

**SECTION '3' – Applications recommended for PERMISSION, APPROVAL or CONSENT**

**Application No : 11/00594/FULL1**

**Ward:  
Copers Cope**

**Address : Site Of 84-86 Overbury Avenue And 2  
Stanley Avenue Beckenham**

**OS Grid Ref: E: 538267 N: 169010**

**Applicant : Mr J Amos**

**Objections : YES**

**Description of Development:**

Part2 / part 3 storey block comprising 7 two bedroom and 2 three bedroom flats with 13 car parking spaces, vehicular access onto Stanley Avenue and Overbury Avenue, detached carports, cycle and refuse stores (Amendment to planning approval DC/07/04526)

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds

**Proposal**

- This application is put to Committee as the scheme falls outside of what can be determined under Delegated Powers.
- The proposal seeks permission for a part 2 / part 3 storey block comprising 7 two bedroom and 2 three bedroom flats with 13 car parking spaces, vehicular access onto Stanley Avenue and Overbury Avenue, detached carports, cycle and refuse stores.
- The application seeks an amendment to a planning application previously granted permission under ref. 07/04526.

The main differences between the layout within the current application and scheme under ref. 07/04526 can be summarised as follows:

- the bicycle store is now located adjacent to the refuse stores to the north-west of the site;
- the car parking to the north-west of the site has been re-organised;

- the car parking to the south-east of the site is now in a linear arrangement and the two car ports have been arranged to reflect this;
- the entire block has been repositioned so that it is closer to Overbury Avenue.

In terms of the alterations to the front and side elevations, these can be summarised as follows:

- to the rear, the relocation of one of the car ports allows for an additional window to be introduced into the ground floor elevation of the building;
- the gable feature on the side elevation has been relocated to the corner of the building;
- the chimney has been internalised in order to provide balcony areas for the future occupiers and increase amenity space;
- the small left hand gable feature will have bay windows to the ground and first floor levels, with a balcony on the second floor;
- the porch feature to the north-west elevation has been redesigned, so that the window pattern in the central section matches the window pattern either side;
- the right hand gable feature now includes balcony features on the first and second floor levels following the removal of the bay window.

## **Location**

The application site comprises Nos. 84 – 86 Stanley Avenue and No. 2 Overbury Avenue which were two flats and a house converted from one large house. These properties have already been demolished following previous planning approvals.

The site is located on a prominent corner plot on the junction of Overbury Avenue and Stanley Avenue. The surrounding area primarily consists of residential properties, a mixture of two storey houses and blocks of flats.

## **Comments from Local Residents**

Local residents were notified of the application, and the following responses were received:

- the parking density to the south-east of the site has been rearranged so that the garden of Wooknole now has a car park backing onto it which is objected to;
- the plans appear to indicate 1.8 metre railings with electric gates back onto the garden which is objected to on the basis of noise and disturbance;
- there is now no garden area to the rear of the proposed flats and as the site was originally the garden to the Victorian house, the proposal is now out of keeping with the area;
- the proposal will bring additional traffic to the site;
- the bend in the road is already hazardous enough let alone with the additional traffic that 9 flats will bring;

- the area has a strong community with a family feel, flats in this area are not wanted or needed – would be more appropriate to provide affordable housing for families;
- the site is not within walking distance of a train station, therefore the type of person that will occupy these units would commute or travel.

Full copies of all correspondence received can be found on the file and any further representations received will be reported verbally.

### **Comments from Consultees**

No objections were received from the Crime Prevention Officer, Drainage Engineer, Environmental Health (Housing), Thames Water, Highways Engineer or Waste Services.

### **Planning Considerations**

No objections were raised in terms of the trees on the site and on adjoining sites.

The proposal falls to be determined with particular regard to Policies H7, T3, T11, T18 and BE1 of the adopted Unitary Development Plan.

