

SECTION '2' – Applications meriting special consideration

Application No : 14/03324/FULL1

Ward:
West Wickham

Address : Summit House Glebe Way West
Wickham BR4 0RJ

OS Grid Ref: E: 538368 N: 165910

Applicant : Crest Nicholson (Eastern) & Lidl UK **Objections :** YES
GmbH

Description of Development:

Demolition of existing buildings and redevelopment to provide a four storey building comprising 1,623sqm Class A1 (retail) use at ground floor and 54 residential units at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom) with associated car parking, landscaping and infrastructure

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
Open Space Deficiency
Primary Shopping Frontage
Secondary Shopping Frontage
Stat Routes

Proposal

Permission is sought for the demolition of the existing three storey mixed use building and the erection of a part one, part two, part four storey mixed use building comprising:

- 1,623sqm Class A1 (retail) use at ground floor
- 54 residential units
- 125 car parking spaces with 70 cycle spaces
- landscaping to the rear of the site consisting of planting to the podium level and a south (rear) facing green wall

Appearance and scale

- Four storey building to a maximum height of 15.6m with two storey eastern element (entrance core 2) and a single storey western element (entrance core 1)
- Total width of 116.5m
- Podium parking area to rear to a height of 6.5m
- Southern section features undercroft parking area with access to retail unit and access to ramp at rear
- Projecting balconies to each apartment, floor level terraces for first floor units onto car park (units 1-9)
- Residential use commences from 1st floor
- Front exterior treatment separated into two areas: the eastern section features brick and render with powder coated steel balconies; the western section features trespa panels (sun yellow) with similar balcony treatments
- The elevational treatments to the rear are repeated, with the eastern ground floor section featuring a green wall for the entirety of the ground floor rear elevation
- The eastern end section, entrance core 1, is finished in brick
- Planting and trees are provided to the podium deck
- Balconies to the eastern section are angled inwards with slated screening to one side, to the western section traditional box balconies are featured with obscure glazed screening
- Ground floor front elevation features a mixture of full height and high level windows with textured brickwork and glazed access doors
- Photo-voltaic cells to the roof

Site layout

- Ground floor retail unit accessed from undercroft
- Residential elements split into two cores accessed from eastern and western front elevation entrances
- Vehicular ramp and stairwell to rear provide access to podium area
- Refuse storage located at podium level within three stores
- Cycle storage for residents provided within each core (26 and 28 respectively), visitors spaces set to the western boundary (two sections for 6 and 10 cycles)
- 75 car parking spaces at ground floor level, 4 of which are disabled spaces to Glebe Way and 3 are family spaces to entrance of retail unit
- 50 residents parking spaces at first floor podium level to rear 5 of which are disabled spaces. 4 spaces to the service road will be made available to residents out of retail opening hours

Mix of uses

- A total of 54 residential flats comprising at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom). None are affordable.
- All residential units will be built to the 'Lifetime Homes' standard and 10% wheelchair accessible
- A single Class A1 retail unit of 1,623sqm

The site has an area of 0.5ha giving a residential density of 108 dwellings per hectare, or 314 habitable rooms per hectare.

Applicant's Submission in Support

The application is accompanied by a Planning Statement and Design and Access Statement in which the applicant submits the following summary points in support of the application:

- The comprehensive redevelopment of a brownfield site
- The creation of a sustainably located development within the town centre close to public transport
- Improvement of water run off characteristics
- Improve biodiversity through landscaping
- Creation of a landmark building and gateway to the high street
- The proposed building heights and massing have been designed to complement the surrounding area
- Appropriate separation distances have been sought to ensure a good relationship with surrounding properties in line with the Inspectors comments
- The distance between the site and 1 Wickham Court Road has been increased from 28m to 39m over the appeal scheme
- Balconies are angled away from properties to the rear and feature obscure glazed screening
- The existing building could be converted to residential use under permitted development rights with greater impacts upon privacy
- The proposal is only 3m higher than the existing building
- All proposed units comply or exceed the minimum flat sizes required
- Incorporation of Secure by Design principles
- Elevation form seeks to break the long street frontage into two smaller distinct elements
- Provision of 54 new homes, a new modern food store, redevelopment and regeneration of the site
- Provision of construction jobs, jobs in the operational phase and up to 40 retail jobs
- Upper floors are vacant and no longer fit for purpose despite marketing
- Proposal represents a windfall site that would deliver valuable new housing
- 10% of units will be wheelchair adaptable
- Density is appropriate for the location

