

Section '3' - Applications recommended for PERMISSION, APPROVAL or CONSENT

Application No : 12/03385/FULL1

Ward:
Chislehurst

Address : Sheila Stead House Bushell Way
Chislehurst BR7 6SF

OS Grid Ref: E: 543232 N: 171406

Applicant : Croudace Homes Ltd

Objections : YES

Description of Development:

Demolition of all existing buildings and erection of 2 x 2 bedroom houses, 13 x 3 bedroom houses, 2 x 4 bedroom houses and 1 x 2.5 storey block with 3 x 2 bed flats (total 20 units), together with 42 car parking spaces, cycle parking and refuse/recycling store and associated landscaping

Key designations:

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

Members resolved to grant planning permission subject to the prior completion of a legal agreement on 21 February 2013. The applicant has now requested approval of a revised tenure mix for the affordable housing component of the scheme. The request is due to the projected values generated by the shared ownership dwellings falling outside of the target client group of the housing association. It is now proposed to deliver 2 three bedroom houses as affordable rent rather than shared ownership accommodation. The affordable housing component of the scheme will therefore be 100% affordable rented accommodation.

The Council's Housing Division have no objections to the amended proposal.

The previous report, with an amended tenure mix and education infrastructure contribution, is repeated below.

Proposal

- Demolition of existing buildings and erection of the following:
 - 2 two storey 2 bedroom houses (private)
 - 4 two storey 3 bedroom houses (private)

- 2 two storey 3-bedroom wheelchair houses (affordable rent)
 - 7 two/three storey 3-bedroom houses (5 private and 2 affordable rent)
 - 2 two storey 4-bedroom houses (private)
 - two/three storey block providing 3 two bedroom flats (affordable rent)
- units 1-6 will front Bushell Way and units 7-20 will front a new access road
 - there will be 2 car parking spaces for each of the houses (including 1 garage space for units 1-6) and 4 car parking spaces for the 3 flats
 - application states that the varying roof heights of buildings will respond to nearby development and enliven the street scene
 - materials will include yellow facing brickwork, stone/red brick features and slate roofs.

The application is accompanied by the following documents:

- Design and Access Statement
- Planning Statement
- Affordable Housing Statement
- Contamination Desk Study and Preliminary Site Assessment Report
- Lifetime Homes and Wheelchair Statement
- Sustainability and Energy Statement
- Statement of Community Involvement
- Transport Statement
- Drainage Strategy
- Arboricultural Survey.

Location

- 0.46 ha rectangular application site is located on the northern side of Bushell Way and is currently occupied by Sheila Stead House, a former care home
- northern boundary is shared with No. 129a White Horse Hill, a vacant 2 storey office building and 13 and 13a Oakdene Avenue which are both 2 storey houses
- Banbury House, an NHS owned property, is located opposite the southern boundary
- eastern boundary is shared with the rear gardens of 97 – 127 White Horse Hill which are two storey semi-detached properties
- development of 2 storey housing association owned flats arranged around a courtyard to the southwest of the site
- surrounding area predominantly comprises a mixture of two storey residential dwellings with some 3 storey residential development on Invicta Close
- site is currently owned by the London Borough of Bromley Council and Croudace have a subject to planning contract to purchase the site.

Comments from Local Residents

Nearby residents were notified of the application and representations were received, which can be summarised as follows:

- overlooking / loss of privacy
- loss of light / loss of outlook
- overdevelopment / excessive density
- out of character
- increased traffic / increased demand for on-street car parking
- increased noise and disturbance / harm to peaceful character of the area
- increased anti-social behaviour in an area with an elderly population
- no benefits to local community in terms of amenities / green space
- increased pressure on local infrastructure and services, particularly in view of the nearby Ravensbourne College development
- loss of mature trees
- noise and mess from refuse storage area
- proposed building materials are of poor quality and out of keeping with the surrounding area
- lack of architectural merit
- disruption, noise, mess and inconvenience from construction activity
- detrimental impact on local property values
- application makes false assertion that surrounding area largely comprises social housing
- application does not provide contamination remediation strategy
- pre-application consultation leaflet was not received
- environmental impacts insufficiently addressed.

