

PLANNING, DESIGN AND ACCESS STATEMENT

for the proposed demolition of the existing house and the construction of two separate blocks each comprising four new apartments at:

61 THE AVENUE, BECKENHAM.



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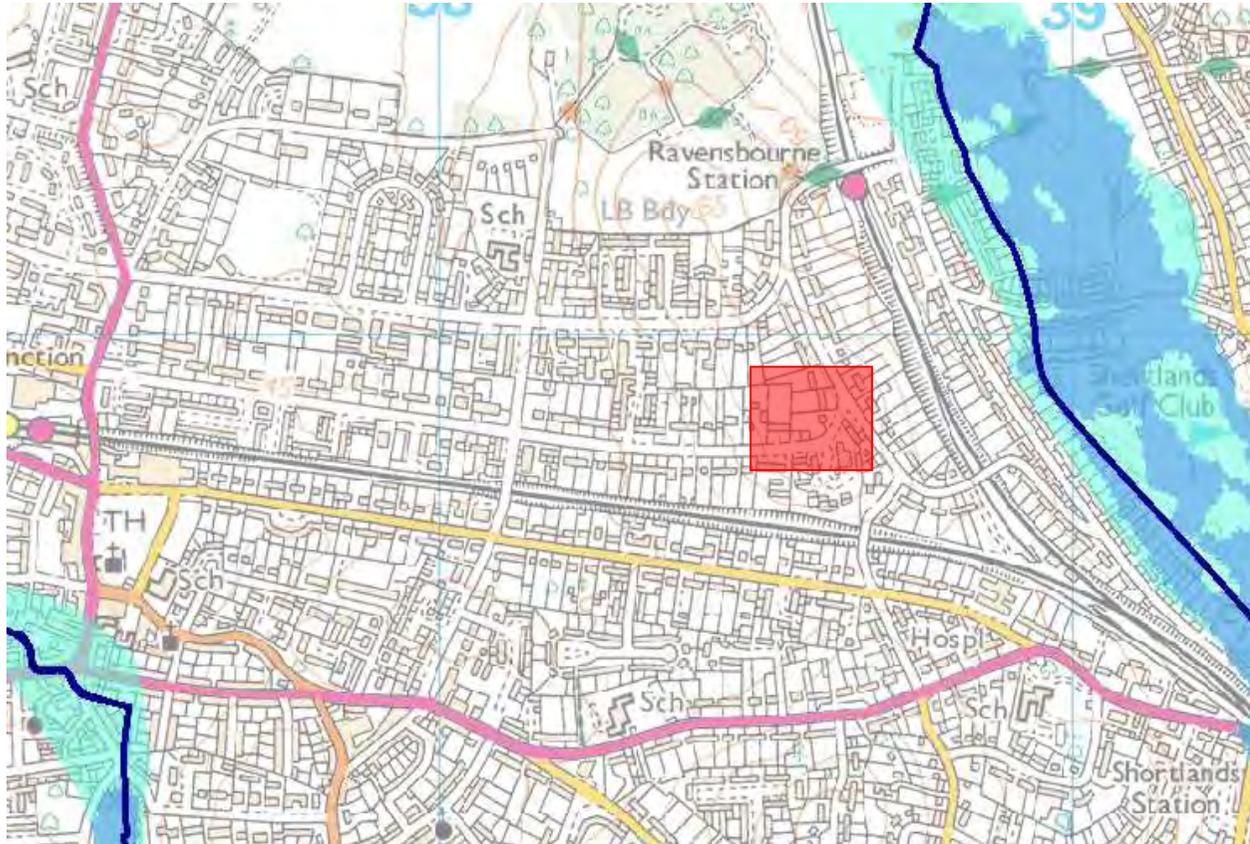
Introduction

The Site and Surrounding Area

The application site is located to the northern edge of The Avenue at the eastern end toward Downs Bridge Road and forms the southern boundary of the Downs Bridge Road Conservation Area. The Avenue is an unmade and unadopted highway. The site comprises a detached two storey dwelling to the northern boundary and set within a larger corner plot. The other properties within the conservation area are of a commensurate size and scale, although set generally within smaller plots.

