

SECTION '2' – Applications meriting special consideration

Application No : 14/04805/FULL1

Ward:

Bickley

**Address : White Wings Bickley Park Road Bickley
Bromley BR1 2BE**

OS Grid Ref: E: 542778 N: 169001

Applicant : Mr Neil Cooper

Objections : YES

Description of Development:

Demolition of existing dwelling and erection of 2 detached two storey 6 bedroom dwellings with accommodation in roofspace, integral garage and re-location of vehicular access

Key designations:

Area of Special Residential Character
Biggin Hill Safeguarding Birds
Biggin Hill Safeguarding Area
London City Airport Safeguarding
London City Airport Safeguarding Birds
London Distributor Roads
Open Space Deficiency

Proposal

This application was deferred from committee on 21st May in order to seek an increased separation to the boundary with Lone Pine. Revised plans have now been received which reduce the width of the new dwellings by 0.5m, and increase the separation between the dwelling on Plot 2 and the eastern flank boundary with Lone Pine by 1m. The distance between these two dwellings would now be 3.2m.

I repeat the earlier report, suitably updated.

It is proposed to demolish the dwelling and garage and erect two detached two storey dwellings which would each have an integral garage, and would include accommodation in the roofspace. The dwellings would be set back at least 11m from the road in a similar position to the existing dwelling, but would extend further to the rear. The new dwellings would have rear garden depths of at least 20m, and

would maintain a 2m separation between them. The dwelling on Plot 1 would have a separation to the western flank boundary of 1.3-1.4m, whilst the dwelling on Plot 2 would have a 2-2.2m separation to the eastern flank boundary with Lone Pine.

The proposals originally submitted included two separate vehicular accesses to Bickley Park Road to serve the dwellings, but the scheme was revised to provide only one central access to serve both dwellings, which would involve stopping up the existing access to the eastern side of the site.

Location

This site is located on the northern side of Bickley Park Road, and lies within Bickley Area of Special Residential Character. It measures 0.19ha in area, and is currently occupied by a detached two storey dwelling with attached double garage.

The site is bounded to the east by a detached dwelling known as Lone Pine, and to the west by a detached dwelling known as St Michaels, whilst St Georges Church and the Vicarage lie further to the west. Two properties in Woodlands Close (Old Cedars and Athelstan) back onto the rear of the site.

Consultations

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

- * overdevelopment of the site - dwellings are too large for the plot
- * new dwelling on Plot 2 would be too close to the boundary with Lone Pine
- * loss of light to and outlook from Lone Pine
- * overlooking from flank windows
- * dwellings would encroach on the building line
- * detrimental impact on flank window to habitable room at Lone Pine
- * out of character with surrounding area.

Comments from Consultees

No highways objections are raised to the provision of a central vehicular access to serve both dwellings, and the parking layout is considered acceptable, subject to safeguarding conditions.

Environmental Health do not raise any objections in principle, and there are no drainage objections seen to the proposals. Thames Water also has no concerns.

Planning Considerations

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

BE1 Design of New Development
H7 Housing Density & Design
H9 Side Space

H10 Areas of Special Residential Character
T3 Parking
T18 Road Safety
NE7 Development and Trees

Conclusions

The main issues in this case are the impact of the proposals on the character and spatial standards of Bickley Area of Special Residential Character, and on the amenities of the occupants of surrounding residential properties, and the effect on parking and road safety in the close vicinity and on important trees on the site.

Appendix 1 of the UDP sets out that "Developments likely to erode the individual quality and character of the ASRCs will be resisted." The Bickley ASRC is described as being characterised by spacious inter-war residential development which consists of large houses in substantial plots.

The existing dwelling on the plot maintains a generous separation to the western flank boundary of 7m, whilst the eastern wing adjacent to Lone Pine is single storey only and maintains a separation of 2m to the eastern flank boundary. The subdivided plots are of a width and depth that would be in keeping with the surrounding area, whilst the revised scheme now shows reduced width dwellings with reasonable separations of between 1.3-2.2m maintained to the flank boundaries. In particular, the dwelling on Plot 2 would be set a further 1m away from Lone Pine, giving a separation of approximately 3.2m between the dwellings. The revised proposals are not now considered to have a detrimental impact on the character and spatial standards of the ASRC.

