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INTRODUCTION

The Design & Access Statement has been prepared by Nabil Gholam Architects on behalf of Chelsea Reach Limited to support a planning application at 79-89 Lots Road, London, SW10 0RN for the redevelopment of the existing construction into a high quality office space. The existing building on the site comprises a northern element (5 storeys) and southern element (4 storeys), which is in B1 use and its floor space totals 1,951 sq. m (Gross Internal Area).

The proposed development seeks to make an efficient use of the under utilized site, and comprises:

- The demolition of the southern part of the existing building and redevelopment to create an 8-storey element plus a single level basement, and the refurbishment and extension of the northern part of the building to create a 7-storey element. The two parts of the development will be linked by a light-filled glass atrium.
- It will deliver high quality office accommodation (total floor space of 4,532.4 sq. m GIA) that will be flexibly laid out to offer various sizes of office space to meet the needs of a range of potential tenants. It is anticipated that the proposed office space will be attractive to small and medium sized businesses, start-ups etc.
- The building will contain associated facilities to meet the needs of office users, including an ancillary canteen/café area at ground level that could be accessible to the public, 68 no cycle parking spaces, 10 no visitor cycle spaces (in the courtyard) and showering and changing facilities in the basement.
- Partial use of the second floor (235.8 sq.m) as flexible B1a/c use.
- Part of the ground floor (129.6 sq. m) would be flexible B1/A1/A3 use.
- The creation of a welcoming courtyard and high quality external landscaping at the front of the building;
- The creation of roof terraces for the users of the building and green roofs for biodiversity benefits.
02
SITE ANALYSIS
02 SITE ANALYSIS

LOCATION

The Site is located at 79-89 Lots Road in the Royal Borough of Kensington and Chelsea. The Site is bounded by Lots Road and residential properties to the east, a railway line to the west, a 2-storey art gallery (Ventique) to the south and residential properties to the north. The Site has a small courtyard at the front of the building, which is used for car parking and is accessed directly from Lots Road. To the south of the site access entrance, there is a basement level sub-station. The Plot Size is 0.1 hectares. (1000 sqm)

The building is not listed nor located within a conservation area. It lies to the west of the Lots Village Conservation Area Boundary.
02 SITE ANALYSIS

TRANSPORT LINKS

The Site has a Public Transport Accessibility Level (PTAL) rating of 4, and is located near Fulham Broadway and Imperial Wharf stations. The nearest bus stops are located almost immediately adjacent to the development site on Lots Road providing access to bus route C3. Bus stops on Kings Road provide access to further bus routes which include: 11, 22, C3, N11 and N22.

The site is ideally located in terms of cycle accessibility, with several surrounding roads recommended for the use of cyclists. See the Transport Statement prepared by Velocity for full details.
02 SITE ANALYSIS

SURROUNDING LAND USES

The land uses surrounding the site are mixed, with residential buildings predominantly to the north and east and a range of commercial buildings to the south. The Heatherley School of Fine Art is also located in close proximity to the south of the Site.
02 SITE ANALYSIS

SURROUNDING BUILDING HEIGHT
NUMBER OF STOREYS

Surrounding building height:
- VI Storeys
- V Storeys
- IV Storeys
- III Storeys
- II Storeys
- I Storey
LOCAL CONTEXT - Recent and future developments.

There are a number of residential-led developments that are under construction or have recently been consented in close proximity to the Site (in RBKC and the London Borough of Hammersmith and Fulham) – as shown on the image.
02 SITE ANALYSIS

LOCAL CONTEXT - Recent and future developments

- Chelsea Island: Under construction
- Chelsea Waterfront: Under construction
- Chelsea Creek: Under construction
- Fulham Gasworks: Planning application pending
02 SITE ANALYSIS

BUILDING DIMENSIONS

- Area: 996 sqm
- Dimensions: 29.55m x 36.50m
- Site Analysis

Studies and plans shown are preliminary and subject to change during design development.
02 SITE ANALYSIS

EXISTING BUILDING

The existing building was originally constructed in the 19th Century and utilized as a Victorian metal instruments factory. It was subsequently purchased by the previous owner in 1974 following which a programme of improvement works was undertaken to configure the property into the current arrangement.

