

PLANNING, DESIGN AND ACCESS STATEMENT

PROPOSAL

OUTLING PLANNING PERMISSION (LANDSCAPE RESERVE MATTERS) FOR DEMOLITION OF EXISTING MIX USE BUILDING AND ERECTION OF NEW 4-STOREY MIX USE BUILDING WITH GROUND FLOOR PHARMACY WITH 12 RESIDENTIAL DWELLINGS ABOVE, PARKING, ACCESS, BINS AND CYCLE PROVISION.

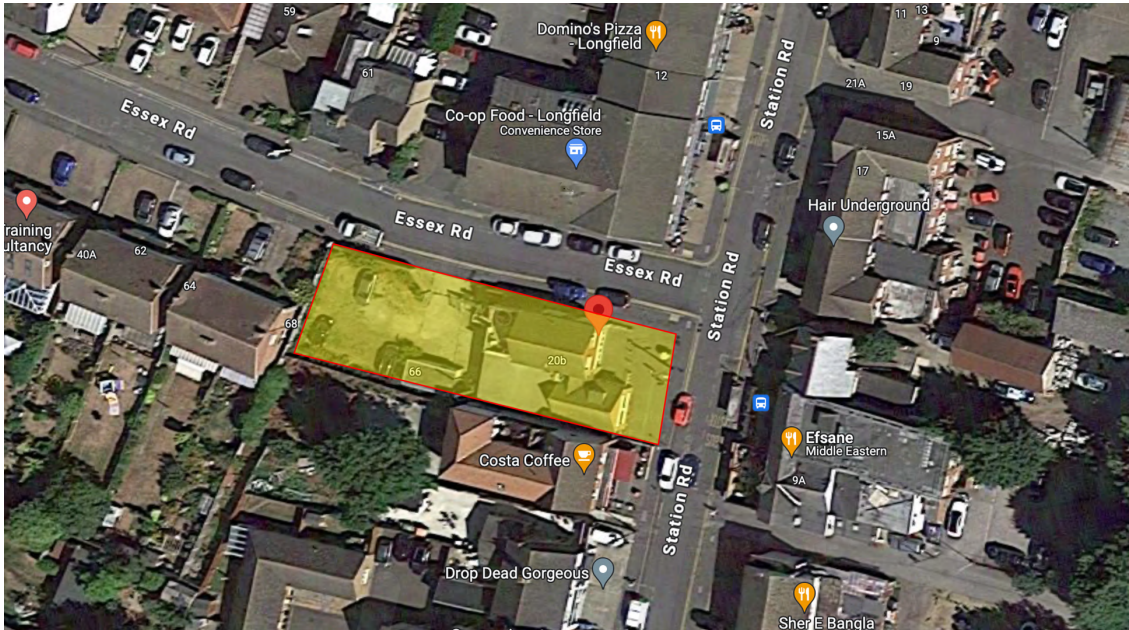
LANDSCAPING RESERVE MATTERS.

LOCATION

18-20 STATION ROAD
LONGFIELD
KENT
DA3 7QD

REPORT

JANUARY 2024



Site and Surroundings

The site consists of a detached mix use building with ground floor former pharmacy with residential above. The rear includes a large car park accessed via Essex Road. The frontage of the existing building is stepped in layout and set back from the public footpath. To the side the building is also stepped in from the footpath along Essex Road.

The site is rectangular and located on a downward slope at the corner of Station Road and Essex Road. The immediate setting is one of Longfield main high street with a mix of older and newer mix use buildings of varying size including 3-storey brick-built buildings and buildings sited closer to the side and front footpaths. To the far rear, residential dwellings front either side of Essex Road.

The site is within Longfield centre where a range of shops, services, cafes and other retail shops are present as well as being within walking distance to local bus stops and railway station all accessible by walking or cycle.

The building is not listed and is not located within a conservation area and does not have any trees on site. The site is within Flood Zone 1.

