

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

**Application No :** 16/00240/FULL1

**Ward:** Bickley

**Address :** 6A Beaconsfield Road Bickley Bromley  
BR1 2BP

**OS Grid Ref:** E: 541959 N: 168663

**Applicant :** Mr C Allen

**Objections :** YES

**Description of Development:**

Demolition of existing building at 6 and 6A Beaconsfield Road, and erection of detached two storey building with accommodation in roof comprising 4 two bedroom flats with associated car parking, cycle and refuse stores and landscaping

Key designations:

Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
Open Space Deficiency  
Smoke Control SCA 12  
Smoke Control SCA 13

**Proposal**

Permission is sought for the demolition of Nos.6 and 6A Beaconsfield Road and the erection of a detached two storey building with accommodation in the roof space comprising 4 two bedroom flats. Two of the flats would be provided on the ground floor whilst the other two would be split level flats that would occupy the first and second floors.

Four car parking spaces are proposed at the front of the site, accessed from a new more centralised vehicular access (the existing access is adjacent to No.4), and a refuse store would be provided adjacent to the eastern boundary with No.4. A cycle store would be provided adjacent to the western boundary with No.8, immediately to the rear of the parking area.

Revised plans were submitted on 19th April 2016 which amended the location and type of cycle store, and increased the size of the refuse store, adding a separate pedestrian access to improve access for bin collections.

The application is accompanied by a Tree Survey Report.

## Location

This site is located on the northern side of Beaconsfield Road, and is occupied by a detached two storey building which has been divided into two residential dwellings, 6 and 6A. It occupies the south-eastern part of the site whilst the northern and western parts comprise garden areas for the dwellings.

The site is bounded to the east by a similar size detached two storey dwelling at No.4, and to the west by a pair of semi-detached two storey dwellings, Nos.8 and 8A. The rear boundary backs onto the rear gardens of properties in Clarence Court, beyond which lies the railway line.

The surrounding area contains a mixture of detached and semi-detached dwellings set within modest grounds.

## Consultations

Nearby owners/occupiers were notified of the application and representations were received, including from Beaconsfield Road Residents' Association, which can be summarised as follows:

- \* overdevelopment of the site
- \* loss of attractive building which forms one of a pair with No.4
- \* new building would be set back from the general building line in the road
- \* proposals would double the width of the built development
- \* excessive depth of the development
- \* flats would be out of character with the area
- \* overshadowing and overlooking of neighbouring properties, including from rear balconies
- \* frontage parking would be out of character with the area
- \* increased pressure on utilities
- \* bin store would be unneighbourly and out of keeping with the area
- \* inadequate parking would exacerbate pressure for parking in already congested road
- \* lack of on-site manoeuvring space
- \* noise and disturbance during construction works
- \* permission was refused for a development between Nos.3 and 3a
- \* would create an undesirable precedent
- \* contrary to side space policy
- \* potential flooding problems
- \* side entrance doors to the ground floor flats would be detrimental to residential amenity
- \* limited amenity space provided.

## Comments from Consultees

The Council's Highways Officer considers the proposals to be acceptable from a highways/parking point of view, and although it is likely that drivers would need to reverse out onto the road from the parking area due to the limited manoeuvring space available, no highways objections would be raised as it is a quiet road.

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  
H9 Side Space  
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 the surrounding area and the amenities of the occupants of nearby residential properties, and the impact on parking and road safety in the highway and on any 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 75 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 on one level should be 70sq.m., and whilst the submitted plans show that the proposed ground floor flats would measure 67sq.m. and 68sq.m., this would be only marginally below the standard, and would not warrant a refusal on those grounds alone. The two bedroom maisonettes on the first and second floors would measure 109sq.m. and 114sq.m. which would exceed the minimum 79sq.m. required for two bedroom four person flats on two levels.

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.

