

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

**Application No :** 16/05859/FULL1

**Ward:**  
**Bickley**

**Address :** 45 Southlands Grove, Bickley, Bromley  
BR1 2DA

**OS Grid Ref:** E: 542127 N: 168584

**Applicant :** Ten Levels Ltd

**Objections :** YES

**Description of Development:**

Subdivision of four bedroom dwelling into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling, and elevational alterations.

**Key designations:**

Smoke Control Multiple

**Proposal**

The application site is a three storey end of terrace property located on the south side of Southlands Grove.

Permission is sought for the subdivision of the existing four bedroom dwelling into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling. The proposed elevational alterations include

**Consultations**

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

- Additional parking pressures in an already congested area
- Every house has 1 parking bay, as does no.47 (not two)
- Parking on the slope blocks emergency vehicles and will restrict sightlines further
- The existing garage has been converted into an industrial kitchen
- The information given in the parking survey is not accurate.
- There is a shortage of larger homes in the borough and by dividing the property it would deny usage by a live in carer or as a granny annexe
- The drive access between the site and rear of Clarence Road is private property and, if permitted, should not be used during the construction period

Comments were received from the Councils Highways Officer which can be summarised as follows:

- The site has a PTAL rating of 2 and so some car ownership can be expected to be associated with occupiers of the proposed dwellings.
- The proposals could slightly increase the likelihood of car ownership being associated with the application site.
- However, there was no objection to the previous proposal because a parking stress survey showed spare on-street capacity.
- No objection to the proposal from the highway point of view.
- Recommend conditions regarding the provision of refuse and bicycle parking.

## **Planning Considerations**

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

BE1 Design of New Development  
 H1 Housing Supply  
 H7 Housing Density and Design  
 H11 Residential Conversions  
 T3 Parking  
 T7 Cyclists  
 T18 Road Safety

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that submission of the draft Local Plan to the Secretary of State will occur 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 32 Road Safety  
 Draft Policy 37 General Design of Development

SPG No.1 - General Design Principles  
 SPG No.2 - Residential Design Guidance

London Plan (March 2015)

Policy 3.3 Increasing Housing Supply.  
 Policy 3.4 Optimising Housing Potential  
 Policy 3.5 Quality and design of housing developments  
 Policy 3.8 Housing choice  
 Policy 5.18 Construction, excavation and demolition waste  
 Policy 6.9 Cycling  
 Policy 6.13 Parking

Policy 7.3 Designing out crime  
Policy 7.4 Local character  
Policy 7.6 Architecture  
Policy 8.2 Planning obligations  
Policy 8.3 Community infrastructure levy

London Plan Supplementary Planning Guidance (SPG)

Housing: Supplementary Planning Guidance. (November 2012)

The site has been subject to the previous planning application:

- 19/81/1409 - Two storey side extension - Permitted 02.07.81
- 15/04113/RECON - Removal of condition (ii) of permission reference 19/81/1409 to enable the conversion of the property into two separate dwellings - Refused 23.02.2016 (Allowed on appeal 07.10.2016)

## **Conclusions**

The main issues to be considered in respect of this application are:

- Design
- Standard of Residential Accommodation
- Highways and Traffic Issues
- Impact on Adjoining Properties

The site has been subject to a recent planning application, allowed on appeal (ref APP/G5180/W/16/3152651), for the removal of condition (ii) of permission reference 19/81/1409 to enable the conversion of the property into two separate dwellings. The Appeal Inspectorate stated that the subdivision of a single dwelling house into two would be an act of development which requires full planning permission, irrespective of whether or not the condition is retained. It was considered that the condition was both unnecessary and unreasonable and is not required to ensure that the dwelling remains occupied as a single dwelling house.

This current application seeks permission for the subdivision into 1 x 2 bedroom dwelling and 1 x 3 bedroom dwelling. Elevational alterations include removing the window in the front elevation and inserting a door to provide a separate entrance to the new dwelling.

