

BROUARD ARCHITECTS

DESIGN AND ACCESS STATEMENT (**REVISION A**)
'TREES' CONISTON ROAD, BROMLEY BR1 4JB (OUR REF: – PB772)

INTRODUCTION

Brouard Architects have been instructed to prepare a scheme involving the demolition of an existing building and detached garage, and the erection of 5 terraced residential homes.



ARTISTIC IMPRESSION.

I. GENERAL BACKGROUND AND RESPONSE TO CONTEXT.

- I.1 The application site is located in a residential area in the London Borough of Bromley, approximately 0.9 miles from Bromley Town Centre.
- I.2 The existing building is of 1950s Architecture – two storey dwelling with a main roof pitched in clay tiles and a gable end roof to the front.
- I.3 The main body of house is in brick finish. A detached garage is within proximity of the existing dwelling.
- I.4 The site gradually slopes from east to west towards Elstree Hill. The existing house sits approximately 200–400mm lower than the road. The sitting out of the proposed dwelling will take precedent to that of the existing.
- I.5 The site is not in a conservation area.
- I.6 The surrounding context of the site consists of a variety of architectural features that are of the style of mock Tudor, Edwardian and Vernacular architecture giving the street a variety of design. Generally some of the properties were constructed in the 1970's/1980's, which has updated the original development of the area, which took place circa the 1930's.
- I.7 The proposed residential development sits on the site of a single detached residential building. The site is bounded by two sides on access roads (Coniston Road and Elstree Hill) and is surrounded on three sides by recent developments of terraced houses, flats and semi detached houses.
- I.8 Traditional design prevails in the context of the site – to the south, east and west of the site are a number of terraced houses ranging from 2 to 3 storeys high and detached large houses to the north.
- I.9 LBC bricks, roof tiles and white UPVC commonly used in the surrounding buildings.
- I.10 Good transport links. Main bus routes giving access to Bromley Town Centre and Downham are located within a short walking distance.
- I.11 The Existing and surrounding site photos: –



Fig01. – Front



Fig02. – Rear



Fig03. – Garage



Fig04. – Ullswater close (North of the site)



Fig05. – Coniston Road (Opposite the site)

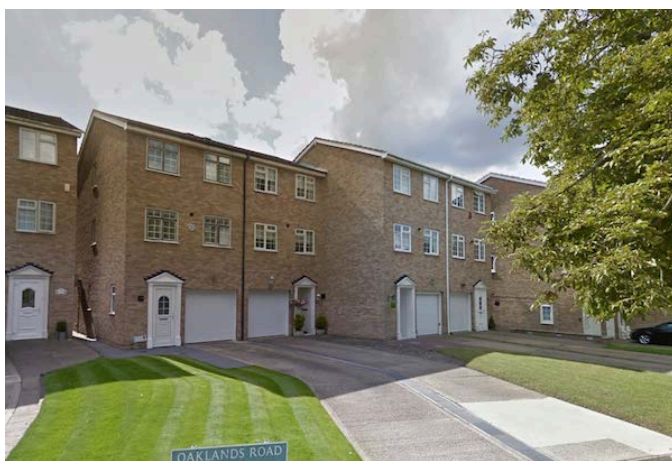


Fig06. – Typical design for Coniston Road (South) and Hawkshead Close 3 storey properties

2. USE & LAYOUT

- 2.1 The building design layout has been planned so that each unit is self-contained does not impact adversely on neighbouring or adjoining properties. Proposed density and layout has been planned so that it will integrate seamlessly with the existing adjoining properties and will not restrict, alter or damage the existing amenities.
- 2.2 Coniston Road consists of dwellings that are set back in a natural and non-uniform way from the footpath.
- 2.3 The proposed use is for terraced residential accommodation to the upper part of the site bordering Coniston Road.
- 2.4 The new building design will respond to the updated style of the re-developed properties surrounding the site.
- 2.5 The proposed development comprises 3 No. 3 bedroom terraced houses and 2No. 4 bedroom terraced houses giving a total of 5 terraced housing with onsite parking, garden and driveway facilities. Please refer to the Technical Note prepared by Motion, which sets out the highway implications of the scheme.
- 2.6 All properties will have direct access from the existing access roads and will be self-contained.
- 2.7 Living, dining and kitchen areas are on the ground floor and all other habitable rooms above.
- 2.8 Refuse collection to the front and cycle storage to the rear.
- 2.9 Plot arrangements are as follow;
 - Plot 1 – 3Bed x 5 People
 - Plot 2 – 3Bed x 5 People
 - Plot 3 – 4Bed x 6 People
 - Plot 4 – 4Bed x 6 People
 - Plot 5 – 3Bed x 5 People

3. SCALE

3.1 The building height will take precedent to that of the surrounding area. The form and construction is intended to extend and enhance the existing street scene ensuring that there is continuity and a pleasing aspect between the existing street scene and the new.