Beaconsfield Road is largely characterised by detached and semi-detached dwellings set within modest sized plots, however, the application property has been divided into two residential units, 6 and 6A, and occupies one of the wider plots in the road. The proposed replacement building would have a staggered form which reflects the curve of the road and addresses the current set back of No.8 to the west of the site. It would be set at least 2m further back into the site than the existing building, and would maintain separations of 1.3-1.5m to the eastern flank boundary with No.4, and between 1.3-3m to the western flank boundary with No.8.

The new building would result in built development across much of the width of the site, part of which is currently open, however, given that the western wing would have a 4.8m setback, the second floor would be accommodated within a hipped roof design, and good separations would be provided to the side boundaries, the proposals are not, on balance, considered to appear overly cramped within the street scene, nor detrimentally affect the character and appearance of the area.

The new building would occupy a greater footprint on the site, however, adequate amenity areas would be provided for this relatively small development of 4 flats.

With regard to the impact on neighbouring properties, the proposed building would project 2-6m further to the rear adjacent to No.4 than the existing building, but there would still be reasonable separations between the buildings, and the outlook and light to the adjacent property would not be unduly affected. First floor windows proposed in the eastern flank elevation would be secondary windows to a living/dining area, and could be conditioned to be obscure glazed to prevent overlooking, whilst the second floor rooflight would serve the landing. No undue loss of privacy would therefore occur to the neighbouring property.

The proposed building would come considerably closer to the adjacent dwelling at No.8 than the existing building, but it would still be set back 3-7m from the adjoining dwelling, and it would not project any further to the rear. Some loss of light and outlook may occur to side windows in the facing flank wall of this dwelling, but given the separation distances involved, this may not be to such an extent to warrant a refusal.

Rear-facing balconies are proposed at second floor level, but they would be inset within the building, and would not result in undue overlooking of neighbouring gardens.

With regard to parking/highway matters, the Council's Highway Engineer has confirmed that the proposals are acceptable from a highway point of view, subject to safeguarding conditions.

With regard to the trees on the site, the proposals are supported by substantial arboricultural information, and no significant trees would be removed. The tree protection measures proposed are considered acceptable.

Whilst the proposal would increase the amount of built development on the plot, it is not considered to have a detrimental impact on the character and spatial standards of the surrounding area, nor impact detrimentally on the amenities of adjoining residents to such an extent to warrant a refusal.

**as amended by documents received on 19.04.2016**

**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 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first 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 substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of 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 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**

- 5 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**

- 6 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**

- 7 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.**

- 8 Before commencement of the development hereby permitted details of (a) turning area(s) within the site shall be submitted to and approved in writing by the Local Planning Authority. The turning area(s) shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.**

**Reason: In order to comply with Policies T3 and T18 of the Unitary Development Plan and to enable vehicles to enter and leave the site in a forward direction, in the interest of pedestrian and vehicular safety.**

- 9 No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.**

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

- 10 Before any part of the development hereby permitted is first occupied the vehicular access shall be provided with 3.3 x 2.4 x 3.3m visibility splays and there shall be no obstruction to visibility in excess of 1m in height within these splays except for trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.**

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

**11** 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.

**12** 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.

**13** 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.

**14** 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.

**15** 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.

**16** Before the development hereby permitted is first occupied the proposed window(s) in the first and second floor flank elevation 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

**17** No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the first and second floor flank elevation(s) of the building hereby permitted, without the prior approval in writing of the Local Planning Authority.

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

**18** 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.

**19** 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.

**20** The development shall be implemented in accordance with the Tree Survey Report submitted and approved as part of the planning application and under the supervision of a retained arboricultural specialist in order to ensure that the correct materials and techniques are employed.

**Reason: To ensure that works are carried out according to good arboricultural practice and in the interests of the health and amenity of the trees to be retained around the perimeter of the site and to comply with Policy NE7 of the Unitary Development Plan.**

**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 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](http://www.bromley.gov.uk/CIL)**