

## DESIGN & ACCESS STATEMENT

Prepared on behalf of the applicant, Mr. Karanjit Kooner

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Application Type: Full Planning Permission

Site Address: 36, 38 & 40 Park View Road, Welling, DA16 1RT

Description: Proposed development of eight self-contained flats

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### 1. Introduction

The proposal is for the development of eight self-contained flats at 36, 38 & 40 Park View Road, Welling, DA16 1RT.

This statement considers the constraints of the site, the opportunities that the additional development will provide and how, together they have led to the application now put forward.

The application is supported by the following documents:

- Existing Block plan.pdf
- KL-1359-1.pdf
- KL-1359-2.pdf
- KL-1359-3.pdf
- KL-1359-4.pdf
- KL-1359-5.pdf
- KL-1359-6.pdf
- Location plan.pdf
- Proposed Block plan.pdf
- Daylight and Sunlight report.pdf

## 2. Site and surrounding area

36,38 & 40 Park View Road are terraced properties and are located on the north side of Park View Road.

- 36 Park View Road Retail shop (Premier) on the ground floor.  
On the first floor there is a four-bedroom flat, with two bedrooms on the first floor and two bedrooms on the second floor.
- 38 Park View Road Retail shop (Premier) on the ground floor.  
A one-bedroom flat on the ground floor. A two-bedroom flat on the first floor.
- 40 Park View Road Takeaway (Fish Stop) on the ground floor.  
A two-bedroom flat on the first floor.

The property is bounded to the east and west by similar terraced properties with ground floor retail uses and residential uses above.

The property is part of a designated neighbourhood centre frontage and is within an area of primarily residential use. The property is not located within a Conservation Area, and is not listed or locally listed. There are no listed or locally listed buildings or conservation areas in the immediate vicinity.

## 3. Planning history

Decision Date	Description	Status
Wed 07 Apr 2021	Notification for Prior Approval for a proposed part one/part two storey extensions to form second and third floors including alterations to existing buildings	21/00530/PRIOR  Withdrawn

	to provide 15 apartments comprising 12 x 1 bed apartments and 3 studio apartments.	
Thu 11 Feb 2021	Notification for Prior Approval for a proposed part two/part three storey extensions to form a second and third floor including alterations to existing buildings to provide 15 apartments comprising 12 x 1 bed apartments and 3 studio apartments.	20/02918/PRIOR  Withdrawn

#### 4. Design

The proposal is for the development of eight self-contained flats at 36, 38 & 40 Park View Road, Welling, DA16 1RT.



The design principle of the proposed development can be explained in the following three points:

1. Improvement and addition to the local housing stock both in quality and quantity.
2. Making use of the location of the property by raising the density for the proposed development, all this while respecting the local development pattern and design context.

3. Respect the amenity of neighbouring properties and the future residents of the proposed development.

The proposed development design encompasses the construction of 8 flats on a 536 sq.m site, complemented by strategically planned communal spaces and amenities. Below is a detailed breakdown of the proposed design.

### Site Layout

The existing garages at the rear will be demolished to accommodate three car parking spaces, two waste bins, and two recycling bins. Adjacent to this space, a cycle storage area is planned, providing a total of 13 spaces for cycle storage. Ensuring privacy, a 1.8m timber fence is included to separate Flat 2's private garden from the parking and cycle storage areas.

### Building Composition

The ground floor of the development will house a takeaway outlet and a shop. The building will feature two separate entrances for the proposed flats. The first entrance is exclusive to Flat 1 (a maisonnette), while the second entrance will serve Flats 2 through 8. The plan includes a minor extension to the ground floor and the first floor.

### Flats Description

Flat 1 is a 2-bedroom (one double, one single), 3-person maisonnette, spanning an area of 86.24 sq.m. It's accessible from the ground floor, with the living/dining/kitchen area located on the first floor and extending to a loft area, which houses a bathroom and the bedrooms.

Flat 2 is a 1-bedroom, 1-person flat, covering 44.42 sq.m. It includes a bathroom, living/dining/kitchen area, and a small private garden open to the sky.

Flat 3 is a 2-bedroom (two double), 4-person flat, occupying 70.4 sq.m. It is located on the first floor and comprises a living/kitchen/dining area, a storage area, and a bathroom.