4. AMOUNT

4.1 Approximate GIA's (Gross Internal Areas)

4.2 Existing

- Ground Floor 53m² & First Floor 46m²
- Total 99m² + 16m² garage = 115m²

4.3 Proposed

- Plot 1 / Ground Floor 42m² + First Floor 42m² + Second Floor 41m² = 125m²
- Plot 2 / Ground Floor 41m² + First Floor 41m² + Second Floor 41m² = 123m²
- Plot 3 / Ground Floor 50m² + First Floor 50m² + Second Floor 49m² = 149m²
- Plot 4 / Ground Floor 49m² + First Floor 49m² + Second Floor 49m² = 147m²
- Plot 5 / Ground Floor 42m² + First Floor 43m² + Second Floor 42m² = 127m²

5. APPEARANCE

- 5.1 The design approach to the scheme complements the street scene with the use of traditional design and materials. The elevations are designed to harmonise with the architectural exterior features of the neighbouring properties and is in keeping with the form and shape whilst introducing a play of contemporary vernacular design to providing the local area with a higher architectural quality.
- 5.2 The clean and simple lines of the new buildings will be backed up with specifications that maintain the design quality through the built product. Externally walls will be in brick & timber finish, pitched roofs will be tiled and windows and doors will be high performance double glazed units designed to comply with “Secure by Design” Standards. All property borders will be fenced to provide private safe garden areas.
- 5.3 37-degree front-end roof pitches give a sense of appropriateness within its site context whilst a play of timber finish for the two storey entrance porches offers quirkiness in the street scene.
- 5.4 Our aim is to create simplicity in form, materiality, and generous proportions of large windows and doors to offer optimum daylight levels to all parts of accommodation – creating a place of wellbeing for occupiers.

6. LANDSCAPING (to be read in conjunction with Arboriculture Survey and Planning Integration Report prepared by Quaife Woodlands)

- 6.1 The split nature of the site, which slopes heavily from east to west will provide a natural break between the terraced houses situated on the upper part of the site.
- 6.2 Areas between the properties will be provided with private gardens. Hard landscaping will be finished with natural paving and provide an aesthetically pleasing, low maintenance finish, which is in harmony with the surrounding areas. Soft scaping will comprise printed areas and grass.

All garden areas will be privately owned and will be maintained by the resident/owner.

- 6.3 A close board fence of 1.8m in height is proposed on the perimeter of the site to the sides and rear of each unit.
- 6.4 The existing crossover will be extended to allow vehicle access.
- 6.5 Additional parking to be provided to the north of the site – adjacent to the retaining wall that sits within ownership.

Hardstandings

- 6.6 Within the site, we propose that parking hardstanding to be of interlocking permeable block paving (e.g Marshalls Driveline Priora permeable block paving or similar).
- 6.7 Along Elstree Hill, we propose block paving hardstanding with concrete dropped curb between the block paving and unmade surface. (BSEN1340)

Front Planting

- 6.8 Planting beds would be provided for a variety of shrubs for the residents to use.
- 6.9 Privet hedging to be provided between plots.

Rear Landscaping

- 6.10 Rear Garden would be laid to lawn.
- 6.11 Rear patios would be provided in reconstituted stone paving slabs.
- 6.12 Rear garden flank boundaries to be in 1.8 m close boarded fencing
- 6.13 Tree and shrub planting to the satisfaction of Bromley Council on the Coniston road and Elstree Hill frontages.
- 6.14 We suggest the planting of the saplings along both frontages.
- 6.15 To the rear of Plot No 5 a rock gabion retaining wall will be created with substantial indigenous tree and shrub planting at low level either side of the gabion retaining wall.
- 6.16 This soft landscaping would be continued to the rear of all the plots along Elstree Hill.

7. ACCESS TO DEVELOPMENT / PART M OF THE BUILDING REGULATION COMPLIANCE STATEMENT

7.1 Public transport is available approximately 350 metres from the site, providing easy access to the main shopping areas in Downham and Bromley. Ravensbourne Station is 0.7 miles, Bromley North Station is 1.8 miles, Sundridge Park Station is 1.0 miles and Shortlands Station is 1.2 miles away from the site. The nearest bus route is on the A21 which runs 0.11 miles from the property.

7.2 We confirm that the proposed 5 units meet Building Regulation requirement AD Part M4 (2) 'accessible and adaptable dwellings' as directed by the London Plan Policy 3.8 and confirm to the London Plan internal floor guidance.