

Design & Access Statement

143 Blendon Road,
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To accompany the planning application for the demolition of an existing dilapidated garage and construction of a single storey extension containing a new 1 bedroom two person flat. With additional works including introduction of a new rear external staircase and external hardstanding

Prepared on behalf of
The applicant (withheld in accordance with GDPR)

Date: 31st August 2023

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Project- Demolition of existing garage, creation of a new 1-bedroom flat extension and other alterations

Address- 143 Blendon Road, Bexley, Kent, DA5 1BT

Client- Withheld

Application- To accompany the planning application for the demolition of an existing dilapidated garage and construction of a single storey extension containing a new 1 bedroom two person flat. With additional works including introduction of a new rear external staircase and external hardstanding

JSM Reference- 143 Blendon Road

JSM Lead- Joe Marshall

Reviewer- Joe Marshall

Issue- First Issue to accompany planning submission.

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This report is not to be used for detailed designs. It is recommended that a detailed review and design is finalised prior to the instalment of this project onsite.

All Specialist details are subject to confirmation with a specialist where note detailed any non-architectural aspects are deemed specialist

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1.0 Introduction

1.1 General

1.1.1 This Design and Access Statement has been prepared by JSM Architectural and Planning Consultants on behalf of the applicant and freeholder of the applicant site. It accompanies the full planning application for the demolition of the existing unsafe rear garage and construction of a new extension containing 1nr new flat (1 bedroom two person) along with some external alteration works which includes landscaping, creation of 2nr parking spaces to replace the lost garage and introduction of an external staircase serving the existing and created residential unit. All changes are detailed within the accompanying planning drawings.

1.1.2 This report responds to the requirements of the Town and Country Planning (General Development Procedure) (Amendment) (England) Order 2006 (the GDPO) for planning applications (with some exceptions) to be accompanied by a Design and Access Statement.

1.1.3 The structure and content of the statement has been informed by DCLG Circular 01/2006 Guidance on Changes to the Development Control System (12 June 2006) and Design and Access Statements: How to Write, Read and Use Them (CABE, 2007). Together these have provided advice on what a Design and Access Statement should include.

1.2 Structure of the Statement

1.2.1 Based on the Circular 01/2006 and CABE advice, the following sections of the Statement comprise:

- Section 2.0 - Understanding the Context
- Section 3.0 - Design
- Section 4.0 - Access
- Section 5.0 - Impact Assessment
- Section 6.0 - Summary

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2.0 Understanding the Context

2.1 The Site Description and Context

- 2.1.1 143 Blendon Road is a two-storey mixed-use property located off of the B2210 Blendon Road in Bexley Southeast London.
- 2.1.2 The site currently contains a single commercial premises on the ground floor currently operating as a pizza restaurant and on the first floor a two-bedroom flat which is only accessible via the commercial unit and bar/kitchen area. This has raised safety concerns relating to safe use and emergency escape.
- 2.1.3 The building itself is terraced and considered to have been constructed in circa 1930 as part of a purpose built mixed use parade serving the local community. To the rear of the site and there is a small garden/hardstanding utilised by the current occupants for storage and a brick-built garage with flat layer felt roof. Upon survey this garage and hardstanding area is noted to be in a deteriorating condition with areas unsafe to survey. Sections of the timber roof structure have collapsed and generally the rear of the site is unsecure. Beyond the garage to the rear there is a small alleyway which provides vehicular access and egress onto the site. Upon survey this alleyway appears regularly used by the neighbouring premises and the current occupants have utilised the garage historically to park their vehicles off street.
- 2.1.4 The sites are very well connected with the immediate and local area there are two bus stops circa 100m east which provide transport to Bexleyheath and North Greenwich (where wider public transport can be achieved across greater London). Furthermore, the site is within walking distance of a local train station Albany Park and other bus stops providing wider transportation to other local hubs. The site is also located just off of a roundabout which serves the East Rochester Way A2 junction providing prompt access to the M25 and Blackwall tunnel circa 5-7.5 miles east and west.
- 2.1.5 Other than a public house across the road and other commercial units to the parade and northwest the site backs on to predominantly residential dwellings and generally consisting of other properties constructed in the 1930s as part of the Blendon development such as the Drive and Beechway. To the rear of the site beyond the alleyway are rear gardens to many residential properties on Cedar Grove a quiet cul-de-sac. These gardens were noted to be of modest depth with views of the site obscured by high levels of vegetation and level change.
- 2.1.6 Upon a desktop analysis of the local area, it has been noted that there is very little availability of one-bedroom residential units on the market which upon discussions with a local lettings agent were noted to be extremely desirable.

