

SECTION '2' – Applications meriting special consideration

**Application No :** 12/01030/FULL1

**Ward:**  
**Bickley**

**Address :** Wilderwood Widmore Green Bromley  
BR1 3BB

**OS Grid Ref:** E: 541513 N: 169460

**Applicant :** IF Property

**Objections :** YES

**Description of Development:**

4 x 2 bedroom two storey terrace dwellings with outbuildings to rear; 2 storey building containing 2 x 2 bedroom flats; associated landscaping and 8 on site car parking spaces

Key designations:

Biggin Hill Safeguarding Birds  
Biggin Hill Safeguarding Area  
London City Airport Safeguarding  
London City Airport Safeguarding Birds  
Local Distributor Roads

**Proposal**

This application is for four 2 bedroom two storey terrace dwellings with outbuildings to rear; two storey building containing two x 2 bedroom flats; associated landscaping and 8 on site car parking spaces. The proposal shall be discussed in further detail in the conclusions section.

**Location**

The 0.12 hectare site is currently vacant following the removal of a detached residential dwelling formerly know as Wilderwood. The site rises quite steeply away from Widmore Green and is bounded by the highway verge to the northeast, by 112 Plaistow Lane to the northwest, by the rear of a two storey building to the southwest and further south along this boundary by the rear of two storey shop / residential premises fronting Widmore Road. The south-eastern boundary is adjacent to Widmore Green and includes an existing dropped kerb.

The surrounding area is mixed in character with some shops on Widmore Road adjacent to the site and further to the east. Widmore Green itself is a small but well kept open space in front of the site with a limited turning / parking area within it.

## Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received which can be summarised as follows:

- tightly packed overdevelopment on edge of Sundridge Park Conservation Area.
- out of keeping with Widmore Green and surrounding properties.
- intrusive elevated parking for 8 cars would be unsightly and inappropriate.
- concerns relating to the removal of a horse chestnut tree at the site was in preparation for building works.
- development is for 6 new homes on a site previously occupied by a single home resulting in very significant increase in cars entering and existing in close proximity to a congested junction particularly at beginning and end of school days.
- increase in number of cars would increase pollution.
- several primary schools near top of Sundridge Avenue and Bullers Wood School resulting in hazardous situation for children crossing roads at Widmore Green.
- potentially hazardous situation for elderly people using pavements around junction.
- new residents could potentially have more than one vehicle per household resulting in an increase demand for on-street car parking spaces in the area.
- existing car parking area on Widmore Green would be used by future residents and would no longer be available to other users impacting on local shops and inconvenience to other residents.
- site should be occupied by an appropriate building as it is a gateway to Bromley town centre.
- development would be unattractive from Widmore Green perspective where a car park and side elevation of a building would be seen.
- concerns proposal would be detrimental to Widmore Green and 'village feel' of the area.
- size and density of the development on a plot which previously contained a single bungalow surrounded by green open space is inappropriate to the area.
- proposal would result in garden grabbing.
- raises risk of flooding in the area.
- detrimental impact on wildlife.
- detrimental impact on privacy of adjoining properties.
- design of proposal would not make any positive contribution to immediate environment.
- properties from Widmore Green to the roundabout at the church are detached and of differing design. Terraced houses and apartments do not fall into this category.
- cramped development with 3m space between proposed terrace houses and 112 Plaistow Lane resulting in adverse impact on the adjacent house.
- proposal will not respect main building lines as orientation of the site has been changed with dwellings facing onto Plaistow Lane.

- proposal would look incongruous with the existing properties and the locally listed Ernest Newton house at No. 107 and make a negative contribution to the area.
- concerns relating to the inclusion of railings at the site.
- would prefer to see two substantial houses at the site which would contribute to quality of built environment and adjacent conservation area.
- concerns proposal would affect the ground stability of Nos. 112 and 110 due to steep incline of Plaistow Lane towards Widmore Green.
- concerns as to type of boundary fencing to be provided between application site and No. 112 due to concerns about security and privacy.
- proposal is incongruous and would be too close to the frontage with the Green, out of character with adjacent single storey commercial properties.
- fewer car parking spaces would be preferable.
- no precedent for terrace of small houses at this location.
- would favour the open space being retained as a community maintained area to link with green sward and enhance scale and character of Widmore Green.
- concerns as units proposed would incorporate space for loft conversions which would be objectionable.
- concerns relating to knotweed at the site.

