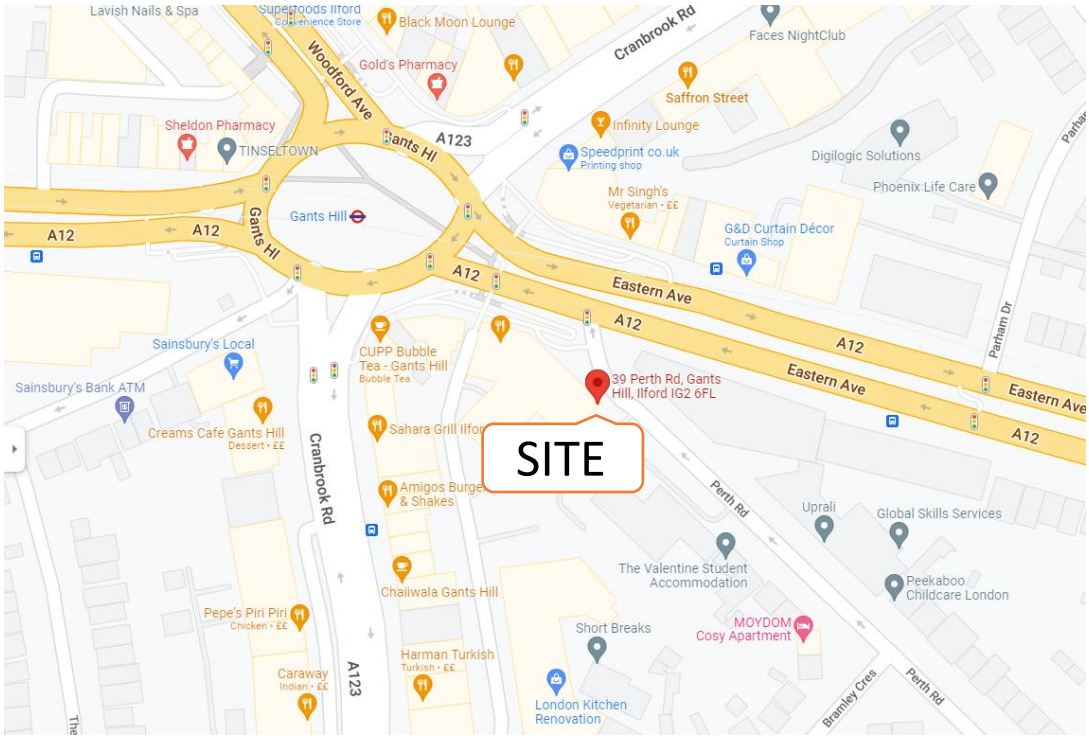
Original authors: Residential Design Solutions
Amended by Amico Design

22078 – 39 PERTH ROAD, GANT'S HILL, ILFORD, ESSEX, IG2 6BX

DESIGN AND ACCESS STATEMENT

Site Address:
39 Perth Rd, Gants Hill, Ilford IG2 6FL



Client:

Adam Sharif Islam

INTRODUCTION

PURPOSE OF DOCUMENT

This Design and Access statement outlines the design proposals for the Demolition of a 1 Storey Vacant Building and Erection of 9 Storey Building Containing 8no's of residential flats.

This Design and Access Statement should be read in conjunction with the other documents and drawings submitted as part of the application.
The Design and Access Statement will explain the design principles and concepts that have been applied to the proposed development and will demonstrate that every aspect of the development has taking the immediate context and the most recently constructed building in to consideration.

This document will demonstrate that:

- The proposal is following the pattern which is already set in Perth Road.

- The proposal would not negatively impact neighbouring amenity and would constitute high quality design.

- The proposal is going to improve the quality of the street.

- The proposal will provide additional housing units.

BRIEF DESCRIPTION OF THE DEVELOPMENT

The Proposed development is following the direction of the new developments already approved and recently constructed in Perth Road and the immediate area.

This Project presents a new opportunity to be a part of the regeneration of the area, and is following the Redbridge Local Plan 2015-2030, which sets out the Council's vision and plan for how the borough will grow and develop.

