

SECTION '2' – Applications meriting special consideration

Application No : 11/03762/OUT

Ward:
Cray Valley East

Address : North Orpington Pumping Station East
Drive Orpington

OS Grid Ref: E: 546496 N: 167282

Applicant : Kennet Properties Limited

Objections : YES

Description of Development:

9 terraced houses with garages and access road from East Drive. OUTLINE APPLICATION

Key designations:

Areas of Archeological Significance
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding

Proposal

- The current application seeks outline planning approval for 9 terraced houses and access road from East Drive.
- Approval is sought for access only and matters relating to appearance, landscaping, layout and scale are reserved for later consideration. The plans associated with the current application, with the exception of the access siting plans, are therefore for illustrative purposes only, although the overall parameters of the development in terms of layout, upper and lower limits and lengths of the buildings within the site boundary will be as included in the plans.

Location

- The application site is located to the south east of East Drive and currently forms part of the North Orpington Pumping Station.
- The land measures approximately 0.25 hectares and is a mainly open, grassed area.
- The pumping station remains in use and is located to the south west of the application site.
- To the north east of the site runs a public footpath with East Drive to the north west and Bridge Road to the south east.

- The surrounding area is characterised by semi-detached and terraced family dwellings.

Comments from Local Residents

Nearby properties were notified and at the time of writing this report 8 individual representations were received from residents in East Drive, Bridge Road, Glendower Crescent and Oakdene Road which can be summarised as follows:

- inadequate access from East Drive
- proposed two and three storey properties will be out of character
- small gardens will lead to local children attracted to cul de sac
- loss of green space will take away semi-rural nature of area
- service vehicles will not be able to access the site
- more vehicles parked on the surrounding roads
- trees will shield alleyway – making anti-social behaviour worse
- proposals are attractive and well thought through
- enhance pedestrian link between East Drive and Bridge Road
- improvements to footway should be funded by developer
- loss of views
- loss of habitats for animals
- insufficient parking for the number of houses on the site
- more traffic during peak hours
- risk of contamination
- noise and nuisance
- loss of important trees
- loss of privacy for local residents
- site is too small for 9 houses
- other parts of the site would be better equipped for development
- overdevelopment
- overlooking into private gardens
- danger for pedestrians using footpath due to ice and snow

A petition was submitted prior to the application being submitted in response to pre-application consultation by the applicant. 153 signatures were received in objection to the proposal. Objections include (but are not limited to):

- loss of privacy
- inadequate access and lack of access for refuse collection vehicles
- loss of green space – loss of semi-rural character

Comments from Consultees

- English Heritage have commented that no archaeological fieldwork need be undertaken prior to determination of the planning application. A condition relating to a programme of archaeological work has been suggested.
- The Highways Drainage Engineers have requested that standard conditions D02 and D06 be attached to any permission. They have also commented

that the site is suitable for an assessment for a SUDs scheme and that Greenfield run-off rate is required for the site.

- The Crime Prevention Design advisor has suggested a condition requiring that the development achieves Secure By Design accreditation.
- Environmental Health have raised no objections and suggest standard condition K09 in relation land contaminants be attached to any permission.
- The Council's waste advisors have raised no objections to the proposal.
- The Council's Highways Engineers have commented that there were previously concerns that overflow parking would take place on the narrow section of East Drive. However, if a total of 20 open car parking spaces were provided on the site, the necessity of parking outside of the site would be greatly reduced. Parking is in excess of that shown in the UDP and there would be no objections to the proposal.

Planning Considerations

The proposal falls to be determined with particular regard to Policies BE1, BE16, H1,H7, NE7, T3, T11, and T18 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

There is no relevant planning history at the site.

Conclusions

The main issues in this case are whether this type of development is acceptable in principle in this location, the likely impact of the proposed scheme on the character and appearance of the surrounding area, and on the amenities of neighbouring residential properties, having particular regard to the proposed access to the site.

As the site has no designation in the Unitary Development Plan that would prevent development in principle, a residential proposal would appear to be the most appropriate in planning terms given the character of the surrounding area. Members will therefore need to consider the principle of a residential use of the site and the details of this particular scheme, including the quantum of development.

The proposal involves frontage development along a new access road from East Drive with parking along the northern side of the site. The development is shown to

be comparable in height to the nearby properties although these details are purely illustrative and would need to be controlled by condition. In this respect, Members will also need to consider the number of storeys that would be appropriate in the circumstance.

With regard to the impact of the proposal on the residential amenity, the development is set approximately 13 metres away from adjoining properties to the north east and the front elevations will face the flank elevations and rear gardens of No. 79 East Drive and 66 Bridge Road. Given the siting and separation distances, these two properties will be the most affected by the development and Members will need to consider carefully the effects that the scheme is likely to have on them. As the application is for outline planning permission, the flank windows and the internal layout of the proposed dwellings are not shown. However, careful design of the dwellings and landscaping of the site at details pursuant stage should help to address any issues of overlooking and reduce any visual impact or loss of prospect.

The density equates to approximately 36 units/hectare, falling outside the ranges of 50-80u/ha set out in the matrix (if that interpretation is accepted). However, the housing in the surrounding area is not at a higher density and it is considered that the proposal would reflect the character and density of the built form in this particular area.