In addition a letter of support was received which stated the proposal would complement and improve the area and would replace the empty plot which is an 'eye sore' to the area.

### **Comments from Consultees**

The Council's Highways Division were consulted who stated the 2010 application was dismissed at appeal but the Inspector did not uphold the highway ground of intensification of use of the access. Parking provision is proposed at levels given in the UDP, (1 space per flat, 1.5 per house) and as these are 2 bed units this would seem reasonable. The waste storage and collection arrangements would need to be agreed with Waste Services. The parking forecourt is shown as gravel but concerns are raised as to how this would work with the ramped access. The access gate is shown as 3m wide which is relatively narrow. This will reduce the pedestrian visibility and the gates should be amended (widened, lowered or set back) to improve this.

Transport for London have no comments to make on the application.

The Council's Environmental Health Pollution Division raise no objections to the proposal. However, it is noted Japanese Knotweed is known to be present on the site which at current appears to have been treated, were permission to be granted a condition would be required to ensure the Japanese Knotweed has been dealt with satisfactorily.

From a trees perspective the application is accompanied by an arboricultural report and the Council concurs with its findings. No significant trees would be directly

affected by this proposal and as such no objections are raised subject to conditions.

The findings of the Council's Highways Drainage Division raise no objections subject to conditions.

The Council's Waste Advisors were consulted who stated the size of the refuse storage area does not appear large enough and full details of refuse and recycling proposals are required.

The Metropolitan Police Crime Prevention Design Advisor was consulted who stated he had spoken with the applicant's representatives with regard to the Secured by Design Scheme and the required standards and noted that those measures and standards have been included in the Design and Access Statement. The application should be able to gain Secure By Design accreditation in respect of design and layout as well as physical security part with the Guidance of 'New Homes 2010' and incorporating accredited, tested, and certificated products. As such no objections are raised subject to conditions.

### **Planning Considerations**

The application falls to be determined in accordance with the following policies of the Unitary Development Plan and the London Plan:

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing
- H9 Sidespace
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees

Supplementary Planning Guidance (SPG) 1 General Design Principles  
Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments

The National Planning Policy Framework is also a key consideration in the determination of this application.

### **Planning History**

There is a substantial planning history relating to this site the most relevant of which is outlined below:

In 1995 under planning ref. 95/00458, an outline application was refused for the demolition of an existing dwelling and erection of three detached houses and vehicular access to Plaistow Lane.

In 2008 under planning ref. 08/01390, an application was submitted for a three storey block comprising 2 three bedroom and 7 two bedroom flats including front and rear balconies with lower ground floor parking comprising 7 car parking spaces and 3 surface parking spaces at front with bin store which was subsequently withdrawn.

In 2008 under planning ref. 08/02958, permission was refused for the erection of a part 2 / part 3 storey block comprising 8 two bedroom apartments and 1 three bedroom penthouse with undercroft parking and associated landscaping on the following grounds:

The proposed development, by reason of its size and bulk and amount of building and hard surfaces would constitute an overdevelopment of the site and would result in an overbearing and detrimental feature within the streetscene, contrary to Policies BE1 and H7 of the Unitary Development Plan.

This was subsequently dismissed at appeal.

In 2010 under planning ref. 10/00642, an outline application for the erection of two/three storey building comprising of 7 two bedroom flats was submitted which was subsequently withdrawn.

In 2010 under planning ref. 10/02076, permission was refused for an Outline application for the erection of two storey building comprising of 6 two bedroom flats with undercroft parking on the following grounds:

The proposed development, by reason of its size and bulk and amount of building and hard surfaces would constitute an overdevelopment of the site and would result in an overbearing and detrimental feature within the streetscene, contrary to Policies BE1 and H7 of the Unitary Development Plan.

The proposed additional vehicular movements to enter and exit the site will increase the potential for highway safety concerns, therefore contrary to Policy T18 of the Unitary Development Plan.

This was subsequently appealed against and dismissed by Appeal Decision dated 14th March 2011.

## **Conclusions**

The main issues relating to the application are the effect that it would have on the character of the area and the impact that it would have on the amenities of the occupants of surrounding residential properties.

The site once comprised a single dwellinghouse with garden land to the front, sides and rear. It may be considered that redevelopment of the site may be acceptable provided that the policy requirements at local, regional and national level are met. Although central government guidance in the form of the National Planning Policy

Framework (NPPF) now replaces Planning Policy Statement 3 it may be considered that the thrust of the guidance otherwise remains the same and assessment must be given on the merits of the application with regard to the character, appearance and amenities of the area.

