

SECTION '2' – Applications meriting special consideration

Application No : 14/01873/FULL1

Ward:
Hayes And Coney Hall

Address : Isard House Glebe House Drive Hayes
Bromley BR2 7BW

OS Grid Ref: E: 540764 N: 166164

Applicant : Croudace Homes

Objections : YES

Description of Development:

Demolition of existing care home and erection of 21 dwellings to provide 2 x one bedroom flats, 10 x two bedroom flats, 6 x three bedroom houses and 3 x four bedroom houses with a total of 37 car parking space, provision for refuse/recycling and cycle parking and associated landscaping

Key designations:

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

Proposal

Members will recall that this application was considered at Plans Sub Committee 1 on September 25th 2014 and was deferred to seek compliance with the Council's side space policy and to reassess the number of car parking spaces to try and provide for additional visitor parking.

Revised plans have been received to address these concerns. The measures proposed include:

- The reduction in width of the house proposed for Plot 7 from 7m to 9m and the slight repositioning of the house on Plot 1. This allows each house to be slightly repositioned and results in a side space of 1m between each flank wall and its adjacent boundary. A condition requiring the provision of this side space has been added.
- the provision of an additional 2 visitor parking spaces - one along the access road outside plots 10-15 and 1 in the north east corner near plot 9. This now results in a total of 37 parking spaces (4 visitors spaces and 33 allocated spaces for flats and houses).

Residents have been advised of the changes and any comments will be reported verbally to the Committee.

In view of the amendments that have been made, Members may consider that the applicant has addressed the concerns raised and consider that the application is now acceptable.

The report previously submitted to Members is repeated below unchanged.

Planning permission is sought for residential development as follows:

- 21 units in total with 9 three and four bedroom houses and 12 one and two bedroom flats. Two of the houses (plots 8 and 9) will be intermediate affordable housing and six of the flats (plots 16-21) will be social rented affordable housing.
- The semi-detached and detached houses will be located on the western and northern sides of the site backing on to properties in Hayes Wood Avenue with the flats on the eastern side.
- There are a significant number of mature trees and a mature hedge on the eastern and part of the southern sides of the site which will largely remain between the proposed flats and the boundary. This boundary backs on to Hayes Primary School and comprises land designated as Metropolitan Green Belt.
- Vehicular access to the site will be via the existing access which serves the vacant care home from Glebe House Drive. The access will be widened to 4.1m to allow sufficient access for refuse and emergency vehicles.
- A total of 31 car parking spaces will be provided with a least 2 spaces per house and 1 space per flat. The overall ratio is 1.7 parking spaces per unit.
- Provision is also shown for refuse and cycle parking.
- The density of the development is 37 units per hectare/161 habitable rooms per hectare.

Amended plans have been received with alterations to ensure the scheme complies with housing standards in relation to affordable housing and wheelchair access, refuse access and minor alterations to the dimensions of plots 1, 2, 3 and 8.

The applicant has submitted the following documents to support the application; Design and Access Statement, Planning Statement, Transport Statement, Drainage Strategy, Arboricultural Implications Report, Statement of Community Involvement, Affordable Housing Statement, Sustainability and Energy Statement, Lifetime Homes and Wheelchair Statement, Ecological Appraisal, Site Investigation Report and a Bat Scoping Survey.

Location

This 0.57ha site lies in a wholly residential area with Hayes Wood Avenue and Glebe House Drive to the north, west and south, which comprise semi-detached and detached houses. To the east is Hayes Primary School and the playing fields

bound the site. The site is currently occupied by buildings previously used as a care home.

Comments from Local Residents

Nearby properties were notified and representations were received which can be summarised as follows

- over density
- increased traffic movements on Glebe House Drive will add noise and disturbance and pollution and increase vehicle hazards.
- inadequate parking on the site will mean cars will park in Glebe House Drive.
- flats are out of character with the area.
- the design of the houses is out of character with the area.
- the care home should be replaced with another care home.
- local schools are already full.
- noise and disturbance during construction.
- lack of internal pavements makes the development dangerous for residents with poor sight.

Comments from Consultees

The Council's Highways Officer raises no objections.

The Council's Drainage Officer raises no objections.

The Council's Environmental Health Officer raise no objections.

The Environment Agency and Thames Water raise no objections.

The Metropolitan Police Crime Prevention Design Adviser raise no objections.

The Council's Housing Officer raises no objections.

