

CONTENTS

1.0	INTRODUCTION		
		5.0	DESIGN STRATEGY
1.1	Executive Summary		
1.2	Contents of this submission	5.1	Site Constraints
		5.2	Massing Strategy
		5.3	Massing Precedents
2.0	SITE DESCRIPTION	5.4	Language Precedents
		5.5	Material and Coloration Precedents
2.1	Site Context	5.6	Energy & Sustainability - HQM
2.2	Transport Networks	5.7	Secure by design
2.3	Existing Aerial Views		
2.4	Site Location	6.0	DESIGN PROPOSAL
2.5	Existing Views		
2.6	Listed Buildings	6.1	Design Objectives
2.7	Existing Plans	6.2	Area Schedule
2.8	Existing Elevations	6.3	Proposed Plans
2.9	Existing Sections	6.4	Proposed Elevations
		6.4	Proposed Sections
		6.5	Proposed Overhead Views
3.0	SITE ANALYSIS	6.6	Proposed Street Views
		6.7	Refuse & Cycle Store
3.1	Building Heights Analysis	6.8	Landscaping & SUDS
3.2	Upper Wickham Lane Architecture Analysis	6.9	Internal Accommodation
3.3	High Street Material Analysis	6.10	Product Systems : Render System Commentary
		6.11	Render to Existing Walls
		6.12	Render to New Walls
4.0	PLANNING HISTORY		
		7.0	ACCESS
4.1	Local Planning History		
4.2	Planning History of the Application Site	7.1	Fire Strategy
4.3	Planning	7.2	Access Diagrams

1.0 INTRODUCTION

- 1.1 EXECUTIVE SUMMARY
- 1.1.1 35 Upper Wickham Lane is a unique site and is key to its local context. Redevelopment of it provides an exciting opportunity to utilise successful urban design principles and create a vibrant high quality mixed use development.
- 1.1.2 A full design team has also been assembled to ensure that the proposals are fully investigated, technically achievable and viable.

- 1.2 CONTENT OF THIS SUBMISSION
- 1.2.1 T2S Architecture Ltd has produced Design and Access Statement on behalf of 'The applicant', Brightstar Limited, regarding the planning application for the development at 35 Upper Wickham Lane.
- 1.2.2 The new design proposals set out in this document are comprised of a mixed use development of 6 residential HMO (House of Multiple Occupancy) units, comprising 23 bedsit rooms, and approximately 152m² of Commercial B1 Use Floor area.

1 x 3B/3P 5 x 4B/4P

1.2.3 Further commentary on the site location, historical context, and proposal information, is provided later in this document.



2.0 SITE DESCRIPTION

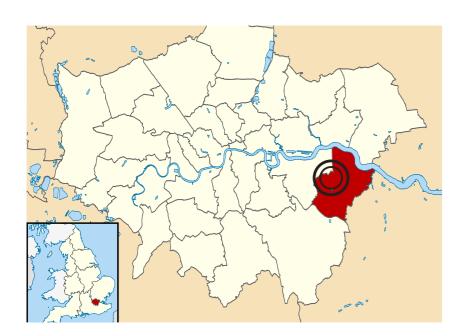
2.1 SITE CONTEXT

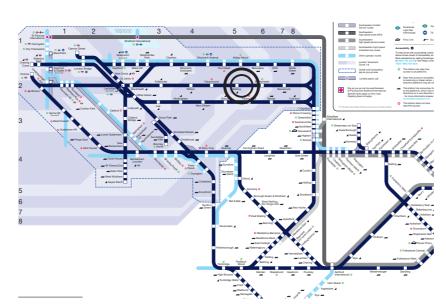
- The site is located within the London Borough of Bexley, an outer London borough. Bexley was formed in 1965 by the London Government Act 1963 from the Municipal Boroughs of Bexley and Erith; Crayford Urban District; and part of Chislehurst and Sidcup Urban District.
- Within the LBB, the proposal sits in the ward of Falconwood and Welling.
- The site does not site within a conservation area. There are numerous locally listed buildings which sit within close proximity to the site which are referenced later in this document.