### Character of the Area

It is noted that the predominate character of the area is residential, with the exception of a small parade of shops to the south-west of the site. In paragraph 7 of Appeal Decision dated 25th January 2011 the Planning Inspector states “the levels of the site rise up from the junction to the north-west boundary with 112 Plaistow Lane, which is a two storey dwelling with a single storey wing close to the boundary. Just beyond this property there is a mix of chalet style properties and bungalows. There are bungalows in secluded plots on the opposite side of Plaistow Lane with two-storey housing further to the northwest. There are modern three-storey dwellings near the northeast side of the traffic light controlled junction at the corner of Sundridge Avenue and Plaistow Lane, which contrasts strongly with the more modest scale of the buildings adjoining the appeal site and with the mainly two-storey housing on the south side of Widmore Road. Whilst there are larger scale flatted developments further along Widmore Road to the west, the proposal would be mainly seen in the context of the buildings around the periphery of the junction and Widmore Green”.

In terms of Widmore Green itself, to south-west of the site is a parade of primarily A1/A2 units (shops/financial and professional services) with Nos. 179 and 179b being semi-detached single storey buildings, to the south of the junction at Widmore Green are two storey terrace and semi-detached properties of a similar scale to that proposed. To the east of the site are semi-detached and detached properties of a larger scale than that proposed while to the north and north-west of the site are large detached dwellings set within sizeable gardens.

The accompanying Design and Access Statement states that in terms of the scale of the proposed development it “is consistent with the locality being mainly two storeys in height, with a number of buildings having front gable features. The development follows the rhythm of properties on Widmore Road, being mainly terrace or semi-detached properties... The design follows on the building line of Plaistow Lane with the terrace cottages facing out towards the grass verge and highway. The scale of these is consistent with the properties on Plaistow Lane and step down in relation to the site contours and road”. It is accepted that there are a variety of architectural styles and scales in the vicinity of the site and it is considered that on balance the erection of two storey terrace dwellings and flatted accommodation which are similar in scale to those to the south and west of the site are acceptable in this instance given the lack of uniformity in the area at present.

The application site is some 0.12 hectares with a Public Transport Access Level of 2 (on a scale of 1 – 6, where 6 is the most accessible). In assessing the application against Policy H7 and the Council’s Density/Location matrix for sites along transport corridor and sites close to the town centre the Council would generally seek 50 – 80 units per hectare for terraced houses and flats, this proposal would provide 50 units per hectare which complies with the Council’s density/location

matrix. The proposal also complies with the London Plan Policy 3.4 Optimising Housing Potential Sustainable Residential Quality (SRQ) density matrix which would generally require 35 – 65 units per hectare, as such the proposal is not considered to result in an overdevelopment of site.

## Appearance

No. 112 a part one/two storey dwelling, is at a higher ground level than the application site and a total separation of 3m would be retained between the flank elevations of the proposal and No. 112 (1.6m from Plot 6 to the boundary satisfying the requirements of Policy H9), with Units 3 and 6 having a partially hipped roof profile which minimises the visual impact of the proposal in the streetscene when viewed from Plaistow Lane. Units 3 - 6 also have a staggered roofline which adds visual interest to the design and breaks up the massing of the building. The proposed buildings would be of traditional design incorporating gabled roof features with mainly brickwork on the ground floor and either brick, tile or render on the first floor. This type of design is considered to be acceptable for this site given the context of the vicinity.

The proposed terrace properties (Plots 3 – 6) would be set back a minimum of 2.5m and maximum of 5.4m from the north eastern boundary following the front building line of the adjoining property at No. 112. This would result in a total separation of between 10m – 15m from Plaistow Lane owing to the grass verge to the east of the site. This sizeable set back from the highway prevents the proposal from appearing overly dominant in the streetscene when viewed from Plaistow Lane.

The location of the car park may result in a substantial section of hardstanding (approximately 204.8 sq m) being installed at a prominent location on the site, however, the accompanying Design and Access Statement makes reference to 1.5m high railings being proposed along the site boundaries and it is intended to allow the planting to grow through and over the railings forming a planted screen which would minimise the visual affects of the proposed hardstanding, this could be secured by way of a condition. The provision of the car park in this location is considered to be preferable to additional residential unit(s) as it retains the openness of the site and would allow views through the site to and from Widmore Green and Plaistow Lane.

