



Billingford Elstree Hill
BR1 4JE

DESIGN AND ACCESS STATEMENT

MARCH 2021

if...architecture

We have been instructed by our client to prepare this full planning submission, following our Pre-Application submission in November 2019, for the redevelopment of the site at Billingford, Elstree Hill, Bromley BR1 4JE. The site has a planning history which includes two refusals on Appeal and this document addresses all the points raised as well as responding to the points raised within the Pre-Application advice letter - dated 25 February 2020.

Previously there has also been a detailed assessment of the existing trees on the site with a subsequent application and approval to remove some trees, which were in very poor condition and/or badly storm damaged.

The site comprises a substantial two storey + roof detached house which is situated on the eastern side of Elstree Hill, to the northern end of the road close to the junction with Coniston Road. The northern boundary of the site abuts Kirkstone Way, a private road which serves a small cluster of dwellings.

There is currently a large parking area in front of the dwelling and a boundary wall and landscaping on the eastern and southern boundaries. Elstree Hill slopes downwards in a broad north to south direction.

The Pre-Application proposal was to create a new residential building with 5 x 2 Bed 4 person flats, 2 x 2 Bed 3 person flats and 1 x 1 Bed flat creating 8 high quality residential units— all in line with the Mayor's new residential standards in terms of flat areas and private amenity space. Eight parking spaces were proposed at the front and side.

In addition a small 2 Bed house was allocated to the top of the site, in the general area of the existing house, with its own car parking and private garden area.

Following the Pre-Application advice the proposal has been substantially changed creating 3 x 3 Bedroom houses with off street parking and associated facilities/amenities along with a small scale 2 Bedroom house designed for maximum flexibility and maximum accessibility.



The site is located in the London Borough of Bromley in a predominantly residential area. The architectural language of the existing area has an almost rural feel to it with a mixture of architectural styles and periods but generally a mixture of brick, tile and/or render. Many of the roads are unadopted and this adds to the naturalistic feel of the area.

The location ideally suits and supports a new residential development.

The approach is completely different to the previous refused applications as we are proposing a new 'streetscape' for Elstree Hill creating a contextual design which will fit into its setting and have minimum impact on its neighbours and the general local environment...fitting the new development into the landscape and having a non-aggressive relationship with neighbouring houses.... all in line with the character of the locality.

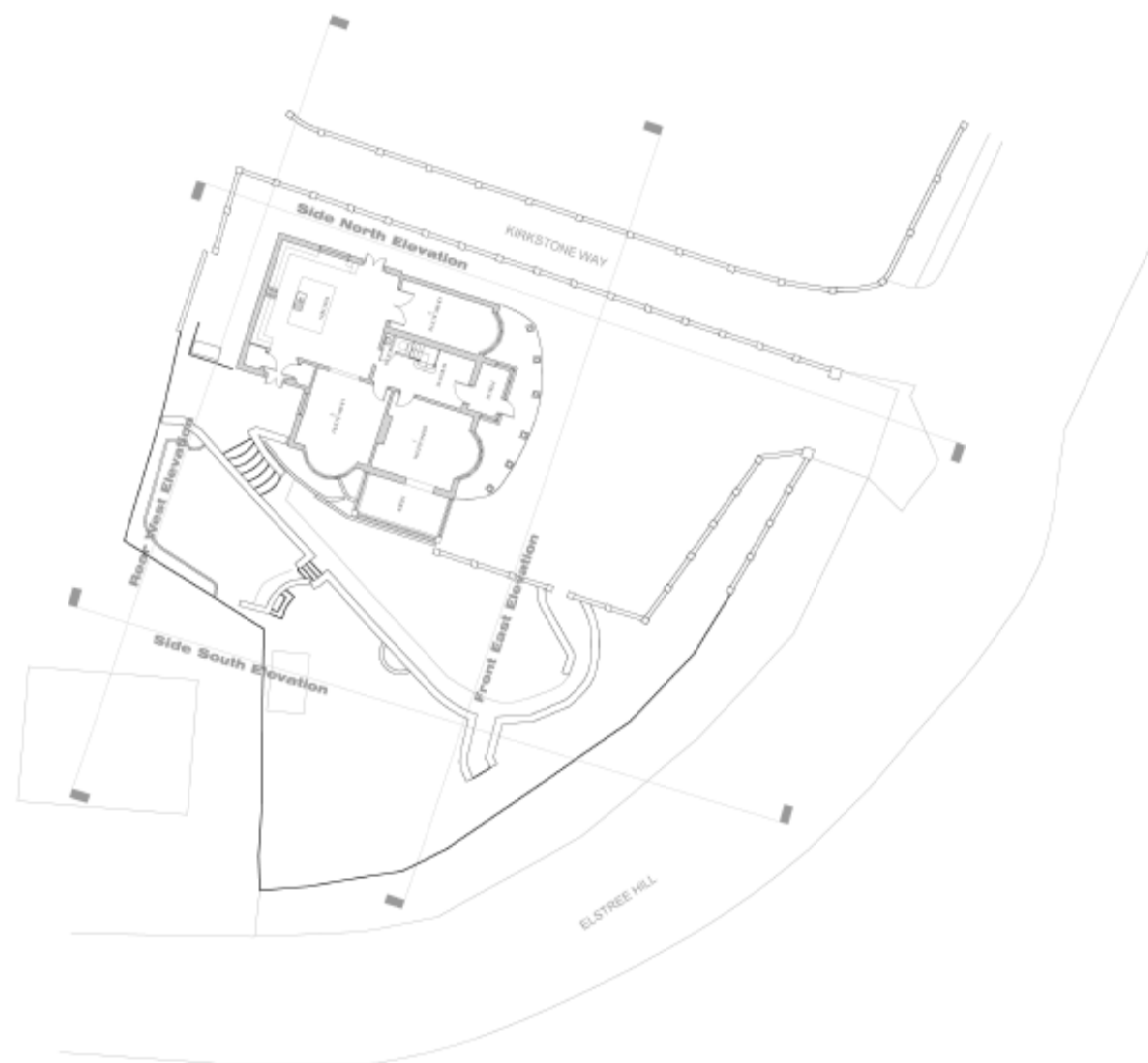
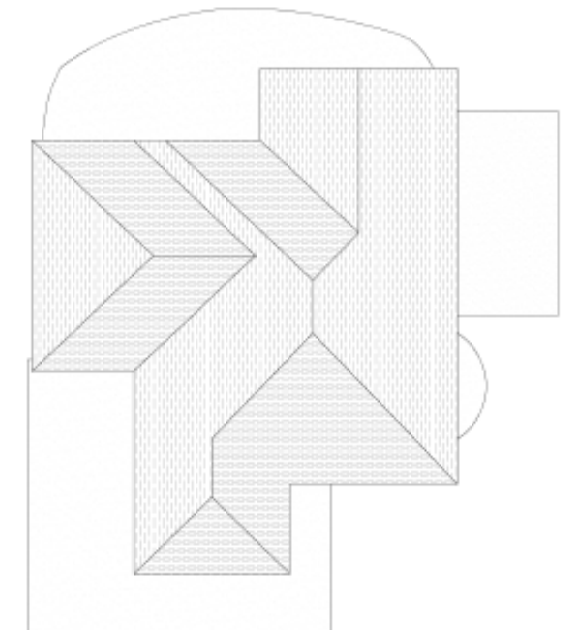
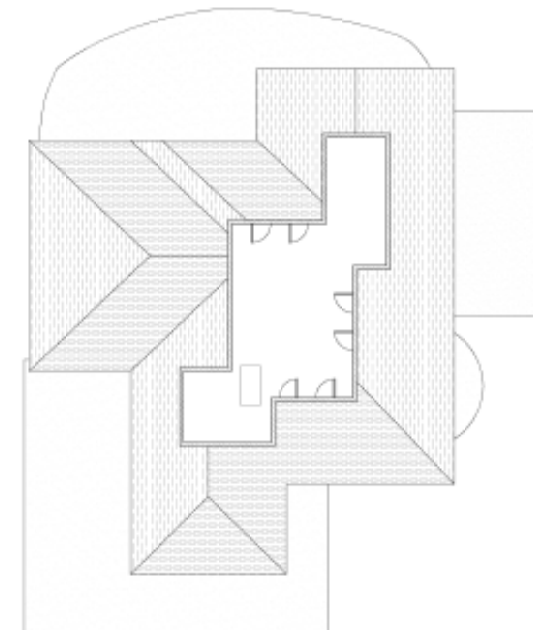
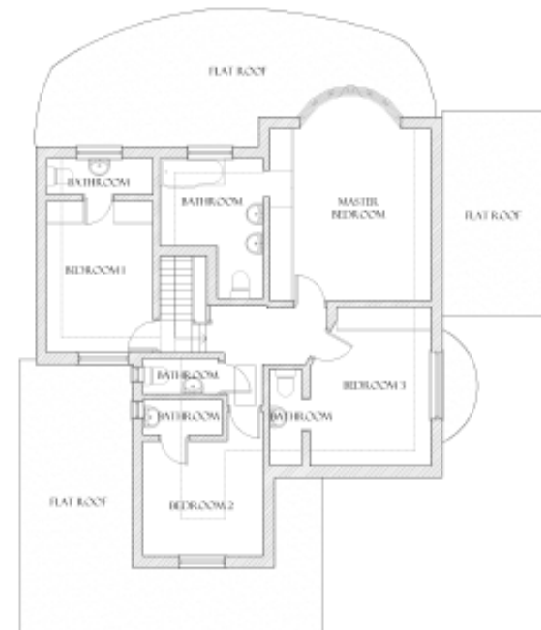
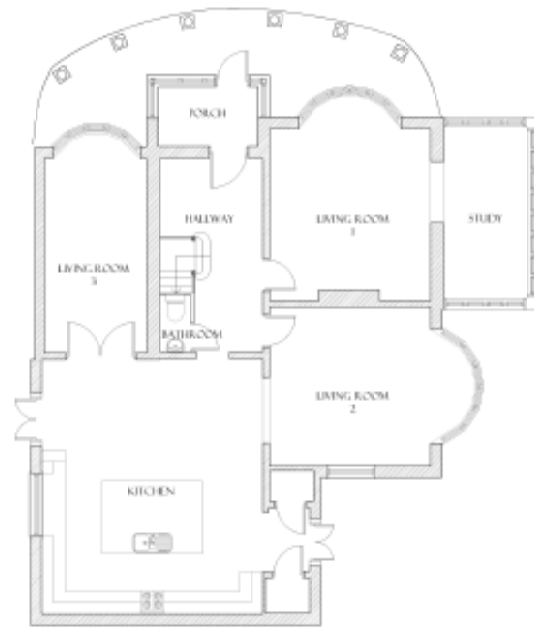
SURROUNDING AREA AND LAND USES



SURROUNDING AREA AND LAND USES



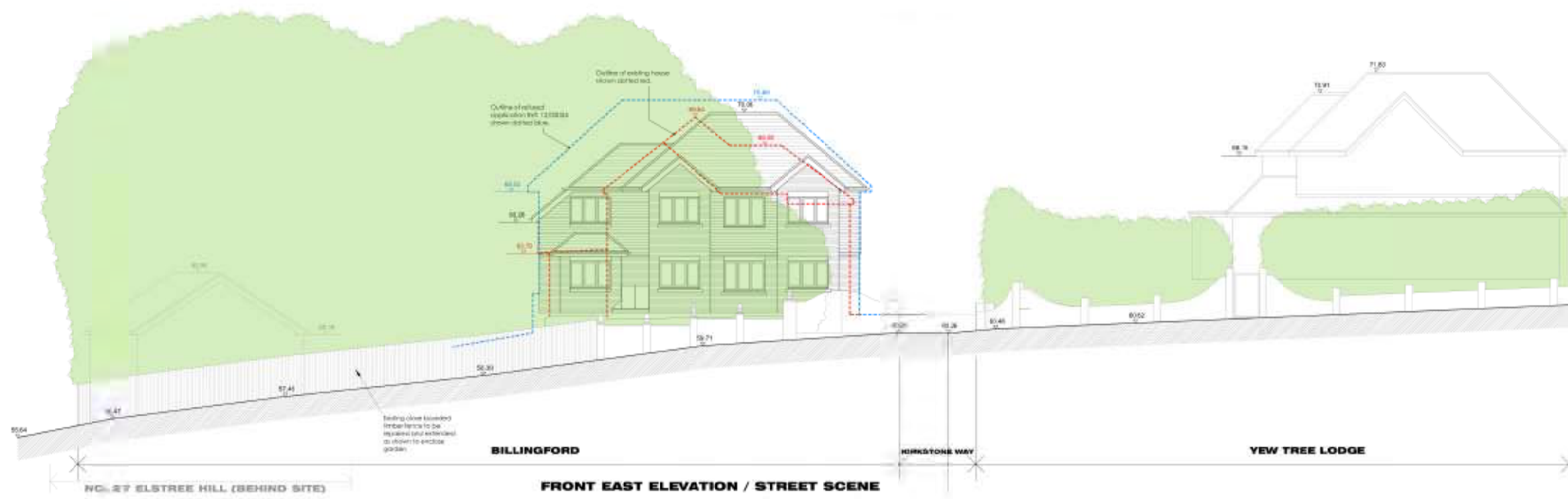




As well as an application and refusal in 2013 another application was refused in 2015 followed by an Appeal decision dated 23 February 2016 (Appeal Ref: APP/G5180/W/15/3135093)– dismissing the Appeal.

