

SECTION '2' – Applications meriting special consideration

Application No : 14/00742/FULL1

Ward:
Copers Cope

Address : 47 Manor Road Beckenham BR3 5JB

OS Grid Ref: E: 537698 N: 169454

Applicant : Mr Kieran Moore

Objections : YES

Description of Development:

Conversion of existing dwelling to form 5 two bedroom flats with part one/two/three storey rear extensions, replacement roof with front rooflights, side and rear dormers and provision of three car parking spaces, refuse and cycle store.

Key designations:

Areas of Archaeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads

Proposal

The existing property is a substantial period semi-detached property set over three storeys.

The proposal is the conversion of the existing dwelling to form 5 two bedroom flats. This will include a part one/part two/part three storey rear extension, replacement roof with front rooflights and side and rear dormer extensions. Three car parking spaces are proposed at the front of the property.

Additional information in the form of a revised parking layout (showing three spaces) and a Parking Capacity and Accessibility Assessment was submitted by the applicants on 25th March 2014.

Location

Manor Road is a residential road made up mostly of substantial period properties, most of which have been converted into apartments. The site is within walking distance of Beckenham High Street.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- whilst not objecting to the principle of a conversion, concerns are raised over a detrimental impact on the occupants of No. 49 Manor Road
- the proposed bin area would be unsightly
- overdevelopment of the property
- insufficient parking provision
- the extension would protrude past the rear building line

Comments from Consultees

Technical Highways concerns were initially raised over the provision of insufficient car parking spaces with no assessment of any impact on the surrounding road network, as well as noting that secure cycle spaces are also required.

The applicants subsequently provided a Parking Capacity and Accessibility Assessment. The Councils Highways Engineers have inspected this additional information and, on balance, raise no objection to the provision of three spaces and 5 secure cycle spaces. A series of planning conditions and informatives are suggested.

Environmental Health (housing) - no comments.

Crime Prevention - No comments received.

Planning Considerations

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

- BE1 Design of New Development
- BE11 Conservation Areas
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- H11 Residential Conversions
- T3 Parking
- T18 Road Safety

The National Planning Policy Framework (NPPF)

The London Plan (2011) policies:

- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments (inc. Table 3.3 Minimum space standards for new development)

Planning History

In 2014 under ref. 13/04211, an application for the conversion of the host building (including substantial extensions) to form 5 x 2 bed and 1x 1 bed flats was withdrawn prior to being determined.

Applications of particular note at nearby properties include:

45 Manor Road, Beckenham

04/00947/FULL1 - First floor rear and side and rear dormer extensions and conversion into 1 one bedroom and 4 two bedroom flats - permitted (revised under 05/00668/FULL6 and 07/01578/FULL1)

49 Manor Road, Beckenham

07/02847/FULL1 - Three storey side/rear extension and conversion to form 5 two bedroom flats and one bedroom self-contained annex / roof terrace at rear / associated access and forecourt parking for six vehicles - refused (overdevelopment, lack of sidespace)

07/03668/FULL1 - Part two/three storey rear and rear dormer extensions and conversion to form 5 two bedroom flats/roof terrace at rear/associated access and forecourt parking for six vehicles – permitted

08/03932/FULL1 - Single storey rear extension/hip to gable end extension incorporating roof terrace with railings at rear/conversion to form 1 one bedroom, 2 two bedroom and 1 three bedroom flats with 4 forecourt parking spaces and bin store - permitted (amended under ref: 09/00545/FULL1 to add a rear dormer; front dormers added under ref: 09/01579/FULL6; an application to add rear balconies was refused under ref: 09/01580/FULL6; roof terrace added under ref: 09/02780/FULL6, a further application to add rear facing balconies was refused under ref: 09/03425/FULL1; side dormer added under ref: 09/03579/FULL1; an application for a rear balcony at second floor level was granted under ref: 10/02019/FULL1).

Conclusions

The main issues relating to the application are the effect that it would have on the character of the area; the impact that it would have on the amenities of the occupants of surrounding residential properties; and the extent to which the proposal represents an overdevelopment of the site.