A 91 signature petition has been submitted expressing the following concerns:

- noise and disruption from young persons activities in the street
- noise and pollution from increased traffic
- site should be used for sheltered accommodation

Comments from Consultees

Drainage – no objections

Sustainable development and renewable energy – no objections subject to a 'Secured by Design' condition.

Metropolitan Police Crime Prevention Design Adviser – no objections

Greenwich Council – no objections

Thames Water - no objections

Waste Advisers – no objections

Highways – no objections subject to conditions

Housing – no objections.

Any further responses to consultations will be reported verbally at the meeting.

Planning History

Planning permission was granted under application ref. 07/03386 for a part one/two storey building comprising a 40 bedroom care home and 10 bedroom specialist care unit with 18 car parking spaces, bicycle parking and refuse storage. This permission has not been implemented and has now expired.

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies:

UDP

- T3 Parking
- T7 Cyclists
- T11 New Accesses
- T12 Residential Roads
- T18 Road Safety
- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- H9 Side space
- BE1 Design of New Development
- NE7 Development and Trees
- IMP1 Planning Obligations

London Plan

- 2.6 Outer London: Vision and Strategy
- 3.3 Increasing Housing Supply
- 3.4 Optimising Housing Potential
- 3.5 Quality and Design of Housing Developments
- 3.6 Children and Young Peoples Play and Informal Recreation Facilities
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.11 Affordable Housing Targets
- 3.13 Affordable Housing Thresholds
- 5.2 Minimising Carbon Dioxide Emissions
- 5.3 Sustainable Design and Construction
- 5.7 Renewable Energy
- 5.13 Sustainable Drainage
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.1 Building London's Neighbourhoods and Communities
- 7.2 An Inclusive Environment
- 7.3 Designing out Crime
- 7.4 Local Character

- 7.5 Public Realm
- 7.6 Architecture
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy.

The following Supplementary Planning Documents (SPD) produced by the Council are relevant:

- Affordable Housing SPD
- Planning Obligations SPD.

The following documents produced by the Mayor of London are relevant:

- Housing Supplementary Planning Guidance
- Providing for Children and Young People's Play and Informal Recreation Supplementary Planning Guidance (SPG)
- Housing Strategy
- Mayor's Climate Change Mitigation and Energy Strategy
- Sustainable Design and Construction SPG.

It is anticipated that a Section 106 legal agreement will be prepared to secure the following:

- education infrastructure financial contribution (£200,938.16)
- healthcare infrastructure financial contribution (£34,667)
- affordable housing provision.

The proposal is considered acceptable in terms of its impact on trees.

The proposal equates to a residential density of 43.5 dwellings per hectare.

Conclusions

The main issues to be considered in this case are is the impact of the development on the character of the area and the impact on the residential amenities of the occupants of nearby dwellings.

No. 129a White Horse Hill is a two storey commercial building sited adjacent to the proposed unit 15. There is currently vacant office accommodation on the first floor of No. 129a with windows that will face unit 15. The flank wall of unit 15 will be sited approx. 6m from No. 129a at the closest point, although there will be no flank windows facing back onto the office accommodation. There will be some loss of outlook from the offices although it is not considered that this will be unduly harmful. There will be some overlooking from the offices into the garden of unit 15 although this should be limited to office working hours and is considered acceptable.

There will be some additional overlooking of houses fronting Oakdene Avenue, particularly from units 14 and 15. These properties are currently subject to some

overlooking by neighbouring properties and any additional overlooking is not considered to be so harmful in this suburban context as to render the scheme unacceptable.

The proposal involves a mixture of two and two/three storey buildings. The surrounding area predominantly comprises two storey buildings with some three storey development nearby on Invicta Close. In terms of height and bulk the scheme can be considered to complement the character and appearance of the surrounding area. The variety in the design of the buildings will add interest to the street scene.

