Design & Access Statement

Land R/O 24 & 26 Broomfield Road | Bexleyheath | DA6 7PA

September 2025

Document

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Introduction

1.1 This Design and Access Statement has been prepared in support of a full planning application for the erection of six residential houses on land rear of 24 and 26 Broomfield Road, Bexleyheath.

1.2 The purpose of this document is to illustrate the design principles and concepts that underpin the application proposals. This document will seek to explain:

- The design principles and concepts applied to the proposed development.
- The steps taken to appraise the context of the proposed development, and how the design responds to that context.
- How relevant planning policies have been taken into account.
- The location of access points to the development, any consultation undertaken regarding access, and how the outcomes of this consultation have informed the proposed development.
- Information regarding the proposed use and the amount of development proposed.

Pre–application Advice

2.1 A pre-application enquiry was submitted to the London Borough of Bexley in December 2024, and a pre-application meeting was held on 13th February 2025. A pre-application advice response letter was provided on 3rd June 2025 (Ref: 24/03070/PREAPM).

2.2 Subsequently the design of the proposals has been developed to include the following amendments:

- Alterations to the design of the proposed houses, including revisions to their character and appearance, changes to the roof form, and modifications to the layout, resulting in a more traditional style of development.
- General design development and the inclusion of additional supporting design information.

Planning History

3.1 There is no relevant planning history associated with the application site. The known planning history associated with the application site is listed below as identified via an online planning search:

Address:	26 Broomfield Road
Application:	21/00345/FUL
Decision:	Granted with conditions 09/04/2021
Description:	Single storey rear extension and partial conversion of garage to habitable room.

Planning Policy

4.1 Details of the planning policy relevant to this planning application are provided within the accompanying Planning Statement. The planning policy documents that are material to the determination of this planning application are set out in brief below;

National Planning Policy

4.2 The National Planning Policy Framework (NPPF), revised in December 2024, sets out the Government's planning policies for England and how these are expected to be applied.

4.3 The NPPF identifies that the purpose of the planning system is to contribute to the achievement of sustainable development including the provision of new homes (paragraph 7).

4.4 Achieving sustainable development means that the planning system has three overarching objectives, economic, social and environmental, which are independent and need to be pursued in mutually supportive ways (paragraph 8).

a) Economic – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
b) Social – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) Environmental – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

4.5 The NPPF identifies that small and medium sized sites can make an important contribution to meeting the housing requirements of an area, and are often built-out relatively quickly, and states that local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes (paragraph 73).

London Plan

4.6 The London Plan 2021 includes the following policies that are relevant to these proposals;

GG2	Making the best use of land
GG4	Delivering the homes Londoners need
GG6	Increasing efficiency and resilience
D1	London's form, character and capacity for growth
D3	Optimising site capacity through the design led-approach
D4	Delivering good design
D5	Inclusive design
D6	Housing quality and standards
D7	Accessible housing
G1	Green infrastructure
H1	Increasing housing supply
H2	Small sites
H10	Housing mix
SI2	Minimising greenhouse gas emissions
SI3	Energy infrastructure
SI13	Sustainable drainage
T1	Strategic approach to transport
T2	Healthy streets
T4	Assessing and mitigation transport impacts
T5	Cycling
T6	Car parking

Local Plan

4.7 The Bexley Local Plan was adopted on 26th April 2023. The following policies are relevant to these proposals;

SP1	Achieving sustainable development
Housing	
SP2	Meeting Bexley's housing requirements
DP1	Providing a supply of housing
DP2	Residential development on backland and infill sites
Design	
SP5	Placemaking through good design
DP11	Achieving high-quality design
Biodiversity	
SP9	Protecting and enhancing biodiversity and geological assets
DP20	Biodiversity and geodiversity in developments
DP21	Greening of development sites
Transport	
DP22	Sustainable transport
DP24	Impact of development on the transport network
Waste	
DP26	Waste management in new development

Climate change

SP14 Mitigating and adapting to climate change
DP30 Mitigating climate change
DP32 Flood risk management
DP33 Sustainable drainage systems

Supplementary Planning Documents

4.8 London Plan Housing Supplementary Planning Guidance adopted in March 2016 and updated August 2017.

4.9 London Borough of Bexley Design Guide Supplementary Planning Document adopted on 27th January 2025.

Technical Housing Standards

4.10 Technical Housing Standards – National Described Space Standard, published 27th March 2015.

Design Guidance

5.1 The National Design Guide, published in 2019, sets out ten characteristics of well designed places and demonstrates what good design means in practice. A brief summary of the key characteristics identified in the guide are set out below;

Context

5.2 Development should be designed to respond to and integrate with the surrounding context.

Identity

5.3 Development should have a positive and coherent identity, that is attractive and has a character that suits the context and its history.