Planning Considerations

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

- H1 Housing Supply
- H2 Affordable Housing
- H7 Housing Density and Design
- H9 Side Space
- T2 Assessment of Transport Effects
- T3 Parking
- T7 Cyclists
- BE1 Design of New Developments
- NE7 Development and Trees
- NE9 Hedgerows and Development

G6 Land adjoining Green Belt
C1 Community Facilities
IMP 1 Planning Obligations

In strategic terms the most relevant London Plan policies are:

3.3 Increasing Housing Choice
3.4 Optimising Housing Potential
3.5 Quality and Design of Housing Developments
3.8 Housing Choice
3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
5.1-5.7 Climate Change Mitigation and Renewable Energy
5.13 Sustainable Drainage
8.2 Planning Obligations

The National Planning Policy Framework 2012 is also relevant.

From an arboricultural point of view no objections are raised subject to relevant conditions.

Planning History

The site is currently occupied by a care home and there is no significant planning history relating to the site.

Conclusions

The main issues to be considered are the acceptability of the principle of development, the impact on the amenities of the occupants of nearby residential properties, the impact on the mature trees and boundary hedge and the impact of vehicles on the local highway network.

1. The acceptability of the principle of development

It is considered that the principle of residential development on this site conforms with the requirements in the Council's UDP and contributes to the housing targets set in the UDP and the London Plan.

The density of development is 37 units per hectare/161 habitable rooms per hectare and this is well within the guidelines set out in Policy H7 of the UDP which seeks 30-50 units/150-200 habitable rooms per hectare.

With regard to the need to meet the requirements of UDP Policies H2 and IMP 1 in respect of planning obligations, the development will provide 38% affordable housing in terms of units, 37% in terms of habitable rooms and 34% in terms of floorspace. Whilst the provision is slightly below the 35% required for floorspace provision it is accepted that the provision meets the requirements in terms of units and habitable rooms and the 1% shortfall in floorspace is acceptable.

The applicant will also provide health and education contributions of £27930 and £112,881 respectively. The legal agreement will also secure compliance with Lifetime Homes, wheelchair accessibility and the London Housing Design Guide.

2. The impact on the amenities of the occupants of nearby residential properties

The properties will be 2 storey houses where they are close to existing houses. The separation distance between the proposed houses and houses Hayes Wood Avenue ranges from 24m to 39m. The exception is plots 16-21 which are located closest to No 36 Glebe House Drive. These flats are 2 storeys with rooms in the roof and the separation between side elevations is 15m. In addition the western and southern boundaries have a substantial tree screen to provide additional privacy, particularly in the summer.

The proposed houses will use a mixture of render and brick materials and tiled roofs to reflect the materials used in the local area and to add a distinctive appearance to this development. In addition the flats have been designed to resemble large houses - the buildings are 2 storey in height with rooms in the room and the front elevations are broken up with set back elements.

Full compliance with policy H9, which normally requires a 1m side space, is achieved between the proposed houses/flats and the nearest external boundary of the site. However there are breaches of the policy between the proposed houses on plots 1-5 and plot 7 where between no side space and 0.6m to adjacent boundaries is provided. In all instances there is a minimum of 1.2m between adjacent flank walls.

The applicant advises that they consider that the policy requires a 1m side space between the proposed buildings and the external site boundary and it is not intended to be applied to the separation distances between proposed buildings within the site. On this basis the applicant considers that the proposed scheme meets the requirements of Policy H9.

On balance, Members may consider that the separation distances that are proposed are acceptable, in this particular situation, given the considerable separation distances between these properties, the adjacent houses in Hayes Wood Avenue and the significant amount of the site that cannot be developed as a result to the tree coverage along the eastern boundary, which has required a slightly more compact development on the remainder of the site.

In summary It is considered that there will be some impact from the development on the occupants of neighbouring properties but that this has been kept to a minimum by the design of the flats to look like large houses, the reasonable height of the buildings, the use of materials to reflect local materials and to also create a distinctive character to the development, the separation distances to the neighbouring properties and the well screened boundaries.

3. The impact on the mature trees and boundary hedge

There is a belt of substantial trees and a mature mixed species hedge along the eastern boundary of this site. There is also a significant group of trees along the southern boundary.

The Arboricultural Implications Report identifies 9 trees for removal because they are within or close to the footprint of proposed buildings. None of these trees are Category A trees, 5 are Category B and 4 are Category C. The report goes on to advise that the trees to be felled are all within the belt of trees on the eastern and southern boundaries. As the majority of the belt will remain (a total of 53 trees make up the 'belt'), the visual amenity provided by the 'belt' will continue.

During pre-application discussions significant attention was given to securing the short, medium and long term future of the trees on the site. The scheme has been carefully designed with flats with communal gardens on the eastern side of the site to maximise the retention of the tree belt for the future. This will also help to minimise post development pressure for the removal of trees.

The mature boundary hedge is also shown to be retained and will be protected with a chain link fence between the boundary and the communal gardens.

The landscaping plans show additional tree planting along the access road to provide further trees in this part of the site.

It is considered that the impact of the proposed development is acceptable in principle. Conditions have been recommended to protect trees on the site and on the eastern boundary during construction and to minimise post construction pressure to remove any further trees on the site.