The access road and frontage car parking will result in a significant amount of hardstanding with small areas of soft landscaping. There will be soft landscaping on the more visible Bushell Way frontage of the site and the scheme provides for the retention of several mature trees including a birch in a prominent location to the south of the site. The visual impact of the hardstanding can be balanced against the requirement to provide sufficient car parking and to optimise the housing potential of sites and may be considered acceptable.

The rear gardens to the houses are generally adequate in depth. Unit 16 has an approx. 8.5m deep rear garden and this is considered sufficient in view of an approx. 22m back to back separation with the houses fronting White Horse Hill. The block of 3 flats (units 7-9) has a small rear amenity area which backs onto the adjacent access road and is considered adequate.

In conclusion, it is considered that the scheme will not result in any undue harm in planning terms and is acceptable.

as amended by documents received on 16.01.2013 24.01.2013

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A LEGAL AGREEMENT

and the following conditions:

- | | | |
|---|-----------------|--|
| 1 | ACA01
ACA01R | Commencement of development within 3 yrs
A01 Reason 3 years |
| 2 | ACA04
ACA04R | Landscaping Scheme - full app no details
Reason A04 |
| 3 | ACA08
ACA08R | Boundary enclosures - implementation
Reason A08 |
| 4 | ACB18
ACB18R | Trees-Arbicultural Method Statement
Reason B18 |
| 5 | ACB19
ACB19R | Trees - App'ment of Arbicultural Super
Reason B19 |
| 6 | ACC01
ACC01R | Satisfactory materials (ext'nl surfaces)
Reason C01 |
| 7 | ACC03
ACC03R | Details of windows
Reason C03 |
| 8 | ACD06 | Sustainable drainage system (SuDS) |

- | | | |
|----|--------|--|
| | ADD06R | Reason D06 |
| 9 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 10 | ACH09 | Restriction on height to front and flank |
| | ACH09R | Reason H09 |
| 11 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 12 | ACH17 | Materials for estate road |
| | ACH17R | Reason H17 |
| 13 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 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:** In order to comply with Policy BE1 and in the interests of the visual and residential amenities of the area.
- | | | |
|----|--|--|
| 18 | ACI20 | Lifetime Homes Standard/wheelchair homes |
| | ADI20R | Reason I20 |
| 19 | ACI21 | Secured By Design |
| | ACI21R | I21 reason |
| 20 | ACK01 | Compliance with submitted plan |
| | ACC01R | Reason C01 |
| 21 | ACK05 | Slab levels - no details submitted |
| | ACK05R | K05 reason |
| 22 | ACK08 | Archaeological access |
| | ACK08R | K08 reason |
| 23 | ACL03 | Site wide Energy statement |
| | ACL03R | Reason L03 |
| 24 | No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries of plots 1-6 shall exceed 1m in height, and these means of enclosure shall be permanently retained as such. | |
| | ACH09R | Reason H09 |

Reasons for permission:

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

UDP

- T3 Parking
- T7 Cyclists
- T11 New Accesses
- T12 Residential Roads
- T18 Road Safety
- H1 Housing Supply
- H2 Affordable Housing

H7 Housing Density and Design
H9 Side space
BE1 Design of New Development
NE7 Development and Trees
IMP1 Planning Obligations

London Plan

2.6 Outer London: Vision and Strategy
3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.6 Children and Young Peoples Play and Informal Recreation Facilities
3.8 Housing Choice
3.9 Mixed and Balanced Communities
3.11 Affordable Housing Targets
3.13 Affordable Housing Thresholds
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
5.7 Renewable Energy
5.13 Sustainable Drainage
6.9 Cycling
6.10 Walking
6.13 Parking
7.1 Building London's Neighbourhoods and Communities
7.2 An Inclusive Environment
7.3 Designing out Crime
7.4 Local Character
7.5 Public Realm
7.6 Architecture
8.2 Planning Obligations
8.3 Community Infrastructure Levy.