Built Form

5.4 The pattern of development and open spaces should create a sense of place, promoting inclusion and cohesion.

Movement

5.5 Developments should create an attractive, legible and convenient movement network that functions efficiently, promotes activity and social interaction, accessibility and inclusion, and provides sustainable transport opportunities.

Nature

5.6 Developments should integrate existing and incorporate new natural features, provide attractive and accessible open spaces, and seek to enhance biodiversity.

Public Spaces

5.7 Developments should include well located accessible public spaces that encourage activity and social interaction.

Uses

5.8 Developments should include a mix of tenures and housing types to suit people at all stages of life.

Homes and Buildings

5.9 Developments should create well designed homes that provide good quality internal and external environments for their users.

Resources

5.10 Developments should optimise opportunities to reduce the consumption of resources.

Lifespan

5.11 Developments should be robust, easy to use and maintain, and adaptable to changing needs and evolving technologies.

Site Description

6.1 The application site is located at Nos. 24 and 26 Broomfield Road.

6.2 The site has an L-shaped form. The main section extends northwards from Broomfield Road and incorporates the whole of No. 24, with a smaller section projecting westwards across the rear of No. 26.

6.3 The southern boundary of the site abuts Broomfield Road. The western boundary adjoins Nos. 26 and 28 Broomfield Road and No. 70a Gravel Hill. The northern boundary boarders an unadopted access track that serves Nos. 68 to 70a Gravel Hill, immediately beyond which are the rear gardens of Nos. 9 to 13 Latham Road. The eastern boundary adjoins No. 22 Broomfield Road.

6.4 The application site measures 79.9m in depth and 34.9m in width at its maximum, and the site measures approximately 0.15 hectares in area (noting that the red line includes the existing property).

6.5 The site slopes gently upward from north to south, the existing houses in Broomfield Road sit at the top of the slope.

6.6 The existing house at No. 24 Broomfield Road is set approximately 10.6m back from the highway at the southern end of the site. The dwelling is semi-detached, adjoining No. 22 to the east.

6.7 The existing dwelling is a two-storey house of suburban character, likely constructed in the immediate post-war period. The house is typical of its era and features a bay front, brick and rendered exterior walls, and a hipped tile roof. The original dwelling has been extended with a side garage and a rear conservatory.

6.8 The existing dwelling is accessed via a dropped kerb and pedestrian crossover. A driveway runs along the western boundary of the property, providing access to the garage.

6.9 The house occupies a generous plot, with the rear garden forming a substantial portion of the site. Aside from a patio area directly behind the dwelling, the garden is predominantly lawn with areas of planted vegetation.

6.10 In the wider context, the existing houses on the north side of Broomfield Road are suburban in character. This side of the street comprises a mix of two-storey detached and semi-detached houses, similar in style to No. 24.

6.11 The south side of Broomfield Road appears to have been developed later and consists of a mix of detached houses, bungalows, and four three-storey blocks of flats.

6.12 Many of the properties within the site context have been altered and extended over time, with original features modified inconsistently, resulting in a partial erosion of the area’s original character.

6.13 Nos. 68 to 70a Gravel Hill are located to the west of the site and form a short row of backland houses situated behind Broomfield Road. These properties are accessed via an unadopted track that runs eastward from Gravel Hill, passing along the northern boundary of the application site. The houses are one-and-a-half storeys, with first-floor accommodation contained within the roof.



Fig 1. Aerial photograph showing the site location.



Fig 2. Streetview image of No. 24 Broomfield Road.