Planning Proposal

The application seeks OUTLINE permission for the demolition of existing building and erection of a new part commercial and part residential building with associated bins, cycle and parking provision.

Ground Floor

Replacement Pharmacy

First

1 x 1-bedroom (2 person) flat of 50m²
1 x 2-bedroom (3 person) flat of 63m²
1 x 1-bedroom (2 person) flat of 50m²
1 x 2-bedroom (3 person) flat of 61m²
1 x 1-bedroom (2 person) flat of 50m²

Second

1 x 1-bedroom (2 person) flat of 50m²
1 x 2-bedroom (3 person) flat of 63m²
1 x 1-bedroom (2 person) flat of 50m²
1 x 2-bedroom (3 person) flat of 61m²
1 x 1-bedroom (2 person) flat of 50m²

Roof

1 x 2-bedroom (3 person) flat of 61m²
1 x 2-bedroom (3 person) flat of 62m²

- Bin provision for residential and separate for commercial use
- Mix of balconies and roof terrace with lift access from ground floor
- 2 allocated car parking spaces for pharmacy use
- 8 allocated car parking spaces for residential use inclusive of disabled bay
- Alterations to existing access drive and drop kerb.
- Green roof 144.5m²

The new building's scale seeks to make efficient use of a sustainable and accessible central location that sits on a corner plot.

Principle of Development

The site is located on Station Road, which accommodates a mix part residential and part commercial development.

The site is within immediate proximity to local shops, schools and several public transport options. As such the immediate area can and does support higher density residential development.

In addition, the NPPF 2021 does not preclude previously developed land from being developed and neither does Local Policies subject to other policy considerations.

Paragraphs 68 of the NPPF 2021 states:

Small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should:

(A) identify, through the development plan and brownfield registers, land to accommodate at least 10% of their housing requirement on sites no larger than one hectare; unless it can be shown, through the preparation of relevant plan policies, that there are strong reasons why this 10% target cannot be achieved;

(B) use tools such as area-wide design assessments and Local Development Orders to help bring small and medium sized sites forward;

(C) support the development of windfall sites through their policies and decisions-giving great weight to the benefits of using suitable sites with existing settlements for homes;

Paragraph 85 of the NPPF 2021 (f) states:

Recognise that residential development often plays an important role in ensuring the vitality of centres and encourage residential development on appropriate sites.

Paragraph 118 of the NPPF 2021 states:

That planning policies and decisions should “promote and support the development of under- utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively”.

Paragraph 122 of the NPPF 2021 c) states:

The availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;

Paragraph 123 of the NPPF 2021 states:

That “Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.”

The site is an accessible small site sought to be developed by a small developer and will result in a windfall contribution to new housing not previously identified in the allocated housing delivery as well as re-instate a new pharmacy with a more functional layout to support long-term needs of an evolving pharmacy business.

NPPF 2021 emphasise the importance of optimising the potential of each site, in locations that are well served by local transport and other infrastructure/services. In this case, the site is within 200m walking distance to Longfield Railway Station. It is considered that the site is within a highly accessible and sustainable location.

The site is within the context of existing higher density mix use development and is therefore capable of making more efficient use of existing urban land through the redevelopment of a small windfall site.

The redevelopment of this site to include higher density development is in accordance with the Council's Development Plan and the NPPF 2021, which collectively seek the efficient use of urban land and support the location of new residential and non-commercial development within existing built up and accessible areas.

Character & Design



The NPPF 2021 states that planning decisions should ensure developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping;
- c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);
- d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;
- e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and
- f) create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future

users; and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

The existing building is brick built non-descript mix use property located on a large corner plot with the benefit of a rear car park used for the former pharmacy staff. The car park is private and secured by gate so not for public use.

The building is within the context of 2 and 3-storey buildings with pitched roofs. Given the sites wide plot and depth and corner plot location there is an opportunity to present a new mix use building with commercial on the ground floor and upper floor residential floor space and in place of a pitch roof to have a flat roof to accommodate green roof and potential solar panels.



