

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

Application No : 15/01312/FULL1

Ward:
Petts Wood And Knoll

Address : 6 Ladywood Avenue Petts Wood
Orpington BR5 1QJ

OS Grid Ref: E: 545361 N: 167699

Applicant : Mr Simon Rockall

Objections : YES

Description of Development:

Demolition of 6 Ladywood Avenue (former Friends Meeting House) and construction of 2 no. two storey detached five bedroom dwellings with new vehicular access and associated parking and landscaping

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
Open Space Deficiency
Smoke Control SCA 4

Proposal

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- The application seeks permission for the demolition of 6 Ladywood Avenue (former Friends Meeting House) and the construction of 2 no. two storey detached five bedroom dwellings with new vehicular access and associated parking and landscaping.

- One new detached garage is proposed to the north-west corner of the site which would be accessed via Greencourt Road. The existing vehicular access along Greencourt Road would also still be utilised.

- The building is currently vacant but prior to this it was used as a friends meeting house of the Religious Society of Friends (Quakers). This use ceased on 6th April 2014 and the building has been vacant since this date.

- There are two trees located close to the northern property boundaries that are subject to a Tree Preservation Order (TPO); one ash and one sycamore.

Location

The application site is located on the corner of Ladywood Avenue and Greencourt Road, set within the Petts Wood Area of Special Residential Character. At present the site comprises a large two storey property that fronts Ladywood Avenue and the area is residential in nature.

Consultations

Comments from Local Residents

Nearby owners/occupiers were notified of the application and their comments can be summarised as follows:

- o In general are supportive of the scheme but do have concerns regarding change to outlook;
- o Existing outlook is over the plot of the garden and grounds, with no view of existing building;
- o Part of the proposed development will encroach on this outlook, but also that any further permitted development would be of greater detriment;
- o Note that double yellow line parking restrictions are planned to remain which are supported and should remain in force;
- o Note that the plot was originally planned for 2 dwellings (mentioned by the developer) but this surely would have been for semi-detached dwellings and not 2 detached dwellings?
- o Appendix 1 of the UDP refers to the predominant character and appearance of the Petts Wood ASRC;
- o The existing site comprises one detached property with generous spacing and mature trees along Greencourt Road;
- o Accept that the existing building on the plot stands out as an anomaly compared with predominant pattern of development within this ASRC, and that originally the design was for two plots, this does not itself contribute a reason for approving the application;
- o The original design was more than likely for 2 modest semi-detached houses, not for two very large, over-dominant detached houses;
- o Proposed buildings almost 3 times the size of neighbouring dwellings with gardens a fraction of the size;
- o Approval of scheme would constitute overdevelopment of the ASRC and contrary to UPD policies;
- o Agree more housing is needed in the UK, but the demand is not for £1m plus properties and is therefore not a valid consideration;
- o The site does currently positively contribute to the verdant and open streetscene in this part of the ASRC;
- o Object to landscaping to the front of the site, will be to the detriment to the ASRC;
- o Existing trees along Greencourt Road boundary positively contribute to the streetscene and if removed, they should be replaced with similar examples;
- o Level of hard landscaping is inappropriate in the ASRC;
- o Second property is to be built three stories high with a large window at the top of the dwelling which will overlook property on Greencourt Road;

- o Inappropriate to have a detached garage to the property nearest Greencourt Road;
- o No similar examples on corner plots within the ASRC, and the garage should be made integral to the host dwelling;
- o Acknowledge that the existing building is in need of repair and positively support the conversion of the existing building to solely residential use;
- o However close attention should be paid to the likely impact of the proposal on the character and appearance of the surrounding area, the amenities of neighbouring residential properties, having particular regard to indicative layout and design of the proposed scheme, and the impact upon the Petts Wood ASRC.

Comments from Consultees

The Council's Highways Engineer raised no objection to the proposal. It was stated that Plot 1 has a new crossover with parking on the frontage for 3 cars, and will also utilise the existing crossover on Greencourt Road with a garage and another parking space. Plot 2 will have a new crossover leading to a good sized garage and other parking on the frontage.

The Council's Drainage Engineer stated that they accept the proposed initial drainage strategy to include two soakaways for each property, one at the front and one at the back of the property to attenuate for surface water run-off. It is accepted that the details design will be submitted at a later stage. It was also considered that the 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.