A total of 20 car parking spaces are proposed which exceeds the Council's maximum standards. In this particular case, it is recognised that were planning permission granted for 9 new dwellings without sufficient car parking, there may be issues with on-street parking on surrounding roads. It is for this reason that parking spaces in excess of those described in the Council's parking standards would be necessary. In terms of access onto the site, concerns were initially raised by the Highways division with regard to the part of East Drive directly adjacent to the entrance to the site being too narrow for service vehicles if cars were parked on this part of the road. Proposed integral garages at the site also caused concern as although these are parking spaces, in reality, they may not be used for such purpose and therefore further on-street parking may occur to the detriment of highway safety. However, revised details dated 14th March 2012 show 20 open parking spaces which is considered to be acceptable and it is suggested that a condition ensuring 20 open parking spaces at the site be attached to any permission.

If Members are satisfied with the principle of the development and the access proposed, other matters will need to be assessed through details pursuant application(s). On the basis of the revised parking layout and assessing the application purely on access and the principle of development, it is recommended that planning permission is granted.

Background papers referred to during production of this report comprise all correspondence on file ref. 11/03762, excluding exempt information.

as amended by documents received on 14.03.2012

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA02 Details req. pursuant outline permission appearance,
 landscaping, layout and scale
 ACA02R Reason A02
 - 2 ACA07 Boundary enclosure - no detail submitted
 ACA07R Reason A07
 - 3 ACB16 Trees - no excavation
 ACB16R Reason B16
 - 4 ACB18 Trees-Arboricultural Method Statement
 ACB18R Reason B18
 - 5 ACD02 Surface water drainage - no det. submitt
 ADD02R Reason D02
 - 6 ACD04 Foul water drainage - no details submitt
 ADD04R Reason D04
 - 7 ACD06 Sustainable drainage system (SuDS)
 ADD06R Reason D06
 - 8 ACH01 Details of access layout (2 insert)
 ACH01R Reason H01
 - 9 ACH04 Size of parking bays/garages
 ACH04R Reason H04
 - 10 ACH08 Details of turning area
 ACH08R Reason H08
 - 11 ACH16 Hardstanding for wash-down facilities
 ACH16R Reason H16
 - 12 ACH17 Materials for estate road
 ACH17R Reason H17
 - 13 ACH18 Refuse storage - no details submitted
 ACH18R Reason H18
 - 14 ACH23 Lighting scheme for access/parking
 ACH23R Reason H23
 - 15 ACH29 Construction Management Plan
 ACH29R Reason H29
 - 16 ACH32 Highway Drainage
 ADH32R Reason H32
 - 17 ACI02 Rest of "pd" Rights - Class A, B,C and E
- Reason:**
- 18 ACI21 Secured By Design
 ACI21R I21 reason
 - 19 ACK05 Slab levels - no details submitted
 ACK05R K05 reason
 - 20 ACK09 Soil survey - contaminated land
 ACK09R K09 reason
 - 21 Before any work is commenced, details of at least 20 open parking spaces and sufficient turning space shall be submitted to and approved in writing by the Local Planning Authority and such provision shall be completed before the commencement of the use of the land hereby permitted and shall thereafter be kept available for such use. No development whether

permitted by the Town and Country Planning (General Permitted Development Order) or not, shall be carried out on the land or parking spaces indicated or in such a position as to preclude vehicular access to the said open parking spaces.

ACH02R Reason H02

- 22 No development shall take place until the applicant has secured the implementation of a programme of archaeological work in accordance with a written scheme for investigation which has been submitted by the applicant and approved by the Local Planning Authority. The development shall only take place in accordance with the detailed scheme pursuant to this condition. The archaeological works shall be carried out by a suitably qualified investigating body acceptable to the Local Planning Authority.

Reason: In order to protect the archaeological importance of the site and to comply with Policy BE16 of the Unitary Development Plan.

- 23 No part of any new structure on the site shall exceed 9.5 metres in height from existing ground level.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

Reasons for granting permission:

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

BE1 Design of New Development
BE16 Ancient Monuments and Archaeology
H1 Housing Supply
H7 Housing Density and Design
NE7 Development and Trees
T3 Parking
T11 New Accesses
T18 Road Safety

In strategic terms the most relevant London Plan policies are:

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

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

- (a) the relationship of the development to adjacent properties
- (b) the character of the development in the surrounding area
- (c) the impact on the amenities of the occupiers of adjacent and nearby properties
- (d) the impact on pedestrian and vehicular safety
- (e) the transport policies of the UDP
- (f) the housing policies of the UDP

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 RDI03 Seek engineering advice
- 2 RDI16 Consult highways re. crossover
- 3 RDI18 Commencement – notify Development Control
- 4 Registered footpath 174a runs along the northern boundary of the application site. It is outside of the site and should not be affected by the granting of planning permission. However, due to its close proximity to the development, the applicant should be made aware, by means of an informative attached to any permission, of the need to safeguard pedestrians using the route, and that it must not be damaged or obstructed either during, or as result of, the development.
- 5 Before the use commences, the Applicant is advised to contact the Pollution Team of Environmental Health & Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990. The Applicant should also ensure compliance with the Control of Pollution and Noise from Demolition and Construction Sites Code of Practice 2008 which is available on the Bromley web site.
- 6 The development of this site is likely to damage archaeological remains. The applicant should therefore submit detailed proposals in the form of an archaeological project design. The design should be in accordance with appropriate English Heritage guidance.

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