

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

Application No : 18/01788/FULL1

Ward:
Copers Cope

Address : Beverley House, Foxgrove Avenue,
Beckenham BR3 5AZ

OS Grid Ref: E: 538002 N: 170208

Applicant : Mr Andrew Prickett

Objections : YES

Description of Development:

Loft conversion with roof alterations to include side and rear dormers to create 2x one bedroom flats.

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 12

Proposal

The application seeks permission for a loft conversion with roof alterations to include side and rear dormers in order to create 2 one bedroom flats. The proposed flats would both have a GIA of 61sqm and would include a bedroom, living / kitchen area, bathroom and storage space.

In order to facilitate the creation of the two flats within the roof, alterations to the roof are proposed which would consist of the addition of three dormers to rear elevation of the property, and one dormer to each flank roofslope. Four conservation style rooflights are also proposed to the front elevation.

Location and Key Constraints

The application site consists of Beverley House which comprises six existing flats set over three floors. The site is located on Foxgrove Avenue, Beckenham which is located in an Area of Special Residential Character.

Comments from Local Residents and Groups

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

Objections

- Parking is already a problem with multiple occupants in this and adjacent blocks.
- The flats would impose our private entrance as would be accessed very close.
- The beauty of this building would be impaired.
- Overcrowding in a part of Foxgrove Avenue which already has planning permission for St Clare Court.
- Noise and disruption.

Comments from Consultees

Highways: The site is located in an area with PTAL rate of 1a (on a scale of 0 - 6b, where 6b is the most accessible).

The development is for two 1bed flats. As there is a correlation of car ownership and type of dwelling people reside, this suggests that not all occupiers will own car(s). Furthermore I am of the opinion that the development would not have a significant impact on the parking in the surrounding road network. Therefore I raise no objection to the proposal.

The applicant should provide 1 cycle parking space per unit within the site's curtilage for the occupiers of the development.

Policy Context

Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:-

- (a) the provisions of the development plan, so far as material to the application,
- (b) any local finance considerations, so far as material to the application, and
- (c) any other material considerations.

Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.

According to paragraph 216 of the NPPF decision takers can also give weight to relevant policies in emerging plans according to:

- The stage of preparation of the emerging plan (the more advanced the preparation, the greater the weight that may be given);
- The extent to which there are unresolved objections to relevant policies (the less significant the unresolved objections, the greater the weight that may be given); and
- The degree of consistency of the relevant policies in the emerging plan to the policies in the NPPF, the greater the weight that may be given).

The Council is preparing a Local Plan. The submission of the Draft Local Plan was subject to an Examination In Public which commenced on 4th December 2017 and the Inspector's report is awaited. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

The development plan for Bromley comprises the Bromley UDP (July 2006), the London Plan (March 2016) and the Emerging Local Plan (2016). The NPPF does not change the legal status of the development plan.

London Plan Policies

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
6.13 Parking
7.2 An Inclusive Environment
7.4 Local Character
7.6 Architecture

Unitary Development Plan

H1 Housing Supply
H7 Housing Density and Design
H8 Residential extensions
H10 Areas of Special Residential Character
T3 Parking
T18 Road safety
BE1 Design of new development

Draft Local Plan

1 Housing supply
4 Housing Design
6 Residential Extensions
30 Parking
32 Road Safety
37 General Design of Development
44 Areas of Special Residential Character

Supplementary Planning Guidance

SPG1 - General Design Principles
SPG2 - Residential Design Guidance

Planning History

The application site has no previous planning history.

Considerations

The main issues to be considered in respect of this application are:

- Principle
- Design
- Standard of residential accommodation
- Highways
- Neighbouring amenity
- CIL

Principle

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

Planning permission has recently been approved at No.1-4 St Clare Court and No.5-8 Clare Court for very similar applications (under planning application references 16/03847 and 17/01115). This forms a material consideration in the determination of this application.

Design

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

The NPPF requires Local Planning Authorities to undertake a design critique of planning proposals to ensure that developments would function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development. Proposals must establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses and support local facilities and transport

networks. Developments are required to respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. New development must create safe and accessible environments where crime and disorder, and the fear of crime, do not undermine quality of life or community cohesion; and are visually attractive as a result of good architecture and appropriate landscaping.

London Plan and UDP policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.

The property is located on Foxgrove Avenue, which features a wide variety of differently designed large detached properties, consisting predominantly of single residential units, but also blocks of flats such as the application site. The area is characterised by consistent separation spaces, dwelling footprints and plot widths, and The Foxgrove Avenue ASRC states the area is in the main inter/post war with spacious rear gardens.

