

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

**Application No :** 11/01022/FULL3

**Ward:**  
**Plaistow And Sundridge**

**Address :** 121 Widmore Road Bromley BR1 3AH

**OS Grid Ref:** E: 540968 N: 169522

**Applicant :** MESSRS R & P Bignell

**Objections :** YES

**Description of Development:**

Demolition of existing rear extension, erection of part three / four storey rear extension, third storey side extension and conversion of existing building into 6 two bedroom and 1 three bedroom flats with 3 car parking spaces, refuse stores and cycle store

Key designations:

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

**Proposal**

Planning permission is sought for amendments to permission ref. 09/00847 which was allowed on appeal for a similar scheme. Permission is now sought for the following:

- three/ four storey rear extension at lower ground, ground, first and floor levels (previously granted for three storeys)
- at lower-ground level, the extension would abut the western flank boundary of the site, where the building adjoins with No.119 Widmore Road
- at ground level the flat roof of the lower-ground floor extension adjacent to the western flank boundary would form a roof terrace
- at first and second floor level there would be a separation of approximately 3.3m between the extension and the western flank boundary of the site
- the rearward projecting of the extension would measure 3.9m adjacent to the western flank boundary of the two sites, stepping out toward the eastern side of the site to a maximum rearward projection of 7.7m (as annotated from the rear of the main building)
- the proposed extension would measure 11.3m in height (previously permitted at 8m in height)

- the conversion of the building into 7 new flats are proposed: 6 two bedroom and 1 three bedroom (previously 6 two bed and 1 one bed)
- 3 parking spaces proposed on the front forecourt accessed via Widmore Road
- refuse and cycle stores are also proposed at the front of the building

## **Location**

- the application site lies on the north side of Widmore Road between Freelands Road and Homefield Road
- the site is located in a very good area for access to public transport including trains and buses as well as being in close proximity to Bromley town centre
- the surrounding area is characterised by a variety of different forms of residential properties, including flats and large detached family dwellings
- the current building comprises a four storey semi-detached building with the lower ground floor set below the natural ground level
- there is an existing two storey, flat-roofed extension to the rear of the site which it is proposed to demolish. This measures approximately 4m above the natural ground level
- there is an existing side extension which measures approximately 8m high.
- there is a large, mature garden area to the rear
- the current use of the building is as bed and breakfast accommodation with provision for 14 units with communal facilities
- the frontage of the site is currently comprises an area suitable for parking three cars
- there is an existing vehicle cross-over serving the front forecourt.

## **Comments from Local Residents**

Nearby owners/occupiers were notified of the application and the following objections have been received:

- the proposal when added to the completed development to the right make a highly congested area
- should remain a rural area
- site is not suitable for proposed use
- grounds inadequate to cater for children
- extension would impact on residents of The Laurels
- considerable congestion with school immediately opposite dropping off/collecting children
- safety of children
- three spaces inadequate for 7 flats
- could result in attempts to park in The Laurels
- all roads in area have restricted parking

Any further comments that are received will be reported verbally at the meeting.

## **Comments from Consultees**

From an Environmental Health (Housing) perspective all Building regulations and Housing Act 2004 Part 1 should be complied with.

From a drainage viewpoint, no comments are raised. Thames Water have advised that with regard to surface water drainage it is the responsibility of the developer to make provision for drainage to the ground, water courses or a suitable sewer and have issued guidance accordingly. With regard to sewerage and water infrastructure no objections are raised. Standard informatives have been suggested.

From a Highways perspective, the issues with this site are as those at the adjacent site, No.117-119 Widmore Road in respect of car parking provision. A full copy of the comments can be viewed on the file.

From a crime prevention perspective, 'Secured by Design' measures to minimise the risk of crime should be sought via standard condition.

No objections raised in principle to the proposed cycle storage.

The Council's waste advisors state that the refuse storage is too small.

### **Planning Considerations**

Policies BE1, H1, H7, H8, H9, T3, NE7, T3 & T18, of the Unitary Development Plan apply to the development and should be given due consideration. These policies seek to ensure a satisfactory standard of design, safeguard the amenities of neighbouring properties and preserve and enhance the character and appearance of the area.

Policy H1 (v) seeks to make most effective use of land. 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.

Policy H7 relates to Housing Density and Design and requires that new housing development complies with the density requirements set out in the UDP, is of a high standard of quality and layout and complements the qualities of the surrounding area. Policy H9 seeks to protect the visual amenities of an area and makes provision for a minimum side space of 1m for any developments greater than two storeys in height. Although where better spatial standards exist proposals will be expected to provide a more generous side space.

Policy BE1 requires a high standard of design in new development generally, and seeks to protect the amenities of the occupants of neighbouring properties.

Policy T3 seeks to ensure that off street parking provisions for new development are to approved standards. Policy T18 requires that issues of road safety are considered in determining planning applications.

Government guidance in the form of PPS3 "Housing", while emphasises the role of good design and layout to achieve the objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas, but without compromising the quality of the environment.

