

DESIGN AND ACCESS STATEMENT

100 Madeira Avenue
Bromley BR1 4AS

Demolition of existing
property and the erection of
3 townhouses, comprising
of 2 three bedroom and 1
four bedroom with car
parking and garaging.



Introduction

Measures Scarfe Architects have been instructed to prepare a 'Design and Access Statement' in support of the outline planning application for the development of 100, Madeira Avenue, Bromley, BR1 4AS, with three townhouses.

The statement describes the site and its surroundings. It also explains the proposed residential development including the design concept in relation to the site, the surrounding area and likely Planning Policies, which relate to these proposals.

The application has taken into account the comments raised on the previous planning applications which was for a larger site including additional neighbouring properties.

Design

Description of the Proposals

The planning application is for the demolition of the existing nondescript house with an internal garage, with the erection of a terrace of three townhouses.

The houses have been designed to reflect the forms of the surrounding properties, with the existing building set approximately a storey higher than Madeira Avenue itself with garages and storage cut into the sloping landscape at street level. The design reflects and emphasises this arrangement with brickwork at base level, extending to upper ground with render proposed for the additional levels.

The properties have been designed to complement the street scene and give a positive contribution to the overall character of the area.



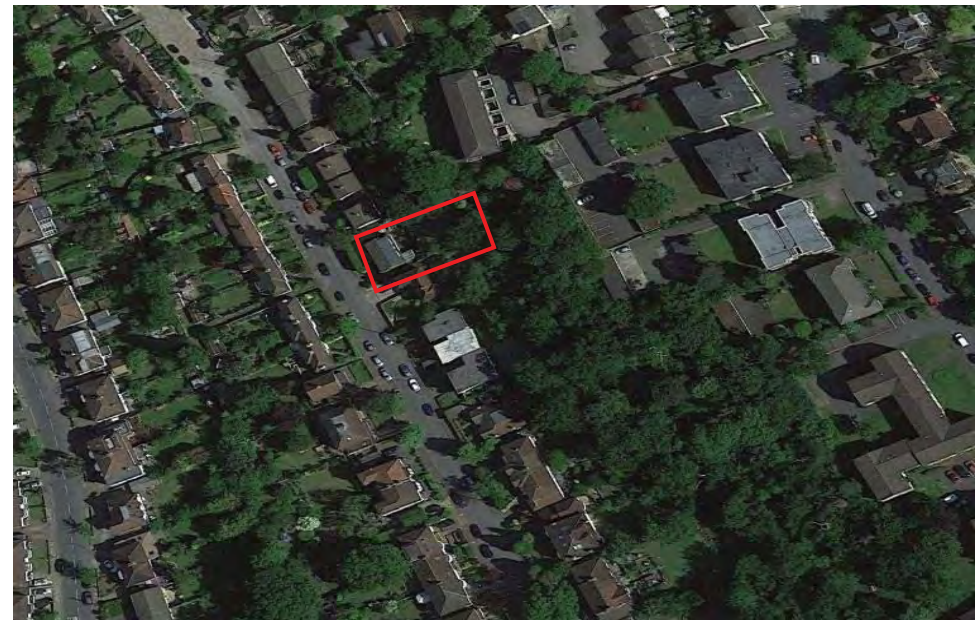
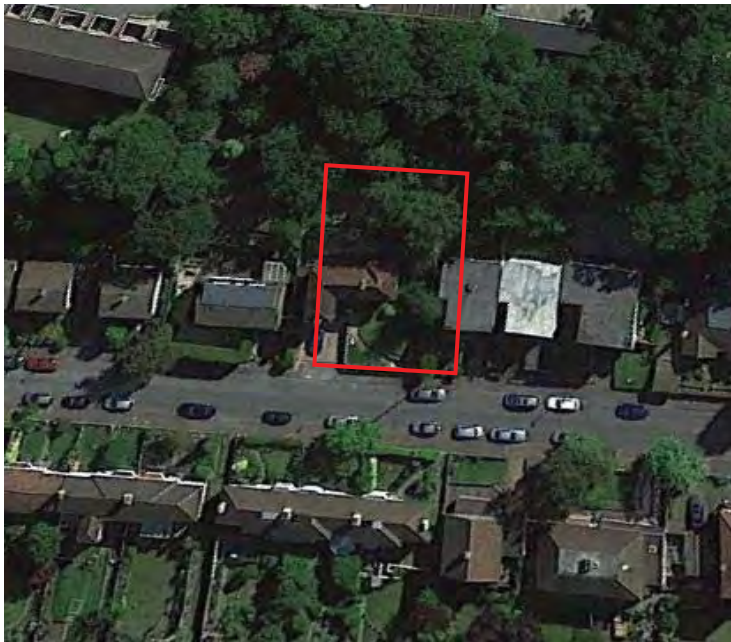
Description of the site and surrounding area