The blocks of flats along this part of Foxgrove Avenue are all of a similar style and appearance, with the application appearing very similar to that of Waverley House. It is further noted that similar applications have been granted at St Clare Court for enlargements to the roof which include side and rear dormers.

The proposed dormer windows located in the side elevation are modest in their scale and would not appear overly prominent within the roofslope or the streetscene in general. Though the proposed dormer extensions to the rear of the property would be large in their scale, they would be confined to the rear of the site and not visible from the streetscene. Furthermore their design and appearance would not be considered out of character with or harmful to the host dwelling, and they would appear similar to those which have been granted at St Clare Court.

The application also includes the addition of rooflights to the front roofslope, and it is noted an application at 1 St Clare Court (ref: 16/00263/FULL1) was refused on the ground that "The proposed insertion of the six Velux rooflights to the front elevation would be out of character with the prevailing pattern of roofscapes within the immediate locality and would represent a visually intrusive addition, harmful to the character and appearance of the Area of Special Residential Character".

Whilst front rooflights are not a main feature of roofs within the streetscene it is noted from visiting the site that there are examples visible within close proximity to the application site. Furthermore, the majority of dwellings within the street form single residential units and therefore would be able to add rooflights through permitted development. In any case, the current application proposes the addition of four rooflights, two less than that originally proposed at No.1 Clare Court, and it is considered that their design as conservation style rooflights would be more sympathetic to the host dwelling and would mitigate their impact upon the visual amenities of the streetscene. Given their design it is considered the proposed rooflights would not appear prominent within the roofslope of the host dwelling, nor is it considered that the rooflights would be unduly out of character within the streetscene or the ASRC.

Overall, it is therefore considered on balance that the alterations to the property would not result in any significant harm to its appearance within the streetscene or the visual amenities of the Foxgrove Road ASRC.

Standard of residential accommodation

Policy H7 of the UDP sets out the requirements for new residential development to ensure a good standard of amenity. The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Governments National Housing Standards.

The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The relevant category of Building Control Compliance should be secured by planning conditions.

Policy 3.5 of the London Plan and the Housing SPG (2016) Standard 24 states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Technical housing standards - nationally described housing standard (2015).

Table 3.3 of the London Plan requires a Gross Internal Area of 50sqm for a one bedroom, two person flat. The GIA of the proposed flats would be approximately 61sqm which is above the minimum required, and would be considered acceptable. Furthermore, the general layout for the flats and the bedroom sizes are considered appropriate, and the combination of the proposed clear rooflights and obscure glazed flank dormer windows are considered to provide appropriate light and outlook to the proposed bedrooms.

The proposed flats would not provide any private amenity space, however this would not be out of keeping with the surrounding pattern of development, and the flats would have access to a shared rear garden to the block of flats. Therefore, it is not considered the lack of private amenity space would warrant a ground for refusal in this instance.

Highways

The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider sustainability and health objectives. The NPPF clearly states that development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the London Plan, UDP and emerging draft Local Plan should be used as a basis for assessment.

The application site is located in an area with a PTAL rating of 1a (on a scale of 0-6b where 6b is the most accessible). The development seeks permission for two 1 bedroom flats. There is a correlation of car ownership and type of dwelling people reside, suggesting that not all occupiers will own a car. Furthermore, Highways officers consider the development would not have a significant impact on parking in the surrounding road network, and therefore raised no objection to the proposal.

Neighbouring amenity

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

The proposed roof alterations including the rear dormers would add significant bulk to the property, though would not result in any increase to the ridge height of the building. Given this and the siting of the dormers in the roof it is not considered the alterations would result in any significant harm by way of loss of light or outlook to nearby residents.

The rear windows would overlook the playground of St Mary's primary school which is not considered to cause an impact in terms of amenity. The dormer window on the flank elevations would look towards the roofslopes of the adjacent properties, and it is noted the permission at 1-4 Clare Court includes a dormer facing towards the position of the proposed dormer. In any case, the current application states that the proposed dormer windows would be obscure glazed, and therefore the proposal is not considered to result in any significant loss of privacy to nearby residents.

It is noted that concerns have been raised regarding the impact of noise and disturbance of the proposed works, however from a planning perspective this cannot be used as a ground to substantiate refusal of the application.

CIL

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Conclusion

Having had regard to the above it is considered that the development in the manner proposed is acceptable in that it would not result in a significant loss of

amenity to local residents nor impact detrimentally on the character of the area or the visual amenities of the ASRC.

Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

as amended by documents received on 12.06.2018

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.