

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

Application No : 12/03424/FULL1

Ward:
Kelsey And Eden Park

Address : Land Adjacent To The Coach House 45
Wickham Road Beckenham

OS Grid Ref: E: 537937 N: 168911

Applicant : D & R Group Plc (George Henderson) **Objections :** YES

Description of Development:

Terrace of 5 four storey four bedroom dwellings with off-street parking

Proposal

Planning permission is sought for the erection of a terrace of 5 four storey, four bedroom dwellings. The full details of the proposal are as follows:

- terrace of 5 dwellings, four storeys in height (including roofspace accommodation) with mansard type roof and front, side and rear dormer windows
- to feature first floor balcony detail on front elevation with wrap-around balcony roof on end-of-terrace dwellings
- to be finished with London stock yellow facing brickwork, grey slate with reconstituted stone coping to parapet
- orientated to front Overbury Avenue
- total height 11.4m, width of terrace 27m, maximum depth 10.7m
- to be positioned 4.5m (minimum) from Wickham Road frontage and 2.5m back from edge of pavement in Overbury Avenue
- each dwelling to have bin store and off-street parking space within car park area adjacent to eastern flank boundary (unit 1 to have space in rear garden accessed from Wickham Road)
- each dwelling to have private rear garden area (minimum depth 7.2m) or side/rear garden for end-of-terrace units

A revised plan was submitted on 14th December 2012, to show an increase in the width of the access to the car parking area to 4m, in response to comments received from Highways Development.

Location

The application site is located at the corner of Wickham Road and Overbury Avenue, Beckenham, and occupies an area of approx. 0.09ha. The site is

currently overgrown, having been vacant for around 15 years. There are three Tree Preservation Orders (TPOs) which affect the site.

The surrounding area is predominantly residential in character. Adjacent development in Wickham Road typically comprises purpose built residential blocks, of 3-4 storeys in height. Immediately adjacent to the site is a modest 2 storey coach house. Development in Overbury Avenue is more varied, comprising detached and semi-detached dwellings of 2 storeys in height, as well as purpose built residential blocks of varying heights and a recently constructed terrace of 4 storey dwellings at No. 7 (Overbury Court).

Comments from Local Residents

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

- building line in Overbury Avenue is further from the highway
- Wickham Road frontage is also further back
- access arrangements on the Wickham Road frontage seem complicated by proximity of junction, bus stop and nearby pedestrian refuge in road
- development should reflect in-out crossovers of the original house on the site
- concerns remain in respect of building line, overlooking the Coach House, lack of amenity space and unsatisfactory parking provision
- parking survey does not recognise the use of Overbury Avenue by families visiting Kelsey Park. Additional cars associated with the development will displace these on to the main road causing congestion and hazard
- proposed development likely to generate higher than average car ownership given size of houses
- loss of privacy, overlooking and loss of light to Kingates Court
- density too intensive
- 4 storey dwellings too high and will lead to loss of privacy
- proposal should be limited to 2 storeys in height
- concerns that developer is citing Kelsey Park Avenue as containing on-street parking – it is a private road and no parking is available

Comments from Consultees

Cleansing – advised that refuse and recycling should be left at the edge of the curtilage on the day of collection.

Environmental Health – no objection subject to condition and informatives.

Thames Water – no objection and informative recommended.

Crime Prevention Design Advisor – standard condition recommended.

Transport for London – no comments made.

Highways Development – concerns raised in respect of width of access to car parking area (suggested that it should be widened to 4m). A number of conditions and an informative suggested.

Planning Considerations

The main planning policies against which the application should be considered are as follows:

Unitary Development Plan

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T11 New Accesses
- T18 Road Safety

London Plan

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Peoples Play and Informal Recreation Facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.13 Sustainable Drainage
- 6.13 Parking
- 7.3 Designing out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality

The National Planning Policy Framework (NPPF) is also of relevance.

The proposal equates to a residential density of 55.5 dwellings per hectare.

With regard to trees, no objections have been raised subject to the imposition of standard conditions.

Planning History

There is extensive planning history at the site. Applications of recent relevance to this case are as follows:

97/01053/FUL – permission granted for four storey block comprising 7 one bedroom flats with basement parking for 9 cars (RENEWAL OF PERMISSION 92 0223)

12/01819/FULL1 – application submitted for a terrace of 6 four storey five bedroom dwellings. The application was withdrawn prior to determination.

Conclusions

The main issues for consideration in this case will be the impact on the character of the area, the amenities of neighbouring residential properties and on conditions of road safety.

The proposed development would provide 5 new family sized dwellings, optimising the use of a site which has been vacant for a number of years. The dwellings would meet the minimum space standards for new dwellings set out in the London Plan, and adequate amenity space would be provided in the form of private rear and side/rear gardens. In principle, the proposed use of the site for residential development in the manner proposed is considered acceptable.

Turning to the impact of the development on the character and appearance of the area, the proposed development will be consistent with the prevailing heights of adjacent development in Wickham Road, and although notably higher than the adjacent 2 storey dwelling at No. 45, it should be noted that permission has previously been granted for 4 storey development on this site, and in this case the design of the building, with a mansard type roof for the fourth floor, would soften the impact of its height. Whilst also higher than adjacent development in Overbury Avenue, the development will be consistent with the height of the development on the opposite corner of the junction at Kingates Court, which also turns the corner from Wickham Road to Overbury Avenue with 4 storey development along its Overbury Avenue frontage. Whilst existing development in Overbury Avenue is generally lower in height than the proposal, there are examples of 4 storey development nearby including at No. 7 (Overbury Court). On balance, given the varied heights and building forms in the vicinity of the site, it is not considered that the character and visual amenities of the street scene, either in Wickham Road, or Overbury Avenue will be compromised as a result of the height of development proposed in this case.