The application site is located on the eastern side of Madeira Avenue. The site lies close to the A21 and approximately a kilometre to the north of Bromley Town Centre, within an established residential area between a two storey detached house with a lower level garage to the north and a three storey flat roofed property to the south.

The area surrounding the application property is essentially a suburban residential character. There are a variety of residential buildings in differing sizes, ages and styles, and therefore no objection in principle to a more intensive form of residential development given the variety that exists.

The existing building sits approximately 7.8m back from Madeira Avenue with access to the property from Madeira Avenue. The property is set within the existing site with the plot being of a substantial proportion.

The application site extends to an area of 0.087 hectares. The architectural style and character of the existing building is non-descript. The site slopes from the east, with a driveway rising from Madeira Avenue.



Existing Street Scene



102 Madeira Avenue



100 Madeira Avenue



98 Madeira Avenue



Layout

There has been careful consideration to siting of the building in relation to adjoining properties.

The proposed buildings have been sited in line with the existing buildline for the adjoining properties. As the existing property and others are stepped back from Madeira Avenue, the scheme improves the relationship with No.98 and 102.

On the ground floor the building has been set, improving the boundary relationship with No. 102, pulling the building away, while still maintaining the requisite boundary distance with No. 98.

All the habitable rooms face the front or the rear garden. Only secondary windows with opaque glazing are located on the side elevations, at first floor and above.



Access and Life Time Homes Standard

The site and buildings have been designed to comply with the Life Time Home Standard. Access to the three houses will be via the existing crossover together with the provision of a new crossover.

(1) Parking

Car parking is provided in front of the dwellings and includes an integral garage. Two parking spaces have been provided for each property.

(2) Approach to dwelling from parking area (distance, gradients and widths)

The width of the access route from the parking area to the main entrance of each dwelling is at least 1.2m wide. With access provided by external staircases.

(3) Approach to all entrances

There is a staircase leading to each property from the parking area.

(4) Entrances

The entrances will be illuminated, have a level access over the threshold, have effective clear opening widths and nibs as required. The main entrance doors will be covered and have a level external landing.

(5) Stairs

Stairs will be accessible with closed risers not exceeding 170mm and goings not less than 250mm.

(6) Internal doorways and hallways

Stairs will be accessible with closed risers not exceeding 170mm and goings not less than 250mm.

(7) Circulation Space

Internal circulation space has been designed to comply with the ability to turn a wheelchair in living rooms and with basic circulation space for wheelchair users elsewhere generally.

Kitchens have been designed as open plan kitchen/ living areas and a clear space of 1200mm between kitchen units and fixed obstructions opposite has been maintained.

Main bedrooms have been designed to have a clear space of 750mm to both sides and the foot of a standard sized double bed. In other bedrooms a clear space of 750mm is capable of being provided to one side and the foot of the bed.

(8) Entrance level living space

All living rooms/ living spaces are provided on the entrance level of each dwelling.

(9) Potential for entrance level bed-space

All houses have the potential for bed-space at entrance level.

(10) Entrance level WC and shower drainage

Each dwelling has a WC located at entrance level, which can also be adapted into a shower.

(11) WC and bathroom walls

WC and bathroom walls will be capable of firm fixing and support for adaptations such as grab rails.

(12) Stairs and potential through-floor lift in dwelling

Stairs of each dwelling will be designed to be able to be fitted with a stairlift: with clear width of 900mm measured 450mm above the pitch height.

(13) Potential for fitting of hoists and bedroom/ bathroom

The structure above the main bedrooms and bathroom ceilings will be capable of supporting ceiling hoists and a direct route between the main bedroom and bathroom is possible.