The proposed development is seeking for the demolition of existing 1 storey commercial building and the redevelopment of the site with the construction of 9 Storey Building containing 8 no's residential flats.

The site location is suitable for tall buildings, supported by Policy LP27, which is related to good PTAL rating, character of the area and relationship with immediate area together with the significant contribution to the regeneration in the area.

This development seeks to give to the area a new residential development, that will help with the provision of new houses in the area.

SITE ANALYSIS

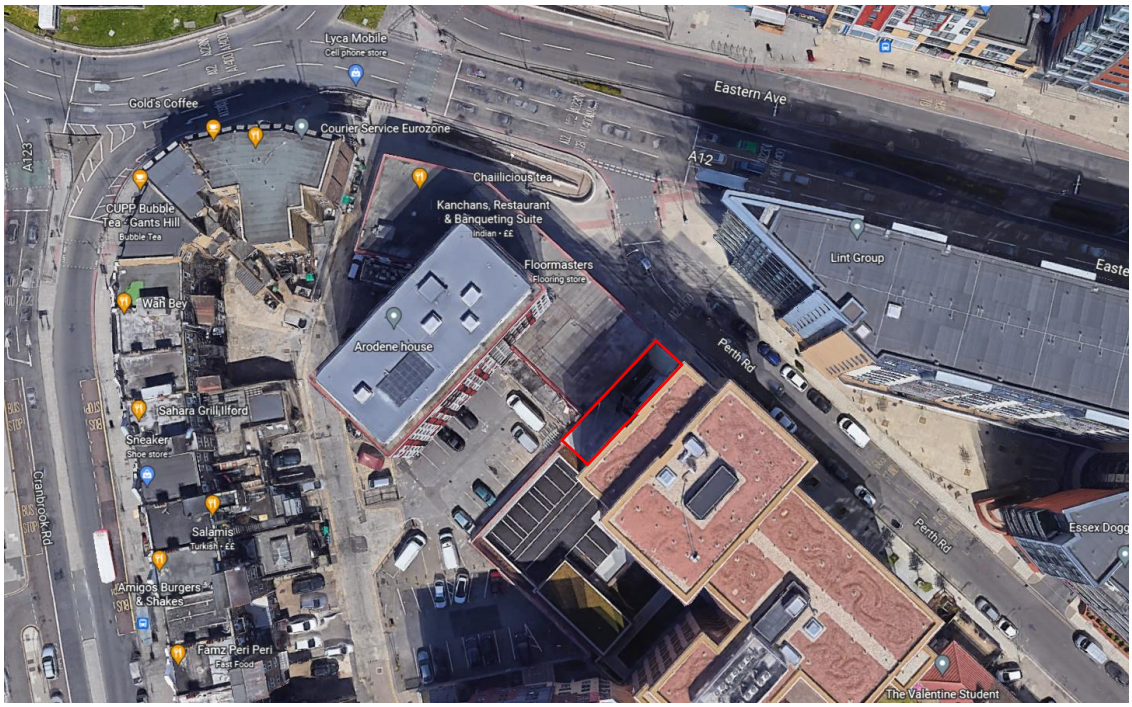
Site Area
The proposed development site is located within the London Borough of Redbridge, Ilford.

The property is situated adjacent to Gants Hill, train station (Central Line), at the end of a parade of retail units at the juncture of Gants Hill roundabout that provides access to London or Essex via the Eastern Avenue A12 and the Woodford Avenue A1400.

In addition, the site is also well served by buses stopping on Eastern Avenue, Woodford Avenue and Cranbrook Road. The area is mostly residential with a selection of retail outlets and a wide variety of restaurants, pubs and bars.

Immediately next door to the property is situated the Development recently completed comprising an up to 10 storey building for 321 student accommodation unit.

Valentines Park, situated in close proximity to the site, is, at 52 hectares, the largest green space in the London Borough of Redbridge.



