

**Design and Access Statement Redevelopment at
74 Madeira Avenue, Bromley, BR1 4AS**



Proposal

Demolition of existing bungalow and replacement building comprising 5, two bedroom apartments each with off road parking.

Site and Location

The application site is located on the north-east side of Madeira Avenue, Bromley. This is a residential area with a mixture of housing style and types. The application site currently has an existing bungalow on the site. The site has a low PTAL rating 1b (on a scale of 1-6, where 6 is the most accessible).

Planning Policies and Background of application

Over the last five months the project has evolved through the pre-application process. A dialogue has been going back and forward between the Planning Department, the client and the design team to assess all design parameters on the site. At pre application stage the scheme has been sent out to all interested parties at the council including Highways, Tree Protection, and Environmental Health. The Project has evolved to respond to and answer all issues that have been raised. Items such as dropping from 6 to 5 units on the site, removal of the front dormer so the project is more in keeping with the locality are some of the amendments or changes that have been made to the original application. Further to the pre-application advise, please find the below document justifying the development in planning policy terms.

Housing Supply (Policy H1, NPPF, LPP 3.3 & LPP 3.4)

The proposal utilises a brownfield site to accommodate additional residential units within the borough. The National Planning Policy Framework (NPPF) encourages such development to meet the needs of the borough additional housing. It is also encouraged in London Plan Policy 3.4 which states that development should optimise housing output for different types of location taking into account local context and character, design principles and public transport capacity.

In view of the fact that the application site is currently in residential use no objection has been raised in the initial pre-application advice to the continued use of the site for residential purposes providing a suitable residential environment for future residents is put forward.

Housing Density and Design, Design of the new development, Local Character, Architecture & Refuse Storage, Designing out crime (Policy H7, BE1, H9, LPP 7.4 & LPP 7.6 LPP 5.16, LPP 7.3)

In terms of density the site, with five units as put forward on this proposal, this equates to approximately 65 dwellings per hectare. Table 3.2 of the London Plan advises that in suburban locations such as this should have a residential density within the range of 70-76 dwellings per hectare. Therefore with our proposal we are proposing a greater spatial standard than is expected in the London Plan.

Comments received from the Environmental Health department stated that regard should be had to the Housing Act 1985's statutory space standards contained within Part X of the Act and the Housing Act 2004's housing standards contained within the Housing Health and Safety Rating under Part 1 of the Act, which the scheme surpasses.

The design of the proposed building has been designed to match the height and scale to the neighbouring houses and those along the road to limit the impact on the

character and appearance of the street scene. The architectural detail of the property has been taken and replicated from neighbouring properties to maintain continuity of design and blend in with the street scene. The original scheme had a dormer window on the third floor, which has been removed and replaced with a pair of roof windows as advised by the planning officer at the pre application stage, to match in with the adjoining property on the left.

The development would sit in the same footprint of the original bungalow extending to the front by 2.5m and the rear by approximately 5m. The proposed footprint respects the building line of the road to the front with a staggered front elevation, and repeats the relief at the rear staying within a 45 degree line from the rear corners of the neighbouring buildings. Although the building is proposed to be three storey with room in roof construction at the front of the site, due to the gradients of the site, the rear construction is two storey with room in roof construction. The ground floor storey at the rear (first floor when viewed from front) is also dug into the site reducing the impact on the neighbours further. Utilizing the gradients of the site it allowed the rear massing to have no detrimental impact on the neighbouring properties.

The design of the building will be brickwork to the ground or entrance level and render with half timbering to first floor and above. This design language will be replicated around the building. The building uses the adjoining building on the left as the design inspiration to keep the new proposal in keeping with the local street scene. The aim of the building is to make the apartments look as if they were a single large house, to blend in with the locality.

The aim of the proposal is to look like a large single house with two integral garage. The top floor apartment has an additional parking space (one of the proposed garages), with the second garage housing the cycle store for the apartments. The refuse store is located on the side elevation to the left of the main entrance with direct access to the pedestrian access path to the building, disguising the location from the frontage. An open porch has been provided to the front to provide cover when accessing the front entrance which would also be in keeping with a large house in the borough. The design has accommodated all items required for five apartments and incorporated them into the design and enabling them to be user friendly such as the cycle store and refuse store to the front to provide a high quality building whilst not allowing the items to detract from the general architecture in the road.

