

# **4D PLANNING™**

Chartered Town Planners & Architectural Technicians

## **DESIGN AND ACCESS / PLANNING STATEMENT**

Rear extension and construct additional storey to property resulting in formation of two self contained residential units in property, alterations to elevations and associated site works.

**Property Address:** 26 Hillbrow Road, Bromley, BR1 4JL.

**August 2020**

## **1.0 INTRODUCTION**

**1.1** This Design and Access / Planning Statement is submitted on behalf of the applicant in respect of a planning application to construct a rear extension and an additional storey to the property resulting in the formation of two self contained residential units in the property, alterations to external elevations and associated site works. This Statement should be read in conjunction with other drawings and documents accompanying the planning application.

**1.2** This Statement comprises:

- A description of the application property and surrounding area;
- A description of the proposed development;
- A summary of relevant planning history; and,
- An assessment of the proposed development against relevant planning policy.

## **2.0 APPLICATION PROPERTY AND SURROUNDING AREA**

**2.1** The existing property is a single storey building located on the west side of Hillbrow Road nears its junction with Coniston Road. The property sites well below the level of the road and has an average size rear garden relative to the area. A crossover provides vehicular access to the site and there is space to the front for car parking in addition to a garage. The site is bounded by mature vegetation.

**2.2** The site is located within a mostly residential area. However, within 400m (5 minutes' walk) of the site there are a variety of land uses including open space/park land, a hotel, fuel station with convenience shop, and commercial parade of shops / businesses. There are schools and community facilities slightly further afield but still within approx. ten minutes' walk. The site is therefore centrally located to day-to-day facilities, services and amenities.

**2.3** Bus route No's 208, 320 and N199 run along Bromley Hill and within minutes walk from the site. Ravensbourne Train Station is located approx. 1km away. The site is located within flood zone 1 and thus has a low probability of flooding.

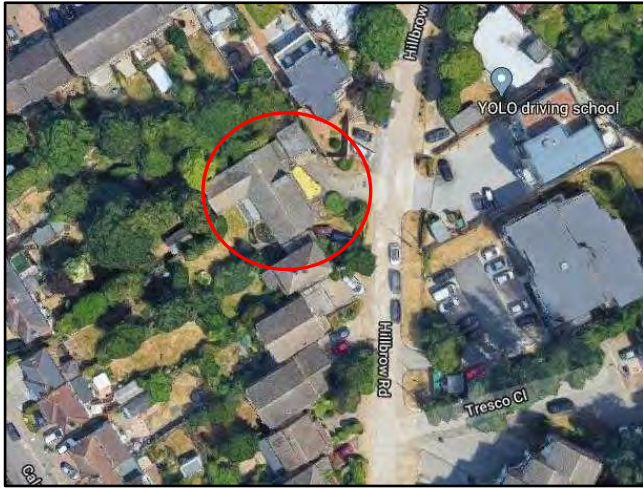


Figure 1 – Aerial photo of site.



Figure 2 – View of property from Hillbrow Road.

### 3.0 PROPOSED DEVELOPMENT

3.1 It is proposed to construct a rear extension and an additional storey to the property resulting in the formation of two residential units. With regards the rear extension, this is of largely the same dimensions as an extension approved under DC/20/116834. The existing property has a ridge height of approx. 5.4m and the proposed additional storey would result in a ridge height of approx. 7.5m.

3.2 The existing property, whilst pleasant, is of little streetscene merit as it has no presence in the streetscene due to its low rise nature and screening by vegetation. It is not a listed building nor is the site in a conservation area. There is an eclectic mix of building types, scales and forms along Hillbrow Road. The overall building (ground & first floor) would have a gross internal floor area of approx. 317m<sup>2</sup> and there would be a separate outbuilding for refuse ad cycle storage of approx. 25m<sup>2</sup>

3.3 In terms of the proposed two residential units, they would be as follows:

Unit No.	No. Bedrooms / persons	Total Internal Gross Floor Area (approx. m <sup>2</sup> )	Garden Area (Approx. m <sup>2</sup> )
1	3 bed / 6 person	145	95
2	3 bed / 6 person	146	80

Table 1 – Schedule of accommodation

3.4 An enclosed refuse storage area will be provided for on the front curtilage. Enclosed and secure cycle storage spaces will also be provided for on the front curtilage. Two on-site car parking spaces are provided for.

3.5 Both residential units would have individual rear garden areas.

#### 4.0 PLANNING HISTORY

4.1 A planning search of Lewisham Borough Council's online planning reveals the following recent planning history on the site.

