

SECTION '2' – Applications meriting special consideration

Application No : 12/00469/FULL1

Ward:
West Wickham

Address : 131 - 133 High Street West Wickham
BR4 0LU

OS Grid Ref: E: 537848 N: 166070

Applicant : Mrs M Andreade

Objections : YES

Description of Development:

Roof alterations to include side dormer extensions, elevation alterations, part one/three storey rear extensions, conversion of first floor, second floor and roof space to provide 8 two bedroom self-contained units with roof terrace/garden areas, 6 car parking spaces and cycle and refuse store.

Key designations:

Secondary Shopping Frontage
Stat Routes

Proposal

Amended plans were received on 24th April 2012 which reduced the roof height to 10.7 metres, reduced the size and profile of the dormer extensions, added a parapet wall to provide privacy from proposed rear balcony, and revised the internal layouts so that the proposal now provides 5 one bedroom units and 3 two bedroom units.

The proposal comprises the sub-division and extension of the existing building to provide 5 one bedroom units and 3 two bedroom residential units, 6 car parking spaces and associated amenity space.

There are two existing residential units which will be retained, with an additional 6 units. The two existing residential units do not have access to on-site parking spaces, and this will remain the case. The additional 6 residential units will each be afforded 1 on-site car parking space.

The residential accommodation will be split over the first floor, the second floor and the loft space. The commercial unit at ground floor is not part of the current application being considered, but is part of a separate application ref. 12/00422 (Change of use of ground floor from Class A1 (retail) to class A2 (financial and professional services) and sub-division into 2 separate units).

Access, parking, refuse and bicycle storage is all provided at ground floor to the rear of the retail unit.

Location

The application site is located on the southern side of the High Street in West Wickham, on the corner with Grosvenor Road. The site has a frontage to the High Street of about 10 metres and a frontage to Grosvenor Road of about 33 metres.

The site at present comprises a three storey commercial and residential building, with the ground floor being in commercial use and the upper floors being in residential use. The ground floor unit does not form part of the application, but has been the subject of a separate application which sought to sub-divide and convert it into two Class A2 units.

Comments from Local Residents

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

- excessive proposal to say the least;
- 8, 2 bedroom flats and 2 shops with only 6 parking spaces in an already congested area must be classed as an overdevelopment;
- parking in this area is already very difficult;
- a four storey building is just too big and would be out of keeping with other properties in the High Street;
- proposal to provide 6 parking spaces for 8 two bedroom flats and the ground floor commercial units is insufficient;
- Grosvenor Road is one of the narrowest roads in old West Wickham and is often congested particularly with the busy KwikFit tyre shop situated at the junction with the High Street;
- proposed building is very large and not in keeping with other residential houses;
- suggested amenity / garden is located on top of the parking area and is therefore on a level with, and directly opposite, bathroom and front bedroom of neighbouring property;
- intolerable intrusion of privacy;
- Grosvenor Road is a narrow road with a narrow pavement – the extended height and depth of proposed building will appear oppressive;
- restriction of light to neighbouring properties;
- previous applications for 5 and 6 flats were rejected, yet this is a larger scheme of 8 flats;
- current proposal is also higher and does not include parking for all flats;
- parking exit will also have limited sight of the narrow pavement and without a driveway would appear dangerous;
- inadequate parking – could easily be 16 cars looking for spaces.

Following on from receipt of revised plans and additional information being submitted on 24th April, the following comments were received:

- application appears to be for 8 units with only 6 parking spaces, whereas previous rejected applications were for 6 units with 6 parking spaces;
- parking is at a premium in adjacent Grosvenor Road and there is barely sufficient parking for residents vying with shoppers and local businesses alike;
- to increase the number of units with less parking spaces is unacceptable;
- nothing has changed;
- will continue to put applications in until everyone is sick of the site and lets it through;
- not enough parking spaces;
- thrown the application out, tell the developer to come back with something more reasonable.

Comments from Consultees

Highways Drainage – no objection, however the site is within the area in which there is a restriction on the rate of discharge of surface water from new developments into the River Ravensbourne or its tributaries. Discharge of surface water would therefore need to be controlled should permission be granted.

Transport for London (TfL) requested that the development should seek to maximise the use of public transport, walking and cycling. TfL would expect appropriate cycle parking to be provided in line with London Plan and local standards. Also in line with London Plan standards, 20% of the parking spaces must be for electric vehicles and a further 20% of spaces having passive provision for use by such vehicles. Adequate parking for disabled people should be provided, the proposals currently have no designated parking spaces for use as disabled parking.

