

704 Woolwich Road,
London
SE7 8LQ

LONDON STAY APARTMENTS

HOUSE OF MULTIPLE OCCUPATION

DESIGN AND ACCESS STATEMENT

APPLICANT
Amir Sharon



February, 2021

CONTENT

	Pages
INTRODUCTION	1
EXISTING SITE	
Location and surrounding area	2-3
Economy Activity	4
Flood Risk Assessment	5
Planning History	6-7
Existing Layout	8-9
PROPOSED DEVELOPMENT	
Concept Idea	10
Design Regulations	11-12
New Layout	13-16
Scale and Appearance	17-19
Transport Links	20
Car Parking And Approaches to And Around The Site	21-22
Cycle Parking	23-24
Accessibility	25-26
CONCLUSION	27

INTRODUCTION

This assessment aims to outline the intentions of the proposal design and its relationship with its surroundings.

The purpose of the project is to support the planning application to modify one of the actual use of the existing building which is mixed:

- Retention of the Bar/Restaurant (Use Class A3) in the ground and lower ground floor of the property still on lease.
- Part of the Ground floor as well as the First and Second floors use class is currently Hotel (Use Class C1) , the aim of this application is to seek permission in order to add a loft conversion and create access to a third floor and change the use class to HMO Sui Generis.

To develop this design it was necessary to work with the RBG Planning department in accordance with the local and national design guidelines.

The focus of this application is to provide living spaces for a Housing of Multiple Occupation in the existing building with the addition of a loft conversion without affecting the existing historic roof.

Referencing guidance and regulations not only the Standards for Houses in Multiple Occupation (HMO) were the reference for the development of this design. In terms of accessibility the cycle parking regulations and universal access for interior spaces among others.

This document was developed with to address the issues raised in the previous planning applications that were either refused or withdrawn.

Change of use of the first and second floors from hotel Class C1 to a 10 bedroom House in Multiple Occupation Sui Generis and loft conversion to create a third floor with an additional bedroom and a communal space for a total of 11 bedrooms. Retention of the Bar/Restaurant use in the ground and lower ground floor, addition of communal areas and provision of associated refuse and recycling storage and cycle parking.

LOCATION AND SURROUNDING AREA *EXISTING SITE*

Location

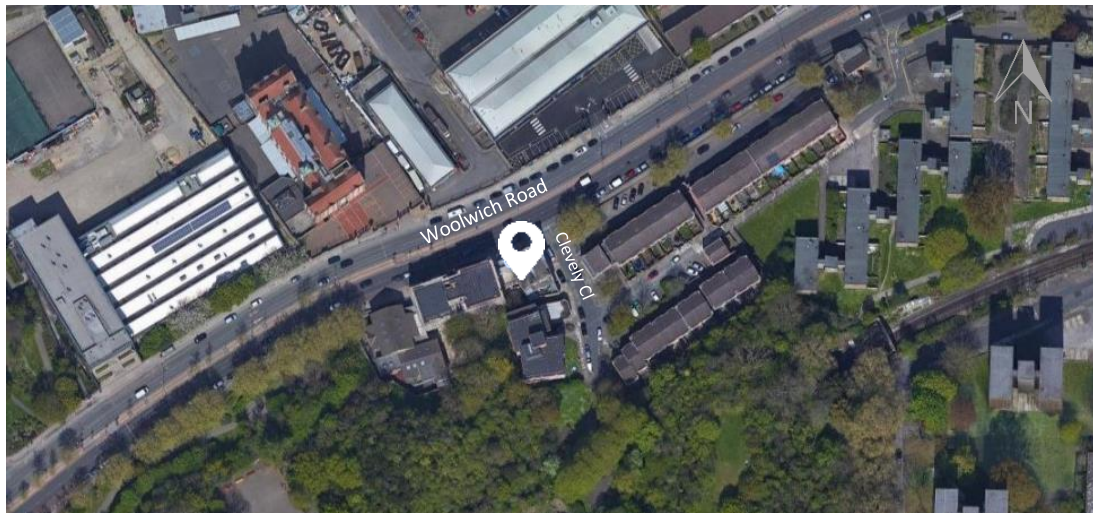
The existing site is located at 704 Woolwich Road, London SE7 8QL, the access to the site is from both Woolwich Road and Clevely road.

The building is used as a Public House (Ground and lower ground floor) with B&B (First and Second floor) above the Pub.

The area links the riverside towns of south east London - Erith, Woolwich, Greenwich and Surrey Quays. It is an important roadway giving access from Woolwich to the Blackwall Tunnel and O2 Arena in North Greenwich.



Location of the site (Google Maps)

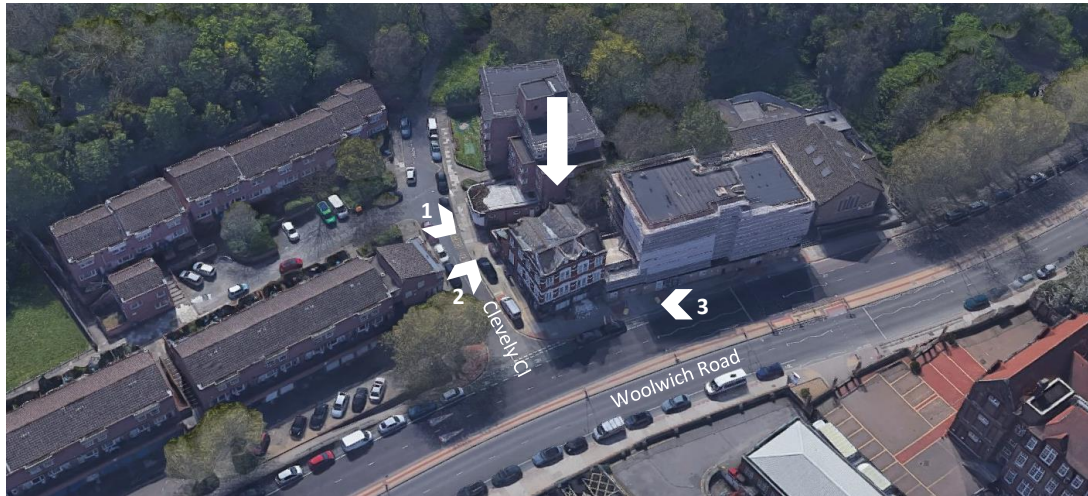


Location of the site (Google Maps)

Existing and surrounding area

To the South side of the property is an area of predominantly social housing that dates from the 1970s with a Dental Practice on the Ground Floor facing the Site. To the west it is again going to be predominantly housing but at the moment it is under construction process. To the East is Clevely Road. To the North Woolwich Road and across the road the predominant use is educational and industry. To the south West the ground slopes up to a large area of public park called Maryon Park.

LOCATION AND SURROUNDING AREA *EXISTING SITE*



Aerial view (Google Maps)



Aerial view (Google Maps)



ECONOMY ACTIVITY EXISTING SITE



Key

Study area boundary (for Employment Study)	Wholesale	Services
Manufacturing	Retail	Restaurants, leisure and faith
Utilities	Wholesale warehousing	In multiple occupation
Vehicle sales, repair and hire	Retail warehousing	Vacant
Construction	Transportation and logistics	

The site is adjacent to the Charlton Riverside Master Plan.

