

SECTION '2' – Applications meriting special consideration

Application No : 17/00068/FULL1

Ward:
Clock House

Address : Ripon House, 254 Croydon Road,
Beckenham BR3 4DA

OS Grid Ref: E: 536502 N: 168768

Applicant : Mr S G Clacy

Objections : YES

Description of Development:

Demolition of existing garages and construction of 2 two bedroom detached dwellings with gardens, parking, refuse storage and bike storage. Revised car parking layout to Ripon house to serve existing flats

Key designations:

Biggin Hill Safeguarding Area
London City Airport Safeguarding
Smoke Control SCA 15

Proposal

Planning permission is sought for the demolition of the existing garages and construction of 2 two bedroom detached dwellings with gardens, parking, refuse storage and bike storage.

The dwellings will measure 8.35m depth by 7.5m width with a maximum ridge height of 6.63m. The buildings have gable ends facing the front and rear elevations and are of a contemporary design incorporating London stock buff brick, zinc cladding and zinc roofing materials. Private amenity areas of approximately 45m² and 42m² respectively are indicated to the rear at an average of 3.6m depth. Bin storage has been provided for day to day storage to the front of Dwelling 1. Each dwelling would have one parking space and a turning space is provided to enable vehicles to leave in a forward gear. An enlarged refuse store is proposed for the existing 14 flats and for the proposed dwellings bins on collection day adjacent to the main access to Ripon House.

The existing car parking area to the front of Ripon House will be reconfigured with a new car parking layout to provide 9 parking spaces, including one disabled bay. The existing amenity area to the rear of Ripon and Ripley Houses will be retained for use by occupants of the existing flats and enclosed with a fence adjoining the access way.

Location

The wider site is located on the west side of Croydon Road and is currently occupied with large Victorian three storey detached building that has been heavily extended to the south flank and rear elevations and divided into self-contained flats. To the rear is a communal garden area along with an area adjoining the rear boundary that has been developed as 13 garages comprising two rows with central hardstanding area accessed from the front of the property via a side vehicle access way. The rear garages, access way and front curtilage form the application site with the main body of the site measuring 19m depth by 20m width. It is stated that the garages were originally for parking for the occupiers of Ripon and Ripley House but have now not been demised for use by the lessees of the main buildings for at least 5 years. It is stated the lessees can only park in the front curtilage area officially.

The site is not in a conservation area nor is the building listed.

Consultations

Nearby owners/occupiers were notified of the application at the start of the application process and on a second occasion following minor amendments to vehicle access and parking arrangements.

Representations were received which can be collectively summarised as follows:

- Design is out of keeping and character compared to surrounding properties by design, construction, form and layout.
- Dwellings shoehorned into back of existing property indicative of overdevelopment of the garage space.
- Dwellings by size, height and proximity to boundaries create a hemmed in feeling. House only 4m from garden boundary.
- Concerns regarding impact to external trees in close proximity to the boundaries of the site in terms root system, wellbeing and threat to prune canopies.
- Reconfiguration to front parking area will still leave a shortfall in parking spaces with loss of rear area causing greater congestion and parking issues in the area especially in Shrewsbury Road.
- Provision of new homes is outweighed by negative effect of the proposal.
- Development is direct contradiction to council policy on backland areas.
- Location of buildings will have direct impact on daylight, sunlight, views of skyline to immediately adjacent property.
- Loss of grassed area and landscaping of the front area will be to detriment of visual amenity of streetscene.
- Houses will overlook gardens and reduce privacy and outlook.
- Noise and disturbance from impact of two extra dwellings will impact adversely on quality of life.
- Design is unrelated to surrounding houses in materials.
- The gardens are a substandard outdoor space for a family dwelling.
- Long term neglect of the garages is not a reason to redevelop the site.

- Any two storey development will be detrimental to amenity of surrounding development.
- The site is not appropriate for this development. A single would be better suited to the site and aesthetically appropriate to the site maintaining privacy for Shrewsbury and Westbury Roads.
- Converting this space will set a dangerous precedent for similar such garage plots in the area.
- Concerns expressed that current garage walls are garden boundary walls.
- Concerns regarding damage by the construction process.
- Allowing such areas to develop will create an environment that is cramped and overdeveloped.
- Construction process will cause more mess and noise in the area.
- Proposal constitutes a cramped overdevelopment of the site by reason of number of units, excessive site coverage by buildings, hard surfaces, lack of adequate amenity space.
- The alteration to the front area will impact negatively the access to Ripon House.
- Emergency vehicle access appears tight and unworkable if a driveway is occupied preventing vehicles turning.
- Despite amendments provided the scheme will still change fundamental feel of the area.