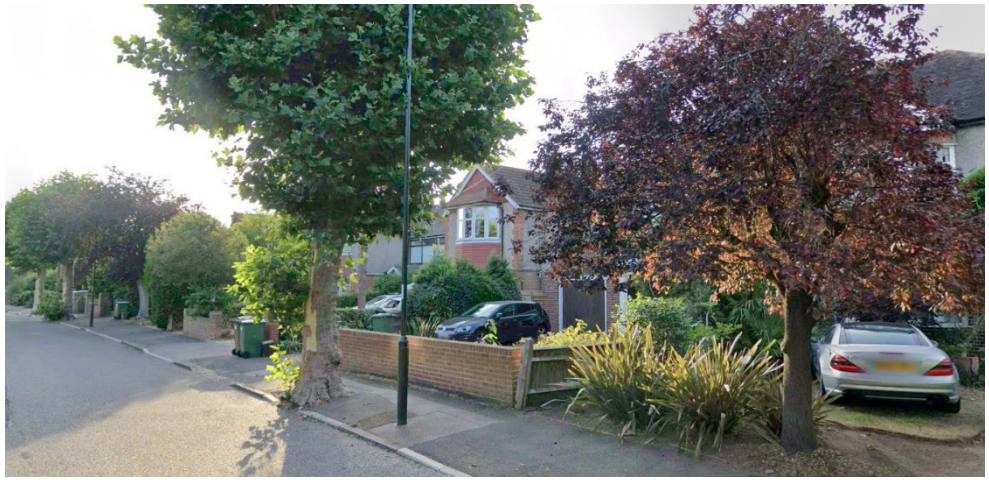


Fig 3. Streetview image of the Broomfield Road frontage.



Fig 4. Aerial photograph showing Nos. 68 to 70a Gravel Hill.

Site Constraints

7.1 The site constraints have been identified as follows:

Dwelling Retention

7.2 The existing dwelling at No. 24 Broomfield Road will be retained, however, the existing garage will be demolished, and the site frontage will be reconfigured to provide replacement car parking.

Site Access

7.3 The existing dropped kerb access from Broomfield Road will be retained and widened, with a new shared surface private driveway created within the site to serve the development.

Design Proposal

Amount

8.1 This full planning application seeks approval for the erection of six residential houses.

8.2 The proposed house will meet the internal space standards set out within the London Plan and Technical Housing Standards – National Described Space Standard. The houses will provide the following accommodation:

Plot 1 – 3 Bedroom 4 Person – 94.0 sqm GIA – 2 Storey
Plot 2 – 3 Bedroom 4 Person – 88.0 sqm GIA – 2 Storey
Plot 3 – 3 Bedroom 4 Person – 88.0 sqm GIA – 2 Storey
Plot 4 – 3 Bedroom 4 Person – 94.0 sqm GIA – 2 Storey
Plot 5 – 3 Bedroom 4 Person – 94.0 sqm GIA – 2 Storey
Plot 6 – 2 Bedroom 3 Person – 79.0 sqm GIA – 1.5 Storey

8.3 Internal finished floor to ceiling heights will be 2.5m for more than 75% of the floor area of the dwellings, with only localised areas of skeiling ceiling at first-floor level below this height within plot 6.

8.4 Master double bedrooms are designed to measure a minimum 2.75m in width and a minimum 11.5 sqm in area. Single bedrooms are designed to measure 2.15m in width and measure a minimum 7.5 sqm in area. Internal storage measuring a minimum 2.0 sqm has been incorporated into the design.

Means of Access

'Access' – the accessibility to and within the site, for vehicles, cycles and pedestrians in terms of the positioning and treatment of access and circulation routes and how these fit into the surrounding access network.

8.5 The proposed development will be accessed from Broomfield Road via a widened dropped kerb and pedestrian crossover. A new shared surface private driveway will be provided to serve the development. The driveway will measure 4.2m in width at its narrowest point, widening to form a car parking court in front of the proposed houses. A 4.2m wide driveway is sufficient to allow two vehicles to pass.

8.6 6 No. car parking spaces will be provided to serve the proposed dwellings, allocated on a one-to-one basis. The parking area has been designed to allow vehicles to turn and exit the site in a forward gear.

8.7 Refuse will be stored within enclosed bin storage areas. Bins will be placed at the designated collection point adjacent to the highway for collection via the local authority's scheme on the appropriate day.

