

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**

This application was deferred from committee on 6th November 2014 in order to await the outcome of the appeal against the previously refused scheme (ref.14/00072). The appeal was dismissed on 23rd December 2014, and the report below is suitably updated.

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  
EMP 2 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."

The subsequent appeal was dismissed in December 2014.

## **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 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.

In dismissing the earlier scheme, the Inspector considered that:

- the proposed extension would increase the height, bulk and visual prominence of the office building, and would result in a dominant and overbearing feature in close proximity to neighbouring dwellings at Nos.19-25 Elmcroft Road, thus resulting in loss of outlook
- additional windows at first floor level, along with windows proposed in the second floor extension would significantly reduce the privacy of neighbouring residents in Elmcroft Road and the High Street as a result of overlooking the rear of neighbouring properties and their private garden space.

Although the Inspector found that there would be some additional overshadowing of neighbouring properties and their rear gardens, he did not think this would be to a significant degree to warrant a refusal on those grounds.

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 (by 1.2m)
- 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 second floor extension have been removed, along with three windows originally proposed at first floor level in this elevation.

Significant changes have been made to the proposals in order to reduce the impact on neighbouring properties, including the removal of windows that would overlook Elmcroft Road properties, and a reduction in the overall size, height and bulk of the proposed extension. First and second floor windows are still proposed in the south-eastern elevation, but given the distance to neighbouring properties in the High Street (approximately 25-30m), they are not considered to result in a significant degree of overlooking.

The Appeal Inspector did not consider that the larger extension proposed in the previous scheme would result in undue loss of light to neighbouring properties, and the smaller extension now proposed would reduce this impact further.

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.

The revised proposals are considered to adequately overcome the Inspector's concerns regarding the previous scheme, and would not 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<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years |
| 2 | ACC07<br>ACC07R | Materials as set out in application<br>Reason C07              |
| 3 | ACH03<br>ACH03R | Satisfactory parking - full application<br>Reason H03          |
| 4 | ACH22<br>ACH22R | Bicycle Parking<br>Reason H22                                  |
| 5 | ACH27<br>ACH27R | Arrangements for construction period<br>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)).

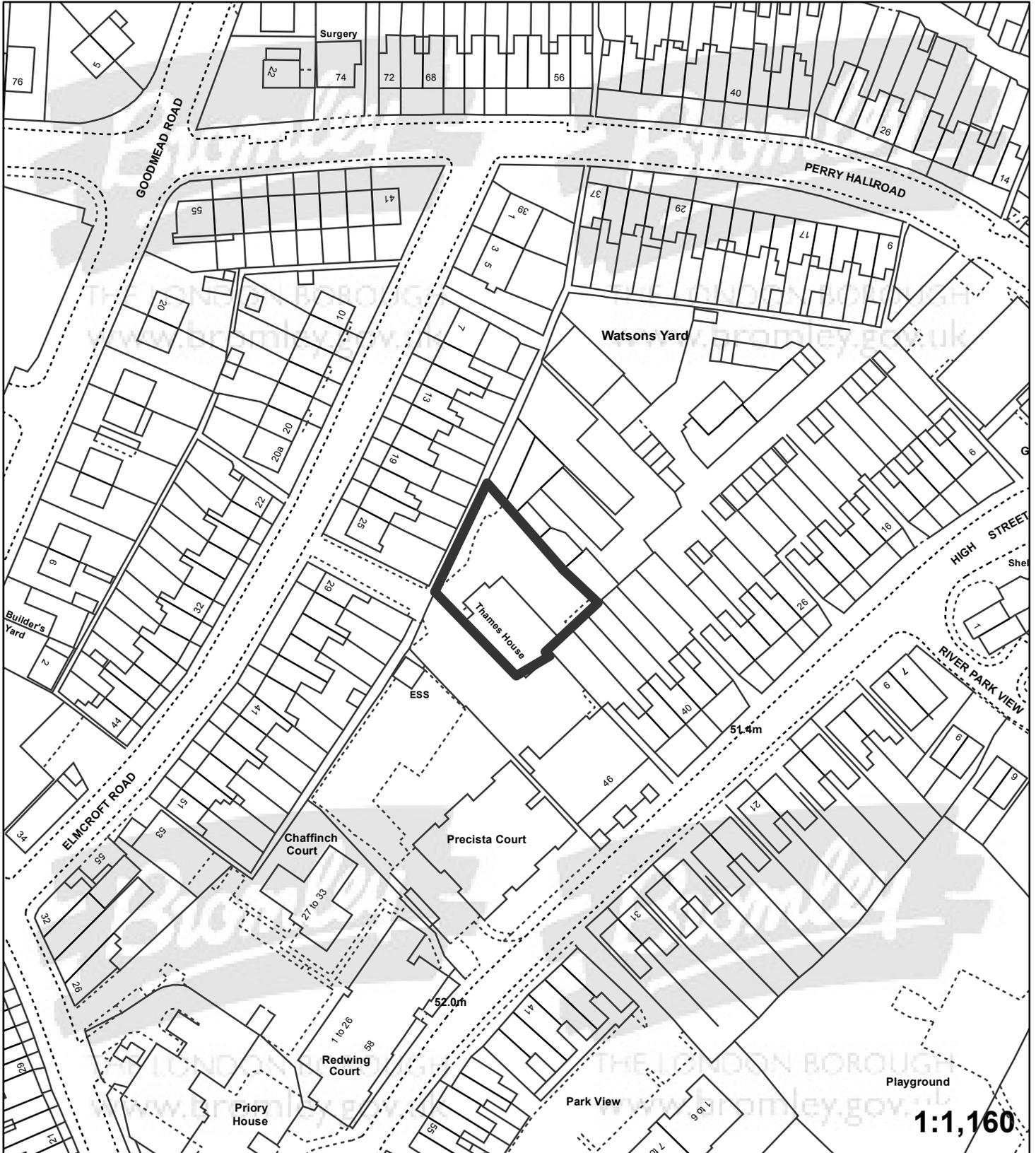
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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