Servicing and deliveries should take place off the TLRN both during construction and subsequently, via the rear access of Grosvenor Road, and this should be secured by appropriate condition.

Temporary obstructions to the public highway must be kept to a minimum. In addition, should this development be granted planning permission this does not discharge the requirements under the Traffic Management Act 2004.

Traffic – provision for bicycle storage consists of a cycle store with 12 racks, which meets the minimum requirement of one cycle parking space per unit. Further details should be provided as to the type of racks being provided.

Waste Services – refuse store should allow for 2 euro containers (1 x 1100 and 1 x 660), 2 paper wheelie bins (240 litre), 2 glass / plastic / cans wheelie bins (240 litres) and 1 x 140 litre wheelie bin for food.

No objection raised by Environmental Health Pollution. Should permission be granted, steps should be taken to control pollution.

Thames Water – no objection raised with regard to sewerage or water infrastructure.

Highways Engineers – In regards to the layout of the parking area drawing No.SK01 indicates a typical car utilising parking space for number three. The manoeuvrability remains tight but it is considered to be practical.

A parking beat survey was undertaken to review any potential parking stress during the evening. The surveys occurred on 21 and 22 March 2012 between the hours of 19:00 and 7:00, the parking survey within the area showed that there is available parking in the surrounding roads. However the applicant is aware that parking during the day is at premium; as High Street, West Wickham is part of the Transport for London Road Network, and parking is prohibited between 7:00 and 19:00; this adds to the parking pressure on the other surrounding roads.

Due to this, a further parking survey was carried out during the daytime (between 10:00 and 18:00) which captured the daytime parking availability within the local road network. It seems that the development would have relatively small impact on the parking demand in the area.

As such no objection is raised to the proposal by the Highways Engineers

Planning Considerations

BE1 Design of New Development
H7 Housing Density & Design
T3 Parking
T7 Cyclists
T11 New Accesses
T17 Servicing of Premises
T18 Road Safety
S2 Secondary frontages

Recently, Planning Policy Statements and Planning Policy Guidance notes were replaced by the adopted National Planning Policy Framework (NPPF). This is also a material consideration for the determination of the application.

Planning History

In terms of relevant planning history, permission was granted under ref. 02/01240 for elevational alterations and conversion of first and second floors into 2 one bedroom flats.

A previous application was refused under ref. 06/04553 for a block of 6 flats with a ground floor retail unit and 6 parking spaces. This was refused on the following grounds:

1. The proposed development, by virtue of its height, depth, bulk, external detailing and design, would result in a cramped overdevelopment of the site, harmful to the appearance of the streetscene and the setting of the neighbouring locally listed building. The application is therefore contrary to Policy BE1 of the Unitary Development Plan; and

2. The proposed development fails to provide a good level and quality of external amenity space and adequate cycle storage facilities. The application is therefore contrary to Policies H7 and T7 of the Unitary Development Plan.

Application ref. 07/02157 was for demolition of existing buildings and erection of a three storey building comprising retail unit (Class A1) on ground floor and 6 two bedroom flats on upper floors with roof terrace/garden, 6 car parking spaces, cycle and refuse store which was refused on similar grounds:

1. The proposed development, by virtue of its height, depth, bulk, external detailing and design, would result in a cramped overdevelopment of the site, harmful to the appearance of the street scene and the setting of the neighbouring locally listed building. The application is therefore contrary to Policy BE1 of the Unitary Development Plan; and
2. The proposed development fails to provide a good level and quality of external amenity space. The application is therefore contrary to Policy H7 of the Unitary Development Plan.

A further application was submitted under ref. 07/04049 for the demolition of existing building and erection of a three storey building comprising retail unit (Class A1) on ground floor and 1 one bedroom and 5 two bedroom flats on upper floors with roof terrace/garden 6 car parking spaces/cycle and refuse store. This application was refused by the Council but allowed at Appeal.

The most recent application, ref. 11/01869, sought to extend the time limit that this application could be implemented. This application was granted permission.

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area, the impact that it would have on the amenities of the occupants of surrounding residential properties, the impact on the nearby locally listed building and the impact on highway safety.

Members will be aware that the principle of some form of residential development on this site has already been accepted at Appeal by The Planning Inspectorate, and there is an extant permission on this site from the Appeal being extended through application ref. 11/01869. As such, it may be considered by Members that the current application should therefore be assessed in relation to the main differences in terms of the extant permission.

