

SECTION '2' – Applications meriting special consideration

Application No : 14/03502/FULL1

Ward:
Copers Cope

Address : 61 The Avenue Beckenham BR3 5EE

OS Grid Ref: E: 538603 N: 169870

Applicant : Mr J Sales

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of 2 two storey buildings with accommodation within the roofspace comprising 8 two bedroom flats with landscaping, two new vehicular accesses and 12 parking spaces.

Key designations:

Conservation Area: Downs Hill
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Local Cycle Network
London City Airport Safeguarding
London City Airport Safeguarding Birds

Proposal

Permission is sought for the demolition of the existing detached dwelling and the erection of two storey buildings with accommodation within the roofspace to provide eight two bedroom flats. The development comprises two detached buildings, 'Block A' to the western boundary and 'Block B' to the northern boundary on the site of the existing dwelling. Both are to a similar design and width and are of the same height.

Block A features a traditional hipped roof with a gable-end to one side at the front and one front dormer and two rear dormers. The front elevation features four balconies: (two within the gable and front dormer) and the rear features two balconies at first floor level. All first floor balconies feature 1m high flank walls and privacy screen.

Block A comprises two single storey two bed flats are at ground level. Two duplex two bed flats are set at first floor and roof level, with the roof space featuring the two bedrooms.

Block B has a similar hipped roof design, but with the absence of rear dormers. The same balcony provision is set the front elevation, with a single first floor balcony to the rear. Again, 1m high flank walls and privacy screening.

Block B comprises two single storey two bed flats at ground level with one single storey two bed flat at first floor level. A two storey duplex flat is set at first floor and roof level, with the roof space featuring two bedrooms.

The overall development provides 12 parking spaces, with 5 to the front of 'Block A', 4 to the front of 'Block B' and 3 set between the two buildings. The existing driveway is retained with two further accesses created, one to each building. All feature gates set away from the highway and within railing fencing that is set behind the existing tree line between 3m and 5m from the edge of The Avenue. Cycle storage is provided to the rear.

The site has an area of 0.14ha and therefore has a proposed density of 57 dwellings per hectare, or 178 habitable rooms per hectare.

Revised drawings were received 3rd October making minor revisions to the scheme and a revised site plan was submitted 31st October showing the currently pending application at 67 Downs Hill for a single storey side and rear extension, ref. 14/03308.

Location

The application site is located to the northern edge of The Avenue at the eastern end toward Downs Bridge Road and forms the southern boundary of the Downs Bridge Road Conservation Area. The Avenue is an unmade and unadopted highway. The site comprises a detached two storey dwelling to the northern boundary and set within a large corner plot. The other properties within the conservation area are of a commensurate size and scale, although set generally within smaller plots.

To the south of the site is the flatted development of West Oak which falls outside of the conservation area, with the four properties within the conservation area to the west (Nos.55-59a) being detached two storey dwellings. Beyond this to the west at both the northern and southern edges of The Avenue the development is predominately blocks of flats ranging in size and design.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and 33 representations were received. 25 were in objection, which can be summarised as follows:

- the development would not preserve or enhance the character of the conservation area
- the land use should not be changed
- overlooking
- unreasonable overshadowing
- noise nuisance from odour, general disturbance, car movement
- scale would be oppressive on surrounding areas
- out of character
- impacts upon road safety
- there are no blocks of flats in the conservation area

- a precedent will be set
- there is not sufficient parking and overspill will result
- Environmental Health nuisance
- possible land stability issues
- overdevelopment
- the boundary fence to the west belongs to No.59a
- damage to The Avenue and future maintenance
- only houses should be allowed

Additionally, The Ravensbourne Preservation Society have objected on the basis that the proposal would be out of keeping with the area, by reason of bulk and mass, architecture, styling, lack of amenity space, loss of privacy, amenity of future occupiers, landscaping, refuse storage and transport matters.

A further 7 representations were in support, which can be summarised as follows:

- the design in keeping with the surrounding area and would have apposite impact
- appears well designed
- sympathetic to the immediate surroundings
- a well-considered development
- support the provision of smaller more affordable dwellings in Downs Hill
- the area needs more affordable accommodation
- previously concerned there would be a flat-roofed carbuncle but the design in more in keeping with the area
- will give a smart up market feel attracting the right kind of buyer
- open area to front will tidy up that part and give visual security

Comments from Consultees

APCA have raised no objection.