## **Principle of Development**

Housing is a priority use for all London Boroughs and the Development Plan welcomes the provision of small scale infill development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

Policy 3.4 of the London Plan seeks to optimise housing potential, taking into account local context and character, the design principles and public transport capacity.

Policy H7 of the UDP sets out criteria to assess whether new housing developments are appropriate subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, community safety and refuse arrangements.

The site is currently in residential use and is located adjacent to residential dwellings. The site is an end of terrace dwelling which has been subject to a two storey side extension under planning ref: 19/81/1409. The existing plot is 11.5m wide.

In this location the Council will consider residential development provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of the new dwelling units on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

#### Design, Siting and Layout.

The proposal includes removing the existing window in the front elevation and inserting a door to provide a separate entrance to the new dwelling. No extensions or other external alterations are proposed. With regards to plot size, the two storey extension is of a similar width and depth as the main dwelling. Furthermore, it already appears to be a separate unit when viewed from the street due to the difference in height and materials.

On balance, the proposed elevational alterations are not considered to result in a detrimental impact on the character of the surrounding area.

## Residential Amenity and Standard of Residential Accommodation

Policy 3.5 of the London Plan (2011) Quality and Design of Housing Developments states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit.

Policy BE1 in the Adopted UDP states that the development should respect the amenity of occupiers of future occupants.

Policy H11 of the Unitary Development Plan refers to the conversion of a single dwelling into two or more residential units. It requires that the subdivision must result in adequate accommodation and a satisfactory living environment for the intended occupants. Furthermore the proposal must not impact on the amenities of neighbouring properties, levels of parking or lead to a shortage of medium or small sized family units.

The floor space size of the donor house will be approximately 115m<sup>2</sup> and will provide 3 bedrooms. Table 3.3 of the London Plan requires a Gross Internal Area of 90m<sup>2</sup> for a 3 bedroom 4 person dwelling house. On this basis, the floor space of the donor property is acceptable. Furthermore, this unit is returning to the original floor space, as prior to the extension.

The proposed new dwelling will have an internal area of 71m<sup>2</sup>. Table 3.3 of the London Plan requires a Gross Internal Area of 79m<sup>2</sup> for a 2 bedroom 4 person dwelling house. There would be a slight shortfall for this unit, however, due to the split of the building, the over provision of the donor unit, its current use and the amenity provision, this would appear to be acceptable. In addition, the existing garden would be split with the resulting plot sizes considered acceptable to provide amenity space for both dwellings.

## Highways

The site has a PTAL rating of 2, which is low, and so some car ownership can be expected to be associated with occupiers of the proposed dwellings. The application indicates that the donor property will have 2 parking spaces; one in the form of the existing garage and one on-street parking space within the cul-de-sac. It is proposed that the new dwelling will be car-free. Nonetheless, a parking survey was submitted with the application which indicated that there is sufficient on-street parking available. As such, no objection is raised from the Councils Highways Officer.

Cycle parking is generally required to be 1:1 for residential development and all new developments shall have adequate facilities for refuse and recycling. It is therefore considered appropriate to attach a condition to any permission to ensure adequate cycling, refuse and recycling facilities are provided.

## Impact on Adjoining Properties

The elevational alterations are minimal and are not considered to impact on the amenities of neighbouring properties by way of loss of light, outlook or visual amenity.

With regards to plot size, the two storey extension is of a similar width and depth as the main dwelling. Furthermore, it already appears to be a separate unit when viewed from the street due to the difference in height and materials. On balance, it is not considered to result in a detrimental impact on the amenities of neighbouring properties or character of the area, therefore the proposal is considered acceptable in this instance.

Concerns have been raised by neighbouring properties regarding the impact on on-street parking and the loss of a larger family unit.

Having had regard to the above it was 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.

### **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** 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** 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 buildings, structures, alterations, walls or fences of any kind 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 the interests of the amenities of nearby residential properties and to prevent overdevelopment of the site and to accord with Policies BE1 and H8 of the Unitary Development Plan.