

Committee Date	18.02.2021	
Address	9 Copse Avenue West Wickham BR4 9NL	
Application Number	20/02367/FULL1	Officer - Louisa Bruce
Ward	West Wickham	
Proposal	Demolition of existing bungalow and construction of 2 x 3 bedroom semi-detached properties with cycle and bin storage, paved driveways, steps leading down to each rear garden. Covered pathway with roof to side of Plot 9 with new brick wall (adjacent to No. 33 Boleyn Gardens). Existing vehicular crossover widened to Plot 9a and erection of carport with mansard roof to the side of new property, new brick wall (adjacent to No. 11 Copse Avenue).	
Applicant Miss Kate Bennett	Agent	
9 Copse Avenue West Wickham BR4 9NL		
Reason for referral to committee	Call-In	Councillor call in Yes

RECOMMENDATION	Application Permitted
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<p>KEY DESIGNATIONS</p> <p>Areas of Archeological Significance</p> <p>Biggin Hill Safeguarding Area</p> <p>London City Airport Safeguarding</p> <p>Open Space Deficiency</p> <p>Smoke Control SCA 51</p>
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Residential Use – See Affordable housing section for full breakdown including habitable rooms					
	Number of bedrooms per unit				
	1	2	3	4 Plus	Total / Payment in lieu
Market			2		
Affordable (shared ownership)			0		
Affordable (social rent)			0		
Total			2		

Vehicle parking	Existing number of spaces	Total proposed spaces including retained	Difference in spaces (+ or -)
Standard car spaces	2	2	+ 2
Disabled car spaces	0	0	0
Cycle	0	4	+4

Representation summary	Neighbours were notified of the development on the 3 rd August 2020.	
Total number of responses	5	
Number in support	1	
Number of objections	4	

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The development would not result in a harmful impact on the character and appearance of the area
- The development would not adversely affect the amenities of neighbouring residential properties

2.0 Location

2.1 The application relates to a single storey detached bungalow located on the southern side of Copse Avenue, West Wickham. The property is located on the corner of Copse Avenue and Boleyn Gardens between No.33 Boleyn Gardens and No.11 Copse Avenue. The property is not listed and does not lie within any area of special designation.



