

PLANNING REPORT

Site Name : 93 Overton Road.

Site Location : Bexley, SE2 9SF.

Combined Planning and Design & Access Statement in support of a Planning Application for a part one/part two storey side and rear extension and conversion of property to provide 1 x 2 bedroom and 1 x 3 bedroom two storey dwellings.



On behalf of

Mr & Mrs Adeleye.

September 2023.

Job Number C/0298/1

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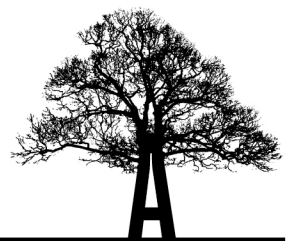
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Date	Issued To:	Name	No.
17.11.23			1
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17.11.23	Flood Risk Assessor	Mr R. Lobley.	
17.11.23	Acorn Planning	File	1



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1.Introduction

1.1. Background

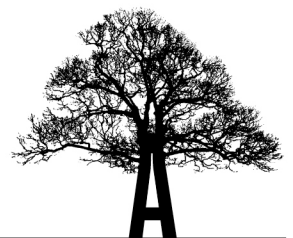
1.1.1. Acorn Planning Limited are instructed by Mr & Mrs Adeleye to prepare this statement, which comprises both a Planning Statement and a Design & Access Statement, to support a planning application for a part one/part two storey side and rear extension and conversion of property to provide 1 x 2 bedroom and 1 x 3 bedroom two storey dwellings.

1.2. The Site and its surroundings.

1.2.1. The application site comprises of a two storey end terraced dwelling within a 367 m.sq curtilage, located on the north side of Overton Road, Bexley. Image 1 below shows an approximate site boundary on an aerial photograph base. A site location plan at scale is included as Plan 1. The site location plan shows the extent and location of the proposal/application site edged in red.



Image 1 – Aerial view of the application site.



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1.2.2. The immediate surrounding area along this section of Overton Road is a highly urbanised area, characterised by rows of post war terraced (most likely former municipal) housing. The application property is the end terrace in a row of 4 dwellings. A passage way, currently overgrown, separates the curtilage of the application property from its neighbour to the east at no 95 Overton Road. The western most end of the terrace, no 87 was converted to dwellings post 2007 under planning permission 07/10725/FUL *"Alterations and conversion of existing dwelling to form 1 x 2 bedroom and 1 x 3 bedroom dwellings with provision of parking spaces. Conversion of a garage to an habitable room."*



Image 2 – Existing north looking view onto the application site.

1.3. Description of Development.

1.3.1. The proposed development includes the subdivision of the existing dwelling into 2 to create one 3 bedroom dwelling and one 2 bedroom dwelling with side access off the passageway to the east, including a first floor extension above the existing garage and two storey rear extension.



1.4. Planning History.

1.4.1. In July 2023 a previous application with the same description as the current application (ref 23/01191/FUL) was refused planning permission on the following grounds:

“1 The proposed development, namely the two storey side and rear extension, by reason of its design and poor relationship with the existing dwelling, would be harmful to the character of the application property, the wider terrace and the appearance of the wider surrounding area. As such, the proposed works would be contrary to Policy D3 of the London Plan (2021), Policies SP5 and DP11 of Bexley's Local Plan and Paragraph 124 of the National Planning Policy Framework (2021) all of which seek to secure good design for new development.

2 The proposed development is not supported by any evidence relating to Fire Safety and as such is considered to be contrary to Policy D12 (part A) of the London Plan (2021).

3 The proposal is not supported by an acceptable Flood Risk Assessment, as such the proposal does not comply with the requirements set out in the National Planning Policy Framework 2019 and as such is considered to conflict with London Plan Policy S112 and Bexley Local Plan Policies SP1 and SP14.

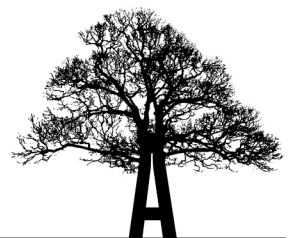
4 The siting of the proposed bin store along the side of the building would hinder access to the new dwelling from within the site, causing future occupiers to rely on access via an adjacent access way which is not included in the site boundary, and lies outside of the applicant's control. Furthermore, the proposed 4 parking spaces and bin store to the front would limit space for pedestrians to access either of these properties when fully occupied by cars. As such, the proposal would fail to provide adequate convenient access for pedestrians, contrary to Local Plan policy DP2 and London Plan policy D5. ”



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1.4.2. The current application seeks to address the July 2023 refusal by:

- Providing further justification (in the Design & Access section of this statement) for why the design of the proposal is considered compliant with all relevant national and local design policies.
- It is acknowledged that London Plan Policy D12A requires a Planning Fire Safety Strategy (PFSS) for all non major planning applications, including those for 10 or less additional dwellings and domestic extensions. To this end a PFSS is submitted to company this application.
- It is acknowledged that the site is located within both Flood Zones 2 and 3, and a Vulnerable Drainage Area, and hence an appropriate Flood Risk Assessment (FRA) is submitted to company this application.
- To provide additional space for pedestrians and bin storage, the previous acknowledged over provision of parking spaces has been addressed, the scheme now submitted showing two parking spaces in compliance with London Plan parking standards.



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2.Planning Policy.

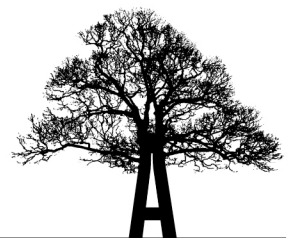
2.1. Planning Framework.

- 2.1.1. The following sections will provide an analysis of key policy issues that impact on this proposal.
- 2.1.2. The National Planning Policy Framework September 2023 (“NPPF”, “The Framework”) sets out the Government’s planning policies for England and how these should be applied.
- 2.1.3. The Development Plan for the area consists of the London Plan (“LP” , 2021) and the Bexley Local Plan (“BLP”, 2023).
- 2.1.4. The application site is shown as subject to the following designations on the policies map to the BLP 2023:
- Sustainable Development Locations.
 - Thamesmead & Abbey Wood London Plan Opportunity Area.

2.2. National and Local Planning Policy.

2.2.1. Delivering a sufficient supply of homes.

- 2.2.2. NPPF para 60 provides 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, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.”*
- 2.2.3. LP Policy GG4 “Delivering the Homes Londoners Need”, places an emphasis on ensuring the delivery of more homes.
- 2.2.4. LP Policy D3 “Optimising Site Capacity through the design led approach”, requires that developers optimise site capacity having regard to the overall experience of the development and its quality and character.
- 2.2.5. BLP Policy SP2 “Meeting Bexley’s housing requirements”, seeks to meet the Mayor’s 10–year (2019–2029) housing target for Bexley of 6,850 (net) new homes and, subject to any review of the London Plan, the Council will seek to provide for at least 6,165 (net) new homes for the remainder of the plan period between 2030 and 2038 units over the plan period.



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2.2.6. BLP Policy SP1 “Achieving sustainable development – the spatial strategy”, provides, under the heading “Bexley’s spatial approach to growth” (with my emphasis):

“The main focus for the housing, industrial and commercial growth identified for Bexley, at varying densities and including most of its supporting infrastructure, services and facilities, will be:

the Sustainable Development Locations identified on the Policies Map and illustrated by the Key Diagram (Figure 1), which are:

- areas within 800 metres walking distance of, and including, Bexley’s Major and District Town Centres and 400 metres from Local Town Centres;

- areas in the borough within 800 metres of railway stations that have a corresponding town centre nearby and 400 metres where the station has no adjacent town centre; and,

- areas with public transport access levels (PTALs) of 3-6;

designated industrial locations (specifically for industrial growth and intensification); and

the Thamesmead and Abbey Wood London Plan Opportunity Area.”

2.2.7. Opportunity Areas (OAs) within the Thames Estuary growth corridor are areas that have the potential to provide a substantial amount of the new homes and/or jobs that London needs once the necessary infrastructure is in place. The Thamesmead and Abbey Wood OA has benefitted from new transport infrastructure, including the Elizabeth Line to Abbey Wood. The Council has worked with the Mayor of London and Royal Borough of Greenwich to produce the adopted planning framework for the Thamesmead and Abbey Wood OA.

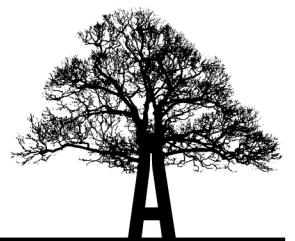
Issues relating to the determination of this application.

2.2.8. The above policies weigh heavily in favour of development and should be considered positively and attract significant weight as part of the overall assessment of the planning balance. BLP Policy SP1 in particular confirms that the application site is in an appropriately sustainable location in terms of accessibility by non car based modes of transport.