Google image of site

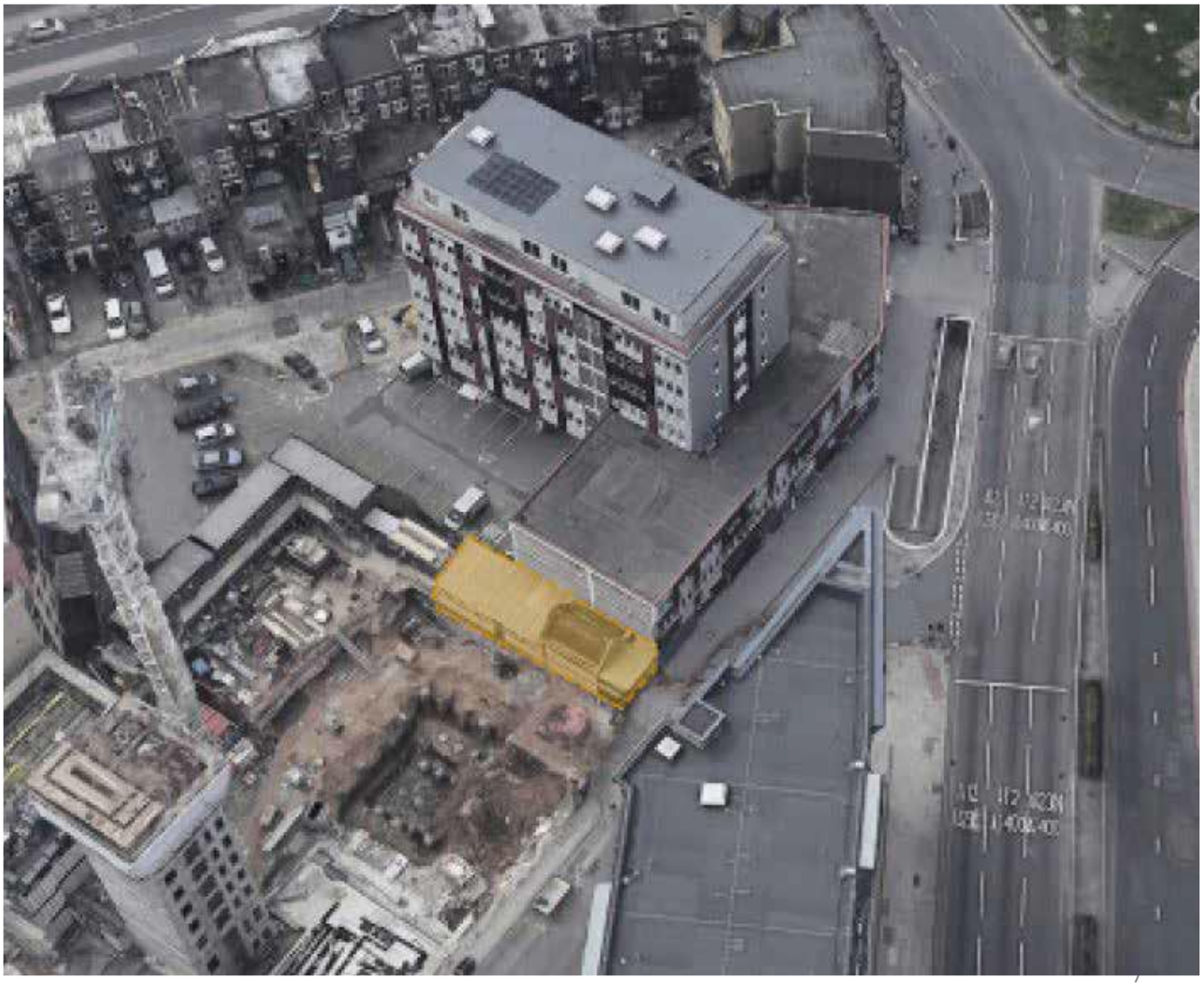
SITE PICTURES

PLANNING CRITERIA

CURRENT USE:	Vacant
TOWN CENTRE:	YES
WARD:	Gants Hill
TREE PRESERVATION ORDERS:	NO
CONSERVATION AREA:	NO
LISTED BUILDINGS:	NO
BUILDING OF MERIT:	NO
PRE PLANNING ADVICE:	N/A
PTAL LEVEL SCORE:	4

The building is currently a 1 storey building, vacant for the last 10 years.
The last use of the site was commercial use.