## Residential amenities of future occupants

While a large section of the site will be taken up by the footprint of the buildings and associated car parking, the proposal will allow some areas for soft landscaping and amenity space for future occupiers. Generally the Council will seek rear gardens of 10m in depth which Plots 3 – 6 would provide. The rear gardens of Plots 1 & 2 would be smaller with a maximum of 8.5m from the rear elevation of this development to the rear boundary, however, given these have been designed as Entry Level Housing as opposed to a family dwellings, gardens of this scale are considered to be acceptable in this instance.

While units 1 & 2 would be located less than the recommended 10m from the rear boundary with Plot 3, given the gradient of the site with Plot 3 being at a higher ground level than Plots 1 & 2 and given there is a mature tree on the flank boundary with Nos. 179 and 179b which provides a degree of screening, the potential impact in terms of loss of privacy for Plot 3 is not anticipated to be of such an extent to warrant refusal.

Units 3- 6 are indicated to provide a Gross Internal Area (GIA) of 83sq m per dwelling which is considered to satisfy the minimum space standards for a 2 bedroom 4 person development as required by the London Plan 2011. Units 1 and 2 would provide a GIA of 71 sq m which is satisfactory for a 2 bedroom 4 person flat under Policy 3.5 of the London Plan. In addition, the flats have been 'stacked' in such a manner as to have living spaces above living spaces and bedrooms above bedrooms, which is considered to minimise the potential disturbance for future occupants. As such the proposal is considered to provide a satisfactory standard of accommodation for future occupants.

#### Residential amenities of neighbouring properties

In relation to the previously refused schemes the potential loss of privacy and sense of overlooking for neighbouring properties has been raised as a concern by Planning Inspectors. The current application has been revised substantially to limit the impact on the residential amenities of the adjoining occupants. No windows are proposed to be located on the first floor flank elevation of Plot 6 (closest to the boundary with No. 112) or the south western flank elevation of Plots 1 and 2 (adjacent to boundary with 179b). While a window is proposed in the first floor flank elevation of Plot 3 (which would overlook the car park) it is indicated to be obscure glazed. Although a number of windows are to be located in the rear elevations of Plots 3 – 6 a minimum distance of 10m would be retained to the flank boundary which is considered to be an acceptable distance to protect the amenities of adjoining properties to the west of the site. A window, which would service a kitchen, is indicated to be located in the north eastern flank elevation of Plots 1 & 2, however, this would overlook the car park and would be located a minimum of 35m from the flank boundary with No. 3 Sundridge Avenue and as such the potential loss of privacy or sense of overlooking for neighbouring properties is anticipated to be minimal.

Plot 6 would project approximately 1.8m beyond the rear elevation of No. 112 Plaistow Lane with a total separation of 3m between the flank elevations of these properties which given this modest projection is not considered to result in a significant loss of light for No. 112. While the proposal would project beyond the rear elevation of No. 179b and 179 and may cause some loss of light for these properties, these are commercial premises as opposed to residential properties and as such the potential loss of light is considered to be acceptable.

With regards to the trees on the site, it is advised that the findings of the arboricultural report are agreed with. It is considered that no significant trees would be lost as a result of this proposal and appropriate conditions are suggested for Members to take into account should permission be granted.



In terms of proposed parking, a total of 8 car parking spaces are proposed which is considered to be satisfactory for these types of dwellings at this location, and there are no technical highways objections regarding to the number of spaces proposed.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/01030, 10/02076 and 08/02958, excluding exempt information.

## **RECOMMENDATION: PERMISSION**

Subject to the following conditions:

- 1     ACA01       Commencement of development within 3 yrs  
      ACA01R     A01 Reason 3 years
- 2     ACA04       Landscaping Scheme - full app no details  
      ACA04R     Reason A04
- 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     ACB19       Trees - App'ment of Arboricultural Super  
      ACB19R     Reason B19
- 9     ACC01       Satisfactory materials (ext'nl surfaces)  
      ACC01R     Reason C01
- 10    ACC03       Details of windows  
      ACC03R     Reason C03
- 11    ACD02       Surface water drainage - no det. submitt  
      ADD02R     Reason D02
- 12    ACD06       Sustainable drainage system (SuDS)  
      ADD06R     Reason D06
- 13    ACH03       Satisfactory parking - full application  
      ACH03R     Reason H03
- 14    ACH18       Refuse storage - no details submitted  
      ACH18R     Reason H18
- 15    ACH16       Hardstanding for wash-down facilities  
      ACH16R     Reason H16
- 16    ACH22       Bicycle Parking  
      ACH22R     Reason H22
- 17    ACH29       Construction Management Plan  
      ACH29R     Reason H29
- 18    ACH32       Highway Drainage  
      ADH32R     Reason H32
- 19    ACI02       Rest of "pd" Rights - Class A, B,C and E

