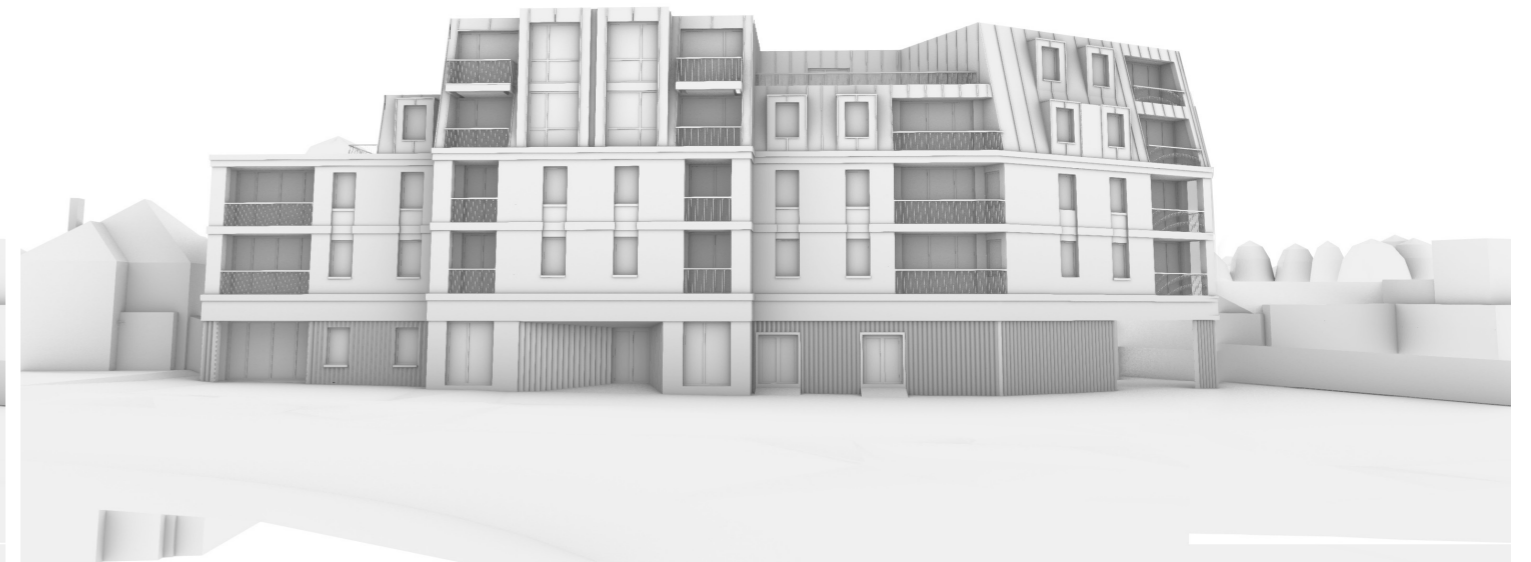


As part of consultation with Brent officers, we presented design 01 below with the feedback being that the northern part of the frontage was too dominant and should be subservient to the main central elevation facing the roundabout. In response, the below shows how we worked through several options. Following the DRP and third pre-app feedback a further step has been taken and the massing towards the Formula One site has been substantially reduced, as shown in the design concept section of this document.



01 - Central and northern blocks match



02 Northern block as a mansard



03 Northern block with inset balconies



04 Top floor of northern block set back, mansard style

**June 2020 Design Review Panel Feedback**

The design team met with the Brent Design Review Panel 28th June 2021.

On 6th July 2021, The Panel provided written feedback in the form of 'headline views' on the scheme that was presented in the June meeting.

The following charts comprise The Panel's feedback in the left column, and the response from the design team in the right column.

There is some paraphrasing to format the comments into individual bullet points.

**Capturing Natural Energy**

**Feedback**

- Adapt the form of the proposal to maximise the surface area to capture natural energy.
- Create steps to the southern side of the building and use the elevations to add photovoltaic panels.

**Response**

As noted in the DRP feedback response, the site orientation and constraints are not optimal for this type of approach. There is an obvious townscape need for the east elevation to be the primary one as it faces the roundabout. This consideration along with specific Brent policy requirements in regards to ground floor amenity provision and distance to the boundary mean that we believe the building form maximises the use of the southern exposure whilst paying due consideration to the amenity of neighbours over the southern boundary

On the south eastern corner of the site, the building steps down towards lower residential properties to the south. These terraces will be optimised for amenity space and greening to comply with Brent policies. The provision of PV has been optimised at roof level where it can be most efficient. The orientation of the PV panels has been adjusted in response to comments from the DRP panel.