DC/20/116834            *Lawful Development Certificate (Proposed) in respect of the construction of a single storey extension to the rear, and a rear roof slope extension to 26 Hillbrow Road, BR1, together with the installation of 2 rooflights to the front roof slope. **Approved July 2020.***

DC/19/112020            *The demolition of 26 Hillbrow Road BR1 and construction of one storey building and 3 two storey buildings comprising 3, one-bedroom, 1, two bedroom, 1, three bedroom self-contained flats and 1, one bedroom house, together with the provision of 2 parking spaces, cycle spaces and landscaping. **Refused May 2020.***

#### 5.0 PLANNING POLICY

##### **National Planning Policy Framework (NPPF) 2018**

5.1 The National Planning Policy Framework 2018 (NPPF) seeks to promote a wide choice of house types and home ownership. Para. 59 states:

*“To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”*

***The proposed development would enhance the range of house types and house tenures available in the area.***

##### **The London Plan (2016 Consolidation / Update)**

5.2 The London Plan (2016) encourages the optimisation of housing (Policy 3.4), and requires that housing be of the highest quality internally and externally (Policy 3.5). The importance of different sizes and types of dwellings is also recognised (Policy 3.8). Table 3.3 of the London Plan sets out minimum space standards for new dwellings. ***The proposed residential units meet the floorspace requirements of 102m<sup>2</sup> for 3 bed 6 person dwellings over two storeys.***

Table 3.1 of the London Plan states that a minimum target of 1,385 dwellings must be provided in Lewisham per annum in the period 2015-2025. The above is further supported by Draft London Plan policy H2 (small sites). The policy states that small sites, below 0.25, ‘should play a much greater

role in housing delivery to achieve the ten-year housing targets set out in policy H1) “*Boroughs should pro-actively support well designed new homes on small sites through both planning decisions and plan making in order to; 1) significantly increase the contribution of small sites to meeting London’s housing needs 2) diversify the sources, locations, type and mix of housing supply 3) support small and medium-sized housebuilders 4) support those wishing to bring forward custom, self-build and community led housing*”.

### **Lewisham Core Strategy (2011)**

**5.3** The Core Strategy sets ambitious new dwelling targets to 2025/26. A key way of achieving this is referred to by Spatial Policy 1 and is that of achieving higher residential densities. ***The proposed development would accord with this Policy.***

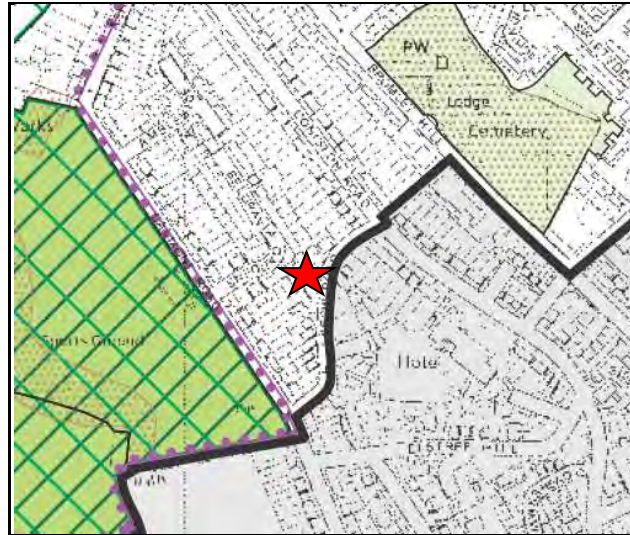
**5.4** Under the provisions of the Core Strategy, it would seem the application site is within an ‘area of stability and managed change’. Thus, Spatial Policy 5 is of relevance and it does not seek to restrain development but rather, amongst other matters, seek to “...*ensure that any new development protects or enhances the quality of Lewisham’s character...*”. Indeed para. 6.143 of the Core Strategy Notes:

*“The Areas of Stability and Managed Change will deliver approximately 2,590 additional new homes over the period of the Core Strategy. This accounts for approximately 14% of the borough’s requirement in order to meet local housing need and contribute towards meeting and exceeding London Plan targets”.*

**5.5** Core Strategy Policy 15 refers to achieving high quality design. Design issues are discussed further below.

### **Lewisham Development Management Local Plan (2014)**

**5.6** As can be seen in Figure 3 below, the property is not affected by any planning designations.



*Figure 3 – Extract from Lewisham Local Plan Policies Map (2015). Site is Indicated by Red Star.*

**5.7** DM Policy 3 refers to the conversion of a single family house to two or more dwellings. This policy is not considered applicable in this instance as the existing property is being extended by creating an additional floor thereby allowing the creation of two family units – the existing property is not being converted to create two smaller units. There is thus a net gain of a family size dwelling which is the opposite to which Policy 3 seeks to safeguard against. Both units would have access to individual rear garden areas.

**5.8** DM Policy 2 refers to the loss of existing housing. This policy is not considered applicable as there would be no loss of housing. Rather there would be a net gain in housing.