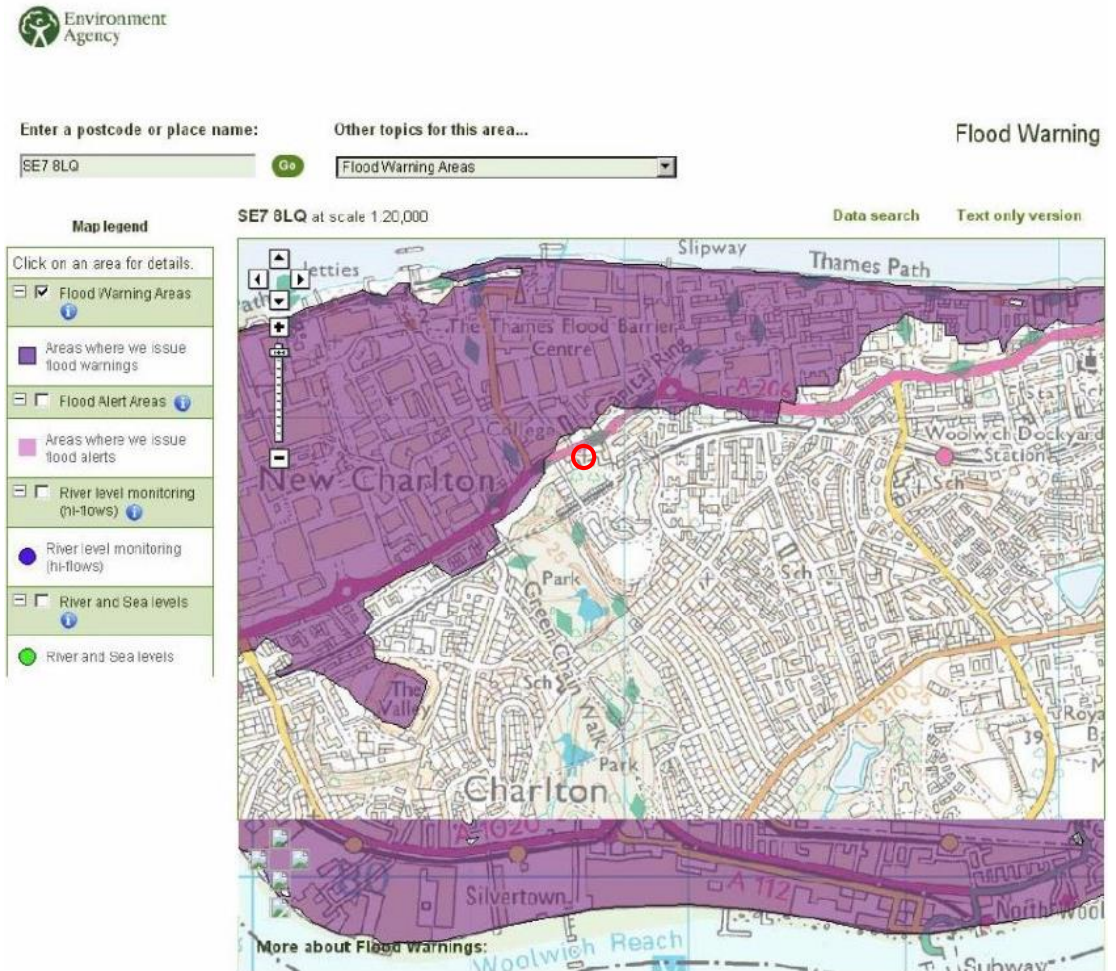
Master Plan of Charlton Riverside

The Master Plan envisages large-scale changes of use from industrial land to greater residential areas. There are also plans for a 'creative quarter' and an expanded Barrier Park, running from the Thames Barrier to Maryon Wilson Park. It will be twice the size and open up views of the Thames and the barrier. (charltonchampion.co.uk)

Economy Activity at Charlton Riverside (Reproduced by Permission of We Made That, 2017)

FLOOD RISK ASSESSMENT EXISTING SITE

The flood warning map shows the site to be outside the risk area. Examination of the Environment Agency records showed that the site is not located within an area affected by flooding by rivers without defences. Area affected by flooding from rivers and seas were noted ~33m north of the site but are protected by flood defences.



Risk Assessment (Environment Agency)

PLANNING HISTORY EXISTING SITE

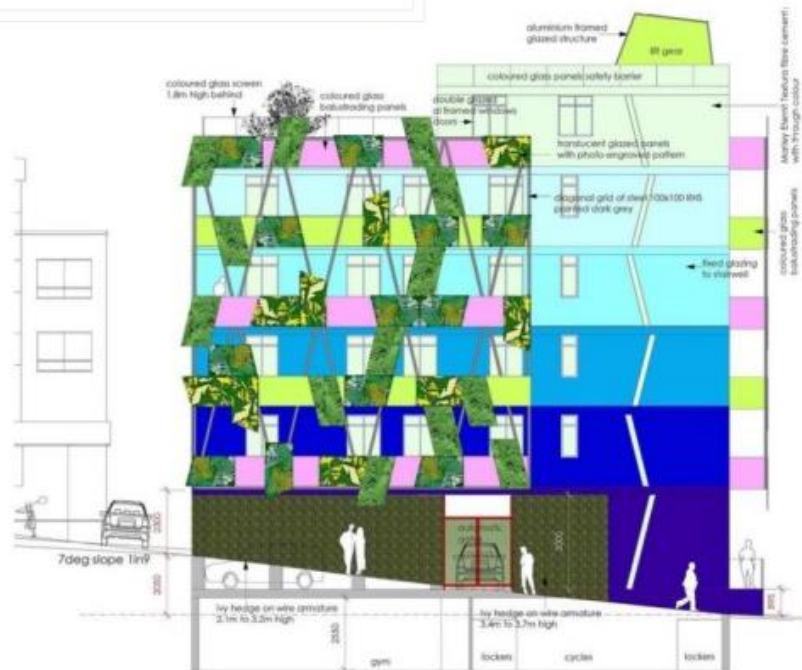
Planning » Application Summary

14/2402/F : Demolition of existing public house and the construction of a 6 storey building containing 9 flats comprising 4x1 bed 4x2 bed and 1x3 bed with 8 parking spaces on the ground level. : WHITE HORSE, 704 WOOLWICH ROAD, GREENWICH, LONDON, SE7 8LQ

Back to search results

Track Port

Details	Comments	Policies and Constraints (50)	Documents (50)	Related Cases (2)
Summary	Further Information	Contacts	Important Dates	
Reference	14/2402/F			
Alternative Reference	Not Available			
Application Received	Mon 22 Sep 2014			
Application Validated	Mon 22 Sep 2014			
Address	WHITE HORSE, 704 WOOLWICH ROAD, GREENWICH, LONDON, SE7 8LQ			
Proposal	Demolition of existing public house and the construction of a 6 storey building containing 9 flats comprising 4x1 bed 4x2 bed and 1x3 bed with 8 parking spaces on the ground level.			
Status	Appeal decided			
Decision	Refuse			
Decision Issued Date	Thu 13 Nov 2014			
Appeal Decision	Dismissed			
There are 50 documents associated with this application.				
There is 1 case associated with this application.				
There is 1 property associated with this application.				



Previous Planning Application
(royalgreenwich.gov.uk)

SCHEDULE OF CONDITIONS, REASONS and INFORMATIVES

Application Reference: 14/2402/F

At: WHITE HORSE, 704 WOOLWICH ROAD, GREENWICH, LONDON, SE7 8LQ

Reason for Refusal 1

The submitted information that accompanied the application had failed to demonstrate that the public house is no longer economically viable and no evidence concerning marketing of the business has been submitted. In the absence of this information, the proposed development would be contrary to Policy EA(b) of the Core Strategy with Detailed Policies.

Reason for Refusal 2

The proposed demolition of the public house would result in the loss of the non-designated heritage asset which makes a positive contribution to the visual character and appearance of the area. The proposed demolition would be contrary to Paragraph 135 of the National Planning Policy Framework, Policy 7.4 of the London Plan and Policies DH1 and EA(b) Core Strategy with Detailed Policies.

Reason for Refusal 3

The proposed redevelopment, by reason of its height, scale, massing and appearance would fail to deliver a high quality design which in turn would fail to make a positive contribution to the character or appearance of the area contrary to Policies 7.4 and 7.6 of the London Plan 2011 and Policies DH1 and EA(b) of the Core Strategy with Detailed Policies.

The proposed redevelopment, by reason of its height, scale, massing and appearance has failed to take into consideration the proposed neighbouring development at 700 Woolwich Road to ensure that the proposal provides a positive relationship with adjacent townscape. As such the proposal would fail to deliver a high quality design which in turn would fail to make a positive contribution to the character or appearance of the area contrary to Policies 7.4 and 7.6 of the London Plan 2011 and Policies DH1 and EA(b) of the Core Strategy with Detailed Policies.

Reason for Refusal 4

The proposed development includes that provision of balconies that will over-sail the public footway on Clevely Close. The development due to the limited height from ground level to the bottom of the balcony together with the potential of objects falling from the balconies and onto the public footway would be detrimental to the safety of pedestrians contrary to policies DH1 and IM(b) of the Core Strategy with Detailed Policies.

Reason for Refusal

The application has failed to demonstrate that the development would fully accord with Lifetime Homes standard as the proposed shower rooms to the 2 bed and 3 bed units are not accessible and would appear to be the main family bathroom. The proposal would therefore not accord with policy H5 of the Core Strategy with Detailed Policies and Policy 3.1 of the London Plan.

A previous proposal (14/2402/F) suggested to demolish the existing Pub and extinguish its use. The application was refused because of the reasons enlisted above. Particular attention was paid to the above issues.

PLANNING HISTORY EXISTING SITE

A previous planning application with the reference number 20/0471/F was refused with a decision notice from 14 May 2020, presenting the following refusal reasons:

SCHEDULE OF CONDITIONS, REASONS and INFORMATIVES

Application Reference: 20/0471/F

At: White Horse, 704 Woolwich Road, Greenwich, London, SE7 8LQ

Reason for Refusal 1

The proposed roof infill extension would be an overly dominant addition which would obliterate the original historic roof form of the host property and the proposed replacement pub windows by reason of their thicker frames and general design would be unsympathetic replacements. As such the proposed development would fail to preserve the character and appearance of the locally listed host building and the wider Thames Barrier and Bowater Road Conservation Area, contrary to Policies 7.4, 7.6 and 7.8 of the London Plan (2016) and Policies DH1, DH3, DH(h) and DH(j) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Reason for Refusal 2

The proposed HMO, by virtue of the inadequate and poorly located communal kitchen facilities, and the lack of outlook which would be provided to HMO rooms I2, I3 and I4 as well as the insufficient information submitted regarding internal floor-to-ceiling heights for the development as a whole, would provide an unsatisfactory standard of HMO accommodation for future occupiers, contrary to Policy 3.5 of the London Plan (2016), Policies DH1 and H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), the Mayors Housing SPG (2016), the Residential Extensions, Basements and Conversions Guidance Supplementary Planning Document (December 2018) and the Royal Borough of Greenwich Standards for Houses in Multiple Occupation (2018).