It is a structure misfitting the area's character and affecting the street views adversely.



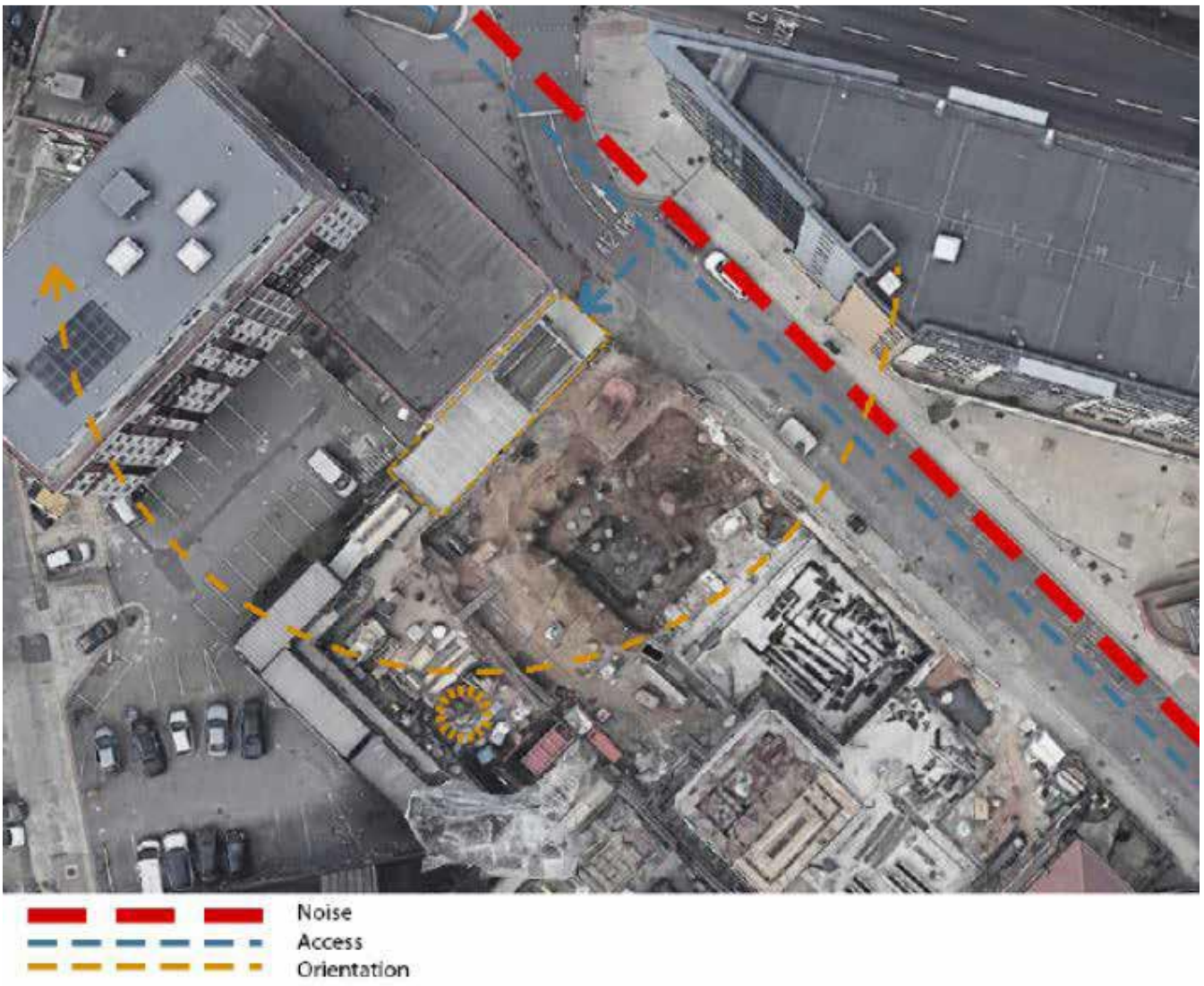
SITE ANALYSIS

Street views shown in the previous page and surrounding context have been considered in the development of the building's massing and elevation treatment. In particular, the approved and built development at the Valentine has been taken into account in terms of materials, mass and height.

