

SECTION '2' – Applications meriting special consideration

Application No : 15/01485/FULL3

Ward:
Petts Wood And Knoll

Address : 9 Station Square Petts Wood Orpington
BR5 1LY

OS Grid Ref: E: 544499 N: 167682

Applicant : Mr Paul McGill

Objections : YES

Description of Development:

Part demolition and re-building of first floor and conversion of first and second floor flat into 1 two bedroom and 1 one bedroom flats; part two/three storey rear extension comprising extension to ground floor retail unit with 2 two bedroom flats on first and second floors, including rear balconies.

Key designations:

Conservation Area: Station Square Petts Wood
Biggin Hill Safeguarding Birds Aldersmead Road
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
Primary Shopping Frontage
Smoke Control SCA 4

Proposal

It is proposed to convert the existing first and second floor three bedroom flat above the ground floor shop into 1 two bedroom and 1 one bedroom flats, demolish the rear first floor accommodation, and construct a part two/three storey rear extension to the property which would comprise an extension to the ground floor retail unit, and the provision of 2 two bedroom flats, one on each floor above. The two flats in the rear extension would have balconies facing the rear, and access to all four flats would be via the flat roof area between the main building and the rear extension, which would also act as communal amenity space for the flats.

No car parking is proposed for the development, although there would appear to be space for 2 or 3 vehicles at the rear of the extension accessed from the rear service road. Cycle and refuse storage would be provided at the rear.

The application is accompanied by a Design and Access Statement, a Transport Report and a Secure by Design Report (a revised copy of which was received on 14th August). Revised plans were submitted on 12th June which increased the provision of cycle and refuse storage.

Location

The application site is occupied by a three storey mid-terrace building located on the eastern side of Station Square, which forms part of the primary frontage of Petts Wood District shopping centre. It also lies within Station Square, Petts Wood Conservation Area.

The property comprises a vacant unit on the ground floor which was previously used as a bank, with a 3 bedroom flat on the first and second floors above accessed from the rear via an external staircase. The ground floor currently extends 12/13m further to the rear of the main frontage building, and first floor accommodation is provided over the rearmost part of the building which has access to the flat roof area.

A detached garage is located to the rear, and whilst there is currently room for parking in this area, the agent has confirmed that this is of an informal nature, and is not currently used by occupiers of the flat.

Consultations

Nearby owners/occupiers were notified of the application and representations were received, including from Petts Wood and District Residents' Association, which can be summarised as follows:

- * overlarge development
- * overdominant in the street scene
- * lack of car parking would lead to additional pressure for parking in nearby roads
- * a prior approval application for change of use of 26A Station Square from office to residential was recently refused due to lack of parking
- * additional on-street parking would be detrimental to the Conservation Area and nearby Area of Special Residential Character
- * overlooking of neighbouring properties in Petts Wood Road from rear windows and balconies
- * the existing residential flat is occupied not vacant as stated
- * inadequate access to the flats
- * loss of light, privacy and prospect to neighbouring residents
- * loss of existing parking
- * would set an undesirable precedent
- * Flat 1 would be substandard in size
- * extension would be higher than neighbouring property at No.11
- * design would have a detrimental visual impact on adjoining ASRC
- * Flat 4 would have inadequate amenity space
- * similar proposal was refused at No.23 in 2007
- * would add to refuse problems and fly tipping
- * loss of light and privacy to flats above the shops in Station Square.

Comments from Consultees

The Council's Highway Engineer has commented that although no car parking would be provided for the development, the submitted survey indicates that the

majority of the on-street parking demand during the day is likely to be non-residential, and given that nearby roads (Petts Wood Road and West Way) have free parking, it would be difficult to sustain a ground of refusal. There does, however, appear to be some room for parking (2 or 3 vehicles) behind the building, and it would be preferable for some parking to be made available.

The Advisory Panel for Conservation Areas (APCA) raises no objections.

There are no drainage objections seen to the proposals, and Thames Water has no concerns.

With regard to crime prevention, the measures proposed within the Secure by Design document are considered acceptable.

Planning Considerations

The application falls to be determined in accordance with the following policies and guidance:

UDP Policy BE1 (Design of New Development)
UDP Policy BE11 (Conservation Areas)
UDP Policy H7 (Housing Density & Design)
UDP Policy H11 (Residential Conversions)
UDP Policy T3 (Parking)

The London Plan (2015):

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments (including Table 3.3 - Minimum space standards for new development)

Major's Housing SPG
The National Planning Policy Framework (NPPF)

Conclusions

The main issues in this case are the impact of the proposals on the character and appearance of Station Square, Petts Wood Conservation Area, on the amenities of neighbouring residents, and on pressure for parking in the surrounding area.

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 105 dwellings per hectare with the table giving a suggested level of between 45-170 dwellings per hectare in an urban area with a 3 PTAL location. The proposals would therefore result in an intensity of use of the site that would be within the thresholds in the London Plan. However, the proposals need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

The proposals comprise 3 two bedroom three person flats (Flats 1, 2 and 4), and 1 one bedroom two person flat (Flat 3). The London Plan suggests that the minimum size of a two bedroom three person flat should be 61sq.m., and whilst Flat 1 would be under this at 54sq.m., it is one of the converted flats and would not be unacceptably small to warrant a refusal on those grounds. Furthermore, permission was recently granted for the conversion of the upper flat at No.7A adjacent into 2 flats under ref.14/03822.

The other converted flat (Flat 3) would be a one bedroom two person flat, and at 59sq.m., would exceed the minimum 50sq.m., whilst the two new flats in the extension (Flats 2 and 4) would, at 75sq.m. and 95sq.m. respectively, significantly exceed the minimum space standard of 61sq.m.

The proposed development would not be visible from Station Square, and views of the development would be limited to the rear of the shopping parade and neighbouring residential properties. The proposals are not, therefore, considered to have a detrimental impact on the character and appearance of the Conservation Area, and no objections have been raised by APCA.

With regard to the impact on neighbouring properties, the flatted development at the rear would extend to 8.6m in height (which would be higher than the rear extension to Sainsburys adjacent at No.11), and would have living room and primary bedroom windows in the rear elevation. In addition, each flat would have a rear-facing balcony which, in addition to the rear-facing windows, would result in overlooking of neighbouring properties in Petts Wood Road and their back gardens.

The first and second floor rear extension would be located between 7-11m from the rear elevation of the converted flats, and although their close proximity may impact on mutual outlook from the flats, this may not be to such an extent to significantly affect the residential amenities of future occupiers. Some loss of outlook may occur to adjacent flats within this terrace, but this would be mainly limited to oblique views, and given the separation distances involved, this is not considered to be unduly harmful to the amenities of adjoining occupiers.

With regard to the impact on parking in the surrounding area, the Council's Highway Engineer considers that a car-free development would be acceptable in this case, although the provision of 2 or 3 on-site car parking spaces would be preferable. If Members were minded to grant permission, a condition could be imposed to require such provision.

Limited amenity space is provided for the flats, but this is not uncommon in a District Shopping Centre, and some private and shared provision has been made for future occupiers.

In conclusion, the proposals are considered to result in an unacceptable level of overlooking of neighbouring properties in Petts Wood Road.

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.

as amended by documents received on 14.08.2015 12.06.2015

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

- 1 The proposals would result in an unacceptable level of overlooking of neighbouring residential properties in Petts Wood Road from rear windows and balconies within the rear extension, which would be seriously detrimental to the amenities of those residents and contrary to Policy BE1 of the Unitary Development Plan.**

You are further informed that :

- 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