

SECTION '2' – Applications meriting special consideration

Application No : 13/00691/FULL1

Ward:
Farnborough And Crofton

Address : Land Opposite 1 To 4 Tye Lane
Orpington

OS Grid Ref: E: 544263 N: 164212

Applicant : Mr & Mrs Welch

Objections : YES

Description of Development:

Change of use of land from equestrian centre to residential and erection of 2 pairs of two storey two bedroom houses with associated car parking.

Key designations:

Conservation Area: Farnborough Village

Areas of Archeological Significance

Biggin Hill Safeguarding Birds

Biggin Hill Safeguarding Area

Green Belt

London City Airport Safeguarding

Open Space Deficiency

Sites of Interest for Nat. Conservation

Proposal

- The proposal comprises the removal of the two stable structures on the site and the erection of two pairs of semi-detached dwellings (4 houses), with car parking to the northeast of the site. A single access will be used onto Tye Lane.
- The site has a current use as a private equestrian centre however it is at present overgrown and not used as such.
- The proposed dwellings will have a total height of 8.1m and the terrace will have a width of 11.1m each and a depth of 10.8m each. The roof will be hipped and the rear gardens will be sited to the southwest of the site, with the ends of the gardens sited within the Green Belt. The rear gardens will be between 10m and 12.6m in depth.

Location

This site is located to the western side of Tye Lane and currently comprises a private stable and yard. The site lies outside the boundary of Farnborough Village Conservation Area and the southern section of the site falls within the Green Belt.

The development on Tye Lane comprises residential cottages, behind the larger commercial development on Farnborough High Street.

Comments from Local Residents

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

- inappropriate development in the Green Belt
- overdevelopment of the site
- loss of privacy/overlooking
- parking and congestion issues
- highway safety issues
- noise and disturbance
- modification of Tye Lane would be required
- Tye Lane is inappropriate for further traffic
- light pollution from headlights
- letters of support provided there is ample parking. The proposal would enhance and improve the area

Comments from Consultees

Previous comments from Waste Services stated that waste is to be left at edge of curb at junction with Tye Lane for collection.

Building Control has stated that the access road will not be suitable for refuse and emergency vehicles.

Thames Water raises no objection with regard to sewerage or water infrastructure subject to informatives.

Technical highways comments have been received stating that Tye Lane is an ancient highway and also the first section from Church Road, going past the site, is a byway (BY222). It is a narrow lane with poor sightlines and pedestrian visibility coming out onto Church Road and so is not suitable for intensification of vehicular use. The site is within a low (1b) PTAL area. The submitted statement indicates that there will be no material change in traffic using the lane and these figures are not disputed. If permission is granted there would be the issue of construction traffic. Tye Lane is not suitable for large vehicles and there is a lack of parking / manoeuvring space in Church Road. It would therefore also be helpful to have an idea of how the demolition / construction vehicles would access the site. Without this information, the construction phase of the scheme would be a concern.

No technical drainage objections are raised subject to conditions.

No Environmental Health objections are raised subject to informatives.

The Crime Prevention Officer had previously suggested a 'secure by design' condition.

Comments from the Fire Brigade concerning emergency vehicle access will be reported verbally at the meeting.

Planning Considerations

Policies relevant to the consideration of this application are BE1 (Design of New Development), BE11 (Conservation Areas), H7 (Housing Density And Design), T3 (Parking), T17 (Servicing Of Premises), T18 (Road Safety), G1 (Green Belt) and G6 (Land Adjoining Green Belt Or Metropolitan Open Land).

The above policies are considered to be consistent with the principles and objectives of the National Planning Policy Framework, which is a material consideration.

London Plan Policy 3.4 Optimising Housing Potential

London Plan Policy 3.5 Quality and Design of Housing Developments

The Council's adopted SPG guidance is also a consideration.

Planning History

Planning permission was granted under ref. 88/01571 for the retention of the existing stable building and erection of detached garage block.

A planning application was withdrawn under ref. 12/02608 for a change of use of land from Equestrian Centre to residential and erection of 4 terraced two storey houses with associated car parking.

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 impact on highway safety and the impact on the openness and character of the Green Belt. The impact on the nearby Farnborough Village Conservation Area is also a consideration.