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 property
- (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 safety of pedestrians and motorists on the adjacent highway
- (f) the safety and security of buildings and the spaces around them
- (g) accessibility to buildings
- (h) the housing policies of the development plan
- (i) the design policies of the development plan
- (j) the transport policies of the development plan

and having regard to all other matters raised.

INFORMATIVE(S)

- 1 There are public sewers crossing or close to your development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where the erection of a building or an extension to a building or underpinning work would be over the line of, or would come within 3 metres of, a public sewer. Thames Water will usually refuse such approval in respect of the construction of new buildings, but approval may be granted in some cases for extensions to existing buildings. The applicant is advised to contact Thames Water Developer Services on 0845 850 2777 to discuss the options available at this site.
- 2 With regard to surface water drainage it is the responsibility of a developer to make proper provision for drainage to ground, water courses or a suitable sewer. In respect of surface water it is recommended that the applicant should ensure that storm flows are attenuated or regulated into the receiving public network through on or off site storage. When it is proposed to connect to a combined public sewer, the site drainage should be separate and combined at the final manhole nearest the boundary. 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. Reason: to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 3 Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres per minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.
- 4 You should seek engineering advice from the Environmental Services Department at the Civic Centre regarding any of the following matters:-
 - the agreement under S.38 of the Highways Act 1980 concerning the estate road (Highways Planning Section)
 - the alignment and levels of the highway improvement line (Highways Planning Section)
 - general drainage matters (020 8313 4547, John Peck)
 - the provision of on-site surface water storage facilities (020 8313 4547, John Peck)
 - the provision for on-site storage and collection of refuse (020 8313 4557 or e-mail csc@bromley.gov.uk)
- 5 You are reminded of your obligation under Section 80 of the Building Act 1984 to notify the Building Control Section at the Civic Centre six weeks before demolition work is intended to commence. Please write to Building Control at the Civic Centre, or telephone 020 8313 4313, or e-mail: buildingcontrol@bromley.gov.uk
- 6 You should consult the Land Charges and Street Naming/Numbering Section at the Civic Centre on 020 8313 4742 or e-mail:

address.management@bromley.gov.uk regarding Street Naming and Numbering.

- 7 You should contact extension 4621 (020 8313 4621 direct line) at the Environmental Services Department at the Civic Centre with regard to the laying out of the crossover(s) and/or reinstatement of the existing crossover(s) as footway. A fee is payable for the estimate for the work which is refundable when the crossover (or other work) is carried out. A form to apply for an estimate for the work can be obtained by telephoning the Highways Customer Services Desk on the above number.
- 8 You are advised that this application may be liable for the payment of the Mayoral Community Infrastructure Levy under the Community Infrastructure Levy Regulations (2010) and the Planning Act 2008. The London Borough of Bromley is the Collecting Authority for the Mayor and this Levy is payable on the commencement of development (defined in Part 2, para 7 of the Community Infrastructure Levy Regulations (2010)). It is the responsibility of the owner and /or person(s) who have a material interest in the relevant land to pay the Levy (defined under Part 2, para 4(2) of the Community Infrastructure Levy Regulations (2010)).

