



# ROBINSON ESCOTT PLANNING LLP



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## PLANNING APPLICATION

BY

MR R JARRED

RELATING TO

LAND REAR OF EASTGATE  
252 MAIN ROAD  
BIGGIN HILL  
KENT  
TN16 3JH

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**PLANNING, DESIGN & ACCESS STATEMENT**

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**OUR REF: PH/21/115**

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**1. INTRODUCTION**

- 1.1. We have been instructed by Mr R. Jarred to prepare and submit an application for full planning permission for the conversion of an existing single storey outbuilding on land to the rear of Eastgate, 252 Main Road, Biggin Hill, TN16 3JH to enable a one bedroom/two person dwelling to be provided.
- 1.2. The application has been prepared in conjunction with Crofton Design Services Ltd and follows a visit to the site and a review of all relevant planning policy contained within the National Planning Policy Framework (2021) (NPPF), the London Plan (2021) and the Adopted Bromley Local Plan (2019).
- 1.3. This statement is accompanied by full plans and elevations of the existing and proposed conversion that are provided by Crofton Design Services Ltd.

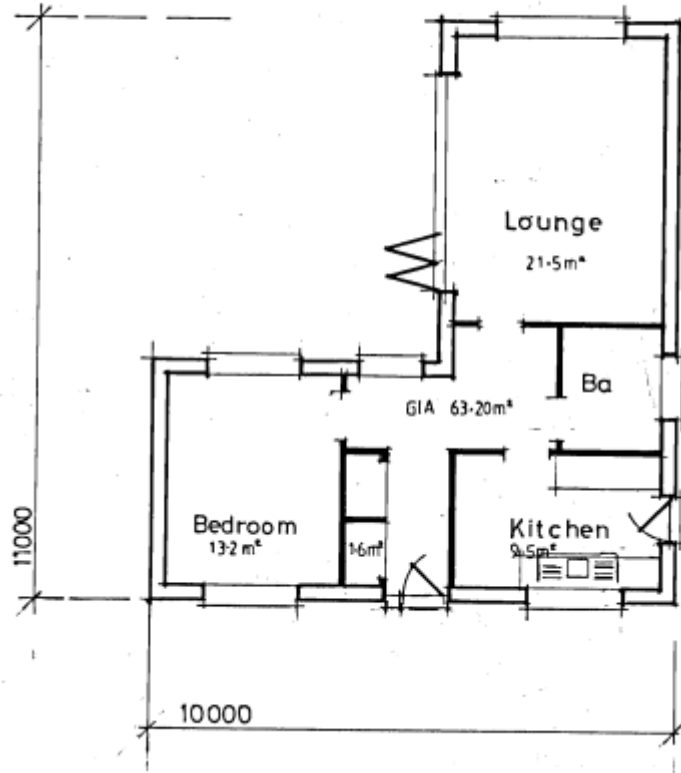
## **2. THE APPLICATION SITE & SURROUNDING AREA**

- 2.1. The application site comprises land to the rear of a detached two storey dwelling comprising of Eastgate, 252 Main Road, Biggin Hill. No. 252 is located on the southern side of the road and is positioned between two adjacent detached bungalows which comprise Nos. 254 Main Road to the east and 250 Main Road to the west.
- 2.2. Between No. 252 and No. 250 is a wide driveway that leads to the rear of the property which forms part of the application site in this instance.
- 2.3. Land to the rear is currently home to a substantial single storey outbuilding of flat roof design that has been used as a garage and workshop incidental to the enjoyment of the existing dwelling. The garage/workshop measures some 52.5m<sup>2</sup> in size. The outbuilding is positioned some way away from properties to the north which front the Main Road and is not visible from any substantial vantage points or from any street scenes.
- 2.4. At the point of emerging onto Main Road, the access benefits from good visibility in both directions given the straight nature of Main Road in this location and here, a 30mph speed limit applies.
- 2.5. In terms of land designations, the site is located within the confines of Biggin Hill and is within an area of defined public open space deficiency. Main Road here comprises a distributor road.
- 2.6. In terms of the character and appearance of the surrounding area, this is predominantly residential. To the west there are examples of infill/backland development comprising bungalows at Lyne Gardens, which is accessed on the southern side of Main Road.