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2.2.9. This was confirmed in the case officer's report to the July 2023 application, it being acknowledged that *"It is considered that the proposal would be acceptable in principle as the site would continue to provide residential accommodation, and would make efficient use of the land within a sustainable development location. Accordingly, no objection is raised to the principle of residential development on this site.."*



3.Design & Access

3.1. Background.

3.1.1. The purpose of a Design and Access Statement is to communicate the design process and considerations that have informed this scheme, and also how the design considers the accessibility of the site.

3.2. Context.

3.2.1. Existing buildings/structures on and surrounding the Site

3.2.2. The application site comprises of an existing two storey terraced dwelling within a 367 m.sq curtilage, located on the north side of Overton Road, Bexley.

3.2.3. The immediate surrounding area along this section of Overton Road is a highly urbanised area, characterised by rows of post war terraced (most likely former municipal) housing. The application property is the end terrace in a row of 4 dwellings. A passage way, currently overgrown, separates the curtilage of the application property from its neighbour to the east at no 95 Overton Road..

3.2.4. Landform & topography.

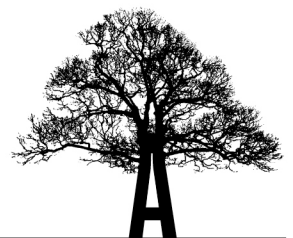
3.2.5. The site is level and gives rise to no issues of land stability.

3.2.6. Existing Access.

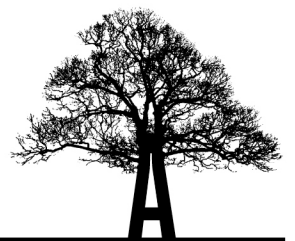
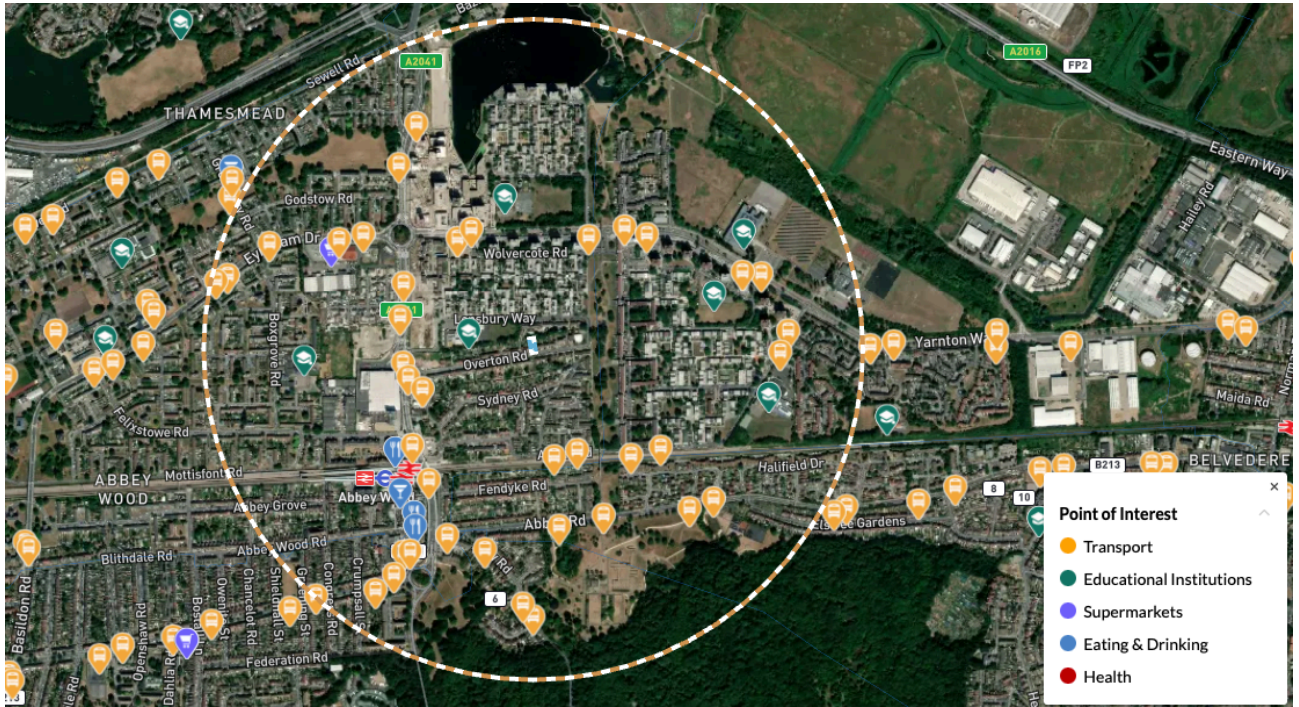
3.2.7. The application site is approximately 300m east of the junction of Overton Road and Sedgemere Road, Overton Road is an unclassified residential access road.

