

Design & Access Statement  
20 Woodlea Road  
N16 0<sup>TH</sup>  
5 March 2018

## **1.0 Introduction**

This Design and Access Statement provides an assessment of a modified, but pre-existing cycle store (the “Revised Cycle Store”) at 18 Woodlea Road, N16 0TH (“the Property”). Although a small development in the context of the property, the Hackney Planning Service guidance on Design and Access statements (<https://www.hackney.gov.uk/media/6645/design-and-access-statements/pdf/design-and-access-statements-guidance1>) requires that a design and access statement be prepared for any structure within a conservation area, as the Property is.

The Design and Access Statement has taken into account the requirements of CLG’s ‘Guidance on Information Requirements and Validation’ (March 2010). It also responds to the guidance in CABE’s ‘Design and Access Statements: How to Write, Read and Use Them’ (2006).

Although the store in its original form had been in place for almost 2 years as of August 2016 without any issue, it has recently been highlighted by Hackney Council (Hackney Council reference: 2017/0566/ENF) as allegedly breaching permitted development guidelines. Although Hackney Council has not reached a definitive conclusion on the matter, it has effectively invited a planning application (“the Application”) to enable a definitive judgement to be made.

## 2.0 Site and surrounding area

20 Woodlea Road forms part of a mid-Victorian terrace that is situated within the Stoke Newington Conservation Area.

Considering the fact that there are there are at least 7 cycle stores visible from the road (there may be additional ones behind hedges) within a 75 metre radius of 20 Woodlea Road in identical positions in the front gardens, and that a similar cycle store was approved at 18 Woodlea Road (application 2017/4820) we feel that the Proposal for 20 Woodlea Road would be a continuation of this tradition and would not have a negative impact upon the neighbouring properties and surroundings.

In particular:

- with regard to its scale and appearance, the store is similar to the adjacent store at 18 Woodlea road (and lower in height), and has similar appearance
- Is constructed to a high standard, using primarily wooden construction, with a living sedum green roof



**View of the cycle store from the front garden of 20 Woodlea Road**



**Left picture is 20 Woodlea Road, Right picture is 18 Woodlea Road (approved planning permission)**



**Left picture - Front store at 20 Woodlea Road,  
Right picture - Left store at 20 Woodlea Road and right is 18 Woodlea Road (approved planning permission)**

### **3.0 Site opportunities**

#### **3.1 Hackney policy on cycling and the Revised Cycle Store addressing a significant unmet need in terms of proportional availability of secure cycling alternatives in the immediate area**

Even excluding the dwellings on the adjacent Hawksley Court Estate, there are in excess of 114 dwellings on Woodlea Road and neighbouring Hawksley Road (the area outlined in the map on the top right of the corresponding site plans for this Design and Access Statement). Assuming a lower bound of 1.5 persons per dwelling that have the potential to cycle daily to work, a lower bound estimate of  $114 * 1.5 = 171$  persons within a 75 metre radius of the property come within of Hackney Council's Transport Strategy of "Primary Targets" as detailed in Section 6.6 of its corresponding policy document found at

<https://www.hackney.gov.uk/media/7007/Cycling-plan/pdf/Transport-Strategy-2015-25-CYCLING>.

Section 6.8 details Hackney's adopted long term target of 30% cycling to work journeys based on consideration of existing baseline commuter cycling levels, trip distances and projected levels in other London boroughs. Equivalently, under its own proposed strategy, Hackney is targeting  $171 * 30\% = 51$  cyclists from the Woodlea Road/Hawksley Road area to be cycling to work.

In terms of barriers to getting more people cycling to work, it is worth highlighting Section 5.6 of the same document, which notes:

"Lack of access to secure cycle parking at home, at workplaces and outside shops has been identified as a significant deterrent to cycling. The Hackney Transport Strategy 2015-2025 Cycling Plan suggested that this issue was a particular deterrent in London with 57% of London-based respondents agreeing that they would cycle more if there were more secure places to store bikes (DfT, 2010, p126)."

The impact of a lack of secure cycle parking is more pronounced than in any other London borough. Figures released from the Metropolitan Police as detailed in the Hackney Transport Strategy 2015-2025 Cycling Plan showed that Hackney had the highest number of cycle thefts of London boroughs, with 1,349 bike thefts reported in 2014 (Evening Standard, 16th June 2015).

Secure cycle parking in the immediate vicinity of 20 Woodlea Road is limited to 3 cycle hangars. Accommodating 8 cycles each, this represents a total of 24 secure cycle spaces. The number of secure cycle spaces is therefore less than half of the likely level of secured parking necessary to hit Hackney's only long term cycling target of 51 cyclists in the immediate area cycling to work.

The significant unmet need for secured cycle spaces in the immediate area is underlined by our personal experiences in trying to secure even a single space in one of the cycle hangars. At the time of the initial installation of the Original Cycle Store there was only a single bicycle hanger in the immediate area, but despite being on a waiting list for the Woodlea Road cycle hangar since its installation in 2014 it has been full since that time. A visual inspection of the additional hangars that have since been installed since the Original Cycle Store was built indicates both of these are also full.