Further stepping in the massing on the south elevation at the rear of the site is impractical as it will push the building line out, eating into amenity space. Doing this will also reduce the amount of south western frontage facing the rear which is at odds with the previous point on capturing natural energy.

**Feedback**

- Light could be allowed into the building through two ducts towards the centre of the building, creating a lightwell.

**Response**

This has been investigated and is problematic because of fire regulations and the requirement for compartment floors. Any glazing onto a lightwell would need to be fire rated which would not be viable.

**Embodied Carbon**

**Feedback**

- We recommend the design team look at materials with low embodied carbon.
- We have reservations about the use of modular construction as, although it is likely to reduce waste, there is no guarantee it will reduce the embodied carbon and could constrain opportunities for flexibility or adaptations in the future.

**Response**

The design team is considering various methods of construction including panellised modular and light gauge steel both of which can be low in embodied carbon due to material efficiency, particularly if used with natural insulation products. As the design progresses, the team will be looking into using locally sourced materials where possible as well as optimising embodied carbon through material and fittings selections in the fit out.

The desire to use Modern Methods of Construction is being constantly reviewed as the scheme develops and is being driven with material efficiency and carbon, quality and workmanship and speed of construction in mind and is being done in discussion with several specialist modular contractors. Providing the design, quality and energy requirements of the approved scheme are met we do not consider the method of construction a material planning matter.

We note the comments regarding future adaptation and note that because of other technical design constraints, the first floor slab is set at a level that would facilitate a future change of use at ground floor. Building the scheme off a first slab does allow the upper floors to be divorced from the structural constraints of foundations giving an inherent flexibility to the upper floors.

**Site layout and footprint : Light and Air into space**

**Feedback**

- The 'knuckle' flat in northern elevation has poor aspect over the car park and is unlikely to have sufficient daylight and sunlight.



**Response**

The ground floor parking area has been reconfigured to ensure all cars are parked under the building and out of sight of the residential units. In addition to this, a planted pergola is proposed to cover the remaining hardstanding to enhance views out as will additional planting and trees in this area. No single aspect north facing units are proposed and those that are north west facing, including the 'knuckle' flat, will benefit significantly from this improvement in outlook. Please refer to page 49 for specific details of the ground floor changes made.

In regards to daylight and sunlight, a full report assessing each unit is submitted with the application.

- Single aspect units to be avoided.



The number of single aspect units has been reduced with the addition of obscured glazing in the flank wall. There are no north facing single aspect units.

- We recommend the design team test alternative site layouts such as a creating a triangle layout where the rear volume is shifted to the northern boundary.



The suggested triangular plan would put more pressure on Brent policy distance to boundary constraints to the northern boundary and a central atrium would not be feasible in this instance because of fire regulations and requirements for compartment floors. The glazing onto an atrium would need to be fire rated which would not be viable.

**Internal layout : Health & Wellbeing**

**Feedback**

- We recommend focusing particularly on the length of the main central corridor into the building and ensuring light and air can enter the corridor at ground floor.



**Response**

The length of the entrance lobby is a direct product of the position of vertical circulation through the building, whose position has been optimised to occupy the darkest internal corners of the site. The lobby is wide and improvements have been made to the layout to make a better connection with the communal gardens at ground floor. Lobby doors will be required due to fire but hold opens linked to the fire alarm will be investigated to improve air flow. Please refer to page 49 for specific details of the ground floor changes made.

**Parking**

**Feedback**

- We do not believe it is appropriate to use adjacent street parking as part of the parking strategy. In further conversation with London Borough of Brent, we recommend both parties focus on how to design the parking at the northern edge of the site and ultimately not to be embarrassed about the proposals requirement for parking given the local context.



**Response**

As the DRP comments note, the development is attempting to strike a balance between Brent policy and the physical constraints of the site. We believe that onsite parking has been optimised when balanced against the needs for ground floor amenity space and landscaped forecourt area to contribute to the street. A full assessment of capacity in the surrounding streets has been undertaken and this will form part of the Transport Assessment in accordance with Brent policy.

Improvements have been made to the parking layout to conceal cars beneath the building and create space for additional greening and trees to improve outlook from above. Please refer to page 49 for specific details of the ground floor changes made.

**Frontage onto John Lyon Roundabout**

**Feedback**

- Explore whether a canopy is appropriate over the access road at the centre of this frontage.