Location

The application site is located to the southern edge of Glebe Way (A232) and comprises a three storey mixed development comprising three Class A1 retail units (Iceland, The Original Factory Shop and Topps Tiles) with a floor area of some 2,077sqm at ground floor level and vacant Class B1 offices at first and second floor at some 3,080sqm. Parking is present at the access road onto Glebe Way, the undercroft area between Iceland and Topps Tiles and a podium car park to the rear.

The building itself is a post-war flat roofed commercial building that is set against the predominant inter-war vernacular of the area characterised in the immediate vicinity by generally two storey red brick buildings; the high street to the west features a broader range of styles and scales of buildings with three storey buildings being a regular feature with other three storey buildings also being present to Station Road. The building and the units within it are served by access roads set off of Glebe Way with parking provision and largely featuring a grassed verge and mature trees to the front of the current Iceland and Factory Shop frontage

The site forms part of the Primary Retail Frontage which continues to the west, the eastern boundary of the site commences the Secondary Retail Frontage. To the west are Nos 2 and 4 Glebe Way which are three storey buildings with commercial units at ground floor level. Beyond this is Bell Parade, Nos. 1-6, a two storey terrace that forms the corner plot with Wickham Court Road. To the south of Bell Parade and the west of the site is West Wickham Service Station, a single storey car dealership that fronts Wickham Court Road. To the east of the application site are Nos.32-62 Glebe Way which are served by an access road at the eastern boundary of the site and comprise a range of ground floor commercial uses within two/three storey terrace properties

To the rear of the site to the south-west are two storey semi-detached properties of Wickham Court Road, Nos. 1a-19 (with No.1a being a detached office building), and to the south are two storey terraced dwellings at Nos. 1-23 Wickham Crescent with Nos.25-35 further to the west. Nos. 1-23 Wickham Crescent are served by an access road to garages set to the rear and this road forms the southern boundary of the application site.

The northern edge of Glebe Way is predominantly residential in nature and is characterised by the end of the cul-de-sacs of Oak Grove, Ash Grove and Croft Avenue which are presented perpendicular to the site and feature two storey semi-detached and terraced dwellings. To the north-west and the junction with Station Road is West Wickham Library.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and 20 representations were received. 18 were in objection which can be summarised as follows:

- Noise and dust caused by the demolition and erection of the building will be a nightmare
- A loss of privacy to 1 Wickham Court Road by an additional floor
- Noise and pollution from the proposed first floor car park
- Devalue property
- The new building should not be higher than the existing
- Precedent for future four storey buildings
- Additional traffic
- Inadequate parking provision with overspill to Wickham Crescent
- Loss of light

- Overlooking
- These trees will be nowhere near established enough to be able to prevent the flats from overlooking our property. This will take many years
- The existing retail uses encourage footfall to the other businesses
- The yellow materials would be jarring and out of character
- The bin stores should be sited away from the rear of the site
- The submitted Method Statement is deficient
- There should be the provision of social housing
- Air pollution from refuse storage
- The third floor is significantly bulkier than that refused at appeal

The West Wickham Residents Association have commented that:

- The new building would be tallest in West Wickham and four storey development was refused previously [on appeal, 2007]. The extra floor would have an adverse effect on the residents of Wickham Crescent and the building would be closer to Glebe Way with concerns amongst those residents
- Only 50 parking spaces are proposed for 54 apartments which is not acceptable [Members will note that the proposed figure is 50-54 spaces for 54 units].
- The bin storage will have an adverse impact on residents
- The sun yellow finish will detract from the appearance of the building

Comments from Consultees

Highways

Access

The existing primary point of access is proposed to move marginally east, a distance of 8m. In addition, the westernmost section of the site's service road is to be re-allocated to perpendicular parking accessed from within the Lidl car park rather than the service road. The section of service road extending east from the main site access is to be retained and will continue to operate one-way eastbound. The right of access connection to Wickham Court Road is to be retained within the scheme.