**5.9** DM Policy 29 (Car Parking) states that *“The Council will require parking standards in accordance with Core Strategy Policy 14”*. The Core Strategy in turn references London Plan standards. ***The parking requirement for the proposed development is up to two spaces per unit and this requirement is met through the provision of one space per unit on the front curtilage space. Parking is also possible on the public road. Cycle parking space is also provided for on site.***

**5.10** DM Policy 30 relates to urban design & local character. Amongst the general policy provisions are:

*“The Council will require all development proposals to attain a high standard of design. This applies to new buildings and for alterations and extensions to existing buildings. The requirements of Core Strategy Policy 15 which sets out the aims for each Core Strategy spatial area will need to be met.*



...

2. Where relevant, development proposals will need to be compatible with and/or complement the urban typologies and address the design and environmental issues identified in Table 2.1 Urban typologies in Lewisham.

3. The retention and refurbishment of existing buildings that make a positive contribution to the environment will be encouraged and should influence the character of new development and the development of a sense of place. Their value and significance as a heritage asset will be assessed as part of any development proposal.

...”

***The proposed development would add to the mix of dwellings forms and styles already present on Hillbrow Road and would add greater visual interest and articulation to the streetscene in addition to enhancing passive surveillance.***

**5.11** Amongst the detail design provisions set out in DM Policy 30 are:

*“5. An adequate response to the following detailed matters will be required in planning applications to demonstrate the required site specific design response:*

*a. the creation of a positive relationship to the existing townscape, natural landscape, open spaces and topography to preserve and / or create an urban form which contributes to local distinctiveness such as plot widths, building features and uses, roofscape, open space and views, panoramas and vistas including those identified in the London Plan, taking all available opportunities for enhancement.*

*b. height, scale and mass which should relate to the urban typology of the area as identified in Table 2.1 Urban typologies in Lewisham*

*c. layout and access arrangements. Large areas of parking and servicing must be avoided.*

*d. how the scheme relates to the scale and alignment of the existing street including its building frontages.*

*e. the clear delineation of public routes by new building frontages, with convenient, safe and welcoming pedestrian routes to local facilities and the public transport network, including meeting the needs of less mobile people and people with young children.*

*f. the quality and durability of building materials and their sensitive use in relation to the context of the development. Materials used should be high quality and either match or complement existing development, and the reasons for the choice of materials should be clearly justified in relation to the existing built context.*

*g. details of the degree of ornamentation, use of materials, brick walls and fences, or other boundary treatment which should reflect the context by using high quality matching or complementary materials.*

*h. how the development at ground floor level will provide activity and visual interest for the public including the pedestrian environment, and provide passive surveillance with the incorporation of doors and windows to provide physical and visual links between buildings and the public domain.*

*i. new development must be sustainably designed and constructed in compliance with Core Strategy Policies 7 and 8.*

*j. where there is an impact on a heritage asset a statement will be required that describes the significance of the asset, including its setting, and an assessment of the impact of the proposals upon that significance”.*

*The proposed development is considered to adhere to the above provisions as follows:*

- The existing plot width and building line would be unaffected through the proposal.*
- There is a wide variety of building types, forms and scales along the road. There is no over-riding or predominant character. See Figures 4-12 below.*
- The existing front curtilage parking area would not be enlarged.*
- The creation of an additional storey would enhance passive surveillance on this part of Hillbrow in addition to adding to visual interest.*







*Figures 4 – 12: Eclectic mix of dwellings along Hillbrow Road.*

**5.12** DM Policy 31 (Alterations and extensions to existing buildings including residential extensions) states:

*“Development proposals for alterations and extensions, including roof extensions will be required to be of a high, site specific, and sensitive design quality, and respect and/or complement the form, setting, period, architectural characteristics, and detailing of the original buildings, including external features such as chimneys, and porches. High quality matching or complementary materials should be used, appropriately and sensitively in relation to the context. New rooms provided by extensions to residential buildings will be required to meet the space standards in DM Policy 32 Housing design, layout and space standards”.*

***This policy is fully adhered to. The existing single storey property with roof pitch towards the street is somewhat of an oddity in the streetscene where the vast majority of other properties are more than one storey in height and much larger in scale. The additional storey would continue the form of the original property.***

**5.13** DM Policy 32 (Housing design, layout and space standards) states:

*“1. The Council expects all new residential development to:*

*a. be attractive and neighbourly*

*b. provide a satisfactory level of privacy, outlook and natural lighting both for its future residents and its neighbours and*

*c. meet the functional requirements of future residents.*

...

*3. New-build housing development will be required to be:*

...

*b. provided with a readily accessible, secure, private and usable external space and include space suitable for children's play.*

...