**Response**

A canopy has been considered as part of a review of the access to the site. The proliferation of telephone and electrical exchange boxes outside the front boundary has made it unfeasible to move the vehicle access points into the site which makes a substantial canopy unfeasible because of vehicle tracking and the need for refuse vehicle access in particular. The entrance recess is now proposed to be clad in stone to draw more attention and to add interest and animate. Please refer to page 35 for specific details of the elevational changes made.

- We also recommend distributing functions away from the central part of the frontage and agree with Brent that the parking currently makes the right hand side of this frontage inactive.



Layout changes have been made to the ground floor to move the post room (with a window) to the front to help activate. Cycle parking has been moved to the rear and additional planting is proposed to the front elevation. Bin store access and car park access are unavoidable at the front of the building.

**Frontage onto John Lyon Roundabout**

**Feedback**

- Cont.
- We recommend looking at planting which can successfully address noise and air pollution but to ensure that the access road could be adapted, should both pollution challenges become less severe over time.
- We recommend the design team soften the distinction between the upper and middle floors through adapting the choice and position of different materials. For the northern section of the elevation, we recommend creating a shadow gap to distinguish it from other sections and exploring how planting can be used to soften this section to add colour and variety.

**Response**

→ The new layout better grounds the building on the north west corner and gives more opportunity for planting. Please refer to page 49 for specific details of the ground floor changes made.

→ Please refer to the Concept landscape proposals that include substantial new planting along the frontage to mitigate these concerns including hedging and new trees.

→ We have amended the scheme to include changes at 3rd floor to make this level brick clad generally with only the front elevation at 3rd floor remaining zinc. This includes the flank elevations which helps reduce the bulk of the roof from the two context views. On the view looking south along Watford Road, the step in the zinc echoes the roofline of the property at 239 Watford Road next to the Formula One garage. A shadowgap has been introduced between the materials to emphasise this detail. On the view looking north across the roundabout, the extra brickwork to the flank of the 3rd floor makes the zinc less dominant from this viewpoint and reduces the visible bulk of the roof.

In conjunction with and supported by a reconfiguration of the ground floor to provide better grounding of the building on the north elevation, creeping greening is proposed to both flank elevations. Obscured windows have been added to the north flank elevation to better articulate the facade.

Please refer to pages 35 and 38 for specific details of the elevational changes made.

**Massing, townscape and context**

**Feedback**

- We recommend sketching the massing at a broader scale to incorporate adjacent sites and nearby conservation area.
- Currently the proposal arrives at the roundabout frontage and extrudes backwards. In order to find a more appropriate form and massing, we recommend that the design team look at the site in the round and develop an appreciation of how the proposal relates to each adjacent site and context.
- We recommend that the design team lower the height of the volume on the southern boundary and explore how the massing can be adjusted to ensure the current height suits the northern boundary.

**Response**

→ As recommended, a series of contextual photomontage views are included in the submission to explain how the scheme sits amongst adjacent sites. A long section from Amery Road across the roundabout shows how the building sits down within the natural topography to mitigate the impact of the overall height of the proposed building.

→ We have made changes to the design of the top floor to remove steps in the massing and to set the top floor in slightly at the rear. This results in a cleaner roof profile and silhouette. We have added more fenestration to this element to also assist in reducing bulk. This in addition to material changes to return elevations helps break down the distinction between the upper and middle levels in a way that is more in keeping with specific neighbouring buildings.

→ The design team have developed the massing in conjunction with Brent officers over a significant period of time and we strongly believe the three storey massing adjacent to 135 Sudbury Court is appropriate. Special care has been taken with the design to ensure that there is logic to how the massing steps up from the boundary to ensure the overall design does not appear too disjointed. Stepping from two storeys at the southern boundary would undermine the holistic approach we have taken and we feel is unnecessary given the size and height of the sweeping roofs to the two storey dwellings that characterise the area.

With regards to the northern boundary, massing changes have been made to step back at 4th floor to make this element more subservient. This massing is shown in context on page 47 and is considered to be in keeping with the taller existing adjacent buildings such as 239 Watford Road.

**Landscape**

**Feedback**

- We believe there is scope for a more complete landscape strategy that can address microclimate challenges and mitigate climate change.
- We also recommend looking at how rainwater recycling from the building can be integrated into the landscape as well as exploring small opportunities for vegetable growing.
- The architecture and landscape strategy could be more strongly connected through adding wall planting to the northern flank either from the ground floor or first floor.



**Response**

A thorough, holistic landscape strategy has now been developed and is included with the application. Please also refer to the Waterman Sustainable Urban Drainage Strategy also part of the application.



This has been addressed. Please refer to the Waterman Sustainable Urban Drainage Strategy appended alongside the Concept Landscape Strategy Report.