Reason for Refusal 3

The proposed self-contained HMO room G1 within the ground floor would provide cramped substandard internal living space and inadequate privacy, and would therefore provide future occupiers with an unacceptable standard of self-contained accommodation, contrary to Policy 3.5 of the London Plan (2016), Policy H5 of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014), the Mayors Housing SPG (2016) and the Residential Extensions, Basements and Conversions Guidance Supplementary Planning Document (December 2018).

Reason for Refusal 4

The proposal fails to demonstrate that adequate commercial waste/recycling storage for the proposed A4 unit can be provided within the site leading to bins being placed on the adjacent highway which would hinder the safe and free passage of pedestrians. As such, the proposal is contrary to Policies 5.16, 6.9 and 6.10 of the London Plan (2016) and Policies DH1 and IM(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

REDUCE IMPACT
ON THE ORIGINAL
ROOF SHAPE

HMO SPACE
STANDARDS

DRY ACCESSIBLE
CYCLE RACKS

STEP FREE ACCESS
REFUSE AREA
FROM STREET

FACADES
DETAILING

Reason for Refusal 5

The proposed car parking spaces on highway land along Clevely Close and on the corner of a junction would not benefit from a vehicle crossover and as such vehicles accessing and leaving the spaces would hinder the free and safe passage of pedestrians and cause conflict with other road users, contrary to Policies 6.10, 6.11 and 6.13 of the London Plan (2016) and Policies IM4 and IM(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Reason for Refusal 6

The proposal fails to demonstrate that sufficient secure, dry and accessible cycle parking could be adequately provided on site. As such, the proposal fails to promote a sustainable mode of travel and is contrary to Policy 6.9 of the London Plan (2016) and Policies IM4 and IM(b) of the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

Reason for Refusal 7

Due to the inaccuracies and inconsistencies present in the submitted drawings regarding projections from the rear elevation of the building and existing and proposed fenestration and chimney details, it has not been possible to make a proper and accurate assessment of the proposal against the relevant policies of the London Plan (2016) and the Royal Greenwich Local Plan: Core Strategy with Detailed Policies (2014).

PLANNING HISTORY *EXISTING SITE*

The latest planning application with the reference number 20/2243/F was withdrawn on the 18 January 2021 because of the issues listed below :

Design and Heritage – The rear roof extension has been reduced in depth but would still be highly prominent in views from Clevely Close to the rear and as such would appear out of character. The shopfront would be identical to the shopfront proposed under application 20/0471/F. In light of this the development would fail to preserve the character of the locally listed host building and surrounding conservation area. The current proposal includes the demolition of the existing front gabled roofs behind the Dutch gables which would result in the loss of a historic feature of the host building without sufficient justification as the public benefits of the proposal are very limited.

Errors and Inconsistencies on drawings – The existing front elevation does not show the fine detailing of the existing shopfront and existing elevations inconsistently show the windows with many being upside down. These issues were raised in the previous application.

Refuse and Recycling – I note that the refuse and recycling facilities have been revised however the enclosure remains too small and you would have to remove all of the bins at once to service them which would not be acceptable and RBG Refuse have objected to this arrangement. The proposal still fails to provide refuse and recycling storage for the public house use of the site. The proposal is still considered to fail to provide an acceptable refuse and recycling facilities.

Cycle Parking – The proposal fails to overcome the refusal reason 7 of the previous application because the proposal fails to provide step free access to the cycle parking.

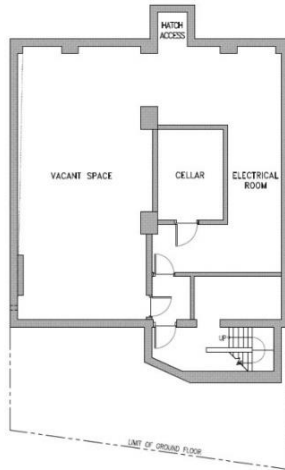
Quality of Accommodation – As in the previous application the self contained ‘disabled’ studio in the basement would provide cramped substandard accommodation with poor privacy due to overlooking from the pavement. The communal kitchen facilities would still be insufficient because when a room is larger than 12sqm it is considered a double room regardless of what is written on the plans and when considering this the kitchen facilities are grossly undersized. Studio room 1 would continue to be unacceptably overlooked from the communal cycle parking. HMO rooms 12 and 13 would have poor outlook from the proposed ‘hidden balconies’. The proposal is still considered to fail to provide an acceptable standard of accommodation. There is no existing lawful use for C3 or HMO accommodation on the ground floor of the site. I do not see a way forward for this scheme if you continue to try to provide a studio flat at ground floor level.

REMOVE THE
GROUND FLOOR
SLEEPING UNIT

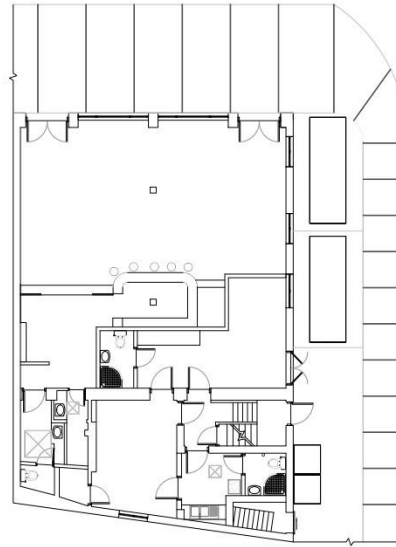
DO NOT TOUCH
THE PITCH OF THE
ORIGINAL ROOF

CONVERT SPACES
IN THE GROUND
FLOOR

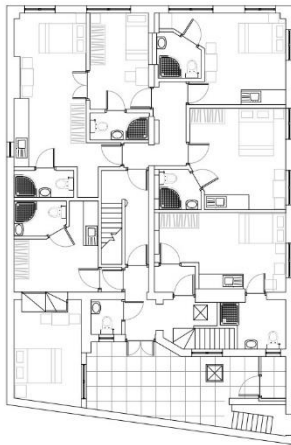
EXISTING LAYOUT EXISTING SITE



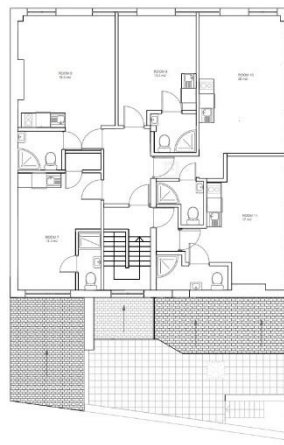
Lower Ground Floor Plan



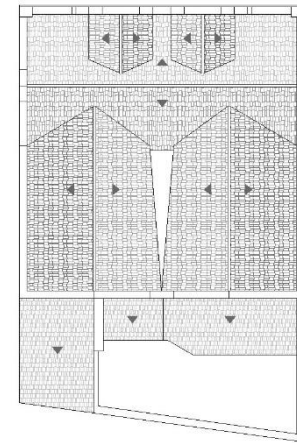
Ground Floor Plan



First Floor Plan



Second Floor Plan



Roof Plan

The existing building is currently a Public House (A4) on the ground floor with 11 B/B rooms (C1) on the above floors.

Lower Ground Floor:

- Cellar
- Storage

Ground Floor

- Pub Kitchen (use for the pub only)
- Pub toilets
- 1 Studio
- Communal kitchen
- Communal room

