

SECTION '2' – Applications meriting special consideration

Application No : 17/00060/FULL1

Ward:
Bromley Town

Address : Flat 3 17 Bromley Common Bromley
BR2 9LS

OS Grid Ref: E: 541127 N: 168168

Applicant : Paye

Objections : YES

Description of Development:

Change of use from 3-bed flat to 4-bedroom 7 person House of Multiple Occupation (HMO) and internal alterations to provide shower room

Key designations:

Conservation Area: Bromley Common
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 19

Proposal

Planning permission is sought for the change of use of the existing 3-bed flat to 4-bedroomed 7 person House of Multiple Occupation (HMO) and internal alterations to provide a shower room with additional toilet.

Internally the proposed HMO would provide a large communal kitchen measuring 15.2 m², two communal store rooms with a combined floor space of 5.84 m² one bathroom at 4.9 m² and shower room at 4.5m². The bedrooms would measure as follows:

Bedroom 1: 13.69 m²

Bedroom 2: 21.56 m²

Bedroom 3: 20.99 m²

Bedroom 4: 21.87 m²

Location

The application site is a substantial 3 storey semi-detached locally listed building which has been converted into flats.

The surrounding area is residential and suburban in character and comprises mainly of detached dwellings with large rear gardens some of which have been converted into flats. To the west the site are commercial buildings leading towards Bromley Town Centre.

Consultations

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

- Overcrowding and inappropriate use
- Pressure of drains with increase of tenants
- Multiple tenants lead to a lack of responsibility over the communal areas/garden
- Pressure on other properties to do the same thing
- Inadequate internal provision for future tenants
- Noise pollution
- HMO is out of character for a road
- Concern over privacy and given the current height of the boundary walls and these should be increased to six foot
- Lack of sufficient parking

External consultees

Transport for London:

With regard to the above application, TfL has the following comments

1. The site of the proposal is on the A21 Bromley Common which forms part of the Transport for London Road Network (TLRN). TfL is the highway authority for the TLRN, and is therefore concerned about any proposal which may affect the performance and/or safety of the TLRN.
2. No additional parking spaces seem to have been proposed which is welcomed. However, this should be confirmed by the applicant.
3. A minimum of 2 cycle parking spaces should be provided in line with London Plan standards.
4. The footway and carriageway on the A21 Bromley Common must not be blocked during the conversion. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the Bromley Common.
5. All vehicles associated with the conversion must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.
6. No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>

Subject to the above comments, the proposal as it stands would not result in an unacceptable impact to the Transport for London Road Network (TLRN).

Planning Considerations

National Planning Policy Framework (NPPF) (2012):

The NPPF confirms that applications for planning permission must be determined in accordance with the development plan, unless material considerations indicate otherwise.

Chapter 6 – Delivering a wider choice of high quality homes

London Plan (2016):

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 6.9 Cycling
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.

Housing: Supplementary Planning Guidance. (March 2016)

Technical housing standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan (2006):

- BE1 Design of New Development
- H1 Housing Supply
- H11 Residential conversions
- T3 Parking
- T18 Road Safety

Draft Local Plan (2016):

- Draft Policy 1 Housing Supply
- Draft Policy 4 Housing Design
- Draft Policy 9 Residential Conversions
- Draft Policy 37 General Design of Development
- Draft Policy 30 Parking
- Draft Policy 32 Road Safety

Planning History

There is no planning history for this site however it should be noted that there is a pending application under ref: 17/00329/FULL1 for the Construction of a three storey plus basement rear extension and rear roof alterations to the existing building forming additional upper level accommodation to create 9 additional flats comprising three 1 bedroom, six 2 bedroom flats within the extended sections of the building in connection with revised flat layouts in the existing section of the building. Provision of front parking with in/out access, amenity space, refuse and cycle storage and associated landscaping at 15-17 Bromley Common.

