

SECTION '3' – Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 11/00802/FULL1

**Ward:
West Wickham**

**Address : 65 Grosvenor Road West Wickham BR4
9PY**

OS Grid Ref: E: 537762 N: 166026

Applicant : AvAkAs Holdings Ltd

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of detached two storey block with accommodation in roof space comprising 4 two bedroom flats with a new vehicular access and 4 car parking spaces and bin store to rear

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding

Proposal

The development proposes the demolition of the existing detached two storey residential dwelling house and the construction of a detached two storey block of flats with accommodation in the roof space.

The block comprises of 4 two bedroom flats with a new vehicular access and 4 car parking spaces and bin store located off Grosvenor Road towards the rear of the block. The rear ground floor flat will have access to a private garden area to the rear of the site. The front ground floor flat will also have access to a private garden area located towards the front of the new block. All other flats will have access to a communal garden towards the rear of the site. The development is contained within a two storey building and with accommodation in the roof space.

The application site extends to an area of 0.048 hectares and the proposed density is around 104 dwellings per hectare.

Location

The application site is located on a corner plot on the south western side of Grosvenor Road. The highway wraps around the sites eastern and northern boundaries and is located around 35 metres from the junction with Manor Road.

The site is located towards the south west of West Wickham town centre and currently contains an existing detached two storey dwelling which is of no specific architectural merit with two detached garage buildings to the rear adjacent to the western boundary.

The areas to the east, south and west are principally residential in character with a mixture of two storey dwellings, flats and maisonettes. Located towards the north of the site are the vehicular access for the multi storey car park and the service access to the rear of the supermarket which fronts the High Street.

Comments from Local Residents

- the development results in overlooking and loss of privacy and is likely to cause more parking problems within the area.

Comments from Consultees

Thames Water raises no objections in terms of drainage and sewerage infrastructure.

From a planning highways perspective, no technical objections are raised subject to conditions concerning adequate visibility splays and parking layout details.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

- H1 Housing Supply
- H7 Housing density and Design
- T3 Parking
- T6 Pedestrians
- T11 New Accesses
- T12 Residential Roads
- T18 Road Safety
- BE1 Design of New Development

London Plan

- 3A.3 Maximising the Potential of Sites
- 4A.3 Sustainable Design and Construction
- 4A.14 Sustainable drainage
- 4B.1 Design principles for a compact city
- 4B.8 Respect local context and communities

Government guidance, and that contained within the London Plan, require Councils to optimise the best use of urban land where appropriate when considering new

residential developments, but also to retain development that makes a positive contribution to an area.

Policy H1 (v) seeks to make most effective use of land in accordance with the density/location matrix in Table 4.2. Policy H7 aims to ensure that new residential development respects the existing built and natural environment, is of appropriate density and respects the spatial standards of the area as well as amenities adjacent occupiers, and allows adequate light penetration into and between buildings.

Regarding the proposed density and amount of development proposed (Policy H7- Housing Density and Design); the site extends to an area of around 480sq.m (0.048ha). The proposal appears to be located within a suburban area (Table 4.2 of the UDP- density/location matrix) and as such the density of the proposed development which equates to around 104 dwellings per hectare is considered appropriate for this location.

A decision on an application for this number of units cannot be made under delegated powers.

Planning History

Under planning application ref. 06/03762, permission was refused and dismissed at appeal for a detached one bedroom single storey house on land to the rear of 65 Grosvenor Road.

Under planning application ref. 08/00206, permission was granted for the change of use of the existing footpath towards the northern boundary of the site at the side of the dwelling from a footway to a garden and the erection of a 1.8m high fence and vehicular gates.

Under planning application ref. 09/02476, permission was granted for the demolition of existing dwelling and erection of detached two storey block with accommodation in roof space comprising of 3 one bedroom flats and one studio flat with new vehicular access and 3 car parking spaces to rear and one car parking space with associated bin store to front.

Under planning application ref. 10/00027, permission was granted for demolition of existing dwelling and erection of detached two storey block with accommodation in roof space comprising of 2 studio flats and 3 one bedroom flats with new vehicular access and 4 car parking spaces to rear and one car parking space with associated bin store to front.

Conclusions

The main issues in this case are whether the current amendments to the approved development proposals would result in an overdevelopment of the site, whether they would adequately protect the amenities of adjacent residents in terms of light, privacy and outlook, whether the proposal would significantly harm the spatial standards of the locality and be in keeping with the character and appearance of

the area and street scene in general and whether the development would result in increased on street parking detrimental to highway safety.

