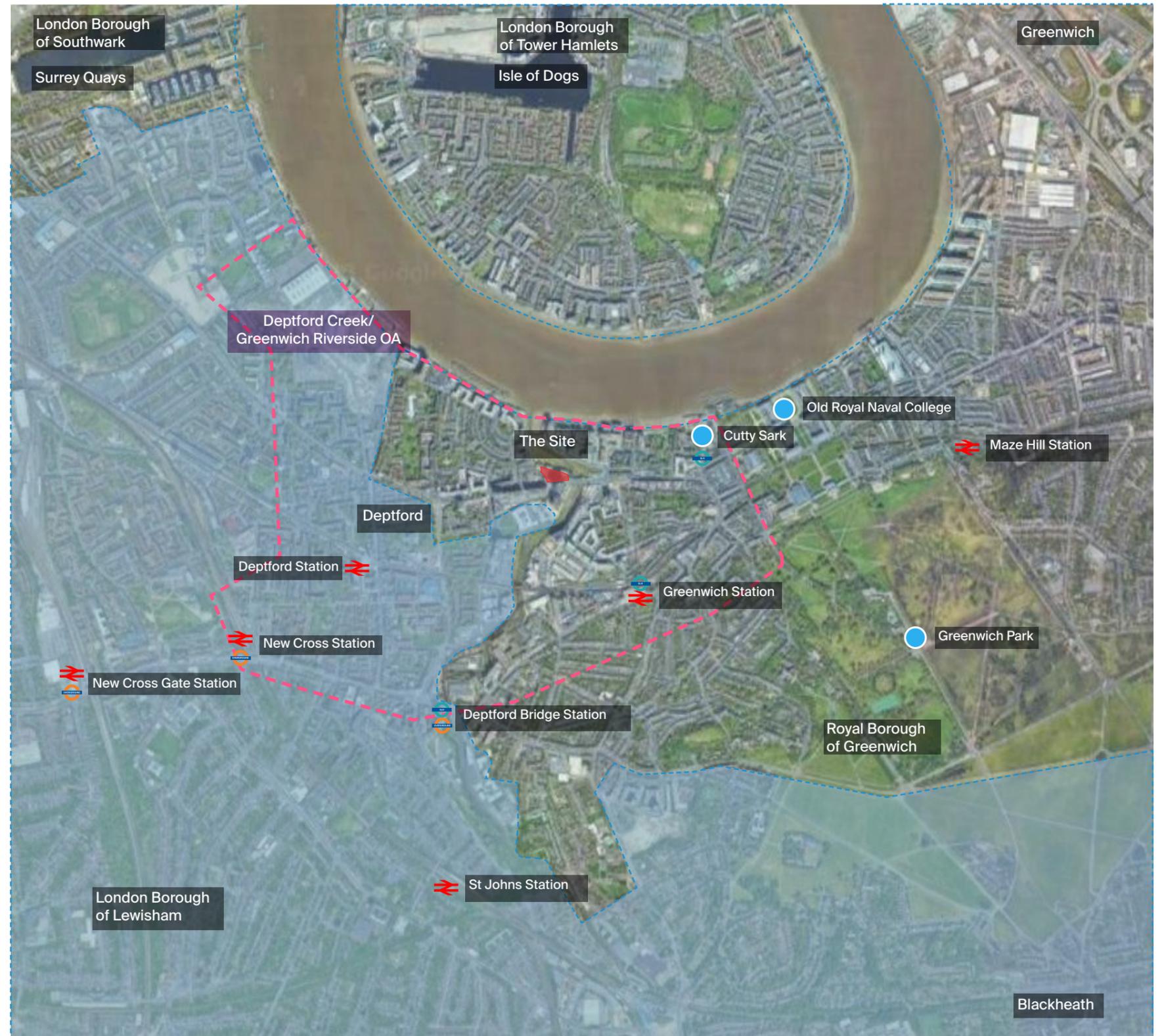
Crucially, the site is within the Deptford Creek/Greenwich Riverside Opportunity Area highlighted in the London Plan which has an indicative target for 5,500 new homes and 3,000 jobs.

Site Location relative to London Boroughs



Key

- The Site
- ◀ Viewpoint Location and Direction
- Key Local Road
- ≡ National Rail Station
- London Overground Station
- London DLR Station



Existing Site Analysis Map

2.5 Existing Topography

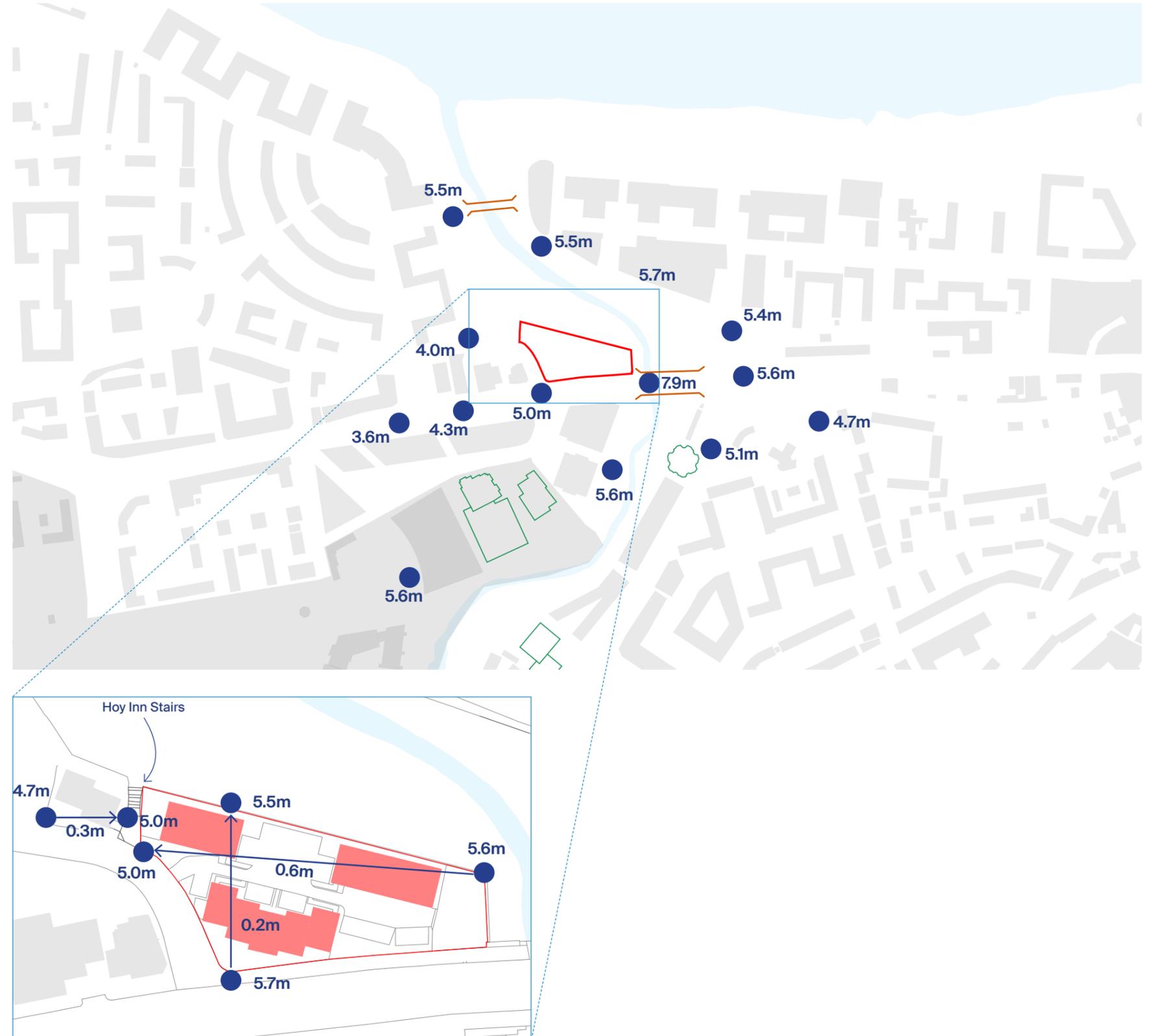
The site is the final location of Creek Road before reaching the bridge passing Deptford Creek.

There is a natural rise in the road level to account for the bridge, this AOD height is 7.9m on the centre of the A200 and gradually decreases either side of Creek Road to 5.6m and 3.6m to Greenwich and Deptford respectively.

The levels predominately range between 5-5.6m however on Clarence Road the AOD is a lower level at 4.0m. This again rises on the Thames Riverside Path as it meets the Greenwich Reach Swing Bridge to the North which has an AOD of 5.5m

The site has a slight decline down to the Hoy Inn Stairs. The height change against the existing buildings has been outlined below.

The relationship with the site and Creek Road will make a direct connection to the bridge difficult therefore the site should become a destination and not a through route.



Key

-  Site Boundary
-  AOD Height Points
-  Existing Buildings
-  Emerging Context
-  Bridge Link

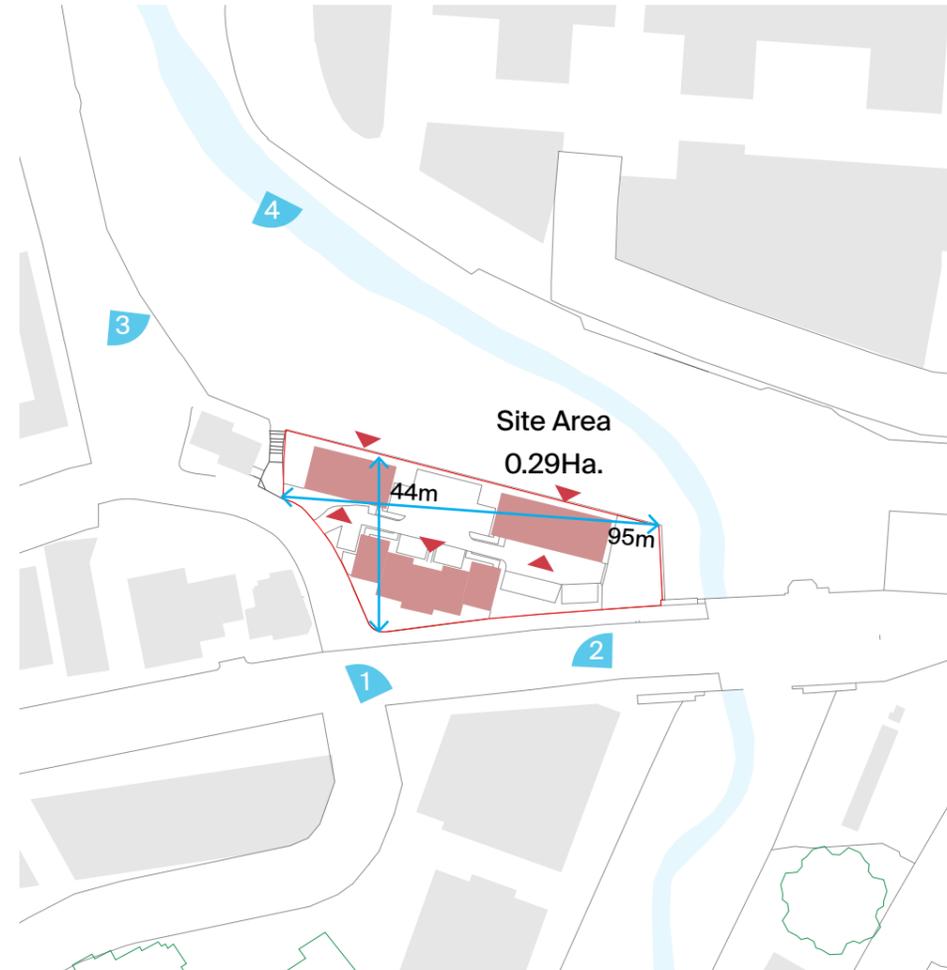
2.6 Existing Buildings

The site is located at the end of Clarence Road and North of Creek Road at the intersection of Deptford Creek and Creek Road. The three blocks are named A to C, as shown on the right, and contain the units numbered between 1-12 respectively.

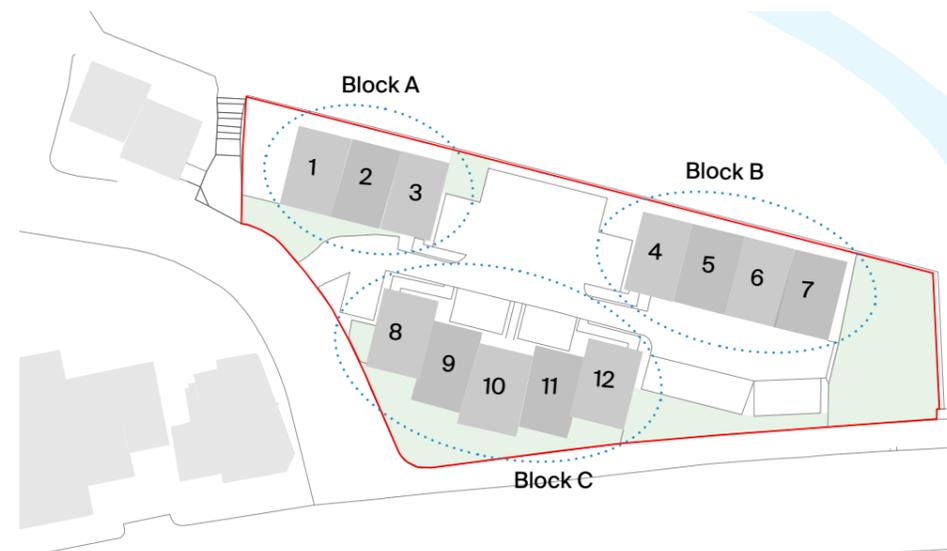
The existing building was constructed as office space but subsequently some residential conversions have been undertaken via office to residential permitted development rights.

The architectural character is composed of stone band podium to ground floor with buff brickwork continuing to the overhanging pitched tiled roof. The brickwork is broken up with orange brick soldier course above the PVC casement windows and topped with a stone banding and arched window separated into 4 quadrants on the third floor.

None of the existing buildings have any significant architectural character and make little contribution to the emerging townscape.



Existing site dimensions



Existing blocks, and units

Key

- Site Boundary
- Existing Buildings

1



2



3



4



Existing building photos

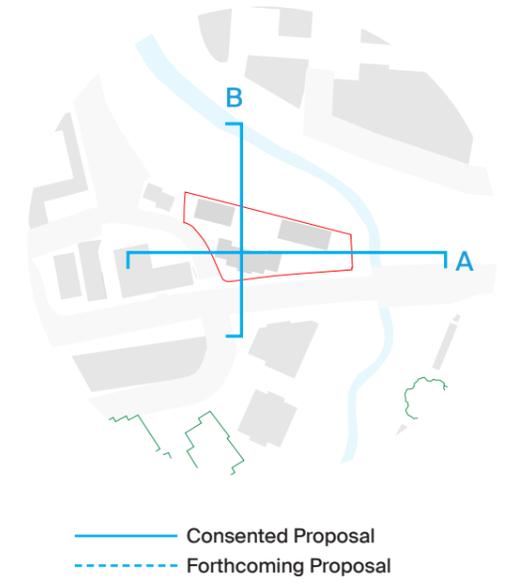
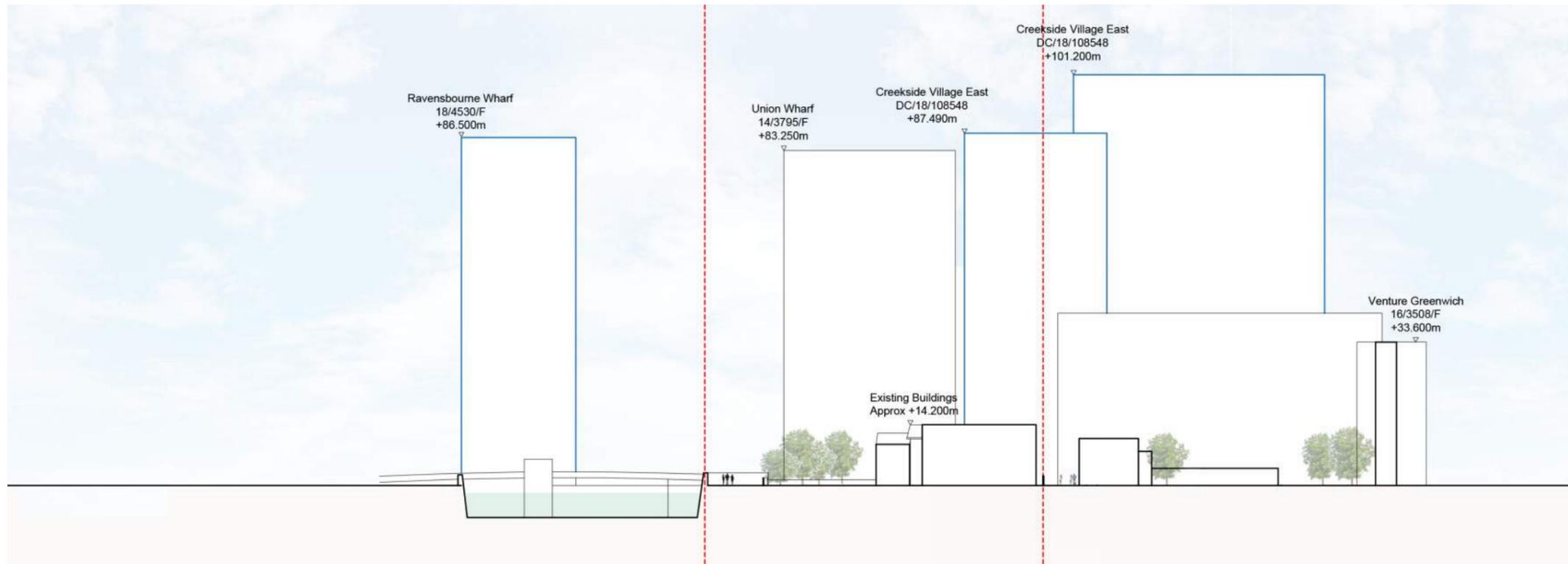
2.7 Existing Buildings: Condition

The existing condition of the buildings on site is low quality.

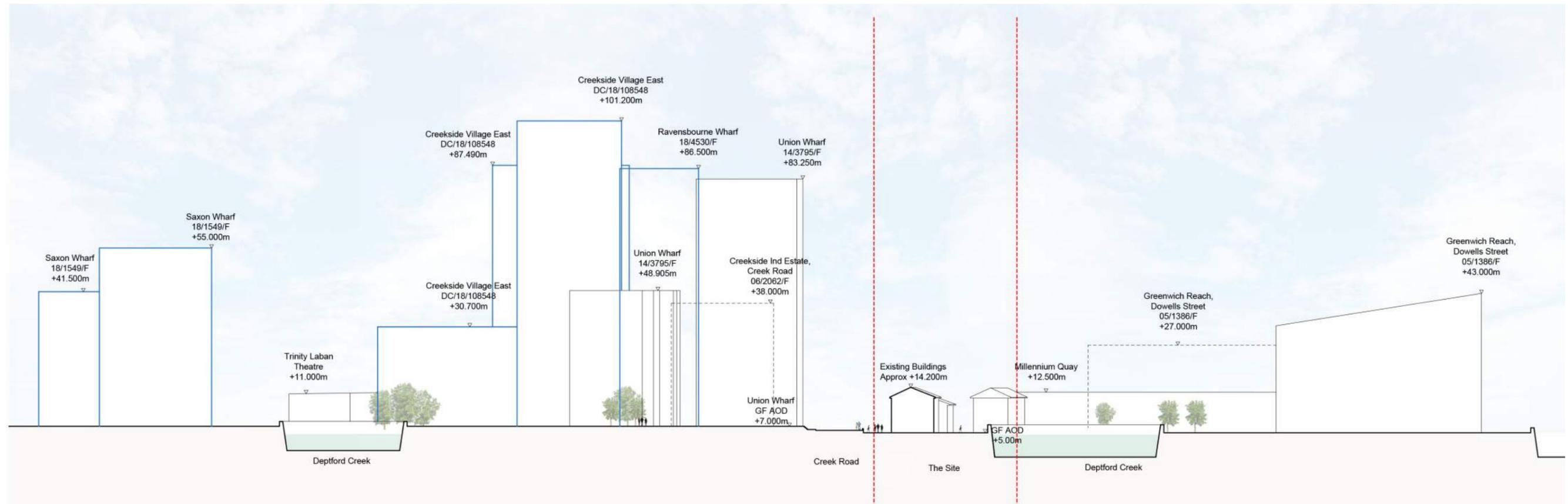
The quality of acoustics and insulation for both the office and converted residential units is unsuitable and not to current standards. The buildings were not constructed and converted in line with the current regulations and space standards and are unattractive to modern occupiers. The existing brickwork and uPVC windows are worn with cracks in various blocks. Areas are painted and/or repaired in some areas which has left the buildings patchy.



2.8 Existing Sections



A Section A - Existing East-West Section



B Section B - Existing North-South Section

2.9 Local Character Areas

The site is located in-between an array of different character areas with a variety of architecture and uses within the immediate context. As part of the site analysis for the proposal we have highlighted the immediate context and the main characters that influence and give identity to the site.

Character Area 1 - Former Deptford Power Station

Predominately low-rise housing have enabled a community to flourish in Deptford, the properties are illustrated on the following pages.

Character Area 2 - Deptford Creek Corridor

Previously industrial use in the famous maritime of the area, however it has seen an influx in developments within the last decade, where the large scale developments now characterise the area. With the majority of developments Mixed-use residential led. The Laban is the most famous building in this area, providing excellent recreation facilities and acting as a catalyst for growth. All of the developments in this area are influenced by the Creek and the waterfront.

Character Area 3- Diverse Greenwich

A combination of elements found within historic Greenwich, low-rise residential, and the introduction of larger mixed-use residential led schemes to replace industrial use. The area has the character of a small community.



Site Analysis Character Mapping

2.10 Local Character Areas

Character Area 1 - Former Deptford Power Station

To the West of Site a collection of small residential properties which range in height between 2/3 storey residential 5 storey houses and/or estates. These low-rise residential properties vary in age and style.



Basevi Way Estate - Buff brickwork with orange brick banding and a pitched roof



Glaiser Street Estate - Flats with render and buff brick facade



Site Analysis Character Mapping Key



Deptford Green Estate - Brown multi brick block with a flat roof



Houses along Stowage - Orange/brown multi brick with stone banding at ground level and a pitched roof

2.11 Local Character Areas

Character Area 2 - Deptford Creek Corridor

North to South along Deptford Creek is the development of large mixed-use residential/commercial buildings. These vary in height from 6 storeys up to 30 in some areas. The large scale developments that define the area are heavily influenced by the Creek and the influence of the waterfront.



Typical contemporary mixed-use developments with strong architectural edges



Zinc and brick facade with green and blue fins replicating the Creek



Site Analysis Character Mapping Key



Dowell Street Development with strong curves and block modules for distinct identity



Contemporary use of Brick crown and columns containing a metal clad facade

2.12 Local Character Areas

Character Area 3 - Diverse Greenwich

To the South-East of Site sits a diverse area of low-rise residential and residential-led mixed-use alongside some education buildings and buildings of leisure. These range in heights from 2/3 storey up to 6/7 in certain areas. Character Area 3 contains mixed-use developments that has been re-purposed from the industrial area.



Mixed use residential led development on Creek Road. Buff brick with framed zinc detailing 4 storeys



Greenwich pumping station - 3 storey high brickwork building with a pitched roof



Site Analysis Character Mapping Key



Orange brickwork estate on Creek Road. Repeated volumetric structure with pitched roof - 3/4 storeys



Iconic education facilities within the area. James Wolfe Primary School displays ornate architectural detailing

2.13 Emerging Context

The site is in the midst of substantial change in the area with many large developments being built in the local area.

All to the South of the site on the Deptford Creek Corridor there are large developments increasing the scale of the development in the area and greater Deptford.

The aerial view to the right illustrate this change in scale graphically and highlight the importance of the proposal in coinciding with the context of the corridor. It creates a transitional point between Deptford and Greenwich via Deptford Creek. A development to match these characteristics would knit together the urban fabric and become a catalyst for Creek Road.

- 1a. Ravensbourne Wharf
18/4530/F (Royal Borough of Greenwich)
Mixed-use Scheme
129 Units Residential
855sqm of Commercial space
- 1b. Ravensbourne Wharf
23/1414/F (Royal Borough of Greenwich)
Mixed-use Scheme
414 PBSA Beds
- 2. Thanet Wharf (Creekside Village East)
DC/18/108548 (London Borough of Lewisham)
Mixed-use Scheme
393 Units Residential
757sqm of Commercial space
- 3. Saxon Wharf
18/1594/F (Royal Borough of Greenwich)
Mixed-use Scheme
145 Units Residential
401sqm of Commercial space
- 4. Sun Wharf
DC/20/118229 (London Borough of Lewisham)
Mixed-use Scheme
220 Units Residential
1153sqm of Commercial space

Key

-  Site Boundary
-  Consented Proposals
-  Under Construction



2.14 Emerging Context

1A



1B



2



3



4



- | | | |
|------------|--|----------|
| 1A. | Ravensbourne Wharf

18/4530/F (Royal Borough of Greenwich)
Mixed-use Scheme
129 Units Residential
855sqm of Commercial space
27 Storeys | Approved |
| 1B. | Ravensbourne Wharf

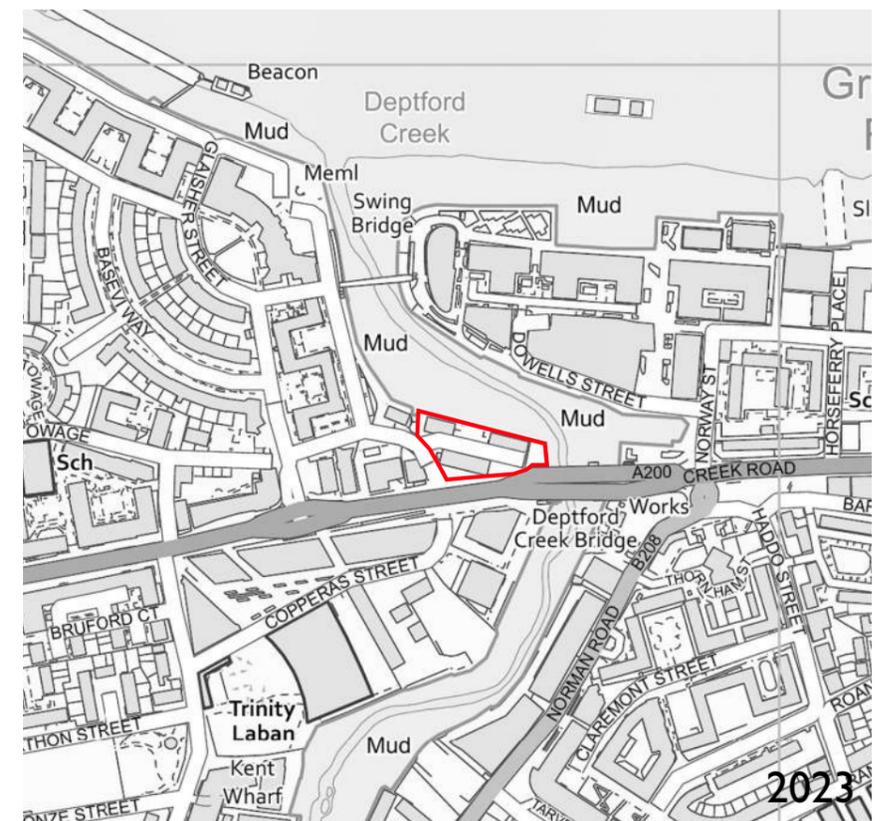
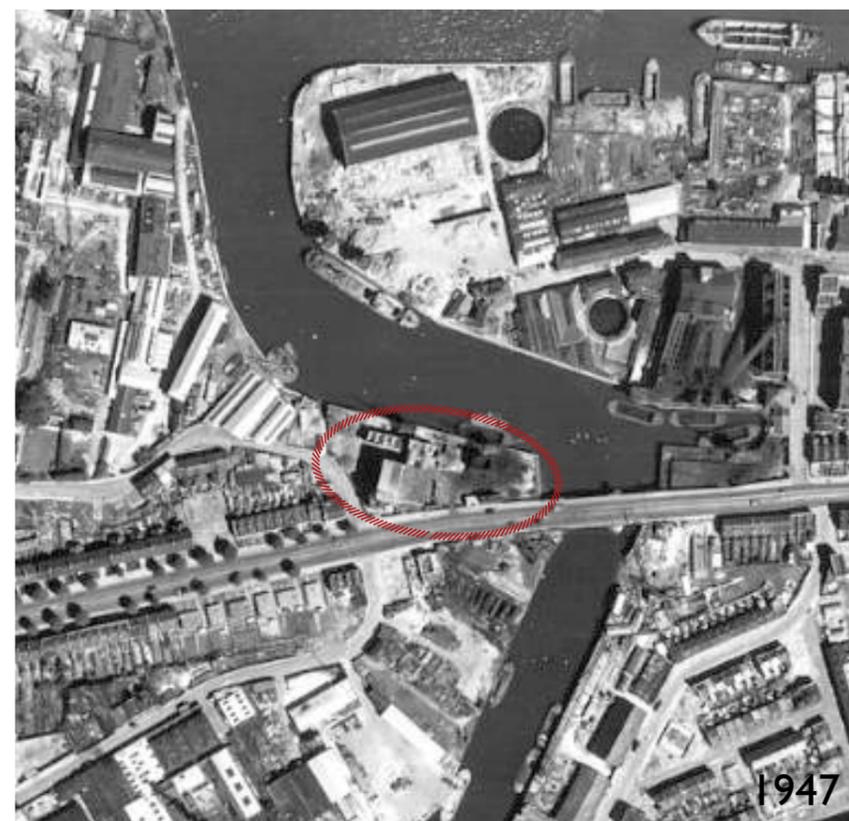
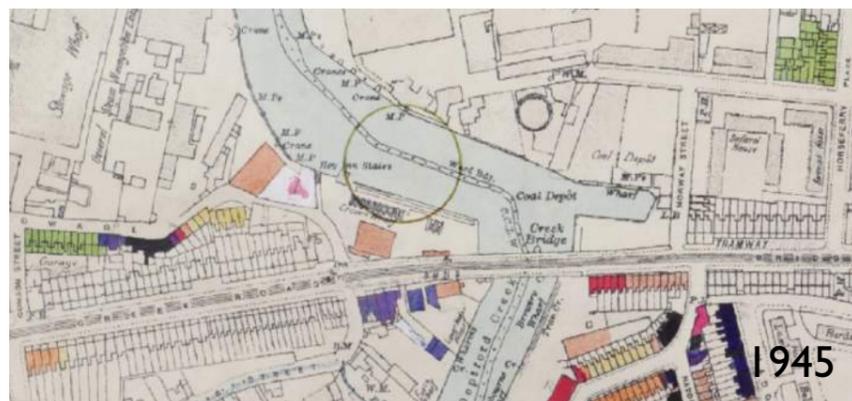
23/1414/F (Royal Borough of Greenwich)
Mixed-use Scheme
414 PBSA Beds | Pending |
| 2. | Thanet Wharf (Creekside Village East)

DC/18/108548 (London Borough of Lewisham)
Mixed-use Scheme
393 Units Residential
757sqm of Commercial space
29 Storeys | Pending |
| 3. | Saxon Wharf

18/1594/F (Royal Borough of Greenwich)
Mixed-use Scheme
145 Units Residential
401sqm of Commercial space
17 Storeys | Approved |
| 4. | Sun Wharf

DC/20/118229 (London Borough of Lewisham)
Mixed-use Scheme
220 Units Residential
1153sqm of Commercial space
20 Storeys | Approved |

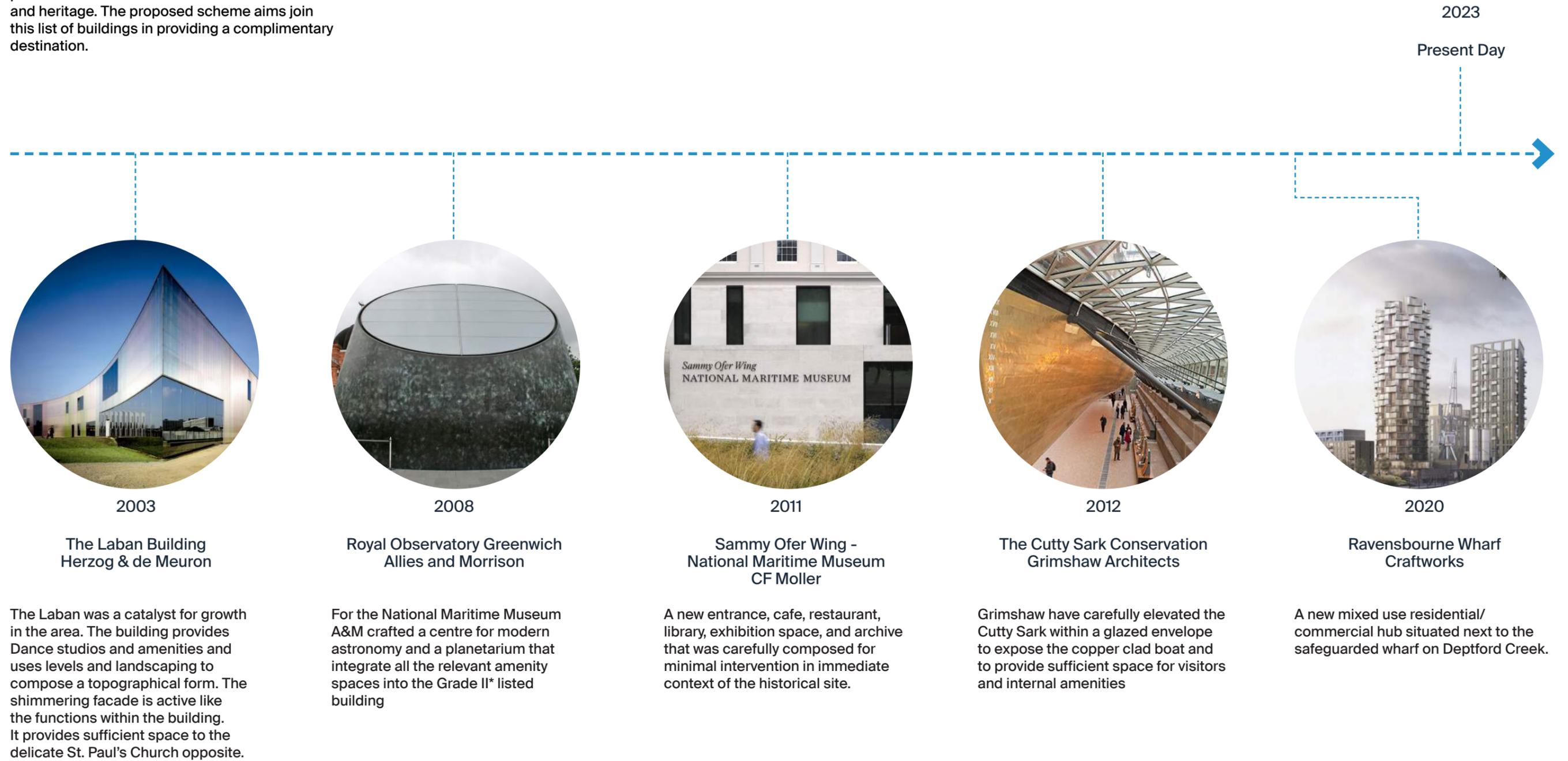
2.15 History of the Site



2.16 History: Contemporary Site and Future

Today, Deptford and Greenwich is a thriving area of London with many key landmarks adding significant character to the area, and many more new developments to be built along Deptford Creek corridor to enhance this.

The buildings below highlight schemes that provide destinations with distinctive character and heritage. The proposed scheme aims join this list of buildings in providing a complimentary destination.



2.17 Heritage Assets: Conservation & Listed Buildings

The Site does not currently lie within a Conservation Area and is not in the direct vicinity of statutory listed buildings. The conservation areas around the site have been highlighted on the map to the right. This includes the following:

Royal Borough of Greenwich:

- Deptford High Street
- Greenwich Park
- Ashburnham Triangle
- West Greenwich

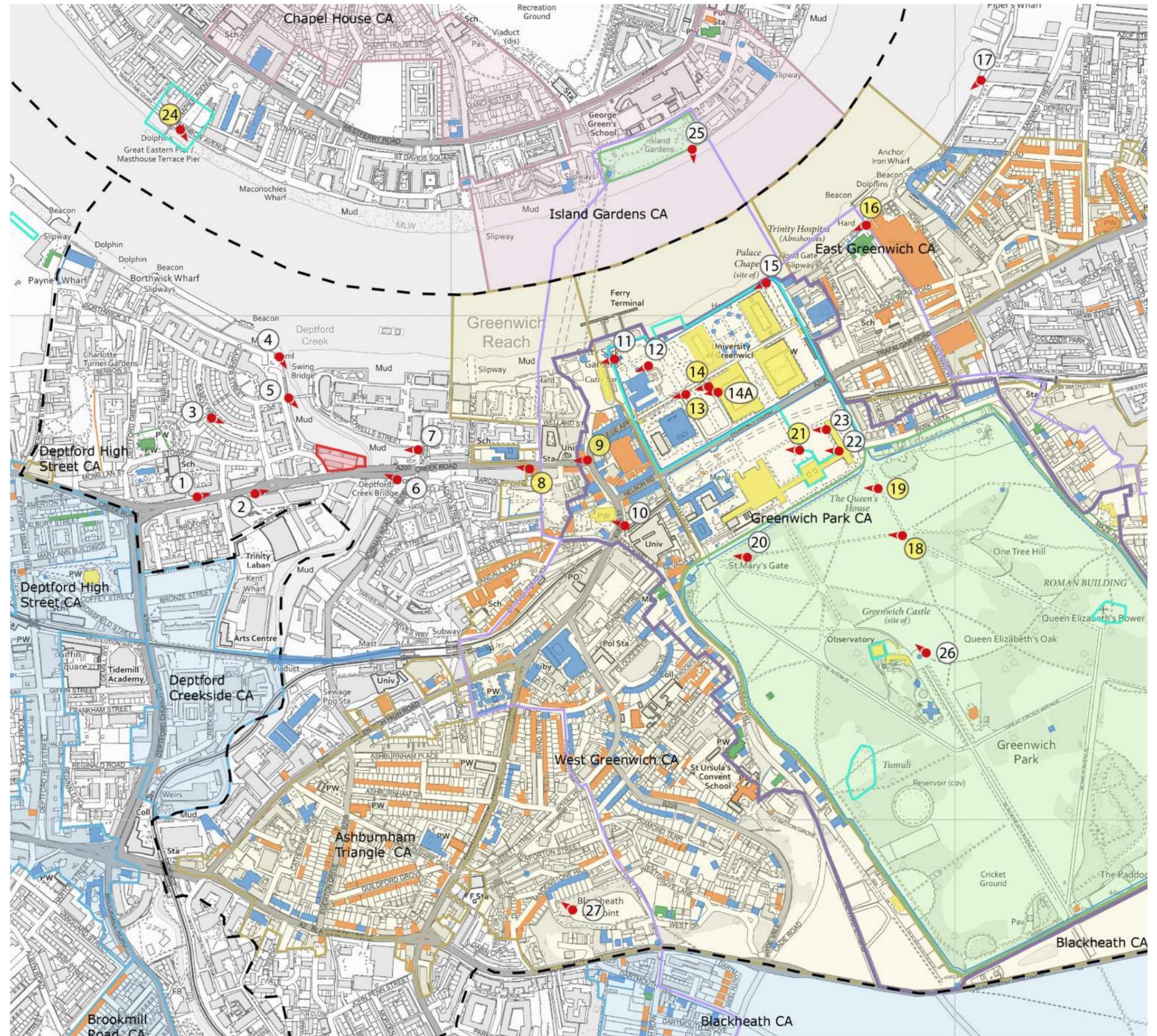
London Borough of Lewisham:

- Deptford High Street and St Paul's Church
- Deptford Creekside

There are currently no LVMF views or local views that fall across the site. The closest two LVMF London Panorama views have been highlighted - View 5A.2 (Greenwich Park) and View 6A.1 (Blackheath Point).

Although the Site does not have any Listed Buildings in its immediate context, an exercise has been undertaken to note Listed Buildings and their character

-  Viewpoint
-  Site
-  Greenwich CA
-  Lewisham CA
-  Tower Hamlets CA
-  World Heritage Site
-  World Heritage Site Buffer
-  Scheduled Monument
-  Registered Parks and Gardens
-  Grade I Listed Building
-  Grade II* Listed Building
-  Grade II Listed Building
-  Locally Listed Building



2.18 Surrounding Use, Amenity and 15-Minute Neighbourhoods

The Site is located at the intersection of Deptford Creek and Creek Road which has changed to become predominately Mixed-use residential and commercial schemes.

There is a large amount of Green Space available in the local vicinity located generally quite closely to the commercial/mixed use parades of shops, as shown by Deptford High Street and Greenwich Church Street. The largest of these spaces is Greenwich Park, which is just over a 10 minute walk away. Crucially, student housing is only 11 minutes away from the University of Greenwich Stockwell Street Library and the Campus on Park Row.

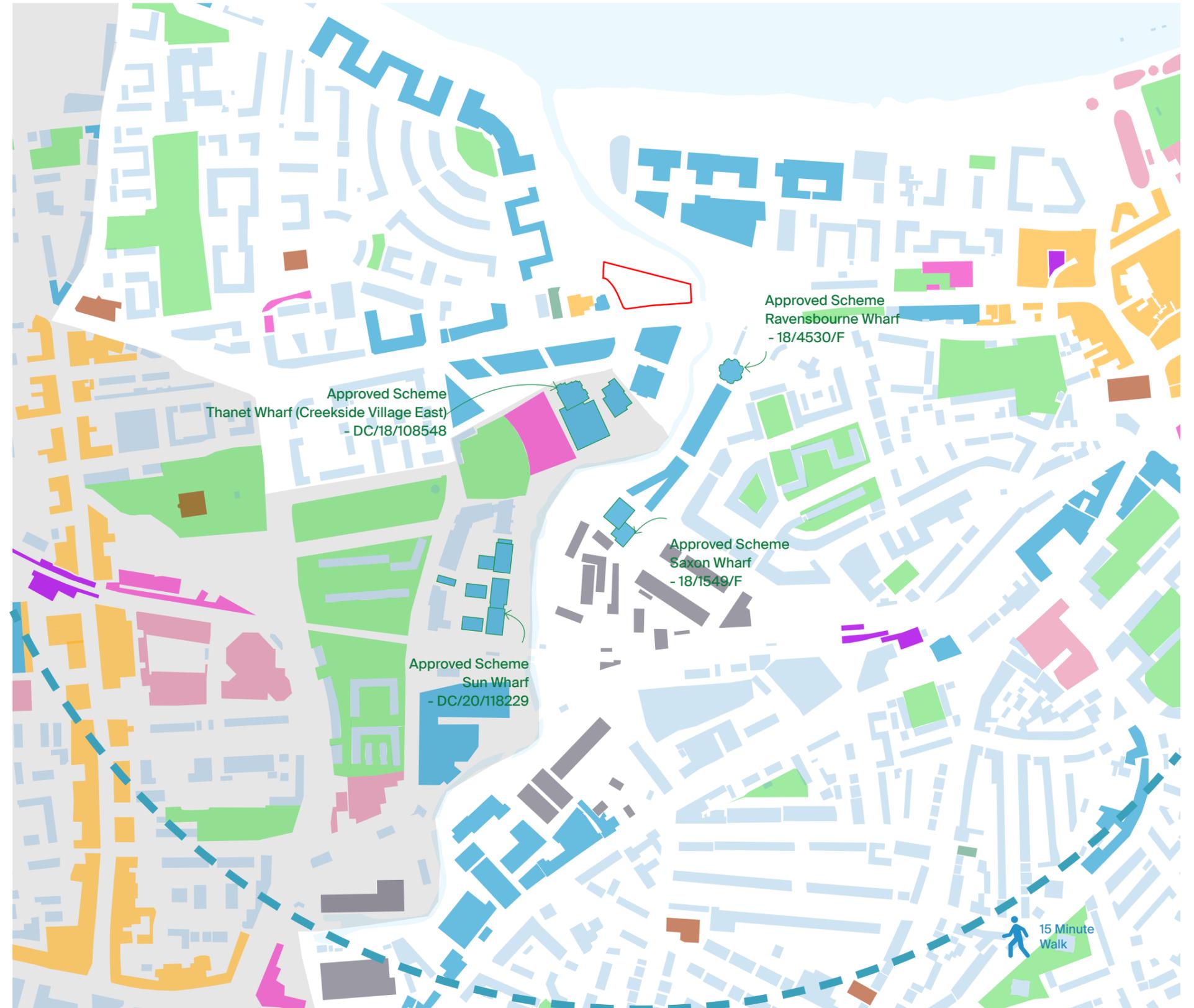
As stated in the Greenwich Area of Archaeological Potential Document, the creek side is being replaced by housing and apartments alongside the strong industrial heritage of the area.

15 minute neighbourhoods provide:

- Improved Well-being
- Reduced Carbon Footprint
- Healthier Lifestyle
- Benefits to Local Economy
- Necessities Available to all

Key

- London Borough of Lewisham
- Green Space
- Building Use
 - Mixed Use - Residential Led
 - Residential
 - Commercial
 - Education
 - Transport
 - Industrial
 - Religion/Places of Worship
 - Leisure/Arts/Cultural
 - Health



Site Analysis - Building Use and Amenity

2.19 Building Heights

The Site currently contains residential buildings that roughly range between 12-9m.

The immediate context has a stark contrast in building heights. The North-West Region contains low-rise residential buildings rising up to roughly 20m with few surpassing this on Creek Road and along the Thames.

Opposite Deptford Creek, on the other side of the bank there is a collection larger mixed use/residential schemes that are 30m+.

To the South there are a number of new developments that have been built and that have granted permission that are beyond 50m. Ravensbourne Tower, 18/4530/F, will be the tallest in excess of 80m AOD.

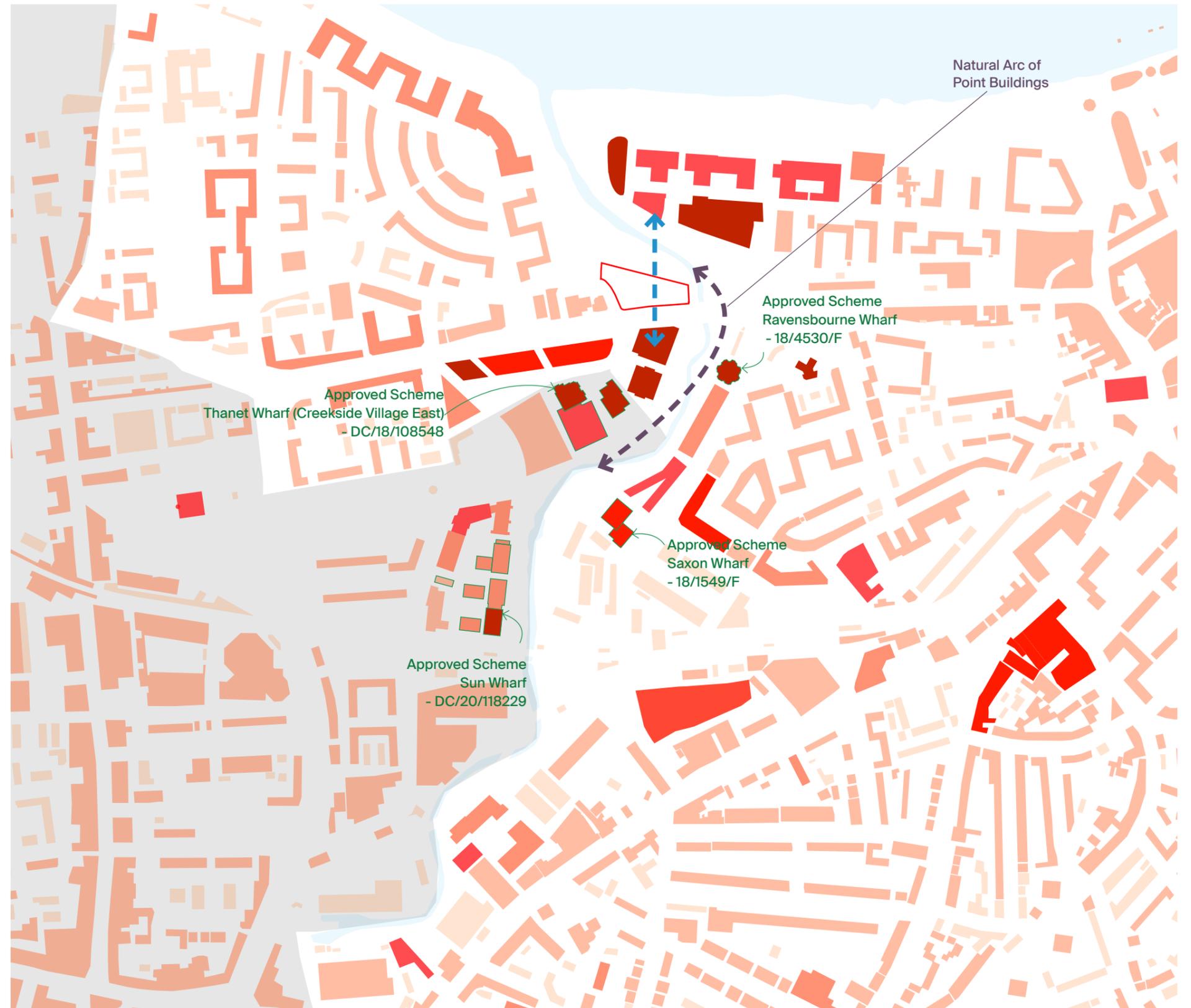
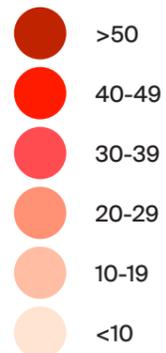
It can be said there is large development following the corridor of Deptford Creek. With the intersection of Creek Road and Deptford Creek setting the tone for the gradual rise and fall in height.

The site sits between these Union Wharf and the Dowell Street development and can provide a high quality infill that competes with the wider regeneration of tall buildings highlighted in the local cluster.

Key

London Borough of Lewisham

Building Heights (m):



Site Analysis - Building Heights

2.20 Connections

The Site has some excellent transport links:

- Nearest PTAL 4: 2 minute walk
- Nearest PTAL 5: 2 minute walk
- Nearest PTAL 6: 5 minute walk
- Cutty Sark DLR: 7 minute walk
- Greenwich Pier 12 minute walk

Following a manual PTAL assessment the site has an accessibility index of 17.34 which equates to being PTAL 4.

The Thames Riverside walk as the currently bends round the site, away from the river. With appropriate care the site can be enhanced to protect the banks and guide the Riverside walk along the Creek.

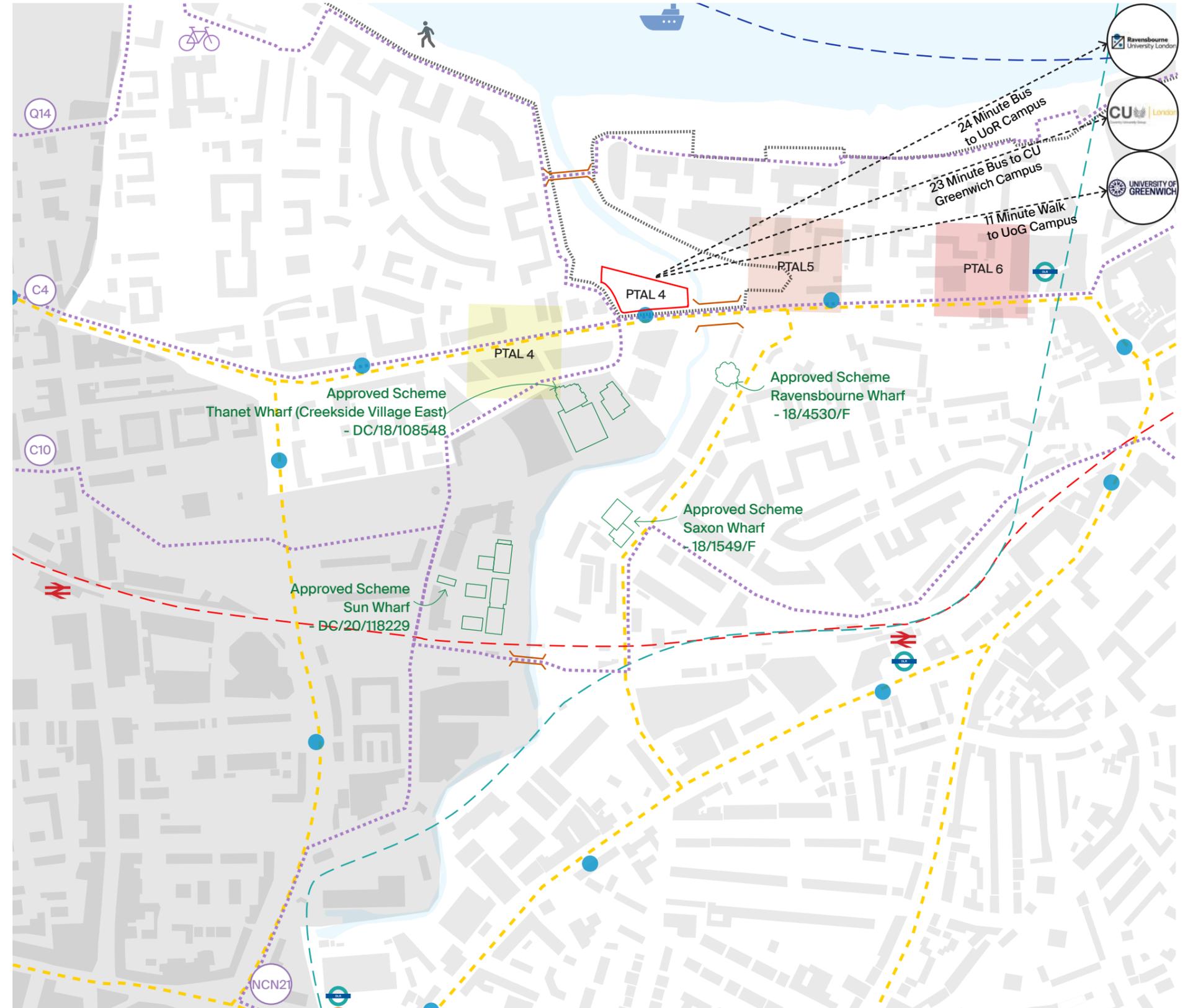
The site is in a great location to commute to-and-from local Higher Education Institutions. Bus stops are frequently located along the A roads surrounding the site. Greenwich National Rail station provides links into key destinations in London including; London Bridge, Blackfriars, Kings Cross and many more.

The cycleways are also good connections East-to-West with four cycleways linked through connecting Greenwich with Waterloo. With further improvements coming to the Cycleways the connections to the site will improve.

The site could make an exciting and locally distinctive destination supporting a variety of active uses at ground floor. This will compliment the established connections and along Creek Road.

Key

- London Borough of Lewisham
- Bus Stops
- Bridge Link
- National Rail Route
- Greenwich Pier Ferry Route
- Thames Riverside Walk
- DLR Route
- Local A Roads
- Cycleways



Site Analysis - Transport Links

2.21 Heritage Assets: Conservation

The Site does not currently lie within a Conservation Area and is not in the direct vicinity of statutory listed buildings. The conservation areas around the site have been highlighted on the map to the right. This includes the following:

Royal Borough of Greenwich:

- Deptford High Street
- Greenwich Park
- Ashburnham Triangle
- West Greenwich

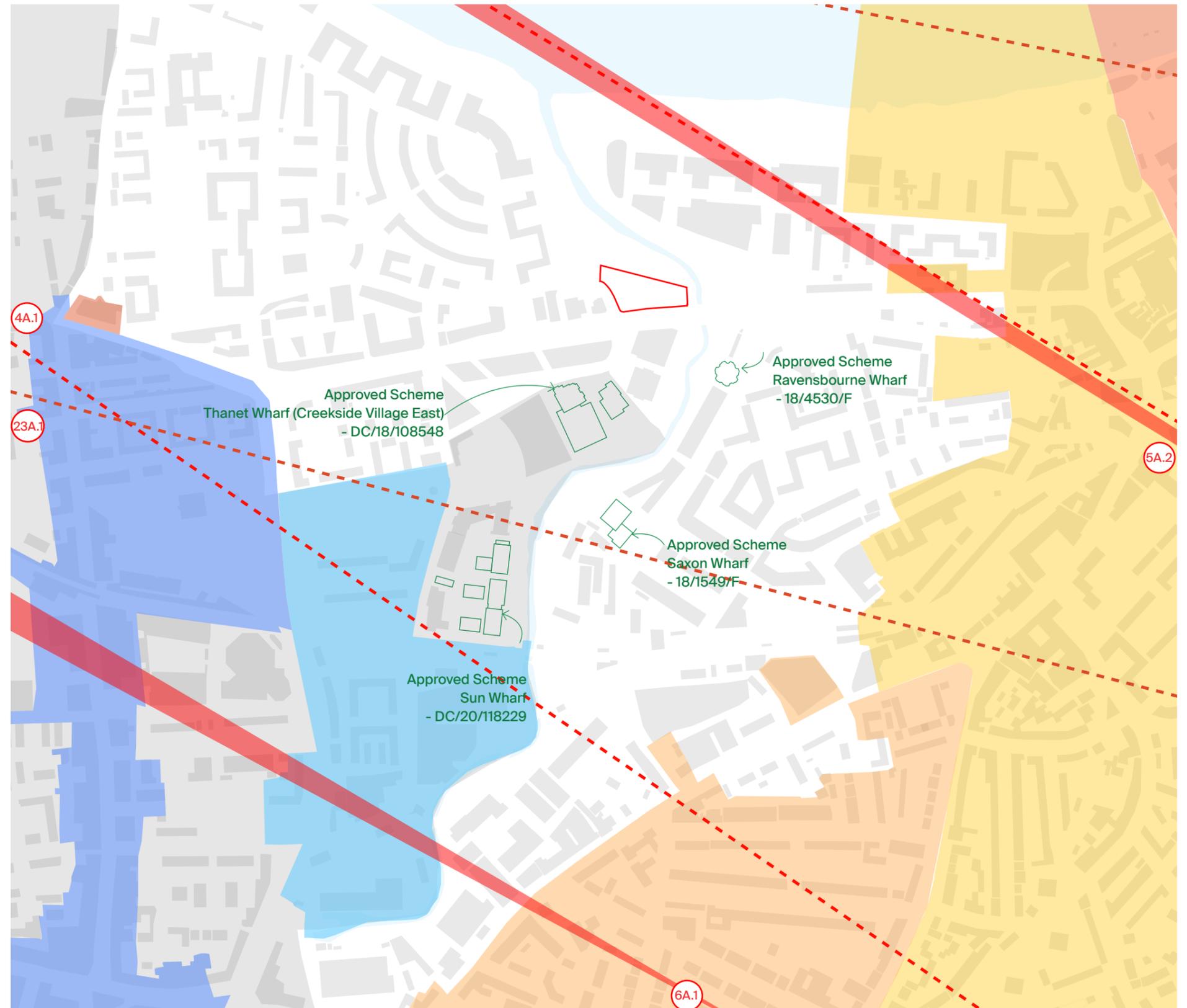
London Borough of Lewisham:

- Deptford High Street and St Paul's Church
- Deptford Creekside

There are currently no LVMF views or local views that fall across the site. The closest two LVMF London Panorama views have been highlighted - View 5A.2 (Greenwich Park) and View 6A.1 (Blackheath Point).

Key

- London Borough of Lewisham
 - ▲ LVMF - London Panorama South of the River
 - ▬ LVMF - London Panorama North of the River
- Conservation Areas:
- Deptford High Street & St Paul's Church
 - Deptford Creekside
 - Deptford High Street
 - Greenwich Park
 - Ashburnham Triangle
 - West Greenwich



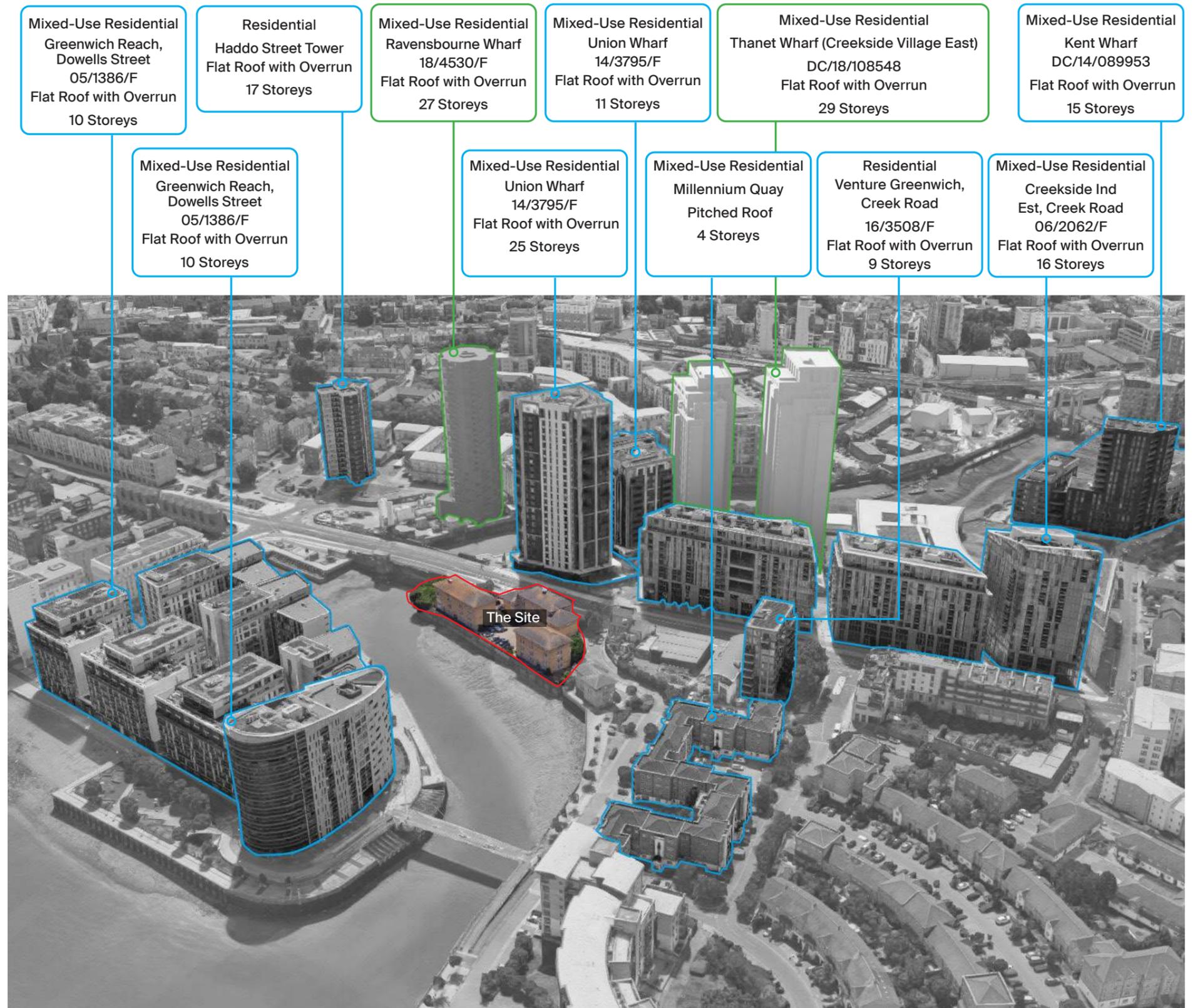
Site Analysis - Conservation Areas

2.22 Context Scale and Massing

The immediate context the site influences the consequent massing and scale of proposed scheme. The mapping on the right is an analysis of the surrounding urban fabric that hug the site, having immediate influence on the proposed schemes scale and mass.