To the south of the site is the flatted development of West Oak which falls outside of the conservation area, with the four properties within the conservation area to the west (No's. 55 – 59a) being detached two storey dwellings. Beyond this to the west at both the northern and southern edges of The Avenue the development is predominantly blocks of flats ranging in size and design.

Flood Risk



Reference to the Environmental Agency Flood maps indicates that the site is not within or close to an area of flood risk.

Planning History

81/01123

Two detached houses

Refused Permission.

82/01136

Four terraced dwellings

Refused Permission.

NB: Both of these applications relate to the erection of 59 and 59a on land that was formerly part of No. 61. The refusal of the two dwellings under ref 81/01123 was subsequently allowed at appeal, with the inspector commenting:

Also of note is the currently pending application for a single storey side and rear extension to 67 Downs Bridge Road, ref: 14/03308. This property has also benefited from permission for a two storey rear extension and garden store under ref: 09/01850

14/03502

Demolition of existing house and erection of two blocks comprising 4 apartments each

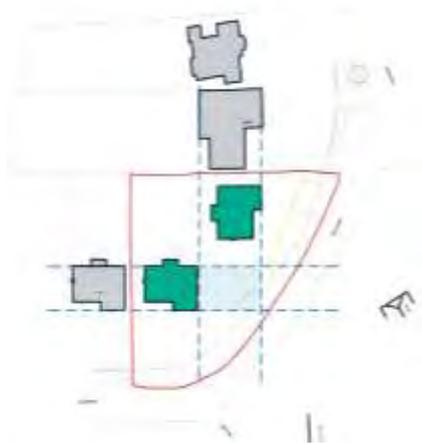
Refused Permission.

Appeal dismissed

Design

Site Analysis and Layout

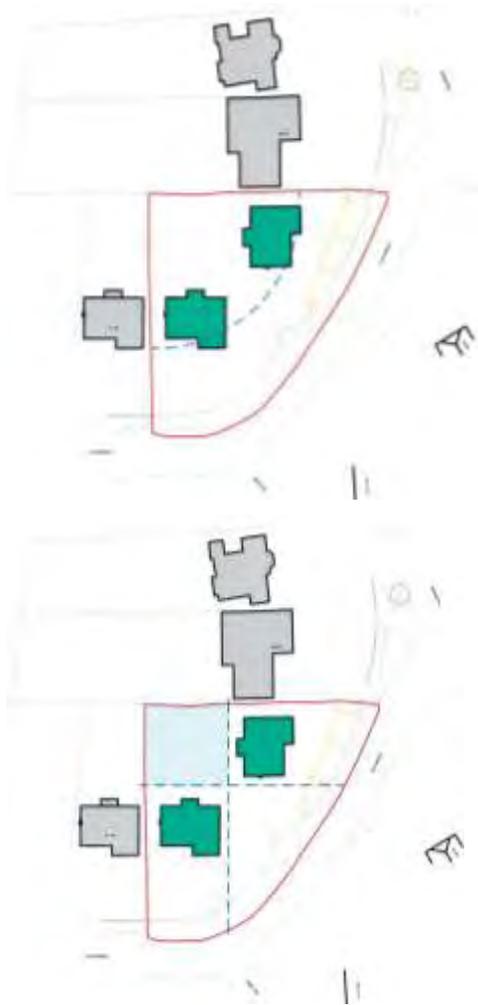
- Triangular on plan
- 2 no. distinct building lines
- Significant planted frontage
- Open character to substantial front boundary needed to follow the established Conservation Area character



Site plan indicating the zone available for building respecting the building lines of the existing dwellings.