The pictures, illustrating the existing context, are clearly showing how the new developments are gradually transforming the area into a mixed use retail/ community space that definitely has improved the area.

The project site, as the proposed development, can be another key addition to the wider core strategy as set out in the planning policies.

The building has 2 accesses from the front as one will be serving as the main entrance to the residential block and the other as the entrance of the service corridor.



TRANSPORT AND CONNECTIVITY

Transport for London has given the site location a PTAL 4 level however the entirety of the surrounding area of the site is in PTAL rating 5.

As mentioned, the application site falls within a busy high street centre location and can be accessed via a number of public means of transportation.

There is are over 10 bus stops in close proximity to the site.

Furthermore, the application site is situated approximately 30m away from Gants Hill Underground station which provides underground (Central line), only one stop away from Newbury Park Station, and 5 stops away from Stratford station which gives access to London Underground Central Line and Jubilee Lines and Docklands Light Railway.

From Gants Hill Station it is possible to reach the city centre by public transport in 30/35 minutes. The site therefore should considered to be very well served by a range of public transport services.

PTAL output for Base Year
4
Easting: **543375**, Northing: **188376**

Map key - PTAL

0 (Worst)	1a
1b	2
3	4
5	6a
6b (Best)	

PROPOSAL

This design and access statement is to be read in accordance with all attached plans and elevations and in conjunction with the planning application for the demolition of the existing 1-storey (+ Basement) building and erection of a 9-Storey building containing 8 no's residential flats.

8 x 1-bedroom flats (2 people)

In accordance with the local area and typology of flats we have recognised the area as suitable for smaller residential units. Also, given the nature of the site, we considered the site to be less suitable for family housing.

The proposal seeks to add more residential space in Perth Road, in accordance with development plan policies designed to maximise the development potential, which can help to achieve local and strategic housing need.

From the Previous Pre Application advice report:

"The proposal includes 8 x 1B2P flats, which is not in accordance with Local Plan Policy LP5. However, the Council recognises that family-sized dwellings are not appropriate in all locations and the dwelling mix will be considered on a site by site basis. For this reason, and given the size and location of the site, the proposed housing mix would likely be acceptable. However, officers would recommend exploring whether some larger duplex homes could be provided."

In accordance with the local area and typology of flats, we have recognised the area as suitable for smaller residential units, which has been confirmed by the Planning Officers previous Pre-Application Report. Both the applicant and the agent acknowledge that some bigger duplex flats have been requested in the previous pre-application advice.

Unfortunately, due to the nature of the site and restricted width, it has been confirmed that there is no possibility of designing high-quality duplex flats, therefore, 8 x 1 bedroom flats have been proposed.

The Ground Floor shall be divided, longitudinally, into 2 areas: the entrance to the flats and the access corridor to the refuse and bicycle storage. All the spaces are respecting minimum standard requirements.

All of the flats will meet requirement M4 [2] for 'accessible and adaptable dwellings'.

Bicycle storage for every flat will be located towards the rear of the plan on the ground floor.

Ground floor entrance to the residential development is designed to be legible from the street scene to ensure a strong sense of arrival.

