

Planning Brief

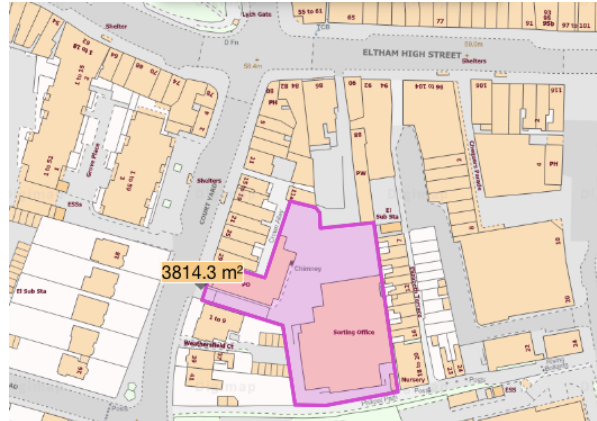
Eltham Royal Mail Sorting Office and Post Office Site
33 Court Yard, London, SE9 5DD-5DB



Kyle Bannister

1. Introduction and Background

This planning brief has been prepared with the objective of guiding the future of the Eltham Post site and provides a framework for future use and development. Eltham is a major town centre in within the Royal Borough of Greenwich which seeks to become a destination for residential, commercial, leisure, and cultural activities. The Eltham Post site is in the middle of Eltham Town Centre, just off of Court Road. The site currently houses a Royal Mail sorting office as well as the Eltham Post Office which will be relocated in anticipation of development. The size of the site is 3,814 metres squared and prime to facilitate new development.



Area of site

2. Existing Use

The site currently is occupied by a Royal Mail sorting office as well as the Eltham Post Office. The sorting office and the post office are two separate buildings, with the post office on Court Road and the sorting office behind the post office away from the street. The sorting office currently can only be accessed via a driveway off of Court Road, although the site is in close proximity to Philipot Path and an alleyway which leads to Eltham High Street. The site is currently Class E/B.



Driveway to sorting office off Court Road



Alleyway to site as seen from High Street



Sorting office as seen off of Philipot Path

3. Surroundings

The area surrounding the Eltham Post site typical of that of a town centre, with the nearby Eltham High Street being mostly commercial (Class B) and the streets surrounding it being mostly residential (Class C). Directly adjacent to the west to the property is Court Road, which is mostly commercial, Philipot Path to the south in which there is a church and a community hospital, Elizabeth Terrace to the east which has a row of terraced homes as well as a daycare, and Eltham High Street to the north, which is heavily commercial.

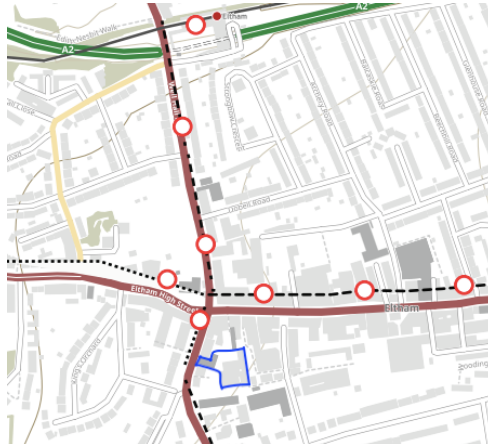


Use map of area, the post sorting office is in yellow.

Residential areas are in red, commercial in blue, and community uses in green.

4. Accessibility

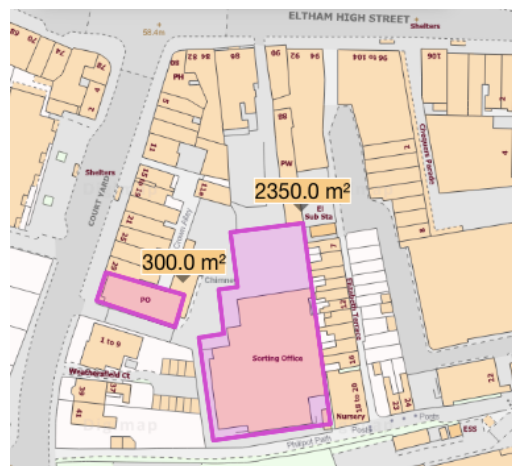
The site at the moment is constrained with only having one entrance and exit, however its close proximity to Eltham High Street and Philipot Path would increase pedestrian accessibility. The site is also in a valuable location in terms of public transportation accessibility as 6 bus lines are less than 100m from the site, and the Eltham rail station is about 600m away, which is equal to a 10-minute walk. The public transit connectivity allows future developments to be car free, leading to less need for parking.



