

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

**Application No :** 15/02420/OUT

**Ward:**  
**Bickley**

**Address :** Dunelm Bickley Park Road Bickley  
Bromley BR1 2BE

**OS Grid Ref:** E: 543023 N: 169055

**Applicant :** Mr Matthew Oliver

**Objections :** YES

**Description of Development:**

Demolition of existing dwelling and erection of detached building comprising 4 two bedroom flats with associated parking and vehicular access OUTLINE

**Key designations:**

Area of Special Residential Character  
Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
London Distributor Roads  
Open Space Deficiency  
Smoke Control SCA 10

**Proposal**

Outline permission is sought for the demolition of the existing dwelling and the erection of a detached building comprising 4 two bedroom flats. Only the layout and means of access are to be determined at this stage, but illustrative plans have been submitted which show a two storey building with accommodation in the roofspace.

Revised plans were submitted on 2nd October 2015 which amended the parking layout, and a Highways Technical Appraisal was submitted on 16th October 2015.

A total of 5 car parking spaces are proposed at the front of the site (including one visitors space) with a refuse store provided adjacent to the front boundary. The vehicular access to the site would be moved to a more central position on the frontage, whilst cycle storage would be provided towards the rear of the building on the northern side adjacent to Dormers.

**Location**

This site is located on the western side of Bickley Park Road to the north of the junction with Blackbrook Lane, and is occupied by a detached chalet bungalow

style dwelling which is set back in its plot behind the neighbouring replacement dwelling built recently at Lane End to the south. The site lies within Bickley Area of Special Residential Character, and is bounded to the north by a detached two storey dwelling at Dormers, whilst the rear boundary backs onto a detached dwelling at Elmhurst.

## **Consultations**

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

- \* loss of light to neighbouring properties
- \* main entrance to the building is in the side elevation facing Dormers which would result in noise and general disturbance
- \* overdevelopment of the site
- \* excessive size of the building
- \* lack of adequate landscaping
- \* overlooking of neighbouring properties from rear balconies
- \* inadequate parking provision
- \* tree screening should be retained
- \* no side elevation drawings are provided which would help to assess the impact of the proposals (these are not required for an outline application)
- \* building should be lowered in the site
- \* vehicular access would be very close to busy roundabout junction
- \* loss of garden land would be detrimental to wildlife
- \* inadequate parking layout
- \* loss of trees
- \* trees along the north-eastern boundary are within the adjacent site of Dormers, and their retention cannot be assured.

## **Comments from Consultees**

No highways objections are raised to the revised parking layout which now includes a visitor's parking space, and no issues were raised as part of the Stage 1 Road Safety Audit submitted apart from some items that would need to be considered during the detailed design stage (Stage 2). However, the refuse store would be quite close to the adjacent parking bay, and it is not clear how you would get the bin out if there is a car parked there, therefore further details of the refuse storage would be required by condition.

With regard to the trees on the site, five trees would be lost as a result of the proposals: a yew tree (T1) on the front boundary, a holly tree (T6) adjacent to the boundary with Lane End, and a group of 2 cherry trees and 1 ash tree (T7, T8 and T9) close to the front of Dunelm. The cherry and ash trees are insignificant and no objections are raised to their loss. The yew tree is in a prominent position on the front boundary, but it is not in good form, and its loss could not therefore be resisted. The holly tree adjacent to Lane End could provide an element of screening to the proposed parking area, but its loss would not be significant enough to warrant a refusal on tree grounds.

No drainage objections are raised to the proposals in principle, and Thames Water have not raised any concerns.

## **Planning Considerations**

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

BE1 Design of New Development  
H7 Housing Density & Design  
H10 Areas of Special Residential Character  
T3 Parking  
T18 Road Safety  
NE7 Development and Trees

The London Plan (2015):

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments (including Table 3.3 - Minimum space standards for new development)

The Major's Housing SPG and the National Planning Policy Framework (NPPF) are also relevant.

## **Conclusions**

The main issues relating to the application are whether the proposals would constitute an overintensive use of the site, the effect on the character and appearance of Bickley Area of Special Residential Character and the amenities of the occupants of nearby residential properties, and the impact on traffic generation and road safety in the highway and on important trees on the site.

With regard to the density of the proposed development, Table 3.2 of Policy 3.4 (Optimising Housing Potential) of the London Plan (2015) gives an indicative level of density for new housing developments. In this instance, the proposal represents a density of 44 dwellings per hectare with the table giving a suggested level of between 35-95 dwellings per hectare in suburban areas with a 2 PTAL location. The proposals would therefore result in an intensity of use of the site that would be within the thresholds in the London Plan.