Conclusions

The main issues relating to the application are considered to be:

- Principle of use
- Impact on residential amenity
- Standard of accommodation
- Highway impact

Principle of use:

Policy H11 of the UDP seeks to ensure that the borough's older properties are efficiently used, in order to maximise, within environmental constraints the contribution conversions make to housing supply. The conversion of a single family dwelling house into non self-contained accommodation will only be permitted where the amenities of occupiers of neighbouring dwellings will not be harmed; the resulting accommodation will provide satisfactory living environment for the intended occupiers; on street or off street parking resulting from the development will not cause unsafe or inconvenient highway conditions nor affect the character and appearance of the area; and the proposal will not lead to the shortage of medium or small sized family dwellings in the area.

There are no external alterations to the existing building proposed only the internal addition of a shower room with toilet facilities. The surrounding character of the area is largely single family dwelling houses, some of which have been sub-divided into flats set on generous plot sizes. The proposed conversion of a single family 3-bed flat to a 7 person HMO would intensify the use of the site, however in this instance the existing 3-bed flat is large at approximately 146m² GIA. Whilst this proposal would theoretically increase the number of occupants by one person given the overall size of the unit in this instance it is considered that on balance the proposal would not result in an over intensification of the site detrimental to the character of the surrounding area and as such comply with Policy H11 of the Unitary Development Plan.

Impact on residential amenity:

The current three bedroomed flat could theoretically be used by a family with any number of residents or under permitted development be converted to an HMO for up to 6 adults and as such the increase of one additional person given the overall

size of the unit would not in this instance impact upon the living conditions of the surrounding properties in terms of general noise and disturbance from the comings and goings at the site or give rise to an unacceptable loss of amenity to the occupiers of surrounding residential dwellings. As such it is considered that on balance the proposal would comply with policy BE1 of the Unitary Development Plan.

Standard of accommodation:

One large kitchen, two store rooms, one bathroom with toilet and one shower room with a toilet are to be provided. The four bedrooms proposed are large ranging in size from 13.69m² for the single to 20.99-21.56m² for the three double bedrooms. Given the overall GIA of the flat at approximately 146m² and the proposed level of accommodation and communal facilities it is considered to be adequate and would provide a good standard of accommodation for future occupiers, in compliance with Policy H11 of the Unitary Development Plan.

Highway impact:

The site is located within an area of PTAL rate 2 (on a scale of 1 - 6, where 6 is the most accessible). No details have been provided on the number of parking spaces proposed however this can be conditioned to ensure there would be no increase in parking or subsequent impact on the highway network.

Cycle parking:

Cycle parking is required to be 2 spaces; the applicant has not provided details of a secure and lockable storage area cycle storage however this could be conditioned given the available size of the plot.

Refuse:

All new developments shall have adequate facilities for refuse and recycling. The applicant has not provided details of refuse storage however this could again be conditioned given the overall size of the plot.

Summary:

Given all of the above it is considered that the proposed change of use from an existing 3-bed flat to 7 person House of Multiple Occupation (HMO) and internal alterations to provide a shower room would on balance not be detrimental to the character of the area and amenities of the surrounding residential properties. The HMO is also considered to provide satisfactory living conditions for the future occupants.

Accordingly, and taking all the above into account, it is recommended that planning permission be granted in line with the conditions contained within this report.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 17/00060 set out in the Planning History section above, 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: 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.

- 2 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.

- 3 Before first occupation of the HMO hereby approved details of parking spaces and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land or building hereby permitted and shall thereafter be kept available for such use. No development whether permitted by the Town and Country Planning (General Permitted Development Order) 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 prior to first occupation of the unit 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 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

You are further informed that :

- 1 The footway and carriageway on the A21 Bromley Common must not be blocked during the conversion. Temporary obstructions during the conversion must be kept to a minimum and should not encroach on the clear space needed to provide safe passage for pedestrians or obstruct the flow of traffic on the Bromley Common.**
- 2 All vehicles associated with the conversion must only park/ stop at permitted locations and within the time periods permitted by existing on-street restrictions.**
- 3 No skips or construction materials shall be kept on the footway or carriageway on the TLRN at any time. Should the applicant wish to install scaffolding or a hoarding on the footway whilst undertaking this work, separate licences may be required with TfL, please see, <https://www.tfl.gov.uk/info-for/urban-planning-and-construction/highway-licences>**