In conjunction with and supported by a reconfiguration of the ground floor to provide better grounding of the building on the north elevation, creeping greening is proposed to both flank elevations.

Please refer to pages 35 and 38 for specific details of the elevational changes made.

**Rear Elevation**

**Feedback**

- In further design development, we recommend providing deeper balconies and ensuring it relates to the communal garden through access and functionality. A step back on the upper floors would also ensure it does not impose on the communal garden.



**Response**

The design of the rear of the building has been substantially developed. The change to brick cladding to the 3rd floor at rear has helped to balance the proportion of roof and the setting in of the 4th floor as suggested and the pitching the rear of the 4th floor has softened the appearance and made the roof less overbearing. The detail of the front elevation has been applied to the rear and the window proportions and spacings now much the treatment of the front. A better connection from the communal areas to the rear garden has also been created at ground floor as previously discussed.

Please refer to pages 43 for specific details of the elevational changes made.

**Massing**

**Feedback**

- Remove top two flats near Formula One. Pushing out on the 3F towards Sudbury Court acceptable to balance this loss and to improve the articulation of the flank elevation.



**Response**

4F flats near Formula One omitted and 3F, 4F massing has been reconfigured.

**Housing Size Mix**

**Feedback**

- Increase 3beds to 20% minimum



**Response**

The 3beds provision has been increased to 21%.

**Ground Floor**

**Feedback**

- Activate frontage as much as possible



**Response**

The car parking and cyclestore have been rationalised and the plant room has been moved across creating full residential frontage on the left hand side of the entrance. To the right hand side we have provided recessed brick panels to simulate windows with landscape and plants growing on the brick wall.

**Feedback**

- Ground floor layout and number of flats to be reviewed.



**Response**

The number of units have been maximised to provide as much active frontage as possible and to increase the number of 3bed units overall. The plant and cycle spaces have also been rationalised.

**Feedback**

- Access to the rear communal garden to be reviewed. The south western flats at ground floor have gardens layout that are too close to each other.



**Response**

Access point to communal garden better connected to main lobby. The revised layout has split the gardens with the communal path between.

# 04 / Design Proposals

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The scheme is conceived as a 3 storey brick base which is anchored to the ground through robust detailing with a two storey, clearly defined roofscape that echoes the sweeping roofs that characterize the Sudbury Court Conservation Area.



