

SECTION '2' – Applications meriting special consideration

**Application No :** 10/02346/FULL1

**Ward:**  
**Copers Cope**

**Address :** 125 Park Road Beckenham BR3 1QJ

**OS Grid Ref:** E: 536747 N: 170373

**Applicant :** Park Road Investments Ltd

**Objections :** YES

**Description of Development:**

Demolition of existing buildings and erection of four storey block comprising 2 one bedroom, 4 two bedroom and 3 three bedroom flats, and two storey block comprising 3 business units (Class B1) and 12 car parking spaces

**Proposal**

Planning permission is sought to demolish the existing commercial units at the site and to replace with the following:

- four storey block comprising 9 flats
- two storey block comprising 3 business units
- 12 car parking spaces (3 for the commercial units and 9 for the proposed residential units)
- 2 refuse stores (1 for residential block and 1 for commercial units)
- cycle store for 9 bikes
- amenity space for flats measuring a maximum of 8.3m (when scaled)
- the residential block will retain a minimum separation of 1.7m to the western boundary and minimum separation of 2.2m to the eastern boundary (when scaled)

The access to the site will remain from Park Road with the access drive alongside No.123 Park Road.

**Location**

The site currently comprises 5 business units located at the end of Park Road. The Agent states that only 2 of the units are currently occupied, employing a total of 3 people. The site is located in close proximity to New Beckenham station with the railway line located on the western side of the site. The area directly surrounding the site is wholly residential with single dwellinghouses at Nos. 123 and 127 Park Road, and 2 blocks of flats at Nos. 51 and 53 Copers Cope Road.

## **Comments from Local Residents**

There have been local objections raised in respect of the application which are summarised below:

- impact on quality of life
- impact of noise
- impact on outlook
- loss of privacy
- impact on property values
- concerns over scale and height of proposed buildings
- buildings at present are low rise
- concerns that trees that currently screen the site would need to be removed
- not clear how boundaries will be dealt with
- loss of trees
- concerns over balconies provided
- inadequate parking

Any further comments received will be reported verbally at the meeting.

## **Comments from Consultees**

Environmental Health Officer (Pollution) did not raise objections with regard to the submitted noise survey or the Phase 1 Desk Study (regarding contaminated land).

The Council's Highways Officer does not raise objections to the proposal.

Network Rail do not raise objection but list a number of informatives for the Applicant.

To date, no comments have been received from the Metropolitan Police, Thames Water or Waste Services. However, comments on the previously withdrawn application ref. 10/00169 can be summarised as follows:

- concerns raised by Waste Service regarding lack of turning area for refuse vehicles (applicant has addressed these in the current application)
- concerns raised by Metropolitan Police regarding proposed crime prevention measures (applicant has since met with Crime Prevention Officer to discuss requirements)
- no comments were received from Thames Water

## **Planning Considerations**

In considering the application the main policies are H1, H7, H9, BE1, EMP5, T3 and T18 of the Unitary Development Plan. These concern the housing supply, density and design of new housing/new development, the provision of adequate car parking and new accesses and road safety.

Policy H1 (v) seeks to make most effective use of land in accordance with the density/location matrix in Table 4.2. Policy H7 aims to ensure that new residential development respects the existing built and natural environment, is of appropriate density and respects the spatial standards of the area as well as amenities adjacent occupiers, and allows adequate light penetration into and between buildings.

Policy BE1 requires a high standard of design in new development generally, and seeks to protect the amenities of the occupants of neighbouring properties.

Policy EMP5 states that the redevelopment of business sites will be permitted provided that the characteristics of the site make it unsuitable for uses in Classes B1, B2 and B8; and full and proper marketing of the site confirms the unsuitability and financial non-viability of the site for those uses.

The site is located in an area with a low public transport accessibility level (PTAL) rate of 2 (on a scale of 1-6, where 6 is the most accessible).

Policy T3 seeks to ensure that off street parking provisions for new development are to approved standards. Policy T18 requires that issues of road safety are considered in determining planning applications.

Government guidance in the form of PPS3 “Housing” generally encourages higher density developments in appropriate locations, while emphasising the role of good design and layout to achieve the objectives of making the best use of previously developed land and improving the quality and attractiveness of residential areas, but without compromising the quality of the environment.

Central Government guidance in the form of Planning Policy Guidance 24 “Planning and Noise” introduces the concept of Noise Exposure Categories (NECs) ranging from A (noise need not be considered as a determining factor in granting permission) – D (planning permission should normally be refused), to help local planning authorities in their consideration of applications for residential development near transport-related noise sources. The site is with Noise Exposure Category B.

