

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

**Application No :** 17/02167/FULL1

**Ward:**  
**Shortlands**

**Address :** 1 The Glen Shortlands Bromley BR2 0JB

**OS Grid Ref:** E: 539251 N: 169251

**Applicant :** Ms Amanda Newman

**Objections : YES**

### **Description of Development:**

Elevational alterations including side porch canopy and conversion from single dwelling to 2 self-contained houses (1 x 4 bed and 1 x 1 bed).

### **Key designations:**

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Smoke Control SCA 21  
Smoke Control SCA 9

### **Proposal**

Planning permission is sought for development comprising:

- Elevational alterations to the side and rear of the extension and host building at the application site. To the side it is proposed to replace an existing door for a full sized window and to substitute a new entrance door with shallow canopy above for an existing high level letterbox window towards the centre of the flank elevation. The canopy over the proposed door would be 1.8m wide and would project by 0.6m from the side elevation and steps would lead from the existing side landscaping space to the proposed new entrance.
- At the rear the elevational alterations comprise the removal of the existing rear patio doors which straddle the join between the original dwelling and the two storey existing extension, with these to be replaced by two separate sets of patio doors.
- The existing extension would be severed from the host original dwelling to form a one bedroom two storey dwelling, accessed from the proposed side doorway. The accommodation would comprise a large bedroom and en-suite bathroom to the first floor, with separate windowless cupboard space and on the ground floor a combined kitchen/living/dining space is proposed to be provided. The dwelling would have a small rear garden, with the original dwelling retaining a garden of a size commensurate with the remaining dwellings in the terrace. Three off-street parking spaces already exist on an area of hardstanding at the front of the existing dwelling (including the extension) and the proposal would result in 1 car parking space being provided for the proposed dwelling and 2 being retained for the use of the original dwelling.

### **Site and Surroundings**

The application site lies on the eastern side of The Glen which is a residential cul-de-sac characterised by three storey terraced town houses. The application site comprises an end-of-terrace dwelling with a wider than average plot. The host dwelling has been extended by way of a subservient two storey side extension. The dwelling lies on the end of the terrace and is flanked by the access to The Glen from Shortlands Road. Opposite the site are the odd-numbered dwellings in The Glen which are positioned within plots at a

45 degree angle to the main carriageway. On the other side of the access is No. 2 The Glen which incorporates a canopied side entrance to the property. The remaining dwellings incorporate ground floor integral garages with single car parking spaces between the front of the property and the roadway.

## **Consultations**

### Comments from neighbouring residents

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

### Technical comments

From a technical highways perspective it is noted that the proposed 1 bed unit is situated right on the bend and there may therefore be a highway safety issue relating to vehicles accessing and egressing the hardstanding. There are no objections in principle provided that the applicant can demonstrate that there are no sight line issues.

## **Planning Considerations**

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

BE1 Design of New Development  
H11 Residential Conversions  
T3 Parking  
T18 Road Safety

The Council is preparing a Local Plan. A period of consultation on the proposed draft Local Plan (under the Town and Country Planning (Local Planning) (England) Regulations 2012 as amended) ran from November 2016 and closed on December 31st 2016. It is anticipated that the draft Local Plan will be submitted to the Secretary of State in 2017.

Draft Policy 37 - General Design of Development  
Draft Policy 9 - Residential Conversions  
Draft Policy 30 - Parking

Policy 7.4 of the London Plan relates to local character and Policy 7.6 relates to architecture and includes reference to residential amenity impacts of development. Policies 3.3, 3.4, 3.5 and 3.8 relate to housing and are all of relevance to the assessment of this application.

The National Planning Policy Framework is a material consideration.

## **Planning History**

Under reference 94/00122 planning permission was granted for a single storey side extension. Planning permission was granted for the two storey side extension the subject of this application under reference 13/00057.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties. It also falls to consider whether the existing/proposed accommodation would be of a high quality and whether the proposal would allow for the provision of satisfactory off-street parking and refuse/recycling provision.

### Principle of development

Policies H11 and draft Policy 9 state that the conversion of a single dwelling into two or more self-contained residential units will be permitted so long as:

- The proposal would not have a detrimental impact on the amenities of neighbouring dwellings
- The resulting accommodation would provide a high quality residential environment for the intended occupants
- The character and appearance of the area would not be adversely affected
- The proposal would not have a detrimental impact on housing choice in the locality (DP9) or result in the shortage of medium or small sized family housing.

The two storey extension in which the proposed one bedroom dwelling would be sited is already completed. The elevational alterations proposed are modest in scale and would have a limited impact on the visual amenity of the street scene. The change of use of the property would have limited impact on the appearance of the street scene and the character of the area in terms of the built form on the site. As such it is not considered that the proposed severance of the extension to form a separate dwelling would be readily appreciable from outside of the site, taking into account the use of the existing hardstanding layout and the modest scope of the elevational alterations to the side of the property.

