

Committee Date	16.05.2024	
Address	30 Corkscrew Hill West Wickham BR4 9BB	
Application Number	23/04799/FULL1	Officer - Russell Penn
Ward	West Wickham	
Proposal	Demolition of existing garage and erection of three bedroomed detached dwelling.	
Applicant	Agent	
RACHEL SHAW	Mr Paul Adamson	
30 Corkscrew Hill West Wickham Bromley BR4 9BB	18 Godstone Road Caterham CR3 6RA United Kingdom	
Reason for referral to committee	Councillor call in	
	Call-In	Yes – Cllr Mark Brock. In summary, overdevelopment. Natural light currently enjoyed by No.28 would be affected. Driveway move for the existing property looks dangerous for the junction of Courtfield Rise.

RECOMMENDATION	Application Permitted
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<p>KEY DESIGNATIONS</p> <p>Article 4 Direction Biggin Hill Safeguarding Area London City Airport Safeguarding Statutory Listed Buffer Smoke Control SCA 51</p>
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Land use Details		
	Use Class or Use description	Floor space (GIA SQM)
Existing	Use Class C3 (garage building)	38m ²
Proposed	Use Class C3 (dwelling house)	103m ²

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			1		1
Total			1		1

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

Electric car charging points	0
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Representation summary	Neighbour letters were sent out on 02/01/2024 An Article 13 Site Notice was displayed on the site on 09/01/24 An Article 13 Press Advertisement was published on 10/01/24
Total number of responses	3
Number in support	0
Number of objections	3

1 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site optimisation of the proposed scheme is acceptable and will contribute towards meeting housing supply needs.
- The development will not be detrimental to the character and appearance of the area.
- The proposed development will have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers.
- The standard of the accommodation that will be created will be good.
- The proposal will not have an adverse impact on the local road network or local parking conditions.
- The proposal will be constructed in a sustainable manner and will achieve good levels of energy efficiency.

2 LOCATION

- 2.1 The site is located on the east side of Corkscrew Hill at the junction with Courtfield Rise and comprises one half of a triangular shaped plot with a chalet style semi-detached dwelling at an angled footprint to streetscene relationship. To the northwest on the opposite side of the Corkscrew Hill / Courtfield Rise junction is a similar but opposing pattern of development. A new dwelling at No 32a has been built on part of that site. Currently a large detached double garage is situated on approximately the footprint of the proposed dwelling.



Figure 1: Location Plan

- 2.2 Corkscrew Hill slopes gently upwards from south east to northwest with No 28 having a marginally lower ground level than the application site.
- 2.3 The site is not located in a conservation area nor is the building listed.



Figure 2: Location of proposed house

3 PROPOSAL

- 3.1 Planning permission is sought for demolition of existing garage and erection of three bedroomed detached dwelling.
- 3.2 The plans indicate the land to the south side of the site is to be divided with an irregular boundary line tapering inwards to the rear. A two storey dwelling is indicated positioned 2.4m from the existing side boundary with No 28 and 1m from the new boundary.
- 3.3 Materials are indicated as facing brickwork and concrete interlocking tiles and white upvc windows.



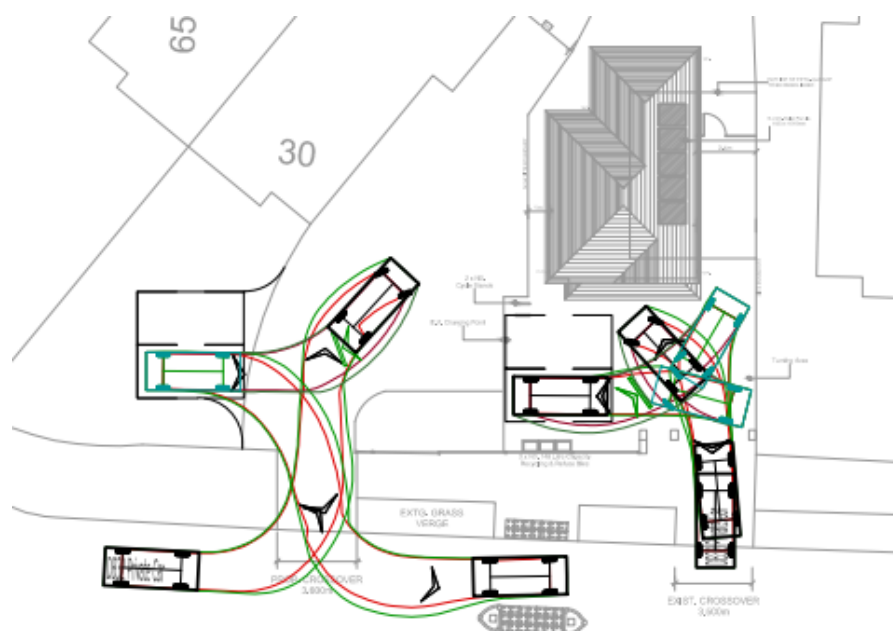
Figure 3: Proposed street scene elevation



