

DESIGN AND ACCESS STATEMENT

134-136 THE BROADWAY, WEST EALING, W13 0TL



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Description of the development:

“Planning application for the demolition of existing commercial building and proposal of a part-four part-five storey mixed-use building. Part of the ground floor will be a retail unit with the rest of the ground floor and all floors above comprising of 13 C3 permanent residential units”

CLIENT	: BOWER TERRACE LTD
ARCHITECT	: ALAN POWER ARCHITECTS LTD
PLANNING CONSULTANT	: SALISBURY JONES PLANNING
DAYLIGHT/SUNLIGHT	: CHP SURVEYORS LTD
NOISE CONSULTANT	: SANDY BROWN ASSOCIATES LLP
VIABILITY ASSESSMENT	: G L HEARN
ENERGY STRATEGY REPORT	: PRICE & MYERS
SUSTAINABILITY STATEMENT	: PRICE & MYERS

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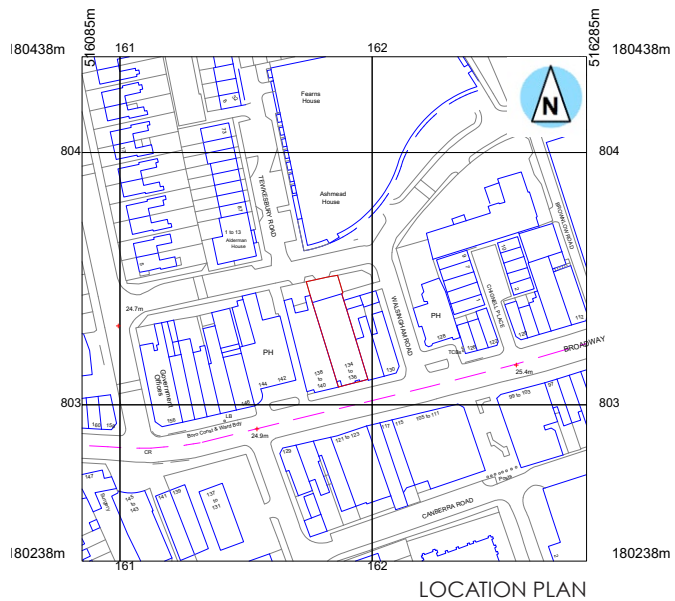
EXISTING SOUTH VIEW ALONG BROADWAY

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“Planning application for the demolition of existing commercial building and proposal of a part-four part-five storey mixed-use building. Part of the ground floor will be a retail unit with the rest of the ground floor and all floors above comprising of 13 C3 permanent residential units”

The site area is approximately 530sqm and the existing building footprint is 430sqm. It is currently accessed from the front on the Broadway (retail) and also from the Broadway for the two upper levels. The first and second floors are currently vacant, with the last use having been as a language school. The building is currently serviced from the rear entrance off Singapore Road; there is also an alternative means of escape from the upper floors onto Singapore Road.

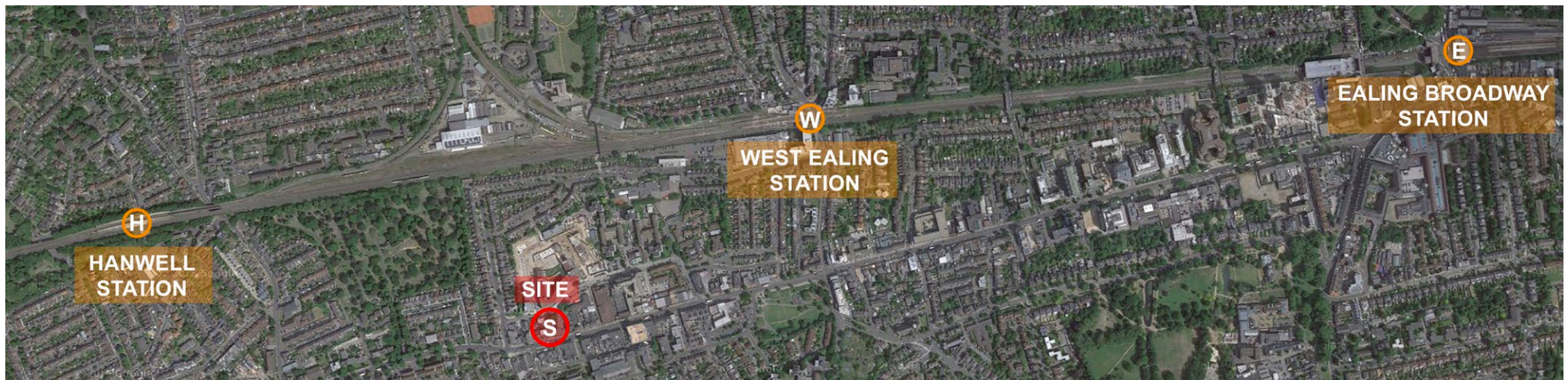
The applicant purchased the site in late 2014. Attempts since then have focused on trying to get what was an approval in principle formalised as a planning consent and a completed Section 106 agreement. The planning consent and section 106 agreement were finally issued on 4th February 2016.



SITE LOCATION

The site is situated within the London Borough of Ealing and the property is located on the north side of Broadway with Singapore Road to the rear.

West Ealing station is approximately 0.5 miles to the north east from the site and it can be reached within a 10 minute walk. Ealing Broadway station is approximately 1.2 miles to the east which is a 10 minute journey via bus and Hanwell station is approximately 0.7 miles to the west and it can be reached within a 13 minute walk.



MAP SHOWING THE SITE AND NEARBY STATIONS

	Walk	Cycle	Bus
H — S	13 mins	4 mins	8 mins
W — S	10 mins	4 mins	9 mins
E — S	24 mins	7 mins	10 mins



MAP SHOWING LISTED BUILDINGS AND THE CONSERVATION AREA AROUND THE SITE

- LISTED BUILDING
1. Church of St Mellitus (Grade II)
 2. Gate Piers, Railings and Gates to Hanwell Cemetery
 3. Milepost (Outside Number 173)
 4. Church of St John

CONSERVATION AREA / LISTED BUILDING

The site is not in a conservation area and there is no view towards any conservation areas from the site. The nearest conservation area is 'Hanwell Cemeteries Conservation Area' which is approximately 200m away to the west from the east boundary of the site.

There are some locally listed building along Broadway near the site but there are no listed buildings adjoined or closely located to the site.

EXISTING BUILDING

The site is currently occupied by a three-storey building with retail unit on the ground floor and a vacant educational use on the upper floors. The ground floor is approximately 35m deep extends from the pavement on The Broadway. The building is set back approximately 8m from the north boundary with Singapore Road, leaving some external space for parking and a fire escape staircase. There is a flat roof space that can be accessed by both front and rear staircases.

The ground floor retail areas are currently comprised of a charity shop - 'Community Shop' on the Broadway frontage, and 'The Recovery Hub' accessed off Singapore Road.

The two upper floors were occupied most recently by the West London Business College, but these floors have been vacant from the time the applicant purchased the site, and the date when these areas were vacated is not known.



VIEW OF EXISTING BUILDING AND NEIGHBOUR BUILDINGS FROM BROADWAY



VIEW OF EXISTING BUILDING FROM SINGAPORE ROAD



VIEW OF PROPERTY TO THE EAST FROM THE BUILDING ROOF



VIEW OF REAR ADJOINING BUILDING



VIEW FROM THE REAR OF THE PROPERTY



PANORAMIC VIEW OF THE REAR OF THE PROPERTY FROM SINGAPORE ROAD

SITE CONTEXT

The Broadway forms the extension of Uxbridge Road running west from Ealing Broadway. It is a local retail area. The property to the west of the site, 138-140 Broadway, is a four-storey mixed use building. Two retail units are located on the ground floor with access from the Broadway pavement and the residential entrance is situated at the rear of the building adjoined with Singapore Road. The building is comprised of two residential blocks above ground floor – one facing onto The Broadway and one facing on to Singapore Road - and it is divided with external amenity spaces at first floor level.

Buildings to the east of the site are also of mixed-use, with retail on the ground floor and further accommodation above with access from Walsingham road. A double garage and an additional small L-shaped studio building are located to the north-east, next to the site.

There is a small outdoor space with number of tall trees at the corner of Walsingham Road and Singapore Road.



VIEW FROM THE ROOF OF THE BUILDING LOOKING ONTO THE ADJOINING PROPERTY



VIEW OF THE GARAGE



VIEW OF ADJACENT BUILDINGS



VIEW FROM THE ROOF OF THE BUILDING LOOKING BACK TOWARDS THE BUILDING



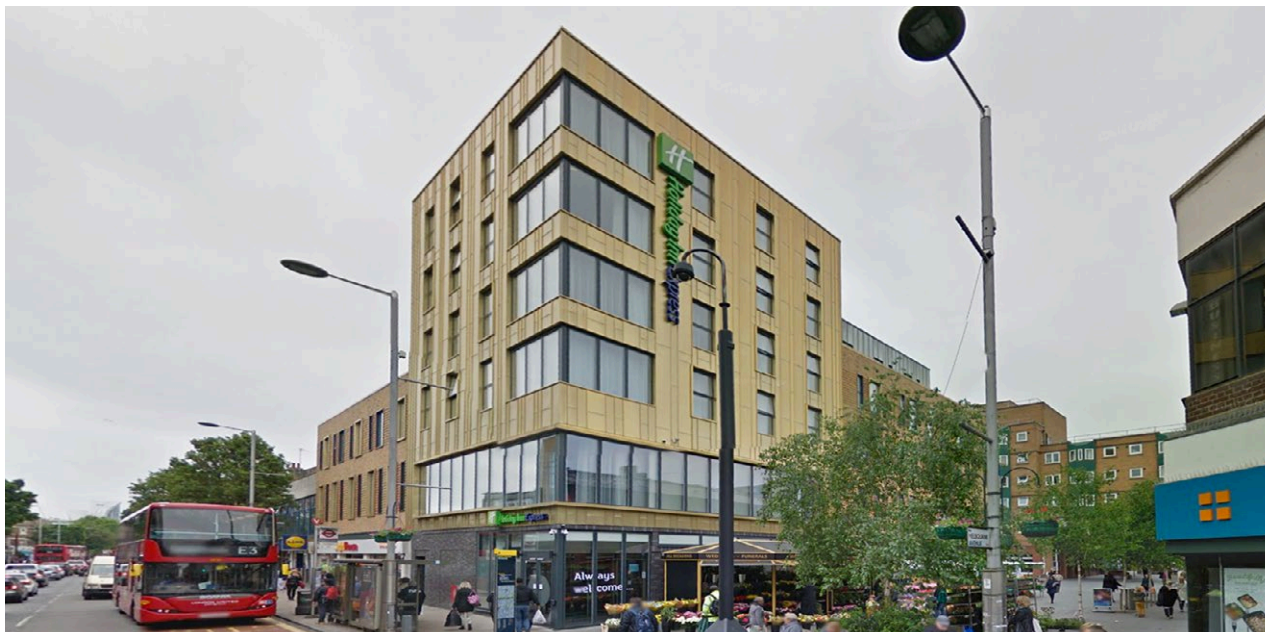
VIEW FROM THE ROOF LOOKING OVER ADJOINING TERRACES



VIEW OF LARGE RESIDENTIAL COMPLEX ALONG SINGAPORE ROAD

At the rear of the site, there are recently developed large residential complex along the north side of Singapore Road.

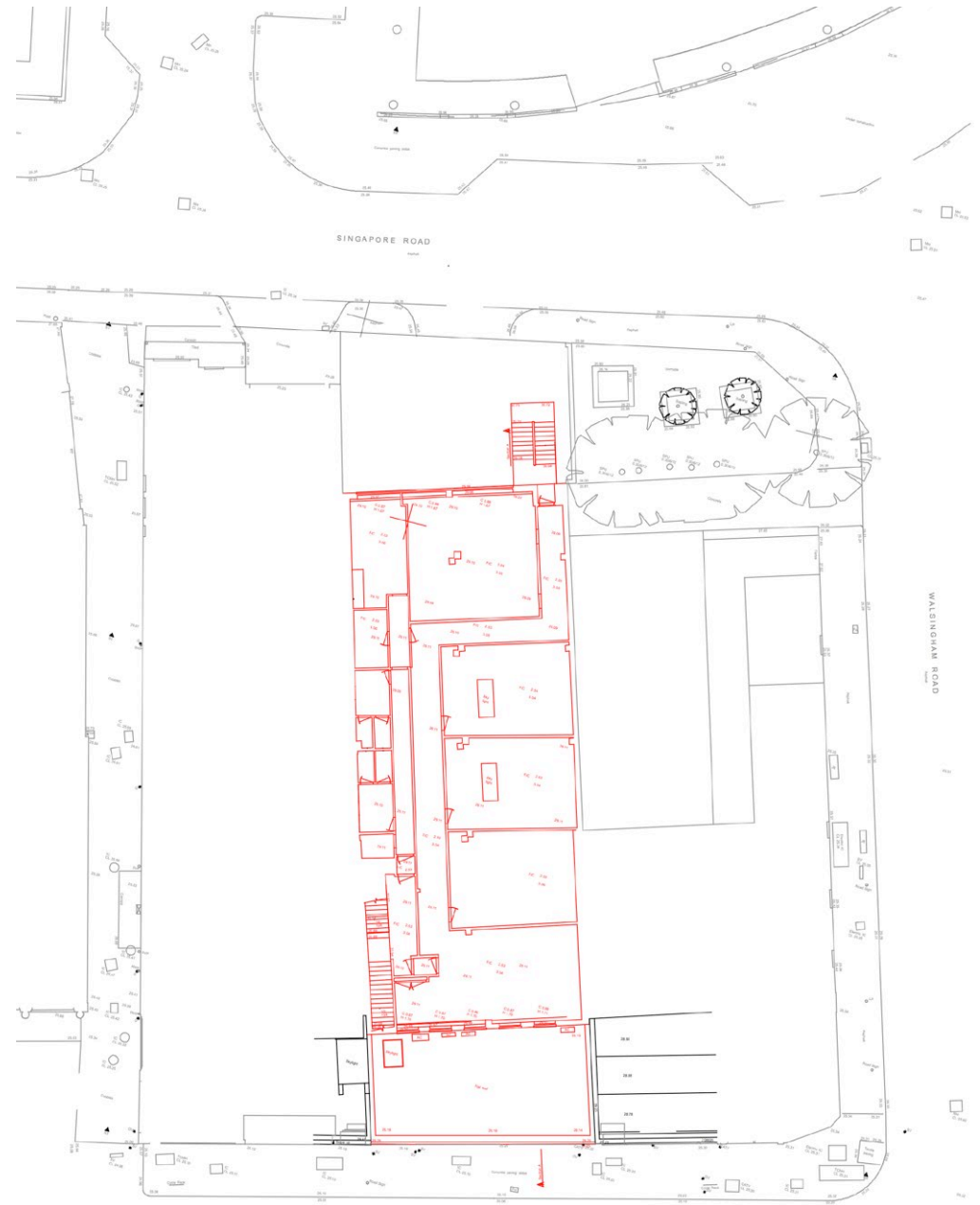
A part-5 part 6-storey hotel has recently been completed on The Broadway, to the east of the site, on the south side of the road. The predominant scale of the area, therefore, is between of five and six storeys.