*d. designed to be safe and secure and reduce crime and the fear of crime”.*

***The proposed development is considered to adhere to DM Policy 32 as follows:***

- No habitable room windows are proposed at first floor level on the sides (north or south elevations). There is sufficient separation distance (approx. 50m) from the proposed upper floor rear elevation to the backs of properties on Calmont Road to prevent any adverse impacts.***
- It is not considered there would be any adverse overshadowing given the orientation of and separation distance to neighbouring dwellings and gardens. The presence of mature***

*trees beyond the northern site boundary would ensure no adverse overshadowing or overbearing impact*

- *The proposal would certainly not be overbearing in the context of a road where the vast majority of other properties are more than one storey in height and much larger in scale.*
- *There is ample rear garden space to the rear of the property to provide private and usable external space for future occupants. If required, the applicant would be happy to provide additional landscaping details for this area by condition.*
- *The creation of an additional storey would significantly enhance passive surveillance on this part of Hillbrow in addition to adding to visual interest. At present these urban design qualities are severely lacking in the immediate vicinity of the application site.*

### **5.13** Internal standards of DM Policy 32 include:

*“4. The standards in the London Plan will be used to assess whether new housing development provides an appropriate level of residential quality and amenity. This will involve an assessment of whether the proposals provide accommodation that meet the following criteria:*

- a. meet the minimum space standards for new development which should conform with the standards in the London Plan*
- b. habitable rooms and kitchens and bathrooms are required to have a minimum floor height of 2.5 metres between finished floor level and finished ceiling level. Space that does not meet this standard will not count towards meeting the internal floor area standards.*
- c. provide accommodation of a good size, a good outlook, with acceptable shape and layout of rooms, with main habitable rooms receiving direct sunlight and daylight, and adequate privacy. There will be a presumption that residential units provided should be dual aspect. Any single aspect dwellings provided will require a detailed justification as to why a dual aspect dwelling is not possible and a detailed demonstration that adequate lighting and ventilation can be achieved. North facing single aspect flats will not be supported.*
- d. family housing (dwellings with three or more bedrooms) should be designed to have the potential to separate dining and living accommodation from the kitchen area in order to ensure privacy for the occupants*
- e. Single person dwellings will not be supported other than in exceptional circumstances. Developments will be required to have an exceptional design quality and be in highly accessible locations.*
- f. include sufficient space for storage and utility purposes in addition to the minimum space standards”.*

***The proposed development is considered to adhere to these policy provisions as follows:***

- ***London Plan space standards are exceeded.***
- ***Minimum floor heights of 2.5 metres between finished floor level and finished ceiling level are achieved.***
- ***Both units are dual aspect and would have excellent outlook.***



- *There is ample storage space in both units in addition to additional space in the building for refuse storage and cycle parking.*

## **Residential Standards Supplementary Planning Document (2012)**

**5.14** The proposed development has had regard to design principles in the Residential Standards Supplementary Planning Document.

### **6.0 PRECEDENT**

**6.1** We note directly comparable precedent for the proposed development which is that of recent permission Ref. No. DC/19/111003 at nearby 18 Hillbrow Road for which 4D Planning acted as design / planning agent.

**6.2** We note a number of conclusions in the delegated report for permission Ref. No. DC/19/111003 that could equally apply to the proposed development:

**Principle of development:** *“The application does not propose the loss of the existing dwelling...As such, the proposed scheme is considered to be acceptable in principle...”*

**Design:** *Hillbrow Road comprises a mixture of detached bungalows and two storey dwellinghouses along the western side of the road...and dwellinghouses of varying styles and groups of three and four storey blocks of flats along the eastern side of the road...”*

**Impact on adjoining properties:** *Given the staggered position of the properties, Officers do not consider that the development would result in a loss of daylight/sunlight, or appear overbearing to the neighbouring occupants”.*

**Highways and traffic:** *“The Council do not have any parking surveys here to suggest there is parking stress at this location”.*

**Sustainability and energy:** *“For schemes of this scale, sustainability requirements have been absorbed into Building Regulations meaning the applicant does not have to comply with any particular sustainability requirements at this stage of the development process”.*

## **7.0 CONCLUSION**

**7.1** The application site is within walking distance of necessary day to day shops, services and facilities. The site is reasonably accessible and sustainable in terms of access and transport being within walking distance of a bus route and within cycling distance of a train station.

**7.2** The existing building/plot is under-used and makes little contribution to the streetscene. The proposed new extended building would make efficient use of this land through provision of an additional housing unit, whilst at the same time respecting the character of the road in terms of design, urban grain, front/rear building lines and enhancing passive surveillance of the road.

**7.3** The proposed units meet London Plan internal space requirements and would provide a good standard of accommodation. A high standard of outdoor amenity space can be provided for.

**7.4** The proposed development is considered to be in compliance with NPPF policies, as well as the Lewisham Core Strategy and Local Plan, and Residential Standards Supplementary Planning Document.