

SECTION '2' – Applications meriting special consideration

Application No : 14/03295/FULL1

Ward:
Cray Valley East

Address : Parker House 27 Elmcroft Road
Orpington BR6 0HZ

OS Grid Ref: E: 546522 N: 166813

Applicant : Mr J Parker

Objections : YES

Description of Development:

Second floor mansard roof extension to provide additional Class B1 office accommodation and elevational alterations.

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding

Proposal

It is proposed to add a second floor mansard roof extension over this two storey office building which would add an additional 301sq.m. of floor space. The extension would increase the height of the building by 2.6m, giving a total height of 10m. Some additional windows are also proposed at first floor level within the existing building.

No additional parking would be provided, but a proposed parking layout has been submitted which shows how 17 vehicles (including a disabled bay) could be accommodated within the existing parking area.

Location

This part two storey/first floor office building is located to the rear of residential properties at Nos.17-25 Elmcroft Road and contains 635sq.m. of floorspace. It is served by an access road between Nos.25 and 29 Elmcroft Road which leads to a parking area adjacent to the building, part of which forms undercroft parking below the first floor office. This access road also serves the three storey office building at West House to the rear which fronts the northern end of the High Street.

Comments from Local Residents

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

- loss of sunlight, daylight and outlook to neighbouring properties
- new windows in the south-east elevation of the building would overlook the rear of properties in the High Street
- new windows in the south-western elevation to a training room and break room would overlook properties in Elmcroft Road
- detrimental impact on nearby conservation area
- additional pressure for parking in Elmcroft Road which is a small one-way street with limited parking for residents
- increase in noise and disturbance to nearby residents.

Comments from Consultees

Highways - The site is within a moderate (3) PTAL area, and the provision of 17 spaces would far exceed the maximum 10 spaces which would be required by the UDP and The London Plan for the extended office building. In the interests of reducing on-street demand, no highways objections are raised to the over-provision of parking.

Environment Agency - 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
EMP2 Office Development
T3 Parking

Planning History

Permissions were refused but allowed on appeal in 1987 (refs. 86/01154 and 86/02694) for similar schemes for an attached first floor office extension over the car park (the only difference being the width of the extension, one being 2m wider than the other).

Permissions were refused in 1988 (ref. 88/04275) and 1990 (ref. 89/03644) for a first floor extension to provide a caretakers flat over the existing parking area in the northern corner of the site, and the subsequent appeals were dismissed due to the detrimental impact on the amenities of residents in Elmcroft Road.

More recently, permission was refused in May 2014 (ref.14/00072) for a second floor extension to provide additional Class B1 office accommodation along with elevational alterations on the following grounds:

"The proposed office extension would, by reason of its size, height and bulk in close proximity to residential properties in Elmcroft Road, have a seriously detrimental impact on the amenities of nearby residents by reason of loss of light, privacy and outlook, thereby contrary to Policy BE1 of the Unitary Development Plan."

An appeal against the refusal has been lodged, and the decision is currently awaited.

Conclusions

The main issues relating to the application are the effect that the revised scheme 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, and on pressure for parking in the close vicinity.

The proposals have been revised in the following main ways:

- the additional floor space created has been reduced by 91sq.m. (from 392sq.m. to 301sq.m.)
- a mansard roof design is now proposed, with the north-western element set further back from the north-western flank wall of the building
- the height of the extension has been reduced by 0.8m (from 3.4m to 2.6m)
- seven windows in the north-western flank elevation of the proposed extension have now been removed, along with three windows originally proposed at first floor level in this elevation.

The proposals would result in a 47% increase in office floorspace, and the principle of additional office floorspace on this site is considered acceptable in this location.

Significant changes have been made to the proposals in order to reduce the impact on neighbouring properties, including the removal of overlooking windows, and a reduction in the overall size, height and bulk of the proposed extension. There would still be some loss of light and outlook to neighbouring properties, but Members may consider that the proposals have been sufficiently revised to reduce this to an acceptable level.

Neighbours in Elmcroft Road have raised concerns about potential overlooking from new windows to a training room in the north-western part of the extension and to a break room on the floor below (within the existing building), but these windows face a south-westerly direction, and would be at an oblique angle to neighbouring residential properties and their rear gardens, and would not cause direct overlooking.

Residents in the High Street who back onto the site have also raised concerns about new windows in the south-eastern flank elevation overlooking their properties, however, the new windows to general office areas would be some distance away from the rear elevations of these properties (25-30m), and the proposals would not therefore be significantly harmful.

The revised proposals are considered to adequately overcome the previous grounds for refusal, and would not now have a seriously detrimental effect on the amenities of nearby residents through loss of light, privacy and outlook.

