

SECTION '2' – Applications meriting special consideration

Application No : 16/01338/FULL1

Ward:
Kelsey And Eden Park

Address : Jacanda Lodge North Drive Beckenham
BR3 3XQ

OS Grid Ref: E: 537981 N: 168462

Applicant : Northern Land Developments Ltd

Objections : YES

Description of Development:

Demolition of two detached dwellings houses and construction of a crescent terrace of 8 three storey four bedroom townhouses with basement car parking, refuse store and associated landscaping.

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 9
Smoke Control SCA 21

Proposal

Planning permission is sought for the demolition of two detached dwellings houses and construction of a crescent terrace of 8 three storey four bedroom townhouses with basement car parking, refuse store and associated landscaping.

This involves the demolition of the existing detached houses at Jacanda Lodge and North Lodge. A crescent shaped terrace of houses is proposed to replace the dwellings comprising of eight separate dwellings. Three floors of habitable accommodation are proposed with living space on the ground floor and bedrooms on the first and second floor. A shallow pitched roof is indicated situated behind a raised parapet. A basement level will provide storage areas and parking for three spaces for each dwelling accessed by a subterranean level via a separate vehicle access ramp from North Drive. The subterranean level is located beneath the houses and the whole of the rear gardens of each property and a separate communal garden. Plot widths taper from front to rear with 10m depth rear gardens and private front curtilages varying in depth from 1m to 7.5m to the communal access path with the crescent shape of the building addressing the street frontage.

A traditional design approach has been opted for in a classical style with a curved front elevation to the building producing the crescent shape of the whole terrace. Overall the building height is approximately 11m at maximum with an additional basement area below ground.

Location

The site is located on the eastern side of South Eden Park Road at the junction with Wickham Way, Park Avenue, Wickham Road and Hayes Lane on the traffic roundabout known locally as the Chinese Garage roundabout. The site comprises two detached dwellings accessed from the entrance adjacent to North Drive and from North Drive itself to the south, which is private access road. Further south is an open area of land designated as Urban Open Space. East of the site are large two storey detached properties located within the Park Langley Conservation Area which adjoins the eastern boundary of the site. West of the site is the Chinese Garage building which is Grade II Listed with more modern unlisted single storey buildings to the rear associated with its use for vehicle repairs/workshops. To the north of the site on the opposite side of the roundabout are two Grade II Listed residential dwellings and a small commercial shopping parade. The boundary of the whole site adjoining the roundabout is screened with a high wall and Laurel hedging and a number of mature trees.

Consultations

Nearby owners/occupiers were notified of the application and no representations were received.

Internal Consultations

Highways:

The development is located to the north of North Drive. This section of North Drive is private. The PTAL rating of the site is 2. Access to the development site will be provided via a new access junction at the southern extent of the site boundary onto North Drive. The access leads to a basement parking area via a dedicated ramp. The ramp (1:10 gradient) is designed adequately for two cars to pass each other. A separate footway leads to the front entrances of the properties and to the rear of the private garden space. In terms of car parking, each dwelling will benefit from three dedicated car parking spaces within the basement, which is acceptable. Servicing and refuse collection will take place from South Eden Park Road as the existing arrangement. Bin stores will be located within an acceptable walk distance for residents and waste disposal team. No objection to the proposal in principle.

Environmental Health - Pollution:

Noise - The acoustic assessment finds relatively high road traffic noise levels and mitigations are required including acoustic glazing, treatments to ceilings/window surrounds and a mechanical ventilation system. With the mitigations in place a reasonable standard of amenity can be achieved.

Contamination - The site is close to a number of potentially contaminative current uses so I would recommend that a standard condition is attached to require a Phase 1 contamination assessment.

Air Quality - The site is within an Air Quality Management area for NOx. I would recommend that standard conditions are attached in respect of gas boiler discharges and electric car charging points.

Standard conditions are suggested to address the above.

Drainage:

Details of a surface water drainage scheme is recommended to be sought by condition.

Arboriculture:

Mature trees are limited to the periphery of the application site. There is currently no protection offered to the existing trees, however, the neighbouring land is located within the conservation area. Significant trees on neighbouring land will not be at risk as a result of the development proposals. The trees proposed for removal, as outlined on the arboricultural report, do not warrant preservation and can be replaced as part of the new landscape scheme. Standard conditions are recommended in the event that planning permission is granted.

