PART C
OTHER APPLICATIONS RECOMMENDED FOR PERMISSION

PLAN NO. 14/00150/FUL
FORMER POLICE STATION, 87 MAIN ROAD, SIDCUP

Demolition of existing external toilet block and erection of 2 storey building to provide 5 x 1 bed flats with associated car parking and amenity space.

APPLICANTS – Cameo Properties

SUMMARY
The main issues in the consideration of this application are firstly the appropriateness of this development having regard to the Council’s Town Centre policies and associated criteria relating to amenities, car parking and external alterations and secondly the impact on the Christchurch Conservation Area.

REASONS FOR RECOMMENDATION
The proposals are considered to be an acceptable re-use of part of this redundant former police station at a location in the town centre close to public car parks.

NOTE
This summary is not intended to be a comprehensive review of all the issues in relation to this application.

DESCRIPTION OF SITE AND SURROUNDINGS
The application site comprises part of the former Police Station at the junction of Main Road and Station Road, Sidcup. The principal frontage is to Main Road with a return frontage to Station Road. The Main Road and Station Road elevation have detailed and distinctive frontages with features including bay window, mouldings, string courses, stone lintels and cills. The building is two storey with a pitched roof. Station Road drops down the hill as it moves northwards. The building returns along Station Road and whilst still two storey steps down following the slope of Station Road. The building further reduces to single storey along this frontage with a flat roof atop. At the northern extreme of the site, is a gated entrance to a large rear yard/car parking area at the rear of the police station. The northern boundary of the site abuts a pair of semi-detached houses in Station Road. The pair are set back from the frontage. The western boundary is formed of the commercial properties in Main Road.

The building is locally listed and lies within the Christchurch Conservation Area, and is situated at the western end of Sidcup Town Centre, a Major District Centre.

PROPOSAL
Planning permission is sought for the demolition of an existing external toilet block and the erection of a two storey block to provide five one bedrooomed flats including one unit
in the roof void. The proposed design shows the use of roof and window designs and materials reflecting the existing former Police Station.

CONSULTATIONS

Highway Authority: The application site is located in Main Road Sidcup on the northwest corner of the Main Road/Station Road/Sidcup High Street/Elm Road signal controlled junction. The building was formerly used as a Police Station and included a car park to the rear accessed off Station Road. Main Road, Station Road, Elm Road and Sidcup High Street are all classified roads and designated as London Distributor Roads within the Council’s Unitary Development Plan (UDP) road hierarchy. On street parking is prohibited around the perimeter of the site by double yellow lines waiting restrictions. There are also loading restrictions which prohibit loading in Main Road at all times and in Station Road between the hours of 8.00 -10.00 am and 4.00 -7.00 pm Monday to Friday. To the west of the site in Main Road there is a loading bay. The site has a PTAL rating of 4 (Good) with 10 bus routes within the specified walking distances for PTAL calculations.

The proposals are for the demolition of an existing external toilet block and erection of 2/3 storey building to provide 5 x 1 bed self-contained flats with associated parking and amenity space. This planning application needs to be considered in conjunction with application reference: - 13/02145/FUL, for a first floor side extension and alterations for change of use to part of the existing building on the ground and first floor to provide 4 self-contained flats and provision of 4 car parking spaces and 8 cycle spaces and bin enclosure to the rear yard area, at the same site. This application was granted planning permission on 29th August 2014.

The proposals reserve the use of a reconfigured rear yard area for the use of this and the aforementioned application, apart from an area identified for the storage of refuse for a restaurant on the ground floor of the former Police Station that was granted planning permission on 28th July 2014 under planning reference: 14/00414/FUL. The proposed on-site parking facilities are to be dedicated to this residential development and those approved under application reference: 13/02145/FUL and would not be available for servicing, restaurant customers or employees. The reduction in the size of the rear yard will result in larger service and delivery vehicles being unable to use this area and this activity will therefore have to take place from the highway. However, apart from the weekly refuse and recycling collections the proposals are unlikely to generate any significant amount of traffic from service and delivery vehicles.