Environmental Health (Housing) stated that the applicant is advised to have regard to the Housing Act 1985's statutory space standards contained within Part X of the Act and the Housing Act 2004's housing standards contained within the Housing Health and Safety Rating System under Part 1 of the Act.

Thames Water raised no objection to the proposal.

Planning Considerations

Planning Considerations

The proposal falls to be considered primarily with regard to the following policies of the Unitary Development Plan (UDP):

- H1 Housing Supply
- H7 Housing Density and Design
- H9 Side Space
- H10 Areas of Special Residential Character
- T3 Parking
- T11 New Accesses
- T18 Road Safety
- BE1 Design of New Development
- NE7 Development and Trees

C1 Community Facilities

Supplementary Planning Guidance (SPG) 1 General Design Principles
Supplementary Planning Guidance (SPG) 2 Residential Design Guidance

London Plan policies:

3.3 Increasing Housing Supply
3.4 Optimising Housing Potential
3.5 Design and Quality of Housing Developments
3.8 Housing Choice
5.1 Climate Change
5.2 Minimising Carbon Dioxide Emissions
5.3 Sustainable Design and Construction
6.9 Cycling
6.13 Parking

National Planning Policy Framework

All new housing should also be designed to meet the changing needs of Londoners over their lifetimes and 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The application does include the 16 point checklist to demonstrate that all dwellings will comply with the Lifetime Homes Standard, within a Lifetime Homes/Wheelchair Housing Statement.

Planning History

No relevant planning history at the site.

Conclusions

Conclusions

All new development should seek to optimise the potential of a site, and such development should, amongst other things, be attractive and respect local context, character and built heritage in accordance with the policies quoted above. The application site is located within the Petts Wood Area of Special Residential Character (ASRC) and as such, it is even more important that any development proposals within the ASRC should respect and complement the established and individual qualities of the individual areas. The original plans for the Petts Wood ASRC date from the late 1920s and early 1930s, and whilst the houses were built over a number of years, the road layout and plot sizes were established in an overall pattern and the layout remains largely intact today. Therefore any development proposal on this plot should respect this existing character within the wider area.

In terms of the principle of the redevelopment of the site for residential use, it is considered that is acceptable. The existing building is not considered to be of any particular architectural merit and whilst the area is characterised by large detached

dwellings, there is no particular uniformity in terms of the design of the properties. Therefore the demolition of the property is not resisted.

The proposed new dwelling on plot 1 would have a minimum separation to the southern property boundary (shared with No.8) of approximately 1.3 metres at the closest part increasing to approximately 1.8 metres, and a separation to the northern property boundary (shared with proposed plot 2) of approximately 1.5 metres.

The proposed new dwelling on plot 2 would have a minimum separation to the southern property boundary (shared with proposed plot 1) of approximately 1.5 metres, and a minimum separation to the northern property boundary (shared with the corner of Greencourt Road) of approximately 3.3 metres, increasing at various points to a maximum separation of approximately 5.3 metres. The greatest level of separation at this plot would be towards the front of the proposed new dwelling.

These proposed levels of spatial standards between the proposed new dwellings and the neighbouring property boundaries are considered to be in keeping with the prevailing character of the area, and the larger separation to the corner with Greencourt Road is considered suitable in order to prevent a cramped form of development on this corner location and undue harm to the character of the ASRC.

The front elevation of the proposed dwellings would be built roughly in line with the front elevation of No.8 Ladywood Avenue and the properties further along this section of the road, with the two storey element of the proposed property on Plot 1 largely in line with the rear elevation of No.8, with a single storey element projecting beyond this. There is a significant degree of separation between the single storey rear element the proposed dwelling at Plot 1 and No.8 Ladywood Avenue, and it is considered that this, along with the orientation of the properties, helps to prevent detrimental harm to the visual and residential amenities and levels of natural light afforded to No.8 Ladywood Avenue.