Environmental Health - Housing

General concerns raised regarding siting of utility rooms on the upper levels, lighting and ventilation to living and dining rooms.

External Consultations

Thames Water:

No objections with regard to sewerage infrastructure capacity and water infrastructure capacity.

Planning Considerations

The National Planning Policy Framework is a material consideration. Sections 4 'Promoting sustainable transport'; 6 'Delivering a wide choice of high quality homes'; 7 'Requiring good design'; and 10 'Meeting the challenge of climate change, flooding and coastal change' are of relevance.

London Plan 2015:

- 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
- 5.1 Climate change mitigation
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction

- 5.7 Renewable Energy
- 5.10 Urban Greening
- 5.11 Green Roofs and Development Site Environs
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater Infrastructure
- 5.15 Water use and supplies
- 5.16 Waste self-sufficiency
- 5.17 Waste capacity
- 5.18 Construction, excavation and demolition waste
- 5.21 Contaminated land
- 6.3 Assessing Effects of Development on Transport Capacity
- 6.5 Funding Crossrail and other strategically important transport infrastructure
- 6.9 Cycling
- 6.12 Road Network Capacity
- 6.13 Parking
- 7.1 Lifetime Neighbourhoods
- 7.2 An Inclusive Environment
- 7.3 Designing Out Crime
- 7.4 Local Character
- 7.5 Public Realm
- 7.6 Architecture
- 7.8 Heritage assets and archaeology
- 7.14 Improving Air Quality
- 7.15 Reducing and Managing Noise, Improving and Enhancing the Acoustic Environment and Promoting Appropriate Soundscapes.
- 7.19 Biodiversity and Access to Nature
- 8.3 Community Infrastructure Levy

Housing: Supplementary Planning Guidance. (March 2016)

Technical housing standards - Nationally Described Space Standard (March 2015)

Unitary Development Plan:

- BE1 Design of New Development
- BE7 Railings, Boundary Walls and Other Means of Enclosure
- BE8 Statutory Listed Buildings
- BE13 Development Adjacent to a Conservation Area
- ER7 Contaminated Land
- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- NE7 Development and Trees
- T3 Parking
- T5 Access for People with Restricted Mobility
- T6 Pedestrians
- T7 Cyclists
- T16 Traffic Management and Sensitive Environments
- T18 Road Safety

Supplementary Planning Guidance 1: General Design Principles
Supplementary Planning Guidance 2: Residential Design Guidance

Emerging Bromley Local Plan:

A consultation on the Draft Local Plan policies was undertaken early in 2014 in a document entitled Draft Policies and Designations Policies. In addition a consultation was undertaken in October 2015 in a document entitled Draft Allocation, further policies and designation document. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy - Housing supply
Draft Policy - Housing design
Draft Policy - Side Space
Draft Policy - Parking
Draft Policy - General design of development
Draft Policy - Landscape Quality and Character
Draft Policy - Sustainable waste management
Draft Policy - New Waste Management Facilities and Extensions and Alterations to
Draft Policy - Existing Sites
Draft Policy - Reducing flood risk
Draft Policy - Sustainable Urban Drainage Systems
Draft Policy - Water and Wastewater Infrastructure Capacity
Draft Policy - Contaminated Land
Draft Policy - Noise pollution
Draft Policy - Air Quality
Draft Policy - Sustainable Design and Construction
Draft Policy - Development and Trees
Draft Policy - Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Planning History

87/02950/FUL: North Lodge - Use as visitors accommodation erection of car port and formation of vehicular access to classified road. Approved 28.01.1988

98/01319/FUL: North Lodge - Single storey side and rear extensions and detached double garage. Approved 03.08.1998

98/01321/LBCSET: North Lodge - Single storey side and rear extension and detached double garage. Listed building consent. Approved 10.08.1998

98/02964/FUL: North Lodge - Single storey side and rear extensions revisions to permission 98/1319. Approved 24.12.1998

98/02965/LBCALT: North Lodge: Partial demolition of rear extensions erection of side and rear extension and internal and external alterations listed building consent. Approved 24.12.1998.

99/00409/FULL1: North Lodge: Single storey side and rear extensions and detached double garage. Approved 14.04.1999.

