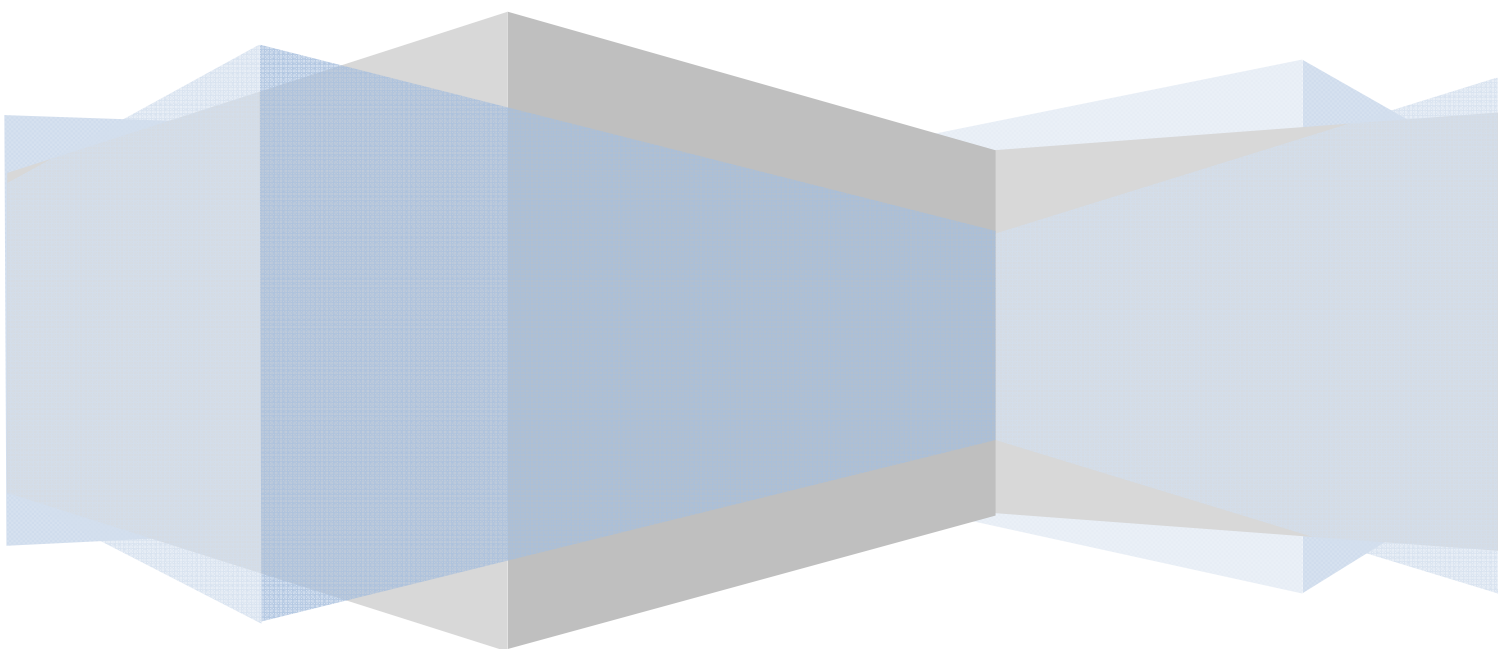


JND² Designs
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DESIGN AND HERITAGE STATEMENT

**Extension to property to create an additional bedroom, living space and bathroom at
611 Manchester Road,
Isle of Dogs,
London,
E14 3NU**