PROPOSAL

The proposal is capable of meeting the National Space Standards and London Borough of Redbridge guidance:

- Responds positively and sensitively to the existing context

- Is accessible and permeable - connects well with existing places

- Is adaptable to future needs and responsive to use

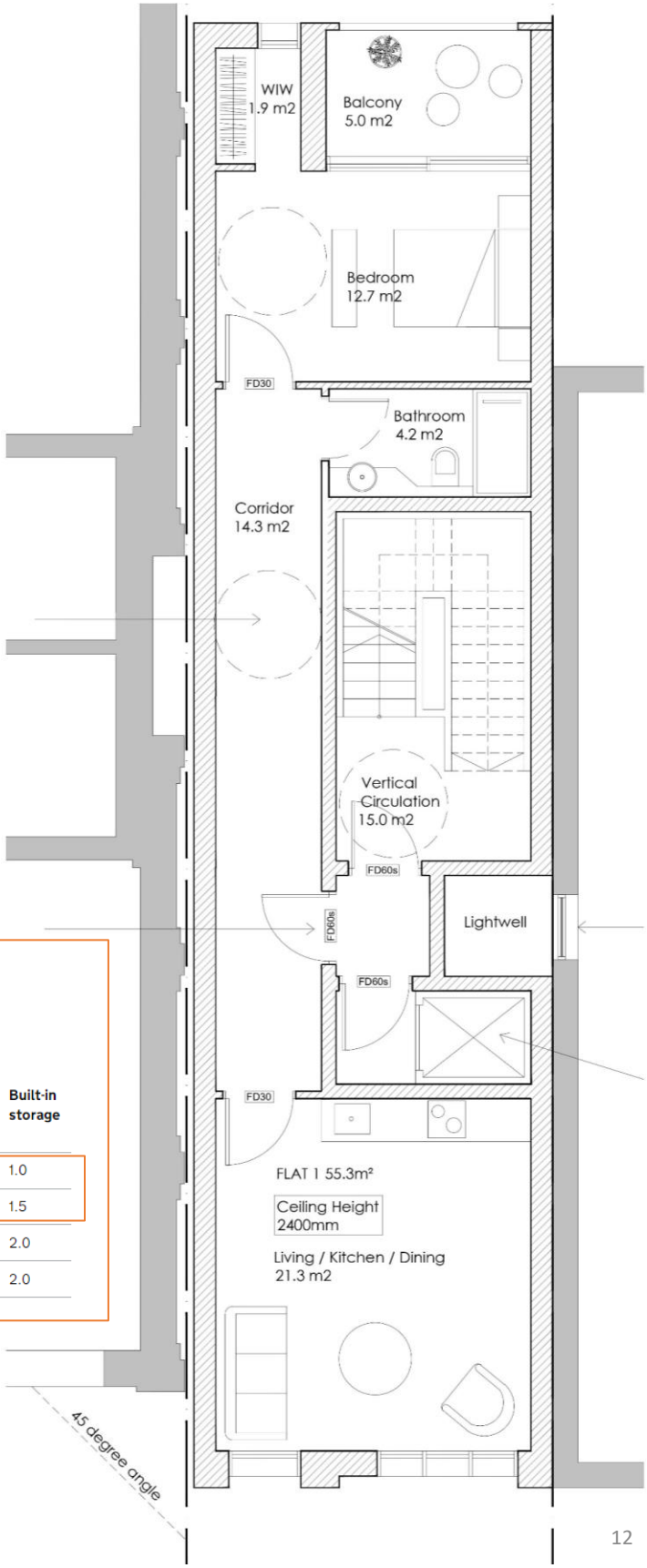
- Promotes health and well-being, to make places better for people and create safe environments

- Promotes sustainability and efficient resource consumption with use of good quality durable materials

FLAT COMPLIANCE: NATIONAL SPACE STANDARD

The Residential Units are complying with the table below

INTERNAL AREAS SCHEDULE	
Basement	46.1m²
Ground	78.0m²
First	76.6m²
Flat 1	55.3m²
Circulation	13.1m²
Second	76.6m²
Flat 2	55.3m²
Circulation	13.1m²
Third	76.6m²
Flat 3	55.3m²
Circulation	13.1m²
Fourth	76.6m²
Flat 4	55.3m²
Circulation	13.1m²
Fifth	76.6m²
Flat 5	55.3m²
Circulation	13.1m²
Sixth	76.6m²
Flat 6	55.3m²
Circulation	13.1m²
Seventh	55.3m²
Flat 7	55.3m²
Circulation	13.1m²
Eighth	74.0m²
Flat 8	44.4m²
Circulation	13.1m²