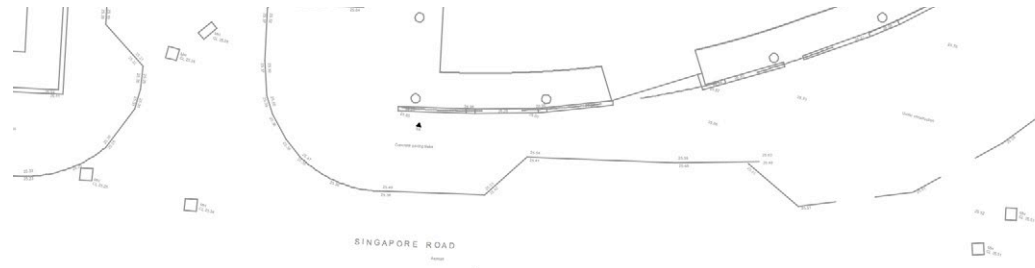
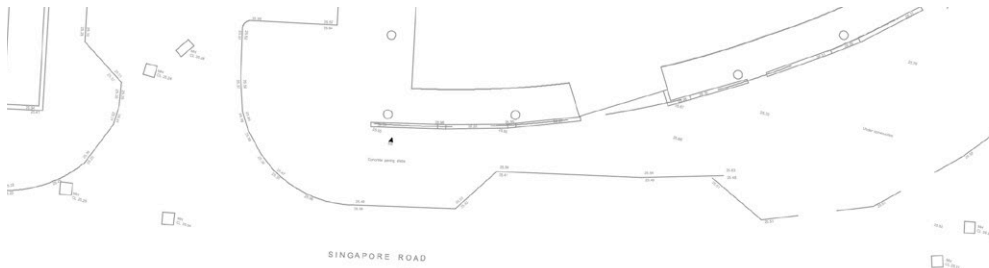
VIEW OF RECENTLY DEVELOPED HOTEL FROM BROADWAY



EXISTING GROUND FLOOR PLAN



EXISTING 1ST FLOOR PLAN



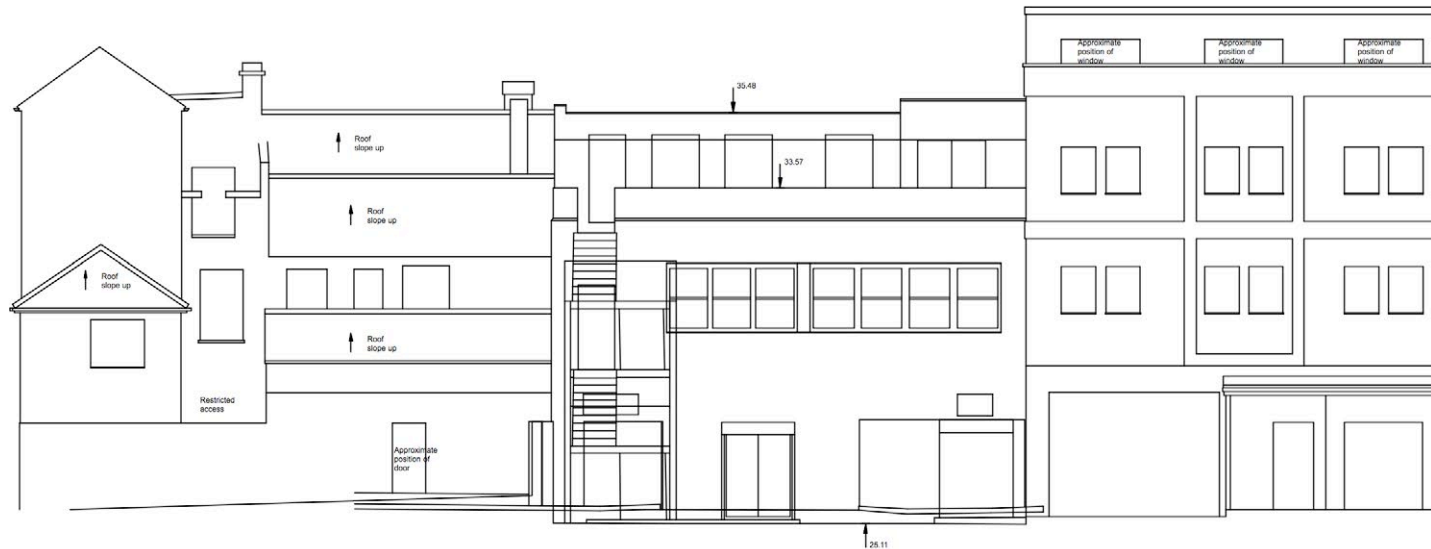
EXISTING 2ND FLOOR PLAN

EXISTING ROOF PLAN



134-136 BROADWAY

EXISTING SOUTH ELEVATION



134-136 BROADWAY

EXISTING NORTH ELEVATION

THE CURRENT APPROVED SCHEME

A scheme was submitted in 2012 by the previous owner for the demolition of the existing building and the erection of four-storey building, comprising two one-bedroom, five two-bedroom and one three-bedroom flats, providing a total of eight residential units. It is comprised of a single continuous front to back retail unit at ground floor, with two blocks front and rear above ground floor, with external amenity spaces in the centre of the site at first floor between the blocks. The design of the exterior of the building seeks to mimic characteristics of the adjoining residential property to the west, with the new front elevation along The Broadway being a mirror image of the adjacent building.

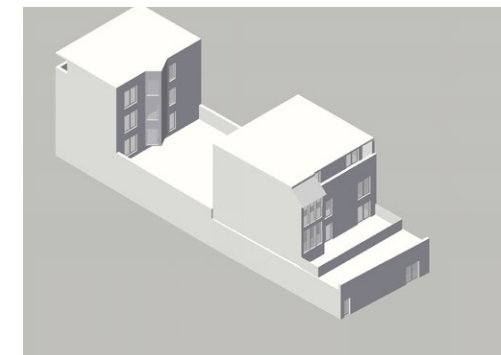
However, this proposal doesn't offer any lift access, meaning it is not DDA compliant; in addition, the staircases are located in positions that would better be utilized as living accommodation. Also, the quality of living environment is compromised due to small unit sizes. There are units within the front block are single aspect, facing north, limiting the potential of getting sunlight, a choice of views and flexibility in the use of rooms. The external amenity space for some of the units also face north.



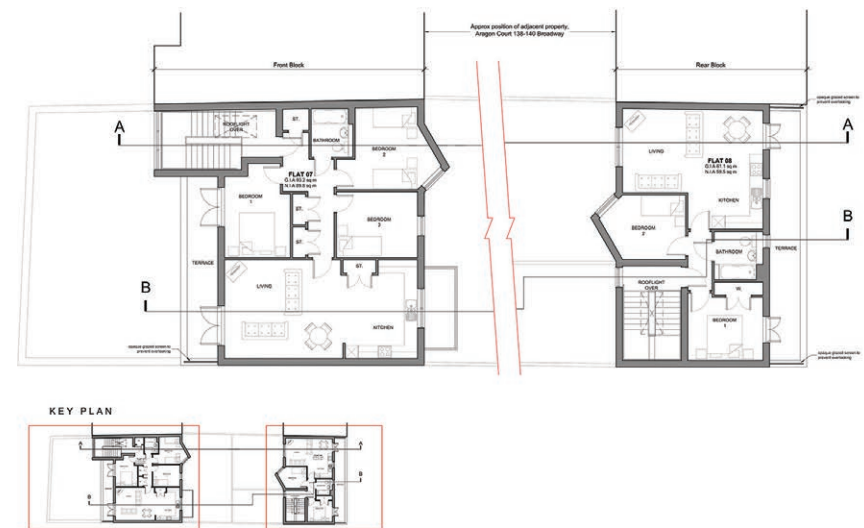
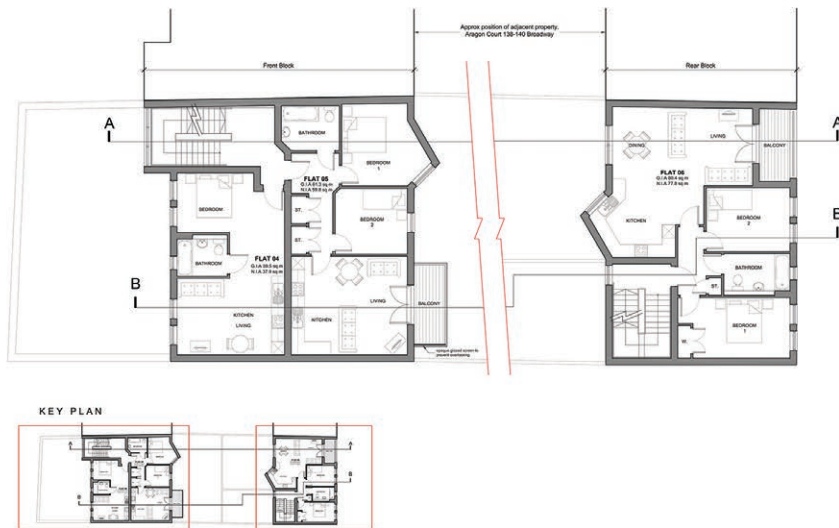
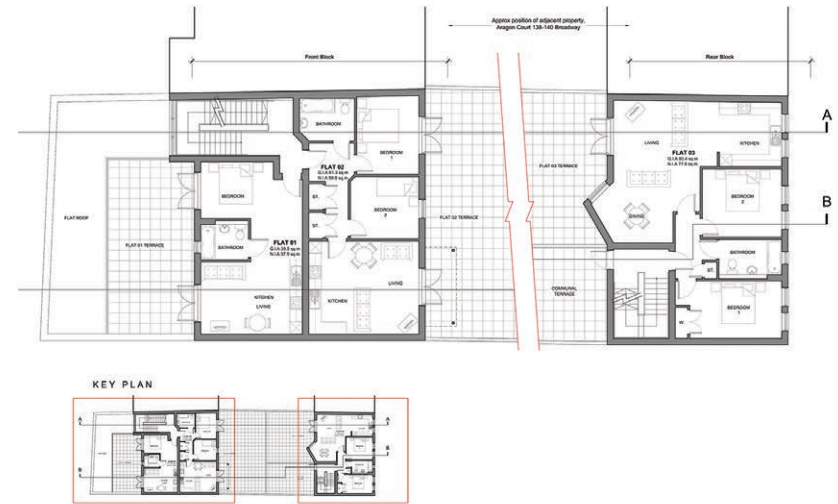
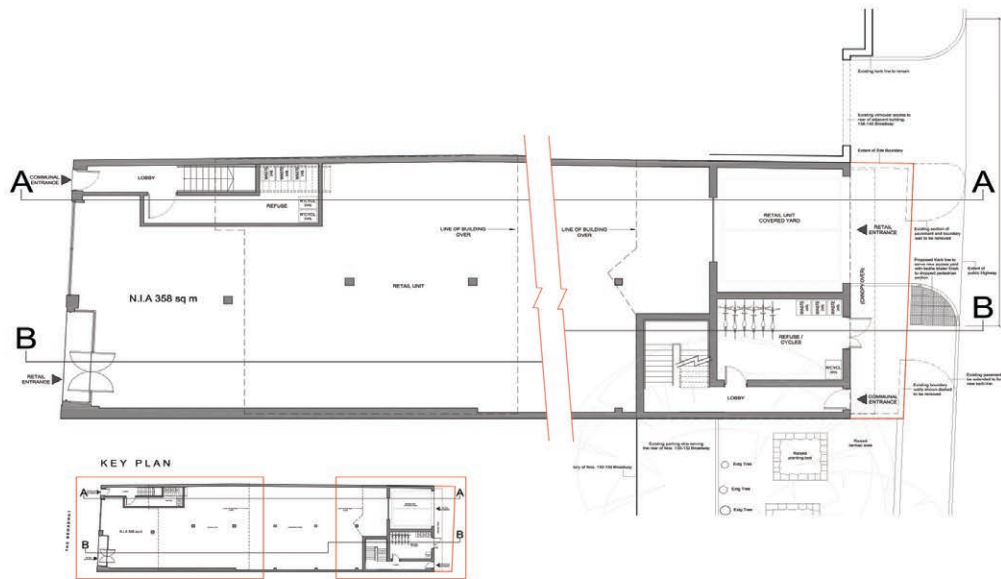
SOUTH ELEVATION OF APPROVED SCHEME

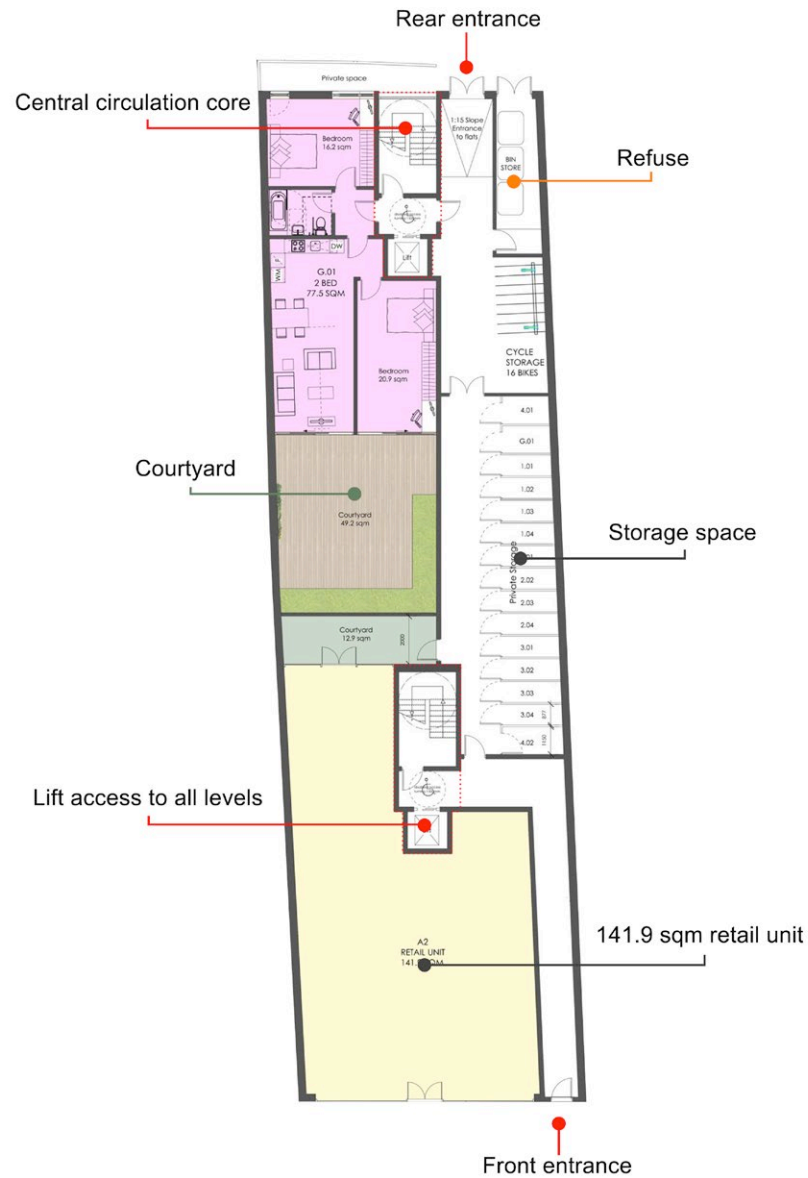


NORTH ELEVATION OF APPROVED SCHEME



3D MODEL OF APPROVED SCHEME





PROPOSED GROUND FLOOR PLAN

THE NEW PROPOSALS

The consented scheme was reviewed and we looked at improving the quality of the accommodation, and also at enhancing the use of the site. This has resulted in a re-design, which is described here. Of particular interest was to achieve the following in the new design;

- Lift access to all levels to insure that the scheme is DDA compliant
- All units sizes relate to the requirements of the London plan (some are just below)
- All units to be double aspect
- All units to have one room facing South
- All units to have some external space
- Devise suitable architectural devices to mediate between the main to the south and the apartment interiors

The new design now also consists of a continuous front-to-back ground floor. However, advice was sought from commercial agents, who have said that there is little or no demand in this locality for a retail unit of 378 m². Consequently, the retail unit has been reduced to 141.9 sq m. This has allowed the ground floor to be split between retail use at the front off The Broadway, and a central entrance lobby for the accommodation plus a two-bedroom unit at the rear.

There is a consolidation of refuse and cycle storage for all the apartments in one location, close to the rear entrance. The entrance lobby extends through to connect with the rear part of the front upper level building, where the front circulation core is located.



PROPOSED SECOND FLOOR PLAN

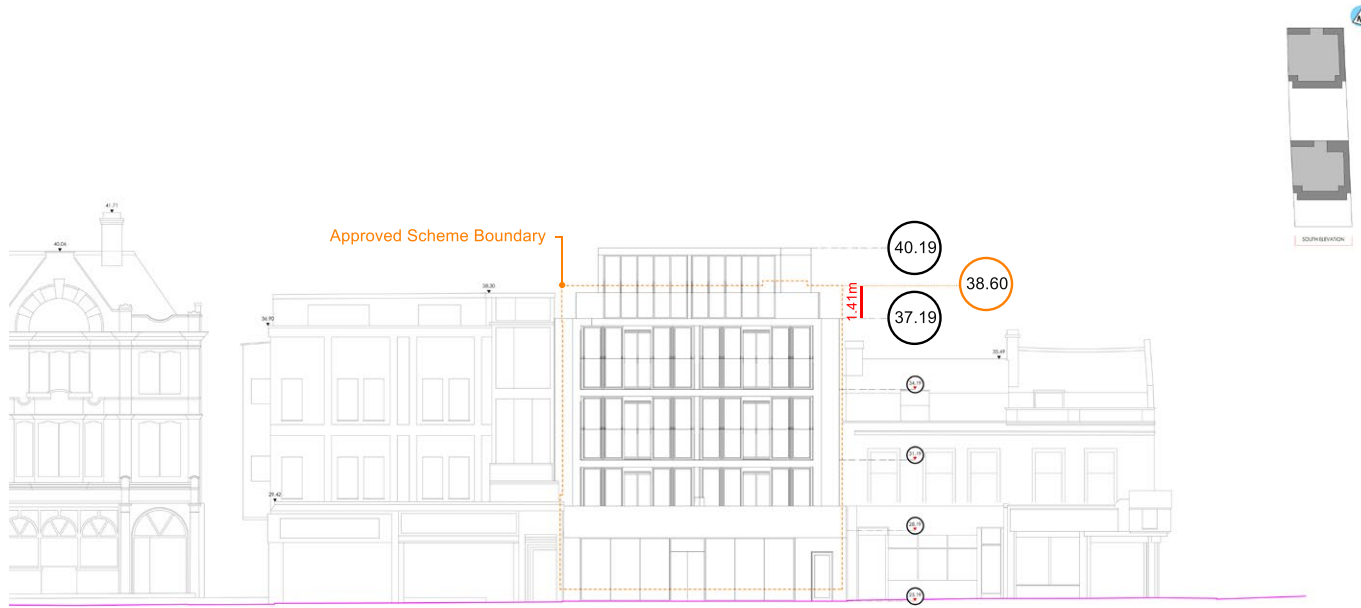
This extended, and deepened, entrance area allows for the incorporation of storage units for all the apartments at ground floor, in the central part of the building, along the east party wall.