Oct 2020



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1.0 INTRODUCTION

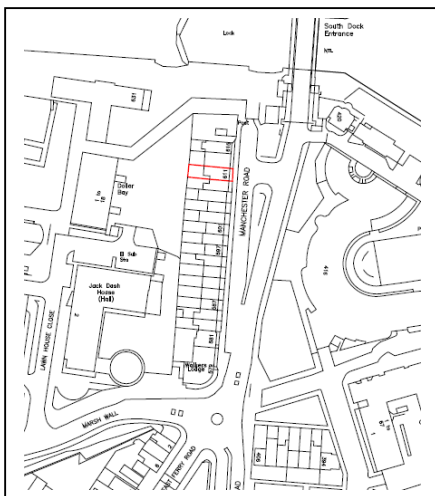
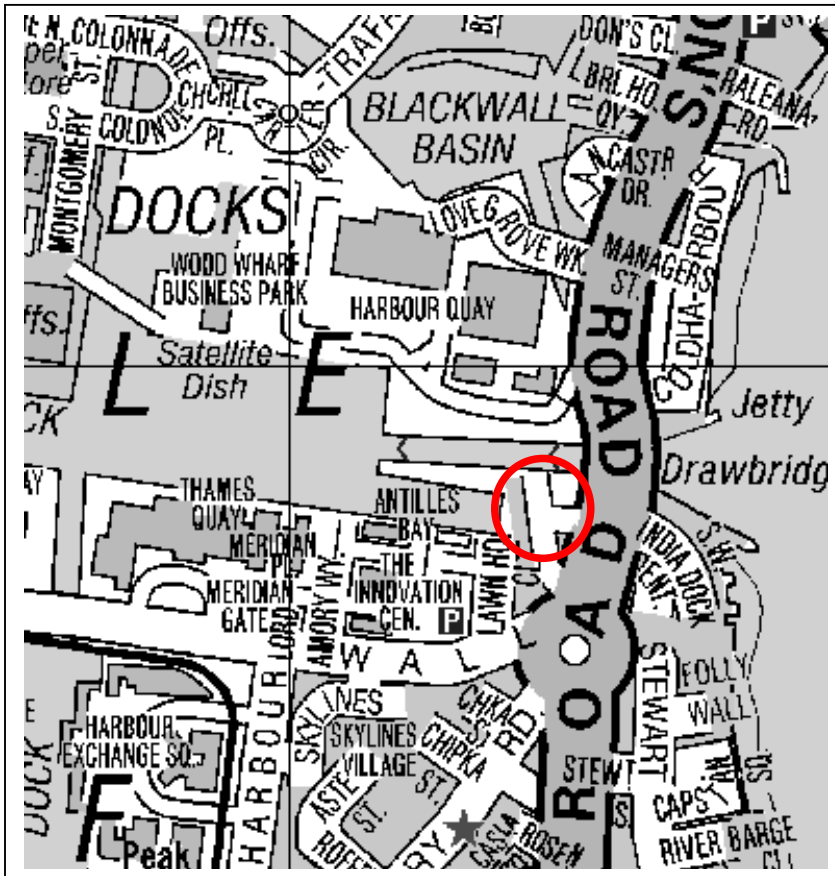
This statement has been prepared on behalf of our client, for whom we submit a Design Statement in support of the current planning application at the request of the local authority and in line with National Planning Policy Framework (NPPF) for supporting written statements for Planning Applications. This has also been prepared as a requirement under section 42 of Planning and Compulsory Purchase Act 2004 and Section 62 of the Town and Country Planning Act 1990. The Design and Access Statement is prepared in accordance with local and national planning policy and with reference to CASE's requirements concerning Design and Access Statements.

The Statement supports the planning application submitted for the extension of the property to create an additional bedroom, living space and bathroom at 611 Manchester Road, Isle of Dogs, London E14 3NU. This statement is part of the full planning submission and is to be read in conjunction with the submitted drawings.

2.0 CONTEXT

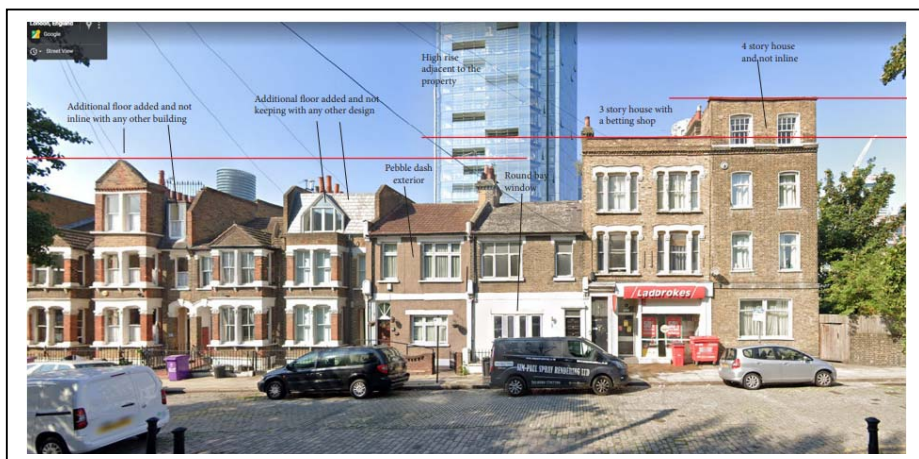
The application site, 611 Manchester Road, is located within The Coldharbour conservation Area. Glen Terrace, 575-615 Manchester Road dates from the 1880s. It was originally a terrace of 17 victorian houses with four differently designed houses at northern end (no's 609-615). The Terrace was named after the Glen Shipping Line which occupied the site for a short time prior to its development. The terrace offers a positive contribution to the Conservation Area. This is a low density conservation area. At the Glen Terrace, the properties are mainly in two storey with lower ground floor terraced houses with front access to lower ground floor and a private rear garden. Many of the properties have been extended and converted into flats in the past. Some residential properties have raised the floor by two levels.