Figure 4: Proposed elevations

- 3.4 The existing vehicular access will be utilised for the new dwelling and a new vehicular access is proposed for the existing dwelling including a turning area.

Figure 5: Proposed vehicular access



3.5 The application was supported by the following documents:

- Design and Access Statement
- Fire Statement
- Stage 1 Road Safety Audit - Designers Response Report
- Proposed New Dwelling & Associated Access - Combined Stage 1 & 2 Road Safety Audit

4 RELEVANT PLANNING HISTORY

4.1 The relevant planning history relating to the application site is summarised as follows:

4.2 87/01281/FUL: First floor side extension - semi-detached house. Approved 10.06.1987

4.3 90/01809/FUL: Detached double garage. Approved 23.08.1990

4.4 23/01815/FULL1: Demolition of existing garage and erection of three bedroomed detached dwelling with associated parking and landscaping. Refused 05.07.2023

- The proposed development would be a cramped overdevelopment of the site where there is an unacceptable impact upon the spatial character of the locality by reason of location, siting and close proximity to neighbouring buildings and property boundaries within the surrounding development pattern and spatial layout of the area which would have a serious and adverse effect on the visual amenity of the streetscene contrary to Policies 4, 8, 37 of the Bromley Local Plan and Policies D3 and H2 of the London Plan and the NPPF (2021).
- 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 residential amenity enjoyed by the occupants of neighbouring property contrary to Policies 4, 8 and 37 of the Bromley Local Plan and Policies D3, D6 and H2 of the London Plan and the NPPF (2021).

5 CONSULTATION SUMMARY

A) Statutory

Environmental Health Pollution Officer – No objection

- Standing advice received. Officers consider noise pollution and air quality to be the main considerations at this site. Conditions recommended for further information in relation to any gas boilers being low NOx; Construction and Environmental Management Plan

Drainage Officer – No objection

- Further details of surface water drainage to be sought by planning condition.

Highways Officer – No objection

- The development is in an area with PTAL rate of 2 on a scale of 0 – 6b, where 6b is the most accessible.
- Access - the development would be utilising the existing access for the proposal. However, the donor property will be accessed via a new crossover, but there is a pedestrian refuge island and telephone pole which may interfere with the crossover. The applicant must be made aware that all the works inclusive of all services would be at his cost. Moreover, according to Policy 34 of Bromley's local plan, as Corkscrew Hill is a Local Distributor Road (LD) therefore the applicant is required to provide this office with a road safety audit (Stage 1 and 2) must be provided prior to the planning consent.
- Two car parking spaces for the development are indicated and the donor property can accommodate parking spaces within the site's curtilage.
- A parking layout, swept path analysis, and Road Safety Audit has been submitted for the donor house. It is considered that these are satisfactory.
- Cycle parking is indicated and acceptable. Refuse store is indicated.
- No objection in principle.

B) Local Groups

- No comments.

C) Adjoining Occupiers

Character (addressed in para 7.3)

- Moving building by 1.4m will not solve cramped nature of the development at this location.

Neighbour amenity (addressed in para 7.6)

- Still concerns with proximity of new dwelling at 2.4m and differing land levels between the site and neighbouring property causing reduction in light.
- Neighbouring property relies on longstanding open aspect to side to provide light to the upper level overhanging side extension and side entrance.
- Building will overlook and overshadow neighbouring property.
- Building will be overbearing to neighbouring property.

Highways and parking (addressed in para 7.5)

- Concerns with highway safety of a new second crossover access close to road junction being detrimental to the safety of many people.

- Comments the new house and extra facilities at local rugby club will increase traffic flow and dangers to highway safety.

