

Design & Access Statement

Retrospective Application of Garage
Conversion into self contained unit of
Accomodation at

100A Godstow Road SE2 9AZ



Studio 66,
77 Beak St, SoHo
London UK W1F 9DB

Mobile: + 44 774 2554 999
WhatsApp: + 44 786 3319 667
E: hello@flaaa.uk
Web: FLAAA.UK

1. Application

Retrospective Application of Garage Conversion into self contained unit of Accomodation at 100A Godstow Road, Abbey Wood London SE2 9AZ. In support of this Retrospective application, the following Planning Statement has been constructed to demonstrate the suitability of this site for this retrospective development and evaluate its accordance with National and Local planning policies.

2. Site Location

The application site comprises a double storey end terraced dwellinghouse with a detached flat roof garage at the side. The application site is situated within a residential setting, surrounded by properties of different sizes, appearances and ample parking space.

See more details in Figure 1.

3. The Retrospective Development

This application is to retain a self contained unit of accommodation to provide additional living space for the existing occupiers. The garage is situated at the rear of the property and have an access from Godstow Road.

More details in terms of external alterations can be seen in Figure 2 & 3.

4. Planning History

No Planning History found of any extension and the Garage Conversion

Aerial views of the Site



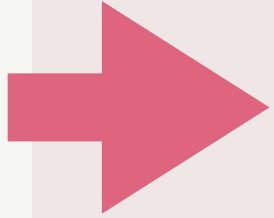
Figure 2



Figure 3



Figure 1.



North

Location



5. Planning Assessment

The following policy and guidance documents are recognised as primary considerations for the decision of the associated application at the site location

- National Planning Policy Framework;
- National Planning Practice Guidance; London's Plan 2021
- Supplementary Planning Guidance (General Design Principles and Residential Design Guidance)

5.1. National Planning Policy Framework (NPPF)

Paragraph 8 of the NPPE explains that achieving sustainable development means that the planning system has overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

an economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

a social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

an environmental objective - to protect and enhance our natural, built and historic environment, including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

Analysis: From a social perspective, the proposal will provide an additional living space that is currently underutilised. From an environmental perspective, this development will not lead to any visual disruption nor will it result in any impact on residential amenity.

Section 12 of the NPPF relates to achieving Well-designed Places which states that "The creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make the development acceptable to communities

Analysis: As highlighted through the supplied planning drawings and designs, the proposal will not result in any significant change to the areas existing street scene character as the dwelling is in a residential setting which will ensure that the proposal will not lead to any detrimental impact to residential amenity.

Furthermore, Section 12 of the NPPF also outlines that Planning policies and decisions should ensure that developments:

- will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- are visually attractive because of good architecture, layout and appropriate and effective landscaping.
- are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming, and distinctive places to live, work and visit.
- optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.
- create places that are safe, inclusive, and accessible and which promote health and well-being, with a high standard of amenity for existing and future users⁴⁹; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience

Analysis: The development considers the importance of a well-designed place that would not significantly affect the character of the place in a negative way. Parking spaces are provided for the development and therefore will not impinge on the existing surrounding uses.

5.2. Local Plan Context

London Plan 2021

- D1 London's form, character, and capacity for growth
- D4 Delivering good design
- T6 Car Parking

Policy D1: London's Form, character, and Capacity for Growth

All Boroughs should undertake area assessments to define the characteristics, qualities and value of different places within the plan area to develop an understanding of different areas capacity for growth. Area assessments should cover the elements listed below: 1) demographic make-up and socio-economic data (such as Indices of Multiple Deprivation, health and wellbeing indicators, population density, employment data, educational qualifications, crime statistics) 2) housing types and tenure 3) urban form and structure (for example townscape, block pattern, urban grain, extent of frontages, building heights and density) 4) existing and planned transport networks (particularly walking and cycling networks) and public transport connectivity 5) air quality and noise levels 6) open space networks, green infrastructure, and water bodies 7) historical evolution and heritage assets (including an assessment of their significance and contribution to local character) 8) topography and hydrology 9) land availability 10) existing and emerging Development Plan designations 11) land uses 12) views and landmarks.

Analysis: The development comply with the policy requirements above as it would respect the character of the area and more specifically sit well, as having no adverse impact.

Policy D4: Delivering Good Design

Policy D4 of the London Plan requires that development proposals incorporate design and access statements outlining design features, materials and overall layout of the design. They should be designed in line with the design codes and supplementary planning guidance.

