

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

Application No : 14/04097/FULL1

Ward:
Bickley

Address : Holly Rigg Woodlands Road Bickley
Bromley BR1 2AP

OS Grid Ref: E: 543197 N: 169291

Applicant : Mr A Duhig

Objections : YES

Description of Development:

Proposed demolition of 2 no. dwellings and erection of 4 no. 4 bedroom dwellings and additional guest suite and associated landscaping.

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
Flood Zone 2
London City Airport Safeguarding
London City Airport Safeguarding Birds
Open Space Deficiency

Proposal

- The application site is approximately 40 metres in width and approximately 38.5m at the deepest point having an area of 0.142 hectares. The application seeks the demolition of two properties, Hollyrigg and Tall Trees and the erection of four properties with 4 bedrooms plus guest suites.
- The units will be three storey with a basement level, detached and of modern design. The main living accommodation will be provided within the basement, ground floor and first floor level with bedroom provision to the first and second floors. The properties front onto Woodlands Road with off street parking provided by an area of hardstanding to the front of the properties for up to two vehicles. Amenity space is provided to the rear which is accessed to the side of the properties.
- Although the properties are modern in design and do not reflect the majority of properties within Woodlands Road, a close resemblance can be made with the adjacent property Halcyon Heights of which has a similar plot size and design. Outline permission has already been granted for two similar new properties at Hollyrigg within application 06/01376/OUT which was extended within application 12/00190/EXTEND. This application seeks to

slightly alter the design of the approved dwellings and add a basement level. The size and scale of the outline approved dwellings are proposed to be replicated on the Tall Trees site next door.

- There are a number of protected trees on site and the layout of the design has been altered to account for these. The site slopes steeply, rising from front to rear. Beyond the rear boundary are several Oak trees which because of their elevated position are prominent in the local area. The trees are located on land believed to be under the control of Network Rail. There is a large dead Oak tree within the rear garden of 'Tall Trees'. Otherwise tree cover in the rear gardens of 'Holly Rig' and 'Tall Trees' are of small to moderate stature and less prominent because of their lower elevation. To the front of the site there is a large Sycamore situated on the boundary between 'Holly Rigg' and 'Tall Trees'. There is also an Ash located within the adjacent property 'Ewhurst', close to the front boundary and adjacent the shared boundary with 'Tall Trees'.
- The Arboricultural Assessment states that Holly T16, Sweet Chestnut T17, Leyland Cypress G21 and Holly T22 are of low landscape significance. These are proposed to be removed to facilitate the development. Sycamore T18 is relatively prominent in the local street scene. However, the tree has been heavily cut back from 'Holly Rig', is of no special merit and could not reasonably be considered a good quality specimen and is proposed to be removed.
- Birch T3 is also situated within 'Ewhurst' close to the rear left (northern) corner of 'Tall Trees'. The proposed dwelling would extend into approximately 11% of the RPA of T3, with excavations required at around 2.5m from the tree's base. However, it is considered that T3 could be retained subject to appropriate crown reduction that would reduce wind loading and provide working space for demolition and construction. Excavations within the RPA of T3, e.g. for foundations, should be carried out under the supervision of an Arboricultural Clerk of Works.
- The development comprises detached properties within a suburban environment along transport corridors, therefore any proposal for new development should provide between 30-65 units per hectare. This scheme, on the basis of a site area of 0.142 hectares, has a density of 28.17 dwellings per hectare. The area has a PTAL rating of 2 however is in close proximity to Chislehurst Station and several bus routes.
- There is considerable room for refuse storage to the side of the dwellings of which will be collected from Woodlands Road. Secure bicycle storage is also proposed to the eastern elevations of the proposed dwellings.
- The design will enable low energy construction with a commitment to achieve Sustainable Homes level 4 assessment

Location

The site is located to the far eastern end of Woodlands Road, close to the junction with Bickley Park Road. The site currently hosts two large detached properties which are set back from the main highway accessed from a set of steep steps from Woodlands Road. The topography of the land is such that the dwellings are approximately 5 metres above highway level with the rear amenity spaces rising sharply in land level towards the railway line at the north of the site.

Properties along Woodlands Road, which is a private road, are a mix of designs and periods however the majority are large detached properties located within substantial plot sizes. Immediately adjacent to the site lies the property named 'Halcyon Heights' which is on similar plot size and design as the proposed four dwellings.