For the residential blocks front and rear, a central circulation core comprising a staircase and a lift is provided to each, on the north side of each block. This allows for double aspect flats running front to back of each building, allowing all apartments to receive the benefits of sunlight, views, access, ventilation and flexibility in the use of rooms.

On the first, second and third floors, there are two one-bedroom apartments to each block on each floor, where the floor-plate is divided by the central circulation core. All apartments have a double aspect with a south-facing eating, dining and living space.

An important component of the design approach was to ensure that each apartment has its own external amenity space in the form of balconies, terraces or a courtyard.

Consequently, the ground floor unit has a large, south-facing courtyard, allowing for good ventilation and sunlight. In addition, there are external roof terraces on the first floor over the front part of the retail unit. Also on the first floor, the east side front and back units have large terraces over the extended entrance hall below. The apartments on the second and third floor have south-facing balconies off the living rooms. At the fourth floor to each block there is a single two-bedroom apartment, with external balconies.



VERTICAL MASSING

In terms of the vertical massing of the new proposal, it was considered that the overall floor-to-floor of 3.57m from ground to first floor allowed in the currently approved scheme was excessive, particularly for a smaller retail unit. A floor-to-floor dimension of 3m has therefore been adopted in the new proposals, and this is used up through the whole development (this contrasts with 3.06m for the approved scheme on the upper floors).

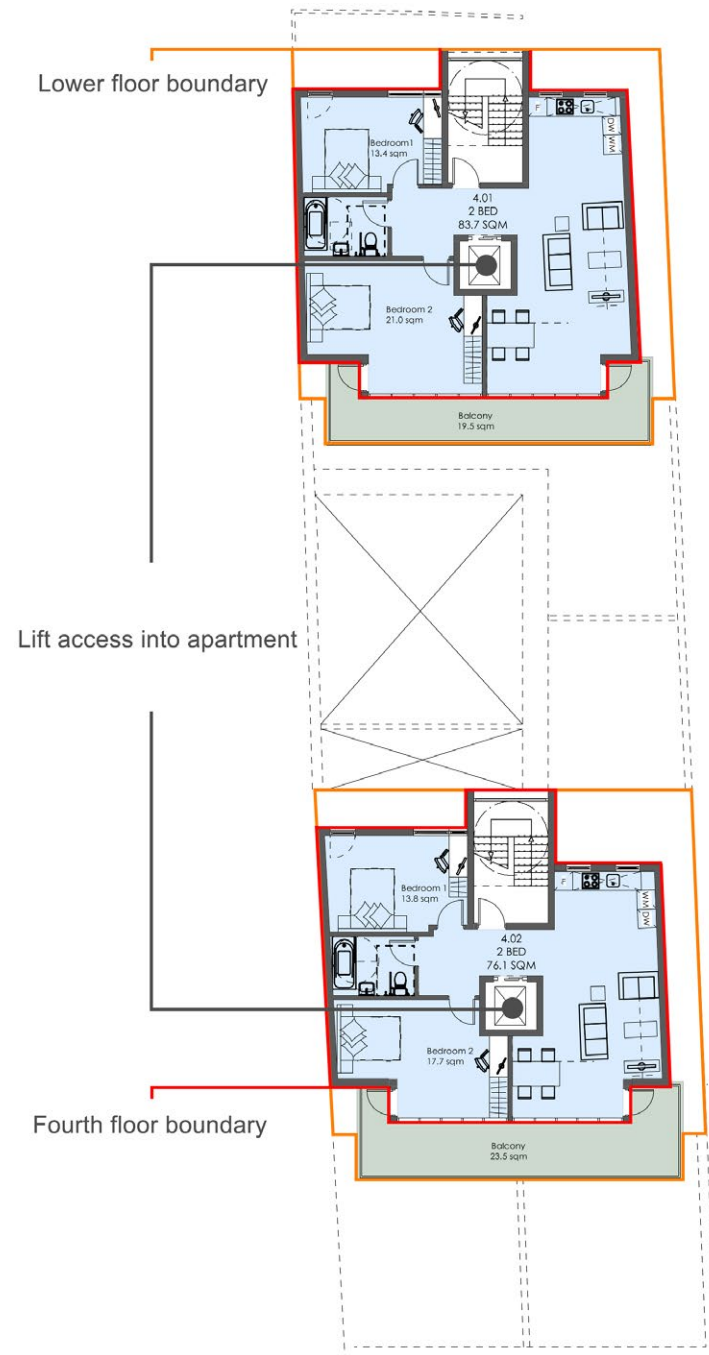
In making the level of the rear of the new proposals more or less at grade, by reducing the unnecessarily high ceiling to the ground floor, and by utilizing a floor-to-floor level of 3m up though the new proposals, it is possible to reduce the height of a four-storey building by 1.41m, or nearly half a storey.

The emerging scale of building in the locality, particularly with the scale of new residential building of between five and six storeys along Singapore Road, suggested that, with a four-storey building on this site reduced by nearly half a storey, there was scope to look at an inset fifth floor. This would produce a new roof line of 40.19, compared to 40.81 for the new building at the corner of Tewkesbury Road and Singapore Road, and 45.10 for the new residential building east of Tewkesbury Road, directly opposite this site.

DATUM LEVEL 20.00 SITE PROPOSED SOUTH ELEVATION



DATUM LEVEL 20.00 PROPOSED SECTIONAL ELEVATION

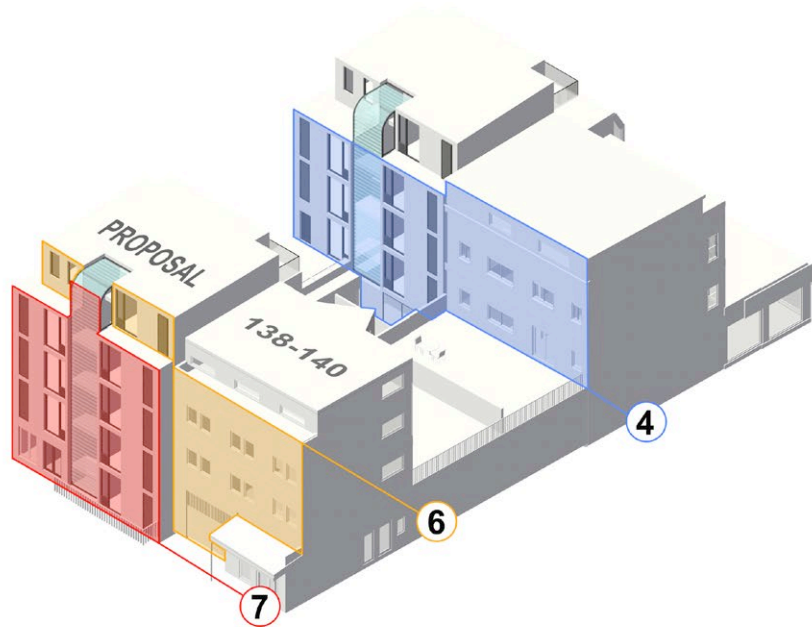


PROPOSED FOURTH FLOOR PLAN

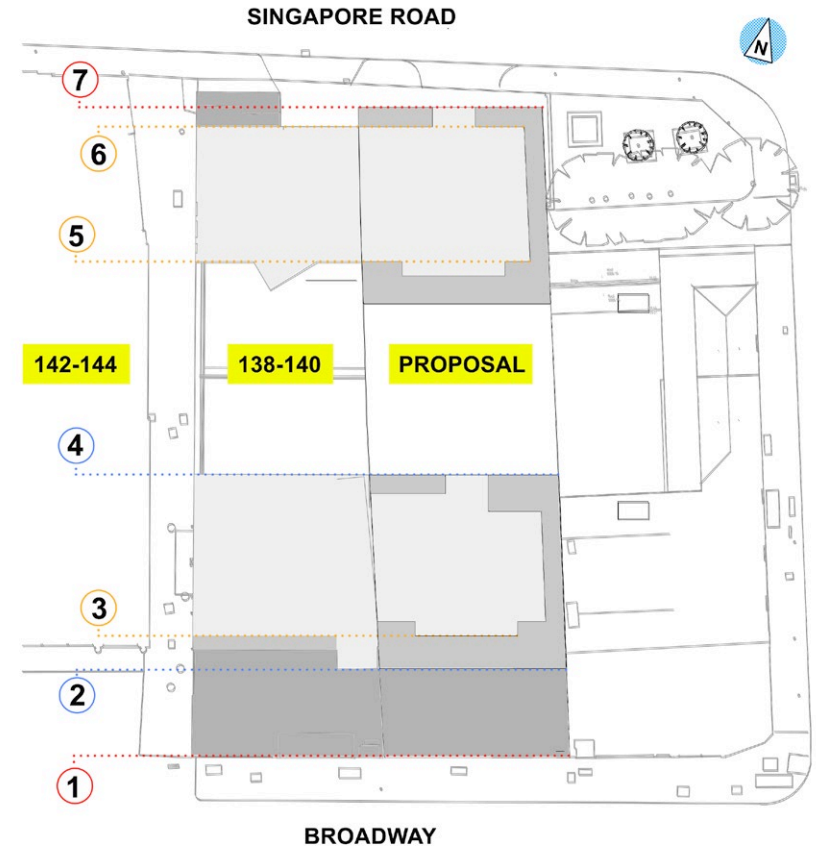
Having established a fifth floor in principle, these floors are reduced down from each main building footprint below. This provides sufficient accommodation for a two-bedroom apartment on each block, with direct access into each apartment from the lifts. These units incorporate, on the south side of each, inset, predominantly glazed, bays, shared between the main bedroom and the living space. These emphasise and moderate the scaling down of the overall form for each block as each building develops upwards. The inset top floors are clad in zinc cladding, in contrast to the insulated and painted render used for the main body of each building.



LEFT ISOMETRIC VIEW



LEFT REAR ISOMETRIC VIEW



SITE PLAN SHOWING THE BUILDING LINE RELATIONSHIP WITH NEIGHBOUR BUILDINGS

BUILDING LINE

The existing building line along Singapore Road at the rear of the site steps in and out, although there is a consistent pavement line. The rear of 142-144 The Broadway abuts the back line of the pavement; elsewhere, buildings are set back in varying degrees. In the new proposals for this site, the new rear building line mediates between the building lines of 142-144 and 138-140. It then sets back at fifth floor level to line through with nos. 138-140, with the staircase enclosure rising and curving between the two building lines.

Along The Broadway at ground floor, the shop-front line is maintained. The overall fascia height is also maintained. It is proposed that the shop window be a simple glazed façade, with a pair of central glazed entrance doors.

SUMMER SCENARIO



WINTER SCENARIO



PASSIVE COOLING AND HEATING STRATEGY DURING SUMMER AND WINTER

WINTER GARDEN

The façade on the upper levels along Broadway has been designed to address the proximity of the main road. In effect, a double depth façade has been created, with a main glazing line, and pivoting screens on the outer line of each balcony. This allows for a variety of arrangements:

- The balcony to be used as an external space in the usual way
- It can be enclosed and incorporated into the living spaces behind
- Because this façade is south-facing, by closing the outer screens, the double layer can function as a heat sink during sunny times at the cooler times of the year, reducing the need to heat the apartment behind
- The flexibility allowed each unit provides a varied and animated main façade



TERRACE VIEW TOWARDS THE REAR BLOCK FROM THE SECOND FLOOR OF THE FRONT BLOCK

EXTERNAL AMENITY SPACES

Elsewhere, the external amenity spaces comprise a variety of inset courtyards, extensive roof terraces and balconies. The rear ground floor unit benefits from a 49.2 sq m courtyard that faces south.

Mediating between the courtyard and the living space behind is a glazed, lean-to conservatory. The apartments at the front at first floor utilize the roof of the shop below as substantial roof terraces.

Also on the first floor, the two east-side apartments front and back have generous, 31 sq m, 23.8 sq m and 31.1 sq m roof terraces, utilizing the roof above the communal storage area below. The west-side apartment in the rear block has a south-facing balcony. The rest of the apartments to the rear block on the upper floors have balconies.

By removing the two levels of existing accommodation in the central part of the site, the very high party walls on the east and west sides can be substantially reduced, from an overall height of 13.6m to 9.6m and 12.7m to 9.8m. This significantly improves the outlook from the neighbours in no. 132 and no.134, to the east of the site, and in nos. 138-140, to the west of the site.

COMMENTS AND AMENDMENTS ARISING FROM THE RESPONSE FROM THE LPA ON THE PRE-APPLICATION SUBMISSION

A pre-application submission was made to the LPA on 5 February 2016. A site meeting was held with a planning officer on 15 March 2016, and a formal written response was issued by the LPA on 28 April 2016. The following are the relevant extracts from the LPA's pre-application response in respect of the design and our comments and responses are set out below each issue, with illustrations where necessary.

The LPA referred in their pre-application response to the possibility of a larger site being brought forward for development:

"The property forms part of a larger development site 'EAL18' under the Ealing Development Sites DPD. This designation extends over 130-140 Broadway. The DPD seeks. Whilst the Council is not entirely opposed to the piecemeal development of this development site, a holistic approach is encouraged and should be explored if possible. This would bring forward a better development option for the site." (p. 5)

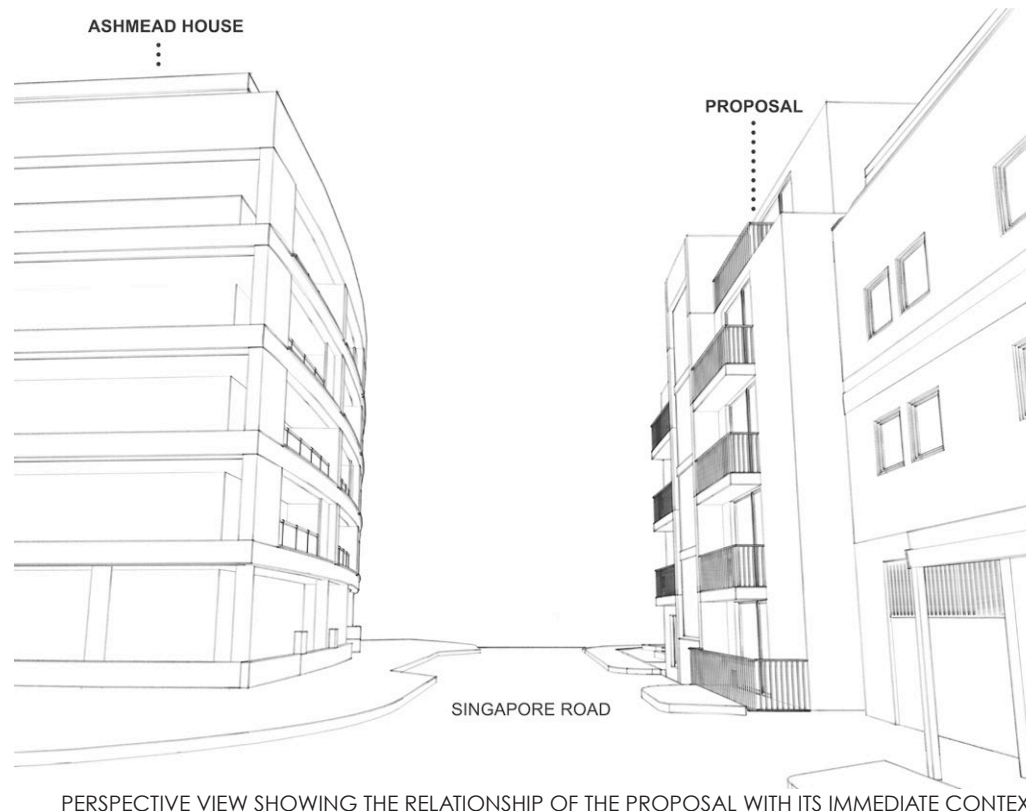
The applicant has been in discussions with the owner of nos. 13-132 Broadway, but we understand that they intend retaining the site and extending and altering the existing buildings. Nos. 138-140 were renovated and extended some years ago and all the apartments have been sold on long leases.

Consequently, there is no prospect of the larger development site identified 'EAL18' under the Ealing Development Sites DPD being brought forward for development as a single entity.



DENSITY

The issue of density is addressed in the planning Statement prepared by Salisbury Jones Planning.