Internal consultations

Highways:

The development is located to the north of Croydon Road (A222) and in an area with PTAL rate of 2 on a scale of 0 - 6b, where 6b is the most accessible. The development is utilising the existing access arrangement leading to the front proposed car park and to the rear where the new development is located. The width of this access road leading to the rear varies from 2.7m to 4.0m; my concern is for service vehicles, wanting to access and service the development to the rear. Therefore the applicant is required to provide this office with a swept path analysis showing a fire engine accessing the site and exiting in a forward gear.

Furthermore the doors opening outward into the path of vehicles using the access road to rear is unacceptable.

Nine car parking to the front and 2 spaces at the rear are indicated on the submitted plans which is acceptable in principle. Four cycle parking spaces would be provided which is acceptable.

A communal refuse storage area has been incorporated into the scheme. On collection day the future occupants will transfer their waste to a collection point within an enlarged refuse storage area to the front of 254 Croydon Road. This is satisfactory.

Highways (additional comments):

If the parking space (Building 2) is occupied emergency vehicles can't complete this manoeuvre. Furthermore, the access road is very tight which is of concern.

Drainage:

Further details to be sought by condition regarding drainage systems.

Environmental Health - Pollution:

It is recommended that a land contamination condition is attached due to the previous use of the land. The application site is also within an Air Quality Management Area declared for NOx. Suitable conditions regarding air quality are suggested.

Trees and Landscape:

The proposed development will leave very little in terms of useable amenity space. For this reason alone, the scheme is currently unacceptable. I would expect a scheme of this nature to include tree planting of a standard size. The existing site is formed of a row of garages and associated hard standing. Development here is therefore not objected to in principle and with satisfactory landscaping, would be beneficial.

The trees within the site are of limited value, however, should be incorporated into the scheme to retain a level of mature vegetation. I am more concerned with the chestnut tree that is situated within neighbouring No.1 Shrewsbury Road. This tree should be acknowledged as a constraint to the development. As the tree is third party owned, the tree can't be removed without consent from the owner. The Council can ensure that the tree is protected as part of the development.

This application has failed to acknowledge tree constraints and has not provided sufficient information on trees. I am unable to recommend conditional permission due to the scale of the development and the negative impact upon the third party tree. I have assessed the tree with regards to making a new Tree Preservation Order (TPO) and this would not be justified based on the positioning of the tree in respect of the public domain, the boundary positioning and the current low risk level.

The impact on the tree situated within neighbouring land has resulted in conflict with Council policy. I would subsequently recommend that the application be refused as the proposals are contrary to policy NE7 of the Bromley Unitary Development Plan (adopted July 2006). I would recommend a Tree Constraints Plan (TCP) is preloaded to any future submission.

Planning Considerations

National Planning Policy Framework (NPPF)

- 14: Achieving sustainable development
- 17: Principles of planning
- 29 to 32, 35 to 37: Promoting sustainable transport
- 49 to 50: Delivering a wide choice of high quality homes
- 56 to 66: Design of development

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
- 7.14 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
- 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:

The Council is preparing a Local Plan and commenced a period of consultation on its proposed submission draft of the Local Plan on November 14th 2016 which closed on December 31st 2016 (under The Town and Country Planning (Local Planning) (England) Regulations 2012 as amended). It is anticipated that the submission of the draft Local Plan will be to the Secretary of State in the early part of 2017. These documents are a material consideration. The weight attached to the draft policies increases as the Local Plan process advances.