Comments from Local Residents

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

- overdevelopment of the site
- out of keeping with the nature of the road
- not enough parking within the 'bottleneck' of the road
- increase of on street parking
- possible disruptions and restrictions to access for residents of Woodland Road
- application description wrong (amended following the submission of plans)
- the design would create a blight on the immediate area
- unacceptable impact upon utilities
- impact upon the water table and an increased risk in flooding
- the plans are confusing and ambiguous
- potential loss of privacy
- the design of the development would be completely out of keeping with the design of the properties within the immediate area.
- could affect the stability of natural drainage of neighbouring properties adjacent and within Merewood Close.
- bland, thoughtless, featureless design
- no garages are proposed within the scheme
- the width of the parking spaces is not wide enough for two cars
- significant safety issues with regard to the increase in on street parking
- the new dwellings look like apartments
- four identical blocks will not enhance the area
- the flat roofs should be removed
- the materials used on the outside should be of a high quality so as to prevent the likes of drip marks and staining on the render and brickwork.
- the removal of the existing green space in the front of the houses will increase the amount of surface water during wet weather and if allowed to flow onto Woodlands road would exacerbate the current problem of flooding.
- potential terracing effect
- Cllr Rideout and Cllr Smith have both put their objections to the scheme on file.

Comments from Consultees

Comments from Highways state that Woodlands Road is an unadopted Road and that access and parking seem satisfactory. Highways do not raise an objection to the scheme subject to conditions.

Drainage has no objections subject to conditions.

The Environment Agency referred to the standing advice for minor developments of which it was considered that the flooding would not be maximised with regards to the development of these properties.

Thames Water have no objections subject to the attachment of an informative.

The Tree Officer has no objections subject to conditions.

Environmental Health have no objections subject to an informative.

Network Rail have no objections subject to an informative.

Planning Considerations

H1 Housing Supply
H7 Housing Density and Design
H9 Side Space
H10 Areas of Special Residential Character
BE1 Design of New Development
T3 Parking
T7 Cyclists
T18 Road Safety
NE7 Development and Trees

The following London Plan Policies are relevant:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Quality and Design Of Housing Developments
3.8 Housing Choice
3.9 Mixed And Balanced Communities
5.3 Sustainable Design And Construction
5.12 Flood Risk Management
5.13 Sustainable Drainage
7.4 Local Character
7.6 Architecture

The following documents produced by the Mayor of London are relevant:

Housing Supplementary Planning Guidance

Housing Strategy

Accessible London: achieving an inclusive environment

The Mayor's Transport Strategy

Mayor's Climate Change Mitigation and Energy Strategy

Mayor's Water Strategy

Sustainable Design and Construction SPG

National Planning Policy Framework (NPPF) is also of relevance in the determination of this application.

Planning History

HollyRigg

05/04317/OUT - Demolition of existing dwelling and erection of 3 terraced four bedroom houses with accommodation in roofspace and integral garages
OUTLINE - Refused

06/01376/OUT - Demolition of existing dwellings and erection of 2 three storey five bedroom houses with integral garages and balcony to front (OUTLINE) - Approved

09/02834/DET - Details of design and landscaping pursuant to conditions 1 and 2 of outline permission reference 06/01376 granted for demolition of existing dwellings and erection of 2 three storey five bedroom houses with integral garages and balcony to front - Approved

12/00190/EXTEND - Extension of time limit for the implementation of Outline permission reference 06/01376/OUT granted for demolition of existing dwellings and erection of 2 three storey five bedroom houses with integral garages and balcony to front - Approved

Tall Trees

83/01395/FUL - Proposed New Dwelling and Car Port - Approved

85/00017/FUL - Single storey side extension - Approved

07/01865/FULL6 - First floor side extension and single storey side extension - Approved

Conclusions

Members will need to carefully consider whether the proposals comply with relevant development plan policies, specifically those within the Bromley Unitary Development Plan, the London Plan and the National Planning Policy Framework (NPPF).

The main issues in this case are considered to be whether an increase in residential development is accepted, the impact upon neighbouring residential amenity, impact upon parking within the wider street scene, impact to trees and the impact of the design upon an Area of Special Residential Character.