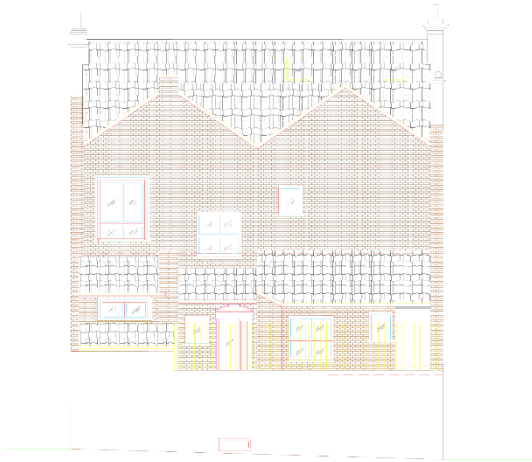
First Floor

- 6 Studios
- 1 toilet room in communal space

Second Floor

- 5 Studios

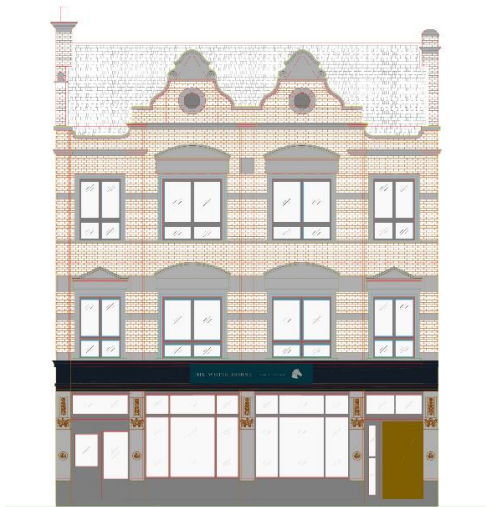
EXISTING LAYOUT EXISTING SITE



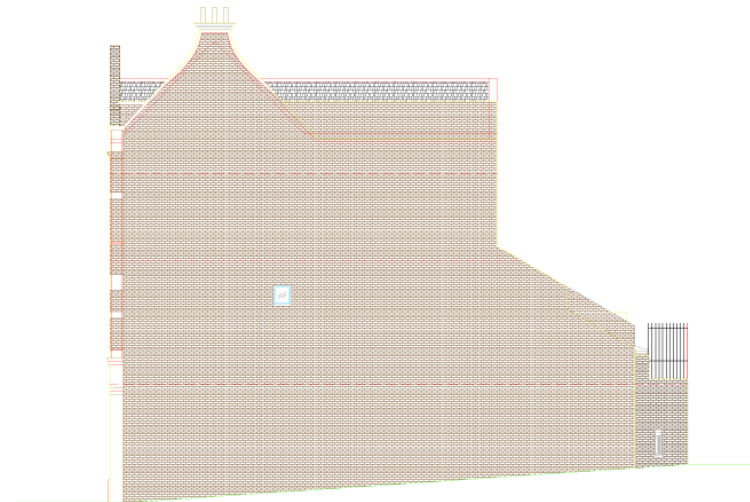
Existing South Elevation



Existing East Elevation



Existing North Elevation



Existing West Elevation

DESIGN CONCEPT PROPOSED LOFT CONVERSION

Concept Idea

The design aims to conserve the original identity of the historical Public Houses and provide a unique experience for the residents while respecting the neighbourhood and its community.

The ground floor of the property will remain as it is with its existing use, recognised as Bar/Restaurant Class A3 use. This application proposes to change the use of the upper floors HMO Sui Generis instead of the current Hotel use (Class C1). Contrary to the previous planning applications, the loft conversion in the third floor will not change the overall building shape. Instead, it will make use of the existing space underneath the historic pitched roof to add living spaces and communal cooking facilities. One room will also be converted into another cooking facility in order for the design to comply with the Standards and Guidance for HMOs of RBG.

One of the most remarkable architectural features of the White Horse Building, is the 19th century main façades. So to respect its history, the design aims to preserve the original architecture of this building through the conservation of all the façades exactly as they are.



DESIGN REGULATIONS PROPOSED LOFT CONVERSION

According to the City of London Guidance of Houses in Multiple Occupation (HMOs), the definition of this type of dwelling is given by The Housing Act 2004 sections 254 and 260 provides a definition of an HMO:

A building is defined as a House in Multiple Occupation (HMO) if all of the following apply:

- It is occupied as living accommodation by at least three people;
- who form more than one family or household;
- who live in accommodation that is not self-contained and share amenities (bathrooms and kitchens);
- rent, or some other consideration, is payable by at least one of the occupiers;
- it is the occupiers' only or main residence.

The definition applies to single dwellings, to self-contained flats within buildings and residential accommodation above or below commercial property.

An individual tenancy may have exclusive use of the basic facilities (bath/shower, WC and kitchen), but the accommodation would only be defined as self-contained if the sleeping/living area and all the facilities are behind one door (studio flats) and not accessed via a common stairwell, hallway etc.

Section 257 HMO:

A building that has been converted entirely into self-contained flats prior to June 1992 and the conversion does not meet the standards contained in the 1991 Building Regulation is also defined under Section 257 of the Housing Act 2004 as an HMO. However, if at least two thirds of the flats are owner-occupied, the building will not be an HMO.

The proposed design has been based on the following HMO regulations:

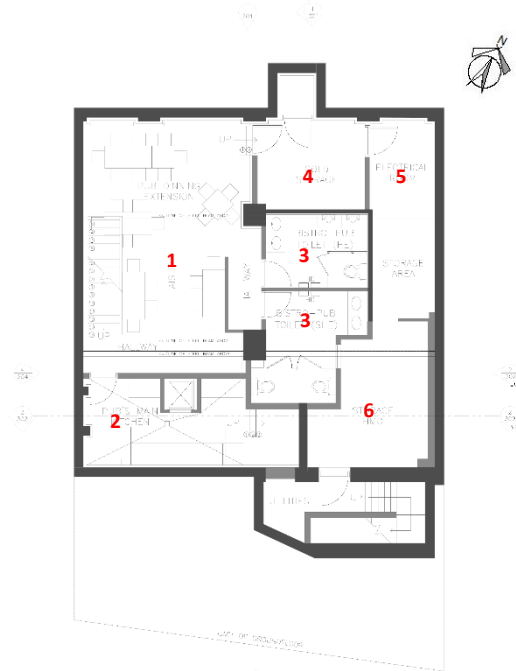
DESCRIPTION	GUIDANCE ON HMO STANDARDS ROYAL BOROUGH OF GREENWICH
	Minimum area required (m ²)
SINGLE ROOM (Kitchen provided in separated room)	9.00 - 12
KITCHEN FACILITIES (Between 1 and 5 people sharing)	5.5 – 9.5
KITCHEN FACILITIES (Between 5 and 7 people sharing)	9.5 – 11.5
KITCHEN FACILITIES (up to 10 people sharing)	10
CEILING HEIGHT	2.10 Over at least half of the floor area

DESIGN REGULATIONS PROPOSED LOFT CONVERSION

Besides the above, there are other special considerations to take into account:

DESCRIPTION	GUIDANCE ON HMO STANDARDS CITY OF LONDON	GUIDANCE ON HMO STANDARDS ROYAL BOROUGH OF GREENWICH
	Special Considerations	Special Considerations
SINGLE ROOM (Kitchen provided in separated room)	<ul style="list-style-type: none"> Any floor area where the ceiling height is less than 1.53 m is disregarded. 	<ul style="list-style-type: none"> Any floor area where the ceiling height is below 1.5m will be discounted when calculating the floor area in any room. The following will also be discounted when calculating the floor area: <ol style="list-style-type: none"> Bathrooms, shower cubicles, toilet compartments Corridors Chimney Breasts Other significant obstructions that reduce the floor area
KITCHEN FACILITIES (Between 6 and 7 persons sharing)	<ul style="list-style-type: none"> No more than one floor away from the letting If two sets of facilities are in the same shared kitchen, each set must be separated and in distinct areas of the room There should be one full set of facilities per 5 persons sharing. 	<ul style="list-style-type: none"> Where exclusive kitchen facilities cannot be provided, one set of kitchen facilities shall be provided for every 5 occupants. The kitchen should preferably be not more than one floor from any letting room that it serves but cannot be more than 2 floors from any letting room. If a kitchen is large enough, 2 sets of facilities may installed in the same kitchen for up to a maximum of 10 users.

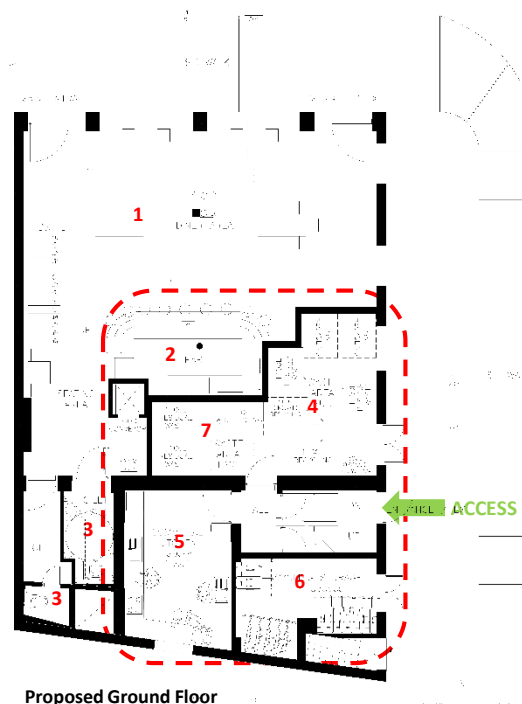
NEW LAYOUT PROPOSED LOFT CONVERSION



Proposed Lower Ground Floor

1. Dining extension
2. Main Kitchen
3. Toilets
4. Storage
5. Electrical Room
6. Storage

The lower ground floor will be improved and used for storage, it will also be an extension of the sitting area from the pub, toilets and a lift will be incorporated to connect the ground floor, to facilitate the circulation of the workers.