No Highways objections are raised subject to conditions. It is requested that the cycle storage be re-located towards the entrance and that a link path be provided between parking spaces 6-8 and 9-10, it is considered that this can be adequately secured by way of condition. A condition to repair any damage to the highway resulting from the development is also requested, together with details of a lighting scheme and refuse storage.

No Environmental Health (Pollution) objections are raised.

No objections are raised from the Council's Drainage Adviser.

Thames Water raise 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
BE11 Conservation Areas
BE12 Demolition in Conservation Areas
H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
NE7 Development and Trees
T3 Parking
T18 Road Safety

Supplementary Planning Guidance 1 and 2
Supplementary Planning Guidance: Downs Hill Conservation Area

The application falls to be determined in accordance with the following policies of the London Plan:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.8 Housing Choice
3.9 Mixed and Balanced Communities
5.12 Flood Risk Management
5.13 Sustainable Drainage
6.9 Cycling
6.13 Parking
7.1 Building London's Neighbourhoods and Communities
7.2 An Inclusive Environment
7.3 Designing Out Crime
7.4 Local Character
7.6 Architecture
7.8 Heritage assets and archaeology
7.21 Trees and Woodland
8.3 Community Infrastructure Levy

The Mayor's Housing Supplementary Planning Guidance

The National Planning Policy Framework, with which the above policies are considered to be in accordance.

Planning History

81/01123 Permission refused for two detached houses.

82/01136 Permission refused for four terraced dwellings.

Both of these applications relate to the erection of No. 59 and No.59a on land that was formerly part of No.61. The refusal of two dwellings under ref. 81/01123 was subsequently allowed at appeal, with the Inspector commenting:

Also of note is the currently pending application for a single storey side and rear extension to 67 Downs Bridge Road ('No.67'), ref. 14/03308. This property has also benefited from permission for a two storey rear extension and garden store under ref. 09/01850

Conclusions

The main considerations in assessing the proposal are the impact of the development upon the character of the conservation area and immediate vicinity, the level of development proposed, the level of parking provision and the impact upon road safety, the amenities of neighbouring residents, and the quality of accommodation for future residents.

The application site is a relatively large plot with a single medium sized two storey dwelling that is not considered to be of any particular merit. As such the loss of this dwelling is not in itself objected to subject to the acceptability of a suitable alternative development.

Design and Amenity

The proposed development is the form of two detached properties that are designed to give the appearance of two large detached dwellings within the street scene. The roof design, whilst incorporating habitable rooms, is of a hipped design with dormers set proportionally within the front (one) and rear roofslope (two on 'Block A' and none on 'Block B'). It is considered that the overall style and presentation to the street scene is in-keeping with the vernacular of the area and the overall bulk, scale and proportion would not be harmful to the character of the locality or the conservation area.

A side space of between 2.1m and 2.4m is allowed for to the western boundary with No.59a and this is considered to meet the requirements of Policy H9 by exceeding the minimum 1m requirement that is sought for development within conservation areas. A side space of between 1m and 1.2m is provided to the northern boundary and No.67 and although this is lower, it is noted that the current property has a separation of some 0.6m to the rear building line and as such this is improved upon with the northern elevation also not projecting as far beyond the rear of No.67 as at present. The diverging separation between the two proposed properties is also considered acceptable and presents an open frontage to the street scene.

The two buildings are set within landscaping grounds with some 225 square metres of amenity space to the north-western corner of the site. The frontage is well screened by mature vegetation and trees with three new trees proposed to the western boundary and one to the northern boundary together with shrubs to be planted to the full length of the western and northern boundaries.

The western 'Block A' maintains the front building line of No.59a with a projection beyond the rear of some 2m. This rearward projection is considered acceptable and is not of a sufficient depth to represent an unacceptable loss of amenity or outlook. The slope of the site also means that the majority of 'Block A' is set below

No.59a with a hipped roof sloping away from that property, although the overall roof height is greater it is not considered to result in a detrimental loss of daylight or visual impact.

'Block B' to the north largely reflects the footprint of the existing dwelling and although the front building line projects further forward the rear building line is reduced in comparison to that at present. The grounds levels between this building and No.67 to the north are commensurate from Downs Hill and this building would be higher, however it is not considered that, given the roof design, planting and relative proportions, undue harm would result in terms of amenity, or give a harmful presentation to the street scene.