It was agreed that the restaurant would use the loading bay in Main Road to the west of the application for deliveries. This is used by other retailers in the adjacent shopping parade, although the current use of the use of this loading bay has been observed to be low by both the applicant and the Highway Authority. It is understood that only two deliveries a week are expected for the restaurant, these will be by vehicles the size of a transit van and the duration of these deliveries will be in the order of 10-15 minutes. It was therefore considered that the additional demand could be adequately accommodated although a condition requiring a Delivery Management Plan was
imposed on the planning consent to control the timing, size and frequency of delivery vehicles to the restaurant.

The provision of 5 car parking spaces including 1 disabled space for 9 flats is considered to be acceptable in this town centre location. The drawings submitted appear to show a barrier at the entrance to the proposed car parking area. The Highway Authority would require the omission of any such barrier as this would delay vehicles entering the car parking area and the free flow of traffic on Station Road. Subject to the omission of a barrier at the entrance to the car park and the imposition of appropriate conditions.

**Environmental Health:** The site is exposed to elevated levels of road traffic noise. In order to ensure that future residents are not adversely affected by this noise enhanced acoustic glazing and ventilation are likely to be required to habitable rooms facing the Station Road at first and second floor levels. It is noted that the same applicant is seeking permission to convert the former Police Station and that a condition requiring an acoustic assessment to establish the level of sound insulation treatments has been recommended in relation to the residential elements of 13/02145/FUL. If permission is granted for this proposal an equivalent noise condition should be imposed.

**Refuse and Recycling:** Further to my comments for the conversion of the main police station building (13/02145/FUL), the principle of the location and access arrangements for the bin-store is acceptable. The plans show 4 euro-bins in the bin-stores, two for the commercial element of the scheme and two for the apartments.

Taking both schemes into consideration the residential bin-store needs to provide capacity for 9 dwellings. This would not be achieved through the provision of two no. euro-bins. However the provision of one no. 1280L euro-bin should be sufficient for non-recyclable waste and the provision of 5 no. 240L wheeled bins for recycling should provide enough capacity.

The principle of collections from Station Road is supported, however this is a busy road and 'dwell times' for refuse collection vehicles will need to be kept to a minimum in order to prevent delays at the junction with Sidcup High Street. The use of a single bin for non-recyclable waste should help in this regard.

**Contaminated Land Team:** Given the potentially contaminative land uses in the area and recommendations given within the report it is recommended that Standard Condition 6510 (Land Assessment) is applied to any approval.

**REPRESENTATIONS**

*Manor House Neighbourhood Residents Association* have objected to the proposals for the following reasons:-

1. The proximity of the proposed homes to the very busy and noisy and polluted traffic junction and the fact that there are almost continuous queues in a very busy narrow
road junction at this point with inadequate foundations causing noise, and vibration to nearby homes.
2. This is a dreadful place to site new homes. Any residents will suffer from almost constant loud traffic noise and nitrous oxide fumes. Additionally the inadequate road foundations transmit vibrations from traffic through the ground into this building. The writer points out that her own home (Victorian and also on the A222) is subject to vibrations from the Elm Road traffic, particularly halted traffic such as buses running their engines whilst waiting to move along.
3. The writer’s home has had nitrous oxide filters installed on the house wall. Nitrous oxide readings average in excess of 60% and this is not on a junction. The filters installed closer to the Green average nearly 70%. The writer is waiting to hear what the nitrous oxide readings are at the Police Station junction.
4. The applicant has not considered these important elements. All habitable rooms and windows are located on the outside of the building, the majority of them facing and very close to the Station Road traffic moving and queuing.
5. There is no outlook except Station Road’s traffic. Whilst some of the ground floor windows may be above pedestrian height, none are above bus passenger window height and the vast number of queuing buses will afford bus passengers a view into the proposed flats and their occupants. There is no space for tree planting in front of the windows.
6. The proposed flats are very small and why bother with a study? Occupants will not be able to move away from the noise and fumes and the flats will be unpleasant to occupy.
7. Seven car parking spaces are provided – two are disabled parking spaces. There is no disabled access to any of the proposed four flats. Surely three of them could be turned into a planted amenity space for residents.