The existing building at 611 Manchester Road is a Victorian terraced house. The adjoining property at 613 Manchester Road had an approved (July 2007) extension over existing top floor flat which was then used to form 1 x 2 bed flat. Other properties along the street have had various extensions including dormers and conversion to flats approved over the years. Therefore, there are precedents within Glen Terrace Properties of house conversion into flats as well as new block of flat at 575-577 Manchester Road. 611 Manchester Road has maintained the street scene with keeping the most period features. The application site is located in close proximity of the St. John Park, Mudchute Park & Farm as well as Surrey Quay facilities



3.0 Streetscene

The adjoining properties along Manchester road are of varying heights any many with rear outrigger which scales three storey and also with loft conversions.



4.0 Educational Establishments

Nearest Primary Schools

Listed here are the 10 closest primary schools to Manchester Road, London, E14 3NU. The nearest is Cubitt Town Infants' School, approximately 690 yards away.

Name	Approximate Distance*	Ofsted Rating
Cubitt Town Infants' School	690 yards	★★★★☆
Cubitt Town Junior School	690 yards	★★★★☆
Seven Mills Primary School	0.6 miles	★★★★☆
Woolmore Primary School	0.7 miles	★★★★☆
Canary Wharf College, Glenworth	0.7 miles	★★★★★
St Luke's Church of England Primary School	0.7 miles	★★★★☆
Our Lady and St Joseph Catholic Primary School	0.8 miles	★★★★☆
Canary Wharf College, East Ferry	0.8 miles	★★★★★
Arnhem Wharf Primary School	0.8 miles	★★★★☆
St Edmund's Catholic School	0.9 miles	★★★★☆