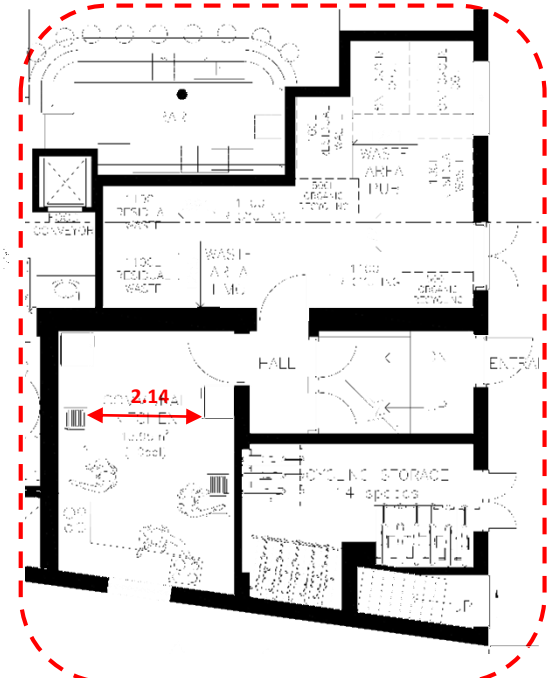
Proposed Ground Floor

1. Dining
2. Bar
3. Pub Toilets
4. PUB Refuse area
5. Communal Kitchen (15.95m²) 10people
6. Cycling rack
7. HMO REFUSAL AREA

The interior spaces of the pub will be improved with more contemporary materials and better equipment. The self-contained study will be conditioned to allocate a person with disabilities.

The distribution in this floor does not contemplate any connection between the pub and the residential use.

The communal kitchen with 15.95m² was conceived to provide cooking facilities to 10 tenants at the time from the first floor. It is equipped with two complete sets of cooking.

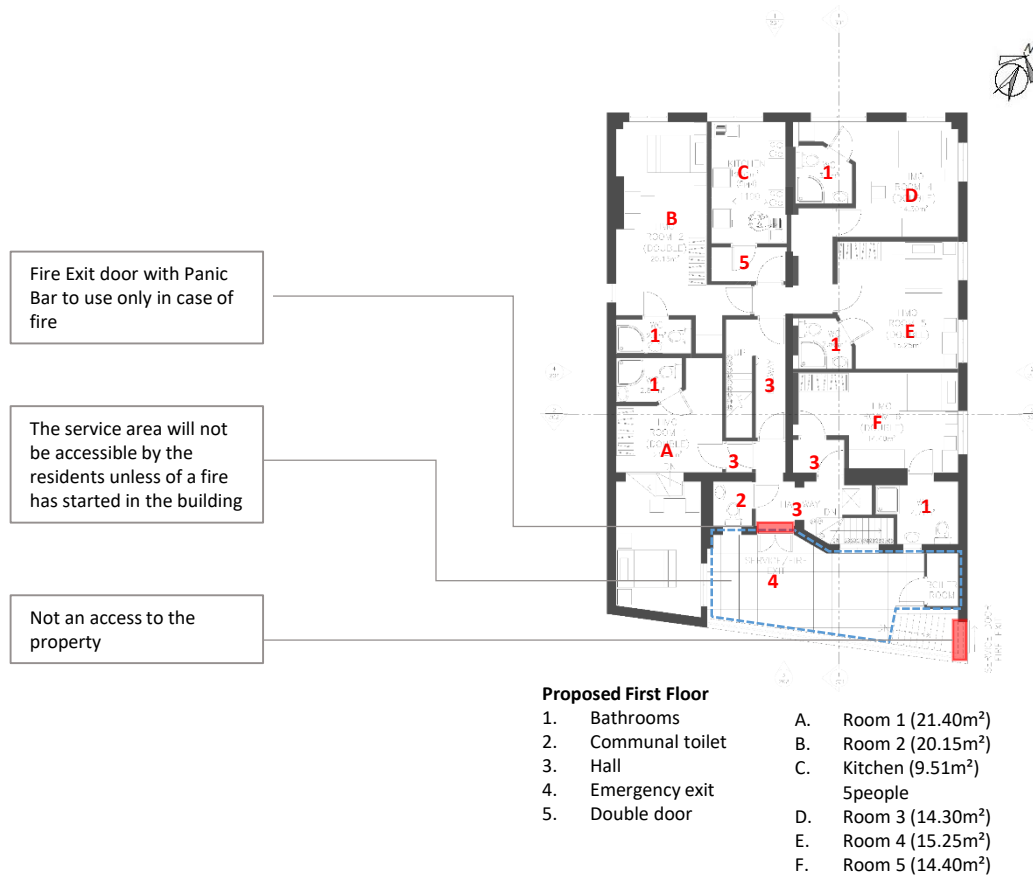


Waste Area capacity for the HMO units is:

- 2x1100L Recycling
- 2x1100L Residual Waste
- 1x500L Organic Recycling

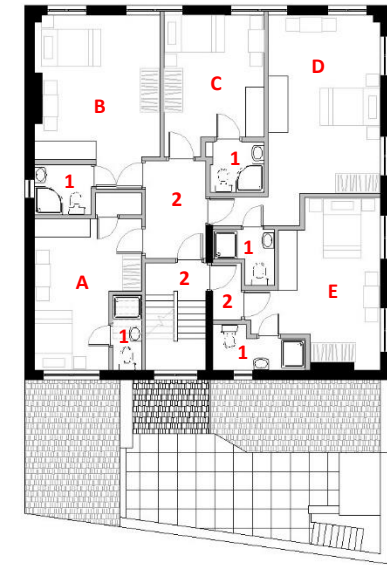
(In accordance to the Guidance notes for the storage and collection of waste and recycling material. 2018. Royal Borough of Greenwich)
The pub area is leased and has its own waste management system (see the waste section in this document)

NEW LAYOUT PROPOSED LOFT CONVERSION



To provide different options to the tenants, each room was designed to benefit from sufficient amount of natural daylight according to the HMO regulations listed in in previous pages.

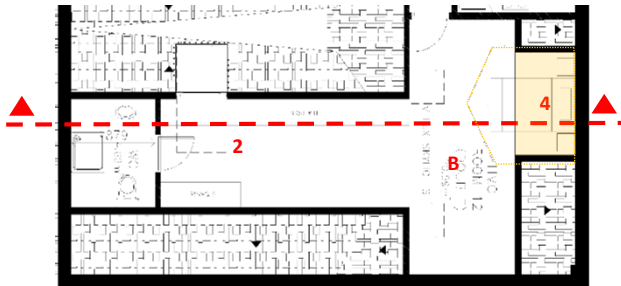
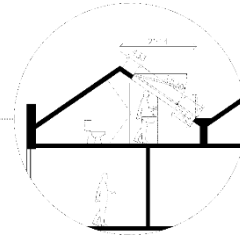
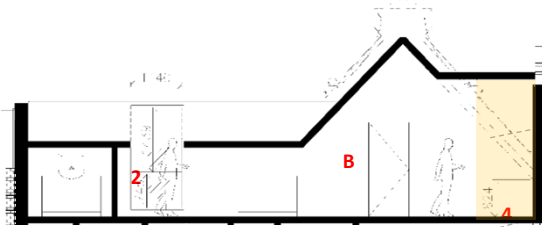
The cycle parking area will allocate 14 bicycles (please see cycle storage section below).



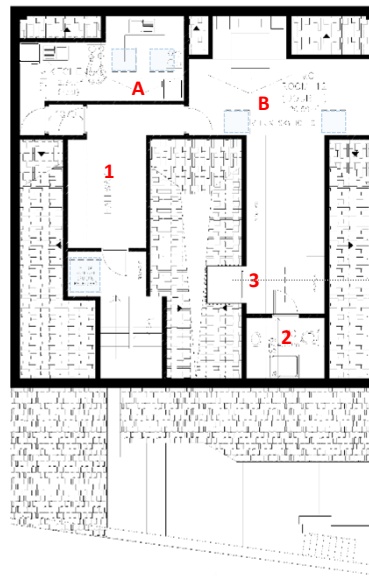
The same as the first floor, the distribution of the second floor, aims to provide comfortable apace in each single studio, these are conformed with a larger floor area than the minimum required by the HMO regulation.

In general, each studio is proposed to have a table with two chairs, storage cabinet and the closet.

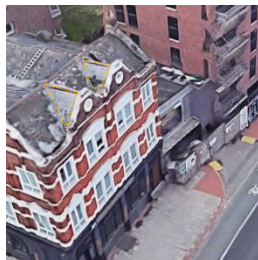
NEW LAYOUT PROPOSED LOFT CONVERSION



The room in the third floor has an area of 20.59m². To provide natural ventilation and daylight to this spaces, the new design proposes to create skylights to the internal sides of the pitched roof. Contrary to the previous applications, all the space in this level including the **existing** dormer (highlighted in **Orange**) located behind the Dutch gables will be used to maximise the internal area. The facades will not be affected at all.



The communal kitchen of 12.34m² will provide cooking facilities to 7 tenants including the occupant of HMO room 11 and an additional 5 people from the Second floor. This space is equipped with two complete sets of cooking.



