

1.1 PLANNING AMENDMENTS

1.1.9 GENERAL ARRANGEMENT

- 1 Stairs and lifts core locations adjusted to co-ordinate with riser locations and Fire strategy.
- 2 West courtyard: landscape design updated to co-ordinate with accessibility and MEWP access. East facade of the west wing moved 200mm to the east to co-ordinate with MEP
- 3 East courtyard: landscape design updated.
- 4 East courtyard gate moved inward to co-ordinate with waste management strategy.
- 5 Minor adjustment to ground finishes.
- 6 Drafting update only - High Road kerb updated with latest site survey and fire tender access strategy.
- 7 North Columns sizes adjusted and rotated to co-ordinate with updated structural plan.
- 8 1 cycle storage relocated.
- 9 Minor adjustment to layout.

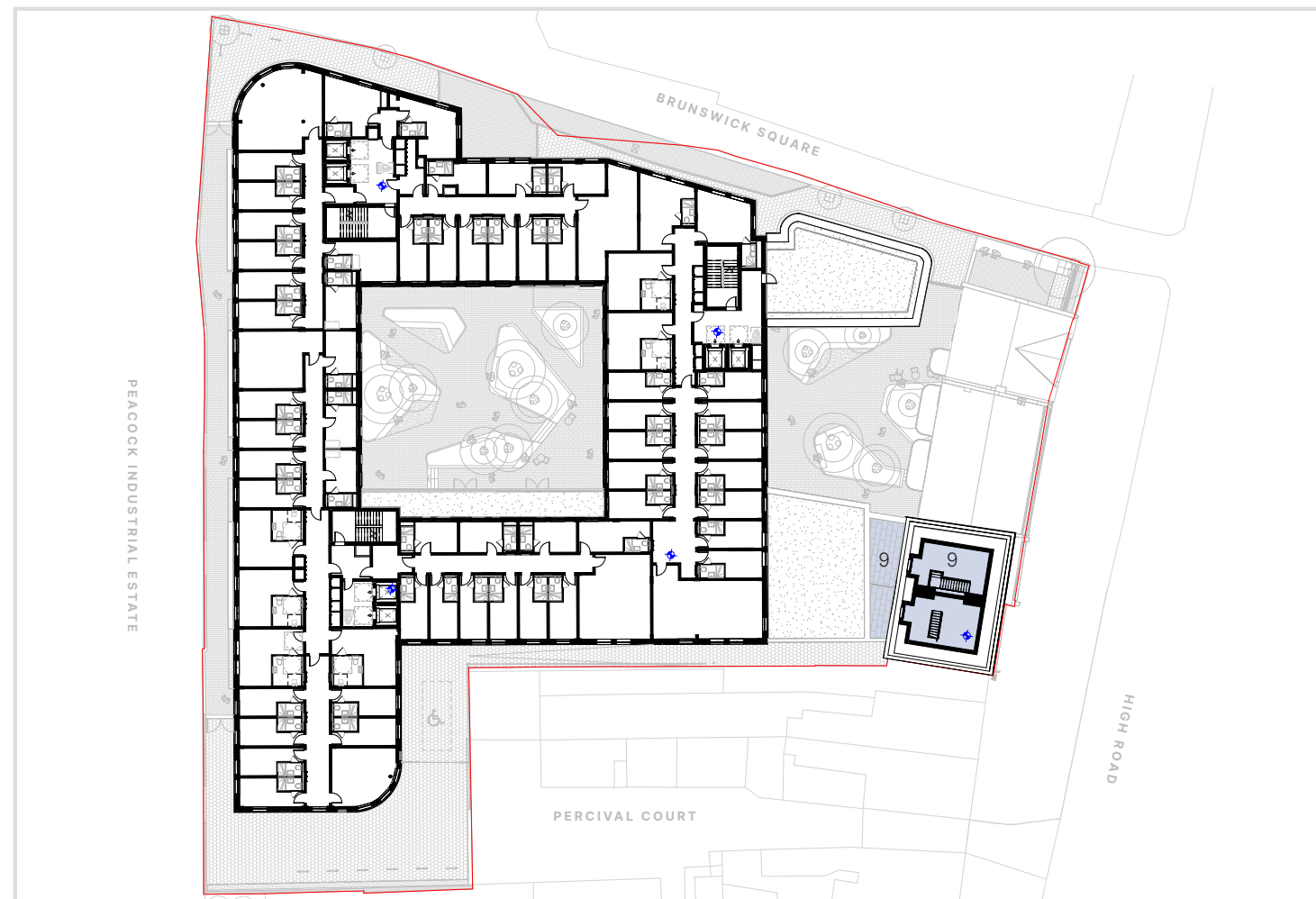


FIGURE 32. Consented Scheme - General Arrangement Plan L03

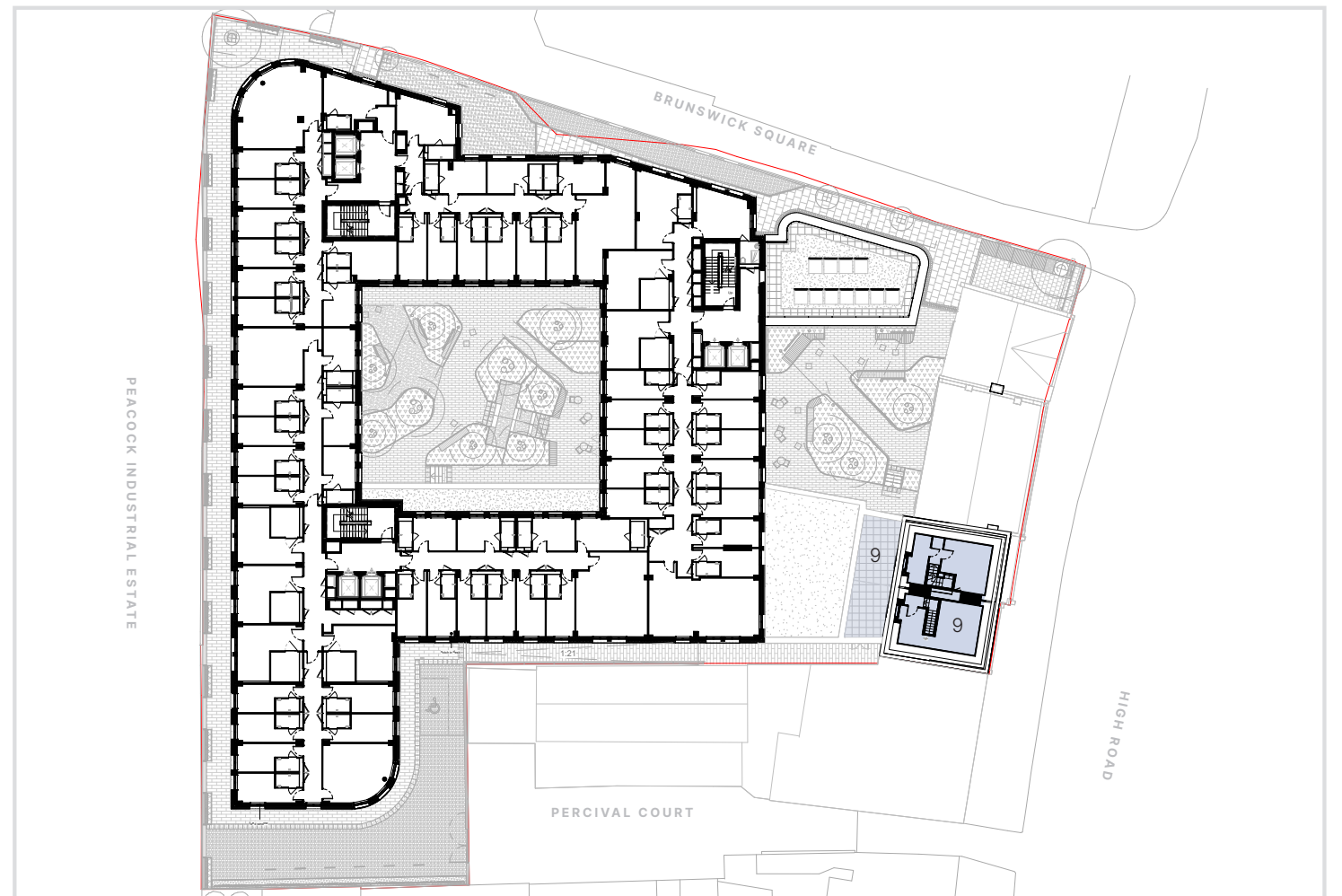


FIGURE 33. Proposed Scheme - General Arrangement Plan L03

1.1 PLANNING AMENDMENTS

1.1.10 WINDOW CONFIGURATION

Window size is unchanged.