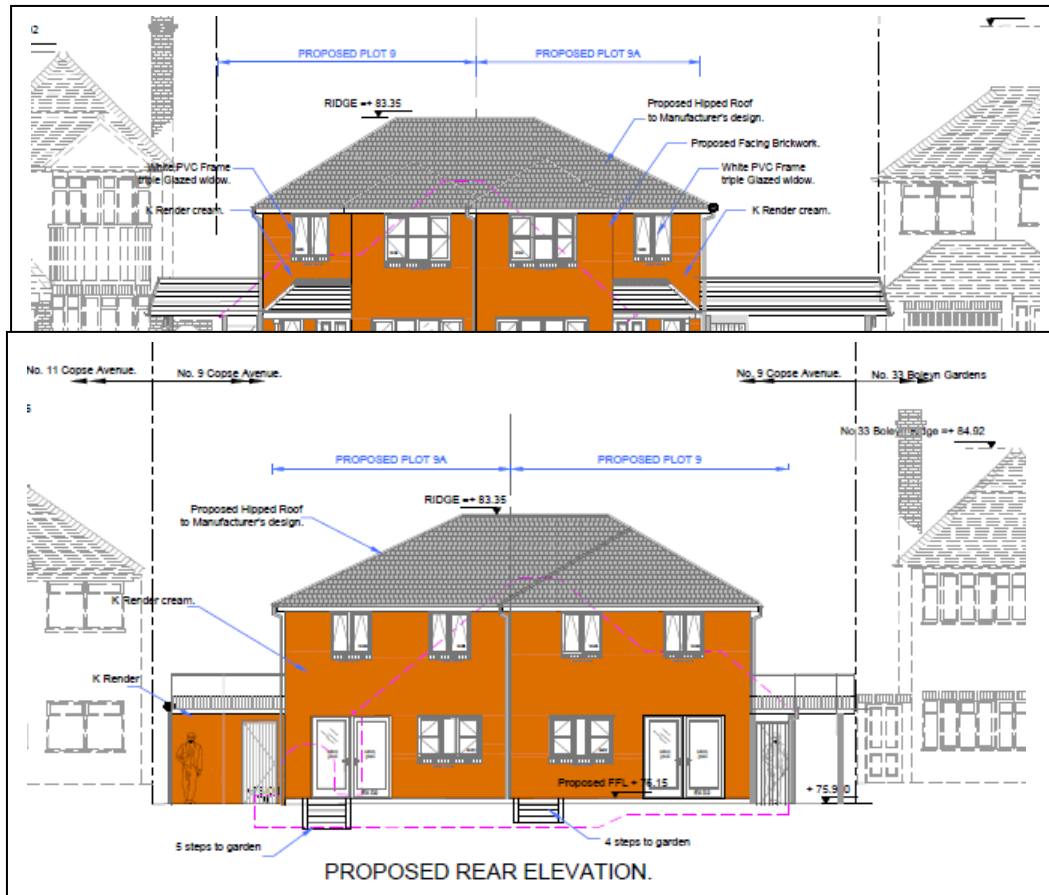
3.0 PROPOSAL

- 3.1 Planning permission is sought for the demolition of the existing bungalow (No.9 Copse Avenue) and the construction of 2 x 3 bedroom semi-detached properties with cycle and bin storage, paved driveways and steps leading to each rear garden. A new covered pathway with mansard roof to the side of Plot 9 and new brick wall (adjacent to No. 33 Boleyn Gardens). Existing vehicular crossover widened and erection of carport to the side of Plot 9a with new brick wall (adjacent to No. 11 Copse Avenue).
- 3.2 A new dropped kerb was originally proposed to Plot 9 to accommodate two off-street car parking spaces however following objections from the Street Trees and Highways Officer's the new dropped kerb was dropped from the proposal and both properties will now use the existing dropped kerb to Plot 9a to accommodate four communal car parking spaces, cycle and refuse storage.
- 3.3 Revised Plans were received on 27th January 2021 which removed the proposed vehicular crossover to Plot 9, along with the fence between the two properties to allow for communal parking and bin and cycle storage facilities were adjusted to provide equal provision for each property.
- 3.4 The proposed semi-detached properties will occupy broadly the same footprint of the existing bungalow. The indicative front elevation design depicts a modern style design approach.

The submission was supported by the following documents:

- Application form
- Existing and proposed plans and elevations
- Site location and block plans
- Site photos

- Topographical Survey
- Landscaping Plan
- Materials Schedule & Specification
- Drainage Report
- Micro Drainage Summary



4.0 RELEVANT PLANNING HISTORY

- 4.1 PREAPP/19/00120 - Demolition of existing bungalow and construction of 2 no. two storey semi-detached properties.
- 4.2 Under planning application ref: 83/00031 planning permission was granted for a single storey side extension.

5.0 CONSULTATION SUMMARY

A) STATUTORY

Highways – Acceptable

No objections

According to Transport for London's (TfL) Planning Information Database the site has a PTAL rating of ZERO (on a scale of 1 - 6, where 6 is the most accessible).

The proposed development would comprise the demolition of the existing bungalow and the construction of 2 no two storey semi-detached 3 bed houses. Revised plan acceptable.

Drainage – Acceptable

No objections subject to condition

This site is at high risk from surface water flooding. Thames Water must be consulted in this instance to check their sewers capacity and also check if they have recorded any past flooding in the area. As for the submitted "Drainage Strategy Report" carried out by RCD Consultants Ltd with Ref No. 1111-1184 9 Rev A dated 20/01/2020 I note the applicant will use porous paving to restrict surface water run-off to 2l/s for all events including the 1 in 100 year plus climate which I consider acceptable.