Analysis: The proposed development is in accordance with the above policy.

Policy: T6 Car Parking

The policy aims to restrict car parking in line with the existing and future public transport accessibility and connectivity. Car-free development should be a starting point for all development proposals. Where parking is provided in the new development, it must be ensured that an electric charging point is provided.

Analysis: The site is located in 1a PTAL area which is a poor accessibility level. However the requirement for parking spaces for 3+bed dwellings is 1.5 spaces per dwelling. There are already sufficient off-parking spaces available in the curtilage of the dwelling. This development will not increase the need for parking space and it will remain the same.

Therefore, this is considered to be in line with the policy above.

Policy: 6 Residential Extensions

The design and layout of proposals for the alteration or enlargement of residential properties will be required to satisfy all of the following criteria:

- the scale, form and materials of construction should respect or complement those of the host dwelling and be compatible with development in the surrounding area;
- space or gaps between buildings should be respected or maintained where these contribute to the character of the area;
- dormer windows should be of a size and design appropriate to the roofscape and sited away from prominent roof pitches, unless dormers are a feature of the area.

Analysis: The proposal includes a high-quality design with minor external changes which will be sympathetic to the host dwelling and character of the area. The use of the materials matched the existing one and it will not stand out and therefore will respect the local character.

Special consideration is given to the design feature to ensure that they do not cause any detrimental impacts to the amenity or adjacent users. Having regard to its scale, siting and appearance, the proposal would complement the host property and would not appear out of character with surrounding development or the area generally.

Therefore, the proposal is considered to be in compliance with Policy 6 of the Local Plan.

Policy 30: Parking

The Council will normally require off-street parking spaces to be provided in new residential development in accordance with Table 1 set out below:

Table 1: Residential Parking Standards

Greenwich Residential Parking Standards (per unit)

PTAL	1-2 Bed	3 Bed	4Bed
0-2	Min of 1	Min. of 1.5	Min of 2
2-6a	0.7 (min) – 1 (max)	1(min) – 1.5 (max)	1.5 (min) – 2 (max)

Parking for all other types of development is to be provided at levels set out in London Plan (LP) Table 6.2.

In addition to the above, developments must:

a provide designated blue badge parking as per LP Table 6.2;

b meet minimum cycle parking standards as per LP Table 6.3;

c ensure 1 in 5 spaces have provision (both active and passive) for electric vehicle charge points; and

d make provision for a car club, if above the minimum Transport for London (TfL) threshold.

Where parking pressures are identified at and around key public transport interchanges, new parking proposals will be supported on the basis that they do not undermine policies to encourage walking, cycling and public transport use.

For development where servicing problems may arise, the Council will normally require off-street/rear servicing facilities.

Analysis: The site has sufficient parking spaces at the side of the main dwelling which can accommodate more than 2 cars for safe parking which is required by this policy. Therefore it is considered that the proposal is in compliance with policy 30 of the local plan.

Policy: 37 General Design of Development

All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. Developments will be expected to meet all of the following criteria where they are relevant:

- a -Be imaginative and attractive to look at, of a good architectural quality and should complement the scale, proportion, form, layout and materials of adjacent buildings and areas;
- b -Positively contribute to the existing street scene and/or landscape and respect important views, heritage assets, skylines, landmarks or landscape features;
- c -Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping (including enhancing biodiversity);
- d -The relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings;
- e - Respect the amenity of occupiers of neighbouring buildings and those of future occupants, providing healthy environments and ensuring they are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing;
- f -The development should address sustainable design and construction and include where appropriate on-site energy generation;

g - Suitable access should be provided for people with impaired mobility and meet the principles of inclusive design. Where necessary and relevant to the development, contributions may be sought to improve accessibility around the development;

h - Security and crime prevention measures should be included in the design and layout of building and public areas;

i - Recycling and waste storage facilities are incorporated within the design layout;

j - Respect non-designated heritage assets. Applications should be accompanied by a written statement setting out design principles and illustrative material showing the relationship of the development to the wider context.

Analysis: This Retrospective conversion used as additional living space which used to be used in that way only as a garage/storage/utility space. The retrospective accommodation will not have any adverse impacts on the amenity since converted garage is shared with the neighbour and there are no windows proposed at the side elevation which could have a detrimental impact on the amenity in terms of privacy, overlooking, noise, or any other pollution. The footprint of the dwelling would remain unchanged, and it would have no adverse detrimental impact on neighbouring amenity. Having regard to the scale and siting of the development, it is not considered that a significant loss of amenity with particular regard to light, outlook, prospect, or privacy would arise.