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- 2.1.7 The local buildings are generally 2 storeys constructed in the pre-war era of circa 1930s (with some earlier). Of solid construction with a mixture of render and rough course finishes. The windows locally are generally double-glazed uPVC with roofs constructed primarily of profile plain clay tiles. Rainwater goods typically are uPVC gutters, hoppers, and downpipes with some isolated areas of cast iron to local properties. Although at one point the neighbouring property and parade were uniform and aesthetically appear similar a series of extensions, conversions and alterations have been made which have altered the overall character of the area.
- 2.1.8 To the rear of the parade several large extensions have been introduced including double story residential developments and loft conversions all of which provide residential accommodation above the commercial units and are primarily accessed via the rear although street facing stairwells were noted in areas. In addition to this instance of external staircases have been noted to allow for access and egress without going through the ground floor unit.
- 2.1.9 Most properties on the parade benefit from vehicle parking either with or without garage/carport coverings all of which accessed from a small vehicle alleyway.
- 2.1.10 Free, plentiful and unrestricted parking can be achieved easily around the site on the Drive and Beechway two local roads. Parking is restricted generally to the front of the property on Blendon road; however, the site holds two spaces within the garage.
- 2.1.11 The site to the rear has significant space which is generally covered with hardstanding. In excess of 20 years ago it is believed that an external extract flow has been introduced to the rear side façade this is to allow for extract from the commercial kitchen on the ground floor level. A small modular refrigeration unit has also been installed to the rear hardstanding however this is not fixed or considered a permanent structure.
- 2.2 **Site Planning History**
- 2.2.1 It appears the site has no relevant planning history in regard to submitted applications that can be reviewed on the local authority planning register.

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3.0 Design

3.1 Description of the Proposal

- 3.1.1 The proposal allows to demolish the existing rear addition to the building, make good the wall and construct a new purpose-built extension to the depth of the site although retain parking for 2nr cars at the rear with new timber gate.
- 3.1.2 The proposed extension will be constructed of a fully insulated 150mm cavity wall with blockwork which will be fully rendered with a smooth render finished to the clients preferred colour. Within the extension will be a single one bedroom two-person residential unit. This will be accessible via the rear of the site and will be constructed in a manner to facilitate a level threshold making the space accessible. As part of the extension a new flat roof not dissimilar to the adjoining neighbour to the west will be created running from the rear of the existing building to the depth of the extension. A slight slope on the roof will facilitate the drainage of rainwater to the east where it will be collected within UPVC rainwater pipework. The provision of a soakaway was noted to not be acceptable due to the high level of local buildings however the rainwater collected will be discharged in accordance with the existing rainwater goods and water course.
- 3.1.3 The rear hardstanding will be removed, and new permeable brick pavers laid running to the full depth of the site. At the rear of the site the existing failed garage will be removed, and two new purpose made parking spaces with line marking be made available to allow for off street parking on site. At the time of submission, it is planned that these two retained parking spaces will be separated for use by the first and ground floor residential units.
- 3.1.4 No Work is proposed to the first-floor unit behind the creation of a new rear side doorway that will be accessible via an external staircase to the rear side of the property. This is noted to be essential work due to the location of the existing internal staircase which in the event of a fire would require the buildings occupants to escape unsuitably via a commercial bar/kitchen area. This is noted to be unsafe. The external staircase as detailed on the drawings will be constructed of a decorated metal work and will be built around the existing extraction ductwork to prevent impact to the operation of the existing restaurant.
- 3.1.5 To the ground level the existing rear bay window to the kitchen will be removed and a new fire rated window and door will be provided this will allow for bin storage and access to the unit to be accessible via the side rear elevation.
- 3.1.6 More information relating to the application can be reviewed within the submitted accompanying drawings.