Pre App request by the London Borough of Bromley Planning Dept. to have separate buildings, therefore no building is allowable in the hatched area indicated.

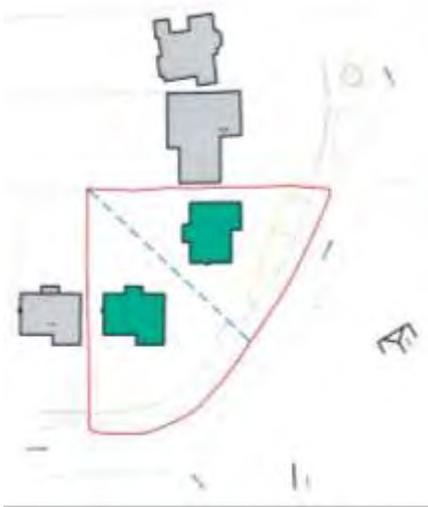




Site Plan indicating the curved frontage which is substantially planted with trees and large shrubs

Site Plan indicating the typical rectangular plot required for two sympathetically sized dwellings which respect the established building line and the character of the Conservation Area.

This layout demonstrates the resulting clash of the rear gardens to both dwellings.(hatched blue)



Site Plan indicating an alternative triangular plot required for two sympathetically sized dwellings which respect the established building line and the character of the Conservation Area.

This layout demonstrates the resulting minimal rear gardens which also gives rise to an overlooking issue that would negatively impact on the welfare of the occupiers.

This site therefore lends itself to a flatted development in 2 blocks with shared amenity and this accords with the advice given in the original Pre App report (PREAPP/13/00488) by the London Borough of Bromley Planning Dept where it was stated that “...two separate buildings would be a more preferable form of development”

Character and Appearance

The Conservation Area is broadly characterised by detached dwellings which the Council’s Downs Hill Conservation Area Supplementary Planning Guidance states are unified by their age and reference to neo-tudor and neo-vernacular elements. The dwellings are generally set back from the road behind large landscaped gardens which contributes to a sense of spaciousness which is sometimes re-enforced by



gaps between buildings, or those parts of buildings which are located close to a side boundary. The form and siting of the buildings together with their landscaped setting combine to give the conservation area a spacious semi rural quality.

The proposed development is the form of two detached properties that are designed to give the appearance of two large detached dwellings within the street scene. The roof design, whilst incorporating habitable rooms, is hipped with dormers. Both buildings are finished with appropriate materials and include design features typical of the conservation area including tiled pitched roofs, bay features, dormers, porches, timber framing with render and brickwork.

The two properties are set-back from the sites frontage and broadly reflect the siting of their immediate neighbours at 59a The Avenue and 67 Downs Hill Road. The buildings are set within landscaping grounds with approximately 500 square metres of amenity space. The frontage is well screened by retained mature vegetation and trees with new trees proposed together with shrub planting.

The proposals seek to positively address concerns stated in the appeal decision of the previously submitted scheme for this site. Areas of hardstanding for parking has been reduced to 8 cars and directly relate to the two detached buildings. Two entrances are proposed to open up some views into the site from the highway and respect the conservation areas established character of a semi rural appearance.





Current Proposed Site Plan



Previously Proposed Site Plan



The proposals also seek to positively respond to concerns raised over the scale and bulk of the buildings. Roof heights have been substantially lowered to be more sympathetic to neighbouring properties.

The buildings have also been reduced in width and located further from the boundaries to minimise overshadowing and to present a development which does not appear cramped and dominant thus respecting and enhancing the character of the Conservation Area.