This document explains our new design approach for the site, which has been informed by the previous refusal. We have addressed, in particular, the following previous reasons for refusal:

- Increased sense of enclosure to neighbouring properties.
- Massing, bulk and scale of new proposal
- Outlook and privacy to neighbouring properties
- Adequacy of parking and amenity to new flats
- Overall harm to character and appearance of the surrounding area



Rev	Date	Comments
PLANNING		
Client Mr E Ozdemir SOUTHEAST DEVELOPERS		
Project Billingford Elstree Hill Bromley BR1 4JE		
Title PROPOSED SITE PLAN AND FRONT / STREET SCENE ELEVATION		
Project No. 5187	Date MARCH 2015	
Drawing No. 5187-PD-003	Revision	
Scale 1:200 @ A1	Drawn PNG	Check
Hepcor House, London Road Northam Road, Kent, TN11 9JG Phone: 01752 750000 Fax: 01752 750001 info@offsetarchitects.co.uk www.offsetarchitects.co.uk		
offset architects		

Response to Pre-Application Advice Letter (ref DC/PREAPP/19/00390) dated 25 February 2020.
Key points raised within this advice by Development Control Team – and our Responses.

Trees:
Tree constraints appear to be confined to the periphery of the site. The site is certainly able to tolerate re-development, however, the scale and design will have to respect the presence of the mature tree coverage. Trees younger than the TPO are not protected. At this stage, I would raise concerns over the scale of the development and the potential for poor relationships with the existing trees. I would therefore recommend an impact assessment is submitted with any forthcoming application, to address the trees as a key constraint.
Response
A detailed Tree Report accompanies this application and the layouts have been modified for maximum conservation of trees.

Highways:
The site is located on the corner of Elstree Hill and Kirkstone Way. Elstree Hill is an unadopted road. Also the development is in an area with low PTAL rate of 1b on a scale of 0 - 6, where 6b is the most accessible. Vehicular access is from corner of Elstree Way of Kirkstone Way utilising the existing access arrangements.
- *Car parking- five car parking spaces are indicated, however this is unacceptable. Eight car parking spaces are required. This needs to be addressed.*
- *Cycle store - 15 cycle secure spaces are required.*
- *Refuse store is indicated on the submitted plans, however the applicant should be aware that the enclosure must be located within 18 metres of the nearest accessible point for the refuse vehicle and should be provided with a path not less than 1.4 metres wide, free of steps, kerbs*
- *and ramps with an appropriate hardwearing surface, with a gradient not steeper than 5% (1 in 20).*

Response
The new proposal creates off street parking and complies with all aspects of cycle storage and refuse collection

Policy Context
Response
In terms of Planning Policy this application has taken account of the National Planning Policy Framework, the London Plan, the Draft New London Plan, the Bromley Local Plan and the Supplementary Planning Guidance.

Considerations
The main issues to be considered in respect of this proposal are the impact of the proposal on the residential amenities of neighbouring properties and the impact of the proposal on the visual amenities and character of the locality. Trees impacts fall to be considered along with the quality of the residential accommodation provided and the potential highways and parking impacts of the development.
Response
All these considerations have been taken account of with this application – in particular trees and neighbour relationships.

Principle
The principle of some form of residential re-development at the site may be acceptable, subject to detailed consideration of the impacts of the proposal. The site has many constraints which will need to be satisfactorily addressed, including the awkward topography and shape of the site, the poor PTAL, the proximity of the neighbouring bungalow and dwelling as well as the TPO covering mature trees upon the site.
Response
The above points are incorporated within the revised design approach.

Design
Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute I am concerned that the bulk, height and massing of the development in tandem with its siting closer to the south eastern site/street boundary would lead to the development appearing over-dominant in the street scene and in the context of the site. In particular, the three storey massing close to the boundary with No. 27 Elstree Hill would heighten the visual impact and prominence of the development, with there being a sudden rather than a gradual ‘stepping up’ of development and the proposal appearing of excessive height and bulk in awkward juxtaposition with the neighbouring much more modest property.
Response
The bulk, height and massing have been greatly reduced with careful consideration to the relationship with number 27 and a more gradual ‘stepping up and down’ approach.

It is suggested that the overall scale and massing of the development be reduced, with a reduction in the height/storeys of the development towards the western boundary with No. 27 so as to avoid there being a significant and appreciable increase in height between the properties and so as to provide a more gentle transition between the more modest development at No. 27 and to the west and the development on the application site.
Response
The overall scale and massing has been reduced creating an improved transition to No 27.

The roof design appears somewhat contrived in relation to the main bulk of the building, and the visual interpretation of the flatted block would be very much of a predominantly three storey development with shallow roofs which would not be consistent with the prevailing pattern of development in the locality where the existing and neighbouring properties are appreciably two storey with more generous roof design which affords visual emphasis to the vertical elevations and their two storey appearance.

Response

The scale of the proposal has been reduced with essentially ground and first floor living space and a home/workspace within the roof - which has a more appropriate increased pitch.

The height and bulk of the development would appear significant and uncharacteristic in the context of the existing site and the visual impact would be exacerbated by the topography of the site, with the site’s prominence associated in part with the corner siting and in part by its position at a higher level than the development in Elstree Hill to the west of the site.

Response

The height and bulk has been reduced by creating three detached houses rather than the 8 Flats - taking account of the terrain and relationship to the roadway and access.

I would also suggest that the construction of the two storey dwelling adjacent to the accessway of Kirkstone Way in addition to the flatted block would give rise to there being a potential excess of site coverage by buildings and hard surfaces and it would be preferable if a larger proportion of the site was kept free from development so as to reflect more suitably the suburban woodland setting/locality.

Response

We feel that the small house adjacent to ‘The Chalet’ is of an appropriate scale and provides opportunity for a small ‘later living’ unit. In addition the block containing the eight flats is now proposed as 3 x 3 Bedroom detached houses creating much lower densities

Standard of residential accommodation

The proposed units appear to meet the minimum space standard of 70sqm for 2b/4p units, 61sqm for 2b/3p units and 50sqm for 1b/2p units.

Amenity space is provided by way of enclosed balconies to the first and second floor flats and external ground floor amenity space for the proposed ground floor flats. An area of shared amenity space is shown close to the south western ground floor two bedroom flat. It is unclear how this would be accessed or what value this space would have in view of its position and its proximity to the overhanging trees and the flat. The amenity space at the rear appears more satisfactory as the amenity spaces at the front would be dominated by the protected trees.

With regards to the first and second floor balconies, it has not been possible to scale the size of the balconies from the submitted drawings. Your attention is drawn to the requirements of Housing SPG with regards to the size of balconies relative to the internal accommodation provided.

Response

The new proposal is for 3 x 3 Bed houses and 1 x 2 Bed house which all have the required amenity spaces to the rear and generous landscaped areas to the front.

Trees

Policy 73 (Development and Trees) states that proposals for new development will be required to take particular account of existing trees on the site or adjoining land which are considered desirable to be retained. Matures trees at this site are protected by a TPO made by the London Borough of Lewisham. Trees younger than the TPO are not protected. The Principal Tree Officer has commented that tree constraints appear to be confined to the periphery of the site. The scale and design of development would have to respect the presence of mature tree coverage. Comments on the pre-application submission express concerns over the scale of the development with the potential that arises for poor relationships with existing trees. For example, the positioning of the building closer to the site boundary and the periphery trees adjacent to Elstree Hill may lead to a lowering of the amenity value of the proposed flats associated with poor outlook, leading to potential pressure for the felling or pruning of protected trees. The proposal would shift the main bulk of development towards this south eastern boundary which would bring development closer to the periphery trees and may result in an undesirable impact. If a formal application for planning permission is submitted it should be supported by an impact assessment to address the trees as a key constraint.

Response

All tree issues are covered within the tree report submitted with this application.

Highways

Comments from the Highways Officer state that the road is not a private road but is unadopted. It forms part of the highway network. The area created outside the existing gates is considered unacceptable as it creates an obstruction of the highway in terms of the alteration to the surface levels as well as mistakenly indicating the position of the highway boundary. The driveway construction should stop at the boundary between Billingford and Elstree Hill and this boundary must be denoted by concrete edging boards. You are advised that should the street be made up by the Council in the future it is most unlikely that the new back of footway levels will match the proposed level of the driveway on the highway boundary.

Insufficient parking is provided to serve the proposed development, taking into account the low public transport accessibility of the site. You are advised that the Council’s standard (as detailed within the adopted Bromley Local Plan 2019) would require 8 car parking spaces to be required. 15 secure cycle storage spaces will need to be provided.

Response

The reduction in units and the off-street parking provision (which is in line with the recent Planning Approval for ‘Trees’ Coniston Road) responds to Highway concerns. Appropriate secure cycle parking is provided.

Neighbouring amenity

Policy 37 of the Bromley Local Plan seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The impact of the re-development of the site on neighbouring amenities has consistently been a key issue in the assessment of previous proposals on the site, with particular concern being expressed regarding the impact of development upon the amenities of No. 27.

I am concerned that the height, siting and design of the development on the side of the site closest to No. 27 would have a serious detrimental impact on the amenities of that property. The neighbouring dwelling has a rear garden of constrained dimensions and with the host site set at a higher level, development of significant height near to that property and garden has potential to result in an over dominant and oppressive impact on the rear garden and windows at that property.

Furthermore, the proposal includes windows angled to face towards the boundary with No. 27 at first and second floor levels of the main flatted block.

The impact may be capable of mitigation through a reduction in the depth of the block as well as its height so as to reduce the extent to which the development would be visible from the neighbouring property. If a formal application for planning permission is submitted you are advised to submit an overlooking and daylight analysis, taking into account also the orientation of the site in relation to the neighbouring property.

Response

All of the concerns raised have been addressed with the new proposal, which is of a significantly reduced density, scale and massing and, in particular, the much improved relationship with No 27. A daylight/sunlight report accompanies this application.

Sustainability

The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.

Response

We have addressed issues relating to sustainability and an energy/sustainability statement accompanies this application.