Local Highway Network

Glebe Way The A232 Glebe Way forms part of the TLRN and is a "Red Route" where no stopping is permitted between 7am and 7pm Monday to Saturday. It is a single carriageway road with a normal running width of 8.5m, although widens to 13.5m at the western end of the site frontage on approach to the signal controlled junction with Station Road and Wickham Court Road.

Parking

Seventy five parking spaces are proposed for the Lidl store. This provision includes three blue badge accessible spaces and three parent & child spaces. The applicant is proposing to use automatic number plate recognition (ANPR) to assist management of the car park. It is expected that customers will be able to park for free for up to 1 hour 30 minutes, with the ANPR verifying duration of stay.

A covered cycle parking, associated with the existing site use, is available along the site frontage adjacent to Glebe Way. This comprises 6 covered Sheffield stands (for 12 cycles) and will be retained. In addition, a further 16 cycle parking spaces would be provided for shared use by Lidl food store staff/customers and residents' visitors, with 10 located on the west side of the car park and 6 along the north-west frontage to Glebe Way.

Servicing (Lidl)

Deliveries to the food store will be from the regional distribution centre in Belvedere. Lidl's policy is to limit deliveries to one or two vehicles per store each day, and waste material arising from the store is taken away by the same vehicles.

Store deliveries will be undertaken from the existing dedicated area on the eastern side of the building. Deliveries using this area by a single retailer represents an improvement over the current situation, whereby deliveries to the two present retailers are uncoordinated, which can result in a delivery vehicle obstructing movement either on the service road or Glebe Way. Servicing will be conducted outside network and trading peak hours.

Servicing (Residential)

Refuse/recycling stores would be located within a suitable carry distance for residents. A management company will transfer waste from these stores to a ground bin transfer area prior to the day of collection by the waste authority.

Access

Vehicular site access to the upper deck car park will be taken via an access ramp at the rear (south side) of the undercroft car park, under a similar arrangement, which currently exists to serve the upper deck office car park. The access ramp will operate in a single direction by signal control, the access 'up' movement will be given a default green signal, thus giving priority to inbound movements, with this changing to red only when a vehicle is detected waiting to egress the upper deck car park.

Parking

50 car parking spaces for the 54 units are proposed on the upper deck, which includes 5 parking spaces for the mobility impaired. An additional 4 spaces on the service road, used by Lidl during store opening times, will be available for use by residents out of hours. This provision results in 0.93 spaces per unit available at all times, increasing to 1 space per unit available out of store hours; this is acceptable in principle however the applicant should be advised that 1 in 5 car parking spaces

(both passive & active) provide an electrical charging point to encourage the uptake of eclectic vehicles.

Similarly 54 cycle parking spaces are proposed for residents, located in secure cycle stores positioned adjacent to each residential entrance. However, an additional 3 cycle spaces are required to comply with cycle parking standards.

No objections are raised subject of condition and the provision of electrical charging points and three additional cycle spaces.

TfL raise no objection subject to the provision of a Construction Logistics Plan which will need to be secured through condition, 20% of all parking spaces must provide electrical vehicle charging points (EVCPs), and a further 20% to be passively provided in order for potential future demand, a Car Park Management Plan should be submitted in order to fully display how the resident's, retail and on-street parking would be managed and shared where necessary, and provision for a minimum of 57 cycles.

Further Responses

The proposed landscaping, as proposed under a revised document received 19th December, is considered acceptable subject to conditions.

From a Crime Prevention perspective the proposal should be able to gain Secured by Design accreditation for design and layout as well as physical security, with the guidance of Secured by Design literature and by incorporating accredited, tested certificated products. A relevant condition is requested.

The Environment Agency have assessed the application as having a low environmental risk and raise no objection.

Environmental Health have raised no objection.

English Heritage have raised no objection subject to a condition.