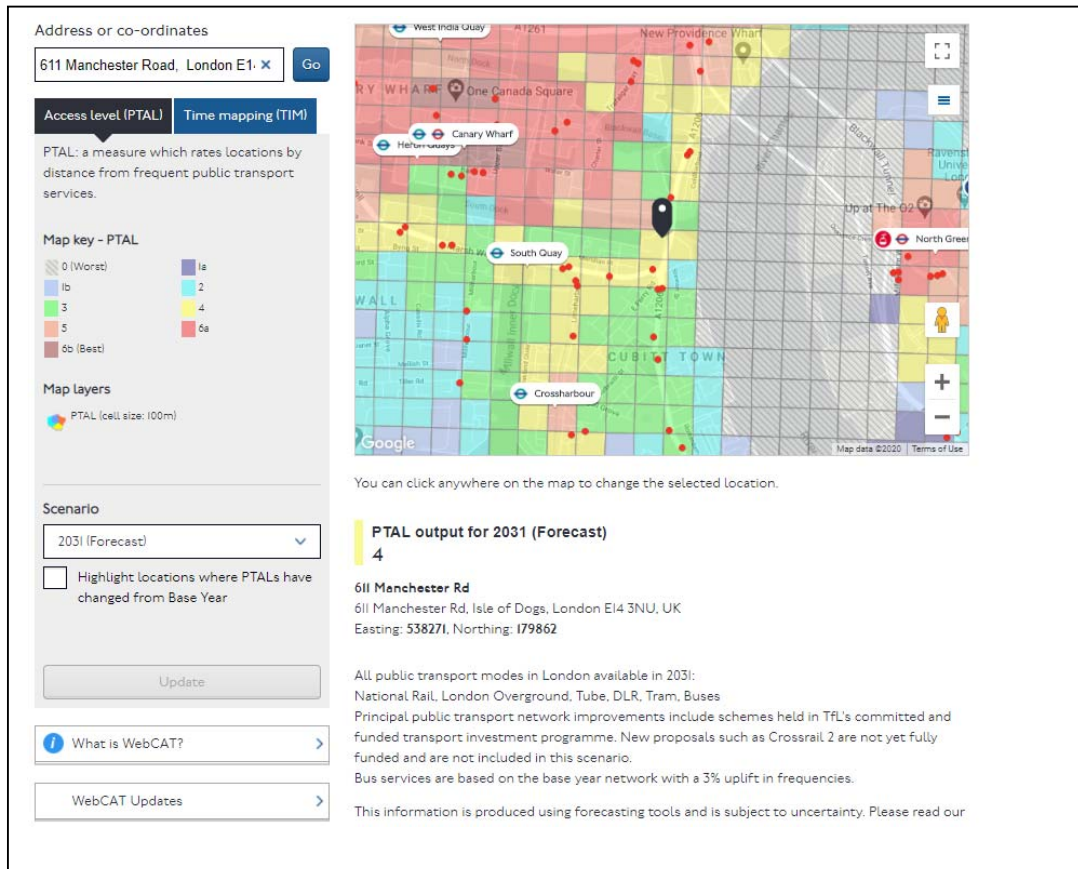
Nearest Secondary Schools

Listed here are the 10 closest secondary schools to Manchester Road, London, E14 3NU. The nearest is Canary Wharf College 3, approximately 840 yards away.

Name	Approximate Distance*	Ofsted Rating
Canary Wharf College 3	840 yards	★★★★☆
George Green's School	0.9 miles	★★★★☆
Langdon Park Community School	1 mile	★★★★☆
Bacon's College	1.4 miles	★☆☆☆☆
Bow School	1.6 miles	★★★★☆
Rokeby School	1.7 miles	★★★★☆
The John Roan School	1.7 miles	★☆☆☆☆
St Ursula's Convent School	1.7 miles	★★★★★
Eastlea Community School	1.7 miles	★★★☆☆
East London Science School	1.8 miles	★★★★☆

5.0 Transportation

South Quay Station (DLR) is less 300m away. Bus services are less than 100m away on Manchester Road. Canary Wharf (Jubilee Line) station is 10min walk away, as will be the West India Quay / Canary Wharf Crossrail station, due to open in 2019. The site is well served by public transport, having a PTAL rating of 4, and appropriate for residential use.



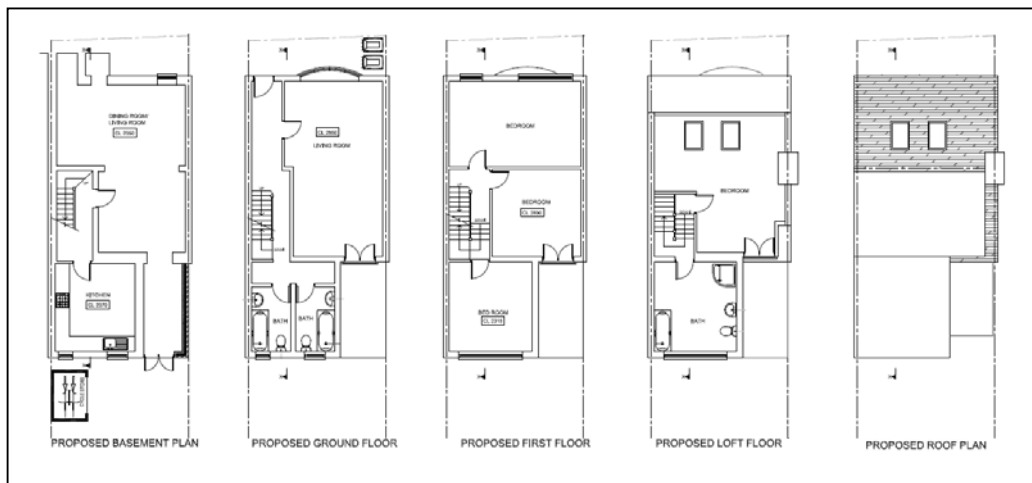
6.0 PROPOSAL

The London Borough of Tower Hamlets, like many other local authorities is experiencing an acute shortage of affordable and social housing. To address this problem Tower Hamlets has a target for the number of new homes that should be built in the borough each year. Tower Hamlets housing target is set by the Mayor of London in the latest London Plan and must be delivered through the policies in the Council’s emerging Local Plan. Tower Hamlets has an annual housing target of 3,931 set up the Greater London authority and is expected to accommodate an additional 39,310 homes by 2025.