Other comments (addressed in section 7)

- New proposal does not overcome previous refusal reasons.
- Concerns with impacts to health and wellbeing of neighbours during construction process.

6 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 revised and published on 19th December 2023. The development plan for Bromley comprises the London Plan (March 2021) and the Bromley Local Plan (January 2019). The NPPF does not change the legal status of the development plan.

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

6.5 National Planning Policy Framework 2023

6.6 London Plan 2021

- D1 London's form and characteristics
- D2 Infrastructure requirements for sustainable densities
- 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
- H9 Ensuring the best use of stock

H10	Housing Size Mix
S4	Play and informal recreation
G5	Urban greening
G6	Biodiversity and access to nature
G7	Trees and woodlands
SI1	Improving air quality
SI2	Minimising greenhouse gas emissions
SI3	Energy infrastructure
SI4	Managing heat risk
SI5	Water infrastructure
SI7	Reducing waste and supporting the circular economy
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

6.7 Bromley Local Plan 2019

1	Housing supply
4	Housing design
8	Side Space
30	Parking
32	Road Safety
33	Access for All
34	Highway Infrastructure Provision
37	General design of development
72	Protected Species
73	Development and Trees
77	Landscape Quality and Character
79	Biodiversity and Access to Nature
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
121	Ventilation and Odour Control
122	Light Pollution
123	Sustainable Design and Construction
124	Carbon dioxide reduction, Decentralise Energy networks and Renewable Energy

6.8 Bromley Supplementary Guidance

Housing: Supplementary Planning Guidance (March 2016)
Housing Design Standards - London Plan Guidance (June 2023)
National Design Guide (September 2019)

6.9 Urban Design Guide - Supplementary Planning Document (July 2023)

DG1: Reinforcing Local Character and Identity
DG3: Continuity and Enclosure
DG5: Architectural Design
DG6: Materials and Detailing
DG7: Housing Design
DG11: Landscape Design
DG14: Inclusive Design
DG18: Healthy Homes
DG20: Sustainable Design

7 ASSESSMENT

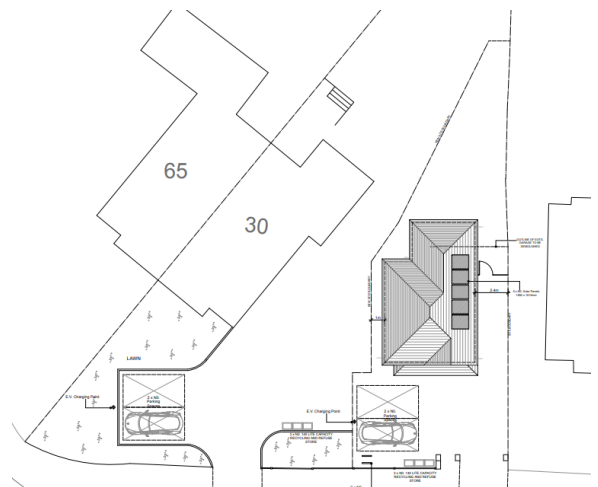
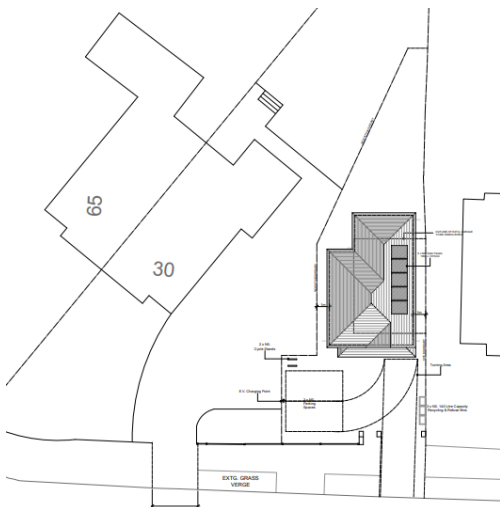
7.1 Resubmission

7.1.1 The application is a resubmission with a revised scheme of a previously refused development on the same site as detailed above in the planning history. The reader is reminded that the current scheme has altered the proposal for the site with alterations taking account of the Officer report and reasons for refusal previously given.