Planning Considerations

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

- BE1 Design of New Development
- BE2 Mixed Use Developments
- BE4 The Public Realm
- EMP3 Office Development
- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- H9 Side Space
- S1 Primary Frontages
- S6 Retail and Leisure Development

- T1 Transport Demand
- T2 Assessment of Transport Effects
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T11 New Accesses
- T16 Traffic Management and Sensitive Environments
- T17 Servicing of Premises
- T18 Road Safety
- IMP1 Planning Obligations

In addition to:

Affordable Housing Supplementary Planning Document (SPD)
 Planning Obligations Supplementary Planning Document (SPD)

Supplementary Planning Guidance 1: General Design Principles
 Supplementary Planning Guidance 2: Residential Design Guidance

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

- 2.6 Outer London: Vision and Strategy
- 2.7 Outer London Economy
- 2.8 Outer London: Transport
- 2.15 Town Centres
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Peoples Play and Informal Recreation Facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.9 Cycling
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime

- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

In addition to:

The Mayor's Economic Development Strategy

Supplementary Planning Guidance: Housing

Providing for Children and Young People's Play and Informal Recreation
Supplementary Planning Guidance

Housing Strategy

Accessible London: achieving an inclusive environment

The Mayor's Transport Strategy

Mayor's Climate Change Mitigation and Energy Strategy

Sustainable Design and Construction Supplementary Planning Guidance

The National Planning Policy Framework is also a material consideration , with which the above policies are considered to be in accordance. Sections 2 'Ensuring the vitality of town centres'; 6 'Delivering a wide choice of high quality homes' and 7 'Requiring good design' are of particular relevance.

Financial Contributions

In accordance with the adopted Planning Obligations SPD, the Council would be seeking the following contributions based upon the mix proposed in the application:

- £154,431.62 for local education infrastructure
- £57,996 for local health infrastructure

Viability

A financial viability assessment (FVA) was submitted confidentially with the application with subsequent discussion and negotiation. An independent review of this information was commissioned by the Council, the findings of which were relayed to the applicant. The review found that the development would not be viable and as such cannot deliver affordable housing contributions. The applicant has agreed to provide the health and education contributes as listed above in order to mitigate the impacts of the development.

Planning History

The most relevant history for the site is as follows:

- 02/03132 Permission refused 28/08/2003 for the retention of a roof mounted air conditioning unit and air conditioning unit housing
- 04/00393 Permission refused 17/06/2004 for the retention of a roof mounted air conditioning plant with 1.5m high acoustic wall panel enclosure to replace existing mesh enclosure - Unit 2
- 06/01078 Permission refused 21/06/2006 for a third floor extension to provide additional floor comprising 4 one bedroom 8 two bedroom flats/plant room/extension to lift shaft and 5 additional car parking spaces (at Summit House and Bed City and Sommerfield Stores Ltd on Glebe Way) on the following grounds:
1. "The proposed extensions due to their massing, design and the resultant overall height of Summit House, will be unduly prominent and obtrusive, harmful to the character of the streetscene and the wider area and detrimental to the visual amenities of neighbouring residential properties by reason of loss of light, privacy and prospect, thereby contrary to Policies H.2 and E.1 of the adopted Unitary Development Plan, Policies H6 and BE1 of the second deposit draft Unitary Development Plan (September 2002) and Policy 4B.1 of The London Plan.
 2. The proposed dedicated parking provision will be inadequate for the number of flats to be created and will thereby give rise to increased parking pressure on surrounding roads injurious to highway safety and thereby contrary to Policies T.6 and T.15 of the adopted Unitary Development Plan and Policies T3 and T22 of the second deposit draft Unitary Development Plan (September 2002)."

Application ref. 06/01078 was subsequently dismissed at appeal, in summary the Inspector made the following comments:

"The flat-roofed fourth floor extension would provide 12 flats in a relatively sustainable location within a built up area and its height would be similar to that of the existing lift motor room which presently has little impact on the street scene. However, because of the considerable additional bulk of the flats, and their form, much longer and wider than the existing lift motor room on the already relatively tall existing building, the proposal would be a disproportionately dominant and conspicuous addition which would harm the street scene and the local distinctiveness.

