

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

**Application No :** 14/04289/FULL2

**Ward:**  
Bromley Common And  
Keston

**Address :** Carisbrooke House 1A Pope Road  
Bromley BR2 9SS

**OS Grid Ref:** E: 541655 N: 167727

**Applicant :** Langford Walker Ltd

**Objections :** YES

**Description of Development:**

Change of use of building from doctors surgery (Use Class D1) to three residential flats (Use Class C3) Incorporating single storey front infill extension

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding

**Proposal**

The application is for the change of use of building from doctors surgery (Use Class D1) to three residential flats (Use Class C3), incorporating a single storey front infill extension.

**Location**

The building is located on the northern side of Pope Road, close to the junction with Bromley Common.

**Comments from Local Residents**

Two letters of objection have been received, summarised as follows:

- Is this social or private housing?
- The parking is bad on the street and with 3 flats there could potentially be 6 vehicles on the drive, but there is not enough room to park 6 vehicles. I am therefore interested to see the parking arrangements.
- The application does not make clear as to the use of the space immediately to the rear of the building, which is presently covered with vegetation and has been allowed to deteriorate. There is an intrusion of Japanese

Knotweed which is out of control. If the vegetation is allowed to continue to grow, there will be a loss of light to the rear of the flats.

- It has not been proven that there will be fewer vehicular movements along Pope Road. There is not enough space for 2 cars to pass in parts of the road where the Council's authorised parking spaces are. The one designated parking space to the front of the building will be insufficient when builder's vehicles are at the site and any parking in front of 1A or encroaching my crossover restricts the ability of my vehicles to leave my property, as does the authorised parking bay to the front of No. 2. As No. 1A will no longer need the parking space in front of No. 2, I believe this space should be reduced to a one space bay, giving me full access to and from my premises.

One letter of comment has been received, summarised as follows:

- We are disappointed that we did not receive a notification letter.
- We have suffered immensely with the parking from this block. The installation of on-street car parking bays has created an enormous strain on the street and encourages people to park on the road. What will the Council do if parking problems persist after the change of use?
- There is a very old tree to the front of the dwelling - this could be covered by a Tree Preservation Order?

### **Comments from Consultees**

Housing Surveyor: The minimum recommended GIA for a 1 bedroom, 2 person flat is 50 square metres. The GIA for both proposed flats 2 and 3 is approximately 47 square metres, which is below the minimum recommended. Separate bedrooms, kitchens and living/dining rooms are recommended to avoid hazards associated with combined functional space.

Highways Engineer: No objection but on a matter of detail the parking spaces should be a minimum of 5m x 2.4m.

### **Planning Considerations**

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

- BE1 Design of New Development
- H1 Housing Supply
- H12 Conversion of Non-Residential Buildings to Residential Use
- H7 Housing Design
- T1 Transport Demand
- T3 Parking
- C1 Community Facilities

### **Planning History**

1968/9832B - Two storey building for group surgery doctors. Conditional permission. Implemented.

01/00268/FULL1 - Detached portable building at rear for storage use at 1A Pope Road Bromley. Permission granted on a temporary basis for a 5 year period.

03/01009/RENEW - Detached portable building at rear for storage use at 1A Pope Road Bromley. Permission granted on a temporary basis for a 5 year period.

New surgery at the Trinity Village (former Blue Circle Sports Ground) site: 10/03460/FULL1 - Three storey building comprising medical centre, pharmacy and offices (Class B1) on ground floor and 14 one bedroom and 10 two bedroom flats on upper floors, with single storey building for refuse/recycling storage and bicycle parking and 48 car parking spaces. Conditional permission.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the provision of services within the local community, the impact of the proposal on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

The application building has an existing lawful use as doctor's surgery (Use Class D1), with parking to the front of the building. The application seeks the change of use of the building to three residential flats (Use Class C3), with parking to serve the flats provided to the front of the building.

With regard to the principle of the change of use of the building, the existing use of the building is as a doctor's surgery, which constitutes a community facility. UDP policy C1 states that planning permission will not be granted for proposals that would lead to the loss of community facilities unless it can be demonstrated that there is no longer a need for them, or alternative provision is to be made in an equally accessible location. The agent for the application has set out within the submitted Design and Access Statement that the existing practice is to be moved to the new medical centre within the Trinity Village development, which is currently under construction. This information has been verified by a further email from the Practice Manager confirming the move, and a letter from Bircham Dyson Bell Solicitors confirming that the practice have agreed to move to the new medical centre. The new medical centre at the Trinity Village (former Blue Circle Sports Ground) site was permitted under planning permission reference 10/03460/FULL1, and is nearing completion on site. With regard to the requirements of UDP Policy C1, this policy requires that, if an alternative community facility is to be provided, this must be in an equally accessible location. The Public Transport Accessibility Level (PTAL) rating for both the existing surgery situated at Carisbrooke House,