High quality developments are being sought that address design, appearance, scale, massing, amenity space, parking, landscaping and sustainability in accordance with the Council’s Supplementary Planning Guidance on Urban Design and Sustainable Design and Construction. Additionally, all new housing shall be built to the quality and design standards of the London Plan Housing Supplementary Planning Guidance and Lifetime Homes standards incorporating provisions for wheel chair access.

This Design and Access Statement is in support of a planning application to the London Borough of Tower Hamlets, for full planning consent to extend the property extension of the property to create an additional bedroom, living space and bathroom.

The proposal intends to extend the property to create an additional bedroom, living space and bathroom. The design will be in keep with traditional design. All of the residential unit’s internal floor areas are more than the minimum unit sizes as stated in the Tower Hamlet Planning Guidance and London Plan (2016) and provide a good level of living for the occupants of the dwelling.



7.0 PLANNING POLICY

There are a number of planning policies set down at a national level with relevant Government Guidance and interpreted within the Local London Plan that are applicable to the development of the application site.

In line with such planning policy guidance and the Adopted Unitary Development Plan, there is a requirement to ensure that any form of new development takes place such that it conforms to the character of the area and results in a high design quality that has a satisfactory relationship with the local townscape in terms of height, massing, scale and external appearance.

There are a number of policies within the UDP that are relevant to and have been given close consideration in the drawing up of the development proposal including:

The Development Plan comprises: The London Plan (2016) and the Tower Hamlets Local Plan 2031 (2020).

The key planning policies relevant to the proposal are:

Land Use Policy S.SG1

Policy S.SG2

Housing London Plan 3.3, 3.4, 3.5

Policy S.H1

Policy D.H2

Policy D.H3

Transport London Plan 6.9, 6.13

Policy D.TR2

Policy D.TR3

Other relevant documents and guidance include the National Planning Policy Framework (2019); the Planning Practice Guidance (2019) ; the National Technical Housing Standards (2015) and the Coldharbour Conservation Area Character Appraisal and Management Guidelines (2009).

The efficient use of land will be expected in all cases but the highest intensity of use will be sought in areas with convenient access on foot to a good range of shops and services and with the highest Public Transport Accessibility Levels - PTALs 5 and 6.

The location and context for the site with its access to a high level of amenities and varying modes of transport makes this site ideal for the extension and will appeal to prospective occupants with easy access to good local primary schools.

8.0 DESIGN CONSIDERATIONS

This proposal responds sensitively within the existing context. The aim of the proposal is to maintain the existing streetscene. This therefore provides a solution to the existing relationship between the existing buildings along the parade.

Proposal to accord with The London Plan Supplementary Planning Guidance, Code for Sustainable Homes, Lifetime Home Standards and London Borough Tower Hamlet's Householder Design Guide (Supplementary Planning Document) .

Any development should acknowledge the context and character of the site.

Development should be of high quality, within its setting.

Durable and appropriate material pallet.

Existing mature should be retained in an enhanced setting and landscape strategy provided.

Development should be oriented to maximise solar gain.

Provide internal and external amenity spaces to conform with the London Plan and local Borough policies.

Have acceptable parking and servicing arrangements, including cycle storage provisions and re provision of any existing parking spaces lost.

8.1 USE

The proposed extension will provide valuable space and improved living conditions for prospective occupants.

8.2 AMOUNT/SCALE

The proposed scheme ensures that the size of the proposal is commensurate with the size of the plot and allows for reasonable development of the site without overdevelopment and without causing demonstrable harm.

No trees will be removed from site for the proposal. Sympathetic surfacing materials will be used on the external elevations.

8.3 LAYOUT

The layout of the proposal has been designed to maximize the floor area. The space is designed to be easy to maintain and circulate throughout. Good visibility throughout has also been considered.

8.4 LANDSCAPING

No additional landscaping is being proposed.

8.5 APPEARANCE

The appearance of the extension is to match the existing and therefore will maintain the character of the surroundings. The dwelling is designed to fit comfortably within the area. UPVC windows to match existing are also proposed. Overall the materials to be used will be of a high quality and of a specification that keeps to the historic character of the area.

9.0 ACCESS

9.1 Vehicular and Transport Links

As the proposal is for an extension to an existing property the access would be as per the existing arrangement and therefore be situated within easy reach of many local

amenities including schools, shops, super markets, places of worship, open spaces for social venues and transport options.