Due to the submission of amended plans which removed a bedroom from each of the properties reducing the number of bedrooms to 5, a reconsultation of neighbours and consultees was undertaken for 14 days. The 14 days expires on the 15th of December and as such any comments arising from this reconsultation, if materially different to those currently received, will be reported verbally to committee.

The site falls within a built up area of Bickley and is not allocated for any defined use within the Unitary Development Plan (UDP), however it does fall within the policy designation of an Area of Special Residential Character as found within policy H10. Policy H10 states that applications will be required to respect and complement the established and individual qualities of the areas which in the case of Bickley is spacious inter war residential development with large houses within substantial plots. The dwellings proposed to be demolished, although considerable in size, are not of notable architectural character and as such there is no objection to the removal of these properties. Therefore in principle, Members may find that the site could accommodate some form of increased residential development due to the large plot sizes as proposed within this scheme and substantial private rear amenity areas. Members may also find that the loss of the existing two properties will have minimal bearing upon the architectural quality of the area of Special Residential Character. This would of course be subject to compliance with other relevant policies of the UDP.

The number of units proposed is not considered excessive for a site in this location, with a proposed density of 28.3 units per hectare. Although this is slightly lower than the required 30-65 units per hectare requirement for sites along transport corridors within policy H7 of the UDP, this fits with the character of the area of Special Residential Character which requires the retention of substantial plots. Although it is evident the proposed sites are smaller than those existing for the two properties currently, it is also a consideration that the property to the east of the site, Halcyon Heights is of a similar plot size and massing, allowing for evidence of a variance in site sizes within the wider street scene. The plot sizes as proposed are considered to be large enough to warrant the construction of 4 x 5 bedroom dwellings. Members may find that the number of dwellings proposed retains suitable plot sizes by virtue of the proposed site density. Whilst concerns have been raised by local residents citing overdevelopment, Members may consider that the type of properties proposed will be in keeping with the existing plot size of the neighbouring property Halcyon Heights and also be mindful of the previously approved outline application for 2x dwellings at Hollyrigg, of which the plot sizes are similar to those seen before us within this application.

As with all cases, the design of any development as stated within policy BE1 should be of a scale, form and density that complements the surrounding residential environment and does not detract from the character of the nearby development. It may therefore be considered that although the proposed dwellings are of modern design the three storey dwelling houses (and basement level) will be of a similar height as other dwellings in the immediate vicinity along Woodlands Road and do not project higher than the existing Tall Trees property and 850mm lower than the neighbouring Halcyon Heights of which is of similar design. On balance, Members may therefore agree that the height and scale of the proposed development will be

in keeping with existing development within the area and already approved outline application (05/04317/OUT), and when combined with the proposed development being set back from the road frontages, providing landscaping that complements the nature of the surrounding development, the proposed development will not detract from the wider street scene.

Throughout Woodlands Road it is evident that there is a plethora of differing building designs from newly built large detached properties of traditional character to buildings constructed of an earlier 1960s/1970s period. It could be considered that there is considerable variance within the dwellings design within Woodlands Road. The design of the proposed properties is similar to the approved outline application (05/04317/OUT) and also the neighbouring property Halcyon Heights. Members may find that the design of the dwelling is not out of place within Woodlands Road which consists of varied dwelling types. In terms of character and appearance, Members may consider that the construction of the proposed dwellings would not be unduly harmful to the existing development in the area.

In terms of the level of amenity space afforded to each unit, the requirements set out in Policy BE1 should be met, which seek the provision of a high standard of design and layout, with space about the building to provide an attractive setting through hard or soft landscaping. On the basis of the drawings that form part of the current application, it is considered that the layout, spatial setting (over 100m² of private amenity space per dwelling) and building heights and window layout as proposed are unlikely to lead to a detrimental impact upon the visual and residential amenities of the area. A scheme of soft landscaping will be conditioned within any approval to ensure a high level of planting which also takes into consideration the Tree Officer's comments which requires medium tree planting within the front amenity space.

The layout of the buildings on site has been designed in order to avoid serious impact upon the protected trees. An arboricultural report was submitted in support of the current application and a site visit from the Council's Tree Officer was undertaken. The Tree Officer raises no objections subject to conditions being imposed.