CONDITION: The Drainage Strategy Report carried out by RCD Consultants Ltd with Ref No. 1111-1184 9 Rev A dated 20/01/2020 hereby permitted shall be implemented in full accordance with the approved details unless otherwise agreed in writing by the Local Planning Authority.

REASON: In order to comply with Policy 5.13 of the London Plan and to reduce the impact of flooding both to and from the proposed development and third parties.

Environmental Health (Pollution) – Acceptable

I have considered the above and have no objections within the grounds of consideration.

No development shall commence on site until such time as a Construction Management Plan, in accordance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2017 (available on the Bromley web site) has been submitted to and approved in writing by the local planning authority. The plan shall include, but is not limited to, the following:-

- a) Dust mitigation and management measures.
- b) The location and operation of plant and wheel washing facilities
- c) Measures to control demolition and construction noise including, where applicable, noise trigger levels & monitoring
- d) Details of construction traffic movements including cumulative impacts which shall demonstrate the following:-

Rationalise travel and traffic routes to and from the site as well as within the site.

Provide full details of the number and time of construction vehicle trips to the site with the intention and aim of reducing the impact of construction related activity.

Measures to deal with safe pedestrian movement.

- e) Hours of operation
- f) Details of a complaints procedure with a designated person on site responsible for complaint handling

I would recommend that the following informative is attached:

If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.

Thames Water comments – *Acceptable*

Waste Comments

With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Thames Water has contacted the developer in an attempt to obtain this information and agree a position for SURFACE WATER drainage, but have been unable to do so in the time available and as such Thames Water request that the following condition be added to any planning permission.

“No development shall be occupied until confirmation has been provided that either:- 1. Capacity exists off site to serve the development or 2. A development and infrastructure phasing plan has been agreed with the Local Authority in consultation with Thames Water. Where a development and infrastructure phasing plan is agreed, no occupation shall take place other than in accordance with the agreed development and infrastructure phasing plan. Or 3. All wastewater network upgrades required to accommodate the additional flows from the development have been completed. Reason - Network reinforcement works may be required to accommodate the proposed development. Any reinforcement works identified will be necessary in order to avoid flooding and/or potential pollution incidents. The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Thames Water would advise that with regard to FOUL WATER sewerage network infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.

Water Comments

There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes.

If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid

potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.

On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. 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 Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.

Supplementary Comments

Wastewater: Based on the information supplied; Foul discharge will be going into sewer on Copse Ave. - Discharge within sewer threshold Surface Water discharge will also be Copse Ave. but there isn't information on drainage flow rates.

Environment Agency – *Acceptable*

We have assessed this application and it is covered by our Flood risk standing advice. This means you do not have to consult us directly and can use our standing advice to manage flood risk for this planning application.

Despite not being in a Flood Zone from the neighbour comments it seems a surface water flood issue only although they refer to a pond and underground natural springs. If you have any enquiries regarding source of the flooding as sometimes its assumed a river is flowing underground you can refer them to the [online main river map](#). The nearest main river The Beck is 65 from the site location.

Street Trees – *Unacceptable*

There are two street trees to the front of the property. The root protection area afforded to them will prevent the creation/widening of the crossover at the property.

It is our recommendation the application should be refused on these grounds. If the application is successful the crossover will be refused when they apply for it with Highways.

B) Local Groups

West Wickham Residents Association

The Association understands and generally supports the need for new residential property in the Town but has concerns about the current proposal. Specifically, we object on the following grounds:-

- The size of the rear gardens, which are only an average of 8 metres deep for No. 9 and 7 metres deep for No.9a, falls well below recommended standards and consequently results in a cramped overdevelopment of the site out of keeping with the area.
- Apparently, the applicants are aware that the existing property has been flooded in the past and consequently have commissioned a drainage report. This has found that the site is not suitable for drainage to soakaways and suggests draining into a neighbouring stream. However, no such drainage seems to be proposed. At present most of the garden is laid to lawn and flower beds yet still becomes flooded and we believe that covering the garden with so called porous paving will make drainage considerably worse resulting in run off into the road. There is photographic evidence of this happening on many occasions in the past so providing for a 1 in 100 year event will not be adequate.