In strategic terms the most relevant London Plan policies are:

Policy 3A.1 Increasing London's Supply of Housing  
 Policy 3A.3 Maximising the Potential of Sites  
 Policy 4A.3 Sustainable design and construction  
 Policies 4B.1 Design principles for a compact city  
 Policy 4B.8 Respect local context and communities

Central Government advice contained in PPS1 'Delivering Sustainable Development' and Planning Policy Statement 3 'Housing' are also relevant in the determination of the current application.

### **Planning History**

In terms of planning history on the site, there have been a number of previous applications with different outcomes.

Planning permission was refused for an outline application under ref. 06/02377 for a three storey block comprising 12 two bedroom flats with 12 car parking spaces and refuse storage on the following grounds:

1. The proposed development, located as it is on this prominent corner site, would be out of character and scale with the local street scene and would constitute a cramped overdevelopment of the site at an excessive residential density and if permitted would establish an undesirable pattern for similar flatted development along Stanley Avenue, resulting in a retrograde lowering of the standards to which the area is at present developed, contrary to Policy H7 of the Unitary Development Plan;

2. The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able to continue to enjoy by reason of visual impact, loss of prospect and increased noise and disturbance, contrary to Policies BE1 and H7 of the Unitary Development Plan;
3. The proposed development, by reason of the lack of affordable housing provision, would be contrary to Policy H2 of the Unitary Development Plan; and
4. The proposed vehicular access and parking fronting Overbury Avenue, which would be located close to the junction between Overbury Avenue and Stanley Avenue, would not be in the interests of good highway planning and would have a detrimental effect on road safety, contrary to Policies T3 and T18 of the Unitary Development Plan.

Planning permission was also refused for an outline application under ref. 06/04074 for development proposing the demolition of 2 Stanley Avenue and 84-86 Overbury Avenue and erection of three storey block comprising 9 two and three bedroom flats with 10 car parking spaces/ cycle storage and refuse storage. This scheme was refused on the following grounds:

1. The proposed development would be out of character and scale with the local street scene and would constitute a cramped overdevelopment of the site at an excessive residential density, contrary to Policies BE1 and H7 of the Unitary Development Plan; and
2. The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able to continue to enjoy by reason of visual impact, loss of prospect and increased noise and disturbance, contrary to Policies BE1 and H7 of the Unitary Development Plan.

In this latter case, it was considered that the application had overcome the original refusal grounds 3 and 4 relating to affordable housing provision and highway safety but the other objections remained.

Both decisions were subsequently appealed against, with the original proposal, for a block of 12 flats being dismissed, and the second application relating to the block of 9 flats, being allowed by The Inspectorate.

In respect of the proposal for 9 flats which was allowed, the Inspector stated that “the visual bulk of the proposed building would be similar to the existing situation and would not be harmful to the street scene” and a similar view to the other appeal was expressed with respect to the impact on living conditions.

In respect of the proposal for 12 flats, which included two car parking areas, one of which accessed from Overbury Avenue, the Inspector states that “the access onto Overbury Avenue would be in close proximity to its junction with Stanley Avenue. It

would however serve only 6 parking spaces, the intensity of its use would be similar to that of a large house, and the distance from the junction would be similar to others in the area. In my opinion, therefore, the access onto Overbury Avenue would not result in any material reduction in highway safety on the avenue.”

Prior to the outcome of these appeals, a third application was determined under ref. 07/00435 for the demolition of 2 Stanley Avenue and 84-86 Overbury Avenue and erection of 2/3 storey block comprising 9 two and three bedroom flats with 10 car parking spaces cycle storage and refuse storage. This was also an outline application and was refused on the following grounds:

1. The proposed development would be out of character and scale with the local street scene and would constitute a cramped overdevelopment of the site at an excessive residential density, contrary to Policies BE1 and H7 of the Unitary Development Plan.
2. The proposal would be overdominant and would be detrimental to the amenities that the occupiers of adjoining properties might reasonably expect to be able to continue to enjoy by reason of visual impact, loss of prospect and increased noise and disturbance, contrary to Policies BE1 and H7 of the Unitary Development Plan.