Satellite imagery from google showing the dormers behind the Dutch gables

Proposed Third Floor (Loft Conversion)

- | | |
|-------------------------|-----------------------------------|
| 1. Hallway | A. Kitchen (12.34m ²) |
| 2. Bathroom (Room 11) | B. 7 people |
| 3. Velux Cabrio Balcony | C. Room 11(20.59m ²) |

TOTAL AREA COMMUNAL COOKING FACILITIES:

37.8 sqm

HMO TOTAL OCCUPATION 22 PEOPLE

To provide natural light and ventilation to the communal kitchen, a row of skylights has been proposed as seen in the drawings above (see the proposed roof plan).

For the staircase a smoke releaser has been proposed in the roof.

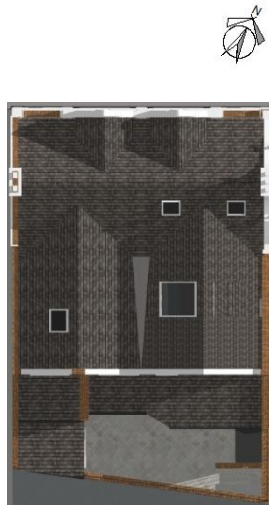
NEW LAYOUT PROPOSED LOFT CONVERSION

For the design proposal, the historical character of the façades will be preserved this means that they will not be modified at all. For instance, the windows are not going to be changed, the current windows will be kept as existing.

The loft conversion implies no change to the existing roof structure. To preserve its historical character and induce more natural light the design includes skylights on the south facing side of the roof. The chimney despite the fact that is not in use anymore, will remain. A metal cover will close the unused outlet.



3D view of
roof development



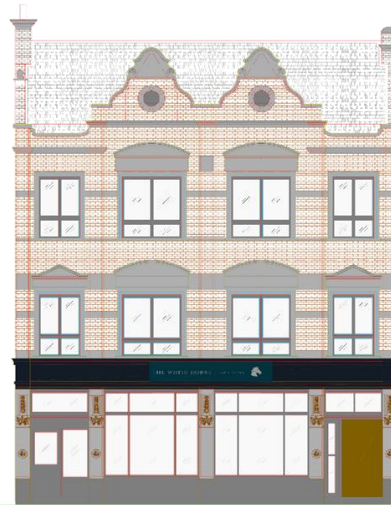
Proposed Roof



Proposed South Elevation



Proposed East Elevation



Proposed North Elevation



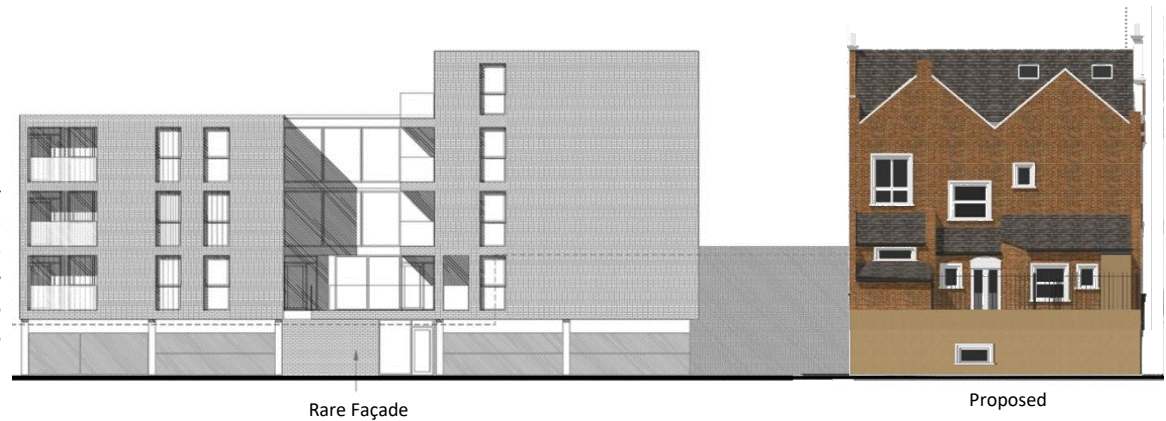
Proposed West Elevation

SCALE AND APPEARANCE *PROPOSED LOFT CONVERSION*



Urban landscape from Woolwich road showing the White Horse next to the future development on Woolwich road.

The new extension will not impact the context nor the building itself. The original front and side elevations of the building retains its dominance and form. The rear façade will remain as it is now with no addition. Two added skylight will be visible from the back while the four others will be east and west facing.



SCALE AND APPEARANCE PROPOSED LOFT CONVERSION

The views show the existing building in context with 2-23 Clevely Road.



SCALE AND APPEARANCE PROPOSED DEVELOPMENT



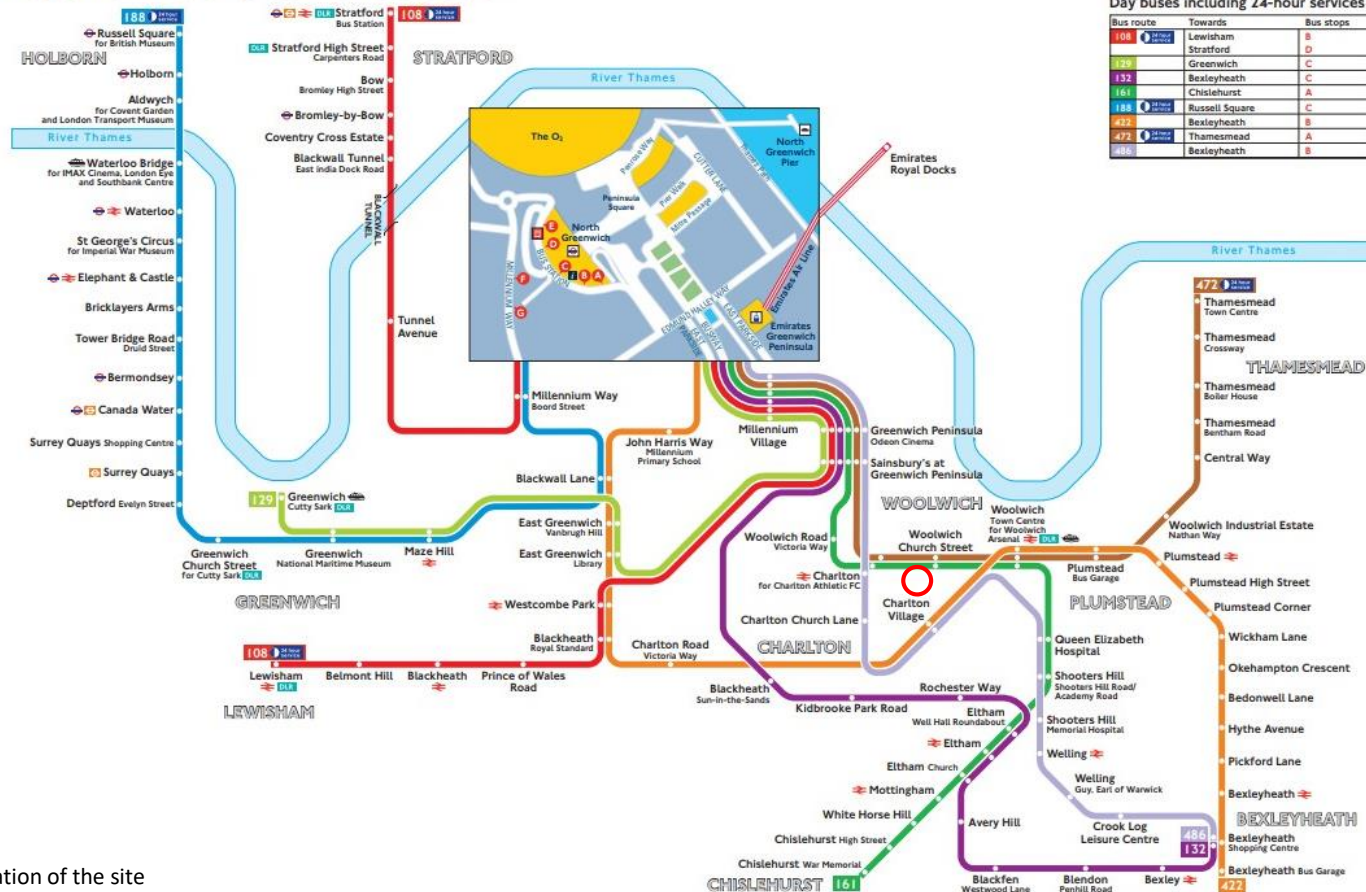
TRANSPORT LINKS PROPOSED LOFT CONVERSION

The site is well connected in terms of public transport, the nearest train stations are Charlton and Woolwich Dockyard 500m away (10-12min walking).

Woolwich Road is served by several buses as shown on the transport map in local proximity to the proposal.

Bus stop outside of the site leading to North Greenwich, O2 arena or Greenwich centre in 15min journey.