7.1.2 The new dwelling is to be re-located increasing the separation from No. 28 Corkscrew Hill from 1m to 2.4m

Figure 6: Site layout 23/01815/FULL1

Figure 7: Site layout current application



7.1.3 The merits of the resubmitted scheme are assessed further below.

7.2 Housing Supply and Land Use and Optimising Sites – Acceptable

- Housing Supply

7.2.1 The current published five year housing land supply (covering the period 2021/22 to 2025/26) is 3,245 units or 3.99 years supply. This position was agreed at Development Control Committee in November 2021 and acknowledged as a significant undersupply. Subsequent to this, an appeal decision from August 2023 (appeal ref: APP/G5180/W/23/3315293) concluded that the Council had a supply of 3,235 units or 3.38 years; this figure assumes the new London Plan target of 774 units per annum applies from FY 2019/20 and factors in shortfall in delivery against past targets since 2019.

7.2.2 The Housing Delivery Test 2022 results (published in December 2023) indicate that housing delivery against Bromley's housing requirement has fallen below 85% over the HDT period; this requires the addition of a 20% buffer to the Council's housing requirement over the FYHLS period (in accordance with Footnote 8 of the NPPF). Applying this buffer to the appeal derived figure noted above gives a supply of 2.96 years. The Council acknowledges this amended appeal derived figure for the purposes of determining this application, and considers this to be a very significant level of undersupply.

7.2.3 The Council is in the process of preparing an updated FYHLS position, reflecting changes since the last published position in November 2021.

7.2.4 The NPPF (2023) sets out in paragraph 11 a presumption in favour of sustainable development. 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.

7.2.5 Having regard to footnote 8 of the NPPF, the policies which are most important for determining this application, including Policy 1 of the Bromley Local Plan, are out-of-date and consequently the presumption in favour of sustainable development as set out in Paragraph 11(d) is engaged.

7.2.6 This application includes the provision of one residential dwelling and would represent a minor contribution to the supply of housing within the Borough. This will be considered in the overall planning balance set out in the conclusion of this report, having regard to the presumption in favour of sustainable development.

- Land Use and Optimising Sites:

7.2.7 Policy H1 Increasing Housing Supply of the London Plan states that to ensure housing targets are achieved boroughs should optimise the potential for housing delivery on all suitable and available brownfield sites through their Development

Plans and planning decisions. Policy 1 of the Local Plan and Policy H1 of the London Plan set the context in the use of sustainable brownfield sites for new housing delivery.

- 7.2.8 Policy H2 Small Sites of the London Plan states that Boroughs should pro-actively support well-designed new homes on small sites (below 0.25 hectares in size) through both planning decisions and plan-making in order to significantly increase the contribution of small sites to meeting London's housing needs.
- 7.2.9 The London Plan does not include a prescriptive density matrix and promotes a design-led approach in Policy D3 to optimise the capacity of sites. The design-led approach requires consideration of design options to determine the most appropriate form of development that responds to a site's context and capacity for growth, and existing and planned supporting infrastructure capacity. Policies D2 and D4 are also relevant to any assessment of development proposals, including whether the necessary infrastructure is in place to accommodate development at the density proposed.
- 7.2.10 Local Plan Policies 4 and 37 accord with the National Planning Policy Framework, which requires development to be sympathetic to local character whilst optimising the potential of sites.
- 7.2.11 For the purposes of this assessment, this site would be considered as an infill site as opposed to backland development as the main elevation would directly face the streetscene. Therefore, in principle the Council will consider further residential development on the land provided that it is designed to complement the character of surrounding developments, the design and layout make suitable residential accommodation, and it provides for garden and amenity space. Any adverse impact on neighbouring amenity, and specifically conservation and historic issues in this case, biodiversity or open space will need to be addressed in the planning balance. Therefore, the provision of a residential use on the land in the form of a single dwellinghouse would be acceptable in principle only.

7.3 Design and Layout – Acceptable

- 7.3.1 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.
- 7.3.2 Paragraph 131 of the NPPF (2023) states the creation of high quality, beautiful and sustainable 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 places in which to live and work and helps make development acceptable to communities.
- 7.3.3 Paragraph 135 of the NPPF (2023) requires Local Planning Authorities to ensure that developments: a) 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; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; c) 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); d) 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; e) 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 f) 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.

