

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

Application No : 13/01708/FULL1

Ward:
Bromley Town

Address : 23A Hayes Lane Hayes Bromley BR2
9EA

OS Grid Ref: E: 540835 N: 168028

Applicant : PJ Supplies Construction Ltd

Objections : YES

Description of Development:

Subdivision of existing plots and erection of 4 two storey detached five bedroom dwellings each with integral single garage, at No 23A and 25 Hayes Lane.

Key designations:

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

Members may recall this application being deferred without prejudice from Plans Sub Committee on 5th September 2013 for the applicant to consider removing one unit to improve the spatial standards of the proposed development.

A letter dated 11th September 2013 was received from the applicant's agent setting out the reasoning for requesting that the application to be determined as submitted. The main points of this letter are set out below, thereafter the previous report is repeated with the updated parts in italics. The recommendation to grant permission remains unchanged.

- "The spatial standard of the proposed development is virtually identical to that of the scheme on the adjacent site at 23 Hayes Lane where the Inspector raised no to the principle of two dwellings as a replacement for the existing bungalow.
- There has been no material change in planning policy circumstances or any material change to the character of either the site or the surrounding

area to justify a different view being taken regarding the acceptability of comparable spatial standards on the current application site.

- The proposal complies with Policy H9 regarding side space in that a minimum of 1m side space is provided to each dwelling and approximately 1.5m between the flank of Plots 1 and 4 to the neighbouring flank boundaries.
- It is an objective of public policy that there should be consistency of decision making. If the Council has permitted two houses on the adjacent site on comparable plot widths and with comparable separation distances, it would be wholly inconsistent and unreasonable now to seek to assert that the application proposal would be cramped or harmful to the character of the area."

Previous report to Plans Sub Committee repeated below.

Proposal

It is proposed to demolish 2 existing bungalows and erect in their place 4 two storey five bedroom dwellings each with integral single garage.

The proposed dwellings would all differ slightly in height, plot one closest to No.23 c. 8.7m (h), plot two c. 8.45m (h), plot three c. 8.35m (h) and plot four c.8.45m (h). All of the proposed dwellings would have accommodation within the roofspace although no dormers only rooflights are proposed. The side space to be provided between the flank elevation of the end plots 1 and 4 would be 1.5m. The side space between each of the proposed houses would be 1.1m.

The front building line of the properties would be staggered and reflects the difference in the front building line between the neighbouring dwellings at No. 23 and The Meadows at No.25a. The latter being set significantly (approx.8m) further forward.

The proposals would feature 2 designs, the design for plot 1 and 4 would feature timber and rendered front gables whereas the design for plots 2 and 3 would be brick and tile hanging.

The depth of the dwellings are 14.5m and the width is between 8m-8.2m. The rear garden depth of the proposed dwellings would be between 17.5m and 24m in depth.

Each dwelling will have a vehicular access that will allow access and egress in forward gear.

Location

The site has an area of some 0.2ha and consists of 2 detached bungalows which were constructed in the early 1980's. The bungalows are situated on the northern side of Hayes Lane and the approx. dimensions of the existing plots are 46m x 20m.

Opposite the site are the grounds of Ravensbourne School. To the east there is an access drive to the Kingswood Children's Centre and beyond that Hayes Lane Baptist Church. There are mainly detached houses and one pair of semi-detached houses on this side of the road leading up to the junction of Hayes Lane and the A21.

To the west is a detached house at No.25a, there are no windows in the flank elevation of this property. To the east there is currently a detached bungalow, although there is an extant permission for 2 dwellings on this plot.

The site backs onto land that has been designated as Green Belt and Urban Open Space. It is used for grazing horses, there are currently extensive views across the rear gardens of this area.

Comments from Local Residents

Nearby owners/occupiers were notified of the application and representations were received from No.15 Hayes Lane and Ravensbourne School which can be summarised as follows:

- Hayes Lane is already densely populated and suffers from traffic congestion the proposal will make the problem worse which will impact on safety of students at Ravensbourne School
- overdevelopment of the site
- potential doubling of vehicle movements on an already busy road
- design of the development is incompatible with the properties in the vicinity which is characterised by hipped roof design
- the multiple rooflines for each house comprising hips, gables and flat areas of various height and projections creates awkward looking rooflines
- the description of the proposal is inaccurate as proposal is for 3 storey dwellings and not 2 storey as described

Comments from Consultees

Highways - The development would be utilising the existing vehicular crossovers to the parking areas, although some modification may be necessary.

Each property can accommodate up to 2 vehicles off street which is satisfactory.

Drainage - This site appears to be suitable for an assessment to be made of its potential for a SUDS scheme to be developed for the disposal of surface water. Please impose Standard Conditions D02 and D06 on any approval to this application.