Concept design sketch

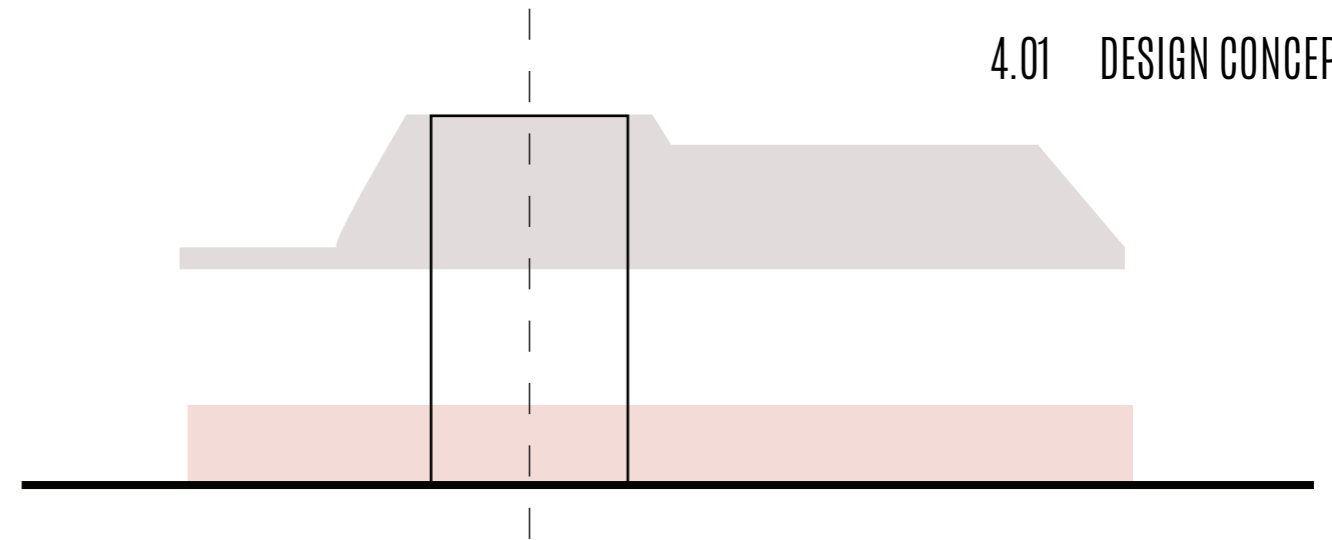


Materials and massing precedents

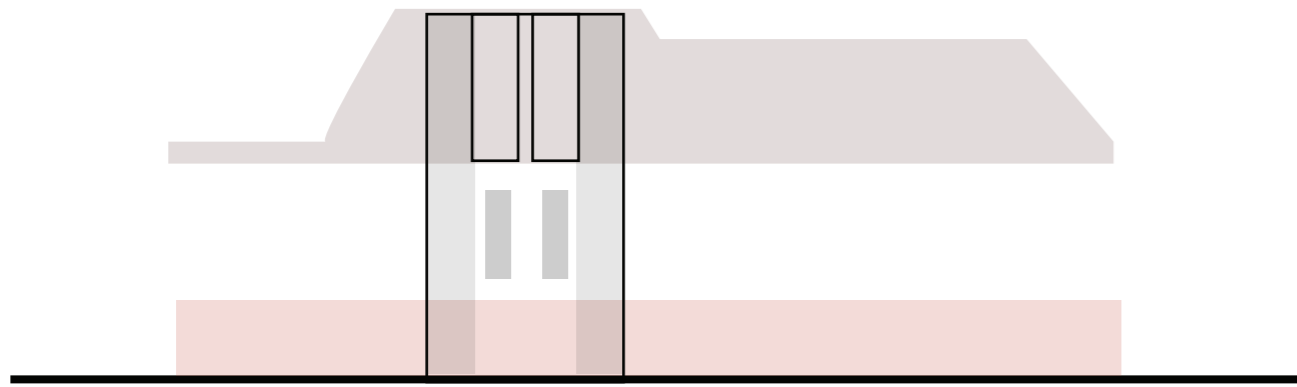




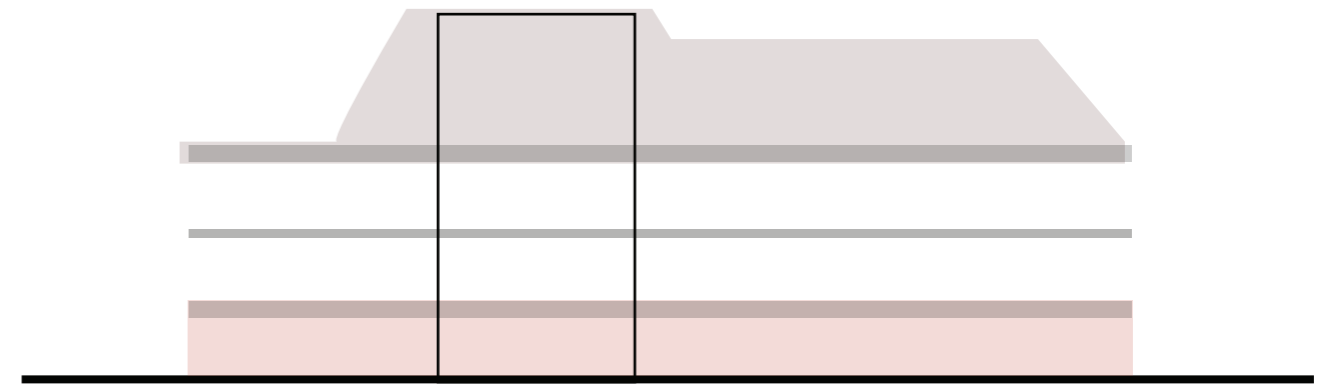
01 Building elements established



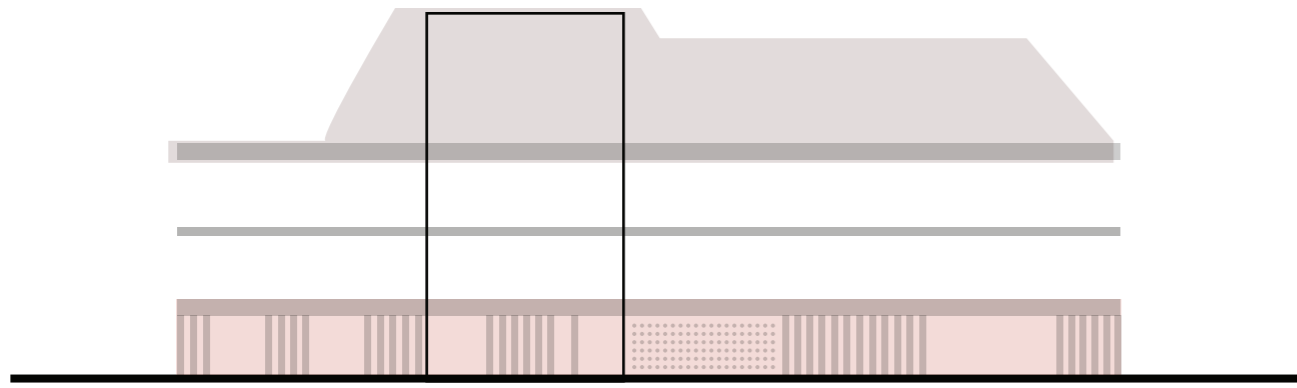
02 Primary elevation and entrance as key focus with symmetry addressing John Lyon roundabout



