

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

Application No : 13/01014/FULL1

Ward:
Petts Wood And Knoll

Address : 2 Queensway Petts Wood Orpington
BR5 1EA

OS Grid Ref: E: 544575 N: 167244

Applicant : Mr Gordon Baldwin

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of pair of two/three storey semi-detached 5 bedroom houses with associated parking (AMENDED DESCRIPTION).

Key designations:

Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
London City Airport Safeguarding
Local Distributor Roads
Local Distributor Roads
River Centre Line

Proposal

The proposal is for a pair of two/three storey semis which will be sited a minimum 7.0m off the Queensway frontage and a minimum 3.0m off Tudor Way. A separation of approximately 3.5m will be maintained between the dwelling at "Plot 1" which will occupy the northern part of the site and the neighbouring dwelling at No 4. That gap will be occupied by an access drive leading to a parking area for two cars at the rear of the proposed dwelling at "Plot 2" which will serve that property.

Together, the proposed pair of houses will incorporate a maximum width of 13.0m and a maximum depth of 13.5m, although their rear projections will be recessed relative to the front part. The development will rise to a maximum height of approximately 8.6m (as scaled from, the submitted plan) which will enable further accommodation to be provided within the roof/second floor area, although no second storey fenestration will be incorporated along the front elevation of either house.

In design terms the proposed houses will incorporate a symmetrical appearance of traditional design with pitched roofs, part rendered and part timbered elevations, and stock brickwork.

Parking to "Plot 1" for two off-street spaces will be at the front of the site, utilising the existing vehicular access fronting Queensway. Two off-street parking spaces for "Plot 2" will be at the rear of the site, accessible via the aforementioned proposed access drive and existing vehicular access. The southern corner of the site fronting Tudor Way and Queensway will be landscaped.

The application is supported by a Design & Access Statement, a Swept Path Analysis and Flood Risk Assessment.

Location

The application site occupies a prominent corner plot, measuring 0.075 hectare in area, and fronting the mini-roundabout junction of Queensway, Tudor Way, Towncourt Lane and Rycroft Road. It is situated approximately 250 metres to the south of the commercial district centre of Petts Wood.

The surrounding streetscene is predominantly characterised by two storey pairs of semis which have been intermittently enlarged or altered, although these properties have generally maintained their original form.

Comments from Local Residents

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

- proposed houses will not conform to local character, by reason of height, scale, building line, plot sizes and design
- proposal increases flood risk due to increase in built-up area within the plot
- harmful to existing visual amenities of the area, and loss of open prospect to rear of the site
- overdevelopment of site; plot is too small to accommodate proposed houses
- building works will lead to traffic disruption and could pose a road safety hazard
- proposal will increase road safety risks on what is already a busy and traffic-prone junction
- disruption to free flow of traffic
- "Plot 2" dwelling will obstruct drivers' view of Tudor Way from Queensway
- ground level would appear to be lower than existing which may result in provision of retaining wall alongside boundary with No 4
- noise and disturbance associated with proposed access drive alongside No 4
- overlooking and loss of privacy

Comments from Consultees

From a Highways perspective no objection is raised in principle, subject to conditions.

No objection has been raised by the Environment Agency, subject to flood-related conditions

No objection has been raised by the Council's Drainage Consultant, subject to conditions

No objection in principle has been raised from an Environmental Health (Pollution) perspective

Planning Considerations

Policies BE1 (Design of New Development), H7 (Housing Density and Design), H9 (Side Space), T3 (Parking) and T18 (Road Safety) of the Unitary Development Plan apply to the development and should be given due consideration.

The National Planning Policy Framework is also a material planning consideration.

Planning History

Three planning applications concerning redevelopment of the site have been submitted since 2006. These are summarised below.

Under ref. 06/03118, a proposed three storey block comprising 4 two bedroom and 2 one bedroom flats together with associated car parking and formation of 2 vehicular accesses was refused on the following grounds:

"The proposals constitute a cramped overdevelopment of the site, by reason of the bulk, height and layout of the development proposed, detrimental to the spatial standards and character of the surrounding area, and thereby contrary to Policies H7 and BE1 of the Unitary Development Plan."

"The parking area in Tudor Way has poor visibility as submitted and would seriously affect the safety and free flow of traffic on this road, contrary to Policy T18 of the Unitary Development Plan."

Subsequently, under ref. 07/04481, and application for a three storey block comprising 3 two bedroom and 3 one bedroom flats together with associated car parking and formation of vehicular accesses was refused on the following grounds:

"The proposal would constitute a cramped overdevelopment of the site by reason of the bulk and layout of the development, detrimental to the spatial standards and character of the surrounding area and thereby contrary to Policies H7 and BE1 of the Unitary Development Plan."

"The on-site car parking facilities proposed are inadequate and will fail to meet the perceived needs of the development, therefore being likely to increase the demand for on-street parking to the detriment of road safety

along the adjacent Local Distributor Roads, and thereby contrary to Policy T18 of the Unitary Development Plan."