Trees - No significant trees would be affected by the proposal.

Planning Considerations

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

- BE1 Design of New Development
- H1 Housing Supply
- H7 Housing Density & Design
- H9 Side Space
- T3 Parking
- T18 Road Safety
- G6 Land adjoining Green Belt or Metropolitan Open Land

Supplementary Planning Guidance 1 and 2
London Plan
National Planning Policy Framework

Government guidance and that contained within the London Plan, require Councils to optimise the best use of urban land where appropriate when considering new residential developments, but also to retain development that makes a positive contribution to an area.

Planning History

Under planning application ref. 12/00670, planning permission was granted for the demolition of an existing bungalow at No. 23 Hayes Lane and the erection of 2 two storey detached four bedroom dwellings with accommodation in the roof space and integral double garage and associated car parking. The proposal was not implemented.

Under planning ref. 13/01624, planning permission was granted on 5th September 2013 for amendments to the to the above-mentioned proposal (12/00670). The main changes comprised:

Elevation alterations, rear dormer, additional windows, increased width of front gable, pitched roof added to front dormer and additional rooflights. There are no substantive changes to the scale of the approved scheme and the distances to flank boundaries were as follows:

- 14m to the western boundary with 23a
- 2m separation between proposed dwellings on plot 1 & 2
- 1(min) separation to the eastern boundary with Hayes Lane Baptist Church

Conclusions

The main issues in this case are whether the development proposals would result in an overdevelopment of the site, whether they would adequately protect the amenities of adjacent residents, whether the proposal would significantly harm the spatial standards of the locality and be in keeping with the character and appearance of the area and street scene in general and whether the development would result in any detrimental harm to pedestrian or vehicular safety.

In terms of the amenity of the local residents the dwellings closest to the site that would be most affected are at 'The Meadows' No. 25a and No. 23. The existing bungalow at No.23 would have a building line set back approx.2.8m from the proposed dwelling at plot 1, and this reflects the stagger of the general building line that is proposed for the remaining dwellings a side space of 1.5 would be retained.

In terms of the positioning of the approved dwelling (at No.23) in relation to that proposed on plot 1, the general building lines are also staggered in a similar fashion with a flank to flank distance of approx. 2.5m. Whilst there are 2 windows shown in the flank elevation of the proposed these serve a garage and a stairwell. The distance is considered to be adequate and would not unduly impact on residential amenity.

The dwelling at plot 4 would be closest to The Meadows at No.25a, the proposed would be set back 1.5m from the flank boundary with this property and whilst No.25a is positioned close to the boundary there are no windows on the flank elevation and no windows serving habitable rooms proposed for the dwelling on plot 4. In addition the building lines are comparable and do not reflect the stagger of the remaining dwellings proposed.

The scheme represents an acceptable design and scale which does not on balance result in any significant harm to the existing street scene and surroundings. It is considered to be a logical form of infill development for these plots, with an acceptable site layout and design.

The proposed development is of an acceptable density, providing adequate amenity space and an appropriate level of parking, sympathetic to and complementing the surrounding environment. The proposed dwelling is considered to maintain acceptable spatial standards, compliant with Policy H9.

Section 7 of the NPPF states the Government attaches a great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people. As stated within the NPPF development should optimise the potential of the site to accommodate development, create and sustain an appropriate mix of uses (including incorporation of green and other public space as part of developments) and support local facilities and transport networks; respond to local character and history, and reflect the identity of local surroundings and materials, while not preventing or discouraging appropriate innovation. The application is clearly a case that needs to be assessed in the light of this guidance.

The proposal is considered not to result in any significant harm to the views into or out of the adjoining Green Belt Land.

The proposal creates four new detached dwellings which Members may consider now fits into the site and surroundings without resulting in any significant harm to the spatial standards, the existing street scene and the amenity of surrounding properties.

Background papers referred to during production of this report comprise all correspondence on files refs. 13/01708,13/01624 and 12/00670, 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 ACC01 Satisfactory materials (ext'nl surfaces)
 ACC01R Reason C01
- 5 ACD02 Surface water drainage - no det. submitt
 ADD02R Reason D02
- 6 ACD06 Sustainable drainage system (SuDS)
 ADD06R Reason D06
- 7 ACH04 Size of parking bays/garages
 ACH04R Reason H04
- 8 ACH16 Hardstanding for wash-down facilities
 ACH16R Reason H16
- 9 ACH22 Bicycle Parking
 ACH22R Reason H22
- 10 ACH29 Construction Management Plan
 ACH29R Reason H29
- 11 ACH32 Highway Drainage
 ADH32R Reason H32
- 12 ACI02 Rest of "pd" Rights - Class A, B,C and E
Reason: In order to prevent an overdevelopment of the site.
- 13 ACI17 No additional windows (2 inserts) flank dwellings
 ACI17R I17 reason (1 insert) BE1
- 14 ACK01 Compliance with submitted plan
Reason: In the interests of the visual amenities of the area and the residential amenities of the neighbouring properties, in line with Policies BE1 of the Unitary Development Plan.
- 15 ACB16 Trees - no excavation
 ACB16R Reason B16