Given the above, it is considered that proposal is in line with Policy 37 of the Local Plan.

6. Conclusion

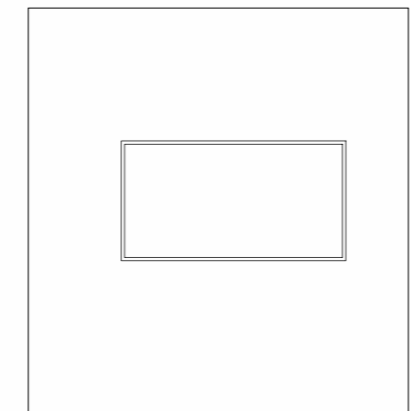
This Retrospective conversion to a living accommodation is considered to be an appropriate development, in line with planning policy and the developmental planning context for this area. The development is a modest development with minimal external alterations. As such, it is heavily believed that this proposal is acceptable in principle and should be awarded a grant in planning permission as it will not result in any detrimental impact on the areas existing landscape character, nor will it deter from residential amenity.

The development deliver significant social and economic benefits to this area while not resulting in any detrimental harm to the areas surrounding environment or harm to the locally listed building (main dwelling). For this reason, we see no reason for the Council to withhold our request for planning permission and kindly request that the Council make a reasonable decision on this submission in line with the developmental objectives and timescales of the National Planning Policy Framework.

Written dimensions on these drawings shall take precedence over scaled dimensions. Contractors shall verify and be responsible for all dimensions and conditions on the project and FLAAA must be notified of any variations from the dimensions and conditions shown by these drawings prior to commencement of any work. All contractors are deemed to have made themselves aware of site conditions prior to entering into any contract.



Location Plan 1:1250

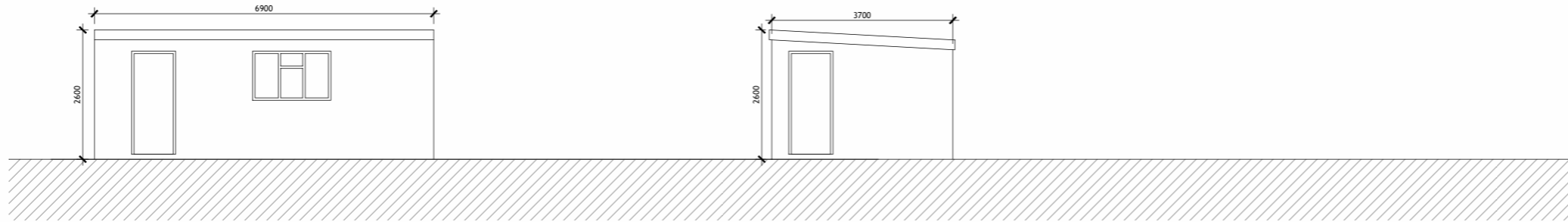


Roof Plan 1:100

REV	DESCRIPTION	DATE	DRAWN

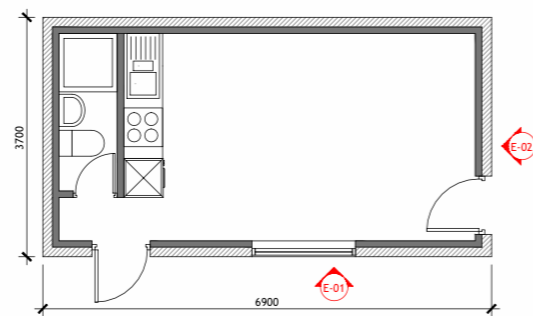
FLAAA_FUTURE_LIVING
 Alternative Affordable Architecture
 Call +44 774 2554 999
 Email: hello@flaaa.uk
 www.flaaa.uk

CLIENT	Dragos Murariu		
ADDRESS	100A Godstow Road, Abbey Wood London, SE29AZ		
PROJECT	Garage converted into a Self Contained Flat		
DRAWING	Retrospective Property		
DRAWN	DATE	Oct 2023	SCALE 1:50 @ A1
DWG No.	A-01		
STATUS	PROPOSED		



E-01 FRONT ELEVATION
 SCALE = 1:50

E-02 SIDE ELEVATION
 SCALE = 1:50

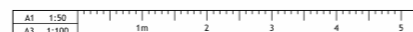


P-01 GROUND FLOOR PLAN
 SCALE = 1:50



Block Plan

1:100



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