Window configuration inverted with fixed panel at the bottom and pair of casements above to all windows.

This is in response to the desk location within room which is informed by the daylight/sunlight analysis, and input from Building Control.



FIGURE 34. Consented Scheme - West Elevation

FIGURE 35. Consented Scheme - North Elevation



FIGURE 36. Proposed Scheme - West Elevation

FIGURE 37. Proposed Scheme- North Elevation

Scale: NTS

1.1 PLANNING AMENDMENTS

1.1.11 WINDOW CONFIGURATION



FIGURE 38. Consented Scheme - East Elevation



FIGURE 39. Consented Scheme - South Elevation



FIGURE 40. Proposed Scheme - East Elevation



FIGURE 41. Proposed Scheme- South Elevation

Scale: NTS

PRINTWORKS

SECTION 2.0 REVISED COMMERCIAL SPACE PROPOSAL

2.1 PLANNING STAGE HISTORY

2.1.1 CONSENTED SCHEME



FIGURE 42. High Road NE Corner



FIGURE 43. NW Corner

Key	Items
	Cycle Storage
	Plant Rooms
	Commercial Units



FIGURE 44. Consented Scheme Plan L00

2.2 HIGH ROAD COMMERCIAL UNITS

2.2.1 PROPOSED RECONFIGURATION WITH CHANGES TO PROPOSED SCHEME AREAS



FIGURE 45. Consented Scheme High Road Plan L00



FIGURE 46. Potential Reconfiguration On Proposed Scheme High Road Plan L00

Amenity loss due to commercial increase: 63sqm
 Amenity Area: 339sqm
 Rate=1.18sqm/bed
 (Including amenity changes discussed above in this deck, i.e.. Omitted amenity space due to additional plant room)
 Amenity rate with 9 extra rooms= 1.15sqm/bed
 (For 9 extra rooms please refer to page 24)

KEY

- Affected PBSA + Ancillary
- Commercial
- PBSA Entrance
- Commercial Entrance
- Potential Links Between Spaces
- Amenity Area Included in Calculations