PERSPECTIVE VIEW SHOWING THE RELATIONSHIP OF THE PROPOSAL WITH ITS IMMEDIATE CONTEXT

DESIGN AND VISUAL APPEARANCE

The LPA comments that:

“The proposal would protrude above existing built form on both neighbouring sites and would sit above the approved height in the recently approved planning permission on the property. The height proposed in this instance raises concern given that it does not seek to create a relationship with development on both neighbouring sites.” (p.6)

We would assert that the two buildings that form the new proposals should be looked at in terms of their immediate contexts front and rear. We will return to the frontage along Broadway below, but

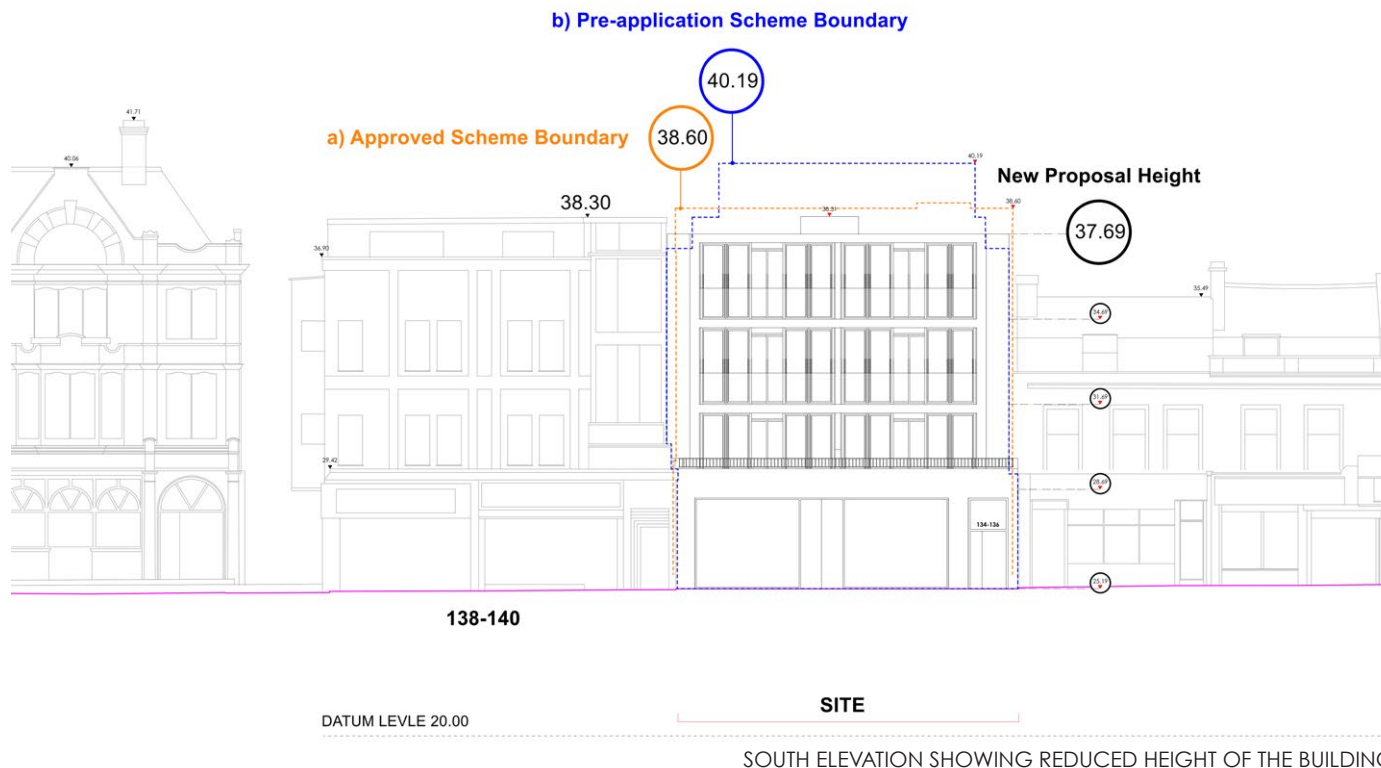
in terms of the front along Singapore Road the LPA goes on to say:

“It is noted that a drawing has been produced (539-109) which shows the proposal in the context of development to the rear of the site. However, it is not considered that this view is particularly relevant considering that the proposal would not be read in this context given the building to the rear would not be viewable from the street-scene of Broadway. The most important and relevant relationship that needs to be considered is the relationship with both buildings either side of the site.” (p.6)

We do not agree with this assessment, and would

contend that, in terms of overall massing and scale, the effect from the public realm – that is, the street itself – is the most relevant consideration. The LPA seems to accept this point in referring to the “street-scene”, albeit they incorrectly refer to the street-scene from Broadway when considering the new rear building.

Consequently, with regard to the rear building, it is the relationship with the rear street, and to the recently consented and constructed housing on the north side of the road that is primary importance. We illustrate this here with a visual of a cross section of Singapore Road that shows the relationship of the application building with its immediate context.



The LPA have assessed the relationship with adjacent buildings as follows:

“Despite the set-back of the top level of the building, it is not considered that the proposal responds well to the neighbouring scale. As such, it is recommended that the height of the building be reduced to be no higher than the recently approved building under PP/2012/2365. As mentioned above, the site is designated as part of a wider development site in the Ealing Development Sites DPD. If a holistic development approach was brought forward for the entire development site then similar heights to that currently proposed would most likely be acceptable.” (p.6)

The immediate character of the street scene along Broadway is very mixed, in terms of use, in terms of scale and in terms of appearance and style. There is a sense that new developments are being built at a larger scale than the immediate context would suggest in expectation of a general increase in scale along Broadway as more sites are brought forward for development. A typical example of this is the recently completed hotel at The Broadway. This comprises a total of six storeys, some four storeys higher than its immediate neighbour.

For the reasons set out above, we would contend that the proposed scale of the buildings at the front and the rear are acceptable. However, with a view to working with the LPA to get an acceptable

scheme agreed, we have reviewed the overall height of each building. As a consequence, the applicant has agreed to remove the proposed fourth floor for the front building, whilst retaining it as the rear.

With these design amendments, the revised proposal along Broadway, when seen in perspective from the street, is now very similar in terms of height to the adjacent building at nos. 138-140 to the west.



PROPOSED NORTH VIEW ALONG SINGAPORE ROAD

In terms of the design of each frontage, the LPA comments:

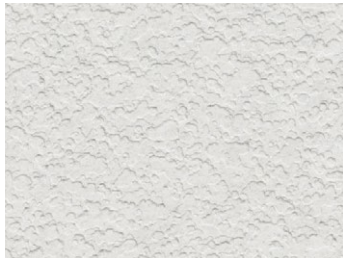
“Aside from this, the scale of the proposal, when taking into account the context and the town centre status of the application site, is considered to be acceptable. The building would be well articulated on the Broadway frontage and the incorporation of terraces on this elevation assists in enhancing the building. However, the applicant is encouraged to increase the articulation to the rear. In its present form this elevation is quite flat and would benefit from punctuation. In furtherance of this particular point, design principles dictate that a buildings use should be reflected in its design. The design of the rear elevation is more akin to an office building and should be improved to reflect the buildings intended use.” (p. 6)

As was discussed at the pre-application site meeting, the design of the rear elevation was left unresolved, pending the comments from the LPA on the scheme so far. We have now amended the rear elevation, to include a generous balcony for each room, together with simplified fenestration to the staircase, and a revised top floor.

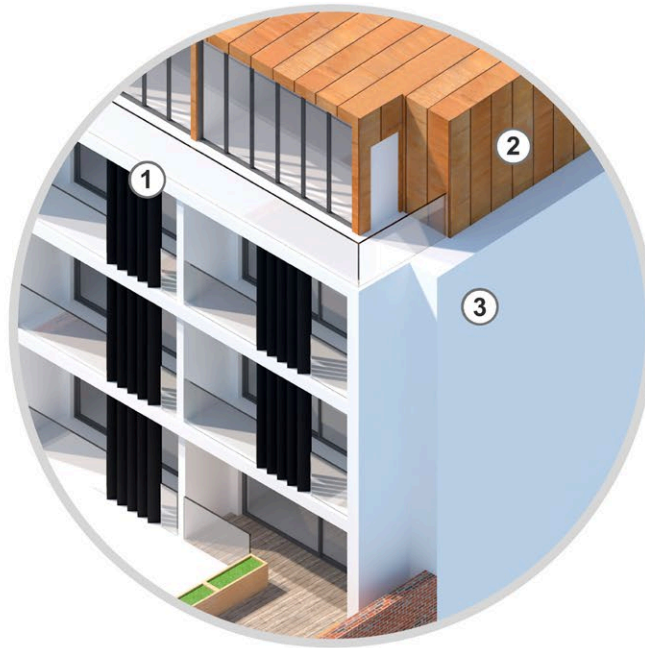
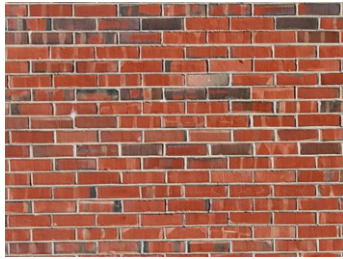
1. PRE-PATINATED ZINC



3. RENDERED WALL



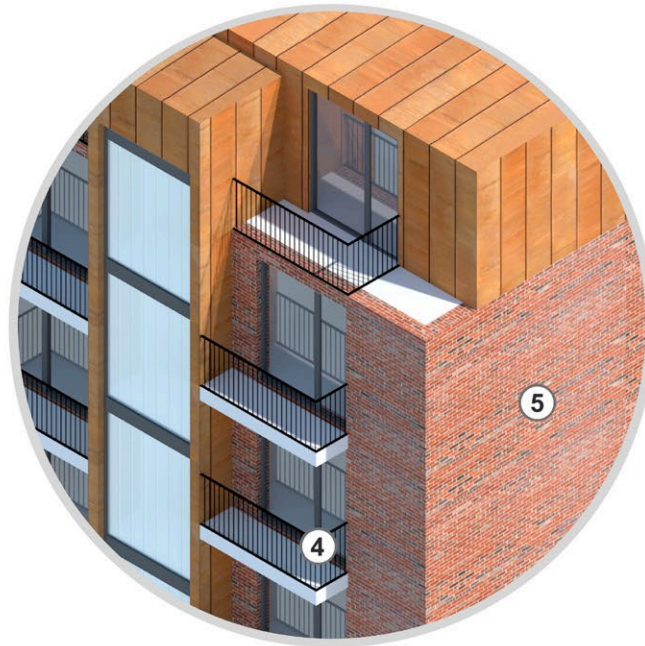
5. BRICK



2. COPPER PANEL

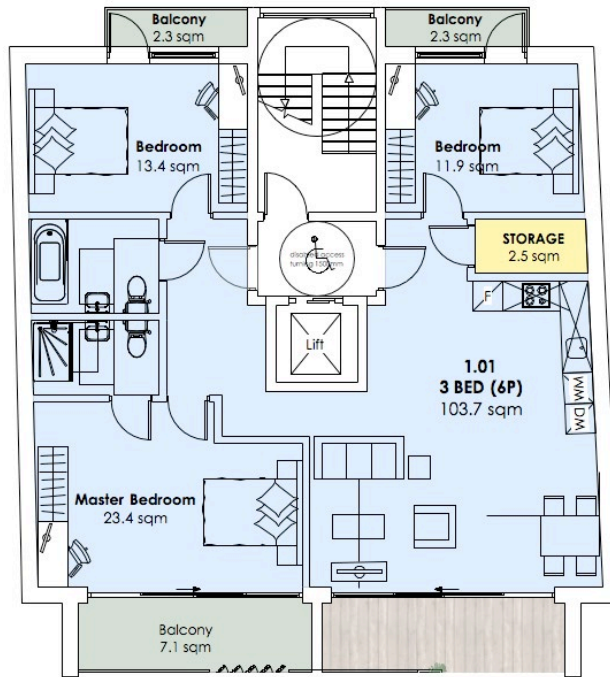


4. METAL FRAMES AND RAILINGS

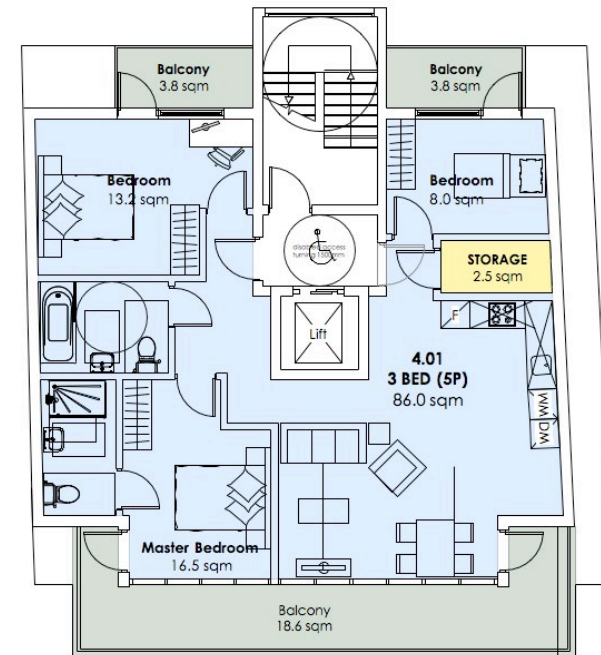


MATERIALITY

"... no indication has been provided as to the proposed palette of materials to be utilised. High quality, durable materials are encouraged to ensure a high standard of urban design." (p.7)



PROPOSED FIRST FLOOR PLAN OF THE REAR BLOCK



PROPOSED FOURTH FLOOR PLAN OF THE REAR BLOCK

Internal Quality, Layout and Outdoor Amenity Space

“The London Plan encourages a good mix of units within residential development. The proposed development would incorporate a large proportion of one-bed units and, therefore, it is recommended that the number of one bed units be reduced and consideration be given to the incorporation of some family units (3 bed units) within the scheme.” (p.8)

The applicant does not consider the site to be appropriate for family units, and the scheme is

intended to be predominantly for starter homes, and that the mix as shown represents the most effective use of this urban site. Notwithstanding this, we have reviewed the plans again and have now amended the rear top floor apartment to become a 5-person three-bedroom apartment. The size and layout of the remainder of the apartments make the best use of the development footprints. There is also a 6-person three bedroom apartment at the rear first floor and the two bedroom apartment at the ground floor is relocated.



SUMMER SCENARIO



WINTER SCENARIO

AMENDED FRONT BUILDING SHOWING WINTER GARDENS

THE REVISED SCHEDULE OF ACCOMMODATION IS THEREFORE AS FOLLO

GROUND FLOOR	NET Internal Area	
	sqm	sqft
2 BED (G.01)	80	861.112
RETAIL	142.1	1529.55
TOTAL	222.1	2390.662
1st FLOOR	NET Internal Area	
	sqm	sqft
3 BED (1.01)	103.7	1116.216
1 BED (1.02)	52	559.723
1 BED (1.03)	50.1	539.271
TOTAL	205.8	2215.211
2nd FLOOR	NET Internal Area	
	sqm	sqft
1 BED (2.01)	51.9	558.646
1 BED (2.02)	51	548.959
1 BED (2.03)	52.6	566.181
1 BED (2.04)	51.2	551.112
TOTAL	206.7	2224.898
3rd FLOOR	NET Internal Area	
	sqm	sqft
1 BED (3.01)	51.9	558.646
1 BED (3.02)	51	548.959
1 BED (3.03)	52.6	566.181
1 BED (3.04)	51.2	551.112
TOTAL	206.7	2224.898
4th FLOOR	NET Internal Area	
	sqm	sqft
3 BED (4.01)	86	925.695
TOTAL	86	925.695
TOTAL sqm for NET	927.3	TOTAL sqft for NET
TOTAL sqm for E.A	296.49	TOTAL sqft for E.A
TOTAL (sqm)	1223.79	TOTAL (sqft)

WINTER GARDENS

“Winter gardens must have a drained floor and must be thermally separated from the interior. The area of the winter garden should be excluded from the internal floor space calculation and should comply the outdoor amenity space requirement for the development.” (p.8)

We assume that there will be a condition added to any planning consent with regard to the draining of the Winter Gardens and the their thermal separation. We have amended the area schedule to exclude the Winter Gardens from the gross internal area of each apartment.



UPDATED TERRACE VIEW TOWARDS THE REAR BLOCK FROM THE SECOND FLOOR OF THE FRONT BLOCK

There was an alteration of internal layout at the top floor of the rear block, caused a slight change to window patterns.

Also the material of the top floor is now replaced with copper panels.

STORAGE SPACE

With regard to storage for each apartment, the LPA have commented:

"The government produced nationally described space standards requires built in storage within residential units. This should comprise 1.5sqm for the 1 bed flats and 2sqm for the 2 bed flats. This would separate to the storage indicated on the ground floor plan and should be included within the scheme." (p.8)

It is already proposed that there be dedicated storage space for each apartment in the centre of the building at ground floor between the two cores, and it would be our preference that these constitute the storage requirements under government policy. Notwithstanding this, the plans of all the apartments have now been amended to provide the appropriate storage areas.