The application site was visited by the case officer and the aims and objectives of the above policies, national and regional planning guidance, all other material planning considerations including any objections, other representations and relevant planning history on the site were taken into account in the assessment of the proposal.

The host property is a substantial Victorian dwelling, and the principle of a conversion into separate self-contained flats is not considered unacceptable. There

are numerous examples of similar sub-divisions in the immediate area, including both properties immediately adjacent to the site.

In order to create the internal space required to house 5 apartments, the applicants are proposing to construct a rear extension stepping up from single storey at the boundary with No.45 to the west to three storeys at the eastern side towards No.49. The three storey element will have a rear projection of around 5m, and will be set away from the eastern boundary with No.49 by 2.8m. It is noted that the proposal is similar in general scale to the additions seen at No.45.

The proposal would be similar in appearance to the development at No.45, however the relationship between the three storey element at No.45 and its neighbour at No.43 is noticeably different to the proposed relationship between the western flank of No.47 and No.49. Due to the stepped rear building line seen at No.49, regard must be had as to the impact of this the extension at the eastern edge of the site on the prospect from the ground floor windows of No.49. The extension has been stepped away from the shared boundary, maintaining the existing building line at that side. On balance, whilst clearly a sizeable addition, the development is not considered to have an overbearing impact on the general amenity of the occupants of the ground floor apartment at No.49, or other residents within the neighbouring properties.

The scheme proposes 5 apartments (5 x one two bedrooms flats) which is a similar intensity of use seen at other locations within the street. No.45 contains 5 flats with four parking spaces, with No.49 housing four apartments, each with a parking space. The provision of 5 apartments with three car parking spaces raised initial concerns from the Councils Highways department, without any assessment of the likely impact on the surrounding road network.

Additional information received on 25th March 2014 in the form of a Parking and Accessibility Statement concluded that, given the proximity of the site to other forms of transport and the current zero provision of off street parking for the existing 5 bedroom house, the development is unlikely to have a major impact from a Highways perspective. It is noted that the site is located on the edge of Beckenham town centre in a convenient location and a reduction in the parking requirement at the site could therefore be justified, given the accessibility to public transport links. Two of the proposed units will be marketed as 'car free', and the Councils Highways Engineers raise no objection after considering this additional information. A number of suggested planning conditions are suggested and detailed at the end of this report.

The drawings indicate that refuse would be collected from the roadside with a refuse store located at the rear of the property behind a timber screen to match the existing boundary fence. No Highways objections are raised in relation to the collection of domestic waste from the site.

The applicant has not indicated how appropriate measures to meet Secure By Design standards will be incorporated into the scheme, and an appropriate condition requesting such details could therefore be attached to any permission that is granted.

On balance, having regard to the above it is considered that the general principle of a conversion of the building is not considered to be inherently out of character with the prevailing nature of the streetscene. Given the context of the site and surrounding development, Members may consider that the intensity of the use of the site by virtue of the number of units proposed, and the proposed extensions, are acceptable.

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 25.03.2014

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
ACA01R A01 Reason 3 years
- 2 ACC04 Matching materials
ACC04R Reason C04
- 3 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 4 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 5 ACH19 Refuse storage - implementation
ACH19R Reason H19
- 6 ACH22 Bicycle Parking
ACH22R Reason H22
- 7 ACH29 Construction Management Plan
ACH29R Reason H29
- 8 ACH32 Highway Drainage
ADH32R Reason H32
- 9 No loose materials shall be used for the surfacing of the parking and turning area hereby permitted, and the crossover shall be constructed prior to the commencement of any building work
Reason: In order to comply with Policy H7 of the Unitary Development Plan and in the interest of the visual amenities of the area.
- 10 Before the development hereby permitted is first occupied, the proposed windows in the first floor flank (eastern) elevation shall be obscure glazed to minimum Cat 3 (Pilkington scale) and non-opening below 1.7m above floor level, and shall subsequently be permanently retained as such.
Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.
- 11 ACI21 Secured By Design
ACI21R I21 reason
- 12 ACK01 Compliance with submitted plan
ACK05R K05 reason

INFORMATIVE(S)

- 1 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

- 2 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)).