and the surgery located at Trinity Village is Level 2, which indicates that the proposed location of the surgery is equally as accessible as the existing surgery in terms of public transport. Furthermore, the existing surgery is situated within a residential area, with on-street parking bays reserved for residents and no parking provision for visitors to the surgery. However, the new medical centre is served by 20 parking spaces reserved for visitors to the surgery. Given this, it is considered that the new surgery site is equally as accessible as the existing site in terms of public transport, and more accessible than the existing site in terms of private vehicular accessibility. Therefore, with regard to UDP policy C1, it is considered that the change of use of the application building is acceptable given that a new community facility is to be provided in an equally accessible location.

Whilst the change of use of the building from a community facility is acceptable in principle, it is necessary to assess whether the change of use of the building to a residential use is acceptable. In this regard, UDP Policy H12 states that the conversion of non-residential buildings to residential use will be permitted, subject to achieving a satisfactory quality of accommodation and amenity. The application proposes the conversion of the building to three residential flats, one split-level one bedroom flat, one ground floor one bedroom flat, and one first floor one bedroom flat. The split-level flat would have the living room and bedroom to the front of the building, with windows providing outlook onto the street. To the rear, the split-level flat would incorporate a ground floor toilet and ground floor kitchen window and a first floor bathroom window. These ground floor windows would look out onto the boundary fence of the site, which is located approximately 1.3 metres from the rear elevation. However, given that these are not the main habitable rooms of this flat, it is considered that there would be a sufficient level of amenity to these rooms. The first floor window would face the rear garden of No. 123 Bromley Common, however this serves a bathroom and could be conditioned to be fitted with obscure glazing, to prevent any overlooking of the neighbouring property. Flat 2, the one bedroom ground floor flat, would have a ground floor kitchen, bathroom and bedroom window facing the rear boundary fence, however the kitchen and bathroom are not main habitable rooms, and the bedroom is an open plan room which benefits from a large window in the front elevation providing adequate outlook from the flat. The first floor flat, Flat 3, has a rear facing bedroom window, as well as a rear facing kitchen and bathroom window. This flat would benefit from sufficient outlook, however the rear windows would look directly into the rear garden of No. 123 Bromley Common, which is sited approximately 1.3 metres from the rear elevation. However, these windows would be sited towards the end of the garden of No. 123 Bromley Common, and would not directly overlook the patio area which is sited closer to the house. Given the length of this garden, it is considered that the rear facing windows of Flat 3 would not result in an unacceptable level of overlooking of the rear garden area of No. 123 Bromley Common. It is noted that the proposed flats would not be served by any outside amenity space, however there is a large area of public open space close to the site, on the opposite side of Bromley Common. It is considered that, given the proximity of this large public recreation space, in this instance it is acceptable for the flats to not be provided with any private amenity space within the site. Taking into account the above, it is considered that the proposed flats would have an adequate level of amenity, and that the conversion would not have an adverse impact on the amenities of any neighbouring property.

The conversion of the building incorporates a small front infill extension, however this is minor in scale and would not alter the overall appearance of the building, such that the conversion would have no adverse impact on the character and appearance of the building or the street scene.

With regard to parking, the Highways Engineer has raised no objection with regard to the impact on the parking demand and traffic generation within the local road network. The proposal incorporates 4 parking spaces to serve the flats and this is considered sufficient. The issues raised by the neighbouring properties are noted, however given the comments of the Highways Engineer, it is considered that it would be unreasonable to raise objection with regard to the impact of the development on local traffic or parking provision within the area.

Having had regard to the above it is 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 area.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

## **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     ACH18        Refuse storage - no details submitted  
      ACH18R      Reason H18
- 5     ACH22        Bicycle Parking  
      ACH22R      Reason H22
- 6     ACH33        Car Free Housing  
      ACH33R      Reason H33
- 7     The first floor bathroom windows in the rear elevation of the Flat 1 and Flat 3 hereby permitted shall be fitted with obscure glazing and be non-opening up to a height of 1.7 metres above finished floor level. The window shall be permanently retained as such, unless otherwise agreed in writing by the Local Planning Authority.  
**Reason:** In order to protect the residential amenity of the neighbouring properties and to comply with Policy H8 of the Unitary Development Plan.
- 8     ACI17        No additional windows (2 inserts) northern rear flats  
**Reason:** In order to protect the residential amenity of the neighbouring properties and to comply with Policy H8 of the Unitary Development Plan.
- 9     ACK01        Compliance with submitted plan  
      ACC01R      Reason C01

## INFORMATIVE(S)

- 1 You are advised that it is an offence under Section 137 of the Highways Act 1980 to obstruct "the free passage along the highway" (which includes the footway i.e. the pavement). This means that vehicles parked on the forecourt should not overhang the footway and therefore you should ensure that any vehicle is parked wholly within the site.
  
