

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 12/02120/FULL1

Ward:
Shortlands

Address : 49 Shortlands Road Shortlands Bromley
BR2 0JJ

OS Grid Ref: E: 539002 N: 168842

Applicant : Jemcap Ltd

Objections : NO

Description of Development:

Conversion of the property into 4 self-contained two bedroom flats together with the installation of front lightwells, elevational alterations and the provision of 4 car parking spaces & refuse storage.

Key designations:

Conservation Area: Shortlands
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads

Proposal

The proposal seeks planning permission for the conversion of the property into 4 self-contained, two bedroom flats.

The following works are proposed to facilitate the conversion:

- installation of two front lightwells;
- removal of the rear terrace and side staircase;
- installation of Juliette balcony at the rear;
- insertion of a rooflight within the side roofslope; and
- insertion of new windows and doors within the front, side and rear elevations.

The proposed scheme would provide 4 car parking spaces and refuse storage within the front garden of the application property.

Location

The application property is a large Victorian semi-detached house located on the eastern side of Shortlands Road, some 100 metres to the south from its junction with Church Road.

At the application site the land drops away from the front of the property towards the rear where the elevation is of 4 storeys, the ground floor being the basement area.

The surrounding area is mainly residential in character and falls within the boundaries of the Shortlands Conservation Area.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and no representations were received.

Comments from Consultees

Highways – no in principle objection subject to appropriate conditions;

Environmental Health (Pollution) – concerns raised in relation to the light and ventilation issues;

Highways Drainage Section – no comments;

Crime Prevention – no objection subject to the development achieving Secured by Design accreditation;

Waste Services – no comments;

Thames Water – No objection. Surface water drainage is the responsibility of the developer, and if the proposal will discharge to a public sewer, prior approval from Thames Water Developer Services will be required.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- BE11 Conservation Areas
- H11 Residential Conversions
- H8 Residential Extensions
- T3 Parking
- T18 Road Safety

Supplementary Planning Guidance 1 General Design Guidance
Supplementary Planning Guidance 2 Residential Design Principles

London Plan:

- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 6.9 Cycling
- 6.13 Parking
- 7.3 Designing out crime
- 8.3 Community infrastructure levy

Planning History

07/01295/FULL1 – Single storey rear extensions and conversion of basement into a two bedroom flat. Permission granted on 25.07.2007.

Conclusions

The main issues relating to the application are the effect that proposal would have on the special character and appearance of the Shortlands Conservation Area, the impact that it would have on the amenities of the occupants of surrounding residential properties and the acceptability of the standard of residential accommodation proposed.

Members' attention is drawn to the fact that the previous approval (ref. 07/01295/FULL1) established the acceptability of the basement accommodation as well as the associated elevational alterations that were to facilitate its conversion.

The elevational alterations proposed are considered as minor in nature and therefore not affecting the special character and appearance of the surrounding conservation area. The proposed lightwells would be relatively small in size and would occupy an insignificant proportion of the front garden. The positioning and the proportions of the new openings within the lightwells would correspond well with the existing fenestration. As such, it is considered that the opening up of the lightwells is an acceptable form of development in that the proposal would not be detrimental to the architectural integrity of the parent dwelling and that the special character and appearance of the surrounding conservation area would continue to be preserved.

In terms of the standard of the residential accommodation proposed, the minimum gross internal floor areas of all flats would exceed the space standards set out in the London Plan (Policy 3.5). All habitable rooms, except for the bathrooms, would have fenestration providing for natural light, outlook and ventilation. Officers note that the outlook, as well as the daylight and sunlight penetration to the north facing rooms within the basement flat would be constrained; however the deficiency observed is considered to be mitigated by the generous size of the rooms in question and the overall floor area of the flat. Members may consider, therefore, that on balance, the proposed development would provide an acceptable level of internal amenity, thereby satisfying the requirements of Policy H11 of the Unitary Development Plan.

The proposal would be confined to the envelope of the existing building therefore there would be no reduction in daylight and sunlight provision or outlook to the neighbouring residential occupiers. Similarly, although the scheme would introduce

new openings within the front, side and rear elevation, these would afford the views that would not be dramatically different from the views which already exist and consequently no objections are raised in this respect.

The site is located to the east of Shortlands Road within an area with low public transport access level (PTAL) rate of 2 (where 6 is highest and 1 is lowest). The vehicular access to the site is from Shortlands Road via an existing vehicular crossover leading to car parking area which is acceptable. No cycle parking is indicated on the submitted plans, therefore a suitable condition would be added to this consent, should it be granted to request 5 cycle parking spaces to be provided.

Having had regard to the above it was considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents nor impact detrimentally on the character of the Shortlands Conservation Area. Members are therefore requested to determine that the proposal is acceptable and worthy of permission being granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 12/02120, excluding exempt information.

as amended by documents received on 15.08.2012 23.08.2012

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
 - 2 ACC04 Matching materials
 ACC04R Reason C04
 - 3 ACH03 Satisfactory parking - full application
 ACH03R Reason H03
 - 4 ACH16 Hardstanding for wash-down facilities
 ACH16R Reason H16
 - 5 ACH18 Refuse storage - no details submitted
 ACH18R Reason H18
 - 6 ACH22 Bicycle Parking
 ACH22R Reason H22
 - 7 ACH29 Construction Management Plan
 ACH29R Reason H29
 - 8 ACH32 Highway Drainage
 ADH32R Reason H32
 - 9 ACI21 Secured By Design
 ACI21R I21 reason
 - 10 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.
- Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.
- 11 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

BE1 Design of New Development

BE11 Conservation Areas

H11 Residential Conversions

H8 Residential Extensions

T3 Parking

T18 Road Safety

INFORMATIVE(S)

- 1 Street furniture/ Statutory Undertaker's apparatus "Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant."
- 2 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 08458502777. Reason – to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 3 You are advised to contact Thames Water Developer Services on 08458502777 to obtain required approval if the building, or the extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.
- 4 Thames Water will aim to provide customer with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 5 You are advised that this application is considered to be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)). The Levy will appear as a Land Charge on the relevant land with immediate effect.

If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Application:12/02120/FULL1

Address: 49 Shortlands Road Shortlands Bromley BR2 0JJ

<BOL>Proposal:</BOL> Conversion of the property into 4 self-contained two bedroom flats together with the installation of front lightwells, elevational alterations and the provision of 4 car parking spaces & refuse storage.

