

SECTION '2' – Applications meriting special consideration

Application No : 15/05638/FULL1

Ward:
Copers Cope

Address : Sandford Close 72 The Avenue
Beckenham BR3 5ES

OS Grid Ref: E: 538398 N: 169791

Applicant : Hilleard Developments Ltd.

Objections : NO

Description of Development:

Mansard roof extension to facilitate 2x 2 bed flats with balconies and associated parking, new terraces/balconies to the existing flats and new enclosed entrance porch.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 12

Proposal

Planning permission is sought for a roof extension to facilitate 2x 2 bed flats with balconies and associated parking, new terraces/balconies to the existing flats and new enclosed entrance porch together with 2 garages.

Amended plans were received on 2nd March 2016 which removed the proposed mansard roof and replaced with a more traditional hipped roof. The following assessment is therefore based on these amended plans.

Location

The Avenue is a privately maintained road that consists of a mix of flats and houses of varying styles. The subject site consists of 6 x 2 bedroom flats with associated garages and amenity space.

Consultations

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

Highways - The site is located in an area with low PTAL rate of 1b (on a scale of 1 - 6, where 6 is the most accessible). Two additional garages are offered accessed via the existing arrangement to the rear of the site. As the number of car parking is acceptable I raise no objection in principle.

Network Rail - No objection

Planning Considerations

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

BE1 Design of New Development

H1 - Housing Supply

H7 - Housing Density

H8 - residential extensions

H9 - Side space

T3 - Parking

London Plan

Policy 3.3 - Increasing London's Housing Supply

Policy 3.4 - Optimising housing potential

Policy 3.5 - Quality and Design of housing development

Planning History

No relevant planning history

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.

Design and impact on character and appearance within the streetscene

The proposed roof extension is considered to be acceptable in principle given the variety of housing and architectural styles within this road. The hipped roof reduces the perceived bulk and mass of a traditional additional storey. It is noted that the neighbouring block of flats, known as Carey Court have dormer windows to the front and rear. The proposed roof extension is therefore not considered to be detrimental to the character and appearance of the host building or the wider street scene.

Policy H9 refers to what the Council will normally require in terms of retaining a side space. In some instances where there is appropriate justification, it may not be that a full height and length of the flank wall be required. The purpose of Policy H9 is to retain space around residential buildings to ensure adequate separation and to safeguard the privacy and amenity of adjoining residents. Furthermore, the policy seeks to prevent a cramped appearance and unrelated terracing from occurring.

Whilst it is accepted in this case that the eaves of the proposed roof extension will encroach into this side space, the existing wall will remain in situ which is 1.3m from the boundary. The proposal is therefore not considered to be detrimental to

the character and appearance of the surrounding area and will comply with the purpose of Policy H9.

Quality of accommodation

2 x 2b3p flats are proposed with internal floorspaces of 70.2sqm and 62.2sqm which complies with the London Plan. Both units provide an acceptable level of internal amenity in terms of daylight/sunlight and outlook, and external amenity in terms of balconies to the rear.

The new balconies to the existing flats will improve the occupants' internal amenity by providing larger internal living /dining rooms and outdoor amenity space.

Impact on neighbouring properties

The proposed roof extension is not considered to cause any adverse impacts upon the neighbouring properties. Screening will be provided on the side elevations of all balconies to prevent overlooking to neighbouring properties. The proposal will comply with Policies BE1 and H8 of the Unitary Development Plan.

Parking

The site is located in an area with low PTAL rate of 1b (on a scale of 1 - 6, where 6 is the most accessible). Two additional garages are offered, accessed via the existing arrangement to the rear of the site. As the number of car parking is acceptable no objections are raised in principle subject to conditions relating to cycle parking.

Having regard to the retained separation distance of 1.3m from the three storey side wall on the western elevation to the boundary, Members may consider that, on balance, the scheme may not cause such harm to the character of the area as to warrant a planning refusal. Furthermore, Members are asked to consider that the development in the manner proposed is acceptable in that it would not result in a significant loss of amenity to local residents.

as amended by documents received on 02.03.2016

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

REASON: Section 91, Town and Country Planning Act 1990.

- 2 Unless otherwise agreed in writing by the Local Planning Authority the materials to be used for the external surfaces of the development hereby permitted shall as far as is practicable match those of the existing building.**

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area.

- 3** The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

REASON: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

- 4** Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason: In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

- 5** Before any part of the development hereby permitted is first occupied, bicycle parking (including covered storage facilities where appropriate) shall be provided at the site in accordance with details to be submitted to and approved in writing by the Local Planning Authority, and the bicycle parking/storage facilities shall be permanently retained thereafter.

Reason: In order to comply with Policy T7 of the Unitary Development Plan and Policy 6.9 of the London Plan and in order to provide adequate bicycle parking facilities at the site in the interest of reducing reliance on private car transport.

- 6** Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.