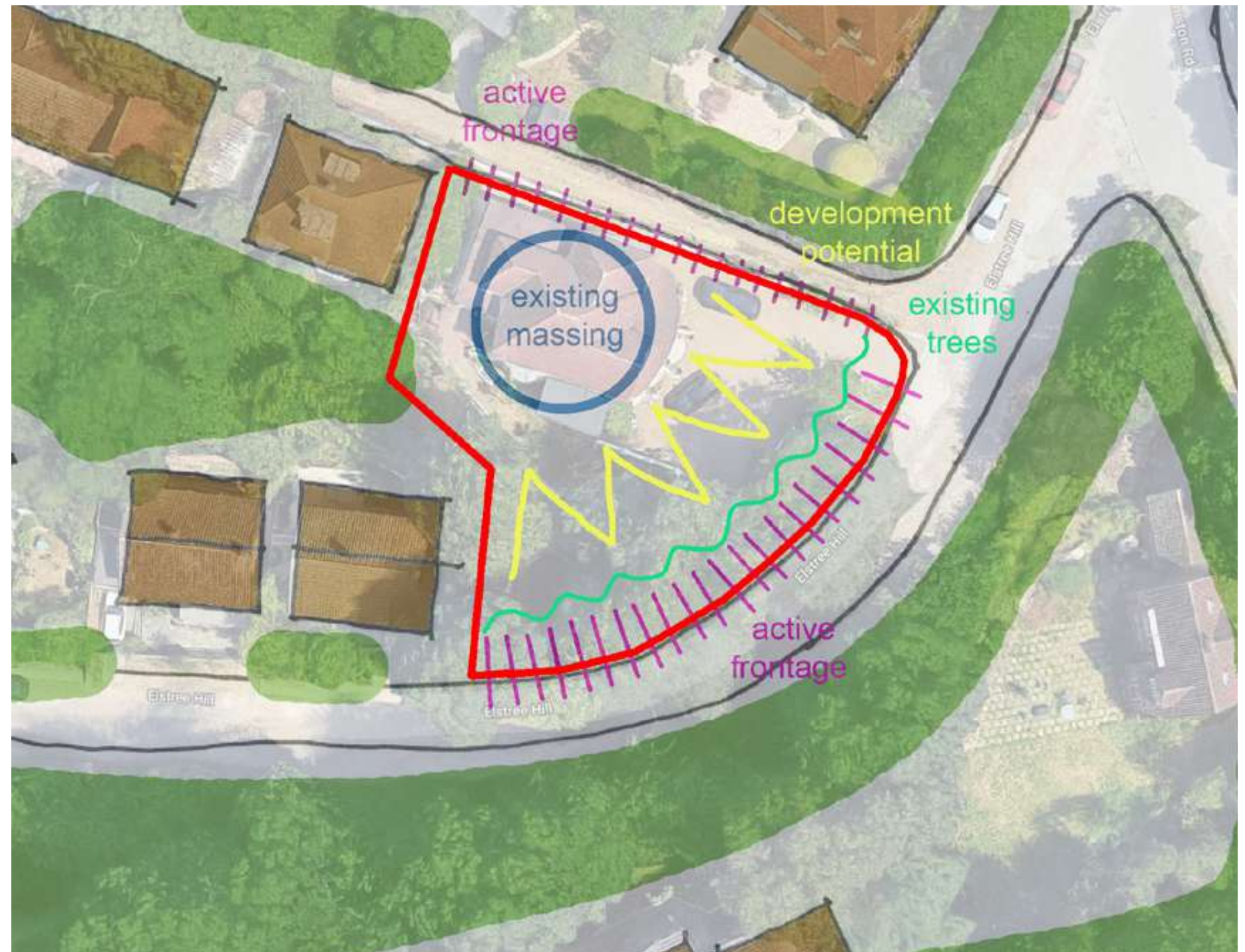
SITE CONSTRAINTS

We have taken account of all the main issues relating to this site and in particular

- Scale and massing of surrounding properties
- Responding to a new street frontage
- Avoiding any issues relating to neighbours including, in particular, privacy and amenity
- Being a reasonable distance from the nearest residential windows and with good orientation
- Respect the integrity and character of the locality
- Existing trees on the site
- Car parking requirements

SITE OPPORTUNITIES

- To create sympathetic residential development in an appropriate location
- To create a new seamless streetscape
- To produce a proposal which successfully addresses any issues of scale
- To design high quality residential units
- To create integrated car and secure cycle parking within the site
- To create a safe and secure built environment
- To be sustainable
- To respect the existing trees

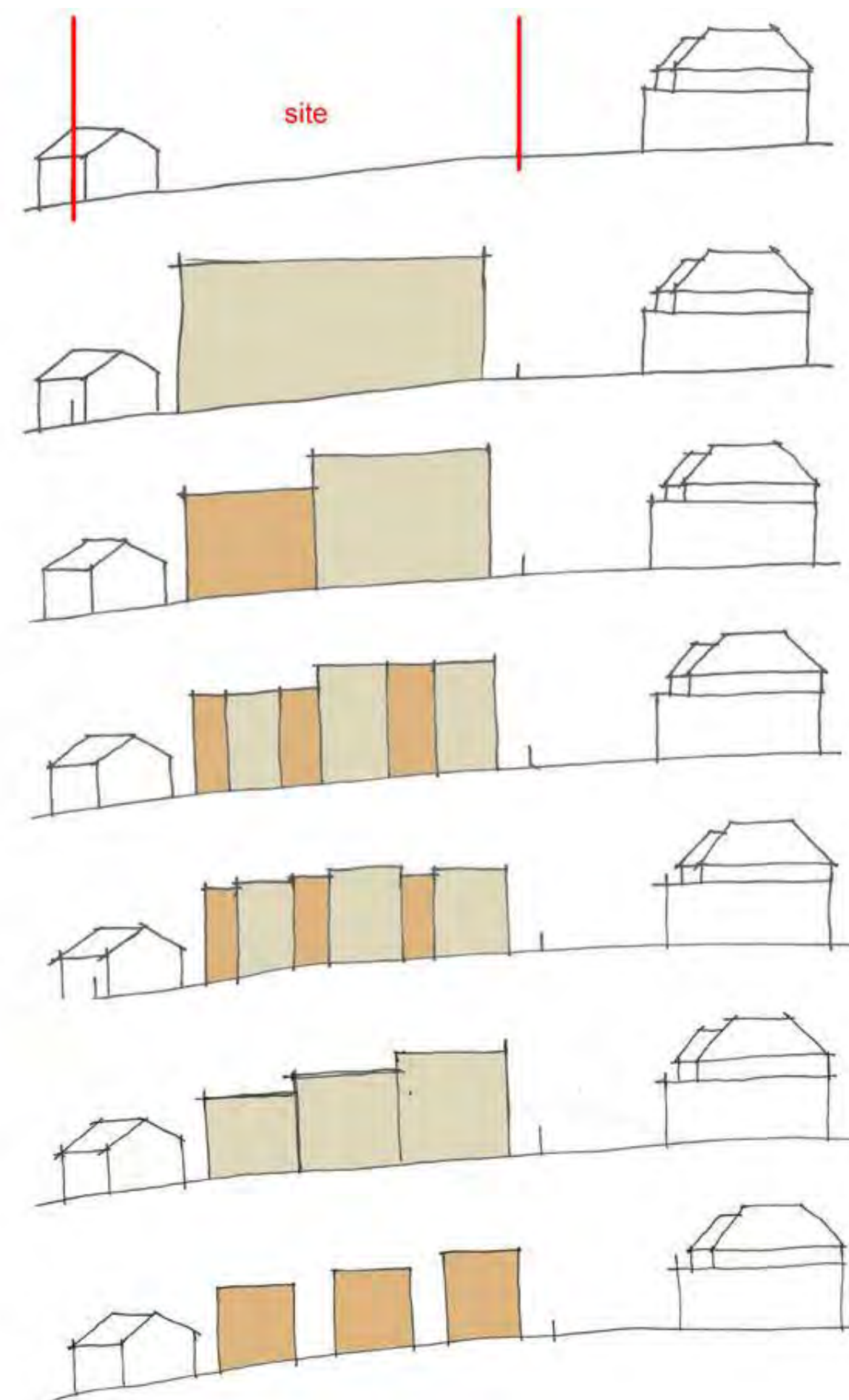


We have looked carefully at the relationship between the site and its setting



We have looked at the proportion, massing and elemental breakdown of the elevations and the new proposal works with existing neighbouring buildings - creating a logical height in relation to the adjacent houses. We are proposing a two storey two bedroom accessible house, where the existing house predominantly sits, and 3 x two storey + roof detached houses at the bottom of the site facing the road fitting neatly into their environment - with existing trees and new planting and landscaping.

The front of this building looks straight towards the road so there are no overlooking issues in this direction nor to the rear and 5 off-street parking spaces are provided.



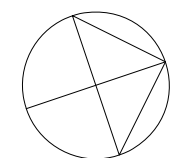
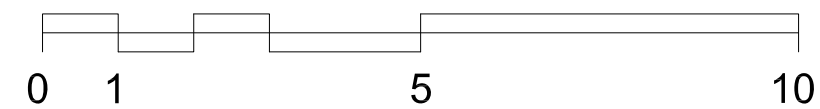
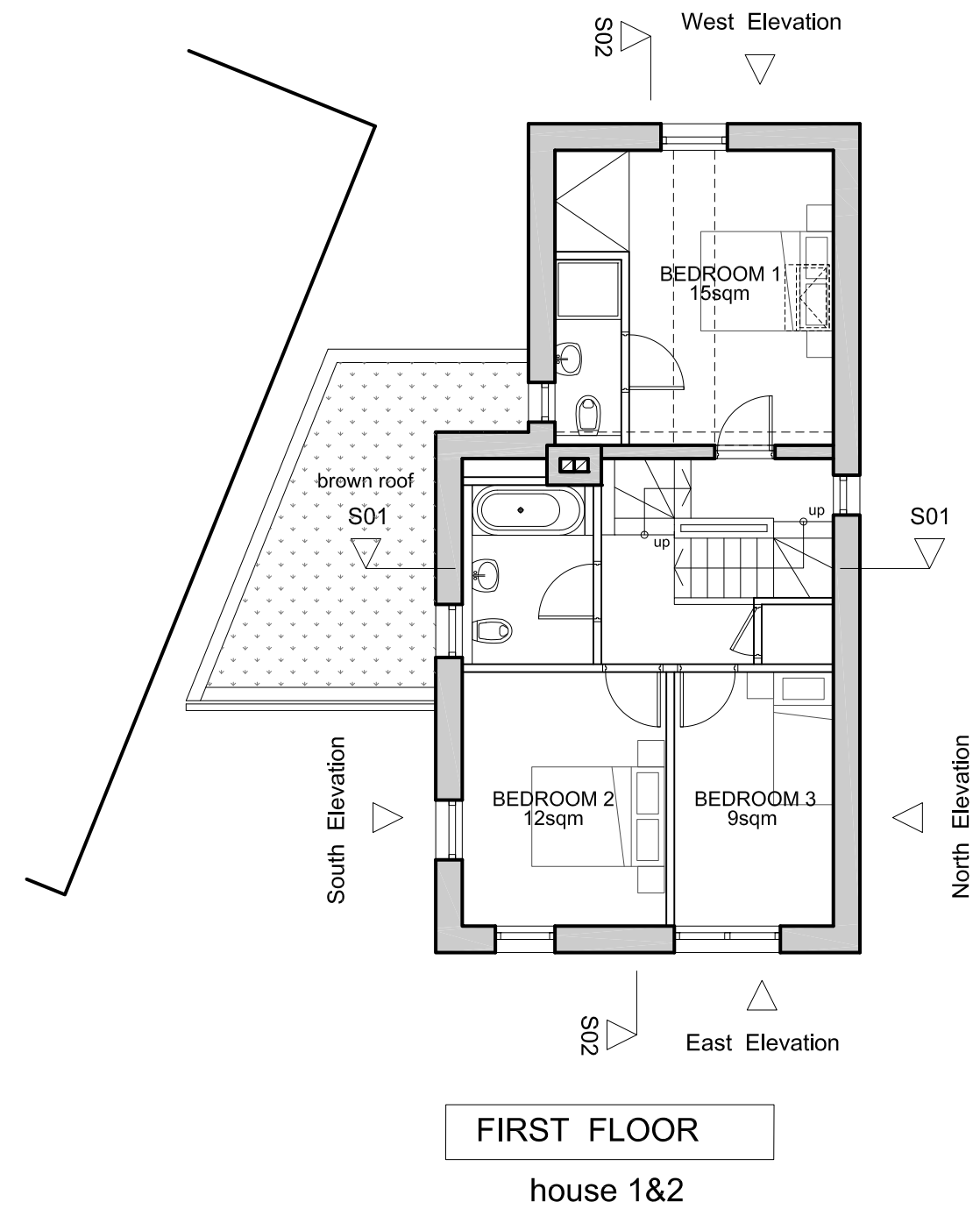
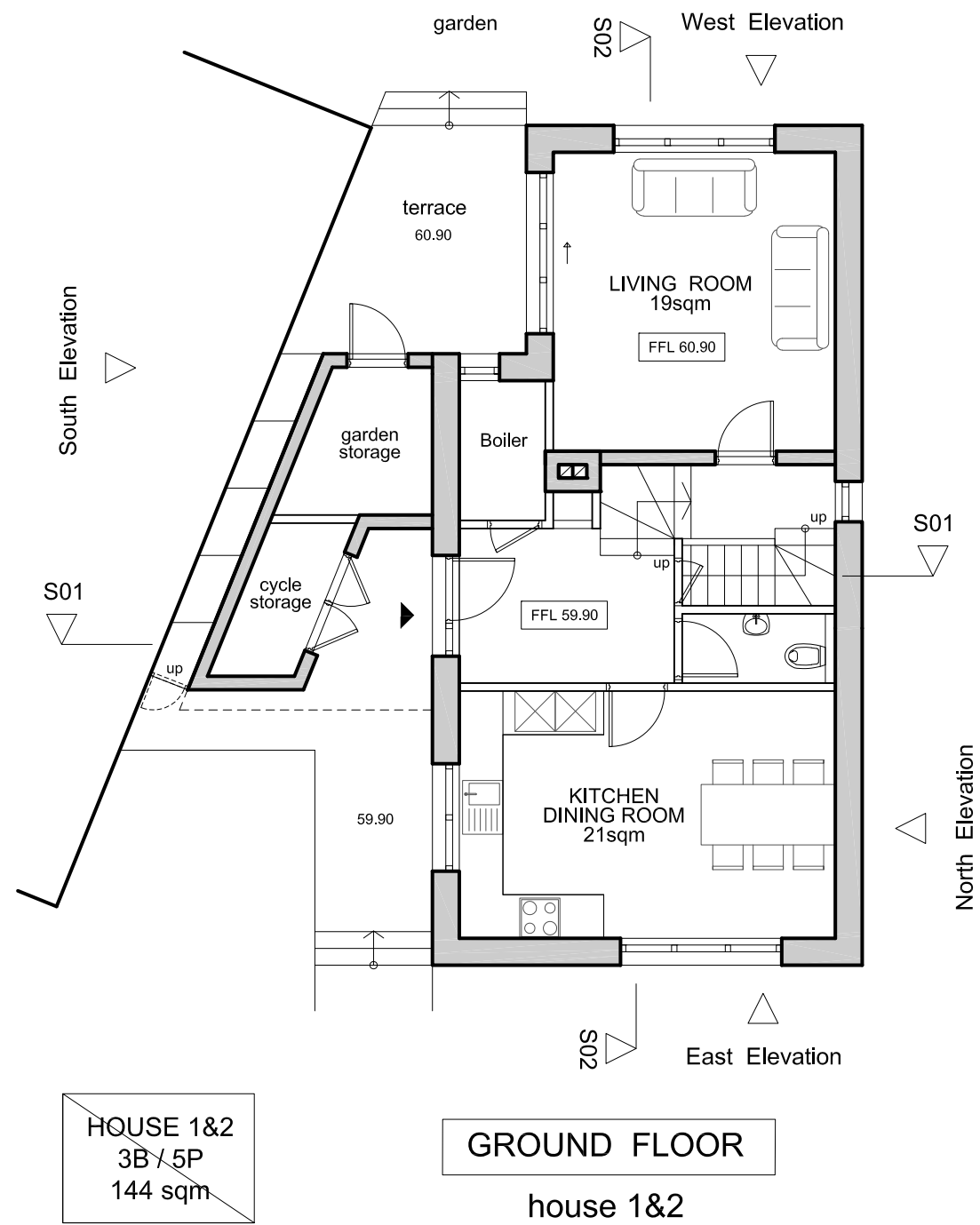
The 3 detached houses are built from ground to first floor with a usable roof space comprising 3 x 3 bedroom units with private amenity space, car parking and secure cycle parking along with a general store and garden store – located within the lower entrance element.

