GSP REF: PR3344.PN

PLANNING, DESIGN AND ACCESS STATEMENT

72 EASTCOTE ROAD, WELLING, DA16 2ST

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1.0 INTRODUCTION

1.1 This Planning, Design and Access Statement has been prepared in support of a revised application for the following development at 72 Eastcote Road, Welling ('the site'):

"Demolition of detached garage and erection of a four-bedroom two-storey end of terrace house with rooms in the roof space to include dormer window to rear and 2 No. windows in front roof slope, and; demolition of single storey rear extension and erection of part one/part two storey rear extension and addition to the roof space of existing house with associated parking and amenity space"

2.0 SITE CONTEXT

2.1 The site, extending to some 370 sqm, is located on the western side of Eastcote Road. The existing dwelling is at the southern end of a row of four terraced dwellings with hipped roofs at either end. The row, which is set back from the highway by some 6m, has an asymmetrical appearance caused by the presence of a two-storey side extension at No.66. The front gardens in this row contain sufficient space for two off-street parking spaces per plot. The finish of the front elevations are a mix of pebbledash, white render and, at No.72, brick. Adding to the asymmetrical appearance of the terrace, at No.66, as part of the two-storey side extension, there is a full width pitched tiled roof across a projecting ground floor comprising part of the garage addition, a porch and what is assumed to be the original bay window. The remaining properties all have ground floor bay windows and porches. The subject dwelling is the only one to have a pitched tiled roof above the bay window.

2.2 No.72 has a 21m rear garden that comprises of a detached outbuilding towards the NW corner, whilst a detached garage exists to the side, set slightly back from the front elevation of the house and extending into the garden by approximately 2.5m. A further attached single storey extension with a flat roof exists to the rear of the property serving as a dining room. A bathroom, kitchen and living room additionally feature on the ground floor, whilst three bedrooms exist at the first floor.

2.3 The wider area is predominantly residential in nature. Eastcote Road comprises of many similarly designed rows of four terraced dwellings, although given the many extensions and alterations that exist, the majority do not appear in their original form. Wide two-storey side extensions to the end terrace units are particularly common, although added end of terrace units also exist. Eastcote Road runs north to south, connecting the A207 from the north (300m away) to Ashmore Grove to the south, which provides an onward connection to Welling Way.

2.4 The site benefits from excellent accessibility being just a few minutes' walk from the A207 that benefits from a range of regular bus services to a variety of destinations, whilst Welling Way is served by a further regular bus service. Falconwood railway station is approximately 1.4km away from the site providing frequent train services to London and Dartford. Eastcote Primary School immediately adjoins the subject site to the rear.

3.0 PLANNING HISTORY

3.1 20/02883/FUL | Part one/part two storey rear extension. Approved January 2021. These approved plans for the existing dwelling are incorporated into the subject application.

3.2 21/00475/FUL | Demolition of existing detached garage erection of one x 4 bed end of terraced dwelling including the formation of a rear dormer extension and a part one/part two storey rear extension to existing dwelling with associated parking and amenity space. This application was refused on 7th June 2021 for the following reason:

"The proposed dwelling by virtue of its design, mass and bulk at the rear of the house, would constitute an inappropriate and discordant development which would be harmful to, and out of character with, the surrounding neighbourhood. In this respect, the proposal is contrary to Core Strategy Policy CS01, UDP Policies H9 and ENV39, and the UDP Design Guidance."

4.0 PROPOSED DEVELOPMENT

4.1 This resubmission seeks to address the reason for refusal relating to planning application 21/00475/FUL.

4.2 Commencing with the extension to the existing dwelling, this is as per the previously approved plans (reference 20/02883/FUL), plus, given the existing roof is hipped, there is a need to provide a simple dual-pitched that can link into the proposed new dwelling. The roof form will then continue along the new dwelling. Other than the addition to the roof, there will be no changes to the front elevation of the existing dwelling. To the rear, the extension will measure 3.5m deep, whilst the first floor will be set in from the shared boundary with No.70 by 2.3m. The extended dwelling will result in an enlarged dining room and kitchen at the ground floor, whilst one bedroom will be relocated into the first-floor rear extension and a first-floor bathroom created within the original dwelling. The external finish of the existing property will remain as it is now: white render to the rear and brick and tile hanging to the front. All existing red concrete tiles will be replaced with grey concrete tiles. Doors and windows frames will be white uPVC to reflect the existing frames.

