

## **SECTION '2' – Applications meriting special consideration**

**Application No :** 16/05080/FULL1

**Ward:**  
**Plaistow And Sundridge**

**Address :** 8 Rodway Road Bromley BR1 3JL

**OS Grid Ref:** E: 540650 N: 169905

**Applicant :** Mr N Soteri

**Objections :** YES

### **Description of Development:**

Conversion of the property into 5 two bedroom self-contained flats together with the erection of two storey side and rear extensions and roof alterations to incorporate rear dormer extension.

Key designations:

Biggin Hill Safeguarding Area  
Bromley Town Centre Area Buffer 200m  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 10

### **Proposal**

Conversion of the property into 5 two bedroom self-contained flats.

To facilitate the proposed conversion the following works are proposed:

- Two storey rear extension measuring 4m in depth stretching the full width of the existing dwelling;
- Two storey side extension to north-eastern elevation measuring 3.38m deep x 1.8m wide with a 1m side space retained to the flank boundary of the site;
- An existing garage will be demolished to accommodate the side extension;
- Roof alterations incorporating 3 rear dormers to provide annexe in roof space.

The proposed scheme would provide 6 car parking spaces within the front garden whilst the refuse storage as well as the bicycle parking stands would be located to the sides/rear of the building.

Amended plans have been received dated 17/01/17 indicating an alteration of the site plan so that the access ramp does not conflict with the swept path analysis. An increase in cycle storage has also been included to provide one space per unit.

## **Location**

The application site comprises a large detached dwellinghouse. The surrounding area is characterised by similarly sized properties and does not fall within the boundaries of any designated Conservation Area.

## **Consultations**

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- Overdevelopment of the site
- Development would impact harmfully on the character of the house and the wider area.
- Loss of Edwardian house should be resisted.
- Excessive car parking area at front of the site and the loss of the front garden

## **Comments from Consultees**

Highways - no in principle objection subject to appropriate conditions including a condition preventing the use of loose materials for the hardstanding.

Transport for London - no objection subject to a minimum 10 cycle spaces. The 1:1 car parking ratio may also be lowered, given the site's good PTAL rating of 4.

Environmental Health (Housing) - concerns raised in relation to the provision of natural ventilation.

Waste Services - applicant to be made aware that allowance needs to be made for recycling containers.

Drainage - no objections raised subject to a recommended standard condition.

Thames Water - no objections raised. A standard informative is recommended.

## **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  
H8 Residential Extensions  
H9 Side Space

T3 Parking  
T18 Road Safety

London Plan Policies:

3.3 Increasing Housing Supply  
3.4 Optimising Housing Potential  
3.5 Design and Quality of Housing Developments  
3.8 Housing Choice  
5.1 Climate Change  
5.2 Minimising Carbon Dioxide Emissions  
5.3 Sustainable Design and Construction  
5.13 Sustainable Drainage  
6.9 Cycling  
6.13 Parking  
7.4 Local Character  
7.6 Architecture

The Mayor's Supplementary Planning Guidance: Housing

The National Planning Policy Framework (NPPF)

Technical Housing Standards (March 2015)

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

### Emerging Local Plan

The Council is preparing a Local Plan and the final consultation on its proposed submission draft of the Local Plan closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). The updated Local Development Scheme was submitted to Development Control Committee on November 24th 2016 and Executive Committee on November 30th 2016, and indicated the submission of the draft Local Plan to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 - Housing Supply  
Draft Policy 4 - Housing Design  
Draft Policy 9 - Residential Conversions  
Draft Policy 30 - Parking  
Draft Policy 31 - Relieving Congestion  
Draft Policy 32 - Road Safety  
Draft Policy 33 - Access for All  
Draft Policy 37 - General Design of Development  
Draft Policy 77 - Landscape Quality and Character  
Draft Policy 113 - Waste Management in New Development  
Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)

Draft Policy 117- Water and Wastewater Infrastructure Capacity  
Draft Policy 119 - Noise Pollution  
Draft Policy 120 - Air Quality  
Draft Policy 122 - Light Pollution  
Draft Policy 123 - Sustainable Design and Construction  
Draft Policy 124 - Carbon Dioxide Reduction, Decentralise Energy Networks and Renewable Energy

### Planning History

12/01194/FULL6 - Two storey side and rear extensions and roof alterations to incorporate rear dormers to provide annexe in roof space. Permission granted by Members on 11.07.2012.