RELEVANT PLANNING HISTORY
Planning permission granted for change of use of the ground floor and part of the first floor from sui generis (police station) to Class A3 (restaurant). Installation of ventilation and extraction equipment associated with restaurant use (reference 14/00414/FUL).

Planning permission granted (reference 13/02145/FUL) for a first floor side extension and alterations for change of use to part of the existing building on the ground and first floor to provide 4 self-contained flats. Provision of car parking spaces and cycle spaces and bin enclosure to the rear yard area.

PLANNING POLICIES

London Plan (2011)
Policy 3.4 – Optimising Housing Potential
Policy 3.5 - Quality and Design of Housing Developments
Policy 7.8 - Heritage Assets
Core Strategy (2012)
Policy CS01 - Achieving Sustainable Development
Policy CS06 - Sidcup geographic region
Policy CS14 - Town Centre vitality and viability
Policy CS19 - Heritage and archaeology

Unitary Development Plan (2004) (saved policies)
Policy ENV39 - Built Environment
Policy ENV46 – Conservation Areas – new development
Policy H3 – Character of local residential areas – criteria to ensure compatibility

ASSESSMENT

The main issues in the consideration of this application are the appropriateness of this development having regard to national and local policies and associated criteria relating to amenities, car parking and external alterations and impact on Conservation Area.

The National Planning Policy Framework advises Local Planning Authorities to ‘recognise that residential development can play an important role in ensuring the vitality of centres and set out policies to encourage residential development on appropriate site’s’. Policy CS14 of the Core Strategy similarly supports ‘promoting a diversification in the mix of town centre uses, including retail, community, leisure, employment, residential…………………’.

The London Housing Design Guide sets out standards for unit/room sizes. The proposals are for 5 one-bedroom units. The proposed units meet the London Housing Guidance.

From an amenity perspective the units are shown to have the benefit of a space at the rear of the main property. This will be a modest courtyard type arrangement and subject to suitable landscaping will provide some space for occupiers to enjoy. Given the town centre location and the nature of the development, with one-bedroom flats, it is not considered reasonable that any lack of, or shortage of amenity space would warrant a ground for refusal, particularly given the presence of open space nearby at Sidcup Place and The Green.

Concern have been raised in correspondence that the location of the units would result in adverse impact on the living conditions of occupiers by virtue of noise and pollution. Air quality is essentially a material planning consideration where a proposed development itself, usually by virtue of increased road traffic from the increased residential occupation, is likely to have a negative impact on the air quality in the vicinity. It is an aspiration of the Greater London Authority to achieve “air quality neutral” wherever possible. Whilst the specific diffusion tube previously positioned on the downpipe in Elm Road did marginally exceed the air quality objective for nitrogen dioxide it is located where traffic is repeatedly queuing/idling on the way to the traffic light junction and/or supermarket. This device was hence monitoring pollutant levels
from the tailpipes of considerably more slow moving traffic than that likely at the
proposed development site where traffic does not tend to queue so persistently
immediately adjacent. In addition the need for acoustic glazing and ventilators at the
new development effectively minimises the need to open windows on sensitive facades
and results in better internal air quality as well as reducing road traffic noise for future
residents. It is not considered feasible that no development should take place where
air quality objectives are not currently met as this would effectively rule out
development within most urban environments.

The proposals have been adapted and now show one car space for this development
in the rear yard area. This level of provision is acceptable and a condition can be
imposed precluding residents of the units from applying for residential parking permits
layout. Similarly it is proposed that a condition be imposed to ensure that suitable
provision is made for refuse collection.

From a design point of view the proposals are considered to be an appropriate
treatment both in form and detail. The extension would appear as a continuation of the
existing façade at Station Road but include a modest set back and utilise window styles
and architectural features as currently present. Concern has been expressed that the
newness of any materials would render the extension as inappropriate. However,
materials will weather over time and it is considered this will result in an acceptable
appearance. It is concluded that the proposals will result in a development which both
preserves and enhances the appearance of this Conservation Area.