Draft Policy 1 - Housing Supply

Draft policy 3 - Backland and Garden Land Development

Draft Policy 4 - Housing design

Draft Policy 8 - Side Space

Draft Policy 30 - Parking

Draft Policy 32 - Road Safety

Draft Policy 33 - Access for All

Draft Policy 34 - Highway Infrastructure Provision

Draft Policy 37 - General design of development

Draft Policy 73 - Development and Trees

Draft Policy 77 - Landscape Quality and Character

Draft Policy 112 - Planning for Sustainable Waste management

Draft Policy 113 - Waste Management in New Development

Draft Policy 115 - Reducing flood risk

Draft Policy 116 - Sustainable Urban Drainage Systems (SUDS)

Draft Policy 117- Water and Wastewater Infrastructure Capacity
Draft Policy 118 - Contaminated Land
Draft Policy 119 - Noise Pollution
Draft Policy 120 - Air Quality
Draft Policy 122 - Light Pollution
Draft Policy 123 - Sustainable Design and Construction
Draft Policy 124 - Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

Planning History

04/04362/FULL1: Elevational alterations, external stairs at rear and formation of one bedroom flat within part of basement. Refused 14.01.2005

05/01275/FULL1: Elevational alterations and formation of studio flat within part of basement - amended floor plan received. Refused 18.05.2005

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 small scale infill development 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.

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 within Annex 2 of the NPPF.

Policy H7 of the UDP sets out criteria to assess whether new housing developments is appropriate 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, community safety and refuse arrangements.

Draft Policy 3 - Backland and Garden Land Development of the Emerging Local Plan states new residential development will only be considered acceptable on backland or garden land if all of the following criteria are met; there is no unacceptable impact upon the character, appearance and context of an area in relation to the scale, design and density of the proposed development; there is no unacceptable loss of landscaping, natural habitats, or play space or amenity space; there is no unacceptable impact on the residential amenity of future or existing occupiers through loss of privacy, sunlight, daylight and disturbance from additional traffic; and a high standard of separation and landscaping is provided.

The justification paragraphs following the UDP Policy H7 provides further clarification of the Council's approach to backland sites such as at 254 Croydon Road. Many residential areas are characterised by spacious rear gardens and well-separated buildings. The Council will therefore resist proposals which would tend to undermine this character or which would be likely to result in detriment to existing residential amenities. "Tandem" development, consisting of one house immediately behind another and sharing the same access, is generally unsatisfactory because of difficulties of access to the house at the back and the disturbance and lack of privacy suffered by the house in front.

Backland development, involving development of land surrounded by existing properties, often using back gardens and creating a new access, will generally also be resisted. Private gardens can be of great importance in providing habitats for wildlife, particularly in urban areas. Except in Areas of Special Residential Character, such development, however, may be acceptable provided it is small-scale and sensitive to the surrounding residential area.

Within the Emerging Local Plan a specific policy has been developed to address the issue of backland development as detailed above. The supporting text states that in the past the role of small sites in providing additional housing within the Borough has been significant. It is important to also consider the value of backland and garden land in helping to define local character. There is a risk that inappropriate development of these small sites over time could adversely impact upon local character, especially as the availability of sites diminishes.

The NPPF also specifies that windfall sites are normally previously developed sites. Core planning principles include; seeking high quality design and a good standard of amenity for all existing and future occupants of land and buildings, taking account of the different roles and character of different areas and

encouraging the effective use of land by reusing land that has been previously developed.

In this case the site comprises garages within the rear curtilage of the site that are historically linked for the parking of vehicles associated with the flats in Ripon House to the front of the site. It is noted that this link has been severed for at least 5 years as stated by the applicant. Ripon House has itself been substantially extended to the rear and side to expand the residential accommodation on offer. The garage site is therefore considered a windfall site and as such previously developed land and acceptable for a limited form of residential development.

However, the site is surrounded primarily by garden land and therefore with the nature of the spatial qualities of the surrounding backland areas that are mainly garden areas and in part parking areas where similar properties have been converted to flats in the past, it is considered in principle that residential development of the rear area of the site for habitable living accommodation can only be supported on this site if the scheme proposed 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 limited residential use of the land appears acceptable in principle subject to an assessment of the impact of the proposal on the appearance, character and context of the surrounding area in relation to the scale, design and density of the proposed development, in addition 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.

Design and Siting.

Policies 3.4 and 3.5 of the Further Alterations to the London Plan (March 2015) (FALP) 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 BE1 and 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 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.

The scheme proposal provides two detached dwellings on the site with limited separations from the boundaries of the site that have been created to provide small garden spaces and to comply with the Council's side space policy.