With regard to the impact on neighbouring properties, the new dwellings would not project significantly forward of the neighbouring properties, and the deeper elements of the proposed dwellings would be set back from their respective side boundaries with St. Michaels and Lone Pine in order to reduce the impact on the adjacent dwellings. The revised scheme has now set the new dwelling on Plot 2 a further 1m back from the eastern flank boundary, which would give a separation of 3.2m between the new dwelling and the western flank wall of Lone Pine. The side wall of the adjacent property contains a clear-glazed first floor window to a bedroom which is the only window to this habitable room, however, it is considered that the dwelling on Plot 2 has been sufficiently set back from Lone Pine so as not to unduly affect the light to and outlook from this room.

The proposed parking and access arrangements are considered acceptable by the Council's Highway Engineer.

With regard to trees on the site, the proposals would require the removal of several established trees located at the front of the property (including mature 12m high cypress trees and a 10m high sycamore tree) in order to form the new vehicular access and parking, and it is likely that the majority of the existing minor trees and shrubs located along the eastern part of the front boundary would also be removed. The loss of these trees are likely to have a noticeable effect on the character of the frontage, but the quality of the existing planting is generally poor,

and a proposal for new landscaping to the front of the property would mitigate against the harm to the visual character.

Several trees along the western flank boundary are shown to be retained (including a cherry and a yew), but are likely to be impacted by proposed new hardstanding, and would therefore require the submission of a tree protection plan/method statement.

In conclusion, the revised proposals are not now considered to result in a cramped form of development, nor would they have a significantly detrimental impact on the amenities of the neighbouring property at Lone Pine.

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

as amended by documents received on 28.05.2015

RECOMMENDATION: PERMISSION

Subject to the following conditions:

- 1 The development to which this permission relates must be begun not later than the expiration of 3 years, beginning with the date of this decision notice.**

Reason: Section 91, Town and Country Planning Act 1990.

- 2 Details of a scheme of landscaping, which shall include the materials of paved areas and other hard surfaces, shall be submitted to and approved in writing by the Local Planning Authority before the commencement of the development hereby permitted. The approved scheme shall be implemented in the first planting season following the first occupation of the buildings or the substantial completion of the development, whichever is the sooner. Any trees or plants which within a period of 5 years from the substantial completion of the development die, are removed or become seriously damaged or diseased shall be replaced in the next planting season with others of similar size and species to those originally planted.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and to secure a visually satisfactory setting for the development.

- 3 Before any part of the development hereby permitted is first occupied boundary enclosures of a height and type to be approved in writing by the Local Planning Authority shall be erected in such positions along the boundaries of the site(s) as shall be approved and shall be permanently retained thereafter.**

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of visual amenity and the amenities of adjacent properties.

- 4** No demolition, site clearance or building works shall be undertaken, and no equipment, plant, machinery or materials for the purposes of development shall be taken onto the site until an arboricultural method statement detailing the measures to be taken to construct the development and protect trees is submitted to and approved in writing by the Local Planning Authority.

The statement shall include details of:

Type and siting of protective fencing, and maintenance of protective fencing for the duration of project;

Type and siting of scaffolding (if required);

Details of the method and timing of demolition, site clearance and building works

Depth, extent and means of excavation of foundations and details of method of construction of new foundations

Location of site facilities (if required), and location of storage areas for materials, structures, machinery, equipment or spoil, and mixing of cement or concrete;

Location of bonfire site (if required);

Details of the location of underground services avoiding locating them within the protected zone

Details of the method to be used for the removal of existing hard surfacing within the protected zone

Details of the nature and installation of any new surfacing within the protected zone

Methods proposed for the watering of the trees during the course of the project

The method statement shall be implemented according to the details contained therein until completion of building works, and all plant, machinery or materials for the purposes of development have been removed from the site.

Reason:To ensure that all existing trees to be retained are adequately protected and to comply with Policy NE7 of the Unitary Development Plan.

- 5** Details of the materials to be used for the external surfaces of the building shall be submitted to and approved in writing by the Local Planning Authority before any work is commenced. The works shall be carried out in accordance with the approved details.

Reason:In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the appearance of the building and the visual amenities of the area

6 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.