3 single storey dwellings within Lyne Gardens

- 2.7 Lyne Gardens has been added to in recent years through the introduction of a one-bedroom dwelling of single storey design on land to the rear of 238 Main Road. Here outbuildings were demolished to make way for the new modest dwelling.
- 2.8 Initially plans were refused by the Council in Noember of 2017 under reference DC/17/04411 with the Council suggesting the development would appear out of keeping with the character of the area. In allowing the subsequent appeal (APP/G5180/W/18/3193818) the Inspector noted the development involve the use of an existing access and concluded that the proposal would not be out of keeping with the character of the area or harmful. A copy of the appeal decision forms APPENDIX 1 of this statement and the approved floor plan is detailed below:



### **3. THE PROPOSAL**

- 3.1. The application seeks full planning permission to convert and upgrade the existing flat roof outbuilding on land to the rear of Eastgate, 252 Main Road, Biggin Hill to enable a one bedroom/two person dwelling to be introduced.
- 3.2. The plans provided by Crofton Design Services detail that the dwelling would have a total internal floor area of 50.3m<sup>2</sup> and that the double bedroom would measure 11.65m<sup>2</sup> in size. The dwelling would therefore comply with the Nationally Described Space Standards and those contained within the adopted London Plan (2021).
- 3.3. The plans illustrate that the proposals would incorporate a high quality of design that would see the building upgraded through the introduction of weatherboarding and high - quality windows.
- 3.4. The layout would ensure that all habitable windows are afforded an acceptable degree of outlook with the open plan lounge and kitchen area to look into a courtyard garden and patio area in front of the building and the bedroom to the rear to also look out onto a garden area.
- 3.5. The plans illustrate that existing evergreen trees that enclose the site are to be retained and the plans would incorporate the provision of a car parking space to serve the new dwelling and the development would make use of the existing driveway. The plans also illustrate that sufficient parking in accordance with the Council's standards will be preserved for the existing dwelling.
- 3.6. The proposed plans demonstrate that secure cycle and bin storage would be introduced and full details of these are provided in addition to details of bat, bird, and insect boxes in order to enhance biodiversity. The plans also demonstrate that the new dwelling would be provided with its own independent vehicle charging point.

#### **4. RELEVANT PLANNING POLICY CONSIDERATIONS**

- 4.1. As detailed within the introduction to this statement, relevant planning policy is contained within the NPPF (2021), the London Plan (March 2021) and the Bromley Local Plan (January 2019).

##### ***NPPF***

- 4.2. The NPPF seeks to encourage economic growth and an increase in the delivery of homes in sustainable locations and across the country.
- 4.3. In terms of the delivery of a sufficient supply of homes as set out in section 5, paragraph 60 urges planning to support the Government's objective of significantly boosting the supply of new homes and that it is important that a sufficient amount and variety of land comes forward where it is needed that meets the needs of groups with specific housing requirements.
- 4.4. Paragraph 69 acknowledges that small sites can make an important contribution to meeting the housing requirements of an area and are often built out relatively quickly.

##### ***The London Plan***

- 4.5. Policy D4 of the London Plan refers to the delivery of good design and requires for all proposals to be of a high quality, appropriate to where it is being proposed.
- 4.6. In terms of housing quality and standards, Policy D6 outlines the housing quality and standards that will be required for all new dwellings. It looks for housing development to maximise the provision of dual aspect homes and also looks for single storey, one-bedroom dwellings of two-person design to be at least 50<sup>m</sup><sup>2</sup>. Double bedrooms serving a dwelling of this size must be 11.5<sup>m</sup><sup>2</sup> or larger. In this case, compliance with these standards is achieved in terms of the overall dwelling size and the double bedroom area.
- 4.7. In terms of amenity space, the policy specifies that where there are no higher local standards in the Borough a minimum of 5<sup>m</sup><sup>2</sup> of private outdoor space should be provided

for one to two person dwellings. In this case, the level of amenity space achieved for the modest dwelling conversion proposed by this application meets and exceeds these standards.