8.8 2 No. cycle parking spaces will be provided for each property, within secure cycle storage containers located in the rear gardens of each house.

8.9 Electric vehicle charging facilities will be provided as set out in Approved Document Part S of the Building Regulations, and to meet local policy.

Layout

'Layout' – the way in which buildings, routes and open spaces within the development are provided, situated and orientated in relation to each other and to buildings and spaces outside the development.

8.10 The proposed houses will be positioned to the rear of the existing dwellings at Nos. 24 and 26 Broomfield Road. They will be arranged in two blocks, comprising a short terrace and a pair of semi-detached houses.

8.11 A shared surface private driveway will extend to the new houses, forming a car parking court in front of the dwellings. Landscaped edges will be provided around the perimeter of the driveway and car parking court, creating a soft margin around the hard landscaping.

8.12 Private rear gardens will be provided for each property, exceeding the minimum sizes required by local policy and ranging from 49 sqm to 68 sqm in area.

8.13 The front to rear separation distance between the proposed houses and the existing dwellings in Broomfield Road will be a minimum of 27.6m at the closest point. The front to rear separation distance between the proposed houses and the first-floor windows in the existing dwellings in Broomfield Road will be a minimum of 31.7m. In all cases, views of the development will be partially screened by boundary treatments, outbuildings, and vegetation.

8.14 The proposed houses will be set back from the road, creating a discreet and subservient infill development that preserves the established streetscene and character of the area. The new dwellings will be located adjacent to Nos. 68 to 70a Gravel Hill, forming a coherent extension to the existing backland development.



Fig 5. Proposed site plan.



Fig 6. Proposed front elevation.

Scale

'Scale' – the height, width and length of each building proposed within the development in relation to its surroundings.

8.15 The scale of the proposed houses will be consistent with the prevailing character of the area.

8.16 Plots 1 to 5 will be two storeys in height, while Plot 6 will be one-and-a-half storeys, with first-floor accommodation partially contained within the roof.

8.17 The Proposed houses will have a maximum eaves height of approximately 4.9m and a maximum ridge height of approximately 8.5m.

8.18 Setbacks in the front facades and variations in the ridgeline will help break up the overall massing of the development.

Appearance

'Appearance' – the aspects of a building or place within the development which determine the visual impression the building or place makes, including the external built form of the development, its architecture, materials, decoration, lighting, colour and texture.

8.19 The design and layout of the houses have been carefully considered to create an attractive built form that responds to the surrounding site context and constraints.

8.20 The proposed houses will be of a traditional design, enhancing the quality of the local built environment. Constructed in brick, they will feature architectural details such as casement windows, artificial stone window cills, and flat arch lintels.

8.21 The houses will have pitched roofs finished with tiles. Projecting gables to the front and rear will add relief to the facades. The front elevations will include porch roofs supported on traditional gallows brackets, providing additional visual interest.

8.22 Overall, the design presents a considered and engaging aesthetic that complements the established local character.



Fig 7. Sketch model image showing the proposed front elevation.

Landscaping

'Landscaping' – the treatment of land (other than buildings) for the purpose of enhancing or protecting the amenities of the site and the area in which it is situated and includes: (a) screening by fences, walls or other means; (b) the planting of trees, hedges, shrubs or grass; (c) the formation of banks, terraces or other earthworks; (d) the laying out or provision of gardens, courts, squares, water features, sculpture or public art; and (e) the provision of other amenity features.

8.23 High-quality landscaping will be provided throughout the development to enhance the setting of the proposed dwellings.

8.24 Soft landscaping will be provided around the perimeter of the driveway and car parking areas to create a landscaped margin.

8.25 Tree planting will be provided within the site and along boundaries to offer screening between the proposed houses and neighbouring properties.

8.26 Durable, textured hard landscaping materials will be used for the driveway, car parking areas, and footpaths. Car parking spaces will be formed using grasscrete to reduce their visual impact.

8.27 Boundaries will be formed using close board fencing with trellising.

8.28 Biodiversity enhancements will be incorporated within the development, including native planting and integrated bird and bat boxes.

Secured by Design

9.1 The proposed development has been designed to incorporate relevant aspects of Secured by Design, in accordance with the guidance set out in the organisation's Residential (Homes) Guide 2025.