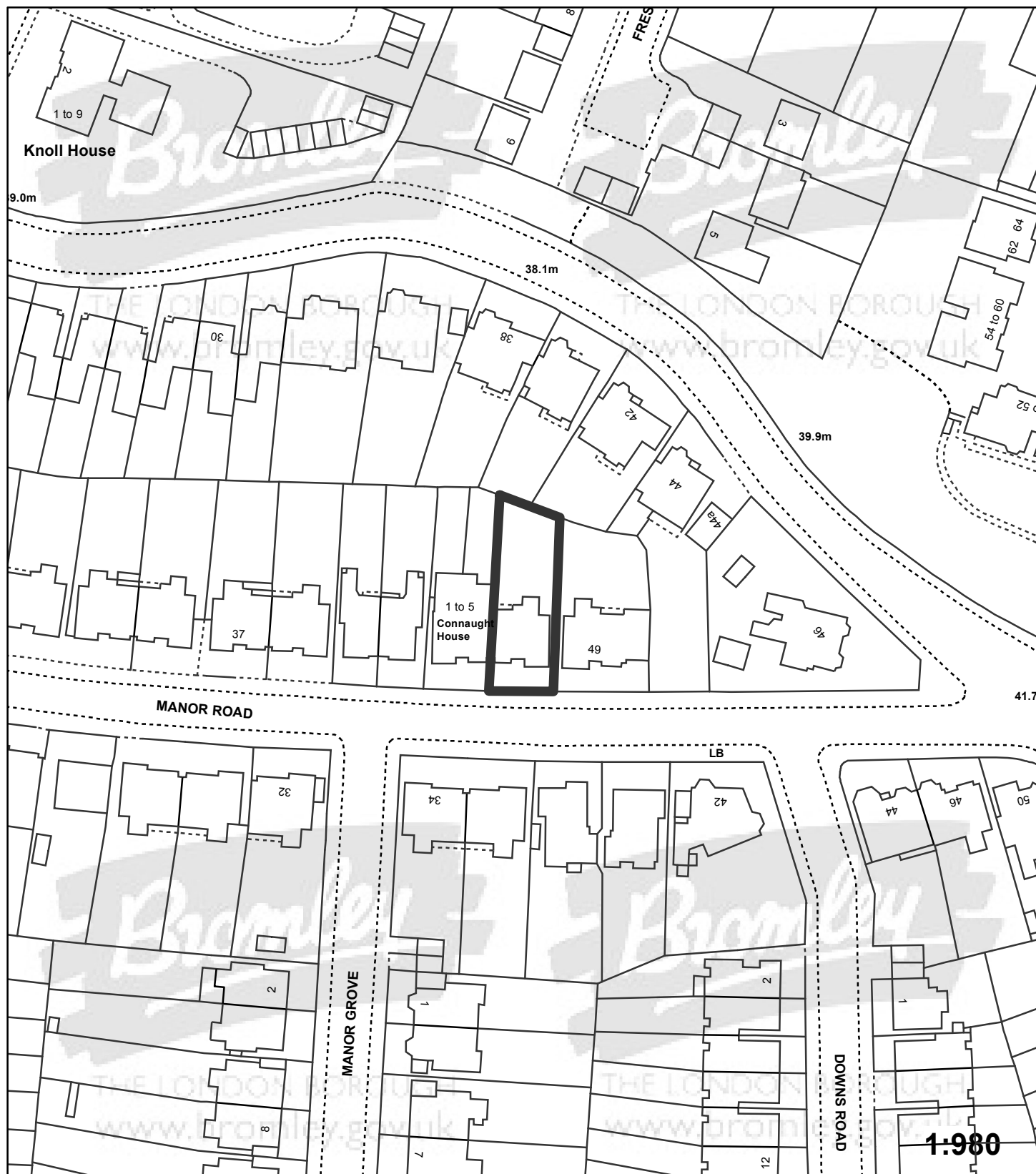
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

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"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

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