It is noted that the revised London Plan was adopted on 22nd July 2011. Policies including 3.5 (Quality and design of housing developments) are therefore also relevant in this case.

## **Planning History**

Planning permission was most recently allowed on appeal at the site under ref. 09/00847 for demolition of existing rear extension, erection of three storey rear extension and conversion of existing building into six 2 bedroom and one 1 bedroom flats with three parking spaces, refuse store and cycle store.

Other planning applications at the site include ref. 96/02434 in which planning permission was granted for the change of use from Hotel (class C1) to residential care home for children (class C2), and ref. 98/01381 Certificate of lawfulness for an existing use was granted for the change of use from Guest House (class C1) to Hostel.

Members will note that planning permission was granted at the adjacent site under ref. 08/03098 for the demolition of the existing infill between 117 and 119 Widmore Road and erection of a four storey infill and rear extension together with the conversion of 117 and 119 Widmore Road to provide a total of 16 units (7 one bedroom flats and 9 two bedroom flats) with 8 car parking spaces, along with refuse and cycle storage.

## **Conclusions**

The main issues relating to the application are the effect that it 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 as well as the effects on road safety conditions.

The principle of converting the property into flats has already been established on appeal under ref. 09/00847. This application seeks to revise the previous permission by increasing the number of bedrooms of the top floor flat from one to three. The increase in the size of this unit would be achieved by extending to the side over an existing extension and adding an addition section to the rear to form a fourth storey.

In terms of the effects of the proposed extensions on the amenities of neighbouring residents, Members may agree that the fourth storey addition to the rear is unlikely to impact further on the amenities of No.119 given that a 3.3m separation is maintained to the boundary. There is a substantial distance maintained between the proposed side extension and The Laurels. No flank windows are proposed and a condition may be added to ensure that no windows are added at a later date.

In terms of Policy H9, the existing extension to the side is constructed up to the boundary of The Laurels. As the proposed side extension is to be constructed above the existing extension, the 1m side space which is normally sought for side extensions cannot be provided. The view is taken by officers that although a side space has not been provided, given the separation that would still be maintained to The Laurels, the proposed extension would not appear cramped and would not result in a terracing effect. The proposed extension has been designed with minimal roof bulk and would be in-keeping with the host building.

In terms of highways considerations, the Highways engineer has stated that given the similar level of car parking provision that was allowed under ref. 09/00847 and 08/03098 (at the adjacent site) it would be difficult to resist. Under ref. 09/00847, a condition was added by the Inspector no residents should apply for a parking permit within Outer Area North Zone B.

On balance, given the manner of development proposed and given that the principle of converting the site into 7 units has been established under ref.09/00847, Members may consider that the current application is acceptable as it is unlikely to detrimentally impact adjoining residents and will be in-keeping with the host building and streetscene.

Background papers referred to during production of this report comprise all correspondence on file refs. 11/01022, 09/00847 and 08/03098, excluding exempt information.

**RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |    |        |  |
|----|--------|--|
| 1  | ACA01  | Commencement of development within 3 yrs |
|    | ACA01R | A01 Reason 3 years                       |
| 2  | ACD02  | Surface water drainage - no det. submitt |
|    | ADD02R | Reason D02                               |
| 3  | ACH03  | Satisfactory parking - full application  |
|    | ACH03R | Reason H03                               |
| 4  | ACH22  | Bicycle Parking                          |
|    | ACH22R | Reason H22                               |
| 5  | ACH29  | Construction Management Plan             |
|    | ACH29R | Reason H29                               |
| 6  | ACH32  | Highway Drainage                         |
|    | ADH32R | Reason H32                               |
| 7  | ACH33  | Car Free Housing                         |
|    | ACH33R | Reason H33                               |
| 8  | ACI13  | No windows (2 inserts) flank extensions  |
|    | ACI13R | I13 reason (1 insert) BE1                |
| 9  | ACI21  | Secured By Design                        |
|    | ACI21R | I21 reason                               |
| 10 | ACB19  | Trees - App'ment of Arboricultural Super |
|    | ACB19R | Reason B19                               |

11 Development shall not begin until details of an opaque privacy screen on the west side of the proposed roof terraces have been submitted to and approved in writing by the local planning authority. The screen shall be erected in accordance with the approved details before first occupation of any part of the development hereby permitted and shall be retained permanently thereafter.

**Reason:** In order to protect the residential amenities of the adjacent residents and in order to comply with Policy BE1 of the Unitary Development Plan.

12 Development shall not begin until details of the matching materials to be used in the external construction of the extension hereby permitted, and of the restoration of the front elevation and the reinstatement of the east flank elevation of the building, including the materials to be used, have been submitted to and approved in writing by the local planning authority. Development shall be implemented in accordance with the approved details.

**Reason:** In the interest of the visual amenities of the host building and streetscene and in order to comply with Policies BE1 and H8 of the Unitary Development Plan.

