

**DESIGN AND ACCESS  
STATEMENT**

**PROPOSED RESIDENTIAL DEVELOPMENT  
at**

**19 ULLSWATER CLOSE  
BROMLEY  
BRI 4JF**

**for**

**GRIFFIN PROPERTY DEVELOPMENTS LTD**

**Apex Architecture Consultancy Ltd**

**June 2015**

## INTRODUCTION

This Design and Access Statement has been prepared in support of a Town Planning application for a proposal to demolish the garage to the side of 19 Ullswater Close and to construct a three storey house with three bedrooms.



The proposed site is situated to the North West of 19 Ullswater Close and extends and backs on to Bromley Hill to the North East.

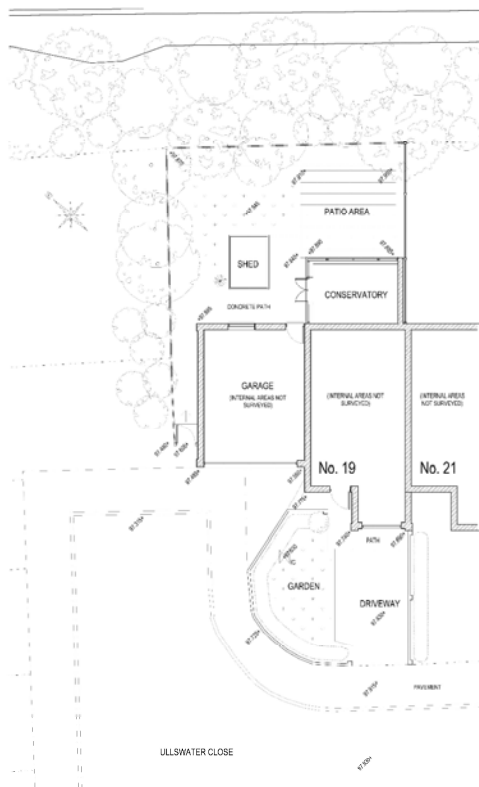
The total area of 19 Ullswater Close site is 104m<sup>2</sup> with a frontage to Ullswater Close of 10.94m.

## SITE ANALYSIS

The site is situated in an established residential area typified by modern three storey terraced houses. There is evidence of similar developments to the ends of terraces to provide extensions to existing houses or new separate dwellings.

## USE

The site is currently a residential garden to the side of 19 Ullswater Close which is in part occupied by a garage. The proposal is to construct a three storey house with three bedrooms.



## AMOUNT

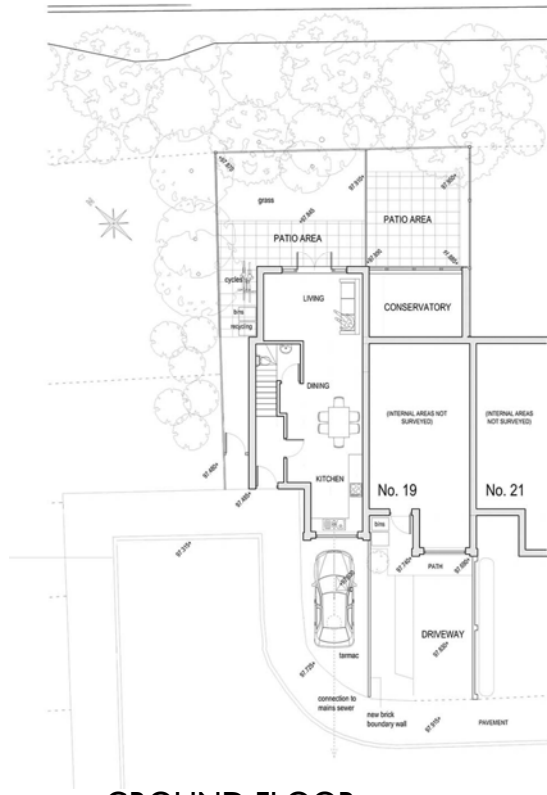
The proposal is to create one single dwelling at the end of a terrace of eight dwellings. The room sizes will comply with the recommendations of the London Plan below.

