

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

Application No : 12/01776/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 velux windows, elevation alterations, part one / part two storey rear extensions, conversion of first floor, second floor and roof space to provide 1 one bedroom and 5 two bedroom self-contained units with amenity space, 6 car parking spaces and cycle and refuse store

Key designations:

Secondary Shopping Frontage
Stat Routes

Proposal

The proposal comprises the sub-division and extension of the existing building to provide 1 one bedroom and 5 two bedroom self-contained units with amenity space, 6 car parking spaces and cycle and refuse store.

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 reference 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. Vehicular access would be from Grosvenor Road.

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.

Comments from Local Residents

- The proposal would result in increased congestion in the area with inadequate car parking
- This would be an overdevelopment of the site
- The first floor roof terrace would result in a loss of privacy

Comments from Consultees

From a highways drainage perspective no technical objections are raised.

No objections are raised by Environmental Health Pollution however an informative on any permission is suggested to ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008.

Thames Water raises no objections with regard to sewerage or water infrastructure.

With regards to highways planning issues, the layout of the parking area is indicated on drawing No.SK01 and shows a typical car utilising parking space 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. An additional daytime survey during the hours of 10:00 – 12:00 and 14:00 – 18:00 on 19th April 2012 was undertaken and results show that the local network has capacity to accommodate two additional vehicles. As such no objection is raised to the proposal by the Highways Engineers

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. Servicing and deliveries should take place off the TLRN both during construction and subsequently, via the rear access off Grosvenor Road, and this should be secured by appropriate condition. Temporary obstructions to the public highway must be kept to a minimum. 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.

In terms of Designing Out Crime no technical objections are raised from the Metropolitan Police subject to a condition on any approval ensuring Designing Out Crime criteria is satisfactorily achieved.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

BE1 Design of New Development
H1 Housing Supply
H7 Housing Density & Design
T3 Parking
T7 Cyclists
T11 New Accesses
T17 Servicing of Premises
T18 Road Safety
S2 Secondary frontages

SPG

No1 General Design Principles
No2 Residential Design Guidance

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

National Planning Policy Framework 2012.

All other material considerations shall also be taken into account.

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.

An application to extend the time limit for the approved application ref. 07/04049 was approved under ref.11/01869.

Under application ref. 12/00469, permission was refused for 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 5 one bedroom and 3 two bedroom self-contained units with roof terrace/garden areas, 6 car parking spaces and cycle and refuse store. The proposal was refused on the following grounds:

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 lacks adequate amenity space for future occupiers, thereby contrary to Policies BE1 and H7 of the Unitary Development Plan.

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.

Under planning application ref. 12/00422, planning permission was granted for change of use of ground floor to Class A2 (financial and professional services) and sub division into two separate units.

Conclusions

The main issues in this case are whether the current development proposals when taking into consideration the recently refused application and the allowed appeal would now be acceptable or whether it would result in any significant harm to the nearby locally listed building, the character of the area, the amenities of the occupants of surrounding residential properties, and 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 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 and the recently refused application.

The main difference between the refused scheme and the current proposals is the number of residential units which has now been reduced from eight flats to six, the reduced height of the rear extension and the removal of the second floor roof terrace. The number of residential units and the footprint of the rear extension is now the same as the extant permission.

The supporting Design and Access Statement, on page 19 and 20, 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, amenity provision and car parking mirrors that previously approved apart from the removal of the second floor roof terrace area

With regards to the bulk and design of the roof, the appearance within the street scene and the amenity space provision, the reduction in the number of residential units has enabled a redesigned rear extension which has reduced its overall height. Amenity space has been provided at first floor level to the rear of the site and Members will note that this area is the same size and scale as that in the extant permission which was for the same number of residential units. As such Members may consider that the proposed bulk and design of the roof now respects the character and appearance of the area and street scene in general and the amenity space provision is acceptable in light of the reduced number of residential units now proposed.

The supporting statement states that parking provision would be identical to that already approved, in terms of 6 parking spaces being provided. A Transport Statement was provided as part of the application and the Council Highways Engineers and Transport For London have raised no objection to the proposals.

The current scheme has provided an amenity area for the 6 residential units which would be located to the rear of the building above the ground floor extension. This amenity area would be the same as that approved in the extant permission. The second floor level roof terrace included in the previous scheme has now been removed. It is therefore considered that the proposal would not on balance have any significant impact on existing residential amenity.

It is considered that there may be some impact on nearby properties and existing spatial standards as a result of this proposal; however, a judgement needs to be made about whether the impact is unduly harmful. Accordingly Members will need to consider, taking into account the approved development, whether this proposal is satisfactory.

On balance, Members may consider that these specific proposals in this location are acceptable.

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, 12/00469 and 12/01776, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R 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 ACH29 Construction Management Plan

ACH29R Reason H29

11 ACH32 Highway Drainage

ADH32R Reason H32

12 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
H1 Housing Supply
H7 Housing Density and 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.
- 2 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering.
- 3 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

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