Technical housing standards – nationally described space standard

Table 1. Minimum gross internal floor areas and storage (m^2)

Number of bedrooms (b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
1b	2p	50	58		1.5
2b	3p	61	70		2.0
2b	4p	70	79		2.0

GROUND FLOOR

Access

The proposed development at 39 Perth Road has a unique site layout allowing access only from the front and not the rear of the building. The rear of the plot is bounded by the carpark of the Valentine student housing development. Residential units will have an access from the front of the building. The area will be well-lit, safe and secure for future residents.

Refuse and Recycling

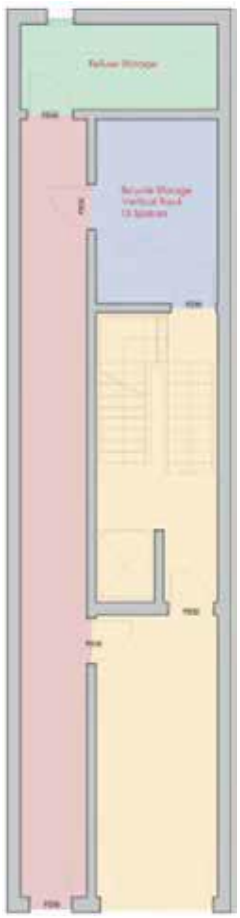
Storage and Communal bins will be provided internally through the separate front entrance. Bins will be provided for both Refuse and Recycling.

Bicycle Storage

A double deck bike storage for 12 bicycles will be provided. Cycle storage has been incorporated into the design ensuring a secure and protected area for all the residential use. The location of the cycle storage is located towards the rear of the development, through the Communal entrance and behind the communal circulation area. Each occupant will be supplied with a lock to enable secure and safe storage of the cycles when not in use.

Post Storage Communal

Post Storage will be sited in the entrance of the flats from Perth Road.



Service corridor	25.5 m2
Entrance and vertical circulation	32.3 m2
Bicycle storage 12 Spaces	11.2 m2
Refuse storage	8.4 m2

MATERIAL STUDY

The proposal maintains amenity, harmony, material & details and most importantly is consistent and coherent with the street's existing architectural character.

The proposed building will be a 9-storey building, that will follow the character of the emerging street. The proposal accords with the form, function, and structure of the area and the street and the scale, mass and orientation of the surrounding buildings.

The new development will improve the quality of the street as the existing structure at 39 Perth Road is a small, single storey, disused structure at odds with the area's character and impacting aesthetically the street views adversely.

The proposed development will have high quality materials:

- High quality brick in white tone with both white and grey mortar joints that contrasts subtly with the adjacent building that consists of red brick, white brick, and white stone.

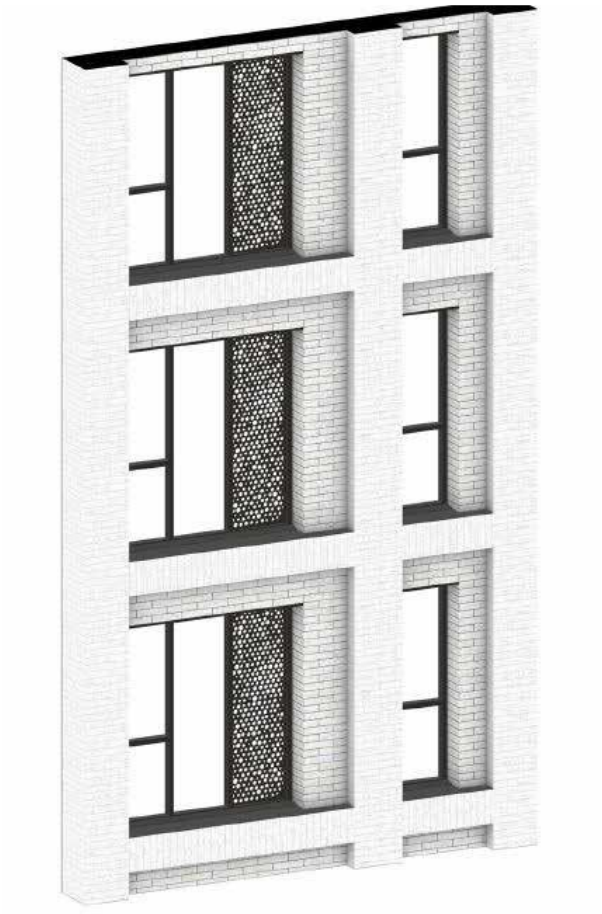
- White linear, pillar like reliefs of brickwork climb from the ground to the top of the proposed, complimenting the vertical elements of the neighbouring development.

