



DESIGN AND ACCESS STATEMENT
66 Burnell Avenue Welling Kent DA16 3HP

The Application Proposes:

Single storey front extension & part two storey part one storey side extension built over existing extension and replacing existing garage. Part retrospective – single storey conservatory built 3 years previously.

This provides:

- An open plan Kitchen / Dining area
- A more accessible Front Entrance
- Additional bedroom provision
- Additional bathroom provision
- A work from home study / gym
- More accessible internal staircase which accords to Building Regulations standards
- Previously constructed Conservatory

Location and Key Constraints

This application relates to a two storey semi-detached dwelling located on the northern side of Burnell Avenue, within the urban boundary of Welling.

The application plot is bound on each side by residential gardens. The boundary treatment of a domestic fence and vegetation ensures that the garden is screened from neighbouring dwellings and amenity space. This reduces the potential impact to the surrounding residential neighbours. The surrounding area is residential; it is therefore not out of character to find extensions of the type proposed within this location.

The application site is located in a residential area and therefore the principle of extending the dwelling is acceptable subject to considerations such as design and impact on amenity.

Relevant Policies:

SP1 Achieving sustainable growth – the spatial strategy

SP2 Meeting Bexley's housing requirements

SP5: Placemaking through good design

Policy DP11: Achieving high-quality design

DP23 Parking management

DP32 Flood risk management

Relevant planning history

66 Burnell Avenue Welling Kent DA16 3HP

99/01626/FUL

Single storey side extension.

Application Permitted with Conditions

85/00872/FUL

Single storey side and rear extension incorporating domestic garage (Drawing No: GARK/80/1-1 Rev.B)

Application Permitted with Conditions

Neighbouring Properties:

18/02166/FUL 99 Lovel Avenue Welling Kent DA16 3HS

Part one/part two storey side extension.

Application Permitted with Conditions

15/02028/FUL 59 Burnell Avenue Welling Kent DA16 3HW

Part single storey part two storey part first floor rear and side extension

Application Permitted with Conditions

20/03356/FUL 53 Burnell Avenue Welling Kent DA16 3HW

Part one part two storey rear extension

Application Permitted with Conditions

20/03387/FUL 8 Leigh Place Welling Kent DA16 3JB

Part one/ Part two storey side and rear extension

Application Permitted with Conditions

13/01608/FUL. 72 Lovel Avenue Welling Kent DA16 3JG

Part 1/Part 2 storey front/side and rear extension incorporating a garage

Application Permitted with Conditions

13/02090/FUL 76 Burnell Avenue Welling Kent DA16 3HP

Part one/part two storey rear extension. Detached outbuilding.

Application Permitted with Conditions

98/02668/FUL 65 Burnell Avenue Welling Kent DA16 3HP

Two storey extension to side Porch

Application Permitted with Conditions

96/01510/FUL 58 Burnell Avenue Welling Kent DA16 3HW

First floor extension to side

Application Permitted with Conditions

Some of the above applications are visible from the street-scene and are shown on the following page.



Examples of existing two storey extensions identical style houses close by.