Above examples of 3-storey building with additional pitch roof along Station Road and a modern contemporary flat roof building found nearby Ash Road.

No overriding design style informs the local area and whilst the older character is a mix of lower height buildings these were built at a time of lower housing demand and focus on locating new housing in accessible and sustainable locations.

In today's pressing housing needs and requirement to locate housing in central and accessible areas will naturally lead to larger and taller buildings to meet the demands of NPPF 2021 whilst also renewing commercial floor space to meet modern needs.

Proposed Building

The design of the building takes the form of a flat roof tiered development with a ground floor commercial unit and rear storage and cycle space with 1st and 2nd floor uniform layout of residential accommodation and then a recessed roof level with further residential units and a roof garden terrace.

The building height is comparable to the 3-storey brick building found in Station Road where in place of a pitch roof there is a flat roof with accommodation inside.

The building fills the corner location with a set back from the frontage and a gap to No.20 for side access into the application site.

Towards Essex Road the building fills the side boundary in line with the co-op building on the opposite corner.

Further into the site the main access into the residential units is present alongside a secure bins and cycle store for both residential and commercial users.

The rear is open with organised parking bays for residents and pharmacy use with an altered access off Essex Road. All vehicles can enter and leave in forward gear.



All windows have been sited to provide flats and the commercial unit with outlook and daylight and for the ground floor side, no windows have been added for security reasons given the proximity to the footpath.

The frontage is in line with the adjoining properties either side at No.20 and No.22 Station Road with the benefit of space for planter boxes and a ramp access in to the pharmacy.

The use of two separate bricks to define the front and rear will assist in breaking up the massing and the top floor use of white render will soften its visual presence within the streetscene.

Overall, the design of the development is reflective of commonly found mix use developments on centrally located corner plots that balance the need to make efficient use of land with functional and attractive buildings that meet modern internal and external standards.

Materials & finishes

- Mix of local brick stock with white render elements and banding
- White Windows
- Railing, wooden fencing and gates
- Permeable paving
- Green roof
- Timber floor terrace flooring

Final selection of all materials can be controlled by the Council and delivered by way of a pre-commencement planning condition.

Residential layout

Each of the dwellings will have a GIA which meet or exceed the national standards for 1-bed and 2-bed dwellings for their respective occupancy.

All dwellings will have floor to ceiling heights in accordance with national standards, which seeks at least 75% to be at 2.3m. In this instance all residential floor spaces will be 100% at 2.3m.

All dwellings will have outlook and daylight. The development will be constructed to meet Building Regulations with respect to soundproofing and other matters.

The quality of internal living space will be sufficient to provide future occupants with a good internal living environment with access to onsite communal amenity in the form of a roof terrace as well as some flats having balconies.

Lastly, the Council is requested to note that with the advent of technology and modern furnishings flats can readily be filled with flat panel televisions, multi functional storage units, laptops and compact utility units which combined can significantly reduce floor space demand within units. This allows more openness within residential units that can equally contribute to its own internal amenity space.

Parking Provision

NPPF 2021 states:

(C.) opportunities to promote walking, cycling and public transport use are identified and pursued;

The planning system should actively manage patterns of growth in support these objectives. Significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health. However, opportunities to maximise sustainable transport solutions will vary between urban and rural areas, and this should be taken into account in both plan-making and decision-making.

The proposal seeks to provide 8 residential and 2 non-residential onsite parking spaces to the rear of the site accessed of a re-located drop kerb.

The pharmacy staff will have use of 2 parking bays and 6 cycle spaces to meet staff needs and operational requirements. This is considered sufficient for a centrally located commercial unit located close to others and will benefit from multi-trip visits to the area which is supported by bus and rail services as well as being close to the residential catchment areas.

The location also supports alternative travel modes with the controlled parking restrictions encouraging the use of walking and cycling for local access needs.