Windows have a modern, recessed UPVC sill, full brick reveal to the sides and brick slip soldier course lintel

- High quality, anthracite grey (RAL 7016) powder-coated Velfac 200 outward opening windows with UPVC frames, including a decorative and functional aluminium (or similar) screen.

- Anthracite Grey metal sheet cladding for the roof floor

- Parapet coping is high quality white bricks.



NEIGHBOURING AMENITY, DAYLIGHT AND SUNLIGHT REPORT:

From the Previous Pre-Application advice report:

“The proposed development’s side elevation would be located within very close proximity to the windows on the recently constructed student accommodation’s side elevation. Further clarification of the student accommodation’s floorplans is required in order to understand if the proposal would impact any habitable rooms”.

The plans show the relationship between the proposed building and the recently constructed student accommodation at the Valentine’s. It is noted that the windows on the side are blocked with blockwork behind the glass.

The proposed plans clearly show the 45-degree angle from the centre point of the student accommodation habitable window in proximity to the proposed development.

”During the pre-application meeting, the applicant explained that a void has been included within the communal residential circulation area in order not to infringe on the privacy of no.41 Perth Road, which has one window on the side elevation. It was explained that this window has been created without planning permission”.

Following further research, it has been noted that the aforementioned window has obtained planning permission. Prior to the submission of the second preapplication advice, a conversation with Mr. Andrew Smith has taken place and we have been advised that it would have been useful to know whether this window is for a corridor or a bedroom so that the Planning Officers are fully aware of how much weight should be given to protecting it.

It has been difficult for us to understand if the aforementioned window belongs to a habitable or non-habitable room, therefore, a sunlight and daylight report has been submitted in support of the pre-application advice, which takes the worst-case scenario with the side window of 41 Perth Road being considered as a habitable room window into account.

SUSTAINABILITY & ECOLOGY

In terms of sustainability and ecology, the proposal introduces some suggestions to enhance them.

• In order to reduce construction waste, it is suggested that the materials from the existing building will be reused in the new construction, wherever possible.

• The materials that could not be reused should be categorised and then collected or delivered to the closest recycling centre. Some usable building materials could also be donated to charities.

• Eco-friendly materials are suggested to be used such as bricks.

• Solar panels are going to be installed on the roof.

• A green sedum roof is introduced. The green roof will mostly deal with water run-off. Additionally it will contribute to mitigate climate change, better air quality and partial city noise absorption.

SUSTAINABILITY & ECOLOGY

- External planting to front elevation. This will help to aid the visual aesthetics of the street scene.

CONCLUSION

The proposed development will be located in a PTAL 4 (good accessibility to public transport) site and in walking distance from various nearby stops. This will help in providing good connectivity to the future residents.

It will redevelop an underutilised site which is located in a highly sustainable location, to provide eight high quality residential units and it will offer a high quality façade through proposing a contextual design and materials, enhancing the wider street scene.

Following the policies specified by the council, the proposed development will be suitable in scale, mass, and form in order to not detract from the surrounding area. Overall our aim is to comply with the council's development strategies and guidance and enhance the area in terms of architectural design.

The proposal is ensuring high quality design and it provides additional residential space for young professionals and young couples which will elevate the character of the area.