4.3 For the new dwelling, this is intended to follow the shape of the plot to the south, with its width increasing from east to west (from 5.4m to the front to 6.2m to the rear, the former matching the existing dwelling). The two-storey flank wall will commence in line with the front of the existing dwelling at No.72 and extend to the rear in line with the proposed rear extension in regards to the first floor, but extending back a further 1m beyond this at the ground floor with a full height glazed rear (this will be approximately 1.75m deeper than the rear of the existing detached garage and approximately in line with the rear of No.74 to the south). Both of these elements will have a sedum flat roof. The finish of the new dwelling will be brick with grey concrete roof tiles. The rear dormer window will be set in and down from the eaves and ridge. The dormer will be finished using a dark grey zinc style cladding in

aluminium or steel. Two high level windows in the roof slope will feature to the front. Window and door frames will be grey uPVC. The proposed ground floor is to comprise of an open plan living environment at the ground floor, combining the dining, kitchen and living room space. At the first floor there is to be 3 bedrooms, an en-suite and bathroom. Stairs will lead up into the roof space that will provide a fourth bedroom and an en-suite.

4.4 As a result of the development, each dwelling will have a 15m long rear garden and plot widths that reflect the majority of dwelling in Eastcote Road. To the front, given the loss of the garage and additional dwelling, the hardstanding will be retained in front of the garage, which is wide enough for two vehicles serving the new unit, whilst the grass and low brick wall in front of No.72 will be replaced with additional hardstanding to form two off-street parking spaces to serve No.72. The vehicular access on to the highway will need to be extended up to but not including the location of a street light.

5.0 PLANNING POLICY

5.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 and section 70(2) of the Town and Country Planning Act 1990 require that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The Court of Appeal has clarified that for a decision maker this means establishing whether a proposal is in accordance with the development plan as a whole. The question of compliance with one policy should not dictate the outcome of a proposal in the absence of considering compliance with all other relevant policies. Decision makers are therefore tasked with identifying and understanding all relevant policies and material considerations in order to reach a properly informed planning judgment on a proposal, and to avoid an irrational or vulnerable decision that may be subject to criticism in a public law challenge.

5.2 Paragraph 2 of the National Planning Policy Framework 2019 (‘the Framework’) reiterates this, whilst paragraph 12 of the Framework is clear that the development plan is the starting point for decision making. Proposed development that accords with an up-to-date Local Plan should be approved, and proposed development that conflicts should be refused unless other material considerations indicate otherwise.

5.3 Paragraph 38 of the Framework encourages local planning authorities to approach decisions on proposed development in a positive and creative way. It also encourages working proactively with applicants to secure developments that will improve the economic, social and environmental conditions of the area, adding that decision-makers should seek to approve applications for sustainable development where possible.

5.4 Annex 1 of the Framework confirms that for the purposes of decision-taking, the policies in the plan should not be considered out-of-date simply because they were adopted prior to the publication of the Framework. It adds that due weight should be given to relevant policies in existing plans according to their degree of consistency

with the Framework, with greater weight being given to those policies that are closer to the policies in the Framework.

Development Plan

5.5 In terms of the Development Plan for the London Borough of Bexley (LBB), this comprises of the following documents that are relevant to this application:

- Adopted Bexley Unitary Development Plan (UDP) (2004);
- Adopted Bexley Core Strategy (CS) (2012);
- The Mayor's London Plan (LP) (2021).

5.6 The following saved policies in the UDP are considered relevant to this application:

- ENV39: Quality of the Built Environment;
- ENV40: Contaminated land;
- ENV42: Accessible Design;
- H1: Housing Supply;
- H3: Residential Character;
- H6: Amenity Space;
- H7: Privacy and Outlook;
- T17: Parking provision.

5.7 In the CS, the following policies are considered relevant to this application:

- CS01: Achieving sustainable development;
- CS16: Reducing the need to travel and the impact of travel.

5.8 In the LP, the following policies are considered relevant to this application:

- GG4: Delivering the homes Londoners need;
- D3: Optimising site capacity through the design-led approach;
- D4: Delivering good design;
- D6: Housing quality and standards;
- H1: Increasing housing supply;
- H2: Small sites;
- T5: Cycling
- T6.1: Residential parking.

Other Material Considerations

5.9 Paragraph 59 of the Framework notes that 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. Paragraph 68 of the Framework acknowledges that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively

quickly. To promote the development of a good mix of sites local planning authorities should (amongst others) support the development of windfall sites through decisions.

5.10 Paragraph 89 encourages decisions that support the role that town centres play at the heart of local communities by permitting its growth, management and adaptation.

5.11 Paragraph 105 seeks to optimise the density of development in town centres acknowledging that they are well served by public transport.

5.12 Paragraph 117 states that decisions should promote an effective use of land in meeting the need for homes and other identified needs and making as much use as possible of previously developed land. Paragraph 118 seeks to promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing. Paragraph 122 seeks to secure development that makes efficient use of land.

5.13 It is noted that the application of all of the above paragraphs from the Framework are not dependent on whether an authority has a five-year housing land supply (5YHLS).