- 7.3.4 London Plan and Bromley Local Plan policies further reinforce the principles of the NPPF setting out a clear rationale for high quality design.
- 7.3.5 Policy D3 of the London Plan relates to ‘Optimising site capacity through the design-led approach’ and states that all development must make the best use of land by following a design-led approach that optimises the capacity of sites. Form and layout should enhance local context by delivering buildings and spaces that positively respond to local distinctiveness through their layout, orientation, scale, appearance and shape. The quality and character shall respond to the existing character of a place by identifying the special and valued features and characteristics that are unique to the locality and respect, enhance and utilise the heritage assets and architectural features that contribute towards the local character.
- 7.3.6 Policy D4 of the London Plan outlines the various methods of scrutiny that assessments of design should be based on depending on the level/amount of the development proposed for a site.
- 7.3.7 Policy D5 of the London Plan relates to ‘Inclusive Design’ and states that development proposal should achieve the highest standards of accessible and inclusive design.
- 7.3.8 Policy H2 of the London Plan states that Boroughs should also recognise in their Development Plans that local character evolves over time and will need to change in appropriate locations to accommodate additional housing on small sites.
- 7.3.9 The general aims of the Council’s design policies state that housing development should be designed to the highest level both internally and externally. In addition, the Council seeks that developments should have regard for the wider context and environment and should seek to enhance the residential environment and attractiveness as a place to live.
- 7.3.10 Policy 4 of the Local Plan details that all new housing developments will need to achieve a high standard of design and layout whilst enhancing the quality of local places respecting local character, spatial standards, physical context and density. To summarise the Council will expect all of the following requirements to be demonstrated: The site layout, buildings and space around buildings be designed to a high quality, recognising as well as complimenting the qualities of the surrounding areas; compliance to minimum internal space standards for dwellings; provision of sufficient external, private amenity space; provision of play space, provision of

parking integrated within the overall design of the development; density that has regard to the London Plan density matrix whilst respecting local character; layout giving priority to pedestrians and cyclists over vehicles; safety and security measures included in the design and layout of buildings; be accessible and adaptable dwellings.

- 7.3.11 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.
- 7.3.12 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.
- 7.3.13 The development on Courtfield Rise, and continuing into Corkscrew Hill, was when built, a regular series of similar buildings, semi-detached two storey houses with deep side roofs over a single storey part. Whilst there have been changes to the side roofs, with the addition of a variety of dormers or full height extensions, the gaps between the houses largely remain and provide a pleasing rhythm. Given the form of the pattern of development at this junction setting where the semi-detached dwelling pairs on each side of Courtfield Rise are angled to turn the corner in terms of how they address the townscape vistas, this would be particularly important and as such are now a prominent feature of the streetscene of both Corkscrew Hill and Courtfield Rise. It is noted that such gaps need not always remain fully open and the presence of the double garage building on approximately the footprint of the proposal shows that built form can be accommodated.
- 7.3.14 Side space policy contains the requirement that gaps at side boundaries should be at least 1m where the proposal is two storeys or more, however, where higher standards exist a greater level of separation may be expected.
- 7.3.15 It is noted that the previous iteration of this proposal positioned the house just 1m from the site boundary with No 28. This has been significantly increased to 2.4m which is considered more akin to the spatial characteristics of this locality and the open junction setting arrangement to Courtfield Rise. The development would not therefore now appear cramped against No 28 with a similar and almost mirrored separation to the boundary as exists at No 28.

7.3.16 Policy requires site layouts, buildings and space around buildings to be designed to a high quality and that they recognise as well as complement the qualities of the surrounding areas. In this case the design of the new dwelling would respond appropriately to many of the features of the established houses in the area. The front elevation would align with No 28 in long streetscene vistas so as it is seen as an unpunctuated progression of the streetscene vistas which is welcomed.

7.3.17 In conclusion, the existing garage building indicates that a building can be accommodated on the site. The revised siting of the new dwelling at a greater separation distance would now appear to compliment the spatial qualities of this area as seen from the main road. Given the design and revised siting, the new dwelling can be seen as a suitable addition to streetscene vistas.

7.4 Standard of Residential Accommodation - Acceptable

7.4.1 The NPPF (2023) paragraph 135 sets an expectation that new development will be designed to create places that amongst other things are safe, inclusive and accessible and have a 'high standard' of amenity for existing and future users.