The supporting Design and Access Statement, on page 10, effectively states that the proposed development mirrors the profile of the redevelopment scheme that was granted permission in 2008 and renewed in 2011. In addition, access and amenity provision mirrors that previously approved, and parking provision is also identical.

The main difference however is that the number of residential units has been increased by two, to provide 5 one bedroom units and 3 two bedroom units, whereas the extant permission would provide 1 one bedroom unit and 5 two bedroom units. Members may therefore consider that whilst the site coverage of building would not be increased, the increase in the number of units may result in an intensification of the site. Members are therefore requested to consider whether the intensification is likely to have a detrimental impact upon the character of the site and the wider area, or whether on balance this is likely to be acceptable.

The supporting statement states that parking provision would be identical to that already approved, in terms of 6 parking spaces being provided. Members are requested to consider whether the provision of 6 car parking spaces for 8 two bedroom units is sufficient in this location, however it should be noted that following a night time and day time parking survey carried out by the applicant, the Council Highways Engineers stated in effect that the scheme is likely to have a relatively small impact on the parking demand in the area and no objection was raised with regard to the scheme.

Nearby residents have raised a number of issues in terms of the proposed development, the main and recurring issues being overdevelopment of the site, insufficient parking for the proposed development, and loss of privacy due to the second floor balcony area. When comparing the extant permission with the current scheme, the height of the building has been amended (by plans received 24th April 2012) to match the overall height of the previously approved scheme at 10.7 metres. Whilst the overall height of the building has mirrored the extant permission, the roof design of the current scheme has been altered, now providing additional residential units within the roofspace and the addition of dormer window extensions to the flank elevations.

The supporting documentation states in effect that the overall bulk, height and scale of the current proposal does not differ from the extant permission, however Members may determine that the provision of dormer window extensions and the resulting design of the roof is in fact bulkier than the scheme previously allowed at Appeal and subsequently extended in time, so much so that direct comparisons between the schemes cannot be drawn. Members are therefore requested to carefully consider whether the design of the roof would appear incongruous in terms of the host building, resulting in a building that would be out of character with other buildings in the area. Members are asked to pay close attention to whether the additional bulk would therefore be excessively bulky, with a top-heavy and cramped appearance that would detract from the streetscene in general, or whether on balance the difference with the previously allowed scheme is minimal and unlikely to cause a detrimental impact upon the streetscene.

The current scheme has provided an amenity area for units 7 and 8 which would be located to the rear of the building above the second floor extension. The amended plans received on 24th April 2012 show that a rear parapet wall has been incorporated which will measure 1.7 metres from finished floor level in an attempt to reduce any possibility of overlooking and loss of privacy for neighbouring properties and indeed the future occupiers of the proposed units. However Members may consider that whilst the principle of some form of balcony area has

previously been agreed above ground floor level to the rear of the site, providing amenity space at second floor level in the form of a balcony / terrace area may be detrimental to the residential amenities of neighbouring properties by reason of noise and disturbance from use of this terrace area.

In terms of the layout of the parking area, drawing No.SK01 indicates a typical car utilising parking space for number three and whilst the Highways Engineer stated that the manoeuvrability remains tight, it was considered to be practical.

A parking stress survey was carried out, this was done so during the evenings of 21 and 22 March 2012 between the hours of 19:00 and 7:00, and showed that there is available parking in the surrounding roads. In addition to this, a further parking stress survey was carried out between 10:00 and 18:00 on 19th April 2012. Whilst local residents have indicated that parking during the day in this area is at premium, following the daytime parking survey, the Council Highways Engineer considered that the proposed development would have a relatively small impact upon the parking demand in the area.

In conclusion, Members views are requested in order to determine this application.

Members are asked to consider whether the proposal as a whole is unacceptable in that it would result in an over-intensive redevelopment of the site by reason of the increase in the number of units, whether the roof design would be excessive in terms of its bulk and scale by reason of the introduction of the roof dormer extensions, and whether the proposed second floor roof terrace, which is to provide amenity space for future occupiers of the building, would be detrimental to the residential amenity that occupiers of neighbouring properties should be able to continue to enjoy by reason of noise and disturbance.

Alternatively, Members are asked to consider whether on balance the main differences between the previously allowed scheme and the current proposal are unsubstantial and as a result are unlikely to lead to a detrimental impact upon the character of the streetscene, a negative impact upon the amenities of nearby residents or upon the safety and parking issues in nearby roads.