### ***Bromley Local Plan***

- 4.8. Policy 4 of the Local Plan refers to housing design and requires for all new development to be of a high standard of design whilst enhancing the quality of local places.
- 4.9. It states that the site layout, buildings, and space around buildings must be designed to be of a high quality and that the minimum space standards should be achieved in accordance with the London Plan. It also requires for sufficient external private amenity space to be provided that is accessible and practical.
- 4.10. In addition, the Policy seeks for parking to be provided in accordance with the Council's standards.
- 4.11. Policy 3 refers to backland and garden development and states this will be deemed to be appropriate provided the following criteria are met:
- There is no unacceptable impact the character and appearance of the area
  - There is no loss of landscaping, habitats or play space
  - There is no unacceptable harm caused to the residential amenities of surrounding properties.
- 4.12. Policy 10 specifically focuses on the conversion on non-residential buildings to residential. In this case, the existing building comprises an ancillary residential structure. The policy states that conversions will be permitted provided proposals achieve good quality living accommodation and provided the new dwelling is afforded an acceptable degree of residential amenity and privacy.
- 4.13. Policy 30 refers to the Council's parking standards and states that one- and two-bedroom dwellings within a low PTAL area should provide a minimum of one car parking space. In addition, Policy 32 refers to road safety and states the Council will consider the potential





impact of any development on road safety and will ensure that it is not significantly or adversely affected.

- 4.14. Policy 37 is the general development control policy that is used to assess all planning applications. This requires for all development to be of a high quality of design that has regard to the privacy and amenities of surrounding properties.

## 5. PLANNING MERITS AND CONCLUSIONS

- 5.1. The site is located within the settlement confines of Biggin Hill and is within walking distance of shops and local services located immediately to the west. It is therefore reasonable to conclude that the site is positioned in a sustainable and accessible location where there is no objection in principle in making the most efficient use of land and buildings in order to contribute towards the Council's housing targets and to improve housing supply.
- 5.2. The existing building on the site is located some distance to the rear of existing properties fronting Main Road and is surrounded by good quality landscaping. It is not therefore highly visible from surrounding vantage points and the site already benefits from vehicular access. The site benefits from a good level of privacy.
- 5.3. The building in question is not highly visible from the street scene. Given its single storey nature, the conversion would not appear prominent, nor would it cause any harm to the amenities of adjacent properties or any overlooking.
- 5.4. The provision of a dwelling in this location through the conversion of the existing building would comply with the terms of Local Plan Policy 3 which focuses on backland and garden development. It would not cause any harm to the character and appearance of the surrounding area, there would be no unacceptable loss of landscaping and there would be no harm caused to the residential amenities of any property.
- 5.5. In terms of the conversion of the building, this would also be appropriate as the standard of accommodation that would be achieved would be of a high quality. The proposed dwelling would be of dual aspect design with front and rear facing habitable windows having an acceptable degree of outlook onto garden areas. In addition, the overall dwelling size and individual room sizes would meet and exceed the London Plan Design Guidance Document/Nationally Described Space Standards.
- 5.6. In accordance with Local Plan policy, a parking space is to be provided for the new dwelling and sufficient parking would be preserved to serve the existing house. The existing driveway provides a facility for vehicles to manoeuvre and emerge onto Main

Road in a forward gear and visibility is good at the site access/egress point. No harm would therefore be caused to highway safety.

- 5.7. In terms of garden areas, a generous garden would be retained to serve the existing house and the garden area to be provided for the new dwelling would exceed the London Plan's standards and would provide an attractive area to sit out in and enjoy. The garden size towards the front of the building would be a private courtyard garden space enclosed by the existing evergreen trees. Its size would be suitable for a one-bedroom dwelling.
- 5.8. Secure bin and cycle storage would also be provided in conjunction with biodiversity enhancements and the provision of an electric charging point.
- 5.9. The use of the access would not materially increase compared to how it has been used historically in association with the use of the building as garaging and no unacceptable disturbance would therefore be caused to either the donor property or the adjacent dwelling at No. 250.
- 5.10. In terms of the nature of the design, the plans demonstrate that the proposals would upgrade the appearance of the existing building and would incorporate a high quality of design. The development would therefore comply with the thrust of National, London Plan and Local Plan policy.
- 5.11. The development would not appear out of keeping with the character of the area in light of the fact it simply proposes to convert the existing building and make use of the existing access and part of an existing garden. It is further supported by the existence of the development at Lyne Gardens as reference within this statement and the Inspectors decision attached in APPENDIX 1.
- 5.12. Taking these factors into account, it is therefore requested for full planning permission to be granted.