7.4.2 Policy D6 of the London Plan relates to 'Housing quality and standards' states that housing development should be of high quality design and provide adequately sized rooms with comfortable and functional layouts which are fit for purpose and meet the needs of Londoners. The policy also prescribes internal space within new dwellings and external spaces standards that are in line with the National Technical Housing Standards.

7.4.3 The London Plan Guidance - Housing Design Standards (June 2023) and London Plan prescribes internal space within new dwellings and is suitable for application across all tenures. It sets out requirements for the Gross Internal (floor) Area of new dwellings at a defined level of 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. The standards apply to new build, conversion and change of use proposals.

7.4.4 Policy D7 of the London Plan - Accessible Housing, states that to provide suitable housing and genuine choice for London's diverse population, including disabled people, older people and families with young children, residential development must ensure that at least 10 per cent of dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(3) 'wheelchair user dwellings' and; all other dwellings (which are created via works to which Part M volume 1 of the Building Regulations applies) meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings'.

7.4.5 Part M compliance statement has been stated within the submitted Design and Access Statement. A compliance condition is recommended with any permission in this regard.

7.4.6 Policy 4 of the BLP also sets out a number of criteria to ensure that all new housing developments will need to achieve a high standard of design and layout whilst

enhancing the quality of local places and ensuring a good standard of amenity for future occupiers.

- 7.4.7 Policy D6 of the London Plan and the nationally described space standard requires a Gross Internal Area of 93m² for a three bedroom five person dwelling house over two levels. The floor space size of the house is in excess of this amount at 103m². On this basis the floorspace provision is considered acceptable.
- 7.4.8 The shape and room size in the proposed house is generally considered satisfactory where none of the rooms would have a particularly convoluted shape which would limit their specific internal use by occupiers. The internal heights achieved within all the rooms would be acceptable. All habitable rooms would have satisfactory levels of light and outlook.
- 7.4.9 In terms of amenity space, the depth of the rear garden albeit reduced by the tapering format of the plot remains comparable with properties in the wider vicinity to provide a usable space for the purposes of a three bedroom dwellinghouse.
- 7.4.10 In terms of Fire Safety, Policy D12 of the London Plan states that in the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they identify suitably positioned unobstructed outside space for fire appliances to be positioned on; appropriate for use as an evacuation assembly and are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire including appropriate fire alarm systems and passive and active fire safety measures; are constructed in an appropriate way to minimise the risk of fire spread; provide suitable and convenient means of escape, and associated evacuation strategy for all building users; develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in; provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.
- 7.4.11 A Fire Statement has been submitted with the application detailing measures to be agreed and authorized during technical design and construction by an approved building inspector.
- 7.4.12 For developments of this type below 18m in height, the matter of fire safety compliance is covered by Approved Document B of the Building Regulations.

7.5 Highways – Acceptable

- 7.5.1 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. Paragraph 109 of the NPPF (2023) requires significant development to be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. 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.

7.5.2 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.

7.5.3 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

7.5.4 Policy T6 Car Parking in the London Plan advocates that car-free development should be the starting point for all development proposals in places that are (or are planned to be) well connected by public transport, with developments elsewhere designed to provide the minimum necessary parking ('car-lite').

7.5.5 A parking area for two spaces will be provided in the front curtilage for the new dwelling utilising the existing access with a separate and new vehicular access to be created to serve the existing original dwelling at No 30. Given the proximity of the new vehicular access to the road junction of Corkscrew Hill and Courtfield Rise a Road Safety Audit has been submitted to assess the highway impacts of the new vehicle access.

7.5.6 Vehicle tracking has been provided and this demonstrates that a car can turn in and out of the access without impacting on the pedestrian refuge. It also stated that a new crossover / access for a new dwelling is likely to be of preference from a road safety perspective.

7.5.7 The Council's Highways Officer has assessed the findings and concurs with the findings raising no objection to the location of the new access as proposed.

- Cycle parking

7.5.8 London Plan policy T6 seeks the provision of short-stay and long-stay cycle parking spaces in development proposals. Cycle parking should be designed and laid out in accordance with the guidance contained in the London Cycling Design Standards.

7.5.9 Cycle parking is required to be 2 spaces for dwellinghouses. The applicant has provided details of a location for cycle storage. A planning condition is recommended in this regard for further details and containment structures with any permission.

- Refuse

7.5.10 All new developments shall have adequate facilities for refuse and recycling. The applicant has provided details of a location for refuse storage. A planning condition is recommended in this regard for further details and containment structures with any permission.