The Avenue elevation. (Outline of the previous scheme shown dotted)



Downs Hill Road elevation. (Outline of the previous scheme shown dotted)



Living Conditions

The rear of the proposals feature balconies at first floor level, 2 on one building and 1 on the other. To minimise the possibility of any over-looking of neighbouring properties that may result from these each rear elevation on this scheme has an increased distance from the opposing garden boundaries from that of the previous scheme. Additional strategically positioned screen planting, retained and proposed trees have been incorporated into the scheme proposals. The Appeals Inspector's view on the previous scheme was that any views at closer quarters looking north-west from the upper floor rear windows towards the neighbours' gardens would be at an angle, and would not differ significantly from what may reasonably be expected in a residential environment such as this and he was satisfied that the limited overlooking that would result from the scheme would not cause significant harm to the adjacent occupiers' living conditions. The new proposals however improves on these to further minimise overlooking.

The new proposals also address and improve issues of over-shadowing, despite the Appeals Inspectors view that there is no substantive evidence to demonstrate that significant harm would be caused.

Concerns regarding vehicular movements have also been addressed by the removal of 4 parking spaces reducing the parking to 8 spaces, 4 per flat, and increasing the amenity areas. This allocation of spaces remains in accordance with the London Borough of Bromley's parking standards for residential developments of 1:1.

The Appeals Officer was not persuaded that reasonable use of the proposed flats and vehicular movements associated with them would cause significant noise or other disturbance to local residents, however this proposal seeks to allay the residents concerns.

The Street Scene



Proposed The Avenue street elevation



Proposed Downs Hill street elevation

These street scene images show how the scheme has now fully addressed the issues and allows the buildings to blend in with the character of the area by resembling individual dwelling houses.

Use

The proposed use is appropriate for the existing predominantly residential area in which it is located.

Accommodation Mix

The scheme provides a total of 8 units (two blocks of 4 units) over two floors with accommodation within the roof spaces.

Layout

The site layout has been carefully considered to create continuous complementary frontage along Downs Hill Road and The Avenue, whilst creating private amenity space and parking within the site and maintaining good separation from adjacent properties to minimise the potential for over-looking issues

Consideration has also been given to the materials used as hard surfacing of the site so that the access roadway and parking area appear as courtyards to create a sense of identity to these areas for the residents who live there. These areas are further enhanced with the inclusion of strategically placed trees and shrubs to create a more pleasing environment for the residents. It is intended that the parking areas will be a shared surface and the carefully chosen materials will help to ensure that vehicle movements are kept to a low speed to increase the safety of the residents.

The existing building lines to the front of the site along Downs Hill Road and The Avenue is respected and reduces the impact of the proposed development on the adjacent buildings.



Communal waste and recycling stores will also have carefully selected planting surrounding them to minimise their impact on the development.

Noise

In line with the requirements of the NPPF, it is important to ensure that noise does not give rise to significant adverse impacts. This relates to the noise produced by a development and also the effect of noise on the development. Although this is not quantified in the NPPF, the noise should not have an adverse impact on the health and quality of life of future occupants.

Scale

The height of the proposed apartments fronting Downs Hill Road and The Avenue respect the heights of the adjacent buildings to create a sympathetic and proportional massing and a logical ridge height

The height of the buildings within the site are comparable to the height of the neighbouring properties.

Street elevations and detailed floor plans have been provided at a recognised scale to demonstrate how the proposed building frontages integrate within the street scene.

Landscaping

There are a number of mature trees to the front boundary and within the site and these are to be retained where possible. An Arboricultural Study has been undertaken and the report accompanies the application.

The site also has mature overgrown hedging along the front and a side boundary. It is proposed that this is to be generally cleared or thinned and replanted with a more appropriate hedging to enhance the kerbside appearance of the development and improve the street scene in this area. A landscaping scheme has been prepared and also accompanies the application.

Specifically selected new trees will be provided in key locations, as agreed with local residents during the consultation process, to soften the scheme when viewed from Downs Hill and The Avenue. The new trees will also serve to increase privacy to adjoining owners, whilst at the same time enhancing the external areas of the development for the occupiers.