(14) Bathrooms

All bathrooms are designed to be accessible in accordance with the specification in LTH Criterion 14 and Part M4.

(15) Glazing and window handle heights

Windows in the principal living space are designed with glazing that starts no higher than 800mm above floor level to enable a reasonable view when seated. Windows are accessible with an approach zone of 750mm wide in front of them. Window handles/ controls will be no higher than 1200mm above floor level.

(16) Location of service controls

All service controls will be within a height band of 450mm to 1200mm from the floor and at least 300mm away from any internal room corner.

Amount

Terrace building of three townhouses in a two and half storey building, each with three or four bedrooms, kitchen, living room, individual garages and parking spaces.

Scale

The scale and siting of the new development has been carefully considered in relation to the existing house and neighbouring properties.

Ridge heights and eaves are similar to adjoining properties and roof space is incorporated with velux windows to the front and dormers to the rear.

Adequate separation distances have been adhered to.

Appearance

The surrounding buildings are of mixed architectural style, and there is no underlying theme to relate to. The form, bulk and layout have been designed to incorporate and reflect the pattern in the area and provide a distinctive appearance in the street.

The façade is divided into two distinctive sections to reflect the forms of the surrounding properties. The existing buildings are set approximately a storey higher than Madeira Avenue itself with garages and storage cut into the hill slope at street level. The design reflects and emphasises this arrangement with brickwork at base level and extending to upper ground cill terminating with a re-constituted stone string course. Above this level a rendered faced is proposed to allow a distinct separation between the living and more utilitarian basement area.

Front
Elevation



Rear
Elevation



Soft Landscaping

Attached to the planning application is the arboricultural report, which covers the proposed removal and protection of existing trees.

Each property will have double level terraces to the immediate rear with direct access from the main reception rooms. Retaining the existing landscape.

Drawings provide an indicative arrangement to be considered in detail at reserved matters stage.

Hard Landscaping

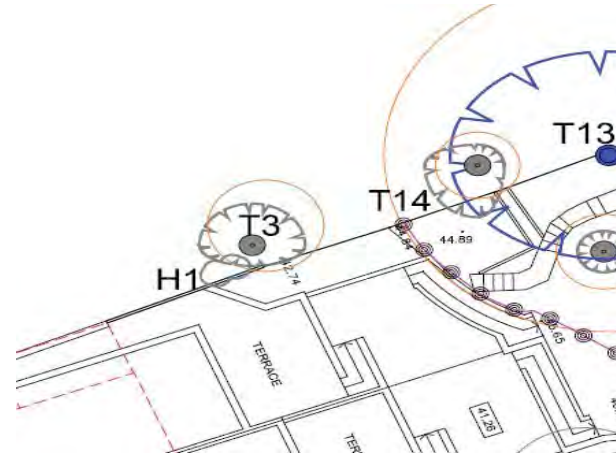
All paving will be of permeable variety with the forecourt being paved in Marshalls Drivesett Tegula or similar with staircases and terraces in Indian sandstone or similar.

Secured by Design

The site boundaries would be secured by existing boundary treatments bolstered as necessary with matching materials. The orientation of the structures allows good surveillance without compromising the amenity of others.

Low level solar powered lighting would be provided and movement activated lighting will be provided at the building entrances. Cycle and bin storage areas will be secured within the garages.

Locks to doors and windows will comply to 'Secure by Design' requirements and facilities for burglar alarms will be provided.



Marshalls Drivesett Tegula

Protection of Existing Trees



Low Level Solar Powered Lighting

Summary

These proposals are for the demolition of the existing property, which makes no contribution to the existing street scene and under utilises much needed residential development site.

The proposed new townhouses will provide much needed residential housing within the Borough.

These proposals will have a positive improvement on the usage of the site.

In summary of this outline planning application:

- The site is previously developed and has potential for increased use making best use of land.
- The materials and detailing are fully compatible with those generally used in the area.
- Environmental improvements are proposed.
- Safe and secure cycle storage and off street parking is included.

Planning Policies

BE1 DESIGN OF NEW DEVELOPMENT
H7 HOUSING DENSITY AND DESIGN
H9 SIDE SPACE
T3 PARKING
T18 ROAD SAFETY
NE7 DEVELOPMENT AND TREES
NATIONAL POLICY
LONDON PLAN