

# 148 STATION ROAD SIDCUP, DA15 7AB



## DESIGN AND ACCESS STATEMENT IN SUPPORT OF APPLICATION FOR PLANNING PERMISSION

June 2021



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## Introduction

The proposal involves alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1, part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.

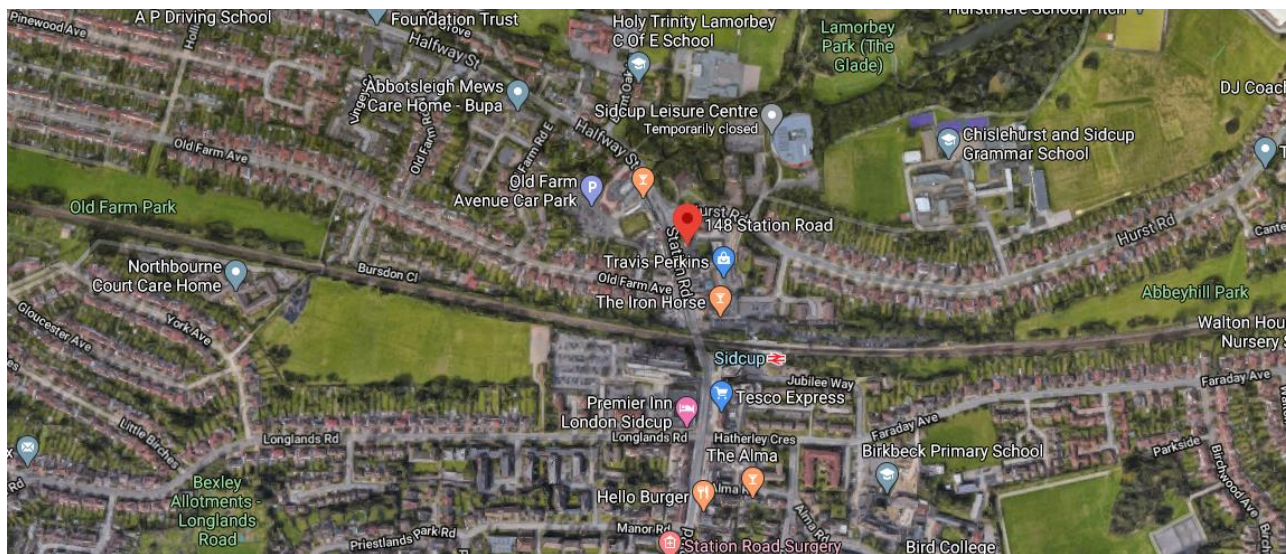
Prior to commencing design, analysis was undertaken of the history of the site, its immediate surroundings and the wider local area.

This analysis included:

- Walking the area and compiling a photographic database to gain a greater knowledge and understanding of the character of the area and its setting.
- Review of the National Planning Policy Framework, Technical housing standards – nationally described space standard, Local Plan, and other relevant planning policy guidance.
- Assessing local views into and out of the site.

## The local area

The local area comprises of varied uses and building types. The immediate neighbouring buildings comprise of a range of residential and non residential uses. To the north is Holy Trinity Church Hall, and to the south are similar 2 storey properties with residential use above ground floor commercial uses within the same terrace at 138-146 Station Road. To the east at the rear is a building materials yard. On the opposite side of Station Road to the west are 3 storey terraced properties with residential use above ground floor commercial uses. Sidcup Station and town centre are located nearby to the south.



Aerial photograph from Google Maps

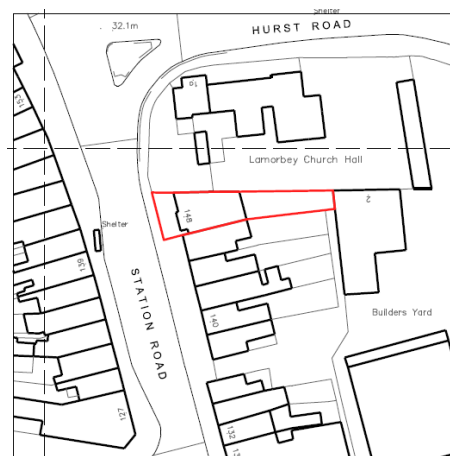
## The site

The site is located on the eastern side of Station Road south of the junction with Hurst Road to the north.