...the additional floor would look out of keeping in many views including from the opposite side of Glebe Way and from the dwelling at the rear....because of its height, bulk and its design the proposal would be at odds with the street scene and the surrounding development...the proposal would harm the character and appearance of the surrounding area.

...the hours of use of the offices were stated to be unrestricted at the hearing. In these circumstances and because there is sufficient distance between the flats and the nearest dwellings and their back gardens in Ash Grove and Oak grove, the overlooking that would occur would not cause a harmful loss of privacy.

...the rearmost flat...closest to 1 Wickham Court Road would be a not unreasonable distance...because of its height it would have an overbearing visual impact on the outlook from the rear rooms of that dwelling and from the back garden...There would also be windows in the living rooms and bedrooms of that flat from which the future occupiers could overlook the back garden of 1 Wickham Court Road which would cause an unacceptable loss of privacy.

Due to the location of the third floor external walkway people....could overlook the back gardens of a number of dwellings to Wickham Court Road and Wickham Crescent with a resultant loss of privacy....the impact of screening tall enough to be effective would be likely to have an unacceptable effect on the character and appearance of the proposal.

Whilst the additional floor...would be noticeable to the occupiers of some of the dwellings at Wickham Crescent...due to the sufficient distance...it would not cause an unacceptable visual impact...future occupants of the nearest flats could overlook those back gardens....which would cause a loss of privacy...it would be unreasonable to deny future occupiers an open outlook [by installing obscure glazing].

I have found that the proposal would not cause a harmful loss of daylight or sunlight to neighbouring occupiers, that there would be no harmful loss of privacy for occupiers in Oak Grove or Ash Grove and that the proposal would not have a harmful visual impact on the occupiers in Wickham Crescent.

I consider that the proposal would cause harm to the living conditions of nearby occupiers at 1 Wickham Court Road due to its oppressive visual impact, overlooking and loss of privacy and to the living conditions of the occupiers of the nearest dwellings in Wickham Court Road and Wickham Crescent due to overlooking and loss of privacy.

...the proposal would not be likely to cause on-street parking that would endanger highway safety to impede the free flow of traffic on the surrounding roads."

Conclusions

Summary

The proposed development is considered to result in an acceptable degree of impact upon the street scene and the amenities of neighbouring properties. Although the building would feature an additional storey, the overall footprint would

be reduced to the south and subsequently moved further to the north of the residents to the rear that were previously considered to be unacceptably harmed by the appeal scheme. The presentation of the building within the street scene and the wider townscape is considered to be acceptable with regard to the design, bulk and scale of the development, whilst the loss of Class B1 offices is accepted given the long term vacancy and marketing evidence provided that demonstrates a lack of demand for a long period of time. The retail unit proposed is considered to have a positive impact upon the town centre and the local economy. The level of parking provided for the commercial and residential uses is acceptable.

Analysis

Amount of development, height, siting and design of the building and its impact on the character of the area

The proposal represents a wholesale redevelopment of the site as opposed to the previously refused scheme which sought an additional storey to the existing building with front and rear walkways. As a result of this the footprint of the proposed building differs, in particular at the westernmost section, by some degree to that at present. The western 20m at the rear elevation is proposed to be 10m further north than the existing building, whilst the 45m to the easternmost section at the rear elevation would be 3m further south. To the front elevation the western 60m (approximately 50% of the building) would be set a maximum of 3m further forward (north) whilst the remainder to the east would be 1-2m further back (south).

As such the overall impact of the building, in particular to the southern elevation at the western end, would be quite different to that of the existing building. The existing podium deck to the rear would be extended westward to be the full width of the site, with the entrance and exit ramp effectively staying in its current location. This element of the car park would be 3m higher than the existing retaining wall. Planting in the form of trees and shrubs is proposed for the full width of the new podium section and it is noted that mature Conifers are present to the rear boundary onto the site at Nos. 1-3 Wickham Court Road that would act as a good level of screening.