Given the sites location within walking and cycling distance of local amenities, schools, buses and rail services and proximity to the Longfield Centre, it would not be necessary for the occupants of the dwellings to use a car to access day to day services. Smaller dwelling such as 1 and 2 bed flats priorities the proximity to amenities, shops and public transport over the need for onsite parking provision.

The proposed parking provision has been set out with an evidence base approach and in conformity to the NPPF 2021 objectives of delivering sustainable development that encourages less reliance on private vehicles.

The application is submitted with a Transport Note which considers the parking and cycle provision, local census data, local public transport access and swept path assessment to demonstrate all vehicles can enter and leave in forward gear from the site.

Overall, the proposal provides a balance of dwellings with parking and some without whilst making more efficient use of a sustainable and accessible site.

Cycle Provision

The proposal will provide secure cycle storage provision with 6 spaces provided for commercial staff and 28 spaces for residential use all accessed via a secure side gate.

The provision is considered accessible and will support the use of non-private vehicle trips in this sustainable location close to shops, services, amenities and public transport.

Garden Provisions

The proposal provides a mix of balconies and roof terrace for the upper-floor flats. Given the unit sizes the provision is sufficient to meet the needs of future occupants who will all benefit from roof terrace access via stairs and lift.

Where a dwelling has no balcony, this is far from uncommon in central locations where small flats will not have onsite private amenity but will benefit from other elements such as proximity to public transport and local shops, services and amenities, which smaller flats occupants often priorities over onsite amenity.



The site is within walking distance to Longfield Community Park, public open space.

It is put forward that the proposal will provide a good mix of onsite communal amenity and courtyards to the ground floor dwellings with the added benefit future occupants will have of being close to a range of public open spaces.

Secure Access

Access into the flats will be via a single shared entrance to the building fronting Essex Road. The replacement pharmacy building will be accessed from the commercial frontage along Station Road with the addition of ramp access.

A separate side gate and access is provided to the side for service access.

Lifetime homes

In terms of lifetime homes the Council is requested to be mindful of the need to provide a range of residential dwellings to meet the Council's varied housing demands and that placing demands on every additional dwelling, especially smaller developments for lifetime home requirements are impractical and unviable.

In this instance the proposal provides level access into the residential element of the proposal and ramp access to the commercial element.

In addition, a residential lift will provide access to all floors including the roof amenity terrace for all future occupants. On all other matters the development will need to be compliant with Building Regulations.

Refuse Bins

The proposal provides refuse bins to meet the occupancy needs as per the proposed plans for both residential occupation and pharmacy operation needs. These have been located in a dedicated area for ease of use and collection fronting Essex Road, screened by secure access.

Tree and Landscape

The existing site is largely covered by existing hard standing areas to the front and rear and the existing building. There are no trees onsite or any areas of meaningful landscaping.

The LPA will note the site is within the commercial setting of the local High Street and as such gardens are not a feature commonly found to the rear of existing commercial properties or flats above having onsite landscape areas.

Notwithstanding this the proposal includes the removal of hard standing and replacement with permeable paving to enhance drainage across the site and the frontage area will include new planter boxes that will contribute to the public realm.

Those dwellings that have balconies have scope to place hanging baskets and planter boxes as well as the roof terrace including a shared amenity area that can include planter boxes subject to condition.

Neighbouring amenity

The immediate neighbouring properties are No.20 Station Road a mix use site, 68 Essex Road to the rear of the car park and No.14 Station Road on the northern corner junction.

The proposed development is sufficient set back from No.68 Essex Road so that the development will not result in undue overlooking and overshadowing and access to the commercial and residential elements are sited to the side of Essex Road and Station Road as well as bins and cycles located away from existing residential dwellings.

The car park is retained and formalised and whilst this borders No.68 Essex Road the use and parking spaces remains similar to the former pharmacy.