Reason:To ensure satisfactory means of surface water drainage and to accord with Policy 5.12 of the London Plan

7 Before commencement of the use of the land or building hereby permitted parking spaces and/or garages and turning space shall be completed in accordance with the approved details and thereafter shall be kept available for such use and no permitted development whether permitted by the Town and Country Planning (General Permitted Development) Order (England) 2015 (or any Order amending, revoking and re-enacting this Order) or not shall be carried out on the land or garages indicated or in such a position as to preclude vehicular access to the said land or garages.

Reason:In order to comply with Policy T3 of the Unitary Development Plan and to avoid development without adequate parking or garage provision, which is likely to lead to parking inconvenient to other road users and would be detrimental to amenities and prejudicial to road safety.

8 No wall, fence or hedge on the front boundary or on the first 2.5 metres of the flank boundaries shall exceed 1m in height, and these means of enclosure shall be permanently retained as such.

Reason:In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

9 Before any part of the development hereby permitted is first occupied that part of a sight line of which can be accommodated within the site shall be provided in both directions at **** and with the exception of trees selected by or the Local Planning Authority no obstruction to visibility shall exceed **** in height in advance of this sight line, which shall be permanently retained as such.

Reason:In order to comply with Policy T18 of the Unitary Development Plan and to ensure that the proposal does not prejudice the free flow of traffic and conditions of general safety along the adjoining highway.

10 Before the access hereby permitted is first used by vehicles, it shall be provided with visibility splays and there shall be no obstruction to visibility in excess of **** in height within these splays except for

trees selected by the Local Planning Authority, and which shall be permanently retained thereafter.

Reason:In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 11 While the development hereby permitted is being carried out a suitable hardstanding shall be provided with wash-down facilities for cleaning the wheels of vehicles and any accidental accumulation of mud of the highway caused by such vehicles shall be removed without delay and in no circumstances be left behind at the end of the working day.

Reason:In the interest of pedestrian and vehicular safety and in order to comply with Policy T18 of the Unitary Development Plan.

- 12 Details of arrangements for storage of refuse and recyclable materials (including means of enclosure for the area concerned 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 arrangements shall be completed before any part of the development hereby permitted is first occupied, and permanently retained thereafter.

Reason:In order to comply with Policy BE1 of the Unitary Development Plan and in order to provide adequate refuse storage facilities in a location which is acceptable from the residential and visual amenity aspects.

- 13 The existing access shall be stopped up at the back edge of the highway before any part of the development hereby permitted is first occupied in accordance with details of an enclosure to be submitted to and approved in writing by the Local Planning Authority. The approved enclosure shall be permanently retained as such.

Reason:In order to comply with Policy T11 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

- 14 Prior to the commencement of the development hereby permitted a Construction Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Plan shall include measures of how construction traffic can access the site safely and how potential traffic conflicts can be minimised; the route construction traffic shall follow for arriving at and leaving the site and the hours of operation, but shall not be limited to these. The Construction Management Plan shall be implemented in accordance with the agreed timescale and details.

Reason: In order to comply with Policy T5, T6, T7, T15, T16 & T18 of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

15 Before the development hereby permitted is first occupied the proposed window(s) in the elevation shall be obscure glazed to a minimum of Pilkington privacy Level 3 and shall be non-opening unless the parts of the window which can be opened are more than 1.7 metres above the floor of the room in which the window is installed and the window (s) shall subsequently be permanently retained in accordance as such.

In the interests of the amenities of nearby residential properties and to accord with Policies BE1 and H8 of the Unitary Development Plan

16 No windows or doors additional to those shown on the permitted drawing(s) shall at any time be inserted in the elevation(s) of the ** hereby permitted, without the prior approval in writing of the Local Planning Authority.**

Reason: In order to comply with Policy of the Unitary Development Plan and in the interest of the amenities of the adjacent properties.

17 The development hereby permitted shall not be carried out otherwise than in complete accordance with the plans approved under this planning permission unless previously agreed in writing by the Local Planning Authority.

Reason: In order to comply with Policy BE1 of the Unitary Development Plan and in the interest of the visual and residential amenities of the area.

18 No loose materials shall be used for the surfacing of the parking and turning area hereby permitted.

Reason: In order to comply with Policy T18 of the Unitary Development Plan and in the interest of pedestrian and vehicular safety.

You are further informed that :

1 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

- 2 Any re-positioning, alteration and/or adjustment to street furniture or Statutory Undertaker's apparatus considered necessary and practical to help with the modification of the vehicular crossover shall be undertaken at the cost of the applicant.
- 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.