

SECTION '2' – Applications meriting special consideration

Application No : 12/02360/FULL1

Ward:
West Wickham

Address : 107 - 109 Station Road West Wickham
BR4 0PX

OS Grid Ref: E: 538294 N: 165983

Applicant : Mr V Vadi

Objections : YES

Description of Development:

Part one/two and three storey rear extension providing ancillary storage space for shop unit. Creation of self-contained one bedroom and two bedroom flats and a dormer extension to form additional accommodation for existing self-contained flat.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Distributor Roads
London Distributor Roads
Secondary Shopping Frontage

Proposal

This application seeks planning permission for a part one/two and three storey rear extension providing ancillary storage space for shop unit together with the creation of self-contained one bedroom and two bedroom flats and a dormer extension to form additional accommodation for existing self-contained flat.

The current proposed extensions have a very similar appearance, scale and layout to the extensions permitted at the adjoining properties No.s 103 and 105 Station Road (See Planning History).

Location

The application site hosts a two storey terraced property that currently comprises a commercial unit on the ground floor with residential accommodation on the first floor.

The site is located to the east of Station Road within a District Centre Secondary Frontage as designated within the Unitary Development Plan.

Comments from Local Residents

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

- the extension would make it impossible for vehicles to get to the parking area of 111 Station Road and would reduce the visibility,
- the proposal is out of keeping with the character and appearance of the area in terms of its scale, bulk and design;
- the proposal would have an unacceptable impact on working environment for the office that occupies the first and second floors of the building No. 111 Station Road by reason of loss of outlook and daylight;
- the proposal represents the overdevelopment of the site;
- the proposed residential accommodation would not provide any amenity space;
- the proposal would generate demand for additional parking and would restrict access to No. 111 Station Road;
- the proposal would create an unwelcoming and unsafe environment for pedestrians;
- procedural matters, such as limited information contained in the Design and Access Statement, wrong certification of ownership, anomalies on the drawings;
- drainage issues.

Comments from Consultees

Drainage – no objections;

Highways – no objections;

Transport for London – no in principle objections;

Environmental Health – various concerns raised in relation to outlook, ventilation and lack of recreational space;

Waste – no objections.

Planning Considerations

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T18 Road Safety
- S2 Secondary Frontages

Supplementary Planning Guidance (SPG) 1 General Design Principles

Policies (London Plan)

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments

The National Planning Policy Framework is also a key consideration in the determination of this application.

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Planning History

107-109 Station Road:

83/01220/FUL – New shopfront – Planning permission granted on 29.06.1983.

105 Station Road:

11/00543/FULL1 – Part one/two and three storey part new build part extension to provide ancillary space for shop premises on ground and part of first floor and new two bedroom flat at first and second floor with rear roof terrace – Planning permission granted on 13.06.2011.

105a Station Road:

11/00442/FULL1 - First floor extension and external staircase to accommodate one 2 bedroom flat – Planning permission refused on 29.03.2011 for the following reason:

The proposal by reason of its bulk, design and siting would be detrimental to both residential and work place amenities by reason of overbearing effect and loss of outlook and prospect thereby contrary to Policy BE1 of Unitary Development Plan.

The subsequent appeal to the Planning Inspectorate (ref. APP/G5180/A/11/2161785) was allowed

103 Station Road:

11/01895/FULL1 – Part one/two and three storey rear extension to provide ancillary space for shop premises on ground and part of first floor and new two bedroom flat at first and second floor with rear roof terrace – Planning permission granted on 15.08.2011.

Conclusions

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.

The current proposed extensions have a very similar appearance, scale and layout to the extensions permitted and implemented at the adjoining properties (103 and 105 Station Road). Members may therefore agree that the proposal would have an acceptable impact on the visual amenities of the surrounding streetscape and is considered to satisfy the requirements of Policy BE1.

The proposed rear extension would be built right up to the northern boundary, leaving approximately 0.9 metres of separation space to its southern boundary. Accordingly, it would not provide a 1m side space as required by Policy H9 of the

Unitary Development Plan. However, Members' attention is drawn to the fact that the application relates to a mid terrace property. Therefore, whilst the minimum 1m side space would not be achieved, this would clearly not result in a terracing effect which is the purpose of Policy H9. In this instance, Members may consider that the proposal is not contrary to the aspirations of Policy H9 of the Unitary Development Plan.

Given the geographic orientation of the application building, as well as the bulk of the proposed extensions and their siting, any residential amenity impact is likely to be felt by occupiers of property immediately to the north – No. 105 Station Road. The building No. 111 Station Road is located directly south of the application site and is currently used for commercial purposes (offices); therefore, given its positioning as well as the land use nature, officers wish to raise no objections. With regard to the impact on No. 105 it is a fairly balanced case as whether the proposal is acceptable given the context of the site and the fact that the proposal has been closely modelled on the scheme approved at that property. It is noted that there is an extant consent for the first floor extension and external staircase to accommodate one 2 bedroom flat at No. 105a Station Road but it is not anticipated that any impact on the residential amenities of the future occupiers of this dwelling, if implemented, would result. In the light of that, Members could agree that on balance the proposal is acceptable in that respect.

In terms of the standard of the residential accommodation proposed, the minimum gross internal floor areas of all flats would generally comply with the space standards set out in the London Plan (Policy 3.5). All habitable rooms, except for one bathroom (rear Flat) would have fenestration providing for natural light, outlook and ventilation. Officers note that the provision of natural lighting and ventilation, as well as the outlook for Bedroom 1 to Flat 5 (within the roofspace) would be somewhat constrained; however the deficiency observed is considered to be mitigated by the generous size of the room in question and the overall floor area of the unit. Members may consider, therefore, that on balance, the proposed development would provide an acceptable level of internal amenity, thereby satisfying the requirements of Policy H11 of the Unitary Development Plan.

With regards to the transport impact, in light of the previous approvals for residential development at Nos. 103 and 105 as well as the fact that there are car parking facilities within walking distance of the application site the proposal is not considered to have a significant impact on the parking demand and road safety within the local road network.

Having had regard to the above it was considered that the siting, size and design of the proposed extension 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.

Background papers referred to during production of this report comprise all correspondence on file refs. 11/00543, 11/01895 and 12/02360, excluding exempt information.

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 ACD02 Surface water drainage - no det. submitt
 ADD02R Reason D02
- 4 ACH29 Construction Management Plan
 ACH29R Reason H29
- 5 ACI21 Secured By Design
 ACI21R I21 reason
- 6 ACK01 Compliance with submitted plan

Reason: In the interests of the residential amenities of the adjoining properties and the visual amenities of the area, in line with Policy BE1 of the Unitary Development Plan.

- 7 AJ02B Justification UNIQUE reason OTHER apps

Policies (UDP)

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INFORMATIVE(S)

- 1 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

- 2 The applicant should be aware of existing traffic controls and restrictions and should be able to serve the future use within those existing restrictions. Advice on red route controls can be found here: <http://www.tfl.gov.uk/roadusers/redroutes/10185.aspx>
- 3 You should be advised that in relation to Condition 4, TfL preference would be for all construction traffic to be from the rear of the site to minimise impact on the red route. The Borough is the highway authority for the Station Road and will need to agree any licenses needed during construction but TfL would expect the developer to minimise disruption to the operation of the highway including the footway during any construction works. Further advice can be found here: http://www.tfl.gov.uk/microsites/freight/construction_logistics_plans.aspx
- 4 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 08458502777. Reason – to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 5 You are advised to contact Thames Water Developer Services on 08458502777 to obtain required approval if the building, or the extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer.

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"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"