### **Reasons for granting permission:**

In granting permission the local planning authority had regard to the following policies of the Unitary Development Plan:

BE1 Design of New Development  
H1 Housing Supply  
H7 Housing Density and Design  
H8 Residential Extensions  
H9 Side Space  
NE7 Development and Trees  
T3 Parking  
T18 Road Safety

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 relationship of the development to trees to be retained
- (h) the housing policies of the development plan
- (i) the transport policies of the development plan
- (j) the provision of satisfactory living accommodation for future residents of the flats

and having regard to all other matters raised.

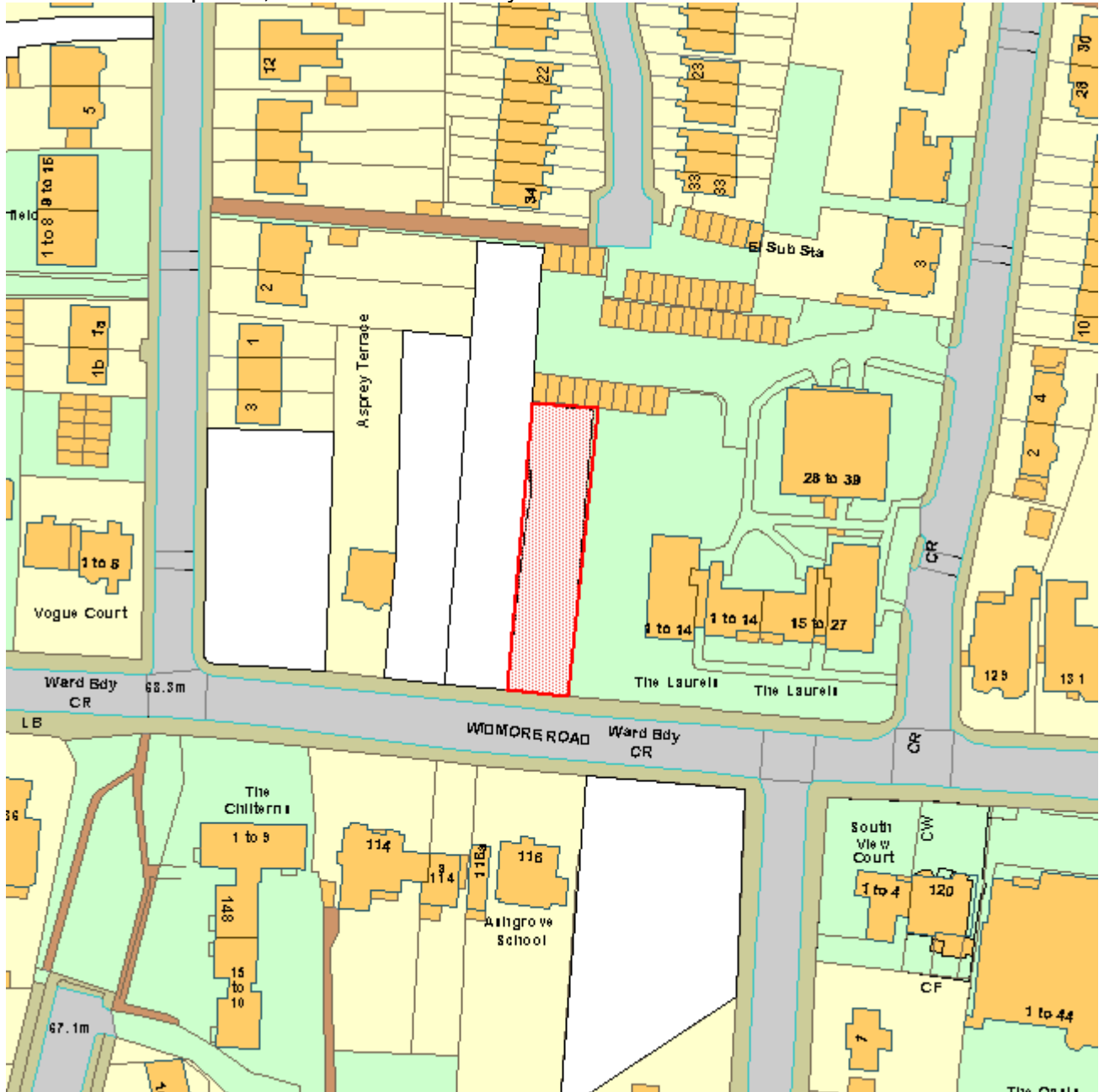
## INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 The applicant should be aware that with regard to surface water drainage it is the responsibility of the developer to make proper provision for drainage to ground, water courses or suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. N/S1 (Reason) To ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 3 Where a developer proposes to discharge groundwater unto a public sewer, a groundwater discharge permit will be required. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Groundwater permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 8507 4890 or by emailing [wwriskmanagement@thameswater.co.uk](mailto:wwriskmanagement@thameswater.co.uk). Application forms should be completed on is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991.
- 4 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/ minute at the point where it leaves Thames Water pipes. The developer should take into account of this minimum pressure in the design of the proposed development.

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