The proposed appearance and scale of the building is that of a two storey dwelling with a front gable feature similar to the adjacent properties located towards the south. The development proposed is of a similar height to adjacent properties and appears to be accommodated satisfactorily within the street scene. The proposed building is of a similar footprint as that previously permitted with this revised scheme including a different internal layout to accommodate larger flats and an amended roof design. The recently approved scheme provided habitable accommodation across three levels and the same arrangement is again proposed.

The existing dwelling located on site is set back from the road and the proposed building is to be located in a similar position away from the existing bend in the road. The proposed building is to be sited some 1.2 metres away from the boundary with No. 63 Grosvenor Road and as such provides a greater separation than currently exists between the two properties.

The proposed development would appear to reflect more accordingly the character of the road as a whole than the existing building of a smaller domestic scale which is of no specific architectural merit. The design of the scheme provides an appropriate solution which would not overwhelm the remaining dwellings close by.

Policies H7 and BE1 draw attention to the need to respect the character, appearance and spatial standards of the surrounding area, the area around the site is predominantly residential and the buildings in the area are of a variety of styles and scale. The submitted plans indicate that the ridge height of the proposed building will match that of the neighbouring properties at No. 61 and 63 with certain design features such as the front gable incorporated into the development to respect the existing character and appearance of the street scene.

In terms of the amenity of the local residents, the proposal maintains adequate distances between the surrounding properties and appears to have a minimal impact on the immediate neighbours, given the general pattern of development in the area.

PPS3 'Housing' seeks more efficient use of land whilst at the same time not compromising the quality of the environment. The application is clearly a case that needs to be assessed in the light of this guidance.

Members will therefore need to consider whether the layout of the site leaves adequate separation between buildings and whether considering the changes proposed, the development is still in keeping with the character and appearance of the area or significantly harms residential amenity.

It is considered that there may be some impact on nearby properties and existing spatial standards as a result of this proposal; however, a judgement needs to be made about whether the impact is unduly harmful. Accordingly Members will need to consider, taking into account the approved development, whether this proposal is satisfactory.

On balance, Members may consider that these specific proposals in this location are acceptable.

Background papers referred to during production of this report comprise all correspondence on files refs. 06/03762, 08/00206, 09/02476, 10/00027 and 11/00802, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | | | |
|----|--------|--|-------------------|----|
| 1 | ACA01 | Commencement of development within 3 yrs | | |
| | ACA01R | A01 Reason 3 years | | |
| 2 | ACA04 | Landscaping Scheme - full app no details | | |
| | ACA04R | Reason A04 | | |
| 3 | ACA07 | Boundary enclosure - no detail submitted | | |
| | ACA07R | Reason A07 | | |
| 4 | ACC01 | Satisfactory materials (ext'nl surfaces) | | |
| | ACC01R | Reason C01 | | |
| 5 | ACD02 | Surface water drainage - no det. submitt | | |
| | ADD02R | Reason D02 | | |
| 6 | ACH12 | Vis. splays (vehicular access) (2 in) | 2.0m x 2.0m | 1m |
| | ACH12R | Reason H12 | | |
| 7 | ACH22 | Bicycle Parking | | |
| | ACH22R | Reason H22 | | |
| 8 | ACH32 | Highway Drainage | | |
| | ADH32R | Reason H32 | | |
| 9 | ACI11 | Obscure glaz'g/details of opening (1 in) | in the southern | |
| | | elevation | | |
| | ACI11R | Reason I11 (1 insert) | BE1 and H7 | |
| 10 | ACI17 | No additional windows (2 inserts) | southern building | |
| | ACI17R | I17 reason (1 insert) | BE1 and H7 | |

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- H1 Housing Supply
- H7 Housing density and Design
- T3 Parking
- T6 Pedestrians
- T11 New Accesses
- T12 Residential Roads
- T18 Road Safety
- BE1 Design of New Development

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene

- (b) the relationship of the development to adjacent property
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) accessibility to buildings
- (i) the housing policies of the development plan
- (j) the urban design policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- | | | |
|---|-------|--|
| 1 | RDI06 | Notify Building Control re. Demolition |
| 2 | RDI10 | Consult Land Charges/Street Numbering |
| 3 | RDI16 | Contact Highways re. crossover |
| 4 | RDI23 | Notification re. sewer realignment |

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