C) Adjoining Occupiers (addressed in paragraphs 7.6 & 7.8)

- Been advised by the owners of their intention to re-develop the property and have no objections to the plans. However we have lived here for 33yrs and have witnessed the bungalow flood on three separate occasions. The bungalow was built on a pond served by natural underground springs. Our concern is that the new development could have a detrimental impact on surrounding properties from flash flooding or sustained rainfall.
- Do not object to the development providing adequate flood protection is employed for both above and underground water.
- Currently both the front and back gardens of No.9 are mostly grass and flowers beds and provide a natural soakaway which fails to cope with the volume of water when these events occur.

6.0 POLICIES AND GUIDANCE

- 6.1 Section 70(2) of the Town and Country Planning Act 1990 (as amended) sets out that in considering and determining applications for planning permission the local planning authority must have regard to:
- (a) the provisions of the development plan, so far as material to the application,
 - (b) any local finance considerations, so far as material to the application, and
 - (c) any other material considerations.
- 6.2 Section 38 (6) of the Planning and Compulsory Purchase Act (2004) makes it clear that any determination under the planning acts must be made in accordance with the development plan unless material considerations indicate otherwise.
- 6.3 The National Planning Policy Framework was published on 24 July 2018 and updated on 19 February 2019.

- 6.4 The development plan for Bromley comprises the Bromley Local Plan (Jan 2019), the London Plan (March 2016) and the Draft London Plan (December 2020). The NPPF does not change the legal status of the development plan.
- 6.5 An updated 'Intend to Publish' version of draft London Plan – entitled Publication London Plan December 2020 - was published on 21 December 2020. This version of the draft plan includes changes made by the Mayor in response to a number of Directed Changes made by the SoS in March and December 2020. The relevant documents are available on the Mayor's website - <https://www.london.gov.uk/what-we-do/planning/london-plan/new-london-plan/publication-london-plan>
- 6.6 The draft new London Plan (December 2020) is a material consideration in the determination of this planning application. Paragraph 48 of the NPPF states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework.
- 6.7 The draft New London Plan is at a very advanced stage; in a Written Ministerial Statement dated 15/12/2020, the SoS indicated that he expects to agree the London Plan with the Mayor early in the new year (early 2021).
- 6.8 The London Assembly considered the draft new London Plan at a plenary meeting on 6 February 2020 and did not exercise their power to veto the plan.
- 6.9 Prior to issuing further Directed Changes in December 2020, the SoS (in two SoS call-in appeals in the Royal Borough of Kensington and Chelsea, appeal ref: APP/C5690/W/18/3205926; and the London Borough of Hounslow, appeal ref: APP/G6100/V/19/3226914) had established that the draft London Plan policies are capable of having significant weight where they weren't subject to Directed Changes.
- 6.10 Considering this information against paragraph 48 of the NPPF, the draft new London Plan (December 2020 'Intend to Publish' version) is considered to have very significant weight where there are no Directed Changes to policies; and significant weight where there are Directed Changes to policies. Taking this into account, the draft new London Plan policies should be used to determine this planning application, alongside policies in the adopted Local Plan and adopted London Plan. Where there is conflict between the policies in the draft new London Plan and the policies in the adopted Development Plan, the draft new London Plan should generally be given primacy although this may vary from case to case.
- 6.11 Upon adoption of the new London Plan, it will become the most up-to-date Development Plan Document for the London Borough of Bromley, and therefore, in accordance with section 38(5) of the Planning and Compulsory Purchase Act 2004, "if to any extent a policy contained in a development plan for an area conflicts with another policy in the development plan the conflict

must be resolved in favour of the policy which is contained in the last document to become part of the development plan.”