Following on from the appeal decision, planning approval was given for an application for details pursuant to outline application ref. 06/04074 which formed application ref. 07/03141. Furthermore, application ref. 07/04526 was granted permission for the demolition of 2 Stanley Avenue and 84-86 Overbury Avenue and erection of 2/3 storey block comprising of 9 two and three bedroom flats with 13 car parking spaces, vehicular access onto Stanley Avenue and Overbury Avenue, 2 detached carports, cycle and refuse store.

An entirely new scheme which sought outline approval for a detached 2 storey four bedroom house with integral garage with vehicular access fronting Stanley Avenue and part 2/3 storey terrace comprising 2 five bedroom and 4 four bedroom houses, car parking spaces and vehicular access fronting Overbury Avenue, plus associated refuse and cycle provision, was granted permission under ref. 10/00474. This application has not been implemented.

The current application seeks to amend the scheme granted under ref. 07/04526. Conditions relating to this 2007 application have been discharged, and some works have begun on site which has formally implemented the scheme.

## **Conclusions**

It is considered that the principle of redevelopment on this site has already been established by the grant of previous applications, namely ref. 06/04074 which was granted at Appeal, ref. 07/04526, of which the current application seeks amendments to, and ref. 10/00474.

The main issues remain to be related to the effect of the proposal on the character and appearance of the surrounding area; the impact upon the amenities of nearby

residents in terms of noise, disturbance, privacy, visual intrusion and daylight; and the impact upon highway safety.

The number of units being provided in the current scheme (9 residential units) does not differ from the previously approved scheme, therefore it is considered that this element is appropriate for this site and the wider area. In addition, the amount of development in terms of the number and size of units, and the number of car parking spaces, remain unaltered when compared with the permitted 07/04526 scheme.

The layout of the approved ref. 07/04526 scheme has been amended to the rear of the site, with the car parking being reorganised leading to an improved access way to the rear of the building, and relocating two of the carport spaces to a new location at the rear site boundary. The access road has been extended to provide access to these relocated carport spaces. Whilst the amenity space in this area of the site has therefore been reduced, as the carport that was located to the front of the site has been removed, the amenity space to the front of the site has been increased which in turn has opened up the frontage along Stanley Avenue. Members may consider that this in turn has improved the appearance of the development when viewed from the street.

The overall position of the built development has also been amended in the current scheme when compared with the previously approved ref. 07/04526 scheme, by relocating the entire block closer towards Overbury Avenue. Members may consider that this alteration to the approved scheme will increase the separation between the development and the immediate properties – Wooknole, Stanley Avenue, and 78 Overbury Avenue – is a positive alteration in terms of the amenities of the residents of these properties.

On the basis that the principle of this scale and design of development has been agreed under ref. 07/04526, and the main changes may be considered to improve the approved scheme and be unlikely to have a detrimental impact upon the character of the area, the streetscene or the amenities of the residents of nearby properties, Members may find the current proposal is acceptable.

Background papers referred to during the production of this report comprise all correspondence on files refs. 06/02377, 06/04074, 07/00435, 07/03141, 07/04526, 10/00474, AP/07/00043/S78, AP/07/00053/S78, and 11/00594, excluding exempt information.

as amended by documents received on 22.03.2011

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- |   |                 |  |
|---|-----------------|--|
| 1 | ACA01<br>ACA01R | Commencement of development within 3 yrs<br>A01 Reason 3 years |
| 2 | ACA05<br>ACA05R | Landscaping scheme - implementation<br>Reason A05              |