PROPOSED GROUND FLOOR PLAN

PROPOSED SECOND FLOOR PLAN

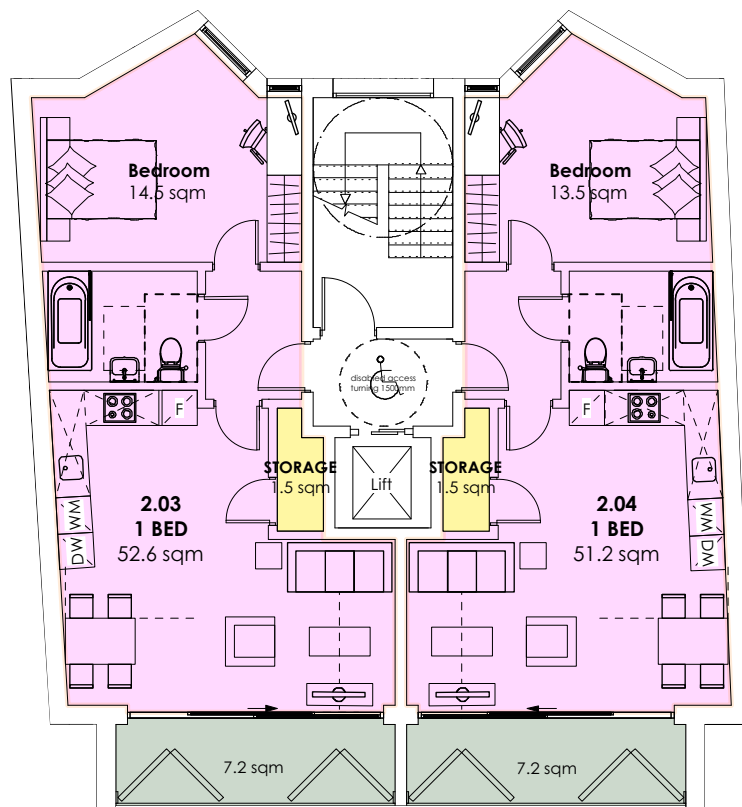
IMPACT ON RESIDENTIAL AMENITY

“The existing built form on site would be comparable at ground to first floor levels with increased built form at the rear of the site in the form of a separate block at second, third and fourth floor levels. As such, it is recommended that a daylight/sunlight report be commissioned from a qualified BRE (Building Research Establishment) Surveyor and submitted in support of any planning application on this property. This report should identify all windows that have the potential to be affected in daylight/sunlight terms by the proposal and include an assessment of these windows against the BRE guidance. All windows in neighbouring properties should comply with the BRE guidance.” (p.9)

A daylight/sunlight report prepared by CHP Surveyors Ltd is included with this planning application. It concludes that:

The report concludes: (paragraph 1.7)

“Taking into account the site specific conditions, our analysis demands that the aims of the BRE guidelines are achieved”



PROPOSED SECOND FLOOR PLAN OF THE FRONT BLOCK

The relationship between the new development and its neighbours, and the relationship between the two new blocks within the site is set out by the LPA as follows:

“A site visit revealed that there are a number of side and rear facing habitable room windows on neighbouring sites to the east and west. The rear facing windows in the front block and the inward facing windows and balconies on the rear block

have the potential to give rise to over-looking opportunities into these windows.

Additionally, a distance of approximately 11m would be provided between the inward facing windows and balconies within the development itself. This distance between facing windows is not considered to be satisfactory and a distance of at least 18m should be provided.

It is recommended that the balconies be shifted to the Singapore Road elevation of the building and the built form reduced to increase the set back to 18m or windows designed to curve away from the directly facing windows on the front block (without directly facing any habitable room windows on neighbouring properties). The relocation of the balconies to the Singapore Road elevation would also assist in a better design solution and would address design concerns raised above with respect to this elevation.” (p.9)

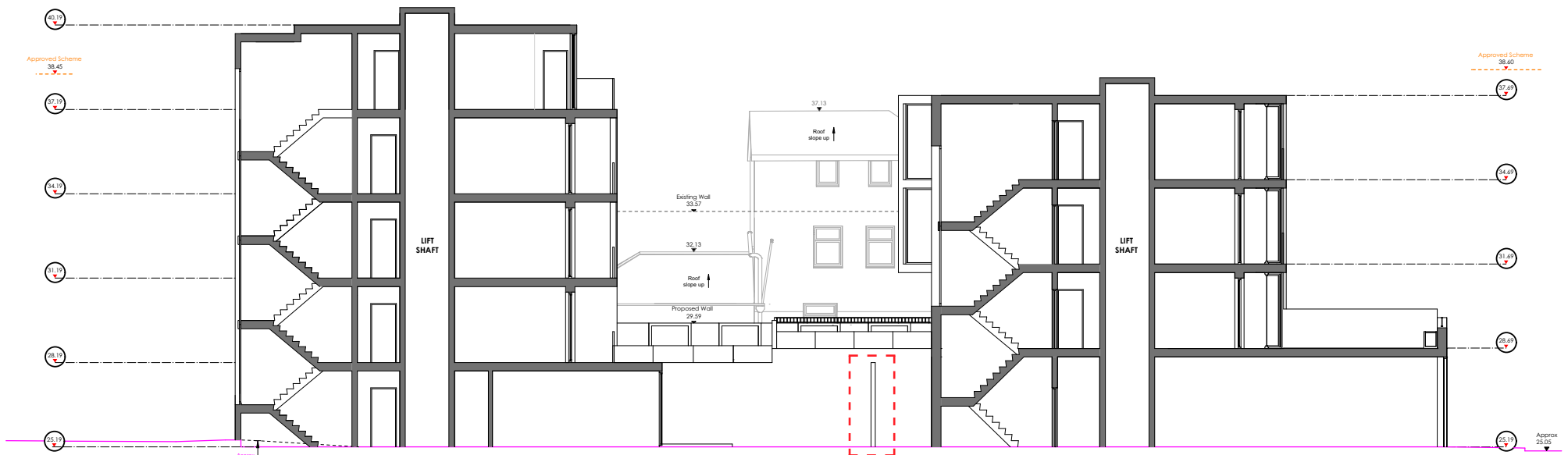
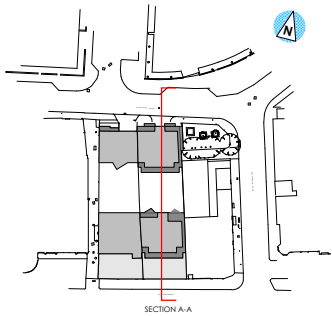
It was pointed out at the pre-application meeting that the distance between the front and rear buildings in the current scheme is very similar to that approved in March of this year under planning reference PP/2012/2365. The suggestion by the LPA to relocate the balconies – and presumably also the living spaces – to the Singapore Road elevation is not considered to be acceptable, because it would orientate the main living spaces and external amenity space to the north for the apartments in the rear block.

Nevertheless, we have looked again at this issue and it seems to us that the appropriate solution would be reflect the idea from the current consent, application reference PP/2012/2365, whereby the rear windows to the front block are angled away from the front windows to the rear block.

This solution also addresses any sense of overlooking to the neighbours' windows to the east and the west, particularly as side walls are proposed to the balconies on the front of the rear block, greatly limiting any view towards the neighbours.

The issue of the articulation to the street elevation to the rear block is addressed elsewhere here.

“Details of the proposed boundary treatment between the residential and retail courtyards at ground floor level should be submitted in support of the scheme. The boundary treatment should be such that it does not create an enclosing impact for the residential courtyard and should be sufficient to mitigate any noise impacts on residential amenity.”



Simple brick work dividing the residential and retail courtyards

DATUM LEVEL 20.00

TRANSPORT, PARKING, REFUSE AND SERVICING

With regard to the provision of secure cycle storage, the LPA comments:

"The application includes the provision of 16 secure and sheltered bicycle storage areas for the flats which are located at the rear of the building. This provision would be lower than that prescribed in policy 6.9 of the London Plan (consolidated 2015) which requires one space per one bed or studio unit and two spaces for all other units. Therefore, the provision should be increased to 18 spaces." (p10)

There is a secure cycle storage area at the rear at ground floor, accessed off Singapore Road. The total number of spaces has followed policy 6.9 of the London Plan.

The LPA also require one cycle storage space for the retail unit, and this has been provided in the open courtyard at the rear of the retail unit.

The LPA have re-confirmed the position with regard to restricting on-street car parking in line with the consent granted under planning reference

PP/2012/2365, via a Section 106 Agreement:

"The property is located within a controlled parking zone. Therefore, to ensure that there would be no increase in parking pressure in the area as a result of the development, any recommendation for approval would restrict the issuing of parking permits via a s106 legal agreement to this effect." (p.10)

The applicant therefore assumes that the new Section 106 Agreement will be similar to the one signed for application reference PP/2012/2365.

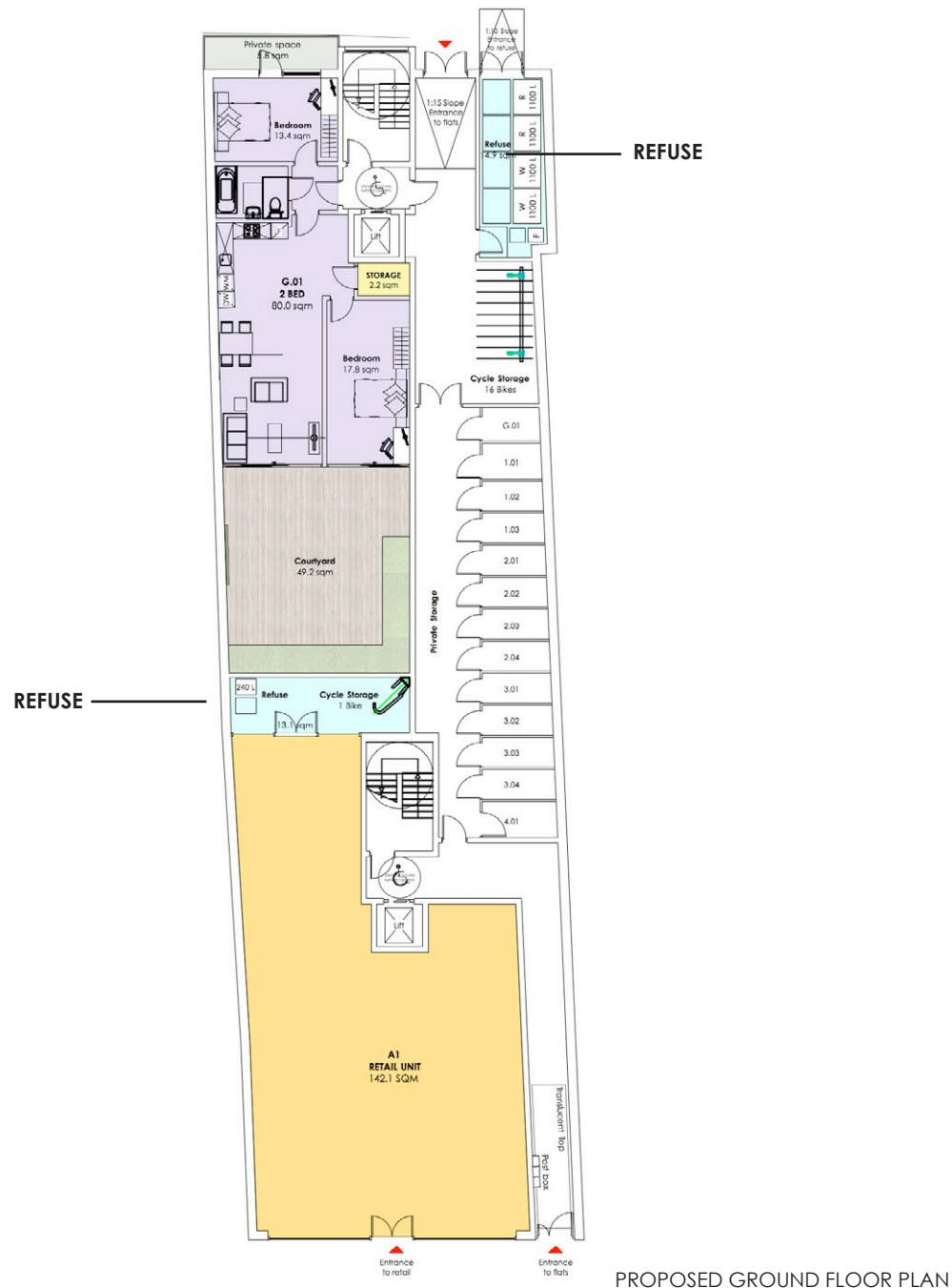
ENVIRONMENTAL HEALTH

With reference to the London Plan, and to their own policies, the LPA comment with regard to noise considerations:

"The property would be impacted by significant traffic noise from Broadway and would also be impacted by commercial noise sources from surrounding development. Noise mitigation would, therefore, be required through the insulation of building envelope to provide acceptable living conditions within the new residential units. Insulation would also be required within the floor/ceiling between the commercial and residential elements." (p.10)

We are not aware that such an assessment was required for the recently granted consent under planning reference PP/2012/2365. However, following the further clarification sought by Salisbury Jones Planning in respect of the scope of the noise assessment to the LPA dated 2nd. Aug. 2016, a noise survey was commissioned from Sandy Brown Associates LLP and is included with the planning application.

As set out in Salisbury Jones planning email of 2nd. August. 2016 this report only addresses the building along Broadway. The noise separation below the retail and residential areas will be addressed under the building regulations.



REFUSE STORAGE

The use of wheelie bins is not currently accepted by the Council's Environmental Services (Refuse) Department and a 1 x 1100 bin per 9 flats should be provided for waste, a 1 x 1100 bin per 9 flats should be provided for mixed recycling and a 1 x food waste container should be provided per 20 properties. As such, it is recommended that the proposal be amended to reflect this requirement.

"The bin enclosure is located within a discrete location on site which is welcomed. The refuse enclosures are also positioned away from windows of residential units to ensure that there would be no detrimental impact on future occupiers of the development.

It is noted, however, that no refuse storage is proposed for the ground floor level retail unit. The applicant is advised to incorporate such provision prior to any submission being made to the Council." (p.11)

Provision has now been made for refuse storage in the external courtyard at the rear of the retail unit. The refuse will be taken to the street on collection days, as noted by the LPA on page 13 of their letter, under their section 'Design Out Crime'.

AFFORDABLE HOUSING

“London Plan Policy 3.12 is supported by paragraph 3.71, which urges borough councils to take account of economic viability when estimating the appropriate amount of affordable provision. In this regard, any application proposing below the policy requirement of 50% affordable housing should be supported by a financial viability assessment setting out why 50% affordable housing cannot be provided on site. This report would be independently assessed on behalf of the Council after submission.” (P.11)

A viability assessment has been prepared by GL Hearn, and this assessment forms part of this planning application.

ENERGY AND SUSTAINABILITY

Major new residential developments are no longer expected to achieve Code for Sustainable Homes Level 4, however.

An Energy & Sustainability Statement should be submitted in support of any planning application submitted to demonstrate compliance with the above.

An 'Energy Strategy Report' and a 'Sustainability statement', both prepared by Price & Myers for the part of the planning application.

DESIGN OUT CRIME

“The proposal should achieve compliance with the secured by design standards in this regard. There would be some concern with the proposed access to the side access way by both residential and retail uses. This accessway should be dedicated to the residential use only. This would ensure that access to this space is controlled by residents of the flats only. Access by commercial uses has the potential to give rise to security issues in this regard.

It is recommended that the access from the retail courtyard to the accessway is closed off. As a separate refuse store is to be provided for the retail unit, access to the rear of the site would not be required as refuse from the retail unit could be taken to Broadway for collection on bin collection day”. (p.13)

This access has now been removed, and there is no internal link between the retail unit and the residential accommodation.

Access standards in this development will be commensurate with current standards, and in particular to the standards as set out in The Building Regulations, and also the relevant standards as set out in the Lifetime Homes Standards, which can be summarised as follows:

1.0 Approach Gradients & Entrances

As stated above, the approach to entrance doors will be level as defined in the current Building Regulations – i.e., at better than 1:20. All entrances to the apartments have accessible thresholds.

2.0 Car Parking & Transport

A car-free development is considered as the site is located to benefit from the existing public transport. For car users where parking is necessary, there are on-road parking spaces available on Singapore Road offering total 72 regular bays including 12 disabled bays and 2 motorcycle bays.

There is a west Ealing station to the north-east, Hanwell station to the west and Drayton Green station to the North and they are all in walking distance. Ealing Broadway tube station and shopping centre can be easily accessed by bus within 10 minutes.

3.0 External Entrances

The threshold into each apartment block will be level, with a continuous external drain at the entrance to keep water away from the threshold.

4.0 Communal Stairs & Lifts

Communal stairs should provide easy access: The following will apply: Communal stairs:

Uniform rise not more than 170mm, uniform going not less than 250mm.

Handrails extend 300mm beyond top and bottom step, handrail height 900mm from each nosing. There is a fully compliant lift in each circulation core.

5.0 Doorways & Hallways

The width of internal doorways and hallways will conform to Part M. In particular, the following will apply:

Front door: Clear opening width of 800mm, with a 300mm nib to the site of the leading edge. Internal doors:

Clear opening width of 750mm / corridor or passageway width 900mm if the approach is head-on or

1200mm when the approach is not head-on, clear opening width 775mm / corridor 1050mm when the

approach is not head on, 900mm / 900mm corridor when the approach is not head on.

6.0 Wheelchair Accessibility

There should be space for turning a wheelchair in dining areas and living rooms and adequate circulation space for wheelchairs elsewhere: In all accessible units, a turning circle of 1500mm or a turning ellipse of 1700mm x 1400mm is provided.

7.0 Living space

A living room, dining room and kitchen in all apartments are provided on the entrance level.

8.0 Bathroom & WC Walls

Walls in the bathroom and WC should be capable of taking adaptations such as handrails: Wall reinforcements (if required) will be located between 300 and 1800mm from the floor in all accessible units. The bathroom are to be planned so that a wheelchair user conveniently use the bathroom. Further details will be provided at the construction stage.

9.0 Stair Lift

The design should incorporate provision for a future stair lift: This requirement does not apply to this scheme.

10.0 Tracking Hoist Route

The design and specification should provide a reasonable route for a potential hoist from a main bedroom to the bathroom: A tracking hoist could easily be fitted between the studio and the bathroom in each accessible unit.