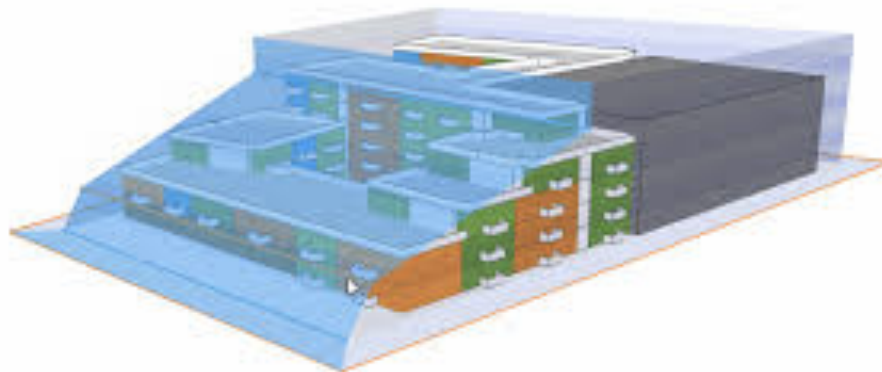
Bus stop and train station locations in relation to site

5. Potential for Development

The Eltham Post site is an area that is prime for reasonable development. It is currently recommended that the site be used for residential development as housing is a high priority for Eltham and the Royal Borough of Greenwich. The site makes for a good residential space as it is centrally located but away from the busiest streets. The current sorting office is between 3 and 4 storeys and the post office is 1 storey. The buildings adjacent to the post office are 3 storeys tall and the tall ceilings of the sorting office can be equivalent to that of a 5 storey residential structure. It is recommended that new development take on the height characteristics of the surrounding town centre. A potential strategy would be to have setbacks in which the tallest sections of a residential building are facing Eltham High Street and descend in height towards Philipot Path. Setbacks that descend in height towards the south would also be beneficial in increasing the amount of sunlight the building would get in the winter. Most importantly, the setbacks would bring an appropriate scale to each area of the development. The site would work well if there were two separate buildings, a mixed use 3 storey building on Court Road on the current site of the post office, and a residential building on the site of the sorting office and parking lot. Pedestrian accessibility could be increased by incorporating the alley that leads to Eltham High Street and by removing the wall along Philipot Path.



Possible building footprints

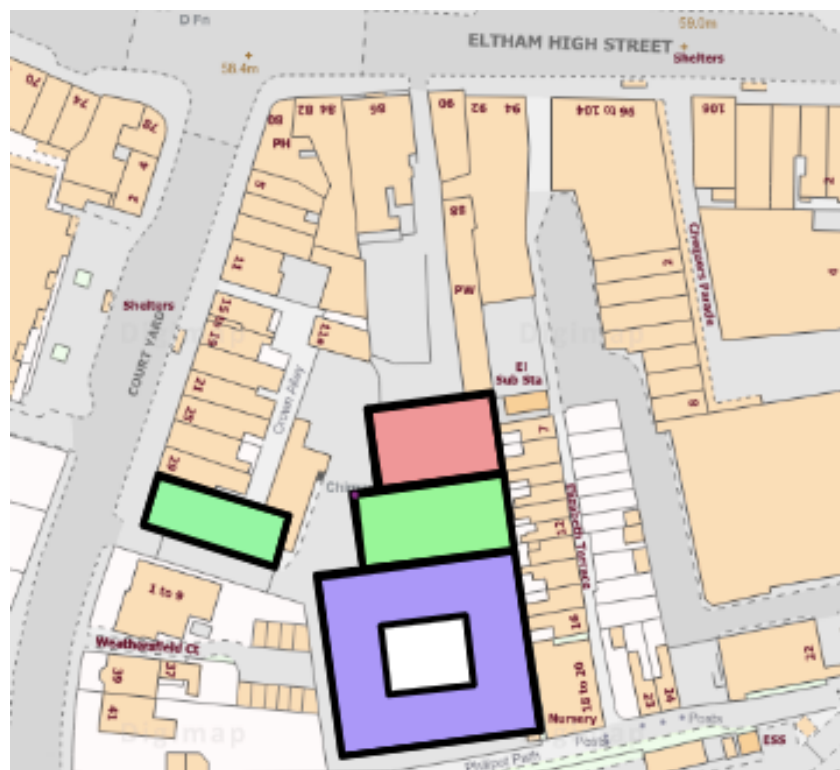


Philipot Path



Eltham High Street

Example of Setbacks



Possible Building Heights

Red: 4-5 Storey

Green: 3 Storey

Blue: 2 Storey

White: Courtyard



Black : Structure
 Purple: Car
 Blue: Pedestrian

6. Development Requirements

New developments that would be taking place in Eltham must follow the regulations of the Royal Borough of Greenwich, London, and national government of the United Kingdom. Some requirements worth noting include Royal Borough of Greenwich Policy H3 which calls for the addition of affordable housing units, in which at least 35% of total units must be affordable. There is also a requirement in the London Plan Policy S4 for children's play space, which could be placed in the courtyard outlined in the potential development strategy. There is also a requirement in the London Plan called Core Strategy Policy H2 which calls for flats that have 3 or more bedrooms, which would be best placed in the south side of the main residential building, either facing or adjacent to the children's play space courtyard. Due to the area's great connectivity with public transportation, the development could be considered under the car free development scheme outlined in Policy IM(c) in the Royal Borough of Greenwich Development Plan. Provisions for handicapped drivers are made with the addition of parking spaces with extra spaces to spare for a local car club for communal car sharing and bicycle flat as outlined in policy T5 in the London Plan. A final requirement worth noting is the London Plan Policy 3.5 which states that new housing developments must be of the highest quality, internally and externally. Policy 7.1 sets out the overall objectives that good design should achieve. Policies 7.2, 7.3, 7.4, 7.5, 7.6, 7.7 provide further detailed requirements for place shaping and achieving a good quality built environment.