Flat 4 and Flat 5 are both 2-bedroom (one double, one single), 3-person flats located on the first floor, with areas of 70.52 sq.m and 67.64 sq.m respectively. Each contains a bathroom and an en-suite, a storage area, and the living/dining/kitchen area.

Flat 6, Flat 7, and Flat 8 are positioned on the loft level, accessed via a staircase from the first floor. Flat 6 is a 1-bedroom (double), 2-person flat covering 60.43 sq.m. It features a bathroom, a storage area, and the living/dining/kitchen area. Flat 7 is a 2-bedroom (one double, one single), 3-person

flat spread over 66.04 sq.m. Flat 8 is a 1-bedroom (double), 2-person flat occupying 53.8 sq.m. Both Flats 7 and 8 contain a storage area, a bathroom, and the living/dining/kitchen area.



### **Daylight & Sunlight**

CHP Surveyors conducted a daylight and sunlight assessment as part of the design process for our proposed development. Their study followed the Building Research Establishment's (BRE) guidelines closely to evaluate the impact on 34 and 42 Park View Road. The findings confirm that the development is thoughtfully designed to maintain existing light levels for these neighbours and to provide ample natural light for future residents, in line with BRE's good practice standards.

### **Architectural & Material Choices**

The proposed front elevation of the building will feature grey roof slates and UPVC doors and windows in line with the existing ones. Render finished walls will be employed to maintain architectural consistency with the current building.

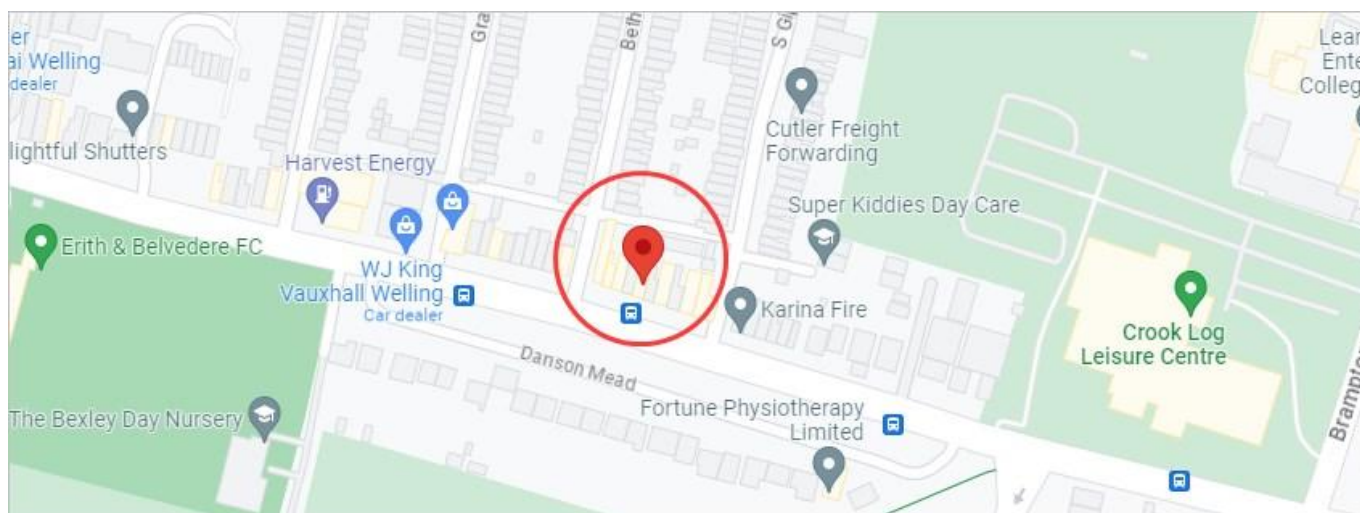
### **Sustainability & Compliance**

The development is designed with sustainability at its core, leveraging energy-efficient construction materials and techniques. The building will incorporate high-performance thermal insulation products and low carbon emitting appliances, adhering to the most recent building regulations. Fire,