- 3 ACA07 Boundary enclosure - no detail submitted  
ACA07R Reason A07
- 4 ACB01 Trees to be retained during building op.  
ACB01R Reason B01
- 5 ACB02 Trees - protective fencing  
ACB02R Reason B02
- 6 ACB03 Trees - no bonfires  
ACB03R Reason B03
- 7 ACB04 Trees - no trenches, pipelines or drains  
ACB04R Reason B04
- 8 ACB16 Trees - no excavation  
ACB16R Reason B16
- 9 ACC01 Satisfactory materials (ext'n'l surfaces)  
ACC01R Reason C01
- 10 ACC03 Details of windows  
ACC03R Reason C03
- 11 ACD02 Surface water drainage - no det. submitt  
**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of The London Plan and PPS25.
- 12 ACH03 Satisfactory parking - full application  
ACH03R Reason H03
- 13 ACH12 Vis. splays (vehicular access) (2 in) 3.3m x 2.4m x  
3.3m 600mm  
ACH12R Reason H12
- 14 ACH16 Hardstanding for wash-down facilities  
ACH16R Reason H16
- 15 ACH18 Refuse storage - no details submitted  
ACH18R Reason H18
- 16 ACH22 Bicycle Parking  
ACH22R Reason H22
- 17 ACH23 Lighting scheme for access/parking  
ACH23R Reason H23
- 18 ACH24 Stopping up of access  
ACH24R Reason H24
- 19 ACH32 Highway Drainage  
**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy 4A.14 of The London Plan and PPS25
- 20 ACI10 Side space (1 insert) 3.5metres south-western  
ACI10R Reason I10
- 21 ACI21 Secured By Design  
ACI21R I21 reason
- 22 ACI24 Details of means of screening-balconies  
ACI24R Reason I24R
- 23 ACK01 Compliance with submitted plan  
**Reason:** In order to comply with Policies BE1, H7, T3, T11 and T18 of the Unitary Development Plan and to protect the amenities of the residents of nearby properties.
- 24 ACK06 Slab levels - compliance  
ACK06R K06 reason

25 Prior to the first occupation of the development hereby permitted, the developer should certify in writing to the Local Planning Authority that lighting of the access/car parking is in accordance with BS 5489 – 1:2003 and that the lighting scheme will be permanently maintained as such thereafter.

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

26 The existing hedges within the site shall be retained and shall not be removed unless previously agreed in writing by the Local Planning Authority.

**Reason:** To enhance the setting of the development and safeguard the character of the area in accordance with Policies H7 and BE1 of the Unitary Development Plan.

### **Reasons for granting permission:**

In granting permission the Local Planning Authority had regard to the following policies of the Unitary Development Plan:

- BE1 Design of New Development
- H7 Housing Density and Design
- T3 Parking
- T11 New Accesses
- T18 Road Safety

The development is considered to be satisfactory in relation to the following:

- (a) the appearance of the development in the street scene;
- (b) the relationship of the development to the adjacent properties;
- (c) the impact on the amenities of the occupiers of adjacent and nearby properties;
- (d) the light and outlook of occupiers of adjacent and nearby properties;
- (e) the privacy of occupiers of adjacent and nearby properties;
- (f) the housing policies of the development plan;
- (g) the safety and security of buildings and the spaces around them;
- (h) accessibility to buildings;
- (i) the transport policies of the development plan;
- (j) and having regard to all other matters raised including concerns from neighbours.

### INFORMATIVE(S)

- 1 RDI10 Consult Land Charges/Street Numbering
- 2 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the forming of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant.
- 3 The developer is informed that connections are not permitted for the removal of Ground Water. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be