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3.2 Parking

3.2.1 The site will retain 2nr parking spaces at the far end accessible from the alleyway and side footpath.

3.3 Bin Storage Store

3.3.1 Bin storage will be provided to the three units. These bins will be stored within purpose made timber storage containers located to the rear and rear side of the site as identified on the proposed floor plans.

3.4 Drainage

3.4.1 Drainage is currently considered to run at the rear of the property behind the rear addition. A new connection will be made for the WC/bathroom of the added property.

3.5 Use

3.5.1 The use of the ground floor and first floor units currently will not change and will remain mixed-use however the rear addition will be of residential use suitable for a couple.

3.6 Layout

3.6.1 The new proposed self-contained property has been designed in a way to facilitate Open Plan living with an open plan kitchen dining living space to the centre of the site and a bedroom at the rear. This design has been selected to ensure that the commercial kitchen space is distanced away from potential sleeping areas.

3.6.2 Beyond the removal of the internal staircase and creation of a new entrance hallway through the existing bathroom the existing buildings will not change and as a result perceived to be acceptable.

3.7 Scale

3.7.1 The scale of the development has been considered and is believed to not overlook or impact other extensions undertaken on the rear of the Blendon Road properties. The internal space created will provide a high-quality living space without impacting the existing unit. The height is noted to be reasonable for a single-story rear addition (understanding the site slopes at the rear) and will achieve minimum 2.5m head height internally.

3.8 Appearance

3.8.1 The appearance of a smooth render, upvc windows, and flat roof it's noted to be similar aesthetically to several other extensions along the parade therefore it is noted to be acceptable. The rear external staircase also has been noted to be present elsewhere on the rear and will not draw the eye in a negative way. The benefit of the rear staircase is noted to outweigh the potential impact to the site in the event of a fire.

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4.0 Access

4.1.1 Access to the units will be achieved via the rear alleyway and new walkway created from the car park at the rear this is relatively unchanged. To the ground floor unit level threshold access can be achieved promoting accessible living for individuals that require wheelchairs furthermore the access arrangements to the first-floor residential unit will not be negatively impacted due to the requirements of a staircase within the existing property.

4.1.2 The commercial unit will be accessible by two means the front elevation on Blendon Road but also the rear elevation via the walkway. It is believed that refuse bin waste is currently collected via the existing anyway therefore this arrangement will not change.

5.0 Impact Assessment

5.1.1 Following a detailed discussion with the applicant a number of criteria has been identified that the proposal should meet. The main piece of guidance used which emphasised the importance of development locally to the site is the **Bexley Spatial Development Plan**. The criteria have been reviewed against the proposal to ensure the impact of the development on the local area is minimal and the delivered project is of the upmost quality.

5.1.2 It is considered that the proposed has been well designed in regard to its visual appearance, durability, and adaptability. The design is inclusive with easily accessible WCs within the new unit created in accordance with M4.

5.1.3 The site is within Greater London which is current experiencing a large housing crisis with a vast demand for affordable properties particularly smaller flats. Despite the Mayor of London's drive for new homes the capital still falls short of its target. This development helps provide more space which is affordable yet comfortable to live in when compared to many mass constructed new build flats. The proposed development will benefit the host property which to date appears run down and aged. The proposed development will be safe, and functional.

5.1.4 **Policy D5** the proposed will provide adequate amenity space for the buildings occupants and with high quality sound insulation also privacy between the units. The existing fencing to the rear garden will provide privacy to the adjoining neighbours and the proposed external stairway was noted to not overlook any windows. The side alleyway is noted to be sufficient to house potential two-person table and chairs which allows for external provisions and amenity space to the two residential units.

5.1.5 **The strategic Environmental Assessment** although not required for this development the proposed will utilise electricity for heating and boilers

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instead of gas. It is targeting that the nation's electricity sourcing will become far greener over the next decade. All materials will also be selected based on the manufacturer's environmental responsibility. And the property construction will be selected based on the environmental impact including the use of insulation and high thermal performance to prevent heat loss.