- 2 You are advised that this application may 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)).

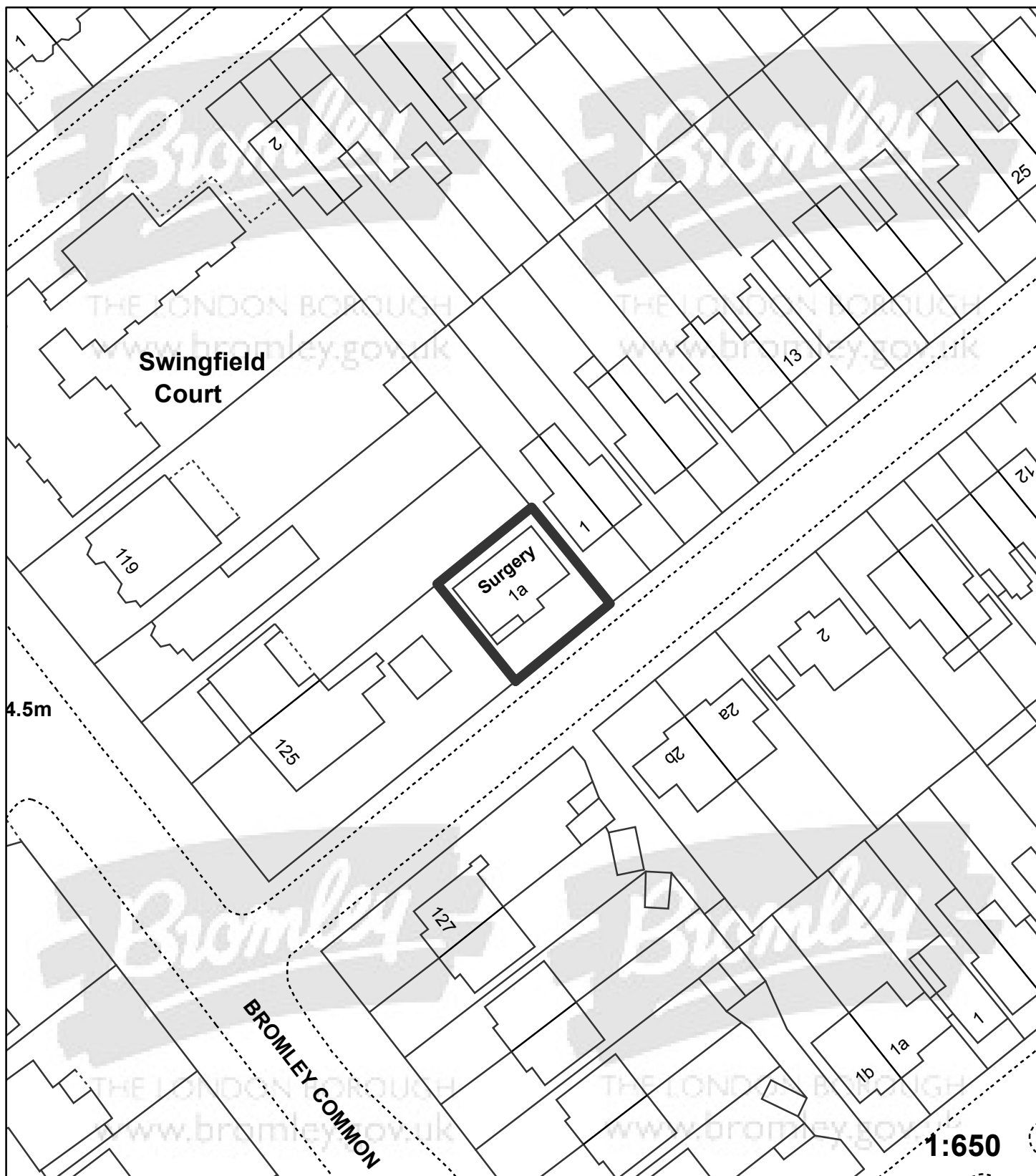
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website [www.bromley.gov.uk/CIL](http://www.bromley.gov.uk/CIL)

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"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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