RECOMMENDATION - Approve, subject to:

CONDITIONS:

1. 5004 – (Statutory condition)
2. 1503 – (Approved plans)
3. 4501 – (Details of materials)
4. 6510 – (Land assessment)
5. Details of arrangements for storage of refuse and recycling (including means of
   enclosure for the area concerned where necessary) shall be submitted to, and
   approved in writing by, the Local Planning Authority before any part of the
development hereby permitted is commenced and the approved arrangements
shall be completed to the satisfaction of the Authority before any part of the
development is first occupied, and permanently maintained thereafter.

   Reason: To ensure a satisfactory standard of development.

6. Before the development hereby permitted is occupied a car parking
management plan shall be agreed in writing with the Local Planning Authority
and shall include the designation of the car parking spaces within the site and
measures to ensure that, with the exception of disabled persons, no resident of
the development shall obtain a resident's parking permit within Sidcup Town
Centre Controlled Parking Zone at any time.
7. The use of the land for vehicle parking shall not be commenced until the area has been laid out, surfaced and drained in accordance with details first submitted to, and approved in writing by, the Local Planning Authority and shall be permanently maintained and available for such use thereafter.

Reason: To ensure a satisfactory standard of development and in the interests of highway safety.

8. The access to the proposed parking area shall be provided with those parts of 2.4m x 2.4m pedestrian visibility splays which can be accommodated within the site in both directions and shall be maintained free of all obstacles to the visibility between heights of 0.6m and 2.0m above the level of the adjoining highway.

Reason: In the interests of highway safety.

9. Details of arrangements for storage of bicycles (including means of enclosure for the area concerned where necessary) shall be submitted to, and approved in writing by, the Local Planning Authority before any part of the development hereby permitted is commenced and the approved arrangements shall be completed to the satisfaction of the Authority before any part of the development is first occupied, and permanently maintained thereafter.

Reason: To ensure a satisfactory standard of development and to encourage travel by sustainable modes of transport.

10. Prior to the commencement of development a full acoustic assessment shall be submitted and approved in writing by, the Local Planning Authority (LPA). Such scheme shall include details of appropriate noise mitigation measures including acoustic glazing and silenced mechanical ventilation for all habitable rooms to meet the provisions of the “good” criteria specified in BS8233:1999. The acoustic assessment should also provide construction details as to the required sound insulation of shared floors, walls and ceilings, in particular between the restaurant and the residential above, where markedly enhanced sound insulation is likely to be required. The scheme approved by the Local Planning Authority shall be implemented before the use commences and shall be maintained at all times. Verification that works have been carried out in full accordance with the approved scheme shall be submitted to, and approved in writing by the Local Planning Authority before the use hereby approved commences.

Reason: In the interests of the amenities of existing and future residents.
INFORMATIVE:

1. To assist applicants in a positive manner, the Local Planning Authority has produced policies and written guidance, all of which together with national and London wide policy, is available on the Council’s website. The pre-application advice service was used by the applicant in this case. The LPA and the applicant have worked positively and proactively in a collaborative manner through both the pre-application and the application stages to deliver an acceptable development in accordance with the requirements of the NPPF. The LPA delivered the decision in a timely manner in accordance with the requirements of the NPPF.

2. The applicant should be aware that this development is liable for the Mayoral Community Infrastructure Levy (CIL).

3. The implementation of this planning permission will require the assignment of a postal number(s). The Council, as the Local Street Naming and Numbering Authority, are responsible for approving new road names, assigning postal numbers and entering the information on the National Land & Property Gazetteer, a national database of address information. An application must be submitted to the Council at the earliest opportunity, to ensure that any new number(s) are assigned before the development is occupied. A fee will be required for this service (see Bexley Council’s web site for details or telephone 0203 045 5732). Please note: - the use of an address without the sanction of the Council is unlawful and may be subject to legal proceedings.

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PART C (cont'd)
OTHER APPLICATIONS RECOMMENDED FOR PERMISSION

PLAN NO. 14/00150/FUL (cont'd)