Buildings range in height, the smallest scale is the mixed-use residential scheme adjacent to the site just off Clarence Road, this is 4 storeys with a parapet and pitched roof.

The largest scale buildings in the area are the recently approved schemes at Ravensbourne Wharf (18/4530/F) and Thanet Wharf (Creekside Village East) (DC/18/108548). The emerging context will be looked at closely in the following pages.



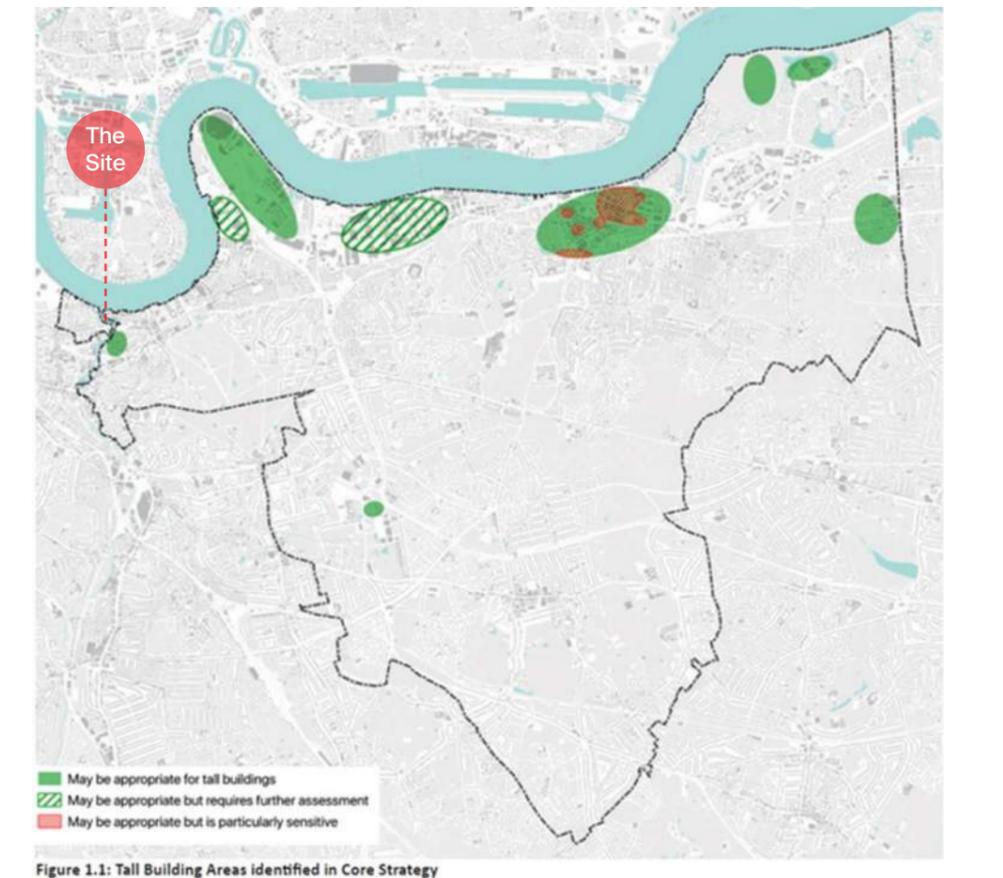
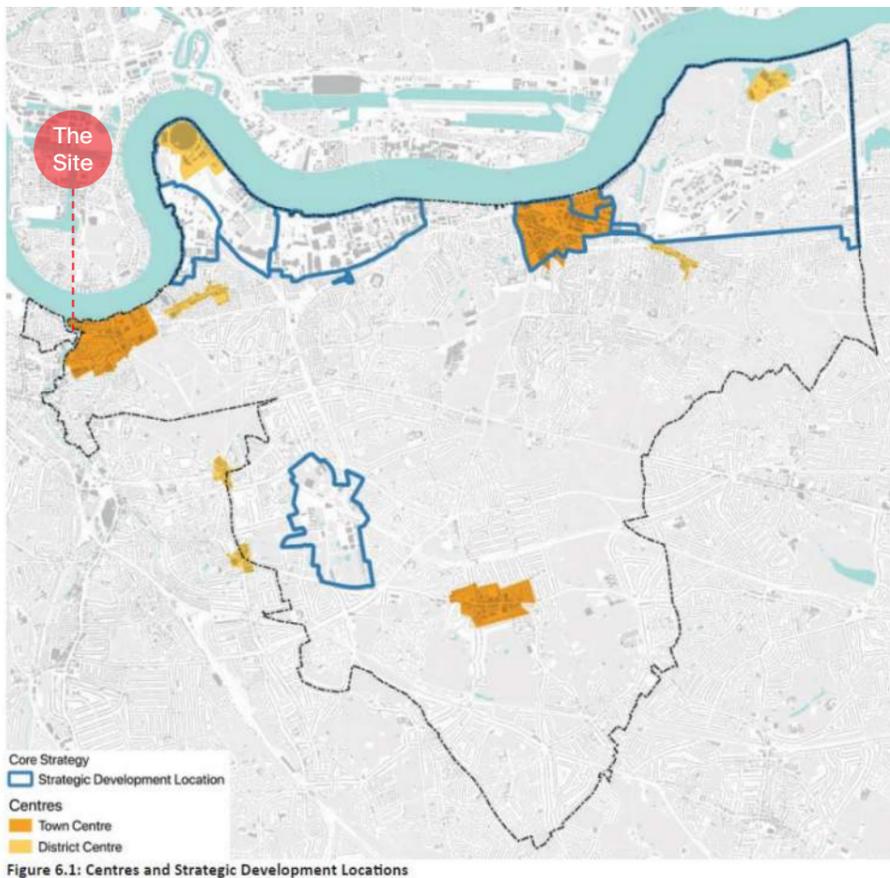
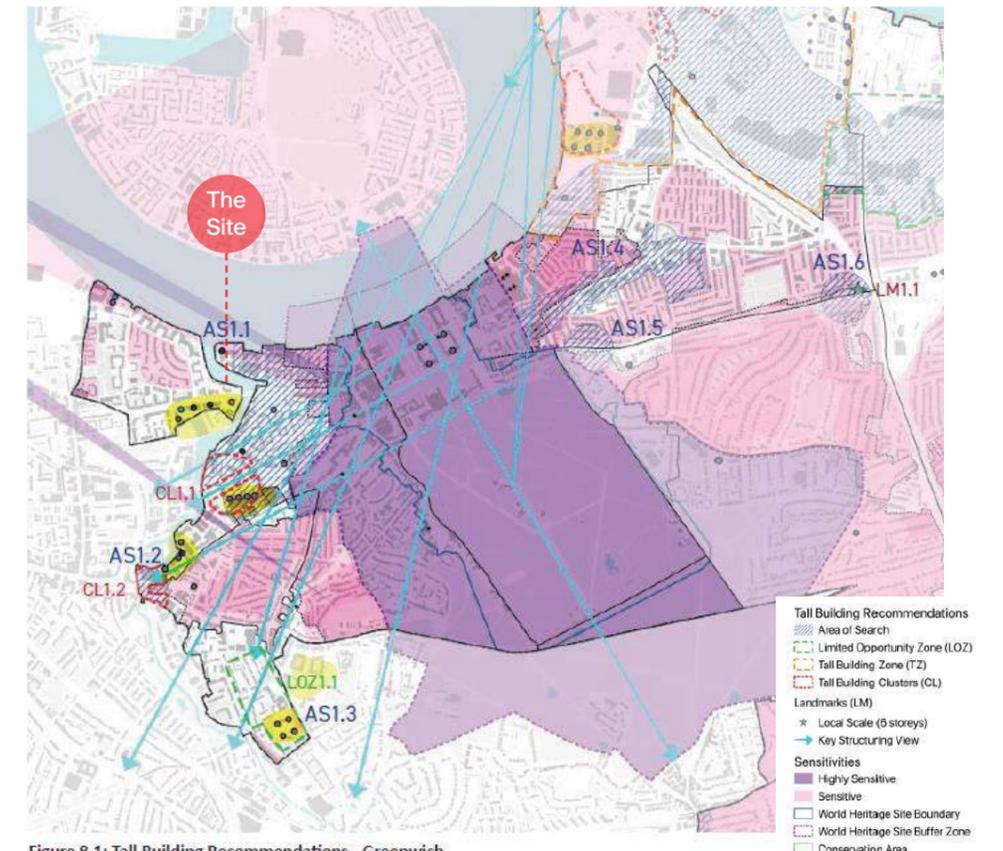
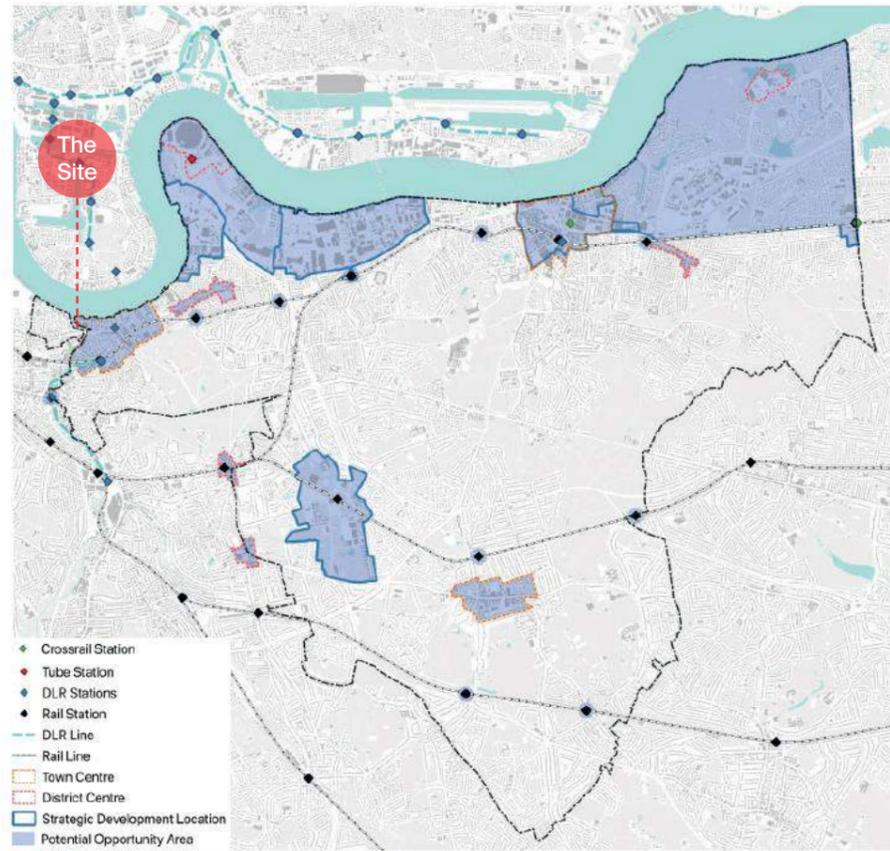
Site Analysis - Mapping Immediate Building Scale

2.23 Local Plan Policy

The London Plan and the Royal Borough of Greenwich Core Strategy form the Development Plan which sets out the spatial and strategic objectives for development.

The site sits within an Opportunity Area, on the edge of Greenwich Town Centre and on the edge of the East Creekside area which is identified in the Core Strategy as being an area which may be appropriate for tall buildings.

The site sits adjacent to the existing cluster of tall buildings on Creek Road and in an area with limited sensitivity compared to other parts of the Borough as set out in the Urban Design Guide SPD (excerpts shown).



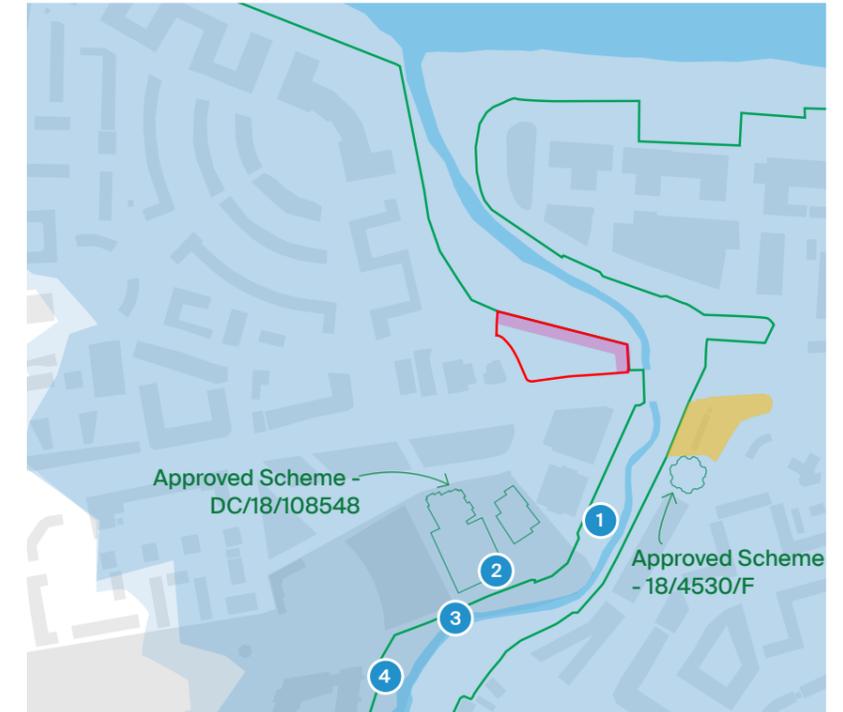
2.24 Assessment of River Wall

The Environment Agency (EA) has undertaken significant work along the Creek in relation to the River Wall. These works provide flood protection.

On a site by site basis, where planning applications are coming forward, individual sections of the River Wall are being repaired and upgraded as required, and biodiversity measures introduced. The River Wall Assessment (prepared by Beckett Rankine) establishes the principles for repair and replacements of sections of wall within the site, and proposes biodiversity measures. Furthermore, the River Wall will be raised to +6.27m AOD to meet the future flood level rise due to climate change over the lifetime of the development



Existing River Wall and need for increase in-line with TE2100 Plan



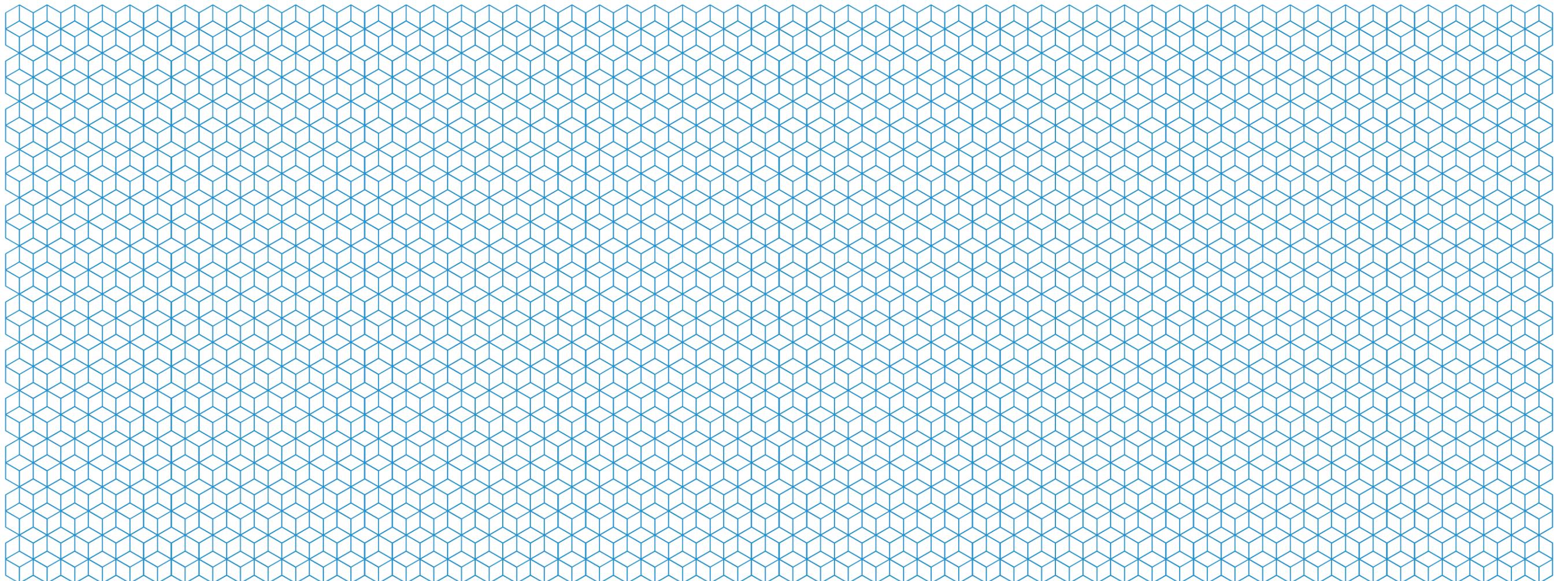
Site plan highlighting River Wall replacement locations

Key

- London Borough of Lewisham
- Safeguarded Wharf - Brewery Wharf
- Flood Defences
- Development-free zone in relation to EA requirements
- Flood Zone 2
- Flood Zone 3
- Area Highlighted for Replacement
 - 1. Hilton's Wharf
 - 2. Thanet Wharf
 - 3. Saxon's Wharf
 - 4. Kent Wharf

3.0

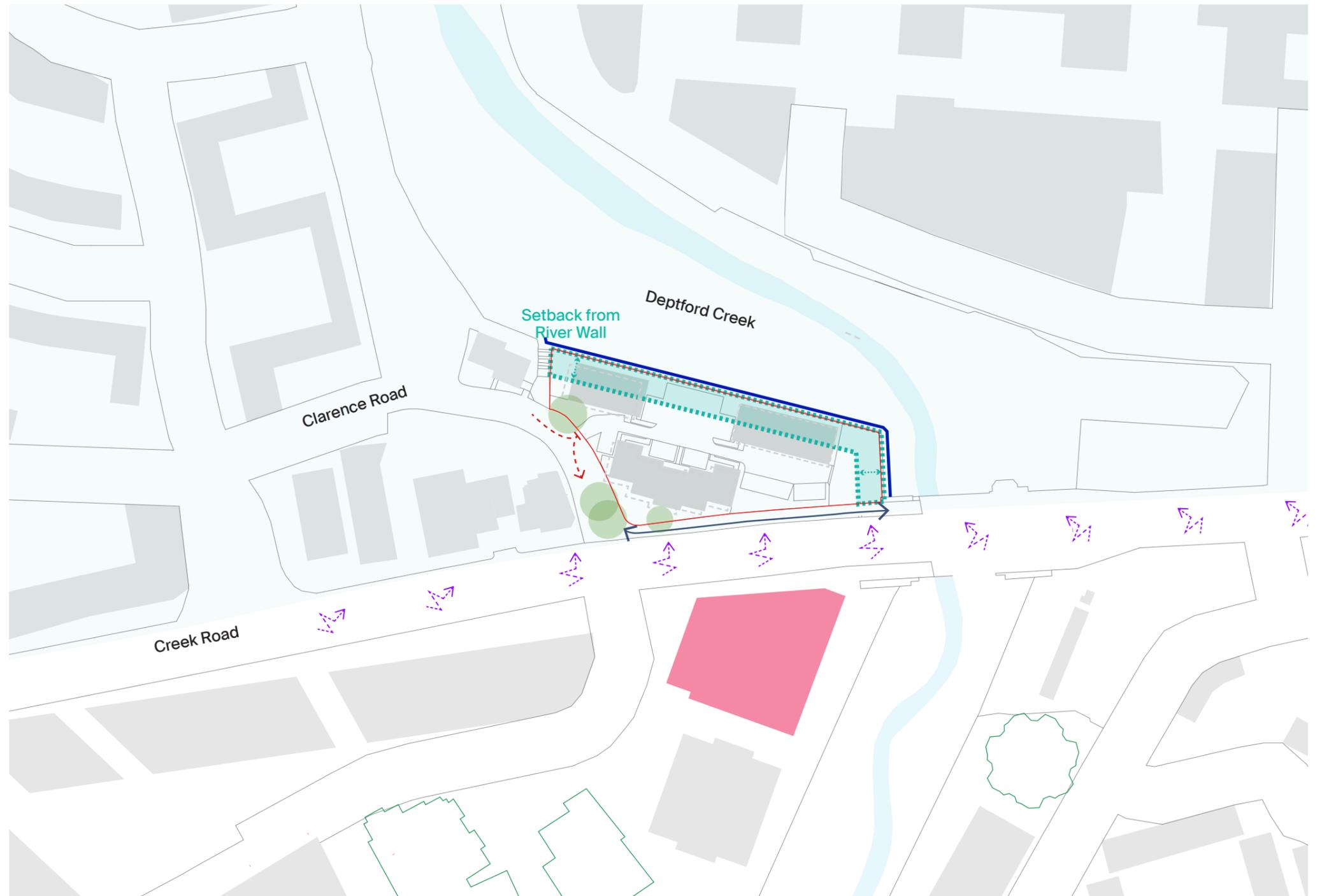
Design Process



3.1 Site Constraints

Key

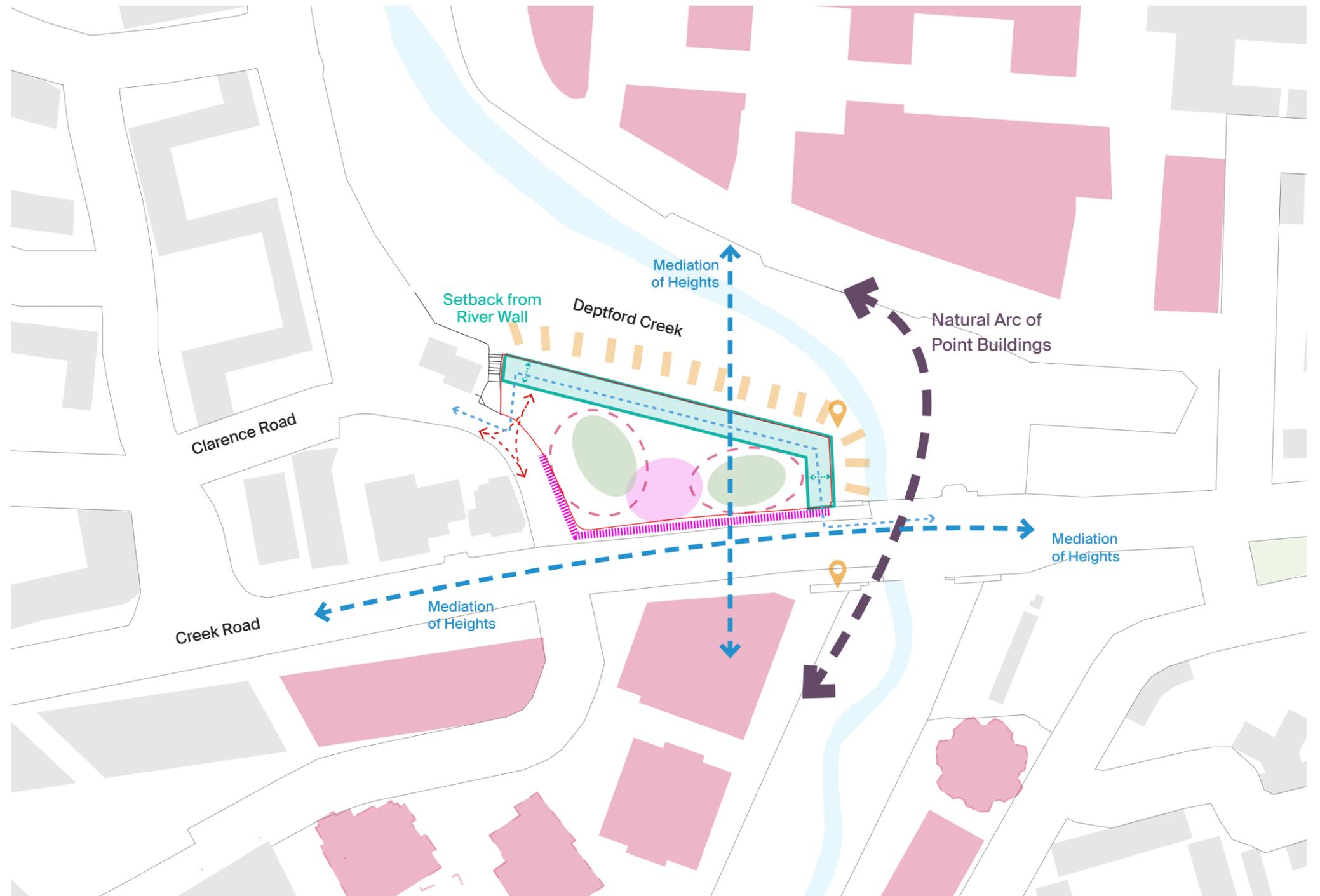
- Thames Policy Area
- Union Wharf North building casting a shadow
- Existing Trees on site
- Change in site topography levels
- Setback from the river wall
- Access for Servicing on Clarence Road
- Within Flood Zone 3
- Noise
- Existing River Wall in Poor Condition



3.2 Site Opportunities

Key

- Surrounding Tall Buildings
- Opportunity for building height
- Wayfinding Point/Gateway between Deptford & Greenwich
- Enhanced River Wall and Riverside Walk to form a Destination
- Connection of Creek Road with Creekside
- Enhanced Public Realm
- New Activated Street Frontage
- Enhanced Servicing with Full Vehicle Access
- Site becomes Riverside Destination
- Opportunity to increase biodiversity and soft landscaping



3.3 Proposed Sustainability

Empowering Communities

- Connectedness
- Health & Well-being
- Community Engagement
- Diversity & Inclusion

Protecting the Planet

- Climate Change & Carbon
- Resource Efficiency
- Air Quality
- Biodiversity
- Sustainable Transport

Stimulating Economies

- Education, Skills & Jobs
- Supporting Businesses
- Responsible Procurement
- Innovation

Sustainable Transport

- Promote car free schemes.
- Generous long and short stay cycle parking provision.
- Links to public transport

Empowering Communities

- Places for the community where people can come together.
- Positive changes to both the local community and the wider area.
- Economic stability

Reduce, Reuse, Recycle

- Consider way to limit consumption

Resource Efficiency

- Air tightness
- Efficient lighting

Enhanced Biodiversity

- Vibrant ranges of new planting

Renewable Resources

- Solar panels
- Low energy appliances
- Heat pumps

Building Fabric

- Enhanced building life span
- U Values

Health, Happiness and Well-being

- Amenity spaces
- Apartment daylight, sunlight and aspect.

Carbon Footprint

- Consider environmental performance from outset of design.
- Energy efficiency.

Layout and Orientation

- Consider passive measures and reduce energy consumption.
- Minimise North facing single aspect



3.4 Proposed Sustainability



Energy

Air source heat pumps and solar panel technology will provide heating and hot water for the scheme, and we will be integrating smart technology into the student rooms and communal spaces allowing monitoring of individual energy consumption to drive behavioural change and encourage students to use less energy.

The ASHPs will be specified to comply with the minimum performance standards as set out in the Enhanced Capital Allowances (ECA) product criteria for the relevant ASHP technology as other relevant issues as outlined in the Microgeneration Certification Scheme Heat Pump Product Certification requirements. The system will have a minimum CoP of 3 overall for heat and hot water, to ensure carbon savings over and above minimum standards.



Fabric First

Following the energy hierarchy, the fabric first approach is implemented. The energy performance requirements of the London Plan will be targeted, 15% savings from energy efficiency measures.

A highly efficient building fabric will be specified, including well insulated walls, very airtight construction and accredited thermal bridging details. High performance double/triple glazing with low emissivity coating is specified. The following or similar measures will be incorporated into the energy strategy.

As the proposed design will likely consist of an RC concrete frame there are two primary pathways to reducing embodied carbon; volume reduction (through grid structures and use of mesh reinforcements) and recycled material use (cement and steel), as well as exploring pre-cast units to minimise wastage and material requirements.

Service systems will be set out in a manner that allows for easy disconnection, demounting, removal and replacement of individual elements to allow for the replacement of specific elements without damage or disruption to the surrounding systems.

Proposed Be Lean passive design measures:

Fabric Component	Efficient Specification
External Walls	0.13 W/m ² k
Stairwell Corridor Walls	0.15 W/m ² k
Roof	0.13 W/m ² k
Ground Floor	0.11 W/m ² k
Party Walls	Fully filled cavity with edge sealing
Windows	1.2 W/m ² k G=0.32
External Doors	1.2 W/m ² k
Air Tightness	3 m ³ /m ² /h
Thermal Bridging	Y=0.08



Overheating

Window size will balance daylight and thermal comfort, based on results of daylight and overheating assessments.

An overheating assessment will be undertaken for the student rooms and studios. This will follow the cooling hierarchy and aim to design out overheating as far as practical for the current and future climate scenarios. It will also comply with the requirements of Part O.

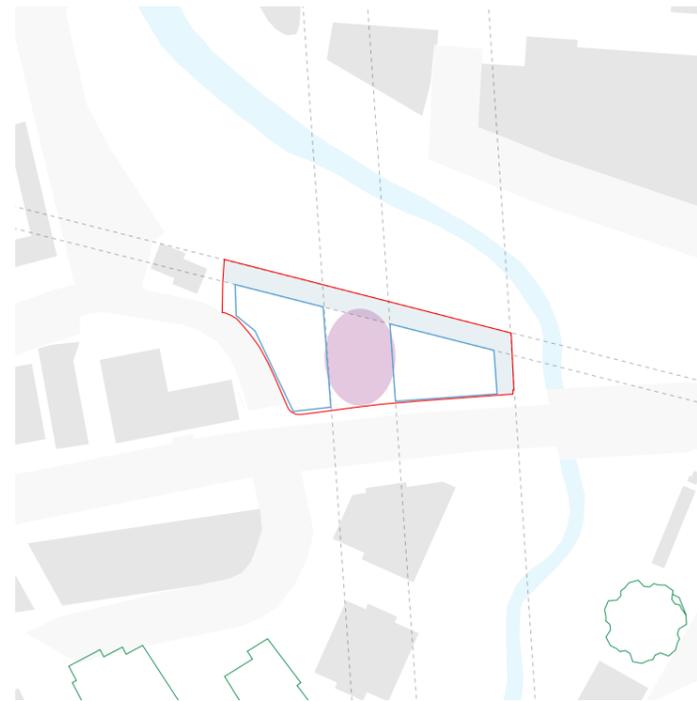
There are practical considerations for schemes of these nature that impact performance in terms of overheating. Due to safety and noise issues, windows must have very restricted openings, which will not allow significant free air movement through them and in some rooms windows cannot be open at night. In order to reduce overheating as much as possible, the following measures will be assessed and incorporated into the design:

- Louvred fully opening panels incorporated into openings
- Deeper window reveals to provide additional shading
- Low emissivity coating to windows

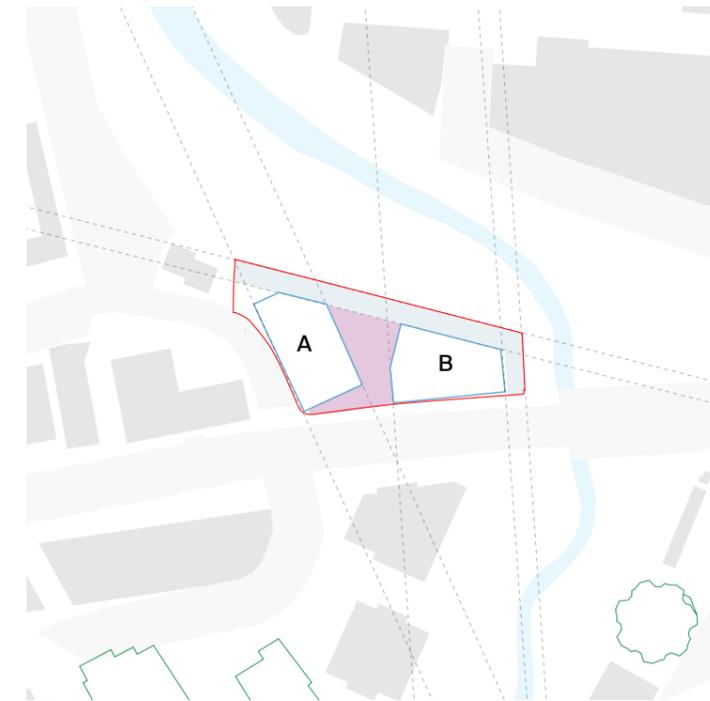
3.5 Design Composition



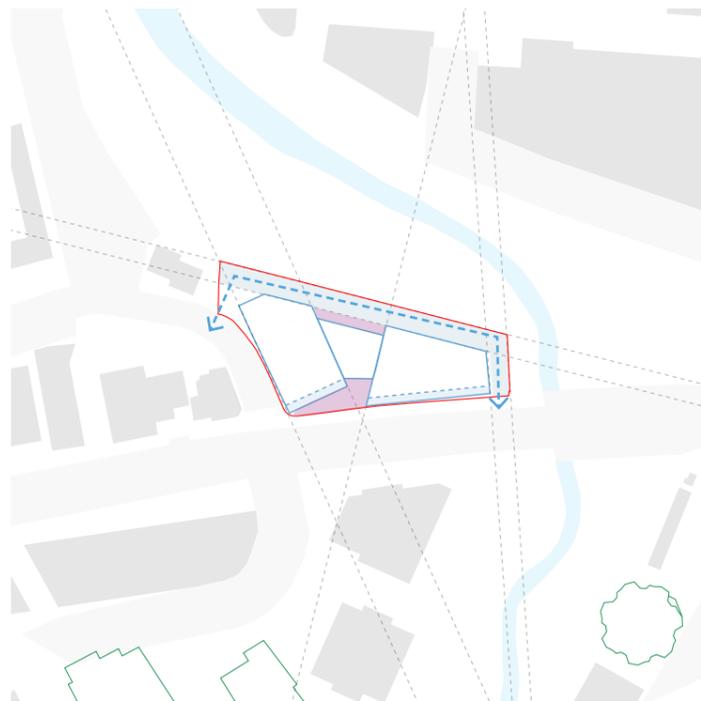
1 Riverside setback and enhancement of the Thames Riverside Walk in line with requirements of the Environment Agency.



2 Public realm established centrally with two plots formed either side



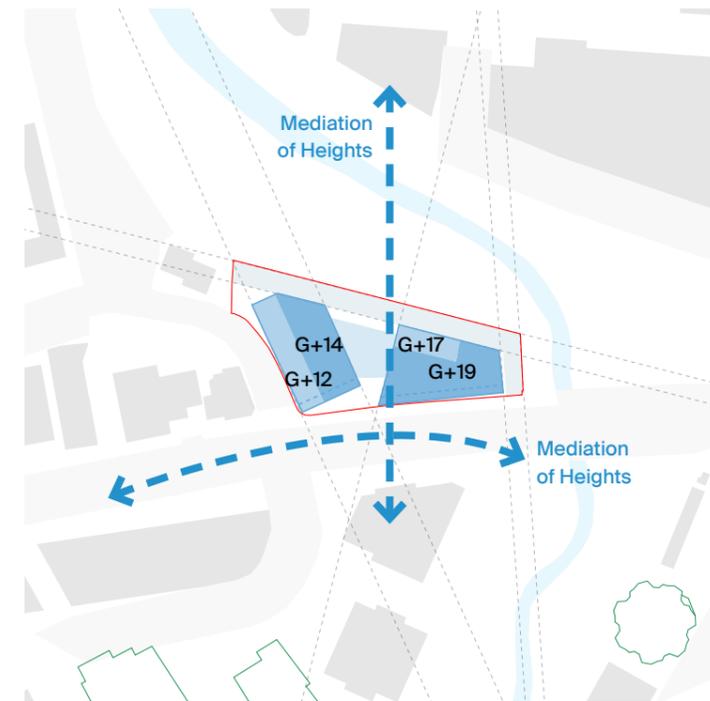
3 Buildings are refined with gap between building plots following the contextual geometry



4 Riverside and Creek Road connection established. Public Realm arrival space added along Creek Road.

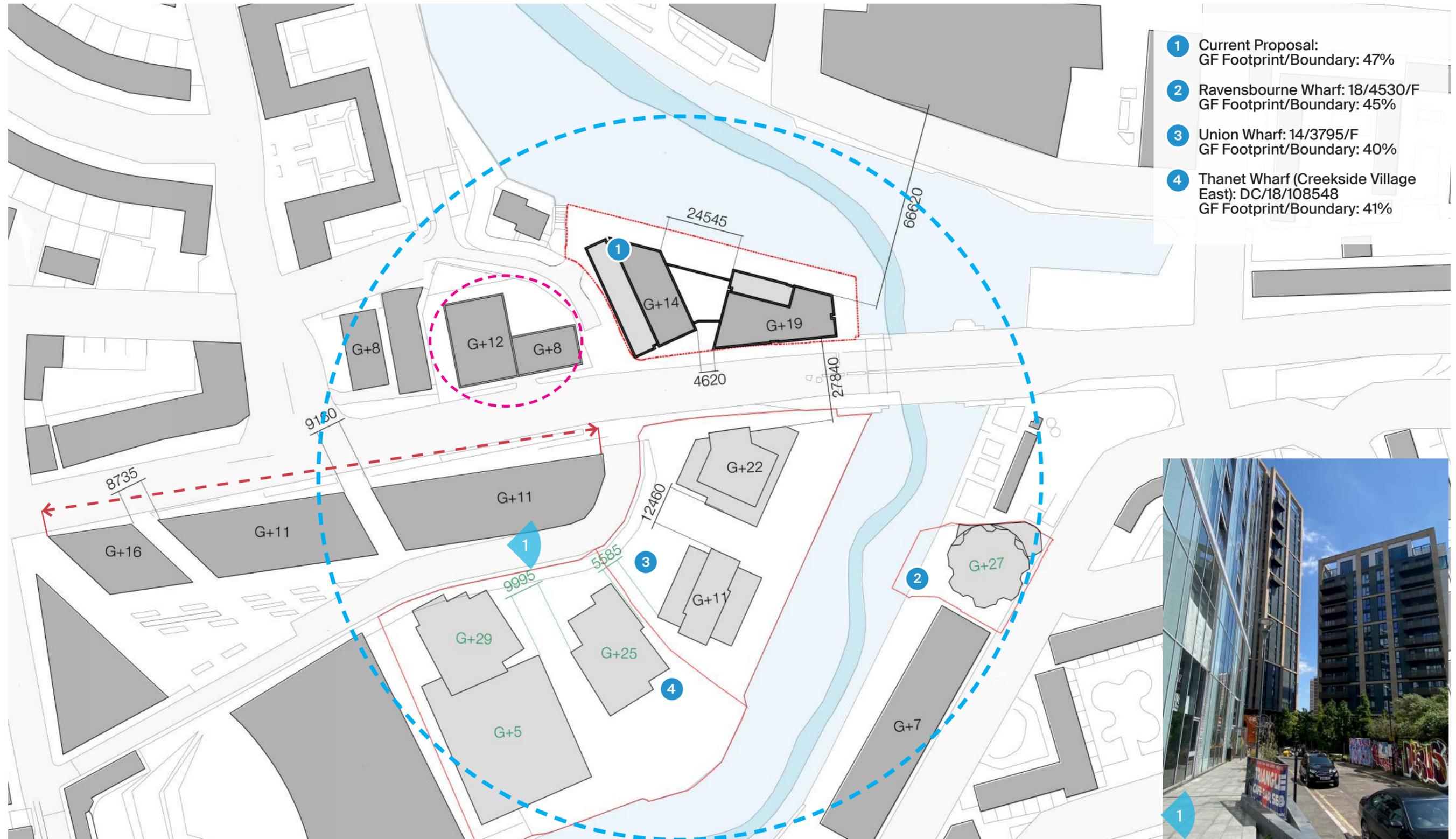


4 Point buildings established with relationship to tall cluster buildings within the local context but subservient to tall building cluster opposite



4 Building masses refined with shoulder blocks to mediate heights with a swoop to the mid-rise and low-rise areas.

3.6 Design from the Ground Up: Figure Ground Plan



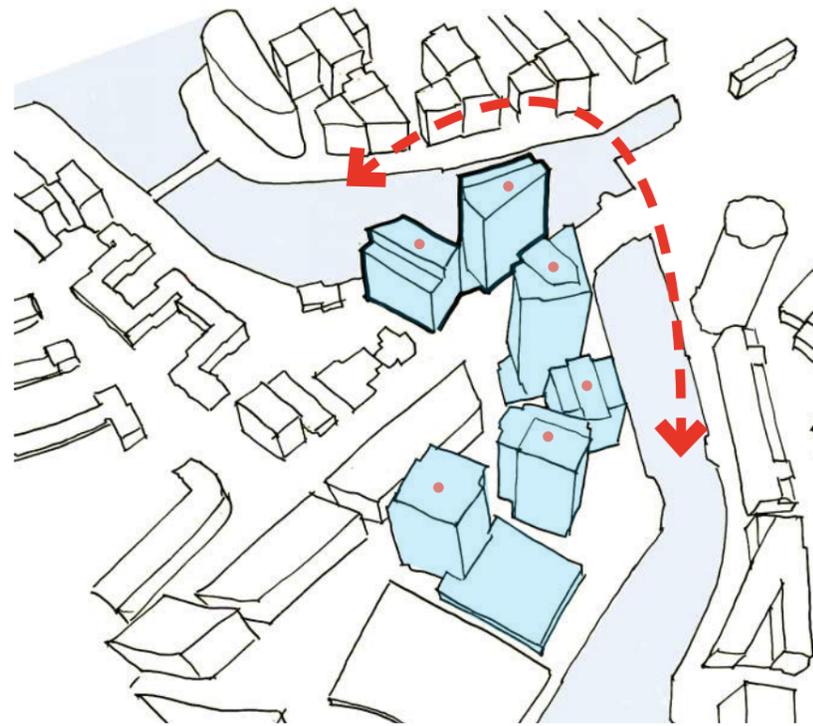
- 1 Current Proposal:
GF Footprint/Boundary: 47%
- 2 Ravensbourne Wharf: 18/4530/F
GF Footprint/Boundary: 45%
- 3 Union Wharf: 14/3795/F
GF Footprint/Boundary: 40%
- 4 Thanet Wharf (Creekside Village East): DC/18/108548
GF Footprint/Boundary: 41%



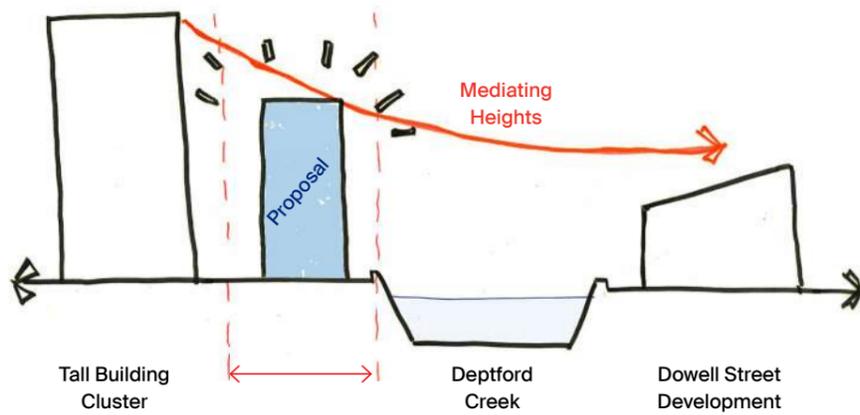
Key

- ⋯ Cluster of Tall Buildings
- ⋯ Potential Redevelopment
- - - - - Wall of Development Extent
- ◆ 1 View from Street

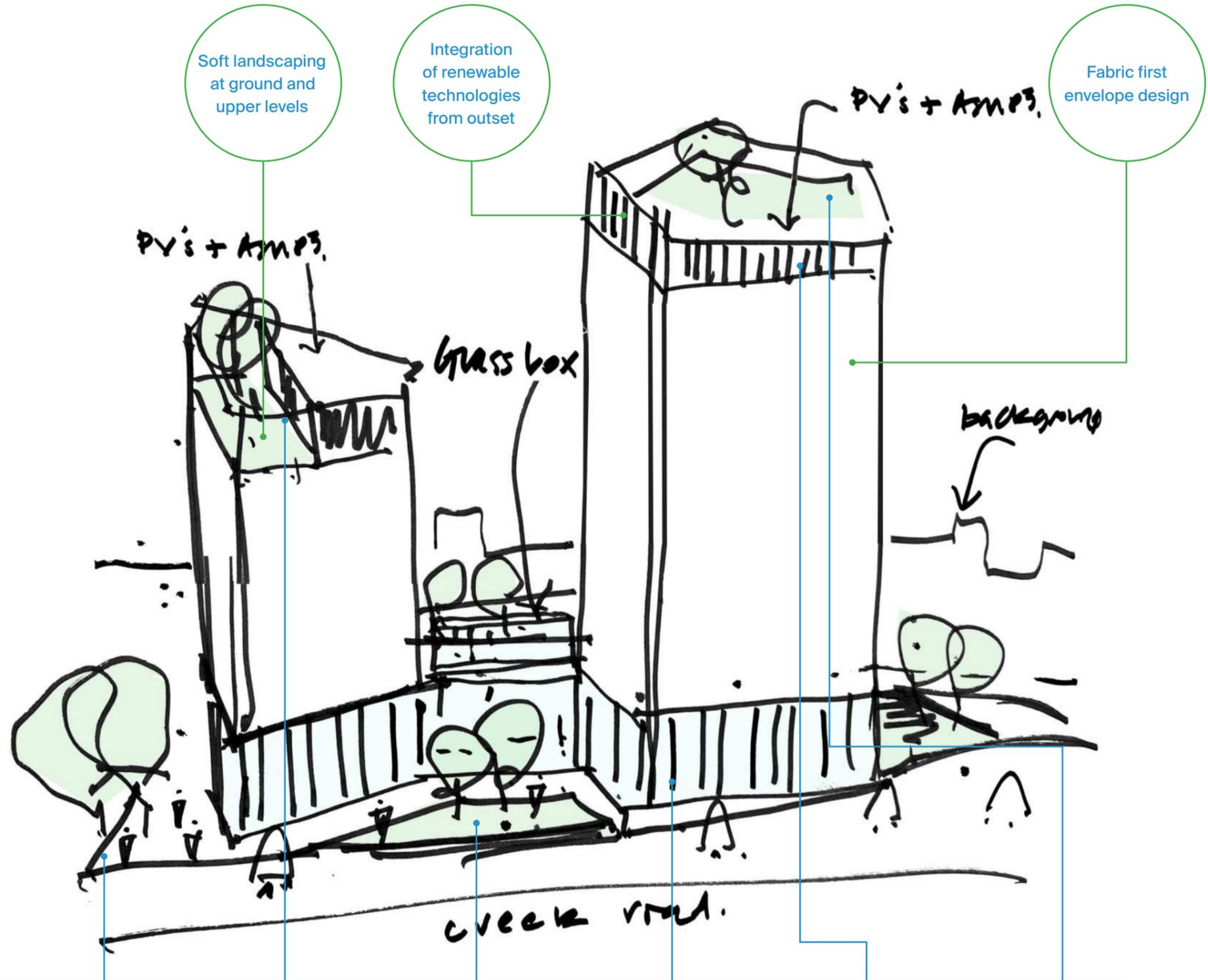
3.7 Concept Sketches



Following the Arc of the Creek



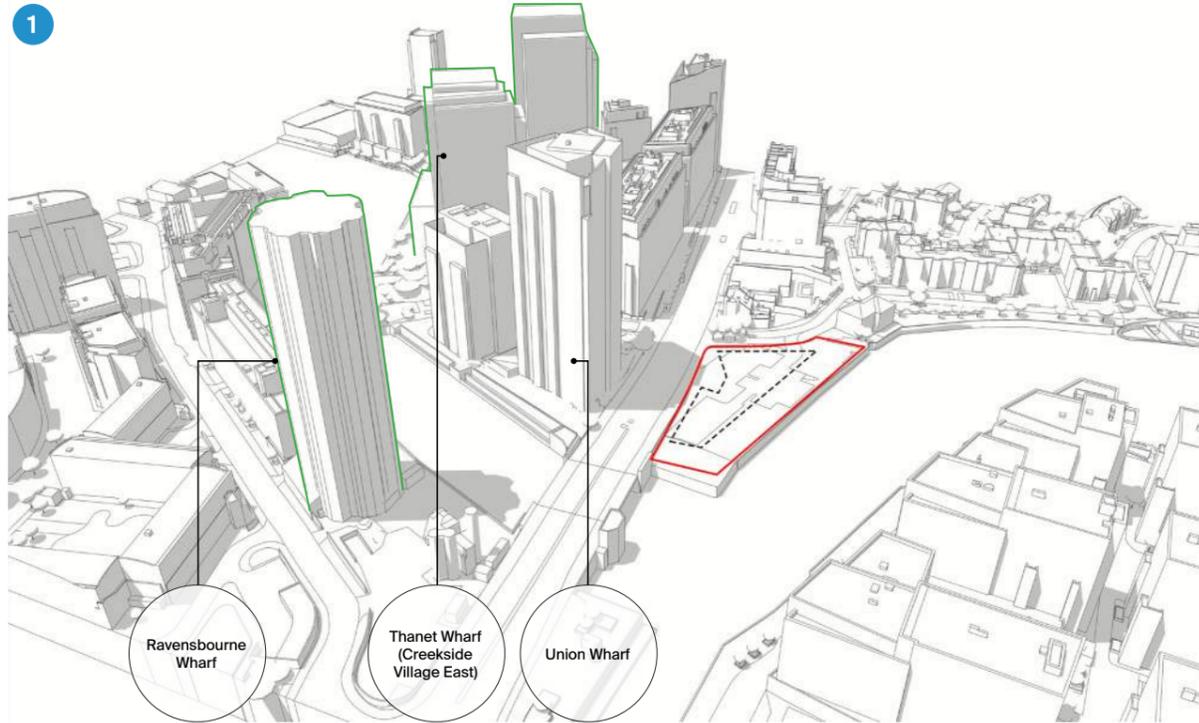
Mediating Heights Concept Diagram



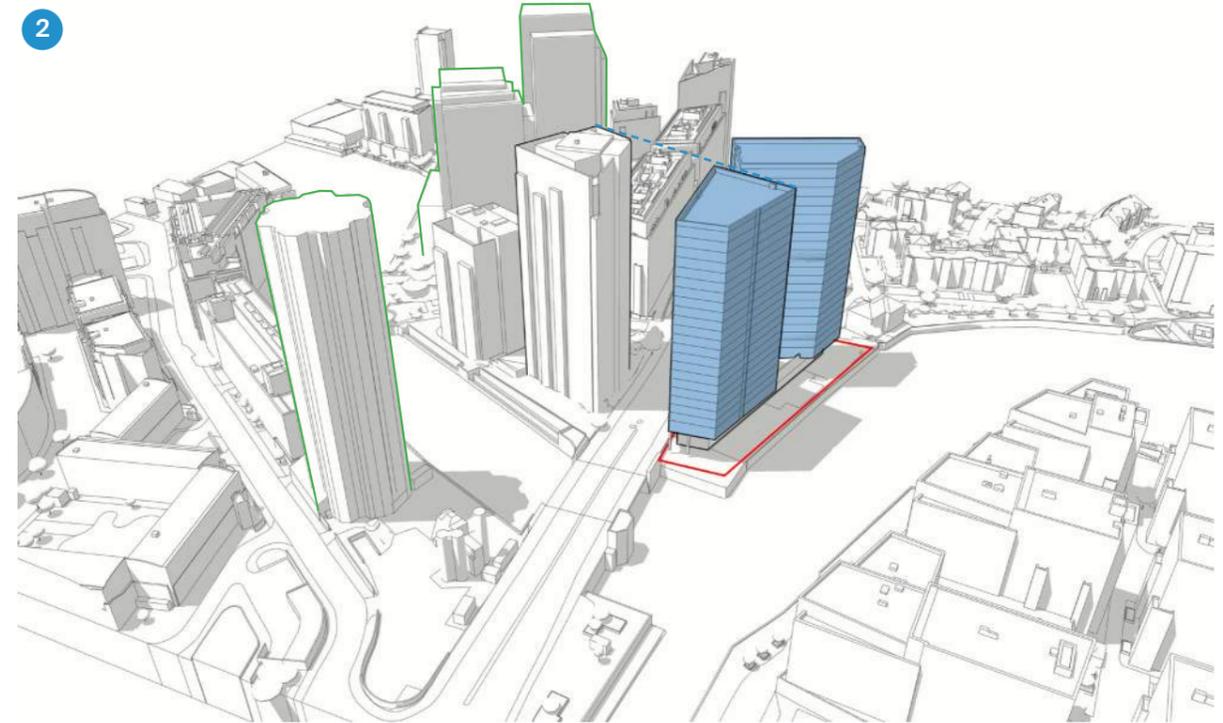
- Soft landscaping at ground and upper levels
- Integration of renewable technologies from outset
- Fabric first envelope design
- Clarence Road Enhancement
- Stepped massing to reduce bulk
- Enhanced Public Realm Riverside Destination and Walkway
- Active Frontage and connection between Creek and Road
- Architectural distinction between base, middle and top
- External Amenity provided at building shoulders

Initial Concept Sketch

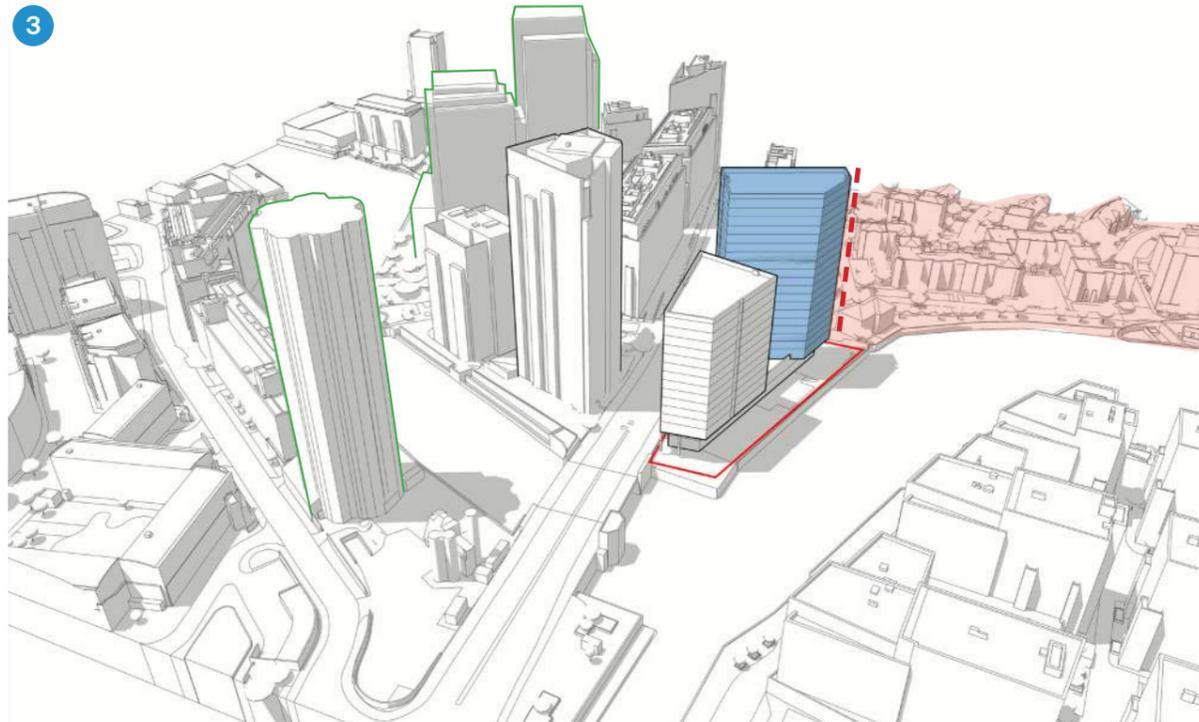
3.8 Building Height Testing



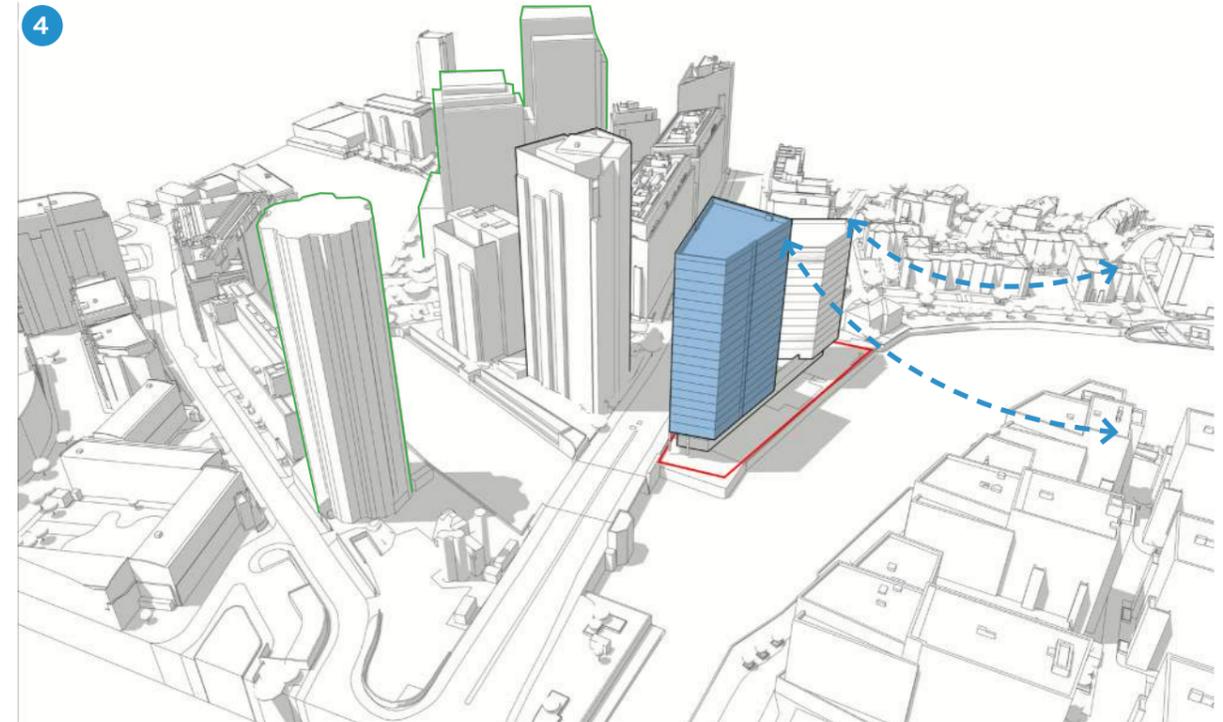
1. Proposed footprint located on site dictated by development-free zone in relation to EA requirements



2. Massing is extruded to match the immediate neighbouring context and emerging tall building cluster



3. Western tower rises to bookend the emerging tall building cluster on Deptford Creek. This creates a barrier to the mid-rise development to the West.



4. Eastern tower rises in response to emerging context and mediates in height from south-to-north and then east-to-west.

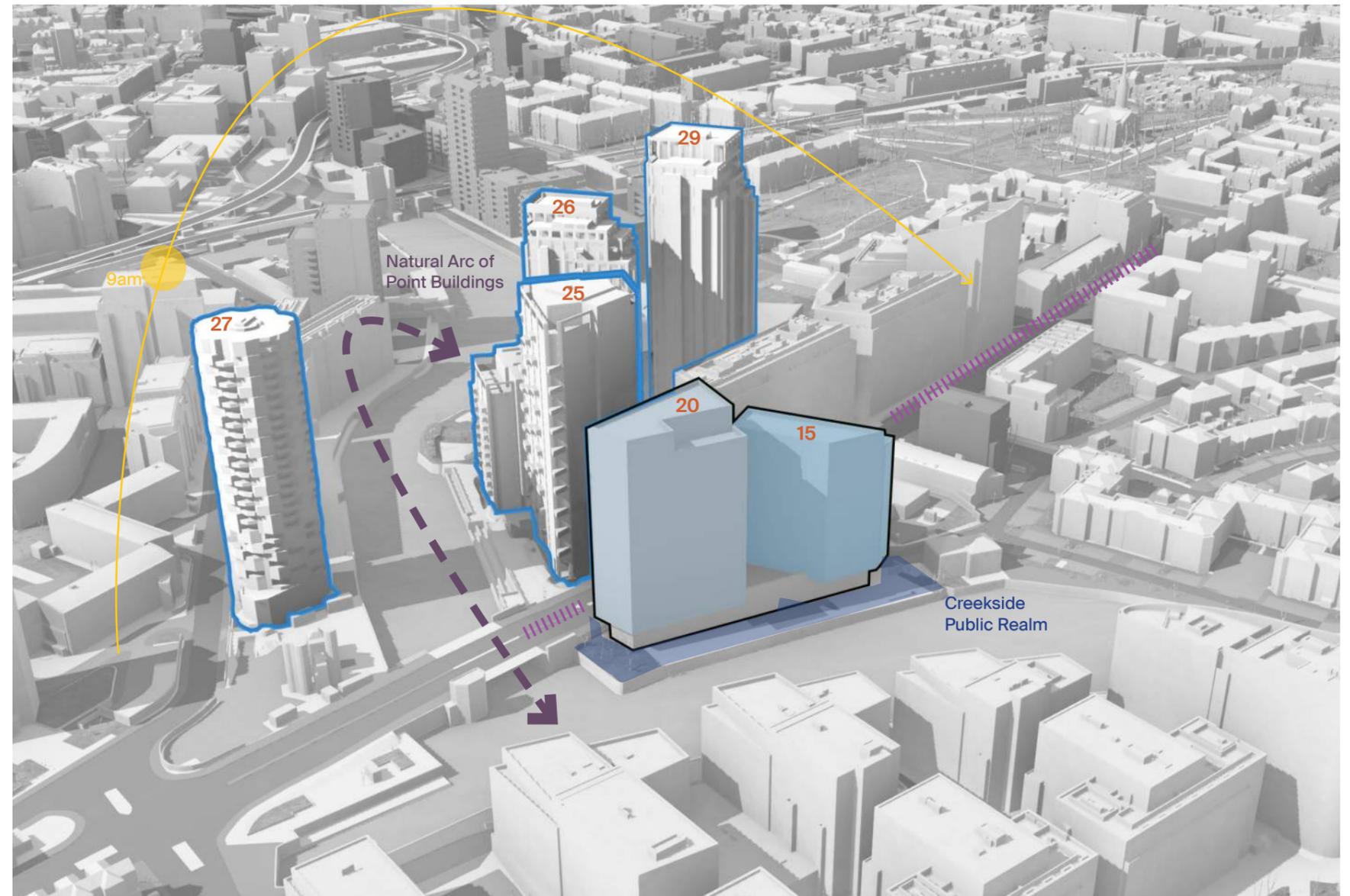
3.9 Scale and Massing

The image on the right uses Vu City to extract building heights for all current buildings and emerging context for comparison to how this works against the current proposal. The various jumps in storey height show how the scheme relates to the surroundings. Most crucially, the scheme creates a stepping down of height from the tall cluster of buildings across Creek Road down to the local context.