7.6 Neighbour 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 4 of the Bromley Local Plan also 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.
- 7.6.3 In terms of outlook, the fenestration arrangement will provide mainly front and rear outlook to habitable rooms. First floor windows are shown in the flank elevations facing No 28 and to the existing No 30 which are to bathrooms and a landing circulation space. Obscure glazing is indicated on the plans to ensure privacy. Overall, the outlook from windows is considered to maintain a suitable level of privacy to existing neighbouring property.
- 7.6.4 In the previous scheme due to the closer footprint position of the dwelling it was considered that the proposed building would be detrimental to neighbouring amenity due the scale and massing of the resultant dwelling both taking into account its siting, the minor topographical differences in ground level and the design of the neighbouring dwelling, which needs to be taken into account in respect of its reliance on mostly first floor side windows for light ingress and its main entrance being to the side.
- 7.6.5 The revised scheme as detailed above has increased the separation distance significantly. This also allows a significant decrease in the proximity of the massing arrangement of the new dwelling as previously proposed. Given the resultant separation distances to the side space distances proposed it is now considered that this will ensure that the dwelling would not be unduly overbearing or damaging to neighbouring amenity as proposed. Nevertheless, whilst the proposed dwelling in its current form would not significantly impact on the amenities of the neighbouring properties, it is considered appropriate to remove permitted development rights in order to allow the Council to consider any future development which may result in an enlargement to the property that could have a detrimental impact upon neighbouring amenity.

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 Local Plan Policies advocate the need for sustainable development. All new development should address climate change and reduce carbon emissions.
- 7.7.2 Paragraph 9.2.3 of the London Plan states that Boroughs should ensure that all developments maximise opportunities for on-site electricity and heat production from solar technologies (photovoltaic and thermal) and use innovative building materials

and smart technologies. This approach will reduce carbon emissions, reduce energy costs to occupants, improve London's energy resilience and support the growth of green jobs.

- 7.7.3 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.
- 7.7.4 Five Solar panels are shown to the south roof slope.
- 7.7.5 An informative is recommended with any approval to ensure that the development strives to achieve these objectives. For a non major scheme, energy and water efficiency can only be secured under the building regulation regime as standard, in order to meet the requirements of Policies 123 and 124 of the Local Plan and Policy SI 2 of the London Plan.

7.8 Sustainable Drainage – Acceptable

- 7.8.1 Policy SI 13 Sustainable Drainage of the London Plan states that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible.
- 7.8.2 Policy 116 of the Local Plan details that all developments should seek to incorporate sustainable Urban Drainage Systems (SUDS) or demonstrate alternative sustainable approaches to the management of surface water as far as possible.
- 7.8.3 It is recommended that further detail of a scheme for the provision of surface water drainage and foul drainage shall be submitted by planning condition.

7.9 Air Quality - Acceptable

- 7.9.1 Policy SI 1 of the London Plan outlines in summary that development proposals should not lead to further deterioration of existing poor air quality and shall minimise increased exposure to existing air pollution and make provision to address local problems of air quality in preference to post-design or retro fitted mitigation measures.
- 7.9.2 Policy 120 of the Local Plan states that developments which are likely to have an impact on air quality or which are located in an area which will expose future occupiers to pollutant concentrations above air quality objective levels will be required to submit an Air Quality Assessment.
- 7.9.3 The site is located within the Bromley AQMA (2020). Therefore, it is considered prudent for the development to incorporate Ultra Low NOx boilers as necessary. A condition is recommended in this regard with any permission.

7.10 Green Infrastructure/Natural Environment

- 7.10.1 Paragraph 180 of the NPPF (2023) outlines that planning policies and decisions should contribute to and enhance the natural and local environment by minimising

impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures.

- Trees and landscaping

7.10.2 London Plan Policy G7 focuses on London's urban trees, setting out that development proposals should ensure that, wherever possible, existing trees of value are retained. If the removal of trees is necessary, there should be adequate replacement based on the existing value of the benefits of the trees removed.

7.10.3 Policy 73 of the Bromley Local Plan states that proposals for new development will be required to take particular account of existing trees on the site and on adjoining land, which in the interests of visual amenity and/or wildlife habitat, are considered desirable to be retained.