- 5.1.6 The proposal will not impact the character of the street, will not negatively impact the areas spaciousness, maintain neighbours' privacy and daylight. The development will provide bin storage and 2nr parking spaces.
- 5.1.7 The proposed development appears to better the rear garden and garage which is falling into disrepair but considered to remain in keeping with the areas character.
- 5.1.8 The proposed scale is in keeping with the existing buildings height and dimensions of the overall envelope is reduces.
- 5.1.9 There are no roosting or nesting habitats impacted by the work.
- 5.1.10 The site is well connected to local transport hubs, schools, parks, shops etc.
- 5.1.11 The proposed development will improve the existing buildings energy efficiency, materials will be sustainably manufactured from recycled resources (in line with what is detailed by manufacturers for sustainable practices, if possible, the development will use the schedule waste service by the local authority including recycling.
- 5.1.12 All habitable rooms contain windows which provide natural light and ventilation.
- 5.1.13 The London Plan policy GG2 seeks to make the best use of land while policy GG4 recognises the need for more homes and the provision of more choice for Londoners in a way that meet their needs at an affordable price. The Royal Borough of Bexley has been set a minimum annual average housing target by the Mayor of London for the 2015-2025 period. The Council's housing target is 38,925 units over a 15-year period as stated in policy H1 of the Core Strategy. Policy H2 of the London Plan (2021) notes that Boroughs should pro- actively support well-designed new homes on small sites. The proposed development would assist in meeting these targets in general.

6.0 Summary

- 6.1.1 To summarise the proposal is to demolish the existing rear extension and garage to 143 Blendon Road and construct a single storey rear extension with render and flat roof. This will contain a 1nr bedroom two-person residential dwelling. In addition to this a new external staircase is to be provided to the first-floor residential unit to allow for escape in the event of a fire. The existing fire escape/staircase is accessible via the commercial unit's bar/kitchen area which is noted to be unsatisfactory from a fire escape perspective.

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6.1.2 The new building complies with minimum space standards, and it's noted to have very little impact on the local area but will provide new housing which is in a high demand. The existing side walkway will be repaved with brick pavers and ramp to allow for level access to the rear property. This space is noted to be sufficient in containing amenity seating for both the ground floor and first floor units along with sufficient bin and cycle storage. To the rear of the site 2nrparking spaces will be retained serving the two residential properties.

6.1.3 Owing to the minor nature and high level of precedent noted along the parade accompanied to the high quality and well considered design the proposal is considered to be approvable, and it is hoped that the Local Authority Approve this application.

7.0 Response to the London Policy D12 (Fire Statement)

7.1.1 Location of Fire appliances to be positioned on

First of all, as part of our desktop survey assessing the property's location it has been noted that the existing building is located within a 5-minute drive from the nearest fire stations this means that in the event of a fire occurrence the fire brigade could potentially be on the scene in sub 5 minutes.

Once on site the front access road is considered to be acceptable for fire appliance access as well as the rear side alleyway by foot. The access road is unlikely to be impacted by parked vehicles. The property benefits from a well sized hardstanding and kerb to the front that may facilitate closer access if necessary.

A fire hydrant was identified to the right- and left-hand side of the site on the pavement circa 300ft; therefore, access to fight fires via the front driveway and hydrant appear feasible.

7.1.2 Appropriate for use as an evacuation assembly point

As per most other properties on the road the assembly point will be considered Blendon road via the rear alleyway and will be at the recommendation of a fire engineer.

7.1.3 Are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire, including appropriate fire alarm systems and passive and active fire safety measures.

Compartmentation between units will be considered to achieve sign off.

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The unit will have a fully operational and frequently tested wireless fire and smoke detection system including heat detectors in the kitchen to provide an early detection of fire outbreak this allows for the maximum changes to containing the fire within the properties relevant compartment.

It will also be recommended to the client that a fire blanket and small extinguisher is kept in the kitchen to contain a fire as a result of the kitchen-based fires.

The property will achieve building control sign off and as such will meet the requirements under Part B of the Building Regulations (for dwellings) with all internal doors achieving a minimum FD 30 (S in kitchens and between entrance doors).

7.1.4 Are constructed in an appropriate way to minimise the risk of fire spread.

The external wall and building's structure has been made from a non-combustible material and where timber or potentially combustible the products will be treated to prevent easy ignition.

7.1.5 Provide suitable and convenient means of escape, and associated evacuation strategy for all building users.

The proposal is relatively simple, and all escape is proposed to the front entrance door which will be protected from the remaining rooms of the property by fire partitions.

7.1.6 Develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in

To be designed by a competent engineer

7.1.7 Provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

To be designed by a competent engineer