65 Burnell Avenue (Top Left)

72 Lovel Avenue (Top Right)

58 Burnell Avenue (Middle Right)

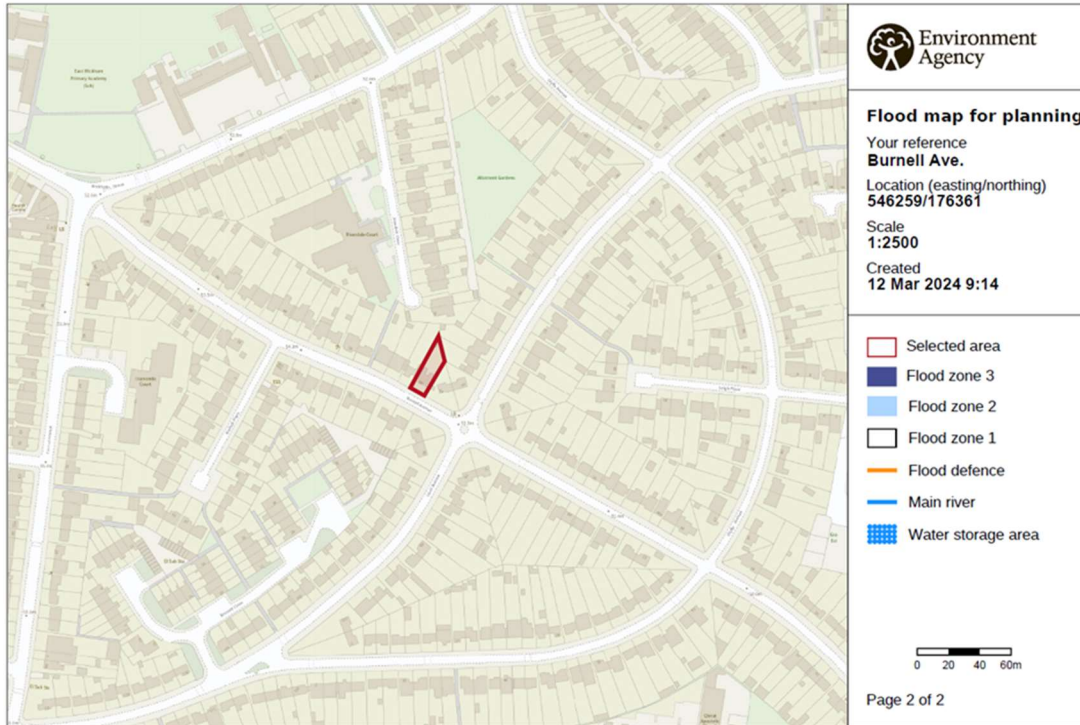
59 Burnell Avenue (Middle Left)

99 Lovel Avenue (Bottom)

Site Designations

Flooding

The Environment Agency's Flood Map for the site indicates that the site is within Flood Zone 1, low risk from flooding.



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Design, Character and Appearance

Paragraph 2.2.1 of the Supplementary Planning Document Design and Development Control Guidelines (DDCG) states that “extensions should be subordinate to the existing building”, whilst paragraph 2.2.1 (3) states that the development should not result in over-development in terms of scale and mass.

The extension has been carefully designed to remain subservient to the host dwelling, and to appear proportionate both as a part of the main house, but also within its setting. The existing house is a brick and render built, semi-detached two-storey house in use as a single-family dwelling.

There are other properties within the vicinity which have benefitted from similar side and front extensions so the proposal would not be an untoward addition within the streetscene.

The proposal reflects the pattern and grain of the existing streetscene, and is architecturally coherent and proportionate. The design comprises of details and materials that complement the local architectural character, and that of the existing pair of semi-detached houses. The proposal would constitute a positive contribution to the area. The proposals sit well with the surrounding area and will not be detrimental to the current street scene.

The first floor of the proposal is set back 450mm from the front wall of the main house, this set back shows the subservience of the proposal to the main house. This is also evident by the lower maximum height of the extension. The eaves is set at the same level as that of main house to ensure continuity

of the form. At the rear, a small first floor projection is proposed that still sits within the extrapolated line of the neighbour's side wall.

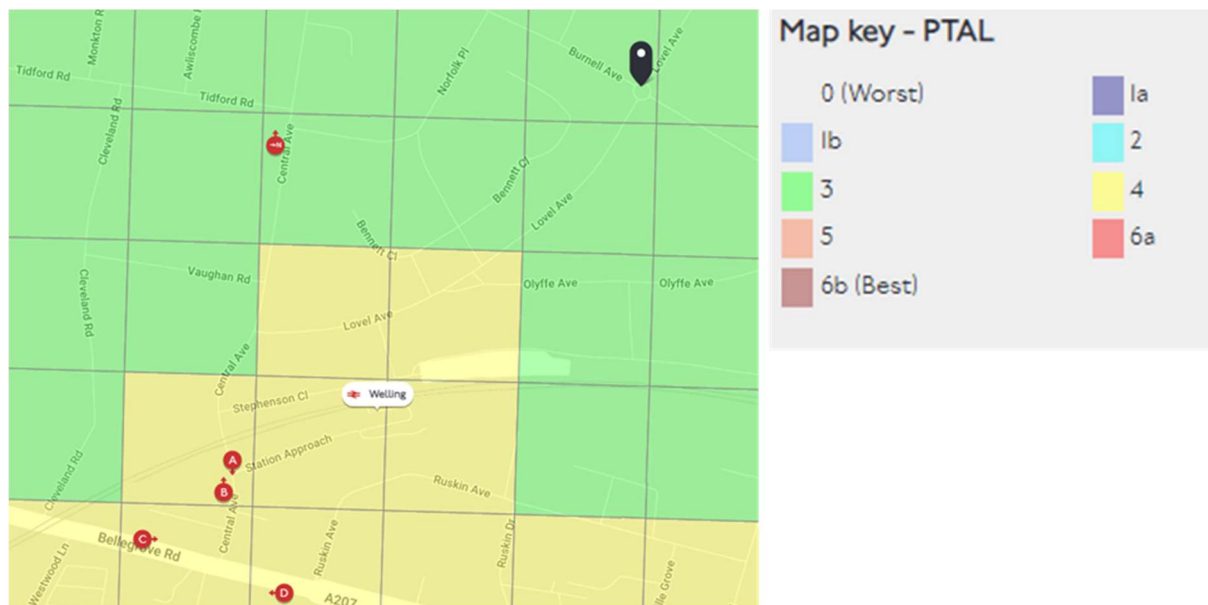
Policy DP11 of the Bexley Local Plan (2023) sets out that all development proposals should seek to ensure that existing properties amenity is appropriately protected and to ensure that developments do not unacceptably affect neighbouring properties.