A provisional Woodland Tree Preservation Order was made in January 2014, protecting all species within the curtilage of the site. The order is now currently being evaluated in view of permanently protecting individual and groups of trees.

4. The impact of vehicles on the local highway network

With regard to car parking for residents 2 spaces are provided for each house and 1 space for each flat with 2 visitors parking spaces. This meets that the standards set out in the Unitary Development Plan and the London Plan.

The applicant has submitted a Transport Statement which indicates that the number of vehicle movements associated with the proposed development is unlikely to be greater than those associated with the previous care home use. In this respect it is unlikely that the traffic generated by this development will have a significant impact on the local highway network.

The only access to the site is from Glebe House Drive and the full width of the access measures 4.1m. Beyond the access point the road width increases to 4.8m which is the normal road width. The Highways Officer has advised that while the width of the access point is less than normally expected, providing there is good visibility to and from the development at this point it is acceptable. A condition restricting any obstruction over 1m in height within 3m of the access point has

been recommended to ensure good visibility is provided and maintained in the future.

Having regard to the above it is considered that the principle of development of the site for housing is acceptable and that the development complies with requirements for the provision of affordable and accessible housing. The development will have some impact on the amenities of the occupants of nearby properties but it is considered that this is acceptable. The scheme has been designed to retain the maximum number of important trees and hedges on the site. The access and parking arrangements are considered to be satisfactory.

On this basis permission is recommended subject to relevant conditions and the signing of a S106 legal agreement.

as amended by documents received on 25.07.2014 15.08.2014 09.09.2014 06.10.2014 13.10.2014

RECOMMENDATION: PERMISSION SUBJECT TO THE PRIOR COMPLETION OF A SECTION 106 AGREEMENT relating to affordable housing, health and education

and 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 ACA06 Size and type of trees
 ACA06R Reason A06
- 4 ACA08 Boundary enclosures - implementation
 ACA08R Reason A08
- 5 No development or demolition shall commence until an arboricultural method statement and tree protection plan describing in detail construction methods relating to foundations and hardstanding is submitted to and approved in writing by the Local Planning Authority. The details shall include an appropriately scaled survey plan showing the positions of trees affected by the proposed development, construction details including cross sectional drawings describing the depth and width of footings where they fall within the root protection areas and means whereby the tree roots are to be protected in accordance with British Standard BS: 5837:2012. A schedule of pre-construction tree works shall also be included, detailing works relating to the pruning of branches in order to allow the erection of the proposed buildings in accordance with British Standard BS: 3998:2010. Protective fencing and ground protection shall remain in place during the entire course of the demolition and construction phase and shall not be removed unless with the prior written consent of the Local Planning Authority.

Reason: To ensure, where applicable, compliance with BP12 of the Core Planning Strategy and DM1 of the Site Development Policies, which seek to retain and replace trees; and which requires landscaping schemes to provide a satisfactory townscape incorporating hard and soft landscaping.

- 6 ACB19 Trees - App'ment of Arboricultural Super
ACB19R Reason B19
- 7 ACC07 Materials as set out in application
ACC07R Reason C07
- 8 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties.

- 9 ACH03 Satisfactory parking - full application
ACH03R Reason H03
- 10 ACH08 Details of turning area
ACH08R Reason H08
- 11 ACH16 Hardstanding for wash-down facilities
ACH16R Reason H16
- 12 ACH19 Refuse storage - implementation
ACH19R Reason H19
- 13 ACH22 Bicycle Parking
ACH22R Reason H22
- 14 ACH23 Lighting scheme for access/parking
ACH23R Reason H23
- 15 ACH26 Repair to damaged roads
ACH26R Reason H26
- 16 ACH29 Construction Management Plan
ACH29R Reason H29
- 17 ACH32 Highway Drainage
ADH32R Reason H32
- 18 No loose materials shall be used for surfacing parking and turning areas hereby permitted.

Reason: In the interests of pedestrian and vehicle safety and the retain the conditions of these areas in the long term and to accord with Policy BE1 of the Unitary Development Plan.

- 19 Any wall, fence, hedge or other landscaping or type of enclosure erected within 3m of the vehicle access point to the site shall not exceed 1m in height, and this shall be permanently retained.
ACH09R Reason H09
- 20 ACI02 Rest of "pd" Rights - Class A, B,C and E
ACI03R Reason I03
- 21 ACK01 Compliance with submitted plan
ACK05R K05 reason
- 22 ACK09 Soil survey - contaminated land
ACK09R K09 reason
- 23 The development permitted by this planning permission shall not commence until a surface water drainage scheme for the site based on sustainable drainage principles, and an assessment of the hydrological and hydro

geological context of the development has been submitted to, and approved by, the Local Planning Authority. The surface water drainage strategy should seek to implement a SUDS hierarchy that achieves reductions in surface water run-off rates to Greenfield rates in line with the Preferred Standard of the Mayor's London Plan.