In summary, numerical analysis underpinned by our own personal experience indicates that there were and are insufficient secure alternatives to the Revised Cycle Store available for cycle parking in the immediate area, in particular in sufficient numbers to hit Hackney's own published cycling targets. The Revised Cycle Store therefore addresses a significant unmet need in terms of secure cycling storage.

## 4.0 Design

### 4.1 Construction and materials

As can be seen from the photos of the cycle store, it is well built, of wooden construction, and decorated neutrally. In construction, colour and tone it is broadly aligned with the similar cycle store in the immediate vicinity of it. For the avoidance of doubt, the dark grey structure in the bottom right photo below is a cycle store in the neighbouring property of 18 Woodlea Road which was granted planning permission under ref 2017/4820 on 06-02-2018.



### 4.3 Daylight and Sunlight

Due to the existing massing, layout and orientation of the property and terrace, the Revised Cycle Store does not significantly impact on views from neighbouring properties or daylight and sunlight penetration.

### 4.4 Sustainability

The Revised Cycle Store has been constructed entirely from wood sourced from sustainable forests and purchased from local suppliers in Hackney. In addition, the roof is planted with a sedum green roof. The cladding used on the side panel is Equitone Lines fiber cement panel, reused from work to the rear of the property, and used on a number of acclaimed architectural projects including the 2014 Clerkenwell Design Pavilion

## **5.0 Planning Context**

### **5.1 Local Applications**

The cycle store at the adjacent property, 18 Woodlea road, was granted planning permission in application 2017/4820 on 06-02-2018. The size, construction, scale and appearance of the cycle store at 20 Woodlea road are in line with the adjacent property, and the store has been constructed to minimise the height of the store, being 1380mm at its highest point and 1230mm at its lowest. The depth is 1060mm (exactly the same depth as our adjacent neighbour's cycle store at 18 Woodlea Road.

As detailed earlier in this document, there are at least 7 cycle stores visible from the road (there may be additional ones behind hedges) within a 75 metre radius of 20 Woodlea Road. These are all sited in identical positions in the front gardens to the subject of this planning application.

We have reviewed over 100 planning applications made for modifications to properties in the immediate vicinity of 20 Woodlea Road since 2001 on the Hackney Planning Portal. There have been 30 planning applications in Woodlea Road and in excess of 70 in the neighbouring Hawksley Road loop. Apart from the aforementioned approved application at number 18, none of these applications are for the construction of a cycle store, despite the large number evidently in the immediate area.

Whether through coming under the category of permitted development or otherwise, there are considerable precedents for cycle stores in the immediate area.

### **5.2 Local Planning Guidance and alignment with Hackney policy on the construction of cycle stores**

Quoting directly from the relevant section for cycling parking for residents in houses on page 23 of Hackney's cycle parking guidance found at <https://www.hackney.gov.uk/media/2787/Cycle-parking-guidance/pdf/Cycle-parking-guidance>

"Cycle parking for residents should be provided in a secure lockable enclosure. It is preferable that this is within the footprint of the building or within the 'private space' of individual dwellings. In both instances, it should be in a fully enclosed solid structure with secure entrance lock and secure fixings. This will need careful consideration in terms of urban design. To promote ease of use and modal choice the parking should preferably be at the front of the building either in specially constructed storage or an easily accessible garage."

The Cycle Store meets the above criteria in terms of location, structure and security. Although the level of design and aesthetics deployed is naturally subjective, the materials used and aesthetic appearance have been given great care and attention, are sensitive both to the adjacent cycle store, and the overall character of the streetscape and includes the use of environmentally sensitive materials.

### **5.3 Use**

The Cycle Store is used daily for the commutes both of the adults living in 20 woodlea road, and by the children for their cycle to a local school. This is in line with Hackney cycling policy, specifically the

Cycling strategy target of 5% of primary school children to cycle to school <https://www.hackney.gov.uk/media/7007/Cycling-plan/pdf/Transport-Strategy-2015-25-CYCLING> which directly highlights the issue of cycling storage:

*“Lack of available space for cycle parking at Primary Schools is also a key issue and has to be factored into cycling targets.”*

Lack of space and the need to keep a clean environment within the house leaves no alternative in terms of keeping the family’s cycles within the house.

## **6.0 Summary and Conclusions**

The Design and Access Statement provides an analysis of the proposed development in terms of design and access. It outlines the design rationale that underpins the scheme and demonstrates that the development proposals are based on a positive and sensitive response to the site's opportunities and the constraints in terms of no viable alternatives to securely locate cycles.

The development will significantly improve the standard of residential accommodation on the site whilst positively contributing to lowering pollution in Hackney via a reduced dependence on private or public transport and also The development is compliant with the objectives and requirements of the planning policy framework with regard to design and access matters, in particular with regard to Hackney's own cycling strategy. We respectfully conclude that planning permission should be granted.