Development Design and Layout

9.2 The proposed development will have a single point of entry via a shared-surface private driveway extending from Broomfield Road. Although the access will remain open, the transition between public and private space will be clearly defined using contrasting paving materials. The driveway will be visually open, direct, and naturally overlooked by the proposed houses.

9.3 Car parking within the development will be located close to the dwellings, naturally surveyed, and positioned, where practicable, in front of the properties they serve. The car parking court will be illuminated by fittings mounted on the proposed dwellings.

9.4 All perimeter and internal garden boundaries will be enclosed with 1.8m high close board fencing topped with 0.3m trellis. Pedestrian gates will be robust, fitted with durable ironmongery, and lockable.

Physical Security

9.5 Windows and doors fitted to the proposed dwellings will be PAS 24 and meet the requirements of Approved Document Part Q of the Building Regulations. They will be securely fixed to the building fabric in accordance with the manufacturer's instructions and test certification. Windows and doors that are easily accessible (within 2m vertically of an accessible level surface, or within 2m of flat or shallow pitched roof within 3.5m of ground level) will be fitted with laminated glass. Window casements will be fitted with lockable ironmongery. Main entrance doors will be fitted with a door viewer and a door chain or limiter. Letter plates through the doors will have a maximum aperture of 260 x 40mm and be specified and positioned to hinder 'fishing'. Ironmongery will generally be specified in accordance with the Door and Hardware Federation's technical guidance.

9.6 Utility meters will be smart meters with remote signalling capability.

9.7 Party walls separating the proposed dwellings will be of robust masonry construction.

9.8 Provision will be made for the future installation of intruder alarms within the dwellings, should residents wish to install them.

9.9 Cycle storage containers will be of a robust timber construction, fitted with durable ironmongery, and will be lockable.

Sustainability

10.1 The proposed development will be sustainable. The key aspects relating to sustainability are briefly described below.

Energy Efficiency

10.2 The development will reduce carbon dioxide emission to meet the requirements of local policy. This will be achieved through a combination of building fabric efficiency and the use of onsite renewable technologies.

Overheating

10.3 The risk of overheating will be minimised as set out in Approved Document Part O of the Building Regulations. This will be achieved through careful consideration of the glazing and ventilation area based on an analysis of the orientation of the windows, and where necessary by limiting solar gain.

Water Resource Management

10.4 The proposed houses will be designed to minimise potential water consumption as set out in Approved Document Part G of the Building Regulations, and to meet local policy. The development will utilise water saving devices such as dual flush toilets, spray taps, and water efficient white goods.

Flood Risk & Drainage

10.5 The site is located within Flood Zone 1 and is at very low risk of fluvial flooding. To minimise surface water run-off and promote sustainable urban drainage, all surface water from roofs and hard surfaces will be discharged on site into a SuDS compliant drainage system.

Transport

10.6 The application site is sustainably located. Gravel Hill (A220), approximately 250m to the east, is served by bus services connecting to destinations including Bexleyheath, Erith, Thamesmead, and Bluewater. Bexley train station is located around 1.2 km to the south, while Barnehurst and Bexleyheath train stations are approximately 1.6 km and 1.8 km to the north of the site, respectively.

10.7 Various local schools, services and shops are located within walking or cycle distance of the application site.

10.8 Cycle parking will be provided within secure cycle storage containers located within the rear gardens of each house to meet local policy.

10.9 Electric vehicle charging facilities will be provided as set out in Approved Document Part S of the Building Regulations, and to meet local policy.

Biodiversity

10.10 Biodiversity will be enhanced through the implementation of a native and species rich landscaping strategy and through the provision of wildlife habitat enhancements.

Conclusion

11.1 This Design and Access Statement and the accompanying drawings and documents describe how a high-quality development, that responds to the local context and is sustainable, can be delivered on the application site.

11.2 Overall, the proposed development optimises the delivery of new housing through a considerate design approach, that makes the best use of the available land and will enhance the character and appearance of the area.

11.3 Whilst the proposed development is modest in size, the construction of six dwellings on the site will make a positive contribution toward meeting local housing land supply. Overall, the proposals will provide economic, social and environmental benefits and is considered to represent sustainable development that meets the requirements of both local and national policy.

Spires Architects

9 Monks Way | Reading | RG30 3DP