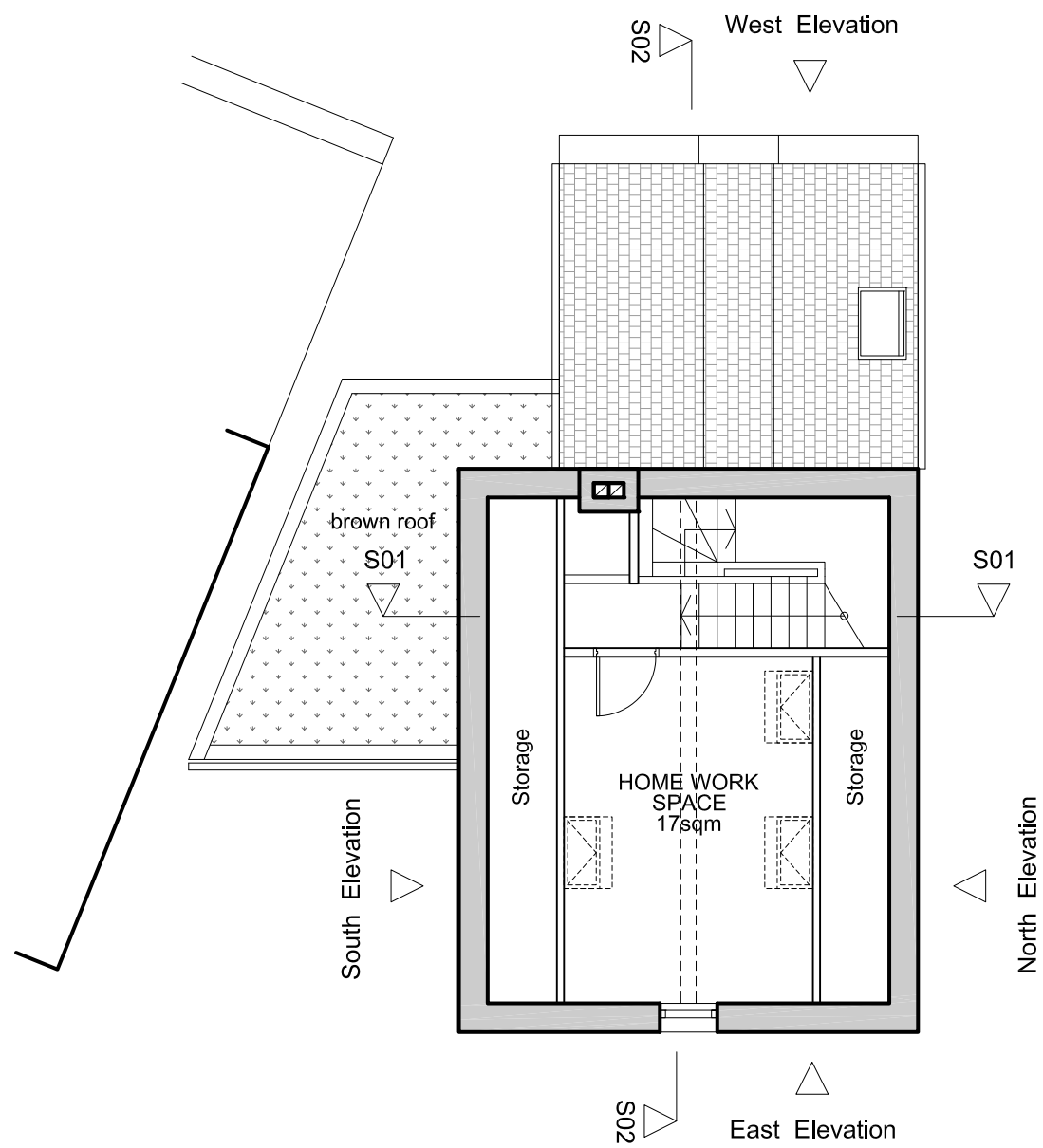
In addition a very accessible small house is proposed with its own parking and garden area. This unit can also be used as a ‘late living’ house or mobility impaired unit as it incorporates flexibility and future proofing.

The footprint and form of the new 3 Bedroom houses picks up the rhythm of the Hill – reducing in scale. In addition the orientation and the shape of the gardens means that there will not be any overshadowing to any adjoining gardens.

There are accessible refuse areas onto the street on the ground floor for household, garden and recycling bins, and secure cycle parking as described above.

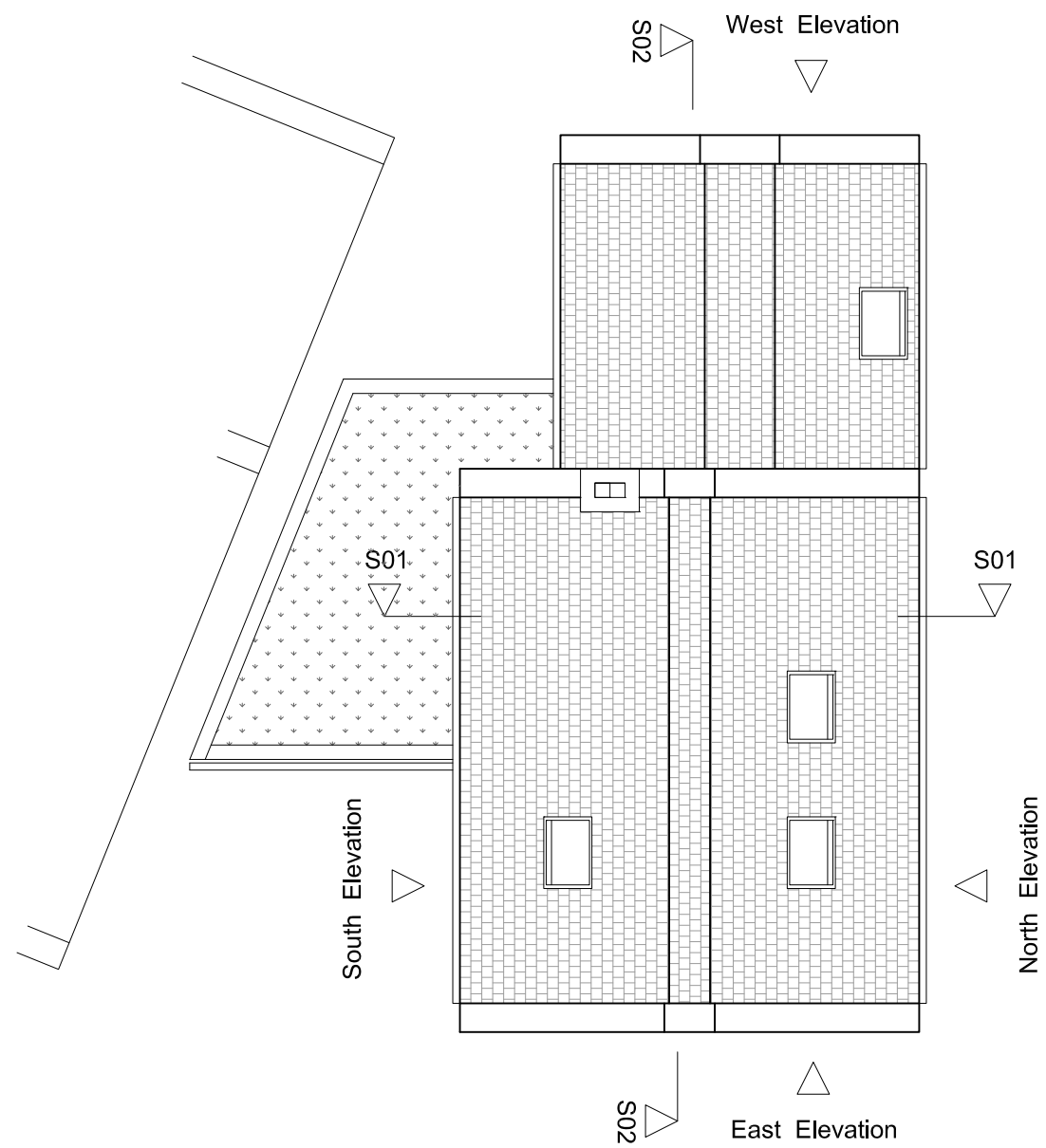






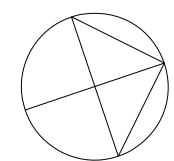
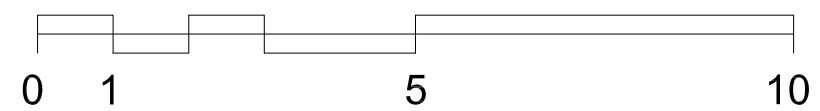
SECOND PLAN

