

SECTION '2' – Applications meriting special consideration

Application No : 16/03000/FULL1

Ward:
Bickley

Address : 6 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 and erection of 3 two storey three bedroom terraced houses with accommodation in roof space and 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 3 two storey three bedroom terraced dwellings with accommodation in the roof space and rear dormers. Three vehicle accesses onto Beaconsfield Road would be provided with car parking for each house to the front of the building. Refuse storage and cycle storage areas will be provided, with refuse collection areas at the front of the site.

The footprint of the building will measure 14.8m in width and 15.m in depth, including a stepped architectural style to reflect the curve of the road and siting of adjacent buildings. The proposed building will have a part-pitched roof with a height of 8.6m, replacing the existing building that has a height of 9.0m.

The application is accompanied by a Tree Survey Report, Planning Statement and a Parking Stress Survey.

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 PTAL rating of the site is 2 (poor).

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, a row of four terraced properties, beyond which lies the railway line.

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

Consultations

Comments from local residents

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
- * Excessive bulk, footprint and scale
- * Loss of attractive building which forms one of a pair with No.4
- * New building would not respect the street scene
- * Proposals would double the width of the built development at the site
- * Overlooking of neighbouring properties and impact on visual amenities and daylight
- * Development would be too close to neighbouring properties forming an oppressive and uncomfortable relationship
- * Excessive hardstanding to front of building
- * frontage parking would be out of character with the area
- * Inadequate parking would exacerbate pressure for parking in already congested road
- * lack of on-site manoeuvring space leading to dangerous reversing onto the highway
- * Noise and disturbance during construction works
- * Permission was refused for a development between Nos. 3 and 3a.
- * Undesirable precedent would be set for similar developments
- * Development would be out of character with the surrounding area.
- * Increased pressure on utilities
- * Plans do not generally overcome previous concerns

Consultations

Highways - the provision of one car parking space per house is considered to be unsuitable within a low PTAL rating area. 1.5 spaces would be required for each three bedroom unit. A Parking Stress Survey was therefore requested to justify this and subsequently submitted. Following the submission of the survey, further consultation with highways confirms that no objection is raised subject to appropriate conditions.

Drainage - no objections are raised to the proposals in principle.

Waste Services - no comments received.

Environmental Health (Housing) - no comments received.

Tree Officer - no comments received at time of writing the report. Any comments will be reported verbally at the meeting.

Thames Water - no objections raised subject to an informative.

Planning Considerations

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

BE1 Design of New Development

H1 Housing Supply

H7 Housing Density & Design

H9 Side Space

T3 Parking

T18 Road Safety

NE7 Development and Trees

SPG1 General Design Principles

SPG2 Residential Design Guidance

London Plan Policies:

3.3 Increasing Housing Supply

3.4 Optimising Housing Potential

3.5 Design and Quality of Housing Developments

3.8 Housing Choice

5.1 Climate Change

5.2 Minimising Carbon Dioxide Emissions

5.3 Sustainable Design and Construction

5.13 Sustainable Drainage

6.9 Cycling

6.13 Parking

7.3 Designing Out Crime

7.4 Local Character

7.6 Architecture

The National Planning Policy Framework (NPPF)

The Mayor's Housing Supplementary Planning Guidance (March 2016)

DCLG Technical Housing Standards (March 2015)

Planning History

Planning permission was refused under ref. 16/00240 for 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.

The refusal grounds were as follows:

1 The proposal, as a result of its design, considerable bulk and mass and projection beyond the established front building line, is considered to represent an overdevelopment of the site that would be out of character with the streetscene and result in a diminution of spatial standards that would be harmful to the area, thereby contrary to policies BE1 and H7 of the Unitary Development Plan (2006).

2 The proposed balconies are considered to cause actual and perceived overlooking of the neighbouring properties and will result in a loss of privacy that will be detrimental to the residential amenities of the adjoining properties, contrary to Policy BE1 of the Unitary Development Plan (2006).

3 The proposed development, by virtue of the loss of green amenity space, is considered to adversely impact upon the verdant character of the wider locality contrary to Policy BE1 of the Unitary Development Plan (2006).

Conclusions

The main issues relating to the application are whether the proposals would constitute an over-intensive 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, the impact on parking and road safety in the highway and on any important trees on the site. The standard of accommodation provided for future occupants is also a consideration.

Whilst the principle of residential development on this site may be acceptable in this location under Policies H1, H7 and 3.3, the proposal must 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.

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 for the density for new housing developments. In this instance, the proposal represents a density of 60 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 a suitable density of residential development that would be within the thresholds in the London Plan.

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 immediate area however has other examples of terraced houses and narrow plot widths such as the dwellings to the immediate north at Clarence Court and the west at 15-19 Beaconsfield 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. The proposed row of terraced houses would be set further back in the plot than the existing building, and would maintain separations of 1.3m to the eastern flank boundary with No.4, and between 1.1-2.7m to the western flank boundary with No.8, in compliance with Policy H9.

The new building would result in built development across most of the width of the site, part of which is currently open, however given that the western dwelling would have a significant setback, the roofs are partially pitched to reduce the bulk of the previous scheme, the roof height will not exceed that of surrounding development, 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. The roof height of the building will also be staggered to reflect the topography of the site and surrounding land, with the removal of bulk from the front of the site by pitching the roof results in a structure that reflects the building line and scale of surrounding development. The proposal is therefore not considered to impact detrimentally on the form, character and appearance of the area and accords with Policies BE1 and H7 of the UDP. It is considered that the first ground of refusal under ref. 16/00240 has been addressed.