12/02959/FULL1 - Conversion of the property into four 2 bedroom and one 3 bedroom self-contained flats together with the erection of two storey side and rear extensions and roof alterations to incorporate rear dormer extension. Permission granted by Members on 22.11.12.

### **Conclusions**

The main issues relating to the application are the effect that proposal would have on the character of the surrounding area, the impact that it would have on the amenities of the occupants of surrounding residential properties, the acceptability of the standard of residential accommodation proposed and the impact on parking and highway safety.

### Principle of Development

The proposed extensions to the building, along with its proposed use, has previously been considered acceptable by Members under ref. 12/02959 and it is considered that there are no material changes in circumstances either at the site or on surrounding land, that would be considered to lead Members to a different conclusion. The proposal is considered to provide an acceptable form of development in this sustainable location, contributing to the Council's housing supply.

### Standard of Accommodation Provided

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 85 dwellings per hectare with the table giving a suggested level of between 55-115 dwellings per hectare in suburban areas with a PTAL rating of 4. The proposals would therefore result in a density that complies with the recommended density for the site. The London Plan suggests that the minimum size of a two bedroom three person flat should be 61 sq.m and for a two bedroom four person unit it should be 70 sqm. The submitted plans indicate a floor area of between 67 sq.m and 72 sqm for the two bedroom three person units and 98 sq.m

for the two bedroom four person unit. It is therefore considered that the flats comply with the requirements of the Technical Space Standards.

The proposal will provide suitable bedroom sizes and living areas for future occupants. It is noted that the internal layout of the flats has been altered from the 2012 permission, however the revised layout allows for all bedrooms and living areas to be provided with natural light and ventilation. Bedroom 2 in Flat 4 will have a flank window that will have a poor outlook onto the flank wall of No. 6 and, although this is not ideal, the overall layout is considered suitable for future occupants.

In respect of amenity space, the proposal will provide an acceptable communal amenity/play space to the rear of the building. This is considered particularly important as the site lies in an area of Open Space Deficiency. Whilst no private amenity space is provided, it may be considered by Members that the site's location close to a Town Centre, and the character alterations to the building that would be required to provide balconies, may be acceptable in this case.

#### Impact on the Amenities of Neighbouring Properties.

The proposed extensions to the building, along with its proposed use, has previously been considered acceptable by Members under ref. 12/02959 and it is considered that there are no material changes in circumstances either at the site or on surrounding land, that would be considered to lead Members to a different conclusion. The proposed plans indicate alterations to the fenestration that were not proposed under the previous application, including the introduction of flank rooflights. These alterations are not considered to impact harmfully on neighbouring amenities and an obscure glazing condition can be imposed accordingly.

#### Highways, Car Parking and Refuse Storage

The proposal includes the provision of 6 car parking spaces to the front of the site, utilising both of the existing vehicle accesses to the site. The Council's highways Engineer has stated that although the car parking provision is high, this would not be objected to in this location.

The proposed refuse store and cycle store to the sides of the building are considered to be suitable.

#### Summary

Having had regard to the above it was considered that the development in the manner proposed is acceptable and policy compliant. 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(s). DC/12/02959 and DC/16/05080, excluding exempt information.

## **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 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.**

- 4 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.**

**Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.**

- 5 Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.**

**Reason:** In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 6** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:** To ensure a satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

- 7** Before the development hereby permitted is occupied arrangements shall be agreed in writing with the Local Planning Authority and be put in place to ensure that, with the exception of disabled persons, no resident of the development shall obtain a resident's parking permit within any controlled parking zone which may be in force in the vicinity of the site at any time.

**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.

- 8** 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.

- 9** The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.

**Reason:** To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 10** No loose materials shall be used for the access and hardstanding area hereby permitted.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interest of general conditions of highway safety.

**You are further informed that :**

- 1** This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development

plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.

- 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)

- 3 Thames Water will aim to provide customers 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.