

## **Design and Accessibility Statement**

**Regeneration Project And New Build To Create Two New Flats,  
Two Modernised flats and a New Commercial Unit**

**at,**

**The Dairy Building**

**156 London Road and 2A St. Botolph's Road**

**Sevenoaks**

**Kent**

**TN13 1DJ**

## 1.0 Introduction:

This report describes the significance and the impact of the proposal upon the existing properties to fulfil the requirement of the National Planning Policy Framework, and to meet the Council's local validation checklist.

## 2.0 The Site and its Surrounds:

The existing building occupies a prominent position at the corner intersection of St Botolph's Road and Tubs Hill. The site is triangular and measures 0.17 acres and includes an urban setting within a mixed use area including shops, offices and residential dwellings.

The property comprises two detached buildings; a main detached building occupies three stories and likely dates from around 1920. This building has a large gable projecting to the west with rendered and mock Tudor style timber framing and a commercial shop display below at ground level. External walls are canted and finished in red brick with gable roofs to the side elevations and steep pitched roofs. A second detached commercial property has been constructed immediately east of the main building at a later date. This includes accommodation over two storeys the east wall has been angled to fit around the adjacent residential building. The site is slopes down to the west following the gradient of the adjacent highways. There are mature trees positioned opposite the north boundary.

### Tall Structures

Directly opposite the site on Tubs Hill and Station Approach there are several large scale buildings providing both professional services and also residential accommodation. The buildings are of varying age, style and appearance.

- Tubs Hill House at some 20metres tall is the tallest structure and features accommodation at ground level and on 9 upper storeys, consent has been granted for an additional storey.
- The newer buildings at station approach are arranged across ground and three and four upper storeys.
- The hotel similarly has ground floor accommodation with three upper storeys.

Adjacent to the site on London Road there are Edwardian semi-detached houses with properties on St Botolph's Road adjacent to the site comprising large detached houses. The proposed relationship is therefore demonstrably common in this locality.

## 3.0 Use

The ground floor of the existing larger building has Use Class E (c), the first and second floor are Use Class C3 forming self contained flats. The use of the smaller two storey building is Use Class E (c).

## 4.0 The Proposals

The proposals involves retaining the larger building considered to be of historic significance and which contributes positively to the street scene. The proposal involves demolition of smaller detached building which currently occupies the east side of the site and construction of a three storey

replacement building with office space at ground floor level and two flats above. The existing building is considered to be of no value in terms of architectural merit.

**Layout:**

The layout has been conceived to maximise floor space within the development whilst leaving sufficient outdoor amenity space and defensible space.

The off street parking proposed to serve the replacement building utilises the existing vehicular access. Four car parking spaces are provided to meet the needs of residents and visitors. The existing basement area will be utilised for the provision of cycle storage and bin storage. The site is located close to the centre of Sevenoaks which has numerous public carparks and being situated immediately adjacent to the mainline railway station and bus stops, we consider the provision of off street parking to be adequate.

The scheme takes advantage of existing trees and vegetation to provide privacy to residents and also to soften the proposed extension and further planting of hedging is proposed to assist with this.

The proposed fenestration predominantly features on the elevations facing onto the highway to make use of outlooks and reduce loss of privacy to neighbouring properties. Where windows have been shown on the flank east elevation it is proposed that these included privacy glass and be non-opening.

**5.0 Amount:**

The scheme would provide 124 sq.m of new residential floor area. The new commercial unit provides 73 sq.m of commercial floor area.

**6.0 Scale & Design:**

The proposed replacement building has been sympathetically designed and incorporates high quality materials in keeping with other buildings in the vicinity. A glazed link clad with zinc is shown to connect the north side of the replacement building with the existing retained building at no.156. First floor bay windows are shown to the replacement building which provide interest to the elevations whilst complementing the existing vernacular. The new building has been stepped away from neighbouring residential properties to the east in order to ensure a neutral impact in terms of daylight and improved privacy where all first floor and second windows facing east will be obscure glazed and non openable. The orientation and ridge heights of the replacement building ensure that this sits well with the existing building to be retained and is a significant improvement over the current derelict building.

The palette of materials proposed includes zinc to the uppermost floor of the replacement building and link which will provide visual interest. External walls are proposed to be in stock brick. Windows and balconies would be constructed in powder coated aluminium.

The proposed replacement building is considered to be in proportion to existing building to be retained and neighbouring properties on London Road.

The orientation of the building and neighbouring properties ensures that there is minimal impact in terms of shadowing or loss of privacy to the neighbouring property to the east.

The design of the proposed scheme demonstrates an understanding of the local characteristics and reflects the various architectural styles in the area, as per policy EN1 of the Sevenoaks District Plan.

**7.0 Access:**

The proposed building will fall within the requirements of the building regulations. As such they will comply with the requirements of approved document Part M for disabled access into and within the building. The proposals include for a disabled parking space. Pedestrian access will be provided to the building via level hard landscaping with level thresholds throughout. All entrance doors are designed to ensure a clear width of a minimum of 750mm. Circulation areas will comply with the minimum requirements of the building regulations. All electrical switches and sockets will comply with the requirements of approved document Part M and P ensuring these are located within a zone between 450mm and 1200mm.

**8.0 Conclusion:**

The proposed development retains the important locally listed structure and through exemplary design it will serve as a positive gateway to visitors to the town coming from the railway station. The proposed replacement building has been sympathetically designed with contemporary additions incorporating high quality materials which will endure.

The scheme is eminently sustainable being within an urban environment and accords with the current direction of National Policy to maximise development potential of brownfield sites and the policy issues contained within the adopted Sevenoaks Local Plan.

**Prepared by:**

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