The rear of the proposal features balconies at first floor level - two for 'Block A' and one for 'Block B'. Whilst a degree of overlooking may result from these the design of the balconies features 1m high flank walls with 1m high rear privacy screening and this is considered to mitigate a large degree of the impact. Furthermore, the nearest balcony to No.59a from 'Block A' is some 5.6m, with a 5m distance from that at 'Block B' to No.67. the front balconies, given their location and orientation are not considered to result in any harm.

Highways

The 12 parking spaces proposed exceed the 1 space per 1-2 bed units required under the London Plan, with a ratio of 1.5 spaces per unit. Concerns have been raised in relation to the creation of two new accesses, however no objection is raised from the Council's Highways officer in this regard and the proposed gates would be set well back from the back of the highway. The mix of hard and soft landscaping is considered to be well designed and laid out and although concerns have been raised in regard to the position of spaces to the boundaries with No.59a and No.67, these five spaces would be set onto the driveways of those properties with the level of impact being commensurate and mutual.

Issues of damage relating to the unmade road can be dealt with by way of condition and the applicant would be required to repair any resulting damage. The upkeep of the unadopted highway by future occupiers would be a private legal matter, with such roads maintained by residents.

Conservation

No objections are raised to the proposal by APCA or from a conservation perspective. The site is large in comparison to others within the conservation area and the proposed development is considered to be well designed and in-keeping with the surrounding pattern of development. Whilst not within the conservation area itself, consideration must be given to the flatted development opposite within West Oak and the character of the area as a whole. In comparison, the proposed development would not have the immediate appearance of being flats and would be a continuation of the proportions and general scale of the neighbouring dwellings. It is not considered that there is a common style or vernacular in this part of the conservation area, with the neighbouring Nos. 55-61 The Avenue and

Nos. 67-69 Downs Hill being a mixture of styles with their commonality being scale and proportion. The proposal is considered in-keeping with this.

Density

The proposal achieves a density of 57 dwellings per hectare, or 178 habitable rooms per hectare. The area has a PTAL level of Level 1b with a suburban character and an expected density range would be between 40-65 dwelling per hectare or 150-200 habitable rooms per hectare. The development proposal fits well within these ranges and in conjunction with the overall design of the buildings within the context of the area the proposal is not considered to represent an overdevelopment of the site.

Summary

The proposal is considered to be a well-designed scheme that reflects the general pattern of development and is set within a well-screened site that has been sensitively landscaped. The appearance of the two buildings would be that of two large detached dwellings and it is not considered that the proposal would result in harm to the character of the conservation area or the locality. The level of separation to the boundaries is acceptable and the development is not considered to result in harm to the amenities, daylight or outlook of the adjoining residents. The parking levels are above that required by policy and are well laid out within the site.

Background papers referred to during production of this report comprise all correspondence on the file ref. 14/03502 set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years
- 2 ACA04 Landscaping Scheme - full app no details
 ACA04R Reason A04
- 3 ACB01 Trees to be retained during building op.
 ACB01R Reason B01
- 4 ACB02 Trees - protective fencing
 ACB02R Reason B02
- 5 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
- 6 ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
- 7 ACC03 Details of windows
 ACC03R Reason C03
- 8 ACI24 Details of means of screening-balconies
 ACI24R Reason I24R
- 9 Before the development hereby permitted is first occupied, the proposed window(s) in the western elevation of 'Block A' and the northern elevation of

'Block B' shall be obscure glazed to a minimum of privacy level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above floor of the room in which the window is installed 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.

10 ACD02 Surface water drainage - no det. submitt

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

11 ACH03 Satisfactory parking - full application

ACH03R Reason H03

12 ACH19 Refuse storage - implementation

ACH19R Reason H19

13 ACH22 Bicycle Parking

ACH22R Reason H22

14 ACH23 Lighting scheme for access/parking

ACH23R Reason H23

15 ACH26 Repair to damaged roads

ACH26R Reason H26

16 ACI21 Secured By Design

ACI21R I21 reason

17 ACK01 Compliance with submitted plan

ACK05R K05 reason

INFORMATIVE(S)

1 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

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.

- 3 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.
- 4 In order to check that the proposed storm water system meets our requirements, we require that the following information 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.
- 5 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 groundwater. 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.
- 6 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.

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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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