There is a general design form of properties along Ladywood Road. The current proposal includes details of the materials that would be used for the proposed dwellings, and these along with the design are considered to match the existing design features within the streetscene, which will enhance the character of the streetscene and ASRC in general. A street scene plan has also been submitted which is considered to help in terms of the context along the road and how the proposed dwellings would fit into the streetscene. This indicates that the maximum height of the proposed dwellings would match the height of Nos. 8, 10, 12 and 14 Ladywood Avenue, which is considered important in terms of the impact upon the visual amenities of the ASRC and the residential amenities of the occupiers of no.8 Ladywood Road and properties on the opposite side of Ladywood Road in particular.

The proposed dwellings would meet London Plan minimum sizes and would provide a good standard of accommodation for future occupiers. In addition, all new housing should also be designed to meet the changing needs of Londoners over their lifetimes and 10% of new housing should be designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users. The

application does include the 16 point checklist to demonstrate that all dwellings will comply with the Lifetime Homes Standard, within a Lifetime Homes/Wheelchair Housing Statement.

The proposed development is likely to be liable for a charge under the Community Infrastructure Levy for Mayoral CIL as it involves the creation of new residential floor area, however this charge is not payable until after development begins.

On balance, it is considered that introducing 2 new residential dwellings at this site is in keeping with the prevailing character of the area and as such is considered acceptable.

The proposal is considered to comply with Chapter 3 of the London Plan (2011) and the Supplementary Planning Guidance 'Accessible London: Achieving an Inclusive Environment.' Furthermore, in relation to the current application the proposed residential accommodation would meet London Plan minimum sizes and would provide a good standard of accommodation for future occupiers, and no concerns were raised by Environmental Health notwithstanding the need to have regard to the Housing Act 1985's statutory space standards contained within Part X of the Act and the Housing Act 2004's housing standards.

Members will note that key planning considerations must include impact on the amenities of neighbouring properties and the impact upon the Petts Wood Area of Special Residential Character, however on balance it is considered that the relationship to neighbouring buildings, and the possibility of overlooking, noise and disturbance by reason of the introduction of two new residential dwellings to this site will not have a detrimental impact on the residential and visual amenities of the neighbouring properties, nor will the proposal have a negative impact upon the character of the ASRC generally.

Background papers referred to during production of this report comprise all correspondence on the file ref(s) 15/01312, set out in the Planning History section above, excluding exempt information.

RECOMMENDATION: PERMISSION

Subject to the following conditions:

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| 1ACA01 | Commencement of development within 3 yrs |
| ACA01R | A01 Reason 3 years |
| 2ACK01 | Compliance with submitted plan |
| ACC01R | Reason C01 |
| 3ACA04 | Landscaping Scheme - full app no details |
| ACA04R | Reason A04 |
| 4ACA07 | Boundary enclosure - no detail submitted |
| ACA07R | Reason A07 |
| 5ACC01 | Satisfactory materials (ext'n'l surfaces) |
| ACC01R | Reason C01 |
| 6ACC03 | Details of windows |

ACC03R Reason C03
 7ACD02 Surface water drainage - no det. submitt
 ADD01R Reason D01
 8ACD06 Sustainable drainage system (SuDS)
 AED06R Reason D06
 9ACH03 Satisfactory parking - full application
 ACH03R Reason H03
 10ACH16 Hardstanding for wash-down facilities
 ACH16R Reason H16
 11ACH32 Highway Drainage
 ADH32R Reason H32
 12ACI02 Rest of "pd" Rights - Class A, B,C and E
 In order to comply with Policies H7 and BE1 and to prevent overdevelopment of the site.
 13ACI12 Obscure glazing (1 insert) in the first floor flank elevations
 ACI12R I12 reason (1 insert) BE1
 14ACI17 No additional windows (2 inserts) flank elevations dwellings
 ACI17R I17 reason (1 insert) BE1
 15ACK05 Slab levels - no details submitted
 ACK05R K05 reason

INFORMATIVE(S)

- 1 RDI16
- 2 RDI25
- 3 RDI10
- 4 The applicant is advised to have regard to the Housing Act 1985's statutory space standards contained within Part X of the Act and the Housing Act 2004's housing standards contained within the Housing Health and Safety Rating System under Part 1 of the Act.
- 5 The applicant is advised that 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 groundwater. 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 0800 009 3921. Reason - to ensure that the surface water discharge from the site shall not be detrimental to the existing sewerage system.
- 6 The applicant is advised that 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.