3.2.8. The site achieves a PTAL rating of 4 (Good) using Transport for London's (TfL) WebCAT tool, the case officers report to the July 2023 application confirming this, *"The site has a PTAL of 4 (Good) with 5 bus routes and Abbey Wood railway station within the specified walking distances for PTAL calculation."*

3.2.9. The application site is located so as to be easily walkable to public transport facilities and community infrastructure including schools and medical centres, shops and services located in the immediate 0.8km (0.5m) vicinity:



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3.3. Design Principles.

3.3.1. Development Requirements.

3.3.2. The development requirement is the subdivision of the existing dwelling into 2 to create one 3 bedroom dwelling and one 2 bedroom dwelling with side access off the passageway to the east, including a first floor extension above the existing garage and two storey rear extension. Tony, do we know what

3.3.3. Scale and Appearance.

3.3.4. NPPF para 134 provides that:

“Development that is not well designed should be refused, especially where it fails to reflect local design policies and government guidance on design⁵², taking into account any local design guidance and supplementary planning documents such as design guides and codes. Conversely, significant weight should be given to:

a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or

b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings.”

3.3.5. Policy D3 and D4 of the London Plan (2021) states that the design of all new housing developments should enhance the quality of local places and that this should take into account a number of matters, including the physical context and local character.

3.3.6. BLP Policy DP11 “Achieving high-quality design” states that development proposals shall ensure that the layout, height, scale and massing, façade treatment, and materials are complimentary to the surrounding area contribute positively to the street scene.



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3.3.7. BLP Policy SP5 “Placemaking through good design” states that the Council will continue to expect the highest quality standards of design in Bexley:

“Design should respect the existing character and context but need not be constrained by what already exists; local character evolves over time.

The Council will seek to ensure that:

a) all development within the borough is of high-quality design, contributes positively to the local environment, and protects the best elements of Bexley’s character;

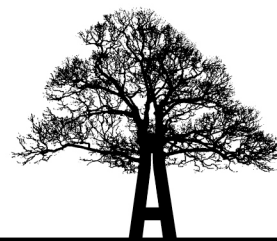
b) design enhances social cohesion and health and wellbeing and considers the principles of inclusive and active design, in order to support good physical and mental health; and,

c) design considers the relationships between building and spaces, including its contribution to and shaping of the public realm.”

3.3.8. The alleged offence against the above policies that resulted in the July 23 application being refused are stated as follows in the Case Officers report to that application:

“It is considered that the extension would appear dominant and imposing, both when viewed from the front and rear of the property. The extension would be out of keeping with the character of the area due to its excessive size and lack of subordination to the original property. Even when viewed as a separate dwelling in its own right (rather than as an extension to the existing property) the property would be at odds with the design of surrounding properties and the pattern of development in the area. The side access is an alien feature in this locality and the new property would read more as an extension to the existing property rather than a new property in its own right.

The proposal would include a higher roof element that would project above the established ridge line for the terrace row. This would appear awkward and negatively affect the symmetry of the row. Moreover, the front projection would further unbalance the terrace row and enhance the dominance of the proposed development.



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Similarly at the rear the extensions would appear excessively large and dominant.

As stated above, Policy DP11 of the Local Plan requires development proposals to ensure that their layout, height, scale and massing are complimentary to the surrounding area. In this instance, it is considered that the proposed extension, fails to pay due regard to the character and scale of existing development in the area.”

3.3.9. Considering the statement “the property would be at odds with the design of surrounding properties and the pattern of development in the area”, one must recognise that the symmetry of this terrace was already significantly impacted by the large side extension undertaken post 2007 to the other, west end of this terrace at no. 87 Overton Road. This application takes into account this previous change in character of this particular terrace, mirroring the roof scape of the enlarged dwelling at no.87 and thereby bringing symmetry back to this terrace with resultant overall improvements to the immediate street scape. It is not considered that the separate dwelling should be required to appear as subordinate to the existing dwelling in this context, as to would again change the symmetry of the terrace which this application seeks to restore.