## AREA SCHEDULE

Living/Dining/Kitchen:	36.2 m <sup>2</sup> (29m <sup>2</sup> )
Bedroom 1(double):	12m <sup>2</sup> (12m <sup>2</sup> )
Bedroom 2(double):	12m <sup>2</sup> (12m <sup>2</sup> )
Bedroom 3(single):	8.7m <sup>2</sup> (8m <sup>2</sup> )

Recommended areas are shown in brackets

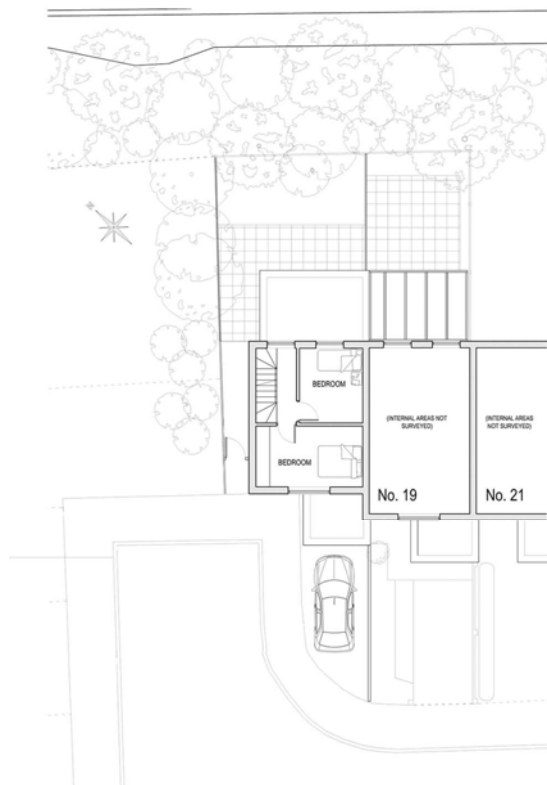
# LAYOUT



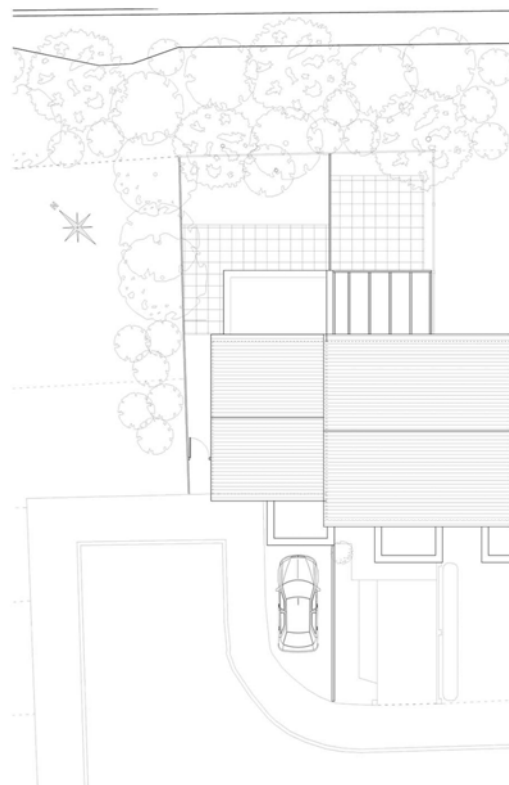
GROUND FLOOR



FIRST FLOOR



SECOND FLOOR



ROOF PLAN

There is an open plan living space and accessible toilet on the ground floor with bedrooms and bathrooms on the upper floors.

Externally there is one off street parking space to the front of the property and a passage to the side one metre wide to give access to a private garden to the rear.

Ample private amenity space has been left for 19 Ullswater Close and the new dwelling has been designed so that the adjoining dwelling will not have a diminished standard of daylight and sunlight into the rear rooms.

A gap of over 16 metres has been left between the gable of the proposed new dwelling and the terrace facing it. No windows are proposed in the gable elevation to protect the privacy of the occupants of the terrace facing it.

## SCALE

The existing terrace consists of eight two storey dwellings. The proposed additional dwelling will not have a significant impact on the scale of the block and is similar in scale to a number of earlier development in the close.

## LANDSCAPING

There is a garden and off street parking space to the front of the existing house. These areas will be modified to provide an additional off street parking space for the new dwelling. The existing rear garden will be divided in order to service the new dwelling.

There is a small tree in the garden of the adjoining property however the location of the new dwelling is on the footprint of the existing garage so the conditions for the tree should be unchanged by the development.

## APPEARANCE

The proposed elevations have been designed to be sympathetic with the adjoining terrace use the same materials and architectural features.



## ACCESS

The access to the site will be from Ullswater Close.

There will be off street parking for one car for both the existing property and new dwelling with provision for cycle parking and bin storage. The site is in a highly sustainable location with easy access to public transport.

## PLANNING

There appears to be no Planning history associated with the site.

The adopted UDP 2006 sets out the framework for consideration of development within the Borough.

The site has no special status and is in an established residential area.