There has been considerable neighbour objection to the effects of the development upon the highway and the surrounding on street parking situation within Woodlands Road. The dwellings have two off street parking spaces per property measuring 2.65m x 5.15m, in excess of the dimensions for off street parking as found within policy T3 of the UDP. Within Annex 4 of the London Plan it states a dwelling with 5 bedrooms should have the capability to provide for two vehicles within the curtilage of new dwellings of which this scheme complies with. Members could consider the parking standards to have been met.

Members may therefore consider that on balance the proposal to develop the site for residential use is acceptable and will not cause demonstrable harm to the amenities of the occupants of surrounding residential properties; the level of development proposed is suitable in terms of density for this area, and as a result the proposed residential development will not be detrimental to the character of the streetscene or wider area. As such the scheme is worthy of permission being

granted on the basis of the plans and associated documentation submitted as part of the application.

Background papers referred to during production of this report comprise all correspondence on the files refs. 05/04317 and 05/00245 set out in the Planning History section above, excluding exempt information. as amended by documents received on 01.12.2014.

RECOMMENDATION: APPROVAL

subject to the following conditions:

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|----|--------|--|
| 1 | ACH03 | Satisfactory parking - full application |
| | ACH03R | Reason H03 |
| 2 | ACH16 | Hardstanding for wash-down facilities |
| | ACH16R | Reason H16 |
| 3 | ACH19 | Refuse storage - implementation |
| | ACH19R | Reason H19 |
| 4 | ACH22 | Bicycle Parking |
| | ACH22R | Reason H22 |
| 5 | ACH26 | Repair to damaged roads |
| | ACH26R | Reason H26 |
| 6 | ACH29 | Construction Management Plan |
| | ACH29R | Reason H29 |
| 7 | ACH32 | Highway Drainage |
| | ADH32R | Reason H32 |
| 8 | ACD06 | Sustainable drainage system (SuDS) |
| | AED06R | Reason D06 |
| 9 | ACA01 | Commencement of development within 3 yrs |
| | ACA01R | A01 Reason 3 years |
| 10 | ACA04 | Landscaping Scheme - full app no details |
| | ACA04R | Reason A04 |
| 11 | ACA07 | Boundary enclosure - no detail submitted |
| | ACA07R | Reason A07 |
| 12 | ACI01 | Restriction of all "pd" rights |

Reason: In order to prevent overdevelopment of the site in future, to protect the amenities of future residents and nearby residents, and to comply with Policy BE1 of the Unitary Development Plan.

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|----|--------|--|
| 13 | ACI11 | Obscure glaz'g/details of opening (1 in) in the east and west elevations |
| | ACI11R | Reason I11 (1 insert) BE1 |
| 14 | ACC01 | Satisfactory materials (ext'nl surfaces) |
| | ACC01R | Reason C01 |
| 15 | ACC03 | Details of windows |
| | ACC03R | Reason C03 |
| 16 | ACK01 | Compliance with submitted plan |
| | ACC01R | Reason C01 |
| 17 | ACD02 | Surface water drainage - no det. submitt |
| | AED02R | Reason D02 |

- 18 No development shall commence until a pre-construction tree works schedule is submitted to and approved in writing by the Council. Once approved the works schedule shall be undertaken in accordance with British Standard BS 3998 2010, and prior to the implementation of tree protection measures as detailed in the Tree Protection Plan.
- 19 No development shall commence until an arboricultural method statement and tree protection plan is submitted to and approved in writing by the Local Planning Authority. The details shall include means of protective fencing and ground protection measures for trees effected by the development both within the application site as well as adjoining the site, and will specify information relating to foundation design and construction including an appropriately scaled survey plan showing the positions of trees affected by the proposed buildings, cross sectional drawings describing the depth and width of footings and hardstanding 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.

INFORMATIVE(S)

- 1 The condition of the section of the street to which the proposed development has a frontage should, at the end of development, be at least commensurate with that which existed prior to commencement of the development additionally before any works connected with the proposed development are undertaken within the limits of the street, it will be necessary for the applicant to obtain the agreement of the owner(s) of the sub-soil upon which The Drift is laid out.
- 2 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.
- 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.
- 4 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.
- 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).