**Reason:** To prevent overdevelopment of the site and in the interests of the residential amenities of neighbouring properties, in line with Policy BE1 of the Unitary Development Plan.

20 ACI11 Obscure glaz'g/details of opening (1 in) in the first floor flank elevations

ACI11R Reason I11 (1 insert) BE1

21 ACI17 No additional windows (2 inserts) first floor flank dwelling

ACI17R I17 reason (1 insert) BE1

22 ACI21 Secured By Design

ACI21R I21 reason

23 ACK01 Compliance with submitted plan

**Reason:** In the interests of the residential amenities of neighbouring properties, and the visual amenities of the area in line with Policy BE1 of the Unitary Development Plan.

24 ACK05 Slab levels - no details submitted

ACK05R K05 reason

25 No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until method statement detailing with the measures to be taken to remove the Japanese Knotweed from the site in accordance with the Environmental Protection Act (Duty of Care) Regulations 1991, is submitted to and approved in writing by the Local Planning Authority. The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

**Reason:** To prevent the spread of Japanese Knotweed at the site and vicinity, in accordance with the Wildlife and Countryside Act 1981 and Environmental Protection Act 1990.

26 Before commencement of the development hereby permitted details of the design and layout of vehicular gates at the site shall be submitted to and approved in writing by the Local Planning Authority. The vehicular gates shall be provided before any part of the development is first occupied and shall be permanently retained thereafter.

**Reason:** In order to comply with Policies T3 and T18 of the Unitary Development Plan in the interest of pedestrian and vehicular safety.

27 The vehicle hardstanding(s) / access drive(s) hereby permitted shall be formed of permeable paving in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The details shall include proposals for the regular maintenance of the paving, which shall be maintained in accordance with the approved details.

**Reason:** To ensure satisfactory means of surface water drainage and to accord with Policy ER13 of the Unitary Development Plan and in order to comply with Policies T3 and T18 of the Unitary Development Plan in the interest of pedestrian and vehicular safety.

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

In granting permission the Local Planning Authority had regard to the following policies:

Unitary Development Plan:

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing
- H9 Sidespace
- T3 Parking
- T18 Road Safety
- NE7 Development and Trees

Supplementary Planning Guidance (SPG) 1 General Design Principles  
Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

The London Plan:

- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments

The National Planning Policy Framework is also a key consideration in the determination of this application.

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 adjacent properties;
- (c) the character of the development in the surrounding area;
- (d) the impact on the amenities of the occupiers of adjacent and nearby properties;
- (e) the impact on the amenities of the future occupiers;

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 RDI16 Contact Highways re. crossover
- 2 RDI25 CIL
- 3 In order to ensure that the proposed storm water system meets the Council's requirements, the Council will require that the following information be provided:
  - o A clearly labelled drainage layout plan showing pipe networks and any attenuation soakaways.
  - o Where infiltration forms part of the proposed storm water system such as soakaways, soakage test results and test locations are to be submitted in accordance with BRE digest 365.
  - o Calculations should demonstrate how the system operates during the 1 in 30 year critical duration storm event plus climate change.

- 4 If during works on site suspected contamination is encountered, Environmental Health should be contacted immediately. The additional contamination shall be fully assessed and an appropriate remediation scheme submitted to the Authority for approval in writing by it or on its behalf.
- 5 Before the use commences, the applicant is advised to contact the Pollution Team of Environmental Health and Trading Standards regarding compliance with the Control of Pollution Act 1974 and/or the Environmental Protection Act 1990.

**Application:**12/01030/FULL1

**Address:** Wilderwood Widmore Green Bromley BR1 3BB

**Proposal:** 4 x 2 bedroom two storey terrace dwellings with outbuildings to rear; 2 storey building containing 2 x 2 bedroom flats; associated landscaping and 8 on site car parking spaces