The two towers mirror the approach that many other schemes have implemented. All of the following have two towers/blocks:

- Union Wharf (14/3795/F)
- Thanet Wharf (Creekside Village East) (DC/18/108548)
- Ravensbourne Wharf (18/4530/F)

The proposal would be the fourth along the Deptford Creek Corridor to implement this approach. The collection of towers creates a communal amenity area, a heart to the development, facing the Thames.



Key

- Proposal; Building A and B
- Enhanced, re-directed Riverside Walk Destination
- Sun Path Reference
- Arc of Point Buildings
- ||||| Activated Street Frontage

3.10 Streetscape Views

The design team used local views and townscape views throughout the design process in order to capture how the massing of the proposal was seen at various views.

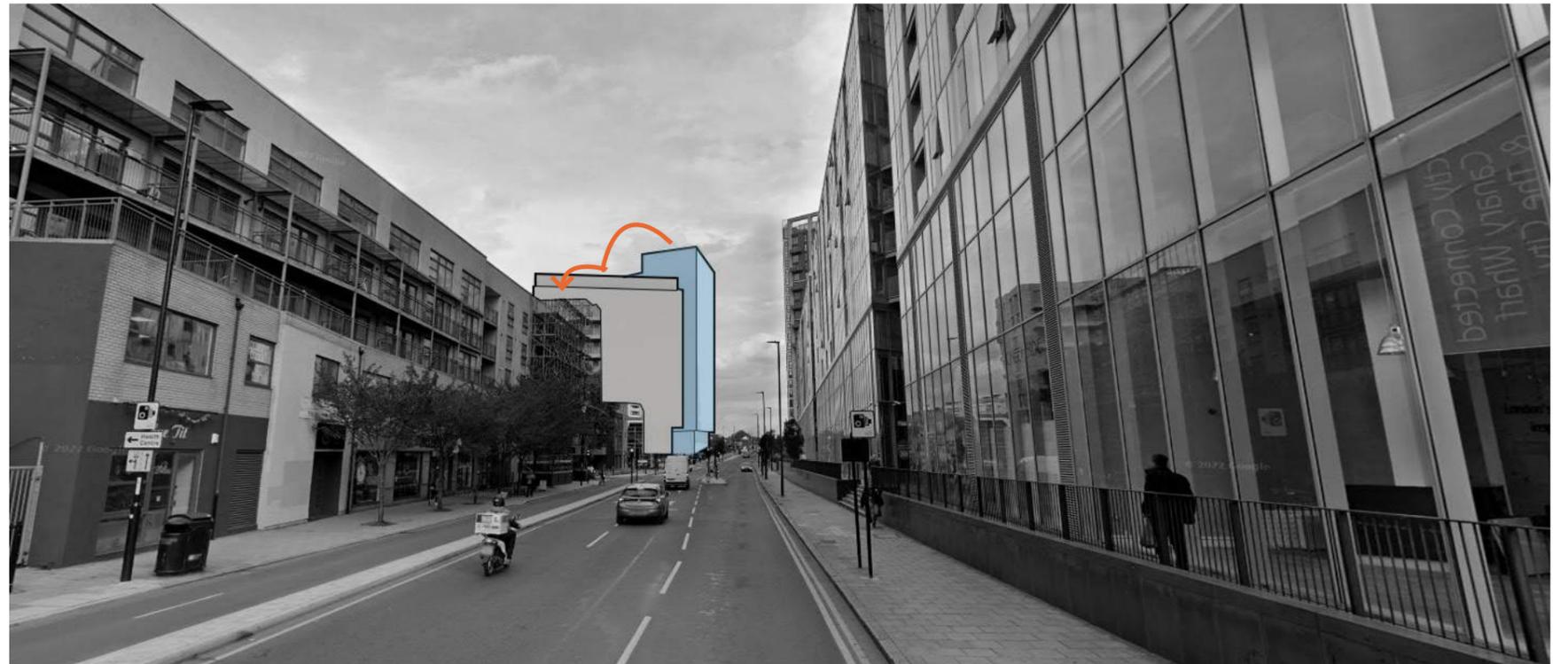
As illustrated on the right the views from Creek Road looking East and West respectively show how the proposal creates a gateway into both Deptford and Greenwich.

1



Proposal from Creek Road looking West

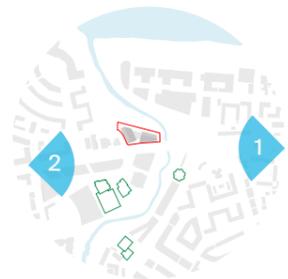
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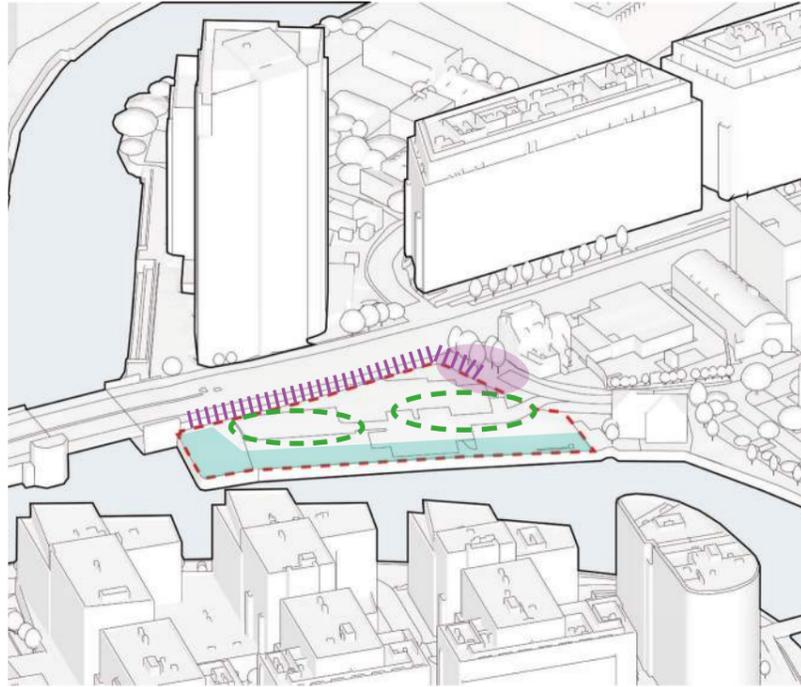
Proposal from Creek Road looking East

Key

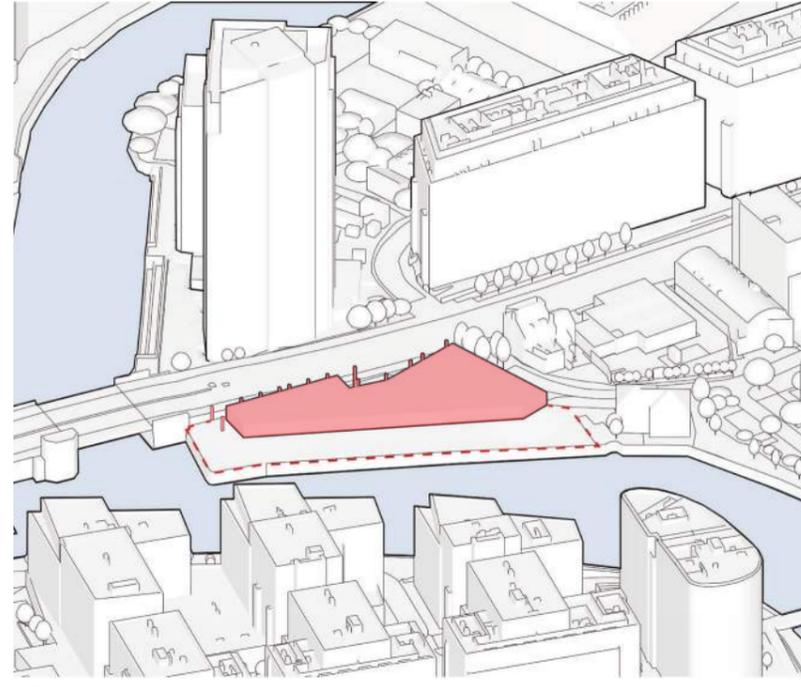
— Stepped Building Height Connection



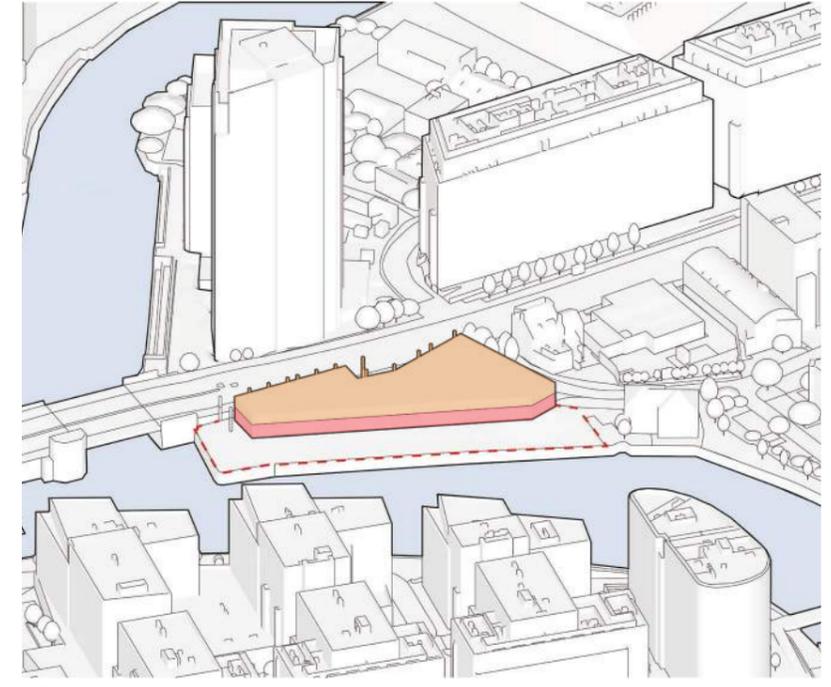
3.11 Volumetric Refinement



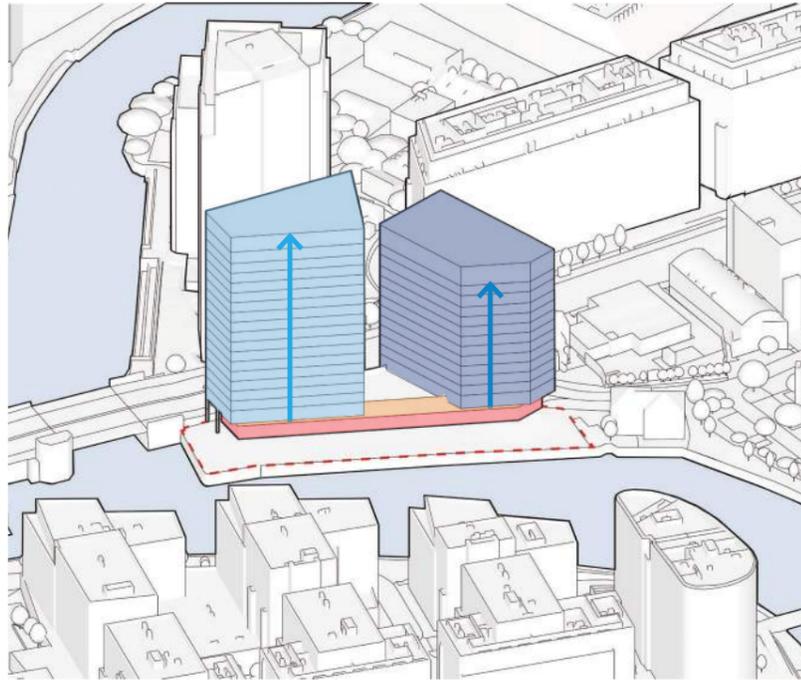
1 Existing site layout with opportunities outlined on the site



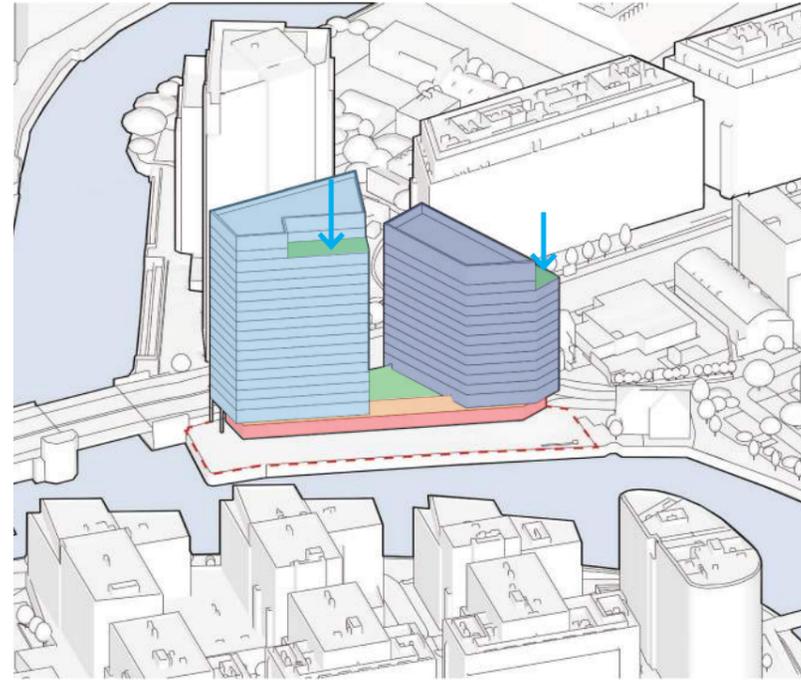
2 Ground floor extruded with 10m offset to Deptford Creek and plenty of Public Realm. Workspace and services allocated



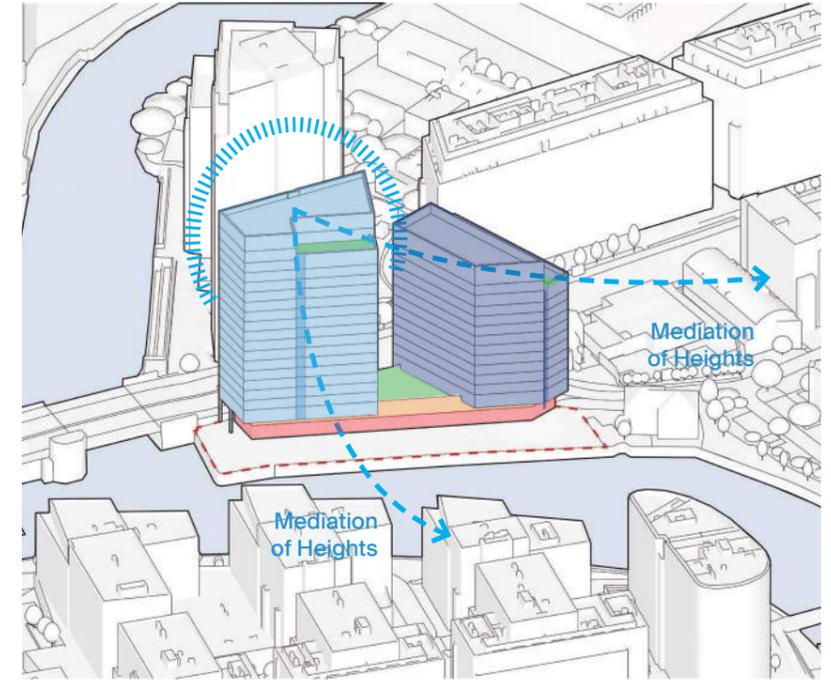
3 First floor extruded at the same footprint to provide a double height opening to the entrance of the proposal. PBSA Amenity and homes allocated



4 Typical floor arrangements extruded to the proposed mediating heights between local contextual mid rise buildings.



5 Proposal articulated at the top to provide external amenity, 'Crow's Nest' and shoulder blocks to further step the mediating heights



6 Material articulated piers to extended into a crown to create the marker for the gateway into Deptford

Key

- Workspace
- PBSA Amenity
- Cluster's
- Studio's
- External Amenity

3.12 Building Organisation

Planned Organisation

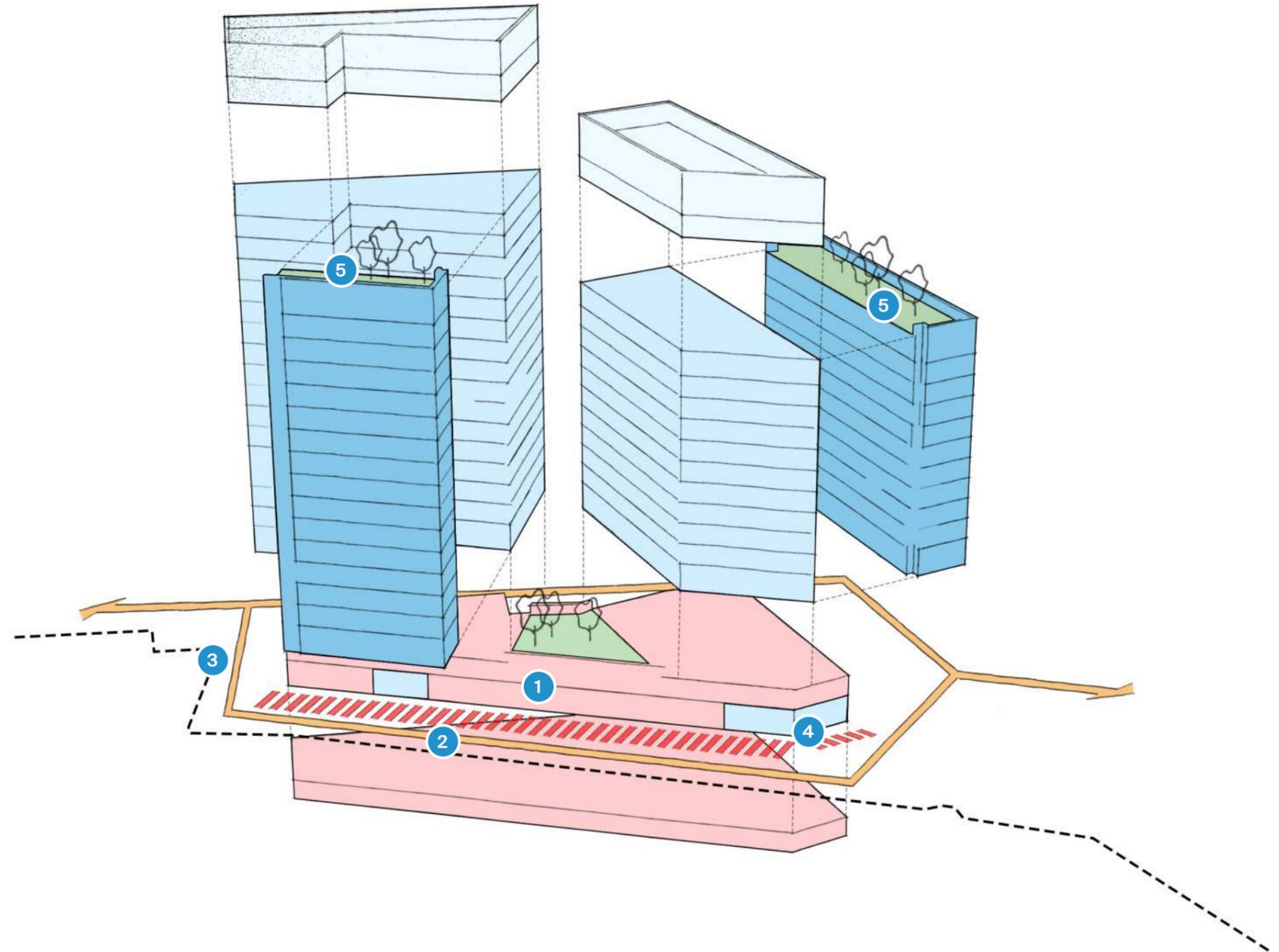
The developed massing creates a scheme with a mixed PBSA and flexible workspace as a mixed-use scheme.

The interface of the different uses on site has been carefully considered to ensure its success. PBSA uses and entrances are focused to the West of the site, with an additional entrance to the East. Workspace uses and entrances are located on the Ground Floor, providing attractive, adaptable spaces.

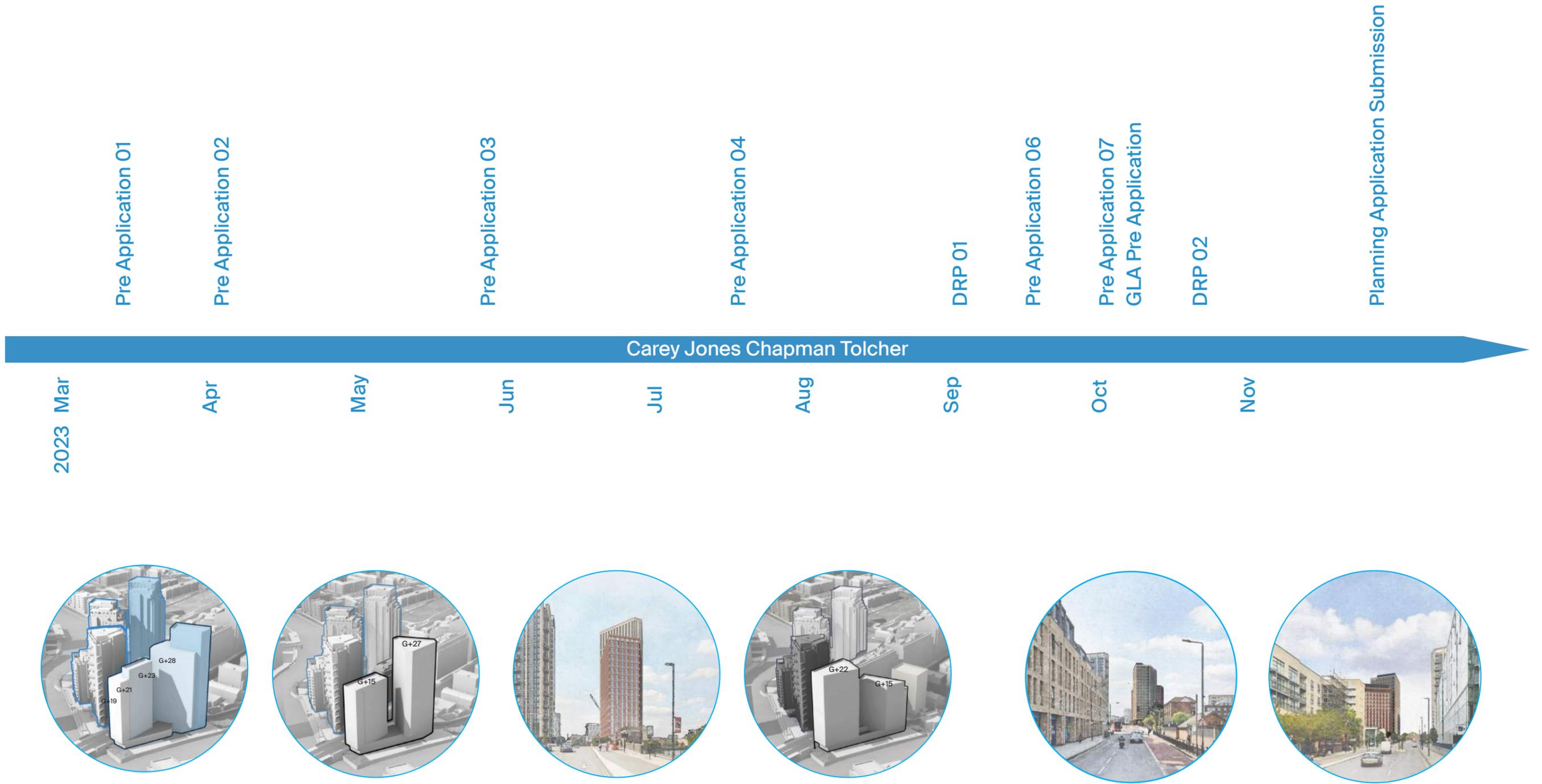
New public realm by the entrances on Creek Road and alongside Deptford Creek, will form the heart of the emerging community, whilst enhancing the local pedestrian and cycle routes. Active frontage from the PBSA and workspace uses will create activity at ground and first floor, enhancing the public realm.

The PBSA is divided up into studios in Building A to the West and ensuites in Building B to the East. Exterior amenity located on the 13th floor of Building A and the 18th floor of Building B provides an attractive place for students to study and socialise.

- 1 Workspace at ground floor level
- 2 New creekside public realm featuring high quality landscaping
- 3 Enhanced pedestrian and cycle routes
- 4 Dedicated PBSA cycle Hub entrance to the West of the Site
- 5 Rooftop student amenity



3.13 Project Timeline

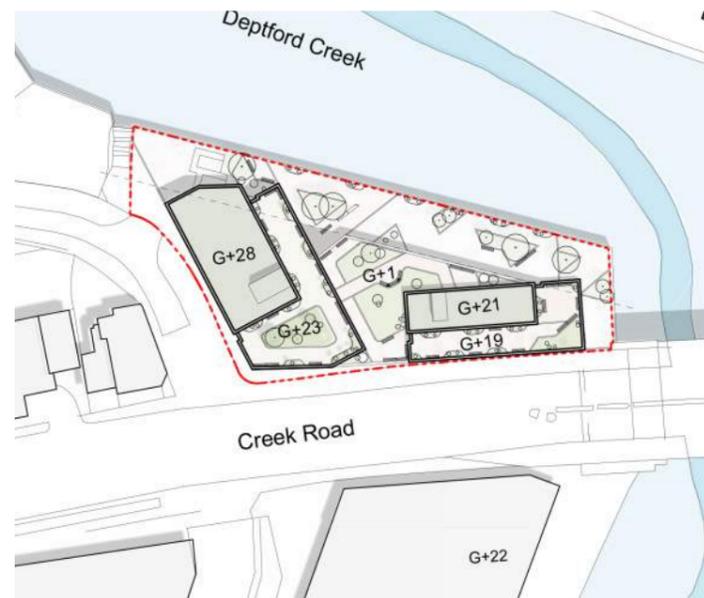


3.14 Pre-App 01 Summary

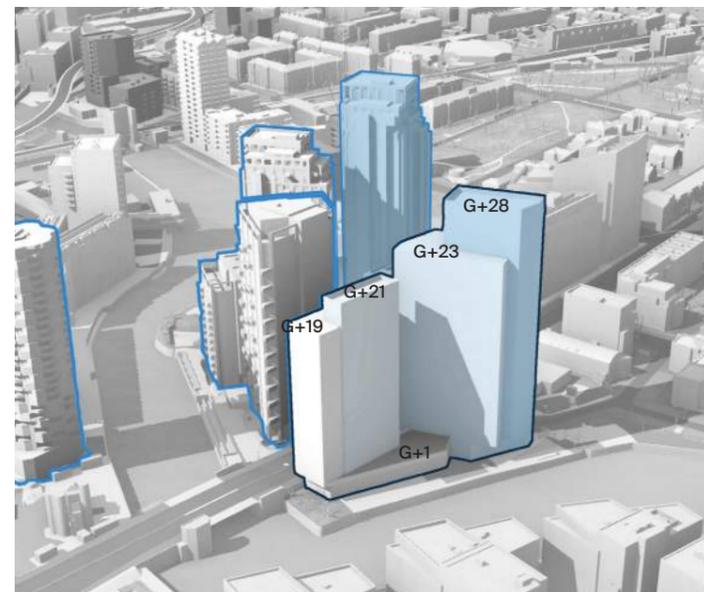
Pre-App 1:

The massing below illustrates the proposal with the taller height on the West at G+28 and the smaller point building on the East at G+21.

Pre-App 01 Proposal



Site Masterplan



Massing Overview



Sketch Visual Overview

3.15 Pre-App 01 Summary

Meeting	Feedback Summary	Design Team Response
Pre Application 01 - 22.03.23	RBG officers were concerned with the impact the proposal would have on sunlight to external amenity in the area and usability of public realm space.	The design team provided a model with shadows to illustrate the sun path throughout the year and how this would impact the public realm.
	RBG raised concern about the amount of internal and external amenity space for the students. It appeared that there was not enough shared facilities and the officers would like to understand the details of the amenity areas.	The design team reviewed the portion of internal and external amenity provided in the proposal and presented this with further justification at the face-to-face workshop with 3 options to progress the scheme all with similar principles to amenity for the LPA to consider.
	Officers asked for more details on room layouts and if they were single occupancy.	The design team provided examples of the types of rooms that were being provided at the following pre-app.
	RBG asked if section north-to-south could be provided to understand levels and the approach to the basement that was presented.	A section north-south was provided at the following pre-application.
	As the building covered a large extent of the site RBG raised concern that the mass and height was too great for the site and queried if this could be reduced.	During the Pre-App both the applicant team and RBG officers agreed to a face-to-face workshop to run through the massing, scale, and bulk of the proposal. This was to agree heights and the justify viability of the site.
	Questions were raised on the lack of active frontage to Clarence Road, and how this could be enhanced. This was raised alongside the amount of internal amenity being provided at first floor, and how this could be reconfigured to provide more space to students	Ground floor layouts and consequent active frontage allocation to Clarence Road was explored in three different layouts at the face-to-face workshop.

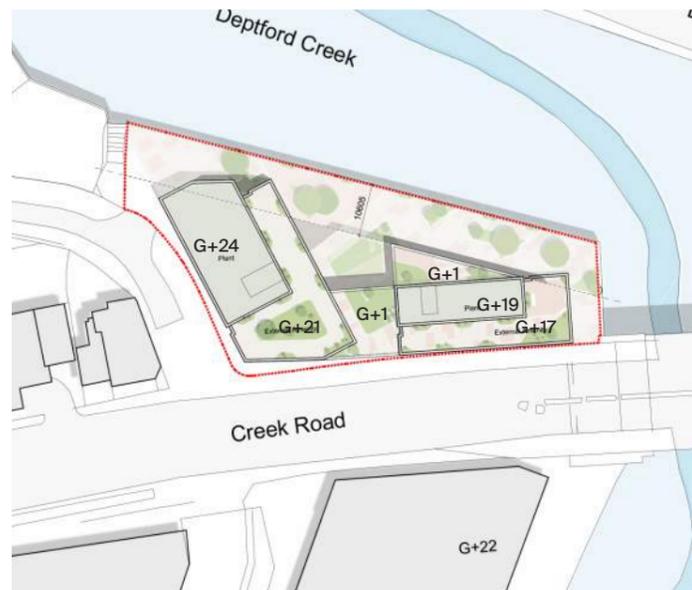
3.16 Design Workshop Pre-App 02 Summary

Pre-App 2:

Consisted of three proposals being presented to the LPA, the priority was option 3. The height remained to the West just below the Pre-App 1 height, G+27. The smaller tower on the East was at G+15.

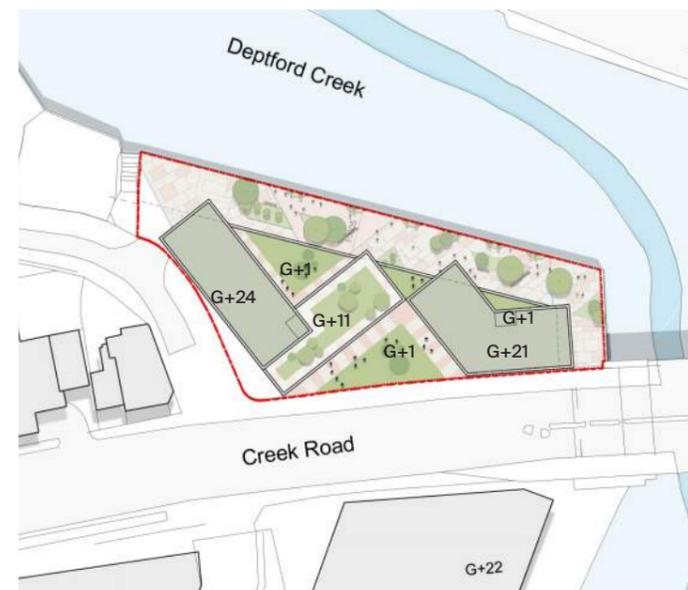
The triangular form provided a slimmer profile and at a large height echoed the point buildings along the arc of the Creek

Option 01- Reduced Height



Site Masterplan

Option 02

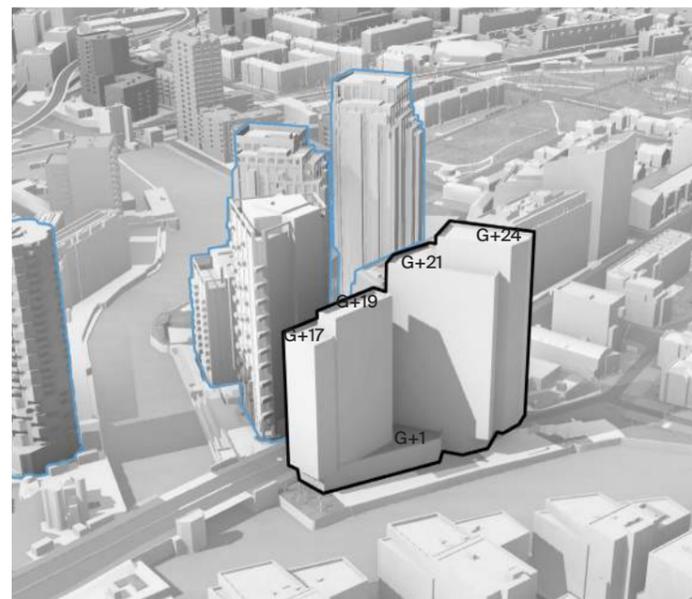


Site Masterplan

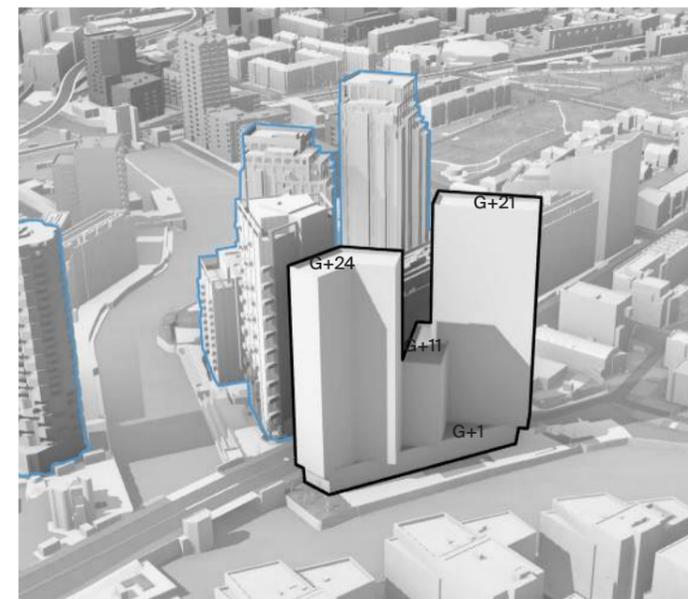
Option 03



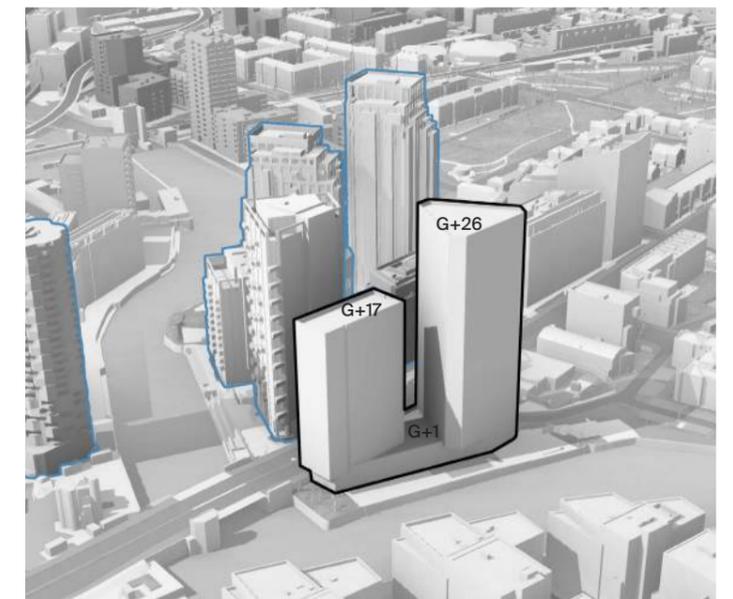
Site Masterplan



Massing Overview



Massing Overview



Massing Overview

3.17 Design Workshop Pre-App 02 Summary

Meeting	Feedback Summary	Design Team Response
Pre Application 02 - 03.05.23	Height/Massing - Height and massing should take account of all surrounding context not just the tall buildings cluster.	Justification into the height of the proposal was provided at the next pre-app with levels that respect the emerging tall building cluster and the existing mid-rise neighbouring properties
	The preferred option from RBG officers was Option 02, triangular tower however the overall feedback was that the height of all the options explored were viewed as too vast for the site.	Option 02 was taken forward by the design team with amendments to typical layouts and ground floor configuration.
	Heritage - RGB highlight how the existing and emerging tall building cluster has been formed to prevent impact in longer views, including the Greenwich Maritime World Heritage Site. Further views and kinetic views through Greenwich Park are to be explored alongside a heritage assessment.	The townscape consultants with the help of the design team progressed with townscape views that represented the current massing proposal which was presented at Pre-App 03.
	Public Realm - RGB highlight the need for public realm to be enhanced in quality. More space should be allocated for public realm and the use of this space. RBG officers question if the public realm just for students and workers or for the public.	Reconfiguration of the triangular tower to align with the 10m EA building set back enabled the public realm to increase in size and provide an enhanced entrance into the public realm arrival space. This was presented at Pre-App 03 alongside clarification on use of the use of the public realm.
	Layout - RBG suggest exploring a better arrangement of student allocation and potentially moving workspace/commercial elements to the perimeter of the floor plan.	Workspace allocation was split so that there proportionally there was more workspace at ground floor and second floor was divided between PBSA internal amenity and workspace use.
	RBG suggest progressing to DRP.	-

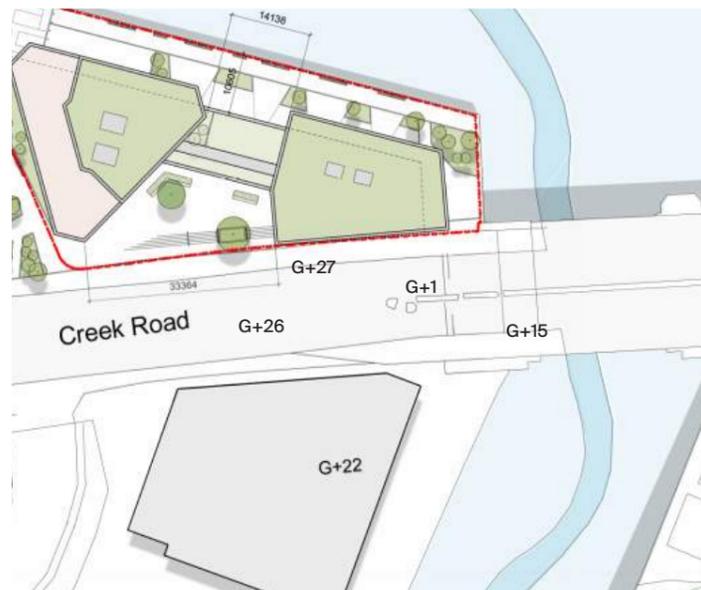
3.18 Pre-App 03 Summary

Pre-App 3:

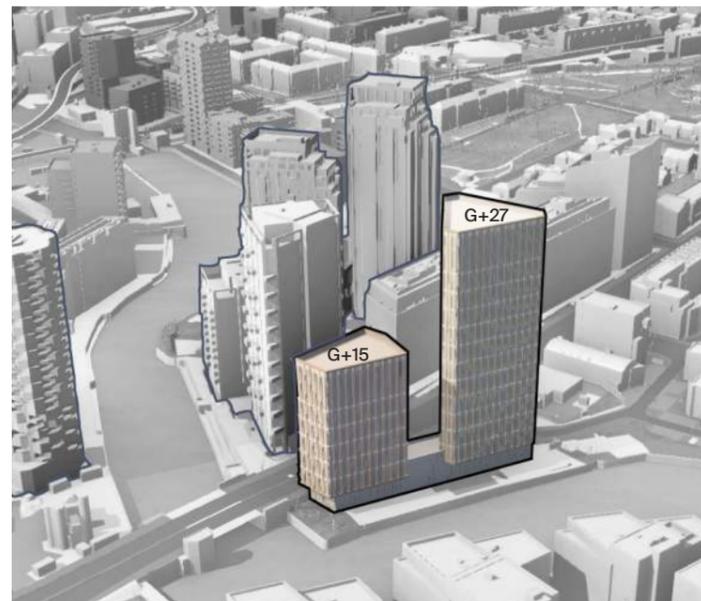
The detailed massing below begins to associate materiality and tones to the proposal.

The changes from Pre-App 2 are based around the shape and language of both the towers. Although the heights remained the same, the shape of larger tower was rotated to align with the river and the smaller tower was redesigned to harmonise the language between the two.

Pre-App 03 Proposal



Site Masterplan



Massing Overview



Sketch Visual Overview

3.19 Pre-App 03 Summary

Meeting	Feedback Summary	Design Team Response
Pre Application 03 - 07.06.23	RBG Officers were concerned that the height of Building A was too tall and that this should be explored further to justify the height and relate to the surrounding context and tall building cluster.	The team explored different heights and massing and presented these options within the next pre-application.
	RBG Officers identified the set back on the top floor and how this could be explored with the overall height of the building being reduced.	Options explored at the following pre-application meeting had a variety of heights and set backs that responded to the mediation in height to the North and the West.
	Officers welcomed the increased public realm but highlighted the need for activation on Clarence Road	The design team presented ground floor options that addressed activation on Clarence Road. This involved reconfiguring the cores and moving services round.

3.20 Pre-App 04 Summary

Pre-App 4:

Similar to Pre-App 2, the design team presented 3 options to the LPA.

The scheme decreased in height to create a mediating height between local context and the tall cluster opposite the road.

The chosen option we have progressed with changes the focus of height to the East. The taller building on the East was G+22 and the height on the West was G+15.

Pre-App 03 Triangular Tower

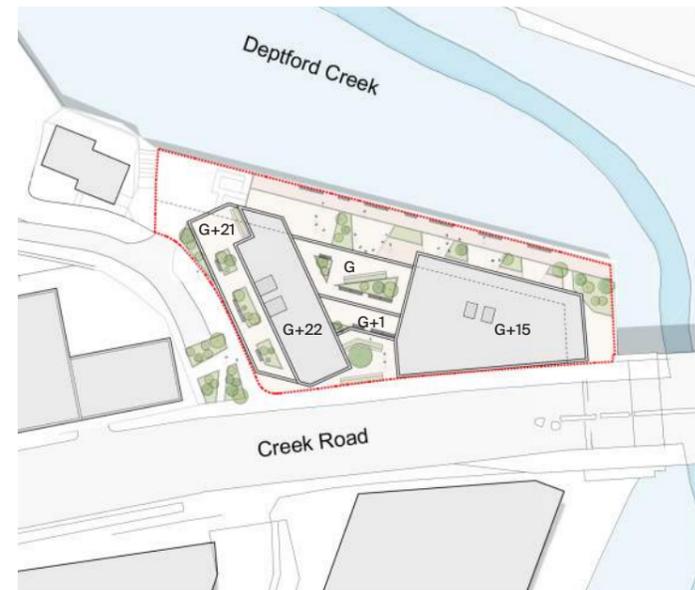


Site Masterplan

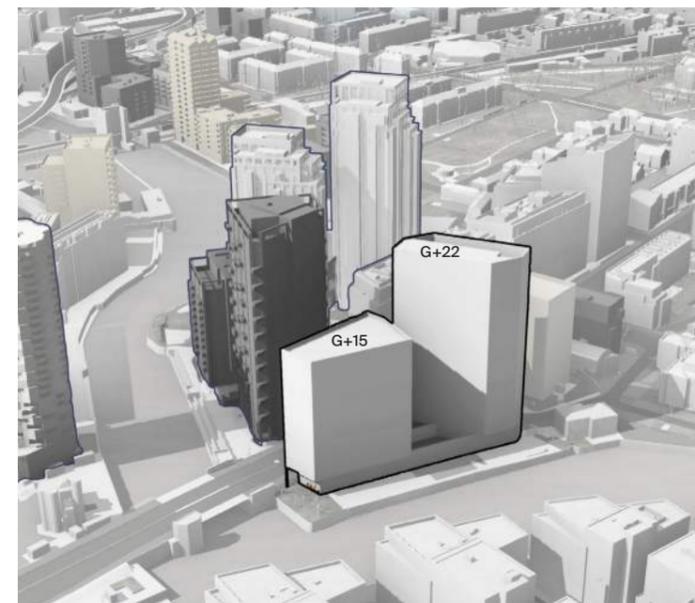


Massing Overview

Option 01

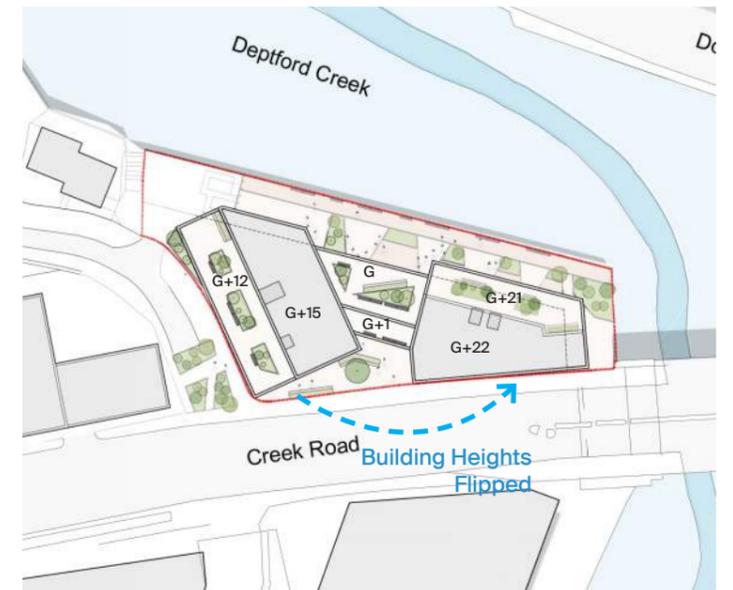


Site Masterplan

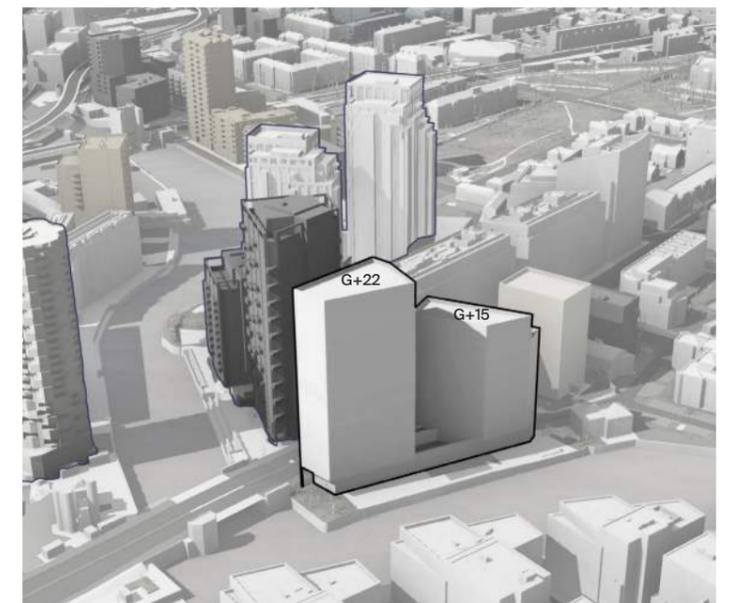


Massing Overview

Option 02 - Switched Tower Heights



Site Masterplan

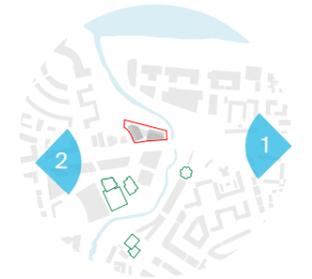
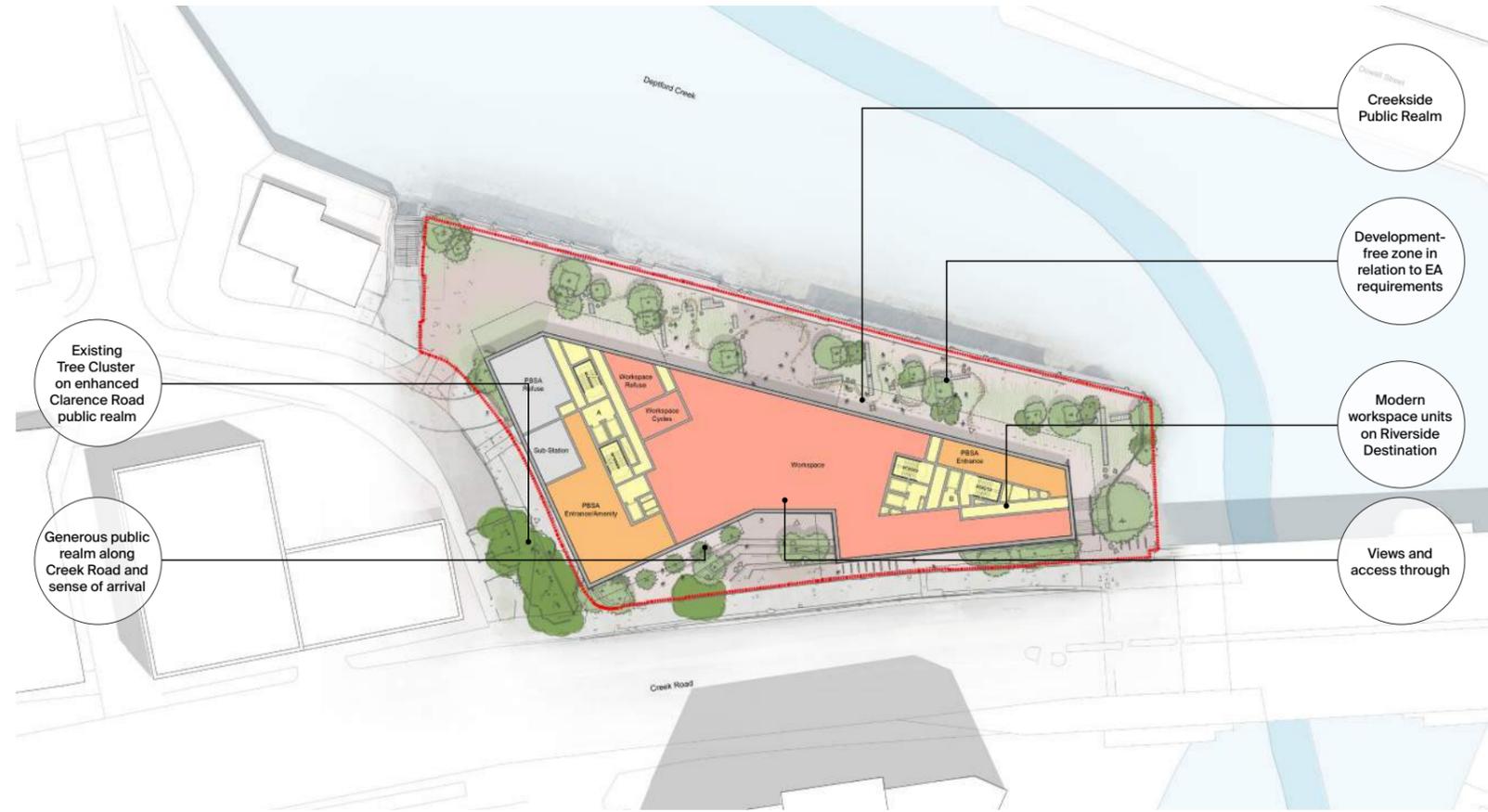


Massing Overview

3.21 Pre-App 04 Summary

Meeting	Feedback Summary	Design Team Response
Pre Application 04 - 20.07.23	<p>Layout - General arrangement at ground floor level is improved since the initial proposals and officers welcome the incorporation of a basement to house refuse and recycling, cycle parking and plant as this frees up space at ground level to activate the frontages and create welcoming entrances to the PBSA and commercial elements of the proposal. A plan of the basement should be provided at the earliest opportunity</p>	Basement plan provided to RBG Officers.
	<p>The general arrangement to typical floors is supported provided it can be demonstrated that each room would provide adequate GIA and an acceptable layout as well as sufficient natural light and not be prone to overheating. Detailed layout plans with furniture for each room type as well as the cluster kitchens should be provided at the next pre-application meeting.</p>	Typical en-suite rooms and studio rooms configurations were provided in the following pre-application meetings.
	<p>Scale & Form - The scale of the proposal has been significantly reduced since the previous pre-application meetings and this is welcomed and is a clear improvement. The height of the two builds proposed has been reduced from 22 and 29 storeys to 16 and 23 storeys respectively</p>	-
	<p>The merits of each of the two options for the arrangement of massing across the site is discussed below, however it is considered that on both options, the taller 23 storey building is still too high to read as legibly lower than the buildings on the southern side of Creek Road on the provided local views and long views</p>	The proposal decreased in height further to G+14 and G+19 which was then presented at DRP. Heights of the proposal and townscape views were discussed with the design team as the proposal progressed.
	<p>RBG highlighted that Option 2 was preferred to Option 1 with a mediation of height north-to-south and east-to-west. RBG officers asked the team to conduct further townscape views to understand the impact of the proposal.</p>	The design team progressed with the preferred Option 2 for DRP with the heights outlined above.
	<p>Townscape & Heritage - RBG Officers asked for additional views and more time to make comments on the HTVIA views to understand impact on Greenwich Meantime World Heritage Site.</p>	-

3.22 Recap of DRP 01: 01/09/23



- Pre App 02 Outline
- Pre App 04 Outline



3.23 DRP 01 Feedback

Topic	DRP Response	Our Response	Reference in application docs
Scale and Massing	The panel is broadly supportive of the scale and massing proposed, and the stepping down of height, with a taller building to the east. It agrees that this massing is appropriate to mediate between taller buildings to the south, and lower buildings along Clarence Road.	Strategy for heights and orientation of heights agreed.	-
Appearance	As design work continues, the panel would encourage a more sculptural silhouette to enhance the appearance of the scheme in longer distance views	Roof level scheme development testing undertaken. Staggered roof to create sculptural variation in final scheme.	See page 99-100 of DAS and refer to views in the HTVIA
Access and Appearance	Further exploration of the potential to create a route and view from Clarence Road to the waterside.	Fully glazed Ground floor and 1st floor to allow visual connection. Physical connection is possible depending on eventual operator/occupier of office space at Ground floor.	See Ground Floor plan, page 72 of DAS
Building Position and Layout	The development should also address Creek Road in a positive way, with a generous pavement and active frontages.	Development is set back from Creek Road at Ground floor and 1st floor.	See section page 72
Internal Spaces	Greater clarity about how shared amenity spaces will be used would be valuable, to demonstrate the quality of life the scheme will create for students, and its relationship to the surrounding context	Further clarity and layouts of spaces provided.	See pages 72, 78, 80-81 of DAS
Landscape	Simpler and more refined landscape design More evidence that nature conservation and biodiversity are integral to the approach	Comments addressed in updated design Further detailed work on planting strategy, BNG and river wall biodiversity enhancement undertaken	See submitted landscape strategy See submitted landscape strategy, PEA and BNG Assessment
Building Entrances	The current massing of the blocks results in a very constricted entrance on Creek Road. Once the scheme is inhabited, there will a large number of people entering the building and a more generous entrance area and sequence is needed to accommodate this, especially given the level change from the street.	The set back of the building at Creek Road (Building B) was increased. The entrance was relocated to provide a larger entrance plaza for both the main PBSA entrance and the commercial space entrance.	See submitted landscape strategy
Back of House Uses	Clarence Road to the west side, has been designed to accommodate the back-of-house aspects of the scheme such as rubbish storage and collection. The impact this will have on this street and routes through to the river needs careful consideration in the architecture and landscape designs.	Waste, plant, cycle storage access all reconfigured	See Ground Floor plan, page 72 of DAS

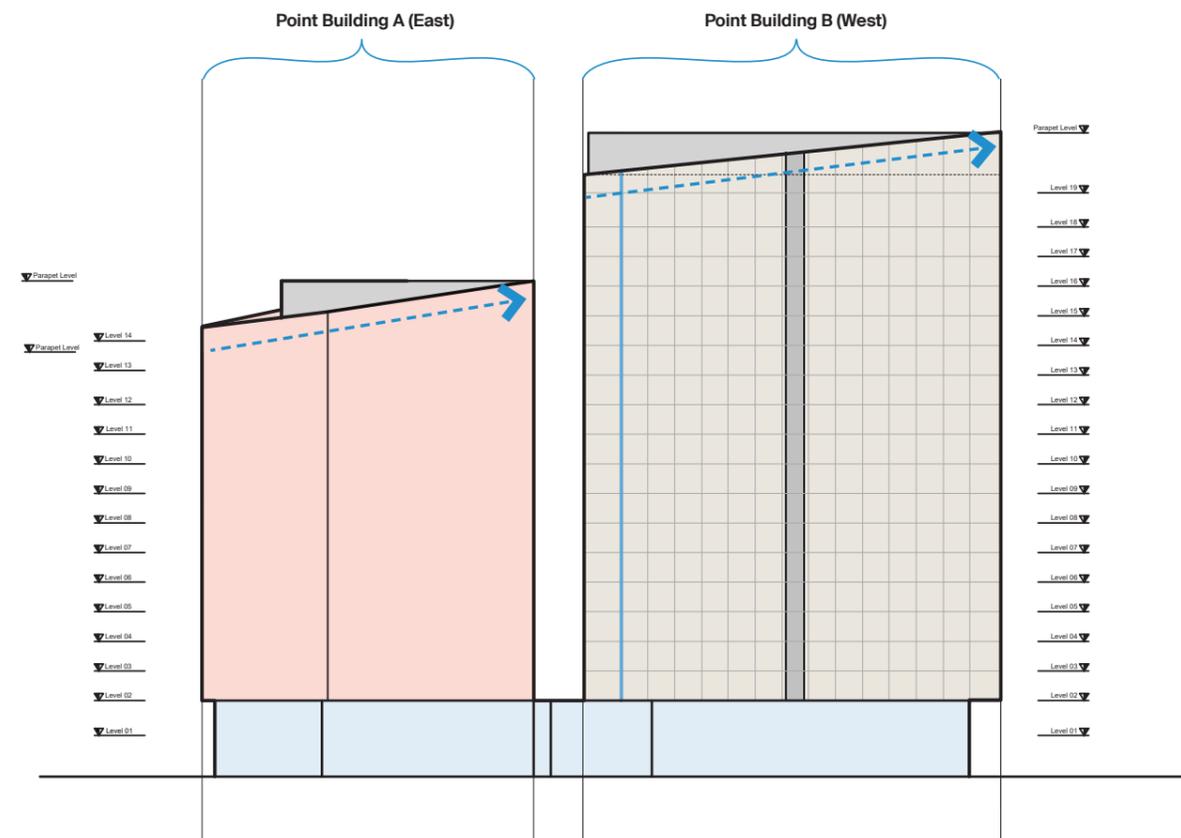
3.24 Pre-App 06 Summary

Pre-App 6:

The elevation treatment for the proposal was developed as shown in the visuals on the right.

Following the scale and massing agreed at the DRP, the proposal began to explore the elevation treatment picking up on material finishes in the local area.

The team explored a pitched parapet with a metal box insert extruding from the crown.