The proposed terrace will be positioned closer to both the Wickham Road and Overbury Avenue boundaries than adjacent development, however will benefit from adequate separation and will not appear unduly prominent when viewed from either street. The elevational treatment, particularly the western elevation which will feature a number of window openings, will add visual interest to the building appropriate to its corner siting.

With regard to the relationship of the proposal with neighbouring properties, the development will undoubtedly give rise to a change in the local environment for a number of adjacent dwellings, however this is primarily due to the fact that the site is currently vacant. The properties most likely to be affected will be those immediately adjoining the site at No. 2 Overbury Avenue, and No. 45 Wickham

Road. With regard to the impact on No. 2, the development will feature windows in the eastern elevation (which have been orientated to face this direction to avoid overlooking the rear garden of No. 45), however given the separation between the building and the boundary with No. 2, it is not considered that an unacceptable loss of privacy would arise, nor indeed that an unacceptable visual impact or degree of overshadowing would be experienced by the occupiers of this property. It is noted that the proposed access and car park area will be adjacent to No. 2, however the use of this area will not, in view of the limited number of spaces proposed, be so intensive to give rise to a significant loss of amenity through noise and disturbance.

With regard to the impact on No. 45, it is acknowledged that the development will project further beyond the front and rear of this neighbouring dwelling, however as mentioned above the dwelling at the eastern end of the terrace is orientated to face east, avoiding any direct overlooking of the rear garden area to No. 45. In view of the separation of the terrace from the southern boundary, views of the built form from the front and rear windows in No. 45 will be oblique and, any visual impact will not be significantly detrimental to the enjoyment of this property. With regard to privacy, it is noted that No. 45 features 2 flank windows which face towards the application site. These will be likely to suffer a loss of amenity, through visual impact and potentially overlooking (although the separation of the terrace from the boundary will mitigate this to a degree, as well as any boundary treatment proposed), however the relationship of the site to No. 45 is such that any development proposal would be likely to impact upon these windows, including earlier proposals to develop the site, most recently approved under ref. 97/01053/FUL (but not implemented) for a 4 storey block, significantly closer to the boundary with No. 45 than is now proposed. On balance, the impact to No. 45 is considered acceptable in this case.

On balance, the proposed development is considered to be acceptable for the reasons given above, and it is therefore recommended that planning permission be granted.

Background papers referred to during production of this report comprise all correspondence on files refs. 97/01053, 12/01819 and 12/03424, excluding exempt information.

as amended by documents received on 14.12.2012

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA04
ACA04R | Landscaping Scheme - full app no details
Reason A04 |
| 3 | ACA07
ACA07R | Boundary enclosure - no detail submitted
Reason A07 |
| 4 | ACC01
ACC01R | Satisfactory materials (ext'nl surfaces)
Reason C01 |

- 5 ACC03 Details of windows
ACC03R Reason C03
- 6 ACB16 Trees - no excavation
ACB16R Reason B16
- 7 ACB18 Trees-Arbicultural Method Statement
ACB18R Reason B18
- 8 ACB19 Trees - App'ment of Arbicultural Super
ACB19R Reason B19
- 9 ACI21 Secured By Design
ACI21R I21 reason
- 10 ACI12 Obscure glazing (1 insert) serving the en-suites
ACI12R I12 reason (1 insert) BE1
- 11 ACK01 Compliance with submitted plan

Reason: In the interests of the visual and residential amenities of the area and to comply with Policy BE1 of the Unitary Development Plan.

- 12 ACK05 Slab levels - no details submitted
ACK05R K05 reason
- 13 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 14 ACH11 Visibility splays (new buildings) (3 in) access 3.3m x
2.4m x 3.3m 1m
ACH11R Reason H11
- 15 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 16 ACH22 Bicycle Parking
ACH22R Reason H22
- 17 ACH32 Highway Drainage
ADH32R Reason H32

18 The application site is located within an Air Quality Management Area declared for NOx. In order to minimise the impact of the development on local air quality any gas boilers must meet a dry NOx emission rate of <40mg/kWh.

Reason: In order to comply with Policy 7.14 of the London Plan.

19 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter. In order to check that the proposed storm water system meets our requirements, the following information will need to be provided:

- a clearly labelled drainage layout plan showing pipe networks and any attenuation soakaways
- where infiltration forms part of the proposed storm water system such as soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365
- Calculations should demonstrate how the system operates during the 1 in 30 year critical duration storm event plus climate change.

Reason: To ensure satisfactory means of surface water drainage and to accord with Policy 5.13 of the London Plan.

Reasons for granting permission:

In granting permission the Local Planning Authority had regard to the following policies:

Unitary Development Plan

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
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London Plan

- 3.3 Increasing Housing Supply
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- 5.2 Minimising Carbon Dioxide Emissions
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- 7.3 Designing out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.14 Improving Air Quality

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

- (a) the relationship of the development to adjacent property
- (b) the character of the development in the surrounding area
- (c) the impact on the amenities of the occupiers of adjacent and nearby properties
- (d) the design policies of the development plan
- (e) the transport policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 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.

- 2 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

- 3 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 4 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

- 5 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail: address.management@bromley.gov.uk regarding Street Naming and Numbering.

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Address: Land Adjacent To The Coach House 45 Wickham Road Beckenham

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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"