The separations are approximately 1.2m to the south west boundary, 1.2m between proposed dwellings and an average of 2m to the north east boundary. In combination with limited rear garden depths at an average 3.6m it is considered on balance that with the cramped nature of the site due to its restrictive parameters the proposal creates a development that is overly cramped on the site in this back land location given the open context of the immediate surrounding garden land. In particular the buildings will appear overbearing to No1 Shrewsbury Road due to their close proximity, proposed height, mass and scale accentuated by a 6.63m gable end facing in this direction.

The garden spaces proposed are also small and while they may comply with the space in terms of square meterage of the London Plan, regard is still required in respect of the context of provision in the wider area. In this locality gardens are well proportioned which forms part of the spatial character of the area. The provision proposed is considered out of character and at odds with the spatial layout of the area in this regard.

The generally contemporary design of the houses is considered acceptable. However, the suitability of the materials indicated in terms vertical zinc cladding and a zinc clad roof is not deemed to be an appropriate finishing material given the context of the site. Moreover the zinc roof would appear to make the development more prominent and overbearing to surrounding development.

Therefore, while the harm caused by the proposed design for two houses may not be demonstrable as highlighted in the applicant statement, in the planning balance the harm is significant enough to warrant refusal of the currently designed scheme.

In terms of the revised parking layout to the front curtilage of Ripon House, while it is noted that an increased level of hard surface will be provided removing an existing grassed area, some landscape borders are provided to mitigate this impact. Subject to suitable landscape planting to be sought by condition this is not considered to be detrimental to the visual amenity of the streetscene.

Residential Amenity - 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 spaces of the proposed dwellings are 83.9m² each. The nationally described space standard requires a Gross Internal Area of 79m² for a two storey two bedroom house. With regard to the above it appears that the size of the house for its intended occupancy would comply with the minimum standards. On balance this is considered acceptable.

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

However the plans indicate that within the bedroom 1 of the units the windows would be located at a high level with roof lights within the roof space of the building. Therefore in these rooms the units would be reliant on a high placed window and roof lights for outlook and light.

Notwithstanding the reason for the high level windows is to address the issue of privacy to surrounding property it is considered that even if they provided adequate light it would not be possible for future occupiers to have a pleasant outlook from the openings at this level. Overall such a layout would therefore be contrived, representative of a cramped overdevelopment of the site and would not create a satisfactory environment or good standard of amenity for future occupiers.

In terms of amenity space the courtyard provision complies with the sizes required by the London Plan for single level two bedroom unit. However, the garden spaces proposed are small with limited depth and while they may comply with the space in terms of square meterage of the London Plan, regard is still required in respect of the context of provision in the wider area. In this locality gardens are well proportioned which forms part of the spatial character of the area. The provision proposed is considered out of character and at odds with the spatial layout of the area in this regard. Furthermore, the depth and limited proportions to the garden space provide a substandard quality space for the purposes of the potential number of occupiers of a two bedroom four person detached family dwellinghouse with functionally difficult, small and narrow spaces provided.

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, rear and flank ground floor windows for each unit overlooking amenity space, neighbouring property or overlooking the access driveway. The flank ground floor windows are high level to dining and living areas and from a standard cill level for the hallways. At the upper level outlook is provided to the front elevation only. To the rear, facing the rear gardens of No1 Shrewsbury Road, a large high level feature window is provided which is above eye level outlook internally. Roof lights provide extra light to these bedrooms.

As discussed above while this design solution goes some way to address direct eye level overlooking the large size of the rear windows, although in an elevated position above floor level, will still be perceived by the adjacent property to constitute a loss of privacy in close proximity to their garden area. It is also considered that the requirement this type of design solution is a further indicator of the excessive scale and cramped overdevelopment of the scheme.

Highways and Traffic Issues.

Car parking and cycle parking

London Plan and UDP Policies encourage sustainable transport modes whilst recognising the need for appropriate parking provision.

The Council's Highway Officer has reviewed the current application and not raised any objection to the level of parking provided at the site. Nine usable spaces are to be provided on site for the existing flats to the front curtilage and 1 each for the proposed dwellings to the rear utilising existing vehicular access points from Croydon Road which is considered satisfactory.

Minor concerns are raised regarding access for service and emergency vehicles to the rear and a garden gate opening onto the access way. A swept path analysis and amendment have been subsequently received during the assessment process. The revisions have been deemed unsatisfactory.