The London Plan suggests that the minimum size of a two bedroom four person flat should be 70sq.m., and the illustrative details submitted show that the proposed flats would range in size from 93.6sq.m. to 136.4sq.m.

Whilst the principle of residential development on this site may be acceptable in this location, the proposals would still need to be assessed against the wider context in terms of the character, spatial standards and townscape value of the surrounding area.

Policy H7 of the UDP allows for the redevelopment of older, lower-density properties, but stresses that such development should be sympathetic to and complement the surrounding residential area. It recognises that many residential areas are characterised by spacious rear gardens and well-separated buildings, and that developments which would undermine this character or would be harmful to residential amenity will be resisted.

Policy H10 of the UDP requires proposals to respect and complement the established and individual qualities of each Area of Special Residential Character. In this regard, the character of Bickley ASRC is "essentially that of spacious inter-war residential development, with large houses in substantial plots adjacent to the Conservation Areas of Chislehurst and Bickley."

This part of Bickley Park Road is generally characterised by detached dwellings set within generous plots, and the adjoining plot was recently developed with a larger detached dwelling at Lane End. However, Red Tree Cottage which lies to the west of Lane End is currently being developed with a block of 5 flats at a density of 42 dwellings per hectare, for which planning permission was granted under ref.13/03646.

The illustrative plans submitted for the application site show 4 flats contained within a building which has the appearance of a large detached dwelling, and minimum separations of 1.5-2m would be provided to the flank boundaries of the site, whilst a rear garden of 19-22m in depth would be retained to the rear. The building would take a slightly staggered form on the northern side adjacent to Dormers, but it would still project 8.6m further forward than the current dwelling on this side, although the building would be angled away from Dormers due to the curve of the road. Lane End to the south is set significantly further forward in its plot, and the proposed building would not project forward of this dwelling.

In view of the above, it is considered that the proposals demonstrate that a building containing 4 flats using the layout shown could adequately be provided on this site without compromising the character or spatial standards of the Bickley Area of Special Residential Character, and that it would not appear out of character with the surrounding area.

With regard to the impact on neighbouring properties, the site at Dunelm is at a slightly lower level than Lane End to the south, and although the proposed building would project significantly further to the rear of Lane End, the existing dwelling is already set to the rear, and the first floor element of the proposed building is shown on the illustrative plans to be staggered away from Lane End in order to lessen the impact on this property.

With regard to the impact on Dormers to the north, the proposed building would project significantly further forward in its plot, but the forward projection would be staggered away from the adjacent dwelling in a south-easterly direction, and there is currently a good level of tree screening along this boundary. The dwelling at Dormers would be 7m away from the new building at its nearest point (at the rear corner of the building), and the proposals are not considered to result in undue loss of outlook or light to this dwelling. The parking and refuse store for the

development would be contained at the front of the building, and would not therefore be unduly harmful to the amenities of the occupiers of Dormers.

Elmhurst to the rear of the site would be situated approximately 23m away from the proposed building, and is set at a higher level, therefore the impact of the proposals on the amenities of those adjoining residents would be limited.

Front and rear balconies are shown on the illustrative plans, but these could be conditioned to provide flank screening if proposed under a subsequent detailed application.

The proposals are not considered to have a detrimental impact on important trees on the site, and the Council's Highway Engineer has confirmed that the proposals are acceptable from a highway point of view, subject to safeguarding conditions.

Whilst the proposals would bring built development further forward on the plot, this is not considered to have a detrimental impact on the character and spatial standards of Bickley ASRC, nor would the proposals unduly affect the amenities of adjoining residents to such an extent to warrant a refusal.

**as amended by documents received on 02.10.2015 16.10.2015**

## **RECOMMENDATION: PERMISSION**

### **Subject to the following conditions:**

- 1 (i) Details relating to the
  - (b) appearance
  - (c) landscaping
  - (e) scale

**shall be submitted to and approved by the Local Planning Authority before any development is commenced.**

**(ii) Application for approval of the details referred to in paragraph (i) above must be made not later than the expiration of three years beginning with the date of this decision notice.**

**(iii) The development to which this permission relates must be begun not later than the expiration of two years from the final approval of the details referred to in paragraph (i) above, or in the case of approval on different dates, the final approval of the last such matter to be approved.**

**Reason: No such details have been submitted and to comply with the requirements of Section 92 of the Town and Country Planning Act 1990.**

