

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

Application No : 12/00034/FULL1

Ward:
Shortlands

Address : 143 Westmoreland Road Bromley BR2
0TY

OS Grid Ref: E: 539354 N: 167795

Applicant : Mr M Safey

Objections : YES

Description of Development:

Part one/two storey side/rear extension to accommodate 1 three bedroom flat.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Local Distributor Roads

Proposal

The application proposes to construct a part one / two storey side and rear extension to accommodate 1 three bedroom flat. The side extension is single storey with a pitched roof and is located adjacent to the boundary with Woodlea Drive and set back from the front elevation of No. 143 by around 11.5 metres. The side extension would accommodate a single storey porch entrance to the staircase and a small single storey bin store.

To the rear a first floor extension is proposed to be located above the existing single storey office building. The single storey office is owned by the applicant along with the ground floor unit which fronts Westmoreland Road and is currently in use as estate agents.

Revised plans were submitted during the course of the application which repositioned the staircase internally resulting in a reduced side extension from two storey to a single storey. Confirmation was also received that the existing large sea container would be removed from the site in June and that the car parking space indicated on the submitted plans will be for the residential flat and not for the office.

Location

The application site is located on the south side of Westmoreland Road at the junction with Woodlea Drive. The application site is located within a row of three storey properties fronting Westmoreland Road which consist of a small parade of commercial premises at ground floor with residential flats above.

There is an existing block of single storey garages located to the rear of the properties fronting Westmoreland Road. Vehicular access to these garages and to the rear of the flats and commercial properties fronting Westmoreland Road is from Woodlea Drive.

Comments from Local Residents

- The proposal would result in an over development out of character with Woodlea Drive
- The development would cause further parking problems for the area
- The layout and access is inappropriate resulting in a visual impact on the street scene
- The development would result in loss of privacy and overlooking
- This would set a precedent for further unsuitable development to the rear of the shops causing further harm to Woodlea Drive

Comments from Consultees

From a highways planning perspective, no technical objections are raised.

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
T1 Transport demand
T3 Parking
T18 Road safety

London Plan

3.3 Increasing Housing Supply,
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
5.3 Sustainable Design and Construction
5.13 Sustainable drainage
7.3 Designing Out Crime
7.4 Local Character

Planning History

Under planning application ref. 01/01140, planning permission was granted for a first floor rear extension

Under planning application ref. 01/02694, planning permission was granted for a single storey side and part two storey first floor rear extension

Under planning application ref. 02/01525, permission was refused for a part first floor rear and two storey side / rear extension. The proposal was considered detrimental to the visual amenities of the street scene and unduly obtrusive on this exposed corner site.

Under planning application ref. 02/03337, planning permission was granted for single storey and first floor side and rear extensions

Under application ref. 10/00512, planning permission was granted for the retention of storage container.

Conclusions

The principle planning issues in this case relate to the impact of the proposals on the character and appearance of the area and the street scene in general; the impact of the proposals on the living conditions and amenities of the neighbouring residents and the standard of accommodation for the future occupiers of the proposed flat.

In terms of the amenity of the local residents, the proposal maintains adequate distances between the surrounding properties and appears to have a minimal impact on the immediate neighbours, given the general pattern of development in the area. The proposed flank wall of the first floor rear extension would be located some 2.7 metres away from the flank boundary of the site adjacent to Woodlea Drive. Members may consider on balance that due to the distances from the boundaries of the site, its orientation and the location of existing buildings that the proposal would not result in any significant overlooking or loss of privacy to surrounding residents. Members will note that a similar extension for offices was granted permission under ref. 02/03337.

The proposal helps to maintain the vitality and viability of the parade providing much needed residential accommodation close to an existing town centre without compromising the character and appearance of the area.

The development proposed appears to be accommodated satisfactorily within the street scene. The proposed extension is of a sympathetic design and scale, subservient to the host building and is considered on balance to respect the existing character and appearance of the area, street scene and surroundings. The design of the scheme is considered to provide an appropriate solution to provide additional residential accommodation and improve the visual appearance of the entrance to the service yard and car parking area.

In terms of car parking, the development is within an area of high public transport accessibility. The applicant has confirmed that the existing parking to the rear

would be provided for the new residential flat. It is considered therefore on balance that the proposal would not result in any significant harm to the area in terms of on street parking demand or highway and pedestrian safety, compliant to Policies T3, and T18.

PPS3 'Housing' seeks more efficient use of land whilst at the same time not compromising the quality of the environment. The application is clearly a case that needs to be assessed in the light of this guidance.

Accordingly, on balance, the proposal when taking into account the extensions proposed would appear to be acceptable without resulting in unduly harmful detriment to the local residential and visual amenities of the area or, highway safety in general.

Background papers referred to during production of this report comprise all correspondence on files refs. 01/01140, 01/02694, 02/01525, 02/03337, 10/00512 and 12/00034, excluding exempt information.

as amended by documents received on 12.03.2012

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 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 5 | ACI17 | No additional windows (2 inserts) flank extension |
| | ACI17R | I17 reason (1 insert) BE1 and H8 |

Reasons for permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H12 Conversion of non residential buildings to residential use
- T1 Transport Demand
- T3 Parking
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to adjacent property
- (c) the character of the development in the surrounding area and the impact on existing buildings
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) accessibility to buildings
- (i) the housing policies of the development plan
- (j) the urban design policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

1 RDI10 Consult Land Charges/Street Numbering

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