Reason: To reduce the impact of flooding both to and from the proposed development and third parties and comply with Policy 5.13 of the London Plan 2011.

24 No wall, fence or hedge within 3m of the entrance of the development shall exceed 1m in height and these means of enclosure shall be permanently retained as.

ACH09R Reason H09

25 A side space of no less than 1m shall be provided between the flank walls of each of the houses on Plots 1 to 7 and the adjacent flank boundary of each of these properties.

ACI10R Reason I10

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 You should seek the advice of the Trees and Woodland Team at the Civic Centre on 020 8313 4471 or e-mail: trees@bromley.gov.uk regarding removal and replacement of the street tree affected by the access.

3 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.

4 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.

5 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)).

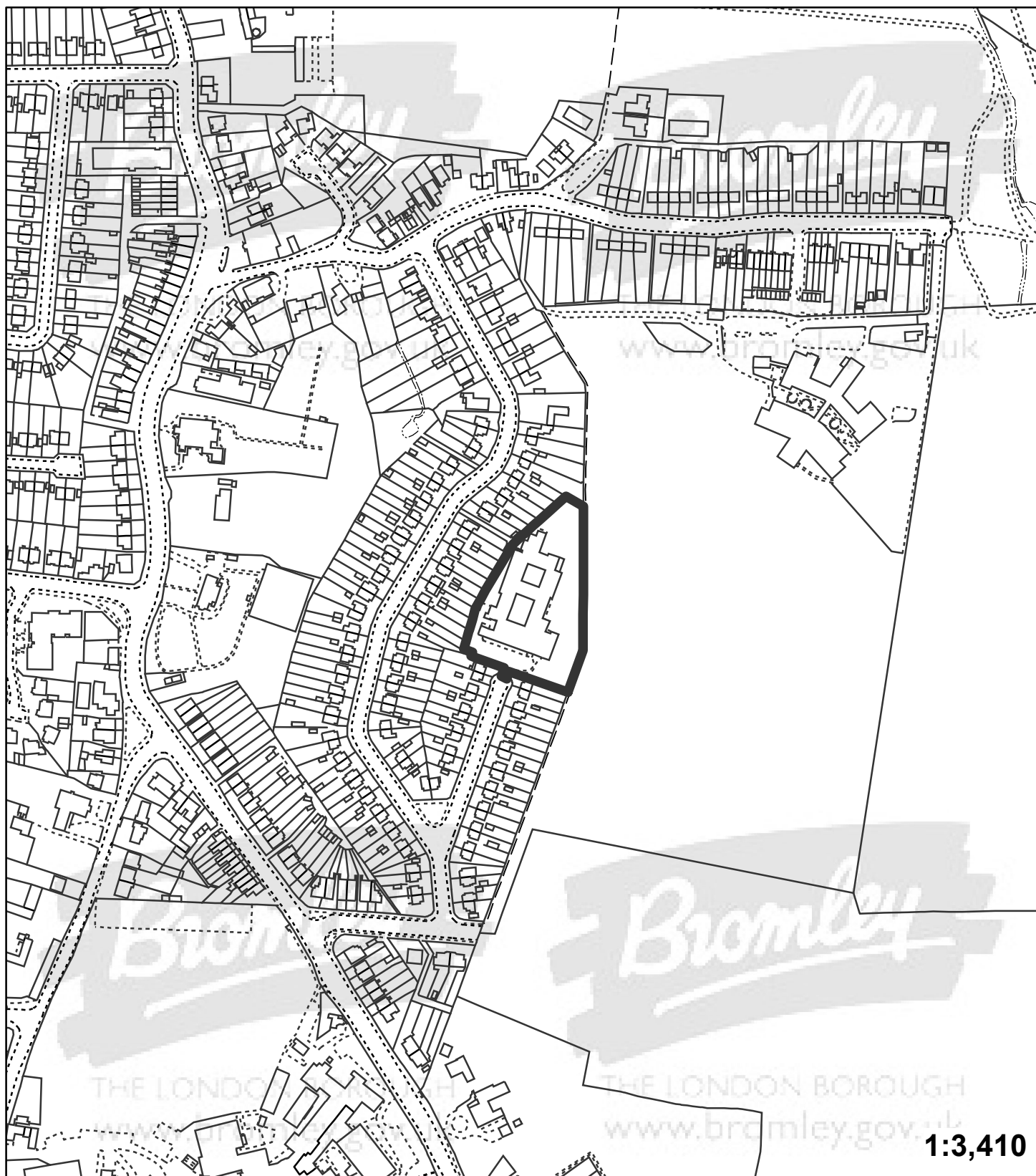
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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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