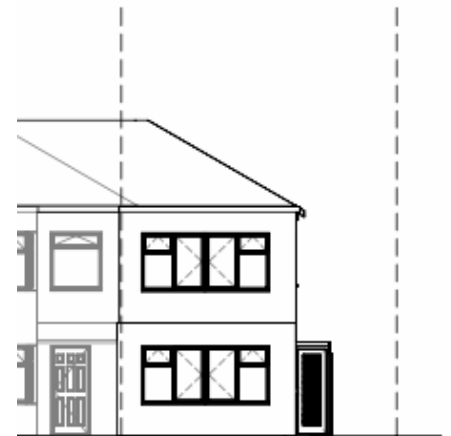


Image 3 – both ends of the terrace, no 87 and proposed new dwelling, demonstrating symmetry and positive impact on the immediate street scene/ townscape.



3.3.10. In that the rear extension has been acknowledged to result in no unacceptable loss of amenity to neighbouring properties by way of loss of light or overlooking, and is not visible from the Overton Road frontage nor any other principle or sensitive viewpoints, it is not considered that the proposed rear elements will adversely impact on the character of the area

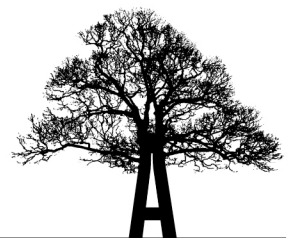
3.3.11. Flood Risk.

3.3.12. The application is accompanied by a Flood Risk Assessment, compliant with the requirements set out in the National Planning Policy Framework, and the associated online Planning Practice Guidance. This report demonstrates that the proposed development is not at significant flood risk, and will not increase flood risk to others, subject to the recommended flood mitigation strategies being implemented.

3.3.13. Fire Safety.

This application is accompanied by a Planning Fire Safety Strategy (PFSS) which, in compliance with LP policy D12(A):

- Identifies suitably positioned unobstructed outside space for fire appliances to be positioned on and appropriate for use as an evacuation assembly point
- Demonstrates that the proposed scheme design incorporates 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
- Demonstrates that the proposed scheme design provides suitable and convenient means of escape, and an associated evacuation strategy for all building users
- Incorporates a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
- Provides suitable access and equipment for firefighting which is appropriate for the size and use of the development.



3.3.14.Provision of refuse storage.

3.3.15.Previous allegation of offence by way of restricted pedestrian access to bin storage has been addressed by reducing the number of frontage parking spaces, and relocating the covered bin storage to the rear of the proposed new dwelling, thereby providing a dedicated side passage to the entrance to the new dwelling that is not reliant on the shared access to the east.

3.3.16.Sustainability & Green Design.

3.3.17.The Framework puts great weight on considering local needs, and approving sustainable proposals without delay. The Framework defines three dimensions to sustainable development:

- An Economic Role
- A Social Role
- An Environmental Role

3.3.18.Economic: As well as creating construction jobs, the proposal will ensure both adequacy and diversity of housing supply to meet the employment recruitment and retention requirements of the local economy.

3.3.19.Social: The proposal will provide a modern and rationally laid out housing unit, thereby, in line with the aspirations for the Thamesmead and Abbey Wood London Plan Opportunity Area, making a modest contribution to increasing the supply of additional housing units. The proposed new two bedroom dwelling will be particularly suitable for first time buyers and newly formed households, as well as those looking to downsize their current property holding, thereby both meeting housing supply and ensuring that the surrounding community remains mixed and balanced.

3.3.20.Environmental: The application proposal has no impacts on trees, habitats or green space.

3.3.21.The applicants will ensure wherever possible that contractors source all materials for the new development from sustainable sources.



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3.3.22.Promoting Safer Communities.

3.3.23.The proposal will provide for a safe and secure layout within the site.



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3.4. **Access Principles.**

3.4.1. Access and parking

3.4.2. Vehicle access to the site will be served from the existing site access from Overton Road. No changes to existing vehicular access arrangements are therefore proposed.

3.4.3. In terms of pedestrian access to the entrance to the proposed new dwelling, by repositioning the enclosed refuse/bin storage area from the position shown on the previous application layout to a position to the rear of the new dwelling, a side access is thereby maintained, providing private access to the new dwelling.

3.4.4. In line with the PTAL rating of 4 (Good), proposed parking provision is compliant with the appropriate parking standard of 1 space per dwelling.

3.4.5. In line with LP policy T5, cycle storage space is provided within the internal layout.

3.4.6. As discussed at section 3.2.6 above, the site is considered suitably accessible (given the nature of anticipated users) by non car based modes of travel, including by walking, cycling and public transport.

3.4.7. A separate area will be provided for storage of refuse and recycling bins.

3.4.8. All internal configurations will comply with Building Regulations Approved Document Part M, 2004 edition that includes access to and into the centre, circulation within the building, and accessible electrical switches and sockets and W.C provision.