6.12 The application falls to be determined in accordance with the following policies:

The London Plan (2016)

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential Page 123
- 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
- 7.21 Trees and Woodlands
- 8.3 Community Infrastructure Levy

Draft London Plan

- D1 London's form and characteristics
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good design
- D5 Inclusive design

- D6 Housing quality and standards
- D7 Accessible housing
- D11 Safety, security and resilience to emergency
- D12 Fire safety
- D13 Agent of change
- D14 Noise
- H1 Increasing Housing Supply
- H2 Small sites
- H5 Threshold Approach to application
- H8 Loss of existing housing and estate redevelopment Page
- H9 Ensuring the best use of stock
- H10 Housing Size Mix
- G5 Urban greening
- G7 Trees and woodlands
- SI1 Improving air quality
- SI4 Managing heat risk
- SI5 Water infrastructure
- SI7 Reducing waste and supporting the circular economy
- SI12 Flood risk management
- SI13 Sustainable drainage
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car parking
- T6.1 Residential Parking
- T7 Deliveries, servicing and construction

Bromley Local Plan (2019)

- 1 Housing supply
- 4 Housing design
- 6 Residential extensions
- 8 Side Space
- 9 Residential conversions
- 26 Health and wellbeing
- 30 Parking
- 32 Road Safety
- 33 Access for All
- 37 General design of development
- 73 Development and Trees
- 112 Planning for Sustainable Waste management
- 113 Waste Management in New Development
- 115 Reducing flood risk
- 116 Sustainable Urban Drainage Systems (SUDS)
- 117 Water and Wastewater Infrastructure Capacity
- 118 Contaminated Land
- 119 Noise Pollution
- 120 Air Quality
- 122 Light Pollution

- 123 Sustainable Design and Construction
- 124 Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy
- 6.16 Supplementary Guidance Housing: Supplementary Planning Guidance. (March 2016) Technical housing standards - Nationally Described Space Standard (March 2015)

Supplementary Planning Guidance

Bromley's SPG No.1 - General Design Principles
Bromley's SPG No.2 - Residential Design Guidance

7.0 ASSESSMENT

7.1 Principle of Development – *Acceptable*

- 7.1.2 The NPPF (2019) sets out in paragraph 11 a presumption in favour of sustainable development.
- 7.1.3 The current position in respect of Bromley's Five Year Housing Land Supply (FYHLS) was agreed at Development Control Committee on 24th September 2020. The current position is that the FYHLS (covering the period 2020/21 to 2024/25) is 2,690 units, or 3.31 years supply. This is acknowledged as a significant undersupply and for the purposes of assessing relevant planning applications means that the presumption in favour of sustainable development will apply.
- 7.1.4 The NPPF (2019) sets out in paragraph 11 a presumption in favour of sustainable . In terms of decision-making, the document states that where a development accords with an up to date local plan, applications should be approved without delay. Where a plan is out of date, permission should be granted unless the application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 7.1.5 According to paragraph 11(d) of the NPPF in the absence of a 5 year Housing Land Supply the Council should regard the Development Plan Policies for the supply of housing including Policy 1 Housing Supply of the Bromley Local Plan as being 'out of date'. In accordance with paragraph 11(d), for decision taking this means where there are no relevant development plan policies or the policies which are most important for determining the application are out-of-date, granting permission unless: i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or ii) any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