Key

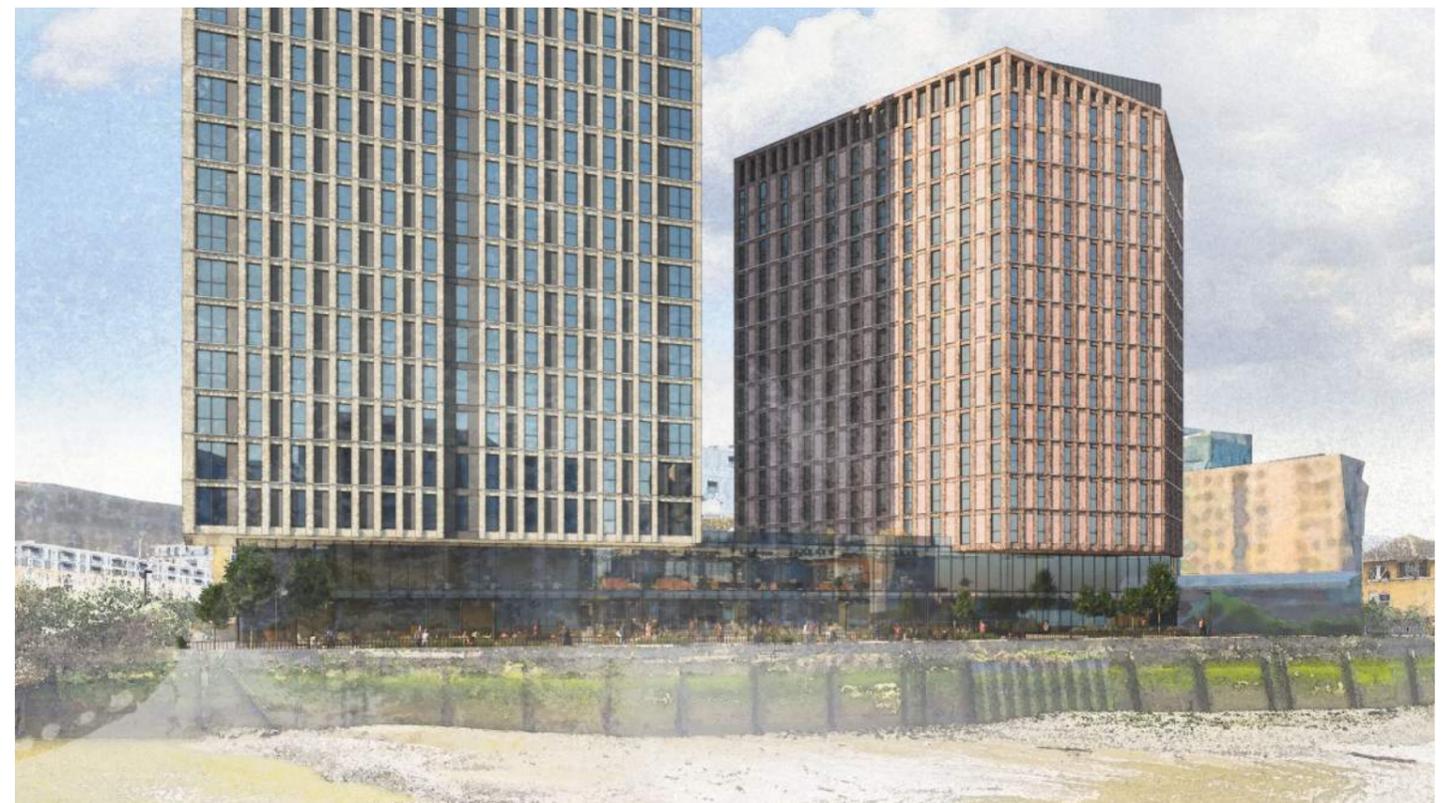
- Elevational grid framework
- LKD Bay feature on corners
- Extruded metal box insert
- Light buff brickwork - Building B
- Red tonal brickwork - Building A
- Glazed active frontage



Elevation Strategy Diagram



Sketch Visual Overview 1



Sketch Visual Overview 2

3.25 Pre-App 06 Summary

Meeting	Feedback Summary	Design Team Response
Pre Application 06 - 19.09.23	RBG Officers would like to see St Nicolas Church view in late autumn. Officers also highlighted concerns for views 4, 5, and 7a and that the blocks do not have a clear differentiation in their heights which is important for Thames Policy Area. Officers seek a refined form for the buildings to address this.	View were provided at following pre-app. Please refer to Citydesigner information.
	RBG Officers supported the use of colours at this stage but would encourage an exercise to show how these colours will appear in views to better understand how the materials palette fits within the context of the creek	An analysis into the brick types used in the local area found that the local vicinity was heavily characterised in buff brick and red brick tones, further reinforcing the use of materials shown on the proposal.
	The LPA asked the team to explore how columns and a colonnade can be integrated into the lower floors of the proposal to relate to the public realm. Officers ask the team to explore this in the integration of the facade development.	The design team included columns on the south elevation to create a colonnade integrated into the public realm. Columns to the Creekside are not permitted as this is located in the EA zone.
	Out of the options presented the officers generally supported the progression of option 5. RBG Officers requested further precedents to explain why the diagonal roof parapet is the preferred design. One of the officers also raised a concern that the diagonal parapet would raise the height of the building	The diagonal brick parapet proposal was replaced with a horizontal brick crown to both buildings. Building heights were not raised.
	RBG Officers supported the elevation treatment but questioned the hierarchy of the fenestration and the bays for the respective buildings. This could potentially be a different expression of the internal programme, where the corners of the proposal could contrast the rest of the elevation treatment. Officers also raised the question if it was possible to include shadow gaps into the proposal to break up the treatment.	Corners were given a different character to the rest of the proposal with large windows for the dual aspect LKDs. Shadow gaps were introduced to the south and north elevations of Building B to break up the massing.
	The size of the PBSA entrance lobby to the east of the site was questioned. Officers asked if this could be increased in size and how this would be utilised.	The PBSA entrance was enlarged following comments and it was explained in the meeting that this was a secondary entrance with the primary PBSA entrance on the south-west corner with cross-core connection on the first floor internal amenity.
	RBG Officers highlighted the north-west corner of the site and raised concerns on the location of the refuse and recycling. Officers requested a basement plan to further understand access to this part of the site. It was also confirmed that the bespoke cycle lift on Clarence Road was the preferred location.	Basement plan was provided to the LPA. The cycle lift remained on Clarence Road.
	RBG Officers requested elevations of the proposal to better understand levels, ramps and access to and from the various elements of public realm.	Elevations were updated to reflect levels on site and the landscaping drawings from BOSK were updated with levels and sections to explain heights. Please refer to BOSK information
	Further exploration into the internal layout of the amenity space at first floor was requested by the officers.	First floor plans were given furniture layouts for the following pre-app
	Officers lastly raised how the ribbon landscaping should extend the whole extent of the Creekside public realm to connect the two ends of the public realm. Furthermore officers suggested that tree positions should be reconsidered. Discussions on ASHP and PV layouts were raised to see if more green space was available.	Landscaping was updated and sections for levels were provided. Please refer to BOSK landscaping.

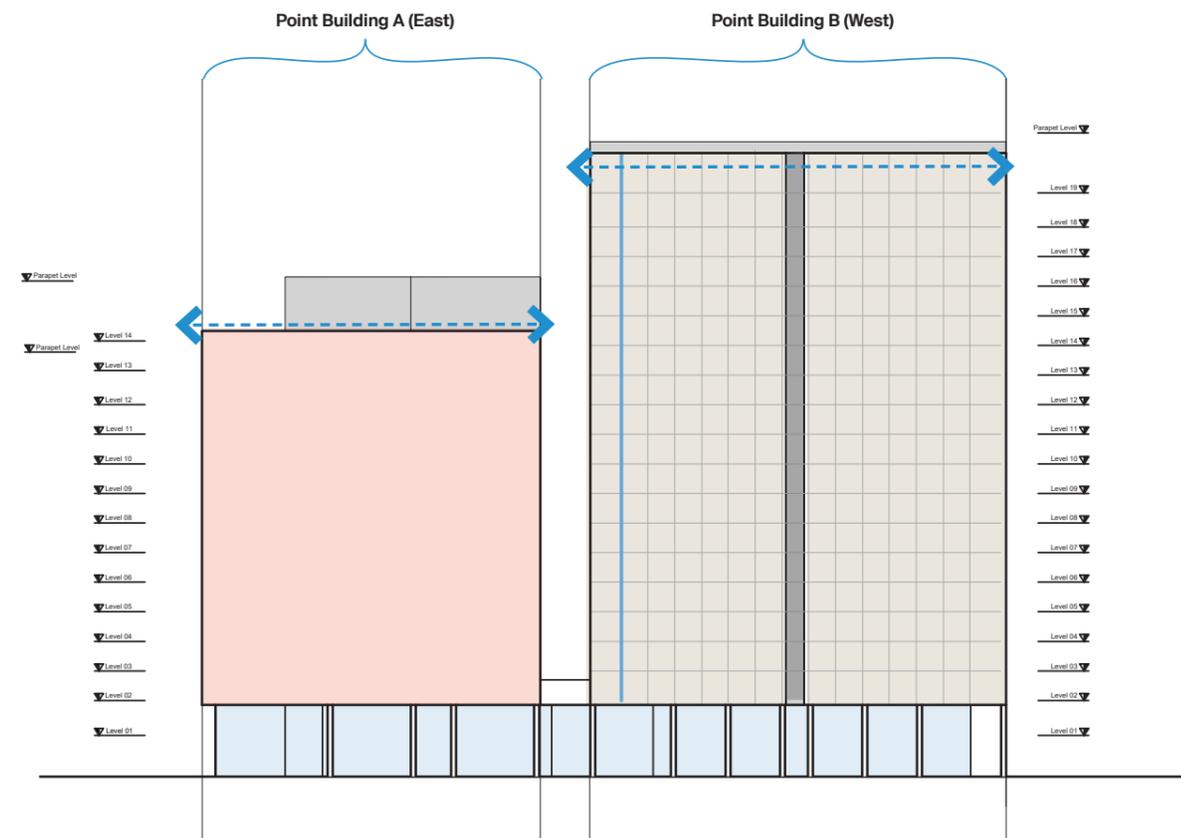
3.26 Pre-App 07 Summary

Pre-App 7:

The elevation treatment shown at Pre-App 6 was refined for the proposal.

The team reduced the height of the parapet and removed the pitched parapet crown. Options were presented at the pre-application as various options of the roof scape were explored.

The team also introduced a colonnade to the Creek Road elevation to ground the proposal.



Key

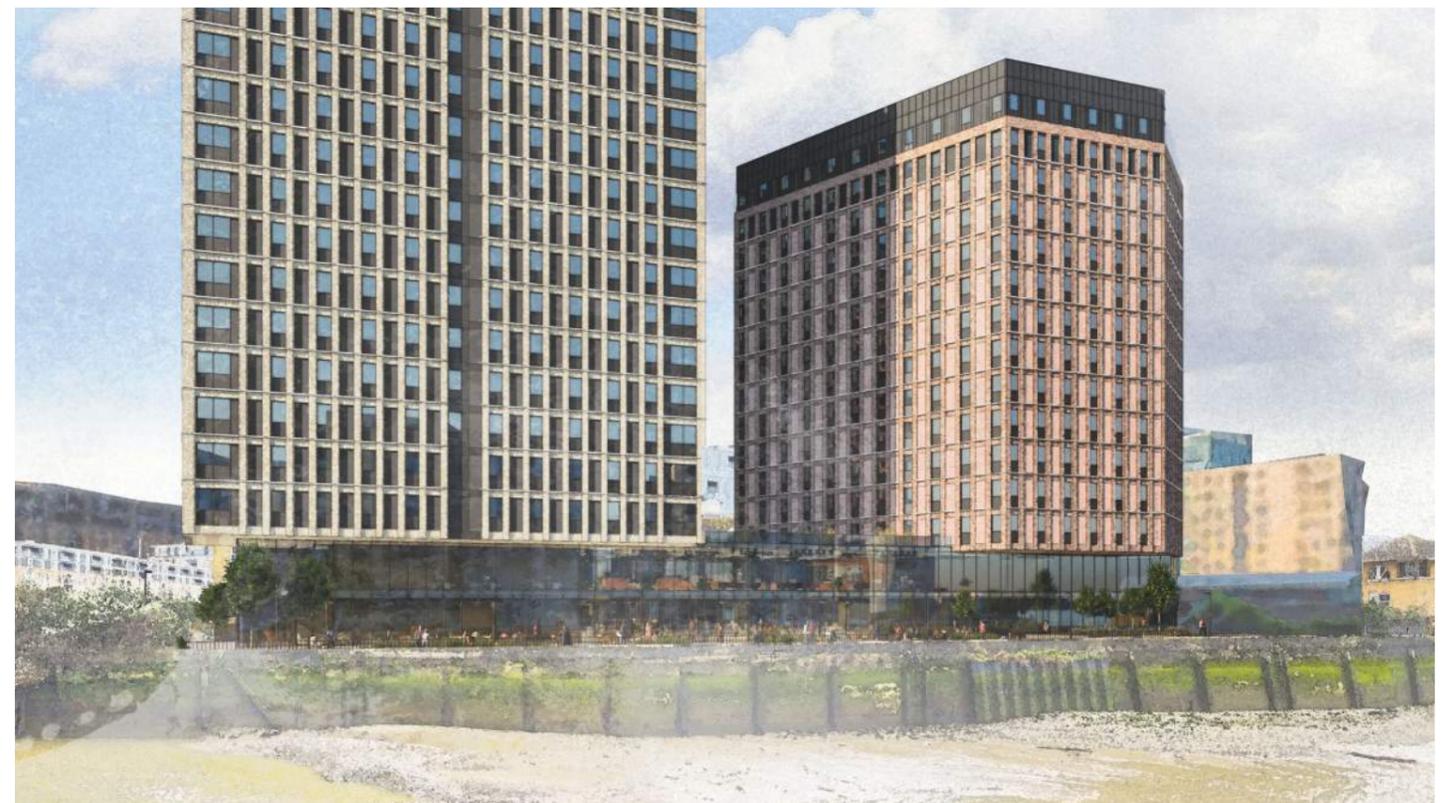
- Elevational grid framework
- LKD Bay feature on corners
- Extruded metal box insert
- Light buff brickwork - Building B
- Red tonal brickwork - Building A
- Glazed active frontage



Elevation Strategy Diagram



Sketch Visual Overview 1



Sketch Visual Overview 2

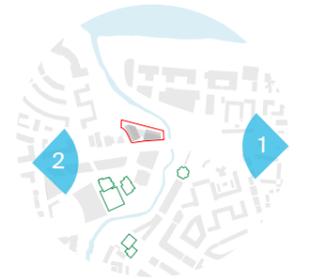
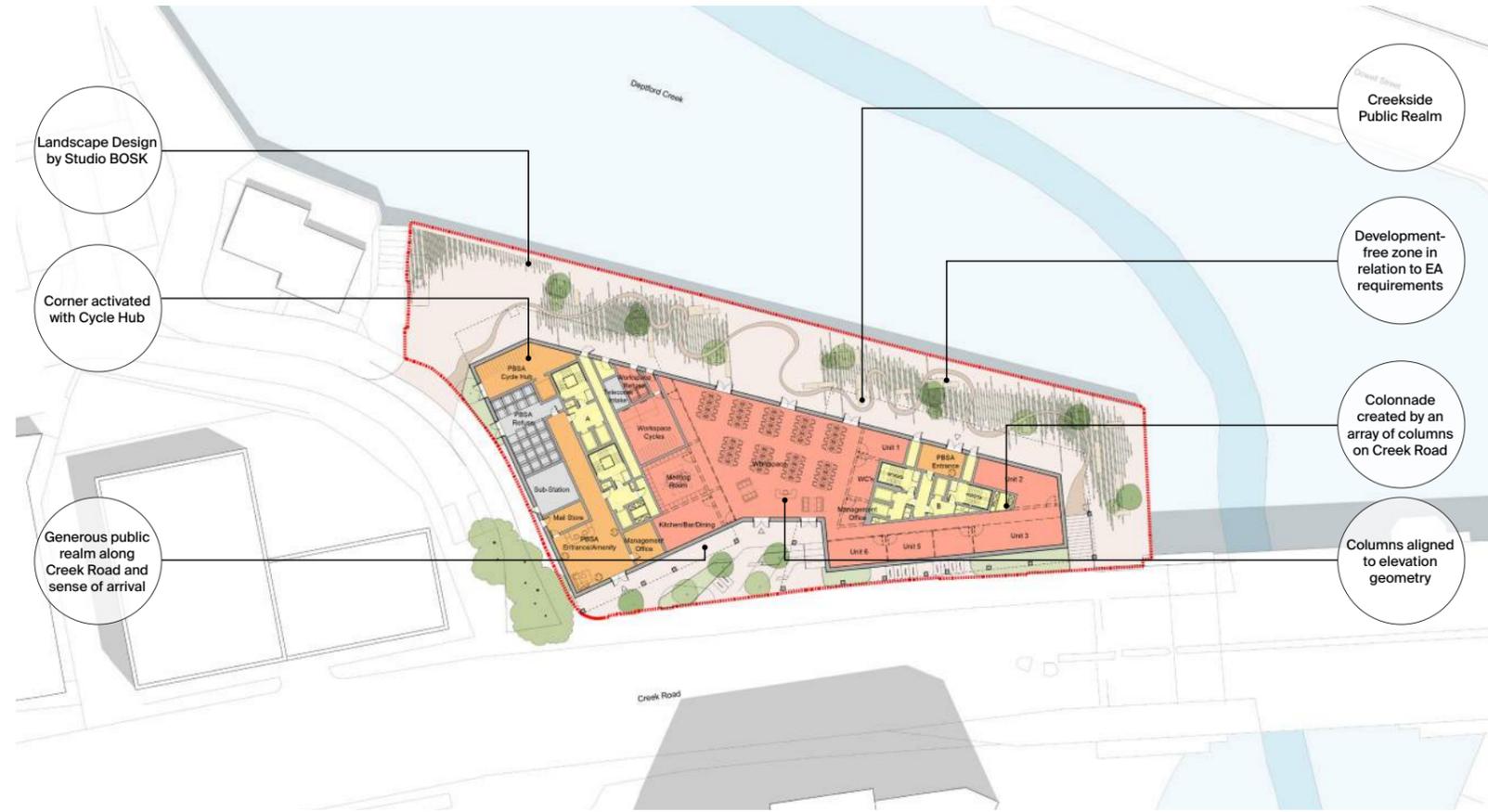
3.27 Pre-App 07 Summary

Meeting	Feedback Summary	Design Team Response
Pre Application 07 - 04.10.23	<p>Layout - RBG Officers generally accept changes to the workspace areas and the layout of student entrance and ancillary spaces although the officers advise to explore ways of activating the corner along Clarence Road and increase the PBSA entrance to core B. RBG officers have also asked for clarity on students using both entrances and crossing between cores on the 1st floor level.</p>	<p>Ground floor PBSA entrance to Core B has been increased. The Cycle Hub with the Cycle Lift to basement has been repositioned on the north-west corner of the ground floor. This is to activate the Clarence Road and encourage pedestrians into the Creekside public realm. Details of the core access and cross-over can be found on pages 77, 82, 132-134.</p>
	<p>Layout of the ground floor public realm and landscaping is generally acceptable by the officers, further details of the proposed access from the east of the site from Creek Road should be provided once pre-application discussions have been had with the Environment Agency (EA). Further details of pedestrian safeguarding measures for the service entrance to the site from Clarence Road should be provided.</p>	<p>Details of the landscaping and the access from Creek Road to the proposal were shown to the officers. Please refer to BOSK landscaping.</p>
	<p>Changes to residential accommodation across the upper floor are generally accepted. RBG officers requested scaled plans 1:50 and 1:100 scale plans of the accessible homes.</p>	<p>Please refer to planning drawings and page 83 of the DAS.</p>
	<p>Scale & Form - RBG Officers welcome the reduction in the height of the proposal to legibly below that of the neighbouring building Union Wharf across Creek Road, however it is noted that the height would still exceed the height previously advised by officers the taller element of the scheme should be within 18 storeys in height.</p>	<p>Heights of the proposal have been indicated on the sections on page 71 as well as the elevations on pages 110-114. Justification and reference to tall building policy for the proposal can be found on page 137-138.</p>
	<p>RBG officers agree that in intermediate and close range views the proposal appears bulky, particularly in views from Creek Road and from across Deptford Creek to the north and south. The larger block B appears very broad and rectangular. This was also picked up in the DRP (01/09/23) where the panel recommended a more sculptural form of the buildings, and while a formal response is yet to be received from the GLA, the GLA's Urban Design Officer and Heritage Officer also raised similar concerns in the meeting and recommended further refinement of the massing.</p>	<p>The team explored ways of breaking up the elevation by removing the horizontal brick banding to the corners to lighten grid and reduce the bulk on the corners. Furthermore, alongside the columns facing Creek Road, metal piers were added to the perimeter of the glazed podium to ground the proposal.</p>
	<p>Architecture and Materials - RBG Officers are grateful for the work done by the applicant's team on the architecture of the building and it is apparent that this team is seeking to bring forwards high quality architecture, however officers are concerned that it is expecting too much of the architecture and materials alone to address the massing concerns raised above.</p>	<p>Massing comments addressed above. Typical window bays were refined to provide hierarchy and depth to the materials.</p>
	<p>RBG Officers highlight that the dark metal panelling on the top of the buildings would look too industrial, disjointed from the brick elevation below and visually dominating. A softer approach was advised to be tested in terms of colour and texture of panelling with exploration into the exposure of panelling to Block A. The roof articulation, and box insert and parapet treatment should be carefully considered and articulated to avoid increasing the perceived bulk of the building with further testing.</p>	<p>Building A parapet was refined to step down to reflect the height change in the shoulder block. The brick parapet height is raised to show less of the metal box insert. This metal box insert was also changes to a light pink metal colour to give a soft, reflective and distinctive top.</p>
	<p>The LPA note that the façade treatment expresses the internal layout of the building which is not objected to however given the ridged layout of PBSA there is a risk that the building appears monotonous and uncompromising. Alternative options with additional shadow gaps in the facade should be tested in a way to express the building as a composition of adjoining blocks. Further information should be provided on the detailing of the spandrel panels, metal screens and hit & miss brickwork.</p>	<p>Changes to the massing as outlined above. Shadow gaps were also introduced to the sides of Building A and B to follow the shoulder blocks to define both masses. Typical bays were refined for both buildings. Building A utilises a bronze coloured metal in fill panel with a lighter vertical transom to provide heir achy. Meanwhile Building B is the anchor of the two buildings and in fill panels are a hit and miss brick with a denser brick pier. Both changes to the bays reflect the inner programme. Cluster's a lighter and narrower accommodation and studios a denser and wider accommodation.</p>
	<p>Officers highlight the base of the building is also a challenge as the current approach appears uncomfortably heavy on top of the glazed podium, particularly on the creek side and the building doesn't appear well grounded. It is acknowledged that on the creek side there are challenges due to the required setback from the river wall however more could be done to ground the building.</p>	<p>As outlined above, metal piers were introduced to the podium glazing system to ground the proposal. There is a dialogue between the weightless of the creek and the Creekside elevation which contrasts to the denser, grounded columns to the Creek Road elevation.</p>
	<p>Next Steps - Officers appreciate that the applicant has taken on board concerns raised regarding the impact of the proposal on the surrounding townscape and heritage assets. However, officers remain concerned about the bulk of the proposal and its uncompromising nature in the street scene. Massing concerns are to be addressed at the upcoming second DRP</p>	<p>Massing concerns adjusted above and comments from second DRP to follow.</p>
	<p>Layout of the proposal has progressed and is an improvement overall, further refinement of the building of the ground floor layout is required to ensure that the entrances to the student accommodation are appropriately sized and legible, and to optimise the site frontages on Clarence Road</p>	<p>Entrances have been increased where indicated. Base podium detail is shown in planning drawings and in pages 110-114.</p>

3.28 GLA Pre-App Summary

Meeting	Feedback Summary	Design Team Response
GLA Pre Application - 06.10.23	The council stated that they are generally supportive of the scheme but are of the view that work can be done to break up the massing of the proposal	Building massing and elevation articulation was reviewed after DRP 2 (25/10/23) with Greenwich LPA where the team explored breaking the bulk of the massing with an asymmetrical rear elevation treatment.
	Site Layout - GLA Officers support the set back of the northern building line to promote the creekside public realm as well as generally supporting the forecourt along Creek Road. However, the concentration of services to the north west was questioned with concern it may undermine pedestrian experience.	Further development of the ground floor was explored and services were re-distributed so that the north-west corner and access onto the Creekside public realm was past the cycle hub on the corner.
	Tall Buildings, Scale and Massing - GLA Officers stated that the site is not identified as a site that is considered suitable for tall buildings. However, it is noted that the site is located within an opportunity area and within a location where there is an emerging tall building cluster. Officers seek justification to support the principle of tall buildings on the site.	Justification for the tall building on the site can be found within the DAS, pages 137-138 and 140. This is further to the site being located within an opportunity area and alongside an emerging tall building cluster.
	The proposal acts as a transition point between the taller building in east Creekside and the lower scale existing development to the north. GLA officers supported this transitional approach.	-
	Officers agree that the tallest element on the east and stepping down in height to the west is a logical approach but have concerns over the overall scale and bulk of the buildings. GLA officers suggest considering the step down on the buildings shorter axis rather than on its longest elevation.	The proposal was reconfigured so that there is now a two-storey step down from Building B. This in turn strengthens the mediation in height between the two buildings whilst allowing greater articulation of the bulk by orientating the shadow gaps to the new step.
	Public Realm and Landscaping - GLA Officers strongly support the new Creekside access and the introduction of soft landscaping within the public realm. GLA Officers recommend access into the building is step free as there are concerns that the stairs in this location could undermine the benefits of a large and generous forecourt.	There is flush level access to the proposal and a series of steps leading to the raised level on Creek Road. Please refer to BOSK landscape information.
	Internal Quality - GLA Officers are broadly supportive of the location of the indoor amenity spaces that includes a gym, games room and cinema and communal lounge, located at first floor. The large floor plate allows for flexible floor plans that can be easily modified to respond to student's future needs. The applicant should consider other internal communal spaces to compliment roof top terraces.	Amenity layout indicatively shown on page 78-79. The large amenity space is accessed from both cores as is the external amenity areas on both respective buildings.
	Architectural Quality - GLA Officers support the use of brick in the elevations which reflects the predominant facing material in the context and should therefore support local character. The use of different colour bricks for each block is also supported. However, GLA Officers recognise the over sailing upper storeys loom above the base and the buildings as a whole would not appear grounded. There is an opportunity to improve the visual and physical relationship between the base and upper storeys.	The colonnade columns facing Creek Road have been enlarged to anchor the building masses to the ground. These columns are brick clad to continue the elevation to the ground.
	The proposed grid elevation is generally supported, however the repetitive floor plan has led to monotonous elevations which does little to break up the perceived mass of the building. Officers suggested considering an expressed (projecting) grid frame to the tallest element to provide depth and modelling to elevations. The frame should appear integral to the structure of the building and not appear applied to the façade. The applicant should also consider the grouping windows into bays and explore different bay and pier widths to express hierarchy and interest within elevations.	Building B has been reconfigured asymmetrically to break up the elevation and show clear delineation between the larger element and dropped shoulder block. This helps define the top of building and connects the two towers. Furthermore, the typical bay construction has been edited so that there is a hierarchy of materiality between each vertical brick pier with the set back metal panels and the narrow vertical and horizontal white metal fins that are set back within the bay and protrude from the building respectively.
	GLA Officers suggest further work to define and refine the top of the building is required to achieve the aspiration of a sculptural form that contributes positively to the skyline.	The tops of both buildings have been given an uplifting grandeur metallic top. Building A has a pink metal finish to the top and Building B has a bronze coloured metal finish to provide a reflective and distinctive top to the proposal.
	Heritage - GLA Officers make note of the potential impact on the Greenwich World Heritage Site and have recommended the need for TVIA, AVR's, HIA, and utilising agreed strategic views.	Please refer to Citydesigner information.
	Inclusive Access - GLA Officers make note that the applicant should include plans where the wheelchair accessible homes would be located and how many there would be. This information and typical flat layouts and plans of the wheelchair accessible homes could be included in the design and access statement.	Wheelchair accessible homes follow the GLA guidance for accessible student accommodation standards. Please refer to 83 for accessible homes.

3.29 Recap of DRP 02: 25/10/23

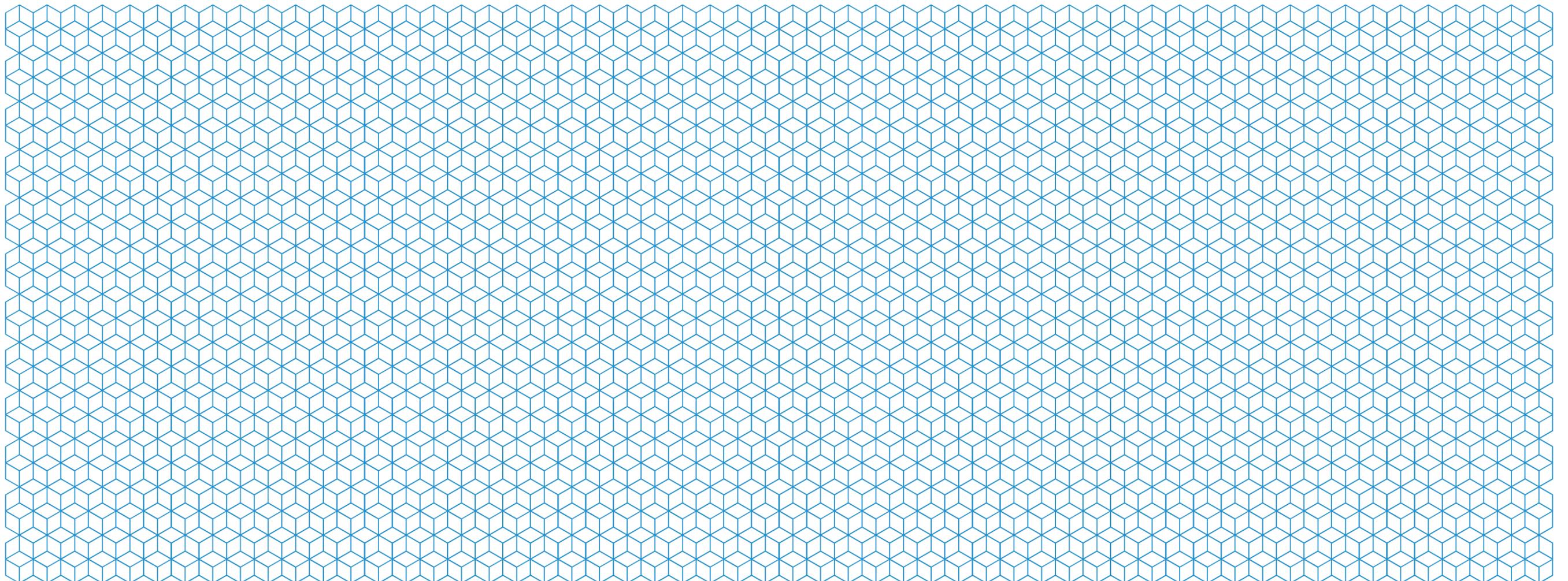


3.30 DRP 02 Feedback

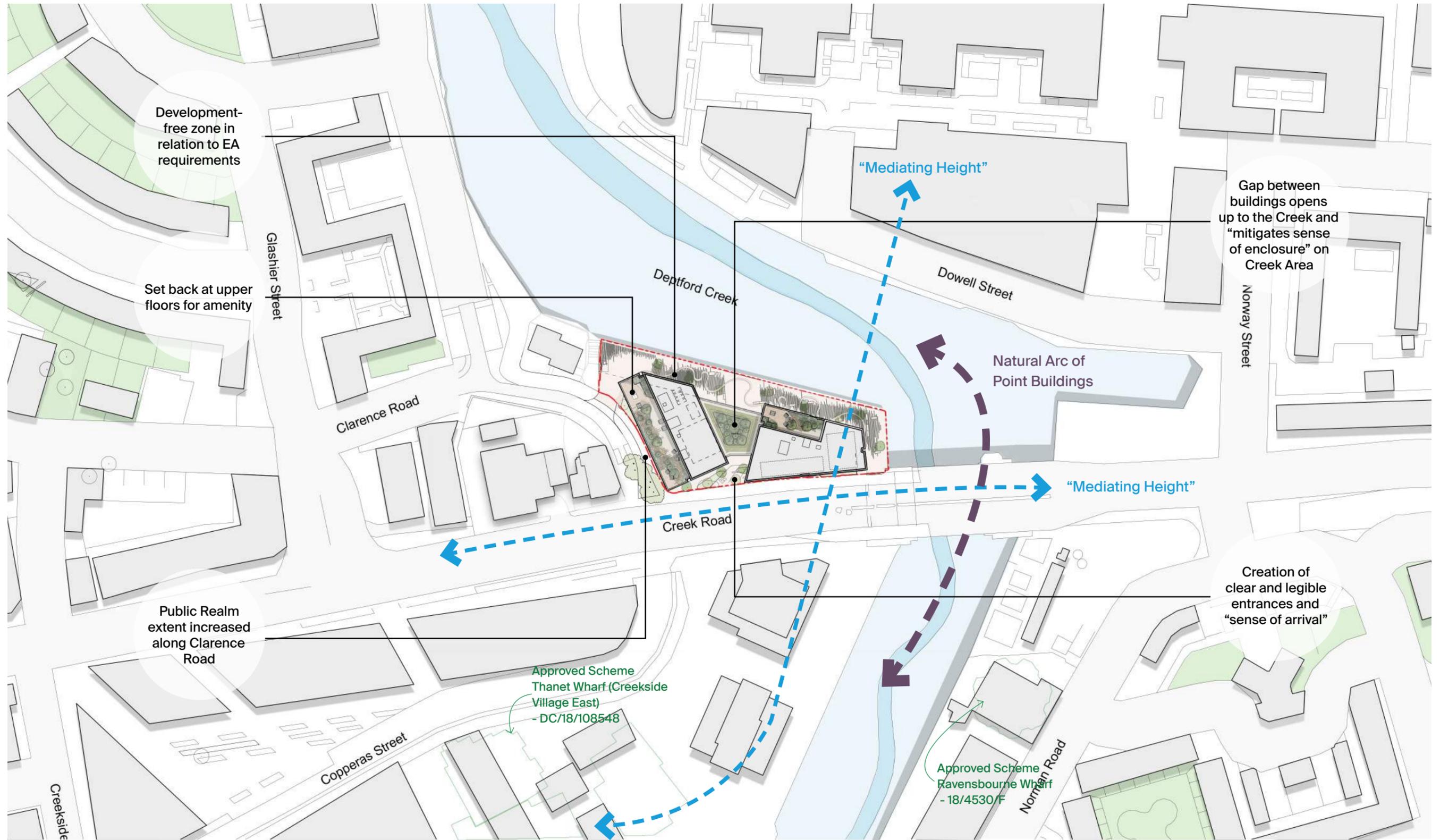
Topic	DRP Response	Our Response	Reference in application docs
Appearance	The tower needs greater articulation given its prominence in views. A more classical approach should be taken to the architecture to define the hierarchy of each building, with a clearly expressed base, middle and top.	Further development of rooftop design undertaken. Further refinement of Ground floor and 1st floor treatment including columns and metal pier mullions.	See DAS page 104, 106-107
	A stronger emphasis should also be placed on the solidity of each building, as shown in the precedents referred to by the applicant; the use of lightweight inset panels should be avoided.	Introduction of more brick in favour of metal panels.	See DAS page 106-107, 116-117
	Further thought should be given to the corners of each building, particularly Building B, including the potential for introducing balconies, both to provide more outdoor amenity space and to help break up the mass of the buildings.	Not feasible to introduce additional external areas as this would compromise kitchen locations as shared internal amenity space and risk causing neighbourhood amenity issues due to noise etc.	
Energy	The applicant should also adopt a fabric first approach to the scheme to help achieve an improved efficiency in energy use.	Confirmed	See Sustainability Strategy
Layout	Introducing a double height space between ground and first floors would help to celebrate the arrival space and the amazing Creekside location.	Not possible due to fire regulations requiring uses to be separate fire units and minimise any risk of fire spreading across uses.	
Use Layout	Relocating the student amenity space on the ground floor could help to further activate the public realm at more times of the day.	The ground floor location is critical for the commercial viability of the office space proposed. Furthermore, the student amenity space provides a range of uses for students, including lounges and more private quiet study space which may not be appropriate for active windows at ground level.	
Appearance	The proposed metal corners are unsuccessful and a more solid treatment would work better.	Reverted to brick to provide more solidity	

4.0

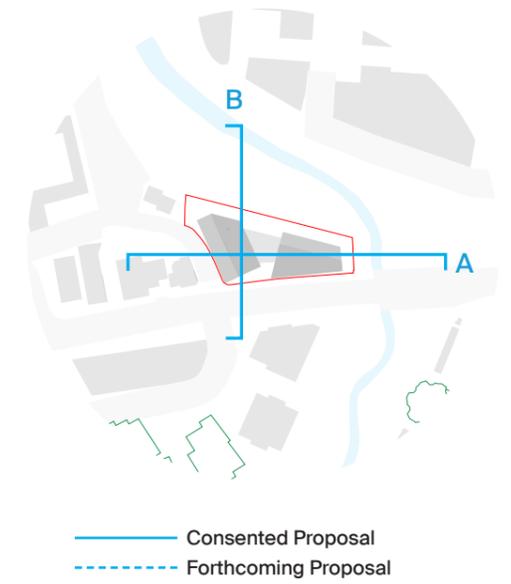
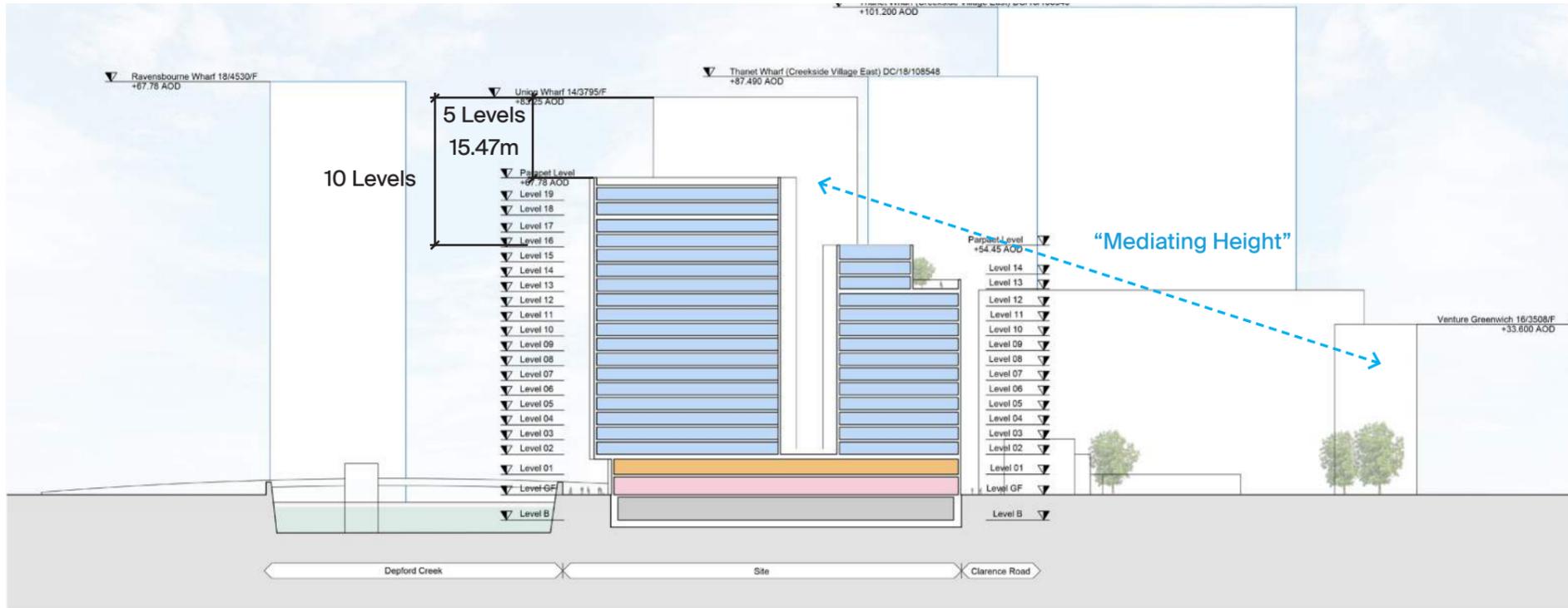
Design Proposals



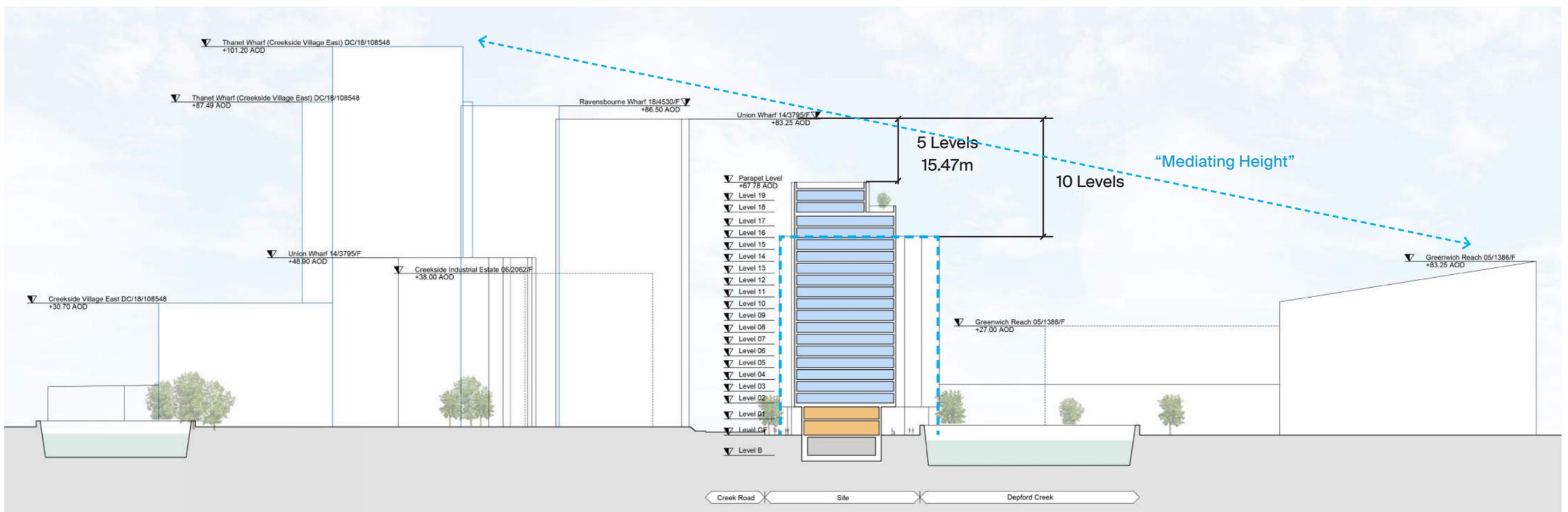
4.1 Masterplan



4.2 Proposed Sections



A Section A - Proposed East-West Section



B Section B - Proposed North- South Section

4.3 Proposed Ground Floor Plan



Landscaping design by Studio BOSK

Corner activated with Cycle Hub

Generous public realm along Creek Road and sense of arrival

Creekside Public Realm

Set back from River Wall

Colonnade created by array of columns on Creek Road

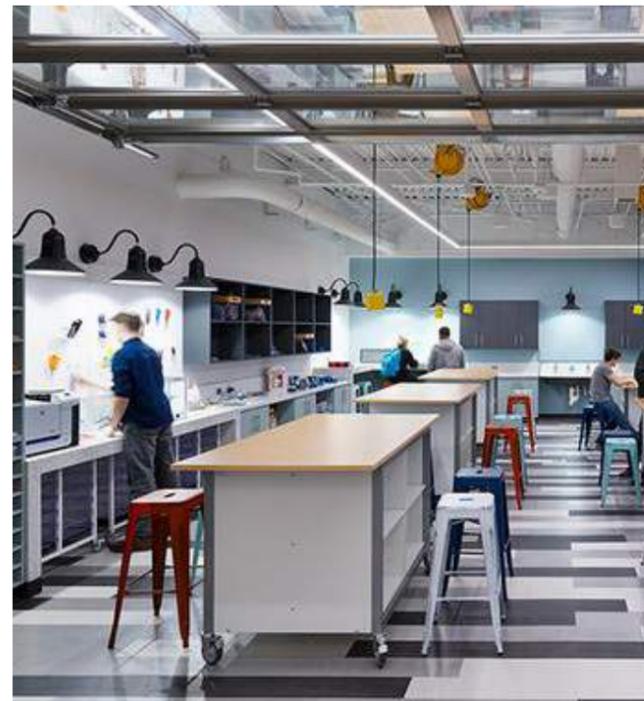
Columns aligned to elevation geometry



4.4 Workspace Mood Board



Co-working



Integrated amenity study space



Contemporary cafe/commercial unit



Integrated amenity commercial space



Split Level Work spaces

4.5 The Heart of the Proposal - Ground Floor Axonometric



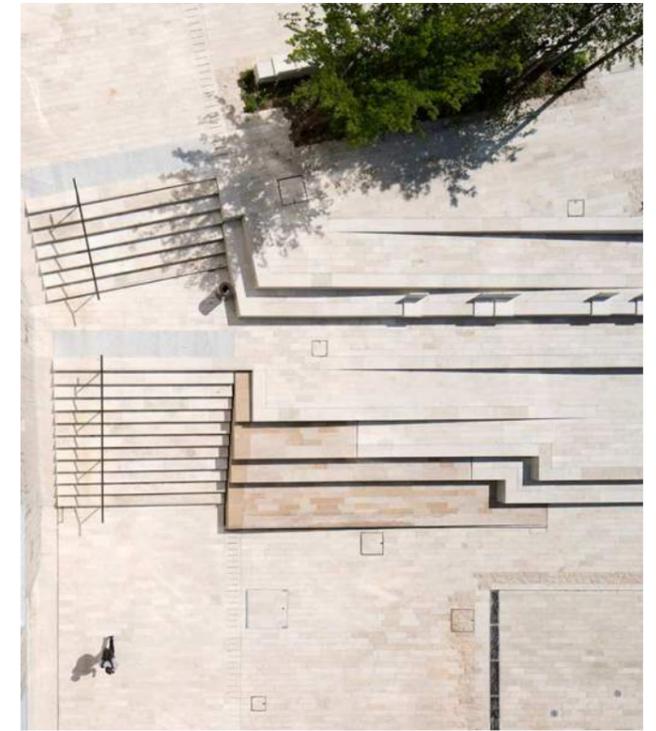
4.6 Pedestrian Experience: Public Realm Examples



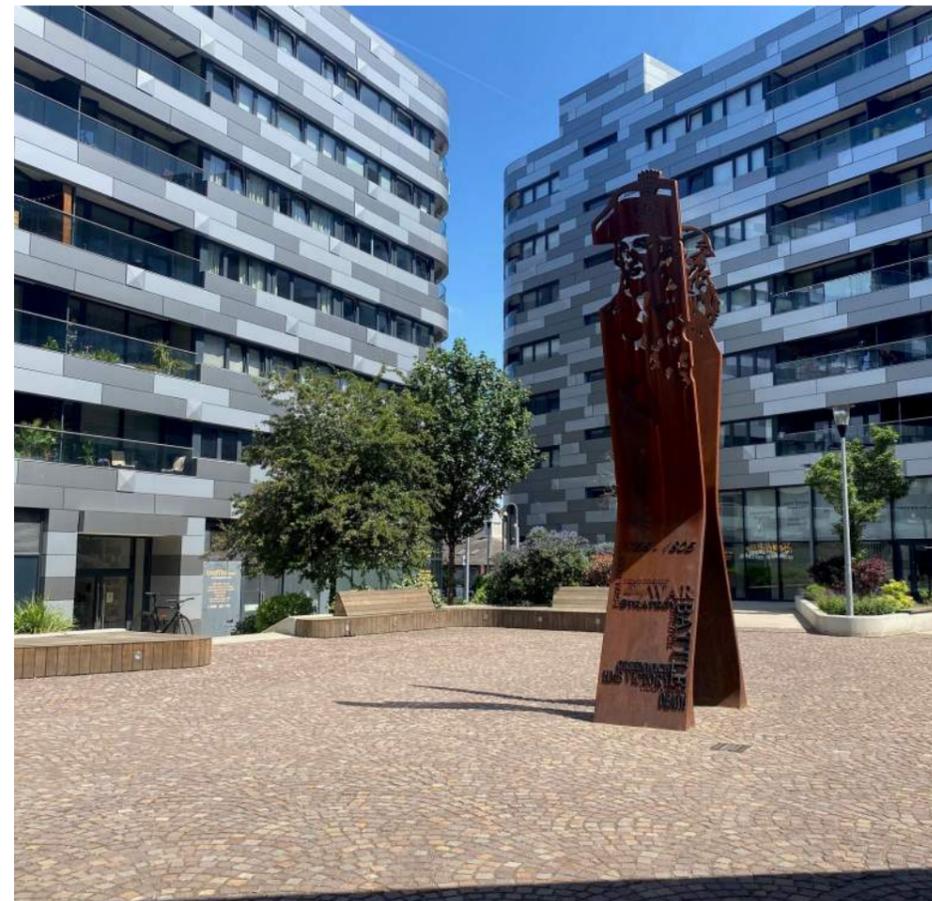
Arrivals Space



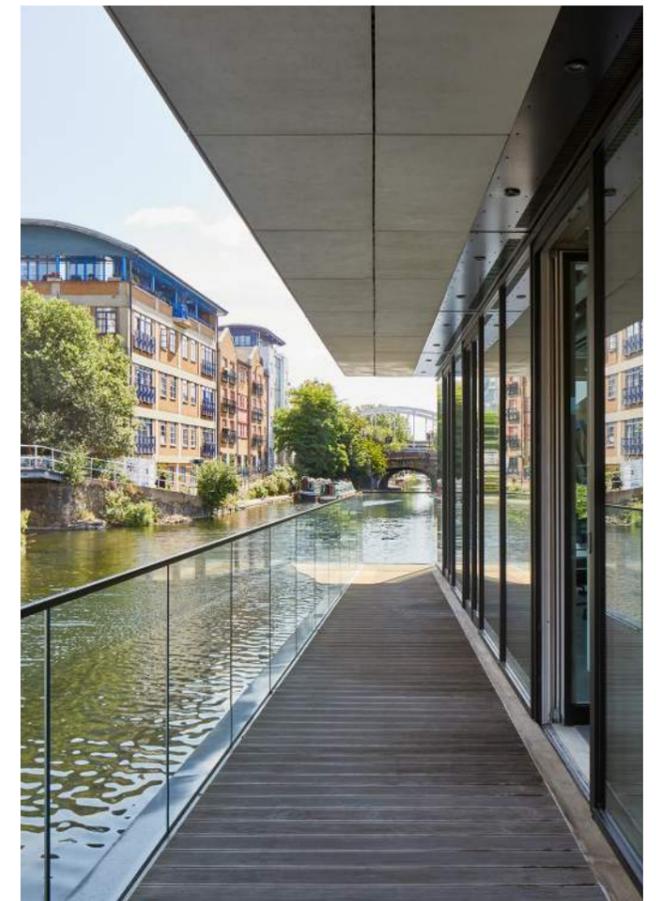
Riverside Workspace



Negotiate Level Differences



Tall Building Arrival Space

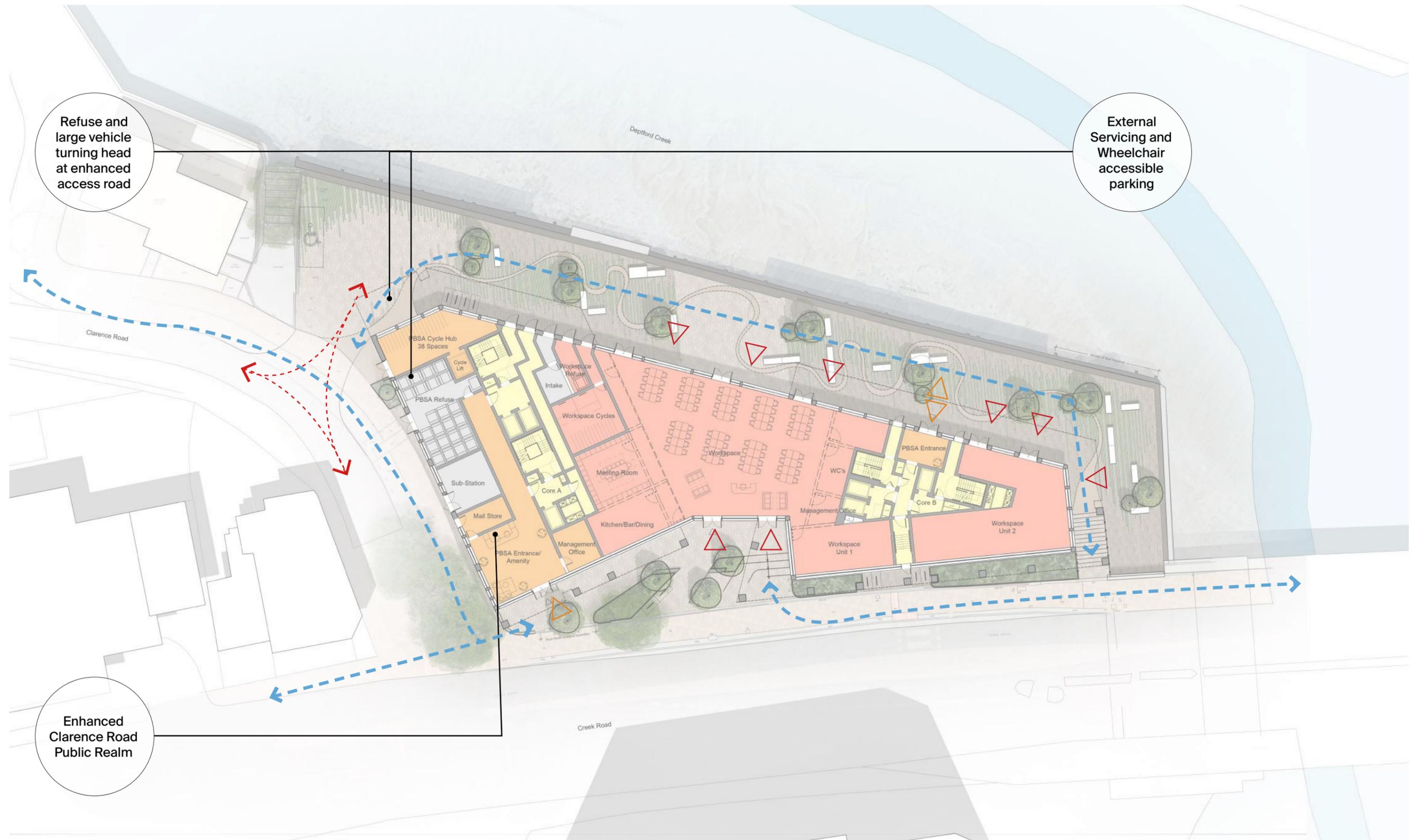


Riverside Workspace

4.7 Pedestrian Experience: Public Realm Quality Creek Side



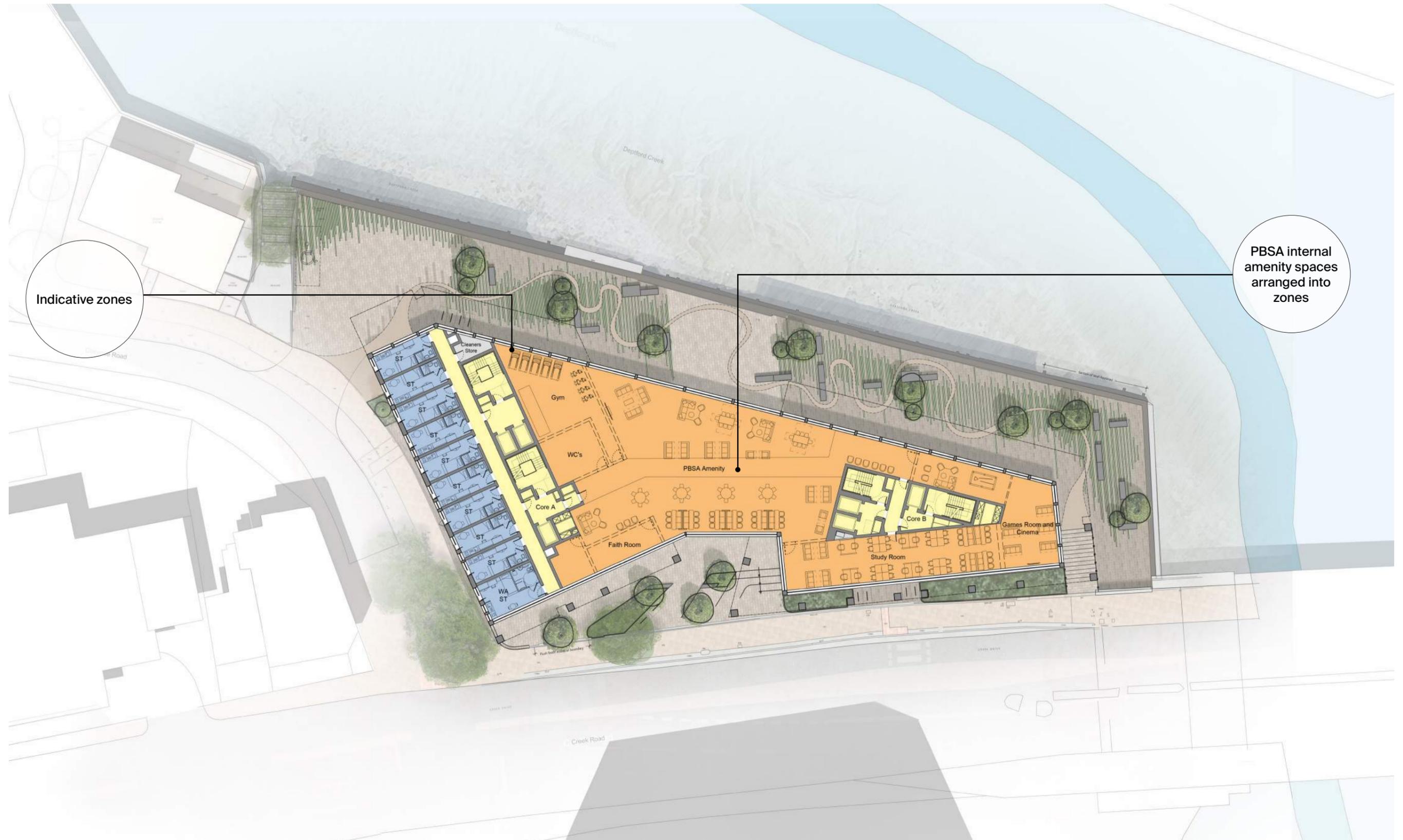
4.8 Ground Floor Servicing



- Key**
- ← - - Servicing tracking route
 - ← - - Pedestrian/Cycle Access to Public Realm Destination
 - △ Access to Workspace Lobby
 - △ Entrance/Exit for students



4.9 Proposed 1st Floor Plan



4.10 Internal Amenity Mood Board



Vibrant Amenity Spaces



Internal study amenity space



High Quality common rooms



Creative Working and Socialising Spaces



Amenity focus room

4.11 Proposed Typical Floor Plans



Proposed Typical Floor Plan (Level 02-12)



Proposed Typical Upper Floor Plan (Level 13-14)

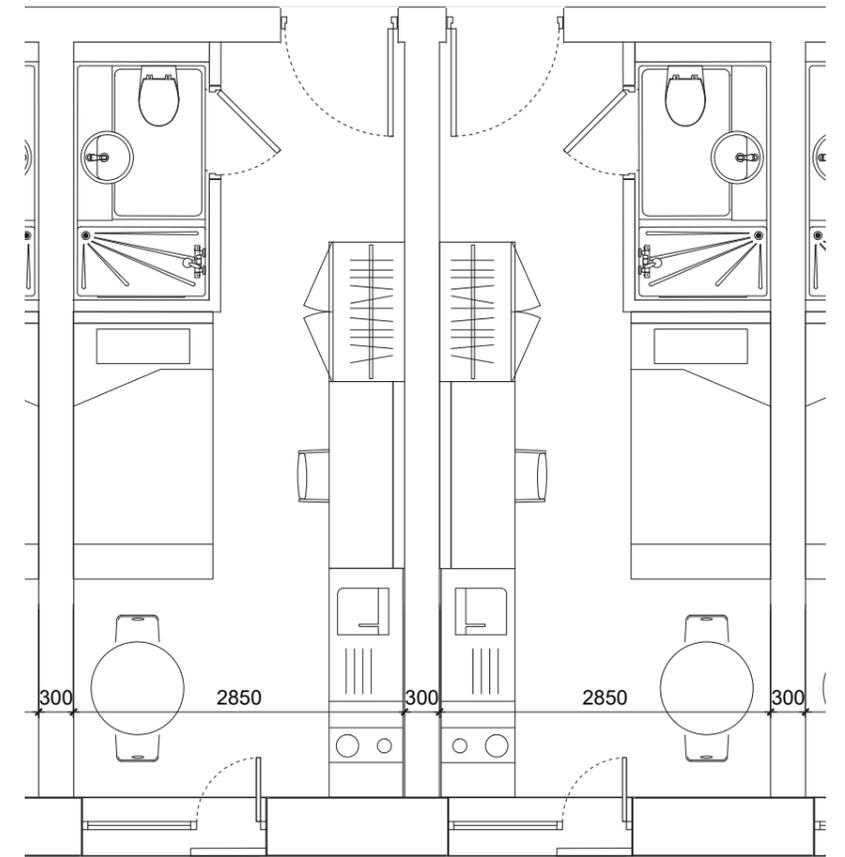
1 Typical Studio Configuration

Studio Dimensions: 2.85 x 6.5m

Studio Area: 18.5 sqm



Studio precedent image



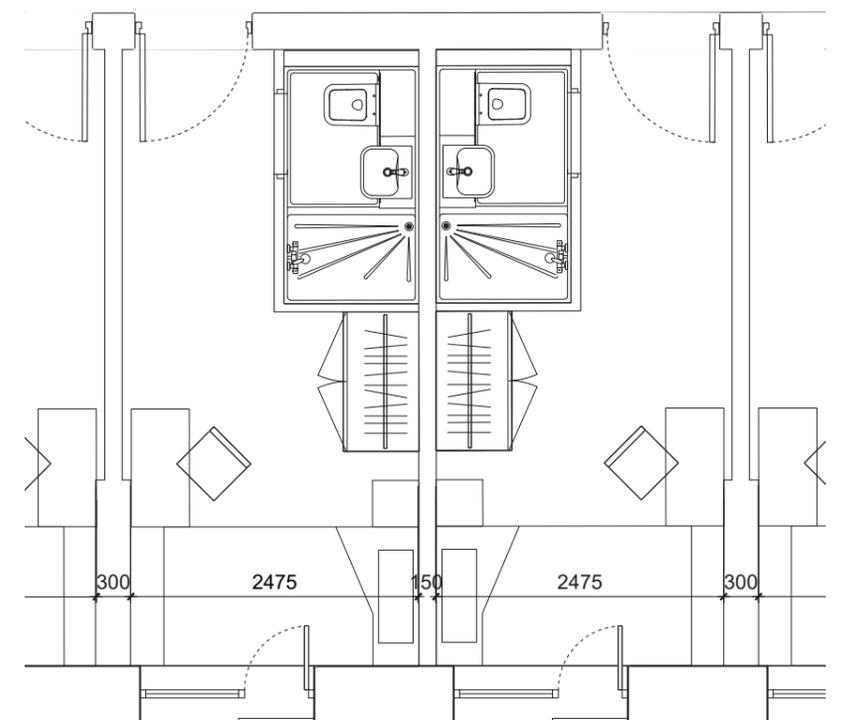
2 Typical Cluster Configuration

Studio Dimensions: 2.475 x 5.3m

Studio Area: 13.1 sqm



Cluster precedent image



4.12 Proposed Upper Floor and Roof Plans

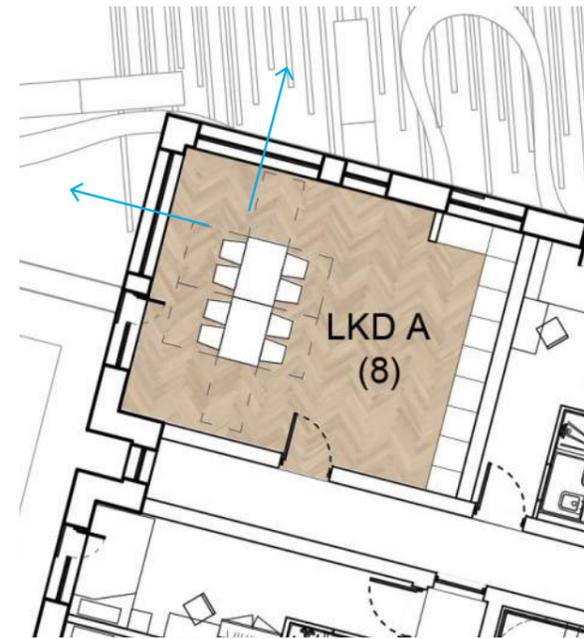


Proposed Typical Floor Plan (Level 15-18)