The 2007 application was subsequently dismissed at appeal, the Inspector also raising concerns in respect of the road safety implications of the proposal, and in terms of its impact on the streetscene and local character, in particular that the "height, depth and elevated position relative to Tudor Way would make it a dominant feature of the street scene".

More recently, under ref. 11/03638, an application for two detached part two/three storey six bedroom houses and for the formation of new vehicular access was refused by the Council on the following grounds:

"The proposed development, located as it is on this prominent corner site, would be out of character and scale with the surrounding street scene and would constitute a cramped overdevelopment of the site by reason of the bulk and layout of the proposed houses, and their relationship to adjacent development, thereby detrimental to the spatial standards and character of the surrounding area, and contrary to Policies H7, H9 and BE1 of the Unitary Development Plan."

"The proposed vehicular access and associated intensification in use would be detrimental to the safety and free flow of traffic along Queensway and the mini-roundabout junction with Tudor Way, Towncourt Lane and Rycroft Road, thereby contrary to Policy T18 of the Unitary Development Plan."

Conclusions

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

In comparison to the previously refused planning application for the site (ref. 11/03638) the main changes introduced in this scheme relate to the form, siting and design of the proposed houses, as summarised below:

- pair of semis now proposed in lieu of two detached houses and associated reduction in bulk of development, and roof and elevational alterations
- ridge height reduced from a maximum of 9.1m to 8.6m with both houses now presented as two storey dwellings along their frontage
- gap between the houses and both flank boundaries increased
- "Plot 2" dwelling parking re-sited to rear of the site so that existing vehicular access is shared by both houses, thereby avoiding it being relocated

Following the above changes it is considered that the two grounds of refusal cited by the Council in relation to the 2011 application have satisfactorily been overcome.

With regard to local character it is considered that this proposal will respect the scale and form of surrounding development, with particular regard to the adjacent

two storey houses situated to the north of the site. Although the external appearance of the proposed pair of houses will be somewhat varied, the semi-detached form of the houses, as well as their height, scale and separation to the flank boundaries should result in a development largely sympathetic to and in keeping with its surroundings. In view of the separation between the proposed houses and neighbouring dwellings it is not considered that their amenities will be adversely affected.

As noted above the Council's Highways Engineers are satisfied that previous concerns relating to road-safety implications on the surrounding roads have been overcome, as a result of revised access arrangements. Whilst concerns have been raised in relation to the proposed access drive, on balance this is considered an acceptable approach to overcome previous highway-related objections; and since this will not constitute or relate to backland development, this approach may be regarded as acceptable. Furthermore, since it will only lead to the parking area associated with one of the houses its use will be limited.

Background papers referred to during production of this report comprise all correspondence on files refs. 06/03118, 07/04881 11/03638 and 13/01014, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 ACA01 Commencement of development within 3 yrs
 ACA01R A01 Reason 3 years

- 2 Details of a surface water drainage system (including storage facilities where necessary) shall be submitted to and approved in writing by the Local Planning Authority before any part of the development hereby permitted is commenced and the approved system shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.
 In order to check that the proposed storm water system meets the Council's requirements, we 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. ADD02R Reason D02

- 3 The proposal should be carried out in accordance with the flood risk assessment by Encon Associates, ref ENV/0201/12FRA dated February 2012, and the mitigation measures contained therein, in particular:

- finished floor levels of the ground floor should be set no lower than 76.38mAOD;
- the drainage scheme set out in sections 5.24-5.28 should be implemented fully.

Reason: To prevent flooding elsewhere through displacement of floodwater by ensuring that compensatory storage of flood water is provided.

4 The development hereby permitted shall not be commenced until such time as a scheme to ensure that the proposed development would result in no net loss of flood storage volume has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the timing / phasing arrangements embodied within the scheme; or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority.

Reason: To prevent flooding elsewhere through displacement of floodwater by ensuring that compensatory storage of flood water is provided.

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| 5 | ACK01 | Compliance with submitted plan |
| | ACC03R | Reason C03 |
| 6 | ACK05 | Slab levels - no details submitted |
| | ACK05R | K05 reason |
| 7 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 8 | ACA07 | Boundary enclosure - no detail submitted |
| | ACA07R | Reason A07 |
| 9 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 10 | ACH09 | Restriction on height to front and flank |
| | ACH09R | Reason H09 |
| 11 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 12 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 13 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |
| 14 | ACI02 | Rest of "pd" Rights - Class A, B,C and E |

Reason: To enable the Council to control future development, in order to prevent overdevelopment of the site, and to safeguard the amenities of the area, in accordance with Policies BE1 and H7 of the Unitary Development Plan.

Reasons for permission:

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

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|-----|----------------------------|
| BE1 | Design of New Development |
| H7 | Housing Density and Design |
| H9 | Side Space |
| T3 | Parking |

T18 Road Safety

The development is considered satisfactory in relation to the following:

- (a) the appearance of the development in the street scene;
- (b) the relation of the development to the 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 light and outlook of occupiers of adjacent and nearby properties;
- (f) the privacy of occupiers of adjacent and nearby properties.

INFORMATIVE(S)

- 1 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. Fees and application forms are available on the Council's website at www.bromley.gov.uk
- 2 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.
- 3 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.

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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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