99/00410/FULL1: Detached five bedroom house with detached triple garage with access from South Eden Park Road Land Adjoining North Lodge - Retrospective application. Refused 14.04.1999

00/00039/FULL1: Detached five bedroom house and detached garage. Approved 21.08.2000

00/03436/FULL1: Detached five bedroom house and detached garage. Refused 15.02.2001

02/00165/FULL1: Detached five bedroom house and detached garage (Revision to scheme permitted under ref. 00/00039, with revised location for vehicular access). Approved 18.04.2002

15/05418/FULL1: Demolition of two detached dwellinghouses and construction of a crescent terrace of 8 three storey four bedroom plus roof accommodation townhouses with basement car parking, refuse store and associated landscaping. Refused 15.02.2016

Refusal reason:

The proposal by reason of its prominent siting, excessive scale and massing, design, sub-standard spatial relationship to the existing dwellings in the locality and the number of dwellings proposed in this prominent location results in an over intensive use of the site and retrograde lowering of established spatial standards and represents a cramped overdevelopment of the site which would appear detrimental to and out of character with surrounding development and harmful to the visual amenities of the area contrary to Policies BE1, H7 and H9 of the Unitary Development Plan.

The application was subsequently appealed and dismissed by the Planning Inspectorate.

In summary the Inspector commented in the Appeal Decision that the development *"would result in a significant increase in the scale and amount of built development on the site.....Its siting together with its form, height and the removal of some existing boundary screening means that in contrast to the existing dwellings, the new building would be clearly visible from and prominent in the streetscene."*

Furthermore The Inspector commented that *"whilst there are a variety of building styles surrounding the roundabout and in the immediate vicinity, having particular regard to the siting and scale of the building, I (Inspector) do not consider that it complements the scale, form and layout of adjacent buildings and the area generally."*

"Though of varying styles and designs, existing buildings surrounding the roundabout and in the immediate area are smaller in scale and where larger scale buildings do exist, for example along Wickham Road, these are generally well set back from the road frontage."

"Given the height of the proposed building and its largely uniform frontage and roofline, I do not consider that the set back distances proposed are sufficient and consequently the proposal would appear cramped. The proposed building would present a very formal frontage to the surrounding roads and the roundabout and this would be at odds with and harmful to the existing character and appearance of the area which is generally more spacious and domestic in scale. Rather than complementing the character of the surrounding area the proposal would dominate it."

16/01330/FULL1: Demolition of two detached dwellinghouses and construction of a crescent terrace of 7 three storey four bedroom plus roof accommodation townhouses with basement car parking, refuse store and associated landscaping. Pending consideration at time of writing.

Conclusions

The main issues to be considered in respect of this application are:

- Principle of development
- The design and appearance of the scheme and the impact of these alterations on the character and appearance of the area and locality
- The quality of living conditions for future occupiers
- Access, highways and traffic Issues
- Impact on adjoining properties

Principle of development

Housing is a priority use for all London Boroughs. Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan (2015) generally encourage the provision of redevelopment in previously developed residential areas provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space.

Policy H7 of the UDP advises that new housing developments will be expected to meet all of the following criteria in respect of; density; a mix of housing types and sizes, or provides house types to address a local shortage; the site layout, buildings and space about buildings are designed to a high quality and recognise as well as complement the qualities of the surrounding areas; off street parking is provided; the layout is designed to give priority to pedestrians and cyclists over the movement and parking of vehicles; and security and crime prevention measures are included in the design and layout of buildings and public areas.

The site is currently developed for a less dense residential use. Therefore in this location the Council will consider residential replacement development provided

that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, conservation and historic issues, biodiversity or open space will need to be addressed. Therefore the provision of the new dwelling units on the land is acceptable in principle subject to an assessment of the impact of the proposal on the appearance/character of the surrounding area, the residential amenity of adjoining and future residential occupiers of the scheme, car parking and traffic implications, sustainable design and energy, community safety and refuse arrangements.

Housing Supply

The National Planning Policy Framework (NPPF) states in Paragraph 49 that housing applications should be considered in the context of the presumption in favour of sustainable development.

The NPPF sets out in paragraph 14 a presumption in favour of sustainable development. In terms of decision-making, the document states that where a development accords with a local plan, applications should be approved without delay. Where a plan is absent, silent or relevant policies are out of date, permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits or specific policies in the Framework indicate development should be restricted.

The document also encourages the effective use of land by reusing land that has been previously developed (brownfield land) and excludes gardens from the definition of previously developed land.