11.0 Window Specification

The design and selection of the window ironmongery will be operable for wheelchair users.

12.0 Controls, Fixtures & Fittings

Switches, sockets, ventilation and service controls should be at a height usable by all (i.e. between 450mm and 1200mm from the floor). This applies to all rooms, including the kitchen and bathroom.

9. SCHEDULE OF ACCOMMODATION

	GEA		GIA	
	sqm	sqft	sqm	sqft
Ground Floor	451.8	4863.13	418	4499.31
1st Floor	274.3	2952.538	246	2647.919
2nd Floor	276.3	2974.066	247.6	2665.142
3rd Floor	276.3	2974.066	247.6	2665.142
4th Floor	114.8	1235.696	104.8	1128.057
TOTAL	1393.5	14999.495	1264	13605.57

GROUND FLOOR	NET Internal Area		External Amenity	
	sqm	sqft	sqm	sqft
2 BED (G.01)	80	861.112	55	592.014
RETAIL	142.1	1529.55	13.09	140.899
TOTAL	222.1	2390.662	68.09	732.914
1st FLOOR	NET Internal Area		External Amenity	
	sqm	sqft	sqm	sqft
3 BED (1.01)	103.7	1116.216	39.1	420.868
1 BED (1.02)	52	559.723	36.9	397.188
1 BED (1.03)	50.1	539.271	59.1	636.146
TOTAL	205.8	2215.211	135.1	1454.203
2nd FLOOR	NET Internal Area		External Amenity	
	sqm	sqft	sqm	sqft
1 BED (2.01)	51.9	558.646	9.5	102.257
1 BED (2.02)	51	548.959	9.7	104.41
1 BED (2.03)	52.6	566.181	7.2	77.5
1 BED (2.04)	51.2	551.112	7.2	77.5
TOTAL	206.7	2224.898	33.6	361.667
3rd FLOOR	NET Internal Area		External Amenity	
	sqm	sqft	sqm	sqft
1 BED (3.01)	51.9	558.646	9.5	102.257
1 BED (3.02)	51	548.959	9.7	104.41
1 BED (3.03)	52.6	566.181	7.2	77.5
1 BED (3.04)	51.2	551.112	7.2	77.5
TOTAL	206.7	2224.898	33.6	361.667
4th FLOOR	NET Internal Area		External Amenity	
	sqm	sqft	sqm	sqft
3 BED (4.01)	86	925.695	26.1	280.938
TOTAL	86	925.695	26.1	280.938
TOTAL sqm for NET	927.3	TOTAL sqft for NET	9981.364	
TOTAL sqm for E.A	296.49	TOTAL sqft for E.A	3191.389	
TOTAL (sqm)	1223.79	TOTAL (sqft)	13172.753	

Number of Rooms	1 BED	2 BED	3 BED
Ground Floor	0	1	0
1st Floor	2	0	1
2nd Floor	4	0	0
3rd Floor	4	0	0
4th Floor	0	0	1
TOTAL	10	1	2

DRAWING SCHEDULE

EXISTING

539 - 01	Location Plan
539 - 02	Topographical Survey
539 - 03	Existing Ground Floor Plan
539 - 04	Existing First Floor Plan
539 - 05	Existing Second Floor Plan
539 - 06	Existing Roof Plan
539 - 07	Existing South Elevation
539 - 08	Existing North Elevation
539 - 09	Existing Sections

PROPOSED

539 - 100	Proposed Ground Floor Plan
539 - 101	Proposed First Floor Plan
539 - 102	Proposed Second Floor Plan
539 - 103	Proposed Third Floor Plan
539 - 104	Proposed Fourth Floor Plan
539 - 105	Proposed South Elevation
539 - 106	Proposed North Elevation
539 - 107	Proposed Rear Elevation
539 - 108	Proposed Section A-A
539 - 109	Proposed Section B-B
539 - SK01	Proposed South View Along Broadway
539 - SK02	Proposed North View Along Singapore Road

539-01 LOCATION PLAN

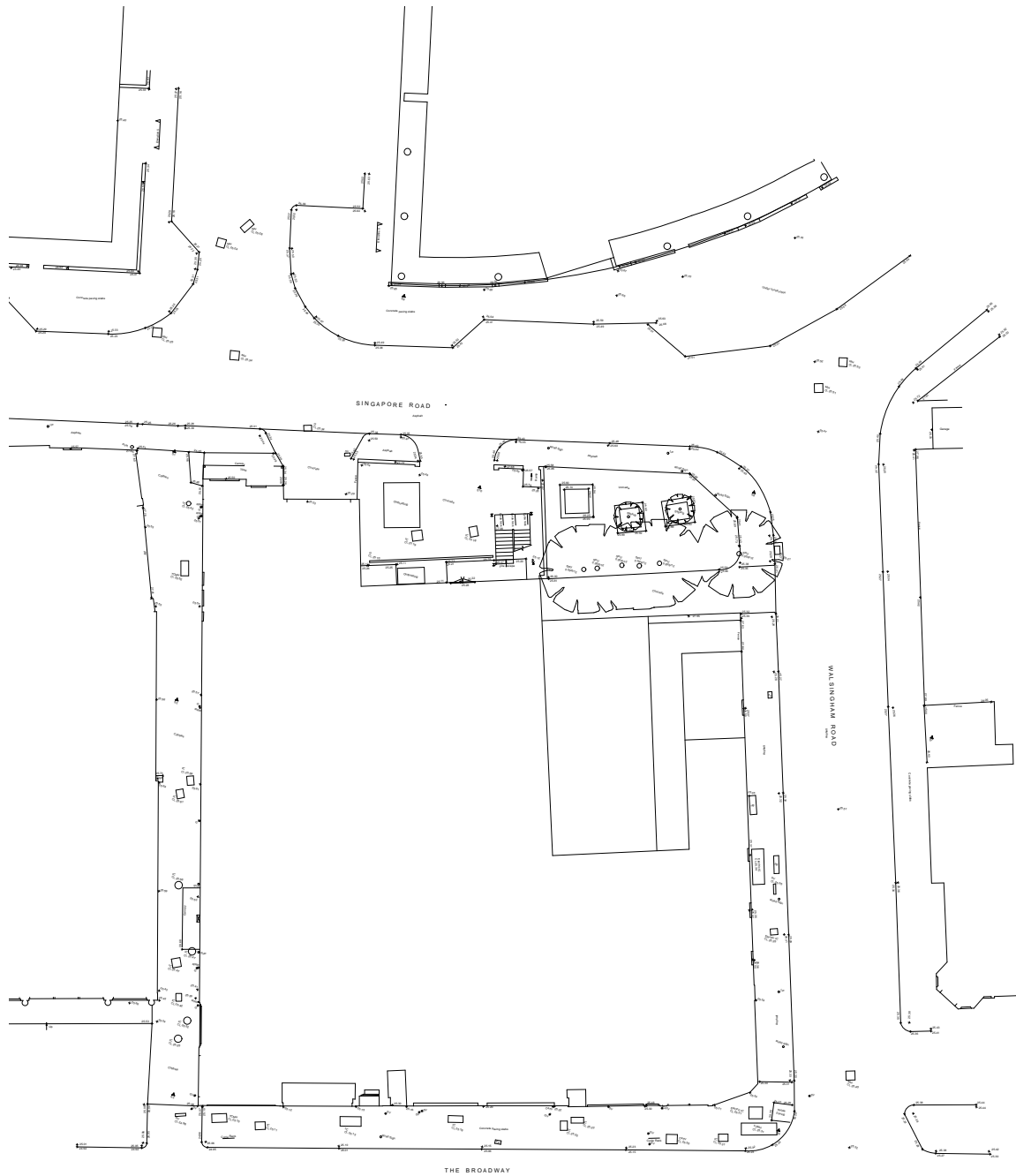


PLANNING ISSUE 2016

	DRAWING LOCATION PLAN	DRWG. N°: 539 - 01
	PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev. Scale 1:500 @ A2
CLIENT BOWER TERRACE LTD	Date JUNE 2016	Drawn

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1:500 @ A2



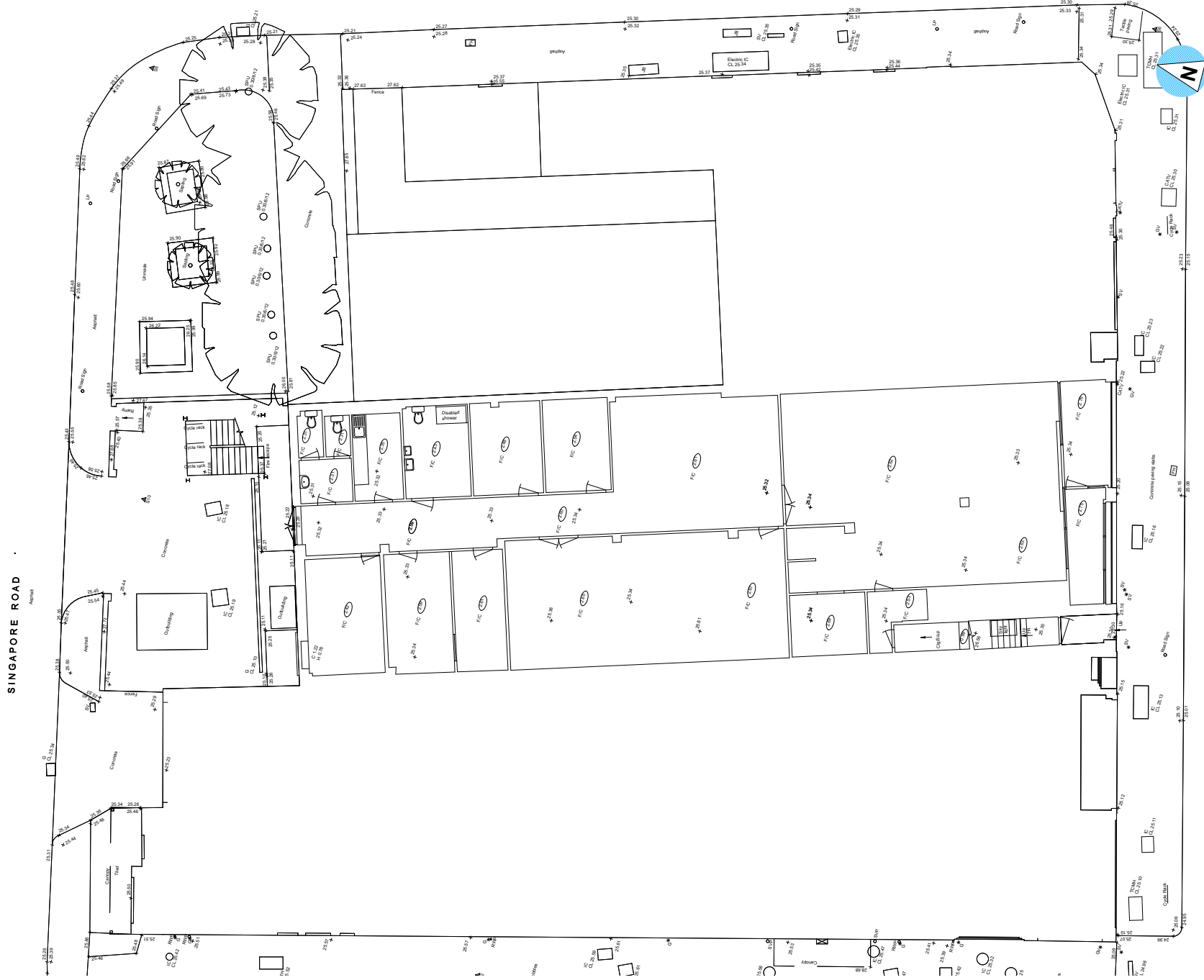
PLANNING ISSUE 2016

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 alan power (ARCHITECTS) <small>Alan Power Architects Ltd 11 Newham Street London, W11 3JF Tel: 020 7229 9370 Fax: 020 7221 4172</small>	DRAWING TOPOGRAPHICAL SURVEY	DRWG. N°: 539 - 02
	PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev.
	CLIENT BOWER TERRACE LTD	Scale 1:200 @ A2
	Date JUNE 2016 Drawn	Date JUNE 2016

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539-03 EXISTING GROUND FLOOR PLAN

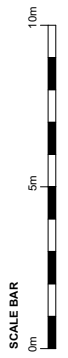


THE BROADWAY

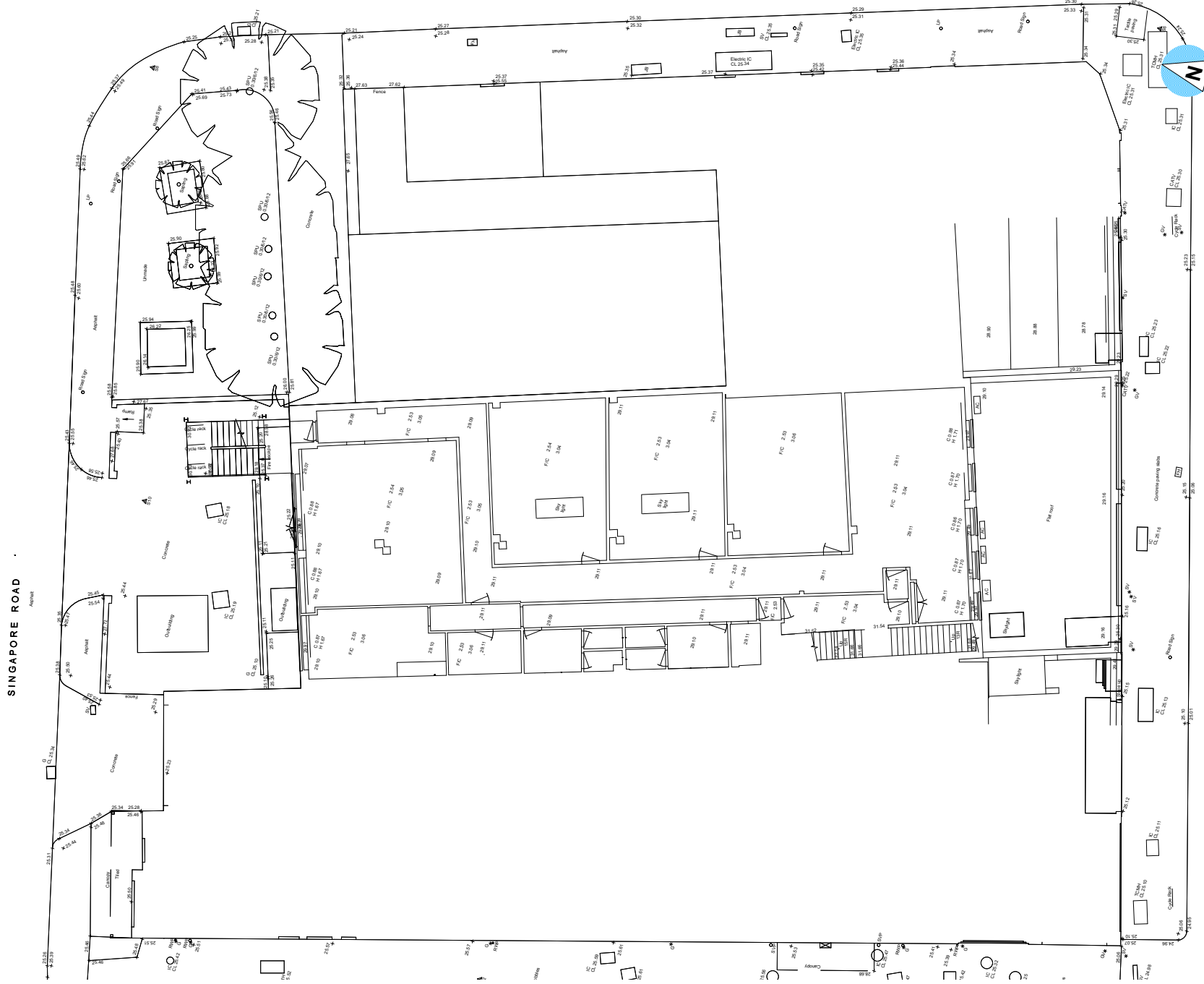
PLANNING ISSUE 2016

	DRAWING NO. 539-03
	PROJECT 134-136 BROADWAY LONDON W13 0PL
ARCHITECTS alan power (architects)	CLIENT BOWER TERRACE LTD
13 Nelson Place London W1P 2DF Tel: 020 7463 1000 Fax: 020 7463 1001 Email: info@alanpower.co.uk Website: www.alanpower.co.uk	DATE JUNE 2016