Other material considerations

5.14 The following additional documents are material considerations:

- Bexley's Design and Development Control Guidelines (new residential development and extensions to houses);
- The Mayor of London's Housing SPG (March 2016);
- The Design for living - Bexley's residential design guide (January 2006);
- Nationally Described Space Standards (NDSS) (as referred to in the London Plan) (March 2015);
- National Design Guide 2019 (NPG);
- National Planning Practice Guidance (NPPG).

6.0 PLANNING ISSUES

6.1 Given the above policy and material considerations it is considered that the key planning issues relevant to this application are as follows:

- Principle of the development;
- Design, character and appearance;
- Living conditions;
- Access, refuse, traffic, parking and highway safety.

Principle of the Development

6.2 With exception to the addition to the roof, the proposed plans in relation to the existing dwelling already benefit from planning permission. The detailed design implications of this are considered below, however, the applicant does not expect this to cause issues in relation to the principle of this development.

6.3 In respect of the proposed new dwelling, the site of the proposed building (along with the extension of the existing dwelling) is entirely previously developed, with an exception to a small area of grass to the rear. Paragraph 117 of the Framework specifically seeks to prioritise accommodating objectively assessed needs and making the most use of previously developed land. Development plan policies seek to minimise the need to travel, meaning that objectively assessed needs should be sited in locations that can benefit from good levels of accessibility. The site is within easy walking distance of a range of amenities and community facilities, including schools, shops, leisure and recreation facilities, all on safe and attractive walking routes. Paragraphs 122 and 123 of the Framework also seek to deliver appropriate densities of development by optimising the use of land.

6.4 In respect of public transport links, the site is within walking distance from the A207, which is a designated London Distributor Road within the UDP, and is 350m from the nearest bus stop which is served by two frequent bus routes (89 and 486) plus a night bus (N89) offering connections to a variety of destinations. The B15 operates along Welling Way to the south. Whilst the application is not a large development and therefore does not have the critical mass to necessarily provide any significant physical measures that will assist in reducing car use further, the development is unlikely to give rise to unacceptable additional amount of traffic.

6.5 In conclusion on the principle of this development:

- The site is almost entirely previously developed land;
- The current site is under-utilised and the proposal seeks to make the most effective use of this previously developed site;
- The site is well-located being highly accessible to local amenities, services, facilities and public transport options;
- As a small windfall housing site, it will deliver housing quickly;
- There is no suggestion that the redevelopment of this site for housing will result in infrastructure capacity concerns;
- The benefits of additional windfall housing should not be reduced due to the LBB having a 5YHLS;
- As set out below in more detail, there are no technical reasons as to why the principle of housing should not be permitted;
- It is noted that the delegated report relating to the previously refused application does not appear to raises any objections to the principle of the development.

Design, Character and Appearance

6.6 The design of the development has already been approved in regard to the rear extension to No.72. It will be necessary to infill the roof to connect to the roof proposed in connection with the new dwelling. It is understood that this element of the overall proposal was not the source of any objections previously and that the form and massing of the development would be acceptable when viewed from within the

street scene, which already comprises varying roof shapes of those terraces that have been extended, including hipped (reflective of the original hipped ends of the terraces), gable ends, flat roofs and front dual-pitched roofs.

6.7 In terms of the scale of the new dwelling, the width, at 5.4m, will almost exactly reflect the width of the existing dwelling. It is also less than the width of the additional dwelling at No.30 that was approved by the Council in 2013 (13/01228/FUL). The ground floor bay window with pitched roof, the porch with apex roof and a brick finish are all existing features of No.72 and many of the other terraced properties throughout the road. Grey concrete tiles will be used across both properties. These exist at No.66. The ridge of the roof, both in terms of the addition to No.72 and the new dwelling, will reflect the existing. The reduced rear projection of the new dwelling now takes full account of the previously approved extension for No.72, whilst at the first floor, this is now shown to be inset 2m from the southern boundary. It is anticipated that a condition will be attached to a planning permission requiring the completion of the extension prior to occupation of the new dwelling. The proposed rear dormer is also reflective of those to the rear of other dwellings within close proximity, whilst the high level windows in the front roof slope will not appear as an incongruous feature within the street scene. It is understood that the Council did not raise any objection to the design and features of the roof space of the proposed dwelling, including choice of materials.

6.8 Due to the scale, proportion and features proposed, the new dwelling will become an inconspicuous addition to this particular terrace when viewed from the street scene. It will be entirely in keeping with the other dwellings in the road and makes the best use of this previously developed site.

Living Conditions

6.9 Dealing first with the living conditions of future occupiers, the new unit has been designed to comply with the NDSS. In addition to this, it will also meet Building Regulations M4(2) (accessible and adaptable dwellings), complying with the requirements of the LP.

