

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

Application No : 13/01204/FULL1

Ward:
Bickley

Address : Wilderwood Widmore Green Bromley
BR1 3BB

OS Grid Ref: E: 541513 N: 169460

Applicant : I F Property

Objections : YES

Description of Development:

4 two bedroom two storey terrace dwellings and 1 two bedroom chalet bungalow with 8 car parking spaces and associated outbuildings and landscaping.

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
Local Distributor Roads
Open Space Deficiency

Proposal

This application is for four 2 bedroom two storey terrace dwellings with outbuildings to rear; chalet bungalow; associated landscaping and 8 on site car parking spaces.

Location

The 0.12 hectare site is currently vacant following the removal of a detached residential dwelling formerly known 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 no representations were received.

Comments from Consultees

The Council's Highways Division were consulted who stated that previous applications have been dismissed at appeal but the Inspector did not uphold the highway ground of intensification of use of the access. The highway aspects of the proposal are the same as with the previous application. Parking provision is proposed at levels given in the UDP, (1.5 per house and 2 for the detached property) 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 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 has no comments to make on the application.

The Council's Environmental Health Pollution Division raises no objections to the proposal subject to informatives. However, it was noted under the previous application that Japanese Knotweed is known to be present on the site which at present 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, comments from the Tree Officer will be reported verbally at the meeting. The previous application was accompanied by an arboricultural report and the Council concurred with its findings. No significant trees would be directly affected by the proposal and as such no objections were 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 that refuse should be placed at edge of curtilage within one metre of the public highway and allowance must be made for this. Collection will not take place from the areas shown on the plans.

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.

No Thames Water objections are raised, subject to a standard informative.

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 Density and Design
H9 Side Space
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 London Plan Increasing Housing Supply
3.4 London Plan Optimising Housing Potential
3.5 London Plan 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.

Planning permission was refused under ref. 12/01030 for 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. The refusal grounds were as follows:

'The proposal constitutes a cramped overdevelopment of the site by reason of the type and number of units proposed, and if permitted would establish an undesirable pattern for similar piecemeal infilling in the area, out of character with the pattern of surrounding development and resulting in an over-intensive use of the site and a retrograde lowering of the spatial standards to which the area is at present developed, harmful to the visual amenities and character of the area and therefore contrary to Policies H7 and BE1 of the Unitary Development Plan.'

The application was subsequently dismissed on appeal. The Inspector states:

'The proposal includes a two storey building containing two flats that would be about three metres from the edge of the Green. The building would be higher than the adjacent single storey commercial building and although the proposed building would have the appearance of a detached house, it would be a prominent and imposing feature that would have the effect of unduly enclosing part of the northwest side of the Green. Thus it would detract from the openness of the area and so would not respect or enhance the character and appearance of the area.

The proposal also includes a terrace of four houses and a parking area. The density of development would be greater than that along Plaistow Lane or the wider area to the north and south of the site and the terrace would be close to 112 Plaistow Lane. The Council have expressed concern at the

extent of building footprints and the bulk, type and number of units proposed for the site. A terrace of houses would be unusual in Plaistow Lane but this site has a stronger relationship with the area around the Green than with the more distant parts of Plaistow Lane. In any event, the scheme would meet the Council's spacing requirements and the density would not be dissimilar to those of the terraces to the southwest of the site. The area is mixed and, subject to sensitive design, I do not consider the change in spatial standards resulting from this proposal would in itself be detrimental to the character and appearance of the area.

Parked cars in the southeast corner of the site would be discordant with the more natural characteristics of the Green but suitable boundary treatment would screen this area and this could be required by condition. I have also noted the Council's concerns that the proposal would establish an undesirable pattern for cramped and piecemeal development that would be detrimental to the character and appearance of the wider area. However, I have determined this case on its particular merits in relation to the objectives of the development plan and this should be the case for future applications elsewhere.

Notwithstanding my conclusion on other aspects of the proposed development, I conclude that the proposed building containing the two flats would detract from the character and appearance of the area. The proposal conflicts with saved Policies BE1 and H7 of the Bromley Unitary Development Plan which aim to protect the character and appearance of areas.'

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.

It is noted that the predominant 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 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.

When considering the recently dismissed appeal, the Inspector stated that the proposed terraced dwellings would be reflective of properties on Plaistow Lane. The appeal was dismissed on the basis of the height and siting of the two storey block of flats at the south of the site. The current proposal replaces this block with a single chalet bungalow that would have a height of 6.4m. The previously dismissed block of two flats had a proposed height of approximately 8.5m. This reduction in height and bulk is considered to have a more sympathetic relationship with Widmore Green and the surrounding buildings. When viewed from the south east, the chalet house will have a similar height to No. 179b Widmore Road and will not appear overly bulky and tall. It should also be noted that the chalet bungalow at Plot 1 will be sited further rearwards than the previously proposed block, with a set-back of 3.5m from the front boundary of the site (2.6-3.0m previously proposed). This is considered to further respect the open character of Widmore Green.