The development is of a scale and extent that is appropriate to the scale and form of properties in the local area. The development sits within a large plot and is a modest development of it, retaining a large garden area. The alterations are proportionate in height and are of a scale in keeping with adjacent properties.

Overall, the extensions sit well within the wider context and would visually corollate with the surrounding pattern of built development.

Parking

The existing house does benefits from one car parking space, as the existing 'garage' is not used for car storage. The proposals retain this provision. The application site sits within PTAL Zone 3 (and is close to zone 4). The application site is within an accessible location, and a parking provision of one car is considered acceptable – excerpt from Local Plan is below.



POLICY DP23 Parking management

1. In applying the principles of sustainable development in line with Policy SP1, the Council will seek to balance the need for parking and the environmental, economic and social impacts of traffic movement and parked vehicles. Therefore, proposals for residential development will be expected to provide parking within the lowest applicable maximum London Plan standards except:

a. areas with a PTAL of 2 that are outside of Sustainable Development Locations (see Figure 12) where, in exceptional circumstances, consideration will be given on a case-by-case basis for 3 or more bedroom dwellings to have a maximum standard of up to 1.25 spaces; and b. within the Bexley Riverside Opportunity Area where, except for developments covered by 1a) above, maximum

residential parking standards will be the London Plan outer London standards rather than the Opportunity Area standards for outer London.

2. Parking provision materially below London Plan maximum standards may be acceptable in areas that have a PTAL of 3 – 4, for residential development sites that are:

a. outside of a Controlled Parking Zone (CPZ) or Restricted Parking Zone (RPZ), where it can be demonstrated through a parking survey that there is sufficient on-street, off-site parking capacity within 200 metres of the development boundary; or

b. inside an existing or planned CPZ or RPZ, in which case, where parking surveys suggest issues will arise, the applicant will normally be required to enter into a legal agreement to restrict future occupiers from obtaining on-street parking permits

<https://www.bexley.gov.uk/sites/default/files/2023-07/bexley-local-plan-adopted-26-april-2023.pdf>

The table on the following page shows the Parking standards for Outer London Parking Provisions.

Location	Number of beds	Maximum parking provision*
Outer London PTAL 4	1 – 2	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 4	3+	Up to 0.5 - 0.75 spaces per dwelling+
Outer London PTAL 2 – 3	1 – 2	Up to 0.75 spaces per dwelling
Outer London PTAL 2 – 3	3+	Up to 1 space per dwelling
Outer London PTAL 0 – 1	1 – 2	Up to 1.5 space per dwelling
Outer London PTAL 0 – 1	3+	Up to 1.5 spaces per dwelling^

Table from : https://www.london.gov.uk/sites/default/files/the_london_plan_2021.pdf

Amenity of Future Occupiers

The proposal will not result in material loss of any amenity space. The garden will still retain large area of amenity space commensurate to the size of the house.

Privacy

No extended part of the building overlooks any neighbouring properties more than the current condition does already.

Trees

There are no mature trees that are affected by the proposals

Inclusive Access

The original building has poor inclusive access which is being marginally improved by the proposals, as staircase is made to conform to current building regulations standards.

Conclusion

It is our view that this application should be supported and permission for the proposed development be granted as;

- It is in accordance with local planning policy
- The design, character and appearance are in keeping with local area
- No loss of amenity, no loss of trees
- No loss in parking provision
- Aesthetic improvement to the front of the property
- Neighbouring planning decision precedents



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