

Planning Committee Addendum

28 September 2023

Item 5.1: 18/05474/PRE – Woburn and Bedford Court

Following on from the publication of the report, the Council have since received written pre-application feedback from the GLA and a brief summary of their comments is as follows (it should be noted that elements of the scheme have evolved since the time of the meeting with the GLA):

- *Subject to the provision of satisfactory information as part of any application to address circular economy principles set out in policies D3 and SI7, and as further explained in the Circular Economy Statements LPG, the demolition of the existing buildings on the application site and the redevelopment of the site for a residential-led, mixed use scheme could be acceptable.*
- *The proposed affordable housing provision does not currently meet the Fast Track Route requirements and would be required to follow the Viability Tested Route. The applicant will be required to submit a Financial Viability Assessment, which will be robustly scrutinised by GLA officers to ensure that the maximum level of affordable housing is being achieved.*
- *The proposed building line along Wellesley Road aligns with the established building line along the street, which is supported. This continuity of building line should allow the proposal to fit into the street scene whilst still maintaining a generous set back from the road.*
- *GLA officers are concerned about the proposed uses along the route between Blocks 2 and 3, which primarily comprise servicing, cycle storage, bin storage and the car parking entrance, and the applicant should carefully consider the function and quality of this route.*
- *The proportion of active uses along the principal elevation of Block 3 fronting onto Wellesley Road should also be increased. Current plans show a cycle store covers almost two thirds of the elevation. Elsewhere across the scheme, GLA officers are broadly supportive of ground floor uses which provide good levels of animation and natural surveillance.*
- *The reduction in height of Block 3, which has occurred since the previous iteration of the scheme shown to GLA officers, is welcomed. This reduction in height would reduce the visual impact of the development on the setting of the locally listed St Mary's Church, and on the Grade II* listed St James's Church (as massing would no longer appear directly behind the church tower in the submitted views).*
- *GLA officers generally accept the height and mass of Blocks 3 and 4 which respond well to the scale of neighbouring development. In respect of Blocks 1 and 2, it is noted that the proposed involves the provision of two very tall buildings outside of the town centre, which step up in height away from the town centre. Concern is raised that the proposal will shift height away from the town centre/stations and impact the hierarchy of place and the legibility of the*

town centre is townscape views and it is therefore questioned whether alternative proposals which step up towards the town centre would instead create a more legible and logical cityscape in wider townscape views.

- *It is questioned whether Block 1 should be setback further from the street to improve its relationship with both Newgate and the Island building.*
- *GLA officers accept the concept of a podium within Blocks 1, 2 and 3, noting that podiums can be an effective tool in responding to the human scale and how people experience a tall building at ground level.*
- *A total of 66% of units will be dual aspect with larger units being located at the corners of the buildings which is supported. The applicant is however encouraged to explore options that increase the number of dual aspect units and concerns are also raised regarding single aspect north facing units in Block 3.*
- *The architectural approach to the building's composition comprising of a defined base, main body, and crown is supported. The base responds to a human scale, and the crown provides an appropriate termination to the building. The expressed grid design creates well-structured elevations. Accordingly, the overall architectural language of the proposed scheme is supported.*
- *The applicant should explore slightly different detailing to Blocks 1 and 2 so that the buildings appear as individual elements whilst being still clearly visually related and the applicant should consider exploring a different architectural language to Block 3 to reflect its new transitional role. It is also questioned whether Blocks 3 and 4 could have a stronger visual connection to the established character in the context and could be an important element that mediates between the existing context and the proposed taller buildings.*
- *The public realm is evolving and moving in a positive direction however, officers would encourage the applicant to give more thought on the experience as a person living within the development.*
- *The mix of cycle parking should be confirmed in accordance with the London Cycling Design Standards (LCDS). At least 20% of the cycle parking should comprise Sheffield stands, and a further 5% wider Sheffield stands that are able to accommodate non-standard cycles. This is to ensure that the proposed cycle parking is inclusive and supports cycling as a mode of travel for all.*
- *The trip generation and mode share appear to have been updated following previous comments, which is welcomed. The development trip generation confirmed in the TA will determine the required contribution to mitigate the cumulative impact to public transport services.*
- *The future application will need to address the issues raised by GLA officers in relation to a range of matters.*