INFORMATIVE(S)

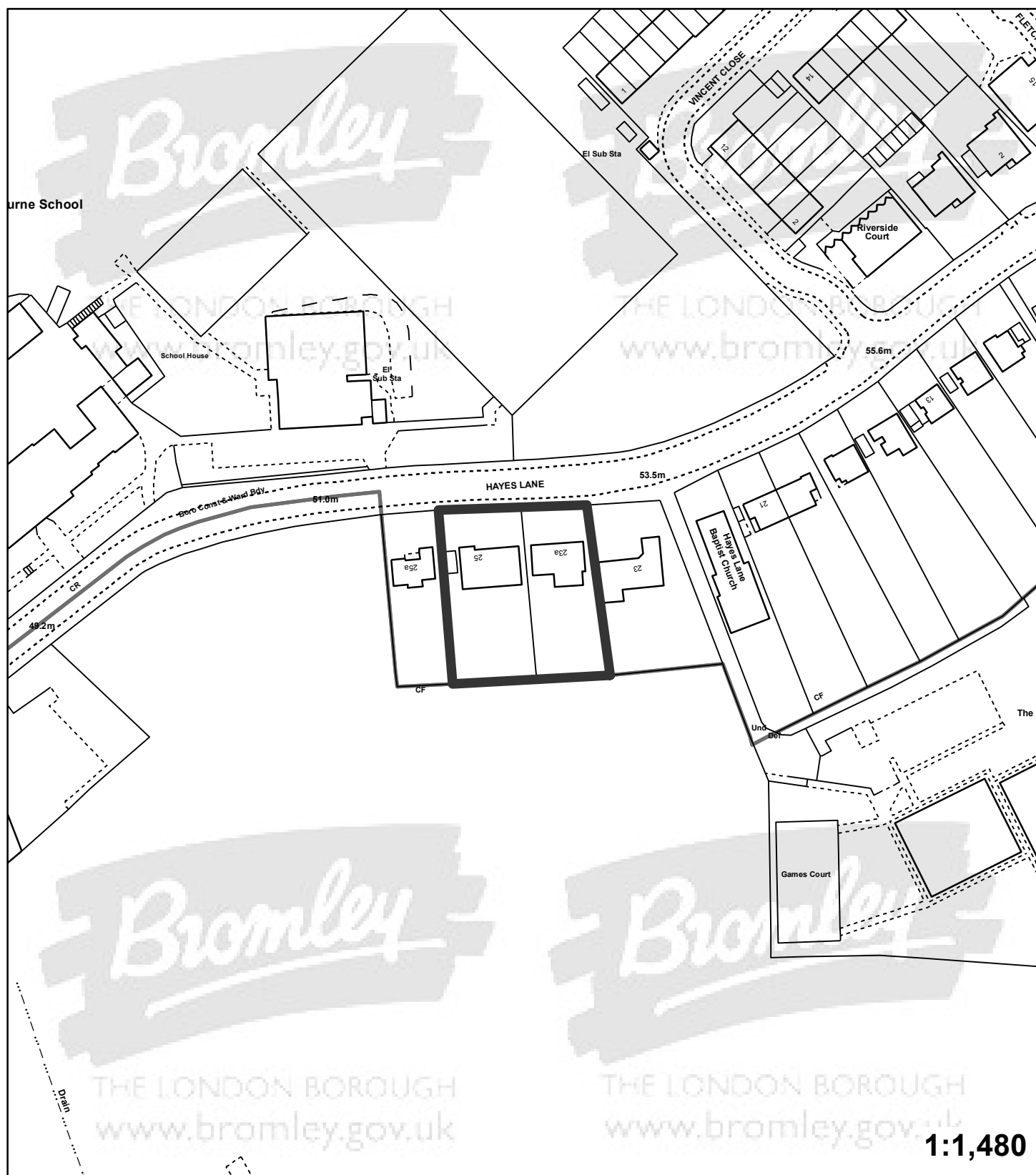
- 1 Any repositioning, alteration and/ or adjustment to street furniture or Statutory Undertaker's apparatus, considered necessary and practical to help with the modification of vehicular crossover hereby permitted, shall be undertaken at the cost of the applicant."
- 2 In order to check that the proposed storm water system meets our 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.
- 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/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.

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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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