Cycle parking is required to be 2 spaces for dwellings of the size and type proposed. The applicant has provided details of a location for cycle storage for the units within the front curtilage of the proposed dwellings. This is considered acceptable subject to further details to be sought by planning condition had permission been forthcoming.

Refuse

All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of refuse storage for the units adjacent to the front curtilage of the proposed dwellings with a collection enclosure point at the front of Ripon House adjacent to Croydon road. The location point is considered acceptable. Further details in this regard are recommended by condition in relation to capacity and a containment structure had permission been forthcoming.

Landscaping and trees.

Policy NE7 of the UDP advises that when considering development proposals, the Council will seek the retention and the long-term health and stability of as many trees as possible.

An indicative landscaping layout has been submitted as shown on the proposed site plan drawing that details the areas given over to garden for external amenity for future occupiers. Notwithstanding this full detail of hard and soft landscaping

and boundary treatment is also recommended to be sought by condition as necessary.

The Council's Tree Officer has reviewed the scheme and has raised concerns regarding the quality and size of provision as already detailed above.

Furthermore, the impact to trees external to the site boundary but within close proximity of the boundaries of the site has been highlighted. It is considered that the proximity of the buildings in terms of canopy spread and root protection areas may threaten the wellbeing of these trees. Insufficient information has been supplied in this regard and refusal is recommended on this basis.

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 informative is recommended with any approval to ensure that the development strives to achieve these objectives.

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

Having had regard to the above, the proposal represents a cramped overdevelopment of the site by reason of the limited size of plot available for the level of increased density of residential use along with the design, mass and scale and its relationship to adjacent dwellings in this location resulting in an inappropriate and visually obtrusive development harmfully at odds with the open spatial characteristics of the locality which is an important characteristic to the urban grain and pattern of development in the locality and also contributes to the character and appearance of the area.

Furthermore, the proposed development would fail to provide a satisfactory standard of good quality accommodation for future occupiers by reason of its lack of reasonable eye level outlook for rear bedrooms, its poor quality and poor standard of provision of outdoor amenity space for two bedroom dwellinghouses.

The siting and proximity of the dwellings to neighbouring buildings and property boundaries would also have a serious and adverse effect on the perceived privacy

and amenity enjoyed by the occupants of neighbouring property at No 1 Shrewsbury Road.

RECOMMENDATION: APPLICATION BE REFUSED

The reasons for refusal are:

- 1 The proposal represents an inappropriate and cramped overdevelopment of the site by reason of its design, mass and scale, its relationship to adjacent dwellings and the limited size of plot available for the level of increased density of residential use. This would be harmfully at odds and detrimental to the open spatial characteristics of the locality which is an important characteristic to the urban grain and pattern of development in the locality and also contributes to the character and appearance of the area contrary to Policies BE1 and H7 of the Unitary Development Plan and Policies 3.4, 3.5, 7.4 and 7.6 of the London Plan.**
- 2 The proposed development would fail to provide a satisfactory standard of good quality accommodation for future occupiers by reason of its lack of reasonable eye level outlook for rear bedrooms contrary to Policy H7 of the Unitary Development Plan, Policy 3.5 of the London Plan, Supplementary Planning Guidance: Housing of the London Plan Implementation Framework.**
- 3 The proposed development, due to its poor quality and poor standard of provision of outdoor amenity space for two bedroom dwellinghouses would provide an unacceptably poor level of external living accommodation for its occupants contrary to Policy BE1 and H7 of the Unitary Development Plan.**
- 4 The proposed development by reason of its overbearing nature, siting and proximity to neighbouring buildings and property boundaries would have a serious and adverse effect on the privacy and amenity enjoyed by the occupants of neighbouring property at No 1 Shrewsbury Road contrary to Policies BE1, H7 of the Unitary Development Plan and Policies 7.6 of the London Plan.**
- 5 In the absence of sufficient information to demonstrate satisfactorily otherwise, the proposals would likely result in conditions prejudicial to the wellbeing of trees on immediately adjoining land contrary to Policy NE7 of the Bromley Unitary Development Plan and Policy 7.21 of the London Plan.**
- 6 The accessibility arrangements for emergency and service vehicles generated by the development the proposals would be likely to result in detrimental conditions of general safety to future occupiers of the development contrary to Policy T18 of the Unitary Development Plan and Policy 6.12 of the London Plan.**