- 7.1.6 Policy 3.3 Increasing housing supply, Policy 3.4 Optimising housing potential and Policy 3.8 Housing choice in the London Plan 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.
- 7.1.7 Policies including 3.3 of The London Plan 2016 and Policy 1 of the Bromley Local Plan have the same objectives. The London Plan's minimum target for Bromley is to deliver 641 new homes per year until 2025. The new/intended to published London Plan's minimum target for Bromley will be increased to 774 new homes a year.
- 7.1.8 This application includes the provision of one additional residential unit, which would represent a minor contribution to the supply of housing within the Borough. This aspect of the proposal will be considered in the overall planning balance set out in the conclusion of the report having regard to the presumption in favour of sustainable development.
- 7.1.9 The site is located within a residential area and the demolition of the existing bungalow and its replacement with two semi-detached properties would be acceptable in principle provided proposal would not harm neighbouring residential amenity, would provide residential accommodation of a high quality, would not result in on and off street parking that would cause unsafe or inconvenient road conditions, would not impact detrimentally on the character and appearance of the area, would not have a detrimental impact on house choice in the locality and would incorporate safe and secure access to each dwelling.
- 7.1.10 Any adverse impact on neighbouring amenity, car/cycle parking and traffic implications, sustainable design and energy, community safety, refuse arrangements, trees and visual amenity will need to be addressed.

7.2 Design – Acceptable

- 7.2.1 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.
- 7.2.2 Paragraph 124 of the NPPF (2019) states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better Page 127 places in which to live and work and helps make development acceptable to communities.
- 7.2.3 Paragraph 127 of the NPPF (2019) requires Local Planning Authorities to ensure that developments will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping and are sympathetic to local character and history,

including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities). New development shall also establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well-being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

- 7.2.4 London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.
- 7.2.5 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 127 of the National Planning Policy Framework, which requires development to respond to local character and context and optimise the potential of sites.
- 7.2.6 The public realm is also an important aspect of any development as it ensures that the development is integrated into and enhances the existing character and use of the area. All residential and commercial development is required by policy to contribute towards good design which extends to the consideration of the public realm (London Plan Policy 7.5).
- 7.2.7 Policy 7.4 of the London Plan states that buildings, streets and open spaces should provide a high quality design response that has regard to the pattern and grain of the existing spaces and streets in orientation, scale, proportion and mass; contributes to a positive relationship between the urban structure and natural landscape features, including the underlying landform and topography of an area; is human in scale, ensuring buildings create a positive relationship with street level activity and people feel comfortable with their surroundings; allows existing buildings and structures that make a positive contribution to the character of a place to influence the future character of the area; is informed by the surrounding historic environment.
- 7.2.8 Policy 7.6 states that buildings and structures should be of the highest architectural quality, be of a proportion, composition, scale and orientation that enhances, Page 128 activates and appropriately defines the public realm; comprise details and materials that complement, not necessarily replicate, the local architectural character; not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings, in relation to privacy, overshadowing, wind and microclimate.

7.2.9 Policies 6 and 9 of the Local Plan relate to residential extensions and residential conversions respectively. The Council will expect all of the following requirements to be demonstrated:

- The scale, form and materials of construction should respect or complement the host dwelling and be compatible with development in the surrounding area
- Compliance to minimum internal space standards for dwellings/provision of accommodation of a high quality with safe and secure access provided for prospective occupants
- Design to ensure that the residential amenities of neighbouring occupiers are not harmed
- Parking resulting from the development is not to cause unsafe or inconvenient highway conditions

7.2.10 Policy 8 of the Local Plan details that when considering applications for new residential development, including extensions, the Council will normally require for a proposal of two or more storeys in height, a minimum 1 metre space from the side boundary of the site should be retained for the full height and length of the building or where higher standards of separation already exist within residential areas, proposals will be expected to provide a more generous side space.

7.2.11 Policy 37 of the Local Plan details that all development proposals, including extensions to existing buildings, will be expected to be of a high standard of design and layout. To summarise, developments will be expected to meet all of the following criteria where they are relevant; be imaginative and attractive to look at, of a good architectural quality and should complement the scale, proportion, form, layout and materials of adjacent buildings and areas; positively contribute to the existing street scene and/or landscape and respect important views, heritage assets, skylines, landmarks or landscape features; create attractive settings; allow for adequate daylight and sunlight to penetrate in and between buildings; respect the amenity of occupiers of neighbouring buildings and those of future occupants; be of a sustainable design and construction; accessible to all; secure; include suitable waste and refuse facilities and respect non designated heritage assets.