The previous application refused under ref. 16/00240 was considered unacceptable in that the bulk, footprint and massing was considered excessive on the site. The current scheme reduces the footprint of the building substantially, retaining a larger rear garden area. The bulk has also been substantially reduced by removing the previously proposed gabled roof. A partially pitched roof is now proposed, giving the houses a more modest and appropriate design and appearance in this residential area. The new building would continue to occupy a greater footprint on the site than the existing building, however the scheme will provide rear gardens of between 10m and 12m for all three dwellings. This increase in amenity space, along with an increase in proposed soft landscaping to the front and sides of the development, is considered to address the third ground of refusal under ref. 16/00240. The proposal therefore complies with Policy BE1 of the UDP.

With regard to the impact on neighbouring properties, the proposed building would project to the rear of the adjacent house, No.4, and further rearwards than the existing house, however there would still be reasonable separations between the buildings, and the outlook and light to the adjacent property would not be unduly affected. There are no flank windows proposed that would affect either neighbouring property, and this can be controlled by condition.

The proposed building would be sited considerably closer to the adjacent dwelling at No.8 than the existing building, but it would still retain a generous separation (between 1.1m and 2.7m). Some loss of light and outlook may occur to side windows in the facing flank wall of No. 8, but given the separation distances involved, this would not be to such an extent to warrant a refusal. It is noted that the previous application was refused on the basis of the impact of proposed rear balconies on the amenities of neighbouring properties, which have been removed from the proposal, rather than the relationship between the immediate buildings.

The London Plan suggests that the minimum size of a three bedroom six person three storey house should be 108 sq.m. The submitted plans indicate a floor area of 118sqm for each of the three proposed houses and therefore the dwellings are considered to comply with the requirements of the Technical Space Standards.

With regard to parking/highway matters, the Council's Highway Engineer has confirmed that the proposals are acceptable following the submission of a Parking Stress Survey. In accordance with Policy 6.13 of the London Plan, it is considered that further provision at the site would not be necessary given the proximity to the railway station and the availability of car parking demonstrated to exist in the local highway network. The application is therefore considered to be acceptable from a highway point of view, subject to safeguarding conditions.

With regard to trees, no important specimens would be affected and the Tree Report accompanying the application provides protection measures. No comment has been made by the Council's Tree Officer at the time of writing the report, however any late comments will be reported verbally at the meeting. It is also noted that the previously refused application was not refused on the basis of any impact on trees at the site or on surrounding land.

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. It is therefore, on balance, recommended that Members grant planning permission.

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 above ground work is commenced. The works shall be carried out in accordance with the approved details.

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 the windows (including rooflights and dormers where appropriate) including their materials, method of opening and drawings showing sections through mullions, transoms and glazing bars and sills, arches, lintels and reveals (including dimension of any recess) shall be submitted to and approved in writing by the Local Planning Authority before any above ground work is commenced. The windows shall be installed in accordance with the approved details.

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.

- 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 a 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 No wall, fence or hedge on the front/side 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.

9 Before the access hereby permitted is first used by vehicles, it 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.

10 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.

11 The arrangements for storage of refuse (which shall include provision for the storage and collection of recyclable materials) and the means of enclosure shown on the approved drawings 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.

12 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.

13 Details of a scheme to light the access drive and car parking areas hereby permitted shall be submitted to and approved in writing by the Local Planning Authority before the development hereby permitted is commenced. The approved scheme shall be self-certified to accord with BS 5489 - 1:2003 and be implemented before the development is first occupied and the lighting shall be permanently retained thereafter.

Reason: In order to comply with Policy T3 and Appendix II of the Unitary Development Plan in the interest of visual amenity and the safety of occupiers of and visitors to the development.

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 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 above ground 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.

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

- 17 Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any Order amending, revoking and re-enacting this Order) no buildings, structures, alterations, walls or fences of any kind shall be erected or made within the curtilage(s) of the dwelling(s) hereby permitted without the prior approval in writing of the Local Planning Authority.

In order to comply with Policy BE1 of the Unitary Development Plan and in order to prevent the overdevelopment of the site.

- 18 No windows or doors shall at any time be inserted in the flank elevation(s) of the development 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.

- 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 The development hereby permitted shall be built in accordance with the criteria set out in Building Regulations M4(2) 'accessible and adaptable dwellings' and shall be permanently retained thereafter.

To comply with Policy 3.8 of the London Plan 2015 and the Mayors Housing Supplementary Planning Guidance 2016 and to ensure that the development provides a high standard of accommodation in the interests of the amenities of future occupants.

- 22** No loose materials shall be used for surfacing of the parking and turning area hereby permitted.

In order to comply with Policy T18 of the Unitary Development Plan and in the interest of highway safety.

You are further informed that :

- 1** This is a summary of the main reasons for this decision as required by law. The application has been determined in accordance with the development plan insofar as it is relevant and taking into account all other material planning considerations, including all the representations received. For further details, please see the application report (if the case was reported to Committee), the Unitary Development Plan and associated documents or write to Chief Planner quoting the above application number.
- 2** 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 Water pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 3** Conditions imposed on this planning permission require compliance with Part M4 of the Building Regulations. The developer is required to notify Building Control or their Approved Inspector of the requirements of these conditions prior to the commencement of development.
- 4** Street furniture/ Statutory Undertaker's apparatus - Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 5** 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.
- 6** 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