In dismissing the previous appeal the Inspector was critical of the height, bulk and design of the proposed extension. Whilst the Inspector's decision and comments are material to the consideration of this application, each development must be assessed on its own merits. It is considered that the replacement of the existing building with a new, relocated design goes a large way to overcoming these design concerns. Whilst the building would be taller, this would be 3m in height and in conjunction with the 10m reduction in depth and the relative distances from the rear of the properties to the southern boundary, this is considered to be an acceptable increase in height.

Within the street scene and the wider townscape the building would become more prominent, however the overall aesthetic and design of the building is considered to be considerably improved. The previously refused scheme was considered to be of a poor design and would have sat on top of an already poorly realised building and so compounding the impact of the development. It is noted however, that the

Inspector did not consider that there would be any visual impact upon the residents of Ash Grove and Oak Grove.

The building would maintain the sizeable frontage presented by the current building, however there would be a division in presentation by way of separate elevational treatments being applied to the eastern and western halves of the structure. This treatment helps to minimise the impact of the bulk of the building and the overall mix of materials is considered to be good.

The development would realise a density of 108 dwellings per hectare, or 314 habitable rooms per hectare. This would marginally exceed the London Plan guide for this location which has an upper limit of 95 dwellings and 250 rooms per hectare, however such figures act as guidelines and are to be taken into account with other considerations. Given the existing level of development on the site it is not considered that the proposed density is unacceptable.

Impact on amenities of adjacent properties

Members will be aware of the changes to permitted development legislation since the appeal decision that may allow the conversion of the Class B1 offices to residential use without the benefit of a planning application and the subsequent impacts of the residential use of the upper floors are a material consideration. It was also noted by the Inspector that the operating times of the offices are uncontrolled.

The Inspector considered that overlooking and visual impact were unacceptable in regard to 1 Wickham Court Road, however it is considered that the proposed development would overcome these issues by reason of the level of distance at the nearest points between the two buildings being some 38m, 11m more than the refused scheme. In addition the 3m increase in height with screened balconies rather than open walkways is a further improvement that mitigates the issues previously raised. A good level of planting to the rear has been introduced as result of the overall redevelopment which is considered sound and deliverable subject to relevant conditions and this would offer a high degree of screening to the first and second floor rear apartments from the properties to the rear. As previously noted, 1-3 Wickham Court Road also benefit from tall and mature Conifers to the rear boundary that would further screen the development and any overlooking and visual impact.

The rear of the properties at Wickham Crescent would be further away from the southern rear elevation than the rear gardens of the properties at Ash Grove and Oak Grove, which the Inspector concluded would not have an undue visual impact. The balconies to the rear of this rear eastern section have been designed to face away from the properties to the rear and with the further screening provided this is considered to overcome the privacy issues created by the exposed walkway.

Quality of residential accommodation

The proposed accommodation satisfies the London Plan minimum space standards and the balconies provided match or exceed that required. The room

sizes satisfy the requirements of the Mayor's Housing SPG. The development accords with Lifetime Homes requirements and with 10% of the units being wheelchair accessible. The level of accommodation is therefore considered satisfactory.

Sustainability

The development seeks to incorporate a number of measures to reduce CO2 production and harvest water for irrigation and reduce the overall consumption of water with a target of 105 litres per person per day. Solar photo-voltaic panels are provided to the roof with a more than 40% reduction in CO2 through on-site measures and more than 20% reduction in regulated CO2 through on-site renewable energy.

Living roofs are proposed to the refuse stores in order to increase the ecological value of the site and to contribute to sustainable drainage. A green wall to the south provides a wildlife habitat together with planting to the site. Bird and bat boxes will be provided whilst lighting will be on timers and will not operate between midnight and dawn.

Loss of Offices and Retail Space

Policies BE1 and BE2 have significance to the proposal. Policy BE1 states that all developments will be expected to be of high standard of design and layout creating an attractive setting. The current site is of 1960's build and is in need of updating, a point which was highlighted in the Inspector's decision. The current proposal would upgrade the Primary Frontage enhancing the retail character considerably and generating significant pedestrian visitors during shopping hours. As a result the new site would benefit Glebe Way's retail sector bringing it more in line with West Wickham High Street as a commercial attraction.