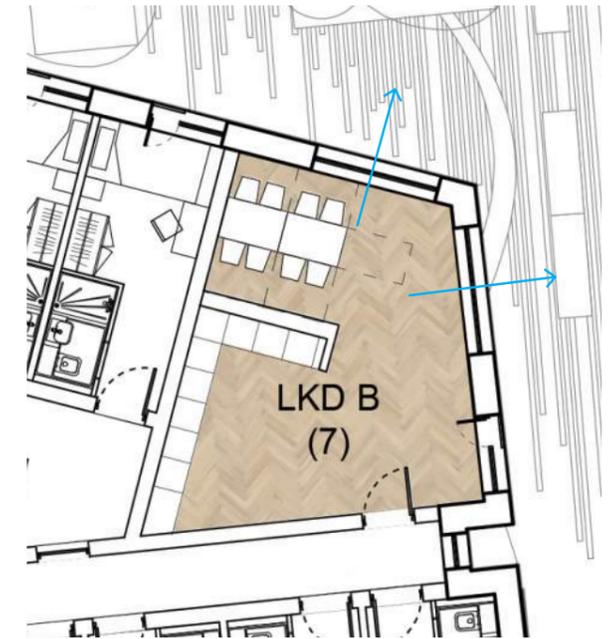


Proposed Typical Floor Plan (Level 19)

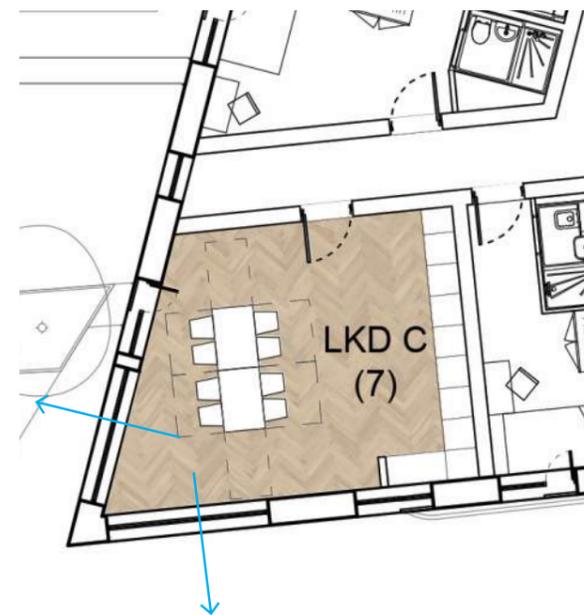
1 Typical LKD A (8) - Dual Aspect



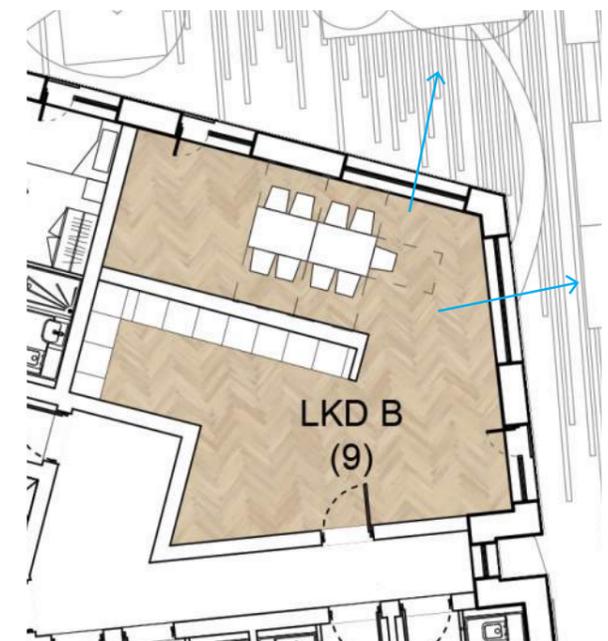
2 Typical LKD B (7) - Dual Aspect



3 Typical LKD C (7) - Dual Aspect



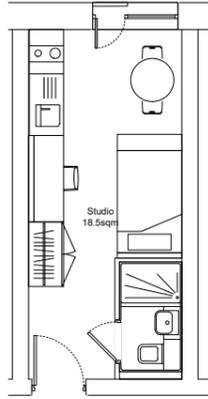
4 Typical LKD D (5) - Dual Aspect



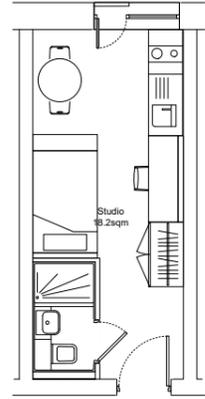
4.13 Proposed Basement Plan



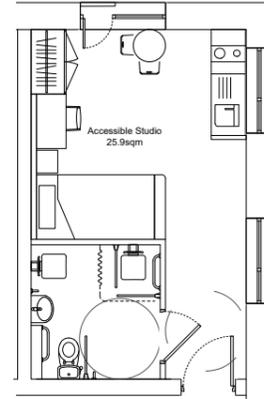
4.14 Typical Apartment Layouts



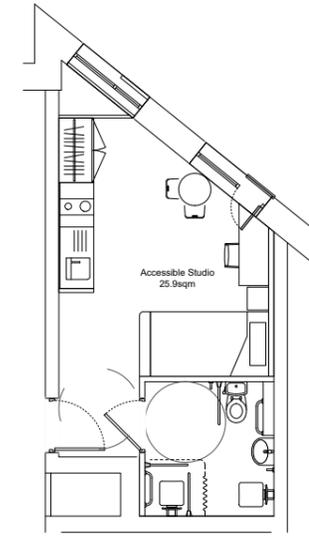
1 Proposed Studio Type A



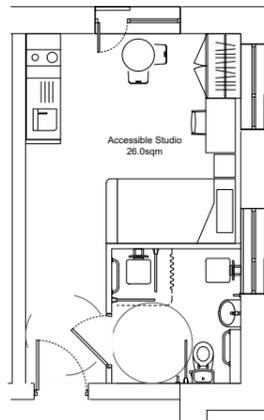
2 Proposed Studio Type A



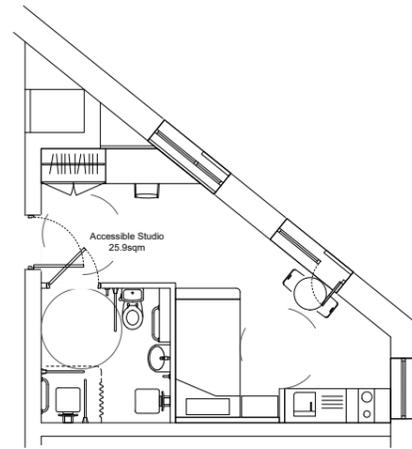
3 Proposed Accessible Studio Type A



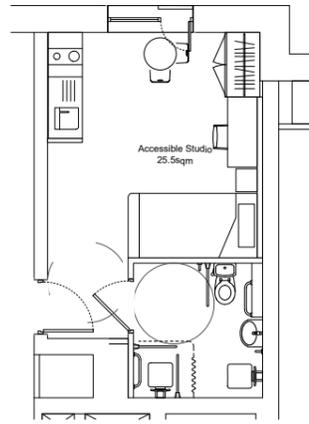
4 Proposed Accessible Studio Type B



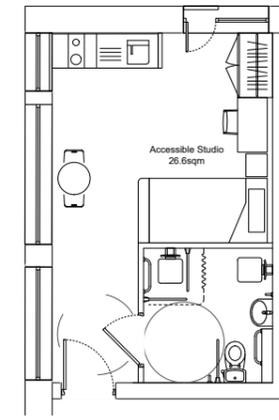
5 Proposed Accessible Studio Type C



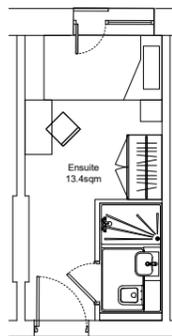
6 Proposed Accessible Studio Type D



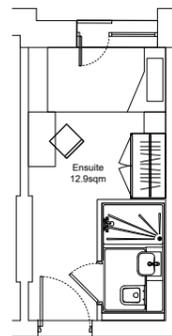
7 Proposed Accessible Studio Type E



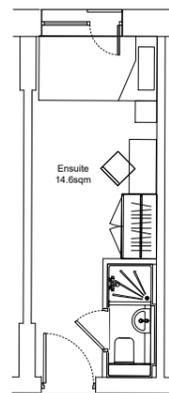
8 Proposed Accessible Studio Type F



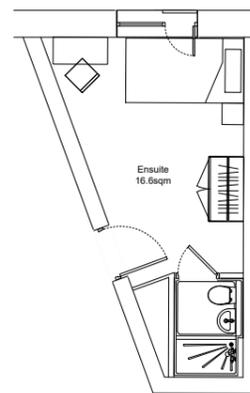
9 Proposed Cluster Type A



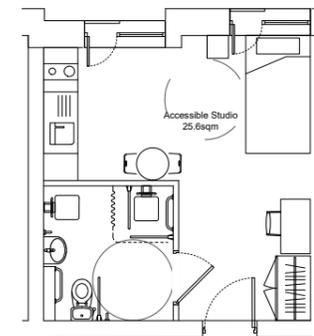
10 Proposed Cluster Type B



11 Proposed Cluster Type C



12 Proposed Cluster Type D

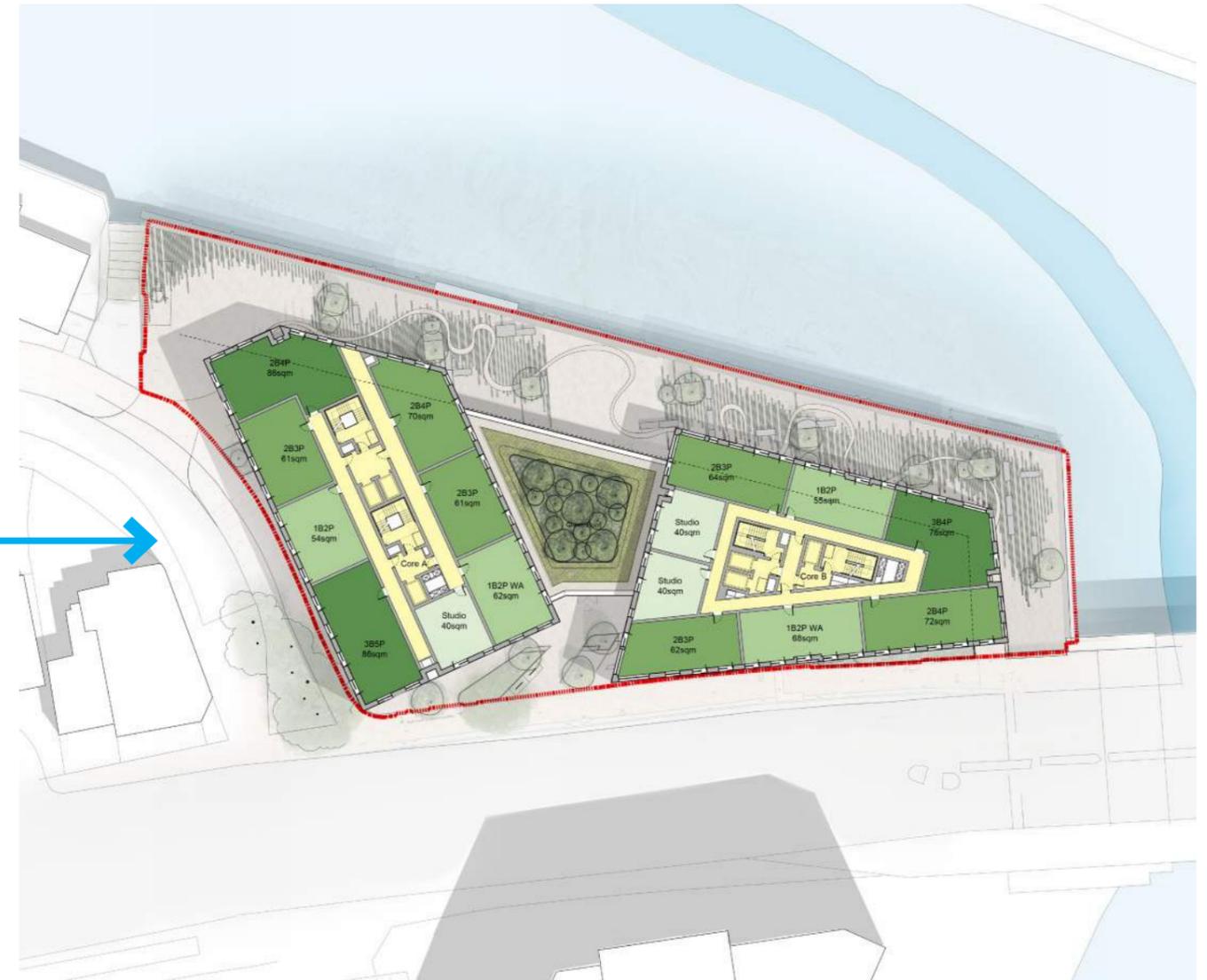


13 Proposed Accessible Studio Type G

4.16 Futureproofing Plan



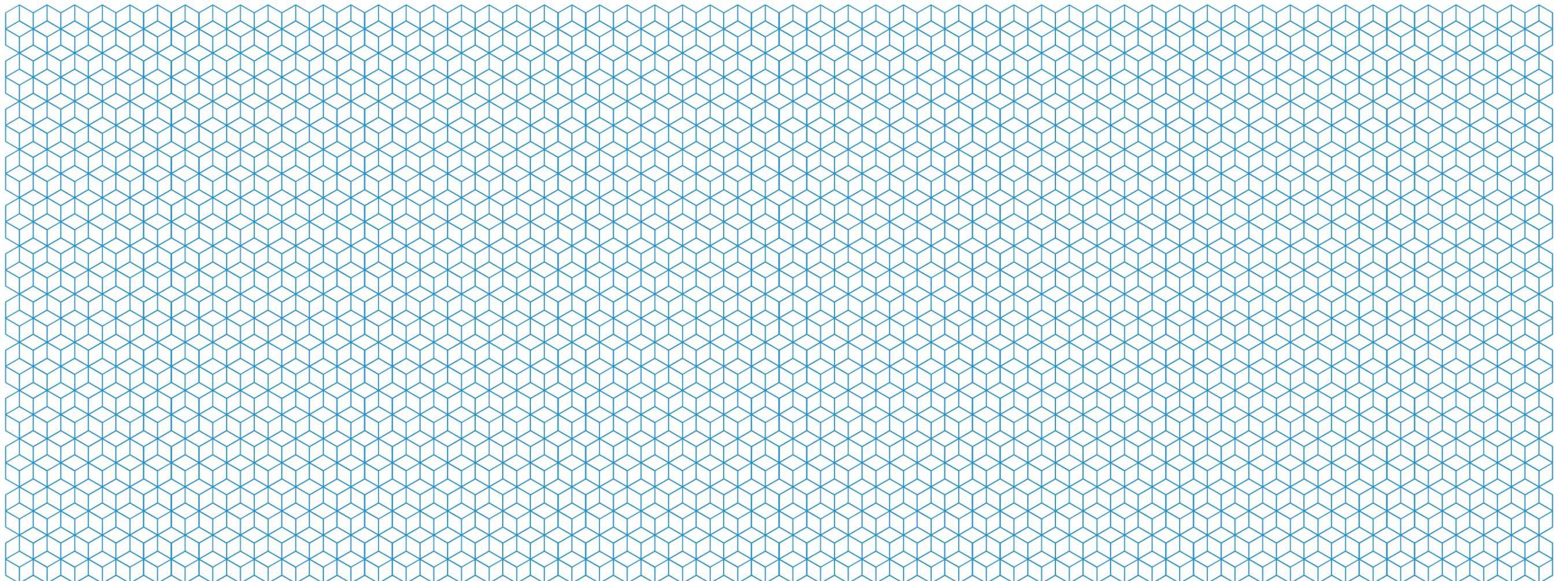
Proposed Typical Floor Plan - PBSA



Future-proof Typical Floor Plan - Residential

5.0

Appearance



5.1 Architectural Appearance Mood Board



Brick frame that reflects uses behind



Expressed detailing to windows and banding



Simple Ordered Elevational Treatment



Waterfront towers and podium - Base Middle Top

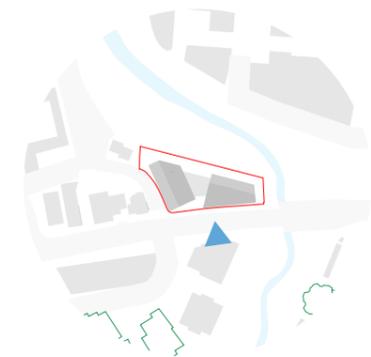
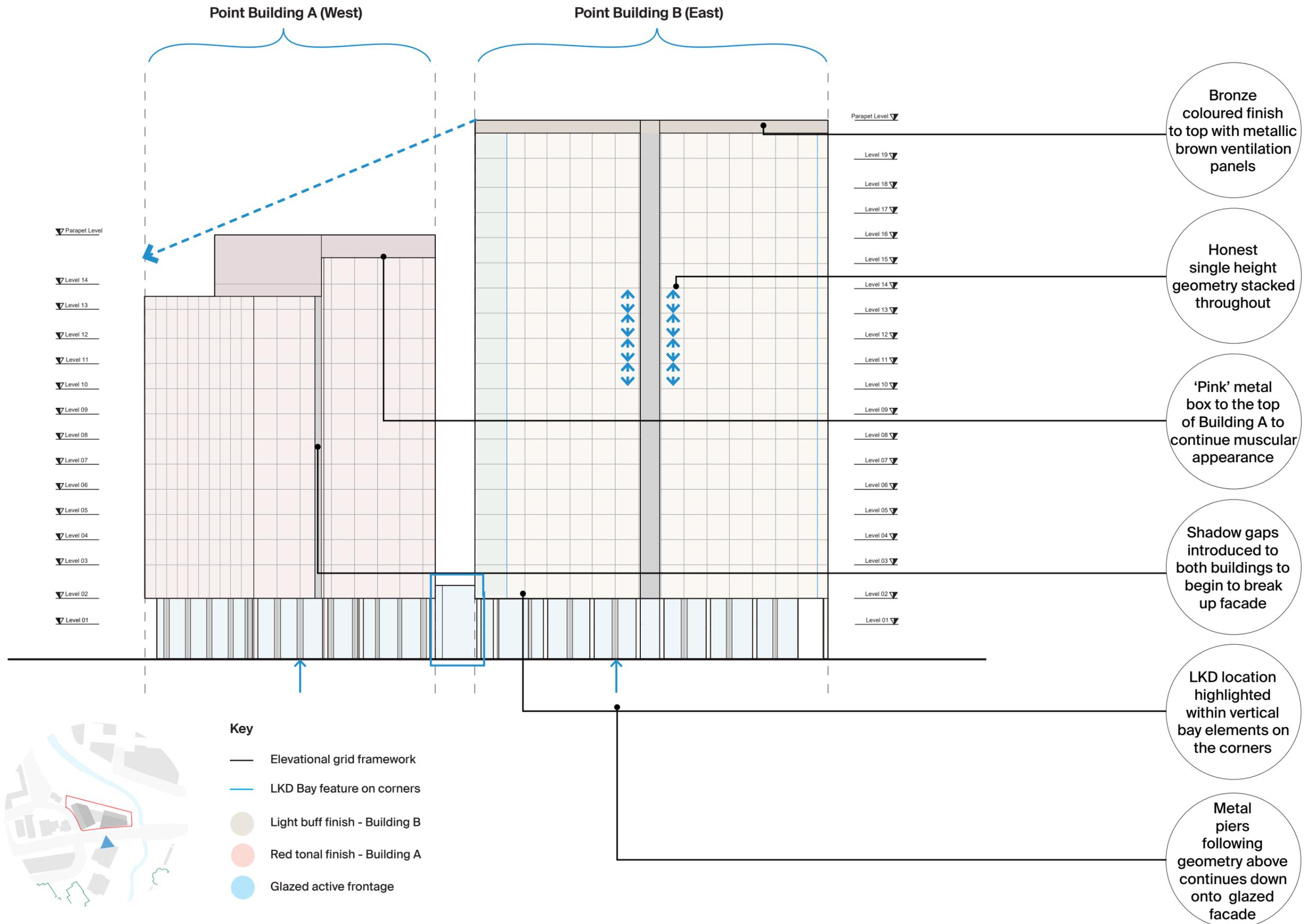


Rigorous and honest approach

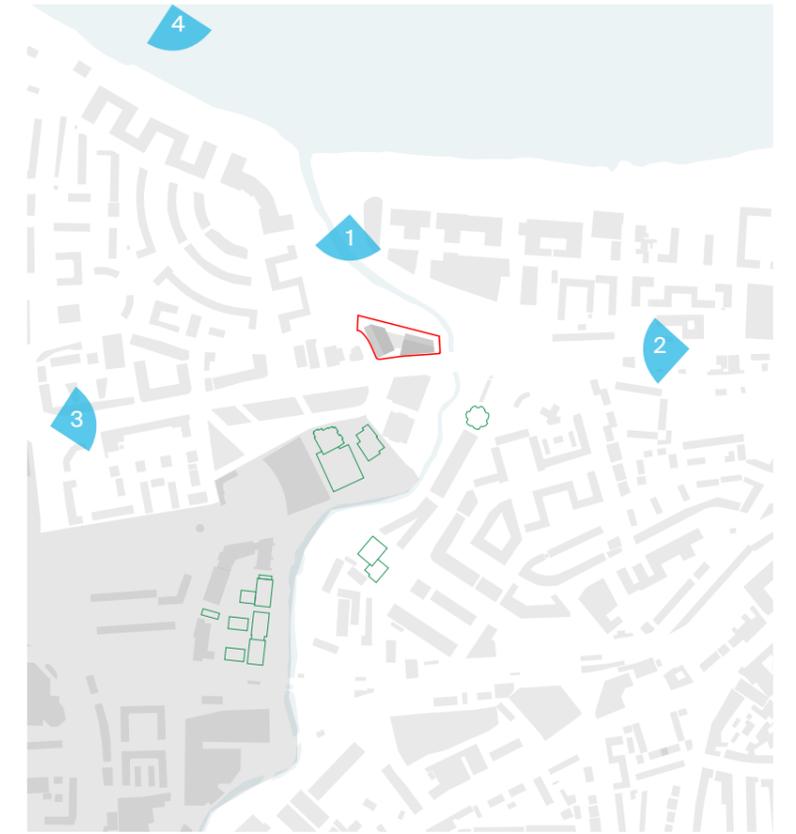
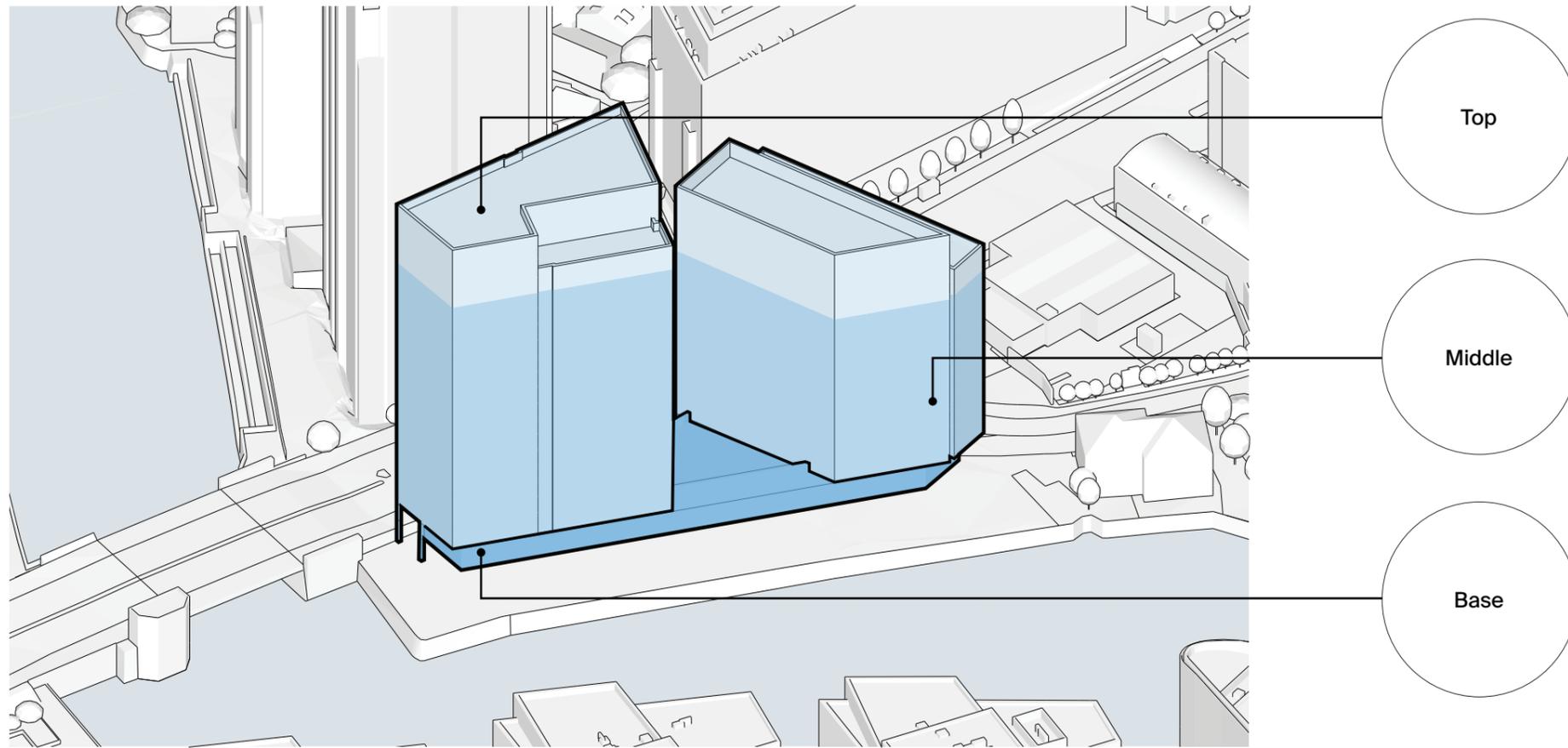


Riverside integrated

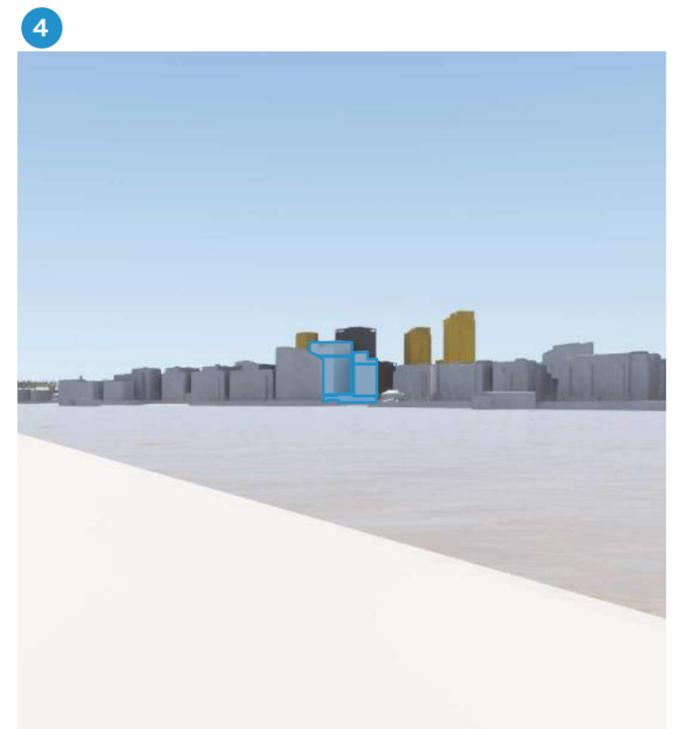
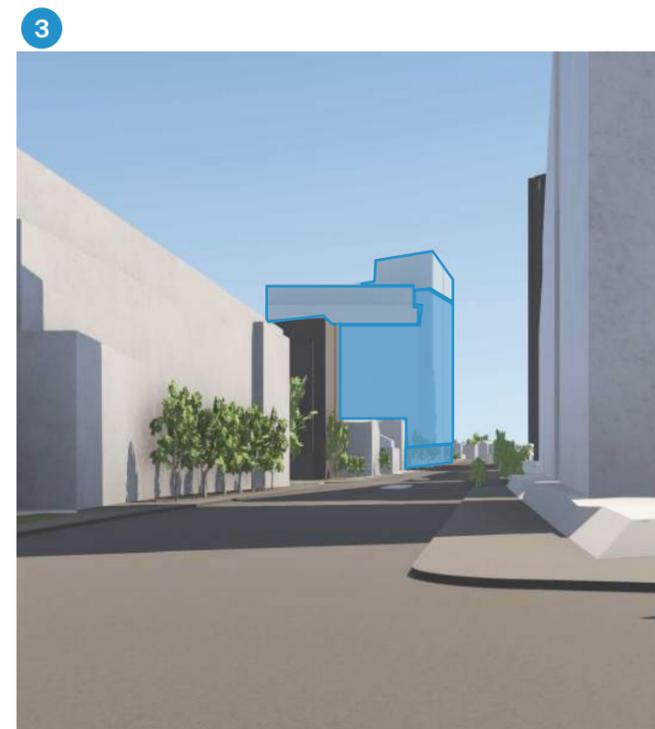
5.2 Developed Elevation Refinement



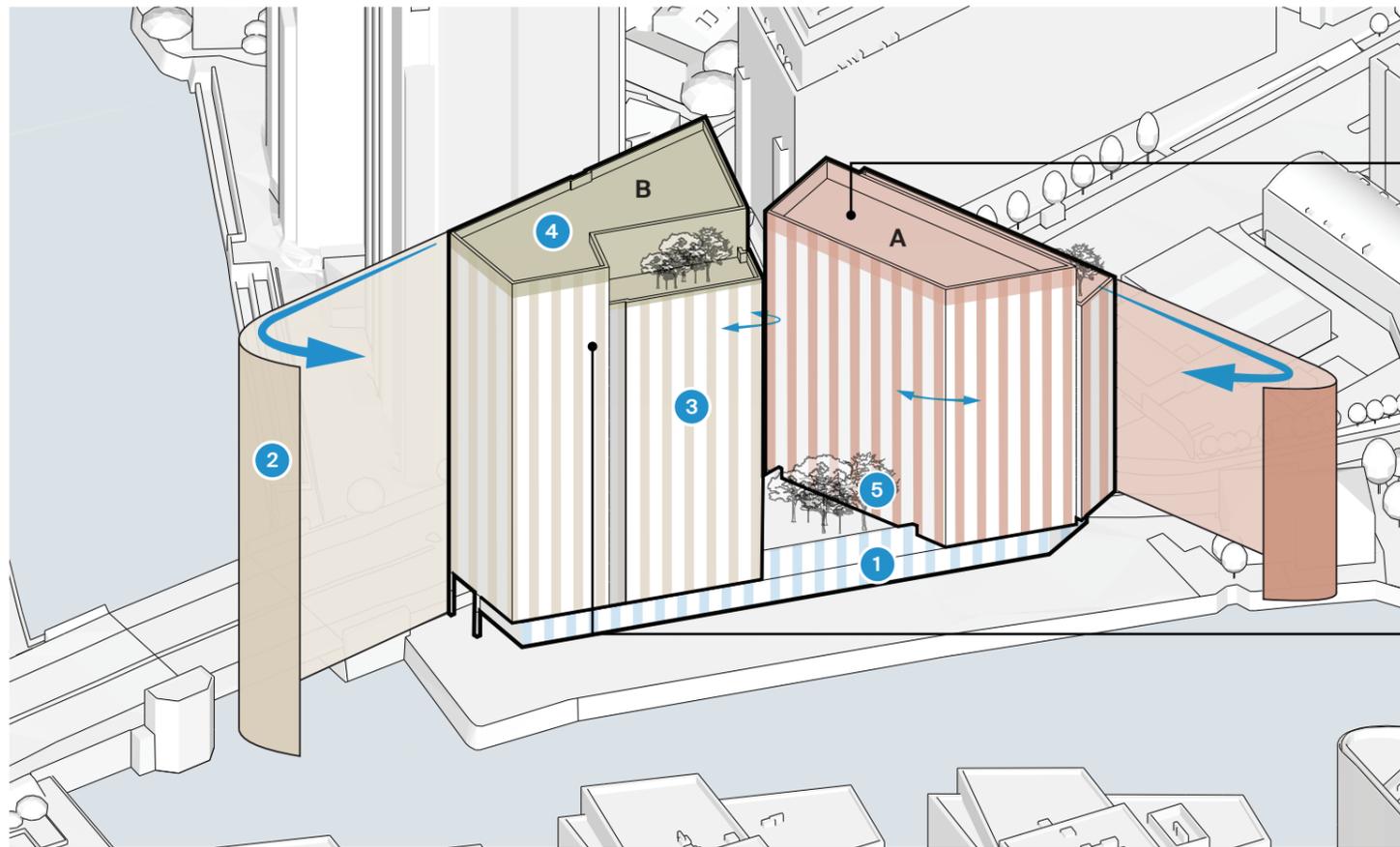
5.3 Facade Strategy



Key View Locations



5.4 Elevation Materiality and Context

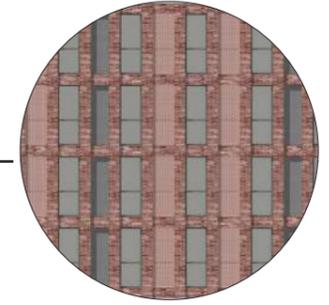
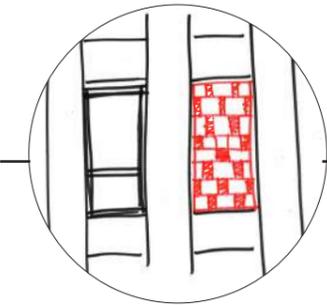


Contextual Brick Colour Families



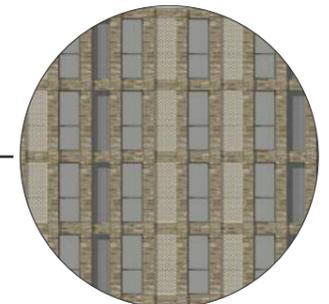
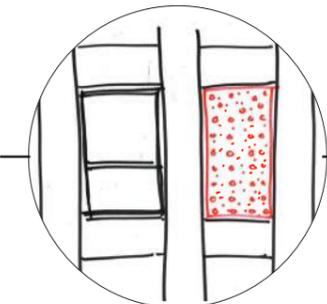
- Buff Brick
- Red Brick
- Context

Point Building
A (West)



Building A - Hit and miss brick panel

Point Building
B (East)



Building B - Perforated metal panel

Following the point building concept, the proposed towers are chiselled away from each other to provide their own identity and give dialogue to one another. The smaller building responds to the wider internal programme of the studio layout. This is shown in the muscular form which is characterised in a darker tone to anchor the building. Meanwhile the taller building contains the slender ensuite rooms and is characterised in a softer, lighter brick tone.

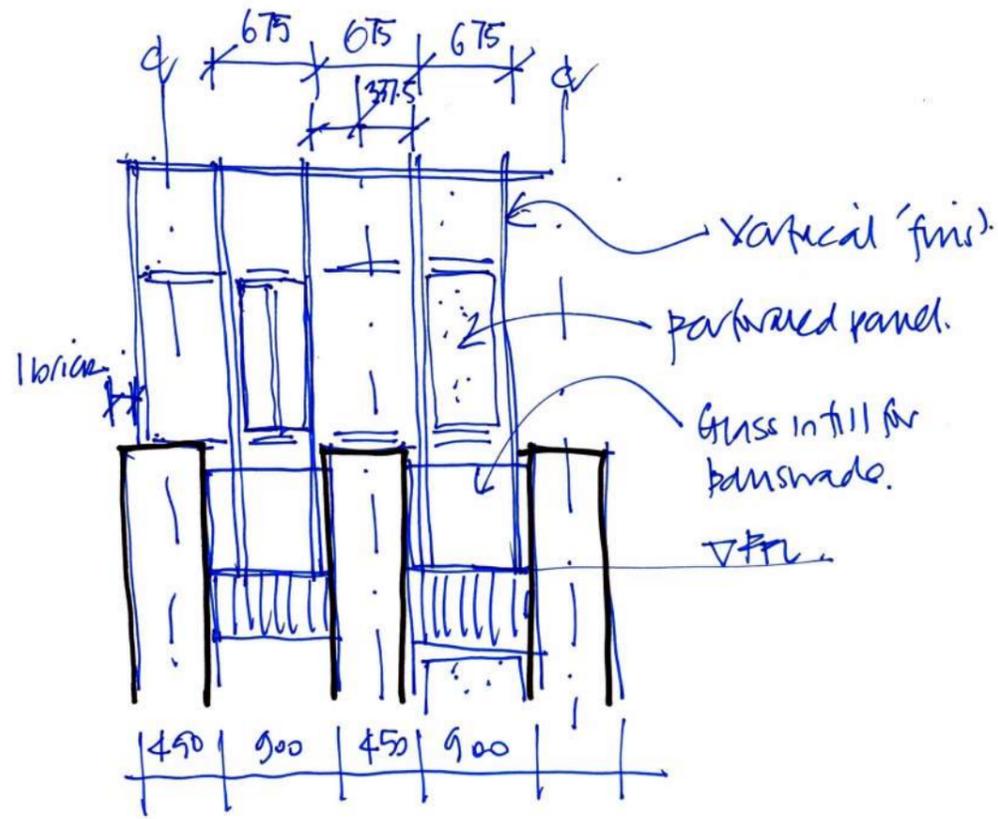
Although different in identity the fundamental elevation treatment remains consistent, as outlined in the steps to the right.

Key

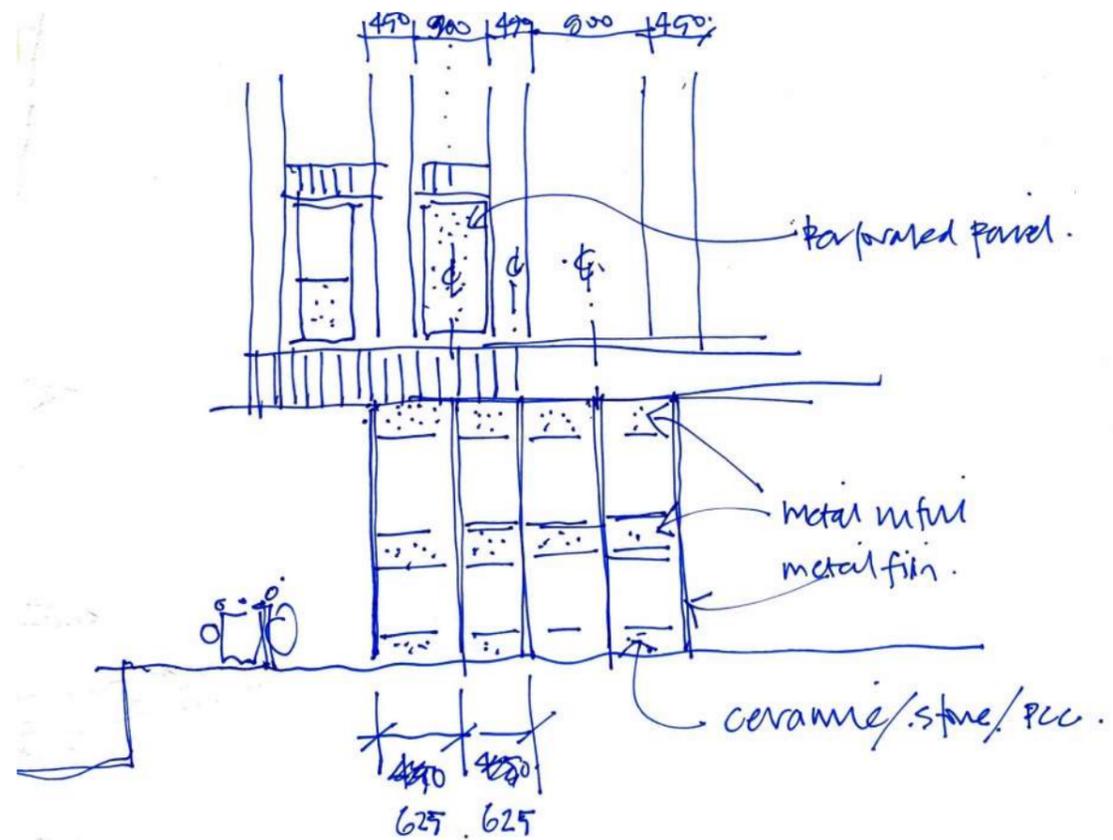
- Red brickwork
- Buff brickwork
- Elevation Top Articulation
- Extent of base

- 1 Lightweight double-height active frontage base with brick columns to provide weightlessness on the Creekside and anchored stability to Creek Road.
- 2 The two point building are wrapped in buff and red brick tones. Wrapping each building in a consistent treatment provides a sculptural finish which is consistent from any view.
- 3 Vertical components are exaggerated within the sculptural form. These vertical elements are aligned to the shoulder blocks for clear delineation of elements and masses.
- 4 The top of the building is articulated to bookend the sculptural forms. A pink and bronze coloured metal top to building A and B respectively provides a reflective grandeur to the top.
- 5 The landscape proposal integrated within the design to provide vast greenery and biodiversity to the site

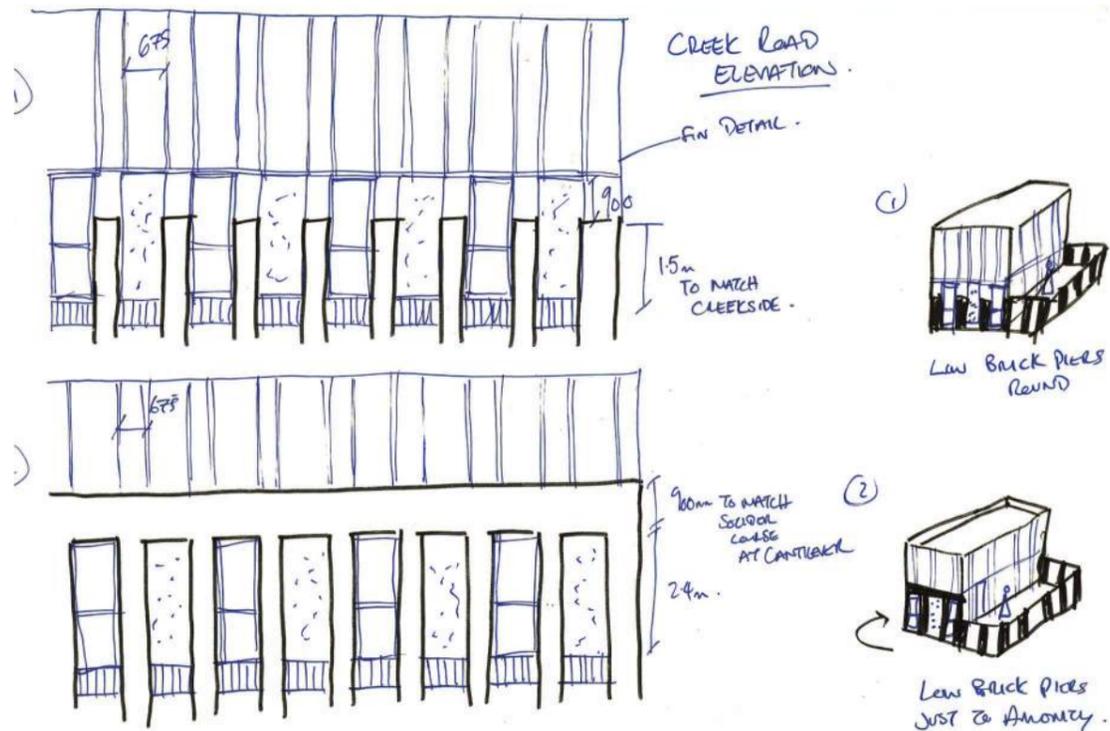
5.5 Elevation Top, Middle, Base Sketch Development



Low Brick Pier External Amenity Sketch Setting Out

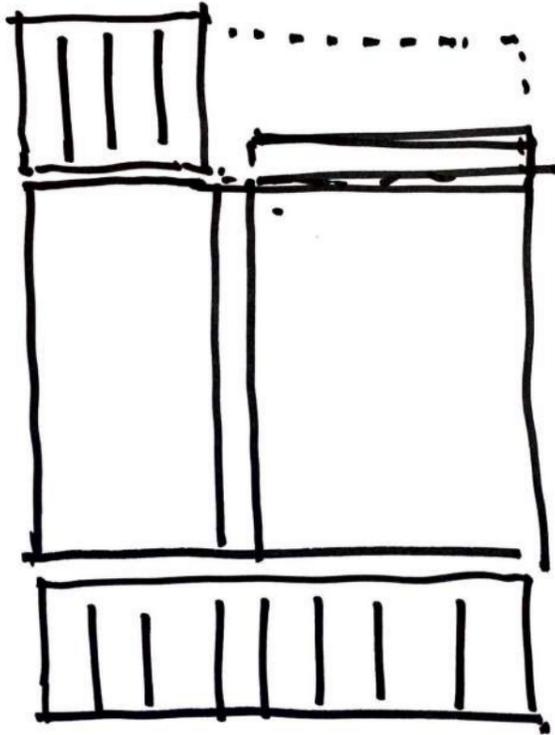


Riverside Base Cantilever Sketch Setting Out

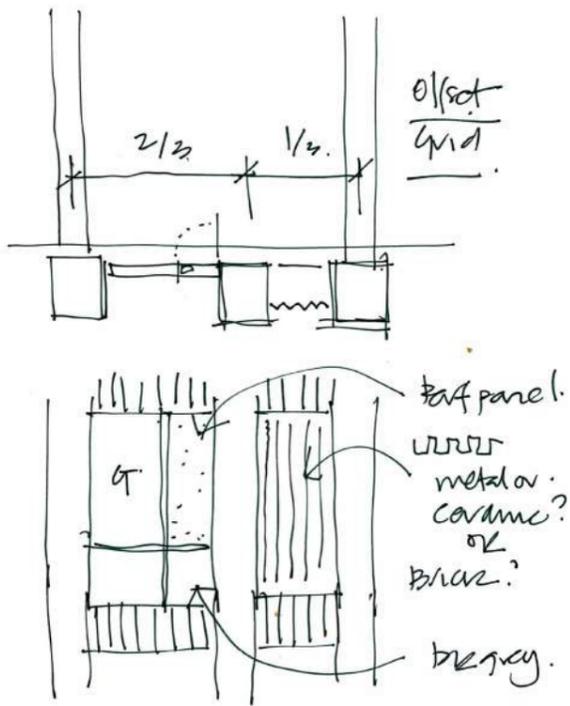


Exploration of Roof Articulation in Sketches

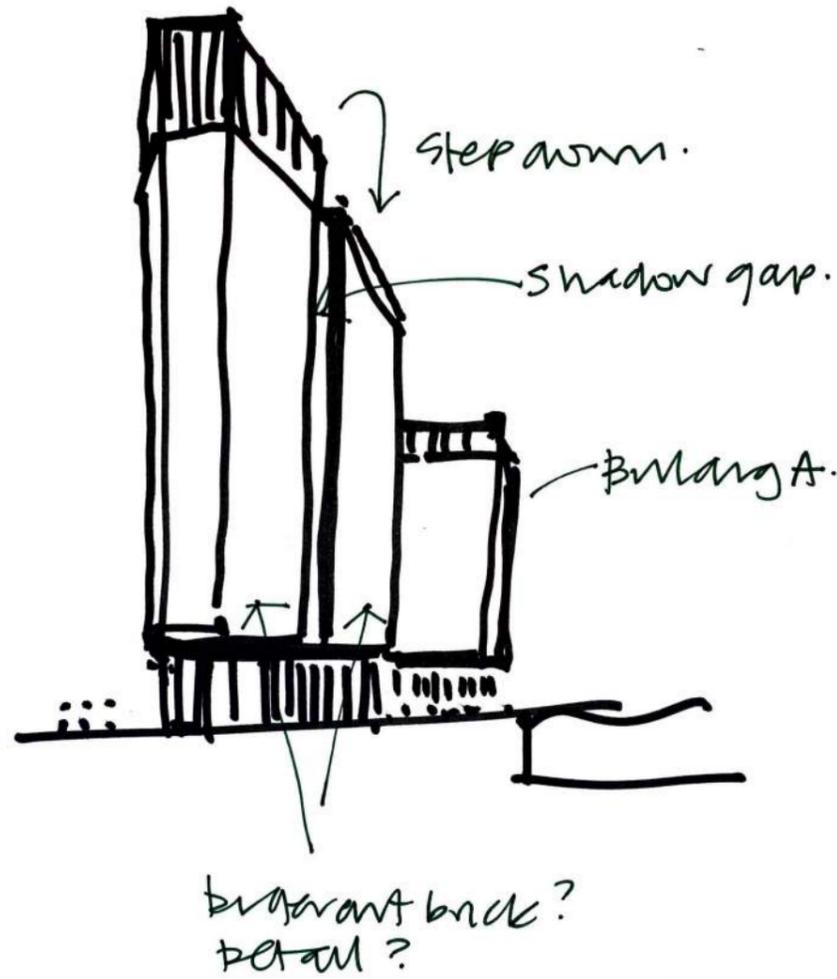
5.6 Elevation and Massing Strategy Sketches



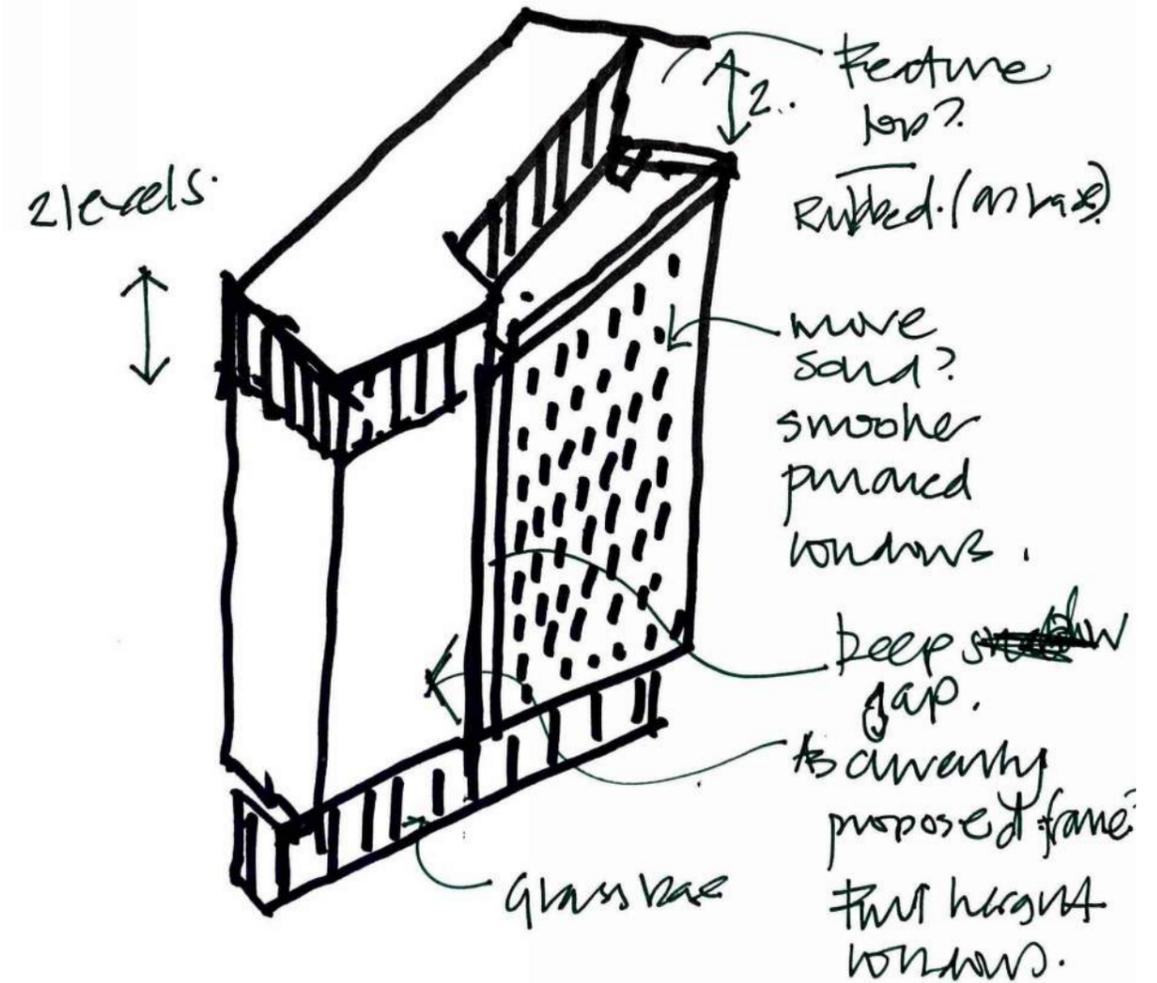
Creekside Elevation Top Middle Base Sketch



Typical Elevation Bay Sketch detail

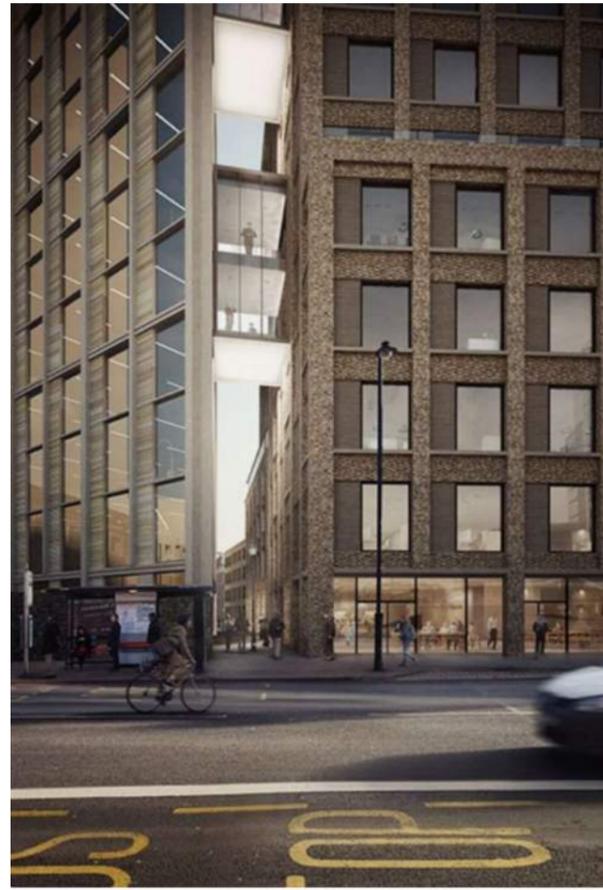
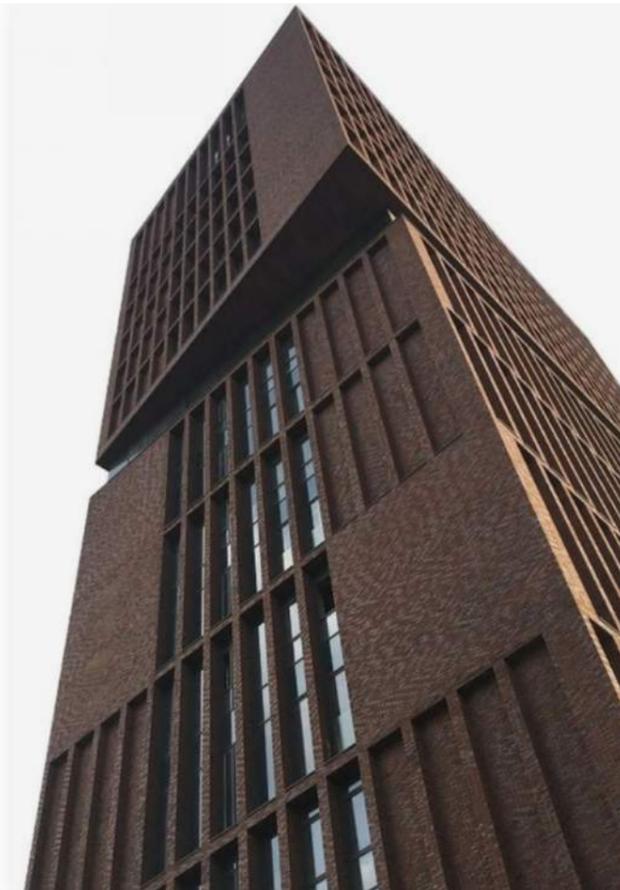
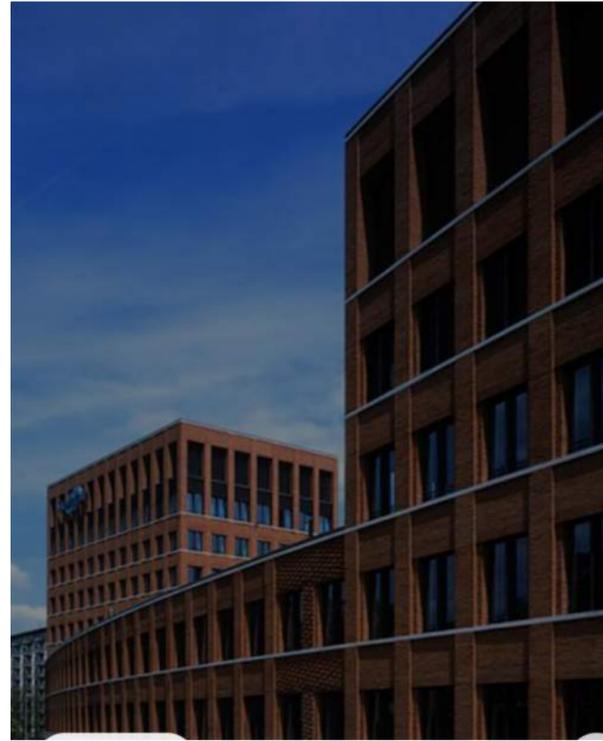


Building B Massing Articulation Sketches

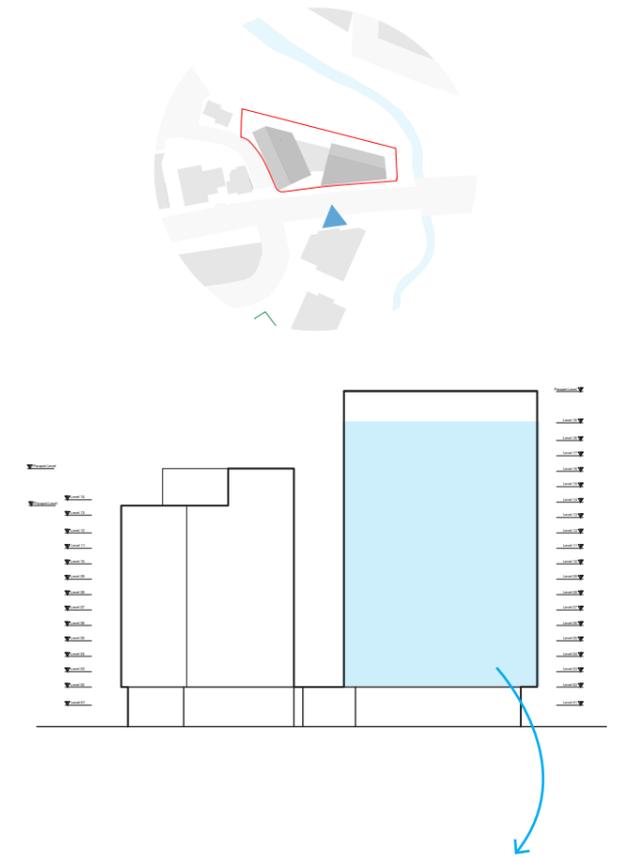
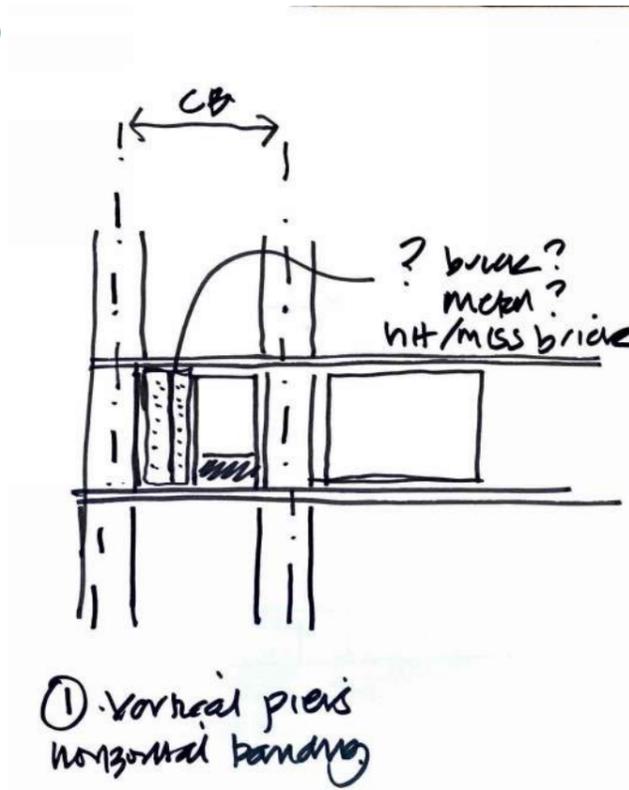