6.10 In respect of amenity space, both the existing and the new unit will have generous rear private and secure gardens at 15m deep, covering an area of about 75sqm, which will be sufficient for family housing and the play needs of children. This will comply with the residential design guide SPD, which the Council acknowledged was the case in connection with the previously refused scheme.

6.11 Given the predominant surrounding land use is residential, it is not expected that the occupants of the new dwelling will experience any noise related issues. The new unit, together with the extension to the existing dwelling will be built to modern building standards set out in the Building Regulations, which should ensure a satisfactory internal living environment. There is no reason to suggest that noise would be a restricting factor in the determination of new residential development in this location.

6.12 Both properties will result in sufficient and suitable window and door openings to allow for adequate daylight and ventilation. The location, number and size of these openings are reflective of existing housing in the street, adding to the design merits of the proposed development.

6.13 Regarding the living conditions of neighbouring occupants, the extension to the existing dwelling was found to accord with the Council's Design and Development Control Guidelines relating to extensions to houses. Regarding the new dwelling, this has taken account of the Guidelines relating to new residential development by reflecting the layout of adjoining housing. The property will be attached to the applicant's own dwelling, but given the extension to No.72, and a likely condition requiring its completion prior to occupation of the new dwelling, the occupants of the existing dwelling are unlikely to suffer from a poor standard of living as a result of the new unit. As part of this revised scheme, the rear building line does not propose to go beyond rear building line of the subject row of extended terraced dwellings. To the south, a small attached garage/store will help to reduce any overbearing impact on neighbouring occupants to the south, which will also ensure that there will be no loss of sunlight. To maintain privacy, it is expected that the proposed first floor side window on the stairs will be conditioned to be obscure glazed. There will be no direct overlooking from the rear projection, with the relationship being akin to a standard two-storey domestic extension. Plenty of examples of such extensions, as well as rear dormer windows, exist in Eastcote Road.

6.14 It is therefore concluded that the proposal will not result in harmful living conditions, either for the occupants of the new dwelling nor those existing occupants of No.72 to the north and No.74 to the south. It is noted that the previous proposal attracted no letters of objection and one letter of support.

Access, Refuse, Traffic, Parking and Highways Safety

6.15 The existing dwelling benefits from two off-street parking spaces. These will remain in situ but will instead serve the new dwelling. The existing grassed area to the front of No.72 will be replaced with hardstanding to enable the provision of two off-street parking spaces to serve the existing dwelling. As part of these works, the existing vehicular crossover needs to be extended northwards. The conversion of front gardens to provide off-street parking is common throughout Eastcote Road. It is not considered that this would give rise to unacceptable visual impact nor any highway safety concerns. This element of the overall proposal, on its own, would not require planning permission in any case. However, it is expected that a condition of any planning permission would seek to secure the provision and protection of the spaces to avoid adding to the pressure of on-street parking.

6.16 Regarding traffic, one additional unit is likely to give rise to a *de minimis* change in the amount of traffic within the locality. Given the existing site, the nature of the highway and the proposed development including the alterations to the access, safe pedestrian and vehicular ingress and egress can be achieved and there should be no issues relating to highway safety.

6.17 With regards to waste and refuse, it appears that properties within Eastcote Road tend to store their bins close to the front of their properties, which is not unexpected given the terraced housing that lines either side of the road. It is expected that this arrangement can be implemented regarding both the existing and proposed dwelling.

7.0 CONCLUSIONS

7.1 It is considered that the benefits of developing this site both in terms of the extension to No.72 and the new dwelling, clearly outweigh the disbenefits, of which there are considered to be none. It proposes the redevelopment of an underutilised previously developed parcel of land that offers very little in respect of a positive contribution to the street scene. The site benefits from good accessibility and will contribute towards a number of development plan objectives. There are also no technical reasons why this windfall housing development cannot be delivered. As such, the principle should be supported.

7.2 In terms of the detail, the architectural approach of the development in close proximity has been taken into account. The end result ensures that the design is entirely appropriate amongst its context. The proposed articulation and features of the new unit will be in keeping and will result in an effective use of this previously developed site without creating a form of development that leads to harm. The reduced depth and omission of the first floor, full-width projection, means that the Council's previous concerns in relation to overdevelopment have been addressed. The revised design, along with its layout and choice of materials, will ensure a satisfactory relationship with neighbouring properties that will not lead to any amenity concerns.

7.3 In conclusion, the revised proposal comprises sustainable development that accords with the policies of the Development Plan and relevant material considerations. As such, in accordance with paragraphs 11 and 38 of the Framework, this application should be viewed positively by the authority and it is respectfully requested that this submission is approved.