### Impact of the proposal on the visual amenities of the area

The area is characterised by three storey terraced townhouses and insofar as the proposed dwelling would be two storey and of significantly more modest proportions than the remaining houses in the street, the formation of a 1 bedroom dwelling would be different in nature to others nearby. However, in view of the modest nature of the elevational alterations required to implement the proposal and the extent to which the proposal would utilise space and facilities (i.e. parking) already in situ, it is not considered that the proposal would have a significantly adverse impact on the character of the locality.

The proposed severance of the side garden/part of the rear garden and the two storey extension would leave the host dwelling with a site of an area and house of built proportions commensurate with the pattern of development in the locality. The width of the resultant plot for the host dwelling would be similar to those of the remaining dwellings in the terrace and the proposal would allow for the retention of two car parking spaces to serve the 4 bedroom host dwelling which reflects the parking provision in the cul-de-sac generally.

The host plot as it existed prior to the implementation of the two storey side extension was unusually wide in the context of the layout of development in the street. As such it is not considered that the proposal would set a realistic precedent for a general lowering of the spatial standards of the cul-de-sac as there are no plots in the street of identical proportions where a similar development might result in an undermining of the character and distinctiveness of the development in the street.

### Impact of the proposal on residential amenities.

With regards to the impact of the proposal on the residential amenities of the area, the proposal would have no significant impact in view of the scope of the proposal being limited to the conversion of existing space rather than extensions to the property in order to provide the space for the proposed one bedroom dwelling. The resultant dwelling would be sited at the end of the terrace, and separated from development on the other side of the

access to the cul-de-sac by the width of the roadway. The host dwelling would retain sufficient garden space and parking hardstanding to serve the needs of that dwelling. The relationship between the proposed dwelling and the host property would be little different to that between the host property and the adjoining terraced house to the north (no. 3).

The proposed resulting dwellings (the 4 bed and 1 bed dwelling) would each meet the minimum space standards for dwellings of that type of accommodation. The proposed and existing dwellings would each have access to private amenity space at the rear which would be of a size appropriate to the scale of the dwellings. It is considered that the proposed one bedroom dwelling would provide accommodation of a satisfactory standard and that the formed 4 bedroom dwelling would similarly provide accommodation commensurate with the pattern of development in the locality and of an adequate size and level of amenity.

### Highways matters

Highways comments have been received which state that there are no objections in principle subject to information being provided to demonstrate that there are no sight line issues associated with the use of the flank parking bay associated with the proposed dwelling.

It was noted on site that the extent of the fencing provided to the side of the dwelling appears to have been reduced by the removal of a fence panel and the provision in its place of a raised planting bed with what appears to be hedging shrubs.

The hardstanding to serve the host and severed dwelling is already in place and being used. The proposal would not alter the proportions or siting of parking, but would instead result in the existing 3 spaces being used by 2 dwellings rather than the large existing single dwelling.

In view of the comments received from a technical highways perspective it is considered appropriate to seek by way of planning condition details that would demonstrate that there would be no unacceptable conflict between vehicles accessing/egressing the parking bay in question and vehicles passing into the cul-de-sac.

### Summary

It is considered that while the severance of the site/extension to provide a one bedroom dwelling would not be characteristic of the immediate locality, in view of the unusual proportions of the host extended dwelling/site the proposal would not result in a lowering of the spatial standards of the street scene or set a precedent for other such development in the area.

The proposal would have a limited impact on the appearance of the street scene and would provide accommodation of a satisfactory standard which would not have a detrimental impact on the residential amenities of the locality. In view of the size of the severed site it is considered appropriate if permission is granted to make it subject to a condition removing certain permitted development rights so as to enable the Council to consider such development in the light of the specific proposals and the circumstances at the time as well as a condition to ensure that the visibility from/to the flank car parking space would be satisfactory.

Background papers referred to during production of this report comprise all correspondence on files refs: 17/02167 and 13/00057.

**RECOMMENDATION: PERMISSION**

**Subject to the following conditions:**

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

**REASON: Section 91, Town and Country Planning Act 1990.**

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

**REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.**

- 3 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.**

**REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.**

- 4 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no building, structure or alteration permitted by Class A, B, C, or E of Part 1 of Schedule 2 of the 2015 Order (as amended), shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.**

**REASON: In order to comply with Policies BE1 and H11 of the Unitary Development Plan and in order to prevent an overdevelopment of the site.**

- 5 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.**

**REASON: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.**

- 6** Prior to the first occupation of the dwelling hereby permitted details of the sightlines/visibility from the side parking space shall be provided to the Local Planning Authority and approved in writing. The measures to ensure satisfactory visibility to and from the parking space associated with the proposed dwelling shall be implemented in complete accordance with these details and permanently retained as such thereafter.

**REASON:** In the interest of highways safety and to accord with Policy T18 of the Unitary Development Plan.

**You are further informed that:**

- 1** You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: [address.management@bromley.gov.uk](mailto:address.management@bromley.gov.uk) regarding Street Naming and Numbering. Fees and application forms are available on the Council's website at [www.bromley.gov.uk](http://www.bromley.gov.uk)