Marketing evidence has been provided as part of the application which outlines the marketing history of the Class B1 office space on the site, commencing on the 14th December 2012. The report goes on to state the issues the agent has encountered mainly due to the buildings age and poor condition, which is not deemed attractive to potential tenants. Despite being marketed at a low and competitive price, potential tenants failed to take up serious interest. The marketing report is deemed to have provided sufficient evidence that the office space is shown to be redundant and therefore not a viable commercial use in accordance with Policy EMP3.

The new development would see the current Iceland food store and The Original Factory Store amalgamate into the new Lidl food store, with the loss Topps Tiles retail unit. From a Policy standpoint the loss of retail floor space would not be deemed to cause significant harm to the total retail floor space in West Wickham due to the high variety of retail units, which surround the site.

Affordable Housing and S106 Contributions

The applicant has agreed to contribute the full calculation of health and education contributions in order to mitigate the impact of the development upon these

services, this requires a total contributions of £212,427.62 by way of a legal agreement.

The Council's appointed consultants concur with the appraisal submitted that renders the development unviable. As such the development cannot viably meet the provision of any affordable housing contributions. The applicant has stated that a commercial decision to proceed with the development of the site has been taken and are committed to delivering the scheme. It is noted that the upper floors are vacant although the ground floor units are occupied and as such the building is not considered to be vacant.

Transport and Parking

The level of parking provided is considered acceptable and no objections are raised in this regard by with the Council's Highway's officer or TfL. Electric vehicle charging points are requested together with a small number of additional cycle spaces which is considered reasonable to seek by way of conditions. Additional conditions are also suggested in relation to refuse, car park management, a Construction Management Plan, a Travel Plan and highway drainage.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/03324 set out in the Planning History section above, excluding exempt information.

as amended by documents received on 12.11.2014 19.12.2014 24.12.2014

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 The development hereby permitted shall not be carried out otherwise than in accordance with the following approved plans:
 - 13-2262-101 G (Proposed Ground Floor Plan)
 - 13-2262-102 E (Proposed First Floor Plan)
 - 13-02262-103 E (Proposed Second and Third Floor Plan)
 - 13-2262-104 E (Proposed Roof Plan)
 - 13-2262-105 A (Proximal Distances)
 - 13-2262-106 C (Fire and Refuse Strategy)
 - 13-2262-107 G (Proposed Elevations Sheet 1)
 - 13-2262-108 G (Proposed Elevations Sheet 2)
 - 13-2262-109 B (Proposed Sections)
 - 13-2262-110 B (1 Bedroom 2 Person Variation 1)
 - 13-2262-111 B (1 Bedroom 2 Person Variation 2)
 - 13-2262-112 C (2 Bedroom 4 Person Variation 1)
 - 13-2262-113 B (2 Bedroom 4 Person Variation 2)
 - 13-2262-114 B (1 Bedroom 4 Person Variation 3)