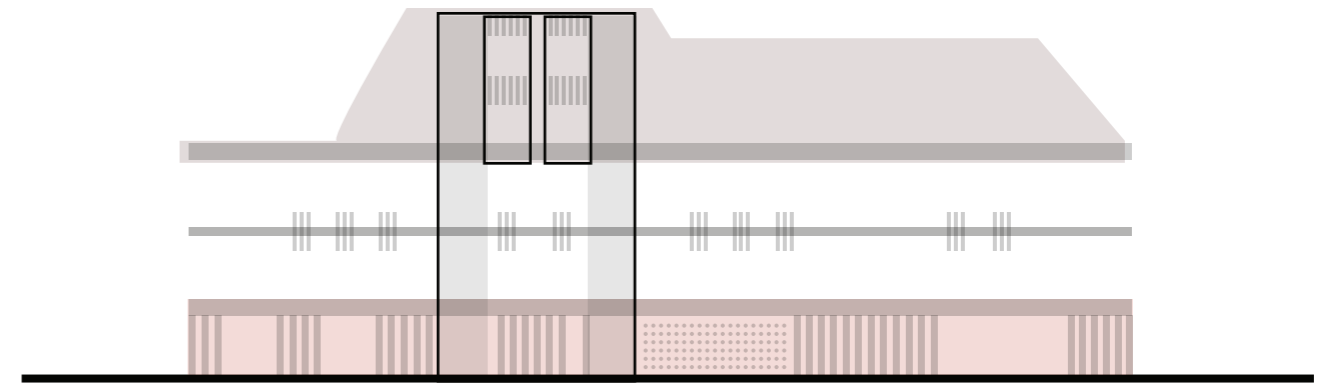
03 Vertical emphasis to primary facade



04 Strong horizontal banding reinforces base, body and crown and mansion block proportions



05 GF detail differentiates the base and activates street frontage

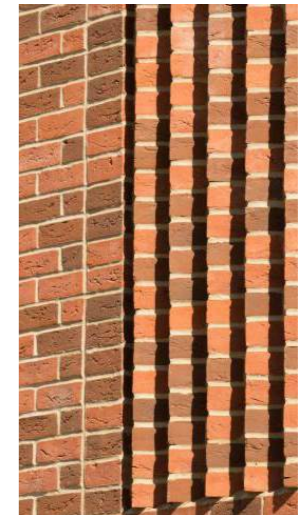


06 GF treatment informs facade detail and adds depth and texture

CROWN



BODY



BASE



## 4.02 PROPOSED MASSING AND DESIGN

PROPOSED VIEW FROM JOHN LYON ROUNDABOUT



View 01 from Sudbury Court Drive looking north



## 4.02 PROPOSED MASSING AND DESIGN

DESIGN CHANGES FOLLOWING DRP AND PRE-APP FEEDBACK



Design as presented at the pre-planning review in August 21

Below we have highlighted the changes to the scheme that have been made following DRP feedback in June and the third pre-app feedback in August.



Current proposed view from John Lyon roundabout

4th floor massing reduced towards Formula One Site

3rd floor roofline and massing rationalised to remove rear bulk

New windows introduced to animate return facade and reduce bulkiness. Additional windows make better use of the southern aspect and natural solar gain.

Greening proposed to flank walls

Additional recessed brick panels added to flank elevation to animate the elevation.

Increased stone banding at 1st floor slab level better defines the base and body and stone cladding to recessed entrance animates and highlights the frontage.

Revised car park layout results in more solid grounding of the building on the northern flank.