The existing 2 storey property is occupied at ground floor level by an office and a vacant commercial premises last used as a restaurant, with a 2 bedroom flat on the first floor. To the rear is a garden accessed from the office use.

The property is not within a conservation area, and is not listed or locally listed. Halfway Street conservation area lies immediately to the north. The nearest locally listed building is Holy Trinity Church Hall to the north.

The property is within a neighbourhood centre shopping frontage.



Location plan

## Site photographs



View of front from west on Station Road



View of rear from east within rear garden

## Previous planning history

The following planning history for the property is evident from the Bexley website.

- Planning permission granted 26<sup>th</sup> March 2021 for Alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1/part 2 storey rear extension including the creation of 1 x 3 bed maisonette and alterations to the existing 1 x 2 bed flat. (20/02811/FUL)
- Planning permission granted at 148A Station Road on 12<sup>th</sup> April 2013 for Change of use to a restaurant (Class A3) and associated ducting to rear elevation. (13/00029/FUL)
- Planning permission granted at 148 Station Road on 11<sup>th</sup> December 2007 for Change of use of existing store to office (Class A2). Single storey rear extension to provide additional office at ground floor level and alterations at first floor level. (07/10798/FUL)

Planning permission was granted at 142 - 146 Station Road on 27<sup>th</sup> November 2019 for Part 1/2 storey rear extension and alterations to provide a reconfigured commercial unit and 1 x 1 bed and 1 x 2 bed flats on the ground floor and 3 x 1 bed and 1 x 2 bed flats on the first floor. (19/02130/FUL). This development is currently under construction. The site arrangement granted at 142-146 Station Road is similar to that proposed in this application.

## Design Statement

The proposal involves alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1, part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.

The design has been informed by site analysis, planning policy and space standards.

The design is well articulated and modelled incorporating private outdoor space to respond to its location and orientation. The proposed extension remains subordinate to the original host building and are constructed in traditional durable materials to match the existing building.

The key differences between the design granted planning permission on 26<sup>th</sup> March 2021 and this current proposal are as follows.

- The 2 existing ground floor non residential units are retained at their current size.
- The new dwelling to the rear is entered at first floor level and reduced in size to provide 2 bedrooms instead of 3.
- The existing dwelling at first floor level is reconfigured internally and provided with a private roof terrace.

The proposed design is summarised as follows.

- Existing building altered and extended to the rear.
- The existing entrances are retained from Station Road to the residential and commercial uses.
- The 2 ground floor units at Nos. 148 and 148A are altered internally in conjunction with the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)).
- A new 2 bedroom dwelling is created at the rear over ground and first floor levels, and includes a private rear garden and roof terrace.
- The existing first floor level 2 bedroom flat is altered and internally, and a private external terrace is provided to the dwelling at the rear.
- A pitched roof is added to the existing side extension to improve the appearance from Station Road, and this pitched roof form is continued onto the proposed rear extension.
- Residential accommodation meets or exceeds NDSS and London Plan floor space standards.
- New soft landscaping including shrubs, and permeable paving is provided to the rear garden.

## **External amenity space**

Private outdoor amenity space is provided to both dwellings.

## **Sustainability**

A sustainability statement is submitted with the application demonstrating that the development meets sustainability requirements.

## **Transport**

A transport statement is submitted with the application.

Secure cycle storage is provided as follows:

- Commercial use: within the premises
- Residential use: 2 cycle spaces per dwelling (4 in total) in the communal area at ground floor level

Due to site constraints and the highly accessible location, no car parking is provided on site.