- This arrangement comprises a northern element (5 storeys) and a southern element (4 storeys), which is in B1 use and its floor space totals 1,951 sq. m (Gross Internal Area). The height of the existing building is 17.72 m
- The northern building element is of a very refined architectural quality both in terms of facade treatment, construction detailing, fenestration order and interior structural and spatial layouts.
- The southern element quite limited both in its architectural qualities, spatial capacity, and height.
- The building contains several small office/workshop units occupied by a range of businesses (including architects and interior designers).
- The structure of the building, where visible, appears to be a combination of cast iron columns and wrought iron I-section beams and fabricated riveted plate girders that support a cast in situ concrete floor.
- The elevations have been constructed from a London stock brick, laid in a combination of a solid English and Flemish bond.
- Fenestration is principally of steel framed single glazed window units supplemented by more contemporary timber framed glazing.
- A number of tenants have installed internal secondary glazing to improve thermal and acoustic performance.
- Doors are a mixture of steel, timber, and PVC, and there is steel roller shutter entrance to the ground floor.
- The upper floors are all accessed via an external steel staircase that is central to the building. A secondary means of escape is provided by further external staircases to the flanks of the building.
- The existing building does not meet modern office requirements and is in need of refurbishment and redevelopment i.e. the upper floors of the building do not benefit from step-free access, the layout and energy efficiency of the office units are inefficient, and there is limited on-site cycle parking and changing/showering facilities.
02 SITE ANALYSIS

EXISTING BUILDING
02 SITE ANALYSIS

EXISTING BUILDING SECTION & MAIN ELEVATION
02 SITE ANALYSIS

EXISTING BUILDING ELEVATIONS

East Elevation | scale 1:300

West Elevation | scale 1:300

North Elevation | scale 1:300

South Elevation | scale 1:300
02 SITE ANALYSIS

EXISTING BUILDING VIEWS

Key points view map
02 SITE ANALYSIS

SURROUNDING VIEWS
02 SITE ANALYSIS

PLANNING CONTEXT

National Planning Policy Framework
The National Planning Policy Framework was published on 27 March 2012 and revised on 24 July 2018 and sets out the government’s planning policies for England and how these are expected to be applied.
At the heart of the NPPF is a presumption in favour of sustainable development. Paragraph 11 explains that for decision-making, this means:

• ‘approving development proposals that accord with an up-to-date development plan without delay; or
• where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.’

Development Plan
Section 38(6) of the Planning and Compulsory Purchase Act 2004 states that when making any determination under the Planning Acts, it should be in accordance with the Development Plan unless material considerations indicate otherwise.
The Development Plan for the Site comprises:
• The London Plan (2016);
• RBKC Consolidated Local Plan (2015)
• RBKC Unitary Development Plan (2002) Saved Policies

Supplementary Planning Guidance
RBKC and the Mayor has also published Supplementary Planning Guidance (SPG) documents which are material considerations.

Site Policy Designations
The Site is located in the Lots Road Employment Zone on the adopted RBKC proposals map. It is also identified as an area unsuitable for Diplomatic Uses.
On the emerging proposals map associated with the Local Plan Review, the Site is located in an Employment Zone, and an area unsuitable for Diplomatic Uses.
The Site is not located in a Conservation Area, nor is it adjacent to any listed buildings.
The Site is located in Flood Zone 3 on the EA’s flood risk map.

Planning Practice Guidance
Planning Practice Guidance (PPG) was launched by the Government on 6th March 2014 and provides a web-based resource in support of the NPPF. Following its launch. A number of previously published planning guidance documents have been cancelled and are detailed within the Written Ministerial Statement titled ‘Making the planning system work more efficiently and effectively’, also dated 6th March 2014.
Regard has been given to the PPG as part of the assessment of the Proposed Development.
03 HISTORICAL CONTEXT

HISTORICAL BACKGROUND

Aerial photograph | 1945
Aerial photograph | 2002
Aerial photograph | 2017
03 HISTORICAL CONTEXT

LOTS ROAD DISTRICT. HISTORICAL TIMELINE

16th century
COMMERCIAL ACTIVITY
- Commerce
- Gravel Extraction

17th century
INDUSTRIAL ACTIVITY
- Maritime Building
- Arsenal Building

18th century
URBANISATION
- Coach building
- Pre-fabricated Housing Parts
- Metal Work

19th century
TRADE
- Brewery
- Paper-stainers
- Silk Weavers
- Coal Dealers
- Daily Shops

20th century
RETAIL
- Fashion Boutiques
- Furniture showroom
- Innovative shops

PRESENT
- Modern Townhouses
- Design Quarter
- Waterfront Development
03 HISTORICAL CONTEXT

INDUSTRIAL ORIGINS

Industrial riverside development and Victorian residential urban spread

The site has historically stood between two distinct zones: the earlier, mainly industrial, riverside development; and the later, Victorian residential urban spread. The former zone has, from the start, been characterised by large scale manufacturing buildings, such as the gasholders, power station, and wharves. The latter is instead characterised by tighter, smaller scale fabric, made up of modest terraces. This combination of character zones began in the late 19th century and has remained a constant throughout the 20th century.