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 41.7 units per hectare which suitably complies with the Council’s density/location matrix and the local character/density. 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.

No. 112 is a part one/two storey dwelling which is on 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 (1.7m from Plot 5 to the boundary satisfying the requirements of Policy H9), with Units 2 and 5 having a partially hipped roof profile which minimises the visual impact of the proposal in the streetscene when viewed from Plaistow Lane. Units 2-5 also have a staggered roofline which adds visual interest to the design and breaks up the massing of the building. The design is considered to be acceptable for this site given the context of the vicinity.

The proposed terrace properties (Plots 2-5) would be set back a minimum of 2.5m and maximum of 5.5m 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 Inspector raised no objections to this proposed row of terraced dwellings under the most recent previous application.

The location of the car park may result in a substantial section of hardstanding being installed at a prominent location on the site, however, the proposed site plan refers 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 effects of the proposed hardstanding, this could be secured by way of a condition as previously suggested by the Inspector. The provision of the car park in this location is considered to be preferable to additional built development as it retains the openness of the site and would allow views through the site to and from Widmore Green and Plaistow Lane.

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 all Plots would provide.

While units 1 would be located relatively close to the rear boundary with Plot 2, given the gradient of the site with Plot 2 being at a higher ground level than Plot 1 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 2 is not anticipated to be of such an extent to warrant refusal.

Units 2-5 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. Unit 1 would provide a GIA of 89 sq m which is satisfactory for a 2 bedroom 4 person dwelling under Policy 3.5 of the London Plan. As such the proposal is considered to provide a satisfactory standard of accommodation for future occupants.

The current application has been designed 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 5 (closest to the boundary with No. 112) or the south western flank elevation of Plot 1 (adjacent to boundary with 179b). While a window is proposed in the first floor flank elevation of Plot 2 (which would overlook the car park) it is indicated to be obscurely glazed. Although a number of windows are to be located in the rear elevations of Plots 2-5 a minimum distance of 10m would be retained to the western boundary which is considered to be an acceptable distance to protect the amenities of adjoining properties to the west of the site.

Plot 5 would project approximately 1.5m 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. The proposed sheds provided for each unit are not considered to harm character or residential amenities as they will have a maximum height of 2m and will be sited to the side and rear of the respective dwellings.

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. 13/01204, 12/01030, 10/02076 and 08/02958, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to 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 | ACA07
ACA07R | Boundary enclosure - no detail submitted
Reason A07 |
| 4 | ACB01
ACB01R | Trees to be retained during building op.
Reason B01 |
| 5 | ACB02
ACB02R | Trees - protective fencing
Reason B02 |
| 6 | ACB03
ACB03R | Trees - no bonfires
Reason B03 |
| 7 | ACB04
ACB04R | Trees - no trenches, pipelines or drains
Reason B04 |
| 8 | ACB19
ACB19R | Trees - App'ment of Arboricultural Super
Reason B19 |

- 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
ADD02R Reason D02
- 12 ACD06 Sustainable drainage system (SuDS)
ADD06R Reason D06
- 13 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 14 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 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: 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.

- 18 ACI11 Obscure glaz'g/details of opening (1 in) on the first floor
flank elevations
ACI11R Reason I11 (1 insert) BE1
- 19 ACI17 No additional windows (2 inserts) first floor flank dwelling
ACI17R I17 reason (1 insert) BE1
- 20 ACI21 Secured By Design
ACI21R I21 reason
- 21 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.

- 22 ACK05 Slab levels - no details submitted
ACK05R K05 reason

23 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 a method statement detailing 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.

- 24 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.

25 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:

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 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.

2 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.

- 3 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

- 4 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:

A clearly labelled drainage layout plan showing pipe networks and any attenuation soakaways.

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.

Calculations should demonstrate how the system operates during the 1 in 30 year critical duration storm event plus climate change.

- 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 If during the works on site any suspected contamination is encountered, Environmental Health should be contacted immediately. The contamination shall be fully assessed and an appropriate remediation scheme submitted to the Local Authority for approval in writing.
- 7 In order to minimise the impact of the development on local air quality it should be an aim to ensure that any gas boilers meet a dry NO_x emission rate of <40mg/kWh

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Address: Wilderwood Widmore Green Bromley BR1 3BB

Proposal: 4 two bedroom two storey terrace dwellings and 1 two bedroom chalet bungalow with 8 car parking spaces and associated outbuildings and landscaping.



"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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