5.7 Option Testing Middle: Option 01 - Mood Board and Sketches

1

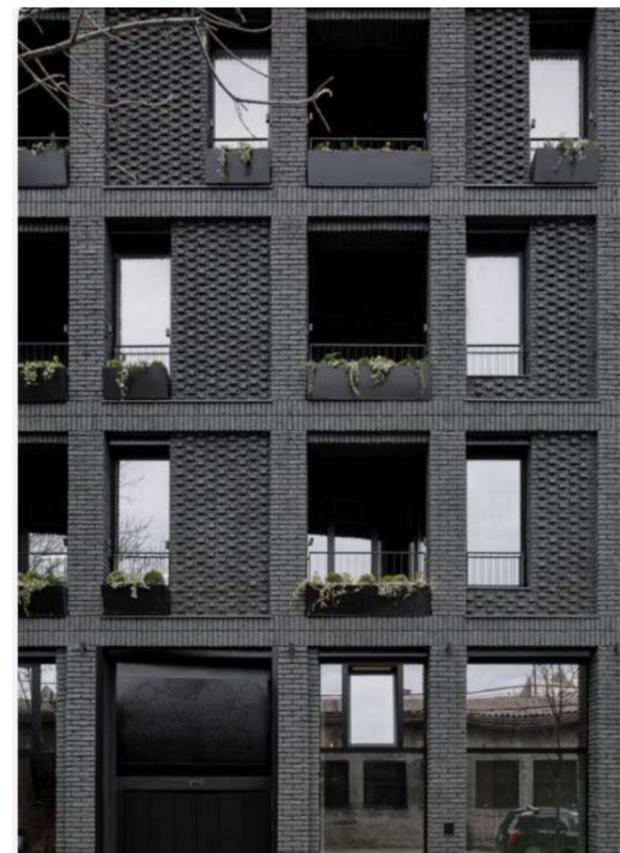


1

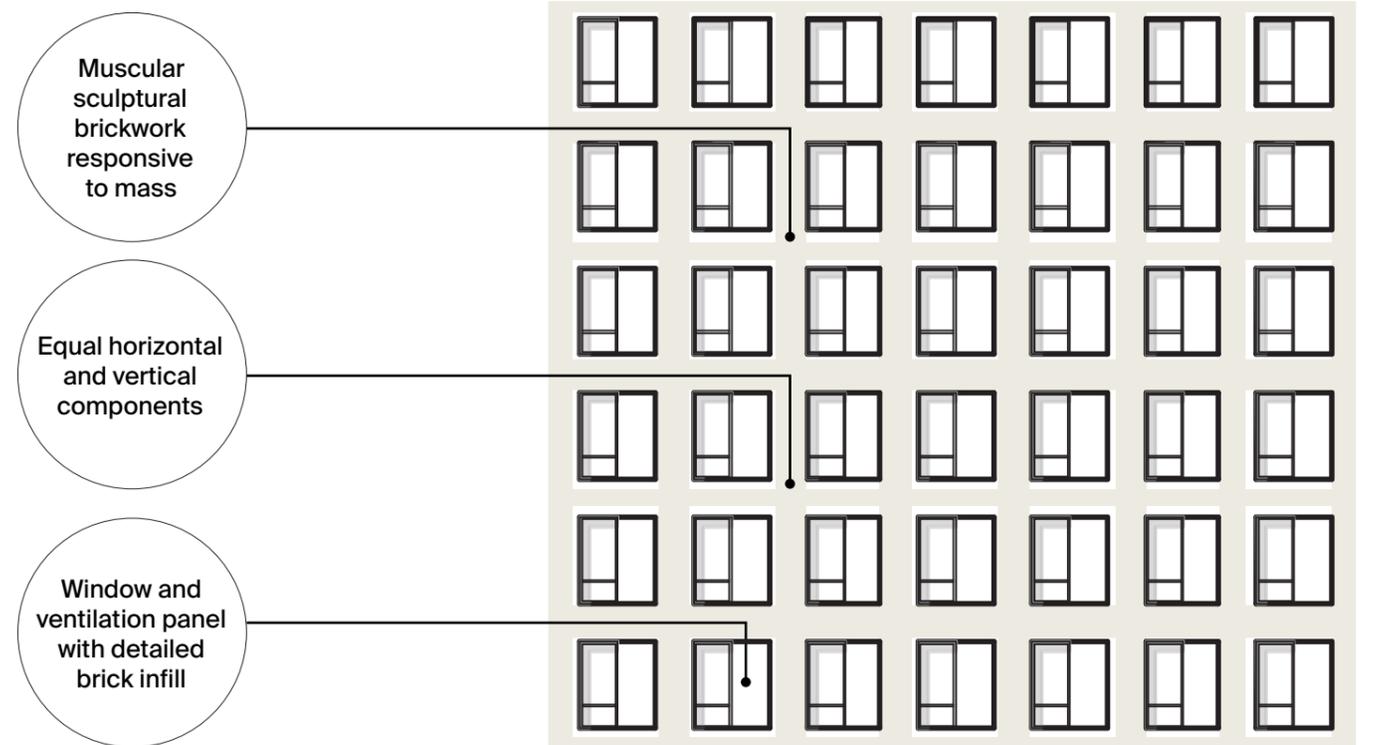
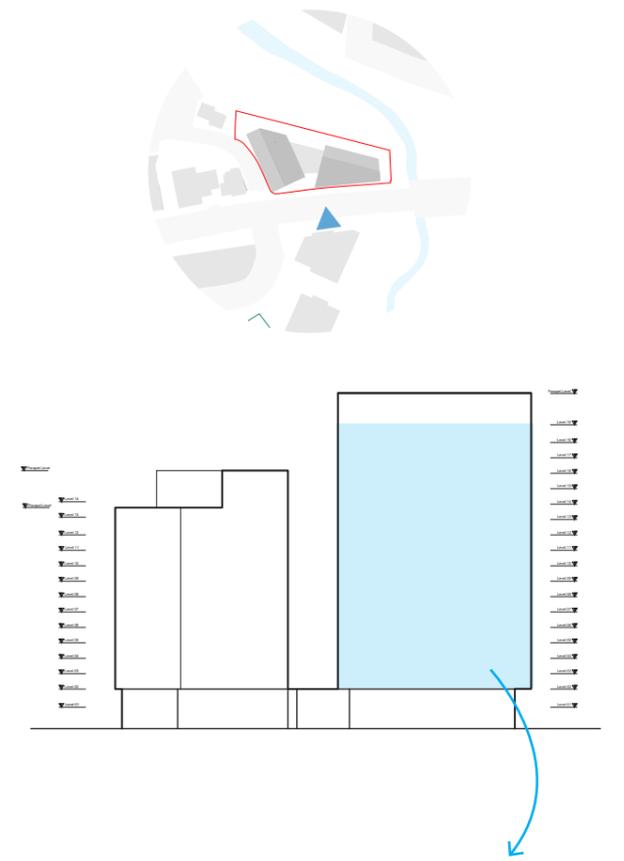
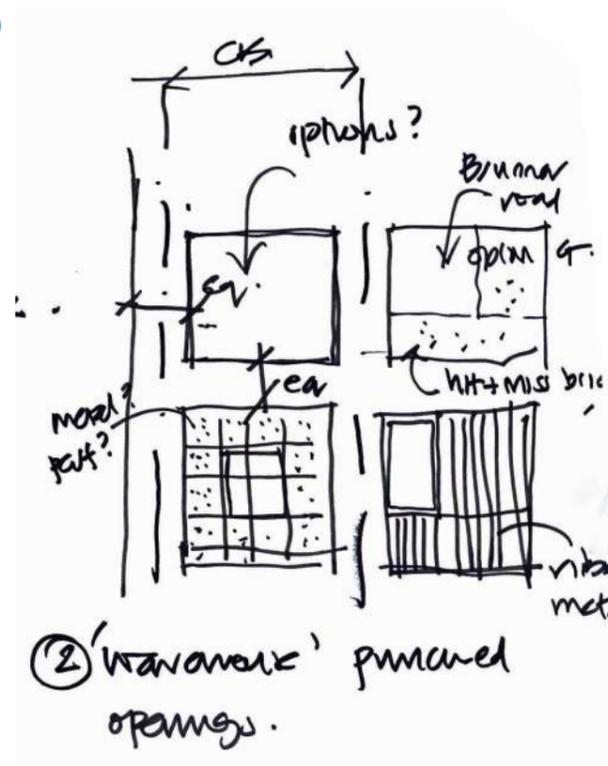


5.8 Option Testing Middle: Option 02 - Mood Board and Sketches

2



2

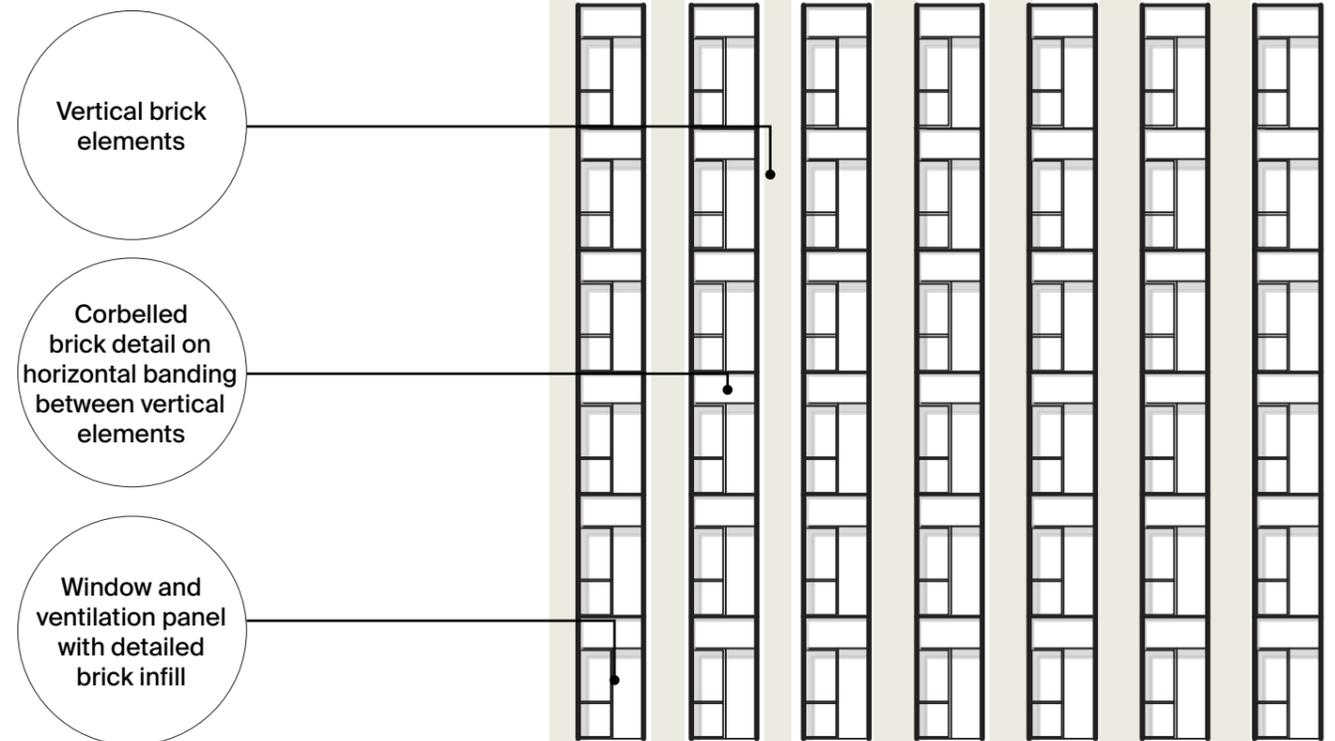
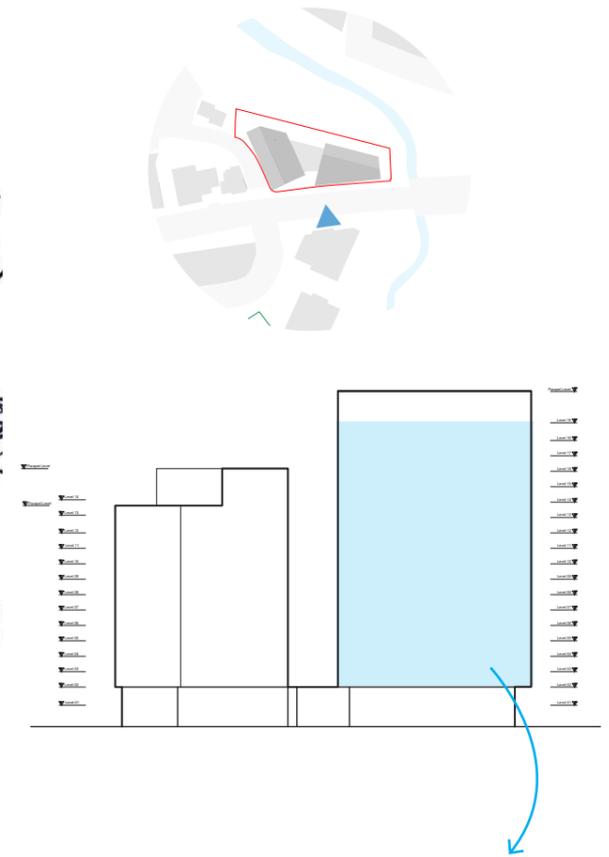
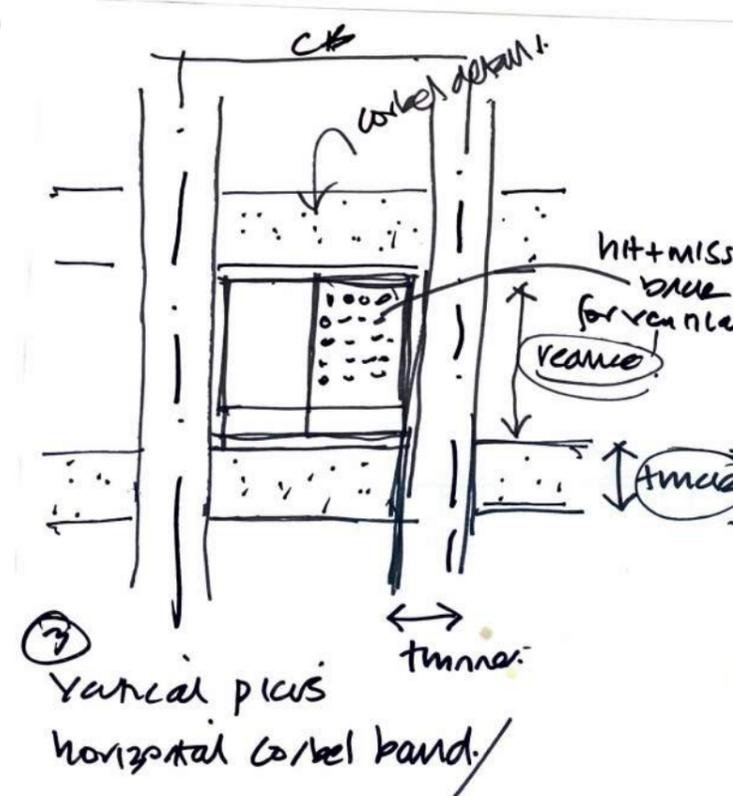


5.9 Option Testing Middle: Option 03 - Mood Board and Sketches

3

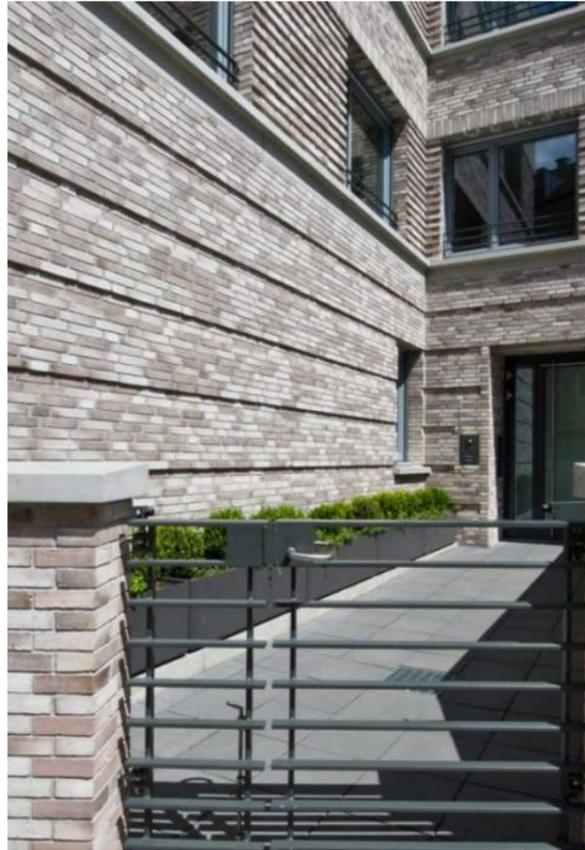


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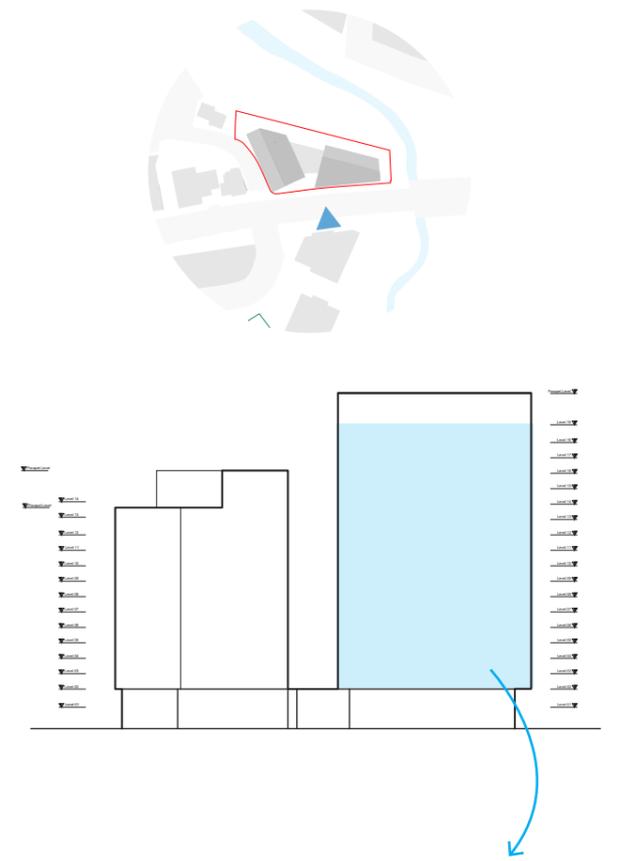
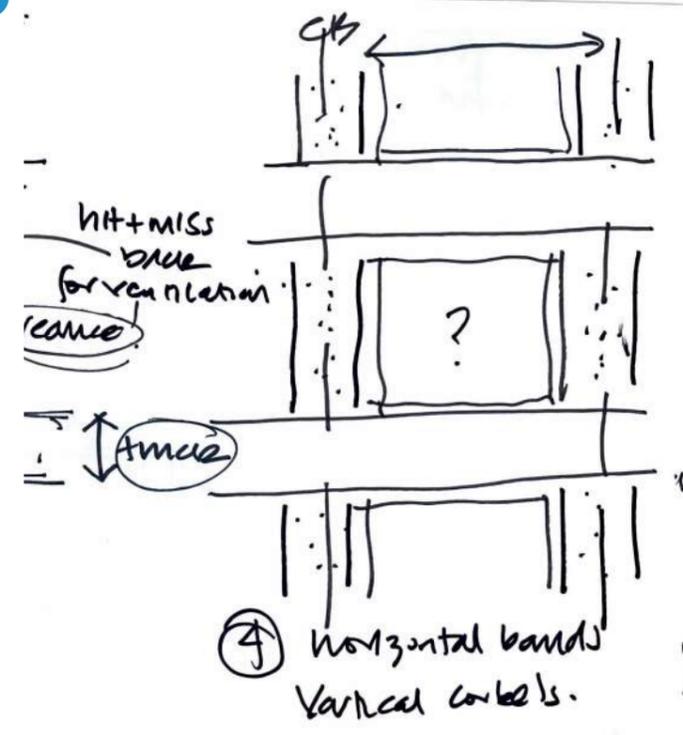


5.10 Option Testing Middle: Option 04 - Mood Board and Sketches

4



4

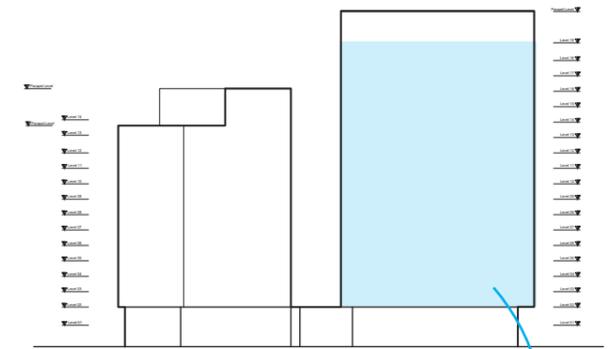
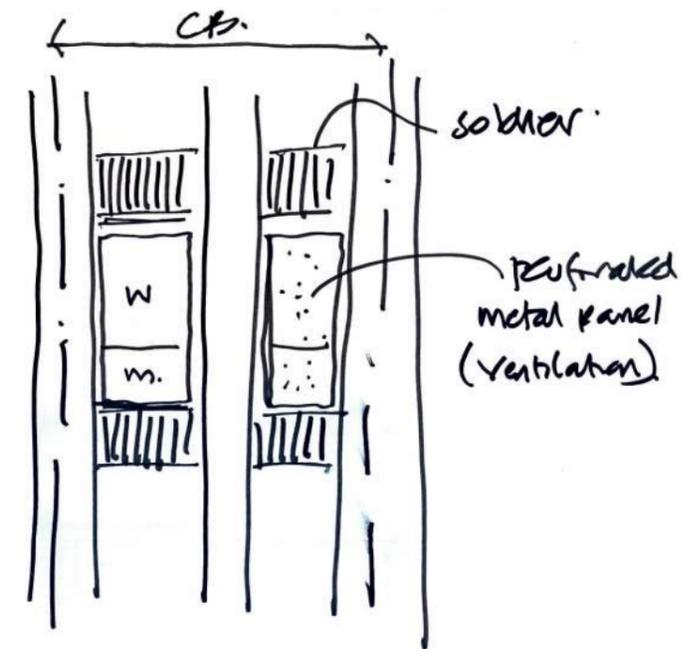


5.11 Option Testing Middle: Option 05 - Mood Board and Sketches

5



5



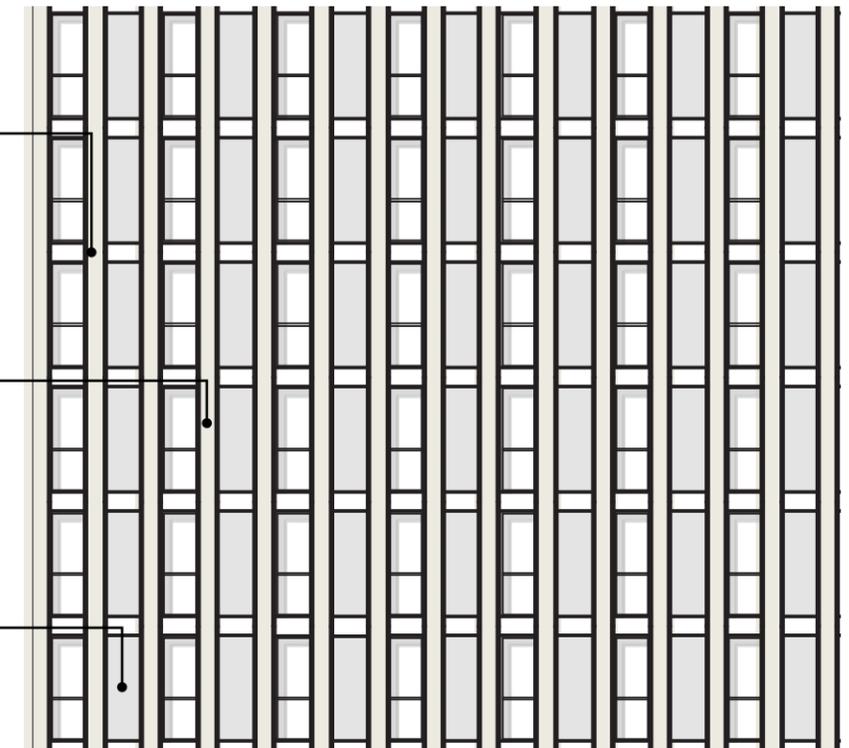
⑤ Condensed vertical plans.



Cluster bed with window panel and ventilation panel

Vertical brick elements doubled across clusters

Ventilation panel detail separate from window



5.12 Bay Elevation Testing

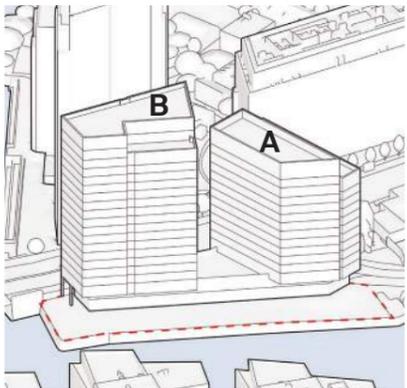
Initial facade testing began with highlighting key features that the team had identified through precedents to the concept and programme of the proposal.

The below precedents show the strong vertical component grouping within the facade that was applied to the sketches shown on the right.

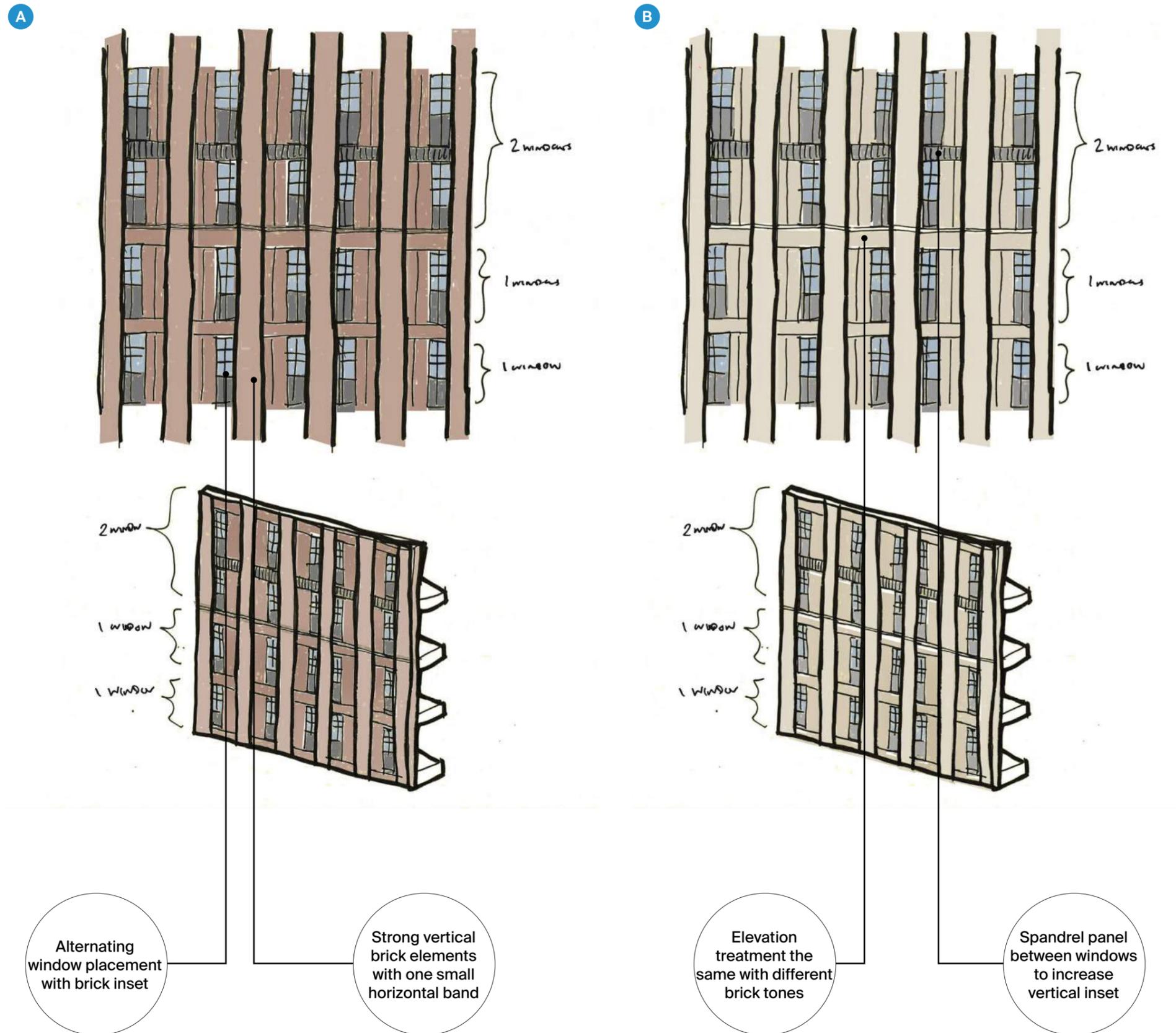
The two buildings although different in programme were to be designed to have a similar character to one another with a tonal difference. One lighter and delicate the other darker to anchor the scheme.



Key

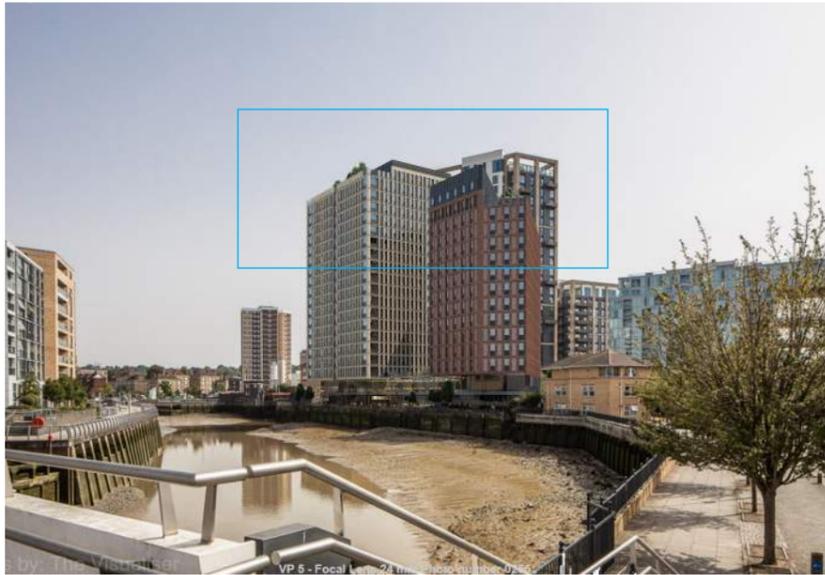


- Dark tonal brickwork
- Light tonal brickwork

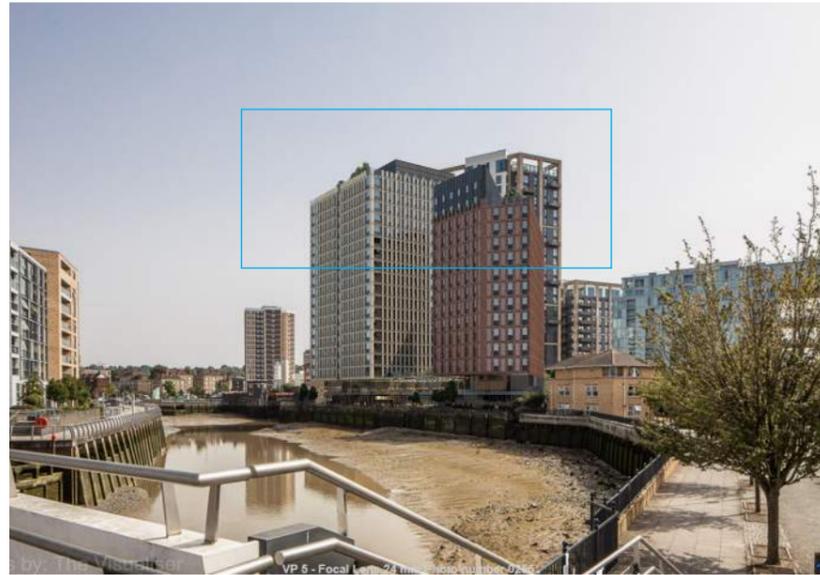


5.13 Option Testing Top: Option 01-03 - Roof Articulation

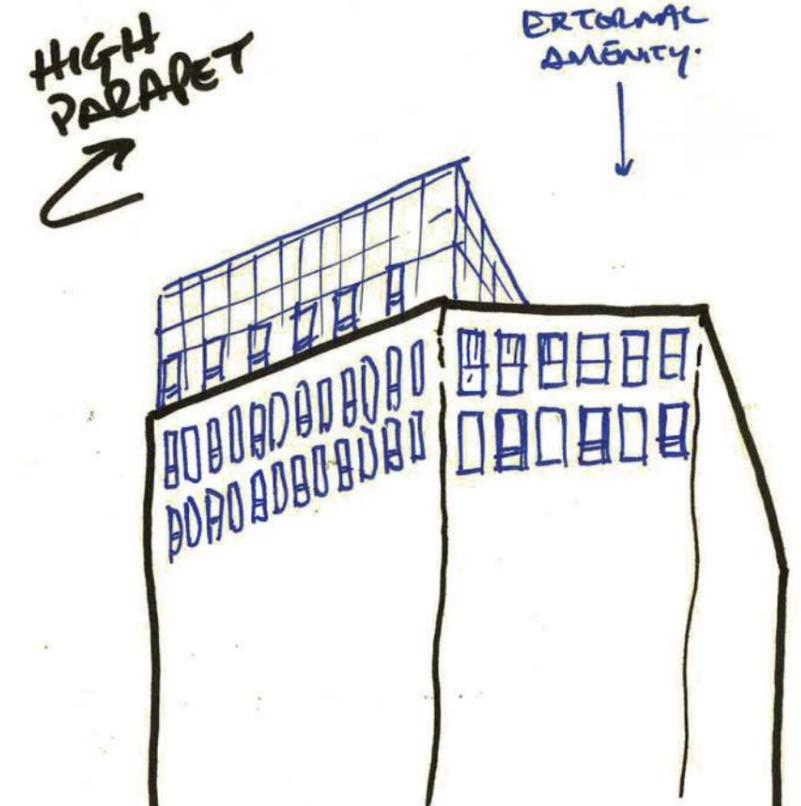
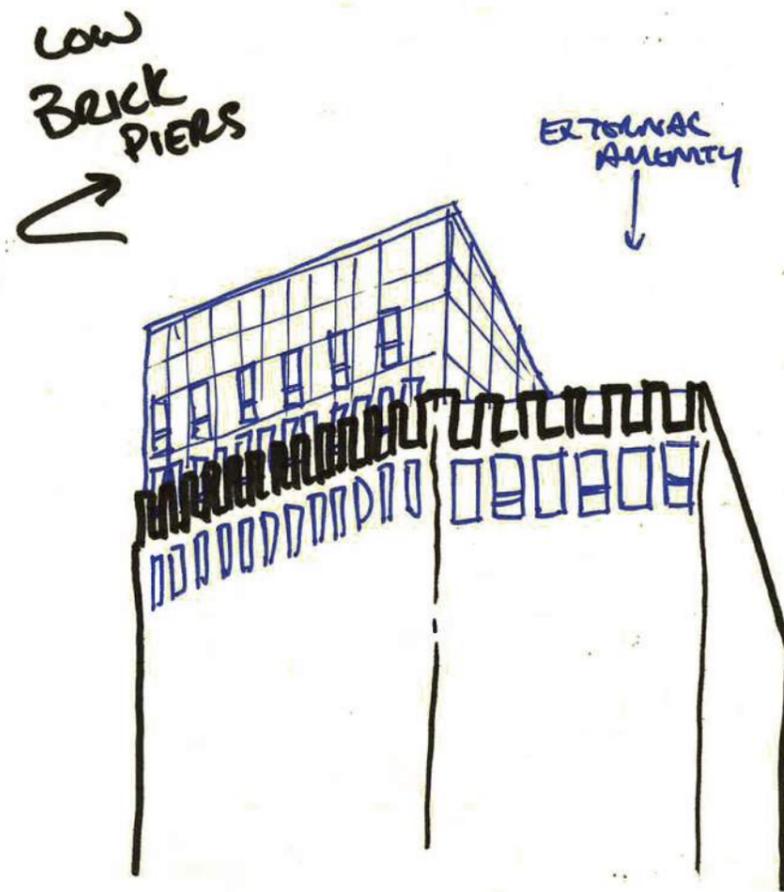
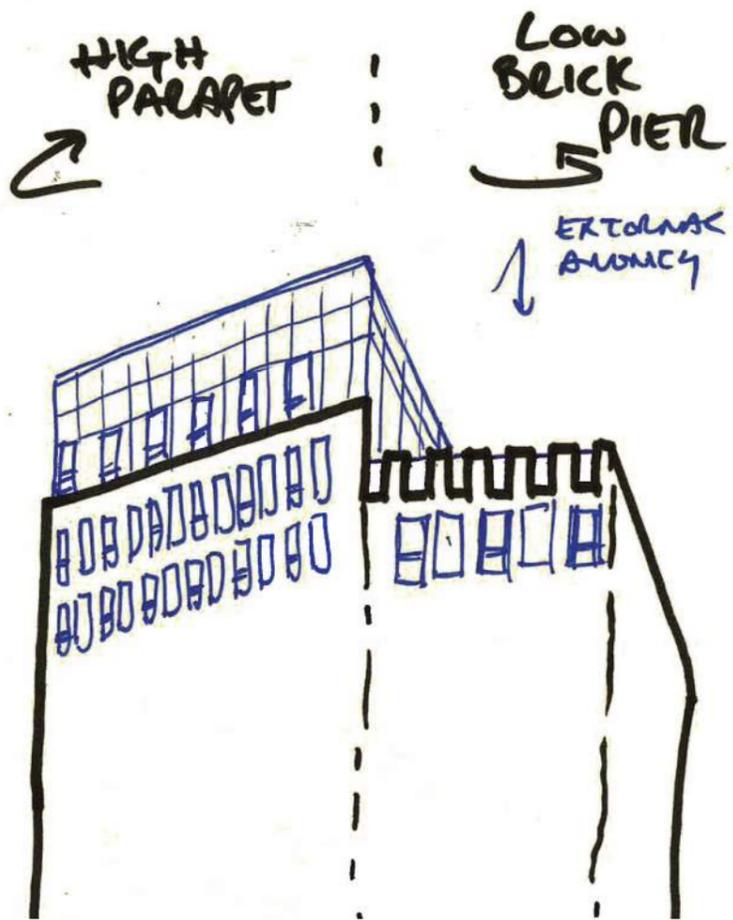
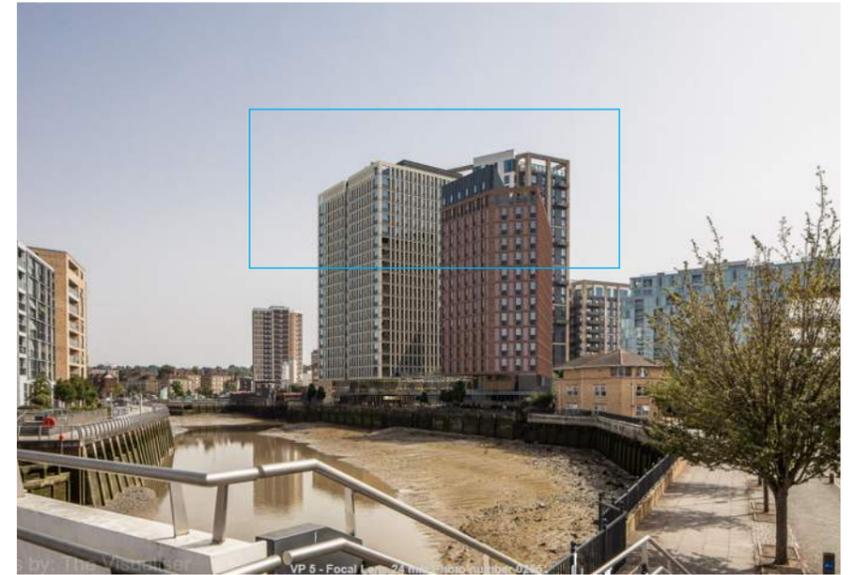
1 Low Brick Piers and High Brick Parapet - Roof Articulation



2 Low Brick Piers - Roof Articulation

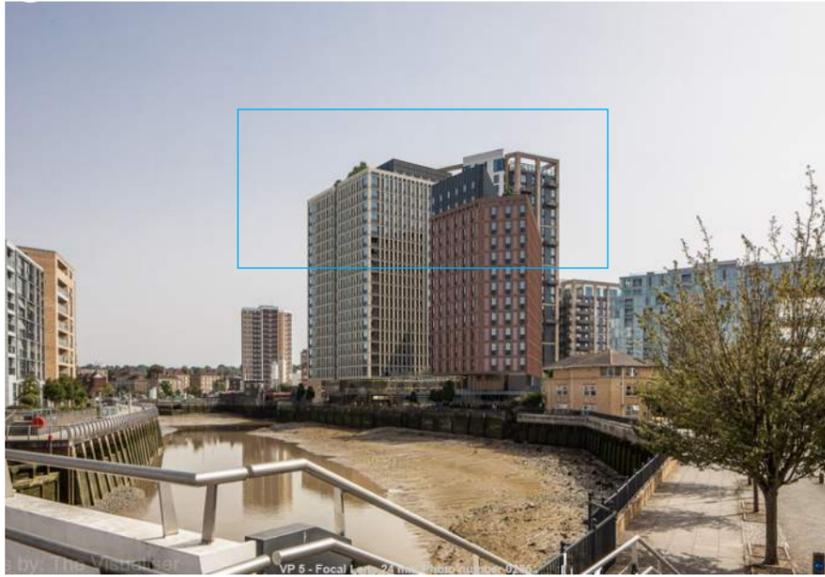


3 High Brick Parapet - Roof Articulation

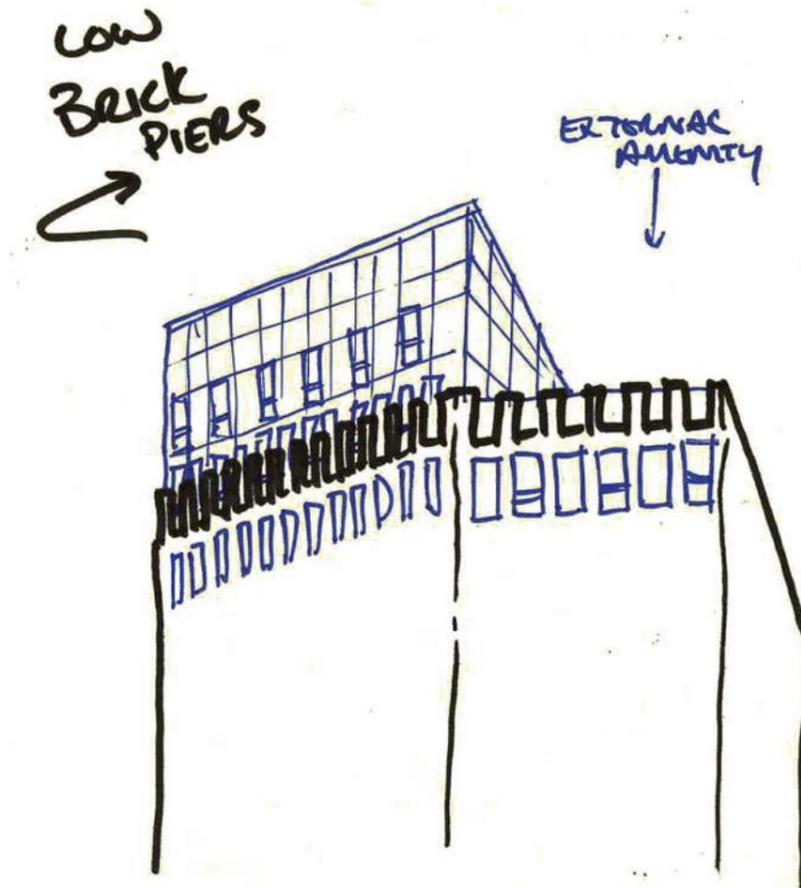
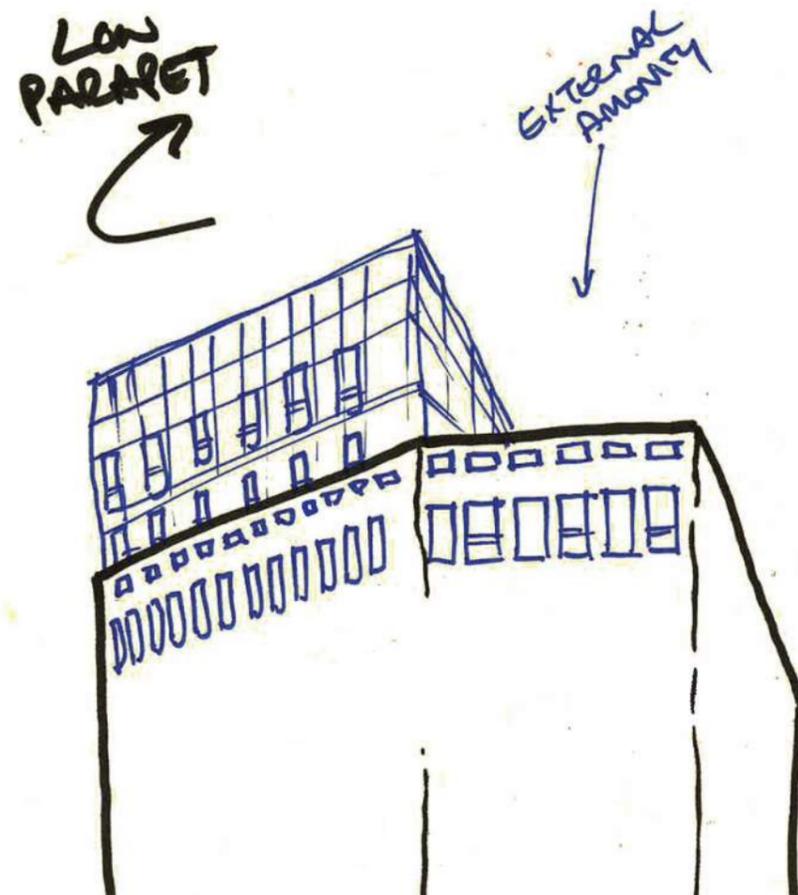
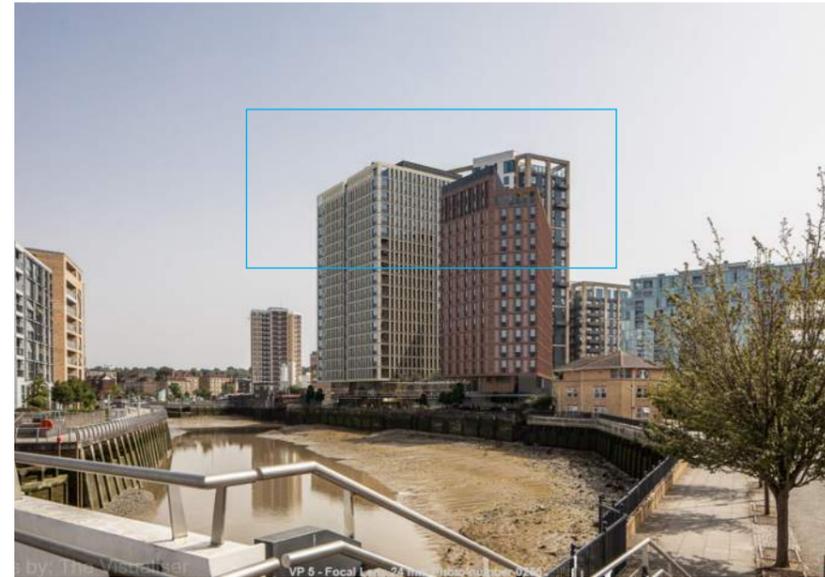


5.14 Option Testing Top: Option 04-05 - Roof Articulation

1 Low Brick Parapet - Roof Articulation



2 Raised High Parapet - Roof Articulation



5.15 Elevation Testing Scheme 1-6



- 1 Brick Fins Extended to Ground Floor



- 1 Brick Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended



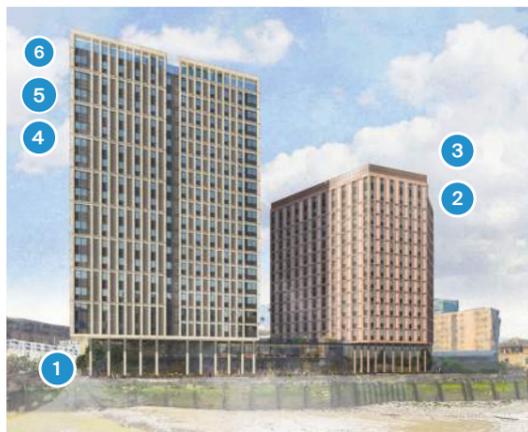
- 1 Brick Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended
- 3 Pink Metal Finish to Building A Top
- 4 Building B Double Height Geometry to the West



- 1 Brick Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended
- 3 Pink Metal Finish to Building A Top
- 4 Building B Double Height Geometry to the East



- 1 Brick Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended
- 3 Pink Metal Finish to Building A Top
- 4 Building B Double Height Geometry to the East
- 5 Anodised Metallic Brown Ventilation Panels and Metal Box to Building B
- 6 Double Height Geometry continued to Top



- 1 Brick Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended
- 3 Pink Metal Finish to Building A Top
- 4 Building B Double Height Geometry to the East
- 5 Anodised Metallic Brown Ventilation Panels and Metal Box to Building B
- 6 Double Height Geometry continued to Top
- 7 Removal of Corner Brickwork Elements
- 8 Crown Height Reduced



- 1 Brick Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended
- 3 Pink Metal Finish to Building A Top
- 4 Building B Double Height Geometry to the East
- 5 Anodised Metallic Brown Ventilation Panels and Metal Box to Building B
- 6 Double Height Geometry continued to Top
- 7 Removal of Corner Brickwork Elements
- 8 Crown Height Reverted and Metallic Brown Panels for Balustrade



- 1 Metal Fins Extended to Ground Floor
- 2 Building A Brickwork Top Extended
- 3 Pink Metal Finish to Building A Top
- 4 Revert to single stacking for further refinement and variety
- 5 Anodised Metallic Brown Ventilation Panels and Metal Box to Building B
- 6 Removal of Corner Brickwork Elements
- 7 Crown Height Reverted and Metallic Brown Panels for Balustrade



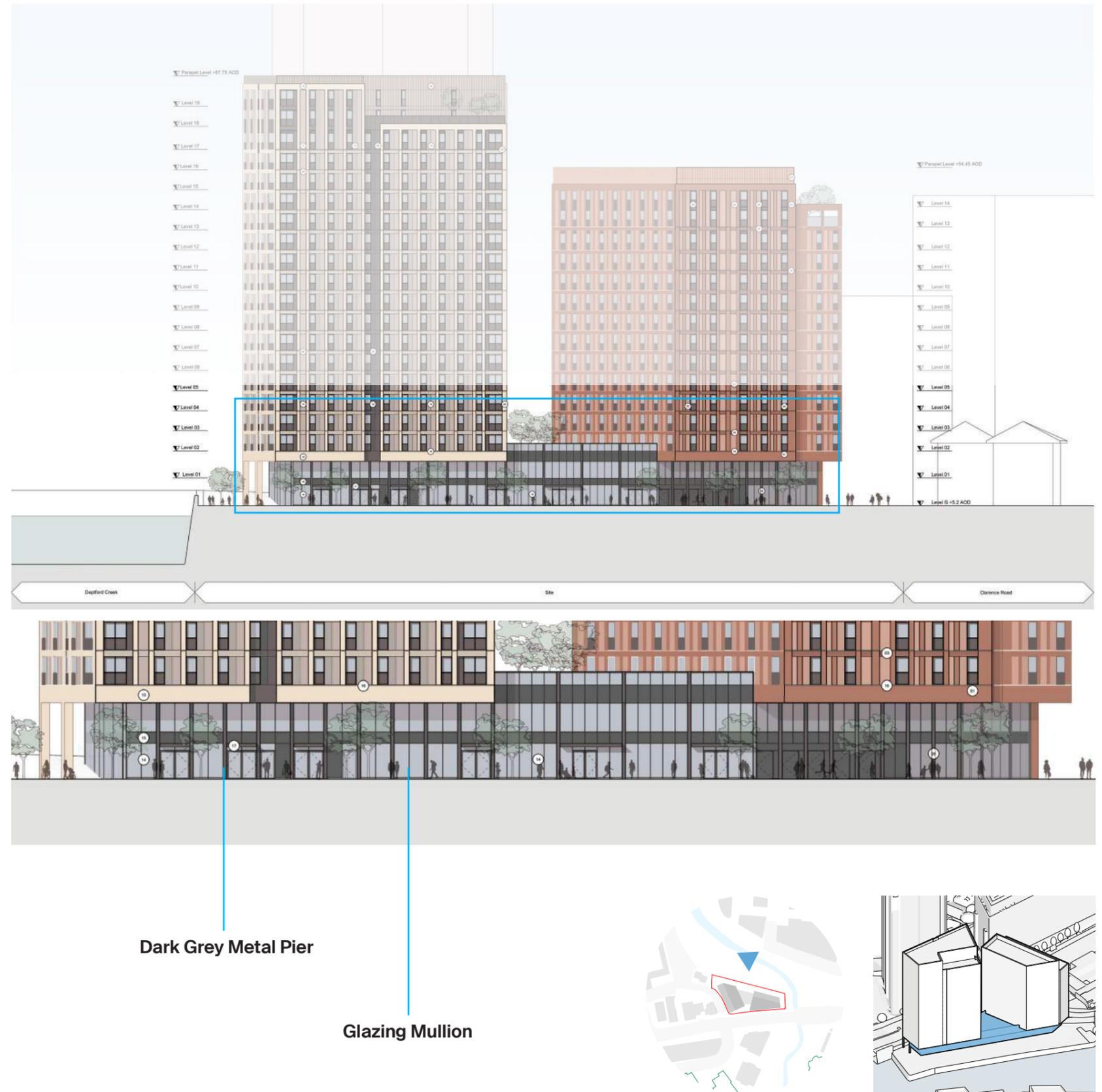
5.16 Building Base - Elevation Treatment

The base elevation treatment consists of a glazing system with elements that are entirely transparent and others that are blanked out with dark grey panels.

The transparent glazing elements are framed by dark grey metal piers and then further divided by mullions. Entrances are clearly defined with a small canopy suspended over the top of doors to indicate access points around the perimeter. This is connected by dark grey spandrel panels between floors to the podium.

Elements that are blanked out are characterised with vertical fins as outlined in the precedent images below.

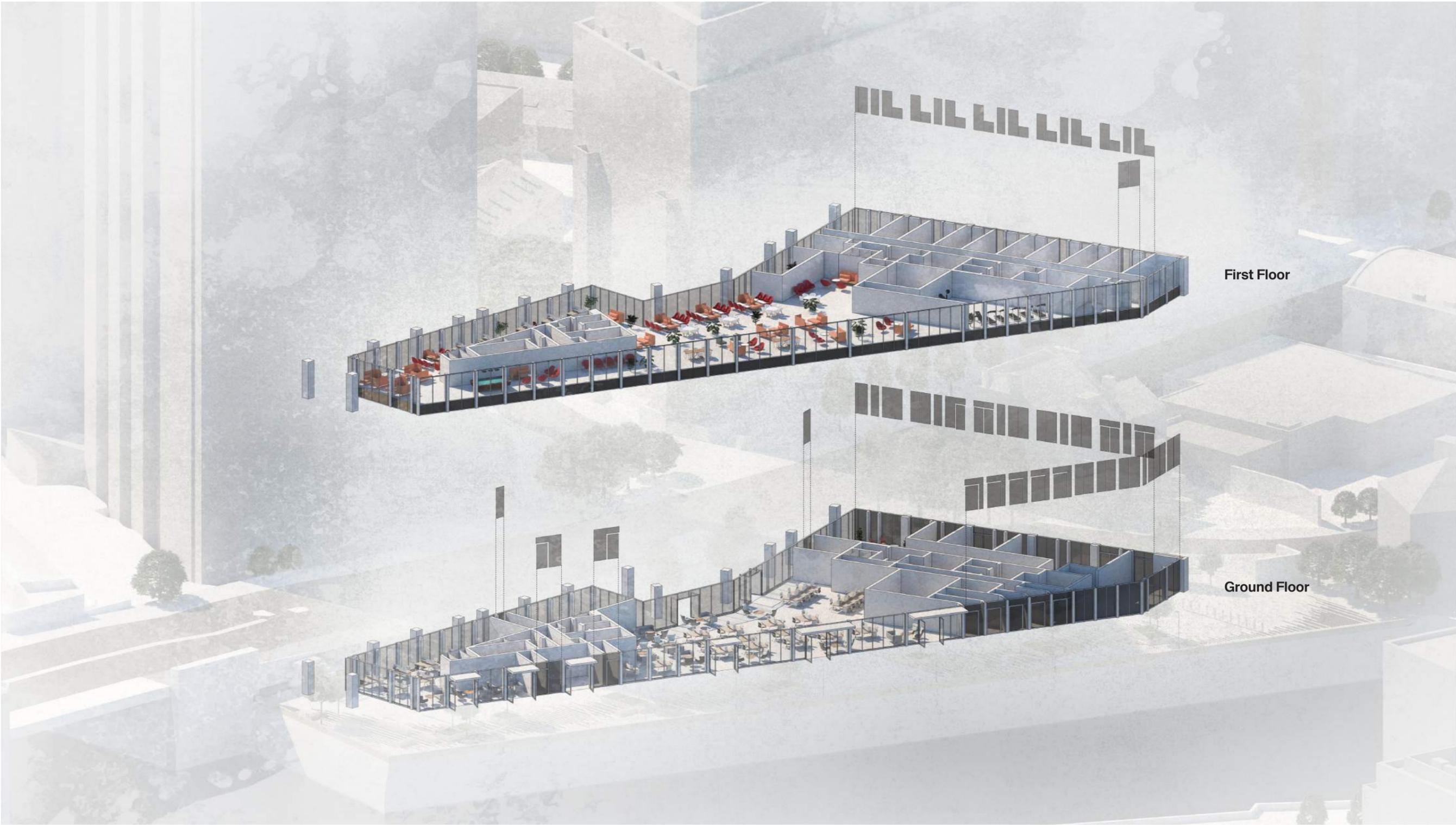
The elevation on the right illustrates how this base is finished, with the exploded axonometric on the following page a means of identifying the location of blank frontages and transparent elements.



Dark Grey Metal Pier

Glazing Mullion

5.17 Building Base - Ground and First Floor Axonometric



First Floor

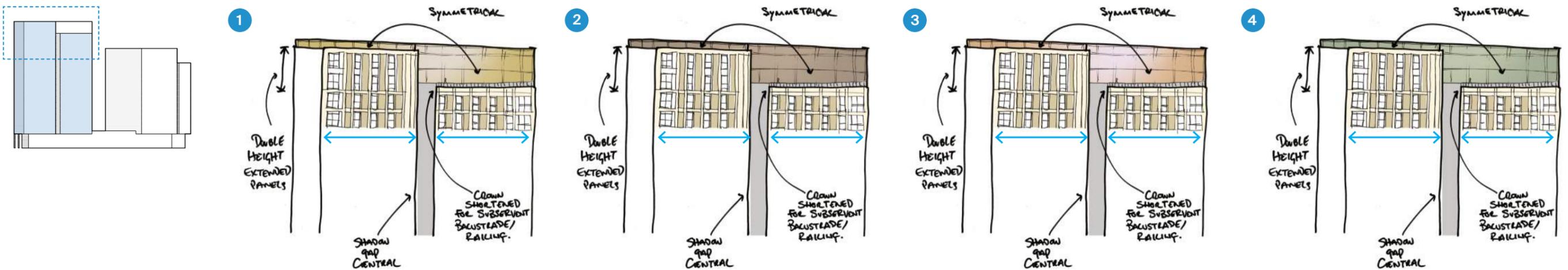
Ground Floor

5.18 Building Top - Roof Articulation

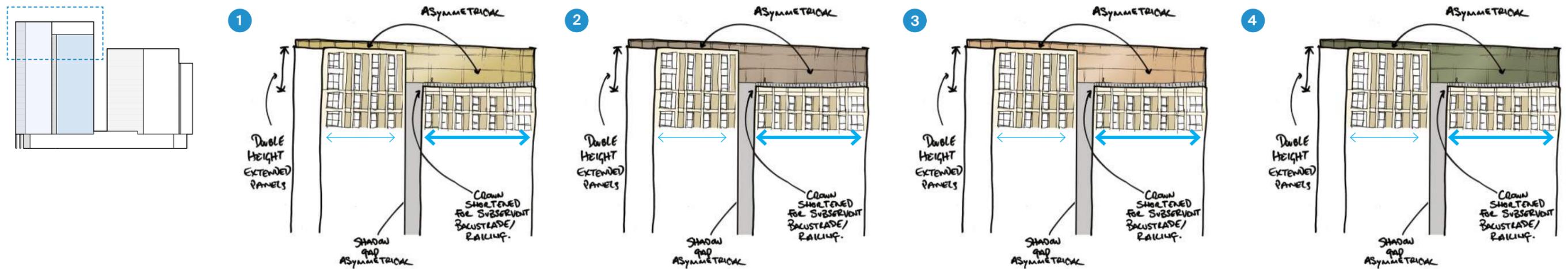
Exploration of the building top enabled the team to explore how the proposals mass could be broken down into smaller masses. With the proposed two storey step down on Building B towards the West there was not only a stronger connection between the two buildings but there was hierarchy given to Building B on the placement of the shadow gap.

The below sketches show how this was explored on the roof and how the metal box insert on the top floors could create a lighter, reflective finish to the top of the scheme.

