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**DESIGN & ACCESS STATEMENT WITH APPLICATION FOR SUB-DIVISION OF EXISTING C3 DWELLING
TO CREATE TWO SEPARATE FLATS AT:**

59A CHISLEHURST ROAD, CHISLEHURST, BR7 5NP

APPLICANT:

Rey Enterprises Ltd

59a Chislehurst Road, Chislehurst, BR7 5NP

Prepared by:

ABP Architectural Services Ltd, 7 The Crossway, Mottingham, London, SE9 4JJ

Date:

26/10/2020

1.0 INTRODUCTION

1.01 This statement has been produced to support an application for planning permission in respect of 59a Chislehurst Road, BR7 with regards to the alterations to the existing 3 bedroom maisonette to form two separate flats with a glazed terrace for the top flat and the conversion of the existing four bedroom flat into 2 X 2 Bed flats.

Existing Flat GIA: 144.54m² (Existing Site Footprint Area: 127.85m²)

1.02 The site is a two-storey end of terrace property comprising one original self-contained maisonette and a Pharmacy at ground level.

1.03 It is proposed to sub-divide the existing 3-bedroom maisonette into two X two-bed flats with a shared communal entrance at ground level off Lower Camden.

1.04 The above works are shown on drawing no's: **(ABP-CRC59A-01 Sheet Numbers – P-0 to P-5)**.

2.00 PROPOSED WORKS

2.01 It is proposed to implement minor alterations to the building façade by opening a pre-existing window to match existing on the flank elevation and creating a rear roof terrace with privacy screens.

2.02 The proposed creation of flats has been supported for 63-65 Chislehurst Road, BR7 two doors down on the same strip of properties built with reference: **(16/01032/FULL1)**

2.03 It is proposed to sub-divide the existing First & Second floor maisonette to create two new 2-bed flats within the overall floor space, which complies with the Government National Space Standards shown below in **5.00 Accommodation Schedule**.

2.04 The London Plan Policy 3.3B has stated that 32,210 new homes should be delivered across London per annum. The London Borough of Bromley have a target to deliver 641 additional dwellings per annum. It is considered that the proposed conversion scheme would contribute to this target.

2.05 As part of the scheme, separation between the flats would be provided with fire protection and acoustic insulation to floors and walls to meet current Building regulations standards.

3.00 SITE AND SURROUNDING AREA

3.01 The site is in a Conservation Area.

3.02 The building is a purpose-built Victorian maisonette, set at the end of terrace. Access is from street level via an existing front porch off *Lower Camden Road* with a front door leading into a fire protected communal staircase up to both flats. There is a roof terrace to the rear of the building for the second floor flat.

3.03 Approvals for similar conversions and extension development proposals have previously been granted and accepted by the Local Authorities. The additional accommodation is practical without parking required as the train station is 1min walk away.

4.00 PROPOSED DESIGN

4.01 The proposal is to be in keeping with neighbouring properties, there will be little impact on the front elevation, save for additional. The rear roof terrace privacy screen is in keeping with neighbouring roof terrace and rear extensions typology.

4.02 To avoid issues regarding daylight in respect of its neighbours, the rear roof terrace will sit lower (in subordination) to the existing extensions.

4.03 The proposed terrace screen will be connected on top of the existing parapet at 1.8m high from finish floor level and the screens to be obscure to maintain high level of privacy.

5.00 ACCOMMODATION SCHEDULE

5.01 The table below demonstrate that the proposed development generally conforms to or exceeds the relevant room sizes in respect of LPSG 2012 and London Borough of Bromley Planning Guidance Supplementary Planning Document.

Number	Floor	Room	GIA sqm	LPSG/LBBPD sqm
Flat 1	1 st Floor	Diner / Living Room	15.96	13
		Kitchen	7.94	6.5
		Bedroom 1	12.45	11
		Bedroom 2	24.75	6.5
		Bathroom	3.85	3.7
TOTAL GIA = 70.59 sqm (Conforms with LBB SPD min requirement of 32.5sqm)				
Flat 2	2 nd Floor	Diner / Living Room	15.64	13
		Kitchen	7.32	6.5
		Bedroom 1	12.43	11
		Bedroom 2	14.77	6.5
		Bathroom	4.34	3.7
TOTAL GIA = 63.17 sqm (Conforms with LBB SPD min requirement of 32.5sqm)				

5.02 The proposed first floor self-contained flat would have an area of 70.59m². This complies with London Housing Policy for Space Standards and requires a minimum of 70.00m² area for a four person 2-bed unit. The proposed second floor self-contained flat would have an area of 63.17m². This also complies with the minimum space standard requirements of 61m² area for a three person 2-bed unit.

6.00 WASTE & RE-CYCLING

6.01 Dustbin storage would be provided to the rear of the site.

6.02 Provision for re-cycled waste containers would be provided within the individual flats.

6.03 The existing refuse space would remain at the rear of the property in the car parking area which has 2 X 240Litre bins for general waste and 2 X 180Litre bins for recycling. One of each for both flats.

7.00 TRANSPORT

7.01 Car parking arrangements would remain as existing. It is recognised that the additional flat would not be eligible for any parking permit.

7.02 Secure 4 cycle storage space already exists for the dwelling in the rear car park area and the 2 flats would use the existing 4 cycle storage that is within the requirements. Extra cycle storage space can be provided if required at the rear of the site.

7.03 The PTAL of the property is 2, with all public transport modes in London available: National Rail, London Overground, Tube, DLR, Tram, Buses routes less than 1-minute walk away. (source: TfL WebCat)

8.00 AMENITY

8.01 Provision as in accommodation schedule above.

8.02 The roof terrace will be directly accessed from the kitchen in Flat 2.

8.03 The site is 1.4miles from Hawkwood Estate Nature Park with the Chislehurst Golf Club 14minutes' walk away.

9.00 ACCESS

9.01 Access to the property would remain as existing, via the Ground floor entrance door.

10.00 PARKING

10.01 Off-street parking is not proposed, however:

1. Car parking arrangements will remain as existing.
2. Existing Sheffield Stands in the rear car parking to secure bicycles to encourage cycle use to remain.

11.00 CONCLUSIONS

11.01 The site is within an area where there is policy support for new housing being provided.

11.02 The site is in a reasonably accessible location having regard to the PTAL rating of 2, which means that the site can be developed with the benefits of transportation already in place.

11.03 The statement contains an examination of the key strategic and UDP policies and concludes that the proposal is appropriate having regard to those policies.

11.04 It describes the design philosophy of the scheme, which is very much about drawing together materials which exist within the adjacent buildings, in a form that employs or introduces design features which conform to the aesthetic that has been established.

11.05 Internal living spaces within the development comply generally with the requirements of the Mayor of London's document "London Housing Design Guide".

11.06 Under the circumstances, it is considered that the current proposals do comply with the Council's policy requirements.

11.07 It is requested that planning permission be granted for this development.

ACCESS STATEMENT

Analysis of Building Location:

Access is from street level via an existing front porch which is a shared communal front door entrance that leads up to the flats.

It is proposed that the only building entrance is to be from Lower Camden road. The entrance is from street level. Refuse collection will be as mentioned above.

Access From The Street:

Bus and Train proximity is as described in 'Transport' section above.
Lower Camden Road is a Controlled Parking Zone.

Access To The Flats:

The proposed flat entrance doors approximately 800mm wide, it is to have a minimal threshold of 50mm approx. This is stepped up from the adopted pavement.

Stairs where appropriate are to have manifested stair 'nosings'.

Emergency Egress from Premises:

Egress is to be the same as the entrance.