## 4.02 PROPOSED MASSING AND DESIGN

PROPOSED VIEW FROM JOHN LYON ROUNDABOUT

SHOWN IN CONTEXT OF FUTURE MASSING ON NEIGHBOURING SITE



View 01 from Sudbury Court Drive looking north

## 4.02 PROPOSED MASSING AND DESIGN

PROPOSED VIEW FROM WATFORD ROAD LOOKING SOUTH



View 02 from Watford Road looking West



## 4.02 PROPOSED MASSING AND DESIGN

DESIGN CHANGES FOLLOWING DRP AND THIRD PRE-APP FEEDBACK



Design as presented at the pre-planning review in August 21



Roof profiles of 239 and 245 Watford Road with the roof enclosing an additional storey on the street facing elevation than on the flank elevation



Current proposed view from Watford Road looking West

- ← Junction between zinc and brickwork better defined by a shadow gap
- ← Climbing greening proposed to flank walls
- ← Additional recessed brick panels added to flank elevation to animate the elevation.
- ← Increased stone banding at 1st floor slab level better defines the base and body.
- ← Revised car park layout results in more solid grounding of the building on the northern flank

## 4.02 PROPOSED MASSING AND DESIGN

PROPOSED VIEW FROM WATFORD ROAD LOOKING SOUTH  
SHOWN IN CONTEXT OF FUTURE MASSING ON NEIGHBOURING SITE



View 02 from Watford Road looking West







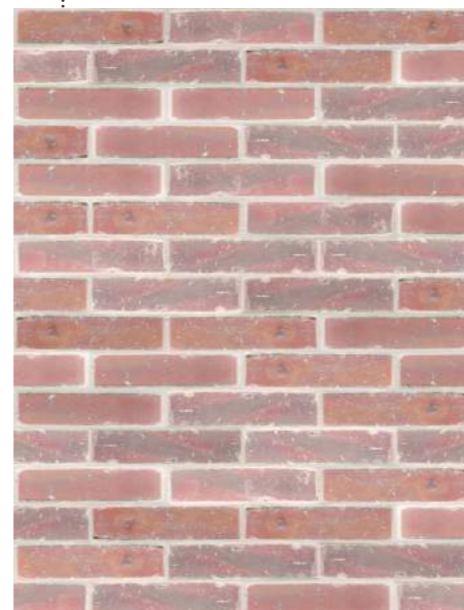
Zinc pigmento autumn red



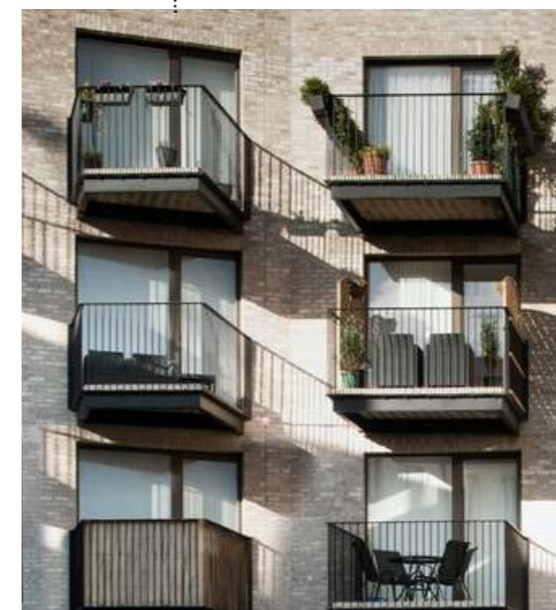
Vertical stack bond / soldier course brick banding