Buses from North Greenwich bus station



○ Location of the site

Information correct from November 2012
© Transport for London TFL3235 1.1.12 (P)

CAR PARKING AND APPROACHES TO AND AROUND THE SITE PROPOSED LOFT CONVERSION



Proposed Complementary
Cycle Parking Area



Bus Stop 80m approximately

Cleveland Close (Stop V)
Bus stop



161 177 180 472 N1



Current parking area dedicated
to the residential buildings



Current parking area dedicated
to the dental clinic



Current communal Parking area



CYCLE PARKING PROPOSED DEVELOPMENT

Regulations

According to the Cycle parking implementation plan (Transport For London), residential units should provide the following :

- For cycling to be a viable option for Londoners, people must be able to securely and conveniently store their cycles at home. The draft new London Plan requires developers to offer easily accessible, dry and secure cycle parking for all new homes .

The Cycle parking minimum standard Transport For London applicable for this project is:

Land use	Long-stay
Dwellings (all)	1 space per studio and 1 bedroom unit 2 spaces per all other dwellings

Data from Table 6.3 Cycle Parking minimum standards- Parking Addendum to Chapter 6 - cycle parking (<https://www.london.gov.uk/what-we-do/planning/london-plan/current-london-plan/london-plan-chapter-six-londons-transport-2>)

For this property:

11
HMO Rooms

14
cycle parking spaces

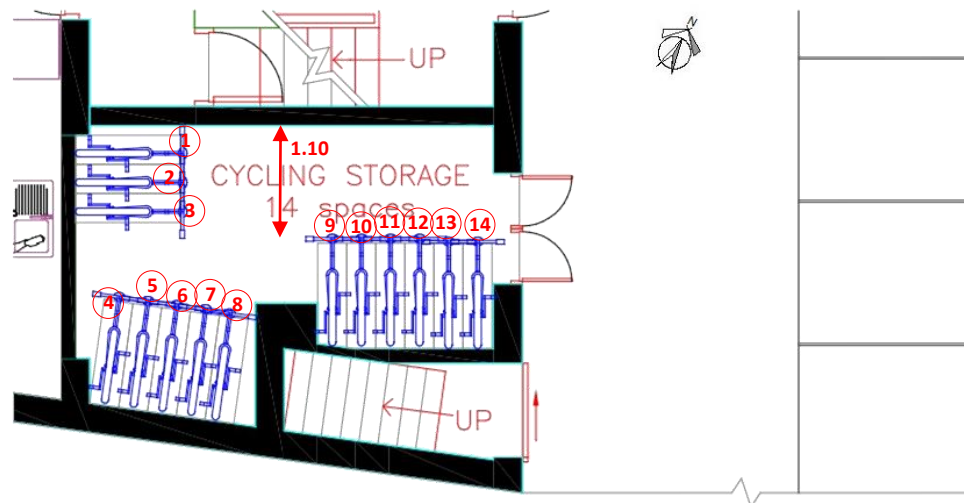


Proposed cycle parking First Floor

The proposed Ground floor plan shows the location of a wall mounted cycle parking rack indoor step free from street level and along Clevely Close. The space will be closed and monitored with a CCTV system.



Idea of the proposed cycle parking structure



CYCLE PARKING PROPOSED DEVELOPMENT

LENGTH
DEPTH
HEIGHT
FIXING
MATERIAL

305mm CENTRE
 1100mm
 1800mm
 SURFACE MOUNTED
 STEEL



Cycle Parking system



ACCESS TO CYCLING STORAGE FROM STREET LEVEL



Proposed Cycle Parking



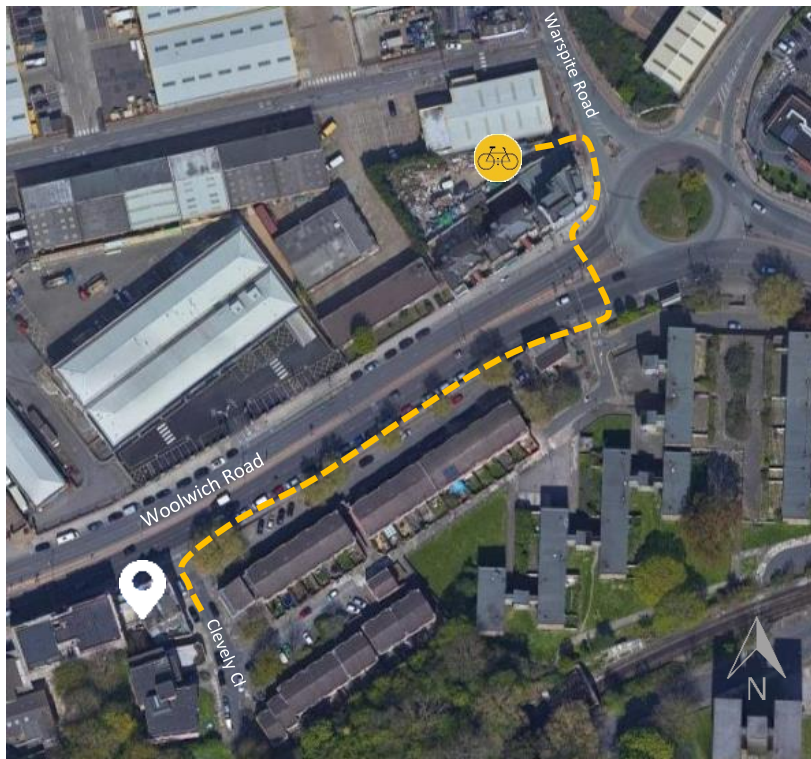
To double the capacity and to give options to the tenants of cycle parking, a request for space to park multiple bikes in the Clevely Road has been submitted to the Royal Borough of Greenwich with reference number **1154304**.

CAR PARKING AND APPROACHES TO AND AROUND THE SITE PROPOSED DEVELOPMENT

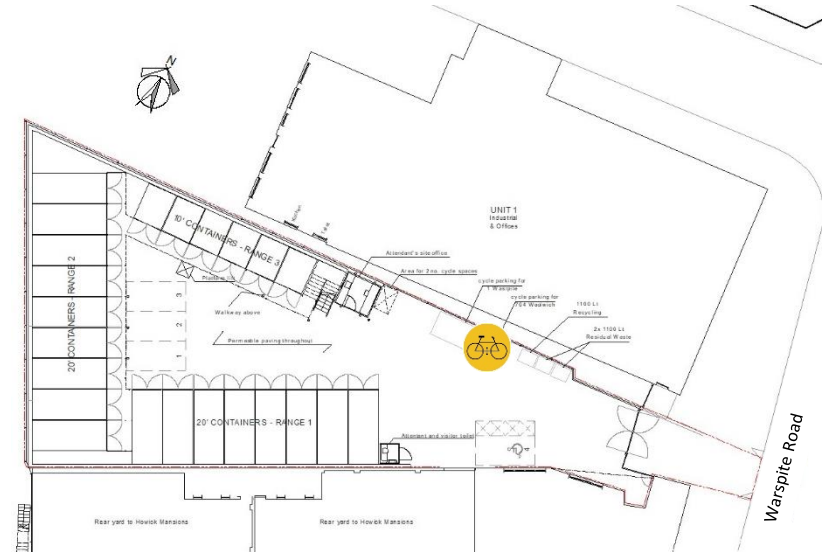
Proposed Complementary Cycle Parking



Another option of cycle parking has been studied to provide more alternatives for the tenants, this consists in generating an agreement with the owner of the property located in SE18 5PG – 1A Warspite Road which is 250m away (5 minutes walking) from the 704 Woolwich Road as shown below. Legal statement document can be provided upon request.



Google maps view of the alternative cycle parking location



Site plan distribution of 1A Warspite Property

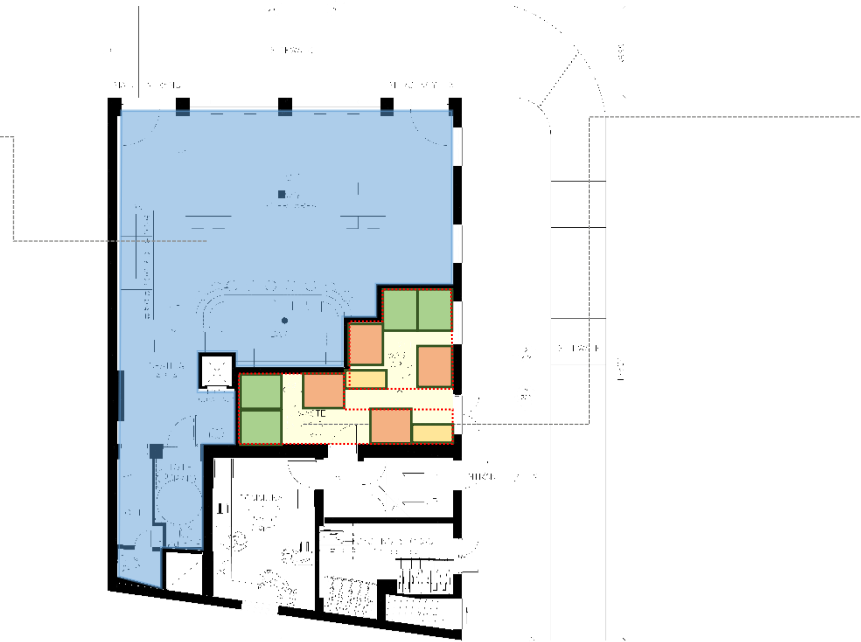
The design development of this property, contemplates its own cycle parking area, however due to the size of the place this is big enough to allocate extra cycle parking area. The drawing above shows the area that could be assigned for 704 Woolwich property.