The proposed dwellings would constitute a bulky and large development of 4 semi-detached houses. The design and amount of houses would not complement or respect the character of the area and the form of development around it, particularly the detached cottages on the opposite side of Tye Lane. The area is developed to a high spatial standard and it is considered that the proposal would be excessive in its scale and bulk, and would be harmful to this established character, particularly in light of the low level of development that currently exists on the site. It is noted that the dwellings have been reduced in height from 8.6m to 8.1m, however the bulk and scale would be similar to the previously withdrawn scheme, with a similar length and width of built development proposed. The nearest proposed dwelling to No. 3 Tye Lane will also be sited slightly closer than the previous proposal and this would contribute to the consideration that the proposal would be harmful to the local character and setting in light of the low bulk of development on the site at present.

A second issue is the impact on the Green Belt. The land is previously developed. The lawful use is as a private equestrian centre however at present it is not used as such and is overgrown. However the proposal is considered to be a more intensive use of the Green Belt and the bulk of the buildings would be greater and sited near to the Green Belt section of the site, and this will impact on its openness and character. The proposal includes gardens within the Green Belt and although this will open this part of the site, the associated use, fencing and paraphernalia would be considered inappropriate by definition under Policy G1 of the UDP. The large and bulky development sited adjacent to the Green Belt and in close proximity would harm the buffer that currently exists and this would impact on the setting of the adjacent Green Belt land.

NPPF Para 89 states that limited infilling or complete redevelopment of previously developed sites may be appropriate provided that it does not have a greater impact on the Green Belt. Much hardstanding already exists, however the 4 houses and associated gardens and parking are considered to result in a greater harm to the Green Belt by reason of the increase in bulk and increase in intensity of the use of the land, which would provide greater noise/disturbance and comings and goings to the site including vehicular traffic. The four houses would generate greater movements to and from the site than the present use and are likely to house families which would constitute a significant intensification in the use of the land.

Although a structure will be removed from the Green Belt section of the site which will improve openness, the current use is predominantly an outdoor recreational use, which is more suitable for this rural area. The redevelopment in the manner proposed would add significant bulk and intensity to the use to the site as a whole, which impacts on this land and the buffer surrounding it, contrary to Policies G1, G6 and the NPPF.

Table 3.2 of Policy 3.4 of the London Plan gives an indicative level of density for housing developments. In this instance the proposal represents a density of 36 dwellings per hectare with the table giving a suggested level of 40-80 dwellings per hectare in urban areas.

Table 3.3 of Policy 3.5 of the London Plan states that new dwellings of this type should have 83 square metres of GIA. In this case, the houses provide this minimum standard.

In respect to the nearby conservation area, it is noted that the development has an atypical form in its local context, however it is considered that this would not be significantly harmful to the character and setting of the Farnborough Village Conservation Area.

The proposed dwellings will be sited 9m from properties opposite on Tye Lane and will be separated from all other dwellings by a significant amount. The houses will be orientated with habitable windows facing north and south and this is considered to result in no serious overlooking or loss of light/outlook to surrounding properties, including 1-4 Tye Lane and Green Field View. Properties on the High Street will be sited 40m away and the buildings to the north at Plumbridge Cottages over 20m away due to the siting of the proposed car park at the north of the site. These

relationships are considered to be acceptable to avoid undue overlooking and loss of outlook.

Technical highways objections are raised in respect to the use of Tye Lane during construction phase. It is also considered that the access for fire appliances and refuse vehicles would be unsuitable. It is therefore considered that the site could not be adequately serviced.

Having had regard to the above it was considered that the proposal is unacceptable in that it would result in a detrimental impact on the character of the area, the openness and character of the Green Belt and would also have the potential to impact on highway safety in the absence of sufficient information to the contrary. It is therefore recommended that Members refuse planning permission.

Background papers referred to during production of this report comprise all correspondence on files refs. 12/02608 and 13/00691, excluding exempt information.

RECOMMENDATION: PERMISSION BE REFUSED

The reasons for refusal are:

- 1 The proposal, by reason of its design and excessive bulk and scale, would result in a harmful impact on the character of the area and would be detrimental to the visual amenities and spatial standards of the area, contrary to Policies BE1 and H7 of the Unitary Development Plan.
- 2 The proposal, involving the intensification of use of the land, additional vehicular movements and an increase in scale and bulk, would comprise an inappropriate development that would harm the openness and rural character of the Green Belt and land adjoining it, contrary to Policies G1 and G6 of the Unitary Development Plan.
- 3 In the absence of information to the contrary the proposal will lead to an intensification of the vehicular use of Tye Lane, during the construction phase, which is not suitable for use by large vehicles and its junction with Church Road has sub-standard sightlines and pedestrian visibility, therefore this will be detrimental to highway safety and contrary to Policy T18 of the Unitary Development Plan.