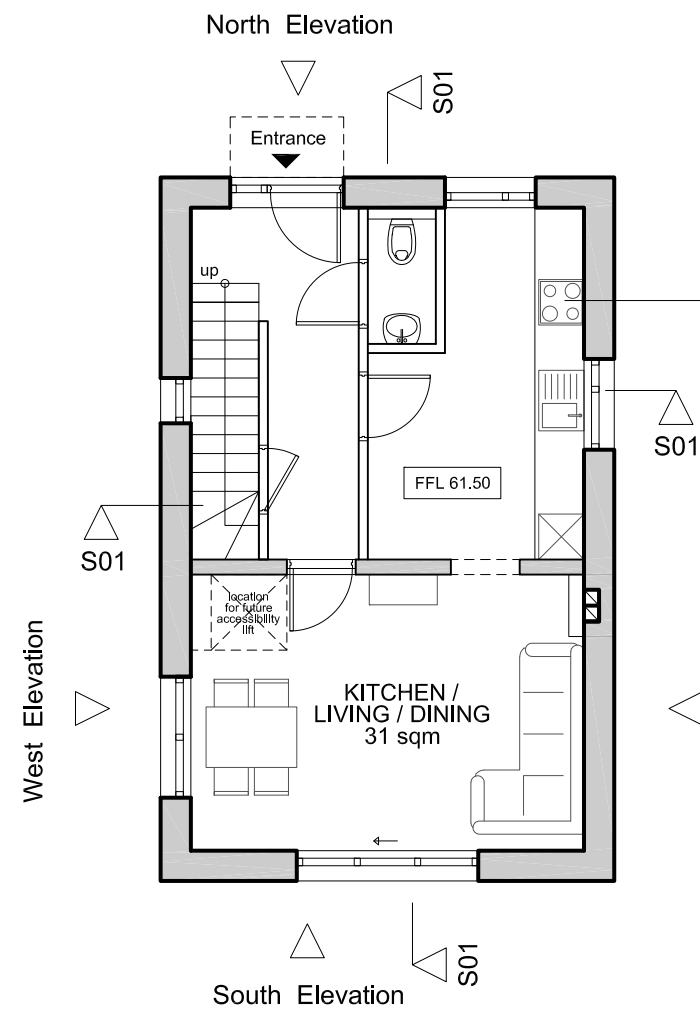
house 1&2



ROOF PLAN

house 1&2



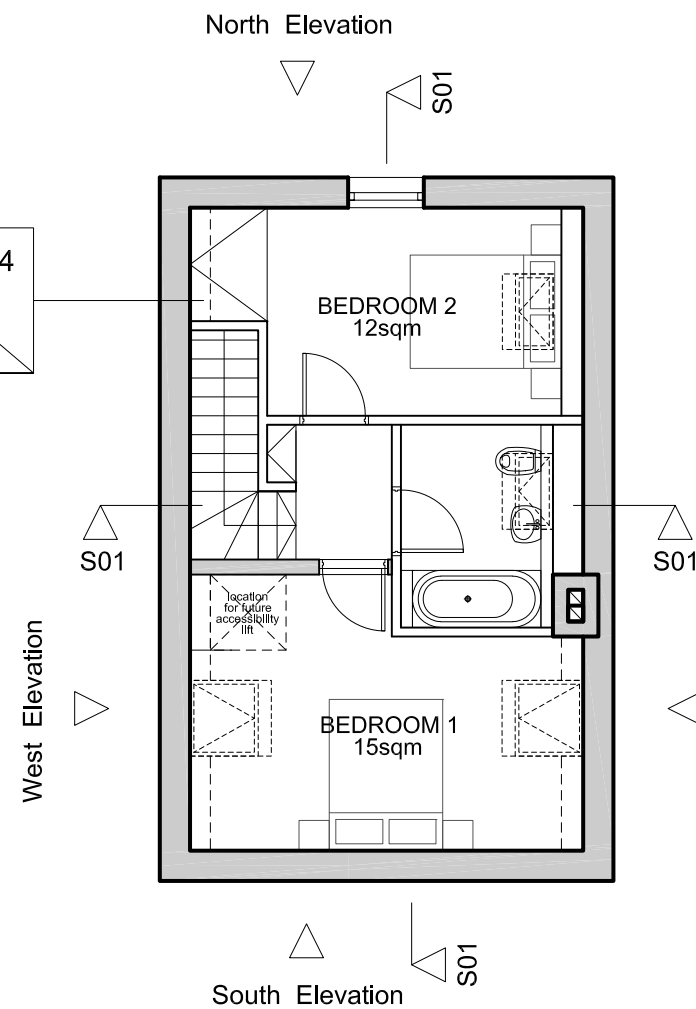


GROUND FLOOR

house 4

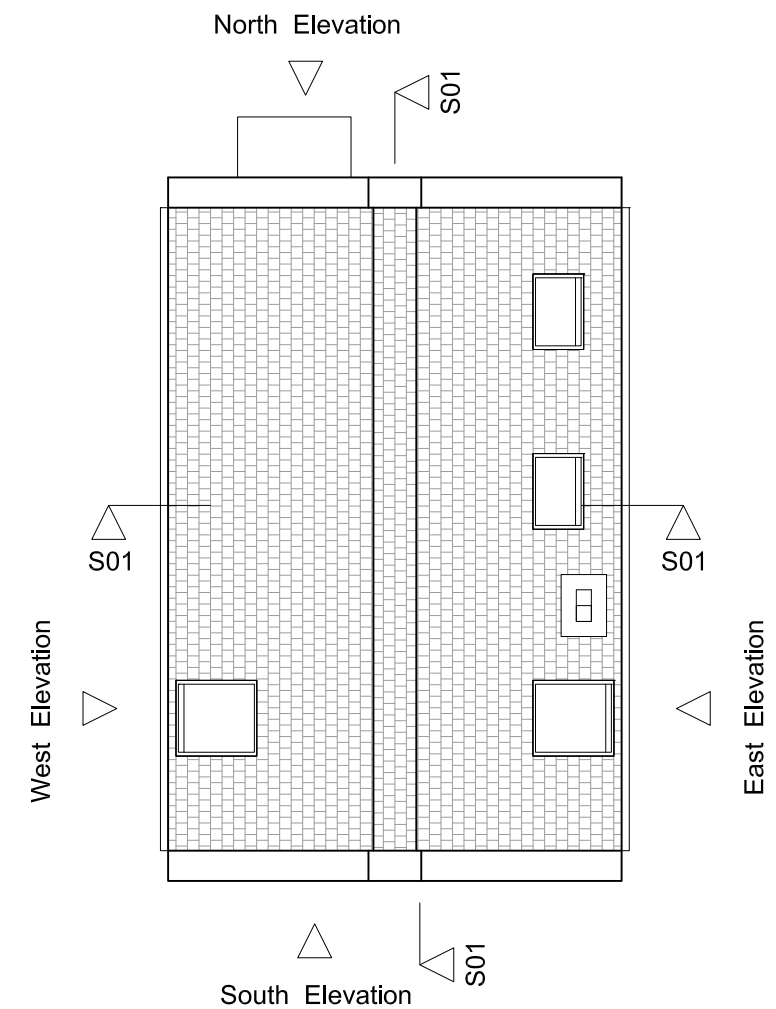
HOUSE 4
2B / 4P
84 sqm

East Elevation



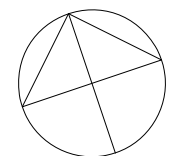
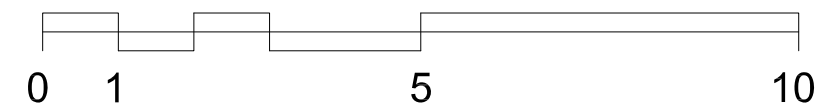
FIRST FLOOR

house 4



ROOF PLAN

house 4

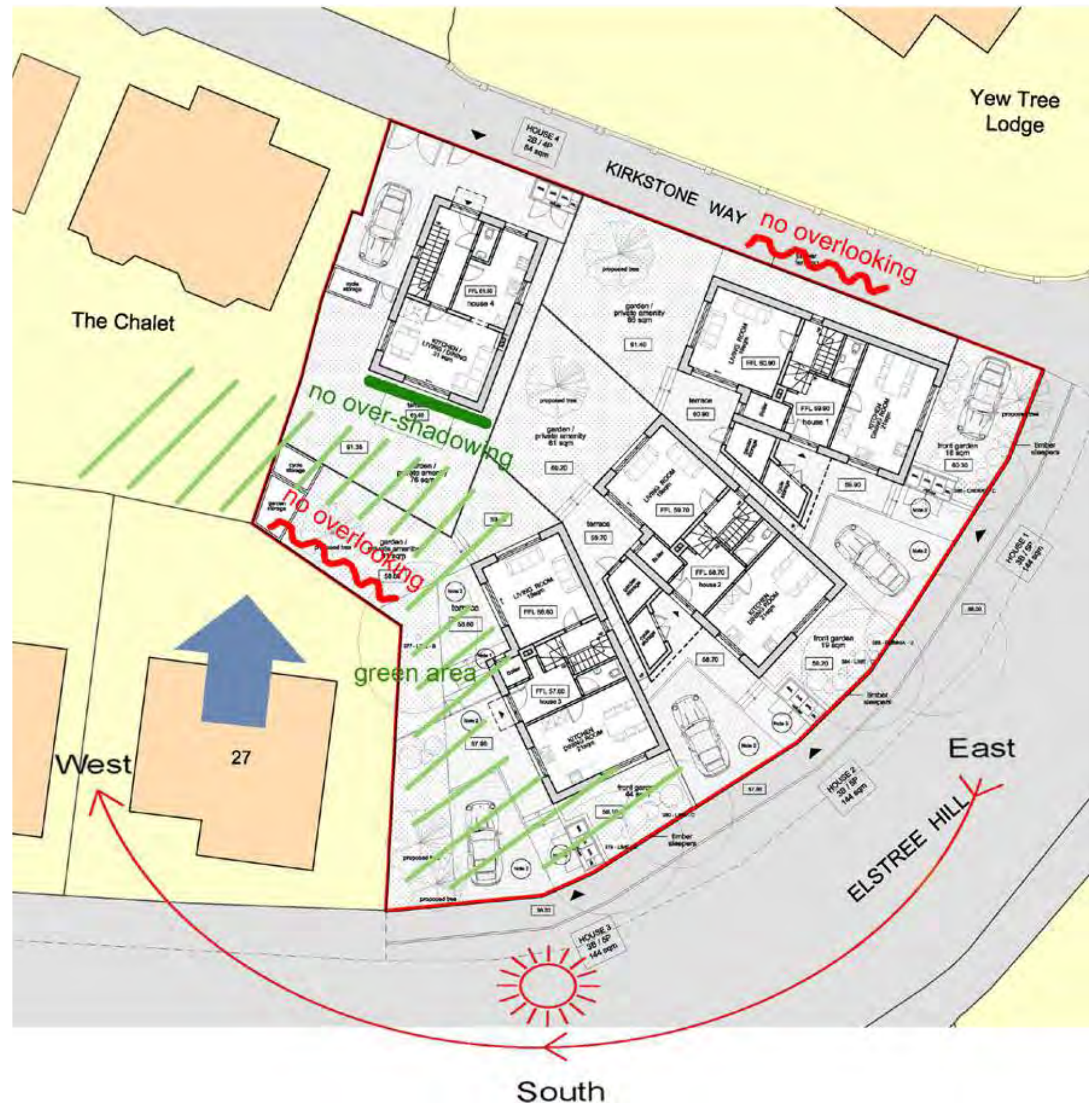


It is clear that the relationship of the new building to its neighbours is fundamental to the success of the design. As already mentioned a previous proposal, which was refused, created a significant massing at the top of the site imposing itself on surrounding properties. We have looked carefully at the setting and relationship with these and have sited our principle development away from this sensitive area to eliminate the impact of previous schemes.

We have very carefully considered the relationship with No.27 and have responded to it in terms of scale and height and privacy and daylight/sunlight.

DAYLIGHT/SUNLIGHT

We have looked carefully at the relationship of our proposal in terms of daylight/sunlight. By carefully locating the new buildings and with excellent orientation we do not impact on neighbouring gardens or windows and have respected both light and privacy to these properties. A detailed daylight/sunlight report accompanies this application.



Design

The design of the new buildings will reflect the character of the area – whilst being a contemporary interpretation of the more traditional facades. As the surrounding buildings are mixed in style and age, we have taken an approach which does not try and compete with them but will blend into and update the streetscape.