At the time of writing the Council does not have an adequate five year Housing Land Supply. The absence of a five year housing land supply means in brief that under the NPPF paragraph 49 the Council should regard relevant development plan policies affecting the supply of housing as 'out of date'. This does not mean that 'out of date' policies should be given no weight or any specific amount of weight. In this case the following sections of the assessment of this application will be given appropriate weight in the consideration of the scheme.

The Planning Inspector commented on the previous scheme that even if the Council could not demonstrate a five year housing land supply, the adverse impact of the proposal on the character and appearance of the area would significantly and demonstrably outweigh the benefits. Substantial weight is given in this respect in the determination of this application.

Density

Policy 3.4 in the London Plan seeks to ensure that development proposals achieve the optimum housing density compatible with local context, the design principles in Chapter 7 of the plan, and with public transport capacity. Table 3.2 (Sustainable residential quality) identifies appropriate residential density ranges related to a

site's setting (assessed in terms of its location, existing building form and massing) and public transport accessibility (PTAL).

The site has a PTAL rating of 2 and is within a suburban setting. In accordance with Table 3.2, the recommended density range for the site would be 35-65 dwellings per hectare. The proposed development would have a density of 27 dwellings per hectare.

Therefore, the proposed development for seven houses would sit marginally below the guideline measure for this location. A numerical calculation of density is only one aspect in assessing the acceptability of a residential development. Policy 3.4 is clear that in optimising housing potential, developments should take account of local context and character, design principles and public transport capacity.

This was clearly identified by the Planning Inspector in the previous scheme where it was identified that the proposal was not considered to have due regard to local context and character.

Design and Conservation

Design is a key consideration in the planning process. Good design is an important aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. The NPPF states that it is important to plan positively for the achievement of high quality and inclusive design for all development, including individual buildings, public and private spaces and wider area development schemes.

Policies 3.4 and 3.5 of the London Plan reflect the same principles. Policy 3.4 specifies that Boroughs should take into account local context and character, the design principles (in Chapter 7 of the Plan) and public transport capacity; development should also optimise housing output for different types of location within the relevant density range. This reflects paragraph 58 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.

Policy H7 of the UDP set out a number of criteria for the design of new development. With regard to local character and appearance development should be imaginative and attractive to look at, should complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create attractive settings with hard or soft landscaping and relationships with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy BE1 of the UDP requires development to be imaginative and attractive to look at and to complement the scale, form, layout and materials of adjacent buildings and areas. Development should not detract from the existing street scene and/or landscape and should respect important views, skylines, landmarks or landscape features. Space about buildings should provide opportunities to create

attractive settings with hard or soft landscaping and the relationship with existing buildings should allow for adequate daylight and sunlight to penetrate in and between buildings.

Policy H9 requires that new residential development for a proposal of two or more storeys in height a minimum of 1m side space from the side boundary is maintained and where higher standards of separation already exist within residential areas. Proposals will be expected to provide a more generous side space.

Policy BE8 states that development involving a listed building or its setting will be permitted provided that the character, appearance and special interest of the listed building are preserved and there is no harm to its setting.

Policy BE13 states that a development proposal adjacent to a conservation area will be expected to preserve or enhance its setting and not detract from view into or out of the area.

The main change in the current scheme as to that previously refused and dismissed at Appeal is the removal of the third storey of accommodation to reduce the height of the building from 13.8m to 11m at the ridge point. The main elevations would remain the same incorporating a shallow pitched roof behind parapet walls. The total provision would remain eight houses.

In respect of the impact of the adjacent conservation area and close proximity of listed buildings as detailed above, whilst the site is outside the conservation area, it does immediately abut its boundary and therefore the effect on the setting of the conservation area is applicable. The site is also directly opposite the important Chinese Garage Listed Building, so that the character, appearance and special interest of the building and its setting is needed to be considered. The accompanying heritage statement concludes that the setting of neither of these assets would be harmed.

In this regard it is considered that the proposed development would not generally harm the setting of the conservation area as it would not obscure or harm the significant views into or out of that area which in this case would primarily be along Wickham Way with the retention also of some degree of screening as detailed in the Heritage Statement.

Furthermore, in terms of the setting of the listed Chinese Garage it is suggested by the applicants agent that the view of the front of the Chinese Garage building and the small area of landscaping facing the roundabout is the most significant view. As the proposed development would be on the opposite side of the road at a distance of approximately 30 metres it is considered that this relationship is acceptable in terms of the setting of the listed building even though the proposed scheme would be higher, due to there being sufficient space around the asset to appreciate its significance.