It is proposed to retain a good quality Silver Birch which is located towards the centre of the site, but its proximity to the proposed buildings is noted. A condition stating that should the tree not survive as a result of the construction process a replacement tree of the same species should be planted in the same location is accepted.

Additional soft landscaping has been added to this scheme inbetween the buildings to reinforce the sense of individual dwelling houses on two separate plots.

Sustainability

Transport Considerations

The site is in a sustainable location. It is within walking distance to Ravenbourne and Beckenham Junction train and tram stops, and is served by a local bus service

Train services from Beckenham Junction provide access to London and Sevenoaks

The Tramlink provides routes to Croydon, New Addington, Wimbledon, Crystal Palace, Beckenham Junction.

Downs Hill Road is served by 1 main bus routes, comprising the 354 from Bromley North to Penge

Energy Considerations

The development will be to a high construction standard and in accordance with the current Building Regulations, including compliance with Part E in respect of sound transmission, and the incorporation of energy conservation elements where possible, including: water reduction and low flush toilets, and 'A'-rated condensing boilers and low energy light fittings.

In the design preparation of the proposed scheme consideration has been given to the following:

- Sustainable drainage systems soak ways, permeable surfaces
- Water use reduction and low flush toilets
- Low emissive glass and high performance window frames
- Sustainable construction, sourcing materials locally and the usage of FSC certified timber
- A-rated condensing boilers and low energy light fillings.
- Achieving BREEAM and C02 reductions.

Contamination of Land

The proposed development will be primarily built on a residential plot . It is therefore considered that a Contamination Report is not required.

Access Statement

Introduction

The proposals provide 8 apartments in two detached blocks (4 in each) .The accommodation is laid out over 2 main levels with accommodation within the roof space and level access.

The Site

The application site is in an area with a Public Transport Accessibility Level (PTAL) accessibility rating of 1b (on a scale of 1a - 6b, where 6b is the most accessible), as indicated on maps produced by Transport for London (TfL). The site is therefore considered to have a lower level of accessibility to local public transport links.



PTAL and Parking Standards

PTAI Study Report File Summary

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PTAI Run Parameters

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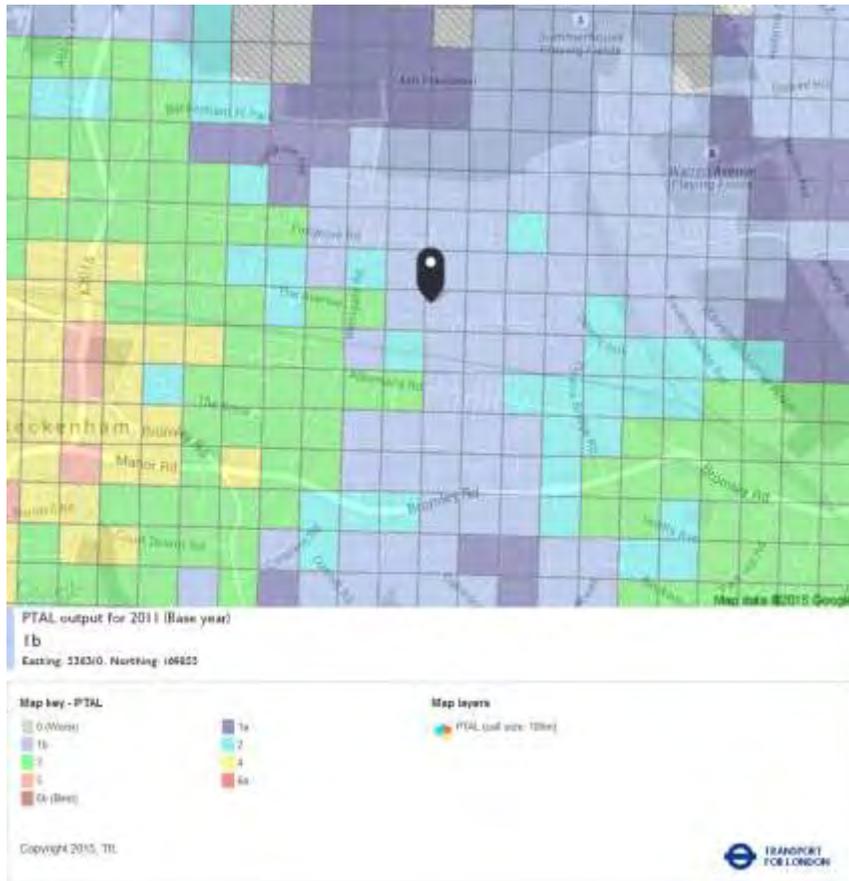
Walk File Parameters