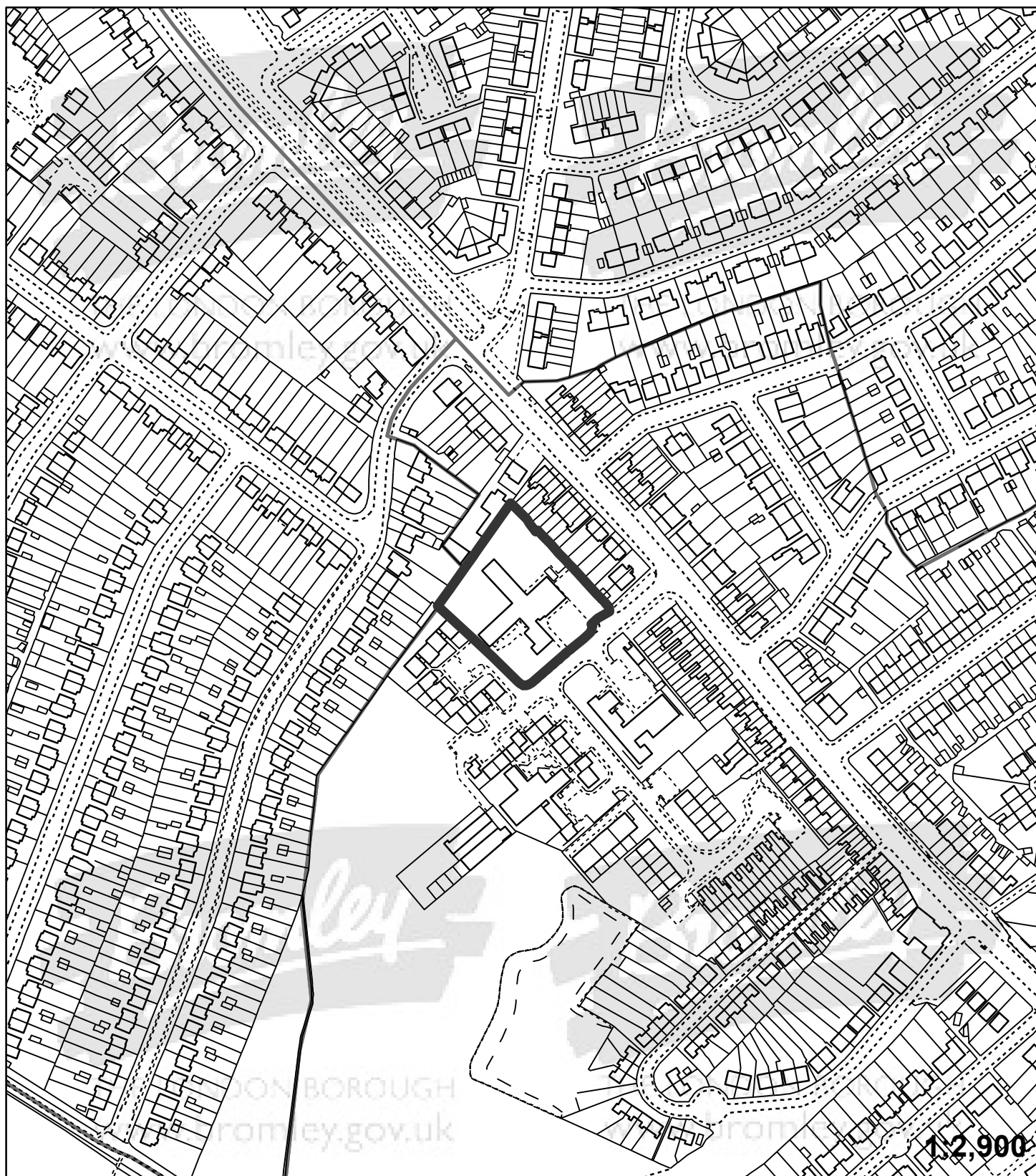
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

Further information about Community Infrastructure Levy can be found on attached information note and the Bromley website www.bromley.gov.uk/CIL

Application:12/03385/FULL1

Address: Sheila Stead House Bushell Way Chislehurst BR7 6SF

Proposal: Demolition of all existing buildings and erection of 2 x 2 bedroom houses, 13 x 3 bedroom houses, 2 x 4 bedroom houses and 1 x 2.5 storey block with 3 x 2 bed flats (total 20 units), together with 42 car parking spaces, cycle parking and refuse/ recycling store and associated



"This plan is provided to identify the location of the site and should not be used to identify the extent of the application site"

© Crown copyright and database rights 2013. Ordnance Survey 100017661.