7.10.4 Policy 77 of the Bromley Local Plan states that development proposals will seek to safeguard the quality and character of the local landscape and seek the appropriate restoration and enhancement of the local landscape through the use of planning obligations and conditions.

7.10.5 Minimal landscaping detail has been submitted as shown on the proposed site plan drawing that details the areas given over to garden and hard landscaping for external amenity for future occupiers. Further details are recommended to be sought by planning condition.

- Biodiversity Net Gain

7.10.6 London Plan Policy G6 states that proposals that create new or improved habitats that result in positive gains for biodiversity should be considered positively. Policy G6 Part D further advises that "Development proposals should manage impacts on biodiversity and aim to secure net biodiversity gain. This should be informed by the best available ecological information and addressed from the start of the development process."

7.10.7 Under the Environment Act 2021, all development that falls under the Town and Country Planning Act 1990 requires that all planning permissions granted in England (with a few exemptions), have to deliver at least 10% biodiversity net gain (BNG) if submitted from 2nd April 2024.

7.10.8 This application was received prior to this date and therefore is not required to achieve the BNG in law in the current transitional period.

7.10.9 Regardless of this, a future landscaping scheme will be expected to show a significant qualitative biodiversity net gain in order to satisfy the landscaping condition to be attached with any permission.

7.11 Community Infrastructure Levy (CIL)

7.11.1 The Mayor of London's CIL and the Borough CIL are material considerations. CIL is payable on this application and the applicant has completed the relevant form.

7.12 Other matters

7.12.1 Concerns have been raised from third party representations in respect of construction methodology. A Construction and Environmental Management Plan obtained by planning condition prior to commencement of development is recommended to address this issue.

7.12.2 Notwithstanding the assessment of the current proposal and its acceptability in terms of the impact on the character of the area and the amenities of neighbouring properties, the proposal will increase the amount and scale of development on the site, and any further increase through individual enlargements to the dwellings could have the potential to result in a detrimental impact upon neighbouring amenity and/or local character. It is therefore considered appropriate to remove permitted development rights to allow the Council to consider any future development on its planning merits having regard to the above-mentioned considerations.

8 CONCLUSION

8.1 Taking into account the above, the proposed development would have a high quality design and would not have an unacceptable impact on the amenity of neighbouring occupiers. It is considered that the site optimisation of the proposed scheme is acceptable and that the development would not be detrimental to the context, character and appearance of the area and locality. The standard of the accommodation that will be created will be good. The proposal would not have an adverse impact on the local road network or local parking conditions. The proposal would be constructed in a sustainable manner and would achieve good levels of energy efficiency. It is therefore recommended that planning permission is granted subject to the imposition of suitable conditions.

8.2 On balance the positive impacts of the development are considered of sufficient weight to approve the application with regard to the presumption in favour of sustainable development to increase housing supply.

8.3 Background papers referred to during production of this report comprise all correspondence on the files set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: Application Permitted

Subject to the following conditions:

- 1. Standard time limit of 3 years.**
- 2. Standard compliance with approved plans.**
- 3. Details of sustainable surface water drainage.**
- 4. Construction and Environmental Management Plan.**
- 5. Details of landscaping for hard and soft areas.**
- 6. Details of materials.**
- 7. Details of refuse storage containment.**
- 8. Details of cycle parking.**

9. Parking arrangements to be installed as approved (Existing and Proposed dwelling).
10. Details of electric car charging point.
11. No additional pipes or plumbing.
12. Removal of all permitted development rights.
13. Implementation in accordance with approved slab levels
14. Compliance with Part M of the Building Regulations.
15. Restriction on height to front and flank boundary enclosures.
16. No loose materials for surfacing of the parking and turning area.
17. Installation of ultra-low NOx boilers.
18. Obscure glazing to flank elevation bathroom first floor windows.
19. Fire safety compliance.

Delegated Authority be given to the Assistant Director: Planning & Building Control to make variations to the conditions and to add any other planning condition(s) as considered necessary.

Informatives

1. Reminder regarding submission of pre commencement conditions.
2. Contact naming and numbering Officer at the Council.
3. Reminder of CIL payments.
4. Street furniture or Statutory Undertaker's apparatus repositioning.
5. Reminder regarding Part M compliance.
6. Reminder regarding Part B compliance.
7. Contaminated Land Informative.
8. Thames Water Informative.
9. Energy efficiency measures.