7.2.12 The semi-detached character of the proposed properties with hipped roofs would blend in with the character and appearance of both Copse Avenue and Boleyn Gardens. The overall design differs slightly between the properties, with Plot 9a being set slightly further forward than Plot 9. Plot 9a would have a car port constructed to the side of the property and the existing vehicular crossover would access for off-street parking for both properties.

7.2.13 Policy 8 states that a 1m side space as a minimum will generally be required to be provided for residential proposals of two or more storeys, with more generous side space to be provided where higher standards of separation already exist within residential areas.

7.2.14 The supporting text explains the purpose of the policy, stating that the policy is required in order to safeguard the privacy and amenity of neighbouring residents as well as to prevent a cramped appearance and unrelated terracing from occurring. Owing to the splayed nature of the site a side space of between 1.2m-4m would be maintained from the shared boundary with No.33 and a side space of between 1.9m-6m to the shared boundary with No.11.

7.2.15 In this instance, the proposal would adequate separation to the boundary, and would not result in a cramped appearance, unrelated terracing or adverse impact on neighbouring residential amenity. As such the proposal would not result in the adverse impacts that Policy 8 seeks to prevent.

7.2.16 The materials used for the proposed extension would be acceptable, with the planning application forms setting out that the properties would be finished with brick, cream render, roof tiles and PVC glazed windows and doors.

7.3 Standard of residential accommodation – *Acceptable*

7.3.1 Policy 3.5 of the London Plan (2016) Table 3.3 sets out the minimum space standards for new development.

7.3.2 The London Plan makes clear that ninety percent of new housing should meet Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten per cent of new housing should meet Building Regulation requirement M4 (3) 'wheelchair user dwellings', i.e. is designed to be wheelchair accessible, or easily adaptable for residents who are wheelchair users. The proposal is also M4(2) compliant making it an accessible and adaptable dwelling.

7.3.3 The Mayor's Housing SPG sets out guidance in respect of the standard required for all new residential accommodation to supplement London Plan policies. The standards apply to new build, conversion and change of use proposals. Part 2 of the Housing SPG deals with the quality of residential accommodation setting out standards for dwelling size, room layouts and circulation space, storage facilities, floor to ceiling heights, outlook, daylight and sunlight, external amenity space (including refuse and cycle storage facilities) as well as core and access arrangements to reflect the Governments National Technical Housing Standards. Each property meets the required standard for a two storey three bedroom house.

7.3.4 Amenity space for housing should also generally be in a proportion and configuration that is representative of the general context and pattern of development in the vicinity. The proposed gardens serving the application dwellings would measure between 6-8m in depth which is considered shallow for the size of the properties but would meet the minimum standard required.

7.4 Highways – *Acceptable*

7.4.1 The NPPF recognises that transport policies have an important role to play in facilitating sustainable development but also in contributing to wider

sustainability and health objectives. The NPPF clearly states that transport issues should be considered from the earliest stage of both plan making and when formulating development proposals and development should only be prevented or refused on transport grounds where the residual cumulative impacts of development are severe.

7.4.2 The NPPF states that all developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed.

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

Car parking

7.4.4 The revised parking layout provides for 4 no. off-street parking spaces. The Council's Street Trees and Highways Officer initially raised objections to the new dropped kerb to Plot 9 on the basis that it would remove a mature street tree and because of its corner location, without a safety audit, could have an impact on highway safety. The agent has provided a revised plan which uses the existing dropped kerb as an entry and exit point for both properties. One car would be parked to the side of Plot 9a whilst the three other cars would be parked towards the front boundary of the site.

Cycle parking

7.4.5 Cycle storage for several bikes is shown to the side of each property.

7.5 Refuse – Acceptable

7.5.1 All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of a refuse storage area to the front and side of each property. A planning condition is recommended in this regard for full details of the location, containment structure and capacity with any permission granted.