Angled brick panel



Buff / pale red bricks



Metal railings



Decorative metal gate



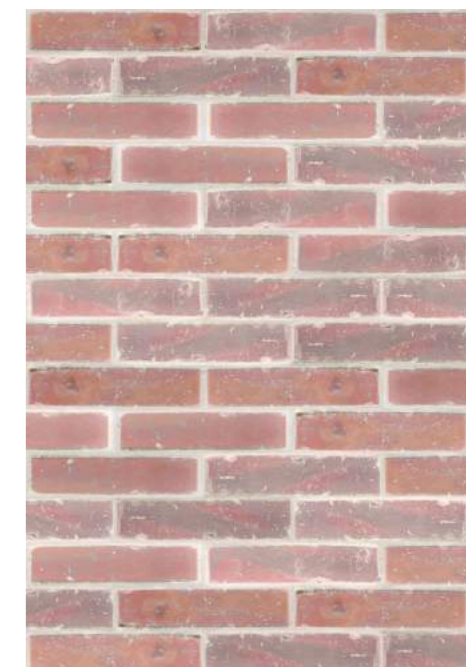
Front Elevation Detail



01 Vertical stack bond / soldier course brick banding



02 Angled brick panel



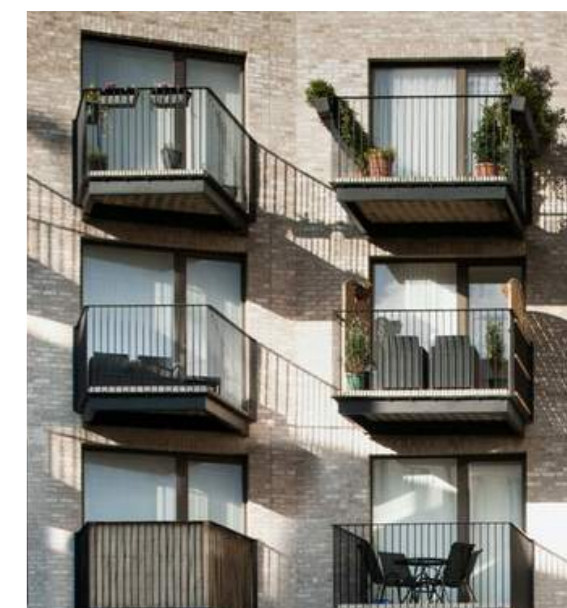
03 Buff / pale red bricks



04 Zinc autumn red



05 Decorative metal screen / gate



06 Metal railings



Back Elevation Detail



01 Vertical stack bond / soldier course brick banding



02 Angled brick panel



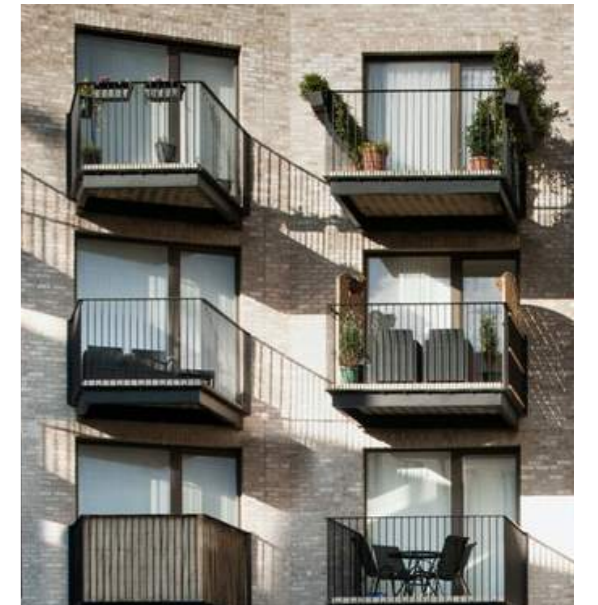
03 Buff / pale red bricks



04 Zinc autumn red



05 Decorative metal screen / gate



06 Metal railings

## 4.04 PROPOSED MASSING AND DESIGN - REAR

DESIGN CHANGES FOLLOWING DRP AND PRE-APP FEEDBACK

Below we have highlighted the changes to the scheme that have been made following DRP feedback in June and the third pre-app feedback in August.



Design as presented at the pre-planning review in August 21



4th floor roofline and massing rationalised to remove rear bulk

Rear 4th floor pitched to mirror front elevation. Better consideration of window openings.

4th floor set back to reduce bulk and to avoid appearing overbearing from the rear garden.

Window proportions, detail and spacing adopted from front elevation to improve facade rhythm.

Increased stone banding at 1st floor slab level better defines the base and body.

Balcony positions and shape changed to mitigate proximity to substation issues and to simplify appearance

Current proposed rear view



Design Development Option 01



Design Development Option 02



Vertical stack bond / soldier course brick banding



Stepped brick entrance



Angled brick panel



Angled hit-and-miss brick panel



Anodised metalwork with angled profile to match feature brickwork



Proposal



Vertical stack bond / soldier course brick banding



Stepped stone entrance to provide contrast and to animate



Angled brick panel



Anodised metalwork with repeated Harrow School pattern that references John Lyon



Following feedback from the Design Review Panel and the third pre-app, we have reviewed the ground floor design and made the following improvements:

- Reconfiguration to the car park to better ground the building on the northern corner
- Increased the amount of greening possibilities at ground floor
- Proposed stone cladding to the entrance to lighten the approach and introduce contrast and interest
- Increased the width of the stone band at 1st floor slab level to better distinguish between the base and body of the building.

## 4.06 PROPOSALS IN CONTEXT

VIEW FROM WATFORD ROAD LOOKING NORTH



# 4.06 PROPOSALS IN CONTEXT

VIEW FROM WATFORD ROAD LOOKING SOUTH