Walk File: PLSQLTest
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 BUS Reliability Factor: 2.0
 LU LRT Walk Access Time (mins): 12
 LU LRT Reliability Factor: 0.75
 NATIONAL_RAIL Walk Access Time (mins): 12
 NATIONAL_RAIL Reliability Factor: 0.75
 Coordinates: 538604, 169866

Mode	Stop	Route	Distance (metres)	Frequency (vph)	Weight	Walk time		
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BUS	14.75	2.03	2.03	219.97	3.0	1.0	2.75	12.0
LT SAP Points Not Found								
NATIONAL_RAIL	0.33	0.5	6.15	91.66	97.81	0.31	0.15	492.1
NATIONAL_RAIL	0.33	0.5	6.15	91.66	97.81	0.31	0.15	492.1
NATIONAL_RAIL	0.5	6.15	91.66	97.81	0.31	0.15	492.1	0.33
NATIONAL_RAIL	0.33	0.5	6.15	91.66	97.81	0.31	0.15	492.1
NATIONAL_RAIL	0.5	6.15	91.66	97.81	0.31	0.15	492.1	0.33
NATIONAL_RAIL	1.0	6.15	15.75	21.9	1.37	1.37	492.1	2.0



Total AI for this POI is 4.15
PTAL Rating is 1b.



PTAL Rating Map.

Access

Access and egress to/from the site is to be provided via two new crossovers directly off The Avenue. The existing access point will no longer be required and will be closed off and the soft verge reinstated.

The proposed access provides the necessary 1.5m x 1.5m pedestrian visibility splays being maintained behind the back of the verge and footway with no obstructions above 0.6m in height. Vehicular visibility is in excess of required standards.

Traffic Generation and Impact

Traffic generation for the proposed development is minimal in traffic impact terms against the annual average daily traffic flows (AADT) in this area. No adverse comments from the Highways Officer were made in respect of the previous application.

Internal Layout

8 car parking spaces are provided as part of the proposals. Each of the parking spaces is a minimum of 2.4m x 5.0m in dimension.

Sufficient turning heads have been provided within the site allowing vehicles to perform an efficient 3-point turning manoeuvre and egress back onto The Avenue in a forward gear.

Building Access

Main pedestrian routes will be clearly lit and defined in surface changes to accommodate free and easy movement across the site.

Entrance

The main entrance to the proposals will be designed with a porch/canopy to protect occupants and visitors from the elements. The main entrance doors and the porches to each block have been designed to resemble domestic doors and porches to reinforce the appearance of individual dwelling houses.

General Use

There is provision for a WC at the entrance storey of each dwelling, accessible to less able users to meet the requirements of part M.

Conclusion

This application offers several key benefits and advantages;

The scheme will provide much needed residential accommodation and provides 8 good sized apartments, increasing the number of small units in the area and contributing positively towards LB Bromley's housing targets in a sustainable and accessible location.

The proposals make good use of an under-used site with low visual interest within this part of the Borough of Bromley, and will improve the appearance and security of the site and its surroundings with buildings which respects the existing adjacent housing stock in the area

The proposals respond positively to the character of the Downs Hill Conservation Area and the comments made in both the Pre-App and Appeal decisions.