7.5.2 On balance, the proposal is considered generally acceptable from a highways perspective.

7.6 Neighbouring Amenity - Acceptable

7.6.1 Policy 37 of the Bromley Local Plan seeks to respect the amenity of occupiers of neighbouring buildings and those of future occupants, providing healthy environments and ensuring they are not harmed by noise and disturbance, inadequate daylight, sunlight, privacy or by overshadowing.

- 7.6.2 Policy 9 of the Bromley Local Plan also seeks to protect existing residential occupiers from adverse impacts on residential amenities. 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.
- 7.6.3 With the existing bungalow only being single storey the main impact will be the increase in height, bulk and scale to the adjoining neighbours No. 11 and 33. The proposed new properties will be located in roughly the same footprint of the existing bungalow. The overall height of the two properties will mean that the ridge height is less than the two neighbouring properties. The site will have at least a 1m side space which will retain a degree of separation between each property and its closest neighbour. Plot 9 will have a covered path located to the side of the property whilst Plot 9a will have a carport with a mansard roof. The proposed new walls and fencing to each flank boundary will help to ensure a degree of privacy between each dwelling and their neighbour. It is noted that no windows are proposed in the flank elevations at first floor level.
- 7.6.4 Having regard to the scale, siting, separation distance, orientation, existing boundary treatment of the developments, it is not considered they would cause a significant loss of amenity with particular regard to outlook, privacy, daylight or sunlight.

7.7 Sustainability - *Acceptable*

- 7.7.1 The NPPF requires Local Planning Authorities to adopt proactive strategies to mitigate and adapt to climate change. London Plan and Draft Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.
- 7.7.2 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.
- 7.7.3 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.
- 7.7.4 Local Plan Policy 123 states that all applications for development should demonstrate how the principles of sustainable design and construction have been taken into account.
- 7.7.5 An informative is recommended with any approval to ensure that the development strives to achieve these objectives.

7.8 Drainage – Acceptable

- 7.8.1 The development as proposed will result in one additional residential unit at the site which will result in an increased demand for sewerage and sewerage treatment.
- 7.8.2 Policy 5.13 of the London Plan requires developments to utilise sustainable urban drainage systems (SUDS), unless there are practical reasons for not doing so, and should aim to achieve greenfield run-off rates and ensure that surface water is managed as close to its source as possible in line with the hierarchy in Policy 5.13.
- 7.8.3 Several neighbours have raised concerns about surface water flooding.
- 7.8.3 A Drainage Strategy has been submitted along with the application and consultee comments were sought from the Council's Drainage Officer, Thames Water and the Environment Agency.
- 7.8.4 The applicant has stated that an extensive amount of time and costs have been involved in investigating and planning a drainage strategy. Based on the comments received from the Council's Drainage Engineer, Thames Water and Environment Agency no objections are raised from a drainage perspective subject to several informatives and conditions.

7.9 CIL

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

8. CONCLUSION

- 8.1 Having regard to the above, the development in the manner proposed is acceptable in that it would preserve the character and appearance of the area and not harm the amenities of neighbouring residential properties. Additionally, the provision of one new dwelling would make a minor contribution towards meeting the Council's housing targets, which also weighs in its favour.
- 8.2 Conditions are recommended to secure the development which are set out below in this report.

Background papers referred to during production of this report comprise all correspondence on the file ref 20/02367/FULL1

RECOMMENDATION: Application Permitted

SUMMARY OF CONDITIONS AND INFORMATIVES

Standard conditions

1. Standard time limit of 3 years
2. Standard compliance with approved plans

Prior to commencement conditions

3. Surface Water Drainage
4. Construction Management Plan
5. Soft landscaping
6. Refuse storage
7. Cycle storage
8. Materials in accordance with the plans

Informatives

1. CIL
2. Street Naming and Numbering
3. Control of Pollution Act/Control of Pollution and Noise from Demolition and Construction Sites
4. Sustainability
5. Surface and waste water

Any other planning condition(s) considered necessary by the Assistant Director of Planning.