Symmetrical Massing and Rooftop



Asymmetrical Massing and Rooftop

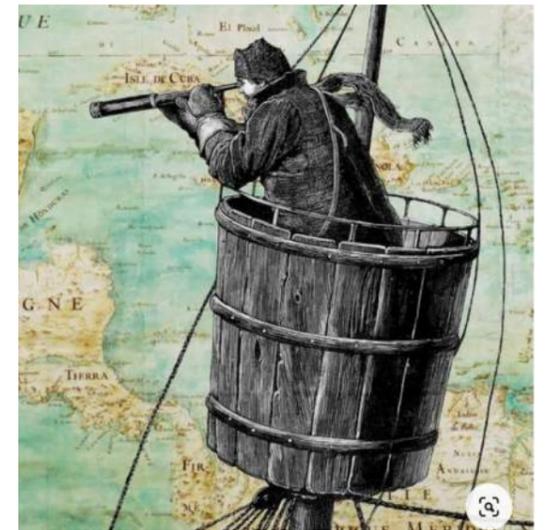


5.19 Building Base - Elevation Treatment

1



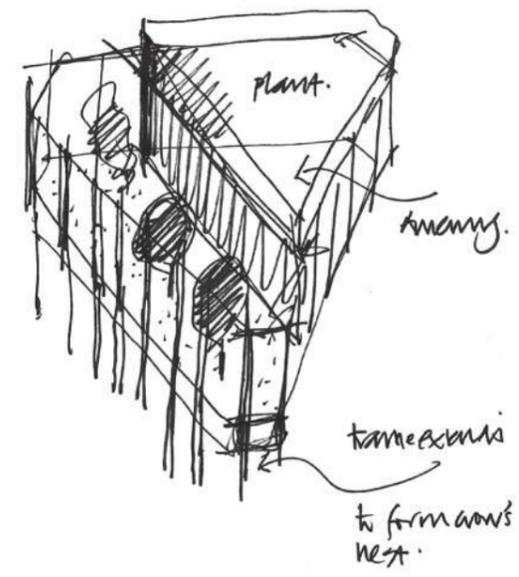
Sail articulation concept to rooftop of point buildings



2

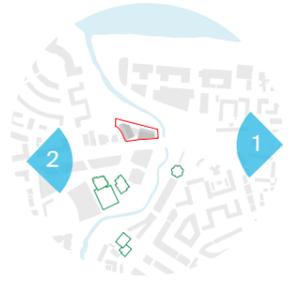


Crow's Nest concept to roof top



5.20 Design Progression through Views

- 1 Creek Road looking West
- 2 Creek Road looking East



A Pre-App 6 Scheme



B Pre-App 7 Scheme



C DRP 02 Scheme



D Current Proposal



A Pre-App 6 Scheme



B Pre-App 7 Scheme



C DRP 02 Scheme



D Current Proposal



5.21 Design Progression through Views

- 1 Dreadnought Walk looking South
- 2 Greenwich Reach Swing Bridge looking South-East



A Pre-App 6 Scheme



B Pre-App 7 Scheme



C DRP 02 Scheme



D Current Proposal



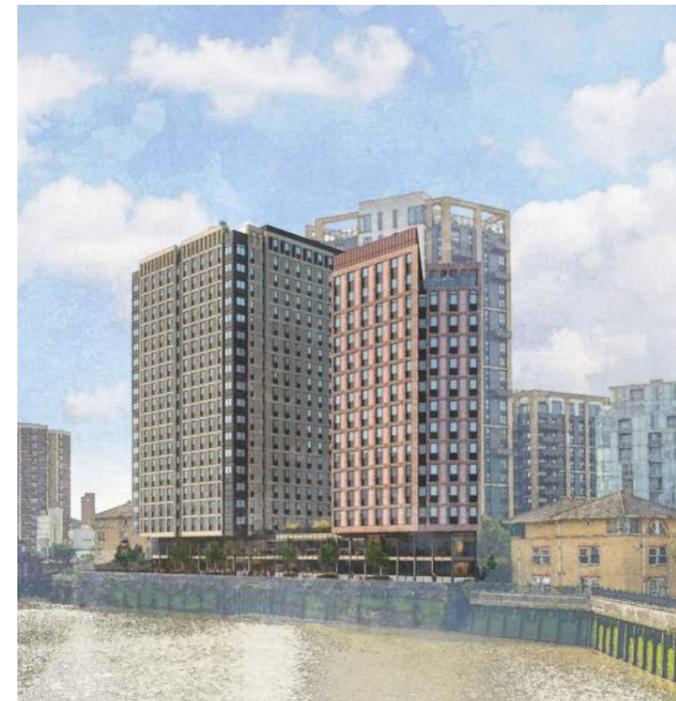
A Pre-App 6 Scheme



B Pre-App 7 Scheme



C DRP 02 Scheme



D Current Proposal



5.22 Model Aerial Views

1 View 01



2 View 02



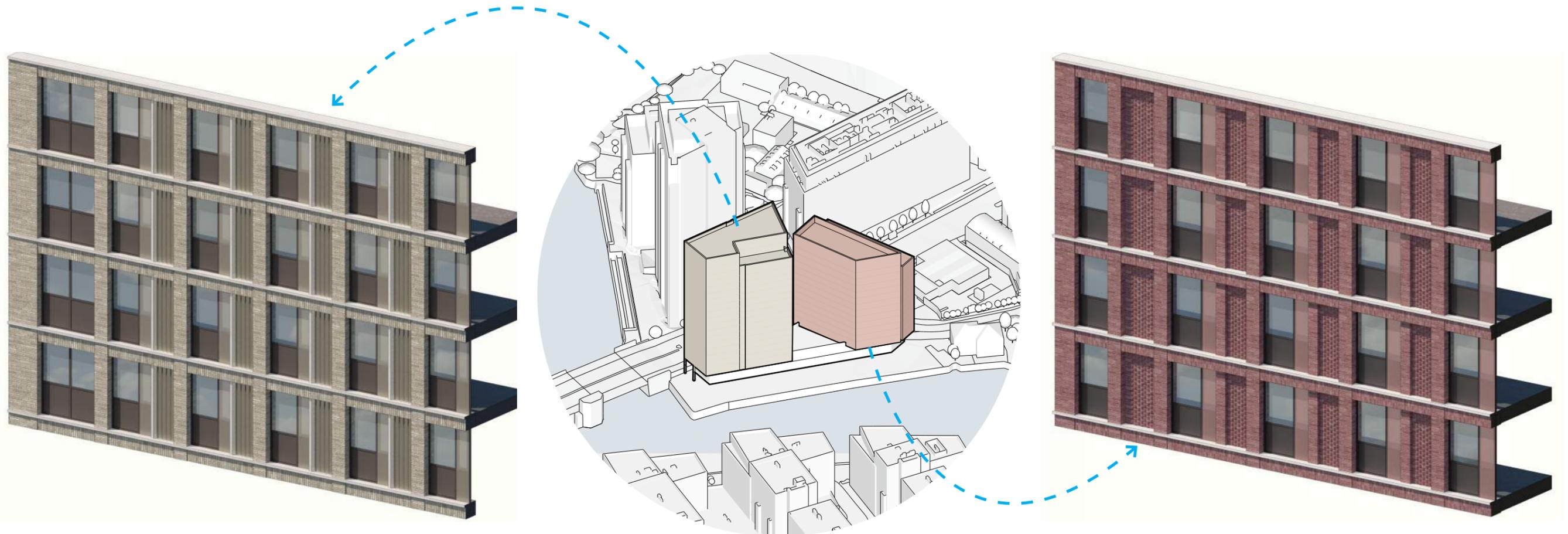
3 View 03



4 View 04



5.23 Facade Concept Middle



Point Building B - Buff Brick

Living/Kitchen/Diners (LKDs) are located on the corners of Building B, taking advantage of dual aspect views.

The middle facade recognises the internal programme of the proposal and creates features on the corners for the LKD's.

Buff brick vertical piers and vertical soldier courses frame the fixed window and bronze coloured (RAL 1019) perforated metal panel alongside a lightweight vertical fin that provides fragility to the building.

Point Building A - Red Brick

Building A becomes the anchor of the two buildings with a muscular framework to the facade.

The middle is characterised by the larger internal programme use of studio rooms. To echo this density and weight, the red facing brick piers have an additional pier and a corbelled hit and miss panel between them.

5.24 Proposed Elevations



South Elevation - (Creek Road)



5.25 Proposed Elevations



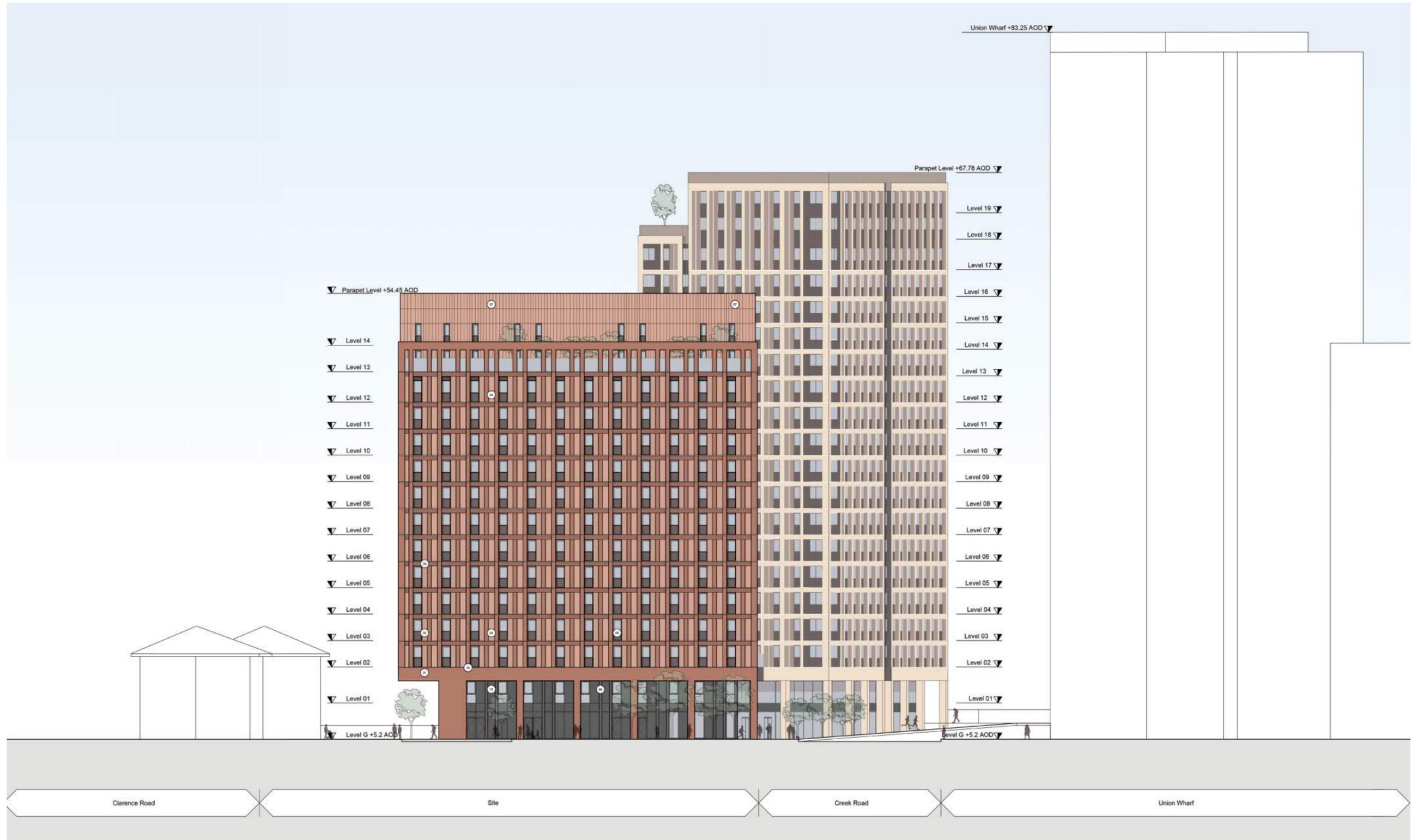
North Elevation - (Deptford Creek)



5.26 Proposed Elevations



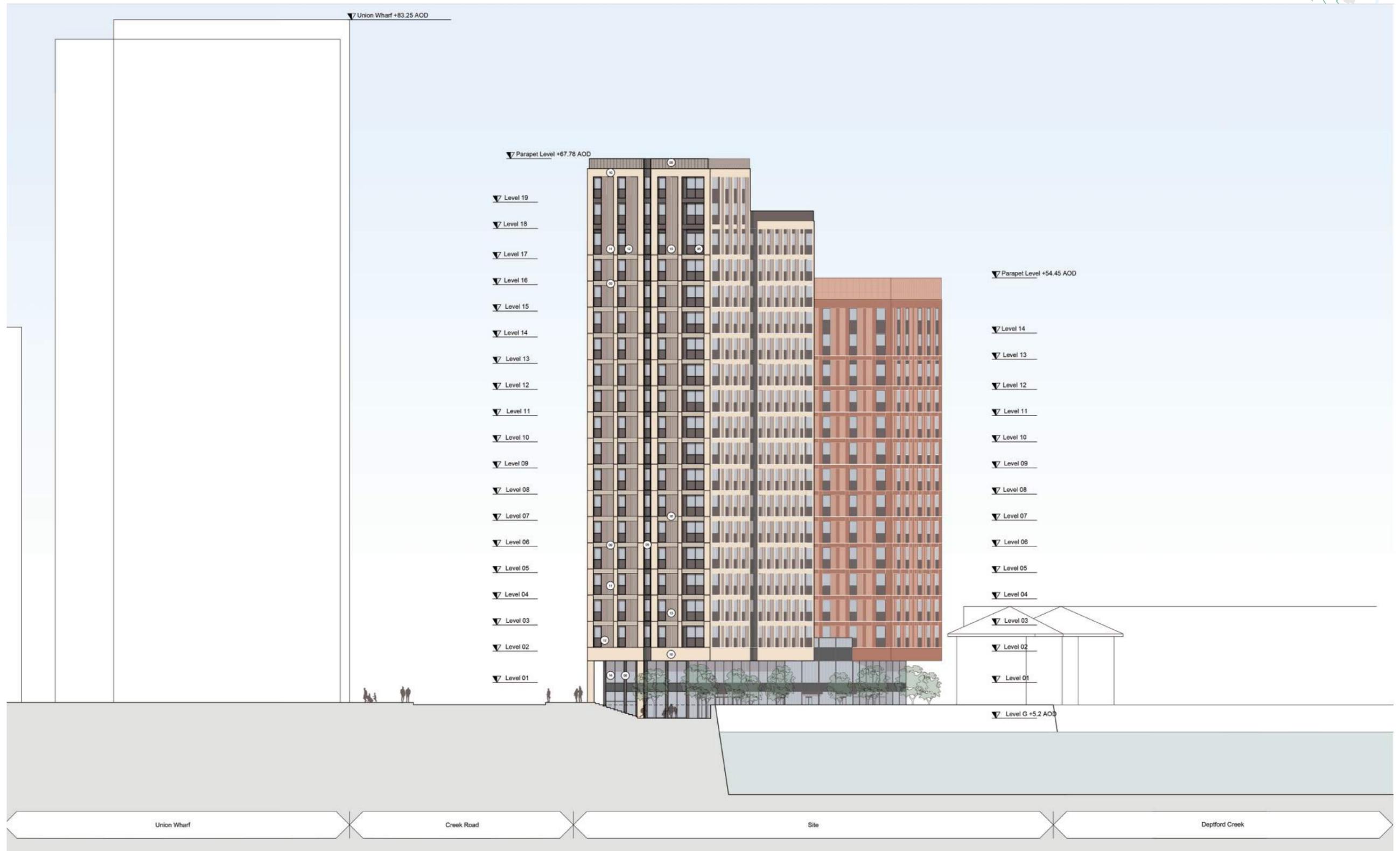
West Elevation



5.27 Proposed Elevations

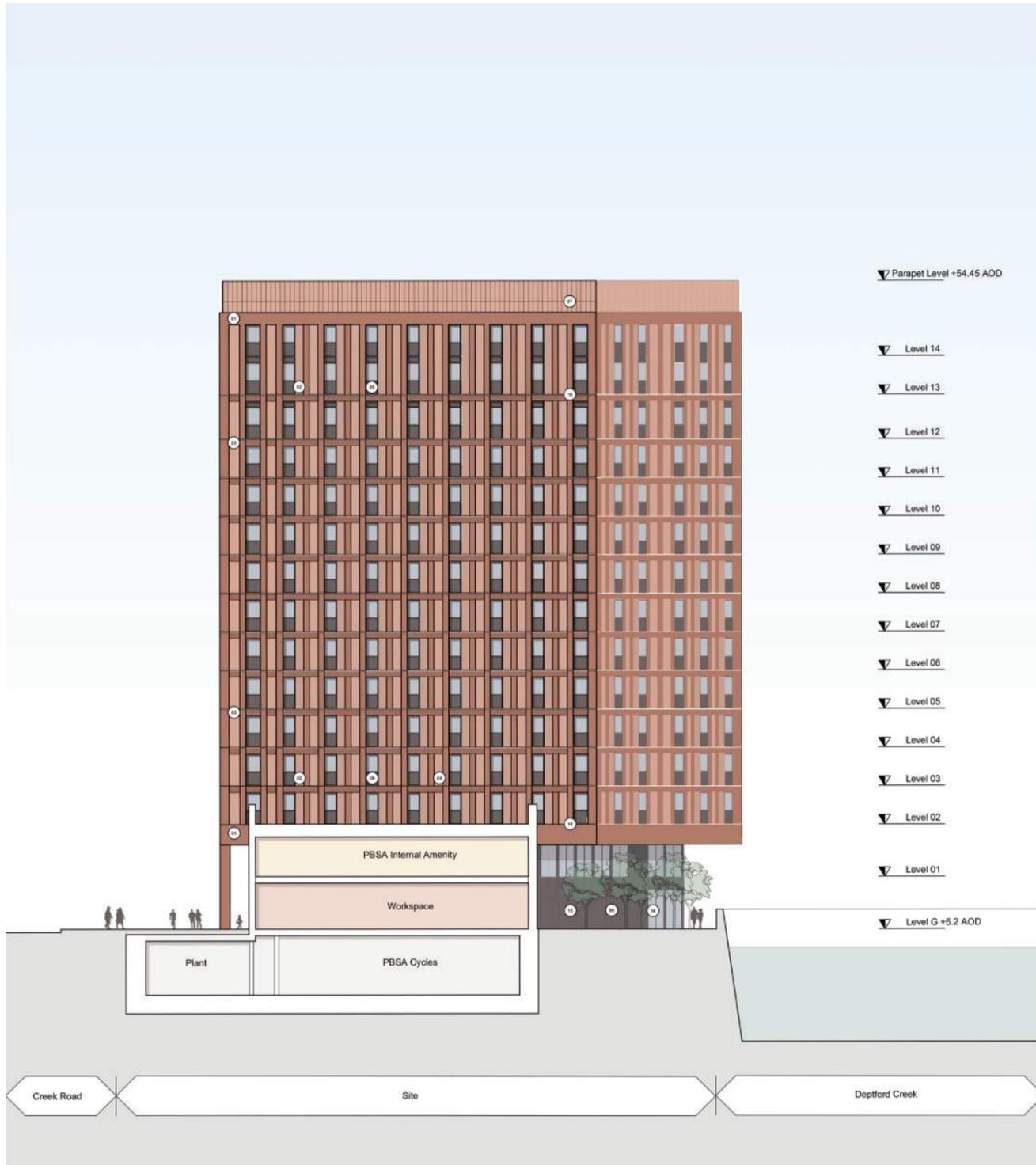


East Elevation

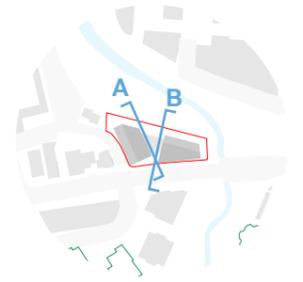


5.28 Proposed Elevations

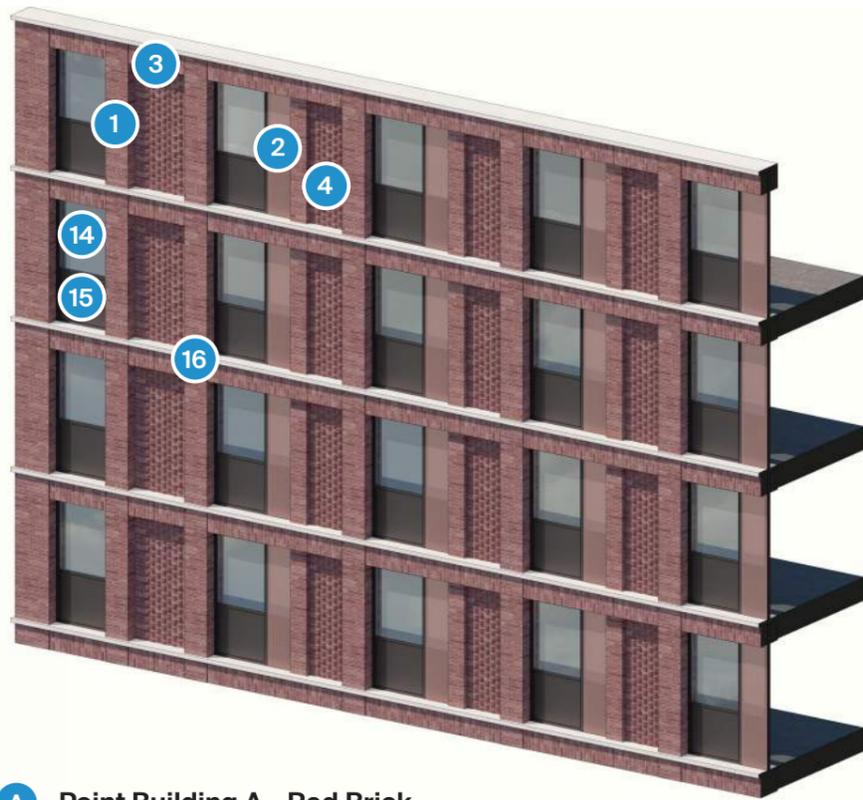
A Side Elevation/Section A - A - (Looking West)



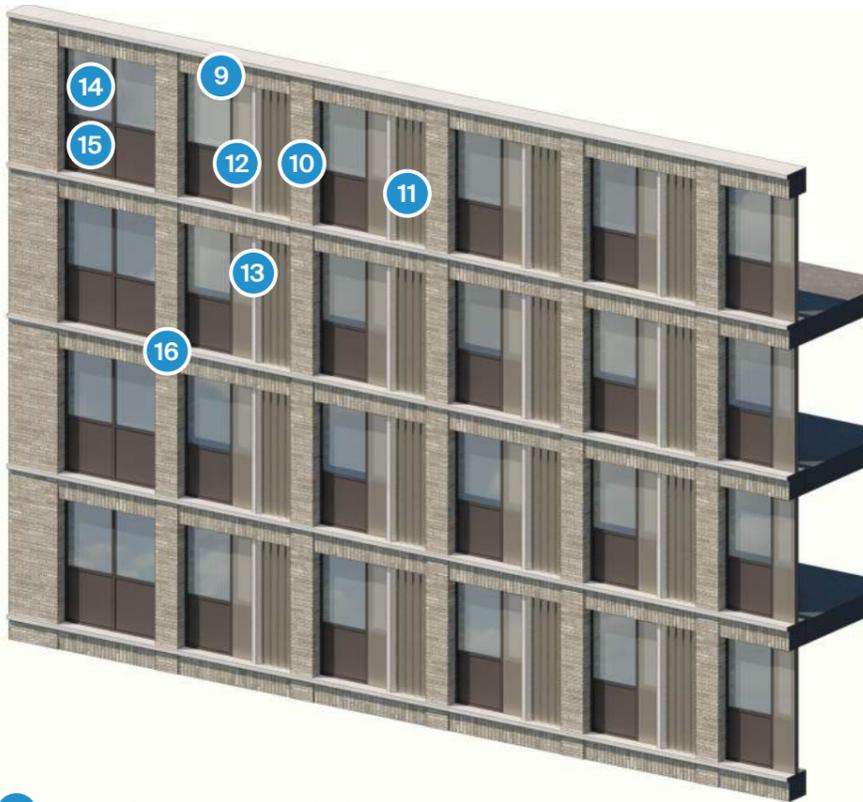
B Side Elevation/Section B - B - (Looking East)



5.29 Elevation Materiality and Context



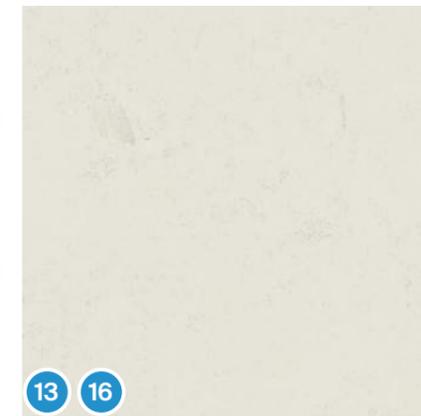
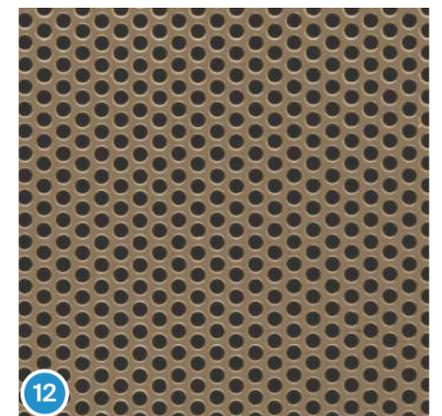
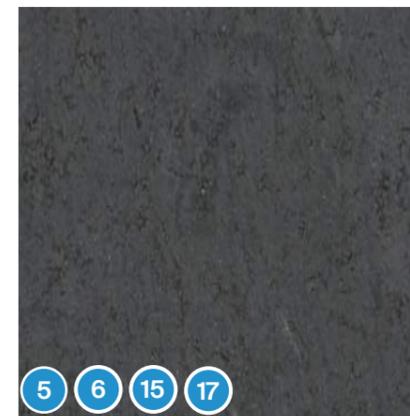
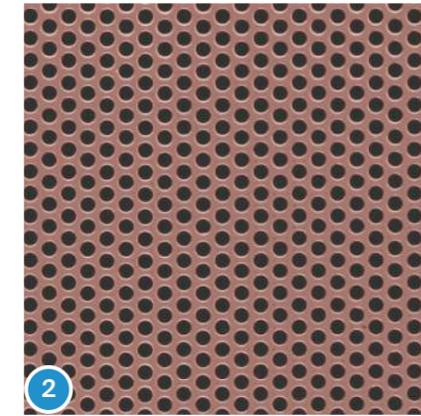
A Point Building A - Red Brick



B Point Building B - Buff Brick

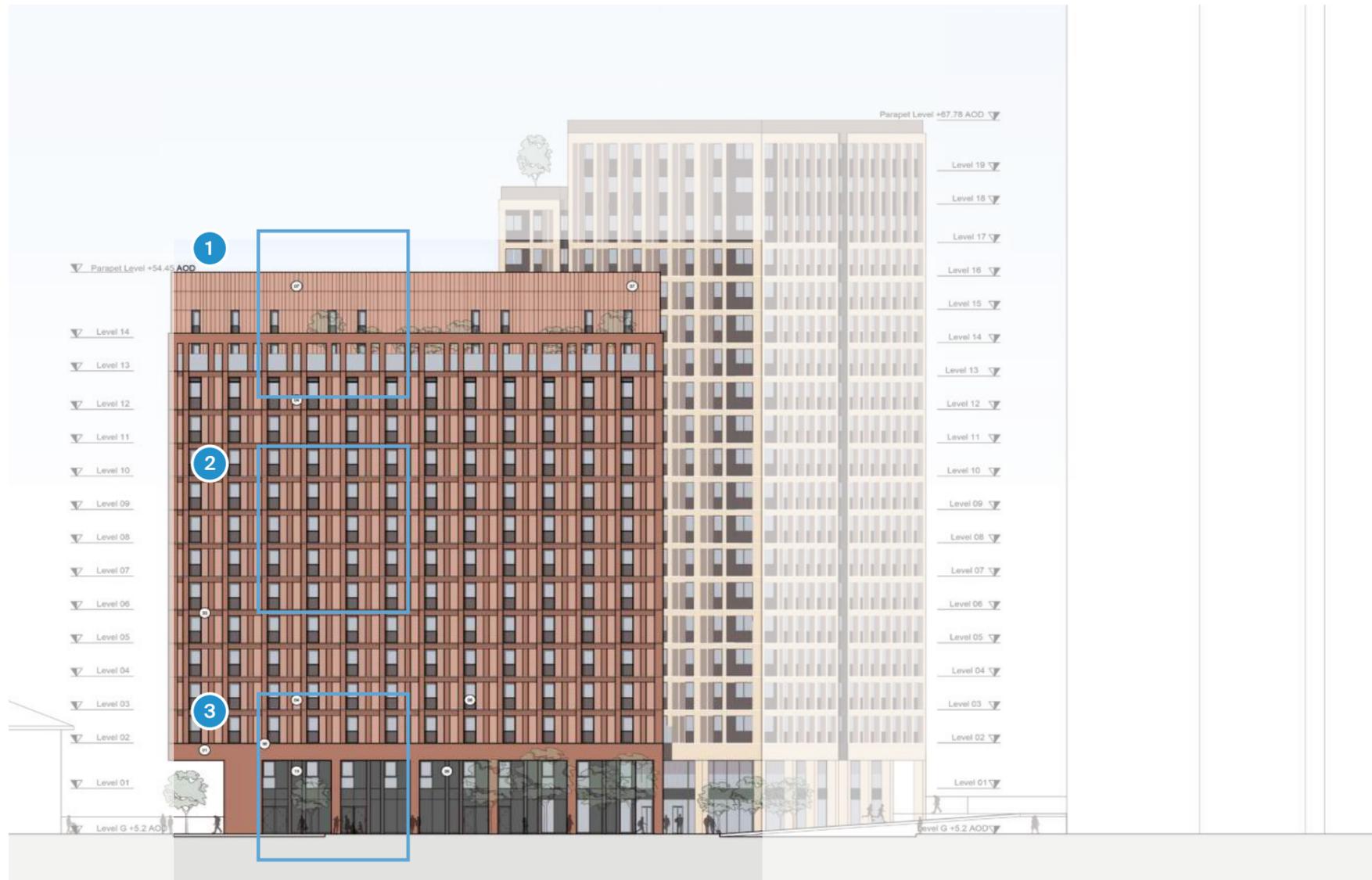
Key

1. Red facing brick
2. Metallic pink perforated panel
3. Red brick soldier course
4. Red brick corebelled hit and miss brickwork
5. Dark grey metal panel
6. Dark grey metal glazing mullion
7. PPC metallic pink standing seam
8. PPC metallic RAL 1019 standing seam
9. Buff brick soldier course
10. Buff facing brick
11. Metallic RAL 1019 corrugated panel
12. Metallic RAL 1019 perforated panel
13. Metallic cream metal vertical fin
14. Glazing
15. Dark grey metal spandrel panel
16. Metallic cream metal horizontal banding
17. Dark grey metal canopy



5.30 Proposed Elevation Bay Studies - Building A

West Elevation - (Clarence Road)



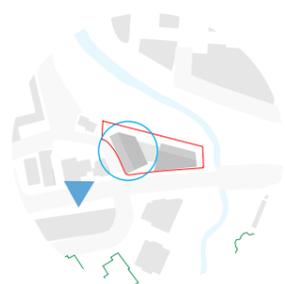
1 Top



2 Middle



3 Base

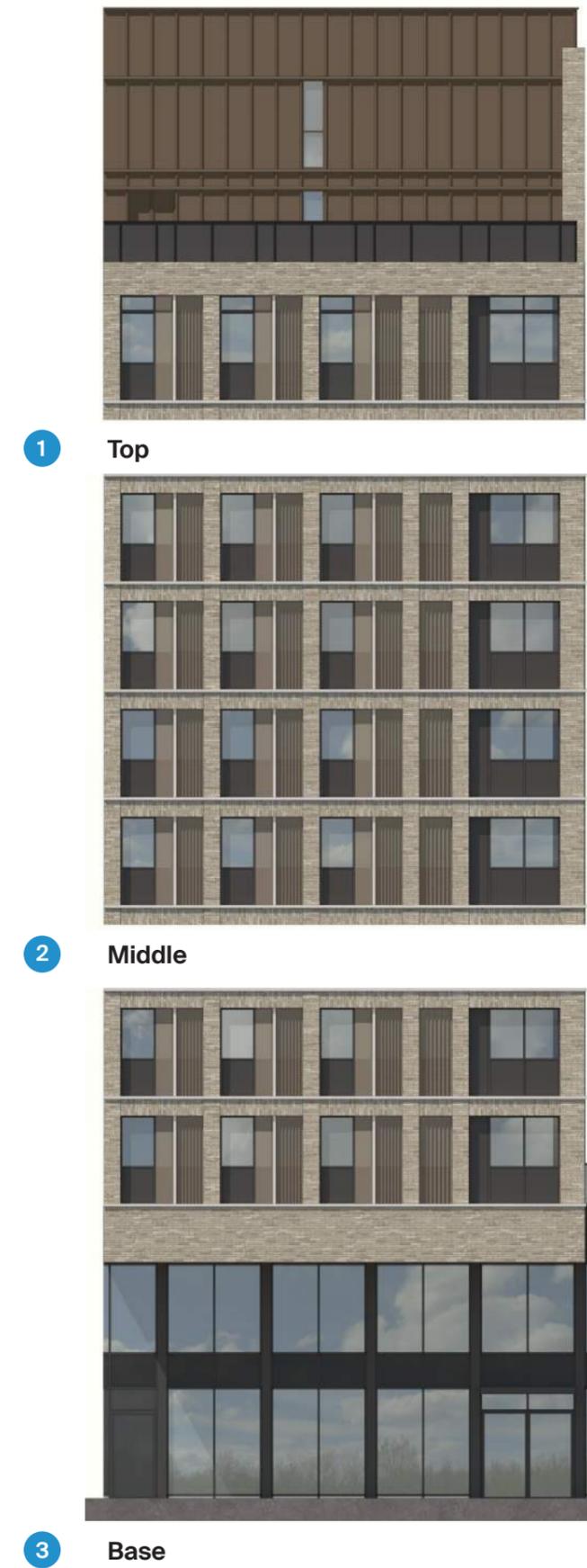
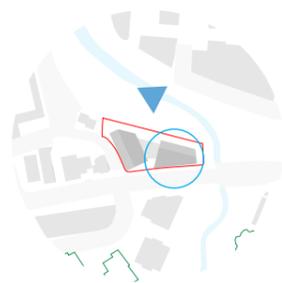
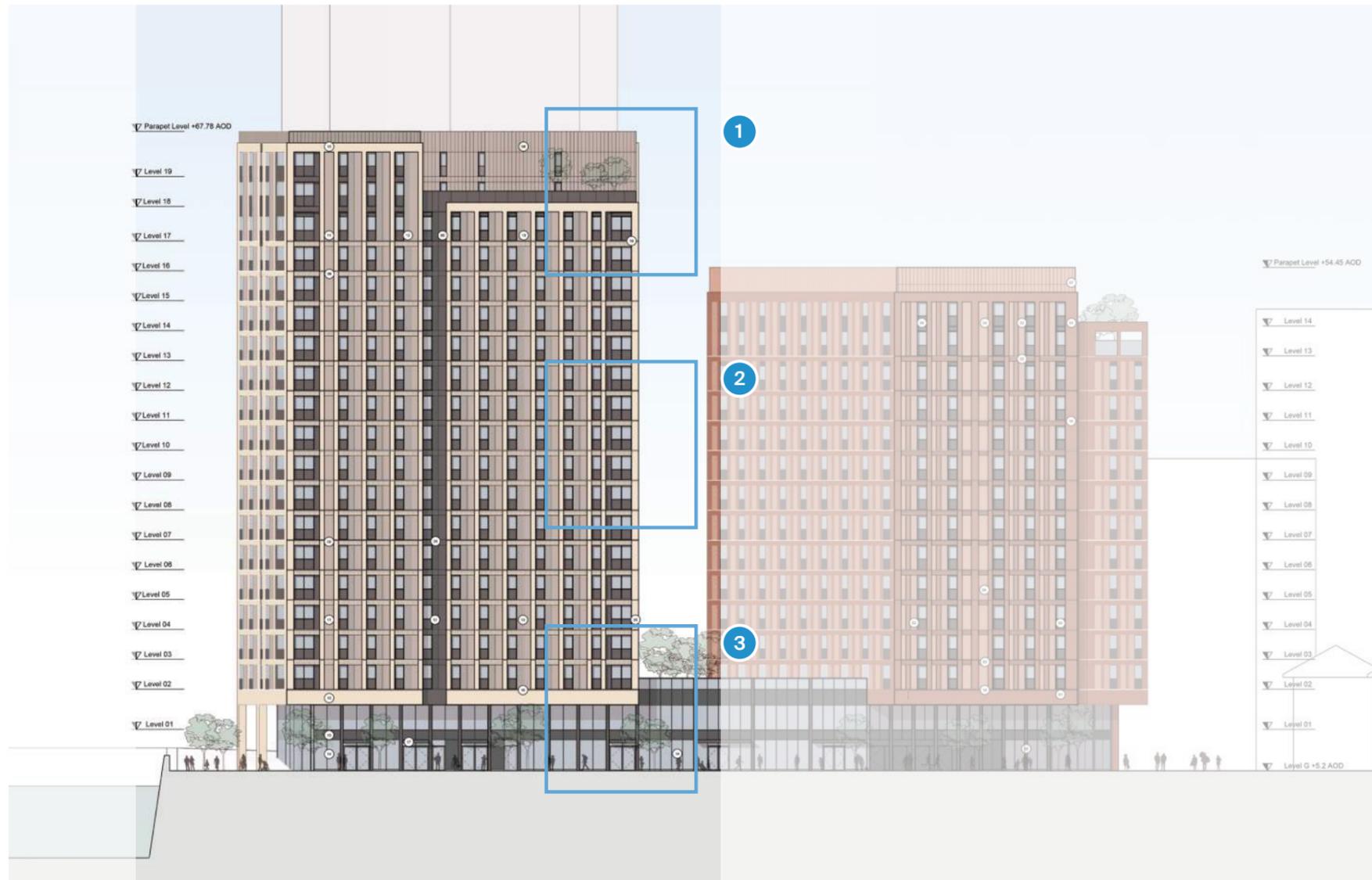


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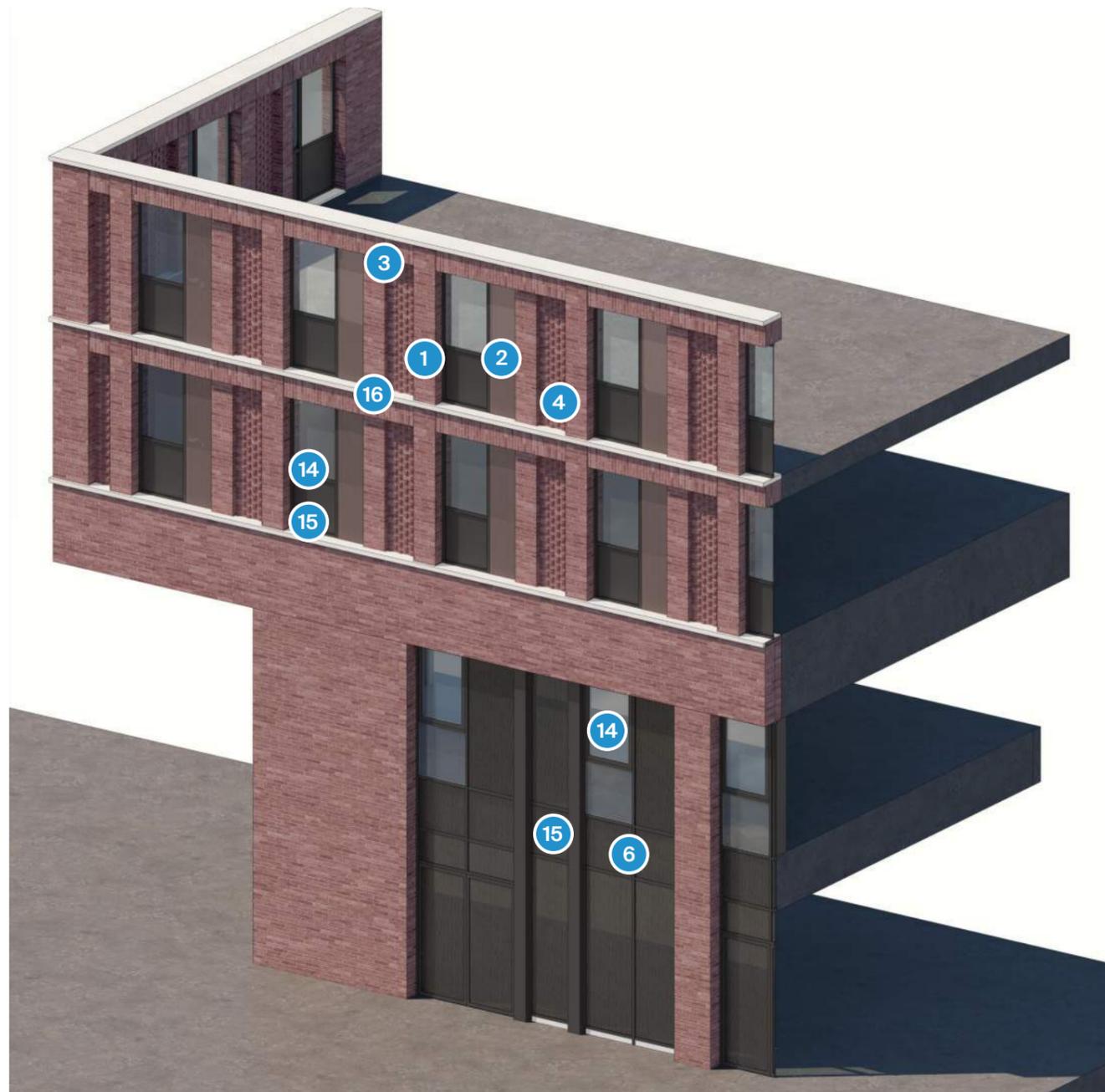


5.31 Proposed Elevation Bay Studies - Building B

North Elevation - (Deptford Creek)

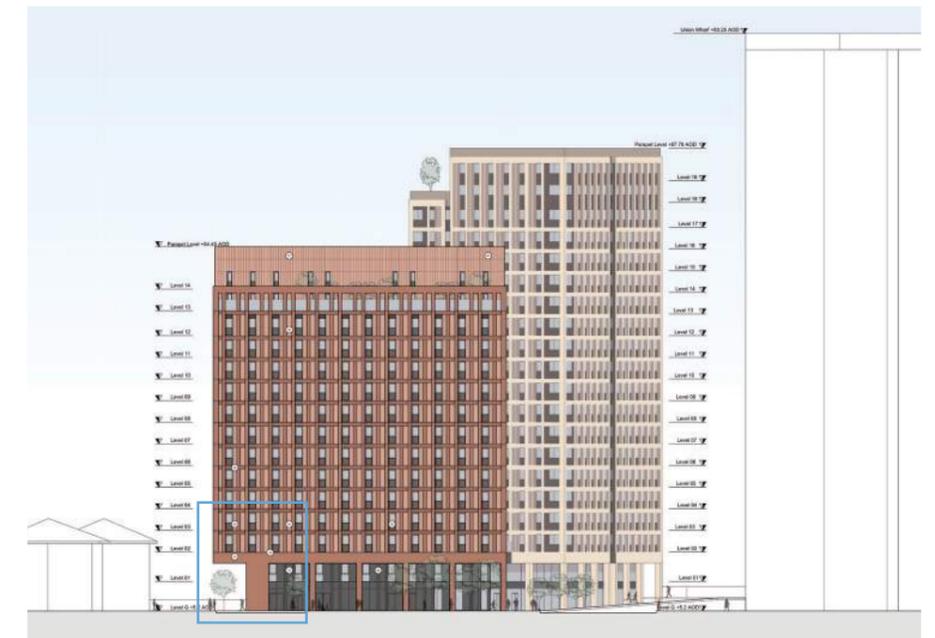


5.32 Bay Studies



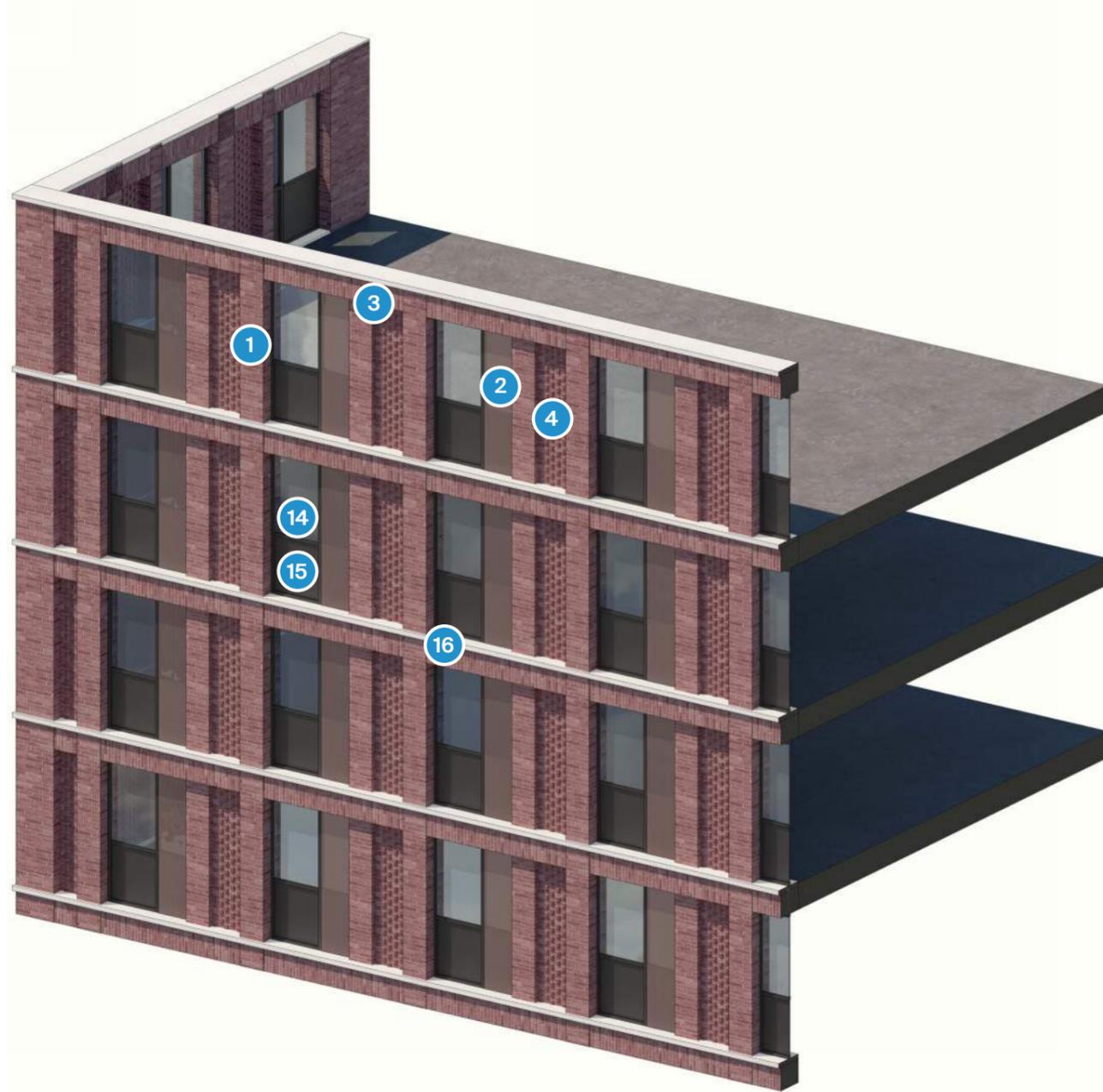
Key

- | | |
|---|---|
| 1. Red facing brick | 9. Buff brick soldier course |
| 2. Metallic pink perforated panel | 10. Buff facing brick |
| 3. Red brick soldier course | 11. Metallic RAL 1019 corrugated panel |
| 4. Red brick corbelled hit and miss brickwork | 12. Metallic RAL 1019 perforated panel |
| 5. Dark grey metal panel | 13. Metallic cream metal vertical fin |
| 6. Dark grey metal glazing mullion | 14. Glazing |
| 7. PPC metallic pink standing seam | 15. Dark grey metal spandrel panel |
| 8. PPC metallic RAL 1019 standing seam | 16. Metallic cream metal horizontal banding |
| | 17. Dark grey metal canopy |



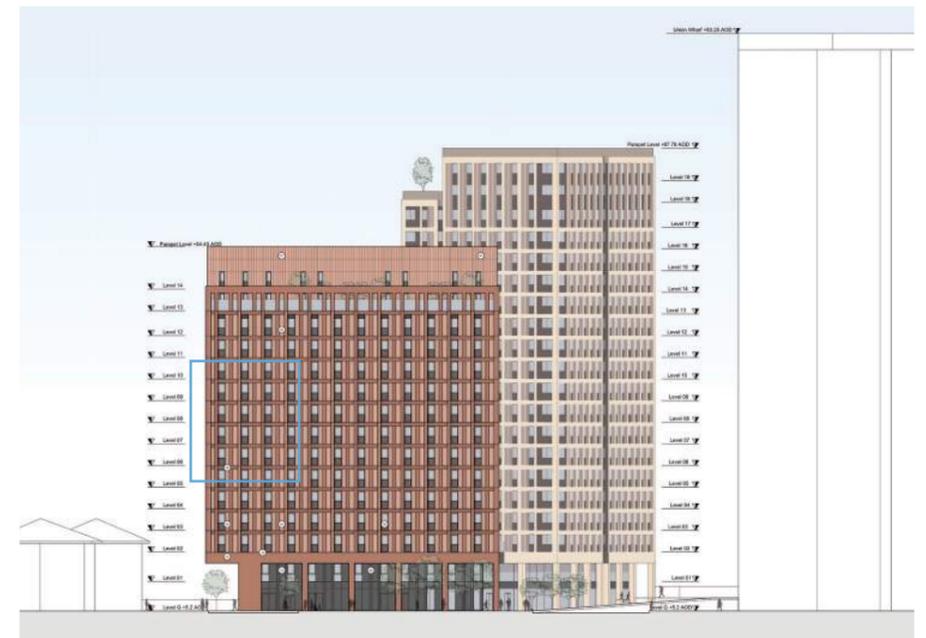
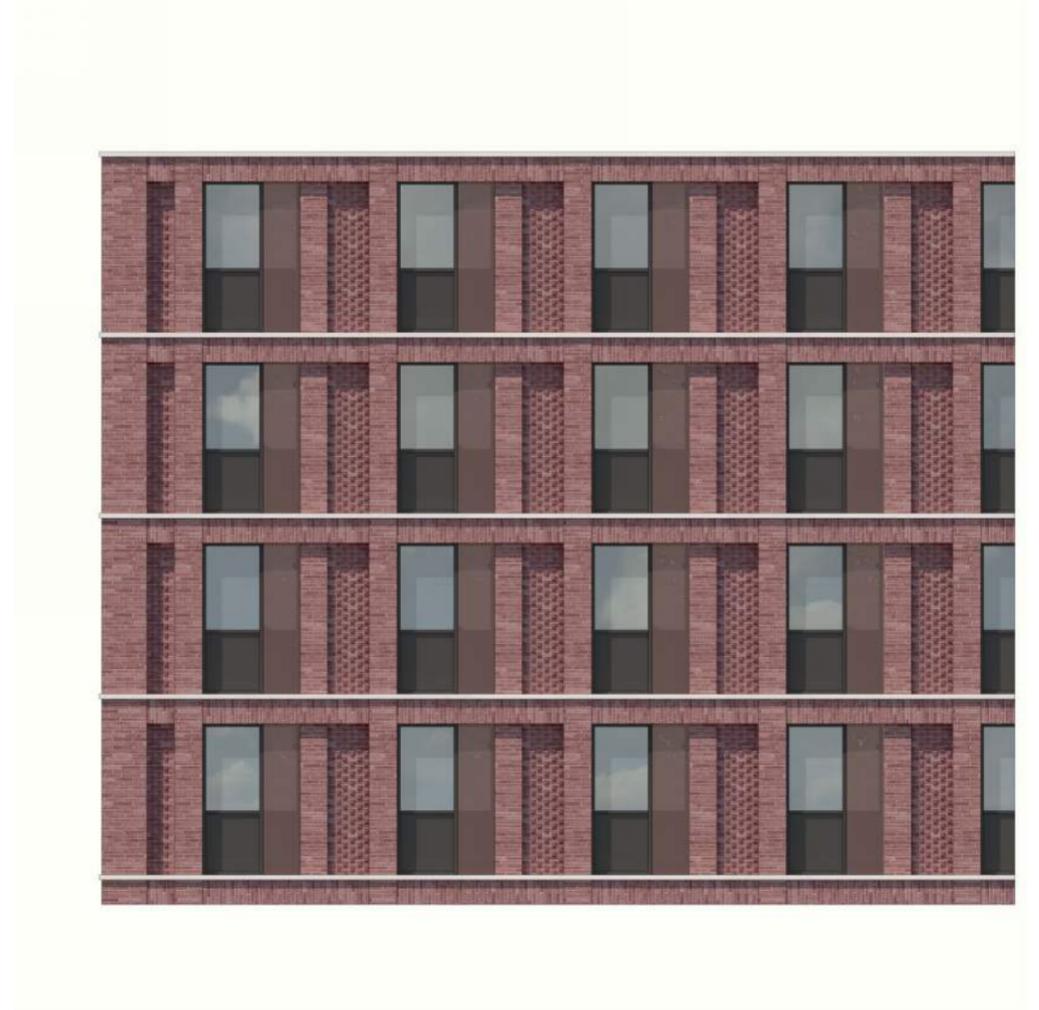
West Elevation - (Clarence Road)

5.33 Bay Studies



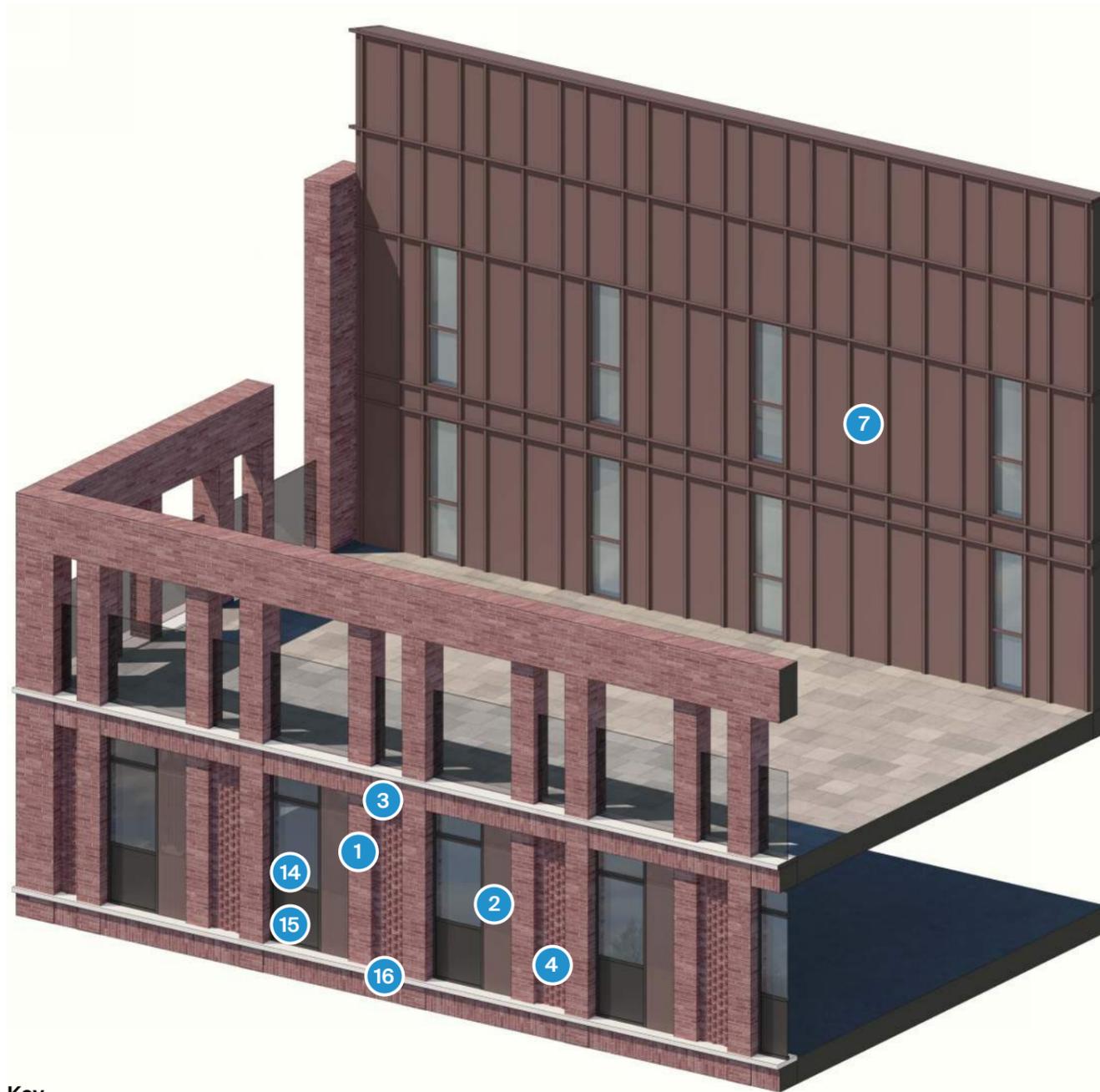
Key

- | | |
|---|---|
| 1. Red facing brick | 9. Buff brick soldier course |
| 2. Metallic pink perforated panel | 10. Buff facing brick |
| 3. Red brick soldier course | 11. Metallic RAL 1019 corrugated panel |
| 4. Red brick corbelled hit and miss brickwork | 12. Metallic RAL 1019 perforated panel |
| 5. Dark grey metal panel | 13. Metallic cream metal vertical fin |
| 6. Dark grey metal glazing mullion | 14. Glazing |
| 7. PPC metallic pink standing seam | 15. Dark grey metal spandrel panel |
| 8. PPC metallic RAL 1019 standing seam | 16. Metallic cream metal horizontal banding |
| | 17. Dark grey metal canopy |



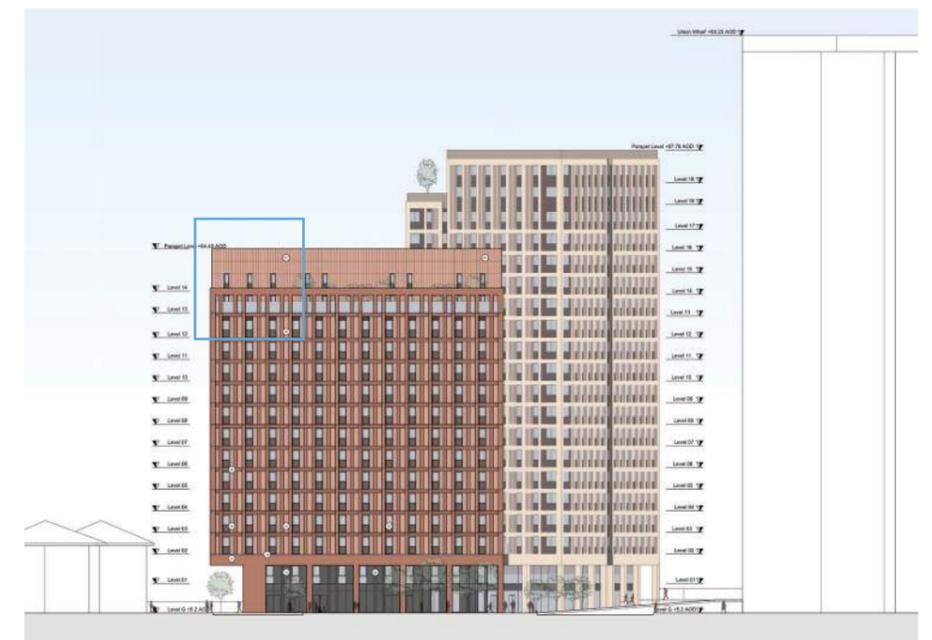
West Elevation - (Clarence Road)

5.34 Bay Studies



Key

- | | |
|---|---|
| 1. Red facing brick | 9. Buff brick soldier course |
| 2. Metallic pink perforated panel | 10. Buff facing brick |
| 3. Red brick soldier course | 11. Metallic RAL 1019 corrugated panel |
| 4. Red brick corbelled hit and miss brickwork | 12. Metallic RAL 1019 perforated panel |
| 5. Dark grey metal panel | 13. Metallic cream metal vertical fin |
| 6. Dark grey metal glazing mullion | 14. Glazing |
| 7. PPC metallic pink standing seam | 15. Dark grey metal spandrel panel |
| 8. PPC metallic RAL 1019 standing seam | 16. Metallic cream metal horizontal banding |
| | 17. Dark grey metal canopy |



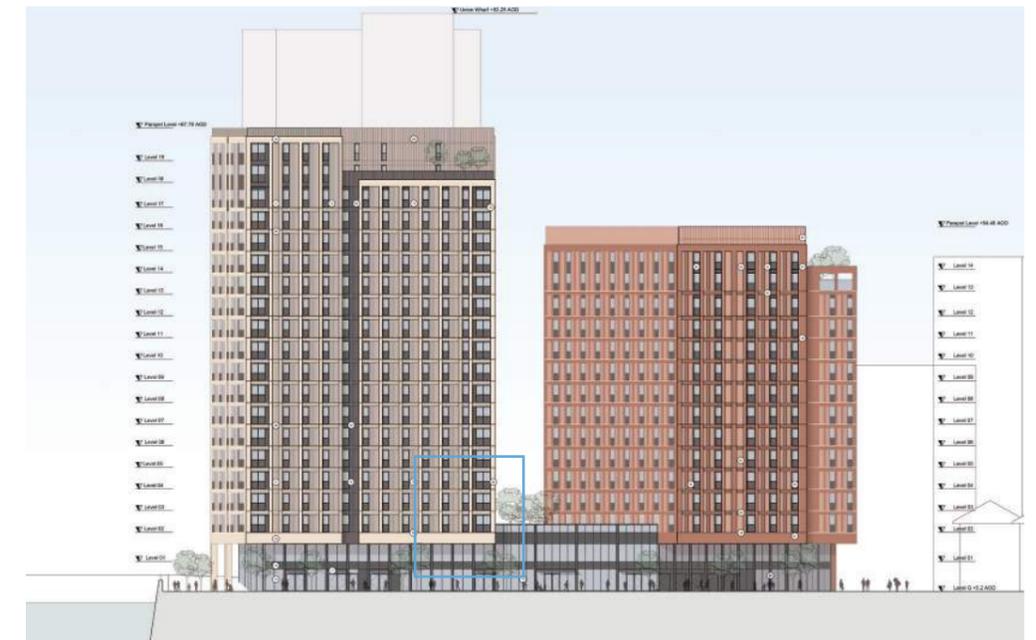
West Elevation - (Clarence Road)