1:200 @ A4
1:100 @ A2



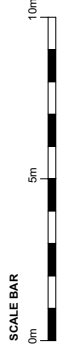
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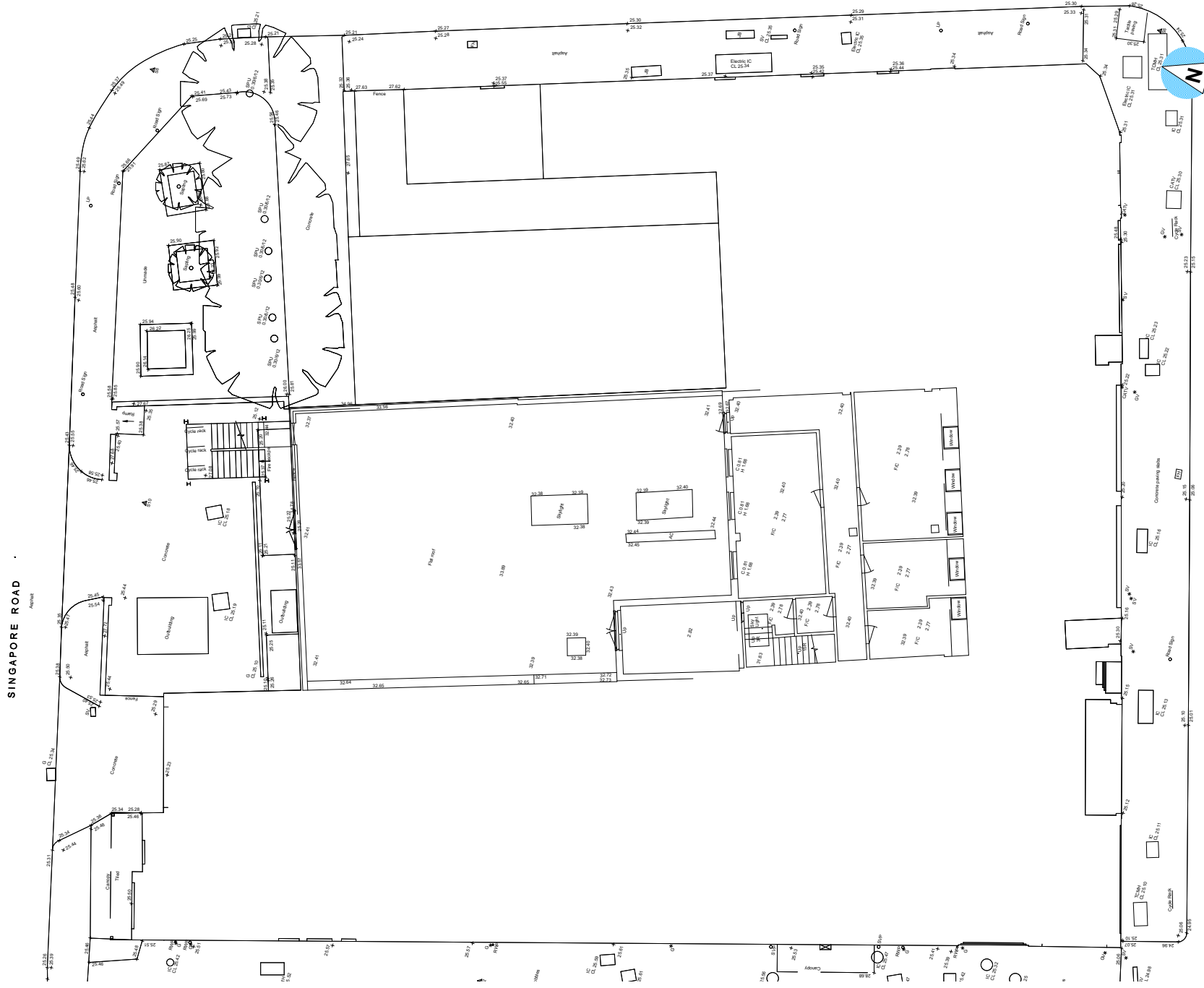
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alan power (ARCHITECTS)	PROJECT	EXISTING FIRST FLOOR PLAN
	CLIENT	134-136 BROADWAY LONDON W13 0UL
13 Nelson Place, London W1R 6JF Tel: +44 (0)20 7462 2200 www.alanpower.co.uk	SCALE	1:1000 A3
	DATE	JUNE 2016



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539-05 EXISTING SECOND FLOOR PLAN

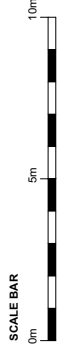


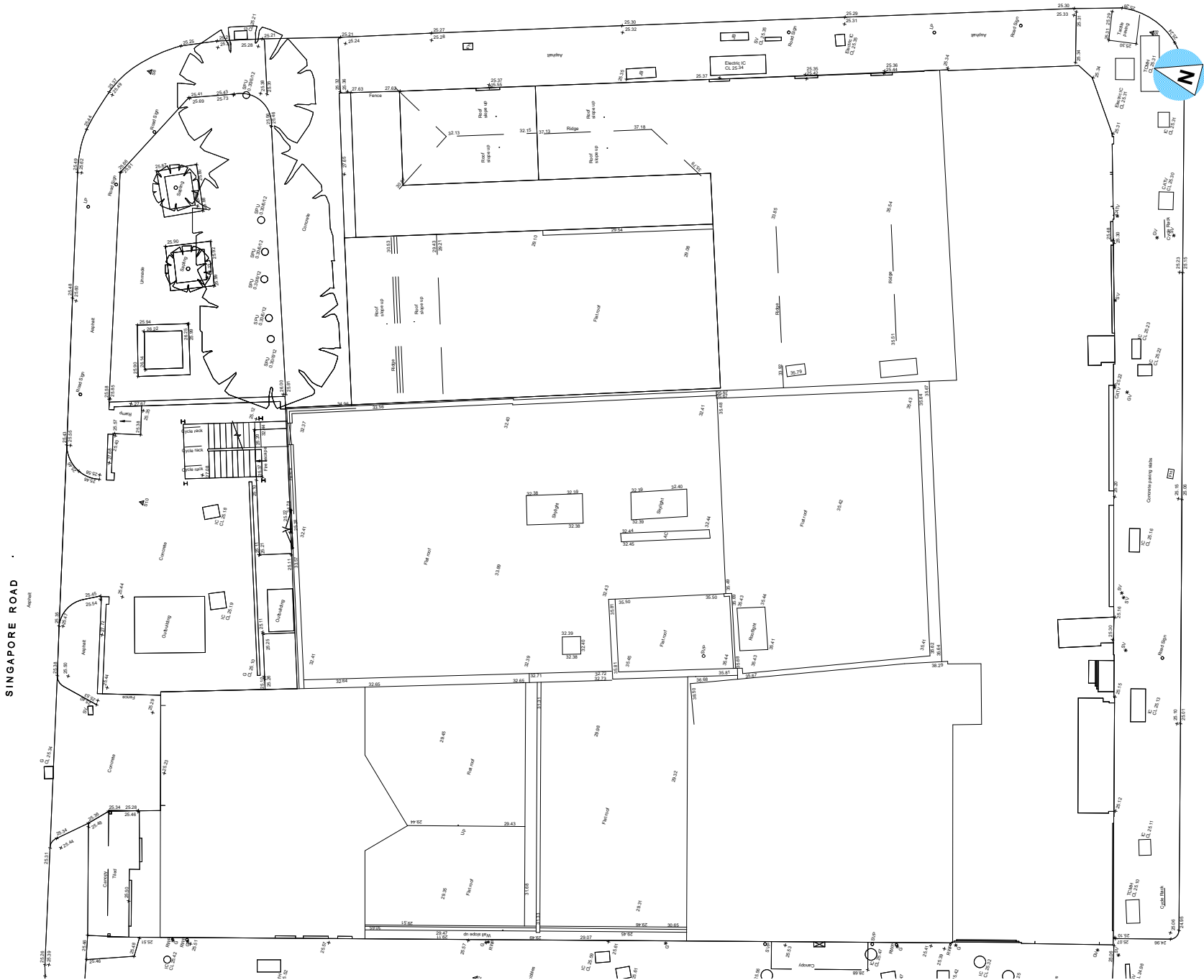
THE BROADWAY

PLANNING ISSUE 2016

AP (a.)	alain power (ARCHITECTS) 13 Malabar Street, Singapore 058912 Tel: +65 6339 3333 Fax: +65 6339 3334 Email: info@alainpower.com.sg
DRAWING NO.	539-05
PROJECT	134-136 BROADWAY LONDON W13 0PL
CLIENT	POWER TERRACE LTD
DATE	JUNE 2016
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PROJECT	EXISTING SECOND FLOOR PLAN
DATE	1:200 @ A4
PROJECT	1:100 @ A2

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PLANNING ISSUE 2016

AP (a)	1200 B A4 1:1000 A2
Drawn	EXISTING ROOF PLAN
Date	539-06
Project	134-134 BROADWAY LONDON W13 0UL
Scale	1:1000 A2
Client	CUBM BOWER TERRACE LTD
Scale	JUNE 2016
Drawn	

Jack Power Architects Ltd
11 Nelson Street London W1F 7DF
020 7552 2500
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THE BROADWAY

SCALE BAR

0m 5m 10m

539-07 EXISTING SOUTH ELEVATION



EXISTING BUILDING

DATUM LEVEL 30.00

SCALE BAR



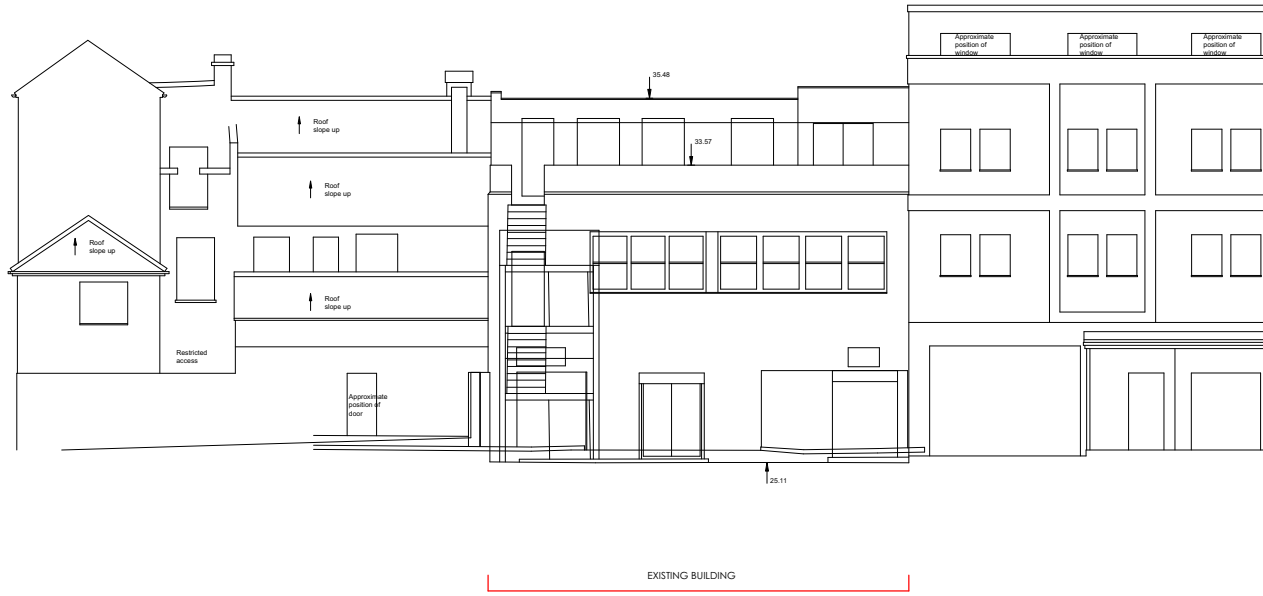
PLANNING ISSUE 2016

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 alan power (ARCHITECTS) <small>Alan Power Architects Ltd 11 Newbery Street London, W1J 2NF Tel: 020 7229 9379 Fax: 020 7221 6372</small>	DRAWING EXISTING SOUTH ELEVATION	DRWG. NO. 539 - 07
	PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev. Scale 1:100 @ A2
	CLIENT BOWER TERRACE LTD	Date JUNE 2016
	Drawn	Drawn

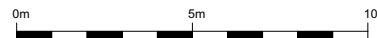
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539-08 EXISTING NORTH ELEVATION



DATUM LEVEL 20.00

SCALE BAR

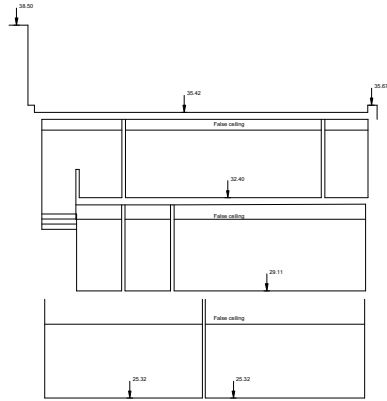


PLANNING ISSUE 2016

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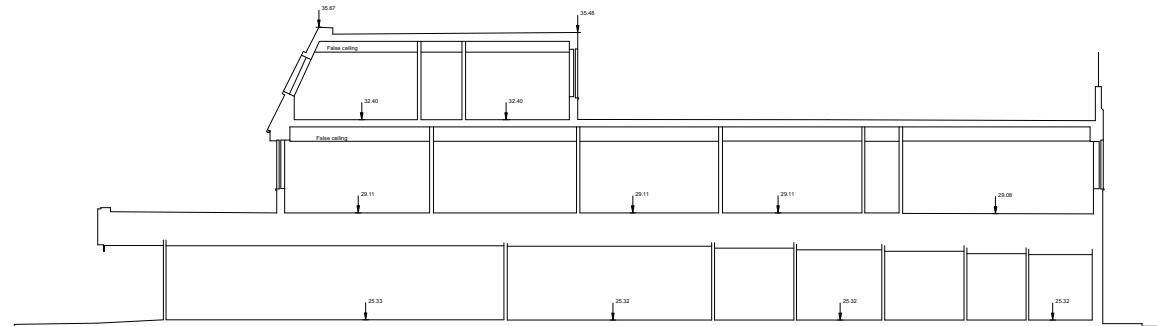
 Alan Power Architects Ltd 13 Newburn Road London, W11 7BP TEL 020 7299 9791 FAX 020 7201 8171	DRAWING EXISTING NORTH ELEVATION	DWG. N°. 539 - 08
	PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev.
	CLIENT BOWER TERRACE LTD	Scale 1:100 @ A2
		Date JUNE 2016 Drawn

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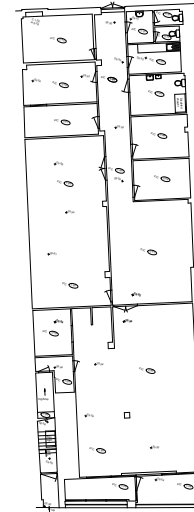
SECTION A-A

DATUM LEVEL 20.00



SECTION B-B

DATUM LEVEL 20.00



SCALE BAR



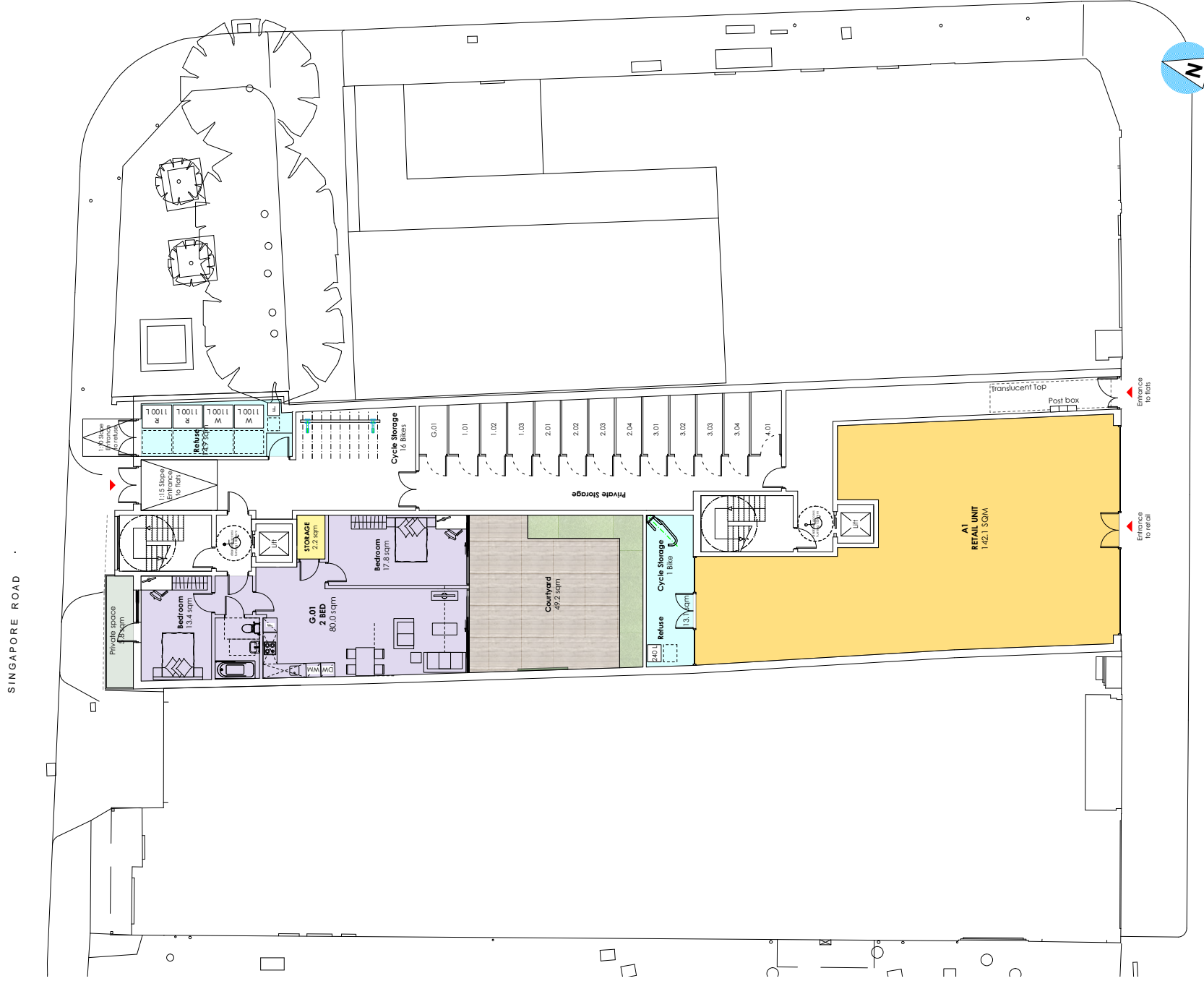
PLANNING ISSUE 2016

A2 1:200 @ A4
1:100 @ A2

 alan power (ARCHITECTS) <small>Architects and Planners Ltd 11 Hudson Road London W11 0BP Tel: 02072611011 Fax: 02072614452</small>	DRAWING	EXISTING SECTION A-A AND B-B	DWG. N°	539 - 09
	PROJECT	134-136 BROADWAY LONDON W13 0TL	Rev.	1/08 @ A2
	CLIENT	BOWER TERRACE LTD	Date	JUNE 2016
			Drawn	