## **Planning History**

Two similar applications have been submitted and subsequently withdrawn by the applicant following discussions with officers (refs.08/02166 and 10/00169).

## **Conclusions**

The main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding area, and on the amenities of neighbouring residential properties, having particular regard to layout and design of the proposed scheme.

It is not considered that the redevelopment of the site would be unacceptable in principle. The site has historically been used for commercial purposes and the surrounding area is characterised by residential developments. The Agent has put the argument forward that although the proposed commercial units represent a reduction in commercial floor area, they would provide more marketable and usable units. The Agent has also submitted information from a marketing agent stating that the units would not be suitable to market. It is considered that although there will be a loss of commercial floorspace, the proposal does include new commercial floorspace and Members will need to consider whether this is sufficient to address Policy EMP5.

In terms of form and scale, the proposed height of the block of flats would be comparable with a number of properties fronting Copers Cope Road, however these are set within larger plots with space retained between the buildings and the front boundary, and amenity areas and parking to the rear. Although regard should be had to the existing site conditions, which comprise total site coverage with buildings and hard surfaces, it is the case that the proposal would also result in intensive site coverage with development. Whilst soft landscaping and amenity space are proposed, Members may consider that the site will be redeveloped more densely than at present and may appear cramped when compared to adjoining sites.

The proposed four storey residential block does now maintain a minimum separation of 1.7m to the western boundary and minimum separation of 2.2m to the eastern boundary (when scaled), which has been increased when compared to the previously withdrawn applications. The application in this respect would accord with Policy H9 in that a minimum 1m separation is retained to the adjoining boundaries. The commercial block is located with approximately 0.2m from the western boundary but Members will note that Policy H9 is not relevant in that this part of the development is non-residential, also a "terracing effect" will not occur here, so this will not appear cramped.

With regard to the impact of the proposed building on the residential amenity of the neighbouring properties, the proposed is set at reasonable distances away from the adjoining properties. However, given the unusual shape of the site the proposed development will be to the rear of a number of residential properties and particular consideration should be given to the proposed windows in the upper floors and the terrace areas to the third floor residential units. The windows proposed on the upper floors of the commercial block and to the northern flank of the residential block are indicated to be obscure glazed which may help to mitigate impact potential impact on No.123 Park Road.

In terms of the impact on Nos. 123 and 125 Park Road, Members should consider the possible impact of increased vehicular movements into and out of the site, and along the proposed access road. A total of 12 car parking spaces are proposed which accords with the Council's standards, and there are no technical highways objections regarding to the number of spaces proposed.

Background papers referred to during production of this report comprise all correspondence on file ref. 10/02346, excluding exempt information.

## RECOMMENDATION: MEMBERS' VIEWS ARE REQUESTED

- 0 D00002 If Members are minded to grant planning permission the following conditions are suggested:
- 1 ACA01 Commencement of development within 3 yrs  
ACA01R A01 Reason 3 years
- 2 ACC01 Satisfactory materials (ext'nl surfaces)  
ACC01R Reason C01
- 3 ACC03 Details of windows  
ACC03R Reason C03
- 4 ACD02 Surface water drainage - no det. submitt  
ADD02R Reason D02
- 5 ACK09 Soil survey - contaminated land  
ACK09R K09 reason
- 6 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 7 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 8 ACH11 Visibility splays (new buildings) (3 in) vehicular access  
3.3 x 2.4 x 3.3m 1m  
ACH11R Reason H11
- 9 ACH22 Bicycle Parking  
ACH22R Reason H22
- 10 ACH32 Highway Drainage  
ADH32R Reason H32
- 11 Before the development hereby permitted is first occupied, the proposed window(s) in the first, second and third floor northern elevation of the residential block shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.  
ACI12R I12 reason (1 insert) BE1
- 12 Before the development hereby permitted is first occupied, the proposed window(s) in the first floor eastern elevations of the commercial block shall be obscure glazed in accordance with details to be submitted to and approved in writing by the Local Planning Authority and shall subsequently be permanently retained as such.  
ACI12R I12 reason (1 insert) BE1
- 13 ACI15 Protection from traffic noise (1 insert) rail  
ADI15R Reason I15
- 14 ACI21 Secured By Design  
ACI21R I21 reason
- 15 ACI24 Details of means of screening-balconies  
ACI24R Reason I24R

Reason for granting permission:

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

H1 Housing Supply  
H7 Housing Density and Design  
BE1 Design of New Development  
EMP5 Development outside Business Areas  
T3 Parking  
T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene
- (b) the relationship of the development to the adjacent properties
- (c) the character of the development in the surrounding area
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties
- (e) the light and outlook of occupiers of adjacent and nearby properties
- (f) the privacy of occupiers of adjacent and nearby properties
- (g) the safety of pedestrians and motorists on the adjacent highway
- (h) the safety and security of building and the spaces around them
- (i) accessibility to the building
- (j) the housing policies of the development plan
- (k) the urban design policies of the development plan
- (l) the transport policies of the development plan
- (m) the neighbour concerns raised during the consultation process

