

SECTION '2' – Applications meriting special consideration

Application No : 12/02752/FULL1

Ward:
**Bromley Common And
Keston**

Address : Terrance House 151 Hastings Road
Bromley BR2 8NQ

OS Grid Ref: E: 542471 N: 165893

Applicant : Osman Lettings

Objections : YES

Description of Development:

Elevational alterations to front of building. Reorganisation of front and rear car parking areas with associated hard and soft landscaping and new refuse store. Demolition of existing garage and construction of 6 bay garage block at rear of site.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Stat Routes

Proposal

- The proposal seeks permission for elevation alterations to front of building which will result in a more modern appearance. It is proposed to replace the existing windows and tile cladding to the front of the building will be replaced with new aluminium windows and a panel façade to the front, together with aluminium cladding to the front and partly to the side elevations. New signage is also proposed to the ground floor commercial units.
- It is also proposed to reorganise the front and rear car parking areas with associated hard and soft landscaping and a new refuse store. This will involve the demolition of the existing garage and construction of a 6 bay garage block at the rear of site.
- The proposed garage block will measure approximately 16.2 metres in width, 6.3 metres in depth, 2.2 metres in height to the eaves and 3.5 metres to the ridge, providing parking for 6 cars.
- The bin store will measure approximately 8.6 metres in width, 2.8 metres in depth, and a maximum height of 3.2 metres with a slightly sloped roof from front to rear.

- The proposed cycle store will measure approximately 9.8 metres in width, 2.3 metres in depth, and will have a maximum height of 4.15 metres with a sloping roof. The cycle storey will provide parking for 6 bicycles.

Location

The application site is located on the eastern side of Hastings Road, opposite the junction for Cherry Orchard Road and close to the junction with Knowle Road. The site hosts a three storey commercial building.

Comments from Local Residents

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

- garden faces onto this car park and the garages will restrict view immensely;
- reduction of light to neighbouring houses;
- garages will be far too high;
- proposal would be unsightly and inappropriate in the residential area;
- siting of the garages is too close to residential properties;
- will enable intruders to enter neighbouring properties;
- will be unable to maintain fence;
- height of roof will result in a closed-in feeling;
- outlook from garden will be severely hampered;
- there will be a void between fence and proposed garage which could result in people dumping rubbish;
- believe this is a further step to people living at the site;
- already put up with continual noise from the car park, day and night;
- have put up with a lot but this application is a step too far;
- should not be expected to look at this construction everyday – it will look like an industrial site.

Comments from Consultees

Highways Engineer stated that the front car parking arrangement is too tight, but pragmatically is acceptable. Rear car parking is also satisfactory, and the cycle parking is welcomed.

Planning Considerations

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

BE1 Design of New Development
T3 Parking
T7 Cyclists
T18 Road Safety

Supplementary Planning Guidance 1 – General Design Principles

Supplementary Planning Guidance 2 – Residential Design Guidance

National Planning Policy Framework

Planning History

In 2002, permission was refused for detached building for storage at rear under ref. 02/00614 for the following reasons:

1. The proposed building would result in an overdevelopment of the site and be prejudicial to the present car parking servicing area and refuse storage facilities contrary to Policy T.5 of the adopted Unitary Development Plan and Policy T3 of the first deposit draft Unitary Development Plan (March 2001); and
2. The proposed building being detached and not associated with any existing use or premises would be capable of severance and is without adequate site area to be adequately served in isolation.

Permission was then granted under ref. 02/01627 for a block of three garages.

Permission was more recently granted under ref. 07/03742 for the conversion of first and second floors into 1 two bedroom and 2 three bedroom flats and creation of 11 car parking spaces at rear, however it is not clear from the Building Regulations history of the site, nor the application documentation, whether this change of use has taken place.

Conclusions

Members may consider that the main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

In terms of the proposed elevation alterations to the front and part side elevations of the host dwelling, it is noted that the appearance of the existing building does not benefit from any significant architectural merit and according to the application documentation the existing elevation is a typical 1960s building, unattractive and in poor condition, that is featureless and in need of refurbishment. As such, it is considered that the proposed finish to the front elevation will result in a more modern appearance, bringing the building more up-to-date with current building appearances.

The location and appearance of the proposed cycle store and bin store is considered acceptable and unlikely to have any detrimental impact upon the amenities of residents of nearby properties, and in fact should improve the existing site layout.

Whilst it is noted that the proposed garage block for parking of cars along the rear of the site will be close to the property boundary shared with the residential properties along the rear of the site, located within Knowle Road, Members will

need to carefully consider whether the impact of the structure upon the visual and residential amenities of residents who live along Knowle Road would be detrimental enough as to warrant refusal of the application. The proposed building will measure approximately 3.5 metres in height and will be located directly adjacent to the rear property boundary of the site, which is directly adjacent to the side property boundary of Number 5 Knowle Road and the rear property boundary of 1a Knowle Road. Members may therefore wish to consider whether the proposed height of the structure at approximately 1.5 metres higher than the height of a standard fence along a side property boundary, such as the existing fence along the side boundary of 5 Knowle Road, is likely to lead to an overbearing impact upon the residents of these properties or whether on balance with the inclusion of a pitched roof away from the property boundary, this structure is acceptable.

Having had regard to the above Members may consider that the proposed alteration to the front elevation of the host building is acceptable as it will result in a proposed finish to the building that would appear more modern when compared to the existing appearance of the building, and in addition, whether the siting and size of the proposed garage block to the rear of the site would be acceptable or would result in a significant loss of amenity by reason of loss of outlook, light and visual and residential amenity to local residents along Knowle Road.

Background papers referred to during production of this report comprise all correspondence on file ref. 12/02752, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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| 1 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 2 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 3 | ACK01 | Compliance with submitted plan |
| | ACC01R | Reason C01 |
| 4 | ACH04 | Size of parking bays/garages |
| | ACH04R | Reason H04 |
| 5 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 6 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |

Reasons for granting permission:

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

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|-----|---------------------------|
| BE1 | Design of New Development |
| T3 | Parking |
| T7 | Cyclists |

T18 Road Safety

Supplementary Planning Guidance 1 – General Design Principles

Supplementary Planning Guidance 2 – Residential Design Guidance

National Planning Policy Framework

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

- (a) the appearance of the development in the street scene;
- (b) the Transport policies of the development plan;
- (c) the character of the development in the surrounding areas;
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties;

and having regard to all other matters raised.

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