9.2 Inclusive Access

As the proposal is for an extension to an existing property, access is already limited by the layout of the original property to the front. Doorways are wide enough to allow easy access for less able occupiers.

9.3 Refuse

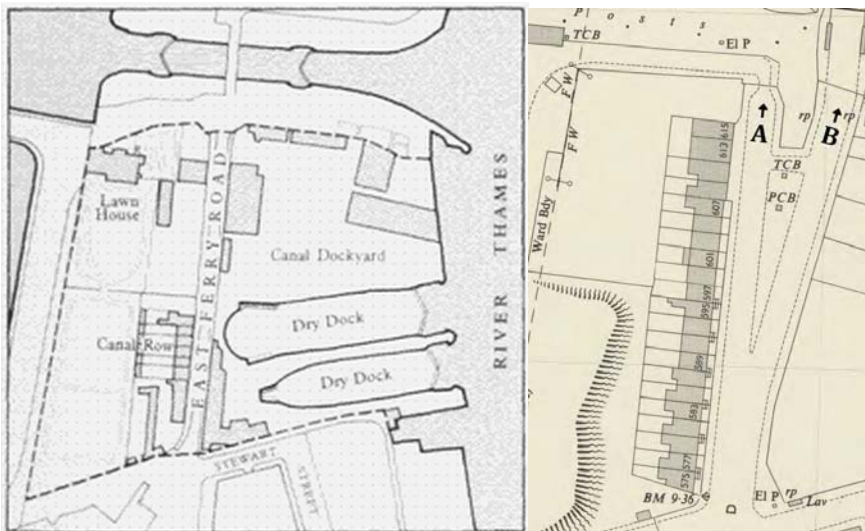
No change to the refuse and recycle storage is proposed.

10. Heritage Statement

The Coldharbour conservation area was amended to include Glen Terrace in October 2008 .

Glen Terrace, 575-615 Manchester Road dates from the 1880s. It was originally a terrace of 17 houses with four differently designed houses at the northern end (no's 609-615). The terrace was named after the Glen Shipping Line which had occupied the site at the start of the decade.

Prior to the construction of Glen Terrace, shipbuilder Thomas Pitcher built six houses in 1813 for some of his workers close to his Canal Dockyard. The terrace, named Canal Row, was built on what was then the northernmost section of East Ferry Road. This road would later become the northernmost section of Manchester Road. In the 1870s, this northernmost section of East Ferry Road was widened, which led to the demolition of the Canal Row terrace. A new terrace of 17 houses was built during the 1880s.



Manchester Road originally followed the line of Glen Terrace, crossing the West India South Dock entrance lock and joining Preston's Rd in a straight line. Due to the increasing size of ships, the entrance lock was lengthened, which meant that Manchester Road was diverted to the east. In this map, (A) marks the original path and (B) the new/current route.

No. 599 was destroyed by Luftwaffe incendiary devices during the first night of the Blitz, 7th September 1940. The badly damaged house was demolished and for many decades afterwards its site was left undeveloped. The replacement was eventually constructed in 1980s. In the 1980s, Ladkarn submitted plans to demolish and redevelop the northern end of the terrace for industrial purposes. There were protests, which may or may not have led to the abandonment of the plans.

11.0 CONCLUSION

In conclusion, we have put forward a robust strategy outlining the suitability of the proposal in terms of design, scale, massing, appearance and sensitivity to local context. Furthermore, we have made detailed reference to the adopted existing planning policy requirements and therefore, given the need for more high quality residential dwellings within London and the South-East.

The proposed development has been designed in accordance to the site constraints and surroundings with consideration of the current economic climate as well as need for the housing within London Borough of Tower Hamlets. The proposal demonstrates that it fulfills the design criteria set at the beginning of the design process and creates an imaginative response to this site which needs an urgent attention.

The scheme has an opportunity to be a very exciting project that could enhance the image and quality of existing site. The scheme design sets out with keeping traditional character at the front with stimulating and contemporary rear.

The research has shown that there are many factors, other than size that influence choice of housing such as affordability, proximity to amenities & education centers, a good quality environment with easy access to public transport and park. With the housing market suffering at a 25 year low, the proposed scheme will allow the first time buyers the opportunity to own their own home.

The proposal does not have any adverse effect on neighboring properties. And therefore the applicant is seeking for an approval from the Tower Hamlets Planning.

12.0 APPENDIX A

12.1 PHOTOGRAPHS



Existing view 1.



Existing view 2.