The proposal has been designed to avoid any lurking points the side accesses are to be secured by way of 2.0m high iron gates (to allow sight lines through). The rear access to the garden is from a secure side access within the site as opposed to needing direct access from the frontage.

Standard of accommodation Quality and Design of Housing Developments & Residential amenity (Policy 3.5 London Plan & SPG)

The minimum internal floor space required for residential units on the basis of the level of occupancy that could reasonably be expected within each unit, should have a Gross Internal Area of 61sqm for a two bedroom three person flat. The standard of the proposed scheme exceeds this limit by approximately 10m² per unit for the first and second floor apartments, and more than double for the top floor (see flat area schedules below). The aim of the proposal is to provide a high quality environment and level of spatial standards for the occupants. In addition the client is also proposing to provide an additional secure dry storage area allocated for each of the proposed apartments on the entrance level of the proposal.

Apartments 1 & 3 = 71.7m²

Apartments 2 & 4 = 69.8m²

Apartment 5 = 124m²

Apartments 2 to 5 share a communal garden to the rear which is accessed via a door from the main stairwell. In addition Apartment 1 has its own direct outdoor space, and Apartment 5 has an inset terrace with roof over. The terrace is fully screened within the roof structure of the rear gable so to avoid any overlooking of the neighbouring gardens.

Side Space (Policy H9)

The proposal respects the requirements of Policy H9 and the UDP by providing a minimum of 1.0m (as required in this locality) between the building and boundaries for the full height of the structure where the building is two or more storeys high. This was confirmed as acceptable within the pre application report for the site.

Parking (Policy T3) & Development and Trees (NE7) Cycle Parking

Following on from the pre application advice from highways, the development has been reduced from 6 apartments to 5 which allows for 1 off road parking space per unit to the frontage which was considered acceptable by highways.

There are at present two obstacles in the pavement to the frontage one being a streetlight and the other a tree. The parking for the proposal has been redesigned further to the pre-application to allow for 5 spaces maintaining the position of the street light. The tree however is proposed to be removed and reinstated further up the road.

The Council's Street Trees department has concluded that the removal of the street tree would be permissible providing the total costs of £1,880 were borne by the client. The Council would seek to replant in several suitable locations nearby to compensate for the loss of the trees amenity value.

The Council's Tree Officer also stated that the site has a blanket TPO for all of the trees located in the rear garden of the property. The drawings have been looked at by the Council's Tree Officer who did not raise any objections to the proposed scheme. All trees to the rear garden are proposed to be retained and suitably protected during the construction process.

Each unit is to be provided with cycle storage or a single bicycle as set out in the LPP 6.9. The location of the cycle store is to be at the front of the building behind one of the garage doors. There is also the option should the occupants require to store additional bicycles in their own individual secured dry store located on the entrance level.

Access (Policy T7)

The existing property on the site is accessed via a set of steps leading to the front door due to the site gradient, with the usable ground floor area being almost a single storey up. The proposed building uses the same strategy with the entry level of the building being cut into the gradient of the slope to provide parking and the first floor (similar level to the existing ground floor bungalow) is proposed to be the lowest level that houses habitable accommodation. At present a lift is not proposed to be installed into the property to keep the running/maintenance costs down for the future occupants, with the internal staircase being designed for the ambulant disabled.

Railings, Boundary Walls and Other Means of Enclosure (policy BE7)

The existing boundary enclosures will be maintained and renovated as required to the rear of the scheme, with all trees and mature hedging remaining. To the front a new brick clad retaining wall is proposed to maintain the levels to the adjoining properties, with the existing blockwork and reinforced concrete retaining wall to the sides being repaired or replaced as required for the proposed building to be constructed. Typically to the top of any retaining wall to the side boundaries, 2.0m high close boarded fences to be installed to provide privacy to the adjoining owners. Where required to the rear communal areas guarding and/or handrails are to be provided for the occupants to maintain safety where the garden tiers are dug in.

Summary

The proposal is for a well-designed building which is in keeping with the local area, providing 5 much need units of accommodation close to Bromley centre with good transport links. Care has been taken to respect the massing and design language of the local areas as well as the amenities of the direct neighbours in redeveloping this brown field site.