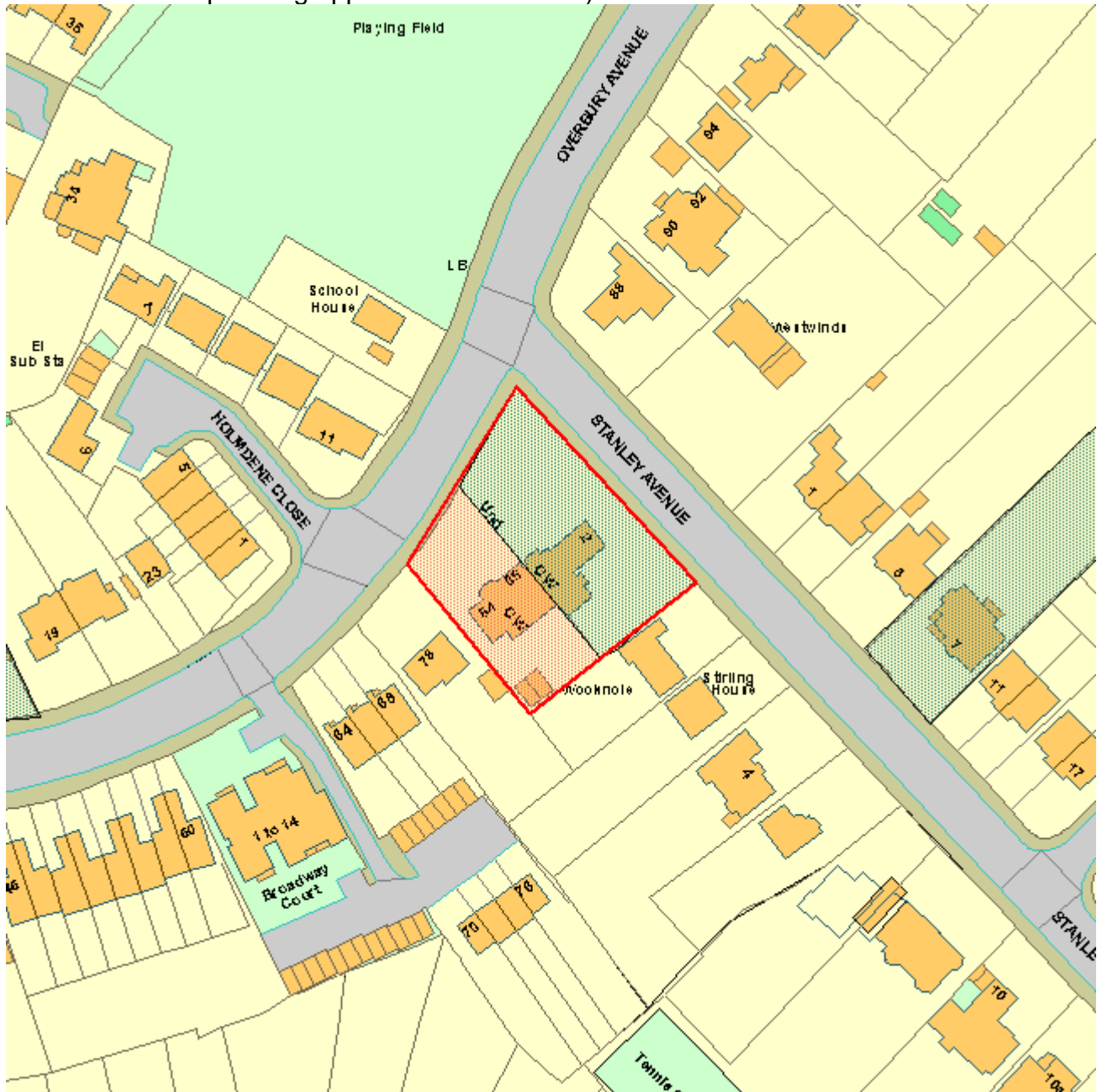


required. They can be contacted on 0845 850 2777. This is to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.

Reference: 11/00594/FULL1

Address: Site Of 84-86 Overbury Avenue And 2 Stanley Avenue Beckenham

Proposal: Part2 / part 3 storey block comprising 7 two bedroom and 2 three bedroom flats with 13 car parking spaces, vehicular access onto Stanley Avenue and Overbury Avenue, detached carports, cycle and refuse stores (Amendment to planning approval DC/07/04526)



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