The relevant policies are;  
BEI Criteria for any Development

### *POLICY BE I*

*All development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. To those ends, proposals will be expected to meet all of the following criteria:*

- (i) development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas;*
- (ii) development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features;*
- (iii) space about buildings should provide opportunities to create attractive settings with hard or soft landscaping;*
- (iv) relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings;*
- (v) the development should respect the amenity of occupiers of neighbouring buildings and those of future occupants and ensure their environments are not harmed by noise and disturbance or by inadequate daylight, sunlight or privacy or by overshadowing;*
- (vi) the development should include measures that achieve sustainable design and construction methods including, where appropriate, energy generated by on-site renewable development;*
- (vii) suitable access should be provided for people with impaired mobility. Where necessary and relevant to the development, contributions may be sought to improve accessibility around the development;*
- (viii) security and crime prevention measures should be included in the design and layout of building and public areas; and*
- (ix) applications should be accompanied by a written statement setting out design principles and illustrative material showing relationship of the development to the wider context.*

## Policy H1 Housing.

### *POLICY H1*

*Making provision for at least 11,450 additional dwellings over the plan period will be facilitated by:*

- (i) the development or redevelopment of sites identified in the Schedule of Proposals Sites (Chapter 16) and on the Proposals Map;*
- (ii) the development or redevelopment of windfall sites;*
- (iii) not permitting the loss of housing through redevelopment or change of use, except where accommodation is unsuitable and incapable of being adapted for continued residential use or where the proposal meets an identified need for community facilities;*
- (iv) ensuring efficient use of the existing housing stock, including re-use of vacant buildings and conversion of existing buildings;*
- (v) seeking a housing component in mixed use development in and close to town centres;*
- (vi) making the most efficient use of sites, in accordance with the density/location matrix at Table 4.2;*
- (vii) redevelopment of unneeded employment land subject to the tests of Policy EMP3 and EMP5*

*The suitability of windfall sites for housing purposes will be assessed against the following criteria*

- (viii) whether the site comprises previously developed land;*
- (ix) the location of the site in relation to employment, day to day facilities and services and accessibility by modes of transport other than the car;*
- (x) the capacity of existing or potential infrastructure to accommodate additional dwellings;*
- (xi) physical and environmental constraints on development of the site;*
- (xii) the need to retain the existing land use on the site.*

## H7 Residential developments

### *POLICY H7*

*Applications for new housing developments will be expected to meet all of the following criteria:*

- (i) the development complies with the density ranges set out in the density/ location matrix at Table 4.2 below;*
- (ii) in the interest of creating mixed and balanced communities, the development provides a mix of housing types and sizes, or provides house types to address a local shortage;*
- (iii) the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas;*
- (iv) adequate private or communal amenity spaces are provided to serve the needs of the*



*particular occupants;*

*(v) off street parking is provided at levels no more than set out in the Table at Appendix II. These are maximum parking standards. A higher provision will be acceptable only where it can be demonstrated that complying with the maximum standards would not be in the interest of the safety of highway users, or where additional parking is required to meet the needs of particular users, such as those with disabilities;*

*(vi) the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and*

*(vii) security and crime prevention measures are included in the design and layout of buildings and public areas.*

## **H9 Side spacing**

### **POLICY H9**

*When considering applications for new residential development, including extensions, the Council will normally require the following:*

- (i) for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the flank wall of the building; or*
- (ii) where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space. This will be the case on some corner properties.*

## **T3 Off Street parking**

### **POLICY T3**

*Off-street parking spaces in new development will be expected to be provided at levels no higher than the parking standards set out in Appendix II.*

*Parking provision at higher levels will be acceptable only where it can be demonstrated that the parking is required to meet the needs of disabled users or where lesser provision will lead to unsafe highway conditions, and it can be shown that the applicant has taken other measures to minimise the need for parking.*

*Where retail or leisure developments are proposed in town centres, parking additional to the relevant maximum standards will be acceptable, provided that the parking facilities will serve the town centre, the terms of which will be secured by means of a planning obligation. The parking facility should be consistent with the scale of the centre and with the Council's town centre parking strategy.*

## **T18 Road Safety**

### **POLICY T18**

*In determining planning applications, the Council will consider as appropriate the potential impact on road safety and will seek to ensure road safety is not adversely affected.*

It is contended that the application is compliant with the above policies.

The house been designed to minimise any impact on the surrounding properties and its appearance will be in character with the surrounding area in terms of scale and traditional materials.

The house will be constructed from sustainable materials and will be compliant with the requirement of secure by design.

In terms of the housing policies, the proposed house meet with all space standards as identified in the London Plan. The density will not be out of character with the area.

The proposed extension will comply with the policy H9 policy. However the aim of the policy is to stop the terracing effect of any form of development it should be note the development is a relatively modest extension to an existing terrace of eight houses.

There is adequate provision for off street parking.

## CONCLUSION

It is contended that the proposal to provide an additional to provide an additional terraced house on the site is compliant with National and Local Planning Policies.