Background papers referred to during production of this report comprise all correspondence on files refs. 02/01240, 06/04553, 07/02157, 07/04049, 11/01869, 12/00422 and 12/00469, excluding exempt information.

as amended by documents received on 27.02.2012 29.02.2012 07.03.2012 13.03.2012 27.03.2012 24.04.2012

RECOMMENDATION: MEMBERS' VIEWS ARE REQUESTED

- | | | |
|---|-----------------|--|
| 0 | D00002 | If Members are minded to grant planning permission the following conditions are suggested: |
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |

2 No development shall take place until samples of the materials to be used in the construction of the external surfaces of the building hereby permitted, including full details of the windows, have been submitted to and approved in writing by the Local Planning Authority. Development shall be carried out in accordance with the approved details.

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 No development shall take place until details of the layout and means of enclosing the proposed amenity garden have been submitted to and approved in writing by or on behalf of the Local Planning Authority. Development shall be carried out in accordance with the approved details before the residential units hereby permitted are first occupied and shall be retained thereafter.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the residential amenities of the adjacent properties.

4 Before any part of the development hereby permitted is first occupied, bicycle parking and waste storage and recycling facilities shall be provided at the site in accordance with details to be submitted to and approved in writing by or on behalf of the Local Planning Authority. These facilities shall be retained thereafter.

Reason: In order to comply with Policy BE1 and Policy T7 and Appendix II.7 of the Unitary Development Plan in the interests of encouraging the use of sustainable methods of travel and visual amenity.

5 Before commencement of the development hereby permitted a scheme for the parking, manoeuvring and access/egress of cars on and to/from the site shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented before commencement of the residential use of the building and retained thereafter.

Reason: In order to comply with Appendix II of the Unitary Development Plan and to the interest of pedestrian and vehicular safety.

6 Before commencement of the development hereby permitted details of foul and surface water drainage systems shall be submitted to and approved in writing by or on behalf of the Local Planning Authority. The approved schemes shall be completed before any part of the development hereby permitted is first occupied, and shall be maintained thereafter.

ADD02R Reason D02

7 While the development hereby permitted is being carried out a suitable area of hardstanding on site shall be provided with wash-down facilities for cleaning the wheels of vehicles. Any accidental accumulation of mud on the highway shall be removed without undue delay and in any event shall not be left behind at the end of the working day.

Reason: In order to comply with Appendix II of the Unitary Development Plan and to the interest of highway safety.

8 Before the residential development hereby permitted is first occupied, the proposed windows on the first floor, second floor and roof level western flank elevation shall be obscure glazed and shall subsequently be permanently maintained as such.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the residential amenities of the adjacent properties.

9 ACK01 Compliance with submitted plan

Reason: In order to comply with Policies BE1 and H7 of the Unitary Development Plan.

10 ACH32 Highway Drainage
ADH32R Reason H32

11 No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

Reason: In order to comply with Appendix II of the Unitary Development Plan and to the interest of pedestrian and vehicular safety.

Reasons for granting permission:

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

BE1 Design of New Development
H7 Housing Density & Design
T3 Parking
T7 Cyclists
T11 New Accesses
T17 Servicing of Premises
T18 Road Safety
S2 Secondary frontages

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

- (a) the appearance of the development in the street scene;
- (b) the appearance of the development in relation to the character of the area;
- (c) the relationship of the development to the adjacent properties;
- (d) the character of development in the surrounding area;
- (e) the impact on the amenities of the occupiers of adjacent and nearby properties;
- (f) the outlook of occupiers of adjacent and nearby properties;
- (g) the privacy of occupiers of adjacent and nearby properties;
- (h) the housing policies of the development plan;
- (i) and having regard to all other matters raised including concerns from neighbours.

INFORMATIVE(S)

- 1 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

D00003 If Members are minded to refuse planning permission the following grounds are suggested:

- 1 The proposed development, by reason of the number of units and additional bulk and design of the roof, would result in a cramped over-intensive redevelopment of the site, harmful to the appearance of the street scene and contrary to Policies BE1 and H7 of the Unitary Development Plan.

- 2 The proposed second floor roof terrace would be detrimental to the residential amenity and privacy that occupiers of neighbouring properties should be able to continue to enjoy by reason of noise and disturbance, contrary to Policies BE1 and H7 of the Unitary Development Plan.

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Address: 131 - 133 High Street West Wickham BR4 0LU

Proposal: Roof alterations to include side dormer extensions, elevation alterations, part one/three storey rear extensions, conversion of first floor, second floor and roof space to provide 8 two bedroom self-contained units with roof terrace/garden areas, 6 car parking spaces and cycle and refuse