- 2 **The landscaping details, which shall include the materials of paved areas and other hard surfaces, submitted in accordance with condition 1 and subsequently approved in writing by the Local Planning Authority shall be implemented in the first planting season following the occupation of the buildings or the substantial completion of the development whichever is**

the sooner. Any trees or plants which within a period of 5 years from the completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of a similar size and species to those originally planted.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 3** Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 4** No trees on the site shall be felled, lopped, topped or pruned before or during building operations except with the prior agreement in writing by the Local Planning Authority. Any trees removed or which die through lopping, topping or pruning shall be replaced in the next planting season with trees of such size and species as may be agreed with the Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that as many trees as possible are preserved at this stage, in the interest of amenity.

- 5** No demolition, site clearance or building works (including trenches, pipelines for services or drains) shall be undertaken until Chestnut Pale fencing not less than 1.2 metres in height has been erected around every tree or tree group on the site shown to be retained on the submitted drawings at the furthest extent of the spread of the canopy of any tree or tree group except where development is hereby permitted within this area. The fence shall be placed so as to exclude the site of the said development but otherwise as far as possible from the trees. The areas enclosed by fencing shall not be used for any purpose and no structures, machinery, equipment, materials or spoil shall be stored or positioned within these areas. Such fencing shall be retained during the course of the building work hereby permitted

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained are adequately protected.

- 6** No bonfires shall take place within 6 metres of the furthest extent of the spread of the canopy of any tree or tree group shown to be retained on the submitted drawings.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 7** No trenches, pipelines for services or drains shall be sited under the spread of the canopy of any tree or tree group shown to be retained on the submitted plans without the prior agreement in writing by the Local Planning Authority.

**Reason:** In order to comply with Policy NE7 of the Unitary Development Plan and to ensure that all existing trees to be retained on the site are adequately protected.

- 8** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

**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

- 9** 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.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

- 10** No development shall take place until details of drainage works have been submitted to and approved in writing by the Local Planning Authority, and drainage works shall be carried out in accordance with the approved details prior to first use of any dwelling. Prior to the submission of those details, an assessment shall be carried out into the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles of sustainable drainage systems set out in Annex F of PPS25, and the results of the assessment provided to the Local Planning Authority. Where a sustainable drainage system scheme (SuDS) is to be implemented, the submitted details shall:

i) provide information about the design storm period and intensity, the method employed to delay and control the surface water discharged from the site and the measures taken to prevent pollution of the receiving groundwater and / or surface waters;

ii) specify the responsibilities of each party for the implementation of the SuDS scheme, together with a timetable for that implementation; and

iii) provide a management and maintenance plan for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker and any other arrangements to secure the operation of the scheme throughout its lifetime.

The scheme shall be implemented, maintained and managed in accordance with the approved details

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

**11** 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.

**12** While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

**Reason:** In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

**13** Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned 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 arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

**Reason:** In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

**14** 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.

**15** The existing access shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

**Reason:** In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

**16** 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.

**17** Surface water from private land shall not discharge on to the highway. Details of the drainage system for surface water drainage to prevent the discharge of surface water from private land on to the highway shall be submitted to and approved in writing by the Local Planning Authority prior to commencement of works. Before any part of the development hereby permitted is first occupied, the drainage system shall be completed in accordance with the approved details and shall be retained permanently thereafter.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of the London Plan and Planning Policy Statement 25.

**18** Before the development hereby permitted is first occupied, any windows proposed in the first and second floor flank elevations shall be obscure glazed to a minimum of Pilkington 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 the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

**Reason:** In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

**19** 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.

**20** Details of the proposed slab levels of the building(s) and the existing site levels shall be submitted to and approved in writing by the Local Planning Authority before work commences and the development shall be completed strictly in accordance with the approved levels.

**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.

**21** Before any work is commenced on the access/highway works a Stage 2 Road Safety Audit shall be submitted to and approved in writing by the

local Planning Authority. The works shall be implemented strictly in accordance with the approved details to the satisfaction of the local Planning Authority before any part of the development hereby permitted is first occupied. A Stage 3 Audit shall be submitted to and approved in writing by the local Planning Authority following satisfactory completion of the works and before they are opened to road users.

**Reason:** In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

**22** Details of the means of privacy screening for any balconies proposed shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The development shall be carried out in accordance with the approved details and permanently retained as such.

**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.

You are further informed that:

**1** You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.

**2** You are advised that the application for reserved matters 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](http://www.bromley.gov.uk/CIL)