5.35 Bay Studies



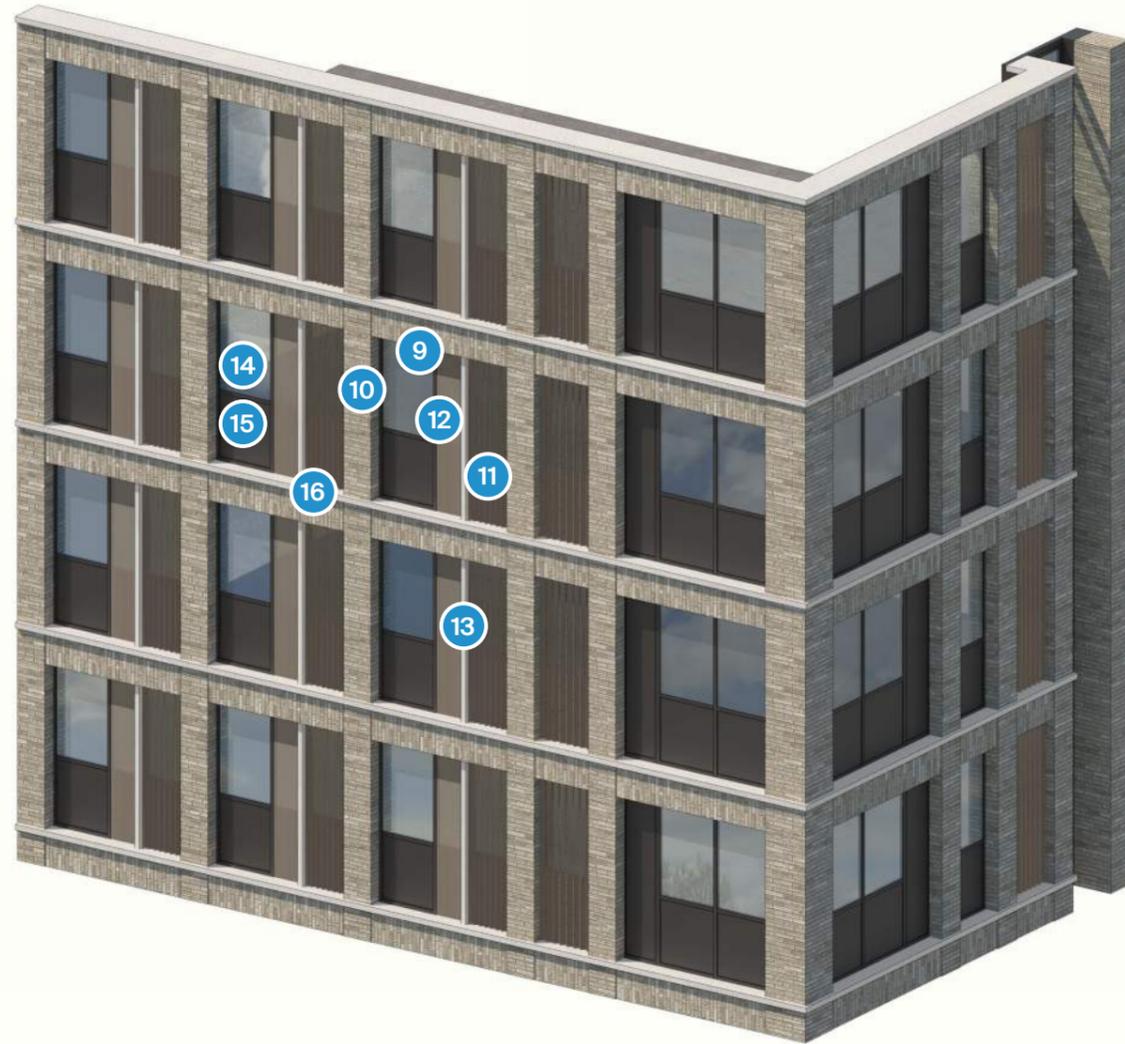
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| 1. Red facing brick | 9. Buff brick soldier course |
| 2. Metallic pink perforated panel | 10. Buff facing brick |
| 3. Red brick soldier course | 11. Metallic RAL 1019 corrugated panel |
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| 6. Dark grey metal glazing mullion | 14. Glazing |
| 7. PPC metallic pink standing seam | 15. Dark grey metal spandrel panel |
| 8. PPC metallic RAL 1019 standing seam | 16. Metallic cream metal horizontal banding |
| | 17. Dark grey metal canopy |



North Elevation - (Deptford Creek)

5.36 Bay Studies



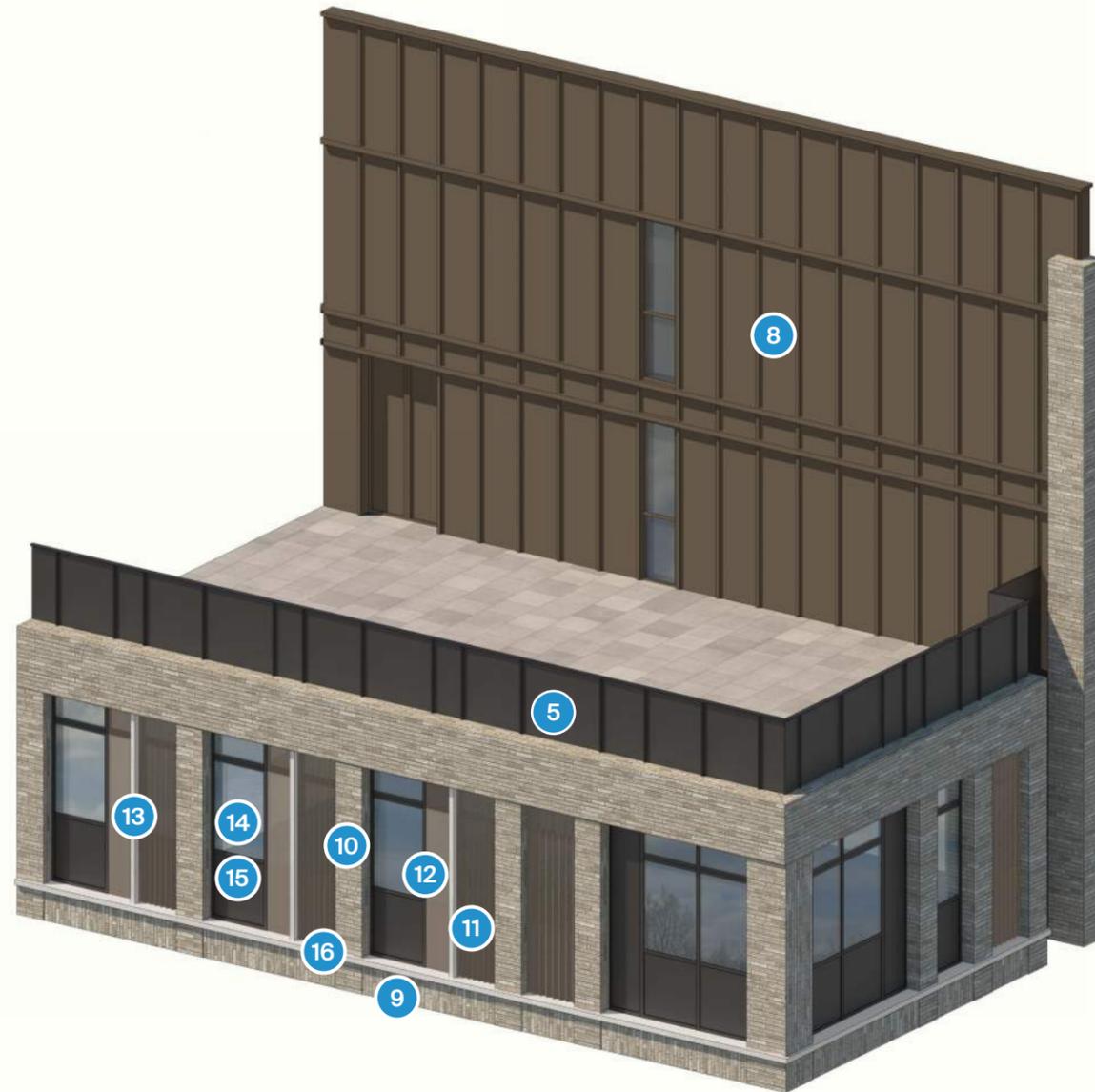
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| 1. Red facing brick | 9. Buff brick soldier course |
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| 6. Dark grey metal glazing mullion | 14. Glazing |
| 7. PPC metallic pink standing seam | 15. Dark grey metal spandrel panel |
| 8. PPC metallic RAL 1019 standing seam | 16. Metallic cream metal horizontal banding |
| | 17. Dark grey metal canopy |



North Elevation - (Deptford Creek)

5.37 Bay Studies



Key

- | | |
|---|---|
| 1. Red facing brick | 9. Buff brick soldier course |
| 2. Metallic pink perforated panel | 10. Buff facing brick |
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| | 17. Dark grey metal canopy |



North Elevation - (Deptford Creek)

5.38 Local Context Views

Creek Road looking West



5.39 Local Context Views

Creek Road looking East



5.40 Local Context Views

Creek Road looking West



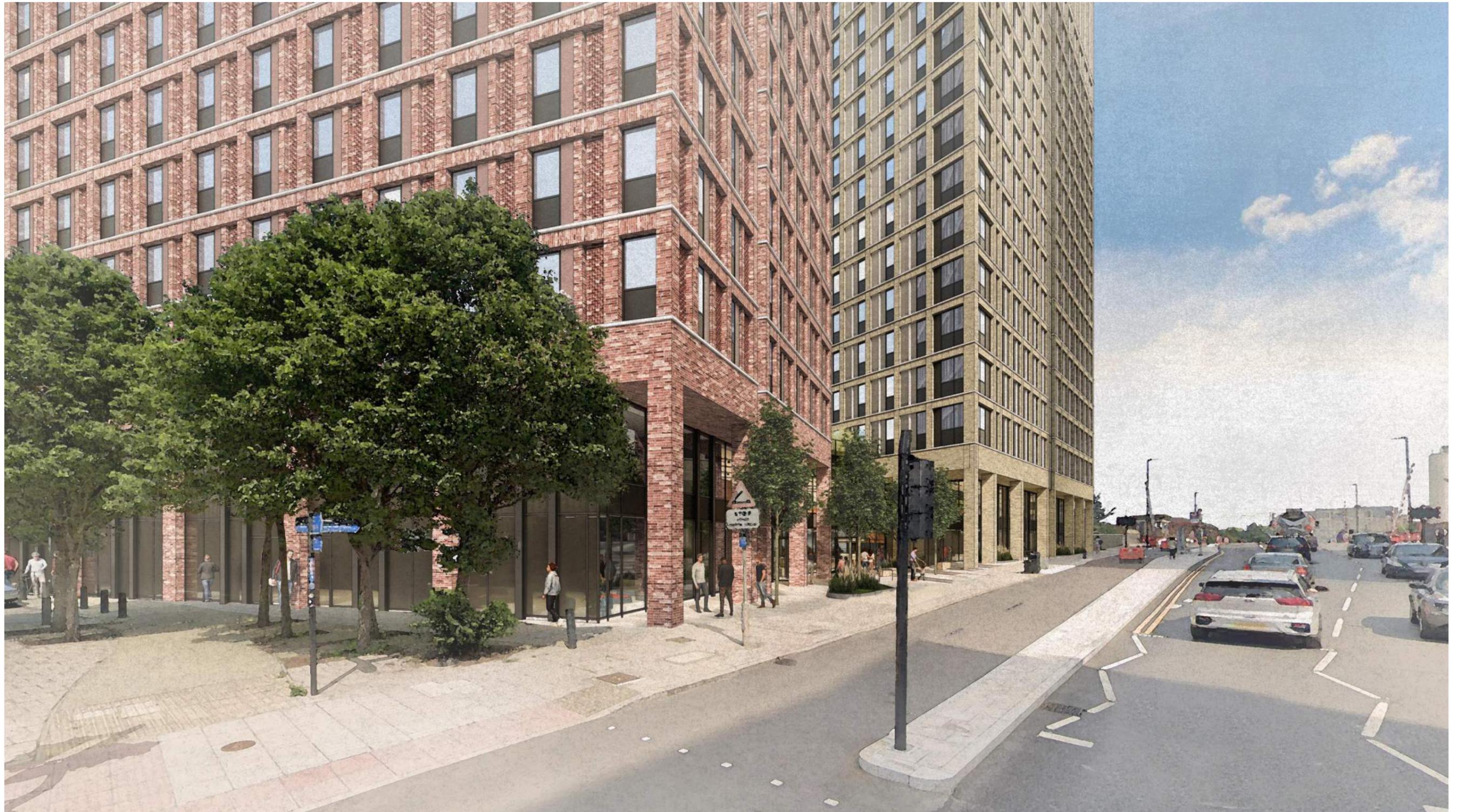
5.41 Local Context Views

Greenwich Reach Swing Bridge looking South-East



5.42 Local Context Views

Creek Road looking East



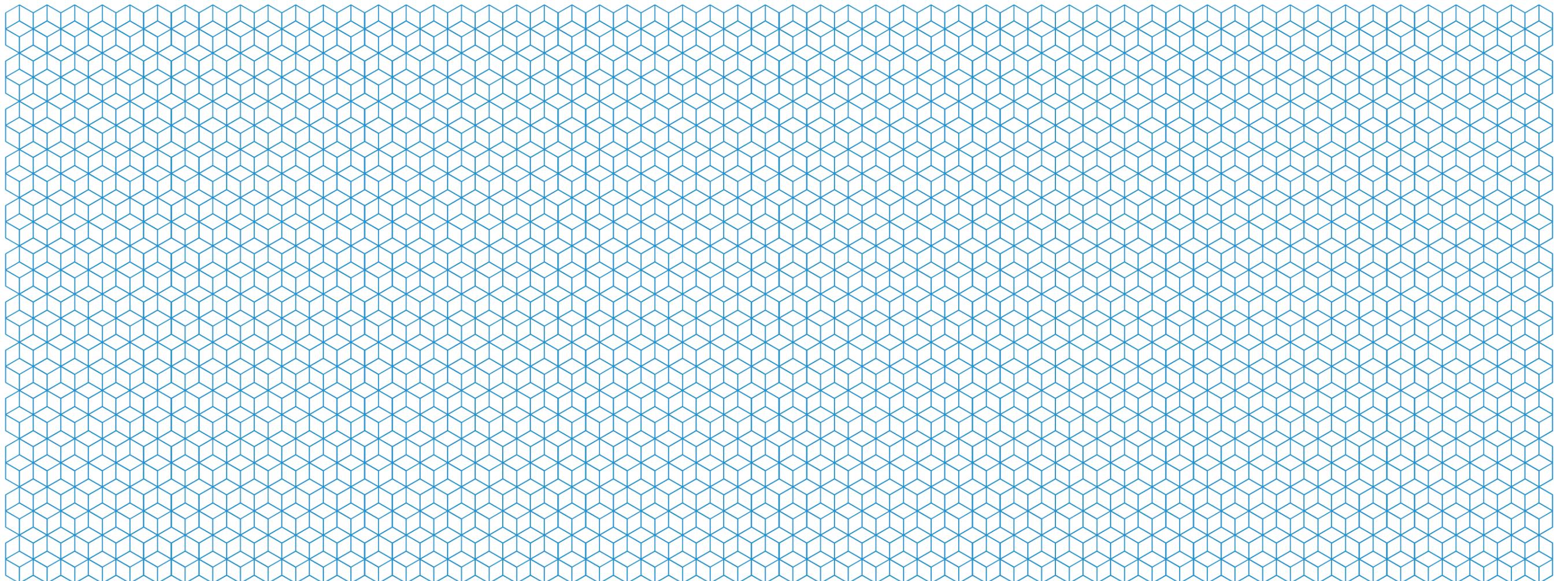
5.43 Local Context Views

Dreadnought Walk looking South



6.0

Technical Considerations



6.1 Accessibility

Introduction

The purpose of this chapter is to outline how the project has and will continue to be designed to deliver an accessible and inclusive environment for all. It illustrates how a clear strategy has been integrated into the development proposals, whether relevant and good practice standards have been complied with, and how inclusion will be maintained and managed.

The Development will be designed to be as inclusive as possible for:

- Residents of the development;
- Visitors to the development;
- People working in and visiting the commercial spaces; and
- The wider community beyond the site boundary.

The meaning of 'disabled' in this Design Code is the definition stated in the Equality Act 2010.

There has been a commitment by all stakeholders from the outset to ensure that the philosophy of inclusive design and consideration of all user needs now and in the future will be included within the project.

The principles of inclusive design are underpinned by the social model of disability, which supports the view that it is the attitude of society at large, and organisational and environmental structures, that restrict an individuals' participation in mainstream activities.

The solution to this is, in part, to change the environment, to remove the barriers to full participation and ensure new developments are designed inclusively from the outset to ensure that developments can be used safely, easily and with dignity by all. All new developments should be convenient to use and welcoming with no disabling barriers, so everyone can use them independently, without undue effort, separation or special treatment.

The proposed development therefore aspires to be:

- Welcoming with no disabling barriers that might exclude people;
- Inclusive so everyone can use it safely and easily;
- Legible to ensure ease of movement and way-finding;
- Convenient so everyone can use it without too much effort or separation;
- Adaptable to respond to changing needs; and
- Flexible so different people can use it in different ways.

Planning Policy and Design Standards

The scheme and public realm will be subject to and required to comply with the appropriate building regulations covering accessibility, movement and navigation.

Policy objectives seek to provide inclusive and accessible environments for all members of society. The following legislation, regulations, standards, policy and guidance have been draw upon:

Legislation

- Equality Act 2010 and associated Codes of Practice, HMSO and EHRQ, 2010
- Regulatory Reform (Fire Safety) Order, 2005

Building Regulations

- Building Regulations: Approved Document M Volumes 1 and 2 – Access to and Use of Buildings (2015)
- The Building Regulations: Approved Document B - Fire Safety (2006, amended 2013)
- The Building Regulations: Approved Document K - Protection from Falling, Collision and Impact (2013)

British Standards

- BS 8300:2018 Parts 1 and 2 – Design of an Accessible and Inclusive Environment – Codes of Practice
- BS9999:2017 - Fire precautions in the design, construction and use of buildings – Code of practice for means of escape for disabled people

National Planning Policy Framework (NPPF)

- National Planning Policy Guidance (NPPG)
- Technical Housing Standards - Nationally Described Space Standards (May 2016))
- Planning and Access for Disabled People – A Good Practice Guide (ODPM, 2003)
- Inclusive Mobility, Department for Transport (2002)

GLA PBSA London Plan Guidance October 2023

These documents have been applied where it is reasonable and practicable to do so. They are regarded as a minimum standard and opportunities to exceed have been explored. The proposals demonstrate how these standards have been applied and the process for design decisions where the solutions differ from these standards is due to site or other project constraints.

Both the architecture and the landscape design have been carefully considered and coordinated to avoid any step, steep ramp or other barriers within the public realm.

6.2 Access and Entrances

PBSA

The primary PBSA entrance is located on the South-West corner of the site. A location which is easily accessible for students from Creek Road and Clarence Road.

An additional PBSA entrance is located to the north on the new creekside public realm.

Workspace

The primary workspace entrance and lobby is located in the centre of proposal, it is accessed from the new Creek Road public realm. On the eastern side of the site is a workspace unit solely accessed from the east and north of the new creekside public realm. The workspace units on the north, south, and east elevations enable direct access to the new public realm.

The design team have explored how this workspace will be designed internally and have provided options for this in the DAS.



Key

-  PBSA Entrance
-  Cycle Store Entrance
-  Workspace Entrance
-  Vehicular Entrance

6.3 Cycle and Car Parking

PBSA Cycle Parking

Long stay - 526

Short stay - 18

A total of 526 long stay cycle spaces are provided for students in two dedicated cycle stores at ground floor and basement. A range of cycle racks are provided to accommodate all users, 26 of the 526 are spaces for larger cycles. An additional 18 short stay cycle spaces are located within the public realm for people visiting the site.

PBSA Vehicle Parking

Blue badge - 1

A single blue badge car parking space has been provided in the servicing area. Access to this is via the dropped kerb from Clarence Road.

Workspace Cycle Parking

Long stay - 13

Short stay - 2

A cycle store for the workspaces is located on the ground floor. This is accessed from the creekside public realm. A range of cycle racks are provided to accommodate all users.

Key



Spaces for larger cycles



6.4 Refuse and Servicing

Vehicular Access

Vehicular access to the site is provided via Clarence Road with the entrance on the western facade edge. One blue badge space is provided on site.

Due to its accessible location the site is car free other than the one blue badge space. This will promote walking, cycling and the use of public transport which will in turn aid sustainability and the well being of residents.

Deliveries

For vehicles deliveries and servicing the turning head into the site from Clarence road can be utilised.

Waste Management

The proposed development will follow the principles of the Waste Hierarchy. The waste management methods in order of preference are as follows – ‘waste prevention, preparation for reuse, material recovery, other recovery and disposal’ - to allow the environmental, social and economic risks from waste to be minimised and national and local policy aspirations to be supported.

Swept Path Analysis

Vehicle swept path analysis has been carried out for the on site service area.

Larger vehicles such as refuse vehicles, fire tenders, and lorries have been tracked for the service area. A swept path for a Liebherr LTM 1090-4.1 mobile crane has also been undertaken for access to the riverside wall.



6.5 Secure by Design, Health and Well Being & Maintenance and Access Strategy

Security Strategy

The team has designed with security in mind, meeting with officer Steve Watts on the 26th September 2023 to discuss the drawings and discuss how security can be implemented on the proposal. Drawings were accepted in principle and the following outcomes were provided from the meeting.

- Audiovisual fob access to main entrance doors with protected lobbies. Further fob access to each level is provided at the core for a controlled lobby.
- The proposal will utilise a compartmentalised access solution providing student access to specific floors and parts of the building only. Fob access to be provided to building terraces, refuse areas and cycle stores.
- Landscaping and tree canopies will provide a clear unobstructed view from eye level so that all residents and pedestrians can be seen round the site.
- Building entrances, lobbies, cycle and refuse stores are to have integrated CCTV surveillance.
- All external entrance doors to be self closing with locks. With cores, apartments, service rooms, and communal areas to have self-closing doors with locks.

Health and Well being

The health and well being of residents is critical to the successful integration of the new buildings within the wider community.

- The scheme will be managed to provide a clean and well-maintained environment.
- A high quality PBSA development will contribute to a mixed and balanced local community.
- Providing high quality communal facilities for residents, which will encourage interaction.
- Outdoor roof terrace amenity spaces will be provided.
- Providing a large quantity of cycle parking will encourage residents to exercise and be active – promoting healthy living.
- Active frontages and public realm improvements will enhance the surrounding environment bring the area to life and improve quality of living within this area.
- A new Creekside public realm will be created for the use of residents, neighbours and visitors which will improving interaction and the local community

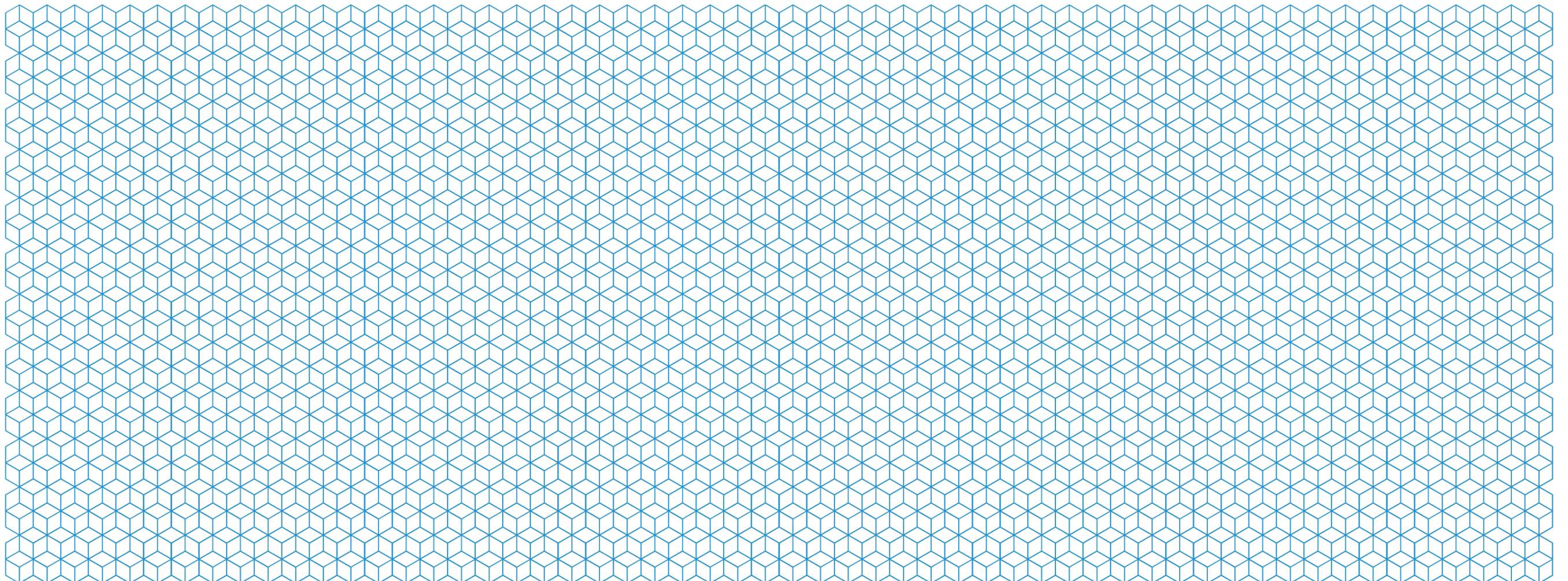
Maintenance and Access Strategy

A Facade Cleaning and Maintenance Strategy will be developed during the detailed design phase of the project and will provide access strategies and time frames for the following activities;

- Cleaning of glazing
- Cleaning of other materials
- Glazing replacement
- Infrequent inspection
- Landscape maintenance

7.0

Planning Policy Summary



Planning Context

This section identifies the key national, regional and local planning policy guidance which have been considered in the design of the scheme. The general thrust of national, regional and local policies is to secure sustainable patterns of development and re-use previously developed ('brownfield') urban land. A presumption in favour of sustainable development is identified as the basis for every plan and every decision in the NPPF (Paragraph 11).

A summary of the policies are set out below. However, please see the Planning Statement (prepared by Savills) for a detailed analysis of the key policies.

The Development Plan for the Site comprises the following:

- London Plan (2021);
- The Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014) – subsequently referred to as the Core Strategy; and
- Policies Map (2006, edited 2014).

There are a number of London and local planning designations which apply to the Site as follows:

- Within the Deptford/ Greenwich Riverside Opportunity Area (OA) as identified in the London Plan;
- Adjacent to Greenwich Town Centre (to the east of the Site);
- Within the Thames Policy Area; and
- Subject to Flood Zone 3 (highest probability of flooding) on the Government's Flood Map for Planning, in an area benefitting from flood defences (a full detailed Flood Risk Assessment will be submitted as part of a future planning application).

Additionally, the Site is located in close proximity to the Deptford and New Cross Creative Enterprise Zone (CEZ) on the western side of the Creek which is designated by the London Plan. CEZs enhance the local economy and provide facilities and workspace for the creative industries.

RBG's Urban Design Guide (October 2023) indicates that the Site is along an corridor for intensification opportunities.

London Plan (2021)

Policy D2 (Infrastructure requirements for sustainable densities)

Requires that the density of development proposals should be linked to the provision of future planned levels of infrastructure and be proportionate to the Site's connectivity and accessibility by walking, cycling and public transport to jobs and services.

Policy SD1 (Opportunity Areas)

Identifies Opportunity Areas as significant locations with development capacity to accommodate new housing, commercial development and infrastructure. Table 2.1 of the London Plan sets out that Deptford Creek/ Greenwich Riverside Opportunity Area has an indicative jobs target of 3,000 across the period 2016-2041.

Policy H15 (Purpose-built student accommodation)

Reinforces the requirement that, amongst other considerations, Boroughs should seek to ensure that local and strategic need for PBSA is addressed provided that at the neighbourhood level, and that the development contributes to a mixed and inclusive neighbourhood. Policy H15) sets out that the overall strategic requirement for PBSA in London is 3,500 PBSA bed spaces per annum over the Plan period (Mayor's Academic Forum).

Policy D3 (Optimising Site Capacity through the Design-Led Approach)

Sets out that development must make the best use of land by following a design-led approach that optimises the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth. Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

Policy D4 (Delivering good design)

Sets out that the design of development proposals should be thoroughly scrutinised by borough planning and urban design officers. Additionally, applicants are encouraged to take part in the design review process to inform design options early in the planning process.

Policy D5 (Inclusive design)

States that the Mayor will require all new development in London to achieve the highest standards of accessible and inclusive design. Developments should:

1. Be designed taking into account London's diverse population
2. Provide high quality people focused spaces that are designed to facilitate social interaction and inclusion
3. Be convenient and welcoming with no disabling barriers, providing independent access without additional undue effort, separation or special treatment
4. Be able to be entered, used and exited safely, easily and with dignity for all
5. Be designed to incorporate safe and dignified emergency evacuation for all building users. In all developments where lifts are installed, as a minimum at least one lift per core (or more subject to capacity assessments) should be a suitably sized fire evacuation lift suitable to be used to evacuate people who require level access from the building.

Policy D9 (Tall Buildings)

Development proposals should address the visual, functional, environmental and cumulative impacts of tall buildings.

Policy D13 (Agent of Change)

Places the responsibility for mitigating impacts from existing noise-generating activities or uses on the proposed new noise-sensitive development, which in this case would apply to the proposed development. Policy D13 requires that developments are designed to ensure that established noise-generating venues remain viable and can continue or grow without unreasonable restrictions being placed on them.

7.2 London Plan Policy Review Summary

London Plan (2021)

Policy D14 (Noise)

States that residential development proposals should manage noise by avoiding significant adverse noise impacts on health and quality of life, reflecting on the Agent of Change principle, improving and enhancing the acoustic environment and promoting appropriate soundscapes.

Policy GG2 (Making the best use of land)

Seeks to create successful sustainable mixed-use places that make the best use of land. Those involved in planning and development must proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling.

Policy G5 (Urban greening)

Sets out that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design. The Mayor recommends a target score of 0.4 for developments that are predominantly residential. The GLA Urban Greening Factor guidance sets out that all major development proposals providing dwellings (including student accommodation) will be expected to deliver a target Urban Greening Factor (UGF) of 0.4. Further to this, development proposals should ensure that Ecology reports highlight the opportunities for urban greening to deliver biodiversity gains.

Policy HC1 (Heritage Conservation and growth)

Sets out that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.

Policy HC2 (World Heritage Sites)

States that development proposals in World Heritage Sites and their settings, including any buffer zones, should conserve, promote and enhance their Outstanding Universal Value. In particular, development proposals should not compromise the ability to appreciate their Outstanding Universal Value or the authenticity of their attributes.

The Royal Greenwich Local Plan (2014)

Policy DH1 (Design)

Considers that all development proposals should demonstrate high-quality design and that it can contribute to the improvement of the built environment. The policy provides a number of requirements related to design which should be adhered to when putting forward development proposals.

Policy DH2 (Tall Buildings)

Outlines where tall buildings may be appropriate. The policy outlines that for areas not specified, tall buildings are inappropriate. Notwithstanding this, paragraph 4.4.23 of the Local Plan goes on to explain that for any areas not specified, the other design and heritage policies within the Core Strategy should be referred to. This includes taking account of the scale, height, bulk and massing of the adjacent townscape as noted earlier.

RBG Urban Design Guide, Supplementary Planning Document (October 2023)

Principle F.3 (Tall and Large Buildings) states that development of tall buildings will only be appropriate in locations identified in the Royal Borough Local Plan. Large buildings will only be supported where it can be demonstrated that they have a significant and necessary role in enhancing legibility and placemaking.

National Design Guide

Well-designed places have individual characteristics which work together to create its physical character. The National Design Guide identifies ten characteristics which contribute towards the themes set out for good design in the National Planning Policy Framework. The design team have taken these characteristics and used them central features in their design development.



Context

The building responds to the environmental conditions, neighbourhood character and local streetscape to enhance the surroundings. Consideration has been given to the existing and emerging context to ensure the building is considerate to its neighbours and does not prejudice any future development. It aims to reconnect the fragmented urban grain and contribute positively towards the new emerging tall building cluster.

Identity

The proposals provide attractive and distinctive façades which enhance the streetscape and respond to the immediate context and to each other. Analysis of the local architecture and nearby conservation areas has been carried out to help inform the design. Reference has been made to the site's heritage and the buildings which currently exist on site.

Built Form

Building frontages have been developed in long, mid and short range views whilst the proportions have been developed alongside key views from local conservation areas to ensure that the building enhances the local context.

A generous offset has been provided to the development-free zone to align with the EA requirements. As well as a generous height that was informed by both the immediate neighbouring properties and emerging context.

Movement

Frontages enhance the urban realm and the routes to the Creekside.

Nature

A new public realm is proposed to the centre of the scheme and an enhanced Creekside to be used by residents and the wider community. Landscaped roof terraces provide shared communal amenity for residents whilst green roofs are maximised in remaining locations to promote bio-diversity.

Public Spaces

The building is set back to provide clear footways.

A new landscaped public realm is proposed at the heart of the emerging development for the community to provide a sense of arrival. Active frontages are included on all available façades to enhance the public realm and improve surveillance.

Uses

The proposal is for scheme to provide PBSA and workspace. The building layout has been carefully considered so that the mix of uses compliment each other on site and maximise the opportunity for active frontage. The addition of PBSA to the emerging area will help promote a diverse mixed use to the area.

Homes and Buildings

Dual aspect living, kitchen, dining rooms are incorporated to maximise daylighting. Shared external amenity space is promoted at the heart of the development to aid well being and sense of community.

Resources

The primary material is brick continuing the character already establish in the local area. Sustainable resourcing is to be prioritised to reduce carbon footprint.

Lifespan

Overlooking distances and internal structural spans have been considered from the outset to allow for future adoption.

Policy D3 Optimising site capacity through the design-led approach

The design-led approach

A All development must make the best use of land by following a design-led approach that optimises the capacity of sites, including site allocations. Optimising site capacity means ensuring that development is of the most appropriate form and land use for the site. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2 Infrastructure requirements for sustainable densities), and that best delivers the requirements set out in Part D.

B Higher density developments should generally be promoted in locations that are well connected to jobs, services, infrastructure and amenities by public transport, walking and cycling, in accordance with Policy D2 Infrastructure requirements for sustainable densities. Where these locations have existing areas of high density buildings, expansion of the areas should be positively considered by Boroughs where appropriate. This could also include expanding Opportunity Area boundaries where appropriate.

C In other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way. This should be interpreted in the context of Policy H2 Small sites.

D Development proposals should:

Form and layout

- 1) enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape, with due regard to existing and emerging street hierarchy, building types, forms and proportions
- 2) encourage and facilitate active travel with convenient and inclusive pedestrian and cycling routes, crossing points, cycle parking, and legible entrances to buildings, that are aligned with peoples' movement patterns and desire lines in the area
- 3) be street-based with clearly defined public and private environments
- 4) facilitate efficient servicing and maintenance of buildings and the public realm, as well as deliveries, that minimise negative impacts on the environment, public realm and vulnerable road users

Experience

- 5) achieve safe, secure and inclusive environments
- 6) provide active frontages and positive reciprocal relationships between what happens inside the buildings and outside in the public realm to generate liveliness and interest
- 7) deliver appropriate outlook, privacy and amenity
- 8) provide conveniently located green and open spaces for social interaction, play, relaxation and physical activity
- 9) help prevent or mitigate the impacts of noise and poor air quality
- 10) achieve indoor and outdoor environments that are comfortable and inviting for people to use

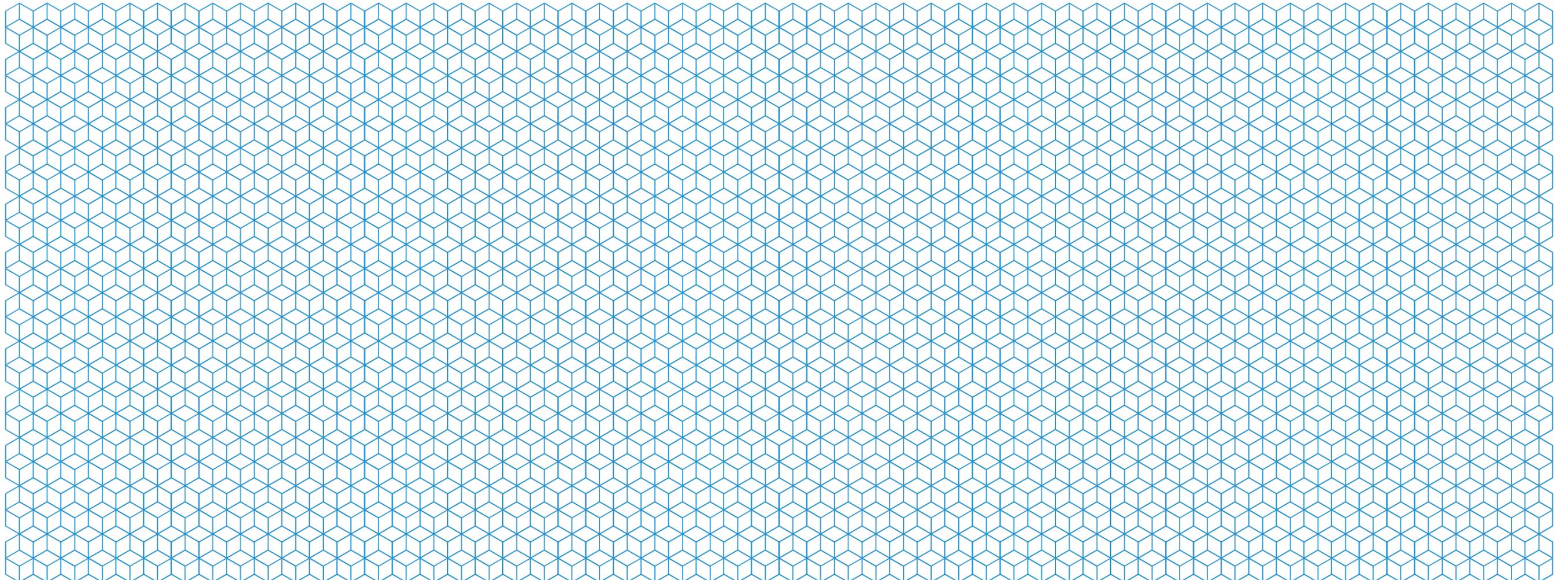
Quality and character

- 11) respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character
- 12) be of high quality, with architecture that pays attention to detail, and gives thorough consideration to the practicality of use, flexibility, safety and building lifespan through appropriate construction methods and the use of attractive, robust materials which weather and mature well
- 13) aim for high sustainability standards (with reference to the policies within London Plan Chapters 8 and 9) and take into account the principles of the circular economy
- 14) provide spaces and buildings that maximise opportunities for urban greening to create attractive resilient places that can also help the management of surface water.

Policy D3	Check	Commentary	Reference Pages
1	✓	An analysis of the existing and emerging context was undertaken from the design team from the outset, in order to understand the inherent site constraints and opportunities which has informed the most appropriate design response.	39-40
2	✓	An analysis of the access, servicing and refuse strategies for the office and student accommodation within the building has been undertaken. There has been an extensive design process and engagement with RBG officers on the optimal configuration and layout at ground floor, to create a more prominent corner with a visible cycle store. The proposals incorporate cycle provisions for office users and student accommodation which meet the London Plan standards. Additionally, a Framework Travel Plan (prepared by TPP) has been submitted with the application which sets out how active travel modes will be encouraged for future users.	77 77 77
3	✓	The street frontage with Clarence Road was developed in the design process.	112, 118
4	✓	Separate accesses for servicing uses are provided, with a dedicated space and access to Clarence Road which does not conflict with other accesses to the site. The landscape maintenance strategy has been developed and set out above.	132-134
5	✓	Secured by Design principles have been incorporated into the design. Accessible rooms and have been developed as part of the design. Additionally, the Applicant consulted the Metropolitan Police's Designing Out Crime Officer (DOCO). Feedback received from the DOCO is set out in Section 6 of the DAS.	135
6	✓	The ground floor of the development has been set out in a legible manner to ensure high quality entrances are provided with inter-visibility from Clarence Road.	110-114
7	✓	The PBSA rooms have no direct overlooking relationships with other neighbouring buildings or between the two blocks. Generous internal amenity is provided at first floor, which, as demonstrated in the DAS, will offer a range of zones for quiet and social spaces. Two rooftop terraces will provide high quality, managed external amenity which is more privately used by students, whilst the Creekside public realm will provide significant amenity space for office users and the public.	79, 80-82 Refer to BOSK information
8	✓	The Creekside walk area of public realm will encourage use of recreational walking routes along the Creek leading to the River Thames. At rooftop level, different zones will be created for quieter uses, and social spaces for students. The use of planting and furniture will encourage users to spend time in green spaces, and offers a different character to the public realm at ground floor.	72, 76, 128-129 81, 105 Refer to BOSK information
9	✓	Windows have additional perforated side panel that fully opens giving residents the option to open them for ventilation whilst accepting slightly higher internal sound levels.	118-123
10	✓	Following design workshops with RBG and comments received at the DRP, the office and student accommodation entrances were further refined and articulated.	51-68 144-149

8.0

Key Benefits



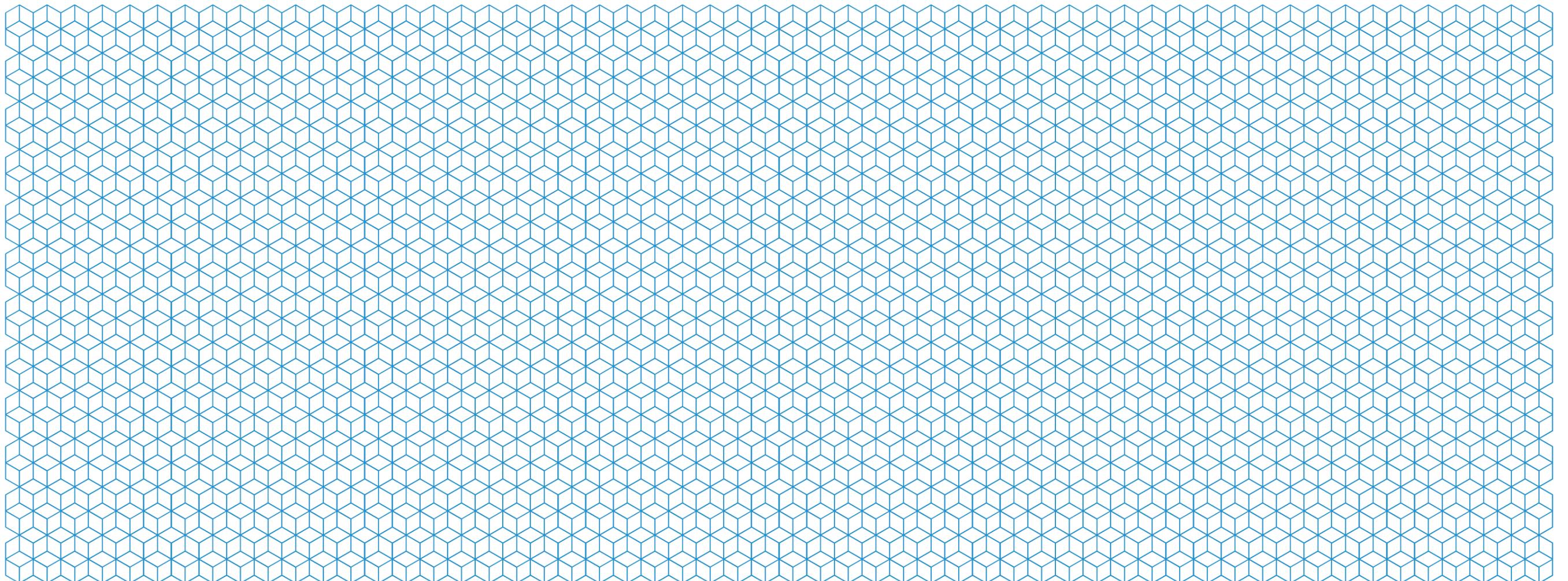
8.1 Summary & Key Benefits

- A locally distinctive scheme that creates a mixed-use riverside destination with new high quality public realm and improved pedestrian links.
- The delivery of purpose-built student accommodation units alongside high quality shared amenity spaces – this will make a significant contribution to Greenwich's housing targets and include 35% affordable student accommodation.
- The delivery of high-quality flexible employment spaces that will create new jobs and have synergies with the student accommodation.
- Introducing active frontages which will enliven Creek Road and the wider street scape.
- The restoration of the river wall which is currently in a state of disrepair.
- Urban greening and biodiversity enhancements across the site.



9.0

Appendix



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Royal Borough of Greenwich Design Review Panel

Report of Formal Review Meeting: Greenwich Quay

Thursday 01 September 2023

Panel



Attendees



Royal Borough of Greenwich
Royal Borough of Greenwich
Frame Projects
Frame Projects
Frame Projects

Apologies / report copied to



Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation the Royal Borough of Greenwich is subject to the Freedom of Information Act (FOI) and, in the case of an FOI request, may be obliged to release project information submitted for review.

Report of Formal Review Meeting
01 September 2023
GDRP01_ Greenwich Quay

CONFIDENTIAL

1. Project name and site address

Greenwich Quay, Clarence Road, Greenwich SE10

2. Presenting team



Tribe Student Housing
Tribe Student Housing
Carey Jones Chapman Tolcher
Carey Jones Chapman Tolcher
Studio BOSK
Studio BOSK
City Designer
City Designer
Savills
JAW
Reddington Capital

3. Planning authority briefing

The site is a third of a hectare with four brick office buildings of up to four storeys and car parking. It is located just outside of the West Greenwich Town Centre and has a PTAL rating of 4. It lies within Flood Zone 3a and has a mandatory setback from the creek wall that must be maintained. Deptford Creek is a Site of Importance for Nature Conservation and Brewery Wharf across the creek is safeguarded.

Although the site is not within a conservation area, there are conservation areas nearby as well as the Greenwich Maritime World Heritage site.

It is located within the Deptford Creek / Greenwich Riverside Opportunity Area. The western side of Deptford Creek has seen the emergence of a cluster of tall buildings, including Union Wharf (24 storeys) opposite the site on Creek Road, and Thanet Wharf which will be up to 30 storeys and has a resolution to grant by London Borough of Lewisham. Student housing would contribute to borough housing targets.

The site is not located within an area identified in the Greenwich Core Strategy as appropriate for tall buildings. The new Tall Building Assessment identifies future development objectives for the existing cluster of tall buildings on the Creekside and states that the cluster should not expand. Officers would consider a tall building if it was felt to be appropriate in the context.

Officers would welcome the panel's views on: the scale and massing; layout ground and first floor uses; the public realm; the quality of the student housing, including provisions for amenity and access; impacts on neighbouring properties; and initial responses to the architectural approach and materials.

Report of Formal Review Meeting
01 September 2023
GDRP01_ Greenwich Quay



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4. Design Review Panel's views

Summary

The panel is broadly supportive of the scale and massing proposed, and the stepping down of height, with a taller building to the east. It agrees that this massing is appropriate to mediate between taller buildings to the south, and lower buildings along Clarence Road. However, as design work continues, the panel would encourage a more sculptural silhouette to enhance the appearance of the scheme in longer distance views. The panel would like to see further exploration of the potential to create a route and view from Clarence Road to the waterside. The development should also address Creek Road in a positive way, with a generous pavement and active frontages.

The amenities being provided are welcomed by the panel, and the design in terms of room layouts and circulation spaces is promising. Greater clarity about how shared amenity spaces will be used would be valuable, to demonstrate the quality of life the scheme will create for students, and its relationship to the surrounding context.

The panel would like to see a simpler and more refined landscape design that maximises the enjoyment of the riverfront and the views that affords, and it asks for more evidence that nature conservation and biodiversity are integral to the approach.

On sustainability, the panel urges the applicant to target net zero carbon in operation, without the need for offsetting, and to go beyond regulatory minimum standards in terms of embodied carbon.

Scale and massing

- The panel welcomes the proposed transition in height with a ground plus 22 storey eastern block relating to the existing tall building cluster to the south, and a ground plus 15 storey western block relating to lower buildings along Clarence Road.
- However, the massing could be refined to create a more sculptural form in long distance views. This would enhance its appearance when seen from conservation areas and the Greenwich Maritime World Heritage site.

Mistype -
Scheme presented was G+19 and G+14

Townscape

- The panel welcomes the use of townscape studies at an early stage, to inform the design process and to assess the impact of the proposal in key views of the nearby conservation areas and the World Heritage Site.
- The form the buildings take as objects in the townscape - their sculptural profile - is important and needs more design work. The panel notes that the scheme will also be highly visible on the river due to its location on the curve of the Thames.



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Public realm

- The buildings have been pulled back from the edges of the site and a space created between them which is two storeys and glazed with a green roof. In the current scheme it is unclear what the ambitions are for this area.
- The panel suggest that the space between the buildings needs to be active and permeable - physically and in terms of views - and suggest the introduction of commercial uses and routes through.
- The current massing of the blocks results in a very constricted entrance on Creek Road. Once the scheme is inhabited, there will a large number of people entering the building and a more generous entrance area and sequence is needed to accommodate this, especially given the level change from the street.
- Clarence Road to the west side, has been designed to accommodate the back-of-house aspects of the scheme such as rubbish storage and collection. The impact this will have on this street and routes through to the river needs careful consideration in the architecture and landscape designs.
- The panel feels that scheme needs to work harder to create a good civic realm for the wider area, not just for this building.

Landscape

- The panel would encourage a simpler approach to the landscape design, and it asks for more evidence that nature conservation and biodiversity are integral to the approach.
- Within and around the building where there are landscaped areas and terraces, the panel encourages opportunities for food growing and for students to be active participants in the maintenance of planted areas.

Layout, amenity and access

- The panel is positive about the internal layout of the blocks, especially in relation to the provision of internal amenity space.
- It is encouraged that the cluster flats, located in the east block, have shared living rooms, kitchens and dining rooms located on the corners of the building. These communal spaces have the benefit of dual aspect, which will help mitigate individual rooms being single aspect.
- Each building has a high-level set back to create an external terrace for the block. On the west block this is at 13th floor on the west side, and in the east block it is located at 22nd floor on the north, river facing side. Inaccessible greened areas of roof are also proposed on several levels.

Mistype -
Scheme presented had set backs at 19th



9.3 DRP 01 Feedback

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- The panel encourages the applicant to give these areas individual landscape characters and avoid a repetitive planting scheme. This could allow for greater biodiversity and help residents orientate themselves within the blocks.

Sustainability

- With student accommodation, a focus on operational energy and costs is essential to keep living costs affordable and transparent.
- The panel is pleased to hear the client has developed user technology to assist with this in the form of an app allowing students to monitor their energy usage and bills.
- The panel notes that students are conscious of sustainability and want to live in places that have ambitious targets. This means that high aspirations for energy efficiency and environmental sustainability could be a selling point for the scheme.
- Whole life carbon should be considered from the start especially in relation to the methods and systems of construction for the project.
- The panel recommends testing the designs to ensure they avoid overheating as soon as possible.
- The specification of construction materials should be considered as early as possible and be balanced with the right glazing ratios and window specifications, especially with low G values (heat gain) for proposed windows.
- The panel would strongly encourage the applicant to aim for net zero to be achieved through the design of the buildings, rather than the GLA's carbon offset fund.

Next steps

The panel would welcome a further opportunity to review this scheme, once further detail is available on the architecture, landscape design and sustainability.



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Royal Borough of Greenwich Design Review Panel

Report for Formal Review meeting to discuss Greenwich Quay

Wednesday 25 October 2023

Panel



Attendees



Royal Borough of Greenwich
Royal Borough of Greenwich
Frame Projects
Frame Projects

Apologies / report copied to



Frame Projects

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation the Royal Borough of Greenwich is subject to the Freedom of Information Act (FOI) and, in the case of an FOI request, may be obliged to release project information submitted for review.

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1. Project name and site address

Greenwich Quay, Clarence Road, Greenwich SE10

2. Presenting team



Tribe Student Housing
Carey Jones Chapman Tolcher
Studio Bosk
Savills
Citydesigner

3. Planning authority briefing

The site is a third of a hectare with four brick office buildings of up to four storeys and car parking. It is located just outside West Greenwich Town Centre and has a PTAL rating of 4. It lies within Flood Zone 3a and has a mandatory setback from the Creek wall that must be maintained. Deptford Creek is a Site of Importance for Nature Conservation and Brewery Wharf, across the Creek, is safeguarded.

Although the site is not within a conservation area, there are conservation areas nearby as well as the Greenwich Maritime World Heritage site. The western side of Deptford Creek has seen the emergence of a cluster of tall buildings, including Union Wharf (24 storeys) and Thanet Wharf which will be up to 30 storeys and has a resolution to grant by London Borough of Lewisham. However, the site is not located within an area identified in the Greenwich Core Strategy as appropriate for tall buildings, although officers would consider a tall building if it was felt to be appropriate in the context.

Officers would welcome the panel's views on the proposed massing, the design of the base of the building, the quality of the architecture, and the building's relationship within the immediate townscape. Comments are also sought on the management of pedestrian movements through the site, and on the quality and utility of the public realm surrounding the site, particularly on the Creekside.



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4. Design Review Panel's views

Summary

The panel welcomes the positive progress made since the previous meeting, and remains broadly supportive of the proposed scale and massing of the proposals. However, the tower needs greater articulation given its prominence in views. A more classical approach should be taken to the architecture to define the hierarchy of each building, with a clearly expressed base, middle and top. A stronger emphasis should also be placed on the solidity of each building, as shown in the precedents referred to by the applicant; the use of lightweight inset panels should be avoided. Further thought should be given to the corners of each building, particularly Block B, including the potential for introducing balconies, both to provide more outdoor amenity space and to help break up the mass of the buildings. The applicant should also adopt a fabric first approach to the scheme to help achieve an improved efficiency in energy use.

The panel welcomes the simpler landscape design for the space adjacent to the Creek. Introducing a double height space between ground and first floors would help to celebrate the arrival space and the amazing Creekside location. Relocating the student amenity space on the ground floor could help to further activate the public realm at more times of the day. Detailed design will be crucial to how successful these spaces will be, and the panel asks for further consideration of nature conservation, biodiversity and ecology.

Architecture

- The panel notes that the location of the site demands a fantastic building. The architecture should achieve a sense of grandeur, which is not yet evident in the proposed elevations.
- The panel welcomes the precedents referred to within the presentation but notes that further work is needed to capture their quality within the proposals, particularly in terms of hierarchy and solidity.
- A classical approach to the hierarchy of each building, with a clearly defined base, middle and top, would strengthen the proposals considerably.
- Greater emphasis should be given to the solidity of the elevations, as demonstrated in the precedents given, rather than using lightweight inset panels and finials.
- The base of each building should be made more distinct and stronger. The panel understands that there is a requirement for a ten-metre set back from the canal which limits the ability to ground the building on the northern elevation. However, it suggests exploring the potential to make the columns thick and weighty, and to allow the cantilever to feel more solid and carved.

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- As shown in the precedent of Dundee House (by Reiach and Hall Architects), the panel welcomes the idea of a loggia to help give the buildings a more distinct and noble top. It encourages the team to progress this idea further in the proposals for Greenwich Quay.
- The panel notes that the repetitive nature of the internal layouts for student housing results in a relentless elevation. A more solid elevation, with open corners, could help address this challenge.
- The shared amenity space in each corner of Block B is a great opportunity both to transform the internal plan arrangement of the upper floors, and to change the way in which each building presents itself.
- The proposed metal corners are unsuccessful and a more solid treatment would work better. This could include projecting or inset balconies behind full height glazing, to open fantastic views across Greenwich.
- Full height glazing at the end of each corridor would bring natural light into these often dark and unwelcoming spaces.

Sustainability

- The panel generally supports the compact form of the proposed massing, which will be better for energy efficiency.
- As discussed at the previous meeting, it recommends a fabric first to maximise the building's performance, before considering the use of mechanical or electrical building services systems.
- Window specifications and air tightness should be further reviewed to help deal with operational energy demands.
- The panel is broadly supportive of the approach to overheating, and the inclusion of panels for purge ventilation is welcomed.
- The panel notes that the G-values for the windows is quite low. While this is good for avoiding overheating, it is likely to result in a higher energy demand at colder times of the year. There is a balance to be achieved between overheating and overcooling and the panel considers this balance is currently overly-focussed on addressing overheating.
- The panel notes that there is a significant amount of glazing at ground floor, where the G-value will be particularly important. This space should be reviewed further, particularly with regard to challenges such as potential problems with glare and the amount of energy likely to be lost. This should be considered alongside the comment above regarding the building's base, and those below regarding layout.



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- The panel welcomes the careful consideration of embodied carbon in construction. It encourages the team to explore the potential to integrate cross laminated timber for wall elements to help further reduce embodied carbon.
- Air-source heat pump technology is evolving quickly. Careful thought should be given to how the proposals could respond and adapt, to ensure the best available technology at the time of construction is adopted.

Layout and amenity

- The panel is concerned that the proposed ground floor use and arrangement may not be making the most of the Creekside location.
- Swapping the ground and first floor uses, with student common areas on the ground floor, could be a better solution. This could help to better activate the Creekside open space, at more times of the day, particularly as the office space is likely to have very little activity outside of office hours.
- The team should explore the potential to introduce a generous, double height space between ground and first floor levels, particularly between the two buildings. This will help to celebrate the arrival space and to make the most of this fantastic location.
- The panel understands that there are challenges in terms of the requirements of each use. However, other uses or management mechanisms could help to unlock these issues. This should include the potential for the proposed office space to also be used by students outside of office hours.
- The panel encourages the team to explore opportunities to build flexibility into the proposals that could allow the buildings to be re-purposed over time, for example as a hotel or for co-living uses.

Landscape

- Overall, the panel considers the simpler landscape approach to be moving in the right direction.
- Detailed design will be crucial to ensuring that the landscape functions as intended, and this will include how the grasscrete and planters work, how the space feels for different users (including those accessing the building, those with buggies and those in wheelchairs), and what the main route will be for members of public.
- The panel welcomes the inclusion of roof space, but it would like reassurance that the proposed planting can work in this location, with sufficient substrate provided.



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- Further thought should be given to integrating nature conservation and biodiversity, putting these at the heart of the approach to all spaces.
- Given the sensitive Creekside location, the panel highlights the importance of gaining ecological input into species selection.

Next steps

The panel understands that the applicant is due to make an application soon. However, it notes that where it would be of value, it would welcome a further opportunity to review the scheme again.



9.7 Public Consultation

On Site Public Consultation

From 3:30pm until 8pm on 13th November 2023, Unit 10 Greenwich Quay was the location for the public consultation for the proposal. The team met plenty of the public throughout the day answering queries about the proposal and the process of the application.

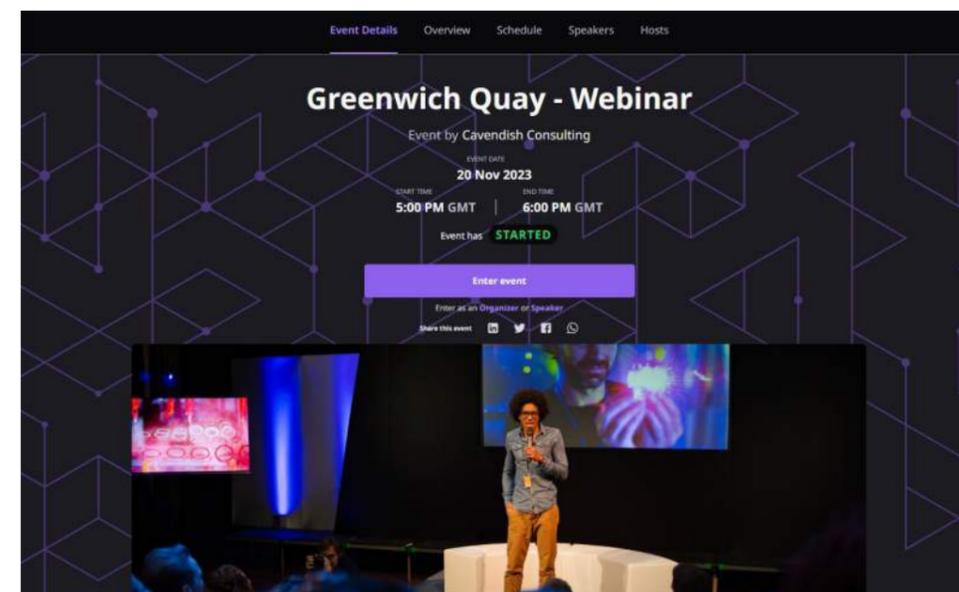
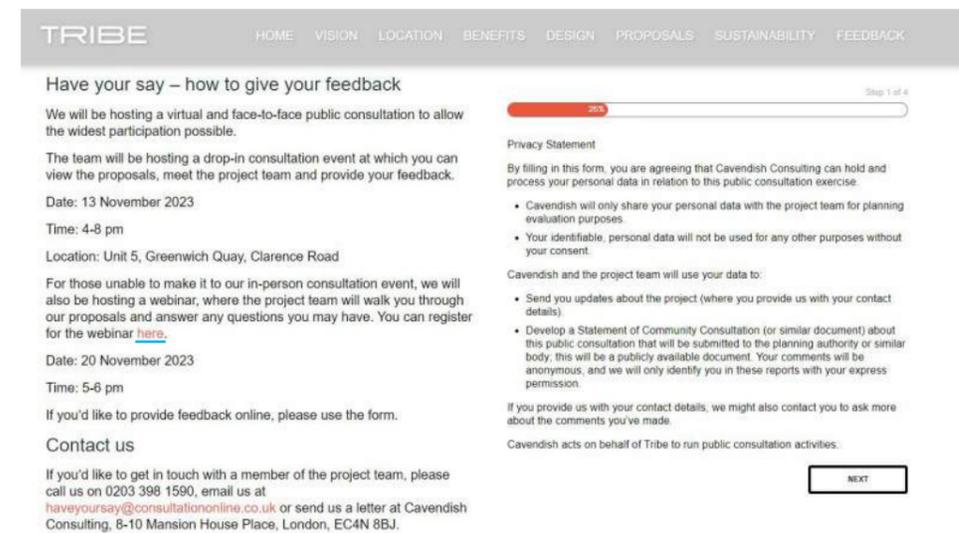
As shown in the images below, boards detailing key views of the proposal, sustainability approach, and time-lines were printed and presented on to assist in the explanation of the proposal.



Webinar Public Consultation

One week later, on the 20th November 2023, the design team also conducted a public consultation webinar for those who could not attend the on site consultation.

The team presented the scheme and answered any questions that were raised.



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