

SECTION '2' – Applications meriting special consideration

Application No : 14/00142/FULL1

Ward:
Copers Cope

Address : 134 High Street Beckenham BR3 1EA

OS Grid Ref: E: 537333 N: 169485

Applicant : Marcus King And Co

Objections : YES

Description of Development:

Part two/three storey rear extension, four dormers to front roof slope and conversion from 3 flats to 8 one bedroom studio flats at Nos. 134 and 136 High Street

Key designations:

Areas of Archeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
Flood Zone 3
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads
Primary Shopping Frontage

Proposal

Permission is sought for the erection of a part two, part three storey rear extension and the insertion of four dormers to the front roof slope. The existing building is divided into two one bedroom and one two bedroom flats (three in total) and it is proposed to convert these and the resulting extended area to form 8 flats, two of which are within the rear extension.

The extension would project from the rear wall at first and second storey level to a depth of between 3.8m and 6.7m. Due to the staggered rear elevation a depth of 9.1m is presented to the eastern elevation. At roof level (third floor) the extension has a depth of 2.3m and effectively forms a dormer type roof extension.

Location

The application site is located to the northern edge of High Street Beckenham opposite Christ Church Halls and the junction with Fairfield Road to the southern edge. The site comprises No.134 and 136 and forming a three storey end-of-terrace building with residential flats to the upper floors and commercial units to the ground floor. A large single storey rear extension serves the commercial premises

at No.134 and a smaller extension to No.136 with metal stairs from the rear serving the residential units above situated to both extensions.

An access road to the rear of the buildings abuts the eastern flank elevation and serves 'Crusader Hall' located to the rear as well as the rear of Nos 128, 130 and 132 to the east and Nos.134-158 to the west, where a further access is located. A parking area for four to five cars is located to the rear of No.136 with smaller area behind No.134.

Consultations

Comments from Local Residents

Nearby owners/occupiers were notified of the application and no representations were received.

Comments from Consultees

Highways have raised no objection, commenting that there are Pay & Display bays within close proximity of the premises; also the site is located within a high PTAL area. Furthermore there is a public car park at St. George's Road which is within walking distance of the application site. The development would not have a significant impact on the parking demand and traffic generation within the surrounding road network.

Thames Water raise no objection.

No objections are raised by the Designing Out Crime Officer, commenting that the proposal should be able to gain Secured by Design accreditation for design and layout as well as part 2 physical security, with the guidance of 'New Homes 2010' and by incorporating accredited, tested certificated products.

Environmental Health (Housing) have raised concerns at the bedroom sizes of two of the flats and the location of the bathrooms.

Planning Considerations

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- T3 Parking
- T18 Road Safety

Supplementary Planning Guidance 1 and 2

London Plan Policy 3.4 Optimising Housing Potential

London Plan Policy 3.5 Quality and Design of Housing Developments
The Mayor's Supplementary Planning Guidance: Housing

The National Planning Policy Framework, with which the above policies are considered to be in accordance.

Planning History

No.134

A single storey rear extension was permitted under application reference 91/01367, as well as a number of advertisement consents and shopfront related planning permissions.

There is no planning history for No.136.

Members should note the planning history of nearby properties:

Nos.142 and 144

Application reference 08/01579 granted planning permission for a third floor rear extension with elevational changes and the conversion to form 6 one bedroom flats

Nos. 146 and 148

Application reference 08/03052 granted planning permission for a third floor rear extension and front and rear elevational changes to convert the building into six one bedroom flats.

No 128 and 130

Application reference 02/03855 granted planning permission for a two storey rear extension

Conclusions

The rear extensions at roof level would closely resemble those to the neighbouring properties to the west, namely Nos.142-148 and on this basis it is considered that such an enlargement in this location has previously considered to be acceptable and that the proposal would not be out of character with the area.

Rear extensions at first and second floor level are also common within this row of properties, with a far larger rear extension present to Nos.128 and 130 to the east. A 9.1m flank wall would be introduced to the side of No.134, however this bounds the access road and is not considered to result in any introduction of further terracing or an erosion of spatial standards.

Given the separation of the development to No.132 it is not considered that the development would have an adverse impact upon the amenities of the occupants

of that property. To the west the residents of No.142 are not considered to be adversely affected in terms of daylight or outlook given the 6m separation from the rear window to the side elevation of the rear extension.

Front dormers will only normally be permitted by the Council if they are a feature area and do not harm the character of the host dwelling. The buildings to both the east and west feature front dormers of the same scale and design and the proposal would represent a continuation of that feature. On that basis it is not considered that the introduction of front dormers to the site would be harmful or unacceptable.

The property is already in residential use and as such consideration must be given to the increase in the number of units and subsequent intensification of the use. The residential offer is to be altered to provide studio accommodation rather than the existing one and two bedroom single storey and duplex flats currently in place.

The developments nearby are of a similar density. No.128-130, No.140-142 and No.144-146 all accommodate six one bedroom flats and although the current proposal offers studio accommodation, it is not considered that the introduction of this type of residence is out of character in terms of either the number of units or their size. For the type of accommodation proposed the floor areas are considered acceptable and would not result in a sub-standard level of accommodation for the intended future occupants.

No objections have been raised from a highways perspective in relation to the impact upon the existing parking situation in the area. It is considered that the development would not have a significant impact on the parking demand and traffic generation within the surrounding road network given its town centre location and the proximity of adequate parking provision.

It is therefore considered that the proposed development is acceptable in terms of the impact of the proposed extensions to the rear upon the amenities and outlook of neighbouring residents, the effect of the front dormers upon the character of the area, and the quality and number of residential units being proposed.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 14/00142 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

1ACA01	Commencement of development within 3 yrs
ACA01R	A01 Reason 3 years
2ACC04	Matching materials
ACC04R	Reason C04
3ACH22	Bicycle Parking
ACH22R	Reason H22
4ACI21	Secured By Design

ACI21R I21 reason
5ACK01 Compliance with submitted plan
ACK05R K05 reason
ACA01R A01 Reason 3 years

INFORMATIVE(S)

- 1 RDI25
- 2 RDI10
- 3 RDI15
- 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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.