Notwithstanding the on balance neutral effects concerning heritage assets, the predominant character of this part of Beckenham is of large detached and semi-

detached houses on substantial plots, in a mature landscaped setting. This includes the properties along Wickham Way to the east, in particular those within the adjacent Conservation Area, which comprises a number of large detached two storey dwellings with generous spatial standards and large mature rear gardens. The open Urban Open Space to the south and further two storey semi-detached and detached properties to the west of the site add further to the low rise spacious character of the immediate locality.

The applicant's agent has opined that the site requires a 'landmark' building that will frame the junction and present a frontage to the curve of the road and responds to the potential of the site. The requirement for a landmark building on the site is a subjective opinion. Nevertheless, the building proposed is considered substantial and overly prominent in fulfilling this approach.

The siting of the proposed terrace building would remain in the same footprint position as the previously refused scheme which was considered to be too close in proximity to the boundaries of the site. In order to achieve the quantum of development desired by the developer for a crescent of eight houses of suitable proportions, the footprint of the terrace in relation to Plot 1 remains brought substantially forward in proximity to its relationship with the roundabout achieving only 4.5m at the front elevation to the side boundary and only 3.8m to the front boundary including the access footway within the site. Similarly, Plot 8 is brought forward at a lesser distance of 2m to the boundary with North Drive. The development therefore appears cramped on site in comparison with the generous spatial standards in the locality. Furthermore the individual plots proposed are long and narrow and not representative generally of the spatial layout of the locality.

The removal of the upper floor previously contained within a set back mansard roof structure has been put forward by the applicant to address the Appeal Inspectors views in terms of the height of the building. It is argued that this will see a significant overall reduction in the scale and bulk.

It is noted that the building would remain three storey but without roof space accommodation. However, it is considered that the removal of the roof structure would not greatly change the mass and scale of the building. The terrace building would remain substantial in height by retaining its tall elevations and formal design approach in the same manner as previously refused still creating an imposing formal building, as is the intended design approach of the developer, at odds with and harmful to the existing character and appearance of the area.

The applicant's agent has also put forward various comparisons in the locality for justification in regard to the massing and scale of the development. Officers have reviewed these schemes and it is noted that many of the examples detailed are surrounded by taller blocks of flats of infill development and therefore the context of these examples is predominantly different to the current application site with predominantly two storey lower rise development surrounding the site. Therefore it is not agreed that there is no contextual reference points for development of the site in terms of neighbouring buildings that would facilitate a cart blanche approach to create a substantial landmark building.

Therefore, the proposal would be harmful at odds with the lesser mass and scale of surrounding property, spatial layout and generous plots which are an important characteristic to the existing development pattern, and which contribute in an important way to the general character and appearance and generous spatial qualities of the locality close by.

In terms of the design of the submitted elevations, it is noted that the detailing indicated is in keeping with the style of architecture proposed at the site. However, the intended design approach in terms of mass and scale as detailed above is considered to appear not wholly in keeping with the character of the area.

Standard of Residential Accommodation

Policy 3.5 of the London Plan and the Housing SPG (2016) states the minimum internal floorspace required for residential units on the basis of the level of occupancy that could be reasonably expected within each unit should comply with Nationally Described Housing Standards (2015).

The floor space size of each of the houses varies between 338m² and 396m² respectively. Table 3.3 of the London Plan requires a Gross Internal Area of 130m² for a four bedroom eight person dwelling house. On this basis the floorspace provision is considered to be acceptable.

The shape and room size in the proposed houses is considered satisfactory. None of the rooms would have a particularly convoluted shape which would limit their specific use.

Concern has been raised in respect of layout of an upper level utility space. Given the generous floor space of the dwelling overall and compliance generally this is not considered sufficient to warrant refusal of the application. All habitable rooms are considered in planning terms to have satisfactory levels of light and outlook and ventilation.

In terms of amenity space the depth of the private rear gardens are of sufficient proportion to provide a usable space for the purposes of a family dwellinghouse. The extra communal area is a welcome addition to the provision.

In accordance with Standard 11 of Housing: Supplementary Planning Guidance. (March 2016) of the London Plan 90% of all new dwellings should meet building regulation M4(2) 'accessible and adaptable dwellings'. No information has been supplied in this regard. It is recommended that compliance with this standard can be secured by condition.