REFUSE STORAGE PROPOSED DEVELOPMENT

THE LEASER OF THE PUB IS USING THE BUSINESS WASTE AND RECYCLING SERVICE ORDERING WASTE SACKS AND DISPOSING THEM OUTDOOR AFTER THE CLOSING HOURS FOR A DAILY COLLECTION.

THIS PLANNING APPLICATION WILL HOWEVER PROVIDE ENOUGH REFUSAL AREA FOR 40 COVERS ACCORDING TO THE RBG GUIDELINES WASTE AND RECYCLING STORAGE AND COLLECTION.

2X 1100L RESIDUAL WASTE BIN
2X 1100L RECYLING BIN
2X 250L FOOD WASTE RECYCLING



ACCESS TO CYCLING STORAGE FROM STREET LEVEL.
ACCESS TO REFUSE AREA FROM STREET LEVEL.
ACCESS TO REFUSE AREA FROM GROUND FLOOR FOR HMO TENANTS.

RECYLING WASTE BIN 1100L
RESIDUAL WASTE BIN 1100L
ORGANIC RECYCLING BIN 1100L

2X 1100L RESIDUAL WASTE

2X 1100L RECYCLING

1X 500L ORGANIC RECYCLING

THESE BINS WILL ONLY COVER THE NEEDS OF THE HMO SUI GENERIS.

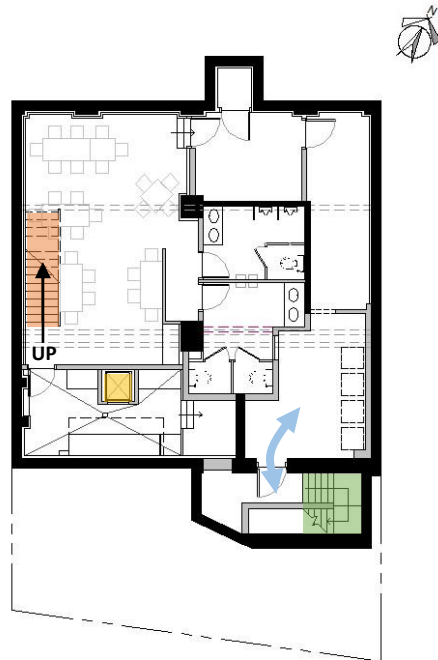
THE PUB WASTE WILL FUNCTION DIFFERENTLY.

ACCESSIBILITY PROPOSED DEVELOPMENT

Bar Accessibility, Lower Ground floor and Ground floor

The restaurant/bar has the following access features:

- Two front doors in Woolwich Road, one as Main Access (MA) and the other as Emergency Exit (EE)
- For the customers to access the lower ground floor there are stairs located in the front of the main access.
- For service purpose, there will be a lift (only to be used by the staff working here), it directly connects the bar with the main kitchen located in the lower ground floor.

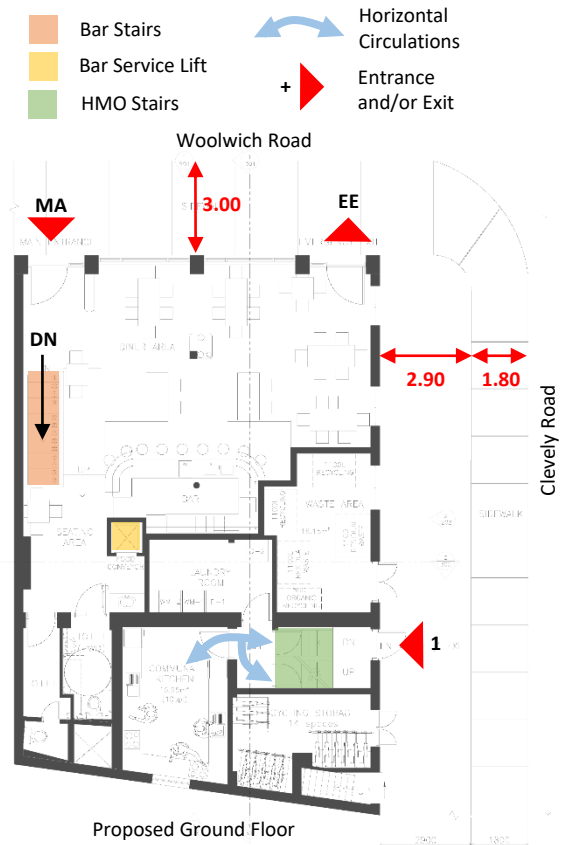


Proposed Lower Ground Floor

Ground Floor Accessibility

The House in Multiple Occupation (HMO) has the following access features in the ground floor:

- From Clevely Road the main entrance for the tenants is located next to the previous one (1). This entrance leads directly to the stairs that connect the ground floor with the first floor, and also with the laundry room in the lower ground floor.



ACCESSIBILITY PROPOSED DEVELOPMENT

First Floor Accessibility

This floor has three connections :

- Stairs coming from the ground floor main entrance/exit.
- Stairs connecting the first floor to the second floor.
- Stairs emergency escape route directly to Clevely Road. (3)



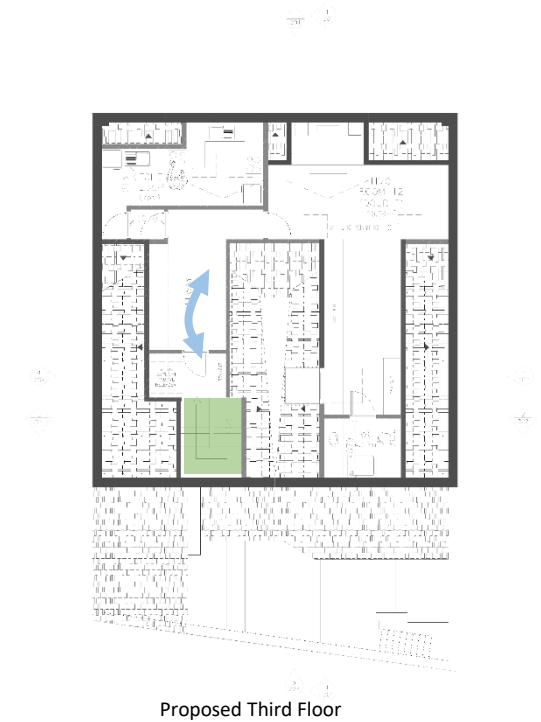
Second Floor Accessibility

This floor has a unique access which is through a central staircase coming from the first floor.



Third Floor Accessibility

This floor has also a unique access in the same location as the second floor, a centralized staircase.



CONCLUSION

The success of this design will be determined by the high level of commitment in applying all the regulations and standards referenced in this document, as well as taking into consideration the relation of the existing surrounding with the property, ensuring the quality of the spaces related to all the matters described in this Design and Access Assessment.

The proposed design overcomes the issues expressed in the latest planning permission refusal:

- There will be no roof extension proposed in this new revision. We rather suggest a loft conversion in the existing attics of the building adding a double room and a kitchen 12.34sqm for 7 residents. There will be no change to the Pub windows in order to preserve the character and appearance of the locally listed building. The front Dutch gabled roofs will remain untouched. We will make use of the space provided by the dormers.
- An existing room in the first floor will be converted to communal kitchen facilities. Part of the area in the proposed loft conversion will serve as a kitchen and a double room bringing the total kitchen facilities to 3 communal kitchen spaces of 15.95sqm, 9.51sqm and 12.34sqm that according to the HMO standards for the royal borough of Greenwich are the areas requested for 22 residents.
- There will be no self-contained unit G1 in the ground floor (Suggested in the 20/2243/F) because of the lack of privacy and the poor quality of accommodation. The space will be used to accommodate the refuse area.
- The HMO's residents are young professional and no car parking is needed proposed nor suggested for the purpose of this planning application.
- A step free accessible cycle parking area sheltered with a total of 14 parking spaces according to the standards set in the London Housing Design Standard 3.4.1 and the cycling provision
- All the drawings submitted in this planning application have been revised and the inconsistencies are now corrected.
- The fine detailing of the façade are included in the elevation drawings.
- The proposal does not include any alteration whatsoever to the existing façade.
- The sole additions can be seen in the roof plan where the skylight openings are to be added to the existing pitched roof to bring light to the indoor spaces.
- No resident will be accessing the rear service area on the first floor in order to preserve the privacy of the residents in HMO room1. this route will only be used in case of emergency as escape route.
- The main access to the HMO rooms is from the ground floor distributing to the lower and first floor.
- An additional cycle parking shelter was requested to the Royal Borough of Greenwich with reference number 1154304. We are still awaiting a decision.