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 You should be aware of Network Rail's requests set out in the email dated 9th September 2010.
- 3 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. Connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. They can be contacted on 0845 850 2777. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

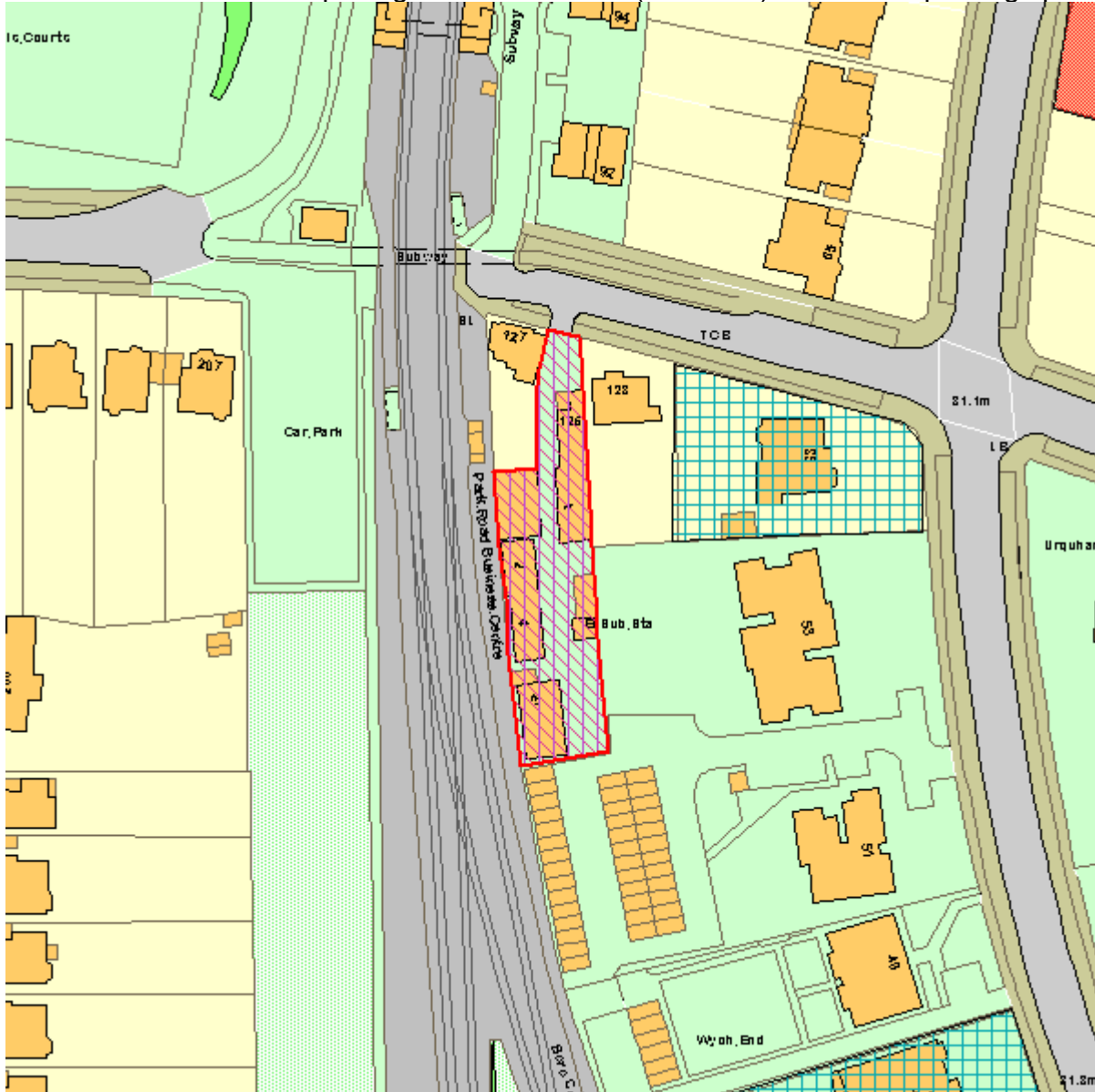
D00003 If Members are minded to refuse planning permission the following grounds are suggested:

- 1 The proposal would result in a cramped overdevelopment of the site, out of character with the surrounding area, contrary to Policies BE1 and H7 of the Unitary Development Plan.

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