With regard to parking issues, the provision of 17 spaces would far exceed the maximum 10 spaces which would be required by the UDP and The London Plan for the extended office building. However, given the pressure for on-street parking in the close vicinity of the site, along with neighbours' concerns about limited parking available, the over-provision of parking is considered acceptable in this case, as it was with the refused scheme.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACC07 Materials as set out in application
ACC07R Reason C07
- 3 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 4 ACH22 Bicycle Parking
ACH22R Reason H22
- 5 ACH27 Arrangements for construction period
ACH27R Reason H27
- 6 ACI17 No additional windows (2 inserts) north-western and south-
eastern flank extension
ACI17R I17 reason (1 insert) BE1
- 7 ACK01 Compliance with submitted plan
ACK05R K05 reason

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

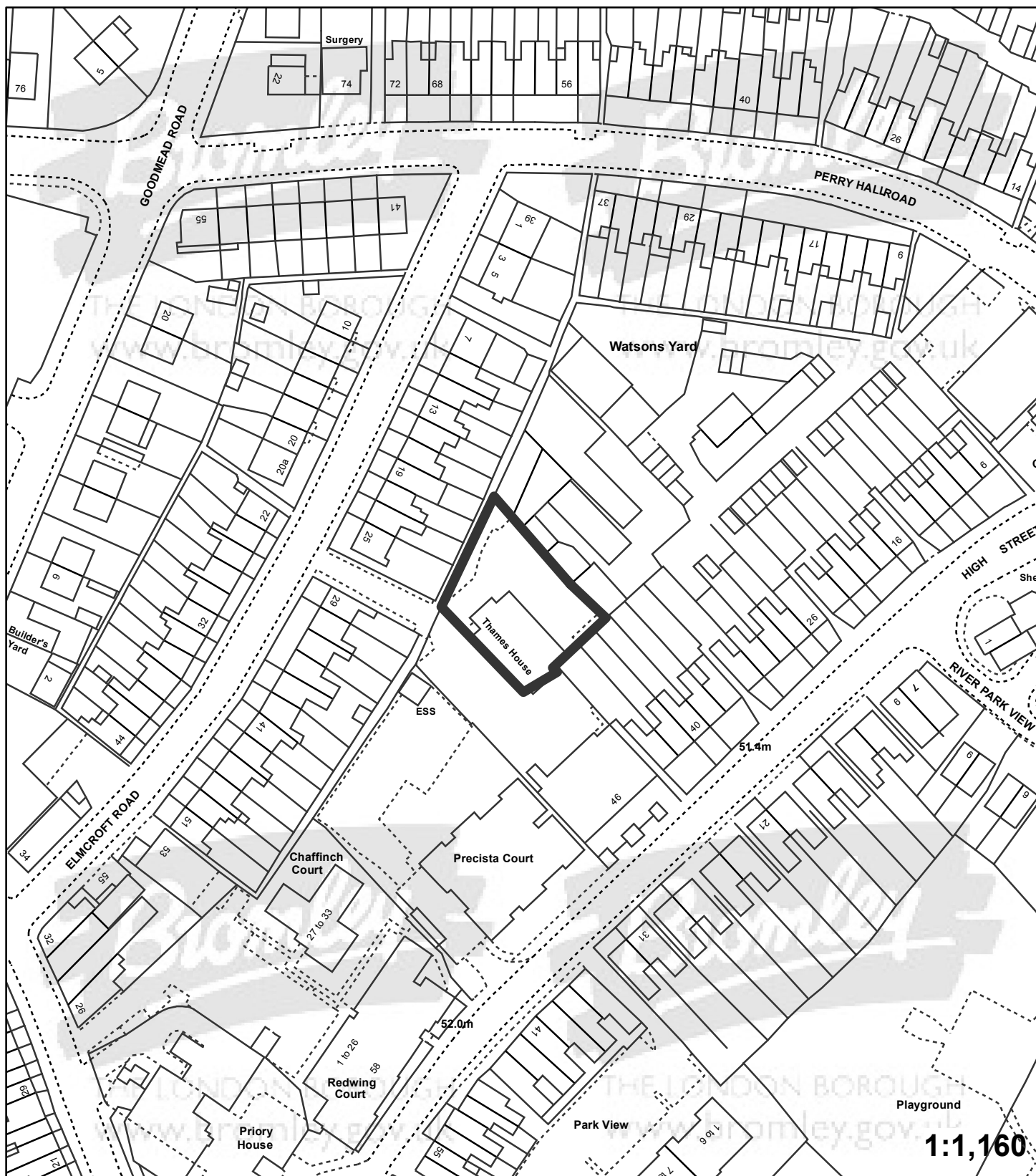
notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

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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"

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