Impact on Adjoining Properties

Policy BE1 of the UDP seeks to protect existing residential occupiers from inappropriate development. Issues to consider are the impact of a development proposal upon neighbouring properties by way of overshadowing, loss of light, overbearing impact, overlooking, loss of privacy and general noise and disturbance.

In terms of outlook, the fenestration arrangement will provide front and rear outlook for units 2 to 7 overlooking amenity space or overlooking the streetscene and will maintain a suitable level of privacy at the intended distances to existing neighbouring property. Units 1 and 8 have two principle elevations to the front and flank sides of the crescent shaped terrace. Similarly the flank principle elevations will overlook amenity space or overlook the streetscene and will also maintain a suitable level of privacy at the intended distances to adjoining property.

Some concerns have been raised from neighbouring dwellings regarding loss of view, an imposing vista and loss of privacy from the rear elevation of the crescent to properties east on Wickham Way. An approximate distance of 28m is maintained to closest point of the nearest property on Wickham Way. This is considered sufficient to maintain levels of privacy.

It is acknowledged that there will be some level of loss of view and that the upper levels of the development will be visible in skyline views in this direction. However, loss of view is not considered a reason to withhold planning permission in this case. Any loss of daylighting would be negligible given the resultant separation gaps.

On this basis, it is considered that the dwellings will not result in loss of privacy or overlooking of adjacent property.

Car Parking and Access

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision. Car parking standards within the UDP and London Plan should be used as a basis for assessment.

Access to the development site is made via a new access junction at the southern extent of the site boundary from North Drive. The access leads to a basement parking area via a dedicated ramp. The ramp at a 1:10 gradient is designed adequately for two cars to pass each other with a separate footway leading to the front entrances of the properties and to the rear of the private garden space. In terms of car parking, each dwelling will benefit from three dedicated car parking spaces within the basement.

The Council's Highways Officer has not raised objection in this regard due to the acceptable level of parking provided and relatively minor impact of the additional units on parking issues in the vicinity. Therefore, it is considered the proposal would generally be in accordance with UDP Policy T3 and Policy 6.13 of the London Plan.

Cycle parking

Cycle parking is required to be 2 spaces for this dwelling type. The basement parking area will provide an adequate facility for cycle storage. This is considered satisfactory.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units in the curtilage adjacent to the ramped basement access from North Drive. The location point is considered acceptable within close proximity of the highway. Further details of a containment structure can be conditioned.

Trees and Landscaping

The site contains a number of trees which are indicated to be removed. The Council's Arboricultural Officer has reviewed the scheme and has not raised issue regarding the loss of trees. An indicative landscaping layout has also been submitted detailing the areas given over to garden for external amenity for future occupiers. No objections are raised in this regard. Notwithstanding this, implementation conditions for hard and soft landscaping and further details for boundary treatment can be sought by condition as necessary.

Sustainability and Energy

Policy 5.3 Sustainable Design and Construction of the London Plan states that the highest standards of sustainable design and construction should be achieved in London to improve the environmental performance of new developments and to adapt to the effects of climate change over their lifetime. Policy 5.2 Minimising Carbon Dioxide Emissions of the London Plan states that development should make the fullest contribution to minimising carbon dioxide emissions in accordance with the hierarchy; Be Lean: use less energy; Be clean: supply energy efficiently and Be green: use renewable energy.

An Energy Statement has been provided that details the efforts made in the proposals to achieve these objectives. This is considered acceptable.

Community Infrastructure Levy

The Mayor of London's CIL is a material consideration. CIL is payable on this application and the applicant has completed the relevant form.

Summary

Consequently, it is considered that the revised development scheme fails to overcome the Council's previous concerns and would appear as a cramped over development of the site, bulky, out of character and over-dominant in the street scene detrimental to its visual amenities and unsympathetic to the scale and spatial qualities of surrounding development.

On balance the negative impacts of the development are considered of sufficient weight to refuse the application notwithstanding the presumption in favour of development to increase housing supply.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

- 1 The proposal by reason of its prominent siting, excessive scale and massing, height, design, sub-standard spatial relationship to the existing dwellings in the locality and the number of dwellings proposed in this prominent location results in an over intensive use of the site and retrograde lowering of established spatial standards and represents a cramped overdevelopment of the site which would appear detrimental to and out of character with surrounding development and harmful to the visual amenities of the area contrary to Policies BE1 and H7 of the Unitary Development Plan, Policy 3.5, 7.4 and 7.6 of the London Plan and Chapter 7 'Requiring good design' of the National Planning Policy Framework.**