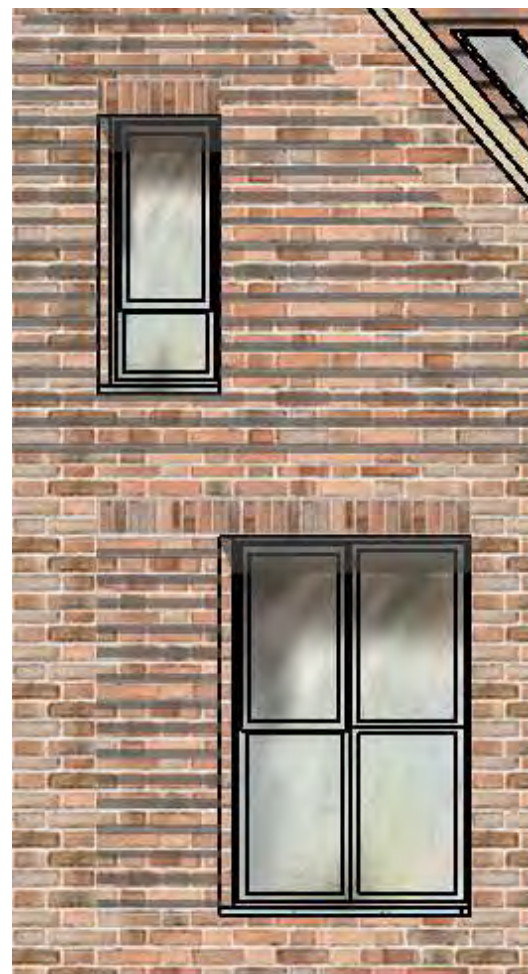
The new proposal will also connect the materials of neighbouring buildings being complimentary to them – using London stock brick and tiled finishes.

Interesting brick detailing and bonding has been introduced adjacent to windows and within the roof form to add a fine additional 'grain' to the facades.

The new façade will fit seamlessly into the streetscape in a refined and well-proportioned yet contemporary manner. The fenestration relates to the proportions and the heights are also sympathetic to the scale of the area.



REFERENCE IMAGES



1 - PETERSEN BRICK - D 48 (or similar)
WITH MEDIUM LIGHT MORTAR

2 - BRICKWORK WITH ALTERNATE RECESSED COURSES
PETERSEN BRICK - D 48 (or similar)
WITH MEDIUM LIGHT MORTAR

3 - DOUBLE GLAZED UNIT IN THERMALLY BROKEN
ALUMINIUM FRAME
COLOUR - LIGHT BEIGE
POWERCOATED FINISH
CLEAR GLASS

4 - DOUBLE GLAZED UNIT IN THERMALLY BROKEN
ALUMINIUM FRAME
COLOUR - LIGHT BEIGE
POWERCOATED FINISH
OBSCURED GLASS

5 - ALUMINIUM ENTRANCE DOOR,
WITH OBSCURED GLASS PANEL
ON SIDE,
COLOUR - LIGHT BEIGE POWERCOATED FINISH

6 - ALUMINIUM DOOR
COLOUR - LIGHT BEIGE POWERCOATED FINISH

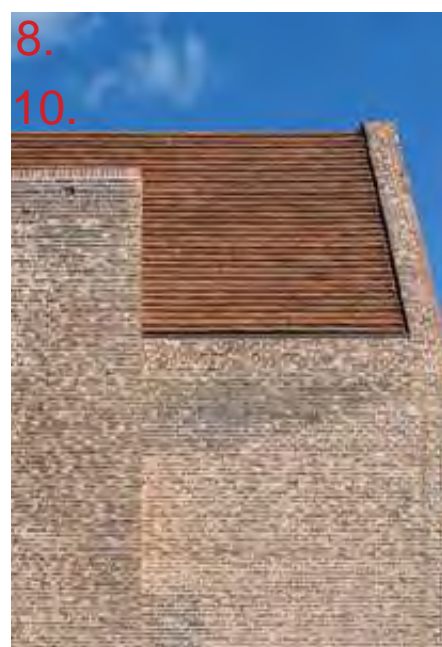
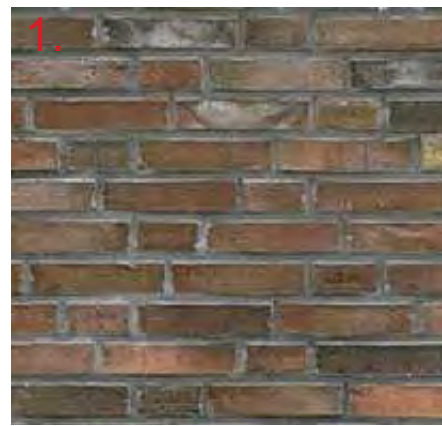
7 - POWERCOATED ALUMINIUM
DETAIL TO MATCH WINDOWS