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-100 PROPOSED GROUND FLOOR PLAN

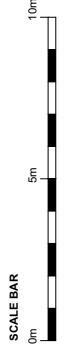


THE BROADWAY

PLANNING APPLICATION ISSUE 2016

AP (a.)	alan power ARCHITECTS	A2
12, Nelson Road, Singapore 117622		1:200 @ A4
12, Nelson Road, Singapore 117622		1:100 @ A2
DRAWING NO. 539-100		
PROJECT: PROPOSED GROUND FLOOR PLAN		
PROJECT NO. 134-136 BROADWAY LONDON W13 0UL		
CLIENT: BOWER TERRACE LTD		
DATE: JULY 2016		

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539-101 PROPOSED FIRST FLOOR PLAN

SINGAPORE ROAD



THE BROADWAY



PLANNING APPLICATION ISSUE 2016

A2
1:200 @ A4
1:100 @ A2

AP (a.)	alan power (ARCHITECTS) 12 Victoria Park Road, #12-01 Singapore 120120	ARCHITECTS
DRAWN BY	PROJECT	CLIENT
539-101	134-136 BROADWAY LONDON W13 0JL	BOWER TERRACE LTD

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES EMPLOYED TO ARCHITECT

SINGAPORE ROAD



THE BROADWAY

SCALE BAR



PLANNING APPLICATION ISSUE 2016

AP (a.)	alan power ARCHITECTS	A2
17 Malacca Street, #11-01 Singapore 10101	134-136 BROADWAY LONDON W13 0UL	1:200 @ A4 1:100 @ A2
Jack Power Architects Ltd	OWNER BOWER TERRACE LTD	DRAWN 539-102
17 Malacca Street, #11-01 Singapore 10101	CLIENT BOWER TERRACE LTD	DATE 11.08.15
		SCALE 1:100 @ A3
		PROJECT 134-136 BROADWAY LONDON W13 0UL
		PLAN PROPOSED SECOND FLOOR PLAN

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539-103 PROPOSED THIRD FLOOR PLAN

SINGAPORE ROAD



THE BROADWAY

SCALE BAR



PLANNING APPLICATION ISSUE 2016

A2

1:200 @ A4
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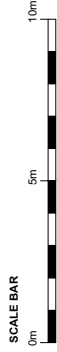
AP (a.)	alan power ARCHITECTS	PROJECT	PROPOSED THIRD FLOOR PLAN
	17 Malacca Street, #17-01 Singapore 058943	PROJECT	134-136 BROADWAY LONDON W13 0UL
		CLIENT	POWER TERRACE LTD
		SCALE	1:100 @ A3
		DATE	JULY 2016
		BY	PH

DO NOT SCALE FROM THE DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-104 PROPOSED FOURTH FLOOR PLAN



THE BROADWAY



AP (a.)

alan power (ARCHITECTS)
 17 Malabar Street, #04-01
 Singapore 058939

PROJECT
 134-136 BROADWAY LONDON W13 0UL

CLIENT
 BOWER TERRACE LTD

DATE
 JULY 2016

PROJECT INFORMATION

PLAN
 PROPOSED FOURTH FLOOR PLAN

DRAWING NO.
 539-104

SCALE
 1:100 (A3)

DATE
 JULY 2016

PLANNING APPLICATION ISSUE 2016

A2

1:200 @ A4
 1:100 @ A2

DO NOT SCALE FROM THE DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-105 PROPOSED SOUTH ELEVATION



DATUM LEVEL 20.00

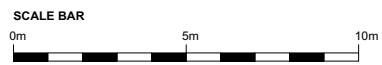
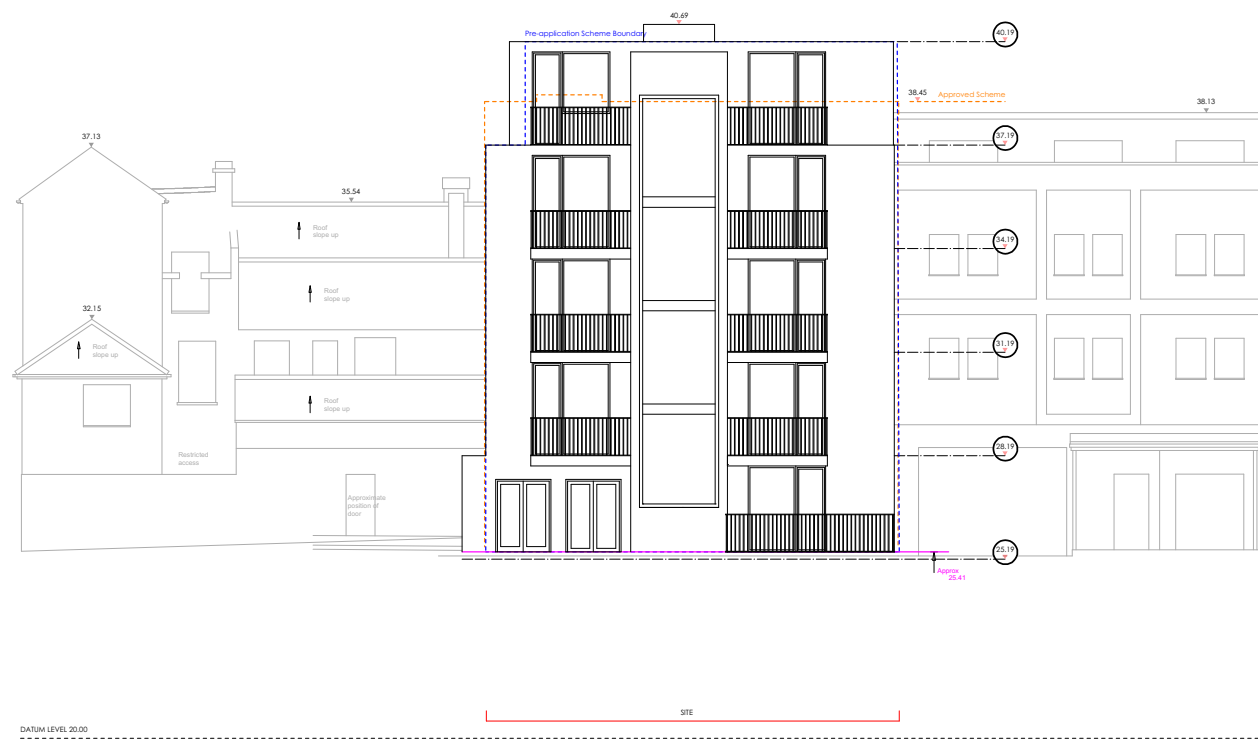
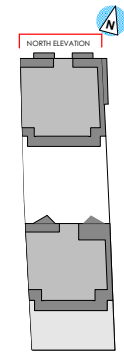


PLANNING APPLICATION ISSUE 2016

 Alan Power Architects Ltd 13 Northern Road London, W11 2SE Tel: 020 72299378 Fax: 020 7221 4171	DRAWING PROPOSED SOUTH ELEVATION	DRWG. N°. 539 - 105
	PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev. Scale 1:100 @ A2
	CLIENT BOWER TERRACE LTD	Date JULY 2016
	Drawn	Drawn

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-106 PROPOSED NORTH ELEVATION



PLANNING APPLICATION ISSUE 2016

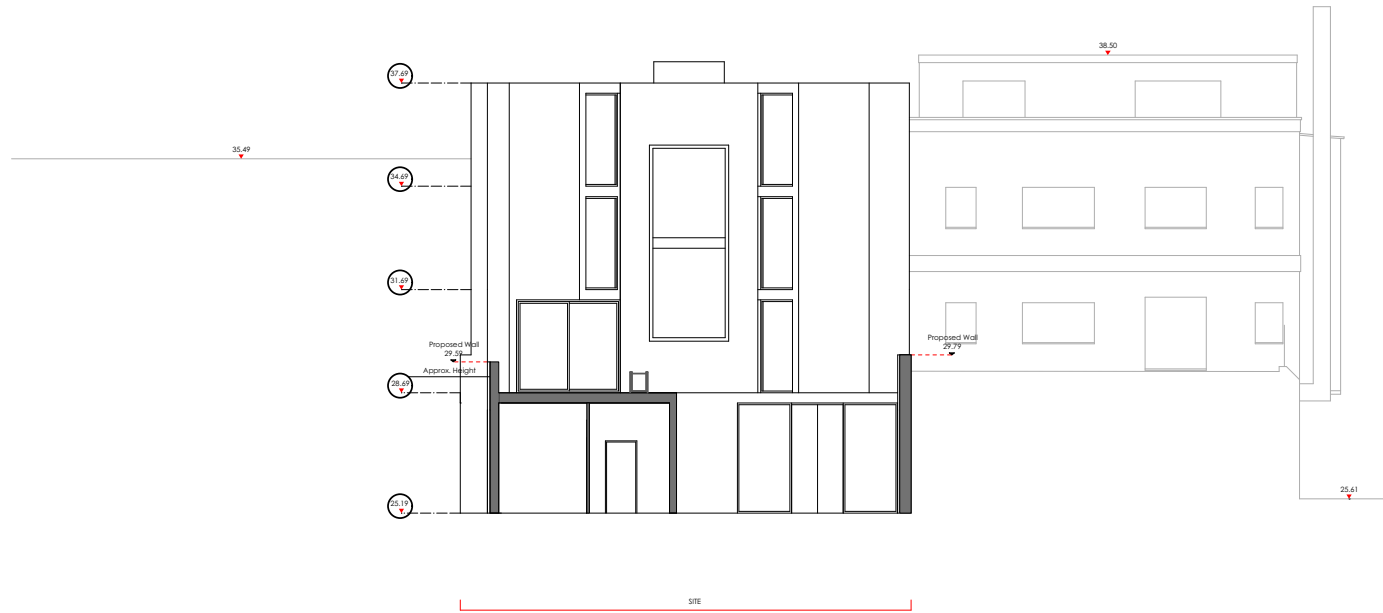
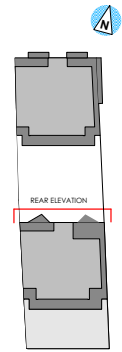
A2 1:200 @ A4
1:100 @ A2

AP (a.)
alan power | (ARCHITECTS.)

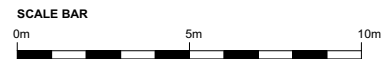
DRAWING PROPOSED NORTH ELEVATION	DRWG. N° 539 - 106
PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev.
CLIENT BOWER TERRACE LTD	Scale 1:100 @ A2
	Date JULY 2016
	Drawn

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-107 PROPOSED REAR ELEVATION



DATUM LEVEL 20.00



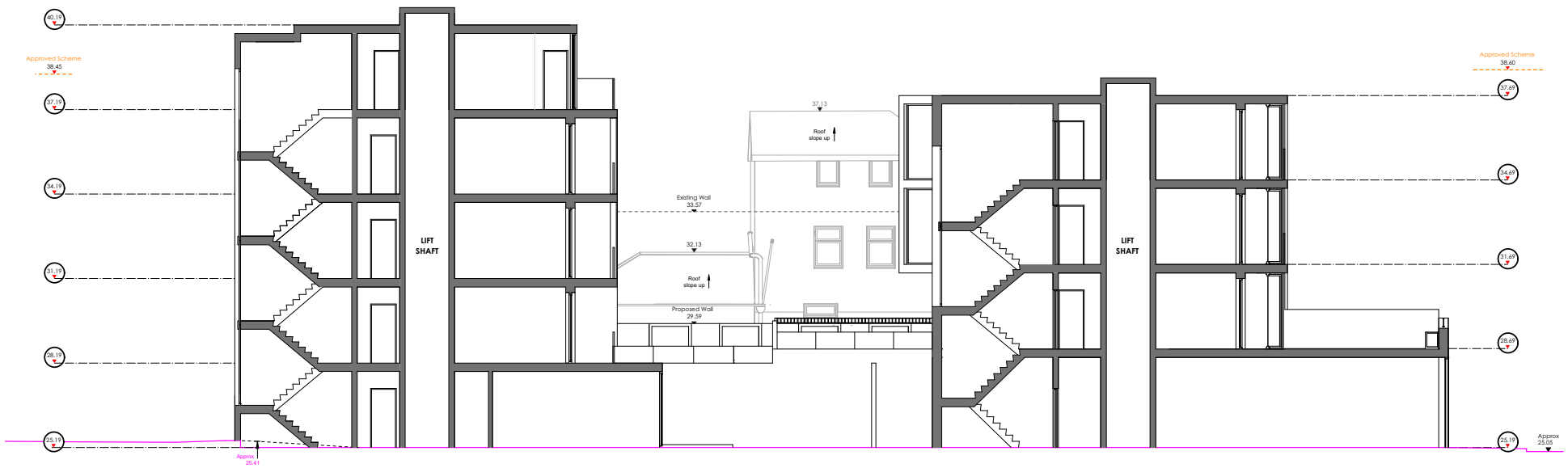
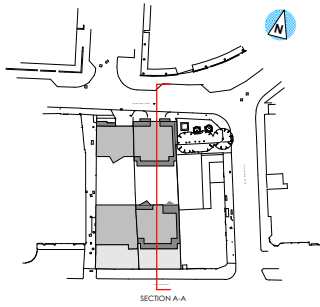
PLANNING APPLICATION ISSUE 2016

A2 1:200 @ A4
1:100 @ A2

 Alan Power Architects Ltd 13 Newland Road London, W13 2RF Tel: 020 3228 9375 Fax: 020 3221 4172	DRAWING PROPOSED REAR ELEVATION	DWG. N° 539 - 107
	PROJECT 134-136 BROADWAY LONDON W13 0TL	Rev.
	CLIENT BOWER TERRACE LTD	Scale 1:100 @ A2
	Date JULY 2016	Drawn

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-108 PROPOSED SECTION A-A



DATUM LEVEL 20.00



PLANNING APPLICATION ISSUE 2016

A2 1:200 @ A4
1:100 @ A2

<p>alan power (ARCHITECTS)</p> <p><small>Alan Power Architects Ltd 134 Newham Road London, W13 3NF Tel: 020 7229 9375 Fax: 020 7221 4172</small></p>	<p>DRAWING PROPOSED SECTION A-A</p>	<p>DRAWG. NO. 539 - 108</p>
	<p>PROJECT 134-136 BROADWAY LONDON W13 0TL</p>	<p>Rev.</p>
	<p>CLIENT BOWER TERRACE LTD</p>	<p>Scale 1:100 @ A2</p>
		<p>Date JULY 2016</p>
		<p>Drawn</p>

DO NOT SCALE FROM THIS DRAWING. ALL DIMENSIONS TO BE CHECKED ON SITE AND DISCREPANCIES REPORTED TO ARCHITECT

539-109 PROPOSED SECTION B-B



DATUM LEVEL 20.00

SCALE BAR



PLANNING APPLICATION ISSUE 2016

A2 1:200 @ A4
1:100 @ A2

 Alan Power Architects Ltd 13 Newburn Road London, W13 3BP Tel: 020 709 9151 Fax: 020 709 4515	DRAWING	PROPOSED SECTION B-B	DEWG. N°	539 - 109
	PROJECT	134-136 BROADWAY LONDON W13 0TL	Rev.	
	CLIENT	BOWER TERRACE LTD	Scale	1:100 @ A2
			Date	JULY 2016
		Drawn		

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539-Sk-01 PROPOSED SOUTH VIEW FROM BROADWAY

134-136 BROADWAY LONDON W13 0TL

PLANNING APPLICATION ISSUE

Alan Power Architects Ltd 13 Needham Road London W11 2RP 0207 229 9375

July 2016 **A3** NTS



539-Sk-02 PROPOSED NORTH VIEW FROM SINGAPORE ROAD

134-136 BROADWAY LONDON W13 0TL

PLANNING APPLICATION ISSUE

Alan Power Architects Ltd 13 Needham Road London W11 2RP 0207 229 9375

July 2016 **A3** NTS