With respect to the properties north and south and opposite the proposed building, these are mix use buildings and enjoy less privacy than residential houses further away from the centre so a degree of noise, overlooking, tighter development is part of the general character of central areas.

The proposal has been designed to safeguard the amenities, privacy and daylight of all non-residential properties adjoining the site.

A Daylight and Sunlight report has been submitted with this application for the Council's consideration.

Affordable Housing

The application has been submitted with a Viability Report and Schedule and the LPA is requested to consider those in respect of policies on Affordable Housing.

Flood Risk Assessment

The site is located within Flood Zone 1, based on the EA's latest Flood Risk Map. The site is not within an area vulnerable to flooding or long-term flooding.

A Suds report is submitted with this application for the Councils consideration.

Sustainable Energy

The proposed development embraces principles of sustainable design and construction. Such measures have been detailed below.

Energy efficiency

- High levels of insulation to the floors, walls and roof space
- Double-glazing to all windows and external doors
- Carefully designed economic and efficient central heating system with high efficiency boilers and heating controls.
- Low energy lighting will be used on this development.

Water Conservation

- Low water use appliances both sanitary and kitchen to be utilised.
- Water but to be provided.

Development

- Occupants will be encouraged to use the local authority recycling facilities.
- Convenient access to local public transport, shops and local schools.
- Dedicated onsite cycle storage unit will be provided for residential occupants and non-residential staff.
- Green Roof

Conclusion

The application seeks to replace an existing mix-use former pharmacy building/ 1st floor flat and car park with a new mix use building with 12 residential dwellings and ground floor modern pharmacy.

The ground floor pharmacy will benefit from a more functional internal layout to meet the modern needs of local community pharmacy services. The pharmacy will have a double frontage with level access from the public footpath. The immediate rear provides staff cycle and parking provision including delivery space.

The upper-floors will provide a mix of 1 and 2-bedroom flats all with 100% 2.3m floor to ceiling heights with windows for sunlight and outlook. The flats will have access to a

mix of balcony and roof terrace. 8 parking bays are allocated for residential use with bin and cycle provision at ground floor and located for ease of access.

The building itself makes efficient use of the corner location and be reflective of 3-storey buildings with pitch roofs in terms of overall height, in this case the pitch roof being replaced with a flat roof.

The new building will positively contribute to the built development on this part of Station Road and provide a mix-use development that can support the vitality and viability of the ground floor pharmacy as well as having new residential development to support the local Station Road economy.

All dwellings meet or exceed the National Planning standards for respective dwellings. The new dwellings will positively contribute to the Council's housing needs.

The Council appreciates the NPPF 2021 emphasis on the need to deliver new housing from a range of small sites that include optimising centrally located sites within a centre. The site falls within this context.

The development will provide dwellings suitable for the location and site constraints and in proximity to a range of local services, shops, schools, parks, bus and rail services and other amenities found in Longfield district centre.

The proposed provision of parking is considered acceptable in this location, which is well supported by public transport and due to its location, it will support active use of walking, cycling and other non-private vehicle base trips. The development provides secure cycle storage provisions to support alternative travel options.

The development will safeguard the amenities of neighbouring properties in terms of their daylight, privacy and general amenities.

Of particular relevance to this application is an economic role, among others, to ensure land is available in the right places to support growth; a social role to support strong, vibrant and healthy communities by providing the supply of housing required to meet the needs of present and future generations and by creating a high-quality built environment; as well as an environmental role which includes the protecting and enhancing the built environment.

The proposal would have an economic benefit during the construction phase and a social benefit through the provision of 1 replacement and 11 windfall residential dwellings making a small but valuable contribution to local housing supply; this is a clear benefit as it reduces pressure on housing land take elsewhere, especially in the nearby Green Belt areas around Longfield.

The development will be in accordance with the Development Plan policies of the Council and National Planning Policy Framework 2021.

The Council is requested to grant OUTLINE planning permission subject to conditions with Landscaping to be dealt with as Reserve Matters.