8 - ROOF TILES TO MATCH
PETERSEN C48 OR SIMILAR

9 - ROOF TIMBER JOINS

10 - ALUMINIUM BOX (SQUARE OR RECTANGULAR)
GUTTER AND DOWNPIPES

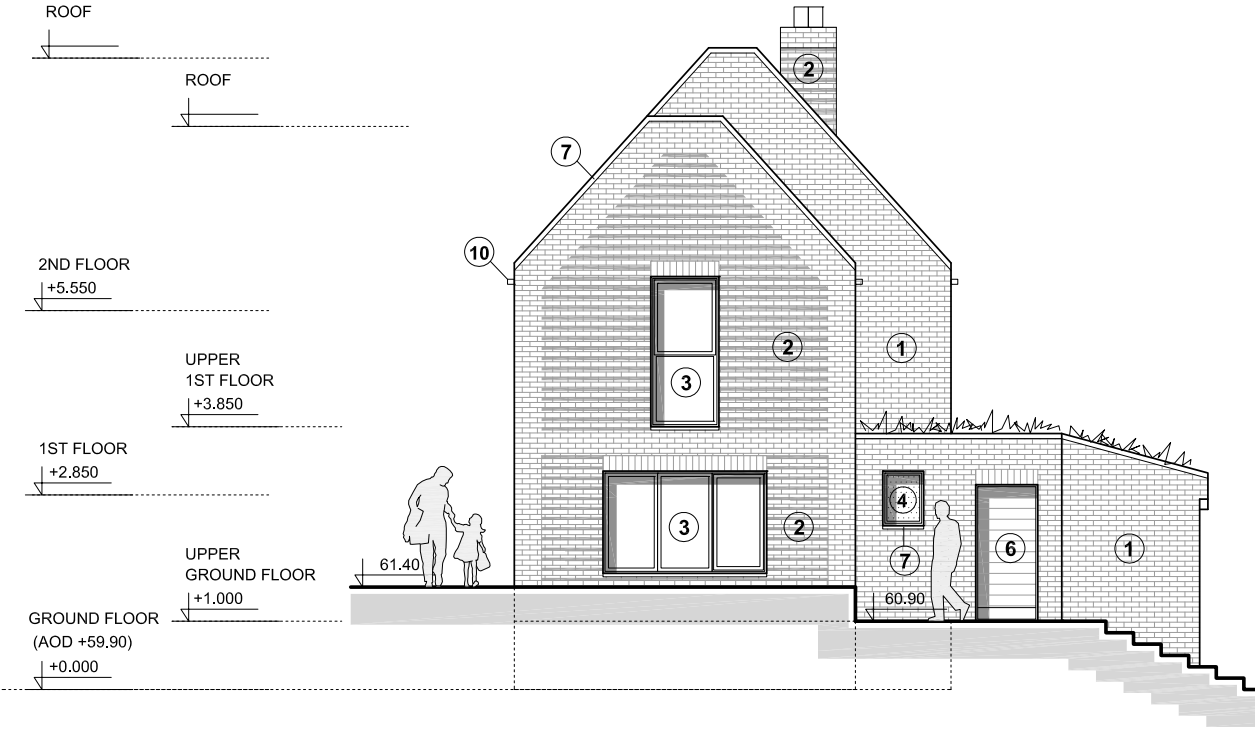
11 - VELUX WINDOW



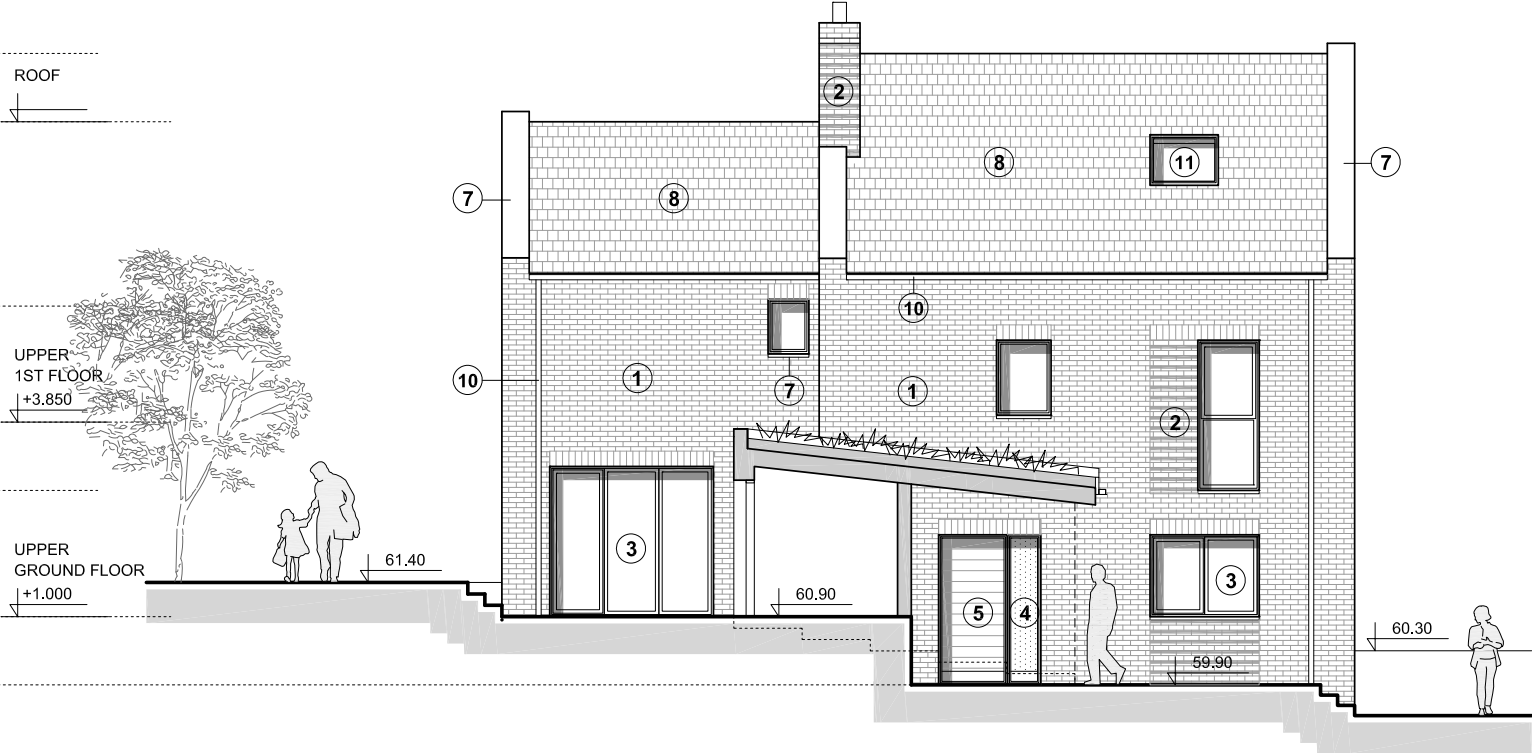
PROPOSED ELEVATIONS - HOUSE 1-2



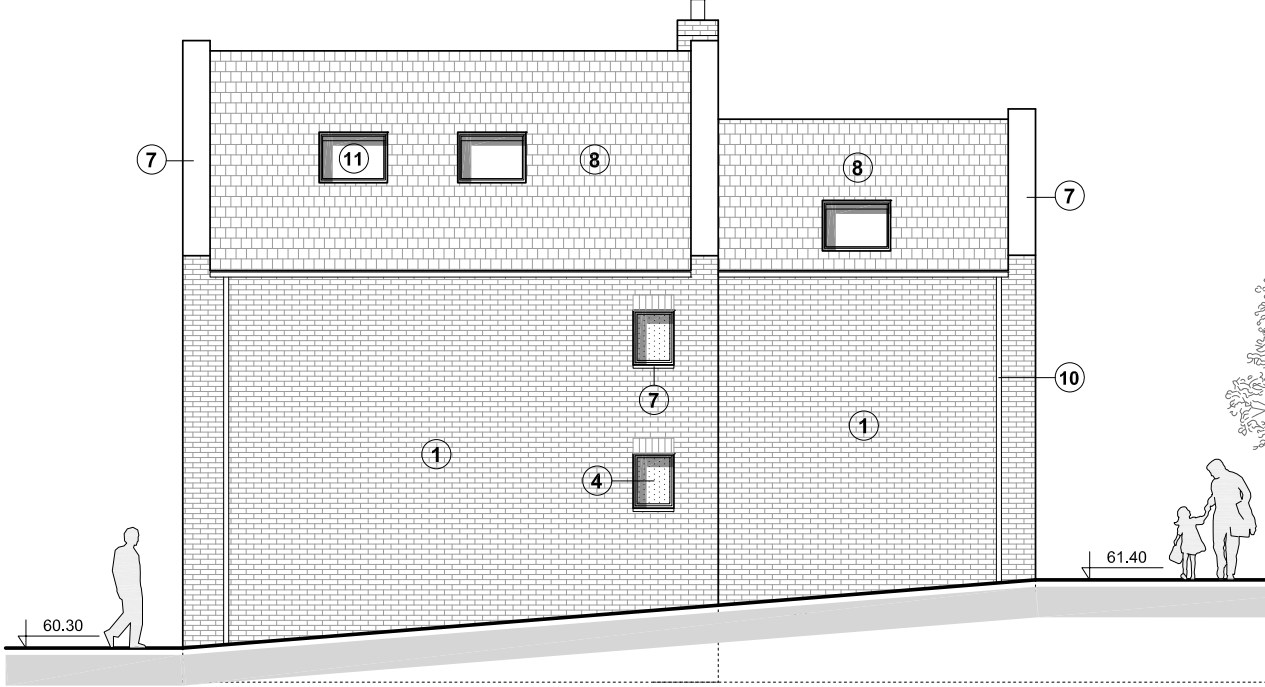
East Elevation



West Elevation

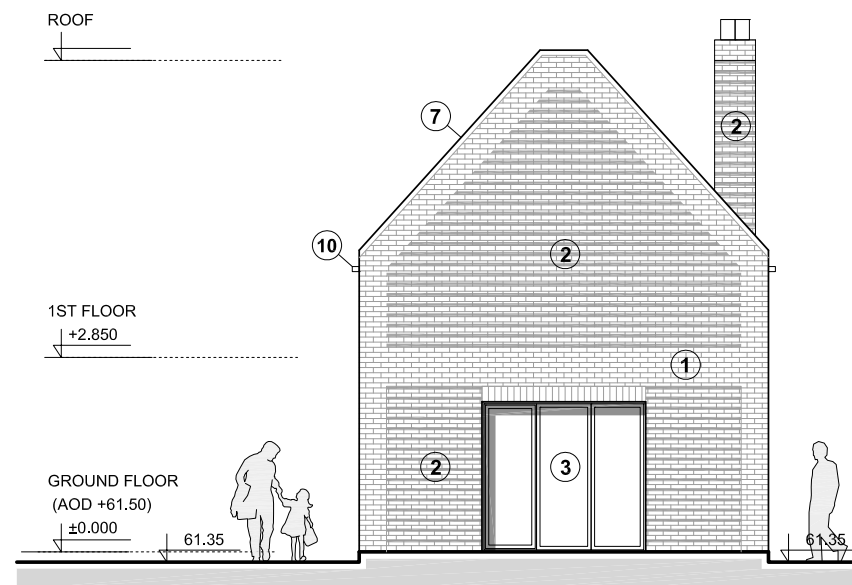


South Elevation

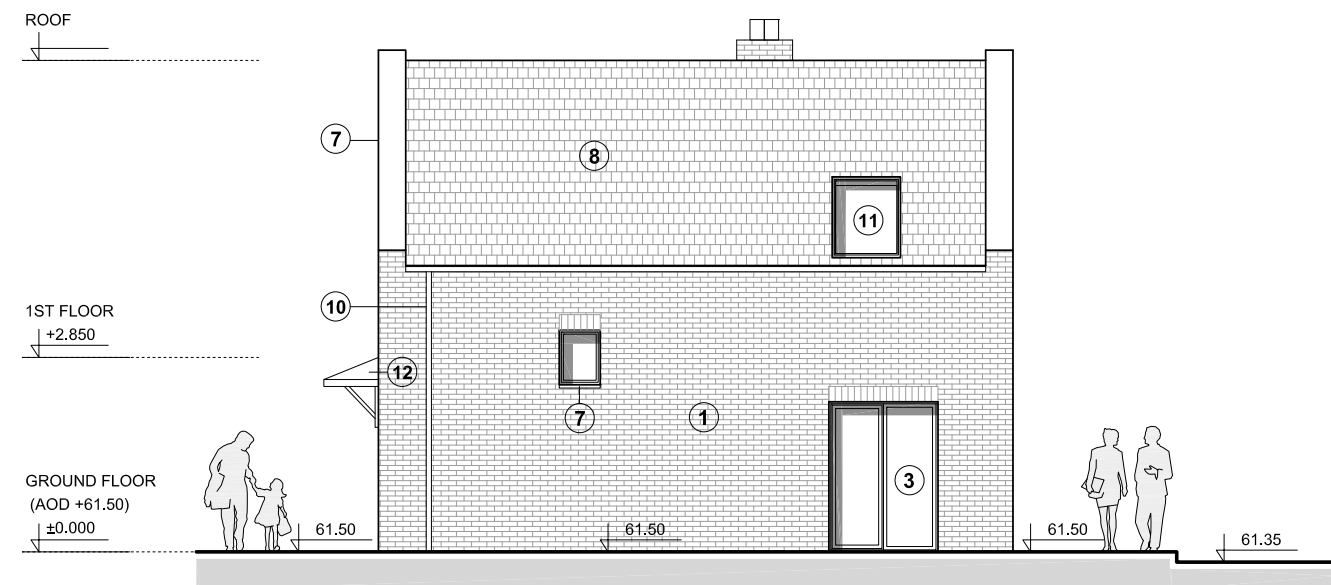


North Elevation

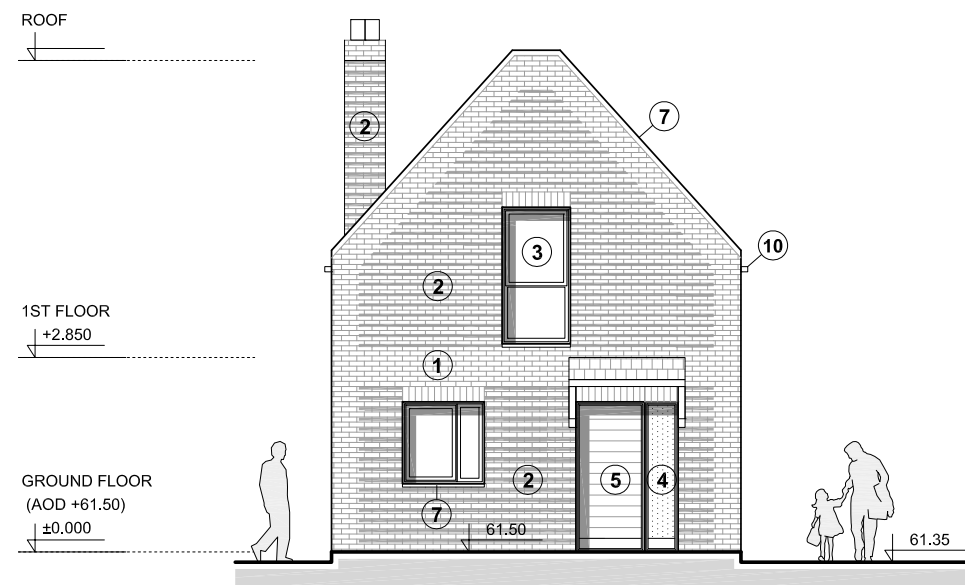
PROPOSED ELEVATIONS - HOUSE 4



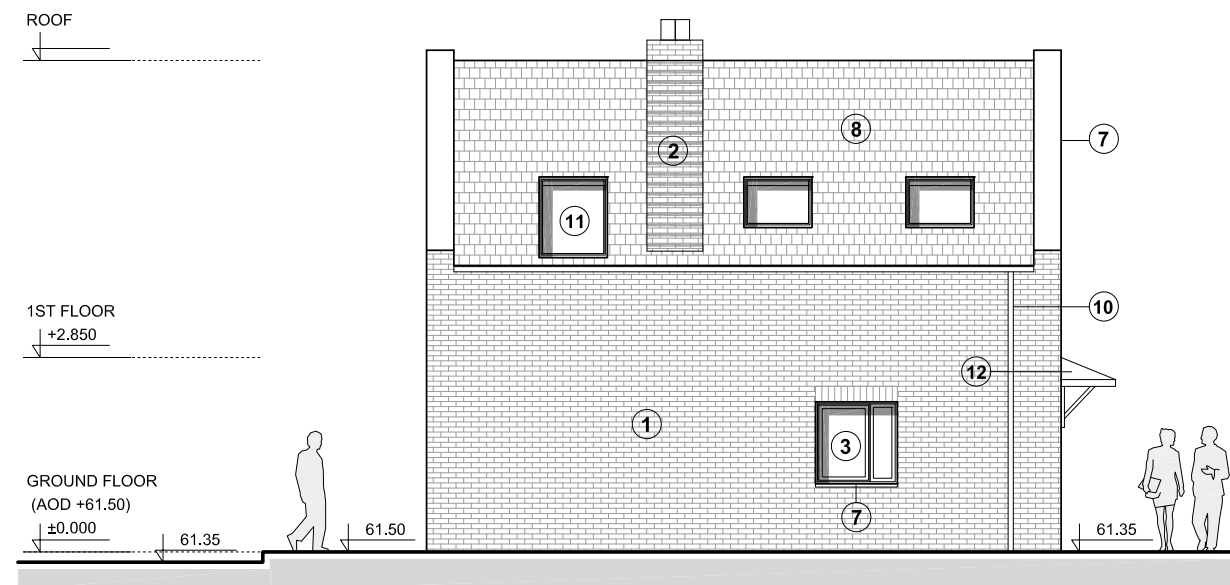
South Elevation



West Elevation



North Elevation



East Elevation

Amenities

Careful consideration will be given to the landscape and new tree planting will compliment the existing with careful attention to detail and the integration of the hard landscaping within the proposal. In relation to existing trees a detailed Tree Report accompanies this application.