INFORMATIVE(S)

- 1 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)).

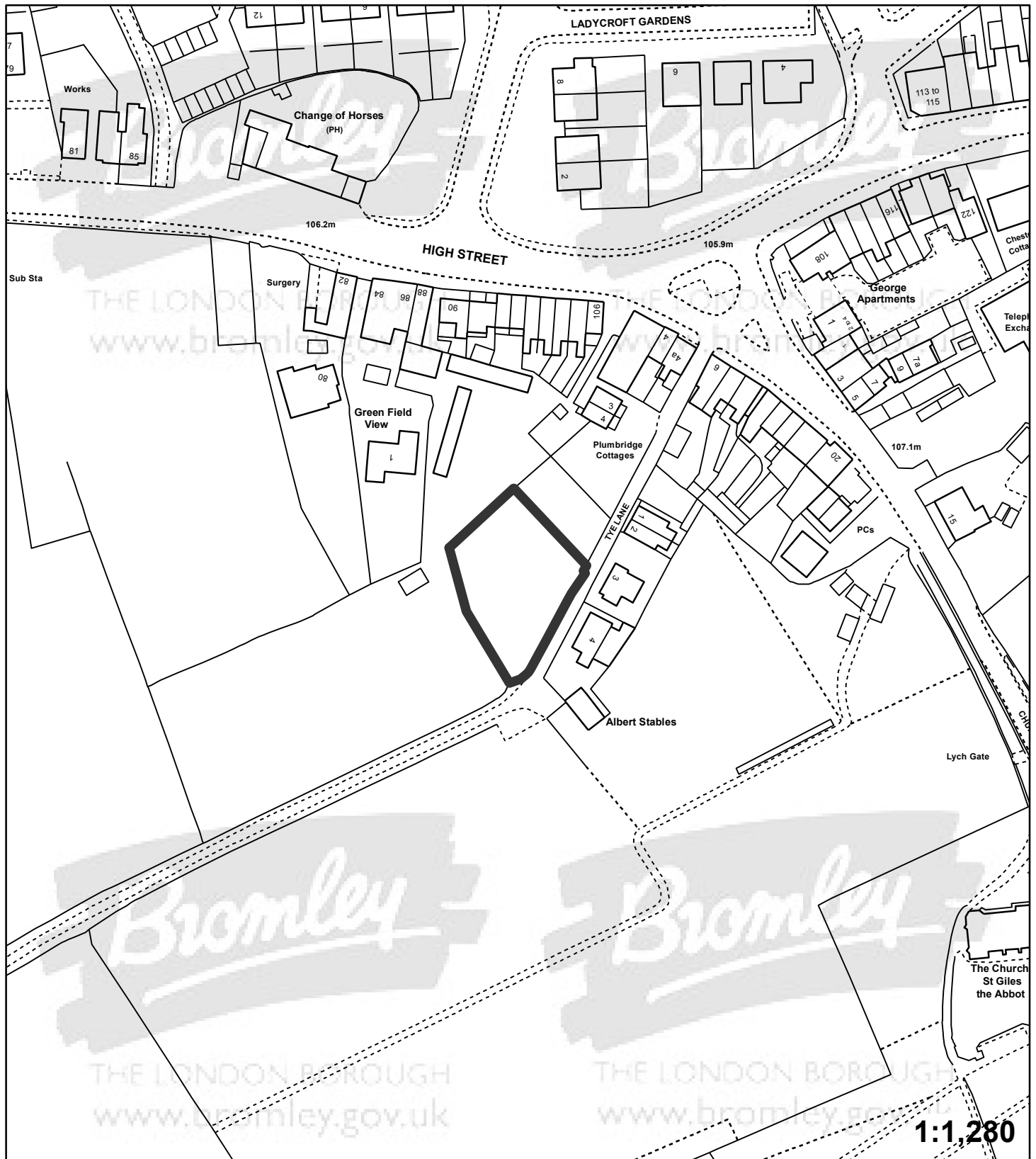
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

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

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