2.2 TRANSPORT NETWORKS

- The proposed site is in the London Borough of Bexley and benefits from Rail and TFL Services.
- Welling Railway Station, along with the Falconwood Railway Station, terminate at London Charing Cross, London Bridge, London Cannon Street or London Victoria in a westerly direction.
- Additionally, key bus routes run along High Street. Welling is served by Transport for London bus routes 96, B15, 51, 89, 486, 625, 658, B16, N89.
- According to Transport for London, the overall PTAL rating of the site, which is a recognised category for the reliability of public transport on a specific site, is 4.







SOUTH EAST RAILWAY MAP - WELLING RAIL STATION

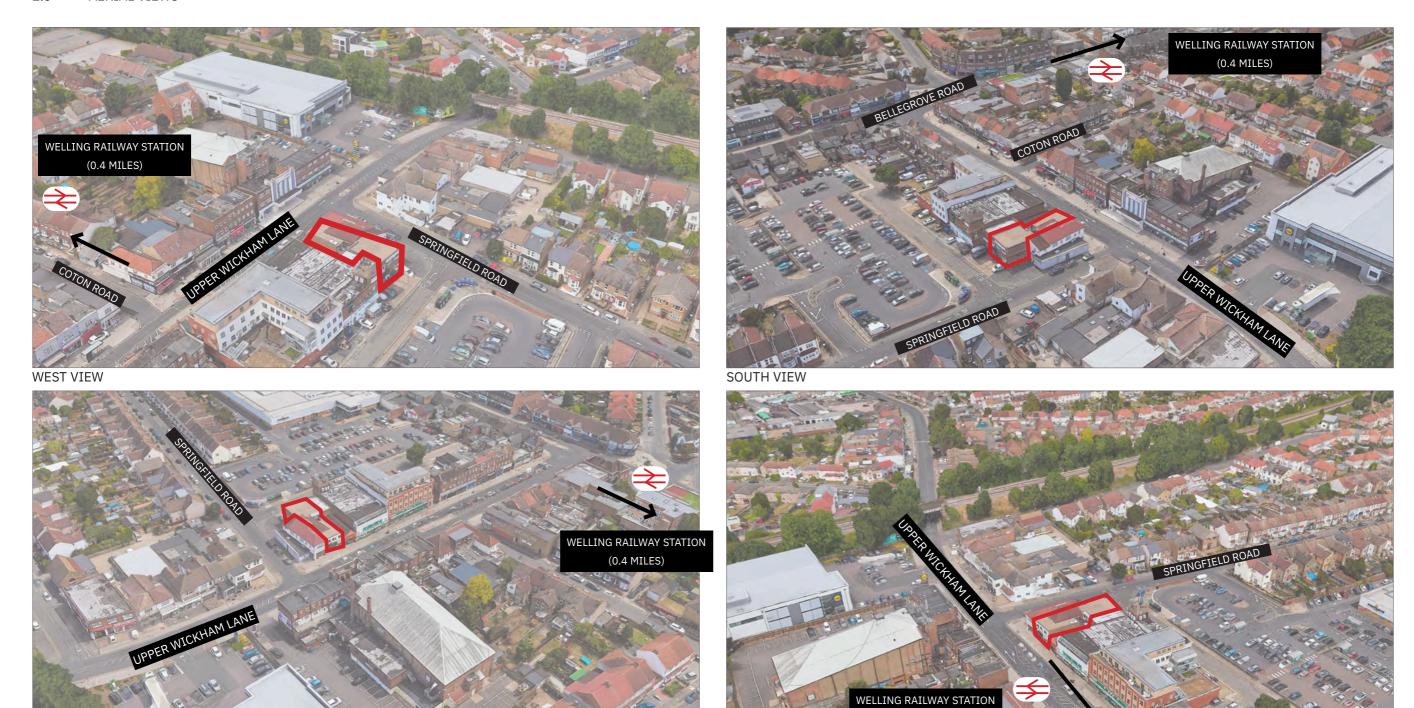


THE TFL PTAL OUTPUT FOR THE SITE IS 5



2.0 SITE DESCRIPTION

2.3 AERIAL VIEWS



(0.4 MILES)



EAST VIEW