- 13-2262-115 B (3 Bedroom 5 Person Variation 1)
 13-2262-116 B (2 Bedroom 4 Person Variation 4)
 13-2262-117 (1 Bedroom 2 Person Variation 3)
 ACK05R K05 reason
- 3 ACK05 Slab levels - no details submitted
 ACK05R K05 reason
- 4 Details and samples of all external materials, including roof cladding, wall facing materials and cladding, window glass, door and window frames, decorative features, rainwater goods and paving where appropriate, shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The 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.
- 5 ACI24 Details of means of screening-balconies
 ACI24R Reason I24R
- 6 ACA09 Landscaping scheme (inc.street furniture)
 ACA09R Reason A09
- 7 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 8 Details of proposals to provide dwellings capable of occupation by wheelchair users (including related car parking spaces) in accordance with the criteria set out in Supplementary Planning Guidance to the London Plan "Housing" Nov 2012) shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of the development hereby permitted. Details shall also be submitted to and approved in writing by the Local Planning Authority of proposals for the construction of all the dwellings hereby permitted as "Lifetime Homes" in accordance with the criteria set out in Supplementary Planning Guidance to the London Plan "Accessible London: achieving an inclusive environment" (October 2014) prior to commencement of the development hereby permitted. The dwellings shall be constructed in accordance with the approved details.
- Reason:** In order to comply with Policy 3.8 of The London Plan and Policy H5 of the Unitary Development Plan.
- 9 ACI21 Secured By Design
 ACI21R I21 reason
- 10 ACD04 Foul water drainage - no details submit
- Reason:** To ensure satisfactory means of foul water drainage and to accord with Policies 5.12 and 5.13 of the London Plan.
- 11 ACD06 Sustainable drainage system (SuDS)
- Reason:** To ensure satisfactory means of surface water drainage and to accord with Policies 5.12 and 5.13 of the London Plan
- 12 ACJ06 Restricted hours of use on any day 8am 9pm
 ACJ06R J06 reason (1 insert) BE1
- 13 There shall be no deliveries to or from the Class A1 retail premises except within the hours of 8am-6pm.
 ACJ08R J08 reason (1 insert)
- 14 ACJ22 Lighting Scheme
 ACJ22R J22 reason

- 15 ACH02 Satisfactory parking - no details submit
- ACH02R Reason H02
- 16 ACH16 Hardstanding for wash-down facilities
- ACH16R Reason H16
- 17 ACH18 Refuse storage - no details submitted
- ACH18R Reason H18
- 18 ACH28 Car park management
- ACH28R Reason H28
- 19 ACH29 Construction Management Plan
- ACH29R Reason H29
- 20 ACH30 Travel Plan
- ACH30R Reason H30
- 21 ACH32 Highway Drainage
- ADH32R Reason H32

22 Before any works on site are commenced, details of bicycle parking for a minimum of 57 cycles shall be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 and Appendix II.7 of the Unitary Development Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

23 Before any works on site are commenced, a site-wide energy assessment and strategy for reducing carbon emissions shall be submitted to and approved by the Local Planning Authority. The results of this strategy shall be incorporated into the building prior to first occupation. The strategy shall include measures to allow the development to achieve a reduction in carbon emissions of 40% above that required by the 2010 building regulations.

Reason: In order to seek to achieve compliance with the Mayor of London's Energy Strategy and to comply with Policy 5.2 and 5.7 of the London Plan.

24 Details of the number and location of electric vehicle charging points to be provided and a programme for their installation and maintenance shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of the development hereby permitted. The electric vehicle charging points shall be installed in accordance with the approved details prior to first occupation of the development and shall be permanently maintained as such.

Reason: To comply with Policy 7.14 of the London Plan.

25 A) No development other than demolition to existing ground level shall take place until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological site work in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the local planning authority in writing and a report on that evaluation has been submitted to and approved by the local planning authority in writing. B) Under Part A, the applicant (or their heirs and successors in title) shall implement a programme of archaeological site work in accordance with a Written Scheme of Investigation. C) The development shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part A, and the provision for analysis,

publication and dissemination of the results and archive deposition has been secured.

Reason: To ensure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Policy 7.8 of the London Plan Section 12 of the NPPF.

INFORMATIVE(S)

- 1 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. Fees and application forms are available on the Council's website at www.bromley.gov.uk

- 2 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

- 3 Written schemes of investigation will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with English Heritage Greater London Archaeology guidelines. They must be approved by the planning authority before any on-site development related activity occurs. It is recommended that the archaeological fieldwork should comprise of the following:

Watching Brief

An archaeological watching brief involves observation of groundworks and investigation of features of archaeological interest which are revealed. A suitable working method with contingency arrangements for significant discoveries will need to be agreed. The outcome will be a report and archive.

Application:14/03324/FULL1

Address: Summit House Glebe Way West Wickham BR4 0RJ

Proposal: Demolition of existing buildings and redevelopment to provide a four storey building comprising 1,623sqm Class A1 (retail) use at ground floor and 54 residential units at first, second and third floor (8x1 bedroom, 43x2 bedroom and 3x3 bedroom) with associated car parking, landscaping



"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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