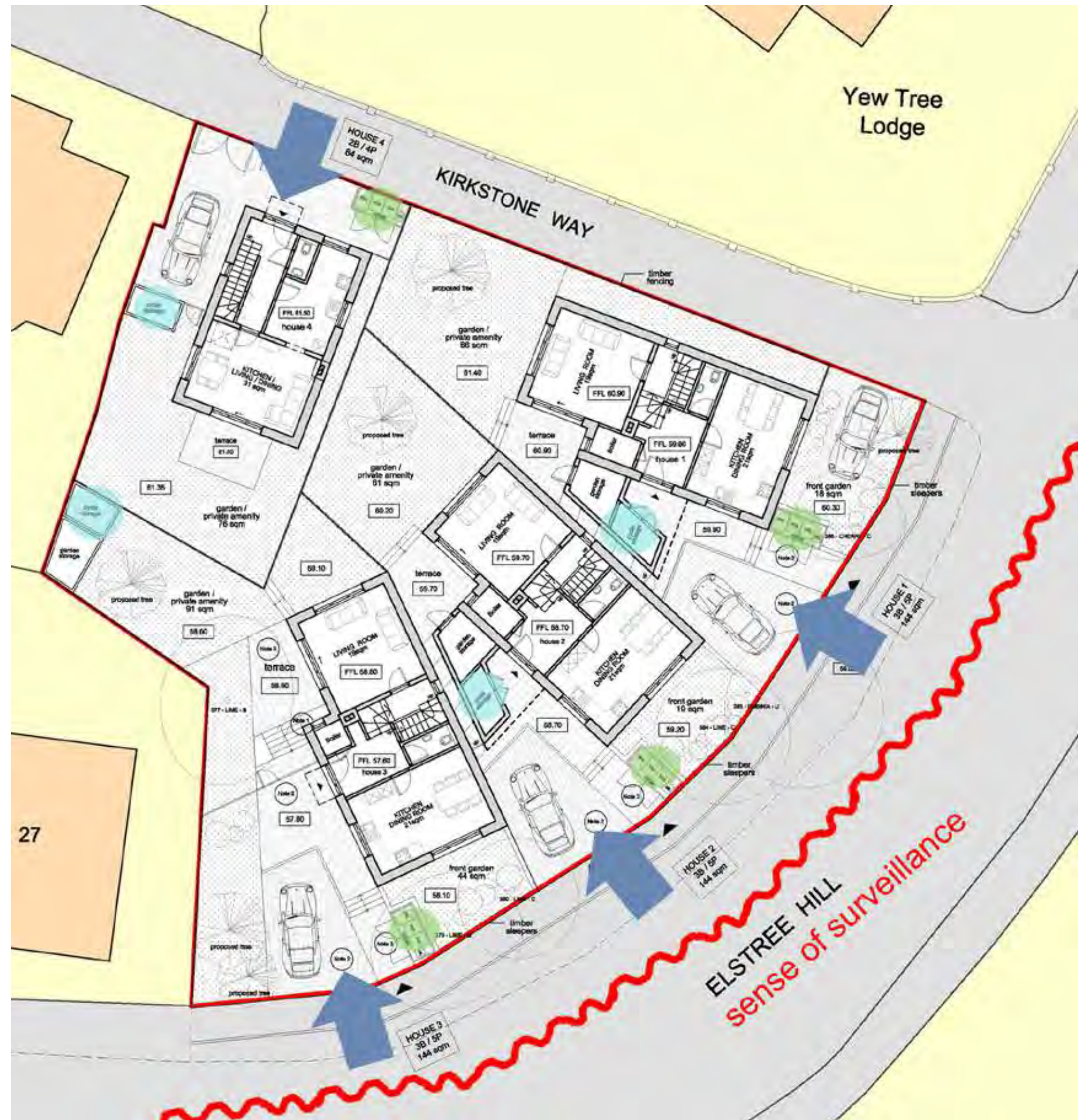
Accessibility is key to all parts of the proposal.

The entrance to the residential will be via a secure entrance doors - to provide surveillance for those entering and leaving the building. The design is as flexible as possible with level access from the street for the residential. There are 3 ground floor flats, which will have their own private garden areas.

- All elements will accommodate the following features
 - ...wheelchair user access where possible
 - ...all doorways and corridors will have adequate width to allow for MIP to move around the flats and manoeuvre into and out of rooms.
 - ...all bathrooms will be designed to incorporate ease of access to bath, WC and wash basin.
 - All switches and sockets to be installed at a convenient height for all users.
 - There will be no unnecessary recesses/alcoves at ground level in the interest of safety and security for the residents.
- Servicing and emergency vehicles can access the front of the site as currently happens.
- The 2 bedroom house, in particular, has incorporated features which create flexibility and accessibility.

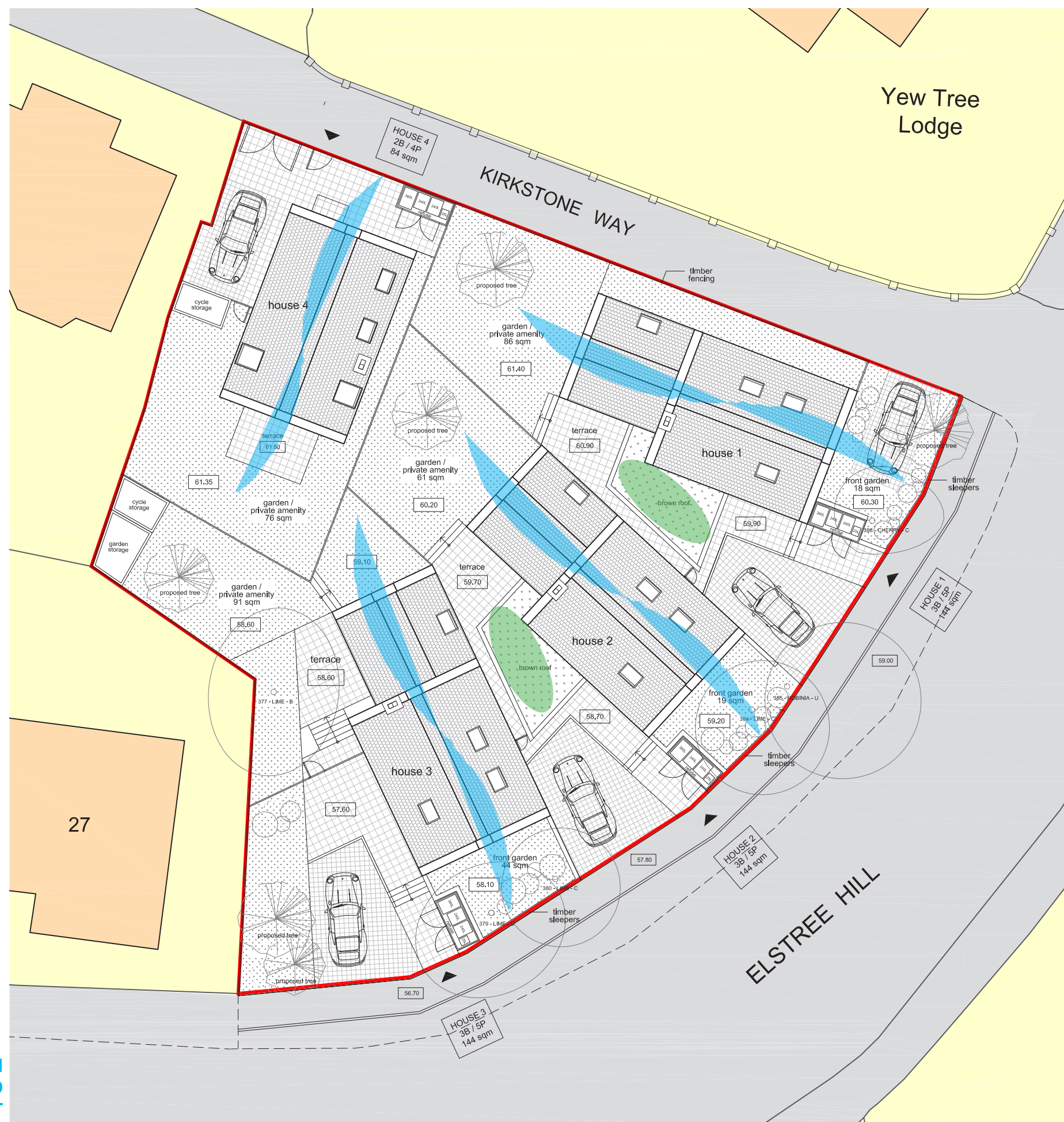
Secure by Design

- The location of this development will add security and a sense of surveillance to this existing private road and enhance an overall sense of protection for residents in the area.
- The design of doors and windows will all be using 'Secure By Design' principles.



The submitted scheme will comply with current standards regarding sustainability and energy and these reports will accompany a full submission.

CROSS VENTILATION
AND
DUAL ASPECT

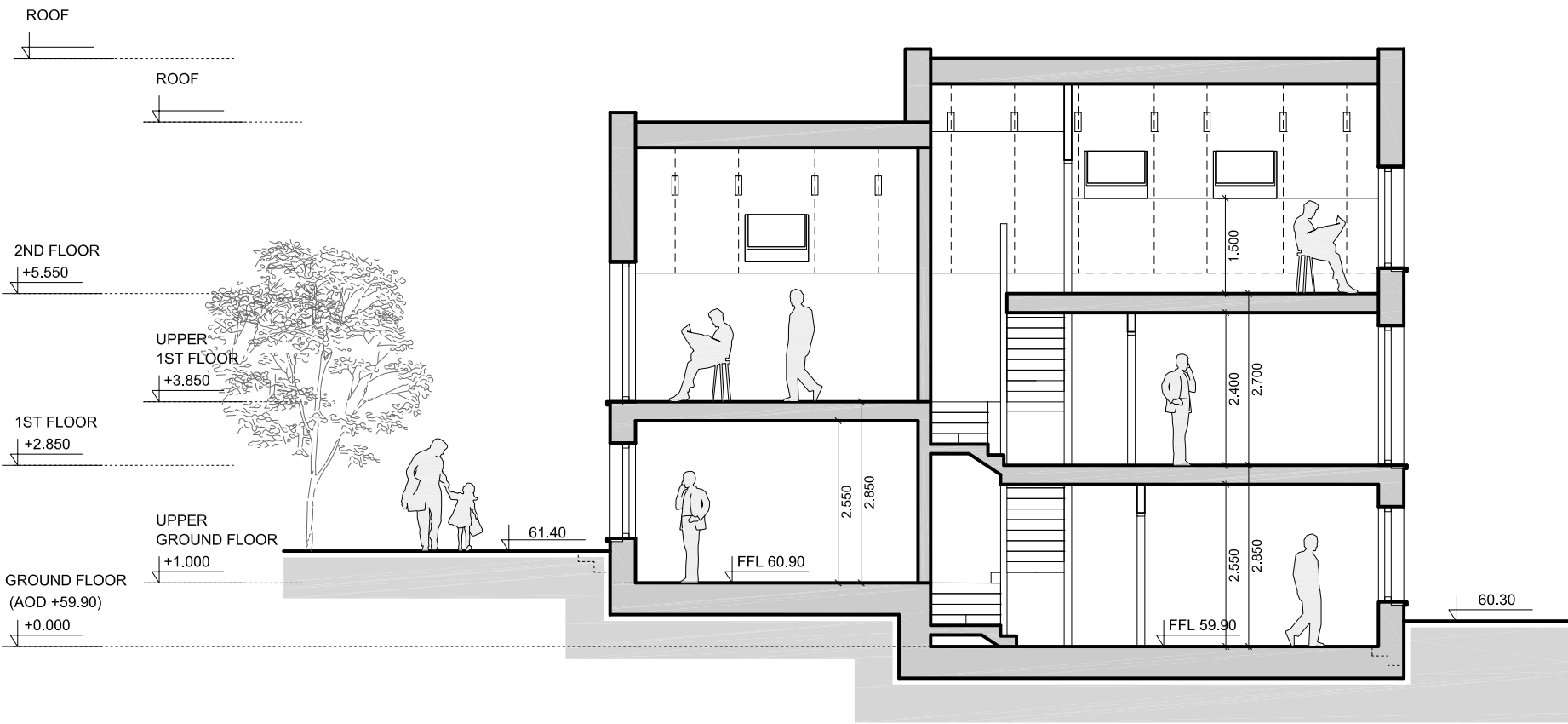


There will be extensive brown roofs. With the use of native species of planting it will provide a habitat which wildlife can colonise. The roof has been designed to allow for the minimum of maintenance access so that the wildlife will not be disturbed.

A low fertility substrate material, such as that found at the plot, will be laid down onto the flat roof and allowed to colonise naturally. A variety of wildlife species could occupy this roof space, with the potential for birds.



This is a great opportunity to introduce new appropriately sized residential accommodation in this location and create new sensitive contemporary buildings that will compliment their neighbours and greatly improve the streetscape.



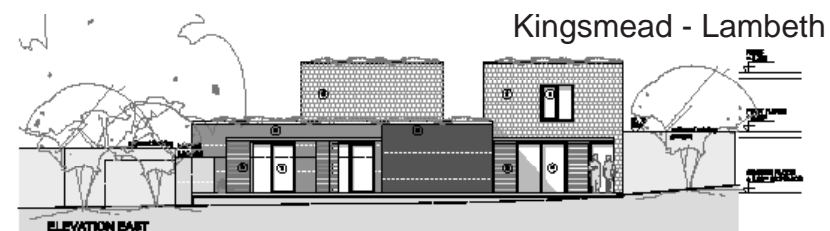
If...architecture – recent relevant planning approvals in London Boroughs



Burnt Ash Lane - Bromley



Peters Court - Lambeth



Kingsmead - Lambeth



St Marys Mews - Southwark



Rowe Lane - Hackney



Pond house houses - Hackney



The Stables - Haringey