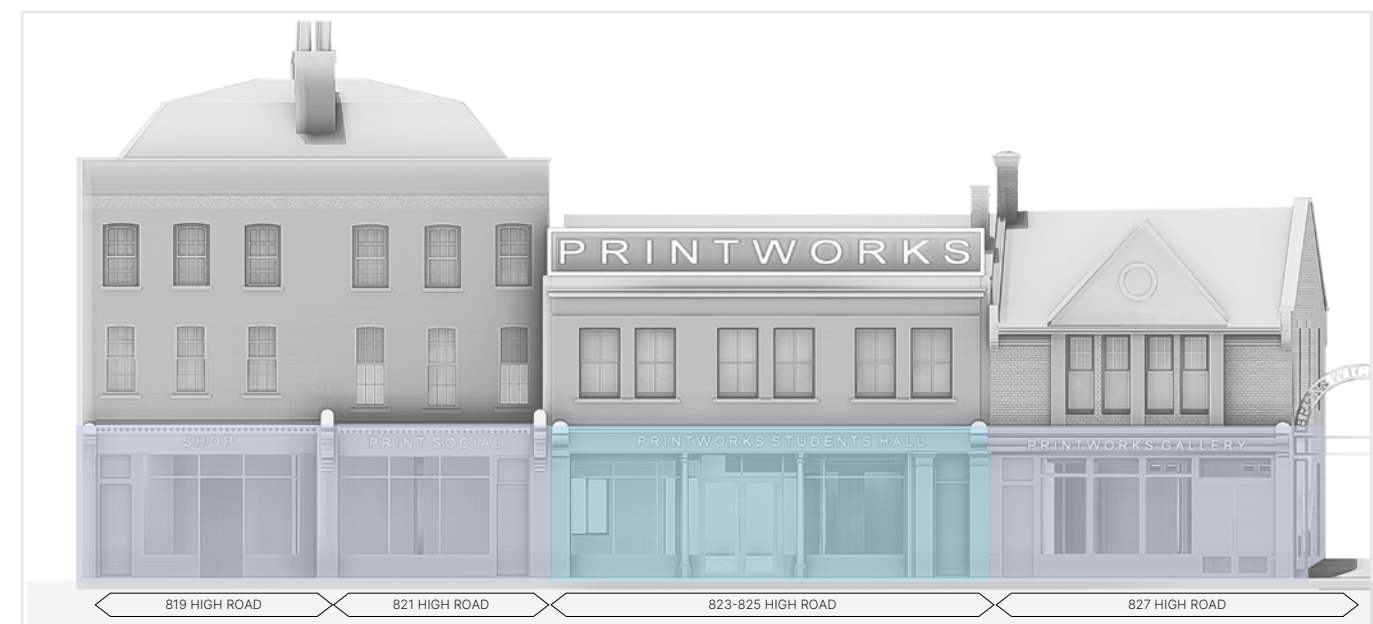


FIGURE 47. Potential Reconfiguration On Proposed Scheme High Road Elevation

2.2 HIGH ROAD COMMERCIAL UNITS

2.2.1 PROPOSED RECONFIGURATION WITH CHANGES TO PROPOSED SCHEME AREAS

- 1 71% cycle space provision.
- 2 Plant rooms space shift to the west.
- 3 Commercial unit area increased.

Key	Items
1	Cycle Storage
2	Plant Rooms
3	Commercial Units



FIGURE 48. Consented Scheme - General Arrangement Plan L00



FIGURE 49. Proposed Scheme - General Arrangement Plan L00

2.2 HIGH ROAD COMMERCIAL UNITS

2.2.2 JUSTIFICATION FOR PROPOSED ALTERATION TO CYCLE PARKING

London Plan Standard

Table 10.2 of the London Plan confirms cycle parking standards for student accommodation should be provided at:

- 0.75 spaces per bedroom – long-stay.

Application of the above standards to the proposed scheme (287 rooms) would require:

- 215 long-stay spaces (287 bedrooms)

	Long Stay	Short Stay
PBSA	0.75 Spaces per Bedroom	1 Space per 40 Bedrooms

Proposed Parking Provision

The current cycle parking provision will provide a slightly reduced level of long-stay cycle parking at:

- 210 long-stay spaces

The proposed long-stay quantum represents provision at 0.73 spaces per bedroom (calculation based on proposed scheme, 287 bedrooms), a relaxation of the London Plan standard, with this note prepared to demonstrate the appropriateness of the proposed quantum.

When considering the interim scenario (296 bedrooms), this equals to 0.71 spaces per bedroom.

In recent times, the GLA have supported similar schemes in London for a reduction in cycle spaces in student schemes due to generally good access of schemes to public transport and the availability of public cycle schemes such as Lime, Human Forest, Santander Cycles etc.

Their new guidance (below) on co-living (large scaled purpose built shared living) takes account of this. Please refer to the appendix for the full note (Appendix 4.1)

Cycle Storage	Required	No	0.75 per person ³
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³ Flexibility may be applied based on the site location, and where on site shared bicycle schemes are provided as part of the development for residents’ use without charge. Refer to appendix for reference schemes.

Please also refer to the report prepared by WSP, included within the appendix (Appendix 4.2):

As part of Unite’s representation to Wandsworth’s local plan in 2022 they included the report which surveyed 26 of Unites properties in London in 2018 and concluded that the maximum average demand for cycle parking storage was 5% of bed places. There was one property outlier which reached 20% due to lack of public transport links nearby.

The PBSA specialist working on the scheme, Renu, have recently been required to reduce the height of a project they are working on in Hammersmith. To help the viability they have requested that Hammersmith support them in providing a reduced number of cycle spaces (54%) so that further bedrooms are not lost. They have agreed to this in principle and the transport consultant RGP has produced a supporting technical note which has been issued to Hammersmith. Please refer to the appendix for the full letter and report (Appendix 4.3).