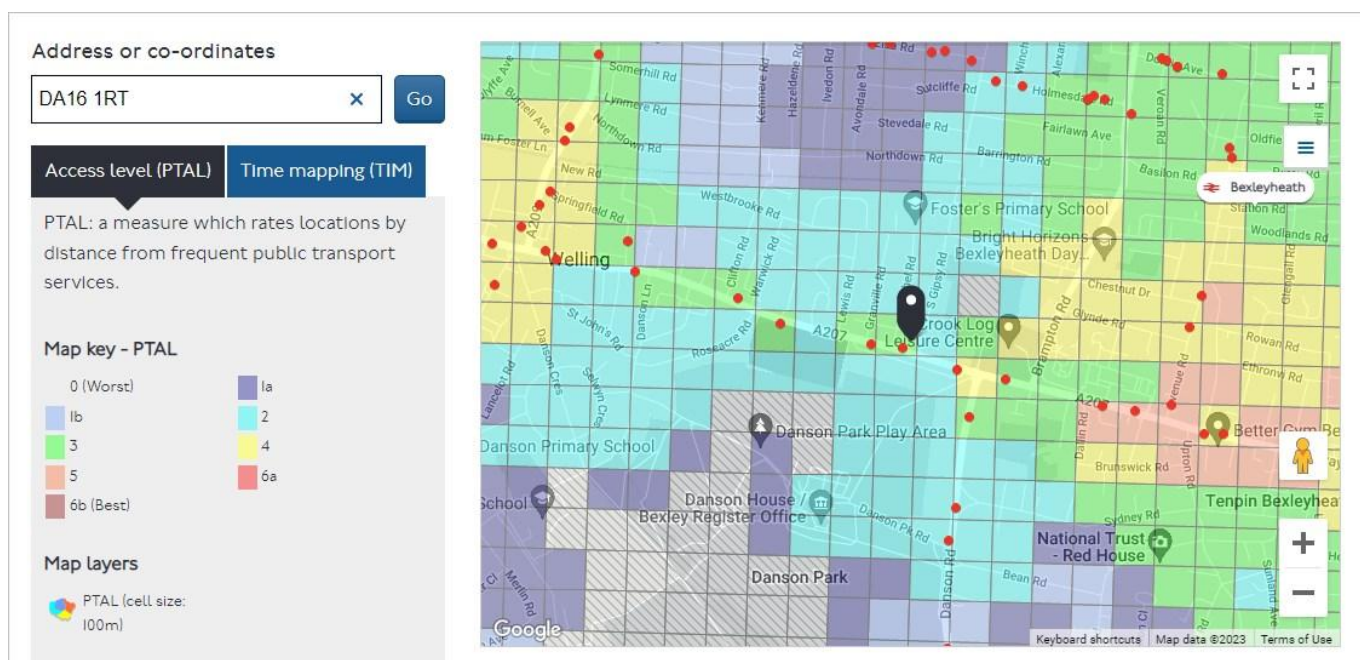
ventilation, and acoustic requirements will be specifically addressed, ensuring the safety and comfort of the future occupants.

The proposed flats present a well-thought-out and structured plan that takes into consideration the character of the street, the council's requirements, and sustainable building practices. The design aims to create a sense of character while enhancing the site and its surroundings.

## 5. Transport & Access



All the surrounding roads in the vicinity of the site include footways, street lighting and appropriate crossing facilities. These facilities connect the site very well to the surrounding public transport infrastructure, including the bus stop Bethel Road (1-minute walk distance). The Bethel Road bus stop is served by the numbers 89, 96, 486, B16, N89. Furthermore, the nearest rail station is Bexleyheath and is just a 15-minute walk distance from the application site.



The Public Transport Accessibility Level (PTAL) is used by TfL to produce a consistent London wide public transport access mapping facility to help boroughs with locational planning and assessment of appropriate parking provision by measuring broad public transport accessibility levels. The application site has a PTAL rating of 3 where 6 is the highest (best) and 0 is the lowest (worst).

In conclusion, the site is accessible by various modes of transport including on foot, by bicycle, by car and public transport.

## **6. Conclusion**

In conclusion, it is considered that the proposed development would respect the local character of the area, would not appear obtrusive or out of character in the street scene and would not result in any harm to residential amenity. It will blend with the area through use of appropriate materials and would add interest through its design features.

For reasons set out above, the proposal should be granted planning consent subject to any necessary and relevant conditions.