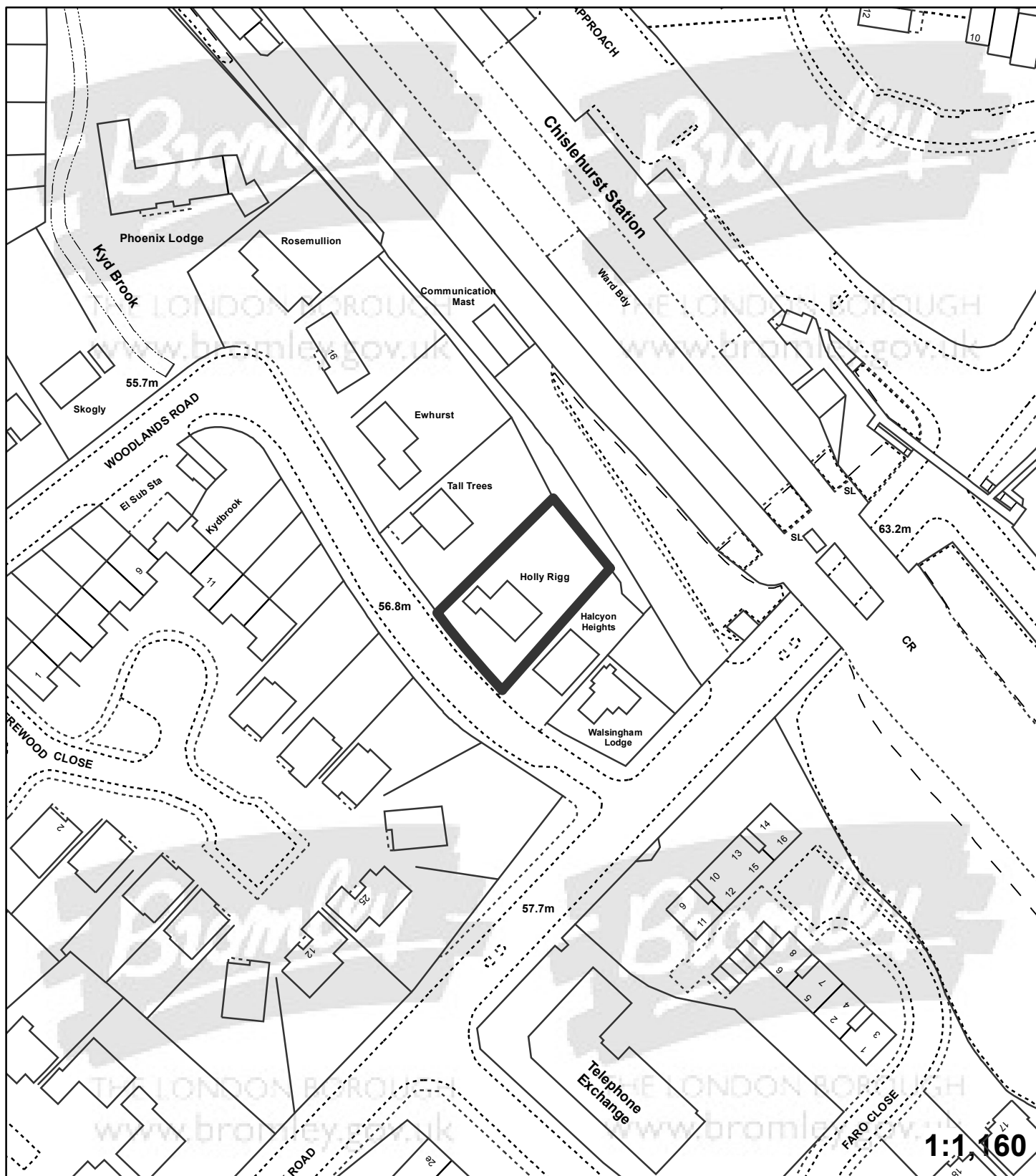
If you fail to follow the payment procedure, the collecting authority may impose surcharges on this liability, take enforcement action, serve a stop notice to prohibit further development on the site and/or take action to recover the debt.

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

Application:14/04097/FULL1

Address: Holly Rigg Woodlands Road Bickley Bromley BR1 2AP

Proposal: Proposed demolition of 2 no. dwellings and erection of 4 no. 4 bedroom dwellings and additional guest suite and associated 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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