## **Flood risk**

The site is located within flood zone 1 and is not subject to flood risk.

A flood risk and surface water management statement is submitted with the application.

## **Environmental considerations**

The following assessments are submitted with the application demonstrating that the development is acceptable in terms of daylight and sunlight, construction impact and contamination.

- Daylight and sunlight assessment
- Construction logistics plan
- Phase 1 geo-environmental assessment

## **Access statement**

The applicant has adopted a commitment to ensure that access for disabled people is maximised where reasonably possible. The applicant is aware of their responsibility encompassing the principles and practices that form the basis for The Equality Act. The applicant has appointed design staff and will appoint contractors who are familiar with the principles and practices of The Equality Act.

The proposal involves alterations to the ground floor units at Nos. 148 and 148A including the change of use at No. 148 to an office (Class E(g)) and 148A to estate agents (Class E(c)); part 1, part 2 storey rear extension including the creation of 1 x 2 bed maisonette and alterations to the existing 1 x 2 bed flat.

The existing entrances are retained from Station Road to the residential and commercial uses, and are designed to meet the requirements of Approved Document M of the Building Regulations.

There are no principle departures.

## **Refuse and recyclables**

Residential refuse will be stored within bags in a lidded bin in the kitchen of each dwelling which has storage for general refuse and recyclables. Refuse will then be placed in the wheeled lidded bins located in the communal refuse store at ground floor level at the front of the property for local collection. Separate bins will be provided for general refuse and recyclables.

Commercial refuse will be stored within bags in lidded bins within a dedicated store inside the premises. Separate bins will be provided for general refuse and recyclables.

Collection will be from the kerbside on Station Road as per the existing arrangement.

## Residential unit schedule

The dwellings comply with the requirements of the National Planning Policy Framework, Technical housing standards – nationally described space standard and Local Plan.

- Minimum gross internal floor areas are achieved or exceeded.
- The recommended minimum built in storage provision is achieved or exceeded.
- All double bedrooms have an area of at least 11.5m<sup>2</sup> and are at least 2.75 metres wide.
- All single bedrooms have an area of at least 7.5m<sup>2</sup> and are at least 2.15 metres wide
- No area with a headroom of less than 1.5 metres is counted within the gross internal area.
- The minimum floor to ceiling height is 2.5 metres for all of the gross internal area

Unit	Type	Total area		Bedroom 1		Bedroom 2		Storage		Cycle parking	
		Req.	Actual	Req.	Actual	Req.	Actual	Req.	Actual	Req.	Actual
I48B	2B/3P	70.0	71.5	11.5	15.6	7.5	8.0	2.0	3.2	2	2
I48C	2B/3P	61.0	64.9	11.5	11.7	7.5	10.6	2.0	2.1	2	2

## Conclusion

The proposal has been developed through research of the site and the local area. This is a highly sustainable proposal which retains good quality commercial floorspace and provides 1 additional new dwelling on previously developed land in an urban location close to public transport and local amenities. The design, scale, appearance and materials are consistent with and sympathetic to the character of the original host building, immediate surroundings and the local area.

The proposal includes the following planning benefits:

- Retention of good quality commercial floorspace to maintain active frontage.
- Provision of 1 improved dwelling and 1 new high quality dwelling in an established residential area towards meeting the requirement for new homes.
- Improved active frontage and visual surveillance of the street.

It has been demonstrated that the proposed development:

- Respects the character and scale of the host building and local area.
- Has no adverse impact on neighbouring amenity.
- Has no impact on the setting of any heritage assets.
- Achieves a high standard of accommodation for the replacement commercial use and new dwellings.

The principle of providing high quality replacement commercial use and new and improved dwellings on previously developed land is consistent with the policies and guidance of the National Planning Policy Framework, Technical housing standards – nationally described space standard, London Plan, Local Plan, and other relevant planning policy guidance.