2.3 NW AND SW COMMERCIAL UNITS

2.3.1 CONSENTED SCHEME

Key	Items
	Commercial Units

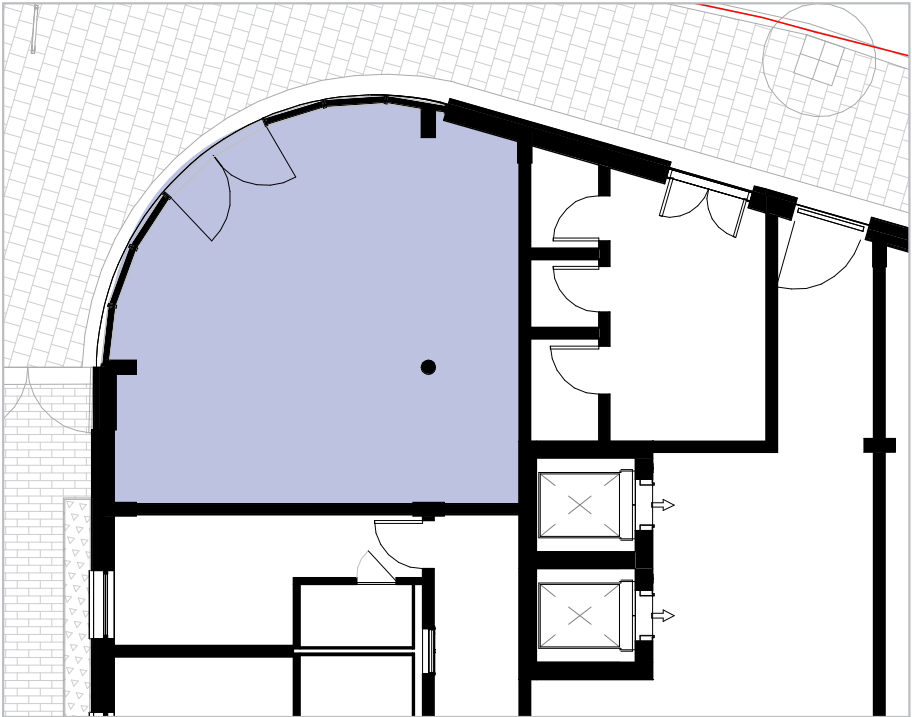


FIGURE 50. Consented Scheme - NW Commercial Space

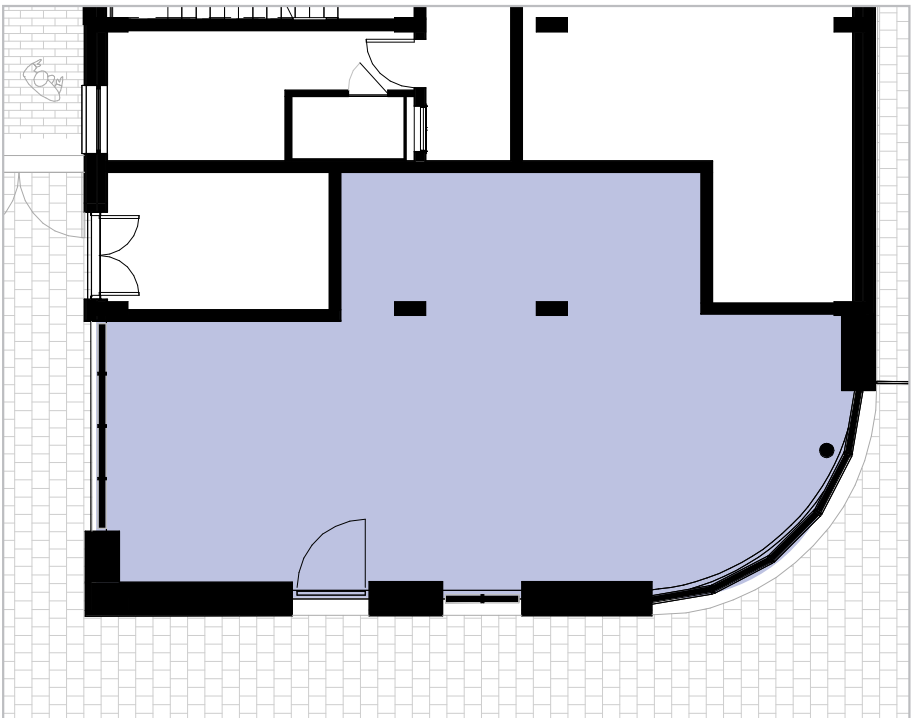


FIGURE 51. Consented Scheme - SW Commercial Space



FIGURE 52. Consented Scheme Plan L00